California Transportation Commission

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

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 Addendum (Addendum) for the US Freight Mobility and Safety Project effective on October 17, 2024 made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, SBCTA and the Implementing Agency, SBCTA , sometimes collectively referred to as the "Parties".

3. GENERAL PROVISIONS

3.1 The parties are entering into this Project Baseline Agreement Addendum to document minor adjustments as approved by the Commission. This Form and attached documents hereto will formally document any authorized modifications. This may include a revised Project Report, revised Project Funding Plan, minor change of Project Scope, and/or Project Programming Requests. Adjustments reserved for the Addendum are not considered significant enough to initiate a Baseline Agreement Amendment.

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 and no further adjustments are known or foreseen.

3.3 The undersigned Project Applicant acknowledges the Baseline Agreement is still in full effect and this Addendum does not replace the original approved Baseline Agreement.

Modification: (Please attach an additional page if additional space is needed.)

The approved US 395 Freight Mobility and Safety Project Baseline Agreement includes two electronic Project Programming Requests (ePPRs). One ePPR was developed for construction of the mainline portion of the project and a second ePPR was developed for the ZE component of the project. The scope of work for the ZE component includes the installation of a hydrogen fueling station located in Victorville in San Bernardino County; SBCTA is working with Nikola Motor (Nikola) to implement the ZE component. Due to the long lead time on delivery of critical material needed for the ZE component, SBCTA requests that the ePPR specific to the ZE component be divided into two ePPRs: one for procurement of materials and one for construction of the station.

Justification: Please attach an additional page if additional space is needed.)

Specialized equipment for the ZE component must be ordered well in advance of construction of the station itself with progress payments being made to the manufacturer to defray the cost of components and ongoing work occurring prior to construction. Should Nikola use an alternate source to complete these progress payments, the total remaining cost of the ZE component would fall to an amount totaling less than the TCEP award and required 30% match, leaving Nikola unable to maximize use of the TCEP funding. Division of the ePPR and, therefore, separate allocation requests would prevent delays to this component and loss of TCEP funds as funding needed for procurement could be requested at an earlier and more appropriate time for the project.

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT ADDENDUM

Project Name: US 395 Freight Mobility and Safety Project

Resolution: TCEP-P-2324-08B

(to be completed by CTC)

Ray Wolfe
Ray Wolfe (Sep 17, 2024 13:09 PDT)

Sep 17, 2024
Date

Raymond W. Wolfe

Executive Director

Project Applicant

Ray Wolfe
Ray Wolfe (Sep 17, 2024 13:09 PDT)

Sep 17, 2024
Date

Raymond W. Wolfe

Executive Director

Implementing Agency

Angel Pyle

10/24/2024
Date

Angel Pyle

SB 1 Program Manager
California Department of Transportation

11/01/2024
Date

Matthew Yosgott

Deputy of SB 1 Programming
California Transportation Commission

Approved as to Form

Julianna K. Tillquist

Julianna Tillquist
SBCTA General Counsel

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

US 395 Freight Mobility and Safety Project

Resolution TCEP-P-2324-08B
(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 6/28/2023 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, SBCTA, and the Implementing Agency, SBCTA, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the US 395 Freight Mobility and Safety 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 _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ■ Resolution TCEP G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

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 San Bernardino County Transportation Authority agrees to secure funds for any additional costs of the project.

4.6 San Bernardino County Transportation Authority 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 San Bernardino County Transportation Authority 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 San Bernardino County Transportation Authority 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: US 395 Freight Mobility and Safety Project

Resolution: TCEP-P-2324-08B

(to be completed by CTC)

Ray Wolfe
Ray Wolfe (May 30, 2024 09:12 PDT)

May 30, 2024
Date

Raymond W. Wolfe

Executive Director

Project Applicant

Ray Wolfe
Ray Wolfe (May 30, 2024 09:12 PDT)

May 30, 2024
Date

Raymond W. Wolfe

Executive Director

Implementing Agency

06/12/2024
Date

Catalino A. Pining

District Director

California Department of Transportation

06/25/2024
Date

Tony Tavares

Director

California Department of Transportation

07/01/2024
Date

Tanisha Taylor

Executive Director

California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

EXHIBIT A

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

Amendment (Existing Project) ☒ YES ☐ NO				Date	05/29/2024 07:46:51
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	0F633	0813000222	3019L	San Bernardino County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino Cou	395	4.000	11.200		
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sal Chavez			909-884-8276	schavez@gosbcta.com	

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project-CON Mainline

Location (Project Limits), Description (Scope of Work)

Location: This project is located on US 395 between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville.
Description: The project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, improved pedestrian/bicycle accommodations, and signal upgrades at intersections and will provide a contribution to zero-emission fueling infrastructure for trucks at a site near the US 395/I-15 junction.

This project includes a zero-emission (ZE) component, mentioned above, which will construct a hydrogen refueling station. The specific description, location, and outputs for this component can be found in ePPR-6507-2023-0010.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	39,41	Senate:	23	Congressional:	23

Project Milestone	Existing	Proposed
Project Study Report Approved	12/31/2009	
Begin Environmental (PA&ED) Phase	11/01/2006	11/01/2006
Circulate Draft Environmental Document Document Type ND/MND	10/01/2009	10/01/2009
Draft Project Report	11/01/2009	11/01/2009
End Environmental Phase (PA&ED Milestone)	12/31/2009	12/31/2009
Begin Design (PS&E) Phase	08/19/2022	08/19/2022
End Design Phase (Ready to List for Advertisement Milestone)	12/27/2023	08/15/2025
Begin Right of Way Phase	11/18/2022	09/04/2023
End Right of Way Phase (Right of Way Certification Milestone)	11/27/2023	07/18/2025
Begin Construction Phase (Contract Award Milestone)	07/03/2024	04/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	03/02/2027	02/25/2028
Begin Closeout Phase	03/03/2027	02/28/2028
End Closeout Phase (Closeout Report)	11/30/2027	02/28/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

Date 05/29/2024 07:46:51

Purpose and Need

The US-395 Freight Mobility and Safety Project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, and improved pedestrian/bicycle accommodations. It is a collaborative effort by SBCTA and Caltrans, the purposes of which are to:

- Improve the efficiency and reliability of regional freight flows by closing a critical gap in US 395 in the Victor Valley,
- Improve safety for all users, both motorized and non-motorized
- Transition US 395 into a more community-centric facility that better accommodates bicycle, pedestrian, and transit travel

Project Need: US 395 is designated as a "Priority Interregional Highway" in the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP) – the same designation as I-15 and SR-58. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to/from the Central Valley. With 30,000 vehicles per day, including approximately 17% trucks, this segment is almost twice the volume as the segment of US 395 immediately south of Kramer Junction (at SR-58) and is four times the volume of the four-lane segments north of SR-14 – yet it remains as two lanes. It is the highest priority project in the entire area for jurisdictions in the Victor Valley, representing 330,000 in population, and improvement is supported by Kern, Inyo, and Mono Counties as well. It is also on the federal list of Critical Urban Freight Corridors (CUFCs).

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☒ YES ☐ NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	14.4
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	1
Operational Improvement	Intersection / Signal improvements	EA	7
Operational Improvement	Turn pockets constructed	EA	14

Additional Information

Project is in pre-design phase and project output information is preliminary.

Performance Indicators and Measures Section includes data that is currently available. The Performance Measures indicated for US 395 Phase 2 Freight Mobility and Safety Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-Emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	17,844,188	17,868,919	-24,731
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-3,989	0	-3,989
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	278	8,622	-8,344
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	5,815	13,605	-7,790
	Optional	Daily Truck Trips	# of Trips	7,395	6,656	739
	Optional	Daily Truck Miles Traveled	Miles	51,765	46,592	5,173
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,699,175	2,429,440	269,735
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.02	1.78	-0.76
	Optional	Truck Travel Time Reliability Index	Index	1.02	1.78	-0.76
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	350,071	351,672	-1,601
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	57,562	0	57,562
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	52	0	52
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	14	-14
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	4.3	5	-0.7
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.019	0.022	-0.003

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	155	180	-25
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.67	0.78	-0.11
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	970	0	970
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.2	0	6.2
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	395	0F633	0813000222	3019L

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project-CON Mainline

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E	8,440							8,440	San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W	13,934							13,934	San Bernardino County Transportatio
CON		33,562		18,647				52,209	San Bernardino County Transportatio
TOTAL	22,374	33,562		18,647				74,583	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E	8,440							8,440	
R/W SUP (CT)									
CON SUP (CT)									
R/W	13,934							13,934	
CON		52,209						52,209	
TOTAL	22,374	52,209						74,583	

Fund #1:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E	7,815							7,815	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,146							2,146	
CON									
TOTAL	9,961							9,961	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	7,815							7,815	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,146							2,146	
CON									
TOTAL	9,961							9,961	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

Fund #2:	RSTP - STP Local Regional (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									CON includes $6.8M in CM costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,788							11,788	
CON		3,562						3,562	
TOTAL	11,788	3,562						15,350	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,788							11,788	
CON		22,209						22,209	
TOTAL	11,788	22,209						33,997	

Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									Regional share: $30M, for Mainline construction. In separate ePPR: $5M for zero-emission component of Project. CON includes $6.8M in CM costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,000						30,000	
TOTAL		30,000						30,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,000						30,000	
TOTAL		30,000						30,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

Fund #4:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E	625							625	PS&E includes $625K in SBCTA Project Management costs.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	625							625	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	625							625	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	625							625	

Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				18,647				18,647	
TOTAL				18,647				18,647	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Funds deprogrammed in 2024 STIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2020-0022 v2

Complete this page for amendments only Date 05/29/2024 07:46:51

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County	395	0F633	0813000222	3019L

SECTION 1 - All Projects

Project Background

This project is located on US 395 between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville. The project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, improved pedestrian/bicycle accommodations, and signal upgrades at intersections and will provide a contribution to zero-emission fueling infrastructure for trucks at a site near the US 395/I-15 junction.
This project includes a zero-emission (ZE) component which will construct a hydrogen refueling station as mentioned above. The specific description, location, and outputs for this component can be found in ePPR-6507-2023-0010.

Programming Change Requested

The Funding Plan originally included $18,647,000 of RIP funds programmed for CON in FY 25/26; however, in the last adopted STIP, the RIP funds were deprogrammed. Those funds will be replaced with STP funds in FY 23/24 which is reflected in the Proposed Funding Plan section. Additionally, the programming for the TCEP funds will remain the same, however, an updated schedule has been provided.

Reason for Proposed Change

To reflect the most updated, accurate funding plan and schedule.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The request is to delete RIP funds in the amount of $18,647,000 and replace those funds with STP funds for CON in FY 23/24.
Additionally, the programming for the TCEP funds will remain the same, however, an updated schedule has been provided.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
R. S. "SAL" CHAVEZ	R. S. C	PROJECT DELIVERY MANAGER	5/29/2024

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0010 v0

Amendment (Existing Project) ☐ YES ☒ NO						Date	05/29/2024 09:07:11
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other							
District	EA	Project ID	PPNO	Nominating Agency			
08	1P920	0824000167	1323	San Bernardino County Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Bernardino Cou							
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Sal Chavez			909-884-8276	schavez@gosbcta.com			

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project - Zero-emission

Location (Project Limits), Description (Scope of Work)

Location: This project is located on US 395 between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville.
Description: The project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, improved pedestrian/bicycle accommodations, and signal upgrades at intersections and will provide a contribution to zero-emission (ZE) fueling infrastructure for trucks at a site near the US 395/I-15 junction.

The ZE portion of the project includes a hydrogen fueling station near heavily traveled truck routes to support operation of heavy-duty hydrogen fuel cell vehicles. The fueling station will be located off-system at 13640 Phantom East, Victorville, CA 92394 and will include one fueling aisle with the capability of fueling up to 100 trucks or buses a day.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts

Assembly:	34	Senate:	23	Congressional:	23

Project Milestone		Existing	Proposed
Project Study Report Approved		11/15/2022	
Begin Environmental (PA&ED) Phase		11/01/2006	09/11/2023
Circulate Draft Environmental Document	Document Type ND/MND	10/01/2009	12/28/2023
Draft Project Report		11/01/2009	03/31/2024
End Environmental Phase (PA&ED Milestone)		12/31/2009	12/28/2023
Begin Design (PS&E) Phase		08/19/2022	01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		12/27/2023	04/01/2025
Begin Right of Way Phase		11/18/2022	01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		11/27/2023	04/01/2025
Begin Construction Phase (Contract Award Milestone)		07/03/2024	09/06/2025
End Construction Phase (Construction Contract Acceptance Milestone)		03/02/2027	03/31/2026
Begin Closeout Phase		03/03/2027	04/30/2026
End Closeout Phase (Closeout Report)		11/30/2027	04/30/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0010 v0

Date 05/29/2024 09:07:11

Purpose and Need

The US-395 Freight Mobility and Safety Project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, and improved pedestrian/bicycle accommodations. It is a collaborative effort by SBCTA and Caltrans, the purposes of which are to:

- Improve the efficiency and reliability of regional freight flows by closing a critical gap in US 395 in the Victor Valley
- Improve safety for all users, both motorized and non-motorized
- Transition US 395 into a more community-centric facility that better accommodates bicycle, pedestrian, and transit travel

Project Need: US 395 is designated as a “Priority Interregional Highway” in the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP) – the same designation as I-15 and SR-58. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to/from the Central Valley. With 30,000 vehicles per day, including approximately 17% trucks, this segment is almost twice the volume as the segment of US 395 immediately south of Kramer Junction (at SR-58) and is four times the volume of the four-lane segments north of SR-14 – yet it remains as two lanes. It is the highest priority project in the entire area for jurisdictions in the Victor Valley, representing 330,000 in population, and improvement is supported by Kern, Inyo, and Mono Counties as well. It is also on the federal list of Critical Urban Freight Corridors (CUFCs).

The purpose of the ZE portion of this project is to build a heavy-duty hydrogen fueling station that will become a part of a larger network of stations to encourage the use of heavy-duty Zero Emission Vehicles. The project is needed to support the demand and use of hydrogen fuel cell vehicles. Please see Additional Information section for additional Output information.

NHS Improvements ☐ YES ☒ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of hydrogen nozzles	Each	1
ZEV infrastructure	Hydrogen site capacity per day	kg H2/day	4,000
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1

Additional Information

Performance Indicators and Measures Section includes data that is currently available. The Performance Measures indicated for US 395 Phase 2 Freight Mobility and Safety Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-Emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

The ZE Component of the US 395 Phase 2 Freight, Mobility, and Safety Project is located at 13640 Phantom East, Victorville, CA 92394. This is the location for both the SBCTA project and the Caltrans/Nikola Southern California Hydrogen Fueling Stations project.

SBCTA, in partnership with Nikola, and Caltrans/Nikola both submitted individual applications (the Southern California Hydrogen Fueling Stations Project, as noted above, is the title of the Caltrans/Nikola project) to apply for TCEP funds to construct a hydrogen fueling station in Victorville; both applications were awarded.

The TCEP amount of $5 million reflected in this ePPR represents SBCTA's TCEP award for the Victorville station. The total project cost of the Victorville station is reflected in Caltrans/Nikola ePPR ID ePPR-CT-2023-0006.

The outputs for the Victorville site are reflected in two ePPRs: one SBCTA ePPR and one Caltrans/Nikola ePPR. The sum of the outputs between the SBCTA ePPR and a portion of the Caltrans/Nikola ePPR (which includes multiple sites) will reflect the outputs for the total Victorville project, with the exception of the fueling station output itself. Only one station is being constructed at the Victorville site. However, since the fueling station output cannot be divided, both ePPRs will reflect one fueling station output.

It is anticipated that the ZE Component of the US 395 Phase 2 Freight, Mobility, and Safety Project will be combined at allocation with the Caltrans/Nikola Southern California Hydrogen Fueling Stations project.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	17,844,188	17,868,919	-24,731
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-3,989	0	-3,989
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	278	8,622	-8,344
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	5,815	13,605	-7,790
	Optional	Daily Truck Trips	# of Trips	7,395	6,656	739
	Optional	Daily Truck Miles Traveled	Miles	51,765	46,592	5,173
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,699,175	2,429,440	269,735
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.02	1.78	-0.76
	Optional	Truck Travel Time Reliability Index	Index	1.02	1.78	-0.76
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	350,071	351,672	-1,601
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	57,562	0	57,562
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	52	0	52
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	14	-14
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	4.3	5	-0.7
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.019	0.022	-0.003

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	155	180	-25
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.67	0.78	-0.11
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	970	0	970
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.2	0	6.2
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0010 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P920	0824000167	1323

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project - Zero-emission

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,500						6,500	
TOTAL		6,500						6,500	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.320
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Regional share. $5M for zero-emission component of Project. This will be a contribution & not eligible for future increase. $30M (separate ePPR) will be used for construction of Mainline.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Total project cost is reflected in Caltrans/Nikola ePPR ID ePPR-CT-2023-0006.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
TOTAL		5,000						5,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

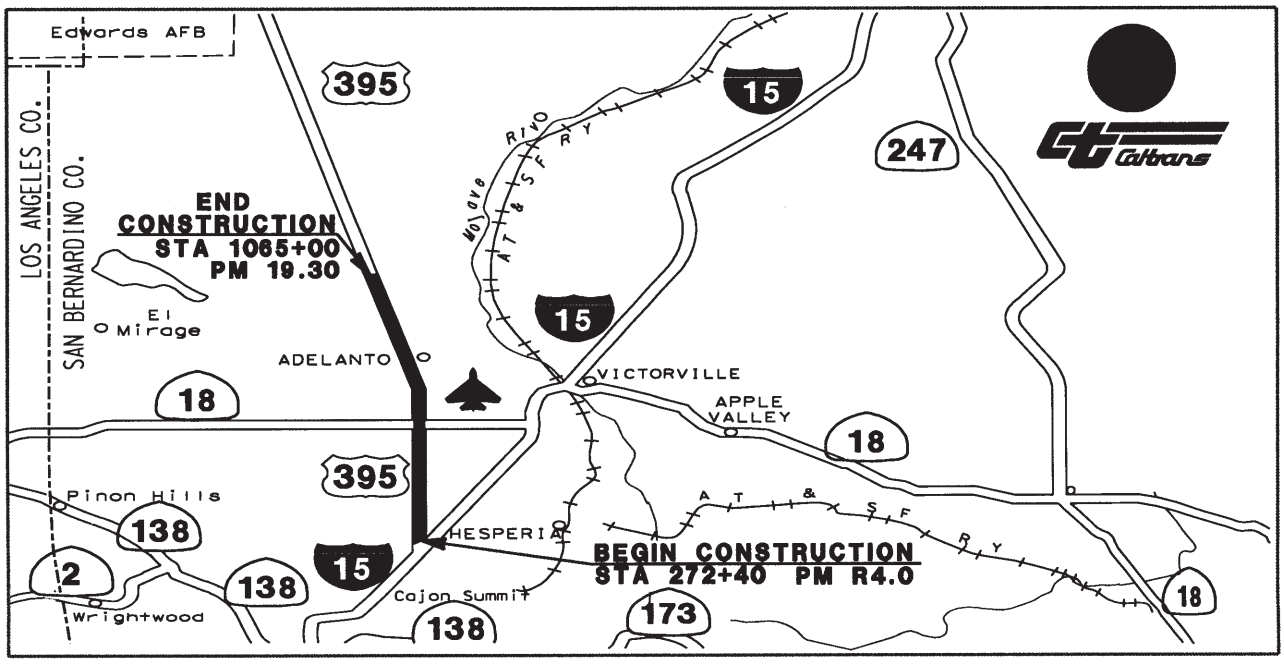
PPR ID
ePPR-6507-2023-0010 v0

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									These funds will be provided by Nikola.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,500						1,500	
TOTAL		1,500						1,500	

EXHIBIT B

08-SBd-395, PM R4.0/19.3
08-236-0F6300
HE-13(STIP)
20.20.025.700

PROJECT REPORT



VICINITY MAP

In San Bernardino County, On United States Route 395
From 0.16 mi North Of Interstate Route 15 Junction
To 1.80 mi South Of Desert Flower Road

I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

BASEM MUALLEM – ACTING DEPUTY DISTRICT DIRECTOR
RIGHT OF WAY

APPROVAL RECOMMENDED:

for **DAVID BRICKER** – DEPUTY DISTRICT DIRECTOR
ENVIRONMENTAL PLANNING

JIM ROBINSON – PROJECT MANAGER

GAM FOR **CHRISTY CONNORS** – DEPUTY DISTRICT DIRECTOR DESIGN

APPROVED:

RAYMOND W. WOLFE, PHD - DISTRICT DIRECTOR — Date 12/31/09

08-SBd-395, PM R4.0/19.3
08-236-0F6300
HE-13(STIP)
20.20.025.700

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.

12/21/09

REGISTERED CIVIL ENGINEER *DATE*

12/21/09

SUPERVISING ENGINEER *DATE*

TABLE OF CONTENTS

PROJECT REPORT

1. INTRODUCTION

It is proposed to improve the operational efficiency of United States Highway 395 (US-395) from 0.16 mi north of the junction of US-395 and Interstate 15(I-15) PM R4.0, in the City of Hesperia to PM 19.3, approximately 1.80 mi south of Desert Flower Road in the City of Adelanto, in San Bernardino County. This project was initiated at the request of the Cities of Hesperia, Victorville and Adelanto, in an effort to improve the operational efficiency of the facility by increasing the carrying capacity of the facility. The existing highway within the project limit varies from 2 to 4 lanes. Along the existing 2-lane segments passing opportunities are severely restricted due to the large volume of traffic and the high percentage of truck traffic.

This project is classified as a Category 4A project as defined in the Project Development Procedures Manual (7th Edition, Part 2, Chapter 8, Section 5) because it will substantially increase the traffic capacity of the highway. The total estimated construction cost including right of way and structures for the proposed alternative is $109,215,000. Funding for the Project Approval and Environmental Document (PA/ED) phase of the project will be provided by San Bernardino Associated Government (SANBAG) under the terms of the approved cooperative agreement (No. 08-1250), dated May 4, 2005. Additional funding for subsequent phases of the project is anticipated from Federal, State, and local governments. This project is eligible for programming under the State Transportation Improvement Program (STIP) under the HE-13 (20.20.025.700) – Highway Widening Program. This project is included in the 2008 Regional Transportation Plan (RTP). There is strong support for the proposed improvements from local governments and there is no known opposition.

2. RECOMMENDATION

It is recommended that this Project be approved using the Preferred Alternative and that project proceed to the design phase.

3. BACKGROUND

A. Project History

The District 8 Pre-Program Engineering Studies, via Project Initiation Proposal (PIP) number 2728, initiated the project. The PIP 2728 combined PIP 2659 and 2660 that recommended widening US-395 from Post Mile (PM) 3.98 to 19.30. It is proposed to combine both locations into a single project under one Expenditure Authorization to

facilitate the project development process and improve efficiency. A Project Study Report/Project Development Support was approved on August 1, 2005.

B. Existing Facility

The segment of US-395 within District 08 is divided into five (5) segments as described in the 2002 Route Concept Report. This project report focuses on Segment one from Jct. I-15 to Jct. SR-18, Segment two Jct. SR-18 to El Mirage Rd., and a small portion of Segment three from El Mirage Rd. to Calleja Rd. Within the project limits, the existing facility is in general a two-lane road with some segments that have been widened at intersections and other locations to accommodate rapid urbanization along this corridor. The existing lanes are 12 feet wide and shoulder widths vary from five to eight feet. The structural section of the existing roadbed consists of asphalt concrete pavement. The horizontal alignment of the existing facility consists of long tangent sections with horizontal curves. The vertical alignment of the existing roadbed is essentially flat, except for a significant dip between Hollister Road and Phelan Rd. /Main St. There are two major bridge structures within the project limits. The California Aqueduct Bridge (Br. No. 54-0829) located at PM6.83 is a single span reinforced concrete box girder structure. The Joshua Wash Bridge (Br. No. 54-0524) located at PM14.58 is a double reinforced concrete box culvert.

4. NEED AND PURPOSE

A. Problem, Deficiencies, Justification

Within the project limits, US-395 is generally a two-lane conventional highway with one 12 ft-lane and shoulder that varies from five to eight feet in each direction. Large volumes of traffic with high percentages of truck traffic that circulate along these segments of US-395 restrict passing opportunities. Operating conditions within the project limits are expected to continue to deteriorate as traffic demand increases owing to growth and development currently taking place along the corridor. Without significant and timely improvements, regional and inter-regional travel along this corridor will be severely compromised.

