

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PROJECT BASELINE AGREEMENT

RIV-10 PAVEMENT REHAB (+I/IJA CS, FIBER)SM

Resolution SHOPP-P-2425-05B

(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 March 20, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 3/22/2024 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the RIV-10 PAVEMENT REHAB (+I/IJA CS, FIBER)SM, 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

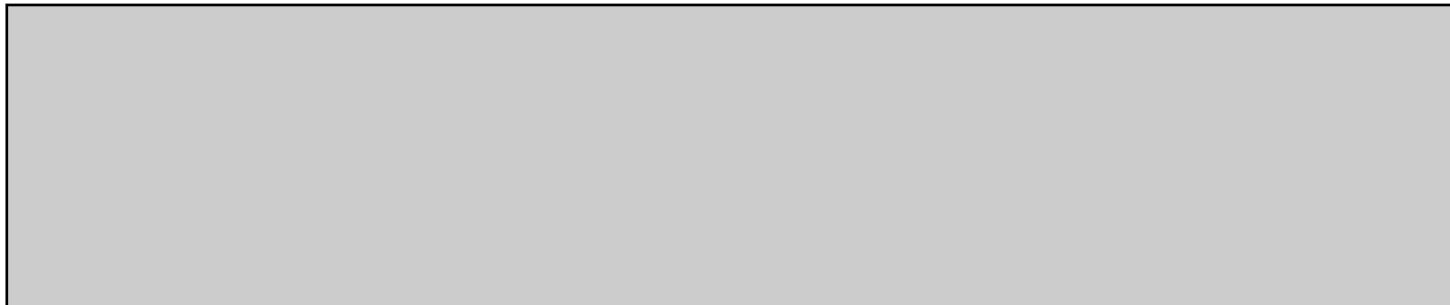
The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 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 [REDACTED], "Adoption of Program of Projects for the Active Transportation Program", dated [REDACTED]
- ☐ Resolution [REDACTED], "Adoption of Program of Projects for the Local Partnership Program", dated [REDACTED]
- ☐ Resolution [REDACTED], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [REDACTED]
- ☒ Resolution G-24-34, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/22/2024
- ☐ Resolution [REDACTED], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [REDACTED]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 **Caltrans** agrees to secure funds for any additional costs of the project.
- 4.6 **Caltrans** agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 **Caltrans** agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 **Caltrans** agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **RIV-10 PAVEMENT REHAB (+I/IJA CS, FIBER) SM**
Resolution **SHOPP-P-2425-05B**

(to be completed by CTC)





Project Applicant





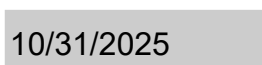
Implementing Agency



Catalino A. Pining III
District Director
California Department of Transportation



Tony Tavares
Director
California Department of Transportation



Tanisha Taylor
Executive Director
California Transportation Commission

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 01/29/25 04:16:47 PM

District	EA	Project ID		PPNO	Project Manager
08	1J650	0818000089		3011W	MAHER, DAVID
County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	10	R 0.0	R 4.4	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

RIV 10 PAVEMENT REHAB

Location/Description

In Calimesa, from the San Bernardino County line to east of Brookside Avenue. Rehabilitate roadway, improve highway worker safety, upgrade median barrier, signs, guardrail, drainage, and striping, upgrade facilities to Americans with Disabilities Act (ADA) standards, install fiber optic cable, improve pedestrian and bicycle infrastructure, and construct stormwater Best Management Practices (BMP) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.

Legislative Districts

Assembly: 42 **Senate:** 23 **Congressional:** 08, 36

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0.0	18.633	7.629		26.262	Lane-miles
Programmed Condition	Pavement	26.262	0.0	0.0		26.262	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	11/18/24	
Right of Way Certification Milestone		05/01/25
Ready to List for Advertisement Milestone		06/02/25
Begin Construction Milestone (Approve Contract)		01/02/26

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	22/23	2,988					2,988
PS&E	23/24	1,955					1,955
RW Support	23/24	318					318
Const Support	24/25	7,435					7,435
RW Capital	24/25	56					56
Const Capital	24/25	67,331					67,331
Total		80,083					80,083

Memorandum

To: RICHARD STONE
SHOPP
HQ Financial Programming

Date: January 29, 2025

File: 08-1J650
0818000089
08-Riv-10- R0.0/R4.4

From: *Md Shaheed*
Md Shaheed, PE
Branch Chief, Project Management Support
District 8

Subject: **PROJECT PERFORMANCE UPDATE**

This memorandum is written to accompany the Baseline Agreement for the referenced project. The Project is programmed into the 2024 SHOPP Program for FY 24/25 RTL delivery.

