ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Fairfield Maintenance Station Project

Resolution SHOPP-P-2627-02B
(to 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) effective on October 15, 2026 (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

3.1 Whereas at its 03/20/2026 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the Fairfield Maintenance Station Project, 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***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 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 _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G 26-33, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 03/20/2026
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's 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 to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a 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 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Fairfield Maintenance Station Project

Resolution: SHOPP-P-2627-02B

(to be completed by CTC)

08/03/26
Date

Ambreen Ansari
Project Manager
Project Applicant

Leah Budu for
Leah Budu for (Aug 6, 2026 13:10:45 PDT)

08/06/2026
Date

Doanh Nguyen (Acting)
District Director
California Department of Transportation

Cory Binns (Sep 17, 2026 15:48:22 PDT) on behalf of

09/17/2026
Date

Dina El-Tawansy
Director
California Department of Transportation

on behalf of

10/20/2026
Date

Tanisha Taylor
Executive Director
California Transportation Commission

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	08/26/26 09:10:38 AM

District	EA	Project ID	PPNO	Project Manager
04	4W240	0422000129	2911R	ANSARI, AMBREEN

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SOL	80	17.1		PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Maintenance Facility Rehabilitation

Location/Description

In Fairfield, at the Fairfield Maintenance Station (23M5057) at 2019 West Texas Street. Replace maintenance station facility. (G13 Contingency)

Legislative Districts

Assembly:	11	Senate:	03	Congressional:	08

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Transportation Related Facilities	0	10050	7024		17074	Square feet
Programmed Condition	Transportation Related Facilities	17074	0	0	10728	27802	Square feet

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	05/05/26	
Right of Way Certification Milestone		01/08/29
Ready to List for Advertisement Milestone		03/16/29
Begin Construction Milestone (Approve Contract)		10/01/29

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	24/25	2,741					2,741
PS&E	25/26	12,531					12,531
RW Support	25/26	54					54
Const Support	28/29	16,757					16,757
RW Capital	28/29	234					234
Const Capital	28/29	60,519					60,519
Total		92,836					92,836

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: RICHARD J. STONE
SHOPP SB-1 Baseline Agreement
HQ Program Management

Date: JULY 23, 2026

File: EA 04-4W240
EFIS 0422000129
SOL-80-17.12

From: AMBREEN ANSARI
PROJECT MANAGER - SOLANO
DISTRICT 04

Subject: **PROJECT STATUS UPDATE**

This memorandum is provided to accompany the Baseline Agreement for the referenced project.

The Project was programmed into the 2024 SHOPP Program for FY 26/27 RTL delivery. The delivery schedule was moved to FY 28/29 as part of SHOPP rebalancing. The current CTIPs and Project Report (PR) are reflective of the change. Location of the project is In the City of Fairfield, on 2019 West Texas Street connecting to Interstate-80.

The referenced project's performance measures are (1 Building).

The existing facility houses Division of Equipment (DOE). DOE is currently working on an alternate location for their SHOP building. The programmed supplementary asset of 27,802 SQFT included DOE Shop. The revised supplementary asset of 26,425 SQFT was incorrectly noted in the Project Report under Table 7-2. The supplementary assets are subjected to change based on final determination by DOE. A Project Change Request (PCR) will be initiated during PS&E phase to revise the supplementary asset.

Project Supplementary Assets

Activity	Programmed in CTIPS(SQFT)	Proposed in PR(SQFT)
Maintenance Facility (201.352)	27,802	26,425

The postmile of 17.1 shown in the PPR Equivalent differs from the postmile of 17.120 listed in the Project Report and CTIPS due to rounding.

If you have any questions, please contact me at (510) 821-2946.

Attach to E-Mail for Executive Signature

Document Item: Project Report Sol-80-PM 17.12 (Maintenance Station Reconstruction)

EA Number: 04-4W240 EFIS: 0422000129

Item Due Date: 03/16/26

Number of Documents to be Signed: 1

Erica Alemayehu EA	03/04/2026	Fariba Zohoury FZ	3/10/2026 3/24/2026
Acting Branch Chief, Design Special Projects	*Date*	*District Division Chief, Design South*	*Date*
Ambreen Ansari AA	03/06/26	Julie McDaniel	
Project Manager	*Date*	*Deputy District Director, R/W & Land Surveys*	*Date*
Arick Bayford AB AB	3/30/26 3/6/26	Wajahat Nyaz WN	5/5/2026 4/8/2026
Office Chief, Design Special Projects	*Date*	*Deputy District Director, Design*	*Date*
		Chief Deputy District Director	*Date*
		District Director	*Date*

Erica Alemayehu	510-833-0496	erica.alemayehu@dot.ca.gov
Return to Originator	*Telephone*	*Email Address*

Caltrans

04 - SOL - 80 - PM 17.12
EA 04-4W240 - Project No. 0422000129 - PPNO 2911R
SHOPP 20.XX.201.352 - Maintenance Facilities
March 2026

Project Report

For Project Approval

Near Route 80 in Solano County in Fairfield

At The Fairfield Maintenance Station at 2019 West Texas Street

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:

Julie McDaniel, Deputy District Director,
Right of Way and Land Surveys

APPROVAL RECOMMENDED:

Ambreen Ansari, Project Manager,
Project Management North

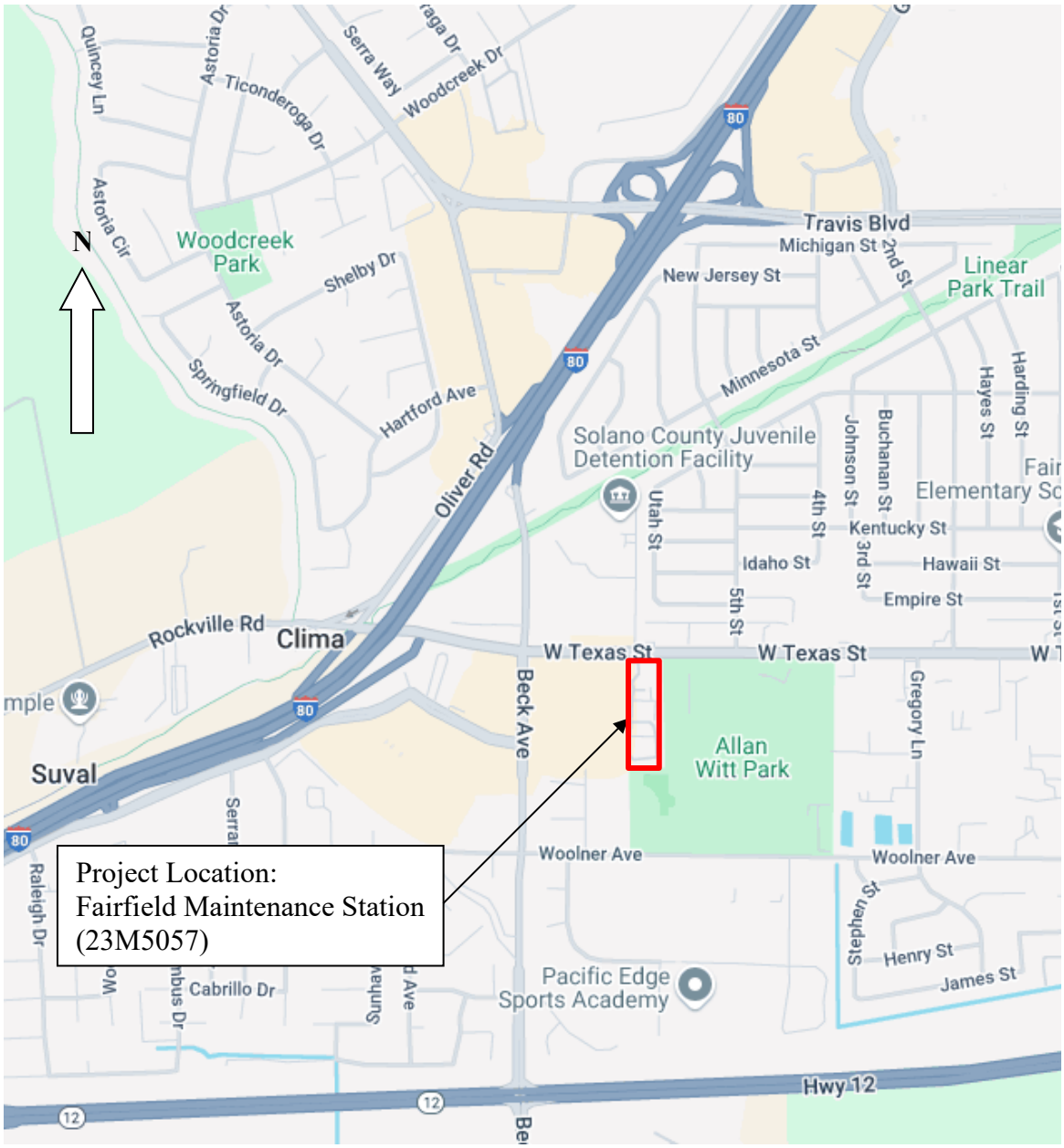
Arick Bayford, Office Chief,
Design Special Projects

PROJECT APPROVED:

Wajahat Nyaz
Deputy District Director, Design

5/5/2026
Date

Vicinity Map



Near Route 80 in Solano County in Fairfield at the Fairfield Maintenance Station at 2019 West Texas Street

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.

Erica Alemayehu

02-20-2026

REGISTERED CIVIL ENGINEER *DATE*



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1. INTRODUCTION

Project Description:

The purpose of the project is to partially demolish and replace the existing 60-year-old Fairfield Maintenance Station (23M5057) located at 2019 West Texas Street, in the City of Fairfield, approximately 1,700 feet east of Interstate 80 (I-80). The upgraded maintenance station will be built at the site of the current Fairfield Maintenance Station shown on the location map provided in Attachment A and the Proposed Site Plan in Attachment B.

This project was originally programmed in the 2024 State Highway Operation and Protection Program (SHOPP) and has been carried over into the 2026 SHOPP cycle. It is scheduled for delivery in Fiscal Year (FY) 2028/29 under the SHOPP program code 201.352 (Maintenance Facilities).

The estimated escalated Construction Capital cost for the project is $60,519,000. See Attachment C for the Preliminary Cost Estimate and the Advanced Planning Study (APS) Estimate Summary. Refer to Section 8, Funding, Programming and Estimate for programming details.

Project Limits	04-Sol-80-PM 17.12 Maintenance Facility No. 23M5057 2019 West Texas Street	
Number of Alternatives	Two (one Build Alternative and the No-Build Alternative)	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$30,163,000	$30,163,000
Capital Outlay Construction	$50,493,000	$60,519,000
Capital Outlay Right of Way	$120,000	$120,000
Funding Source	SHOPP 20.XX.201.352 - Maintenance Facilities	
Funding Year	Fiscal Year 2028/29	
Type of Facility	Maintenance Facility	
Number of Structures	1	
SHOPP Project Output	27,802 SQFT	
Environmental Determination or Document	Categorical Exemption (CEQA)	
Legal Description	In Solano County in Fairfield at the Fairfield Maintenance Station at 2019 West Texas Street	
Project Development Category	Category 5	

Notes:
SHOPP = State Highway Operation and Protection Program
CEQA = California Environmental Quality Act
SQFT = square feet
Sol = Solano
PM = post mile

2. RECOMMENDATION

It is recommended that this Project Report (PR) be approved with the Build Alternative and that the project proceed to the Plans, Specifications, and Estimate (PS&E) phase. It is also recommended that a separate project be programmed/created for temporary relocation of occupants.

3. BACKGROUND

Project History

This project was initiated by the District Maintenance Facilities Program. Approximately 12 years ago, it was identified that the on-site main office administration building had suffered structural damage and was unsafe for use. Since that determination the building has been unutilized while the staff based at this station has increased to approximately 100.

On June 20, 2023, the Project Initiation Report (PIR) was approved, and the project was programmed in the 2024 SHOPP. The PIR identified two alternatives for further study in the Project Approval and Environmental Document (PA&ED) phase: one Build Alternative and the No-Build Alternative.

On August 24, 2023, a PIR update memo was signed to transfer the $221,000 capital cost of Temporary Facility Lease from Right of Way Capital (Phase 9) to Construction Capital (Phase 4).

On March 20, 2026, the project was carried over into the 2026 SHOPP with a revised Funding FY of 2028/29. The project was originally programmed for Funding Year 2026/27; however, as part of the statewide SHOPP rebalancing efforts, the delivery year was updated to FY 2028/29. An additional $15,359,000 in funds was also added as part of the 2026 SHOPP cycle. A Project Change Request (PCR) was not required because these adjustments are incorporated through the statewide SHOPP rebalancing process.

Community Interaction

Public outreach was not required in the PA&ED phase because the proposed work is entirely within an existing Caltrans maintenance facility. The proposed project will not affect community character or require relocation of homes or businesses. It is not anticipated that private property owners will be impacted by construction activities. In addition, the Transportation Management Plan (TMP) prepared for the project will outline a public outreach strategy to keep the community informed about temporary traffic impacts such as lane or shoulder closures, and pedestrian detours during construction, when necessary.

Existing Facility

The existing facility consists of a 5.26-acre site bounded by West Texas Street to the north, Allan Witt Park to the east and south, and a commercial plaza to the west. The site is secured by wrought iron fencing along the north, east and south perimeters and a masonry wall with attached iron railing on the west side. There is one ingress and egress sliding gate access on West Texas Street. The site was originally developed in 1962 with a sub shop, office building, and a couple of storage units. An aerial map of existing facilities is provided in Attachment A. The existing structure list is shown below.

Existing Structures	Square Feet
Maintenance Office Trailer	3,200
Maintenance Electrical Shop	1,050
Sub Shop	2,480
Sub Shop	1,050
Sub Shop Storage	450
Wash Rack	1,000
Office Trailer	1,420
Material Storage	1,200
Material Storage	2,000
Material Shed	450
Guard Rail Storage	3,700
Wood Post Storage	1,600
Electrician Shop	900
Sign Storage	980
Equipment Storage	3,904
Paint Shed	216
Paint Shop	500
Administration Building	1,200
Fuel Pump	225
Crew Area	1,000
Containers	1,700

The Fairfield Maintenance Station serves as a base for the California Department of Transportation (Caltrans) field crews maintaining highways in the Solano County area and is used for road maintenance and storage. Field Maintenance, Division of Equipment (DOE), and Electrical Maintenance divisions currently occupy the existing maintenance station. The DOE has expanded its operations at the Fairfield Maintenance Station over the last 30 years. As a result, they require 14,000 sqft of space, which is more than the 10,600 sqft currently programmed for this project. Therefore, the DOE will not be housed at the new maintenance facility and is exploring alternatives for a permanent facility.

To maintain operational continuity during the Fairfield Maintenance Station reconstruction, the Project Development Team (PDT) has adopted a dual-delivery strategy. Permanent upgrades to the Vallejo Maintenance Facility will be executed under EA 04-0V870 (Minor A). Concurrently, a separate procurement effort will secure and prepare temporary off-site leased facilities. This phased approach ensures the site is vacated and field units remain operational prior to the primary contract award.

4. PURPOSE AND NEED

Purpose:

The purpose of the project is to provide a maintenance facility that conforms to current design standards and will sustain the Maintenance Program's current and future functional and operational needs. The upgraded facility will improve the structural safety, functional capacity, and overall operational efficiency of the maintenance facility.

Need:

The existing 60-year-old maintenance facility does not meet current facility design standards, is deficient in its current building components, and lacks the capacity for expansion. Several of the buildings that are in use at this facility are neglected and need to be replaced with modern facilities. Additionally, there are approximately 100 staff based out of the maintenance facility which has resulted in overcrowding conditions. An aerial map of existing facilities is provided in Attachment A.

4A. Problem, Deficiencies, Justification

The designated areas for crews, equipment, storage, and materials are insufficient. The main water line is failing, and the cast iron sewage line is deteriorating, resulting in sewage clog and backup. There have been repeated incidents of theft and vandalism due to the lack of security surveillance equipment, and there are no heating and cooling systems. The existing maintenance facilities are deficient and inadequate, posing a safety risk to staff and compromises job performance.

The facility exhibits deficiencies in the following areas:

- Main office building – structural deficiency
- Inadequate facilities for crews and supervisors
- Inadequate materials and equipment storage facilities for field maintenance and shop mechanics
- Lack of heating and cooling systems
- Lack of security surveillance equipment to deter theft and vandalism
- Inadequate wash rack system for vehicles
- Deteriorated cast iron sewage line with clogging and backup
- Deteriorated water line main
- Undersized sub shop mechanic bays that do not accommodate modern truck fleet

4B. Regional and System Planning

<u>Corridor Overview</u>

Interstate 80 (I-80) is a major east-west transcontinental freeway connecting the San Francisco and Sacramento regions and points beyond. The route is a critical goods movement route and links directly with the Port of Oakland, the nation's 9th largest container port. Within District 4, the route passes through San Francisco, Alameda, Contra Costa, Napa, and Solano Counties. The I-80 Corridor consistently ranks as one of the most congested corridors in the entire San Francisco Bay Area. The portion of I-80 within the project limits is a 10-lane freeway, with one HOV lane in each direction. Amtrak provides an intercity rail connection in the corridor vicinity via Capitol Corridor. Bicycle and pedestrian access are prohibited on I-80.

Federal and State Planning

The following table lists the federal and State of California (State) designations of the segment of I-80 within the project limits.

Table 4-1: Federal and State Designations

Route	Functional Classification	Trucking Designations	National Highway System (NHS)	Scenic Highway	Inter-Regional Road System (IRRS)
I-80	Interstate	National Network (STAA)	Eisenhower Interstate System	Not designated	Yes

The I-80 Comprehensive Multimodal Corridor Plan (CMCP) was completed in January 2023, covering the I-80 Corridor in the counties of Solano, Yolo, and Sacramento. The CMCP was developed pursuant to the statutory mandate for Caltrans to conduct long-range corridor planning, as well as in response to the Road and Repair Accountability Act of 2017, also known as Senate Bill 1 (SB 1), that was passed in April 2017. The I-80 CMCP presents strategies that are aimed at managing congestion, improving safety, and maximizing flow for all modes and incorporates measures to reduce air pollution and greenhouse gases. Notable recommended strategies include the addition of managed/express lanes to maximize the efficient use of the existing highway for motorists, the development of express bus services, rail and local transit improvements, and improved bicycle/pedestrian facilities.

Regional Planning

The Metropolitan Transportation Commission (MTC) is the State-designated Regional Transportation Planning Agency and the federally designated Metropolitan Planning Organization for the San Francisco Bay Area. The MTC is responsible for the Regional Transportation Plan (RTP), a long-range (though financially constrained) planning report for the region. Under Senate Bill (SB) 375, along with an updated RTP, each region in California is mandated to develop a Sustainable Communities Strategy (SCS) that promotes compact, mixed-use commercial and residential development that is walkable, bikeable, and close to mass transit, jobs, schools, shopping, parks, recreation, and other amenities to help achieve the greenhouse gas (GHG) emissions reduction targets outlined in SB 32.

In partnership with the regional planning agency Association of Bay Area Governments (ABAG), MTC developed Plan Bay Area (PBA) 2050, which was approved in October 2021. PBA 2050 serves as the San Francisco Bay Area's RTP and SCS and is the latest strategic update to PBA 2040 from 2017. PBA 2050 is comprised of 35 strategies focused on improving housing, economic growth, transportation, and the environment for the Bay Area's nine counties. These strategies serve as a blueprint to inform the nine counties of the Bay Area to plan and create a more resilient and equitable region over the next 30 years and beyond. Each strategy is a public policy or investment to be implemented collaboratively at the city, county, regional, or State level with equity as the priority for execution. An update to PBA 2050, called Plan Bay Area 2050+ is

currently underway. This is a limited and focused update to the plan, that will refine select plan strategies using lessons learned from the last three years and will also enable continued progress implementing the strategies of the Plan.

Local Planning

The Solano Transportation Authority (STA) is the designated Congestion Management Agency for Solano County. STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

STA's Comprehensive Transportation Plan (CTP) for Solano County envisions, directs, and prioritizes the transportation needs of Solano County. The CTP incorporates various STA studies and plans into a 25-year planning document. The Solano CTP 2040 was completed in June 2020.

Future Projects

State Highway Operation and Protection Program

The State Highway Operation and Protection Program (SHOPP) is the State's "fix-it-first" program that funds the repair, safety improvements, some highway operational improvements, and preservation of the State Highway System (SHS).

Table 4-2: SHOPP-Planned Projects

Project ID	EA	County/ Route	PM	Legal Description	Work Description	Program/ Year	Current Phase
0421000344	3W320	Sol 80	14.8/14.8	In Solano County on I-80 PM 14.8 (WB) at EB Cordelia Commercial Vehicle Enforcement Facility (CVEF)	Replacement of pit covers for Cordelia Commercial Vehicle Enforcement Facility (CVEF).	SHOPP 2029	K Phase
0423000444	4Y750	Sol 80, 680,780	1.53/21.93	In Solano County on Route 780 from 0.1 mile North of Benicia Martinez Bridge to 0.5 mile East of Glen Cove Overcrossing and on Route 680 from Benicia Martinez Bridge to N680-E80 Connector Bridge	Install full trash capture (FTC) devices in Solano County to meet the San Francisco's Bay region of California Regional Water Quality Control Board Cease and Desist Order (CDO) requirements.	SHOPP 2029	K Phase

Source: Caltrans D4 Milestone Report 01/01/2026

Plan Bay Area 2050

The following table lists current Plan Bay Area 2050 Regional Transportation Plan (RTP) IDs that are in the vicinity of the project location.

Table 4-3: Planned Projects Listed in the RTP

County/ Route	Sponsor	RTP ID	Description	Cost	Open Period
Sol 80	STA	21-T12-116	I-80 Express Lanes through Vallejo (Carquinez Bridge to SR 37)	$100M	2050
Sol 80	STA	21-T12-116	I-80 Express Lanes SR 37 to Red Top Road	$65M	2050
Sol 80	STA	21-T06-015	This program includes funding to implement interchange improvements at I-680/SR-12, Redwood Pkwy and Lagoon Valley Rd.	Var	Var
Sol 80	BATA	21-T07-051	This program funds the conversion of the Bay Areas seven state-owned toll bridges including the Carquinez to Open Road Tolling to allow for high-speed tolling.	$200M	2050
Sol 80	STA	21-T12-125	This program funds regional bus service improvements such as frequency upgrades (15-minute peak headways), transit signal priority, adaptive signal timing and ramp metering.	$26M	2021-2035

*Costs and proposed construction dates are subject to change.

Notes:
RTP = Regional Transportation Plan
Sol = Solano County
ID = identification number

State Transportation Improvement Program

The California State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway, and transit improvements. There are no projects in the project vicinity included in the STIP.

4C. Traffic

Current and Forecasted Traffic

Not applicable.

Collision Analysis

Not applicable.

5. ALTERNATIVES

A formal evaluation of alternatives is not necessary since there is only one Build Alternative and the No-Build Alternative.

5A. Viable Alternatives

An Advanced Planning Study (APS) was prepared by the Headquarters Division of Engineering Services (DES), Office of Transportation Architecture, based on the scope of work provided by the District 4 Program Advisor, Division of Maintenance North Bay Region Chief, and staff. The APS Site Plans and Estimate Summary are included in Attachments B and C.

The initial proposal for the maintenance station reconstruction included complete demolition and replacement of the existing facilities. Due to the increased construction capital associated with a complete demolition, the PDT agreed that some of the unimpaired facilities would remain as-is. Attachment A illustrates the facilities that will be demolished and those that will remain.

Proposed Engineering Features

The upgraded maintenance station will include the following new structures:

- Maintenance Crew Building – 7,175 sq ft
- Maintenance Equipment and Fabrication Bays – 9,985 sq ft
- Electrical Crew Office, Shop and Warehouse – 2,800 sq ft
- Administration Office – 3,465 sq ft
- Covered Wash Rack – 3,000 sq ft
- Generator Enclosure and Electric Yard – 1,540 sq ft
- Garbage and Recycling Enclosure – 600 sq ft
- Miscellaneous Hazardous Materials Storage – 3,300 sq ft

The Zero Net Energy (ZNE) requirement, driven by California's mandate for state buildings to produce as much on-site renewable energy as they consume annually through high energy efficiency and on-site generation, will not apply to this project per a memorandum issued by the district. Instead, the project will be prepared to accommodate future ZNE upgrades. Space will be reserved for a solar battery energy storage system, and provisions will be included for a future rooftop photovoltaic (PV) panel system to help reduce future energy costs for the maintenance station. Three dual Level 2 electric vehicle charging stations will also be installed to promote the use of zero-emission vehicles and reduce greenhouse gas emissions. An on-site emergency backup diesel generator sized to power the entire facility during electrical outages will be installed as part of a future project. To support this future installation, a dedicated

section of the proposed switchboard, along with empty conduits and pull boxes, will be provided as a "future-proof" plug-and-play standby generator connection.

The structural section of the existing parking lot adjacent to the building demolition will be excavated and replaced while the remaining parking lot area will be resurfaced to reduce the construction capital cost.

A cement masonry unit (CMU) wall approximately 8 feet in height will be constructed around the perimeter of the facility with a wrought iron security gate at the entrance to deter vandalism and theft.

Nonmotorized and Pedestrian Features

A new driveway will be constructed at the entrance of the Fairfield Maintenance Station at 2019 West Texas Street. The driveway landing will be constructed in accordance with the Americans with Disabilities Act of 1990 (ADA) to provide continuous, navigable, and enhanced pedestrian walkways. This approach is consistent with the Complete Streets policy of providing accessibility and safe mobility for travelers of all ages and abilities.

Nonstandard Design Features

It is not anticipated that the project will introduce any nonstandard boldface or underlined design features.

Cost Estimate

A HQ DES Office of Transportation Architecture APS Estimate Summary has been prepared (Attachment C), based on the scope of work provided by the District 4 Maintenance Facilities Program Advisor, Division of Maintenance North Bay Region Chief, and staff. The construction and right of way costs for the project have been estimated. These costs are summarized in Table 5-1. A detailed Preliminary Cost Estimate prepared by District 4 Design is provided as Attachment C.

Table 5-1: Preliminary Project Cost Estimate Summary: Build Alternative

Item	Estimated Cost
Roadway items	$13,420,000
Structure items	$47,099,000
Subtotal construction	$60,519,000
Right of way (escalated value)	$120,000
Total project capital outlay cost:	**$60,639,000**

5B. No Build Alternative

The No-Build Alternative would not accomplish the project purpose or meet the project need. Therefore, the No-Build Alternative was rejected.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

Hazardous materials currently used and stored at the facility consist of petroleum-based products (e.g., solvents, fuels, lubricants), paint, sealant, pesticides, herbicides, reprographic fluids, and electrical waste (e.g., batteries, electronics, light bulbs, and ballasts). Care must be taken when field units move to the temporary leased facility when handling these types of materials.