Approaches to several major intersections have already been improved to provide exclusive left turn lanes; two lanes for through traffic, and dedicated right turn lanes. However, the unimproved segments between these intersections are still major impediments to the efficient flow of traffic.

Widening between the segments to accommodate 2 lanes in each direction with a continuous 14-foot wide median consisting of left turn pockets will increase the operational capacity and will enhance the operational efficiency of the corridor by improving passing opportunities.

B. Regional and System Planning

US-395 in San Bernardino County begins at the junction with Interstate 15 (I-15) (PM R3.98) in Hesperia and ends at the Kern County Line (PM 73.51). The route segment within District 08 is approximately 70 mi. US-395 is classified as a Rural Principal Arterial, and is included in the Surface Transportation Assistance Act (STAA) as a route for the movement of extra legal permits loads. It is also classified as a High Emphasis, Focus and Gateway route as part of the California Interregional Road System (IRRS), providing access to and links between economic centers, recreational areas, urban and rural regions. It is also part of the Strategic Highway Network (STRAHNET) serving the Naval Air Weapons Station at China Lake and Edwards Air Force Base. The proposed project is consistent with statewide, regional, and local planning goals, and is being coordinated with impacted governmental, regulatory and private agencies in the area to ensure consistency with their specific goals and objectives. The proposed improvements are consistent with the Route Concept Report.

C. Traffic

Current and Forecasted Traffic

The existing and projected traffic data for US-395 within the project limits are as shown in Table 1 below.

Table 1

LOCATION	ADT		DHV		Trucks (%)		Directional Split	
	2006	2035	2006	2035	2006	2035	2006	2035
PM R4.0/11.18	27,700	33,700	1,548	2,865	12	12	60/40	60/40
PM 11.18/19.36	16,800	25,800	822	3,241	10	10	60/40	60/40

Existing and projected LOS and Volume Capacity Ratios have been developed and analyzed to existing operating conditions and impact of the proposed improvements. This data is presented in Table 2.

Table 2

LOCATION	LOS			Volume Capacity Ratio (V/C)		
	2006	2035 (No-build)	2035 (Alt 2&3)	2006	2035 (No-build)	2035 (Alt 2&3)
PM R4.0/11.18	E	F	B	0.53	0.98	16.5
PM 11.18/19.36	C	F	C	0.28	1.11	18.6

At the current rate of growth, traffic is expected to increase by 30% by year 2035. As a result, levels of service are expected to deteriorate rapidly to breakdown conditions. The proposed widening improvements would restore the facility to its desirable level of service and would also enhance the overall operational safety of these segments along US-395.

Accident Rates

Accident data from the Traffic Accident Surveillance and Analysis System (TASAS) for US-395 for this project limits from January 1, 2006 through December 31, 2008 are shown in Table 3.

Table 3

LOCATION	ACTUAL RATES (Million vehicle miles)			AVERAGE RATES (Million vehicle miles)		
	F	F + I	TOT	F	F+I	TOT
PM R4.0/19.36	0.019	0.25	1.14	0.019	0.48	1.17

The accident data for the period from January 1, 2006 through December 31, 2008, indicates that the total accident rate within this segment was higher than average rates for similar type facilities. The accidents involved Rear End, Broadside, Sideswipe, Head On, Overturn and Hit Object due to excessive speed, failure to yield, and unsafe turning

movement. Providing additional capacity and median is expected to improve passing opportunities, minimize traffic conflicts, and reduce the number of accidents.

5. ALTERNATIVES

A. Viable Alternatives

This Project Report assesses the three alternatives as follows:

- Alternative 1: No-Build.
- Alternative 2: Widening the highway on existing alignment.
- Alternative 3: Widening the highway on realigned alignment.

Alternative 1 (rejected) - No-Build

This alternative consists of no physical improvements or modification at this time. There are no capital costs associated with this alternative. Under this scenario, the existing operational deficiencies will not improve and could potentially result in an increase in the number of accidents. Also, with the No-Build alternative, maintenance costs can be expected to increase. Therefore, this is not an acceptable alternative.

Alternative 2 (preferred) - Widening the highway on existing alignment

The existing centerline alignment would be maintained and the roadbed would be widened approximately 22 feet in each direction. This alternative would provide two 12-ft lanes with 8-ft outside shoulders in each direction, and a 14-ft median with rumble strips. The median would provide a buffer between opposing traffic flows and the necessary pockets for left-turn maneuvers, thereby, enhancing the safety of the traveling public. A key highlight of this proposal features existing intersections previously widened, seamlessly matching this alternative's cross section with no further widening or realignment necessary. Right of way acquisitions and utility relocations would be necessary with this alternative but no exceptions to current design standards would be needed. This alternative would meet the projected traffic demands.

- **Proposed Engineering Features**

  The existing single span California Aqueduct Bridge No. 54-0829 L/R and the Joshua Wash Bridge No. 54-0524 would also need to be widened to accommodate the proposed roadway improvements. In addition, the following five intersections are proposed for improvement: Holly Road/Hopland Street, Seneca Road, Air Base Road, Auburn Avenue and El Mirage Road.

- **Cost Estimate**

  The total cost for the proposed improvements for this Alternative including Right of Way, as shown in Table 4, is estimated at approximately $109,215,000 (see attachment D).

Table 4 - Summary of Cost Estimate for Alternative 2

Item	Cost
Total Roadway Items	$96,968,000
Total Structures Items	$1,966,000
Total Right of Way Items	$10,281,000
TOTAL	**$109,215,000**

- **Utility and Other Owner Involvement**

  Based on an initial utility search within the project area listed on the Right of Way Data Sheet, the following utilities may be impacted:

  Southern California Edison Company, Distribution/Transmission; Verizon; Sprint; Kinder Morgan (CalNev); SouthWest Gas; AT&T; L.A. Dept. Power & Water; San Bernardino Co Area 64; Baldy Mesa Co Water Dist; Charter Comm-High Desert & Hesperia; Victor Valley Wastewater Reclamation Authority; MCI (Verizon Business); San Bernardino Co Services; City of Adelanto; Hesperia Water; Time Warner Communications; City of Victorville; and Southern California Gas-Trans.

Alternative 3 (rejected) - Widening the highway on realigned alignment

It is proposed to realign US-395 at several locations between Hollister Road and Coronado Avenue. The roadbed would be widened approximately 22 feet in each direction. This alternative would provide two 12-ft lanes with 8-ft outside shoulders in each direction, and a 14-ft median with rumble strips. The median would provide a buffer between opposing traffic flows and the necessary pockets for left-turn maneuvers, thereby, enhancing the safety of the traveling public. Under this alternative, some of the existing segments of US-395 that had been widened to four lanes will not match the new alignment and will need to be reconstructed. Right of way acquisitions and utility relocations would be necessary with this alternative but no exceptions to current design standards would be needed. This alternative would meet the projected traffic demands.

- **Proposed Engineering Features**

  The existing single span California Aqueduct Bridge No. 54-0829 L/R and the Joshua Wash Bridge No. 54-0524 would also need to be widened to accommodate the proposed roadway improvements. Additionally, the following five

intersections are proposed for improvement: Holy Road/Hopland Street, Seneca Road, Air Base Road, Auburn Avenue and El Mirage Road.

- **Cost Estimate**

  The total cost for the proposed improvements for this Alternative including Right of Way, as shown in Table 5, is estimated at approximately $122,866,000 (see attachment D).

Table 5 - Summary of Cost Estimate for Alternative 3

Item	Cost
Total Roadway Items	$109,780,000
Total Structures Items	$1,849,000
Total Right of Way Items	$11,237,000
TOTAL	**$122,866,000**

- **Utility and Other Owner Involvement**

  Based on an initial utility search within the project area listed on the Right of Way Data Sheet, the following utilities may be impacted:

  Southern California Edison Company, Distribution/Transmission; Verizon; Sprint; Kinder Morgan (CalNev); SouthWest Gas; AT&T; L.A. Dept. Power & Water; San Bernardino Co Area 64; Baldy Mesa Co Water Dist; Charter Comm-High Desert & Hesperia; Victor Valley Wastewater Reclamation Authority; MCI (Verizon Business); San Bernardino Co Services; City of Adelanto; Hesperia Water; Time Warner Communications; City of Victorville; and Southern California Gas-Trans.

B. Rejected Alternatives

The Project Study Report had the similar alternatives as the Project Report. The No-Build alternative will not address the need to enhance the highway safety for the public on this section of the US-395. Therefore this alternative does not meet the need and purpose of this project.

Alternative 3 is widening the highway on realigned alignment. This alternative is a viable alternative, but is least desirable compared to Alternative 2, due to the potential cost increase, major impact to the existing traffic and longer construction period. Therefore, this is not an acceptable alternative

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

An Initial Site Assessment (ISA) for hazardous waste was completed on May 11, 2009. The ISA determined there are no Aerially Deposited Lead (ADL) or hazardous waste concerns for this project. Therefore, no special provisions are required for ADL (See Attachment E).

If removal of yellow thermoplastic striping is necessary for restriping the roadway, some of the material removed may require testing for elevated levels of lead and chromium prior to complete removal and disposal.

B. Value Analysis

A Value Analysis Study (VA) was conducted for this project in May 2006. The VA Team developed 14 VA alternatives: Seven were accepted, one was conditionally accepted, and the remainder was rejected. The accepted VA alternatives propose the widening of the highway on one side only where right of way encroachment impacts can be avoided, including adjusting the right of way at Post Mile (PM) 7.38 to avoid the high tension line tower; eliminate the continuous two-way left-turn lane through controlled striping in favor of controlled left turns at intersections; reduce the cross section to no less than the right of way agreed to in the Memorandum of Understanding with impacted cities; use an open-graded asphalt pavement surface; coordinate signals to improve traffic flow; and encourage developers to construct soundwalls in lieu of Caltrans building them.

C. Resource Conservation

It is expected that existing Asphalt Concrete (AC) pavement materials would be recycled, and measures taken to minimize the consumption, destruction and disposal of nonrenewable resources.

D. Right of Way Issues

The build alternatives under consideration would require additional Right of Way and the relocation of utilities. See Attachment G – Right of Way Data Sheets for additional details.

E. Environmental Issues

Caltrans is the California Environmental Quality Act (CEQA) Lead Agency and the National Environmental Policy Act (NEPA) Lead Agency for this project.

As owner-operator of the State Highway System (SHS), the Department is the CEQA Lead Agency for all improvement projects on the SHS. Effective July 1, 2007, the

Department has been assigned environmental review and consultation responsibilities under NEPA pursuant to 23 U.S.C. 327. The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327. Accordingly, Caltrans is the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

For this project Caltrans determined an Initial Study (IS) to be the appropriate environmental documentation for CEQA compliance. Regarding NEPA compliance documentation, based on an examination of the project and the results of the supporting Technical Studies performed, Caltrans determined the project eligible to receive a Categorical Exclusion under Section 6005 of 23 U.S.C. 327.

The IS was prepared in accordance with Caltrans' environmental procedures as well as State environmental regulations. Following public circulation and final review of all applicable environmental documentation, Caltrans determined that the proposed project would not have a significant effect on the environment and adopted a Mitigated Negative Declaration (MND) for the IS on December 30, 2009. The Department's Categorical Exemption/Categorical Exclusion Determination Form was utilized to document compliance with NEPA requirements. The Determination Form for this project was signature approved on December 31, 2009.

Water Quality

Storm water discharge will be regulated as per the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit for the State of California, Department of Transportation (NPDES No. CAS000003). A Storm Water Pollution Prevention Plan (SWPPP) will be required and the cost associated with it is included in the project cost estimate. Permanent and temporary Best Management Practices (BMPs) as required by the Regional Water Quality Control Board may need to be implemented to provide water pollution control.

Biological Resources

Impacts to biological resources including natural communities of concern, water bodies, and sensitive species are analyzed in the Natural Environment Study (NES). Avoidance and minimization measures will be implemented prior to and during construction to reduce impacts to Waters of the U.S., the federally and state threatened desert tortoise, and state threatened Mohave ground squirrel. A permanent desert tortoise exclusion fence will be placed at the proposed Right of Way along the entire project length, to prevent desert tortoise from crossing US 395. Mitigation agreements with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) will be finalized during the Plans, Specifications and Estimates (PS&E) phase of the project, and implemented as stipulated. 16.51 acres of disturbed habitat will be mitigated at a 3:1 ratio for project impacts to desert tortoise and Mohave ground squirrel habitat along the project site. Mitigation agreements are expected to be at a ratio between 1:1 and 3:1 depending on the quality of the habitat.

F. Air Quality Conformity

The proposed project study area is located in the Mojave Desert Air Basin (MDAB). The MDAB is under jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD). The portion of the MDAB where the project is located is in attainment for Carbon monoxide (CO), $PM_{2.5}$ and Nitrogen dioxide (NO_2). The MDAB area is a federal non-attainment area for respirable particulate matter (PM_{10}) and Ozone (O3).

The proposed project is included in the Southern California Association of Governments (SCAG) Final 2008 Regional Transportation Plan (RTP) Amendment # 1 and SCAG Final 2008 Regional Transportation Improvement Program (RTIP) Amendment # 08-01 under project identification number 200451 for the RTIP and project identification number 4M0802 for the RTP. Both the 2008 RTP Amendment #1 and Final 2008 RTIP Amendment # 08-01 were found to be conforming by Federal Highway Administration (FHWA) on January 14, 2009. The project design concept and scope as described in this Project Report is consistent with the project description in the current RTP and RTIP and the assumptions in the SCAG regional emissions analysis. As such, it can be concluded that the project's operational emissions, which include the ozone (O3) precursors reactive organic gases (ROG) and nitrogen oxides (NOX), meet regional transportation conformity determination requirements imposed by the U.S. Environmental Protection Agency (EPA) and the Mojave Desert Air Quality Management District (MDAQMD) and as such, the project would not exceed the motor vehicle emissions budget for the region; and meets planning and regional requirements to demonstrate federal conformity, and is consistent with local planning efforts.

It is anticipated from the performed project-level Air Quality Analysis that the selected alternative would neither cause or contribute to any new localized violation of federal 1-hour or 8 hour CO federal Ambient Standards, nor would increase or cause to exceed frequency of violation of PM_{10} 24 hour's NAAQQS standards in the area affected by implementation of the project.

Particulate Matter interagency consultation was initiated with the Southern California Association of Government's Transportation Conformity Working Group (TCWG) at the June 24, 2008 meeting of TCWG. The project was determined to not be a Project of Air Quality Concern, with some additional information requested. The requested follow-up was confirmed to be acceptable via emails in August of 2008.

The required "Project-Level Conformity Determination Letter" from FHWA, for this project, was issued on December 1, 2009.

G. Title VI Considerations

Implementation of either alternative will not result in any disproportionately high or adverse impacts on minority or low-income neighborhoods or communities. Caltrans policies demonstrate a commitment to Title VI of the Civil Rights Act, which provides

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.

H. Highway Planting

This project will not result in a substantial impact to the visual character of the landscape. Joshua trees (Yucca Brevifolia), the most vivid vegetation element in the landscape, and an important visual marker of the Joshua trees, are protected by the "California Desert Plant Protection Act", which requires a tag through the Department of Food and Agriculture if five or more trees are to be removed. In addition, Joshua trees are protected by Chapter 1333 of the Victorville Municipal Code, which prohibits the destruction or removal of Joshua trees without written consent from the Director of Parks and Recreation. All trees must be relocated to appropriate sites within State right of way to preserve the visual character of the landscape. Supplemental watering will also be required after transplanting takes place.

In addition, existing native vegetation within State right of way should be preserved as feasible during construction to maintain visual continuity from the edge of pavement, through State right of way, to the surrounding landscape. For the same reason, temporary impacts should be replanted with native plants from the Joshua tree woodland and creosote scrub associations. Erosion control must be applied to all slopes.

Retaining walls/noise barriers will have an impact on the rural character of Route 395. Vine planting and/or aesthetics will be used to minimize the wall's impact. These will prevent/minimize graffiti. A water source will be required for vine planting.

I. Non-Motorized and Pedestrian features, etc.

Pedestrians, bicyclists, and persons with disabilities are users of the transportation facility. They should be able to use the facility safety. Non-motorized traveler considerations should be an integral part of this major widening project. Pursuant to Americans with Disabilities Act Guidelines, pedestrian facilities shall be graded to current guidelines. The engineer in charge needs to identify ADA deficiencies such as sidewalk obstructions, sidewalk gaps, detectable warning surface, dual curb ramps at each corner, level landing areas, crosswalk pavement condition, sidewalk cross slope, and others.

The segment of US-395 between Palmdale Road and Mojave Drive in the City of Adelanto has been designated (by SANBAG in their 2001 Non-Motorized Plan) as a Priority Class 2 or 3 Bikeway. However, additional studies are needed to determine bicycle travel demand, and the viability of US-395 as a bikeway. This issue would be the subject of a separate study.

7. OTHER CONSIDERATIONS AS APPROPRIATE

A. Public Hearing Process

A public information meeting was held in March 2009 to solicit public input. No Public Hearing or Open House was scheduled for this project during circulation of the Draft Initial Study with Proposed Mitigated Negative Declaration (DED).

The DED was circulated for public comment from September 5, 2009 through October 5, 2009. A Public Notice was published in the Daily Press on September 4, 2009. On that same date a Spanish notice was also published in the El Mojave newspaper announcing the "Notice of Intent to Adopt a Mitigated Negative Declaration Study results available/Changes proposed for US 395." The DED was also made available for public review at the Victorville City Hall and the Department's District 8 Office in San Bernardino.

No requests were received to hold a public meeting for the project.

B. Permits

Permits and approvals that may be required for the proposed project are as follows:

- Section 2081 Incidental Take Permit from the California Department Of Fish and Game for the incidental take of two threatened species, the desert tortoise and Mohave ground squirrel.
- 1602 Agreement for Streambed Alteration from the State Department of Fish and Game
- Section 404 permit from the U.S. Army Corps of Engineers
- Section 401 permit from the Regional Water Quality Control Board
- Additional permits for the material site and disposal site; and Bureau of Land Management (BLM) approval may also be required.
- Section 402 of the Clean Water Act (NPDES)
- NPDES and the Construction Statewide Permit. (Order No. 99-06-DWQ, NPDES, No. CAS000003 and CA000002)

C. Transportation Management Plan for Use During Construction

A Preliminary Transportation Management Plan (TMP) has been prepared during the Project Report Stage. An estimated cost for the TMP has been included in the cost estimate and includes the items for the Construction Zone Enhanced Enforcement Program (COZEEP), Portable Changeable Message Signs, Public Awareness Campaign and Lane Closure Charts that have been developed to minimize traffic impacts during construction and to ensure the safety of the traveling public (See Attachment I). During the design phase a more detailed plan will be provided

D. Stage Construction

Preliminary staging for both alternatives 2 and 3 is proposed as following:

Stage 1: Cold plane and overlay existing northbound shoulder.
Stage 2: Switch traffic to the east and widen the southbound.
Stage 3: Switch traffic to the west and widen the northbound.
Stage 4: Resurface existing pavement and construct ground-in rumble strips in the median.

A more detailed stage construction will be developed during design phase.

E. System Planning

The proposed improvements are consistent with the Route Concept Fact Sheet, dated January 2002, which calls for a 10-lane freeway as the ultimate concept facility for this corridor. The improvements are also consistent with statewide, regional, and local mobility goals. Coordination with impacted governmental, regulatory and local agencies in the project area will be maintained to ensure conformity with regional and local development plans. A Memorandum of Understanding (MOU) between The Department, the Cities of Victorville, Hesperia and Adelanto, the County of San Bernardino, and the San Bernardino Associated Governments (SANBAG), with an effective date of October 18, 2002, provides the guidance to the respective obligations, intentions and policies regarding new development along the corridor, and the acknowledgement of planning efforts for the existing and new facility.

F. Pavement Life Cycle Cost Analysis (LCCA)

Two pavement alternatives were chosen for the Life Cycle Cost Analysis (LCCA). Per HDM table 612.2, 20-year designs life was considered.

Alternative Pavement 1. Hot mix Asphalt (HMA) (Flexible); 0.95 ft HMA/1.95 ft Aggregate Base (AB) Class 2, 20-year design life.

Alternative Pavement 2. Rubberized Hot mix Asphalt – Gap Graded (RHMA-G) (Flexible); 0.20 ft (RHMA-G) / 0.75 ft HMA/1.95 ft Aggregate Base (AB) Class 2, 20-year design life.

Based on the Traffic Index (TI) and LCCA Procedures Manual it was decided to compare the two flexible pavements. The analysis was performed using RealCost, Version 2.2.2 to obtain the deterministic result as specified in the LCCA Procedure Manual. Alternative Pavement 1 was chosen as the preferred alternative.

8. PROGRAMMING

Funding for this project will be from the Regional STIP and Measure I. This Project is proposed for funding in 2013/14 Fiscal Year. The total cost estimate including Right of Way is **$109,215,000**. Any required updates to the RTIP and/or RTIP regarding project schedule and funding, pertaining to PA&ED, PS&E, acquisition of ROW or Construction are expected to be addressed in the required timeframe.