At the time of programming the project, the PIR mentioned that the project performance is 26.26 lane miles. However, CTIPS captured the performance as 26.2 lane miles due to rounding. District will evaluate the planned performance at the time of Fund Request (FR) and note it on the FR.

If you have any question, please reach out to Md Shaheed or the Project Manager David Maher.

C: Meardey Tim
Martin Villanueva

Project Report To Request Programming in the 2024 SHOPP and For Project Approval

On Interstate 10 (I-10)
Between San Bernardino/Riverside County Line (PM R0.0)
And 0.5 Miles East of Brookside Avenue (PM R4.4)

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

Christine Senteno

gg

REBECCA GUIRADO, Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

David Maher

MT

DAVID MAHER, Project Manager

Haissam Yahya

AB

HAISSAM YAHYA, Deputy District Director, Traffic Operations

Kurt Heidelberg

SO KURT HEIDELBERG, Deputy District Director, Environmental Planning

Jesus Galvan Jr

CQ

JESUS GALVAN, Deputy District Director, Design

PROJECT APPROVED:

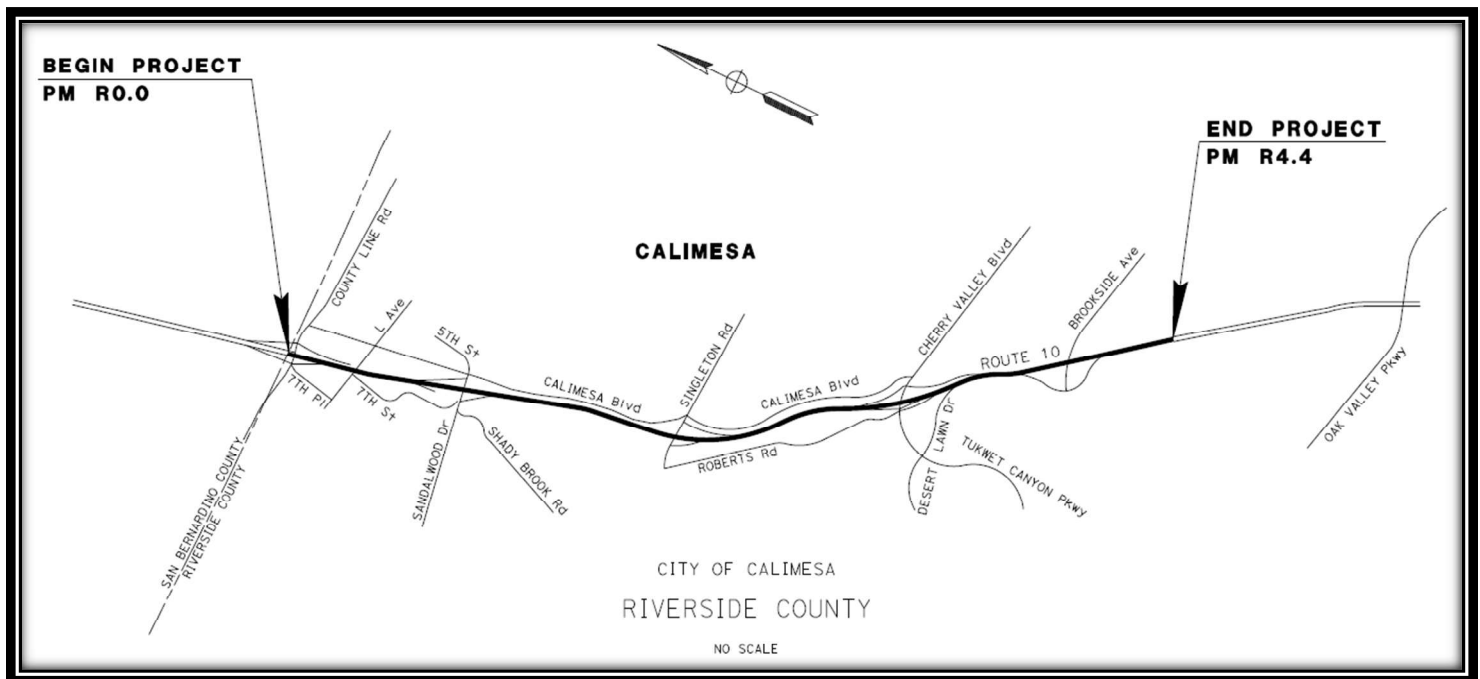
Catalino A. Pining III

CATALINO A. PINING III, District 8 Director

11/18/2024

Date

Vicinity Map



In Riverside County on Route 10 near the city of Calimesa from the San Bernardino/Riverside County Line (PM R0.0) to 0.5 miles east of Brookside Avenue Overcrossing (PM R4.4).

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.

Jeffrey Lambert

10/15/2024

JEFFREY LAMBERT, REGISTERED CIVIL ENGINEER

DATE



Table of Contents

1. INTRODUCTION	1
2. RECOMMENDATION.....	2
3. BACKGROUND	2
4. PURPOSE AND NEED.....	4
4A. Problem, Deficiencies, and Justification.....	4
4B. Regional and System Planning	5
4C. Traffic	5
5. ALTERNATIVES.....	7
5A. Build Alternative (Preferred)	7
5B. No Build Alternative.....	10
6. CONSIDERATIONS REQUIRING DISCUSSION.....	10
6A. Hazardous Waste	10
6B. Value Analysis	10
6C. Resource Conservation	10
6D. Right of Way Issues.....	10