A Hazardous Building Materials survey was conducted with generally accepted standards of practice for identifying asbestos-containing materials (ACMs), lead-containing paint (LCP) and polychlorinated biphenyls (PCBs) in structures. The primary objective of the survey was to determine and quantify asbestos, deteriorated LCP, and PCBs in building materials at the project site. The structures to be demolished during construction contain asbestos and lead paint. The materials generated by excavation may require handling and testing that follows standard provisions to verify appropriate reuse or disposal options. Hazardous materials identified during project demolition will be properly disposed of in accordance with Caltrans guidelines. Disposal sites will be identified, and any necessary environmental compliance documentation or investigation will be completed.

6B. Value Analysis

Caltrans has an established Value Analysis (VA) program that has adopted the principles and practices of value engineering to maintain compliance with federal law. Caltrans uses VA to continually improve the quality of and return on the State's investments in infrastructure, foster innovation, and minimize the life-cycle costs of transportation projects.

A VA study is required for all projects that use federal funds as directed by the National Highway System Designation Act of 1995, 23 United States Code, Section 106 and have a total project cost (construction, right of way, and support) of $50 million or more and. Caltrans has a lower project cost threshold for conducting a VA study of $25 million.

This project meets the federal requirements for a VA study. The VA study for this project was conducted from January 20 to January 22, 2026. The preliminary findings of the VA Study Summary Report received on February 6, 2026 yielded five VA alternatives that were developed to potentially improve the project.

The following five VA alternatives will continue to be evaluated during the PS&E phase to determine if there are opportunities to potentially improve the project:

- Outside storage area enclosed in fencing and canopy for equipment storage in lieu of additional building footprint
- Connect Building 6 and 18 with an extended covered awning for "connection"
- Reduce the size of the Electrical Yard and shift eastward to add more parking spots
- Separate the Truck Parking (20) and Covered Garbage Area and Hazardous Storage (10)
- Add an IT Room to the Electrical Shop

6C. Resource Conservation

The project is anticipated to result in salvageable or reusable items that will be returned to Maintenance such as security gate and wrought iron fence. Every feasible effort will be made to implement resource conservation should there be additional recyclable items that result from the construction stage. Construction activities will be planned and scheduled to maximize the efficient use of construction personnel and equipment to reduce the use of fuel and power consumption.

6D. Right of Way

General

The upgraded maintenance station will be reconstructed on the 5.26-acre state-owned parcel that houses the existing Fairfield Maintenance Station. A Right of Way Data Sheet was approved on March 11, 2025, and is included as Attachment D. A Permit to Enter and Construct (PTEC) is required for utility, sidewalk, and driveway work on West Texas Street due to the replacement of existing utility lines and new utility connections for the proposed facilities. Temporary relocation cost is not part of the R/W budget and is not included in the R/W datasheet. The relocation will be handled separately.

Railroads

There are no railroad conflicts within the project limits, and no railroad involvement is anticipated.

Utilities

Utility verification and potholing elevations of the on-site water, sewer, and electric facilities have been conducted. All existing underground utility lines including water, sewer, and gas will be decommissioned by capping and removing them prior to the installation of new service lines. Electrical utility service lines will be upgraded.

6E. Environmental Compliance

The project is Categorically Exempt under Class 2 of the California Environmental

Quality Act (CEQA) Guidelines. The project is not eligible for federal funding; therefore, the National Environmental Policy Act (NEPA) is not applicable. The Categorical Exemption / Categorical Exclusion Determination Form was approved on December 3, 2025 and is provided as Attachment E.

Water Quality

The project site is located within the San Francisco Bay (Region 2) Regional Water Quality Control Board (RWQCB) limits. The disturbed soil area (DSA) for this project will be more than one acre with a Risk Level of 2. Under the 2022 Caltrans MS4 National Pollutant Discharge Elimination System (NPDES) Permit, highway projects in the state right of way creating 10,000 square feet (5,000 square feet for non-highway facilities) or more of Net Impervious Surface (NIS) area, must implement post-construction Treatment Best Management Practices (TBMPs). Treatment BMPs are required for this project because the NIS is greater than 5,000 square feet.

To address the temporary water quality impacts resulting from construction activities, the project will require preparation and adoption of a Storm Water Pollution Prevention Plan (SWPPP). Additionally, the project will require a Notice of Intent (NOI) before commencing any construction activities at the job site. Best Management Practices (BMPs) need to be implemented to address the temporary water quality impacts resulting from the construction activities in the project. BMPs should include job site management, temporary fiber roll, temporary drainage inlet protection, temporary gravel bag berm, street sweeping, and temporary concrete washout. Appropriate BMPs and their quantities will be refined and developed during the PS&E phase. Incorporation of the BMP measures outlined in the SWPPP ensure the proposed alternative will not adversely affect the water quality in local waterways or groundwater quality.

This project does not require a California Fish and Game Code Section 1602, Section 401 Water Quality Certification, or a Section 404 Permit under the Clean Water Act because work is not anticipated to occur within or near jurisdictional water features identified as Waters of the State or Waters of the United States.

A Stormwater Data Report – Long Form has been prepared for the project (see Attachment F).

Scenic Resources

Avoidance, minimization and mitigation measures for scenic resources and aesthetics of project features are outlined in the Visual Impact Assessment (VIA) to address and anticipate visual changes and impacts. The VIA includes the following project-specific avoidance and minimization measures:

- Apply climate appropriate, native erosion control seeding and/or mulch and associated permanent erosion control measures to pervious areas disturbed by construction activities.
- Consider landscape buffer at site entry with trees and mulched surfaces to provide screening and visual consistency within the context of West Texas Street.
- Implement aesthetic treatment on facades of architecture that are prominently viewed from the street, in accordance with Caltrans material standards. Consider similar treatment of complementary painted colors on visible streetside utilities, such as transformers.
- Make the location height of fencing and gates visually consistent with other adjacent parcels in the area, in accordance with Caltrans standards and consult with City standards, to the extent practicable.
- Minimize impacts to existing vegetation to remain, on project site and neighboring parcels. They should be protected from construction activities by temporary fencing when close to construction work or staging areas, especially mature trees and shrubs.

Planting and Irrigation

Mitigation planting is unlikely; however aesthetic and visual screening through planting may serve as a context-sensitive design treatment for the maintenance station entry, coordinated with other required facilities. Commercial properties along West Texas Street commonly feature landscaped frontage, and the existing mulched areas at the entry provide an opportunity for similar improvements. If planting is specified during the design phase, a permanent irrigation system and one year (250 working days) of plant establishment work will be required.

Erosion Control

Permanent erosion and sediment control and soil stabilization will be required on all areas of disturbance caused by construction, construction access routes, and staging activities. These measures will be specified as design advances and may include hydroseeding, hydromulching, fiber rolls, and erosion control netting. Climatically appropriate, commercially available plant seeds will be applied as part of erosion control work for revegetation.

6F. Air Quality Conformity

A conformity determination does not apply since the project is CEQA only.

6G. Title VI Considerations

Under Title VI of the Civil Rights Act of 1964, the Department ensures that

> "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Related federal statutes and State law further these protections to include sex, disability, religion, sexual orientation, and age.

Caltrans recognizes its leadership role and unique responsibility in State government to eliminate transportation barriers that have divided communities and amplified racial inequities. Caltrans is committed to provide more equitable transportation for all Californians by creating more transparent, inclusive, and ongoing consultation and collaboration processes and engaging with the communities most impacted by structural racism in transportation decision-making, policies, processes, planning, design, and construction. Caltrans is also committed to increase pathways to opportunity for minority-owned and disadvantaged business enterprises and for individuals who face systemic barriers to employment. The goal is to create a more resilient transportation system that distributes the benefits and burdens of the system more equitably to the current and future generations of Californians.

The project is not anticipated to have disproportional impacts on low-income, minority, or low-mobility groups.

6H. Noise Abatement Decision Report

This project does not qualify as either a Type I or Type II project under CFR 772. Noise abatement need not be considered, and a Noise Study Report is not required.

6I. Life-Cycle Cost Analysis

A Life-Cycle Cost Analysis is not applicable to this project because no pavement work will be done on the State Highway System.

6J. Reversible Lanes

This project does not qualify as a capacity-increasing or a major street or highway realignment project, so reversible lanes need not be considered.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

A public hearing is not required for the project, as the Environmental Document is a Categorical Exemption, which does not require a public hearing. Once the PR is approved, a Notice of Exemption (NOE) will be filed with the State Clearinghouse. The NOE will serve as public notice that the project is exempt from CEQA.

Route Matters

The project does not involve Freeway Agreements, New Connections, Route Adoptions, or Relinquishments.

Permits

Environmental studies have been conducted to determine whether permits will be required for the project. It has been determined that no individual resource agency permits will be required for the project.

Transportation Management Plan

A Transportation Management Plan (TMP) is a program designed to be implemented during construction to assist and minimize impacts to the traveling public. Various TMP elements such as portable changeable message signs and public information will be used to alleviate and minimize delays and provide safety to the construction crew and the traveling public. The TMP will be developed and refined during subsequent phases of the project, supported by detailed traffic studies to evaluate traffic operations. Utility trenching and connection work, sidewalk, driveway and curb ramp construction will require lane and shoulder closures.

The Transportation Management Plan Data Sheet is provided as Attachment G.

Accommodation of Oversize Loads

The project will not result in any additional temporary or permanent restrictions on the movement of oversize loads.

Asset Management

Director's Policy 35 (DP-35) calls for maximizing the effectiveness of transportation investments through a performance-driven asset management in conformance with Title 23, Part 515 of the Code of Federal Regulations and Section 14526 of the California Government Code. Per this policy, Caltrans is required to determine the most effective way to apply the available resources to benefit the condition and performance of the State Highway System (SHS) and its assets. This is achieved by a robust Asset Management program and is implemented through the Asset Management plans, such as the State Highway System Management Plan (SHSMP) and the District Performance Plans (DPP).

This project has been initiated, developed, and programmed in alignment with the departmental Asset Management plans. In the PAED phase of the project, all efforts have been made to meet or surpass the performance of the project at the programming milestone (Milestone 015). The currently programmed performance measures are presented in Table 7.1, while the proposed performance measures are presented in Table 7.2. Refer to Attachment H for the currently programmed SHOPP Project Performance Measures.

Table 7-1: Currently Programmed Performance Measures of the Project

Activity Detail	Unit of Measurement	Quantity	Actual Performance Measure			
			Pre-Fair	Pre-Poor	New	Post-Good
Maintenance Facility (201.352)	Square Feet	27,802	10,050	7,024	10,728	17,074
Equipment Shop (201.351)	Square Feet	10,600		5,394	5,206	5,394
Number of Maintenance Facilities Locations	Locations	1.0				
Number of Equipment Shop Locations	Locations	1.0				
Is any Location Within the Project Limits Ped/bike Accessible?	Yes/No	No				
Justification for Bicycle and Pedestrian Infrastructure Not Applicable	1,2,3					
Defer	–					

Notes:

– = not applicable

Table 7-2: Proposed Performance Measures of the Project

Activity Detail	Unit of Measurement	Quantity	Actual Performance Measure					
			Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Poor
Maintenance Facility (201.352)	Square Feet	26,425	1,560	7,090	5,104	12,671	13,754	
Equipment Shop (201.351)	Square Feet	2,752			2,752			0
Number of Maintenance Facility Locations	Locations	1.0						
Number of Equipment Shop Locations	Locations	1.0						
Is any Location Within the Project Limits Ped/bike Accessible?	Yes/No	No						
Justification for Bicycle and Pedestrian Infrastructure Not Applicable	1,2,3							
Defer	–							

Notes:

– = not applicable

The proposed work requires changes to the primary asset quantity. A Project Change Request (PCR) will be initiated during PS&E phase to revise the primary asset quantity to match the changes shown in Table 7-2. The Asset Management Tool (AMT) will be updated after PCR approval.

Complete Streets

Director's Policy DP-37 ensures that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected Complete Streets facilities for people walking, biking, and taking transit or passenger rail.

This project will not affect the safety and mobility needs of pedestrians, and it will not affect the existing landscape and surrounding nature of areas near or within the project limits.

A Revalidation of the Complete Streets Decision Document (CSDD) is provided as Attachment I.

Climate Change Considerations

Construction-Related Greenhouse Gas Emissions

Construction-generated GHG includes emissions resulting from material processing by on-site construction equipment, workers commuting to and from the project site, and traffic delays due to construction. The emissions will be produced at different rates throughout the project depending on the activities involved in the various phases of construction. The analysis focused on vehicle-emitted GHGs. Carbon dioxide (CO_2) is the single most important GHG pollutant due to its abundance when compared with other vehicle-emitted GHGs, including methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), and black carbon (BC).

Based on the project information available for environmental studies, the construction-related GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod 2022), version 2022.1, developed by the Sacramento Metropolitan Air Quality Management District. It was estimated that for the total construction duration, the amount of CO_2 produced due to construction would be 324 tons.

Table 7-3 summarizes the construction-related emissions, including the total carbon dioxide equivalent (CO_2e) emissions.

Table 7-3: Summary of Construction-related GHG Emissions

Project Location: Solano County 2019 W Texas Street PM 17.12	**Parameters**			**Project Total**
	CO_2 (tons)	**CH_4 (tons)**	**N_2O (tons)**	**CO_2e (metric tons)***
Total emissions	324	0.0126	0.0083	326

* Gases are converted to CO_2e by multiplying by their GWP. Specifically, GWP is a measure of how much energy the emission of 1 ton of a gas will absorb over a given period relative to the emission of 1 ton of CO_2.

Notes:
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
GWP = global-warming potential
N_2O = nitrous oxide
PM = post mile(s)

Because construction activities are short-term, the GHG emissions resulting from construction activities would not result in long-term adverse effects. Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction best management practices, would result in reducing GHG emissions from construction activities, including (but not limited to):

- Perform regular vehicle and equipment maintenance.
- Limit idling of vehicles and equipment on-site.
- If practicable, recycle nonhazardous waste and excess material; if such recycling is not practicable, properly dispose of the nonhazardous waste and excess material.
- Use solar-powered signal boards, if feasible.
- Use tier 4 interim or tier 4 final engines.

With innovations such as longer pavement lives, improvements in traffic management, and changes in materials used, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

California Climate Investments Priority Populations

(Refer to California Climate Investments Priority Populations 3.0 by Census Tract to identify SB 535 and AB 1550 communities near a corridor) According to SB 535, Disadvantaged communities are disproportionately affected by environmental pollution, low income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment. In AB 1550, low-income communities are census tracts with median household incomes at or below 80 percent of the statewide median income or with median incomes at or below the threshold designated as low income by the U.S. Department of Housing and Community Development. Both AB 1550 and a formula to direct a larger percentage of State GHG-reduction funds to invest in disadvantaged and low-income communities.

Caltrans identified SB 535 and AB 1550 communities within the immediate project limits. The construction activities and proposed improvements for this project will not result in negative impacts on the environment. Mitigation involves minimizing GHG emissions during construction.

Caltrans Equity Statement

State Departments of Transportation are bound by law to consider the needs of residents with low incomes, communities of color, people with limited English proficiency, seniors, the disabled, and other communities and individuals when developing transportation plans. Caltrans acknowledges that communities of color and underserved communities have experienced fewer benefits, and a greater share of negative impacts

associated with our State Transportation System. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that "quite literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods." Caltrans recognizes our leadership role and unique responsibility to eliminate barriers and provide more equitable transportation for all Californians. This understanding is the foundation for intentional decision-making that recognizes past, stops current, and prevents future harms from our actions. Furthermore, Caltrans is developing public outreach methodologies for increasing participation by disadvantaged community members and local community-based organizations (CBOs) to ensure that they have a voice on projects affecting those communities.

A Community Impact Assessment has not been prepared for this project.

Environmental Justice

Information used in identifying potential environmental justice issues are documented in corridor plans so transportation projects guarantee the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income. This applies to the scope of the project, from the early stages of transportation planning and investment decision making through construction, operations and maintenance. Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Executive Order 12898, issued in 1994, gave renewed emphasis to Title VI and added low-income populations to those protected by the principles of environmental justice. There are three fundamental principles at the core of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes, if applicable, will be addressed. Caltrans' commitment to upholding the mandates of Title VI is demonstrated by the approved Title VI Policy Statement.

Equity Priority Communities

MTC's Equity Priority Communities (EPC) index is based on eight American Community Survey (ACS) 2014-2018 tract-level variables. The development of MTC's EPC was a part of the Equity Framework within the Regional Transportation Plan. The framework includes equity measures to analyze scenarios and define

disadvantaged communities. These variables included minority populations, low-income areas, less English proficient populations, seniors (age 75 and older), zero-vehicle households, single-parent households, people with disabilities, and rent-burdened households. EPCs within the Regional Transportation Plan area are rated at high and highest levels of concern, meaning these communities are burdened by multiple socioeconomic factors.

Caltrans has identified EPCs surrounding the project area. However, there is no general impact to underserved communities for the proposed improvements.

Broadband and Advanced Technologies

As outlined in California Streets and Highways Code, Chapter 2, Section 2030(d), where feasible, Caltrans shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies.

Pursuant to AB 1549 (2016) and Caltrans Deputy Directive (DD)-116, collaboration between Caltrans and agencies working on broadband deployment is encouraged and when feasible, plans for additional wired broadband facilities are accommodated.

The proposed project will not impact the accommodation of wired broadband facilities, fueling for zero-emission vehicles, or provisions for infrastructure-to-vehicle communications for transitional or fully autonomous vehicles. The project limits do not fall within the Broad Band Middle Mile network.

Constructability Issues

Structure Design and District Construction will coordinate the constructability of this project in the PS&E phase.

Context Sensitive Solutions

Caltrans applies Context Sensitive Solutions to achieve transportation goals that are in harmony with community goals and the natural environment. These solutions are reached through a collaborative, interdisciplinary approach that involves all stakeholders. The City of Fairfield will be consulted during the PS&E phase since the work may impact pedestrian walkways, bike facilities, and local streets.

Disposal Site

The need for a disposal site will be determined during PS&E.

Materials Recommendation

Office of Materials and Pavement – East provided the structural sections for the travel lane, parking lot, sidewalk, and trench backfill. Refer to Attachment J for the Materials Recommendation.

8. FUNDING, PROGRAMMING, AND ESTIMATE

Funding

It has been determined that this project is not eligible for federal-aid funding. Federal funding is not available for State maintenance facilities and equipment shops.

Programming

This project is programmed under SHOPP 201.352, Maintenance Facilities, for delivery in fiscal year 2028/29.

Table 8-1 lists the estimated current programming costs by fiscal year.

Table 8-1: Current Programming

Fund Source	Fiscal Year Estimate								
20.XX.201.352	Prior	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31	2031/ 3	Future	Total
Component	In thousands of dollars ($1,000) 2								
PA&ED Support	2,741	—	—	—	—	—	—	—	2,741
PS&E Support	12,531	—	—	—	—	—	—	—	12,531
Right of Way Support	54	—	—	—	—	—	—	—	54
Construction Support	—	—	—	16,757	—	—	—	—	16,757
Right of Way	—	—	—	234	—	—	—	—	234
Construction	—	—	—	60,519	—	—	—	—	60,519
Total	15,326	—	—	77,510	—	—	—	—	92,836

Notes:
— = not applicable

PA&ED = Project Approval and Environmental Document
PS&E = Plans, Specifications, and Estimate

The support cost ratio is 53%.

Estimate

The APS Estimate Summary was prepared by the Headquarters (HQ) Division of Maintenance – Office of Structures Maintenance and Investigations and the District 4 Division of Design personnel. The estimate from applicable district departments was provided and reflected in the Project Planning Cost Estimate Summary (see Attachment C). The current construction capital cost estimate is $60,519,000.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
BEGIN ENVIRONMENTAL	M020	09/02/2024	Actual
PA&ED	M200	04/30/2026	Target
PS&E TO DOE	M377	01/14/2028	Target
DRAFT STRUCTURES PS&E	M378	12/24/2027	Target
PROJECT PS&E	M380	12/08/2028	Target
RIGHT OF WAY CERTIFICATION	M410	01/08/2029	Target
READY TO LIST	M460	03/16/2029	Target
HEADQUARTERS ADVERTISE	M480	07/27/2029	Target
AWARD	M495	09/15/2029	Target
APPROVE CONTRACT	M500	10/01/2029	Target
CONTRACT ACCEPTANCE	M600	11/28/2031	Target
END PROJECT EXPENDITURES	M800	11/29/2032	Target
FINAL PROJECT CLOSEOUT	M900	11/28/2033	Target

Notes:
DOE = District Office Engineer
M = milestone
PA&ED = Project Approval and Environmental Document
PS&E = Plans, Specifications, and Estimate

10. RISKS

A Level 2 Risk Register has been prepared to identify the various project management, design, construction, and right of way risks that could affect the Design and Construction phases of the project. Each risk is given a probability, a cost impact, time impact ratings, and risk response actions. Some of the risks with the higher impact scores are listed below.

- Risk ID #3 (Inspection Approval): Inspection and approval from the Fire Marshal and other regulatory agencies during the Design phase may take longer than anticipated, resulting in additional support cost and schedule delays.
- Risk ID #6 (Search for Temporary Lease Facilities): During PS&E, the search for suitable lease facilities for field staff may take longer than anticipated resulting in schedule delays.
- Risk ID #7 (Design Modifications to Lease Facilities): During PS&E, the available lease facilities may require design modifications suitable for field staff, resulting in additional cost and schedule delays.
- Risk ID #12 (Permit Requirements): Regulatory agencies may require additional mitigation efforts and permitting due to environmental issues on the temporary facilities resulting in additional project costs and schedule delays.

Refer to the Risk Register (Attachment K) for more details.

11. EXTERNAL AGENCY COORDINATION

This building project is not eligible for federal funding, so there will be no need for coordination with the Federal Highway Administration (FHWA).

Other Agencies

Coordination with the following utility companies and agencies will be required:

- Pacific Gas and Electric Company
- Comcast Corporation
- American Telephone and Telegraph
- City of Fairfield

12. PROJECT REVIEWS

Table 12-1 lists the project reviews by type, reviewer, and date of review.

Table 12-1: Project Reviews by Type, Reviewer, and Date of Review

Type of Review	Reviewer	Date of Review
Program Advisor	Mary Thao	01/23/26
District Maintenance	Monique Nguyen	01/23/26
Project Manager	Ambreen Ansari	01/23/26
District Safety Review	Amir Mahboubi	01/23/26
Constructability Review	Jeffrey Hupe	01/23/26
DES Structural Liaison Review	Laurel Shen	02/10/26

13. PROJECT PERSONNEL

Table 13-1 lists the project personnel by title, name, and phone contact number.