9. REVIEWS

Name	Organization	Date
Mr. Luis Betancourt	HQ Design Coordinator	May 15, 2008
Mr. Brian Frazer	HQ Design Reviewer	May 15, 2008
Mr. Alex Kennedy	HQ Traffic Operation Liaison	May 20, 2008

10. PROJECT PERSONNEL

Name	Title and Branch	Telephone No.
Ben Amiri	Office Chief Design "I"	(909) 383-6872
Juan Carlos Alvarez	Project Engineer Design "I"	(909) 383-4931
Jim Robinson	Project Manager	(909) 917-8839
Boniface Udotor	Office Chief Environmental Studies	(909) 388-1387
Mike Romo	Right of Way Planning & Management	(909) 383-6912
Kurt Heidelberg	Office Chief Environmental Planning & Management	(909) 383-7505
Stephen Hatt	Office Chief Right of Way Utilities	(909) 383-4582
Ray Desselle	Office Chief Landscape Architect	(909) 383-4529
Bruce Kean	Materials Engineer & IAST	(909) 383-4044

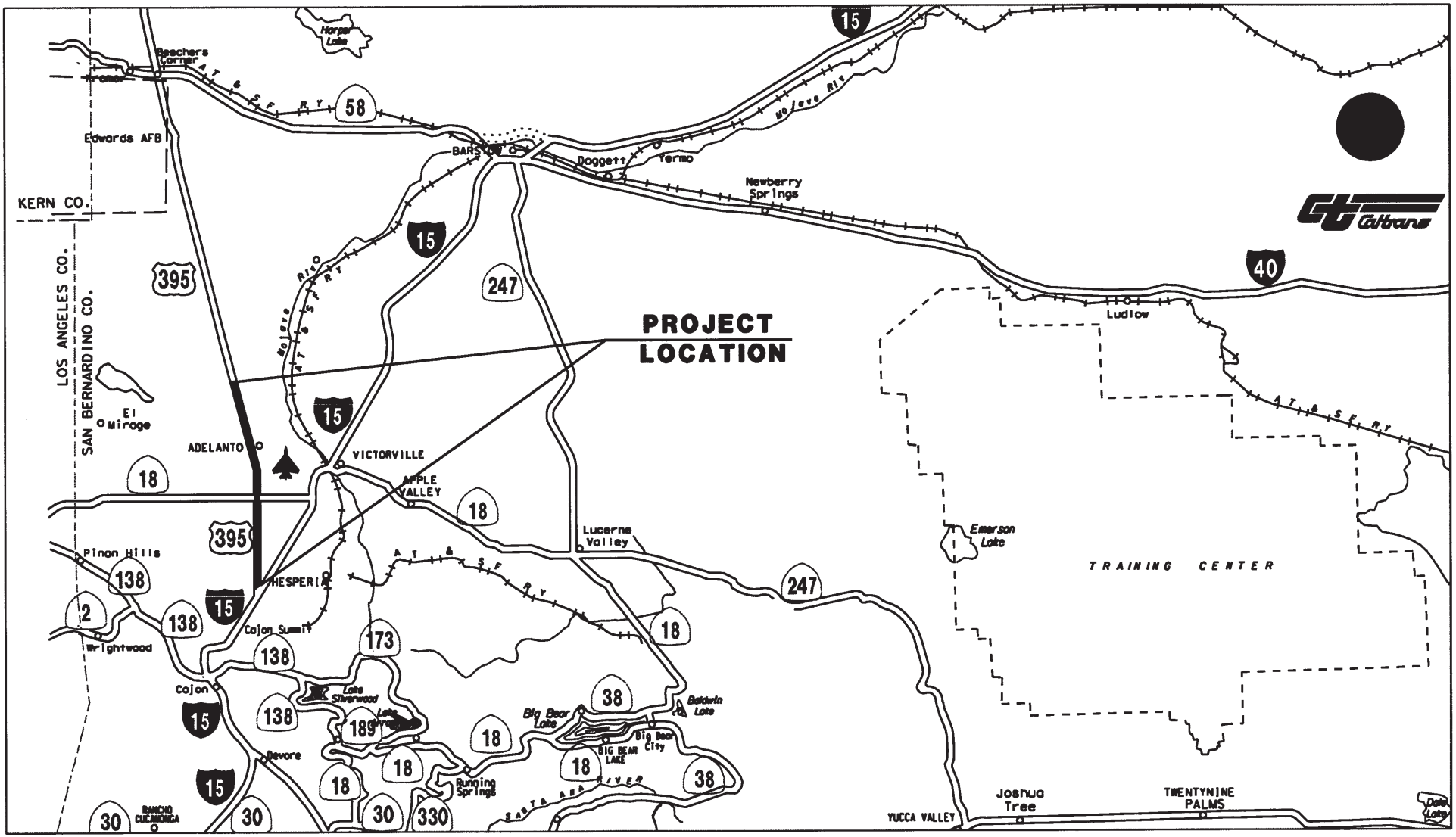
Bill Wasser & Larry Sartori	Office Chief Traffic Design	(909) 383-6887 (909) 383-6810
Howard NG	Office Chief Bridge Design Branch 20	(909) 598-6367

11. ATTACHMENTS

Attachment A Location Map
Attachment B Typical Cross Sections
Attachment C Bridge Advance Planning Study
Attachment D Cost Estimate
Attachment E Initial Site Assessment (ISA)
Attachment F Initial Study with Mitigated Negative Declaration / NEPA Section 6005 CE
Attachment G Right of Way Data Sheet
Attachment H Storm Water Data Report (SWDR)
Attachment I Project Category Assignment
Attachment J Traffic Management Plan (TMP)
Attachment K Project Initiation Proposal (PIP)

ATTACHMENT A

Location Map



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ATTACHMENT B

Typical Cross Sections

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBd	US-395	R4.0/19.3	1	2

REGISTERED CIVIL ENGINEER

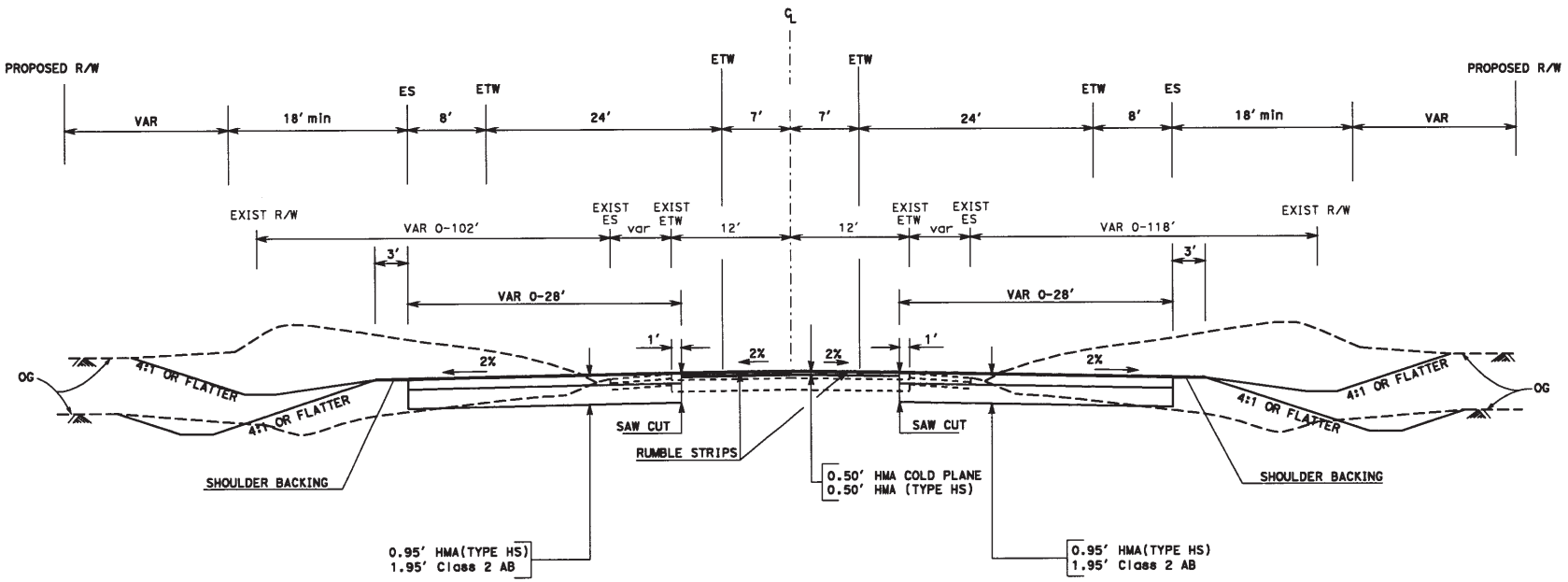
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To get to the Caltrans web site, go to: http://www.dot.ca.gov

DESIGN DESIGNATION (US-395)

LOCATION 1	PM R4.00/11.18
ADT (2004) = 24,500	ADT (2030) = 42,600
2030 DHV=3,830 D=65/35	T=12% V=70 MPH
LOCATION 2	PM 11.18/19.30
ADT (2004) = 15,500	ADT (2030) = 36,600
2030 DHV=3,290 D=55/45	T=10% V=70 MPH



US-395

FROM STA 269+00 TO 1049+00

ALTERNATIVE 2
TYPICAL CROSS SECTION

NO SCALE

X-1

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

J.C. ALVAREZ

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => jalvarez
DGN FILE => Typical_Xsect_Alt2_3_rev.dgn

CU 00000

EA 000000

LAST REVISION 00-00-00
DATE PLOTTED => 11-JAN-2010
TIME PLOTTED => 14:24

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBd	US-395	R4.0/19.3	2	2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

To get to the Caltrans web site, go to: http://www.dot.ca.gov

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

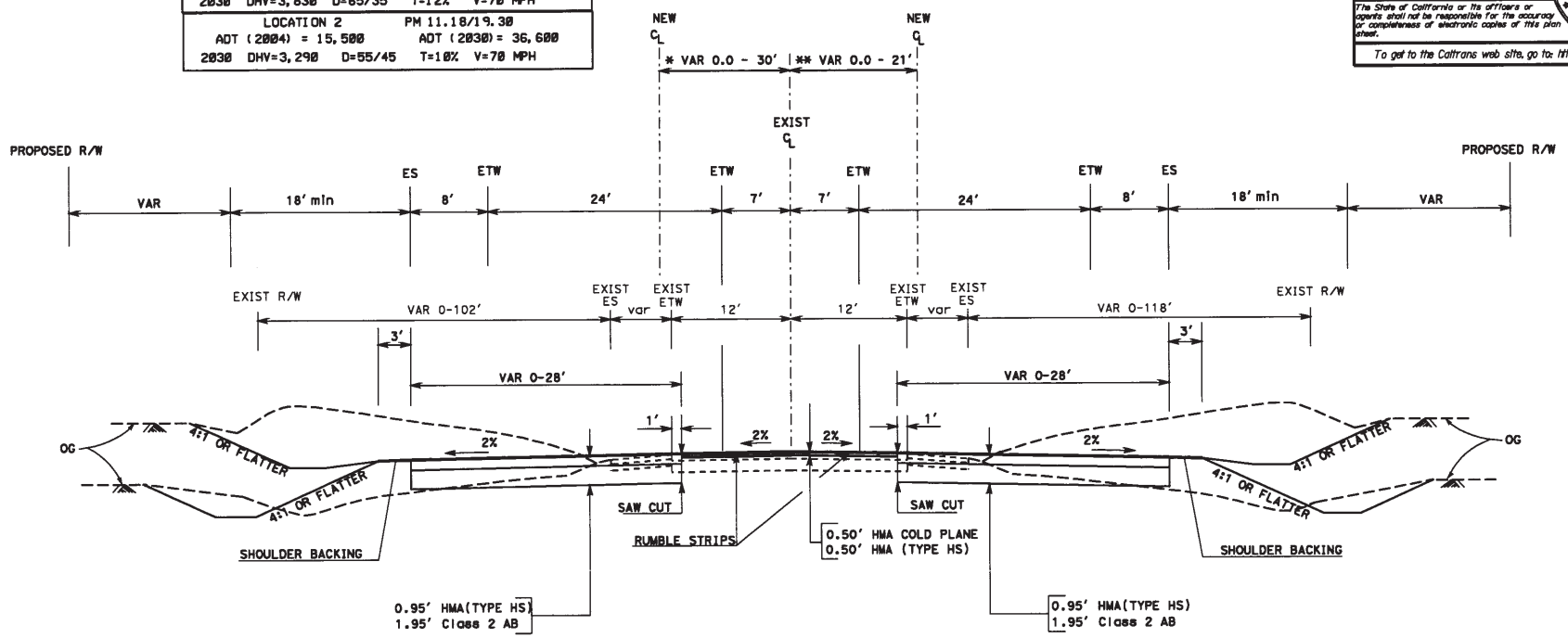
J.C. ALVAREZ

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

DESIGN DESIGNATION (US-395)

LOCATION 1	PM R4.00/11.18
ADT (2004) = 24,500	ADT (2030) = 42,600
2030 DHV=3,830 D=65/35	T=12% V=70 MPH
LOCATION 2	PM 11.18/19.30
ADT (2004) = 15,500	ADT (2030) = 36,600
2030 DHV=3,290 D=55/45	T=10% V=70 MPH



US-395

FROM STA 269+00 TO 1049+00

* CENTER LINE SHIFTED WEST AT THIS SEGMENTS

FROM STA 301+57 TO 309+42
FROM STA 450+67 TO 488+93
FROM STA 699+50 TO 971+78
FROM STA 997+44 TO 1030+94

** CENTER LINE SHIFTED EAST AT THIS SEGMENTS

FROM STA 309+42 TO 421+63
FROM STA 431+25 TO 441+29
FROM STA 593+50 TO 608+10
FROM STA 971+78 TO 997+44

ALTERNATIVE 3
TYPICAL CROSS SECTION

NO SCALE

X-2

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CU 00000

EA 000000

ATTACHMENT C

Bridge Advance Planning Study

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: BEN AMIRI
Office Chief
Design I, MS 971
District 8

Date: January 07, 2009

File: 08-SBd-58- 4.0/19.3
California Aqueduct Bridge (Widen)
Joshua Wash Bridge (Widen)
08-236-0F630K

From: FEIRUZ ABERRA FA
Technical Liaison Engineer
Office of Bridge Design South 2
Division of Engineering Services

Subject: Advance Planning Study Cost Estimate Update

Division of Engineering Services has updated Advance Planning Study cost estimate for the above referenced project.

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

Alternative 2:

Bridge Name	Bridge No.	Estimated Cost
California Aqueduct Bridge (widen both sides)	54-0829	$1,431,000
Joshua Wash Bridge (widen both sides)	54-0524	$535,000
	Total Cost	$1,966,000

Alternative 3:

Bridge Name	Bridge No.	Estimated Cost
California Aqueduct Bridge (widen one side)	54-0829	$1,340,000
Joshua Wash Bridge (widen one side)	54-0524	$509,000
	Total Cost	$1,849,000

Please refer to the previous transmittal memo dated December 20, 2007 for design assumptions used to prepare the above cost estimate.

If you have any questions or if you need additional information regarding this cost estimate, please contact me at (909) 595-7275.

c: MBeauchamp
CPeterson

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST: 12/10/2008
OUT EST: 12/22/2008

BRIDGE: Joshua Wash Bridge Alternative 2 BR. No.: 54-0524
TYPE: Box Culvert Widening
CU:
EA: 08-0F6300

DISTRICT: 8.00
RTE: 395.00
CO: SBDO
PM: 14.58

LENGTH: 36.000 WIDTH: 38.330 AREA (SF)= 1380

DESIGN SECTION: 20.00
OF STRUCTURES IN PROJECT : 1.00
PRICES BY : WSS
PRICES CHECKED BY : Porter
QUANTITIES BY:

EST. NO. 2
COST INDEX: 388
DATE:
DATE:

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY RAILING		LF			
2	REMOVE CONCRETE		CY			
3	STRUCTURE EXCAVATION (BRIDGE)		CY	38	$145.00	$5,510.00
4	STRUCTURE EXCAVATION		CY			
5	STRUCTURE BACKFILL (BRIDGE)		CY	267	$100.00	$26,700.00
6	PERVIOUS BACKFILL MATERIAL		CY			
7	CIDH CONCRETE PILING		LF			
8	FURNISH PILING		LF			
9	DRIVE PILES		EA			
10	FURNISH PC/PS CONCRETE GIRDERS		EA			
11	ERECT PC/PS CONCRETE GIRDERS		EA			
12	STRUCTURAL CONCRETE, BRIDGE	class 1	CY	128	$1,200.00	$153,600.00
13	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
14	STRUCTURAL CONCRETE, APPROACH SLAB		CY			
15	PRESTRESSING STEEL		LB			
16	BAR REINFORCING STEEL (BRIDGE)		LB	27,774	$1.25	$34,717.50
17	FURNISH STRUCTURAL STEEL		LB			
18	ERECT STRUCTURAL STEEL (INCL PAINT)		LB			
19	JOINT SEAL ASSEMBLY (MR =) > 2"		LF			
20	JOINT SEAL (MR =) 2" max		LF			
21	SLOPE PAVING		CY			
22	CONCRETE BARRIER		LF			
23	MISCELLANEOUS METAL (BRIDGE)		LB			
24	MISC METAL (RESTRAINER - TIE ROD)		LB			
25	DRILL AND BOND DOWEL		LF	2,599	$50.00	$129,950.00
26						
27						
28						
29						
30						

SUBTOTAL	$350,478
TIME RELATED OVERHEAD	$35,048
MOBILIZATION (@ 10 %)	$42,836
SUBTOTAL BRIDGE ITEMS	$428,361
CONTINGENCIES (@ 25%)	$107,090
BRIDGE TOTAL COST	$535,452
COST PER SQ. FOOT	$388.04
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	$535,452
BUDGET ESTIMATE AS OF 12/22/08	$535,000

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year 5.5%

Years Beyond Midpoint	Escalated Budget Est.
1	$564,000
2	$595,000
3	$628,000
4	$663,000
5	$699,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST: 12/10/2008
OUT EST: 12/24/2008

BRIDGE: California Aqueduct Bridge (Widen) Alt 2 **BR. No.:** 54-0829R/L
TYPE: CIP PS Box Girder
CU: 08-00
EA: 0F6300

DISTRICT: 08
RTE: 395
CO: SBd
PM: 6.83

LENGTH: 110.000 **WIDTH:** 39.000 **AREA (SF)=** 4290

DESIGN SECTION: 20
 # OF STRUCTURES IN PROJECT : 2 **EST. NO.** 2
PRICES BY : WSS **COST INDEX:** 388
PRICES CHECKED BY : **DATE:**
QUANTITIES BY: **DATE:**

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY RAILING		LF			
2	STRUCTURE EXCAVATION (BRIDGE)		CY	252	$100.00	$25,200.00
3	STRUCTURE EXCAVATION		CY			
4	STRUCTURE BACKFILL (BRIDGE)		CY	194	$95.00	$18,430.00
5	PERVIOUS BACKFILL MATERIAL		CY			
6	CIDH CONCRETE PILING		LF			
7	FURNISH PILING		LF			
8	DRIVE PILES		EA			
9	FURNISH PC/PS CONCRETE GIRDERS		EA			
10	ERECT PC/PS CONCRETE GIRDERS		EA			
11	STRUCTURAL CONCRETE, BRIDGE		CY	382	$850.00	$324,700.00
12	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY	246	$825.00	$202,950.00
13	STRUCTURAL CONCRETE, APPROACH SLAB	9D	CY	246	$650.00	$159,900.00
14	PRESTRESSING STEEL		LB	16,826	$2.25	$37,858.50
15	BAR REINFORCING STEEL (BRIDGE)		LB	51,648	$1.25	$64,560.00
16	FURNISH STRUCTURAL STEEL		LB	16,264	$3.65	$59,363.60
17	ERECT STRUCTURAL STEEL (INCL PAINT)		LB			
18	JOINT SEAL ASSEMBLY (MR =) > 2"		LF			
19	JOINT SEAL (MR =) 2" max		LF			
20	SLOPE PAVING		CY			
21	CONCRETE BARRIER	732.00	LF	340	$90.00	$30,600.00
22	MISCELLANEOUS METAL (BRIDGE)		LB			
23	MISC METAL (RESTRAINER - TIE ROD)		LB			
24						
25						
26						
27						
28						
29						
30	BRIDGE REMOVAL PORTION		LS	1	$20,000.00	$20,000.00

SUBTOTAL	$923,562
TIME RELATED OVERHEAD	$92,356
MOBILIZATION (@ 10 %)	$112,880
SUBTOTAL BRIDGE ITEMS	$1,128,798
CONTINGENCIES (@ 25%)	$282,200
BRIDGE TOTAL COST	$1,410,998
COST PER SQ. FOOT	$328.90
BRIDGE REMOVAL (CONTINGENCIES INCL.)	$20,000
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	$1,430,998
BUDGET ESTIMATE AS OF 12/24/08	**$1,431,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

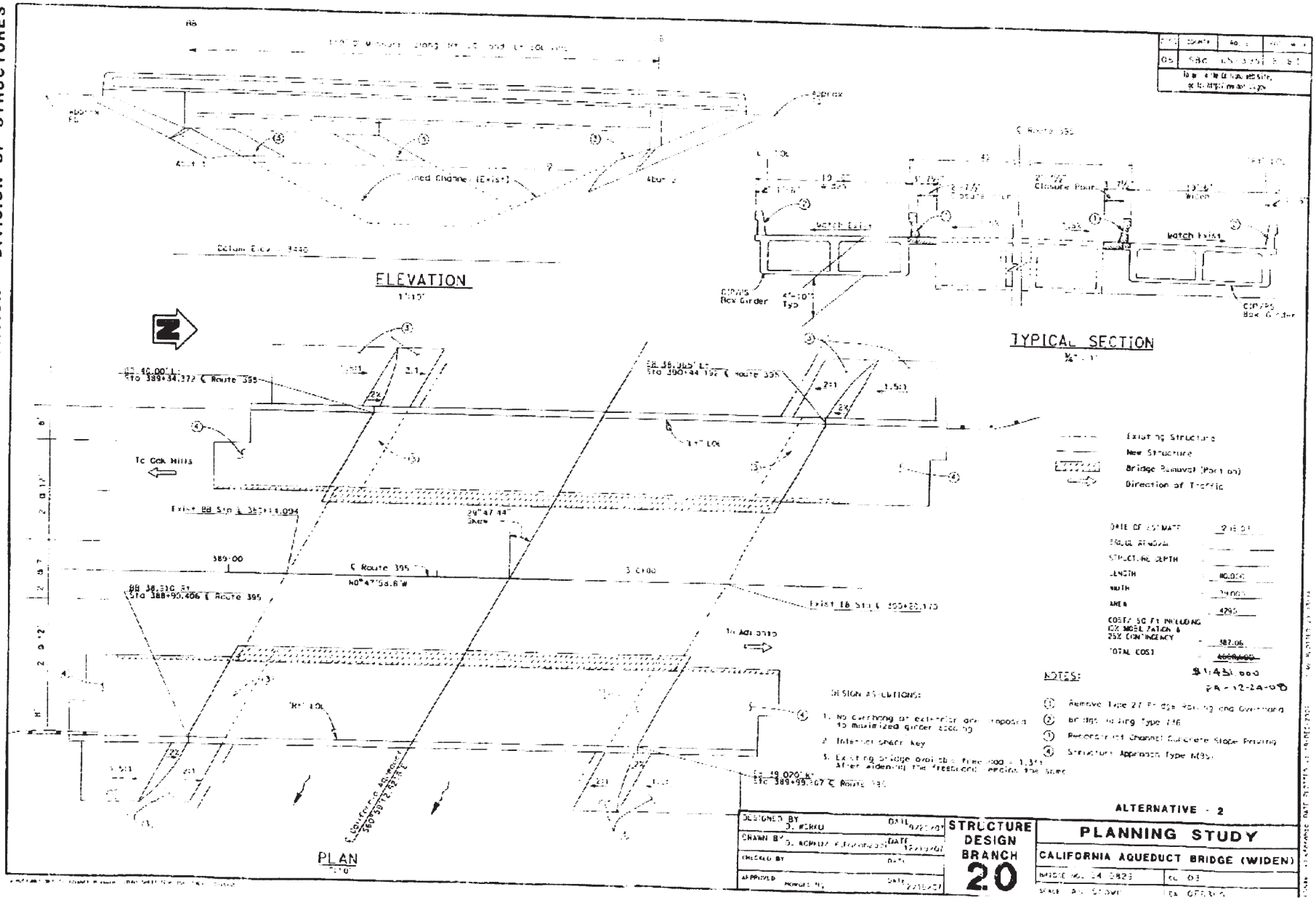
Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year 5.5%

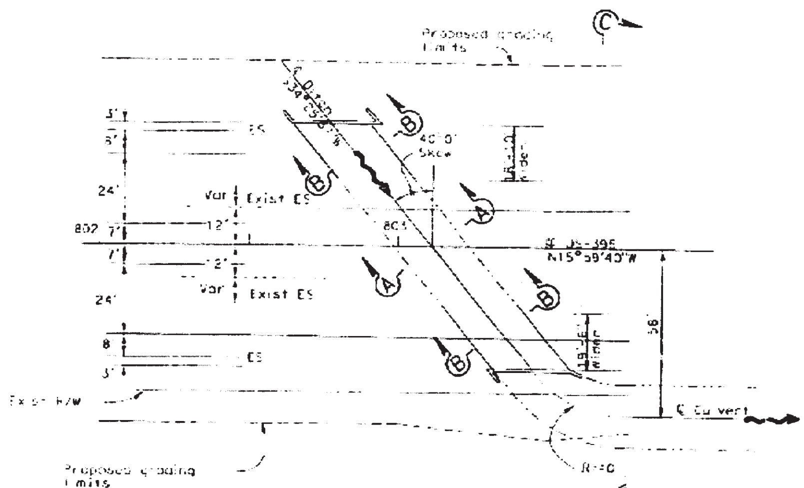
Years Beyond Midpoint	Escalated Budget Est.
1	$1,510,000
2	$1,593,000
3	$1,681,000
4	$1,773,000
5	$1,871,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

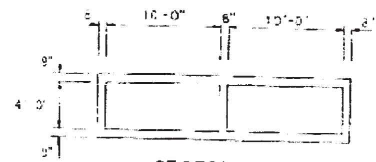
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES



STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION · DIVISION OF STRUCTURES



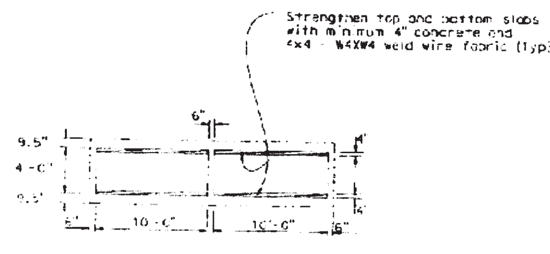
PLAN
1" = 20'-0"



SECTION B-B
1" = 5'-0"

NOTE:

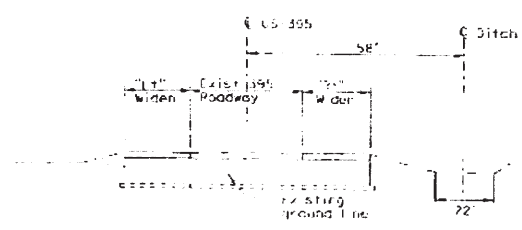
1. Match invert of the new culvert to invert of existing culvert after strengthening
2. For Reinforcement details, see (J 8) in "Standard Plans"



SECTION A-A
1" = 5'-0

DATE OF ESTIMATE	12-15-07
BRIDGE REMOVAL	
STRUCTURE DEPTH	
LENGTH	46.000
WIDTH	38.330
AREA SQFT	1150
COST/SQ FT INCLUDES 10% MOBILIZATION & 25% CONTINGENCY	58.25
TOTAL COST	~~536,000~~