6E. Environmental Compliance	10
6F. Air Quality Conformity.....	10
6G. Title VI Considerations.....	10
6H. Noise Abatement Decision Report.....	11
6I. Life-Cycle Cost Analysis.....	11
6J. Reversible Lanes	11
7. OTHER CONSIDERATIONS	11
7A. Public Hearing Process	11
7B. Route Matters.....	12
7C. Transportation Management Plan	12
7D. Stage Construction	12
7E. Climate Change Considerations.....	12
7F. Asset Management.....	13
7G. Broadband and Advance Technology.....	14
7H. Complete Streets	14
8. FUNDING, PROGRAMMING, AND ESTIMATE	15
9. DELIVERY SCHEDULE	16
10. RISKS	16
11. EXTERNAL AGENCY COORDINATION	17
12. PROJECT REVIEWS.....	18
13. PROJECT PERSONNEL	18
14. ATTACHMENTS.....	19

1. INTRODUCTION

Project Description:

This is an Asset Management project with pavement rehabilitation as the anchor asset and the following satellite assets: sign panels, mobility, and safety. The project limits are from the San Bernardino / Riverside County Line to 0.5 miles east of Brookside Avenue Overcrossing (OC) near the city of Calimesa on Interstate 10 (I-10), Post Mile R0.0 to R4.4, in Riverside County (Attachment A). The purpose of this project is to replace lanes #2 & #3 PCC with Jointed Plain Concrete Pavement (JPCP), perform Random Slab Replacement (RSR) and grinding on lane #1, replace outside shoulders with Hot Mix Asphalt Pavement (HMA), and cold-plane and overlay asphalt concrete (AC) ramps. In addition, this project will include reconstructing median HMA shoulders, upgrading Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS), upgrading curb ramps to Americans with Disability Act (ADA) standards, paving beyond gore area, slope paving with rock blanket, placing vegetation control, constructing a Gross Solids Removal Device (GSRD), installing fiber optic cable systems, and relocating six exit gore signs.

This project is classified as a Category 4B project as defined in the Project Development Procedures Manual (7th Edition, Part 2, Chapter 8, Section 5).