Table 13-1: Project Personnel by Titles, Names, and Telephone Number

Title	Name	Phone No.
District 4 Asset Manager	Deepthi Madabushi	(510) 708-5586
Maintenance Facilities Program Advisor	Mary Thao	(510) 847-3987
Project Manager	Ambreen Ansari	(510) 821-2946
Design Office Chief	Arick Bayford	(510) 407-2628
Project Engineer	Erica Alemayehu	(510) 833-0496
Associate Architect	Marc Betinol	(916) 227-8820
Maintenance North Bay Region Manager	Chad Klein	(707) 762-6641
Division of Equipment	Abbas Pourheidari	(916) 639-5817
Division of Equipment	Jason Cook	(916) 216-7532
Senior Biologist	Sean Marquis	(916) 857-6644
Biologist	Sarah Winkel	(510) 773-6091
Environmental Planner	Xenia Rangaswami	(510) 847-7905
Senior Environmental Scientist	Maxwell Lammert	(510) 506-9862
Landscape Associate	Jinhee Ha	(510) 681-7275
Hazardous Waste Branch Chief	Carlos Mora	(510) 725-2500
Hazardous Waste Specialist	Brandon Young	(510) 853-4908
Hydraulic Engineering Senior Specialist	Robin Amatya	(510) 410-0401
Right of Way Senior Agent	Shella Orson	(510) 908-9183
Water Quality Branch Chief	Cyrus Vafai	(510) 715-6714
Office of Materials Branch Chief	Mohammad Zabolzadeh	(925) 206-0763
Utility Engineering Branch Chief	Luis Hernandez	(510) 418-7986
PM Data Management Senior	Muhammad Din	(510) 908-2687

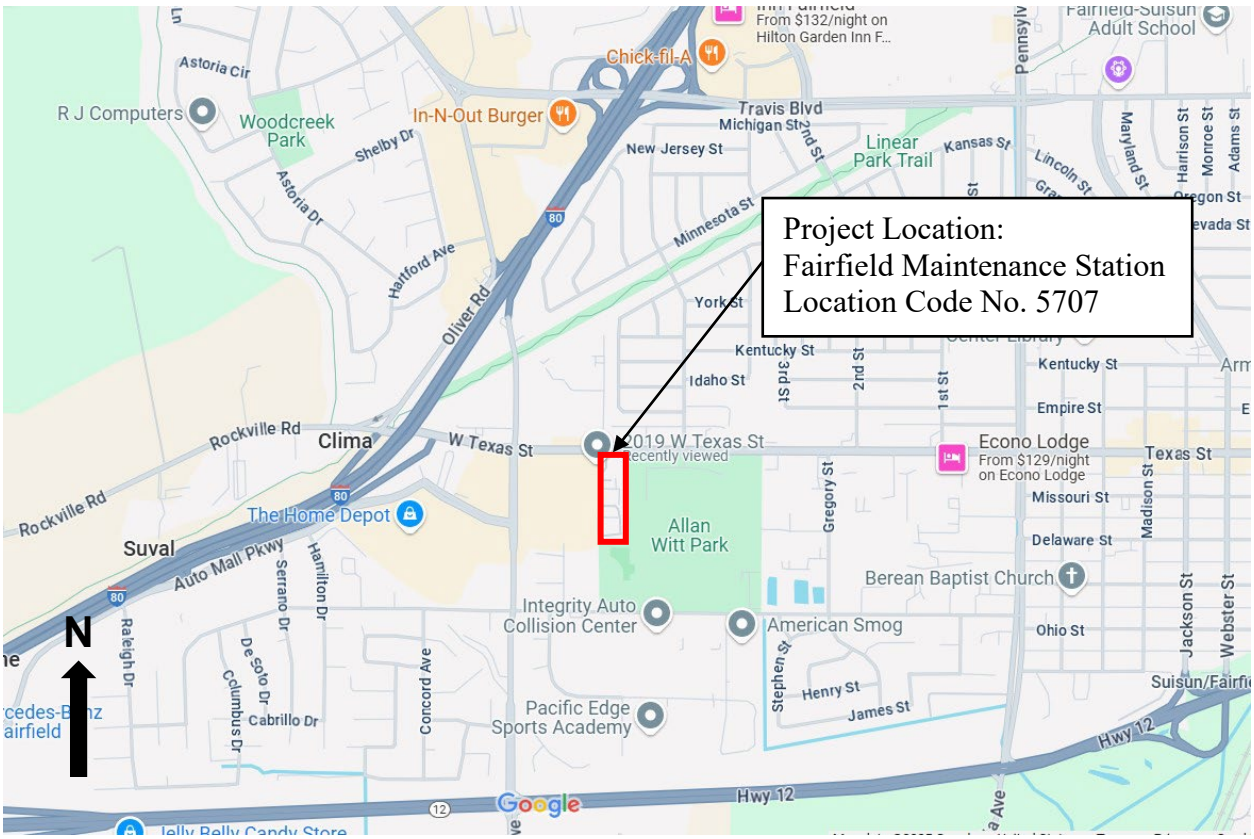
14. ATTACHMENTS (Number of Pages)

A. Location Map and Existing Site (2)
B. Advanced Planning Study Site Plan (6)
C. Preliminary Cost Estimate & Advanced Planning Study Estimate Summary (15)
D. Right of Way Data Sheet (6)
E. Environmental Document: Categorical Exemption, Environmental Commitments Record (8)
F. Stormwater Data Report – Long Form (17)
G. Transportation Management Plan (TMP) Data Sheet (2)
H. SHOPP Project Performance Measures (1)
I. Complete Streets Decision Document Revalidation (4)
J. Materials Recommendation (18)
K. Risk Register (2)

ATTACHMENT A

LOCATION MAP/
EXISTING SITE

Location Map



Near Route 80 in Solano County in Fairfield at the Fairfield Maintenance Station at 2019 West Texas Street.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12

LEGEND

1. (E) MAINTENANCE OFFICE TRAILER TO BE REMOVED. 3,200 SQ FT
2. (E) MAINTENANCE ELECTRICAL SHOP TO BE REMOVED. 1,050 SQ FT
3. (E) SUB SHOP TO BE REMOVED. 2,480 SQ FT
4. (E) SUB SHOP TO BE REMAIN 1,050 SQ FT
5. (E) SUB SHOP STORAGE TO REMAIN.
6. (E) WASH RACK TO BE REMOVED
7. (E) OFFICE TRAILER TO BE REMOVED
8a. (E) MATERIAL STORAGE TO REMAIN
8b. (E) MATERIAL STORAGE TO REMAIN
9. (E) MATERIAL SHED TO REMAIN
10. (E) GUARD RAIL STORAGE TO REMAIN
11. (E) WOOD POST STORAGE TO REMAIN
12. (E) ELECTRICIAN SHOP TO REMAIN
13. (E) SIGN/ STORAGE BUILDING TO REMAIN
14. (E) EQUIPMENT STORAGE BUILDING TO BE REMOVED. 3,904 SQ FT
15. (E) PAINT SHED TO BE REMOVED
16. (E) PAINT SHOP TO REMAIN
17. (E) ADMIN BUILDING TO BE REMOVED
18. (E) FUEL PUMP TO REMAIN
19. (E) CREW AREA TO BE REMOVED
20. (E) CONTAINERS TO BE REMOVED



EXISTING SITE PLAN

SCALE 1" = 30'-0"

PLAN NORTH

DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS EXISTING SITE PLAN
CHECKED BY	DATE		
APPROVED	DATE		
			ALC NO. 5729 / UNIT: 3584
			SCALE: AS SHOWN / PROJECT NO. & PHASE: 0422000129

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CONTRACT NO.: 04-4W240

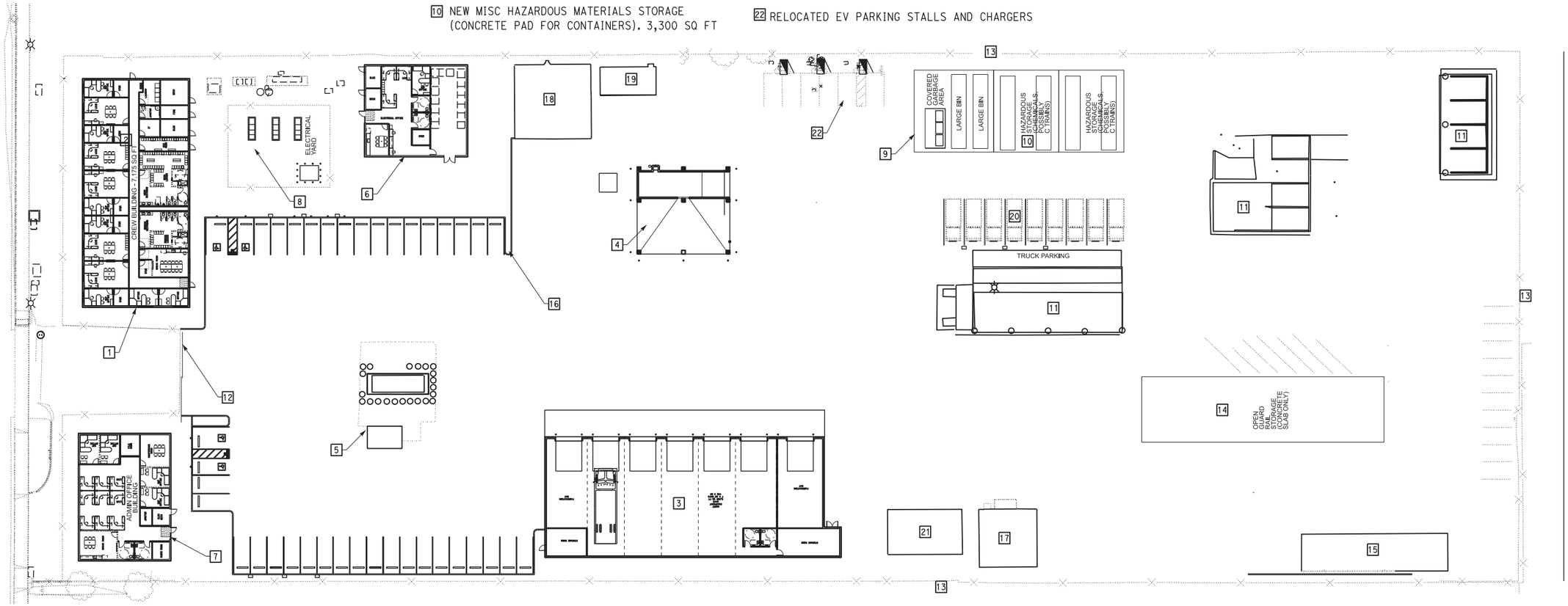
ATTACHMENT B

ADVANCED PLANNING STUDY
SITE PLAN

DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12

LEGEND

1. NEW CREW ROOM BLDG. 7,175 SQ FT
2. EXISTNG OFFICE TRAILER TO REMAIN
3. NEW MAINT EQUIPMENT BAYS + FABRICATION BAY (7 X 20' BAYS). 9,985 SQ FT
4. NEW DRIVE THROUGH STYLE WASH RACK
5. EXISTING FUEL ISLAND
6. NEW ELECTRICAL SHOP & WAREHOUSE. 2,800 SQ FT
7. NEW ADMIN OFFICE 3,465 SQ FT
8. NEW GENERATOR ENCLOSURE/ ELEC YARD
9. NEW GARBAGE/RECYCLING ENCLOSURE
10. NEW MISC HAZARDOUS MATERIALS STORAGE (CONCRETE PAD FOR CONTAINERS). 3,300 SQ FT
11. EXISTING COVERED MATERIAL STORAGE
12. NEW ELECTRIC ROLLING GATE
13. EXISTING FENCE TO REMAIN
14. EXISTING GUARD RAIL STORAGE. 3,790 SQ FT
15. EXISTING TREATED WOOD STORAGE
16. PROPOSED FIRE HYDRANT LOCATION
17. EXISTING ELECTRICIAN SHOP BUILDING TO REMAIN
18. EXISTING SHOP BUILDING TO BE REMAIN 1,050 SQ FT
19. EXISTING STORAGE BUILDING TO REMAIN.
20. EQUIPMENT PARKING
21. (E) SIGN/ STORAGE BUILDING TO REMAIN
22. RELOCATED EV PARKING STALLS AND CHARGERS



PROPOSED SITE PLAN

SCALE 1" = 30'-0"

PLAN NORTH

DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS PROPOSED SITE PLAN
CHECKED BY	DATE		
APPROVED	DATE		

ALC NO. 5729	UNIT: 3584
SCALE: AS SHOWN	PROJECT NO. & PHASE: 0422000129

CONTRACT NO.: 04-4W240

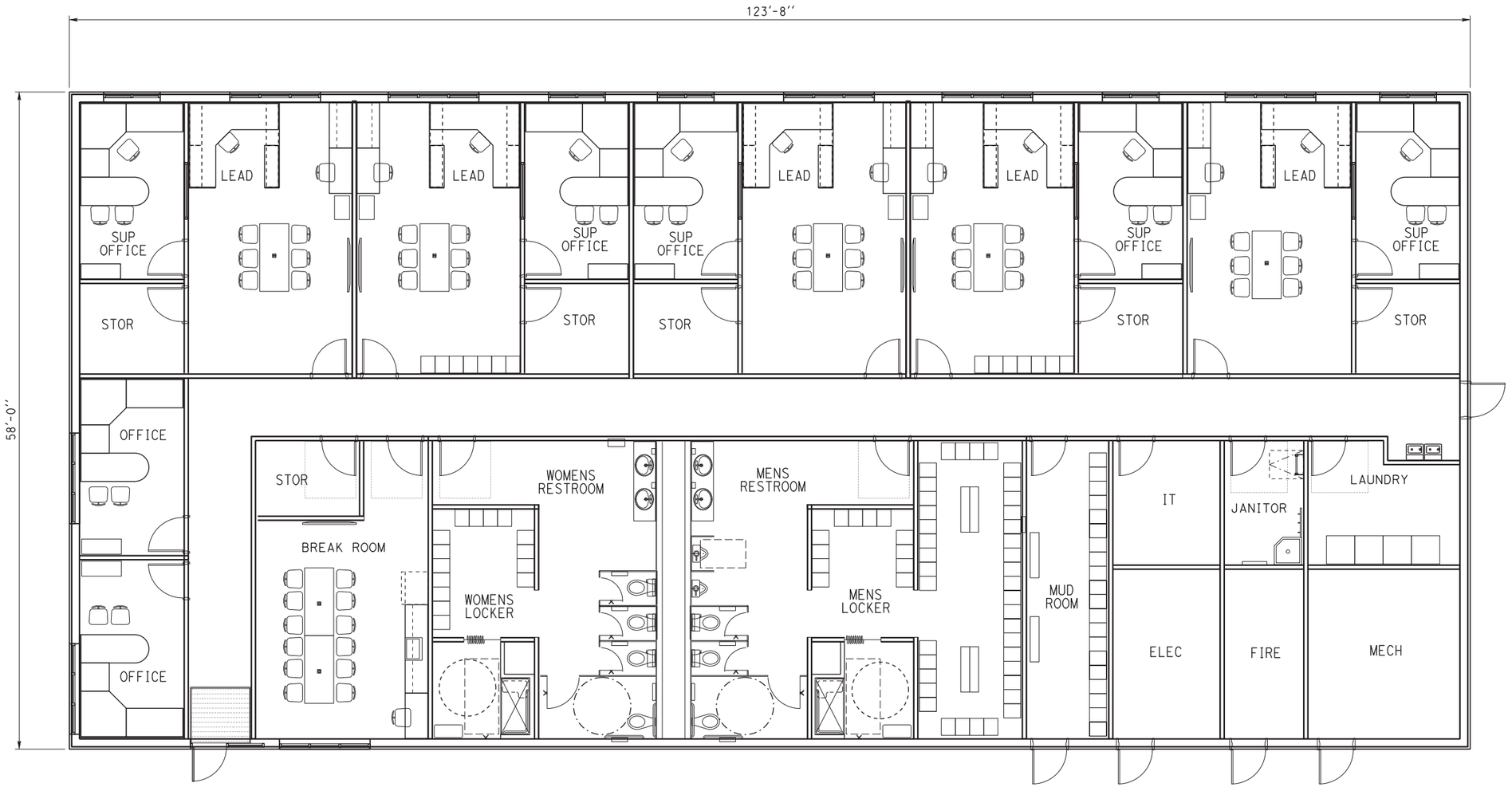
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 08-09-10)

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DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12



1 ENLARGED FLOOR PLAN - CREW STATION

SCALE 3/16" = 1'-0"

PLAN NORTH

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS
CHECKED BY	DATE		
APPROVED	DATE		

ALC NO. 5729	UNIT: 3584
SCALE: AS SHOWN	PROJECT NO. & PHASE: 0422000129

CONTRACT NO.: 04-4W240

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12



1 ENLARGED FLOOR PLAN - ADMIN OFFICE

SCALE 1/4" = 1'-0"

N
PLAN NORTH

DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS
CHECKED BY	DATE		
APPROVED	DATE	ALC NO. 5729	UNIT: 3584
		SCALE: AS SHOWN	PROJECT NO. & PHASE: 0422000129

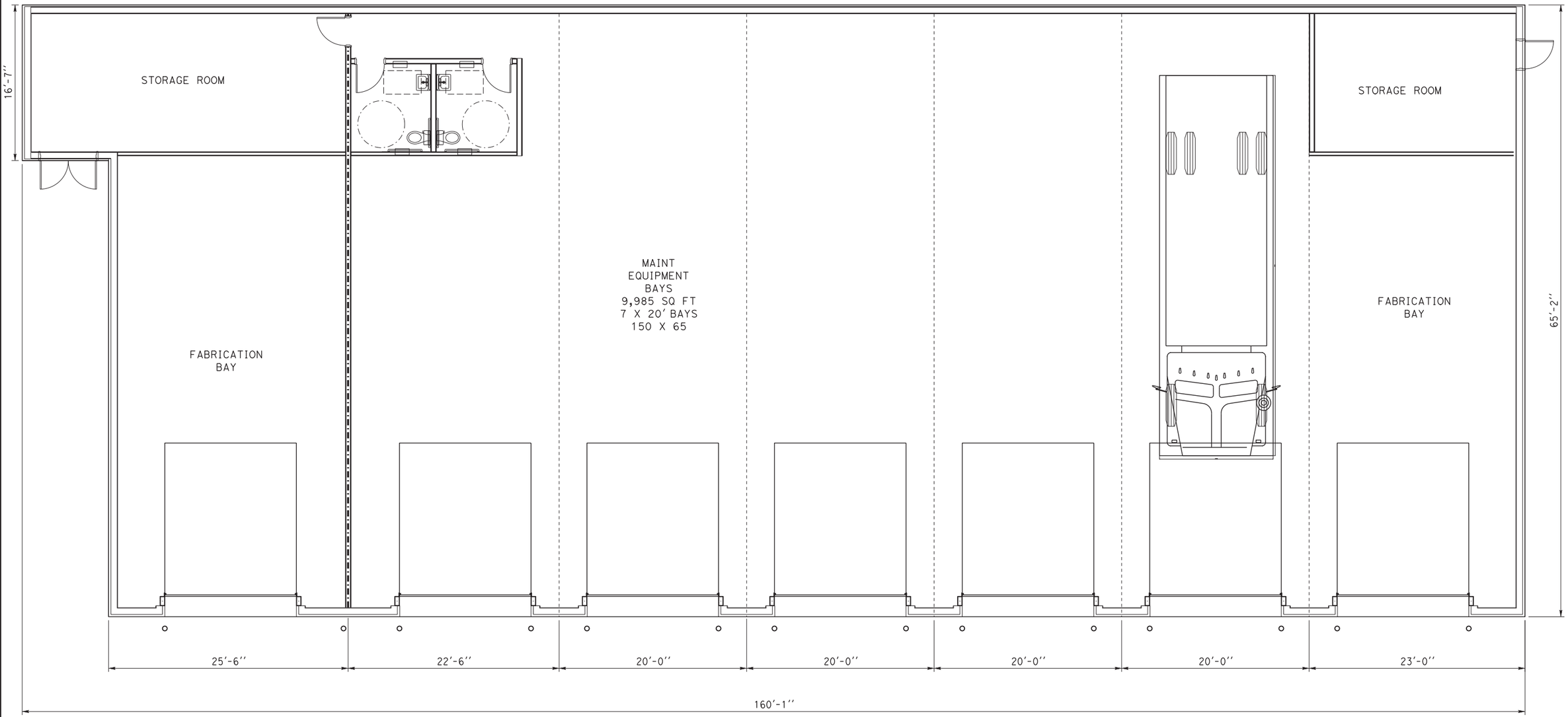
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CONTRACT NO.: 04-4W240

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12



1 ENLARGED FLOOR PLAN - EQUIPMENT STORAGE

SCALE 3/16" = 1'-0"

PLAN NORTH

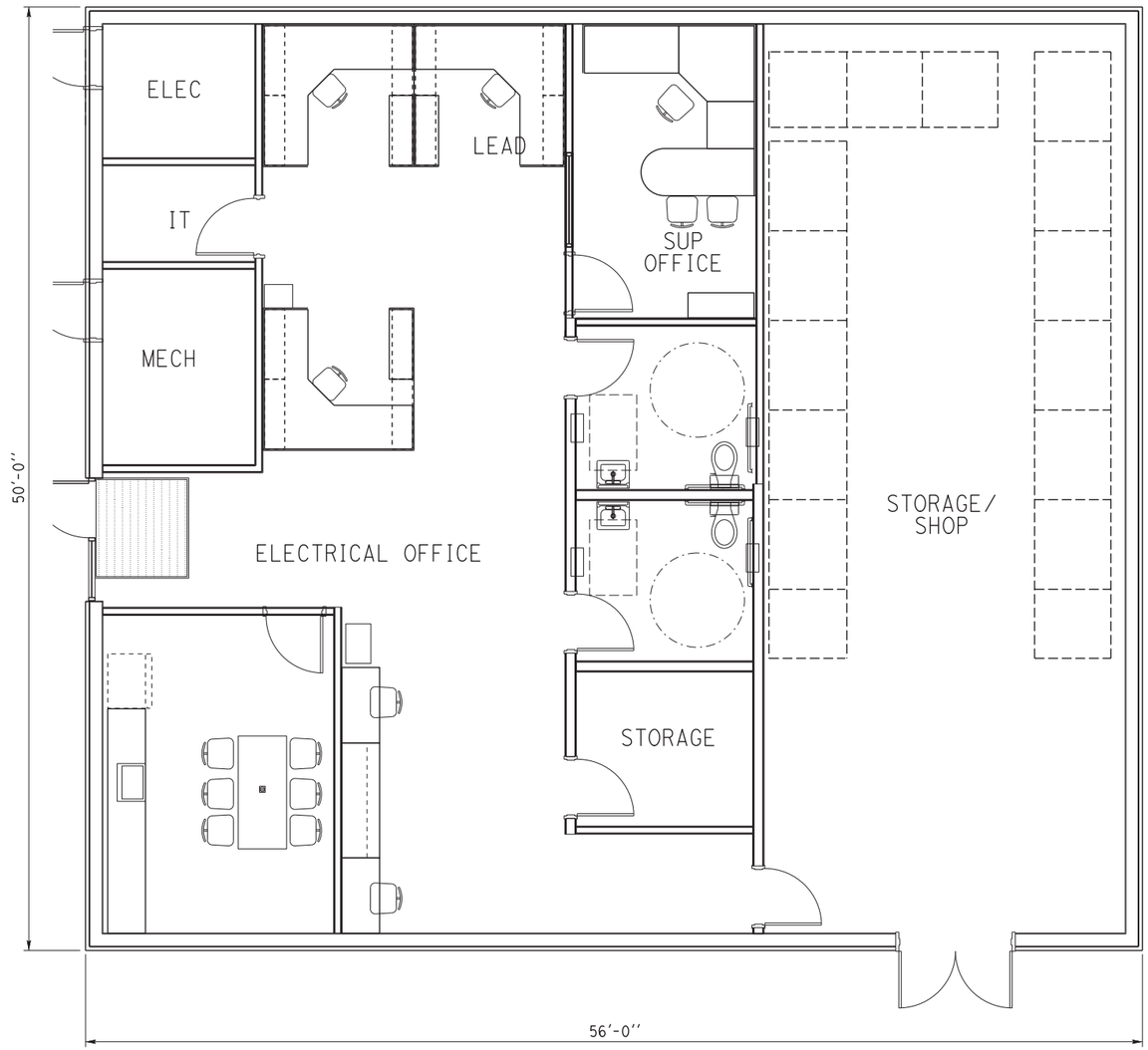
DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS
CHECKED BY	DATE		
APPROVED	DATE	ALC NO. 5729	UNIT: 3584
		SCALE: AS SHOWN	PROJECT NO. & PHASE: 0422000129

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FILE => a3_02_enl_fp.dgn

CONTRACT NO.: 04-4W240

DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12



1 ENLARGED FLOOR PLAN - ELECTRICAL SHOP / WAREHOUSE

SCALE 1/4" = 1'-0"

2,800 SQ FT

PLAN NORTH

DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS
CHECKED BY	DATE		
APPROVED	DATE	ALC NO. 5729	UNIT: 3584
		SCALE: AS SHOWN	PROJECT NO. & PHASE: 0422000129

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

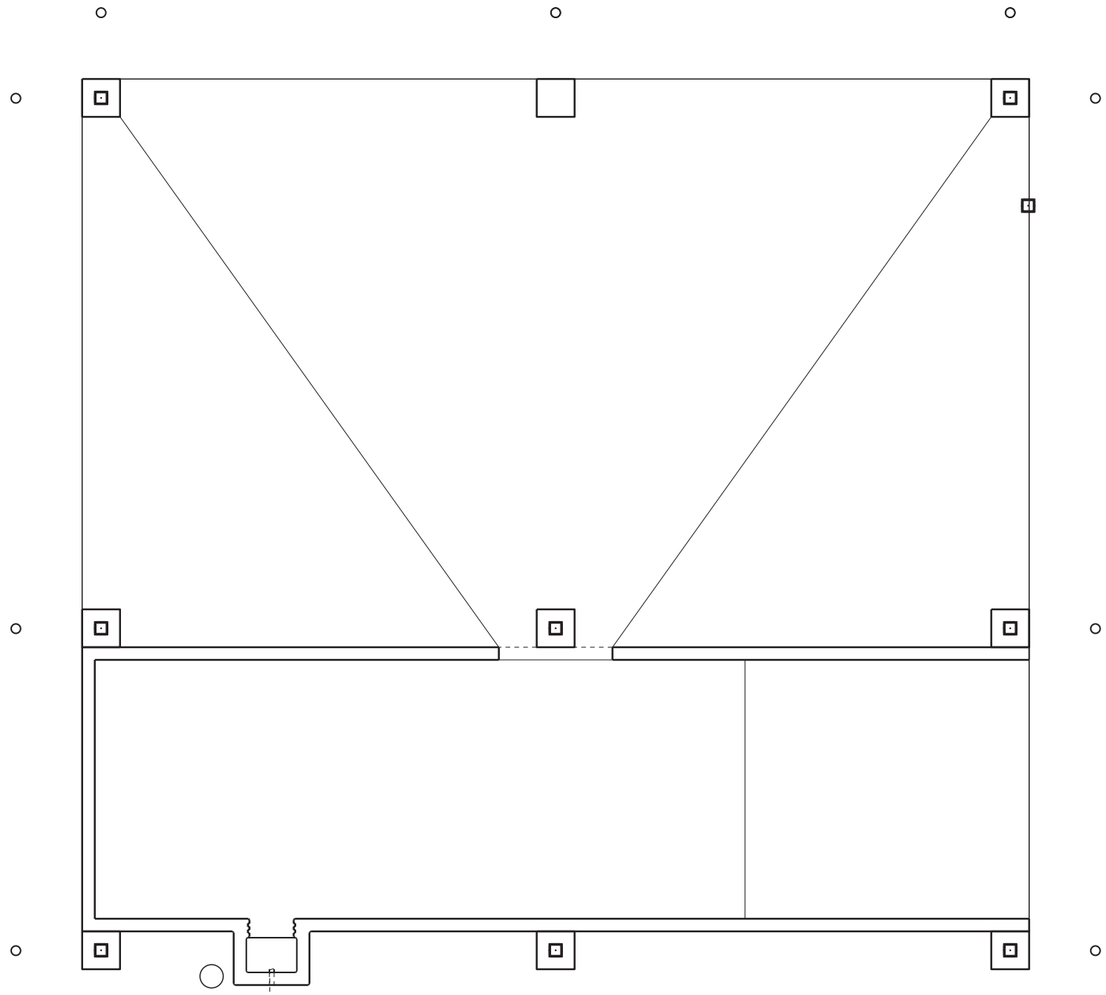
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CONTRACT NO.: 04-4W240

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

DIST	COUNTY	ROUTE	POST MILE
04	SOL	80	17.12



1 WASH RACK

SCALE 1/4" = 1'-0"

PLAN NORTH

DESIGNED BY MB	DATE 08/08	OTA DESIGN BRANCH 1	PLANNING STUDY
DRAWN BY MB	DATE 08/08		FAIRFIELD MS
CHECKED BY	DATE		
APPROVED	DATE		
		ALC NO. 5729	UNIT: 3584
		SCALE: AS SHOWN	PROJECT NO. & PHASE: 0422000129

USERNAME => s160217 DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 10:40

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CONTRACT NO.: 04-4W240

ATTACHMENT C

PRELIMINARY COST ESTIMATE/
ADVANCED PLANNING STUDY
ESTIMATE SUMMARY

PROJECT

PLANNING COST ESTIMATE©

EA: 04-4W240 PID: 0422000129

EA: 04-4W240

PID: 0422000129

District-County-Route: 04-Sol-80

PM: 17.12

Type of Estimate : PR

Program Code : 22.XX.201.352

Project Limits : 2019 West Texas Street

Project Description: Reconstruct Maintenance Station

Scope : Partially Demolish Maintenance Facilities and Reconstruct

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 11,196,700	$ 13,419,979
TOTAL STRUCTURES COST	$ 39,295,641	$ 47,098,403
SUBTOTAL CONSTRUCTION COST	$ 50,492,341	$ 60,518,382
TOTAL RIGHT OF WAY COST	$ 120,000	$ 120,000
TOTAL CAPITAL OUTLAY COSTS	**$ 50,613,000**	**$ 60,639,000**
PA/ED SUPPORT	$ 2,741,000	$ 2,741,000
PS&E SUPPORT	$ 11,711,000	$ 11,711,000
RIGHT OF WAY SUPPORT	$ 50,000	$ 50,000
CONSTRUCTION SUPPORT	$ 15,661,000	$ 15,661,000
TOTAL SUPPORT COST	**$ 30,163,000**	**$ 30,163,000**
TOTAL PROJECT COST	**$ 80,800,000**	**$ 90,900,000** *