$ 535,000 FR - 12-24-08



SECTION C-C
No Scale

ALTERNATIVE 2

STRUCTURE DESIGN BRANCH 20

PLANNING STUDY

JOSHUA WASH BRIDGE (WIDEN)

BRIDGE NO. 54-0524

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST: 12/10/2008
OUT EST: 12/24/2008

BRIDGE: California Aqueduct Bridge (Widen) ALT 3
BR. No.: 54-0829
TYPE: CIP PS Box Girder
CU: 08-00
EA: 0F6300

DISTRICT: 08
RTE: 395
CO: SBd
PM: 6.83
LENGTH: 110.000 WIDTH: 41.500 AREA (SF)= 4565

DESIGN SECTION: 20
OF STRUCTURES IN PROJECT : 2
PRICES BY : WSS
PRICES CHECKED BY :
QUANTITIES BY:

EST. NO. 2
COST INDEX: 388
DATE:
DATE:

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY RAILING		LF			
2	STRUCTURE EXCAVATION (BRIDGE)		CY	269	$100.00	$26,900.00
3	STRUCTURE EXCAVATION		CY			
4	STRUCTURE BACKFILL (BRIDGE)		CY	207	$95.00	$19,665.00
5	PERVIOUS BACKFILL MATERIAL		CY			
6	CIDH CONCRETE PILING		LF			
7	FURNISH PILING		LF			
8	DRIVE PILES		EA			
9	FURNISH PC/PS CONCRETE GIRDERS		EA			
10	ERECT PC/PS CONCRETE GIRDERS		EA			
11	STRUCTURAL CONCRETE, BRIDGE		CY	400	$850.00	$340,000.00
12	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY	128	$825.00	$105,600.00
13	STRUCTURAL CONCRETE, APPROACH SLAB	9D	CY	269	$650.00	$174,850.00
14	PRESTRESSING STEEL		LB	15,441	$2.25	$34,742.25
15	BAR REINFORCING STEEL (BRIDGE)		LB	54,959	$1.25	$68,698.75
16	FURNISH STRUCTURAL STEEL		LB	17,307	$3.65	$63,170.55
17	ERECT STRUCTURAL STEEL (INCL PAINT)		LB			
18	JOINT SEAL ASSEMBLY (MR =) > 2"		LF			
19	JOINT SEAL (MR =) 2" max		LF			
20	SLOPE PAVING		CY			
21	CONCRETE BARRIER	732	LF	340	$90.00	$30,600.00
22	MISCELLANEOUS METAL (BRIDGE)		LB			
23	MISC METAL (RESTRAINER - TIE ROD)		LB			
24						
25						
26						
27						
28						
29						
30	BRIDGE REMOVAL PORTION		LS	1	$20,000.00	$20,000.00

SUBTOTAL	$864,227
TIME RELATED OVERHEAD	$86,423
MOBILIZATION (@ 10 %)	$105,628
SUBTOTAL BRIDGE ITEMS	$1,056,277
CONTINGENCIES (@ 25%)	$264,069
BRIDGE TOTAL COST	$1,320,346
COST PER SQ. FOOT	$289.23
BRIDGE REMOVAL (CONTINGENCIES INCL.)	$20,000
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	$1,340,346
BUDGET ESTIMATE AS OF 12/24/08	**$1,340,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year 5.5%

Years Beyond Midpoint	Escalated Budget Est.
1	$1,414,000
2	$1,492,000
3	$1,574,000
4	$1,661,000
5	$1,752,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST: 12/10/2008
OUT EST: 12/22/2008

BRIDGE: Joshua Wash Bridge Alternative 3
BR. No.: 54-0524
TYPE: Box Culvert Widening
CU:
EA: 08-0F6300

DISTRICT: 8.00
RTE: 395.00
CO: SBDO
PM: 14.58

LENGTH: 36.000 WIDTH: 38.330 AREA (SF)= 1380

DESIGN SECTION: 20.00
OF STRUCTURES IN PROJECT : 1.00
PRICES BY : WSS
PRICES CHECKED BY :
QUANTITIES BY:

EST. NO. 2
COST INDEX: 388
DATE:
DATE:

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY RAILING		LF			
2	REMOVE CONCRETE		CY			
3	STRUCTURE EXCAVATION (BRIDGE)		CY	37	$145.00	$5,365.00
4	STRUCTURE EXCAVATION		CY			
5	STRUCTURE BACKFILL (BRIDGE)		CY	261	$100.00	$26,100.00
6	PERVIOUS BACKFILL MATERIAL		CY			
7	CIDH CONCRETE PILING		LF			
8	FURNISH PILING		LF			
9	DRIVE PILES		EA			
10	FURNISH PC/PS CONCRETE GIRDERS		EA			
11	ERECT PC/PS CONCRETE GIRDERS		EA			
12	STRUCTURAL CONCRETE, BRIDGE	class 1	CY	117	$1,200.00	$140,400.00
13	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
14	STRUCTURAL CONCRETE, APPROACH SLAB		CY			
15	PRESTRESSING STEEL		LB			
16	BAR REINFORCING STEEL (BRIDGE)		LB	25,129	$1.25	$31,411.25
17	FURNISH STRUCTURAL STEEL		LB			
18	ERECT STRUCTURAL STEEL (INCL PAINT)		LB			
19	JOINT SEAL ASSEMBLY (MR =) > 2"		LF			
20	JOINT SEAL (MR =) 2" max		LF			
21	SLOPE PAVING		CY			
22	CONCRETE BARRIER		LF			
23	MISCELLANEOUS METAL (BRIDGE)		LB			
24	MISC METAL (RESTRAINER - TIE ROD)		LB			
25	DRILL AND BOND DOWEL		LF	2,599	$50.00	$129,950.00
26						
27						
28						
29						
30						

SUBTOTAL	$333,226
TIME RELATED OVERHEAD	$33,323
MOBILIZATION (@ 10 %)	$40,728
SUBTOTAL BRIDGE ITEMS	$407,277
CONTINGENCIES (@ 25%)	$101,819
BRIDGE TOTAL COST	$509,096
COST PER SQ. FOOT	$368.94
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	$509,096
BUDGET ESTIMATE AS OF 12/22/08	**$509,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

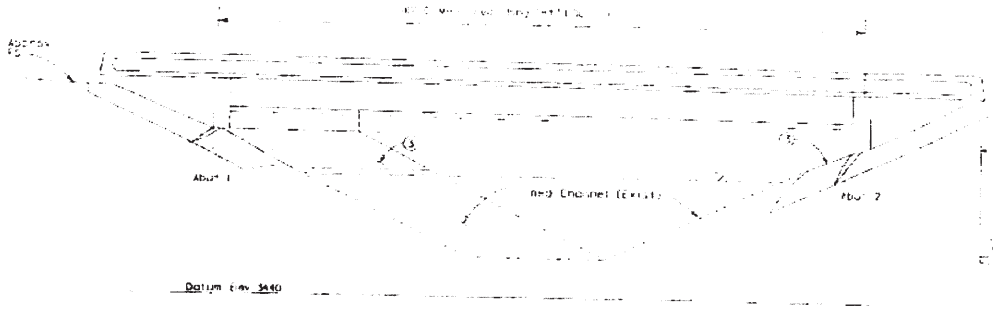
Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year 5.5%

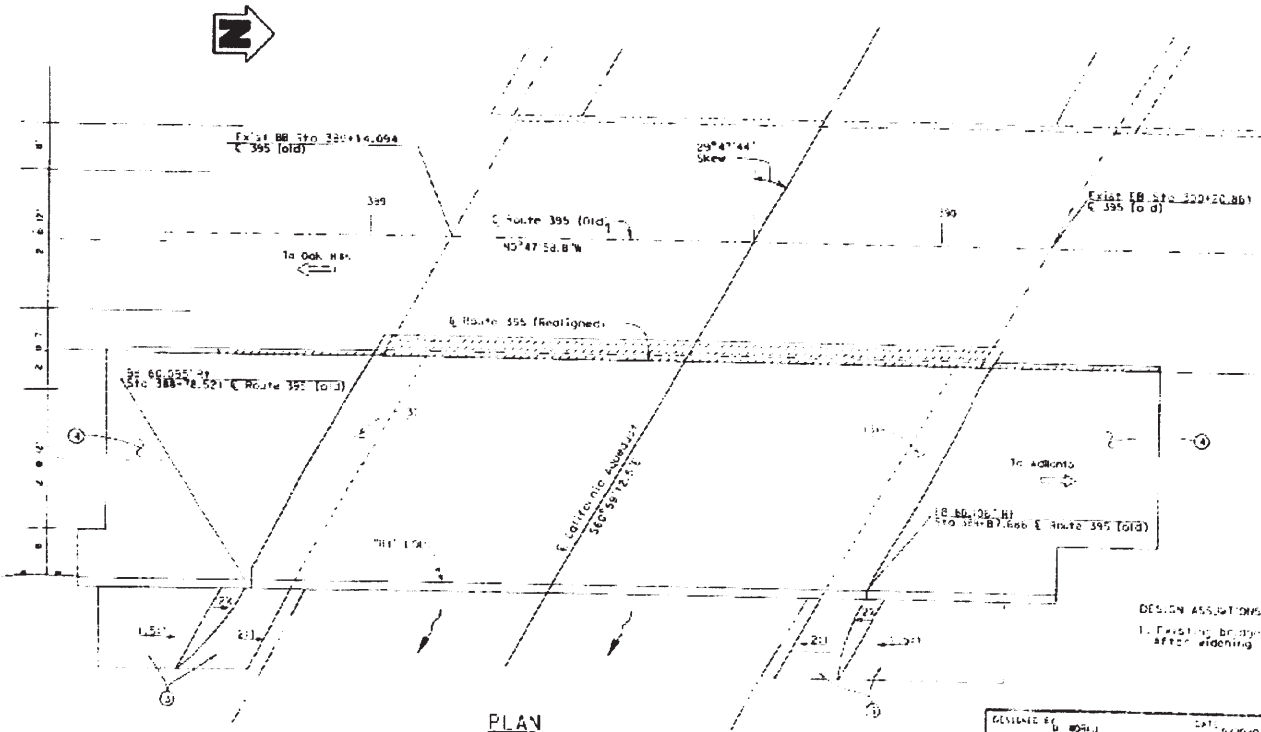
Years Beyond Midpoint	Escalated Budget Est.
1	$537,000
2	$567,000
3	$598,000
4	$631,000
5	$666,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

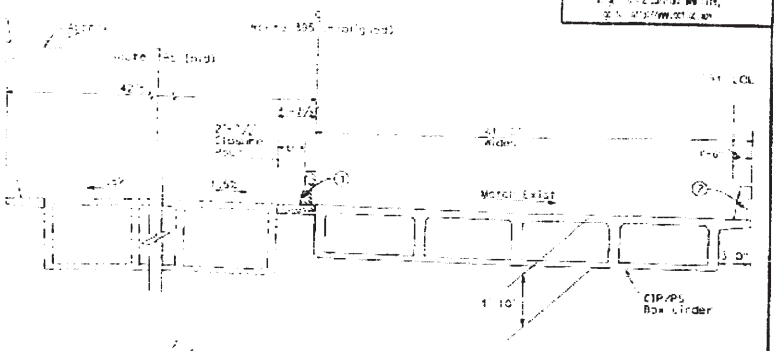
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES



ELEVATION
1"=10



PLAN
1"=10



TYPICAL SECTION

Existing Structure
New Structure
Bridge Removal (Portion)
Direction of Traffic

DATE OF ESTIMATE	12-5-07
BRIDGE REMOVAL	
STRUCTURE DEPTH	
LENGTH	40'-0"
WIDTH	48'-0"
AREA (SQ.FT.)	4845
COSTS PER SQ.FT. FOR MOBILIZATION & 25% CONTINGENCY	$83.40
TOTAL COST	$1,340,000 FA 12-24-08

NOTES:
1. Remove Type 27 Bridge Railing and Overhang
2. Bridge Railing Type 736
3. Reconstruct Channel Concrete Slope Paving
4. Structure Approach Type N(30)

DESIGN ASSUMPTIONS:
1. Existing bridge available freeboard = 1.31' after widening the freeboard remains the same

ALTERNATIVE - 3

DESIGNED BY D. MORALES DATE 12/20/07
DRAWN BY D. MORALES / F. FIORENTINI DATE 12/20/07
CHECKED BY DATE
QUANTITIES BY DATE

STRUCTURE DESIGN BRANCH 20

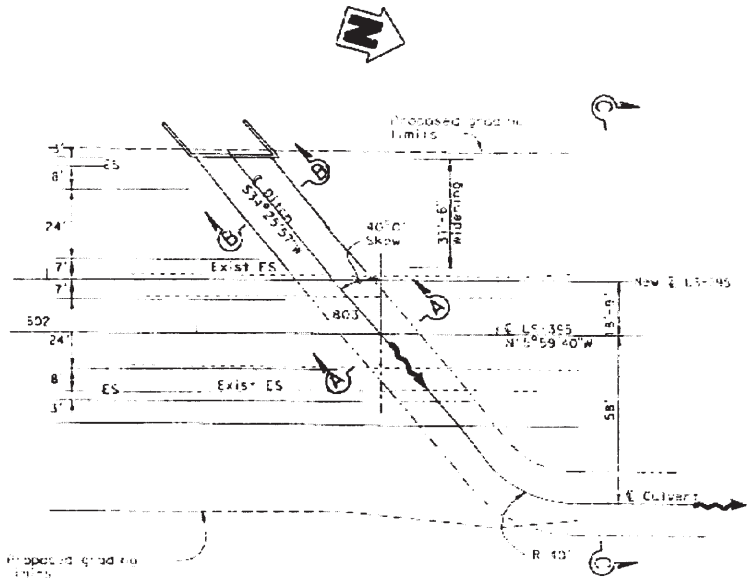
PLANNING STUDY

CALIFORNIA AQUEDUCT BRIDGE (WIDEN)

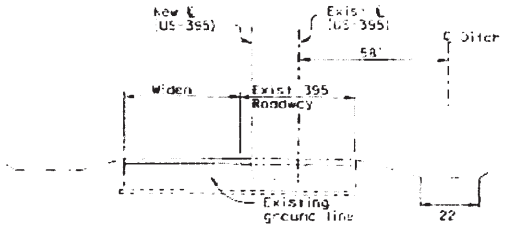
05

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

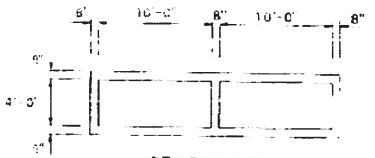
DIST	COUNTY	ROUTE	POST MILE
08	SBD	US-395	14.5



PLAN
1"= 20'-0"



SECTION C-C
No Scale

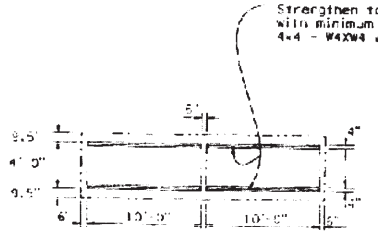


SECTION B-B
1"= 5'-0"

NOTE:

1- Match invert of the new culvert to invert of existing culvert after strengthening

2- for Reinforcement details, see (2.8A) in "Standard Plans"



SECTION A-A
1"= 5'-0"

DATE OF ESTIMATE		12-15-07 - 12-24-08 FA
BRIDGE REMOVAL	=	
STRUCTURE DEPTH	=	
LENGTH	=	30.000
WIDTH	=	38.330
AREA SQFT	=	1380
COST/ SQ FT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	369.05
TOTAL COST	=	509,000

ALTERNATIVE 3

DESIGNED BY Mohamad Mahrooki	DATE 09/26/07	STRUCTURE DESIGN BRANCH 20	PLANNING STUDY
DRAWN BY Kay Farahzadi	DATE 12/13/07		JOSHUA WASH BRIDGE (WIDEN)
CHECKED BY	DATE		BRIDGE NO. 54 0025 — 20 OF 58
APPROVED Ghasem Ali	DATE 12/19/07		SCALE: As Shown — EA 0F6300

08-SBd-395 PM R4.0/19.3
08-236-0F6300
Widen Highway and
Improve Intersections
HE-13 (STIP)
20.20.025.700

ATTACHMENT D

Cost Estimate

PROJECT COST ESTIMATE SUMMARY
ALTERNATIVE 2

Type of Estimate :	Project Report	**08-SBd-395 PM R4.0/19.3 Widen Highway to 4-Lanes and Median Left Turn Channelization**
Program Code:	HE-13	**08-236-EA 0F6300**
PIP Number : 2659 & 2660		**Alternative 2**

PROJECT DESCRIPTION : US-395 Improvements

LIMITS : From 0.16 mi North of I-15 at PM R4.06.41 in the City of Hesperia to PM 19.3, approximately 1.80 mi South of Desert Flower Road in the City of Adelanto in San Bernardino County.

PROPOSED IMPROVEMENTS : Improve safety and operational efficiency of the facility by increasing capacity and by providing a dedicated two way left turn lane.

Alternative 2 : Widen the highway from 2 to 4 lanes, a left-turn channelization with rumble strips in the median, and add standard shoulders.

ROADWAY ITEMS	$	96,968,000
STRUCTURE ITEMS	$	1,966,000
SUBTOTAL CONSTRUCTION	$	98,934,000
R/W & UTILITY RELOCATION	$	10,280,813
TOTAL PROJECT CAPITAL OUTLAY COST	**$**	**109,214,813**

PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 2

I. ROADWAY ITEMS	**QUANTITY**	**UNIT**	**UNIT PRICE**	**UNIT COST**	**SECTION COST**
SECTION 1. Earthwork					
Roadway Excavation	200,300	CY	$15	$3,004,500	
Imported Borrow	8,000	CY	$60	$480,000	
Clearing & Grubbing	1	LS	$400,000	$400,000	
Develop Water Supply	1	LS	$150,000	$150,000	
			Total Earthwork Section		**4,034,500**
SECTION 2. Structural Section					
Minor Concrete	0	CY	$100	$0	
HMA Hot Mix Asphalt (Type HS)	225,450	TON	$90	$20,290,500	
HMA Hot Mix Asphalt (Type A)	78,640	TON	$110	$8,650,400	
Aggregate Base (Class 2)	247,327	CY	$60	$14,839,620	
Cold Plane (0.50' Max)	229,260	SQY	$10	$2,292,600	
			Total Structural Section		**$46,073,120**
SECTION 3. Drainage					
Storm Drains	1	LS	$0	$0	
Project Drainage (x-drains, oversize, etc)	1	LS	$1,500,000	$1,500,000	
			Total Drainage Section		**$1,500,000**

PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 2

	QUANTITY	UNIT	UNIT PRICE	UNIT COST	SECTION COST
SECTION 4. Specialty Items					
Desert Tortoise Exclusion Fencing	161,417	FT	$12	$1,937,004	
Environment Mitigation	1	LS	$3,842,730	$3,842,730	
Sound Walls	1	LS	$1,134,600	$1,134,600	
Vine Planting	1	LS	$391,000	$391,000	
Wall Aesthetics	1	LS	$828,300	$828,300	
SWPPP	1	LS	$1,500,000	$1,500,000	
Erosion Control	67	Acres	$4,500	$301,500	
			Total Specialty Items		**$9,935,134**
SECTION 5. Traffic Items					
Traffic Signals	7	EA	$280,000	$1,960,000	
Traffic Signals Modification	1	LS	$620,000	$620,000	
Construction Area Signs	1	LS	$10,000	$10,000	
Traffic Control System	1	LS	$300,000	$300,000	
Temporary Traffic Stripe (Paint)	501200	LF	$0.75	$375,900	
Temporary Pavement Marker	12600	EA	$5	$63,000	
Portable Changeable Message Signs	2	EA	$7,000	$14,000	
Temporary Railing (Type K)	138000	LF	$30	$4,140,000	
Remove Yellow Thermoplastic Traffic Stripe	89000	LF	$2	$178,000	
Remove Thermoplastic Traffic Stripe	153300	LF	$0.70	$107,310	
Remove Thermoplastic Pavement Marking	2000	SQFT	$2	$4,000	
Remove Pavement Marker	5000	EA	$2	$10,000	
Remove Channelizers	25	EA	$20	$500	
Relocate Roadside Sign-One Post	131	EA	$350	$45,850	
Relocate Roadside Sign-Two Post	58	EA	$550	$31,900	
Lead Compliance Plan	1	LS	$7,000	$7,000	
Thermoplastic Pavement Marking	16000	SQFT	$4.30	$68,800	
Thermoplastic Traffic Stripe (Sprayable)	471000	LF	$0.30	$141,300	
Pavement Marker (Non-Reflective)	12480	EA	$2.50	$31,200	
Pavement Marker (Retroreflective)	11700	EA	$4.50	$52,650	
Environnmental Lead Testing and Disposal	1	LS	$7,000	$7,000	
Traffic Management Plan	1	LS	$1,267,620	$1,267,620	
Maintain Traffic and Flagging	1	LS	$60,000	$60,000	
			Total Traffic Items		$9,496,030
			SUBTOTAL SECTIONS 1-5		**71,038,784.00**

PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and Median Left Turn Channelization
08-236-EA 0F6300
Alternative 2

					UNIT COST	SECTION COST
SECTION 6. Minor Items						
Subtotal Sections 1-5		$71,038,784	x	5%	$3,551,939	
			TOTAL MINOR ITEMS			$3,551,939
SECTION 7. Roadway Mobilization						
Subtotal Sections 1-5		$71,038,784				
Minor Items		$3,551,939				
	SUM	$74,590,723	x	10%	$7,459,072	
			TOTAL ROADWAY MOBILIZATION			$7,459,072
SECTION 8. Roadway Additions						
Supplemental						
Subtotal Sections 1-5		$71,038,784				
Minor Items		$3,551,939				
	SUM	$74,590,723	x	5%	$3,729,536	
Contingencies						
Subtotal Sections 1-5		$71,038,784				
Minor Items		$3,551,939				
	SUM	$74,590,723	x	15%	$11,188,608	
			TOTAL ROADWAY ADDITIONALS			$14,918,145
			TOTAL ROADWAY ITEMS **(Total of Sections 1-8)**			$96,967,940
			ROUND OFF TO :			**$96,968,000**

Estimate Prepared By : J.C. Alvarez **Phone # 383-4931** **Date: 05/28/2009**

Estimate Checked By : Refaat Elsherif **Phone # 383-6891** **Date: 05/29/2009**

PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 2

II. STRUCTURES ITEMS

	No.1	No.2		
Bridge Name	California Aqueduct Br No. 54-829	Joshua Wash Br No 54-0524		
Structure Type				
Width in feet-out to out	39	39		
Span Length in feet	110	35		
Total Area in square feet	4290	1380		
Footing Type (pile/spread)	Spread	Spread		
Cost Per square feet (INCL. 10% MOBILIZATION AND 25% CONTINGENCY)	$329	$388		
SUBTOTAL FOR STRUCTURE	$1,430,998	$535,452		
Related Ramps	$0	$0		
Railroad Related Cost	$0	$0		
Subtotal	$1,430,998	$535,452		
Remove old Bridge	$0	$0		
TOTAL COST FOR STRUCTURE	$1,431,000	$535,000		

TOTAL STRUCTURES ITEMS $1,966,000

COMMENTS:

ROUND OFF TO : $1,966,000

Estimate Prepared By : Howard NG (Bridge Design) Phone # (909) 598-6367 Date: 12/22/2008

PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 2

III. RIGHT OF WAY

Right of Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter I, Caltrans, Right of Way Procedural Handbook.

	Current Value	Escalated Rate	Escalated Value
Acquisition, including Excess Lands, Damages and Goodwill	$4,191,151	5%	$5,094,370
Utility Relocation (State share)	$4,545,559	5%	$5,525,155
Clearance/Demolition	$0	0%	$0
RAP	$0	0%	$0
Title and Escrow Fees	$220,500	5%	$268,019
Condemnation Costs	$1,323,603	5%	$1,608,848
TOTAL RIGHT OF WAY (CURRENT VALUE) :	**$10,280,813**		
TOTAL ESCALATED VALUE :			**$12,496,393**

ROUND OFF TO :	**$10,280,813**

Estimate Prepared By : Michael S. Romo **Phone # 383-4582** **Date: 04/28/2009**

PROJECT COST ESTIMATE SUMMARY
ALTERNATIVE 3

Type of Estimate : Project Report

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300

Program Code: HE-13

Alternative 3

PIP Number : 2659 & 2660

PROJECT DESCRIPTION : US-395 Improvements

LIMITS : From 0.16 mi North of I-15 at PM R4.06.41 in the City of Hesperia to PM 19.3, approximately 1.80 mi South of Desert Flower Road in the City of Adelanto in San Bernardino County.

PROPOSED IMPROVEMENTS : Improve safety and operational efficiency of the facility by increasing capacity and by providing a dedicated two way left turn lane.

Alternative 3 : Widen the highway from 2 to 4 lanes, a left-turn channelizationt with rumble strips in the median, add standard shoulders and realign the centerline to minimize right of way impact.

ROADWAY ITEMS	$	109,780,000
STRUCTURE ITEMS	$	1,849,000
SUBTOTAL CONSTRUCTION	$	111,629,000
R/W & UTILITY RELOCATION	$	11,236,628
TOTALPROJECT CAPITAL OUTLAY COST	$	**122,865,628**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and Median Left Turn Channelization
08-236-EA 0F6300
Alternative 3

I. ROADWAY ITEMS	QUANTITY	UNIT	UNIT PRICE	UNIT COST	SECTION COST
SECTION 1. Earthwork					
Roadway Excavation	400,150	CY	$15	$6,002,250	
Imported Borrow	-	CY	$10	$0	
Clearing & Grubbing	1	LS	$400,000	$400,000	
Develop Water Supply	1	LS	$150,000	$150,000	
			Total Earthwork Section		**6,402,250**
SECTION 2. Structural Section					
Minor Concrete	0	CY	$100	$0	
HMA Hot Mix Asphalt (Type HS)	251,100	TON	$90	$22,599,000	
HMA Hot Mix Asphalt (Type A)	95,100	TON	$110	$10,461,000	
Aggregate Base (Class 2)	275,500	CY	$60	$16,530,000	
Cold Plane (0.50' Max)	277,200	SQY	$10	$2,772,000	
			Total Structural Section		**$52,362,000**
SECTION 3. Drainage					
Storm Drains	1	LS	$0	$0	
Project Drainage (x-drains, oversize, etc)	1	LS	$1,500,000	$1,500,000	
			Total Drainage Section		**$1,500,000**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 3

	QUANTITY	UNIT	UNIT PRICE	UNIT COST	SECTION COST
SECTION 4. Specialty Items					
Desert Tortoise Exclusion Fencing	161,417	FT	$12	$1,937,004	
Environment Mitigation	1	LS	$3,705,375	$3,705,375	
Sound Wall	1	LS	$1,134,600	$1,134,600	
Vine Planting	1	LS	$424,000	$424,000	
Wall Aesthetics	1	LS	$861,300	$861,300	
SWPPP	1	LS	$1,500,000	$1,500,000	
Erosion Control	78	Acres	$4,500	$351,000	
			Total Specialty Items		**$9,913,279**
SECTION 5. Traffic Items					
Traffic Signals	7	EA	$280,000	$1,960,000	
Traffic Signals Modification	1	LS	$620,000	$620,000	
Construction Area Signs	1	LS	$10,000	$10,000	
Traffic Control System	1	LS	$300,000	$300,000	
Temporary Traffic Stripe (Paint)	600000	LF	$0.75	$450,000	
Temporary Pavement Marker	15500	EA	$5	$77,500	
Portable Changeable Message Signs	2	EA	$7,000	$14,000	
Temporary Railing (Type K)	160000	LF	$30	$4,800,000	
Remove Yellow Thermoplastic Traffic Stripe	89000	LF	$2	$178,000	
Remove Thermoplastic Traffic Stripe	157300	LF	$0.70	$110,110	
Remove Thermoplastic Pavement Marking	2000	SQFT	$2	$4,000	
Remove Pavement Marker	5000	EA	$2	$10,000	
Remove Channelizers	25	EA	$20	$500	
Relocate Roadside Sign-One Post	131	EA	$350	$45,850	
Relocate Roadside Sign-Two Post	58	EA	$550	$31,900	
Lead Compliance Plan	1	LS	$7,000	$7,000	
Thermoplastic Pavement Marking	16000	SQFT	$4.30	$68,800	
Thermoplastic Traffic Stripe (Sprayable)	471000	LF	$0.30	$141,300	
Pavement Marker (Non-Reflective)	12480	EA	$2.50	$31,200	
Pavement Marker (Retroreflective)	11700	EA	$4.50	$52,650	
Environnmental Lead Testing and Disposal	1	LS	$7,000	$7,000	
Traffic Management Plan	1	LS	$1,267,620	$1,267,620	
Maintain Traffic and Flagging	1	LS	$60,000	$60,000	
			Total Traffic Items		**$10,247,430**
			SUBTOTAL SECTIONS 1-5		**$80,424,959**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 3

					UNIT COST	SECTION COST
SECTION 6. Minor Items						
Subtotal Sections 1-5		$80,424,959	x	5%	$4,021,248	
			TOTAL MINOR ITEMS			$4,021,248
SECTION 7. Roadway Mobilization						
Subtotal Sections 1-5		$80,424,959				
Minor Items		$4,021,248				
	SUM	$84,446,207	x	10%	$8,444,621	
			TOTAL ROADWAY MOBILIZATION			$8,444,621
SECTION 8. Roadway Additions						
Supplemental						
Subtotal Sections 1-5		$80,424,959				
Minor Items		$4,021,248				
	SUM	$84,446,207	x	5%	$4,222,310	
Contingencies						
Subtotal Sections 1-5		$80,424,959				
Minor Items		$4,021,248				
	SUM	$84,446,207	x	15%	$12,666,931	
			TOTAL ROADWAY ADDITIONALS			$16,889,241
			TOTAL ROADWAY ITEMS **(Total of Sections 1-8)**			$109,780,069
			ROUND OFF TO :			**$109,780,000**

Estimate Prepared By : J.C. Alvarez **Phone # 383-4931** **Date: 05/28/2009**

Estimate Checked By : Refaat Elsherif **Phone # 383-6891** **Date: 05/29/2009**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 3

II. STRUCTURES ITEMS

	No.1	No.2		
Bridge Name	California Aquedu Br No. 54-829	Joshua Wash Br No 54-0524		
Structure Type				
Width in feet-out to out	41.5	38.33		
Span Length in feet	110	36		
Total Area in square feet	4565	1380		
Footing Type (pile/spread)	Spread	Spread		
Cost Per square feet (INCL. 10% MOBILIZATION AND 25% CONTINGENCY)	$289	$369		
SUBTOTAL FOR STRUCTURE	$1,340,346	$509,096		
Related Ramps	$0	$0		
Railroad Related Cost	$0	$0		
Subtotal	$1,340,346	$509,096		
Remove old Bridge	$0	$0		
TOTAL COST FOR STRUCTURE	$1,340,000	$509,000		

TOTAL STRUCTURES ITEMS $1,849,000

COMMENTS:

ROUND OFF TO : $1,849,000

Estimate Prepared By :Howard NG (Bridge Design) Phone # (909) 598-6367 Date: 12/22/2008

|::

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

08-SBd-395 PM R4.0/19.3
Widen Highway to 4-Lanes and
Median Left Turn Channelization
08-236-EA 0F6300
Alternative 3

III. RIGHT OF WAY

Right of Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter I, Caltrans, Right of Way Procedural Handbook.

	Current Value	Escalated Rate	Escalated Value
Acquisition, including Excess Lands, Damages and Goodwill	$3,984,003	5%	$4,842,581
Utility Relocation (State share)	$5,776,624	5%	$7,021,523
Clearance/Demolition	$0	0%	$0
RAP	$0	0%	$0
Title and Escrow Fees	$216,000	5%	$262,549
Condemnation Costs	$1,260,001	5%	$1,531,539
TOTAL RIGHT OF WAY (CURRENT VALUE) :	**$11,236,628**		
TOTAL ESCALATED VALUE :			**$13,658,192**

ROUND OFF TO : $11,236,628

Estimate Prepared By : Michael S. Romo **Phone # 383-4582** **Date: 04/28/2009**

ATTACHMENT E

Initial Site Assessment (ISA)

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

DATE: **6/1/09**

PROJECT INFORMATION
District **08** County **SBd** Route **395** Post Mile **R4.0/19.36** E.A **0F630**

Description of Work: **Widen the highway from two to four lanes, left-turn channelization with rumble strips in the median.**

Project Engineer **Juan Alvarez** Telephone **909-383-4931**
Environmental Coordinator **Debbie Hudson** Telephone **909-383-1002**

DATE ISA NEEDED _____

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

1. Project Features: New R/W? **YES** Excavation? **YES** Railroad Involvement? **NO**
   Structure Demolition/Modification? **YES** Utility Relocation? **TBD**
2. Project Setting: Rural - **YES** Urban -
   Current Land Uses: **existing state highway facility**
   Adjacent Land Uses: **commercial, industrial, residential**
   (Industrial light industry, commercial, agriculture, residential, other)
3. Check Federal, State, and local environmental and health regulatory agency records as necessary to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets as needed to provide all information available pertinent to the proposed project. IS PROJECT
4. AFFECTING SITES LISTED ON CORTESE LIST? **NO** IF YES, DESCRIBE SITE:_
5. Conduct Field Inspection **Initial Site Assessment (Phase 1) by Stantec** Date **6/24/08**

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

Other comments and/or observations: **Initial Site Assessment Report dated June 25, 2008 provides recommendations for preliminary site investigations for two parcels. Once the permits to enter are received we will proceed with the investigations. If contamination is detected at either parcels, the owners will be asked to cleanup the site or the cost of cleanup may be deducted from the appraisal. The final report will be provided to the project engineer. Include special provisions for aerially deposited lead, treated wood waste and remove yellow thermoplastic traffic stripe and pavement marking if needed.**

ISA DETERMINATION:

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

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

ISA CONDUCTED BY: Rosanna Roa **DATE:** **6/1/09**

ROSANNA ROA, ENV. ENG. MS-824
DISTRICT 08 HAZARDOUS WASTE COORDINATOR
(909) 383-5917

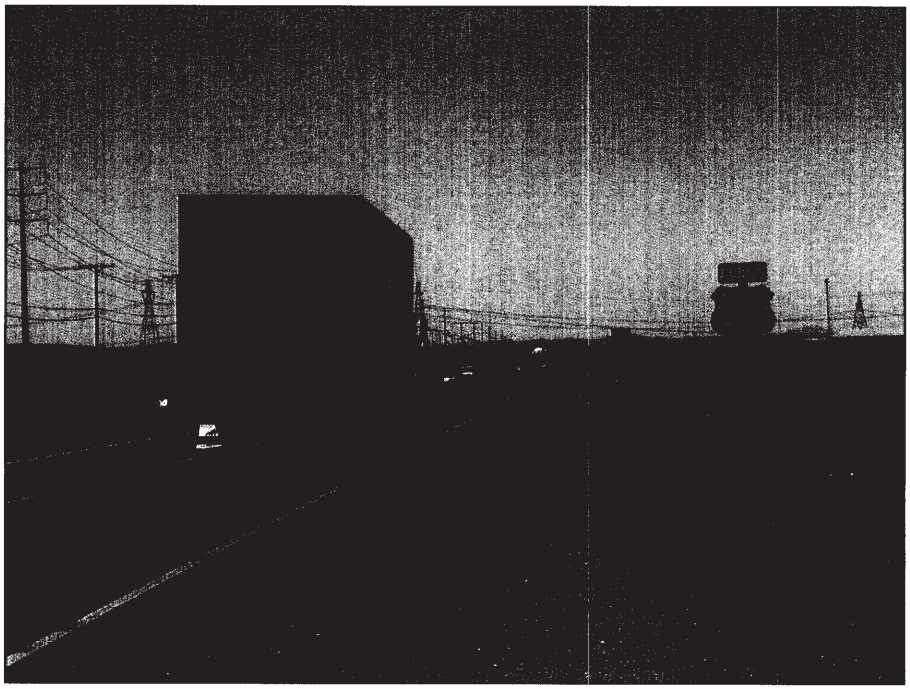
ATTACHMENT F

Initial Study with Mitigated Negative Declaration/ NEPA Section 6005 CE

US 395
Widening of Existing US 395 Project

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 08-SBd-US 395 PM R4.0/19.3
EA 08-0F6300

Initial Study with
Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

Caltrans

December 2009

SCH # 2009081105
08-SBd-395-
PM R4.0/19.3
08-0F6300

WIDEN UNITED STATES 395 (US 395) FROM TWO TO FOUR LANES IN EACH DIRECTION AND INSTALL LEFT TURN CHANNELIZATION FROM INTERSTATE 15 (I-15) POSTMILE 4.0 TO 1.8 MILES SOUTH OF DESERT FLOWER ROAD, POST MILE 19.3, IN THE COUNTY OF SAN BERNARDINO

INITIAL STUDY with Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

12/30/09
Date of Approval

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation plans to widen a portion of United States Highway 395 (US 395) located in the County of San Bernardino, from two to four lanes in each direction and install left turn channelization from Interstate 15 (I-15), post mile 4.0, to 1.8 miles south of Desert Flower Rd, post mile 19.3.

Determination

The Department has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on agricultural resources, cultural resources, mineral resources, population and housing, public services, or recreation facilities.

In addition, the proposed project would have no significant effect on: aesthetics, air quality, geology and soils, hydrology and water quality.

The proposed project would have no significantly adverse effect on biological resources and Noise because the following mitigation measures would reduce potential effects to insignificance

- 16.51 acres of disturbed habitat will be mitigated at a 3:1 ratio for project impacts to desert tortoise and Mohave ground squirrel habitat along the project site. Mitigation agreements are expected to be at a ratio between 1:1 and 3:1 depending on the quality of the habitat.

- Construction of two soundwalls is planned to address noise impacts within the project area.

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

12/30/09
Date

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

08—SBd--395	R4.0 / 19.3	08—0F6300	NA
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

The California Department of Transportation (Department), plans to widen a portion of United States Highway 395 (US 395) from two to four lanes in each direction and install left turn channelization, from Interstate 15 (I-15) (post mile R4.0), to 1.8 miles south of Desert Flower Rd. (post mile 19.3). The project is expected to require acquisition of "sliver" portions of right of way, however no residential or business relocations are expected. The project is located in the County of San Bernardino. This project was initiated at the request of the Cities of Hesperia, Victorville, and Adelanto.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

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

CALTRANS CEQA DETERMINATION (Check one)

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

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

☐ **Categorically Exempt. Class ____.** (PRC 21084; 14 CCR 15300 et seq.)

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

NA		NA	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date	Signature	Date

NEPA COMPLIANCE

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

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)

☐ **Section 6004:** The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(_☐__)
- 23 CFR 771.117(d): activity (d)(_☐__)
- Activity listed in the MOU between FHWA and the State

☒ **Section 6005:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

James Shankel		Jamal Elsaleh	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
[signature]	12-31-2009	[signature]	12/31/09
Signature	Date	Signature	Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised September 15, 2008**

ATTACHMENT G

Right of Way Data Sheet

Date: April 28, 2009

08-SBd – 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 2 UPDATE
EA: 0F6300

To: BEN AMIRI

From: MICHAEL S. ROMO
R/W Project Delivery

Subject: Current Estimated Right of Way Costs

We have completed an updated ROW data sheet for estimate of the right of way costs for the above-referenced project based on maps we received from you **March 3, 2009** and the following assumptions and limiting conditions:

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

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

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

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

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

*TOTAL PROJECT HOURS FOR R/W: 57,260

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

EVNT RW	4/28
COST RW1 - 6	4/28
TEXT TI	4/28
SCAN	4/28
CLASS	
AGRE	
TPRC	

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

Date: April 28, 2009

08-SBd – 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 2 UPDATE
EA: 0F6300

Subject: Updated Request for ROW data sheet.

1. Right of Way Cost Estimate:

			Value
A.	Acquisition, including Excess Lands Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	$	4,191,151.00
B.	Acquisition of Offsite Mitigation. **None Requested.**	$	0.00
C.	Utility Relocation (State share)	$	4,545,559.04
D.	RAP	$	0.00
E.	Clearance/Demolition	$	0.00
F.	Title and Escrow Fees	$	220,500.00
G.	Project Permit Fees	$	0.00
H.	Condemnation Costs	$	1,323,603.00
I.	**Total R/W Estimate:**	**$**	**10,280,813.04**
J.	Construction Contract Work	$	0.00

1a. Real Property Services:

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

2. Anticipated Pypscan Date of Right of Way Certification 7/2012

3. Parcel Data:

Type	Dual/Appr	Utility Involvement
X		U4-1 6
A		-2 6
B 150		-3
C		-4
D		U5-7
E xxxx		-8 12
F xxxx		-9 24

Total 150

RR Involvement	NO
C&M Agrmt	0
Svc Contract	0
OE Clearances	0
Clauses	0
LIC / RE	0
Government Lands	NO
Number of Parcels	
Misc. R/W Work	0
RAP Displ	0
Clear/Demo	0
Const Permits	0
Condemnation	38
Permits to Enter-ENV	0

Areas: Right of Way: S.F. 714,882
Excess: S.F. 0
No. Excess Land Parcels: 0

Date: April 28, 2009

08-SBd – 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 2 UPDATE
EA: 0F6300

4.Are there major items of construction contract work?
Yes ___No __X__(If yes, explain.)

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

Type and Number of Parcels: Fee **150**
Partial **150**
Full _____
Easements _____
Temporary _____
Permanent _____

6. Is there an effect on assessed valuation?
Yes ___Not Significant ___No __X_____(If yes, explain.)

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

8. Are railroad facilities or rights of way affected? Yes ___ No __X__
(If yes, attach Railroad Information Sheet, Exhibit 4-EX-6.)

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

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

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

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

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

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

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

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

14. Indicate the anticipated Right of Way schedule and lead time requirements.
(Discuss if District proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipate

PYPSCAN lead time (from Maps to R/W to project certification) __23__months.

Date: April 28, 2009

08-SBd – 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 2 UPDATE
EA: 0F6300

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

Evaluations prepared by:

Right of Way: Name LAWRENCE KELLY Date 4-29-09

Railroad: Name for BETTY BOBOSIK Date 4-29-09

Utilities: Name RUTH E. WILLIAMS Date 4-29-09

Government Lands: Name JOHN W. DIXON Date APR 2 9 2009

Property Management: Name JACKIE WILLIAMS Date 5-4-09

Reviewed By:

MICHAEL S. ROMO
Senior Right of Way Agent
Project Coordinator
San Bernardino
Right of Way, District 8

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

for LINDY K. LEE
Right of Way Project Delivery Manager
District 08, San Bernardino

Date 5-12-09

cc: Program Manager
Project Manager

08-SBd-395-PM R4.0/19.36
Project Description: Widen from 2 lanes to 4 lanes & median left turn channelization
With rumble strips
Alternative 2 Update
E.A. 0F6300

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

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

   Southern California Edison Company, Distribution/Transmission; Verizon; Sprint; Kinder Morgan (CalNev); SouthWest Gas; AT&T; L.A. Dept. Power & Water; San Bernardino Co Area 64; Baldy Mesa Co Water Dist; Charter Comm-High Desert & Hesperia; Victor Valley Wastewater Reclamation Authority; MCI (Verizon Business); San Bernardino Co Services; City of Adelanto; Hesperia Water; Time Warner Communications; City of Victorville; Level 3; Broadwing; State of Calif Dept Wtr Resources, SCG-Trans

2. Types of facilities and agreements required:
   Phone, Water, Electric, Fiber Optics, fire hydrants; water valves; telecomm; gas; petroleum pipeline; CATV; Sewer
   Notice to Owner, Utility Agreement, Pos Loc Agreements,

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain.
   No
   Disposition of longitudinal encroachment(s):
   Yes Relocation required.
   ____ Exception to policy needed.
   Yes Other. Explain. Possible positive location

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

   Along SR 395 it appears that there are approximately 90 Edison poles that will need to be relocated. Of these poles 9 are riser poles, & 7 poles have transformers on them. At the Aqueduct there are two poles that will need to be relocated and Verizon crosses SR 395 south of the Aqueduct. North of the Aqueduct Verizon runs northerly At Sycamore St there are two fire hydrants on the west side, underground telephone and fiber optic and approximately 100' north at Sierral Rd on either side of SR 395 there are two more fire hydrants just outside existing right of way. At Luna intersection there are some poles at the bus turnout the will need to be relocated and there are poles that have sand barrels and guard rails that may be in conflict. At Seneca Rd SouthWest Gas has two Reg Stations one on the west side and the other on the east side. They are approximately 40' from ETW. On east side there are 6 telephone poles northerly. At Mojave there are OH Edison lines on the west side & UG high pressure gas lines on the east side and water lines, too. Northerly, just past the bus pullout there are two fire hydrants; one on the east side and one on the west side. 0.01 mi from Cactus IC Kinder Morgan Petroleum pipeline crosses from the west side of SR 395 to the east side and continues northerly. At Cactus IC there is another SouthWest Reg Station on the north west side. SouthWest Gas continues northerly. At El Mirage, Kinder Morgan has a pipeline that runs on the west side and has already been potholed for work that was done on that intersection a couple of years ago. Also Level 3, GST, Sprint, AT&T & Broadwing (fiber optic) lines are on both the east and west side of that intersection & they will probably have to be potholed due to the shoulder work planned for that area.
   Should the scope of this project change to require more right of way, Design will have to provide the Right of Way Utility Coordinator (UC) with geometric base maps and a written request for utility verification [see Design Task D282 (220.D)]. The UC will then contact all appropriate Utility Owners (UO's) for verifications and corrections. The UC will then provide Design with the updated information and/or UO As-Builts and Design can then prepare accurate utility location maps or U-Sheets. Design will then determine all utility conflicts that require positive location and/or relocation [see Design Task D283 (220.D)].

5. PMCS Input Information
   Total estimated cost of State's obligation for utility relocation on this project:

(Phase 9 funding) $ 4,545,559.04

Note: Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any necessary utility easements.

Utility Involvement

U4-1	6	U5-7	
-2	6	-8	12
-3		-9	24
-4			

Prepared By: Ruth E Williams

RUTH E WILLIAMS
Right of Way Utility Estimator

Date: June 2, 2009

Date: April 28, 2009

08-SBd -- 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 2 UPDATE
EA: 0F6300

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

   None

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

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

   None

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

   N/A

5. Is Government Lands involved? Yes ___ No __X__

   If yes, number of parcels __0__
   Agency Name and Explanation:

6. PMCS Input Information

RR Involvement	NO
C&M Agreement	0
0E Clearances	0
Clauses	0
LIC/RE	0
Government Lands	NO
Number parcels	~~0~~

Prepared By: Margie Smith for BETTY BOBOSIK
Right of Way Railroad Coordinator
Date: 4-29-09

Prepared By: _____
JOHN W. DIXON
Right of Way Government Lands Coordinator
Date: APR 2 9 2009

Date: April 28, 2009

08-SBd – 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 2 UPDATE
EA: 0F6300

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

WBS CODE	WBS ACTIVITY	NUMBER OF PARCELS	HOURS	COST
	PROPERTY MANAGEMENT		NOT APPLICABLE	
195.40.05	Fair Market Rent Determinations (Residential)			
195.40.10	Fair Market Rent Determinations (Non-Residential)			
195.40.15	Regular Rental Property Management	150	200	
195.40.20	Property Maintenance and Rehabilitation (Rental Property)			
195.40.25	Property Maintenance and Rehabilitation (Non-Rental Property)	150	200	
195.40.30	Hazardous Waste and Hazardous Materials			
195.40.35	Transfer of Property to Clearance Status			
270.25.03	Secure Lease for Resident Engineer's Office Space or Trailer	1	500	
		Subtotal	900	
	EXCESS LAND		NOT APPLICABLE	X
195.45.05	Excess Land Inventory			
195.45.10	Excess Land Appraisal and Public Sale Estimate			
195.45.15	Excess land Inventory ("Roberti Bill)			
195.45.20	Excess Land Sales to $15,000			
195.45.25	Excess Land Sales from $15,001 to $500,000			
195.45.30	Excess Land Sales over $500,000			
195.45.35	CTC and AAC Coordination			
		Subtotal		

TOTAL HOURS (ONLY) 900

Jackie Williams

Date: 5-4-09

JACKIE WILLIAMS
Property Management
Excess Land

Date: April 28, 2009

08-SBd - 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 3 UPDATE
EA: 0F6300

To: BEN AMIRI

From: MICHAEL S. ROMO
R/W Project Delivery

Subject: Current Estimated Right of Way Costs

We have completed an updated ROW data sheet for estimate of the right of way costs for the above-referenced project based on maps we received from you **March 3, 2009** and the following assumptions and limiting conditions:

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

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

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

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

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

*TOTAL PROJECT HOURS FOR R/W: 55,496

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

EVNT RW	4/28
COST RW1 - 6	4/28
TEXT TI	4/28
SCAN	4/28
CLASS	
AGRE	
TPRC	

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

Date: April 28, 2009

08-SBd - 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 3 UPDATE
EA: 0F6300

Subject: Updated Request for ROW data sheet.