Programmed Amount

	Month	Year
Date of Estimate (Month/Year)	3	2026
Estimated Construction Start (Month/Year)	11	2029
Number of Working Days =		500
Estimated Mid-Point of Construction (Month/Year)	12	2030
Estimated Construction End (Month/Year)	12	2031
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval	6/20/2023
PA/ED Approval	3/16/2026
PS&E	12/8/2028
RTL	3/16/2029
Begin Construction	11/1/2029

Reviewed by District O.E. or Cost Estimate Certifier		3/08/2026	(510) 421-6993
	Thanh Lou, Cost Estimate Certifier	**Date**	**Phone**
Approved by Project Manager		03/05/26	(510) 821-2946
	Ambreen Ansari, Project Manager	**Date**	**Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	530,000
2	**Pavement Structural Section**	$	2,204,000
3	**Drainage**	$	213,900
4	**Specialty Items**	$	1,258,300
5	**Environmental**	$	1,287,500
6	**Traffic Items**	$	39,000
7	**Detours**	$	-
8	**Minor Items**	$	-
9	**Roadway Mobilization**	$	553,300
10	**Supplemental Work**	$	362,400
11	**State Furnished**	$	1,607,700
12	**Time-Related Overhead**	$	1,680,100
13	**Total Roadway Contingency**	$	1,460,500

TOTAL ROADWAY ITEMS	**$**	**11,196,700**

Estimate Prepared By : Erica Alemayehu — 2/26/2026 — (510) 833-0496

Erica Alemayehu, Project Engineer — Date — Phone

Estimate Reviewed By : Van Hew — 2/27/2026 — 510-362-6092

Van Hew, Acting Branch Chief — 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	2,600	x	200.00	=	$	520,000
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
17010X	Clearing & Grubbing	LS/ACRE	1	x	10,000.00	=	$	10,000
100100	Develop Water Supply	LS		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS	$	530,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	6,200	x	150.00	=	$	930,000
26020X	Class 2 Aggregate Base	TON/CY	3,000	x	150.00	=	$	450,000
198250	Geosynthetic Reinforcement	SQYD	18,200	x	8.00	=	$	145,600
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON	1	x	2,000.00	=	$	2,000
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
510094	Structural Concrete, Drainage Inlet	CY	12	x	4,200.00	=	$	50,400
730020	Minor Concrete (Curb)	CY	15	x	2,000.00	=	$	30,000
731516	Minor Concrete (Driveway)	CY	4	x	1,500.00	=	$	6,000
731521	Minor Concrete (Sidewalk)	CY	40	x	2,000.00	=	$	80,000
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF		x		=	$	-
398000	Remove Asphalt Concrete Pavement	CY	5,100	x	100.00	=	$	510,000
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	2,204,000

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
71013X	Remove Culvert	EA/LF		x		=	$	-
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
700617	Drainage Inlet Marker	EA	12	x	100.00	=	$	1,200
709522	Inlet Depression	EA	12	x	2,200.00	=	$	26,400
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY		x		=	$	-
610103	12" Alternative Pipe Culvert	LF	525	x	250.00	=	$	131,250
610108	18" Alternative Pipe Culvert	LF	220	x	250.00	=	$	55,000
65XXXX	XX" Reinforced Concrete Pipe (Insert Type)	LF		x		=	$	-
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thic	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-

TOTAL DRAINAGE ITEMS $ 213,900

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost	
012409	Concrete Backfill (Pipe Trench) (Rapid Strength Co	CY	65	x	1,500.00	=	$	97,500	PRSM quantity input for Look Ahead report.
5100XX	Structural Concrete	CY		x		=	$	-	PRSM quantity input for Look Ahead report.
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-	PRSM quantity input for Look Ahead report.
5201XX	Bar Reinforcing Steel	LB		x		=	$	-	PRSM quantity input for Look Ahead report.
080050	Progress Schedule (Critical Path Method)	LS		x		=	$	-	
582001	Sound Wall (Masonry Block)	LS	1	x	850,000.00	=	$	850,000	
510530	Minor Concrete (Wall)	CY		x		=	$	-	
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-	
070030	Lead Compliance Plan	LS	1	x	2,500.00	=	$	2,500	
141120	Treated Wood Waste	LB		x		=	$	-	
839750	Remove Barrier	LF		x		=	$	-	
839752	Remove Guardrail	LF		x		=	$	-	
015910	8' Vehicle Security Gate	EA	1	x	5,000.00	=	$	5,000	
803020	Remove Fence	LF	350	x	15.00	=	$	5,250	
803060	Remove Gate	EA	1	x	1,000.00	=	$	1,000	
803060	Chain Link Gate (Type CL-6)	LF	550	x	70.00	=	$	38,500	
995100	Water Meter Charges	LS	1	x	40,000.00	=	$	40,000	
017828	Furnish and Install Fire Hydrant	EA	2	x	10,000.00	=	$	20,000	
013844	Progress Schedule (Critical Path Method)	LS	1	x	20,000.00	=	$	20,000	
037971	Remove Bollard	EA	50	x	500.00	=	$	25,000	
037995	Bollard	EA	80	x	100.00	=	$	8,000	
090205	Dispute Resolution Board On-Site Meeting	EA	12	x	6,000.00	=	$	72,000	
090210	Hourly Off-Site Dispute Resolution Board Related T	HR	240	x	200.00	=	$	48,000	
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-	
511035	Architectural Treatment	SQFT		x		=	$	-	
780460	Anti-Graffiti Coating	SQFT		x		=	$	-	
730070	Detectable Warning Surface	SQFT	16	x	100.00	=	$	1,600	
750001	Miscellaneous Iron and Steel	LB	2,868	x	5.20	=	$	14,914	
750010	Manhole Frame and Cover	EA	1	x	2,000.00	=	$	2,000	
780500	Parking Bumper (Precast Concrete)	EA	35	x	200.00	=	$	7,000	
839561	Rail Tensioning Assembly	EA		x		=	$	-	
83958X	End Anchor Assembly (Insert Type)	EA							

TOTAL SPECIALTY ITEMS $ 1,258,300

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	
	Biological Mitigation (on-site)	LS		x		=	$	-	
014052	Stormwater Treatment BMP	LS	1	x	1,000,000.00	=	$	1,000,000	
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-	
							Subtotal Environmental Mitigation		*$ 1,000,000*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost	
20XXXX	Planting	LS	1	x	50,000.00	=	$	50,000	
20XXXX	Irrigation System	LS	1	x	70,000.00	=	$	70,000	
204099	Plant Establishment Work	LS	1	x	40,000.00	=	$	40,000	
210XXX	Permanent Erosion Control	LS	1	x	60,000.00	=	$	60,000	
206405	Remove Irrigation Facility	LS		x		=	$	-	
204096	Maintain Existing Planted Areas	LS		x		=	$	-	
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-	
21011X	Imported Topsoil	CY/TON		x		=	$	-	
200114	Rock Blanket	SQFT/SQYD		x		=	$	-	
200122	Weed Germination	SQYD		x		=	$	-	
995100	Water Meter Charges	LS		x		=	$	-	
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-	
20890X	Extend X" Conduit (Use for Extension of Irrigation x·	LF		x		=	$	-	
							Subtotal Landscape and Irrigation		*$ 220,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost	
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-	
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-	
210350	Fiber Rolls	LF		x		=	$	-	
210360	Compost Sock	LF		x		=	$	-	
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-	
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-	
210300	Hydromulch	SQFT		x		=	$	-	
210420	Straw	SQFT		x		=	$	-	
210430	Hydroseed	SQFT		x		=	$	-	
210610	Compost	CY		x		=	$	-	
210630	Incorporate Materials	SQFT							
							Subtotal Erosion Control		*$ -*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost	
130300	Prepare SWPPP	LS	1	x	5,000.00	=	$	5,000	
130200	Prepare WPCP	LS		x		=	$	-	
130100	Job Site Management	LS	1	x	25,000.00	=	$	25,000	
130330	Storm Water Annual Report	EA		x		=	$	-	
130310	Rain Event Action Plan	EA		x		=	$	-	
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-	
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-	
130550	Temporary Hydroseed	SQYD		x		=	$	-	
130640	Temporary Fiber Roll	LF	500	x	5.00	=	$	2,500	
130900	Temporary Concrete Washout	LS	1	x	6,000.00	=	$	6,000	
130710	Temporary Construction Entrance	EA	2	x	6,000.00	=	$	12,000	
130570	Temporary Cover	SQYD	500	x	10.00	=	$	5,000	
130620	Temporary Drainage Inlet Protection	EA	4	x	500.00	=	$	2,000	
130730	Street Sweeping	LS	1	x	10,000.00	=	$	10,000	
							Subtotal NPDES		*$ 67,500*

			TOTAL ENVIRONMENTAL	**$ 1,287,500**

Supplemental Work for NPDES

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

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
870200	Lighting System	LS		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS		x		=	$	-
56804X	Remove Sign Structure	EA/LS		x		=	$	-
568054	Reconstruct Sign Structure	EA		x		=	$	-
568060	Modify Sign Structure	EA		x		=	$	-
870009	Elements During Construction	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS		x		=	$	-
XXXXX	Some Item	Unit		x		=	$	-

Subtotal Traffic Electrical $ -

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
820270	Remove Roadside Sign (Wood Post)	EA	1	x	500.00	=	$	500
820780	Furnish Single Sheet Aluminum Sign (0.063"-Frame	SQFT	10	x	50.00	=	$	500
820850	Roadside Sign - Two Post	EA	1	x	1,000.00	=	$	1,000
840651	Painted Stall Lines and Pavement Markings	SQFT	450	x	20.00	=	$	9,000
846020	Remove Painted Traffic Stripe	LF		x		=	$	-
141102	Remove Yellow Painted Traffic Stripe (Hazardous W	LF		x		=	$	-
846025	Remove Painted Pavement Marking	SQFT		x		=	$	-
820250	Remove Roadside Sign	EA		x		=	$	-
820530	Reset Roadside Sign	EA		x		=	$	-
820610	Relocate Roadside Sign	EA		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night V	LF		x		=	$	-
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced, Wet Night Visibility)	SQFT		x		=	$	-
120090	Construction Area Signs	LS	1	x	3,000.00	=	$	3,000
84XXXX	Permanent Pavement Delineation	LS		x		=	$	-

Subtotal Traffic Signing and Striping $ 14,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
12865X	Portable Changeable Message Sign	LS	1	x	$ 5,000	=	$	5,000

Subtotal Traffic Management Plan $ 5,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
120116	Type II Barricade	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS	1	x	20,000.00	=	$	20,000
129110	Temporary Crash Cushion	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ 20,000

TOTAL TRAFFIC ITEMS $ 39,000

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 $ 5,532,700

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 0.0% $ -

Total of Section 1-7 $ 5,532,700 x 0.0% = $ -

TOTAL MINOR ITEMS **$ -**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$	5,532,700	x	10%	= $	553,270

TOTAL ROADWAY MOBILIZATION **$ 553,300**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	20,000.00	= $	20,000
066094	Value Analysis	LS	1	x	10,000.00	= $	10,000
066070	Maintain Traffic	LS	1	x	21,000.00	= $	21,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	= $	5,000
066610	Partnering	LS	1	x	70,000.00	= $	70,000
066222	Locate Existing Crossover	LS		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ 15,000

Total Section 1-8 $ 5,532,700 4% = $ 221,308

TOTAL SUPPLEMENTAL WORK **$ 362,400**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	300,000.00	=	$300,000
066030	Haul Salvaged and State Furnished Material	LS	1	x	5,000.00	=	$5,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	$5,000
066911	Utility Connection Fee (Electric)	LS	1	x	50,000	=	$50,000
0668xx	Utility Connection Fee (Internet)	LS	1	x	50,000	=	$50,000
066062	Utility Connection Fee (Water)	LS	1	x	30,000	=	$30,000
066838	Utility Connection Fee (Telephone)	LS	1	x	50,000	=	$50,000
066065	Tow Truck Service Patrol	LS		x		=	$0
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Leased Facilities	LS	1	x	1,007,000.00	=	$1,007,000
	Total Section 1-8		$ 5,532,700		2%	= $	110,654

TOTAL STATE FURNISHED	**$1,607,700**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $33,601,015 (used to calculate total TRO)

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

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	500	X	$3,360	=	$1,680,100

TOTAL TIME-RELATED OVERHEAD	**$1,680,100**

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)			0%		
Additional or Residual Contingency	(for Unknown/Undefined Risks)			15%		$1,460,430
Total Section 1-12	$	9,736,200	x	**15%**	=	$1,460,430

TOTAL CONTINGENCY*	**$1,460,500**

II. STRUCTURE ITEMS

	Building 1	Building 2	Building 3
DATE OF ESTIMATE	01/14/26	01/14/26	01/14/26
Building Name	Crew Building	Admin Office Building	Maintenance Equip Storage Building
Bridge Number			
Structure Type			
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)	7175 SQFT	3465 SQFT	9985 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)			
Cost Per Square Foot	$801	$827	$646
COST OF EACH	**$5,748,297**	**$2,865,720**	**$6,446,359**

	Building 4	Building 5	Building 6
DATE OF ESTIMATE	01/14/26	01/14/26	01/14/26
Building Name	Electrical Shop & Warehouse Building	Garbage/Recycling Enclosure & Canopy	Covered Wash Rack
Bridge Number			
Structure Type			
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)	2800 SQFT	600 SQFT	3000 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)			
Cost Per Square Foot	$794	$379	$384
COST OF EACH	**$2,224,328**	**$227,548**	**$1,151,525**

	Building 7	Building 8	Building 9
DATE OF ESTIMATE	01/14/26	01/14/26	01/14/26
Building Name	Hazardous Material Storage C-trains	Site Work	Demolition
Bridge Number			
Structure Type			
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)	3300 SQFT	1 LS	0 LS
Structure Depth (Feet)	0 LF	0 LF	224284 CF
Footing Type (pile or spread)			
Cost Per Square Foot	$50	$8,098,490	$5
COST OF EACH	**$164,664**	**$8,098,490**	**$1,141,384**

TOTAL COST	**$28,068,315**

Time-Related Overhead	10%	**$2,806,832**
STRUCTURES MOBILIZATION	10%	**$2,806,832**
STRUCTURES CONTINGENCY*	25%	**$8,420,495**
TOTAL COST OF STRUCTURES		**$39,295,641**

Estimate Prepared By: _____ _____

Divya Undapally ------ Division of Structures — Date

EA: 04-4W240 PID: 0422000129

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	$	0	$	0
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	120,000	$	120,000
	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	$	0	$	0
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**	**$120,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$120,000**
N)	**RIGHT OF WAY SUPPORT**	**$50,000**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

Utility Estimate Prepared By _____ Utility Coordinator[2] _____ Phone

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator[3] _____ 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

DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION ARCHITECTURE
BUILDING OFFICE ENGINEER

PROJECT INFORMATION			
Project:	Fairfield MS Replacement	Date Estimate:	01/14/26
District/EA:	04-4W240	Estimate Type:	APS
County:	SOL	Prepared By:	Divya Undapally
Project Lead:	Betinol, Marc	Checked By:	Edris Omary

ESCALATION INFORMATION			
Final PS&E Date:	5/7/2028	Escalation % / Year:	4.89%
Construction Duration (month):	20	Escalation No. of Year:	4.92
Mid Point of Construction:	12/16/2030	Escalation % Factor:	26.50%

PROJECT COST SUMMARY

Description		**Current $**	**Escalated $**
Architectural		$ 3,650,700	$ 4,618,022
Structural		5,585,452	7,065,423
General Conditions		3,661,085	4,631,159
Mechanical		3,683,525	4,659,545
Electrical		10,735,154	13,579,637
Water/Wastewater		752,400	951,763
District Items in Struct Est		-	-
Time Related OH		-	-
	Subtotal (Eng Est/Struct)	**$ 28,068,316**	**$ 35,505,549**
Department-furnished Total		$ 180,000	180,000
Supplemental Work Total		-	-
Equipment Total		-	-
	Subtotal (State/Suppl)	**$ 180,000**	**$ 180,000**
Contingency	**25%**	$ 7,062,079	$ 8,921,387
	Total (Structures w/Cont.)	**$ 35,310,396**	**$ 44,606,936**
		Rounded:	**$ 44,607,000**

Department-furnished Items:	**Current$**	**Escalated $**
066911 - Util Connection Fee (Elect)	$ 50,000	$ 50,000
066915A - Util Connection Fee (Telephor	$ 50,000	$ 50,000
066913 - Util Connection Fee (Sewer)	$ -	$ -
066914 - Util Connection Fee (Water)	$ 30,000	$ 30,000
066XXX - Util Connection Fee (Internet)	$ 50,000	$ 50,000

Supplemental Work Items:	**Escalated $**
	$ -
	$ -
	$ -
	$ -
	$ -

NOTES:

5 Years Cost Projection

Month/Year	**Escalated $**
12/2031	$ 46,302,000
12/2032	$ 48,061,000
12/2033	$ 49,888,000
12/2034	$ 51,784,000
12/2035	$ 53,751,000

DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION ARCHITECTURE
BUILDING OFFICE ENGINEER

PROJECT INFORMATION

Project:	Fairfield MS Replacement	Date Estimate:	1/14/2026
District/EA:	04-4W240 0422000129	Estimate Type:	APS
County:	SOL	Prepared By:	Divya Undapally
Project Lead:	Betinol, Marc	Checked By:	Edris Omary
Project Designer:	Other	Funding Year:	Other

ESCALATION INFORMATION

Final PS&E Date:	5/7/2028	Escalation % / Year:	4.89%
Program:	Major >$25M	Escalation No. of Year:	4.92
Construction Duration (month):	20	Escalation % Factor:	26.50%
Mid Point of Construction:	12/16/2030		

BUILDING COST BREAKDOWN

	Crew Bldg		Admin Office Bldg		Location 3		Location 4	
	7,175 SF		3,465 SF		1 SF		1 SF	
Discipline	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/SF**
Architecture	$ 1,076,250	$ 150	$ 554,400	$ 160	$ -		$ -	$ -
Structural	$ 1,435,000	$ 200	$ 693,000	$ 200	$ -		$ -	$ -
General Conditions	$ 749,778	$ 104	$ 373,790	$ 85	$ -	$ -	$ -	$ -
Mechanical	867,609	$ 121	418,992	121	-	0	-	-
Electrical	1,619,660	$ 226	825,539	238	-	0	-	-
Water/Waste Water	-	-	-	-	-	-	-	-
Subtotal	**$ 5,748,297**	**$ 801**	**$ 2,865,720**	**$ 804**	**$ -**	**$ -**	**$ -**	**$ -**
Escalation	1,523,120	212	759,327	219	-	-	-	-
Contingency	1,817,854	253	906,262	262	-	-	-	-
Total	**$ 9,089,272**	**$ 1,267**	**$ 4,531,309**	**$ 1,285**	**$ -**	**$ -**	**$ -**	**$ -**

	Maintenance Equipment Storage Bldg		Electrical Shop & Warehouse Bldg		Location 7		Location 8	
	9,985 SF		2,800 SF		1 SF		1 SF	
Discipline	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/SF**
Architecture	$ 1,298,050	$ 130	$ 420,000	$ 150	$ -		$ -	
Structural	$ 1,597,600	$ 160	$ 588,000	$ 210	$ -		$ -	
General Conditions	$ 840,829	$ 84	$ 290,130	$ 104	$ -	$ -	$ -	$ -
Mechanical	1,279,267	128	253,934	91	-	-	-	-
Electrical	1,430,613	143	672,264	240	-	-	-	-
Water/Waste Water	-	-	-	-	-	-	-	-
Subtotal	**$ 6,446,359**	**$ 646**	**$ 2,224,328**	**$ 794**	**$ -**	**$ -**	**$ -**	**$ -**
Escalation	1,708,085	171	589,378	210	-	-	-	-
Contingency	2,038,611	204	703,427	251	-	-	-	-
Total	**$ 10,193,055**	**$ 1,021**	**$ 3,517,133**	**$ 1,256**	**$ -**	**$ -**	**$ -**	**$ -**

	Gargabe/Recycling Enclosure & canopy		Covered Wash Rack		Location11		Demolition	
	600 SF		3,000 SF		1 SF		224,284 CF	
Discipline	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/CF**
Architecture	$ 30,000	$ 50	$ 120,000	$ 40	$ -	$ -	$ -	$ -
Structural	$ 129,000	$ 215	$ 450,000	$ 150	$ -	$ -	$ 672,852	$ 3
General Conditions	$ 29,680	$ 49	$ 150,199	$ 50	$ -	$ -	$ 148,876	$ 1
Mechanical	-	-	-	-	-	-	-	-
Electrical	38,868	65	322,456	107	-	-	276,336	1
Water/Waste Water	-	-	108,870	36	-	-	43,320	0
Subtotal	**$ 227,548**	**$ 379**	**$ 1,151,525**	**$ 384**	**$ -**	**$ -**	**$ 1,141,384**	**$ 5**
Escalation	60,293	100	305,118	102	-	-	302,431	1
Contingency	71,960	120	364,161	121	-	-	360,954	2
Total	**$ 359,801**	**$ 600**	**$ 1,820,805**	**$ 607**	**$ -**	**$ -**	**$ 1,804,769**	**$ 8**

	Location 13		Hazardous Material Storage C-trains		Location 15		Site Work	
	1 SF		3,300 SF		1 SF		1 LS	
Discipline	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/SF**	**Cost $**	**$/LS**
Architecture	$ -		$ 100,000	$ 30			$ 52,000	$ 52,000
Structural	$ -			$ -			$ 20,000	$ 20,000
General Conditions	$ -	$ -	$ 21,478	$ 7	$ -	$ -	$ 1,056,325	$ 1,056,325
Mechanical	-	-	-	-	-	-	863,723	863,723
Electrical	-	-	43,186	14	-	-	5,506,232	5,506,232
Water/Waste Water	-	-	-	-	-	-	600,210	600,210
Subtotal	**$ -**	**$ -**	**$ 164,664**	**$ 52**	**$ -**	**$ -**	**$ 8,098,490**	**$ 8,098,490**
Escalation	-	-	43,631	13	-	-	2,145,848	2,145,848
Contingency	-	-	52,074	16	-	-	2,561,085	2,561,085
Total	**$ -**	**$ -**	**$ 260,369**	**$ 81**	**$ -**	**$ -**	**$ 12,805,423**	**$ 12,805,423**

Scope Change
10/28/25 APS to 12/5/25 APS
Scope reduced by removing the buildings Fuel tank and island with canopy,Treated wood storage,Covered Wash ra
Pump House,Relocation of Existing Storage Bin and reduced sft area of the Electrical shop & Warehouse Bldg.
Demolition of buildings also reduced.
01/13/26 scope change to add covered wash rack. This direction came from District and lead(MB)
APS to 30% Preliminary Plans
30% Preliminary Plans to 65% Plans Complete
65% Plans Complete to 90% P&Q
90% P&Q to 95% DSPS&E

DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION ARCHITECTURE
BUILDING OFFICE ENGINEER

PROJECT INFORMATION

Project:	Fairfield MS Replacement	Date Estimate:	1/14/2026
District/EA:	04-4W240 0422000129	Estimate Type:	APS
County:	SOL	Prepared By:	Divya Undapally
Project Lead:	Betinol, Marc	Checked By:	Edris Omary

ESTIMATE ADJUSTMENTS		BID/SITE CONDITION	
Sales Tax:	8.375%	Remoteness	0.00%
Location Multipler:	21.20%	???	0.00%
Gen. Contr O.H. & P:	14.00%	???	0.00%
Is Wastewater the Prime	No	Site	0.00%
Is this a Remote Site	No		

COST BREAKDOWN FOR E M W W

Description	Name	Date	Material $	Labor $	Equip $	Sub $	Total $	Adjusted Total $
Crew Bldg								
Mechanical	Shahjahan Ali	10/02/25	$ 301,350	$ 301,350		-	$ 602,700	$ 867,609
Electrical	Brannon Anand	11/13/25	$ 562,563	$ 562,563		-	$ 1,125,125	$ 1,619,660
Water & Waste Water						-	$ -	$ -
Admin Office Bldg								
Mechanical	Shahjahan Ali	10/02/25	$ 145,530	$ 145,530			$ 291,060	$ 418,992
Electrical	Brannon Anand	11/13/25	$ 286,738	$ 286,738			$ 573,475	$ 825,539
Water & Waste Water					-	-	$ -	$ -
Location 3								
Mechanical								$ -
Electrical								$ -
Water & Waste Water						-	$ -	$ -
Location 4								
Mechanical					$ -	$ -	$ -	$ -
Electrical					-	-	$ -	$ -
Water & Waste Water			-	-	-	-	$ -	$ -
Maintenance Equipment Storage Bldg								
Mechanical	Shahjahan Ali	10/02/25	$ 444,333	$ 444,333	$ -	$ -	$ 888,665	$ 1,279,267
Electrical	Brannon Anand	11/13/25	$ 496,900	$ 496,900	-	-	$ 993,800	$ 1,430,613
Water & Waste Water					-	-	$ -	$ -
Electrical Shop & Warehouse Bldg								
Mechanical	MB	10/02/25	$ 88,200	$ 88,200	$ -	$ -	$ 176,400	$ 253,934
Electrical	Brannon Anand	11/13/25	$ 233,500	$ 233,500	-	-	$ 467,000	$ 672,264
Water & Waste Water					-	-	$ -	$ -
Location 7								
Mechanical					$ -	$ -	$ -	$ -
Electrical						-	$ -	$ -
Water & Waste Water					-	-	$ -	$ -
Location 8								
Mechanical			$ -	$ -	$ -	$ -	$ -	$ -
Electrical						-	$ -	$ -
Water & Waste Water			-	-	-	-	$ -	$ -
Gargabe/Recycling Enclosure & canop								
Mechanical			$ -	$ -	$ -	$ -	$ -	$ -
Electrical	Brannon Anand	11/13/25	13500	$ 13,500	-	-	$ 27,000	$ 38,868
Water & Waste Water			-	-	-	-	$ -	$ -
Covered Wash Rack								
Mechanical			$ -	$ -	$ -	$ -	$ -	$ -
Electrical	Farshad Tavatli	10/01/25	$ 112,000	$ 112,000			$ 224,000	$ 322,456
Water & Waste Water	Jacob Dietlin	09/26/25	$ -	$ -		95,500	$ 95,500	$ 108,870
Location11								
Mechanical						$ -	$ -	$ -
Electrical					$ -	$ -	$ -	$ -
Water & Waste Water					-	-	$ -	$ -
Demolition								
Mechanical			$ -	$ -	$ -	$ -	$ -	$ -
Electrical	Brannon Anand	11/13/25	$ -	$ 200,000		-	$ 200,000	$ 276,336
Water & Waste Water	Jacob Dietlin	09/26/25	-		-	38,000	$ 38,000	$ 43,320
Location 13								
Mechanical							$ -	$ -
Electrical							$ -	$ -
Water & Waste Water			-	-	-	-	$ -	$ -
Hazardous Material Storage C-trains								
Mechanical				$ -	$ -	$ -	$ -	$ -
Electrical	Brannon Anand	11/13/25	15000	15000	-	-	$ 30,000	$ 43,186
Water & Waste Water			-	-	-	-	$ -	$ -
Location 15								
Mechanical			$ -	$ -	$ -	$ -	$ -	$ -
Electrical					-	-	$ -	$ -
Water & Waste Water					-	-	$ -	$ -
Site Work								
Mechanical	Shahjahan Ali	10/02/25	$ 300,000	$ 300,000	$ -	$ -	$ 600,000	$ 863,723
Electrical	Brannon Anand	11/13/25	$ 1,912,500	$ 1,912,500	-	-	$ 3,825,000	$ 5,506,232
Water & Waste Water	Jacob Dietlin	09/26/25		$ -	-	526,500	$ 526,500	$ 600,210