1. Right of Way Cost Estimate:

			Value
A.	Acquisition, including Excess Lands Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	$	3,984,003.00
B.	Acquisition of Offsite Mitigation. **None Requested.**	$	0.00
C.	Utility Relocation (State share)	$	5,776,624.00
D.	RAP	$	0.00
E.	Clearance/Demolition	$	0.00
F.	Title and Escrow Fees	$	216,000.00
G.	Project Permit Fees	$	0.00
H.	Condemnation Costs	$	1,260,001.00
I.	**Total R/W Estimate:**	**$**	**11,236,628.00**
J.	Construction Contract Work	$	0.00

1a. Real Property Services:

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

2. Anticipated Pypscan Date of Right of Way Certification 7/2012

3. Parcel Data:

Type	Dual/Appr	Utility Involvement
X ____	____	U4-1 **6**
A ____	____	-2 **6**
B **145**	____	-3 ____
C ____	____	-4 ____
D ____	____	U5-7 ____
E xxxx		-8 **12**
F xxxx		-9 **24**

Total **145**

RR Involvement	**NO**
C&M Agrmt	**0**
Svc Contract	**0**
OE Clearances	**0**
Clauses	**0**
LIC / RE	**0**
Government Lands	**NO**
Number of Parcels	____
Misc. R/W Work	**0**
RAP Displ	**0**
Clear/Demo	**0**
Const Permits	**0**
Condemnation	**37**
Permits to Enter-ENV	**0**

Areas: Right of Way: S.F. **616,734**
Excess: S.F. **0**
No. Excess Land Parcels: **0**

Date: April 28, 2009

08-SBd - 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 3 UPDATE
EA: 0F6300

4. Are there major items of construction contract work?
Yes ___ No __X__ (If yes, explain.)

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

Type and Number of Parcels: Fee **145**
Partial **145**
Full _____
Easements _____
Temporary _____
Permanent _____

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

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

8. Are railroad facilities or rights of way affected? Yes ___ No __X__
(If yes, attach Railroad Information Sheet, Exhibit 4-EX-6.)

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

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

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

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

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

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

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

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

14. Indicate the anticipated Right of Way schedule and lead time requirements.
(Discuss if District proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipate

PYPSCAN lead time (from Maps to R/W to project certification) **23** months.

Date: April 28, 2009

08-SBd - 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 3 UPDATE
EA: 0F6300

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

Evaluations prepared by:

Right of Way: Name LAWRENCE KELLY Date 4/29/09

Railroad: Name for BETTY BOBOSIK Date 4-29-09

Utilities: Name RUTH E. WILLIAMS Date 4-29-09

Government Lands: Name JOHN W. DIXON Date APR 2 9 2009

Property Management: Name JACKIE WILLIAMS Date 5-4-09

Reviewed By:

MICHAEL S. ROMO
Senior Right of Way Agent
Project Coordinator
San Bernardino Office
Right of Way, District 8

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

for LINDY K .LEE
Right of Way Project Delivery Manager
District 08, San Bernardino

Date 5-12-09

cc: Program Manager
Project Manager

08-SBd-395-PM R4.0/19.36
Project Description: Widen from 2 lanes to 4 lanes & median left turn channelization
With rumble strips
Alternative 3 Update
E.A. 0F6300

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

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

   Southern California Edison Company, Distribution/Transmission; Verizon; Sprint; Kinder Morgan (CalNev); SouthWest Gas; AT&T; L.A. Dept. Power & Water; San Bernardino Co Area 64; Baldy Mesa Co Water Dist; Charter Comm-High Desert & Hesperia; Victor Valley Wastewater Reclamation Authority; MCI (Verizon Business); San Bernardino Co Services; City of Adelanto; Hesperia Water; Time Warner Communications; City of Victorville; Level 3; Broadwing; State of Calif Dept Wtr Resources, SCG-Trans

2. Types of facilities and agreements required:
   Phone, Water, Electric, Fiber Optics, fire hydrants; water valves; telecomm; gas; petroleum pipeline; CATV; Sewer
   Notice to Owner, Utility Agreement, Pos Loc Agreements,

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain.
   No
   Disposition of longitudinal encroachment(s):
   Yes Relocation required.
   ____ Exception to policy needed.
   Yes Other. Explain. Possible positive location

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

   Along SR 395 it appears that there are 101 Edison poles that will need to be relocated. Of these poles 9 are riser poles, & 7 poles have transformers on them. At the Aqueduct there are two poles that will need to be relocated and Verizon crosses SR 395 south of the Aqueduct. North of the Aqueduct Verizon runs northerly and on the west side there are two large water tanks and the water line crosses SR 395. At the DWP towers Verizon has a pedestal approximately 20' from ETW. At Goss Rd (or Eucalyptus St) there is a pole that will need to be moved to the south due to the curb alignment. At Sycamore St there is two fire hydrants on the west side, on the east side a pole in the curb return and underground telephone and fiber optic and approximately 100' on either side of SR 395 there are two more fire hydrants just outside existing right of way. At Bear Valley intersection there are UG utilities such as SouthWest Gas, fiber optic, phone, water, Kinder Morgan petroleum pipeline. Just north of Eagle Ranch Rd. on the east side is SouthWest Gas reg station. At Luna intersection there is a pole at the bus turnout the will need to be relocated and there are poles that have sand barrels and guard rails that will also need to be relocated. On the east side UG gas & UG TWTC(Time Warner Telecom). At Palmdale/Rte 18 there are UG & OH utilities At Seneca Rd SouthWest Gas has two more Reg Stations one on the west side and the other on the east side. They are approximately 40' from ETW. On east side there are 6 telephone poles. At Mojave there are OH Edison lines on the west side & UG high pressure gas lines on the east side and water lines, too. Northerly, just past the bus pullout there are two fire hydrants; one on the east side and one on the west side. 0.01 mi from Cactus IC Kinder Morgan Petroleum pipeline crosses from the west side of SR 395 to the east side and continues northerly. At Cactus IC there is another SouthWest Reg Station on the north west side. SouthWest Gas continues northerly down the location that's marked for removal of existing pavement. At Rancho Rd. there is a pole on the west side that is 8' off the curb. At El Mirage, Kinder Morgan has a pipeline that runs on the west side and has already been potholed for work that was done on that intersection a couple of years ago. Also Level 3, GST, Sprint, AT&T & Broadwing (fiber optic) lines are on both the east and west side of that intersection they will probably have to be potholed due to the shoulder work planned for that area.
   Should the scope of this project change to require more right of way, Design will have to provide the Right of Way Utility Coordinator (UC) with geometric base maps and a written request for utility verification [see

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

5. PMCS Input Information
   Total estimated cost of State's obligation for utility relocation on this project:

   (Phase 9 funding) **$** 5,776,624.00

Note: Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any necessary utility easements.

Utility Involvement

U4-1	6	U5-7	
-2	6	-8	12
-3		-9	24
-4			

Prepared By: Ruth E Williams Date: June 2, 2009

RUTH E WILLIAMS
Right of Way Utility Estimator

Date: April 28, 2009

08-SBd - 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 3 UPDATE
EA: 0F6300

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

   None

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

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

   None

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

   N/A

5. Is Government Lands involved? Yes ___ No __X__

   If yes, number of parcels _____
   Agency Name and Explanation:

6. PMCS Input Information

RR Involvement	**NO**
C&M Agreement	**0**
0E Clearances	**0**
Clauses	**0**
LIC/RE	**0**
Government Lands	**NO**
Number parcels	

Prepared By: Margie Smith for BETTY BOBOSIK
Right of Way Railroad Coordinator

Date: 4-29-09

Prepared By: _____
JOHN W. DIXON
Right of Way Government Lands Coordinator

Date: APR 2 9 2009

Date: April 28, 2009

08-SBd - 395- PM R 4.0 / 19.36
Project Description: Widen from 2 Lanes to 4 Lanes & Median Left-Turn Channelization with Rumble Strips
ALTERNATIVE 3 UPDATE
EA: 0F6300

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

WBS CODE	WBS ACTIVITY	NUMBER OF PARCELS	HOURS	COST
	PROPERTY MANAGEMENT		NOT APPLICABLE	
195.40.05	Fair Market Rent Determinations (Residential)			
195.40.10	Fair Market Rent Determinations (Non-Residential)			
195.40.15	Regular Rental Property Management	145	200	
195.40.20	Property Maintenance and Rehabilitation (Rental Property)			
195.40.25	Property Maintenance and Rehabilitation (Non-Rental Property)	145	200	
195.40.30	Hazardous Waste and Hazardous Materials			
195.40.35	Transfer of Property to Clearance Status			
270.25.03	Secure Lease for Resident Engineer's Office Space or Trailer	1	500	
		Subtotal	900	
	EXCESS LAND		NOT APPLICABLE	X
195.45.05	Excess Land Inventory			
195.45.10	Excess Land Appraisal and Public Sale Estimate			
195.45.15	Excess land Inventory ("Roberti Bill)			
195.45.20	Excess Land Sales to $15,000			
195.45.25	Excess Land Sales from $15,001 to $500,000			
195.45.30	Excess Land Sales over $500,000			
195.45.35	CTC and AAC Coordination			
		Subtotal		

TOTAL HOURS (ONLY) 900

Jackie Williams

Date: 5-4-09

JACKIE WILLIAMS
Property Management
Excess Land

08-SBd-395 PM R4.0/19.3
08-236-0F6300
Widen Highway and
Improve Intersections
HE-13 (STIP)
20.20.025.700

ATTACHMENT H

Storm Water Data Report (SWDR)

Caltrans

Dist-County-Route: 08-SBd-395

Post Mile (Kilometer Post) Limits:
R4.0/19.3

Project Type: Widening Route 395

EA: 0F630

RU: 236

Program Identification: STIPP

Phase: ☐PID ☒PA/ED ☐PS&E

Regional Water Quality Control Board(s): Lahontan

Is the project required to consider incorporating Treatment BMPs? ☒Yes ☐No

If yes, can Treatment BMPs be incorporated into the project? ☒Yes ☐No

If No, a Technical Data Report must be submitted to the RWQCB at least 60 days prior to PS&E Submittal. List submittal date: **07/02/2012**

Total Disturbed Soil Area: 149 acres

Estimated Construction Start Date: 03/07/13 Construction Completion Date: 03/20/15

Notification of Construction (NOC) Date to be submitted: _____

Notification of ADL reuse (if Yes, provide date) ☐Yes Date: _____ ☐No

Separate Dewatering Permit (if Yes, permit number) ☐Yes Permit #: _____ ☐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 data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Refaat Elsherif, *Registered Project Engineer/Landscape Architect* — Date: 8/18/09

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

Jim Robinson, *Project Manager* — Date: 8/18/09

Cindy Gano, *Designated Maintenance Representative* — Date: 8-19-09

Ray Desselle, *Designated Landscape Architect Representative* — Date: 10/28/09

Cathy Jochai, *District/Regional SW Coordinator or Designee* — William Pom for Cathy Jochai — Date: 11/18/09

08-SBd-395 PM R4.0/19.3
08-236-0F6300
Widen Highway and
Improve Intersections
HE-13 (STIP)
20.20.025.700

ATTACHMENT I

Project Category Assignment

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: CHRISTY CONNORS
DEPUTY DISTRICT DIRECTOR
DESIGN, MS 1267

Date: June 30, 2009

File: 08-SBd-395-PM R4.0/19.36
Widen fr 2 Lanes to 4 Lanes
& Median Left-Turn
Channelization
EA 08236 – 0F6300

From: BEN AMIRI
Office Chief
Design I, MS 1164

Subject: Project Category Assignment

Your approval is requested for assignment of the above-referenced project to Category 4A, in accordance with requirements in Charter 8, Section 5 of the Project Development Procedures Manual (7th Edition).

The work consists of widening the existing facility from one lane to two lanes in each direction, providing a left-turn channelization with rumble strip in the median and widening the shoulders. In addition, roadway resurfacing is proposed in both directions and to improve five intersections. This project will require right of way acquisition and utility relocation. The total cost for the proposed improvements, including right of way, is estimated from $109.2 to $122.8 million.

This project is eligible for programming in the State Transportation Improvement Program (STIP) under the HE-13 – Highway Widening Program. This project is included in the 2004 Regional Transportation Plan (RTP).

Approved By:

CHRISTY CONNORS
Deputy District Director
Design

6/30/09
Date

c: GMorhig, Design Manager (MS 1164); JRobinson, Project Management (MS 1227); File

Juan Carlos Alvarez / df

08-SBd-395 PM R4.0/19.3
08-236-0F6300
Widen Highway and
Improve Intersections
HE-13 (STIP)
20.20.025.700

ATTACHMENT J

Traffic Management Plan

Draft TRANSPORTATION MANAGEMENT PLAN (TMP) DATA SHEET for PSR/PDS with DTM requirements for PSE and Construction Phase - This TMP is valid until one year from date of preparation or less if the project changes.

T:\DTM.TMP\project docs\SBD\395\EA0F630K\080512 TMP Data Sheet (includes signature/background sheet, estimate, table, and DTM requirements)

TEMPLATE: 0 TMP Data Sheet **revised 050628**.xls.

EA **08-0F6300** **DATE** **5/12/2009**

08-SBd-395-R6.41/31.1 KP
08-SBd-395-R4.0/19.3 PM
Location:
Work: Widen & Improvements

Documents available:
Plans, working days per PE

BACKGROUND INFORMATION:

DURATION: 150 WORKING DAYS
PROJECT COST: $109,215,000
TMP ESTIMATE: **$1,267,620** or 1.16% OF THE PROJECT COST

Construction period per WPS

EST START DATE	Aug-2010
EST END DATE	Dec-2012

IMPACT	High	Medium	Low	NA
STATE HWY	X			
LOCAL RD	X			
Ramps/connectors		?		

Details:*(Explain high impact)*

Prepared by Signature ORIGINAL SIGNED BY Dara Maleki Date 5/12/2009

Name Dara Maleki (909)-383-4464
Title Transportation Engineer
Organization Caltrans
Telephone/FAX (909)383-4264/6429
email Dara_Maleki@dot.ca.gov

TMP ESTIMATE	EA	08-0F6300	DATE	5/12/2009

1. Public Information	NO	**YES**	MAYBE	$220,000
2. Motorist Information Strategies	NO	**YES**	MAYBE	$30,000
3. Incident Management	NO	**YES**	MAYBE	$997,620
4. Construction Strategies	NO	**YES**	MAYBE	$0
5. Demand Management (DM)	NO	YES	**MAYBE**	$0
6. Alternate Route Strategies	NO	YES	**MAYBE**	$20,000
7. Other Strategies	NO	YES	**MAYBE**	$0
			TMP TOTAL	**$ 1,267,620**

TMP TABLE **EA** **08-0F6300 DATE 5/12/2009**

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

1	**Public Information/Public Awareness Campaign (PAC)** BEES 066063A PAC Cost to be reduced by Public Affairs (PA) and Construction Liaison (CL) only. Show in Supplemental Work.	PA COST 100000	CL COST 120000	**COST**
	[X] Include Rideshare information in PA/CL project material to encourage vehicles reduction in work area			
1.1	[X] Brochures and Mailers			
1.2	[X] Media Releases (& minority media sources)			
1.3	[ ] Paid Advertising			
1.4	[ ] Public Information Center/Kiosk			
1.5	[X] Public Meetings/PAC Mtgs./Speakers Bureau (show cost also for room rental)			
1.6	[ ] Handdeliver notices to vicinity			
1.7	[ ] Broadcast fax service			
1.8	[ ] Telephone Hotline			
1.9	[ ] 1-800-COMMUTE (the telephone number is shown on CS-Info signs) - contact Cyrin Kwong, 383-4256, to place msg into the 1800C telephone system.			
1.10	[ ] Visual Information (videos, slide shows, etc.)			
1.11	[ ] Local cable TV and News			
1.12	[ ] Traveler Information Systems (Internet)			
1.13	[ ] Internet, E-mail			
1.14	Notification to targeted groups:			
	[ ] Revised Transit Schedules/maps			
	[ ] Rideshare organizations			
	[ ] schools			
	[ ] organizations representing people with disabilities			
	[ ] bicycle organizations			
1.15	[ ] Include PA/CL/Consultant resources in WPS			
1.16	[X] Commercial traffic reporters/feeds - e.g. brief Traffic Information people (TIP) group			
1.17	[ ] Others			
		Subtotals	$ 100,000	$ 120,000
			SUBTOTAL	$220,000

2 Traveler Information Strategies

Project team needs to coordinate with Traffic Design!

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

[ ] New Installation (Stationary) - BEES 860530 CHANGEABLE MESSAGE SIGN SYSTEM - list locations. See Note 5

2.2 [ ] Portable Changeable Message Signs (PCMS) Rental Lumpsum BEES 128650 in Supplemental Funds

These PCMS advise motorists to divert at remote advance decision points - outside the usual work limits. Unlike stationary CMS, you are allowed to use them for advance motorist information - e.g. a week ahead. Their placement may need to be cleared environmentally so that they can be included in plans and SSP later. They may be in addition to Traffic Design's PCMS for regular traffic handling in and next to a work area. $30,000

Placement Details:

2.3 ☐ Extinguishable Signs (only shown because they are on the TMP Guidelines list. Usually found at Weigh Stations - Weigh Station "open/closed".)

2.4 Ground Mounted Signs / Fabric signs Note 2

- ☒ C40/40A Double Fine Sign - black and white
- ☐ Regulatory speed signs
- ☐ SC6-4 (per MUTCD)
- ☐ C-SPECIAL w/ SC6-2 PANEL ("Dates/Days/Hours/Expect delay") Use when conventional highways or local roads will be affected for longer periods. Use fabric signs if fast moving operation. To encourage traffic to detour so delay in your work area is less, use at advance location and add "work location".

- ☒ CS-INFO/1-800-COMMUTE Panel Sign Also see 1.9.
- ☐ Blue and white Rideshare guide signs, including website (1-800-COMMUTE/www.commutesmart.info). **Need to be installed at the same time as the funding signs.**

2.5 ☐ Commercial Traffic Radio (usually only applicable in the Upper desert)

☐ Highway Advisory Radio (HAR) - Fixed. List locations here. They can be obtained from TMC Manager. See Note 5.

☐ Highway Advisory Radio - mobile (signs alerting motorists to the HAR will also be needed) Contact TMC manager for assistance with specifications to include portable HARs as bid item in the contract. To avoid FCC fines, CT Portable HAR cannot be used except for emergencies. See Note 5

List proposed locations here:

2.6 ☒ Lane Closure Web Site
2.7 ☒ Caltrans Highway Information Network (CHIN)
2.8 ☐ Radar Speed Message Sign (Specter sign) BEES 066064 (approx. EA @ $30,000)
2.9 ☐ Bicycle and pedestrian information, e.g. Detour maps
2.10 ☐ Others

SUBTOTAL $30,000

3 Incident Management

3.1 ☒ CHP's Construction or Maintenance Zone Enhanced Enforcement Program – COZEEP or MAZEEP. BEES 066061 - show under "State or Agency furnished" in the Cost Estimate. **SSP 12-225 has been deleted per HQ OE**. See note 1.

Check the LC hours and add CHP driving time to/from their office

Hourly Cozeep overtime loaded rate: $ 85

COZEEP - to protect active closures

150	12	1	50	8	4	$289,000
# of days	hours	# of officers (1 per car)	**nights**	**hours**	# of officers (Remember - nights require	

nights require
2 per car)

ECOZEEP - to mitigate continuos restrictions. Add weekends days if needed.

						$0
# of days	hours	# of officers	**nights**	**hours**	see above	

(add weekends days as needed)

CHP TRAFFIC HANDLING - reduce delay by keeping traffic flowing and/or to enforce closures - total facility/structure/major traffic shifts/ramps/connectors/local road/extended closures. Freeway closures with local road detours may require 2 officers per intersection to direct traffic.

			50	10	8	$340,000
days	hours	# of officers	**nights**	**hours**	see above	

CHP Officer in TMC during major construction closures

50	8	1	$34,000
days	hours	# of officers	

CHP Officer for Command Post during regional impact construction closures

			$0
days	hours	# of officers	

3.1 Total $663,000

3.2 BLANK

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

BEES 066065 - show under "State or Agency furnished" in the Cost Estimate
Short duration or remote area CFSP usually is bid w much higher hourly rates. If enhancement of program FSP feasible, CFSP could tie into the lower long-term FSP rates.

FOR SERVICE **WITHIN** REGULAR FSP HOURS:

A # of trucks: 2 days & hrs: 150 12 $198,000

FOR SERVICE **OUTSIDE** REGULAR FSP HOURS:

Extend Peak hour coverage

B # of trucks: days & hrs: $0

Night support during structure freeway closures and major traffic shifts

C # of trucks: 2 days & hrs: 50 12 $66,000

Weekend support

D # of trucks: days & hrs: $0

Local agency (SAFE) support 8% of truck cost $21,120

CFSP CHP support 5% of truck cost $9,900
THIS % ONLY IF WITHIN REGULAR FSP HOURS AND AREA!

CFSP CHP support 20% of truck cost $13,200
% FOR B,C,D WHICH ARE OUTSIDE REGULAR FSP HOURS OR AREA!

Equipment/Supplies 10% $26,400
% of truck cost unless more detail available

☐ Cooperative Agreement or Task Order with SAFE
☐ Task Order with CHP (Statewide Master Agreement for FSP support).
Contact District FSP Coordinator for task orders.
☐ Service Contract

3.3 Total $334,620

3.4 ☐ CHP Helicopter/Airplane

3.5 ☐ Traffic Surveillance Stations for construction impact mitigation (loop detectors and CCTV)
Keep existing operational during construction
☐ New CCTV
☐ New loops

3.6 **Call Boxes - also see NOTE 4 in the Revisions & Notes tab**
☐ TEMPORARY INSTALLATION to mitigate impact ($4000/box/move from project funds to SAFE). Project Report/Design PE: Please discuss with the D8 Call box coordinator if it is feasible to keep this motorist aid available during construction. If it is not, please notify TMP, then other mitigation needs to be considered.

3.7 ☐ 911 Cellular Calls

3.8 ☐ Transportation Management Centers

3.9 ☐ Traffic Management Teams (TMT) needed to assist w system diversion/impact reduction
See Note 5

3.10 ☐ On-site Traffic Advisor

3.11 ☐ Others

SUBTOTAL $ 997,620

4 Construction Strategies

Please contact Saleh Yadegari, 4232, to get Delay Calculations, lane closure charts, Table Z and Special events list. **Please tell him of any concerns/committments re special LC days, times, season, events; environmental restrictions; if work may be affected by snow and low or high temperatures.** E.g. desert heat may delay AC digout curing which may increase traffic impact when vehicles overheat in the queue; etc. IF traffic volumes vary significantly between seasons, consider including different closure charts to avoid a CCO later.

4.1 This TMP presumes work is planned as below. If different, TMP needs to be revised.
☐ Off peak
☐ Night
☐ Weekend

4.2 Project Engineer is responsible to request closure charts for
☐ Flagging
☐ Shoulder
☐ Lane
☐ Street
☐ Ramp
☐ Connector
☐ Extended Weekend Closures
☐ Total Facility Closures

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

TMP TABLE **EA** **08-0F6300)ATE 5/12/2009**

4.3 ☐ Project Phasing

4.4 ☐ Contra Flow (put traffic into opposing roadbed)

4.5 ☐ Reversible Lanes

4.6 ☐ K-Rail

☐ BEES 152372 - Lateral shifting to open shoulder space early is anticipated. Please include supplemental work funds in the estimate to pay for the extra work. See Standard Specifications 12-4, Measurement and Payment. Discuss w Traffic Design!

☐ Temporary Traffic Screens

4.7 ☐ Movable Barrier

4.8 ☐ Truck Traffic Restrictions

4.9 ☒ Coordinate with adjacent construction and planned projects - also on detour routes.
Use SSP 07-850

4.10 ☐ BEES 066008 Incentives/Disincentives

4.11 ☐ Strictly enforce Constr. Progress Schedule (CPM)

4.12 ☒ Specification 12-220

☒ Funds for paragraph 11 and 12:
BEES 066022 (**Traffic**) **Right of Way delay**. Show in supplemental work. If State (or agency) denies an approved closure or orders the contractor to pick it up early, this can be used to pay damages, e.g. for AC cold load, etc. $ -

4.13 ☒ **Delay Penalty (DP)** **Please contact Saleh Yadegari, 4232, regarding Delay Calculations.** DP is not related to the R/W Delay shown above!

4.14 ☐ Others

SUBTOTAL $ -

5 Demand Management (DM)

Project team needs to coordinate with RCTC/SANBAG/CVAG

Traffic diversion may increase available work hours.

5.1 ☐ A coop will be executed

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

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

☐ PA/CL need to inform commuters info through RCTC/SANBAG. Funds part of PA/CL.

5.2 ☐ HOV Lanes/Ramps (New or Convert)

5.3 ☐ Park-and-Ride Lots

☐ LEASED SPACES (Are sponsored spaces feasible in exchange for signs and print coverage?)

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

5.5 ☐ BEES 066069 Rideshare Promotion

5.6 Rideshare Incentives -
As far as D8 DTM.TMP knows, incentives to individuals cannot be paid by the State, however, State can pay for Local Transportation agency staff time, postage, cost of extra busses, etc.

☐ Carpool/vanpool

☐ Transit

☐ Train

☐ Light-Rail

5.7 BEES 066066

☐ Public Transit Support/Improvements/Shuttle Service

☐ School Shuttle Service

5.8 ☐ Variable Work Hours

5.9 ☐ Telecommute

5.10 ☐ Ramp Metering (Modify or new)

TMP TABLE **EA** **08-0F6300 DATE 5/12/2009**

5.11	[X] Rideshare signs needed - unless already signed. See 2.4		
5.12	[ ] Others		
		SUBTOTAL	$ -

6 Alternate Route Strategies

Caution - signed detours may require environmental clearance

Traffic diversion may increase available work hours. Please work with Traffic Design.

6.1	[ ] Add Capacity to Freeway connector		
6.2	[ ] Ramp Closures		
6.3	[ ] Temporary Highway Lanes or Shoulder Use		
6.4	[ ] Parking Restrictions		
6.5	[ ] Street Improvements		
	[ ] State R/W - Signals, Widen, etc.		
	[ ] Local R/W - Signals, Widen, etc. Coop or Permit may be needed		
6.6	[ ] Local Street USE - Coop or Permit may be needed		
6.7	[ ] Traffic Control Officers (see 3.1 Cozeep)		
6.8	[ ] Signed detour - using State routes		
6.9	[ ] Signed detour - using local streets and roads		
6.10	[?] Adjust signals	$	20,000
6.11	[ ] Temporary bicycle or pedestrian facilities		
6.12	[ ] Others		
		SUBTOTAL	$ 20,000.00

7 Other Strategies

7.1	[ ] Application of new technology		
7.2	[ ] Innovative products		
7.3	[ ] Others		
		SUBTOTAL	$ -
		TOTAL	$ 1,267,620

08-SBd-395 PM R4.0/19.3
08-236-0F6300
Widen Highway and
Improve Intersections
HE-13 (STIP)
20.20.025.700

ATTACHMENT K

Project Initiation Proposal (PIP)

STATE OF CALIFORNIA — PROJECT INITIATION PROPOSAL (PIP) — DEPT OF TRANSPORTATION
PROGRAM MGMT. — CAPITAL OUTLAY — Page 1 of 2
8-PD37(REV 12/02)

DATE REC IN PM: Sept 01 E.A. 0F630 PIP NO. 2728

A. Originating Office: Pre-Prog./Eng. Studies — Date: 8/30/2004
Office Chief: Greg Ramirez — Telephone Ext.: 6309
Contact: Vu Ngo — Telephone Ext.: 4827

LOCATION: SBD-395-3.98/19.3 (KP 6.41/31.1) — Co-Rte-PM (KP)
In Hesperia, Victorville & Adelanto from I-15/US-395 Sep to 2.8 km south of Desert Flower Rd — Geographic

ISSUE:

In March 2004, PIPs 2659 and 2660 were approved to widen US-395 from two lanes to four lanes with a 4.2-meter two-way left-turn lane and to adjust the vertical alignment where necessary to enhance sight distance. The highway segments to be improved were: SBD-395-3.98/11.18 (KP 6.41/17.99) and SBD-395-11.18/19.3 (KP 17.99/31.1) It is proposed to combine both locations into a single project under one Expenditure Authorization, to facilitate the project development process and improve efficiency.

PROPOSED SOLUTION(S):

To facilitate the project development process and improve efficiency, combine work under project EAs 08-34041 (PIP # 2659) and 08-34042 (PIP # 2660) as a single project with a new EA. For additional details, see attached PIPs. Draft Contrib. Agreement 8-1250 for EAs 34041 & 43042. SANBAG to fund $2,000,000 of support costs for PA/ED. State Support $8,750,000.

AGREEMENT REQUIRED: YES: X NO:

PERFORMANCE INDICATORS: NO: DESCRIPTOR: N/A

PRELIMINARY ESTIMATE:

CONST:	Roadwork	$39,000,000	Structures	$1,000,000	Total	$40,000,000
		State Share $40,000,000		Local Share		
R/W :	Acquisition	$1,000,000	Utilities	$2,000,000	Total	$3,000,000
		State Share $3,000,000		Local Share		

TOTAL PROJECT COST: (CONST + R/W):

B. PROGRAM MANAGEMENT: Type 025.700
Project Type: STIP HE13 Major X Minor Proposed Funding: FY FND
Project Manager: Gary Wintergerst — Functional Manager: Greg Ramirez
Comments: This PIP recombines PIPs 2659 and 2660 which were reviewed by District Staff. The Project Manager has advised Programming that a Staff Review is not needed since the two PIPs have been reviewed. Date: 9/1/04 JF.

C. REVIEWER COMMENTS: Request Staff Review ☐
CHARGE TIME TO EA: 987903 SD: 5954395003.9 ACT: 2012
No review is required (See note above). Project Manager to prepare a schedule for the PID.
Reviewer: Joe Fernandez — Date: 9/1/04
Print Name — Office: Prog. Mgt.

D. FINAL DISPOSITION:
Project: Approved as Submitted ☑ Rejected ☐ Approved With Conditions(See Comments ☐
COMMENTS:

DDD Program/Project Management — Date: 9-16-04

PROJECT DATA SHEET

PROGRAM MANAGEMENT

A.

E. A.: ØF6306 PPNO: _____ PIP NO: 2728

CONSTRUCTION PROGRAM CODES:

TRAMS 25.700 PMCS HE11 ELEM FCR

FUND SOURCE: FED ONLY: _____ FED/STA: _____ STA ONLY: _____ OTHER: _____

ENVIRONMENTAL DOCUMENT TYPE: _____ PID TYPE: _____

B. OTHER FUNDED PROJECTS:

TYPE(S): _____

AGENCY NAME(S): _____ U-FLAG #: _____

Percentage of work to be transferred to outside agency identified by phase:

"K" Phase%: _____ "0" Phase%: _____ "1" Phase%: _____ "2" Phase%: _____ "4" Phase%: _____

C. COST ($1,000s)

	STATE FUNDS	LOCAL FUNDS	TOTAL COST
BRIDGE			
ROADWAY			
TOTAL CONST			
RIGHT OF WAY			
TOTAL			

D. Enter date PMCS screen was updated:

FUNC TAS _____ TEXT PC _____ MAKE _____

COST FND _____ TEXT ST _____ CLAS _____

COST EST _____ TEXT SF _____ SCAN _____

COST CAP _____ TEXT TI _____ PYRS _____

EVNT CLR _____ COST RW1 _____ (ENTERED BY R/W)

EVNT DTE _____

EVNT RPT _____

EVNT ADV _____

E. FILE MAKER PRO (PROGRAMMING SUMMARY):

Enter date FMP was updated:

1. Project Description _____
2. Cost Estimates _____
3. Schedule and Record of Estimates _____

DATE: 9-2-04

PIP# 2728

EA# 0F630G

DISTRIBUTION OF APPROVED PROJECT INITIATION PROPOSAL (PIP)

TO	MAIL STATION	NAME	DEPARTMENT
X	730	G. Ramirez	PIP INITIATOR
___	1123	R. BOTELLO	BUDGETS (HM PROJECTS)
___	_____	_____	FUNCTIONAL MANAGER
___	_____	_____	MAINTENANCE SUPT. (HA21, HA22, HM)
___	1161	J. ROGERS	HYDRAULICS
___	1030	W. LI	LOCAL ASSISTANCE (LOCAL FUNDING INVOLVED)
X	728	P. FAGAN	TRANSPORTATION PLANNING
X	1234	P. GONZALES	ENVIRONMENTAL PROJECT MANAGEMENT
X	730	G. RAMIREZ	PRE PROG/ENG STUDIES (MAJORS) - 1 copy only
X	1229	G. Winstead	*PROJECT MANAGER (MAJORS, MINORS, HM)
___	1232	_____	PROJECT MANAGER (MINORS)
X	645	E. MCGINN	CAPITAL OUTLAY SUPPORT
___	1231	L. SUPERNAW	PROGRAM MANAGEMENT
X	9-2/9G (HQ)	M. DOWNS	STRUCTURES
X	9-5/8F (HQ)	J.COSMEZ	STRUCTURES
X	855	D. PEETERS	R/W PLANNING & MGMT. (OTHER THAN HM)
___	DIST.7 (HQ) (DSMI SOUTH)	S. NAKAO	MAINTENANCE (HA21, HA22)
FROM:	1231	M. CADDELL	PROGRAM MANAGEMENT

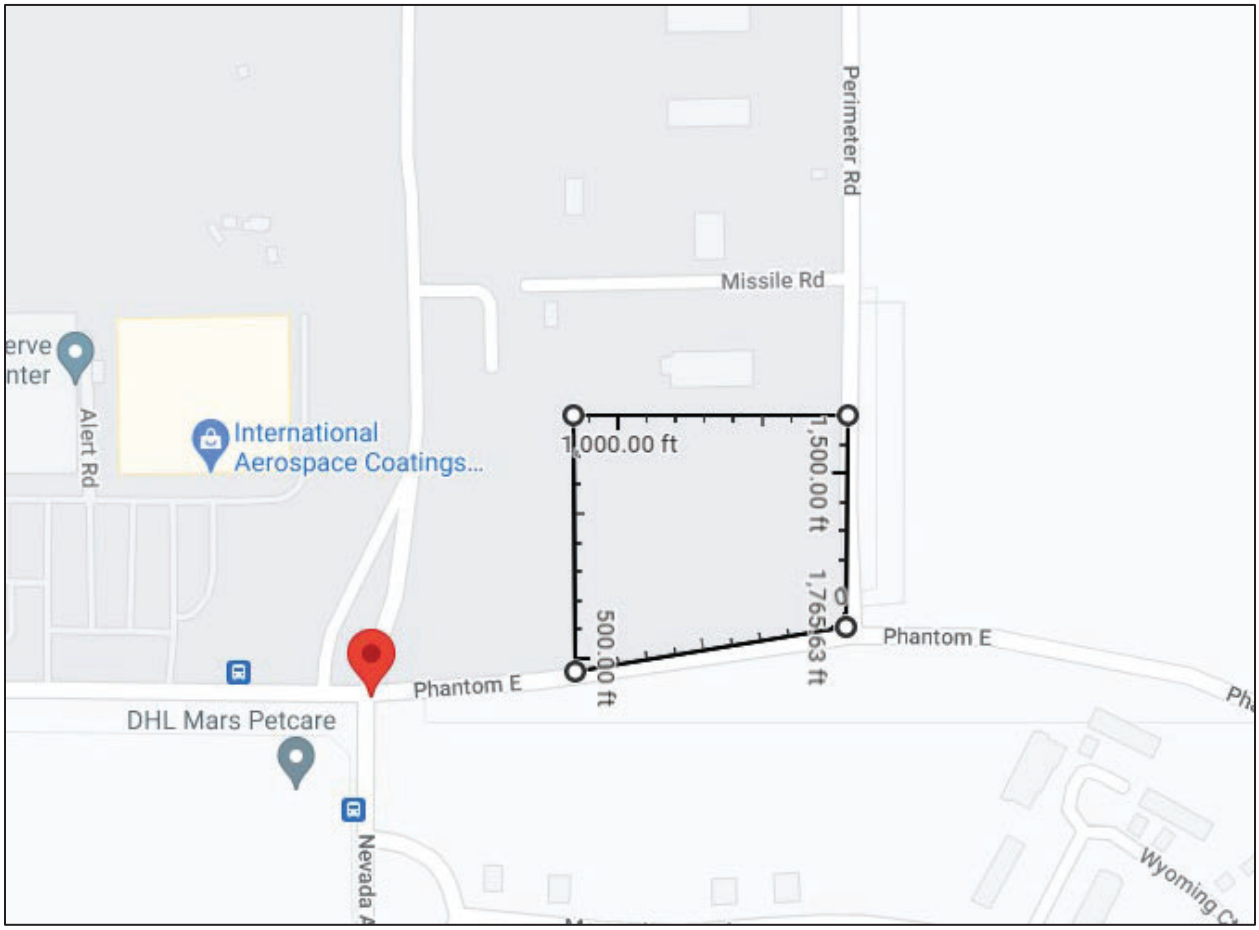
*SEE CORRIDOR ASSIGNMENT

PROJECT REPORT EQUIVALENT

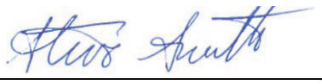
Project Title: *US 395 Freight Mobility and Safety Project, Phase 2 – Zero Emission Component*

Project Location Description: *13640 Phantom E, Victorville, CA 92394*

Vicinity Map



I, *Steven Smith, Director of Planning and Regional Programs* have been given full authority by *San Bernardino County Transportation Authority* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following data or information are found to be falsified.



May 28, 2024

Steven Smith *Date*

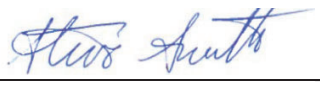
Director of Planning and Regional Programs

Title

San Bernardino County Transportation Authority

Agency/Company

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate



May 28, 2024

Steven Smith, Director of Planning and Regional Programs Date

San Bernardino County Transportation Authority

Agency

Table of Contents

1. INTRODUCTION

The US 395 Freight Mobility and Safety Project will convert a 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a median, turning lanes, eight-foot shoulders, and pedestrian/bicycle accommodations at intersections that connect to the emerging local active transportation network. The Project also includes a Zero Emission (ZE) component which will construct a hydrogen fueling station in Victorville, California for trucks in the corridor.

It should be noted that the site in Victorville is a shared site with Caltrans. Both SBCTA and Caltrans, in partnership with Nikola, submitted individual applications for Trade Corridor Enhancement Program (TCEP) funds to construct a hydrogen fueling station in the High Desert region of San Bernardino County. Both projects were awarded funds: the SBCTA US 395 Freight Mobility and Safety Project and the Caltrans Southern California Hydrogen Fueling Stations Project, which will construct multiple sites including the Victorville site. This report is specific to the SBCTA portion of the Victorville site, i.e., the ZE Component of the US 395 Freight Mobility and Safety Project.

The Victorville hydrogen fueling station will serve hydrogen Fuel-Cell Electric Vehicles (FCEV) traveling along US 395 and I-15 and will have the capacity to fuel up to 100 vehicles per day. This portion of the overall project will help jump-start the path to accelerating the turnover to zero-emission truck fleets through early investment in zero-emission fueling infrastructure for medium and heavy-duty trucks.

Table 1: Victorville HRS Project Summary

Item	Description
Project Limit/Footprint	District 8 – San Bernardino County – US-395 Project will construct a hydrogen fueling station in Victorville, CA at 13640 Phantom East.
Total Project Cost	$6,500,000
Outputs	One hydrogen fueling station with capacity to fuel up to 100 vehicles per day 1 hydrogen refueling nozzle 4,000 kg H2/day refueling capacity
Outcomes	Outcomes include improved movement of goods, development of zero emission infrastructure, and improved community health.
Environmental Determination or Document	CEQA: Notice of Exemption filed by the City of Victorville.

2. BACKGROUND

The adoption of the Climate Action Plan for Transportation Infrastructure (CAPTI) on July 12, 2021 triggered a rethinking of approaches to transportation infrastructure throughout the state. Months after the approval of CAPTI, the SBCTA Board directed staff to find projects in which CAPTI principles could be incorporated. Additionally, the SBCTA Board directed staff to develop a Clean Truck Initiative and

Implementation Plan incorporating the proposed clean truck fueling infrastructure funding opportunity made available by the California Transportation Commission through the Trade Corridor Enhancement Program (TCEP) for both the I-10 and US 395/I-15 Corridor. This direction led staff to incorporate a zero-emission (ZE) component to the US 395 Freight Mobility and Safety Project due to the project's proximity to both US 395 and I-15. Upon this direction, staff initiated communications with vendors involved in both battery-electric truck charging and hydrogen fuel cell truck fueling to incorporate zero-emission infrastructure into the overall US 395 Freight Mobility and Safety Project. Ultimately, SBCTA partnered with Nikola.

As an energy provider and a ZEV original equipment manufacturer (OEM), Nikola is strategically building a network of fueling solutions to support its hydrogen FCEVs, as well as FCEVs manufactured by other OEMs. As part of Nikola's planned network, Nikola partnered with Caltrans (as mentioned in the introduction of this project report) to implement the Southern California Hydrogen Fueling Stations Project. The Project will place sites in the Cities of Colton, Victorville, Rialto, and San Diego. The stations comprising the Southern California Hydrogen Fueling Stations Project will be constructed in two phases. Phase 1 will construct the Colton location and Phase 3 will construct the Victorville, Rialto, and San Diego locations. All sites were strategically chosen to be located near heavily trafficked truck corridors, industrial areas, ports, and warehousing districts. For the Victorville site, Nikola parternered with both SBCTA and Caltrans.

Construction of a hydrogen fueling station in Victorville is a vital piece to fueling FCEVs and helping California achieve its ambitious emission reduction goals, address the safety challenges of freight, reduce freight-induced air and noise pollution, and improve equity for disadvantaged communities. The Project will improve air quality and reduce industrial noise due to the vehicles being electrically driven and powered with hydrogen fuel cells. Conversely, conventional diesel trucks utilize internal combustion engines which are loud and produce greenhouse gas (GHG) emissions. The Project will also improve environmental equity as many disadvantaged communities are adjacent to or within industrial neighborhoods. By reducing GHG emissions, criteria pollutants, and noise, the Project will improve environmental conditions in disadvantaged communities.

3. PURPOSE AND NEED

3.1. Purpose

The purpose of the Project is to construct a new heavy-duty hydrogen fueling station intentionally located near a highway interchange and goods movement route that is a part of the Primary Highway Freight System (I-15) and a Critical Urban Freight Corridor (CUFC - US-395). The fueling station at the Victorville site as part of the US 395 Freight Mobility and Safety Project will include one hydrogen fueling station with capacity to fuel up to 100 vehicles per day, 1 hydrogen refueling nozzle, and 4,000 kg H2/day refueling capacity.

3.2. Need

3.2.1. Justification

The Project is needed to support the deployment of hydrogen fuel cell electric vehicles. Support for FCEVs will decarbonize the freight system, reduce emissions, and limit noise pollution. The Project will enable a faster rollout of hydrogen infrastructure in the Southern California region in anticipation of a surge in the adoption of FCEV trucks that will be dependent on these stations.

3.2.2. Regional and System Planning

Transitioning regional auto and truck fleets to zero-emission is a high priority of the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and incentive programs of state agencies. The 2020 RTP/SCS includes an entry in the project list covering all counties with the RTP ID of 7160003, titled "Zero-Emission Goods Movement." While specific sites for zero-emission charging/fueling were not identified in the RTP/SCS (that is up to vendors in collaboration with public permitting agencies), there is direct provision for the charging/fueling infrastructure as proposed for the Victorville fueling station in conjunction with the US 395 Freight Mobility and Safety Project.

3.2.3. Traffic

Not applicable, as this project is off-system and is a non-capacity enhancing project.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

CEQA Class-32 Exemption (see Attachment C)

The location was exempt from a more robust CEQA document as a class-32 (In-Fill Development). A letter describing the exemption was issued by the authority having jurisdiction.

5. CONSIDERATIONS REQUIRING DISCUSSION

5.1. Hazardous Waste

No hazardous waste has been identified at this time from previous Phase I and II Environmental Site Assessments and Geotech completed by lease owner. Nikola is confirming by conducting further Geotech analysis.

5.2. Value Analysis

The Cal B/C model for the entirety of the Caltrans Southern California Hydrogen Fueling Stations Project was conducted using the California Lifecycle Benefit/Cost Analysis Model (Cal-B/C v8.1) and the Victorville station represents a portion of the below benefits. Two primary categories of user benefits were estimated using the Cal-B/C model: reduced vehicle emissions and safety benefits.

The overall Caltrans Southern California Hydrogen Fueling Stations Project has its emissions reduction as its main benefit and is estimated to replace over 2.2 billion vehicle miles traveled (VMT) of diesel trucks with zero-emission trucks over the 20-year period of operation. As stated above, the benefit attributable to the Victorville station would represent a portion of this four-station package. The four-station overall project would result in a 20-year monetized GHG reduction benefit of $515,748,422. In addition, the enhanced safety in the Project area is expected to generate $1,543,085 in benefits during the 20-year period of analysis. Collision reductions are calculated by multiplying VMT by crash type rate then divided by the Crash Modification Factor (CMF). The collision reductionss are monetized by the cost per injury to

determine the dollar savings per collision severity. It is estimated that the four-station Project will result in a net present value of $517,291,507 and generate a benefit-cost ratio of 6.64:1 over the 20-year analysis period, based on the analysis for the Caltrans overall Southern California Hydrogen Fueling Station Project.

5.3. Resource Conservation

Not applicable.

5.4. Right-of-Way Issues

No right of way issues are anticipated at this time. Utility service has been verified, and there are no temporary easements impeding the parcel.

5.5. Environmental Compliance

This station has received a categorical exemption from CEQA as class 32 in-fill development (see Attachment C). As the project is not eligible for federal funding, NEPA compliance is not required.

5.6. Air Quality Conformity

Diesel-fueled freight has negative air quality impacts on the Southern California region. Nikola's ecosystem of clean fuel and vehicles empowers change at a local scale that can be expanded to statewide over time.

Improved community health will result from improvements in air quality. The effect of these community impacts is especially powerful in urban and denser suburban areas. Based on U.S. EPA averages, the zero tailpipe emission Tre FCEV can avoid 106 metric tons of CO2, 205kg of NOx and 4 kg of PM 2.5 per truck annually. The hydrogen fueling station will positively impact the quality of life and health of communities in the High Desert and throughout the Southern California region.

Of the census tracts surrounding the Victorville station location, 1 of 2 has CalEnviroScreen 4.0 score percentiles above the 88th. These scores represent some of the highest exposure to Ozone, PM 2.5, and Diesel Particulate Matter in the state.

5.7. Title VI Considerations

There was no need for Title VI analysis since none of the materials required in operation are Class 1 or 2 substances under the Clean Air Act.

5.8. Noise Abatement Decision Report

A direct correlation can be drawn between excessive noise pollution and increases in stress related illness, hearing loss, sleep disruption and lost productivity. The Nikola FCEV trucks utilizing the Initial Site stations are quiet: up to 1/1000th as loud as their diesel incumbents. Nikola's "Tre" FCEV – day cab Class 8 truck – logged an ambient external noise level of less than 70 dB, versus a diesel truck generating approximately 100 dB at the same distance.

6. FUNDING, PROGRAMMING AND ESTIMATE

6.1. Funding

Project funding below includes TCEP funding awarded to the ZE component of the US 395 Freight Mobility and Safety Project and private funds provided by Nikola to satisfy the 30% match requirement for TCEP Regional Funds. The funding table below does not reflect total project costs. The remaining project funding for the Victorville fueling station can be found in the Project Report for the Southern California Hydrogen Fueling Stations Project.

It has been determined that this project is not eligible for Federal-aid funding as the project only cleared the CEQA process and not the NEPA process.

6.2. Programming

6.2.1. Nikola Funding

Nikola Private Funds	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction		$1,500							$1,500
Total		$1,500							$1,500

6.2.2 SBCTA TCEP TCEP Funds	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support									

PS&E Support									
ght-of-Way Support									
onstruction Support									
Right-of-Way									
Construction		$5,000							$5,000
Total		$5,000							$5,000

Estimate

See attached cost estimate for the Victorville hydrogen fueling station. Long lead equipment accounts for approximately 50% of the total project cost. This percentage varies depending on how many on- and off-site improvements are required. Given the site selected in Victorville is a greenfield site, the long lead equipment accounts for less of the project cost than it would at a brownfield site.