STATE OF CALIFORNIA * DEPARTMENT OF TRANSPORTATION

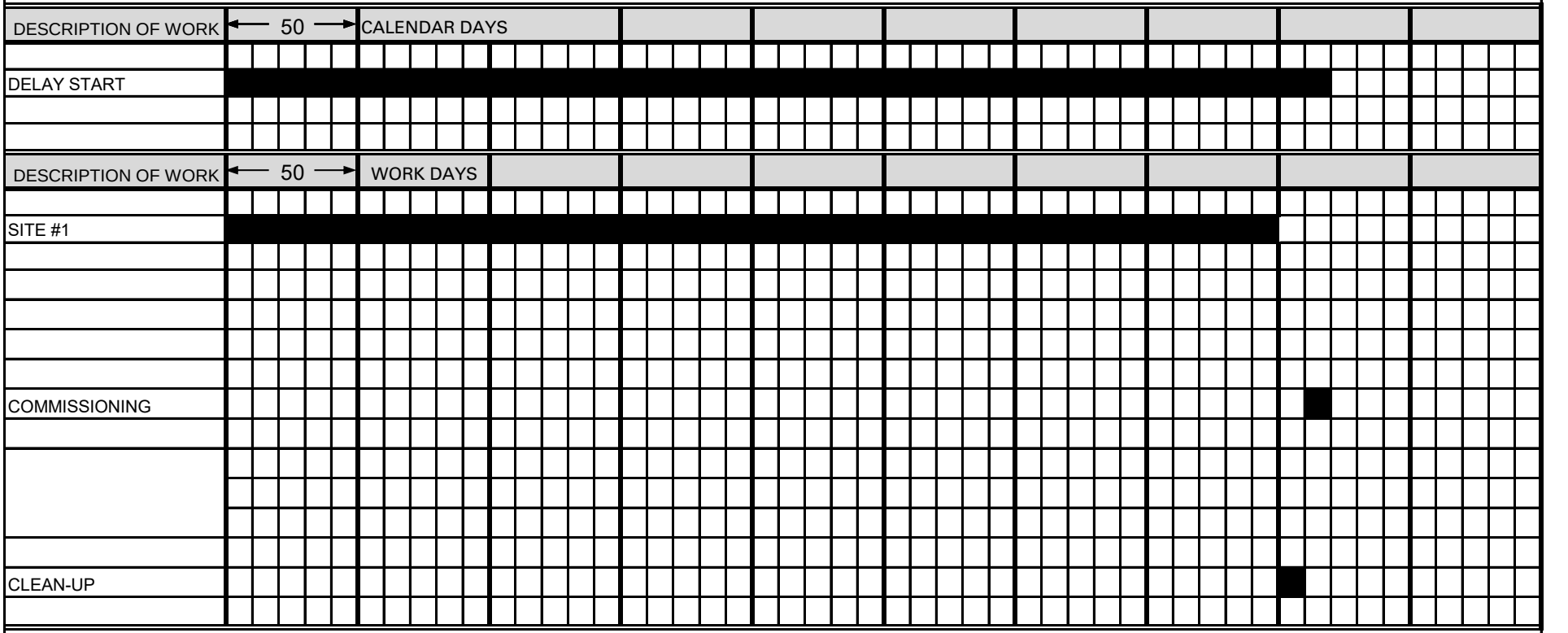
SUGGESTED WORK SCHEDULES

DS-D-0137 (REV.8/93)

PROJECT DESCRIPTION	CU	EA	WORK DAYS	DELAYED START	DATE
Fairfield MS Replacement		04-4W240	420	420	1/14/2026

EFIS Number	Mid-Pt of Construction	DISTRICT	COUNTY	ROUTE	POST MILE	COMPILED BY
0422000129	12/16/2030	04	Sol	80	17.12	Divya Undapally

[X] Assumes Standard 8-Hour Day, 5-Day Week [ ] Double Shift [ ] Other



COMMENTS:

ATTACHMENT D

RIGHT OF WAY DATA SHEET

To: THE OFFICE OF DESIGN SPECIAL PROJECTS

Date: 03/14/2025
Sol/080/PM 17.12
Project ID: 0422000129
D.S. 7896 (E.A. 4W240)

Proj. Descr. Maintenance Facility Rehabilitation

Attention: Tin Win
Senior Transportation Engineer

From: MONA POON
Right of Way Resource Manager

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on December 23, 2024 and the following assumptions and limiting conditions.

[ ] 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
[ ] 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
[ ] 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
[ ] 4. This estimate does not include $_____right of way costs previously incurred on the project, which may affect the total project right of way costs for programming purposes.
[ ] 5. We have determined there are no right of way functional involvements in the proposed project at this time, as designed.
[X] 6. This Data Sheet is being completed without an estimate for Environmental Permit Fees or Mitigation Costs.

Right of Way Lead Time will require a minimum of 18 months after we begin receiving final right of way requirements, necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements, we will require a minimum of 15 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

Right of Way Resource Manager

Attachments:

[X] Right of Way Data Sheet – Page One (always required)
[X] Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
[X] Utility Information Sheet
[ ] Railroad Information Sheet

RIGHT OF WAY DATA SHEET

TO: Office of Special Projects

Date 03/14/2025 D.S. # 7896

Dist. 04 Co. Sol Rte 80 PM 17.12

EA 4W240 (Proj. ID 04 2200 0129)

ATTN: Tin Win
Senior Transportation Engineer

Project Description: Maintenance Facility Rehabilitaion

SUBJECT: Right of Way Data - Alternate No.

1. Right of Way Cost Estimate:

		Current Value (Future Use)	Escalation Rate	Escalated Value
A.	Acquisition, including Excess Lands, Damages, and Goodwill	$0.00	%	$0.00
	Permits			$0.00
	Environmental Mitigation			$0.00
	Grantor's Appraisal Cost			$0.00
B.	Utility Relocation (State Share)	$120,000.00	%	$120,000.00
C.	Railroad (from page 6)			$0.00
D.	Relocation Assistance	$0.00	%	$0.00
E.	Clearance Demolition	$0.00	%	$0.00
F.	Title and Escrow Fees	$0.00	%	$0.00
G.	TOTAL ESCALATED VALUE			$120,000.00
H.	Construction Contract Work	$0.00		
I.	Railroad Phase 4 Costs	$0.00		
J.	Utility Phase 4 Costs	$0.00		

2. Anticipated Date of Right of Way Certification 2/1/2027

3. Parcel Data:

	Type	Dual/Appr
X		
A	1	
B		
C		
D		
E	XXXX	
F	XXXX	
Total	1	

Utilities Involvements	
Utility Verification	11
Positive Identification	30
Utility Relocation	7+
Other (Specify)	0

RR Involvements	
None	X
C&M Agrmt	
R/W Agrmt	
Design	
Const.	
Lic/RE/Clauses	
Misc R/W Work	
RAP Displ	0
Clear Demo	0
Const. Permits	0
Condemnation	0

Areas: Right of Way _____ No. Excess Parcels ___ Excess _____

4. Are there any major items of construction contract work?
Yes ☐ No ☑ (If yes, explain)

5. Provide a general description of the right of way and excess lands required(zoning, use, major improvements critical or sensitive parcels, etc.).
No right of way required. ☐
1 PTE&C needed in the city of Fairfield for utility connection work on the sidewalk and street. Any disturbance to the sidewalk and street will be repaired by contractor.

6. Is there an effect on assessed valuation? (If yes explain)
Yes ☐ Not Significant ☐ No ☑

7. Are utility facilities or rights of way affected? Yes ☑ No ☐
(If yes, attach Utility Information Sheet Exhibit 01-01-05)

8. Are railroad facilities or rights of way affected? Yes ☐ No ☑
(If yes, attach Railroad Information Sheet Exhibit 01-01-06)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None evident ☑
(If yes, attach memorandum per Procedural Handbook Volume 1, Section 101.011)

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

No. of personal property relocations _____

No. of single family _____ No. of business/non profit _____

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 material borrow and / or disposal sites required? Yes ☐ No ☑
(If yes, explain)

12. Are there potential relinquishments / abandonments? Yes ☐ No ☑
(If yes, explain)

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

14. Are there Permit Fees? Yes ☐ No ☑
(If yes, explain)
No Permit Fees per email for Van Hew, PE dated on 2-6-2025.

15. Are there Environmental Mitigation Costs? Yes ☐ No ☑
(If yes, explain)
No Mitigation Costs per email for Van Hew, PE dated on 2-6-2025.

16. Indicate the anticipated Right of Way schedule and lead time requirements.
Based on the R/W Requirements on Page 1 of this Data Sheet, R/W will require a lead time of 18 months from the date regular appraisals can begin to project certification.

17. Is it anticipated that all Right of Way work be performed by CALTRANS staff?
Yes ☑ No ☐ (If no, discuss)

Assumptions and Limiting Conditions

- This data sheet was completed without a hazardous waste/materials report or an estimate for Permit Fees or Environmental Mitigation Costs.
- Information on this data sheet was based on maps provided by Tin Win on 12/23/2024

Evaluation Prepared By: Dan Asprogerakas

Right of Way: Name Dan Asprogerakas Date 03/07/2025

Railroad: Name Alden Chalk Date 03/07/2025

Utilities: Name Latonya Young Date 03/07/2025

Recommended for Approval:

Right of Way Capital Cost Coordinator

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

Chief, R/W Appraisal Services

03/11/2025
Date

cc: Program Manager
Project Manger

UTILITY INFORMATION SHEET

1. Utility owners located within project limits:
AT&T, CA Dept of Water Resources, City of Fairfield, City of Vallejo Water, Comcast, Fairfield Suisun Sewer Dist., LUMEN, MCI Verizon, PG&E Vacaville, Solano Irrigation, Zayo Group

2. Facilities potentially impacted by project (if known, include Owners(s) & facility type(s)):
7 UG vault relocation/reconstruction, owners currently unknown

3. Anticipated Workload:

11	Utility Verification Required
30	Positive Identification
7+	Utility Relocation
0	Other (Specify)

4. Additional information concerning anticipated utility involvements (include limiting conditions and a narative addressing likelihood that conflicts will occur);

_____ Involves possible relocation of electric transmission facilities
(If X'd, Data sheet should be forwarded to environmental)

_____ Utility agreements will be required for this project due to CCW on public utility facilities for all public utility relocations and adjustments, including but not limited to, manhole cover adjustments to grade (unless determined & specified in writing by the Utility Engineering Workgroup (UEW) that none are required for this project). A minimum lead-time of 12 months from PA&ED to RWC is needed to secure the utility agreement(s) and specifications as required for the RWC and PS&E milestones. Leadtime requires that UEW provide RW Utilities with a conflict memo and maps no later than the PA&ED milestone.

5. Estimated Costs:

Positive Identification $ 120,000.00

Estimate 30 POS-LOC

Utility Relocation $ 0.00

Anticipate 7 box relocations to be 100% owner liability.

Phase 4* $ 0.00

(Describe Phase 4 Needs)

*not apart of page 1 total

ESTIMATED STATE SHARE OF COSTS $ 120,000.00

Prepared by: Latorya Young

Latorya Young
Right of Way Utility Coordinator

02.27.2025
Date

ATTACHMENT E

ENVIRONMENTAL DOCUMENT:

CATEGORICAL EXEMPTION DETERMINATION FORM

ENVIRONMENTAL COMMITMENTS RECORD

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Maintenance Facility Rehabilitation

DIST-CO-RTE: 04-SOL-080 **PM/PM:** 17.12/17.12

EA: 04-4W240 **Federal-Aid Project Number:** N/A

Project Description

This project proposes to partially demolish and replace existing structures at the 60-year-old Fairfield Maintenance Station (Maintenance Facility number 23M5057) located at 2019 West Texas Street in the city of Fairfield. New facilities will be built at the same location. The station is currently being used by the Divisions of Field Maintenance, Equipment, and Electrical Maintenance. During construction, other facilities will be leased for the Maintenance Program to continue its operations.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☒ **Categorically Exempt. Class** 2(b). (PRC 21084; 14 CCR 15300 et seq.)
  ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Maxwell Lammert	Maxwell Lammert	12/03/2025
Print Name	Signature	Date

Project Manager

Ambreen Ansari	Ambreen Ansari (Dec 3, 2025 09:20:34 PST)	
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☒ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☐ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☐ **23 CFR 771.117(c): activity (c)(Enter activity number)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

N/A		
Print Name	Signature	Date

Project Manager/ DLA Engineer

N/A		
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: N/A

Continuation sheet:

Project Description (continued): The following existing structures will be demolished: two office trailers, maintenance electrical shop, one sub shop, sign and storage, equipment storage building, paint shed, administrative building, crew building, and storage containers.

The following new structures will be constructed: crew building, maintenance equipment storage facility, electrical shop and warehouse, administrative office, generator enclosure/electrical yard, garbage/recycling enclosure, miscellaneous hazardous materials storage, electric rolling gate, masonry concrete wall along the fence line, fire hydrant, photovoltaic panel systems, and electric vehicle charging stations.

Need: The existing 60-year-old maintenance facility does not meet current facility design standards. It is deficient in its current building components and lacks the capacity for expansion.

Purpose: To partially replace existing facilities to meet current design standards that will sustain Maintenance Program's current and future functional and operational needs. This will improve structural safety, functional capacity, and overall operational efficiency of the facility.

Location: The maintenance station is located off Route 80 at PM 17.12 at 2019 West Texas Street.

Right-of-way requirements: Construction will take place mostly within Caltrans right-of-way; however, some utility relocations will occur within the City of Fairfield. Temporary facilities will be leased for the Maintenance Program's operations during construction.

Utility Involvement: Existing utility service lines including but not limited to water, sewer, electrical, gas, and high speed internet will be replaced with new utility lines. Utility vaults and an electrolier located behind the West Texas Street sidewalk and within Caltrans right-of-way may also need to be relocated during construction.

Activities: The proposed Fairfield Maintenance Station will be built in the same parcel after the demolition and removal of the existing and utilities at 2019 West Texas Street. Construction is anticipated to last approximately 24 months (500 working days). The existing 5.26-acre parcel should provide adequate space for material stockpiling and equipment and vehicle storage during construction.

Erosion Control: Disturbed soil areas from construction activities may be addressed by utilizing soil stabilization and sediment control Best Management Practices (BMPs). The following temporary erosion control measures are proposed: temporary drainage inlet protection, temporary covers, temporary silt fences, temporary concrete washouts, temporary fiber rolls, and temporary construction site entrances.

Contaminated Material: Hazardous materials currently used and stored at the facility include but are not limited to: petroleum-based products (solvents, fuels, lubricants), paints, sealants, pesticides, herbicides, reprographic fluids, and electrical waste (batteries, electronics, light bulbs, and ballasts). Care must be taken when field units move to temporary leased facilities when handling these types of materials. Care must also be taken during the demolition of the existing facilities to properly dispose of any identified hazardous materials to the proper disposal site. The need for disposal sites will be determined in future project phases. Material staging can occur on-site at the existing station.

Environmental Commitments Record (ECR)

DIST-CO-RTE: 04 - SOL - 080 **PM/PM:** 17.120/17.120 **EA/Project ID:** 04-4W240_ / 0422000129

Project Description: RELOCATE MAINTENANCE FACILITIES, DEMOLISH EXISTING FACILITY, AND BUILD A NEW FACILITY.

Date (Last modification): 11/26/2025

Environmental Planner: Xenia Rangaswami **Phone:** 510-847-7905

Construction Liaison: Ruben Sanchez **Phone:** (510) 506-8672

Resident Engineer: **Phone:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1- No Permits Required	n/a						

ENVIRONMENTAL COMMITMENTS

PA&ED

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	For work that is scheduled for between April 15th and August 31st and between October 15th and February 28th, a bat survey would be performed at least 10 days before the proposed start date of any construction-related activities or at least 5 days before resuming work.	No Effect Memo	SSP	RE/Con. Bio	For work that is scheduled for between April 15th and August 31st and between October 15th and February 28th, a bat survey would be performed at least 10 days before the proposed start date of any construction-related activities or at least 5 days before resuming work					
Biology	For work that is scheduled for between February 1st and September 30th, a nesting bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities. Construction work would be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds	No Effect Memo	SSP	RE/Con. Bio	For work that is scheduled for between February 1st and September 30th, a nesting bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related					

Environmental Commitments Record for Maintenance Facility Rehabilitation

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
					activities. Construction work would be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting bird					
Biology	If a roost or bat is detected or observed, a 100-foot buffer must be implemented and avoided around the roost until the young wean or a qualified biologist determines that construction may proceed	No Effect Memo	SSP	RE/Con. Bio	If a roost or bat is detected or observed, a 100-foot buffer must be implemented and avoided around the roost until the young wean or a qualified biologist determines that construction may procee					
Biology	If activities fail to commence within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can recommence.	No Effect Memo	SSP	RE/Con. Bio	If activities fail to commence within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can recommence					
Landscape	Apply climate appropriate, native erosion control seeding and/or mulch and associated permanent erosion control measures to pervious areas disturbed by construction activities.	Highway Design Manual	Std. Spec	Landscape	Permanent erosion control is included with PS&E					
Landscape	Consider landscape buffer at site entry with trees and mulched surfaces to provide screening and visual consistency within the context of West Texas Street.	Fairfield Municipal Code, Zoning Ordinance	n/a	Design / PDT	With concurrence from PDT, a landscape buffer is included abutting West Texas Street					
Landscape	Implement aesthetic treatment on façades of architecture that are prominently viewed from the street, in accordance with Caltrans material standards. Consider	Heart of Fairfield Specific Plan	n/a	Design / PDT	With concurrence from PDT, architectural design and finishes incorporated to					

Environmental Commitments Record for Maintenance Facility Rehabilitation

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	similar treatment or complementary painted colors on any visible streetside utilities, such as transformers.				complement surrounding environment					
Landscape	Make the location and height of fencing and gates visually consistent with other adjacent parcels in the area, in accordance with Caltrans standards and in consult with City standards, to the extent practicable.	Heart of Fairfield Specific Plan	n/a	Design	Screening features are visually compatible with CIty's design standards					
Landscape	Minimize impacts to existing vegetation to remain, on project site and neighboring parcels. They should be protected from construction activities by temporary fencing when close to construction work or staging areas, especially mature trees and shrubs.	Highway Design Manual	SSP	Landscape Architecture / Design	Existing vegetation is protected					

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Cultural Resources	If any Tribal Cultural Resources (TCR) as defined by the local Tribes and CEQA are found during construction, a Professionally Qualified Staff archaeologist shall assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is determined to be a TCR and consult with the contractor and the Tribe to determine whether the resources can be avoided by the Project. If the TCR cannot be avoided, then further consultation efforts with the Tribes would be necessary to determine its treatment	Std. Spec	Std. Spec	RE/OCRS	Stop work within 60 feet of unanticipated cultural item and contact the Office of Cultural Resource Studies					
Cultural Resources	If Caltrans Professionally Qualified Staff determines that cultural materials contain human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. Caltrans' Cultural Resources Studies Office will contact the County Coroner. Pursuant to CA PRC Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent. Caltrans, District 4, Cultural Resources Studies Office will work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Std. Spec	Std. Spec	RE/OCR	Stop work within 60 feet of human remains and contact the Office of Cultural Resource Studies					
Cultural Resources	In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities, all	Std. Spec	Std. Spec	RE/OCR	Stop work within 60 feet of unanticipated					

Environmental Commitments Record for Maintenance Facility Rehabilitation

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, can evaluate the significance of the find in consultation with the Tribe to determine whether or not additional study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies				cultural item and contact the Office of Cultural Resource Studie					

ATTACHMENT F

STORMWATER DATA REPORT – LONG FORM

Long Form – Stormwater Data Report

Dist-County-Route: 04-SOL-80
Post Mile Limits: 17.2
Type of Work: Reconstruct Maintenance
Project ID (EA): 0422000129 (04-4W240)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Regional Water Quality Control Board(s): San Francisco Bay (Region 2)
Total Disturbed Soil Area: 5.4 ac PCTA: 5.4 ac
Alternative Compliance (acres): 0.0 ac ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 1/3/2028 Estimated Const. Completion Date: 1/4/2030
Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____
Is (M)WELO applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☒ No ☐
Does the project require trash treatment? Yes ☐ No ☒
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: _____ 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.

Cyrus Vafai 1/28/2026
Cyrus Vafai, Registered Project Engineer Date

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

08/06/25
Ambreen Ansari, Project Manager *Date*

Amrinder Jhajj 08/14/2025
Amrinder Jhajj, District Maintenance Stormwater Coordinator *Date*

Jinhee Ha, on behalf of 11/03/2025
Alex Mcdonald, Designated Landscape Architect Representative *Date*

[Stamp Required at PS&E only]

Mostafa Badroddin 1/28/2026
Mostafa Badroddin, *Acting District Design SW Coordinator* *Date*

STORMWATER DATA INFORMATION

1. Project Description

This project proposes to replace the existing 60-year-old Fairfield Maintenance Station (Maintenance Facility number 23M5057) located at 2019 West Texas Street in the City of Fairfield. This project is located in Solano County. The new station will be built at the same location and will require removal of the existing facilities and structures.

The details of effective surface areas are listed below:

- Total disturbed soil area (DSA) = 5.4 acres
- New impervious surface (NIS) = 5.4 acres
  - Net New Impervious (NNI) = 0.2 acres
  - Replaced impervious surface (RIS) = 5.2 acres
- PCTA = NIS + ATA = 5.4 acres
  - NNI is less than 50% of the post project impervious area.
  - No existing Treatment BMPs are to be removed or modified as part of the project.

Under the 2022 Caltrans Permit, highway projects in the state right-of-way creating 10,000 square feet (5,000 square feet for non-highway facilities) or more of New Impervious Surface (NIS) area, as described in Section 4.3, must implement post-construction Treatment Best Management Practices (TBMPs). Treatment BMPs are required for this project because NIS is greater than 5,000 sq.ft.

2. Site Data and Stormwater Quality Design Issues

The Project is within the San Francisco Bay RWQCB (Region 2).

Hydrologic Units

The site is within the Suisun Hydrologic Unit, Fairfield Hydrologic Area and Suisun Slough Hydrologic Sub-Area (HSA) number 207.23. The site is within the Wooden Valley Creek - Frontal Suisun Bay Estuaries Watershed and the Laurel Creek-Frontal Suisun Bay Estuaries Subwatershed.

The water bodies near the project limits is Ledgewood Creek which drains to Suisun Marsh Wetland, and ultimately to Suisun Bay. All these waterbodies are listed on 2024 303(d) List. The 303(d) and TMDLs listed Water Bodies and their concerned pollutants with status are shown in Table 1 below.

Table 1: 303(d) List TMDL Information

Waterbody	Pollutant Status	Status
Suisun Marsh Wetlands	Nutrients, Salinity/TDS/Chlorides, Temperature, Water	TMDL required
	Mercury, Organic Enrichment/ Low Dissolved Oxygren,	Being addressed with USEPA approved TMDL
Suisun Bay	DDT (Dichlorodiphenyltrichloroethane), Chloride, Dieldrin, Dioxin compounds (including 2,3,7,8-TCDD), Furan Compounds, Invasive Species	TMDL required
	Mercury, PCBs (Polychlorinated biphenyls), PCBs (dioxin-like), Selenium	Being addressed with USEPA approved TMDL

Ledgewood Creek	Diazinon	Being addressed with USEPA approved TMDL

Per Region 2's Basin Plan dated May 04, 2017, Ledgewood Creek is 303(d) listed as being have the existing beneficial uses of SPAWN, MIG, and COLD according to the most recent applicable Regional Board Basin Plan, and therefore the project area is in a high-risk receiving watershed. Their beneficial uses & sediment sensitive status for the water bodies within the project limits are mentioned in Table 2.

Table 2- Water Quality Objectives and Beneficial

Name	Beneficial Uses	Sediment-Sensitive
Ledgewood Creek	COLD, FRSH, MIGR, REC1, REC2, SPWN, WARM, WILD	True
Suisun Bay	COMM, EST, IND, MIGR, NAV, RARE, REC1, REC2, SPWN, WILD	False

Notes:

FRSH – freshwater habitat
COMM – commercial fishing
COLD – cold freshwater habitat
EST – estuarine habitat
MIGR – fish migration
RARE – rare and threatened species
IND – Industrial Service Supply
SPWN – fish spawning
WARM – warm freshwater habitat
WILD – wildlife habitat
REC-1 – water contact recreation
REC-2 – non-contact water recreation
NAV – navigation
SHELL – Shellfish Harvesting

Climate

The climate of Solano County is characterized by the two well-defined seasons of winter and summer. Winters are mild with frequent rain, and summers are warm with precipitation. Normal annual precipitation 20.78 inches. Most of the seasonal precipitation occurs as rain from October through April. Mean temperature in the area varies from 40 degrees Fahrenheit to 85 degrees Fahrenheit.

Topography

The setting of the Project area is within urbanized zones. The area is predominately flat to gently rolling, characteristic of Sacramento Valley floor.

Land Use

The project setting is a mix of rural and suburban and the terrain around the project site is flat and partially bordering the Ledgewood Creek.

Permit/Certification

California Fish and Game Code Section 1602, Section 404 Permit under the Clean Water Act, Section 401 Water Quality Certification are not required for this Project because work is not anticipated to occur within or near jurisdictional water features identified as Waters of the State or Waters of the United States (U.S.).

Soil Classification

From the National Resources Conservation Service (NRCS) Web Soil Survey tool, the project site mostly consists of Urban Land. It will be assumed to have the same characteristics as soils in

Hydrologic Soil Group (HSG) "C" Referring to Chapter 7 of the "National Engineering Handbook, Part 630", HSG "C" soils are characteristic as having runoff potential when thoroughly wet.

Right-of-Way (R/W)

No R/W acquisition is needed for stormwater treatment BMPs.

Project Duration

Construction duration is estimated 500 workdays.

Existing Treatment BMPs

There is no known Treatment BMP within the project limits.

Significant Trash Generation Areas

Region 2 issued Caltrans a Cease-and-Desist Order (Order R2-2019-0007, as amended by R2-2021-0030) which requires capture of trash for locations identified as Significant Trash Generation Areas (STGAs). This project is in not within STGA and therefore will not need to consider Full Trash Capture (FTC) BMPs.

3. Construction Site BMPs to be used on Project

This section presents the temporary construction site BMP strategy to be considered for this Project to meet both current Caltrans criteria and the requirements presented in the CGP

Risk Level Determination

This Project disturbs more than one acre of soil and must comply with the Construction General Permit (CGP). The sediment risk is determined from the product of the rainfall runoff erosivity factor (R), the soil erodibility factor (K), and the length-slope factor (LS). The R factor was calculated by using the method presented in the EPA "Rainfall Erosivity Factor Calculator for Small Construction Sites website. The K factors were identified using the Caltrans Water Quality Planning Tool; to be conservative, the maximum K in each planning watershed is used in the risk-level determination. The LS factor was identified from Caltrans Water Quality Planning Tool. The sediment risk is classified as low since the product of the R, K, and LS factors is 11.83 tons/acre which is less than 15 tons/acre.

The receiving water risk is determined as high since the Project limit within the hydrologic sub areas discharge to a 303(d) listed waterbody impaired by sediment or to a waterbody with designated beneficial uses of spawn, cold, and migratory.

Table 3. Project Risk Summary Table

R	K	LS	Sediment Risk	Receiving Water Risk	Risk Level
118.4	0.37	0.27	Low	High	2

Storm Water Pollution Prevention Plan

Since the DSA for this project is more than one acre, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by the Contractor and approved by the Caltrans Resident Engineer prior to the start of construction. The SWPPP will include the development of a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring, sampling, and analysis plans for non-visible pollutants, sediment, turbidity, and pH.

Construction Site BMP Strategy

The construction work for the Project is scheduled to span over two years. Whenever possible, the scheduling of earth-disturbing construction activities should not be made during anticipated rain events. To mitigate any potential runoff or run-on within the Project area, construction site BMPs will be installed prior to the start of construction or as early as feasibly possible during construction.

The DSA will be protected in accordance with the Project's pollution control measures. The construction site BMP strategy for this Project consists of the following:

- Job Site Management
- Temporary Fiber Roll
- Temporary Drainage Inlet Protection
- Temporary Gravel Bag Berm.
- Street Sweeping
- Temporary Concrete Washout

No dewatering is anticipated for this project.

There will be no temporary creek or clear water diversions.

No active treatment systems (ATS) will be used.

Temporary construction BMPs have been estimated at $80,000 which is 1.5% of the total project roadway cost in accordance with the Project Initiation Cost Estimate Method, Appendix F.3.1, 2023 PPDG.

4. Maintenance BMPs

Drainage inlet stenciling within the project will be added as appropriate.

Treatment BMP (TBMP) markers will be included as needed.

5. Other Water Quality Requirements and Agreements

This project does not require 401, 404 and 1602 permits.

CWA Section 402: Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES), which directed that stormwater discharges are point-source dischargers and established a permitting framework for regulating municipal and industrial stormwater discharges. To ensure compliance with Clean Water Act (CWA) section 402, the SWRCB has issued the Department a Statewide NPDES General Permit to regulate stormwater discharges from Department facilities (Order No. 2022-0057-DWQ), which became effective September 1, 2023, and was/is applicable to projects within the Project Initiation Document (PID) phase on, or after, that date.

RWQCB Special Requirements/Concerns

The Cease-and-Desist Order No. R2-2019-0007 (Order or CDO), issued by the San Francisco Bay Regional Water Quality Control Board (Water Board) on February 13, 2019, requires Caltrans to

conduct trash reduction feasibility studies that assess and prioritize Significant Trash Generating Areas (STGAs) within highway corridors for implementation of structural and non-structural trash controls.

The project is located in Solano County, near I80 PM 17.2 in West Texas Street where there is no STGA rating for the project location (Attachment 5: STGA Map). So, trash capture devices are not required for this project.

6. Permanent BMPs

Permanent BMPs are strategies and measures to minimize and avoid water quality impacts in the post construction condition. Permanent BMPs include Design Pollution Prevention and Treatment BMP strategies.

Rapid Stability Assessment

The project will introduce 0.2 acres of NNI within its limits and there are no stream crossings within the project limits. As a result, the project is not obligated to perform a rapid stability assessment or implement hydromodification management measures.

Design Pollution Prevention (DPP) BMP Strategy

Downstream Effects Related to Potentially Increased Flow, Checklist DPP-1, Part 1

The net new impervious proposed is minimal (0.2 ac), thus potential for increases in flow is minimal. The general flow patterns will be similar to pre-project conditions.

Slope/Surface Protection Systems, Checklist DPP-1, Part 3

Erosion control measures will be refined in the Design Phase, but due to the mostly flat topography (slopes 4:1 or flatter) and moderate susceptibility to erosion (0.37 K factor), traditional erosion and sediment control measures are sufficient to address slope protection. Such measures may include decompaction, compost amendment, fiber rolls, coir netting, and hydroseed/hydromulch.

Preservation of Existing Vegetation, Checklist DPP-1, Part 5

Measures for preserving existing vegetation such as Temp High-Visibility Fence and Prune Existing Plants will be considered in the Design Phase. Existing unpaved areas outside of the construction perimeter are not to be disturbed to minimize the potential of erosion and sediment discharge. Permanent erosion control measures will be applied to any disturbed unpaved areas.

Treatment BMP Strategy

Under the 2022 Caltrans Permit, highway projects in the state right-of-way creating 5,000 square feet (5,000 square feet for non-highway facilities) or more of New Impervious Surface (NIS) area must implement post-construction Treatment Best Management Practices (TBMPs). This project will require implementing 5.4 acres of stormwater treatment within project footprint. Since there is no drainage mechanism or other space available within this maintenance facility project, we will have to find other projects within the same watershed to treat the deficit amount of PCTA, which is 5.4 acres. The SWDR for PS&E will address the issue and provide additional information for the offsite location.

The unit cost is $150,000 per acre of treatment if all stormwater (SW) treatment can be placed within the project limits. The estimated cost for treatment BMPs is $810,000.

However, if alternative stormwater treatment mitigation is required, the unit cost can be as high as $700,000 per acre if the project cannot provide sufficient stormwater treatment BMPs within its limits.

Complete the following table if treatment is required for the project.

Table E-1. Overall Project Treatment Summary Table[1]		
	PCTA (ac)[2]	5.4
Total Area to be Treated	Treated Impervious Area (CT RW) (ac)	TBD
	Treated Impervious Area (Outside CT RW) (ac)[3]	TBD
	PCTA Balance (ac)[4]	5.4

1 This table is provided as an example. The table may be edited, altered, or removed as applicable or as directed by the District/Regional Design Stormwater Coordinator.

2 Provide treatment for ATA 1 even if NIS is less than 1 acre.

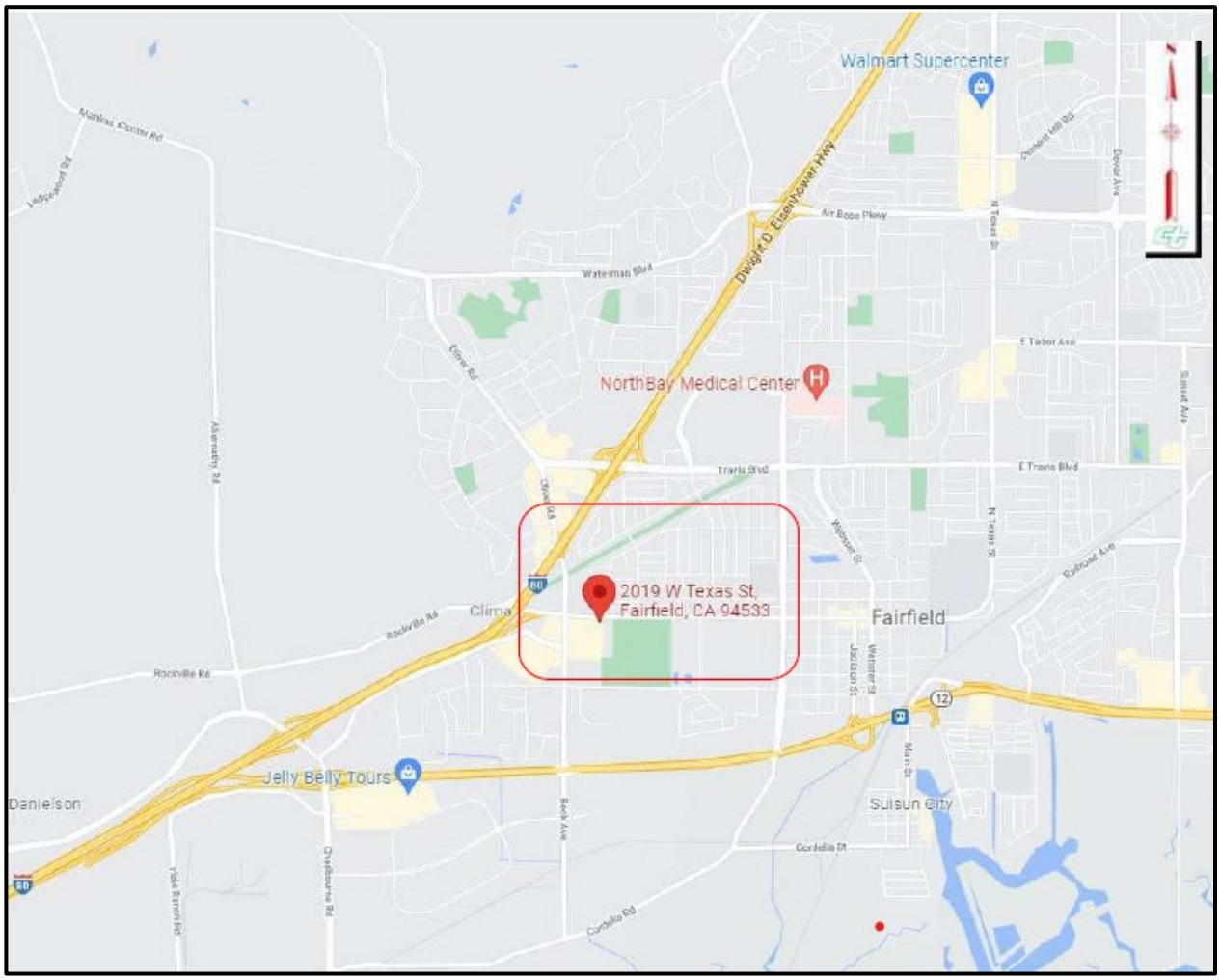
3 Requires Regional Board approval. Coordinate with District/Regional NPDES Coordinator.

4 If less than 0, additional treatment must be identified.

Attachments

- Vicinity Map
- Water Quality Form
- Evaluation Documentation Form (EDF)
- Risk Level Determination Documentation
- STGA Map

Vicinity Map



Water Quality Form

Caltrans Dist-4 Water Quality Information Form		
1.	**EA-County-Route**	04-4W240-SOL-80
2.	**PM (Begin/End)**	17.12
3.	**Project Description**	Reconstruct Maintenance Station
4.	**RU** *(CT Requesting Unit Number)*	0702
5.	**Program ID**	SHOPP 20.XX.201.351, 352, 353
6.	**Phase** *(PID, PA/ED, PS&E)*	PAED
7.	**Project Engineer or Oversight Engineer** *(Name / Phone #)*	Van Hew / 510-362-6092
8.	**Project Manager** *(Name / Phone #)*	Ambreen Ansari (510) 821-2946
9.	**Biologist** *(Name / Phone #)*	Sarah Daniel / (510) 535-2121
10.	**Hydraulics Contact** *(Name / Phone #)*	Robin Amatya / (510) 410-0401
11.	**Geotechnical Contact** *(Name / Phone #)*	John Moore (925) 818-5156
12.	**Hazardous Waste Contact** *(Name / Phone #)*	Carlos Mora / (510) 725-2500
13.	**PID Due Date** *(MM/DD/YYYY)*	6/20/2023
14.	**PA/ED Due Date** *(MM/DD/YYYY)*	10/1/2025
15.	**PS&E Due Date** *(MM/DD/YYYY)*	10/1/2026
16.	**RTL Due Date** *(MM/DD/YYYY)*	6/1/2027
17.	**Construction Start Date** *(MM/DD/YYYY)*	1/3/2028
18.	**Construction Completion Date** *(MM/DD/YYYY)*	1/4/2030
19.	**Number Working Days**	500
20.	**Project Brokered?** *(Y/N)* **If Yes, which District?**	N
21.	**Caltrans resposible for only Oversight?** *(Y/N)* **If Yes, which Agency is the sponsor?**	N
22	**Construction Managed & Administered by Caltrans?** *(Y/N)*	Y
23.	**Total Roadway Item Cost ($)**	$ 6,400,000
24.	**Total Structure Item Cost ($)**	$ 35,000,000
25.	***Net New*** **Impervious Area (ac)- area of added impervious excluding eliminated impervious areas**	0.2 ac
26.	**Any Deep Excavation & Dewatering required?** *Y/N*	N
27.	***Reworked*** **Area (ac)** *Area of entire structural Section totally removed* **& replaced**	5.2 ac
28.	**Existing Impervious Area (ac)**	5.2 ac
29.	**404 Permit Required?** *(Y/N)* **Reporting or Non-Reporting?** ***(Check w/ Biologist)***	N
30.	**1602 Permit Required?** *(Y/N) (Check w/ Biologist)*	N
31.	**Notice of *ADL* Reuse** *(Date)*	N
32.	**Shoulder Backing Proposed?** *(Y/N)*	N
33.	**Concrete Work Involved?** *(Y/N) If yes, provide the volume*	Y
34.	**PCC Grinding Involved?** *If yes, how much?*	N
35.	**Total Disturbed Soil Area (DSA) (ac)**	5.4 ac
36.	**Total Construction Site Area (ac)**	5.4 ac
37.	**Is there any Landscape Work Involved?** *(Y/N)*	Y
38.	**Contractor's Staging Areas** *(Y/N), Area(sqft)*	onsite
39.	**Contractor's Stockpiling Areas** *(Y/N), Area(sqft)*	onsite
40.	**Number Drainage Inlets within Project Limits**	approx 5
41.	**Any bridge widening/replacement over a waterbody required? Y/N**	N

Evaluation Documentation Form

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?		✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. MB *(Dist./Reg. Coordinator initials)* If **No** to all, continue to 5.
		✓		
			✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft² or more of new impervious surface (NIS)?	✓		If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____ *(Dist./Reg. Design SW Coord. Initials)* _____ *(Project Engineer Initials)* _____ *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

Risk Leval Determination

Start Date: 01/03/2028

End Date: 01/02/2029

2 Locate your small construction project by entering the address in the search box or by clicking on the map.

Location: 38.24955, -122.06979 **Search**



3 Click the "Calculate R Factor" button below.

Calculate R Factor

Facility Information

Start Date: 01/03/2028	**Latitude:** 38.2495
End Date: 01/02/2029	**Longitude:** -122.0698

Calculation Results

Rainfall erosivity factor (R Factor) = 58.74

Start Date: 01/03/2029

End Date: 01/02/2030

2 Locate your small construction project by entering the address in the search box or by clicking on the map.

Location: 38.24955, -122.06979 **Search**



3 Click the "Calculate R Factor" button below.

Calculate R Factor

Facility Information

Start Date: 01/03/2029	**Latitude:** 38.2495
End Date: 01/02/2030	**Longitude:** -122.0698

Calculation Results

Rainfall erosivity factor (R Factor) = 58.74

Start Date: 01/03/2030

End Date: 01/04/2030

2 Locate your small construction project by entering the address in the search box or by clicking on the map.

Location: 38.24955, -122.06979

Search



3 Click the "Calculate R Factor" button below.

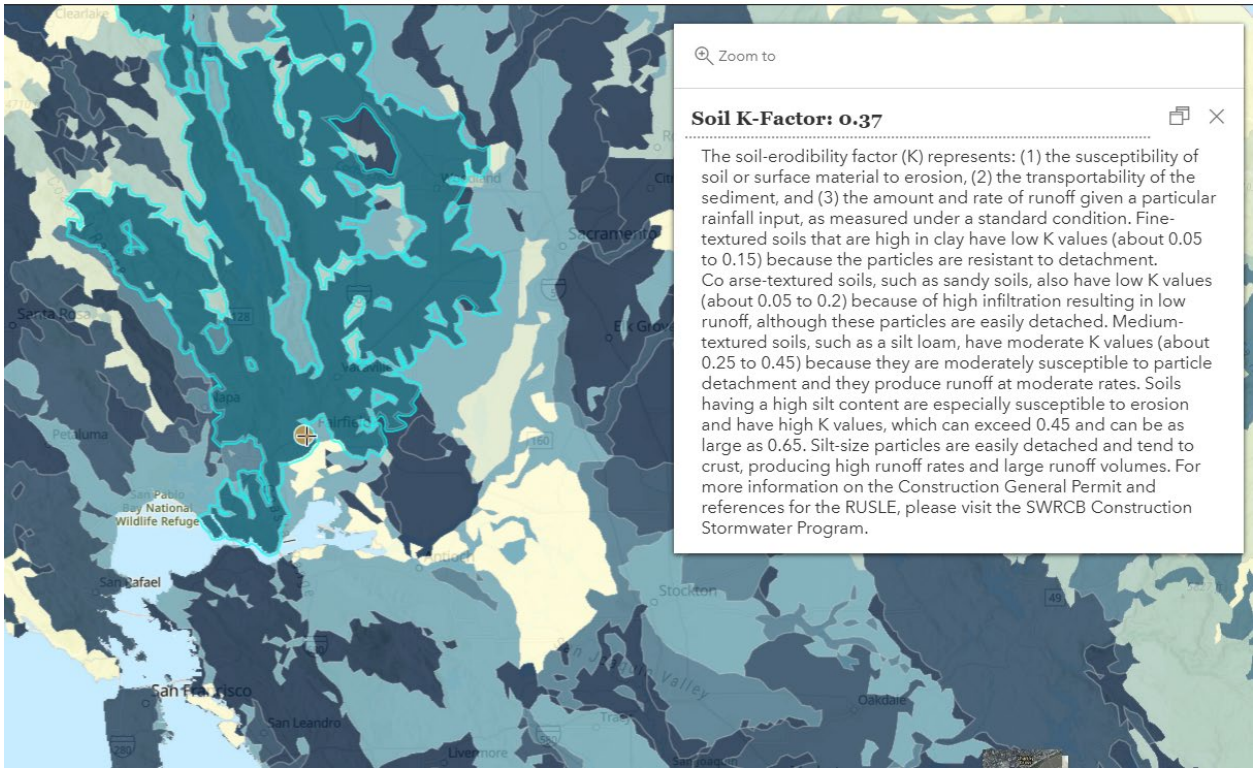
Calculate R Factor

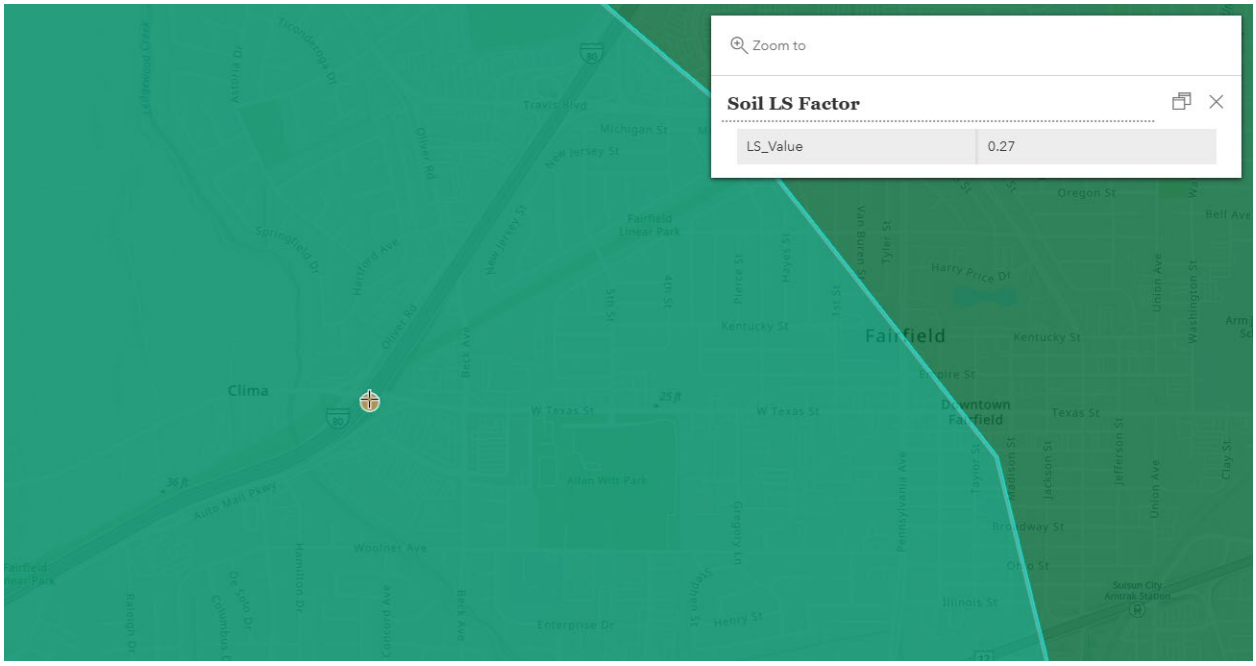
Facility Information

Start Date: 01/03/2030	**Latitude:** 38.2495
End Date: 01/04/2030	**Longitude:** -122.0698

Calculation Results

Rainfall erosivity factor (R Factor) = 0.918


Zoom to
Soil K-Factor: 0.37
The soil-erodibility factor (K) represents: (1) the susceptibility of soil or surface material to erosion, (2) the transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Co arse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff, although these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high runoff rates and large runoff volumes. For more information on the Construction General Permit and references for the RUSLE, please visit the SWRCB Construction Stormwater Program.
Sacramento
Stockton
Oakdale
San Rafael
San Leandro
Livermore
Petaluma
Napa
San Pablo Bay National Wildlife Refuge


Zoom to
Soil LS Factor
LS_Value
0.27
Fairfield
Clima
Travis Blvd
Kentucky St
Texas St
Oregon St
Harry Price Dr
Woolner Ave
Enterprise Dr
Broadway St
Illinois St

Sediment Risk Factor Worksheet	Entry
A) R Factor	
Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.	
https://lew.epa.gov/	
R Factor Value	118.40
B) K Factor (weighted average, by area, for all site soils)	
The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.	
http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx	
K Factor Value	0.37
C) LS Factor (weighted average, by area, for all slopes)	
The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.	
http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx	
LS Factor Value	0.27
Watershed Erosion Estimate (=RxKxLS) in tons/acre	11.83
Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre	Low

Receiving Water (RW) Risk Factor Worksheet	Entry	Score
A. Watershed Characteristics	yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a **303(d)-listed waterbody impaired by sediment** (For help with impaired waterbodies please visit the link below) or has a **USEPA approved TMDL implementation plan for sediment**?: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml **OR** SPAWN & COLD & MIGRATORY? (For help please review the appropriate Regional Board Basin Plan) http://www.waterboards.ca.gov/waterboards_map.shtml	**Yes**	**High**

Combined Risk Level Matrix

Receiving Water Risk \ Sediment Risk	Low	Medium	High
Low	Level 1	Level 2	
High	Level 2		Level 3

Project Sediment Risk:	**Low**
Project RW Risk:	**High**
Project Combined Risk:	**Level 2**

STGA Map


Approximate Project Location
Hartford Cir
Hartford Pl
Oliver Rd
Fairfield
Clima
Floors To Go
Rockville Rd
Lozano Ln
Suval
Boynton Ave
W Texas St
T Mobile
Jack in the Box
Walgreens
99 Cents Only Stores
FoodMaxx
Cadenasso Dr
Home Depot
Target
Auto Mall Pkwy
Woolner Ave
Vine Ct
Vine Dr
Virginia
Idaho
Indiana

ATTACHMENT G

TRANSPORTATION MANAGEMENT PLAN
DATA SHEET

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

Co/Rte/PM: 04-SOL-80-PM 17.12 EA: 4W240 Project Engineer: Van Hew

ID: 0422000129

Project Limit: In Solano County, in City of Fairfield at the Fairfield Maintenance Station 2019 West Texas Street

Project Description: To replace the Fairfield Maintenance station (facility number 23M5057) located at 2019 W. Texas Street, Fairfield, CA 94533 in Solano County.