7. DELIVERY SCHEDULE

Table 2: Delivery Schedule

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	11/15/2022	Actual
Begin Environmental (PA&ED) Phase	9/11/2023	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/28/2023	Actual
Draft Project Report	3/31/2024	Target
End Environmental Phase (PA&ED Milestone)	12/28/2023	Actual
Begin Design (PS&E) Phase	1/1/2024	Actual
End Design Phase (Ready to List for Advertisement Milestone)	4/1/2025	Target
Begin Right of Way Phase	1/1/2024	Actual
End Right of Way Phase (Right of Way Certification Milestone)	4/1/2025	Target
Begin Construction Phase (Contract Award Milestone)	9/6/2025	Target
End Construction Phase (Construction Contract Acceptance Milestone)	3/31/2026	Target
Begin Closeout Phase	4/30/2026	Target

Table 2: Delivery Schedule

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
End Closeout Phase (Closeout Report)	4/30/2027	Target

8. RISKS

The planned Victorville station includes consideration of a hydrogen offtake from an adjacent production facility currently being planned by the landlord. Delay, downtime, or other impairment of the landlord's planned production facility could result in negative impacts to project economics.

Constructing the combined Victorville station will require Nikola to coordinate with SBCTA to align project deliverables to satisfy TCEP requirements for the US 395 Freight Mobility and Safety Project and the Southern California Hydrogen Fueling Stations Project.

While it is anticipated that the ZE component of the US 395 Freight Mobility and Safety Project will be combined at allocation with the Southern California Hydrogen Fueling Stations Project, inability to combine projects could result in lost funding opportunities.

9. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

A funding agreement between Nikola and SBCTA (or Caltrans and Nikola if projects are combined as mentioned in Section 8) will be required that will manage invoicing, reimbursement, and other terms as necessary.

10. ADDITIONAL INFORMATION

Not applicable.

11. ATTACHMENTS

A. Project Programming Request PPR (7 pages)
B. Project County Map (1 page)
C. Approved Environmental Document (2 pages)
D. Engineer's Estimate (1 page)
E. Outcomes (1 page)
F. Preliminary Site Plan (1 page)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

ATTACHMENT A

PPR ID
ePPR-6507-2023-0010 v0

Amendment (Existing Project) ☐ YES ☒ NO						Date	05/29/2024 09:07:11
Programs ☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☒ Other		
District	EA	Project ID	PPNO	Nominating Agency			
08	1P920	0824000167	1323	San Bernardino County Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Bernardino Cou							
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact			Phone	Email Address			
Sal Chavez			909-884-8276	schavez@gosbcta.com			

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project - Zero-emission

Location (Project Limits), Description (Scope of Work)

Location: This project is located on US 395 between SR-18 (Palmdale Rd) and I-15 in the Cities of Hesperia and Victorville.
Description: The project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, improved pedestrian/bicycle accommodations, and signal upgrades at intersections and will provide a contribution to zero-emission (ZE) fueling infrastructure for trucks at a site near the US 395/I-15 junction.

The ZE portion of the project includes a hydrogen fueling station near heavily traveled truck routes to support operation of heavy-duty hydrogen fuel cell vehicles. The fueling station will be located off-system at 13640 Phantom East, Victorville, CA 92394 and will include one fueling aisle with the capability of fueling up to 100 trucks or buses a day.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	San Bernardino County Transportation Authority
Right of Way	San Bernardino County Transportation Authority
Construction	San Bernardino County Transportation Authority

Legislative Districts					
Assembly:	34	Senate:	23	Congressional:	23

Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2022	
Begin Environmental (PA&ED) Phase	11/01/2006	09/11/2023
Circulate Draft Environmental Document Document Type ND/MND	10/01/2009	12/28/2023
Draft Project Report	11/01/2009	03/31/2024
End Environmental Phase (PA&ED Milestone)	12/31/2009	12/28/2023
Begin Design (PS&E) Phase	08/19/2022	01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	12/27/2023	04/01/2025
Begin Right of Way Phase	11/18/2022	01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	11/27/2023	04/01/2025
Begin Construction Phase (Contract Award Milestone)	07/03/2024	09/06/2025
End Construction Phase (Construction Contract Acceptance Milestone)	03/02/2027	03/31/2026
Begin Closeout Phase	03/03/2027	04/30/2026
End Closeout Phase (Closeout Report)	11/30/2027	04/30/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0010 v0

Date 05/29/2024 09:07:11

Purpose and Need

The US-395 Freight Mobility and Safety Project will convert this 7-mile section of state highway between I-15 and SR-18 from 2 lanes to a 4-lane facility with a raised median, turning lanes, eight-foot shoulders, and improved pedestrian/bicycle accommodations. It is a collaborative effort by SBCTA and Caltrans, the purposes of which are to:

- Improve the efficiency and reliability of regional freight flows by closing a critical gap in US 395 in the Victor Valley
- Improve safety for all users, both motorized and non-motorized
- Transition US 395 into a more community-centric facility that better accommodates bicycle, pedestrian, and transit travel

Project Need: US 395 is designated as a “Priority Interregional Highway” in the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP) – the same designation as I-15 and SR-58. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to/from the Central Valley. With 30,000 vehicles per day, including approximately 17% trucks, this segment is almost twice the volume as the segment of US 395 immediately south of Kramer Junction (at SR-58) and is four times the volume of the four-lane segments north of SR-14 – yet it remains as two lanes. It is the highest priority project in the entire area for jurisdictions in the Victor Valley, representing 330,000 in population, and improvement is supported by Kern, Inyo, and Mono Counties as well. It is also on the federal list of Critical Urban Freight Corridors (CUFCs).

The purpose of the ZE portion of this project is to build a heavy-duty hydrogen fueling station that will become a part of a larger network of stations to encourage the use of heavy-duty Zero Emission Vehicles. The project is needed to support the demand and use of hydrogen fuel cell vehicles. Please see Additional Information section for additional Output information.

NHS Improvements ☐ YES ☒ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of hydrogen nozzles	Each	1
ZEV infrastructure	Hydrogen site capacity per day	kg H2/day	4,000
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1

Additional Information

Performance Indicators and Measures Section includes data that is currently available. The Performance Measures indicated for US 395 Phase 2 Freight Mobility and Safety Project reflect the Performance Measures for construction of the mainline only. The Performance Measures were not calculated for the Zero-Emission (ZE) Fueling Infrastructure Component of the project as this component was not fully defined and information was preliminary at time of application submission.

The ZE Component of the US 395 Phase 2 Freight, Mobility, and Safety Project is located at 13640 Phantom East, Victorville, CA 92394. This is the location for both the SBCTA project and the Caltrans/Nikola Southern California Hydrogen Fueling Stations project.

SBCTA, in partnership with Nikola, and Caltrans/Nikola both submitted individual applications (the Southern California Hydrogen Fueling Stations Project, as noted above, is the title of the Caltrans/Nikola project) to apply for TCEP funds to construct a hydrogen fueling station in Victorville; both applications were awarded.

The TCEP amount of $5 million reflected in this ePPR represents SBCTA's TCEP award for the Victorville station. The total project cost of the Victorville station is reflected in Caltrans/Nikola ePPR ID ePPR-CT-2023-0006.

The outputs for the Victorville site are reflected in two ePPRs: one SBCTA ePPR and one Caltrans/Nikola ePPR. The sum of the outputs between the SBCTA ePPR and a portion of the Caltrans/Nikola ePPR (which includes multiple sites) will reflect the outputs for the total Victorville project, with the exception of the fueling station output itself. Only one station is being constructed at the Victorville site. However, since the fueling station output cannot be divided, both ePPRs will reflect one fueling station output.

It is anticipated that the ZE Component of the US 395 Phase 2 Freight, Mobility, and Safety Project will be combined at allocation with the Caltrans/Nikola Southern California Hydrogen Fueling Stations project.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	17,844,188	17,868,919	-24,731
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-3,989	0	-3,989
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	278	8,622	-8,344
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	5,815	13,605	-7,790
	Optional	Daily Truck Trips	# of Trips	7,395	6,656	739
	Optional	Daily Truck Miles Traveled	Miles	51,765	46,592	5,173
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,699,175	2,429,440	269,735
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.02	1.78	-0.76
	Optional	Truck Travel Time Reliability Index	Index	1.02	1.78	-0.76
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	350,071	351,672	-1,601
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	57,562	0	57,562
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	52	0	52
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	14	-14
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	4.3	5	-0.7
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.019	0.022	-0.003

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	155	180	-25
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.67	0.78	-0.11
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	970	0	970
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.2	0	6.2
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0010 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County		1P920	0824000167	1323

Project Title

US 395 – Phase 2 Freight Mobility and Safety Project - Zero-emission

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,500						6,500	
TOTAL		6,500						6,500	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.320
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Regional share. $5M for zero-emission component of Project. This will be a contribution & not eligible for future increase. $30M (separate ePPR) will be used for construction of Mainline.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Total project cost is reflected in Caltrans/Nikola ePPR ID ePPR-CT-2023-0006.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
TOTAL		5,000						5,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6507-2023-0010 v0

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									These funds will be provided by Nikola.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,500						1,500	
TOTAL		1,500						1,500	

Attachment B: Project County Map

ATTACHMENT C

CITY OF
VICTORVILLE

DEVELOPMENT DEPARTMENT
Planning • Building • Code Enforcement
Business License • Animal Control
14343 Civic Drive
P.O. Box 5001
Victorville, CA 92395-5001

(760) 955-5135
Fax (760) 269-0070

November 16, 2023

StratosFuel
Attn: Sean Walsh
3550 Vine Street, Unit 220
Riverside, CA 92507

RE: Notice of Exemption for Case ADMN23-00100 - A Site Plan with an Environmental Exemption to allow for the development of a hydrogen fueling station and convenience store on a parcel zoned Airport and Support Facilities of the SCLA Specific Plan on property located at the northwest corner of Phantom West and Perimeter Road

To Whom It May Concern:

The City of Victorville Planning Division has received your request for entitlement for the above noted project for which a California Environmental Quality Act determination is needed. Following a City review of the proposal it has been determined the project would be Exempt from CEQA per Section 15332 entitled "In-Fill Development Projects", see the attached Notice of Exemption. It is noted that this exemption is being provided prior to the formal entitlement of the proposed project and this determination in no way exempts the project applicant from finalizing said entitlement including providing all necessary plans, studies and reports to the satisfaction of the City Zoning Administrator. The final entitlement review and determination shall consider the project previously environmentally assessed through this determination.

Sincerely,

Travis Clark
Senior Planner

DATE FILED & POSTED
Posted On: 11-21-2023
Removed On: 01-03-2024
Receipt No: 36-11212023-952

Notice of Exemption

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ County Clerk
County of San Bernardino
385 N. Arrowhead Ave. 2nd Floor
San Bernardino, CA 92415-0130

From: (*Public Agency*) City of Victorville
14343 Civic Drive
Victorville, CA 92392

Project Title: ADMN23-00100 – Minor Site Plan

PROPOSED LOCATION: Northwest Corner of Phantom West and Perimeter Rd. APN 0459-041-27

Project Location – City: Victorville **Project Location – County:** San Bernardino

Description of Project: A Site Plan with an Environmental Exemption to allow for the development of a hydrogen fueling station and convenience store on a parcel zoned Airport and Support Facilities of the SCLA Specific Plan on property located at the northwest corner of Phantom West and Perimeter Road.

Name of Public Agency Approving Project: City of Victorville

Name of Person or Agency Carrying out Project: StratosFuel

Exempt Status: (*check one*)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15332 – In-Fill Development Projects
- ☐ Statutory Exemptions. State code number:

CLERK OF THE BOARD OF SUPERVISORS
2023 NOV 21 AM 10:1
COUNTY OF SAN BERNARDINO
CALIFORNIA

2. **Reasons why project is exempt:** Pursuant to Section 15332 of the California Environmental Quality Act (CEQA) entitled "In-Fill Development Projects", new construction of a building on a site less than five acres in size that is surrounded by urban uses can be found Categorically Exempt from CEQA if the project meets certain benchmarks. The subject proposal meets said benchmarks and is Categorically Exempt from CEQA because the project site is less than five acres in size and surrounded by urban development; the proposal is consistent with the underlying General Plan and zoning regulations; the site has no value as habitat for rare, endangered, threatened, or special status species; the development can be served by all required utilities and public services; and approval of the project will not result in any significant effects to traffic, noise, air or water quality.

Lead Agency City of Victorville
Contact Person: Travis Clark Area Code/Telephone /Extension: 760 955-5135

If filed by applicant:
1. Attach certified document of exemption of finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: _____ Date: _____ Title: _____

☐ Signed by Lead Agency

☒ Signed by Lead Applicant

Date of received filing at OPR: _____

ATTACHMENT D

H2 STATION COST ESTIMATE CITY OF VICTORVILLE

Task	Projected Cost
Due Diligence	$ 100,000.00
Utility Pre-Design	$ 30,000.00
Engineering Design	$ 700,000.00
Permitting Fees	$ 100,000.00
Equipment	$ 9,317,629.00
Construction & Commissioning	$ 4,827,676.00
Contingency (25%) & Escalation (4%)	$ 4,209,079.00
Estimated Grand Total	$ 19,284,384.00

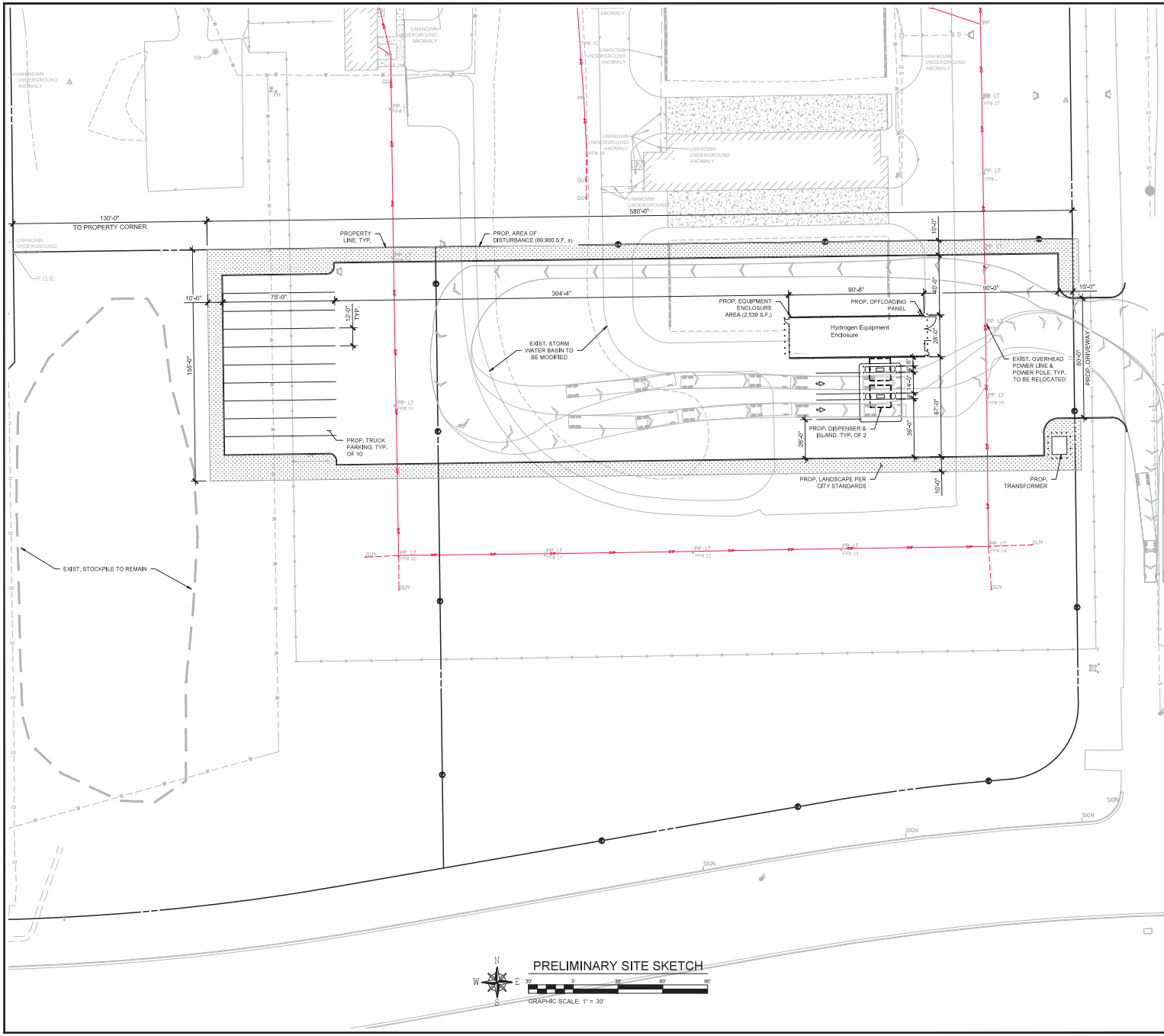
Attachment E: Outcomes

The Project's goals are to improve the movement of goods, community public health, and ZEV infrastructure to make progress toward a ZE goods movement economy.

Nikola's building and operating of heavy-duty hydrogen fueling stations will result in the movement of goods being zero emission as FCEVs become the preferred mode of transportation. This movement will improve public health in disadvantaged communities as the zero-emission infrastructure will provide enhanced safety benefits and provide cleaner air to disadvantaged neighborhoods that are in industrial areas.

Based on EPA provided averages for annual mileage and fuel economy, each zero tailpipe emissions FCEV should represent an annual GHG emission avoidance of approximately 106 metric tons of carbon dioxide (CO2), 205 kilograms (kg) of nitrogen oxide (NOx), and 4 kg of particulate matter (PM) 2.5. FCEVs of other OEMs should result in similar reductions of GHG emissions. This widespread use of FCEVs will also reduce noise which will contribute to overall enjoyment for residents within the community (i.e., 70 decibels (dB) compared to 100dB for diesel trucks). Also, construction of the Victorvile fueling station will provide the local community access to high paying energy sector jobs created for the maintenance and operation of the site.

ATTACHMENT F

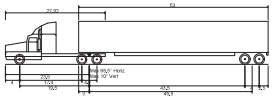


NOTE

1. EXPOSURE SETBACKS (NOT SHOWN HERE FOR SIMPLICITY) ARE BASED ON 2023 NFPA 2 TABLE 8.3.2.3.1.6(A). WITH THE FOLLOWING ASSUMPTIONS:
   - MAXIMUM OPERATING PRESSURE (MOP) OF THE TANK: 175 PSI
   - GREATEST INNER DIAMETER (D) = 1.5 IN

   GROUP 1: 49.0' (24.5' WITH FIRE WALL)
   GROUP 2: 48.0' (24.0' WITH FIRE WALL)
   GROUP 3: 44.0' (0' WITH FIRE WALL)

   THESE SETBACKS ARE SUBSTANTIALLY SMALLER THAN IN 2020 NFPA 2. APPROVAL BY THE AHJ'S MAY BE REQUIRED IF 2023 NFPA 2 HAS NOT BEEN ADOPTED AT THE TIME OF PERMIT SUBMITTAL.



WB-67 - Interstate Semi-Trailer (HEAVY DUTY VEHICLE)

Overall Length	73,500ft
Overall Width	8,500ft
Overall Body Height	12,052ft
Min Body Ground Clearance	1,334ft
Max Track Width	8,500ft
Lock-to-lock time	6,00s
Max Steering Angle (Virtual)	28,40°

NOTE:

THIS SITE SKETCH HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT, SITE SURVEY OR PRELIMINARY INVESTIGATION WITH THE AUTHORITIES HAVING JURISDICTION. THIS SITE SKETCH IS FOR CONCEPTUAL PURPOSES ONLY AND IS SUBJECT TO SIGNIFICANT CHANGES ONCE THE TITLE REPORT, SITE SURVEY OR PRELIMINARY INVESTIGATION WITH THE AUTHORITIES HAVING JURISDICTION HAVE BEEN REVIEWED. OFFSITE IMPROVEMENT NOT SHOWN.

PRELIMINARY SITE SKETCH

GRAPHIC SCALE: 1" = 30'

NIKOLA

fiedlergroup
Design & Engineering
299 N.Eucid Ave., Ste 550
Pasadena, CA 91101
(213) 381-7891
fiedlergroup.com

811 Know what's below. Call before you dig.
CALL AT LEAST TWO DAYS BEFORE YOU DIG
www.call811.com

NO.	DATE	REVISION DESCRIPTION
-	-	-

CONFIDENTIALITY STATEMENT

DEVELOPMENT INFORMATION

NIKOLA
NEW FUELING FACILITY

SITE ADDRESS:

VICTORVILLE, CA 92394

DESIGNED BY: TN	TO PM:
CHECKED BY: DK	QK: MEP PM:
DRAWN BY: TH	CONSULTANT PM:
DATE: 02/27/2024	PROJECT NO.: 16862

DRAWING TITLE:

SITE SKETCH (DISPENSING)

SHEET NO.:

SP-2

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EXHIBIT C

Performance Measures and Indicators: TCEP 2022 US 395 Freight Mobility and Safety Project

							Notes
Existing Average Annual Vehicle Volume on Project Segment		10,950,000					Cal-BC ADT x 365
Estimated Annual Vehicle Truck Percent on Porject Segment		17%					Cal-BC
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		12,939,615					Cal-BC ADT x 365
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project		17%					Cal-BC
Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**	
Congestion Reduction	Change in Daily Vehicle Hours of Delay	All	278	8,622	(8,344)	Decrease	Calculation from CalBC Emissions Tab Data, on 395 segment, Y20
	Change in Daily Truck Hours of Delay	All (except rail)	47	1,466	(1,419)	Decrease	Calculation from CalBC Emissions Tab Data, on 395 segment, Y20
	(Optional) Person Hours of Travel Time Saved	All			(3,989)	Decrease	Daily avg. from CalBC over 20 yr. (Annual/365)
	(Optional) Daily Truck Trips Due to Mode Shift				-		
	(Optional) Daily Truck Miles Traveled Due to Mode Shift						
	(Optional) Other Information: Daily Vehicle Hours of Travel Time Reduction	All	5,815	13,605	(7,790)	Decrease	On 395 segment only, Y20
Throughput (Freight)	Change in Annual Truck Volume	Highway, road, and port projects only	2,699,175	2,429,440	269,735	Increase	On 395 segment only, Y20
	Change in Rail Volume	Rial	Not Applicable				
	(Optional) Change in Cargo Volume	Transit Rail and Transit Bus	Not Applicable				
	(Optional) Other Information	All	Not Available				
System Reliability (Freight)	Truck Travel Time Reliability Index (“No Build” Only) (Optional Metric)	National and State Highway System Only	1.02	1.78	(0.76)	Decrease	Off-peak speed divided by peak speed, truck only

(Freight)	(Optional) Other Information: Daily Vehicle Hours of Travel Time Reduction (study area)	All					
Velocity (Freight)	Travel time or total cargo transport time	All	Not Available				
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	Not Available				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	Not Applicable				
	(Optional) Other Information	All	Not Available				
Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**	
Air Quality	Particulate Matter (PM 10)	All			-	Neither	On 395 segment, over 20 years - changes directly from CalBC
	Particulate Matter (PM 2.5)				-	Neither	
	Carbon Dioxide (CO2)				-9412 to +57562	See text	On 395 segment, over 20 years
	Volatile Organic Compounds (VOC)				1	Increase	On 395 segment, over 20 years
	Sulphur Dioxides (SOx)				(1)	Decrease	On 395 segment, over 20 years
	Carbon Monoxide (CO)				(52)	Decrease	On 395 segment, over 20 years
	Nitrogen Oxides (NOx)				14	Increase	On 395 segment, over 20 years
Safety	Number of Fatalities	All	4.3	5.0	(0.7)	Decrease	From TIMS - 5 ped, 1 fatal; 1 bike, injury only. 20% red
	Rate of Fatalities per 100 Million VMT		0.019	0.022	(0.003)	Decrease	
	Number of Serious Injuries		155	180	(25.00)	Decrease	Over 3 years - 14% reduction with build scenario
	Rate of Serious Injuries per 100 Million VMT		0.67	0.78	(0.11)	Decrease	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		5	6	(1)	Decrease	
	(Optional) Other Information		Not Available				
Cost Effectiveness	Cost-Benefit Ratio	All			6.2	Increase	Ratio of benefits to cost, per Cal-B/C
	(Optional) Other Information		Not Available				
Economic Development	Jobs Created	All	970	-	970	Neither	13 Jobs/$M
	(Optional) Other Information		Not Available				