1) Public Information

- ☐ a. Brochures and Mailers $
- ☒ b. Press Release
- ☐ c. Paid Advertising $
- ☐ d. Public Information Center/Kiosk $
- ☐ e. Public Meeting/Speakers Bureau
- ☐ f. Telephone Hotline
- ☐ g. Internet, E-mail
- ☐ h. Notification to impacted groups (i.e. bicycle users, pedestrians with disabilities, others…)
- ☒ i. Others _____ $ 5,000

2) Traveler Information Strategies

- ☐ a. Changeable Message Signs (Fixed) $
- ☒ b. Changeable Message Signs (Portable) $ 5,000
- ☒ c. Ground Mounted Signs $ 3,000
- ☐ d. Highway Advisory Radio $
- ☐ e. Caltrans Highway Information Network (CHIN)
- ☐ f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc.)
- ☐ g. Revised Transit Schedules/maps
- ☐ h. Bicycle community information
- ☐ i. Others _____ $

3) Incident Management

- ☐ a. Construction Zone Enhanced Enforcement Program (COZEEP) $
- ☐ b. Freeway Service Patrol $
- ☐ c. Traffic Management Team
- ☐ d. Helicopter Surveillance $
- ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) $
- ☐ f. Others _____ $

TMP Data Sheet (cont.)

4) Construction Strategies

- [x] a. Lane Closure Chart
- [ ] b. Reversible Lanes
- [ ] c. Total Facility Closure
- [ ] d. Contra Flow
- [ ] e. Truck Traffic Restrictions $
- [ ] f. Reduced Speed Zone $
- [ ] g. Connector and Ramp Closures
- [ ] h. Incentive and Disincentive $
- [ ] i. Moveable Barrier $
- [x] j. Maintain Traffic $ 21,000
- [ ] k. Others _____ $

5) Demand Management

- [ ] a. HOV Lanes/Ramps (New or Convert) $
- [ ] b. Park and Ride Lots $
- [ ] c. Rideshare Incentives $
- [ ] d. Variable Work Hours
- [ ] e. Telecommute
- [ ] f. Ramp Metering (Temporary Installation) $
- [ ] g. Ramp Metering (Modify Existing) $
- [ ] h. Others _____ $

6) Alternate Route Strategies

- [ ] a. Add Capacity to Freeway Connector $
- [ ] b. Street Improvement (widening, traffic signal... etc.) $
- [ ] c. Traffic Control Officers $
- [ ] d. Parking Restrictions
- [ ] e. Others _____ $

7) Other Strategies

- [ ] a. Application of New Technology $
- [ ] e. Others _____ $

TOTAL ESTIMATED COST OF TMP ELEMENTS = $ 34,000

*Please note that any change in project scope, schedule, or cost will require re-submittal of TMP Data Sheet request.

PREPARED BY Ernesto Onate DATE 04/14/2025

APPROVAL RECOMMENDED BY Mojgan Osooli DATE 04/14/2025

ATTACHMENT H

SHOPP – ACCOMPLISHMENT –
PERFORMANCE MEASURES –
BENEFITS

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 04 **Tool ID:** 23090 **Project ID:** 0422000129 **EA:** 4W240 **Co-Rte-PM:** SOL-080-17.12/17.12 (Primary Location) View/Print PIR (Performance) Report

Multi-Objective Worksheet | Bridge | Pavement | Drainage | Facilities | Signs and Lighting | Mobility | Roadside | Bicycle and Pedestrian Infrastructure | Sustainability /Climate Change | Advance Mitigation /Mitigation | Major Damage & Betterments | Green-house Gases | Relinquishment

Performance & Accomplishments (PRG)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	D01	Maintenance Facility	Transportation Related Facilities	Square Feet	27802.000		10050.000	7024.000	10728.000	17074.000			Yes		06/14/23		
2	D02	Equipment Shop	Transportation Related Facilities	Square Feet	10600.000			5394.000	5206.000	5394.000			Yes	Does 201.351 need to be included below under Programming Perf Summary	06/14/23		
3	D33	Number of Maintenance Facilities Locations	No Performance Objective in the SHSMP	Locations	1.000								Yes		12/14/21		
4	D34	Number of Equipment Shop Locations	No Performance Objective in the SHSMP	Locations	1.000								Yes		12/14/21		
5	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	No												
6	H55	Justification for Bicycle and Pedestrian Infrastructure Not Applicable	Build/Maint	1,2,3													
7	N04	Defer	No Performance Objective in the SHSMP	-													for this type of facility project the ICE tool and other existing emissions modelling tool cannot readily evaluate GHG. The GHG emissions analysis is being deferred to the next project phase for PA&ED. I

(Last Saved - 06/25/23 @ 8:30 PM by Erdag Kucukdemirci)

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.352	Facilities - Maintenance	Supplementary	Transportation Related Facilities	1.0	Location(s)	Square Feet	0.0	10,050.0	7,024.0	17,074.0	17,074.0	10,728.0	27,802.0	0.0	0.0	27,802.0

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CTIPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
5. Reporting drainage pre-total and post good may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
6. Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
7. During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

ATTACHMENT I

COMPLETE STREETS
DECISION DOCUMENT REVALIDATION

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

___X_ NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

_____ NO - Continue to Question 3
___X_ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
___X_ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
__X__ YES – Describe them here and proceed to Question 6: _If impacted, any non-ADA compliant driveways and sidewalks will need to upgrade to current ADA standards along W Texas Street in front of existing Maintenance Facility – to be verified in PA&ED_____
_____

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
ADA compliant driveways – DIB 82-06	*EA*	*2*	*$74,200*
ADA compliant sidewalk 8' foot width – DIB 82-06	*LF*	*285*	*$112,000*

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

__X__ NO
_____ YES – Describe the opposition position here: _____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO - Proceed to Question 9
__X__ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:

James Chuang

James Chuang, PID Preparer in responsible charge
District 4 Advance Planning Project Engineer

Concurred by:

Sergio Ruiz District Complete Streets Coordinator	6/7/2023 Date
Tanzeeba Kishwar Acting Deputy District Director, Transportation Planning & Local Assistance	6/17/23 Date
Helena (Lenka) Culik-Caro Deputy District Director, Design	6/19/2023 Date
Dina El-Tawansy District Director	06/20/2023 Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
__X__ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

Erica Alemayehu — 01/15/2026

Name, Project Engineer — Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Name — Date
District Complete Streets Coordinator

_____ _____
Name — Date
Deputy District Director, Planning

_____ _____
Name — Date
Deputy District Director, Design or
Division Chief, Design/Project Development

_____ _____
Name — Date
District Director

ATTACHMENT J

MATERIALS RECOMMENDATION

State of California
DEPARTMENT OF TRANSPORTATION
Memorandum

California State Transportation Agency

Making Conservation
A California Way of Life.

To: TIN WIN
Senior Transportation Engineer
Office of Special Projects - Design South

Date: May 15, 2025

File: 04-SOL 80-PM 17.12
EA: 04-4W240
ID: 0422000129
Reconstruct Maintenance
Station

Mohammad Zabolzadeh

From: LEONARDO DE LEON LDL
SARA HADDADI
Materials and Transportation Engineers
Office of Materials and Pavement -East

Concurred by: MOHAMMAD ZABOLZADEH
District Materials Engineer
Office of Materials and Pavement - East

Subject: **Materials Recommendations for Project Initiation Report**

This memorandum is prepared in response to your request dated April 3, 2025, requesting materials recommendations for the Project Initiation Report (PIR) for Reconstruction of Maintenance Station located at 2019 West Texas Street in the City of Fairfield.

This project proposes to replace the existing 60-year-old Fairfield Maintenance Station located at 2019 West Texas Street in the City of Fairfield. The new maintenance station will be built at the same location and will require removal of the existing facilities, structures, parking lot, sidewalk, driveways, travel lane trenching/excavation, and curb and gutter.

Documents received with your request:

- Request Memorandum
- Title Sheet
- Approved Project Initiation Report

Existing Conditions:

The existing 60-year-old maintenance facility does not meet current facility design standards. It is deficient in its current building components and lacks the capacity for expansion.

A Geotechnical memo from 1984 indicates that a foundation investigation was made at the sites of the proposed sub shop and electrical shop on the grounds of the existing Fairfield Maintenance Station. Four one-inch sample borings were made, and a hole was drilled to obtain samples for expansive soil testing and to provide a means to measure the ground water table elevation. The one-inch borings were drilled to a maximum depth of 8 feet and the water observation well are 25 feet in depth.

The proposed buildings' foundation soils are clayey in texture and have properties that are characteristically expansive. The allowable bearing capacity for spread footings is 2000 lb./ft. Without regard to the expansive soil problem, the footing depth would be 18 inches; however, due to the clayey soil encountered, a minimum footing depth of 3 feet is recommended.

Considerable ground water entered. The observation well between depths of 9 and 11 feet. On September 24, 1984, the ground water was at a depth of 7 feet below the surface.

The site is a seismically active area, 5+ miles from the Green Valley fault. The maximum credible acceleration is 0.5g.

Based on the information collected from the various as-built drawings the existing pavement structural sections layers within the project limit in maintenance yard consist of:

Project	Materials	Thickness (feet)
2019 West Texas St Fairfield Maintenance Station EA: 04-BHM803 Dated: 5/18/1979	HMA or AC	0.6 – 0.8
	AB	VAR

The Office of Materials & Pavements – East has no responsibility nor can guarantee the validity of the information of the As-Builts drawings.

Recommendations:
Note: The Office of Materials & Pavements- East materials recommendations apply **to roadway pavement only. For any pavement structural section repairs occurring at structure abutment or approach/departure slab, please contact the HQ Office of Structure Design for materials recommendations.**

1) Flexible Pavement for Travel Lane:

Reconstruction is the replacement of the entire existing pavement structure by an equivalent or increased new pavement structure and rebuilding of adjacent operational and roadside features. The entire removed depth is replaced with a new or recycled base, or based and subbase layers, and a new HMA surface.

A Traffic Index of 10 for this facility were considerate from Cal-Me Design software. Also, based on available information, a design R-value is 5 for subgrade soil for new flexible pavement structural sections has been determined for 40-year design life. (Attachment 1)

Our recommendation for new pavement section according to CalME:

Materials Layers	Thicknesses (ft.)
1) HMA Type A mix with PG 64-10 binder up to 15% RAP	0.70’
2) AB-Class 2	0.70’.
3) Place Biaxial Geosynthetic Reinforcement per Std Specs 96-1.02P	

2) Sidewalk including curb

For parking lot curb and dike details please refer to 2024 Standards Plans A87A, A87B, A88A, A88B.

Our recommendation for sidewalk materials section:

Materials Layers	Thicknesses (ft.)
1) Minor Concrete	0.5' commercial
2) AB- Class 2	0.5'

3) Parking Lot Paving

Our recommendation for new parking lot paving section according to HDM 636.4 Roadside Facilities and a Traffic Index of 8 for this facility were considerate from Cal-Me Design software. Also, based on available information, a design R-value is 5 for subgrade soil for new Parking lot structural sections has been determined for 40-year design life. (Attachment 2)

Materials Layers	Thicknesses (ft.)
1) HMA Type A mix with PG 64-10 binder up to 15% RAP	0.5'
2) AB- Class 2	0.7'
3) Place Biaxial Geosynthetic Reinforcement per Std Specs 96-1.02P	

4) **Trench Paving Details**

For your reference, Trench backfills details for the replacement of the culvert's pipes are attached. (Attachment 3)

5) AltPipe Recommendations

We anticipate the need to generate the AltPipe program to identify alternatives for the existing culvert recommendations based on the narrative outlined in the approved PID.

However, since this project is still in its early stage and lacks enough and sufficient details to perform the AltPipe analysis at this time, the required study will be completed during the PAED phase.

Notes: For additional information please visit the following links below for Pavement Design including 2024 Standard Specifications for HMA and Concrete Pavements:

https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp0630-092923-a11y.pdf

* * * *

Should you have any questions, please contact Sara Haddadi at sara.haddadi@dot.ca.gov or Leonardo De Leon at leonardo.deleon@dot.ca.gov.

Attachments:
1. CalME Report for Travel Lane
2. CalME Report for Parking Lot
3. Trench Backfill Details

cc: Farahnaz Birang, Maninder Kaur and Daily File

Appendix: Project Location



04-4W240
May 15, 2025







04-4W240
May 15, 2025

Attachment 1:
CalME Report for Travel Lane

CalME **v3.DD002.0** **User:** Sara Haddadi **Report Time Stamp:** Friday, May 09, 2025, 11:36 AM

Project: Reconstruct Maintenance Station

Description: This project proposes to replace the existing 60-year-old Fairfield Maintenance Station located at 2019 West Texas Street in the City of Fairfield. The new maintenance station will be built at the same location and will require removal of the existing facilities, structures, parking lot, sidewalk, driveways, travel lane trenching/excavation, and curb and gutter.

Trial: 1st

Description: Driveways pavement section

Output Time Stamp: Friday, May 09, 2025, 11:26 AM

CalME engine: internal-calme-review-1459972082.us-west-1.elb.amazonaws.com:3302

Problem Description (User Input)

Project Location

District 4, Solano, Route 80, East, Start PM: 17.120, End PM: 17.120

Project Length: 0.000 mi Lane Miles: 0.000 Avg #lanes: 0.00 Area (12 ft Lane Width): 0.00 ft**2

Pavement Structure

When applicable, Unconfined Compressive Strength (UCS) for CSS or LTS: **300** psi

Layer	Material	Thick (ft)	Modulus (ksi)	Poisson	R	GF	Cost ($/ft3)	Cost ($)
1	2020 Standard HMA Type A Mix with PG 64-10 Binder and u	0.70	945.1	0.35	N/A	1.97	0.00	0.00
2	2020 Standard AB-Class 2	0.70	45.0	0.35	78	1.10	0.00	0.00
3	2020 Standard CL	0.00	3.8	0.35	5	0.00	0.00	0.00

Project Cost: 0.00

Project Cost/Lane Mile: NaN

Traffic Segment Counts

PM Location: **17.038-17.197**
AADT: **90000**
Total Trucks (AADTT): **4731**
% Trucks: **5.3**

Design Lane Traffic Loads

Load Distribution (WIM Station): **Group1b**
Growth Rate (From First Year): **5.3**%
Design Life: **40** yrs
First Year Loads / Lane:
- Axles: **139,637**
- Trucks: **55,063**
- ESALs: **2,423,911**
- TI: **10.0**

Climate

Zone: **Inland Valley**

General Simulation Parameters

Starting Date: **5/1/2025**
Simulation Duration: **60** yrs
Vehicle Speed: **43.75** mph

Simulation Type

Deterministic

Reflection Cracking

Type: **None**

Specification Type

Non-PRS

Performance Criteria

Max Rutting Depth: **0.4** in
Max Cracking: **5.0** %

Monte Carlo Variability

Number of Simulations: **60**
Include Construction Variability: **Yes**

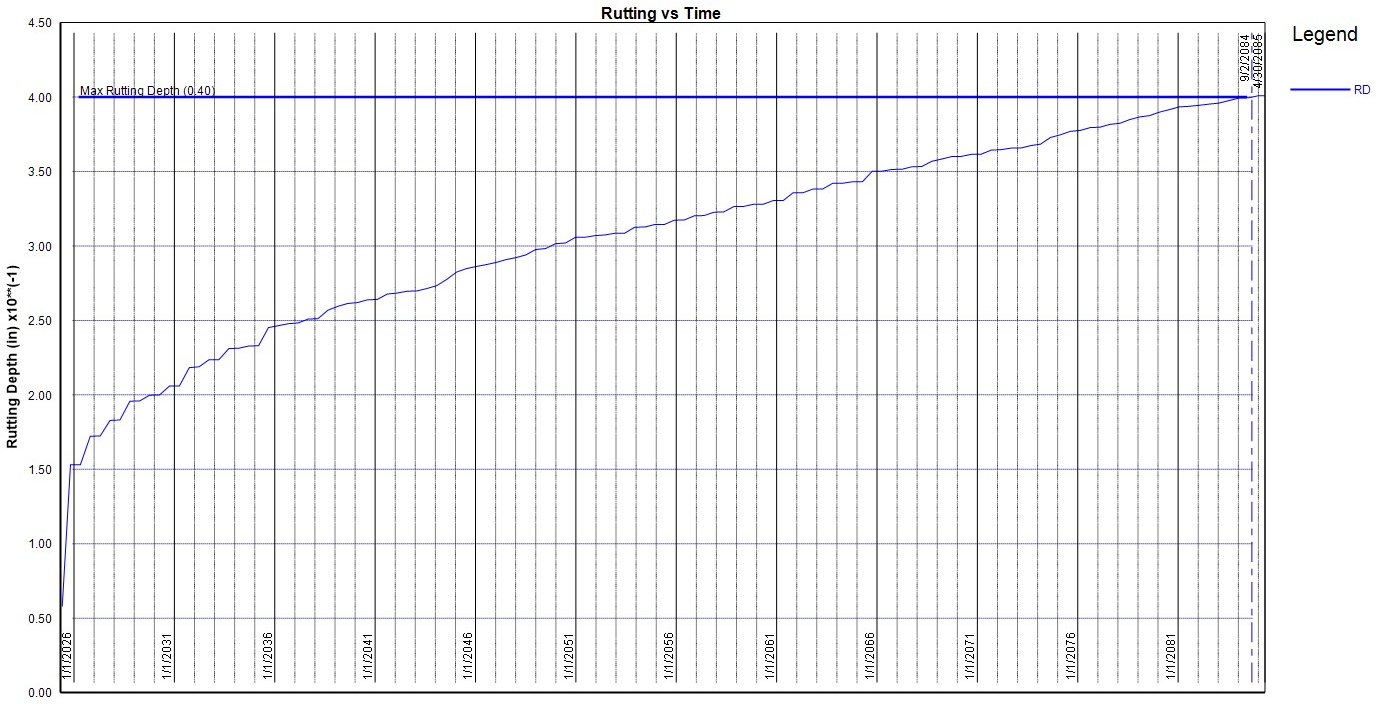
Construction Variability Table

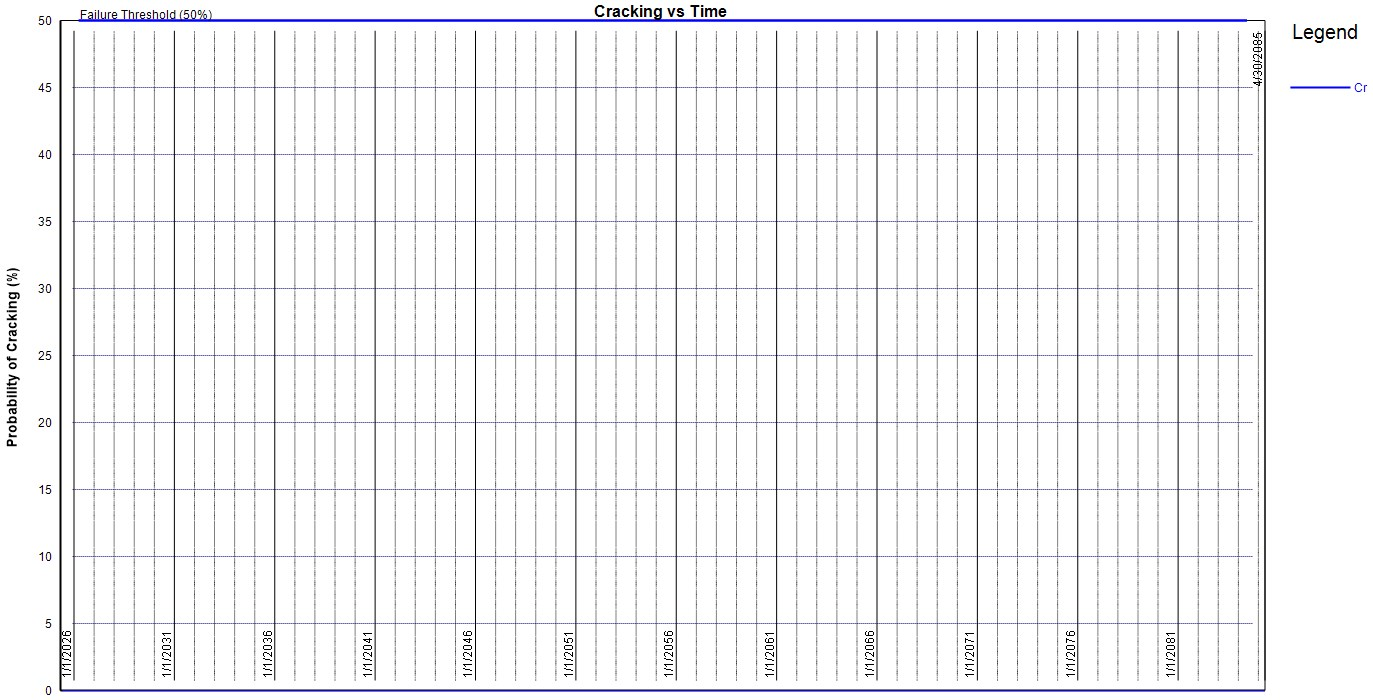
Layer	Thick (ft)	Cov Thick	Stf Modulus
1	0.70	0.07	1.20
2	0.70	0.10	1.20
3	0.00	0.00	1.20

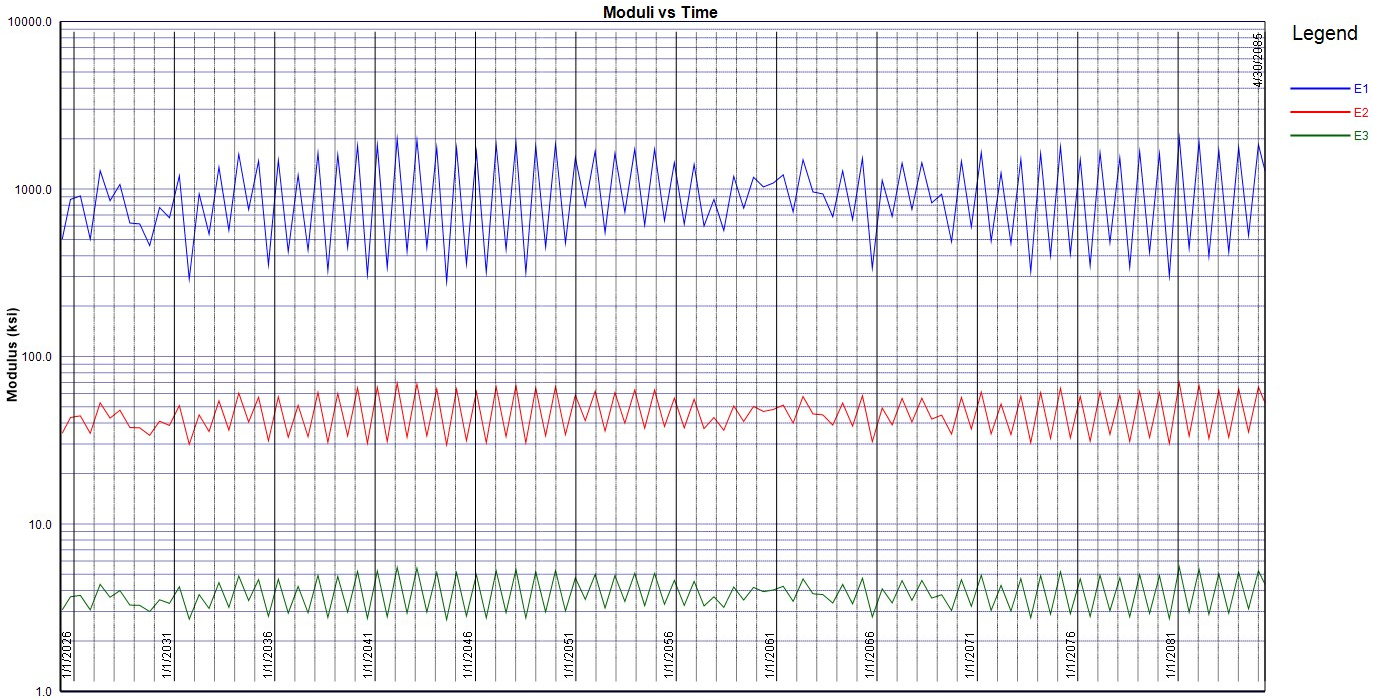
M&R Planning

Year	Treatment	Material	Remvd (ft)	Add (ft)	Rut (in)	CoV (%)

ME Report







Layer Compression

Average of All Simulations For Last Time Step

Layer	Avg Compression (in)	Percent of Total (%)
1	0.119	29.67
2	0.090	22.45
3	0.192	47.88
Total	0.401	100.00

Expected Life

Per simulation trial, year when probability exceeded performance criteria (or -- if never exceeded).

Simulation#	Cracking	Rutting	Overall
1	--	--	--
No. Failed	0 of 1	0 of 1	0 of 1
No. Passed	1 of 1	1 of 1	1 of 1
Reliab. (%)	100	100	100

04-4W240
May 15, 2025

Attachment 2:
CalME Report for Parking Lot

CalME **v3.DD002.0** **User:** Sara Haddadi **Report Time Stamp:** Friday, May 09, 2025, 11:59 AM

Project: Reconstruct Maintenance Station

Description: This project proposes to replace the existing 60-year-old Fairfield Maintenance Station located at 2019 West Texas Street in the City of Fairfield. The new maintenance station will be built at the same location and will require removal of the existing facilities, structures, parking lot, sidewalk, driveways, travel lane trenching/excavation, and curb and gutter.

Trial: 1st-114-157-25

Description: 2

Output Time Stamp: Friday, May 09, 2025, 11:59 AM

CalME engine: internal-calme-review-1459972082.us-west-1.elb.amazonaws.com:3302

Problem Description (User Input)

Project Location

District 4, Solano, Route 80, East, Start PM: 17.120, End PM: 17.120

Project Length: 0.000 mi Lane Miles: 0.000 Avg #lanes: 0.00 Area (12 ft Lane Width): 0.00 ft**2

Pavement Structure

When applicable, Unconfined Compressive Strength (UCS) for CSS or LTS: **300** psi

Layer	Material	Thick (ft)	Modulus (ksi)	Poisson	R	GF	Cost ($/ft3)	Cost ($)
1	2020 Standard HMA Type A Mix with PG 64-10 Binder and u	0.50	945.1	0.35	N/A	2.00	0.00	0.00
2	2020 Standard AB-Class 2	0.70	45.0	0.35	78	1.10	0.00	0.00
3	2020 Standard CL	0.00	3.8	0.35	5	0.00	0.00	0.00

Project Cost: 0.00

Project Cost/Lane Mile: NaN

Traffic Segment Counts

PM Location: **17.038-17.197**
AADT: **90000**
Total Trucks (AADTT): **4731**
% Trucks: **5.3**

Design Lane Traffic Loads

Load Distribution (WIM Station): **Group1b**
Growth Rate (From First Year): **5.3**%
Design Life: **40** yrs
First Year Loads / Lane:
- Axles: **21,411**
- Trucks: **8,443**
- ESALs: **371,661**
- TI: **8.0**

Climate

Zone: **Inland Valley**

General Simulation Parameters

Starting Date: **5/1/2025**
Simulation Duration: **60** yrs
Vehicle Speed: **43.75** mph

Simulation Type

Deterministic

Reflection Cracking

Type: **None**

Specification Type

Non-PRS

Performance Criteria

Max Rutting Depth: **0.4** in
Max Cracking: **5.0** %

Monte Carlo Variability

Number of Simulations: **60**
Include Construction Variability: **Yes**

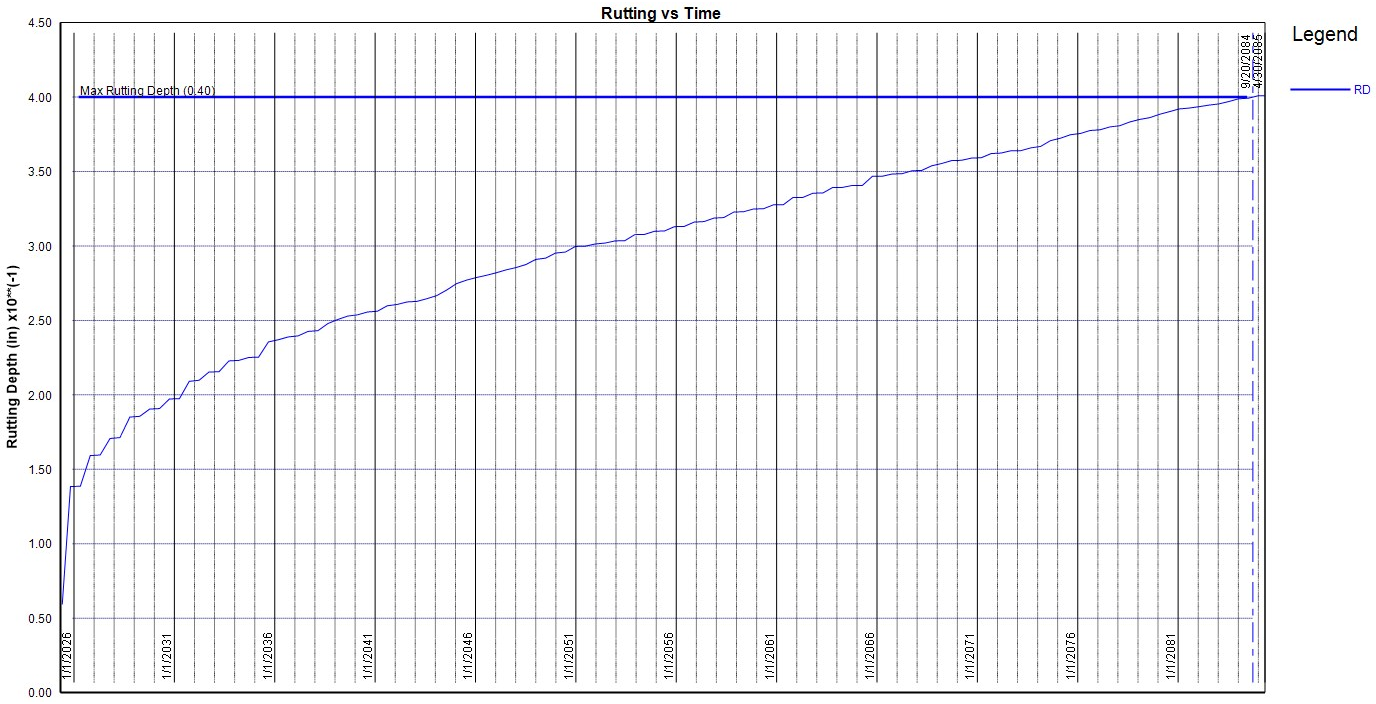
Construction Variability Table

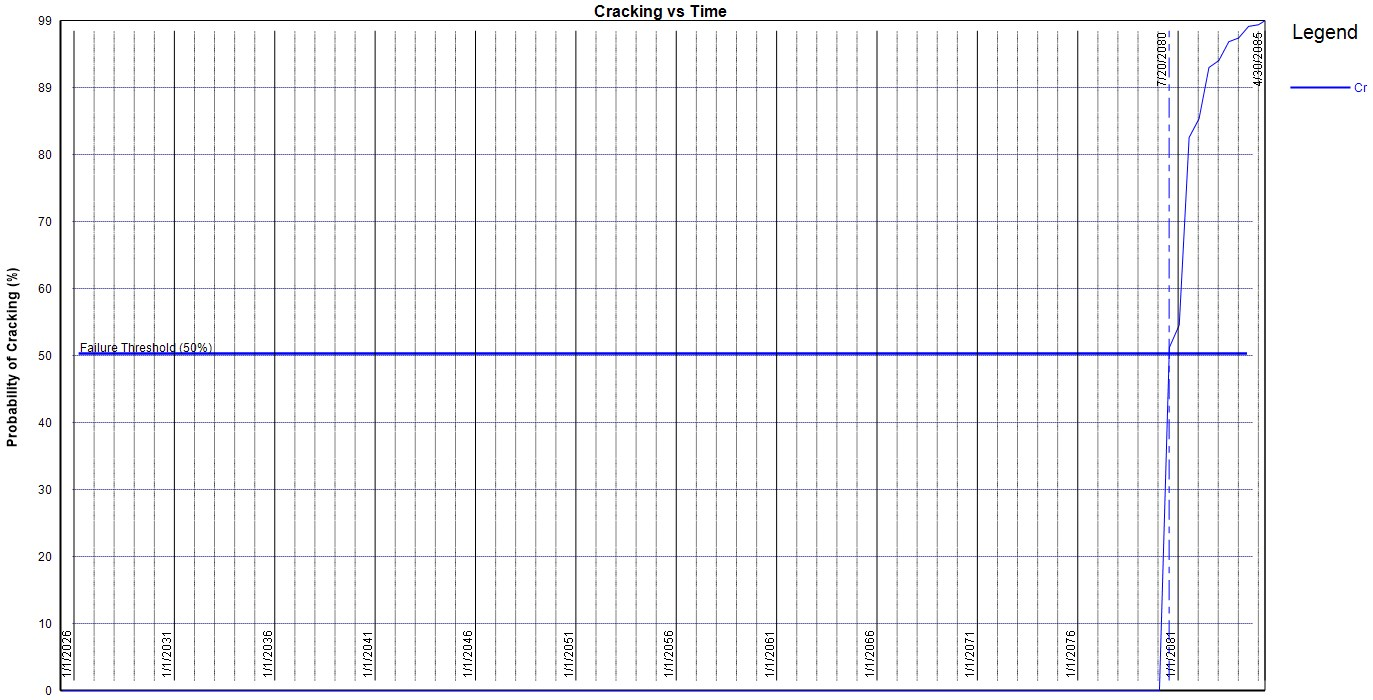
Layer	Thick (ft)	Cov Thick	Stf Modulus
1	0.50	0.07	1.20
2	0.70	0.10	1.20
3	0.00	0.00	1.20

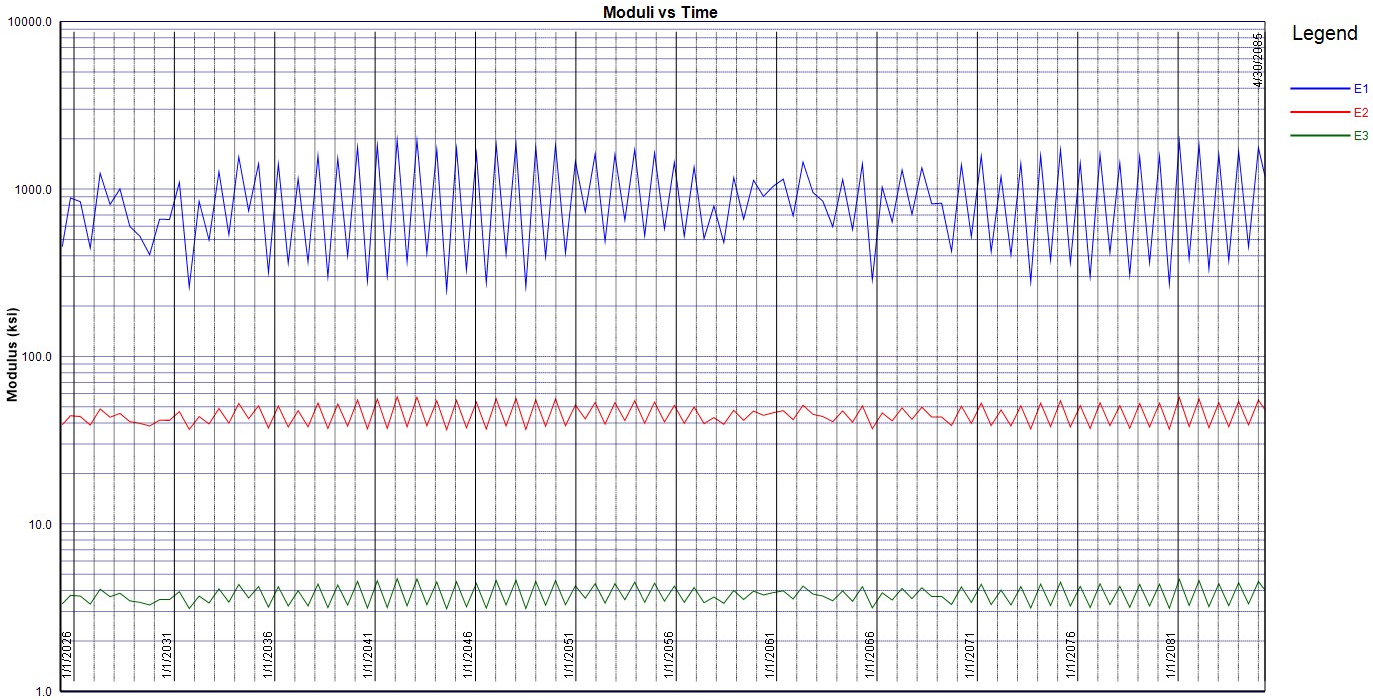
M&R Planning

Year	Treatment	Material	Remvd (ft)	Add (ft)	Rut (in)	CoV (%)

ME Report







Layer Compression

Average of All Simulations For Last Time Step

Layer	Avg Compression (in)	Percent of Total (%)
1	0.122	30.39
2	0.081	20.27
3	0.198	49.34
Total	0.401	100.00

Expected Life

Per simulation trial, year when probability exceeded performance criteria (or -- if never exceeded).

Simulation#	Cracking	Rutting	Overall
1	--	--	--
No. Failed	0 of 1	0 of 1	0 of 1
No. Passed	1 of 1	1 of 1	1 of 1
Reliab. (%)	100	100	100

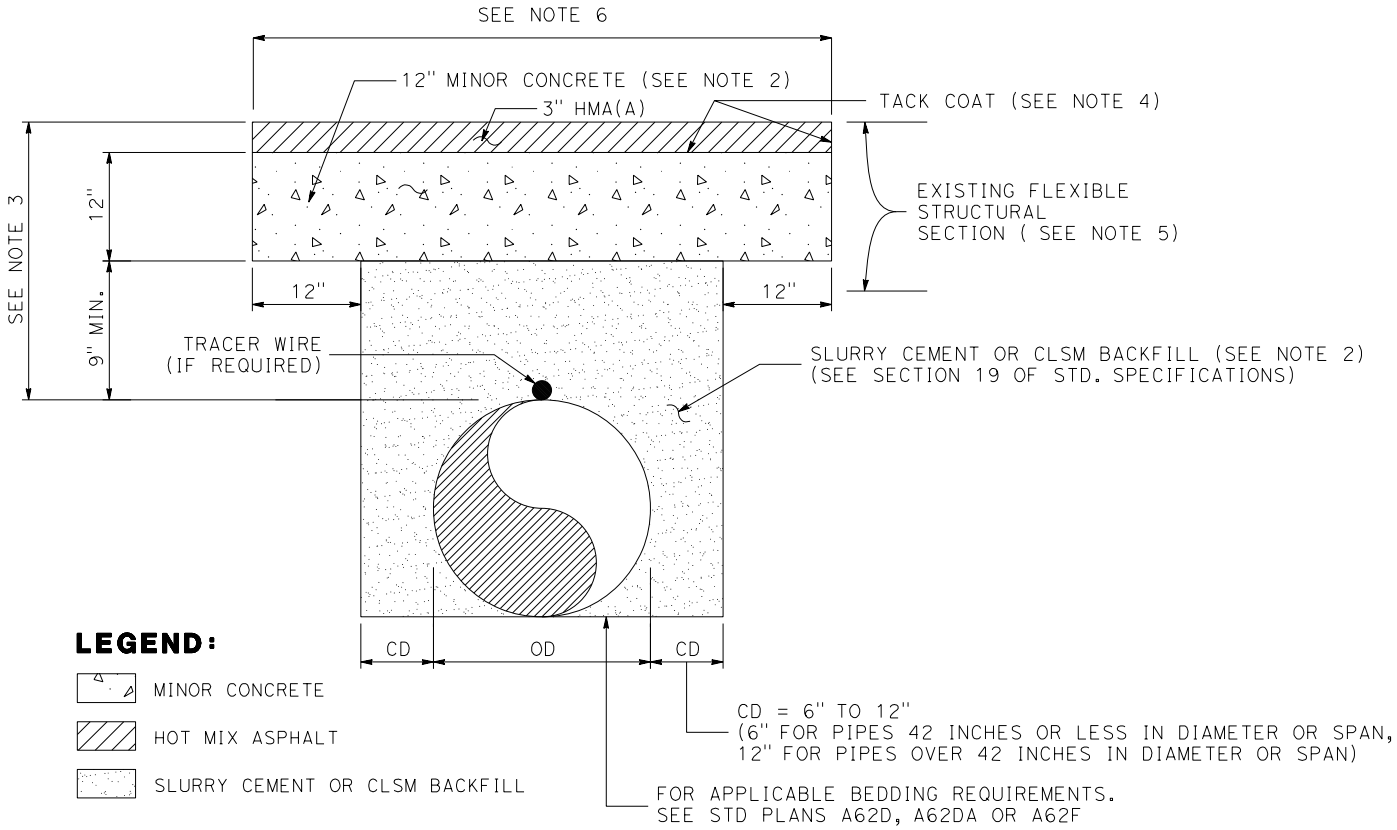
04-4W240
May 15, 2025

Attachment 3:
Trench Backfill Details

REVISED 02/25/2021

CASE 1a: FOR TRAFFIC INDEX (TI) LESS THAN OR EQUAL TO 12

HIGH GROUNDWATER TABLE CONDITIONS DO NOT EXIST WITHIN THE TRENCH



NOTES:

1. USE OF THIS DETAIL IS APPLICABLE ONLY IF HIGH GROUNDWATER TABLE CONDITIONS DO NOT EXIST WITHIN THE TRENCH AND/OR PERMEABLE MATERIAL/ PERMEABLE BASE IS NOT PRESENT IN THE STRUCTURAL SECTION. AS BUILT CONDITIONS MAY BE REQUIRED TO VERIFY.

2. CONCRETE CAP MAY BE RAPID STRENGTH CONCRETE (RSC). IF RSC IS USED, SLURRY CEMENT OR CLSM MAY BE REPLACED WITH RSC DEPENDING UPON PROJECT TIME CONSTRAINTS.

3. FOR NEW INSTALLATIONS, MINIMUM DEPTH OF COVER REQUIREMENTS ARE TO FOLLOW GUIDELINES IN THE ENCROACHMENT PERMITS MANUAL OR HIGHWAY DESIGN MANUAL. WHEN COVER OVER A REPLACEMENT PIPE/ENCASEMENT PIPE IS LESS THAN 24", A SPECIAL DESIGN IS NECESSARY (FOR IN-HOUSE PROJECTS, REFER TO HQ. DRAINAGE DETAIL LIBRARY).

4. TACK COAT (ASPHALTIC EMULSION) SHALL BE APPLIED TO ALL EXPOSED SURFACES PRIOR TO PLACING HMA(A).

5. IF EXISTING FLEXIBLE PAVEMENT CONTAINS RIGID LAYERS, THE EXISTING PAVEMENT SHALL BE SAWCUT TO THE BOTTOM OF THE EXISTING RIGID LAYER.

6. FOR LONGITUDINAL TRENCHES, 0.10' COLD PLANED SURFACE AND OVERLAY SHALL BE TO THE NEAREST LANE LINE FOR ENTIRE LENGTH OF THE TRENCH/DISTURBED AREAS,AND/OR AS DIRECTED BY STATE'S REPRESENTATIVE.

7. ALL MATERIALS, WORKMANSHIP, TESTING, AND INSPECTIONS SHALL COMPLY WITH CALTRANS STANDARD SPECIFICATIONS, PROJECT-SPECIFIC SPECIAL PROVISIONS AND OTHER STATE REGULATIONS.

8. ALL VALVE CASINGS AND COVERS SHALL BE RAISED TO FINISHED GRADE AFTER PERMANENT PAVEMENT HAS BEEN PLACED.

9. FOR SIDEWALKS, CONCRETE CAP/HMA ARE NOT REQUIRED. MATCH THE EXISTING SIDEWALK STRUCTURAL SECTION AND BRING THE CLSM/SLURRY CEMENT TO THE BOTTOM OF THE SIDEWALK.

10. SPECIAL CONSIDERATION REQUIRED FOR INSTALLATION OF PLASTIC PIPE TO COUNTERACT THE EFFECT OF BOUYANCY ON THE PIPE IN FLOWABLE BACKFILL. CONTRACTOR TO PREVENT UPWARD DEFLECTION OF PIPE WHEN PLACING FLOWABLE MATERIALS.

ABBREVIATIONS:

CD = CLEAR DISTANCE

HMA(A) = HOT MIX ASPHALT TYPE A

OD = OUTSIDE DIAMETER OF UTILITY OR CULVERT

CLSM = CONTROLLED LOW-STRENGTH MATERIAL

ATTACHMENT K

RISK REGISTER

RISK REGISTER LEVEL	2	PROJECT NAME	Solano 80 - Fairfield Maintenance Station Rebuild	DIST-EA	04-4W240 (0422000129)	Project Manager	Ambreen Ansari	RISK MANAGER	Gurmukh Thiara	TOTAL COST (Capital +Support)	$87,477,000.00
PROJECT PHASE	PA&ED	PDT MEMBERS		RISK ASSESSMENT INFORMATION						TOTAL DAYS (Construction + Initial review (30 days)+ Closeout (60 days))	590

Risk Identification						Probability	Cost Impact		Time Impact		Phase	Capital / Support	Individual Risk	Risk Response			
Status	ID #	Category	Title	Risk Statement	Current Status/ Assumptions	Rating	Rating	Score	Rating	Score	ENG/ CON	C/S	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Design	Coordination with Stakeholders	Requests from stakeholders (Field Maintenance, Electrical maintenance and Division of Equipment) during project delivery may increase scope, resulting in additional cost and schedule delays.	Maintenance and Division of Equipment may have additional requests.	2-Low	02-Low	4	02-Low	4	ENG	C	Maintenance and Division of Equipment have additional requests.	Mitigate	During project delivery, the PM and Design team will proactively communicate with stakeholders to address any additional requests.	Design PE	1/30/2026
Active	2	Construction	Additional Items from Inspections	During construction, inspections will occur which may require additional items to be installed, resulting in additional costs.	Fire Marshall or other regulatory agencies will conduct inspections and may require additional items to be installed during inspection.	3-Moderate	02-Low	6	04-Moderate	12	CON	C	Agencies conducting inspections may require additional items to be installed.	Mitigate	During construction, the Construction RE will work with Design on CCOs that require additional scope based off the Fire Marshall Inspection and other regulatory agencies.	Construction RE	1/30/2026
Active	3	Design	Inspection Approval	Inspection and approval from the Fire Marshall and other regulatory agencies during the Design phase may take longer than anticipated, resulting in additional cost and schedule delays.	Fire Marshall takes approximately 12 weeks to inspect, review and approve.	4-High	08-High	32	08-High	32	ENG	S	Fire Marshall inspection/review time of the plans during PS&E takes longer than anticipated.	Mitigate	PM and Design to coordinate as early as possible in the PS&E phase with Fire Marshal and other regulatory agencies to begin the review process and final permitting approval.	Design PE	1/30/2026
Active	4	Construction	Unidentified Utility Conflicts	Unanticipated utilities may be encountered during construction leading to extra work for relocation or mitigation resulting in additional cost and schedule delays.	Underground construction activities may encounter unanticipated utilities during excavation activities.	3-Moderate	02-Low	6	04-Moderate	12	CON	C	New utility conflicts identified during construction.	Mitigate	PDT and R/W will work early to identify all utility conflicts during project delivery. If any new utility conflicts are found during construction, the RE will work with R/W, Design, and the utility companies to avoid, protect in place, or relocate as soon as possible.	Construction RE	1/30/2026
Active	5	Environmental	Discovery of Hazardous Material	Unanticipated hazardous materials encountered during construction may lead to an on-site storage and disposal area, resulting in additional cost.	Unanticipated hazardous material may be encountered within project site.	2-Low	02-Low	4	02-Low	4	CON	C	Unanticipated hazardous waste encountered within project site.	Accept	As soon as the Contractor encountered additional hazardous materials that were not identified in the contract plans and specifications, the RE will work with the on-call hazardous waste contractor to properly identify, remove, and dispose of the additional hazardous materials.	Construction RE	1/30/2026
Active	6	ROW	Search for Temporary Lease Facilities	During PS&E, the search for suitable lease facilities for field staff may take longer than anticipated resulting in schedule delays.	Suitable lease facilities will be identified and leased in PS&E phase.	5-Very High	08-High	40	16-Very High	80	ENG	C	Delay in finding suitable lease facility locations.	Mitigate	Once R/W phase opens, Design, and Field Staff must actively search available land and structures to be occupied during construction.	Right of Way	1/30/2026
Active	7	Maintenance and DOE	Design Modifications to Lease Facilities	During PS&E, the available lease facilities may require design modifications suitable for field staff, resulting in additional cost and schedule delays.	Design modifications may be required for the temporary lease facilities.	5-Very High	08-High	40	16-Very High	80	ENG	S	Unanticipated modifications may be required.	Accept	Once lease facility locations are identified, Design, Structure Design, Environmental, and Field Staff must come to a conclusion if modifications are needed and quickly identifiy and perform studies if any environmental mitigation is required.	Structures Design/Environmental	1/30/2026
Active	8	Program Management	Minor A Project to Temporarily House Staff	There is a Minor A project to be programmed by 06/2026 to temporarily house Maintenance staff. This project may not get programmed or delivered in time which will require additional space to be leased, resulting in additional cost and schedule delays.	A chance of project to not be delivered on schedule before start of construction of this project.	2-Low	04-Moderate	8	04-Moderate	8	CON	C	Minor A project does not get programmed on schedule.	Accept	PM to coordinate with Minor A coordinator and Design PE of Minor A project to search and identify areas to lease.	PM	2/2/2026
Active	9	Design	Additional State Right of Way	Additional right of way or construction easements may be required to perform work activites eading to delays for work outside of right of way, resulting in additional cost and schedule impacts.	If this project needs to take right of way instead of easement, the right of way cost would be increased. Permit to Enter and Construction (PTE&C). Right of way lines will require survey verification.	2-Low	04-Moderate	8	04-Moderate	8	CON	C	Additional right of way or easements are needed.	Accept	Design PE to send request to surveys as soon as possible to define right of way lines and work closely with right of way office to determine the project extents in the subsequent phases.	Design	2/2/2026
Active	10	Design	Higher Bids	Increase in cost of roadway materials may lead to higher bids than the engineer's estimate resulting in additional cost.	Material prices tend to rise upon improving economy.	3-Moderate	04-Moderate	12	04-Moderate	12	ENG	C	Incoming bids can be higher than the engineer's estimate.	Accept	The project estimate at PS&E phase will be updated based on current bid price data. If the bid comes higher than the engineer's estimate, PM to consult with management and explore available options.	PM	2/2/2026
Active	11	Construction	Environmental Pollution (Air, Noise, Dust)	Construction activities may cause disturbance to locals due to the noise, dust, and air pollution level exceeding permissible limit leading to public concerns and complaints resulting in additional project cost.	The construction activities may produce noise, dust, and air pollution exceeding permissible levels.	2-Low	02-Low	4	04-Moderate	8	CON	C	Locals make complaints on air, dust, or noise levels.	Mitigate	Noise, dust, and air levels will be monitored during construction to avoid any complaints and interruptions to work.	Construction	2/2/2026
Active	12	Environmental	Permit Requirements	Regulatory agencies may require additional mitigation efforts and permitting due to environmental issues on the temporary facilities resulting in additional project costs and schedule delays.	Mitigation to environmental issues for the project may be needed.	5-Very High	04-Moderate	20	04-Moderate	20	ENG	C	Lack of Environmental studies of lease facility locations.	Mitigate	Once lease facility locations are identified, Environmental to quickly identifiy and perform studies if any environmental mitigation is required.	Environmental	2/2/2026
Active	13	Design	Updated Standards	Updated standards/requirements may cause the design to be re-evaluated resulting in additional cost or schedule delays.	Design to be updated to most current standards.	3-Moderate	04-Moderate	12	02-Low	6	ENG	C	The project will have to be updated to most current standards/requirements.	Mitigate	Design to have project plans prepared by implementing the latest specifications, standards, and requirements.	Design	2/2/2026
Active	14	Program Management	Zero Net Energy Requirement (ZNE)	The state may require the building to follow the ZNE which will increase scope of the project resulting in additional cost and potential schedule delay.	The project may need to follow the ZNE requirement.	2-Low	02-Low	4	02-Low	4	ENG	C	The project may need to meet the ZNE requirement.	Mitigate	PM to file an exception to HQ for the ZNE requirement.	PM	2/2/2026

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Active	15	Water Quality	Permanent Easement	The project requires permanent treatment BMP which is to be constructed outside State right of way due to the space availability constraints leading to permanent easement from City resulting in additional cost and time.	Off site location may be needed to construct permanent BMP.	3-Moderate	02-Low	6	04-Moderate	12	ENG	S	Lack of space availability to construct permanent BMP.	Mitigate	Design to work closely with right of way to determine the need for easemnt. ROW will start early coordination with City for required approval.	Design / ROW	2/23/2026
Active	16	Design	Permit from City	Sewer connection is to be made to the City sewer line requiring permission from City resulting in additional cost and time.	Approval from City will be required to connect the new line to their system.	3-Moderate	02-Low	6	04-Moderate	12	ENG	S	Connecttion to City system.	Accept	PDT to start the process early and work closely with City to obtain the required approvals in timely manner.	PM / Environmental	2/23/2026