Project Limits	08-RIV 10- PM 0.0/R4.4	
Number of Alternatives	1 Build, 1 No Build	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$7,350,000	\$7,391,000
Capital Outlay Construction	\$61,795,000	\$67,371,000
Capital Outlay Right-of-Way	\$56,000	\$56,000
Funding Source	SHOPP Pavement (20.XX.201.122)	
Funding Year	2025	
Type of Facility	6-Lane freeway	
Number of Structures	5	
SHOPP Project Output	26.262 Lane Miles	
Environmental Determination or Document	Initial Study (IS) Categorical Exclusion (CE)	
Legal Description	In Riverside County near Calimesa from San Bernardino / Riverside County Line to 0.5 miles east of Brookside Avenue Overcrossing.	
Project Development Category	4B	

2. RECOMMENDATION

It is recommended that this Project Report be approved for the build alternative and authority be granted to proceed to the Plans, Specifications, and Estimate (PS&E) Phase.

3. BACKGROUND

A. Project History

A pavement rehabilitation project on this segment of freeway was completed in 2011 (Project 08-472304). Within the limits of project 08-1J650, project 08-472304 performed RSR in lane #1 and rehabilitated portions of the median and outside shoulders.

As indicated in the Caltrans' 2016 Pavement Condition Survey (PCS), there are excessive areas of cracking and poor ride quality on this segment of I-10. The Year 2024 State Highway Operation and Protection Program (SHOPP) Effectiveness is projected to be 67%, with the Rehab Effectiveness projected to be 0%.

This project originated from Project Initiation Proposal (PIP) No. 4473, prepared by Maintenance Engineering, dated July 18, 2017. The Project Initiation Report (PIR) for this project was approved on October 26, 2018. The Supplemental PIR (SPIR) was initiated due to funding constraints. The total escalated project cost (capital and support) was reduced from \$133 million to \$69 million. A 2R safety screening was completed for this project and approved on May 2, 2018 (see attachment I).

A Value Analysis (VA) Study was performed from May 15, 2023 to May 19, 2023. After the VA Study had been completed, an updated Materials Report (MR) was prepared by Materials engineering dated June 27, 2023. Further analysis of the project cost estimate was conducted utilizing the pavement section alternatives presented in the MR, resulting in an overall minor increase in project cost.

According to the Caltrans Statewide Trash Implementation Plan, the project is located within a significant trash generating area. As a result, in July of 2023 a GSRD was added to the scope of work to capture Infrastructure Investments and Jobs Act (IIJA) funds. In November of 2023, fiber optic cable was added to the project scope to fill the gap in the Caltrans fiber optic network along the I-10 corridor.

In September of 2023, it was determined that the project was within the plan area for the Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP) area, which requires that a Natural Environment Study [Minimal Impacts (NESMI)] and a Determination of Biologically Equivalent or Superior Preservation (DBESP) be prepared. The inclusion of these documents required that the Environmental Document (ED) be elevated from a CE/CE to an IS/CE. This change resulted in a delay of the PA&ED date. The design delivery schedule could not be delayed due to funding constraints, therefore early design is being implemented during the 0 phase.

In August of 2024, replacement of bridge rail on Singleton Road OC (Bridge # 56-0482) and Brookside Avenue OC (Bridge # 56-0480) were added to the project scope. The

proposed bridge rail will provide safer and more comfortable passage to pedestrians and bicyclists.

The added cost of the GSRD, complete streets elements, fiber optic cable, and bridge rail will be funded by IJJA.

Overlapping Projects:

Coordination with the Project Development Teams (PDT's) of the below overlapping projects is ongoing. This coordination will mitigate conflicts and throwaway work.

Project Description	EA	County	Route	Beginning PM	Ending PM	Status	PA&ED	RTL	CCA
Riv 10 Cherry Valley Interchange Improvements	0G170	Riv	010	R2.1	R3.8	Active	11/17/2023	08/08/2025	02/07/2028
Riv 10 Pavement Rehab	1J640	Riv	010	R4.4	R8.2	Active	03/01/2024	06/02/2025	07/07/2027
Riv 10 Singleton Interchange (SOP)	0F981	Riv	010	R1.5	R2.3	Active	05/13/2024	07/11/2024	05/20/2026

B. Community Interaction

Caltrans makes it a priority to engage the public, stakeholders, the media, and others on any project that the Department is developing. This includes holding and attending public hearings, meeting with partner agencies, sending out virtual notifications via social media and email.

The Program Project Management (PPM) Division in coordination with the Public Affairs Office will continue to communicate with impacted agencies, cities, communities, and counties to inform them about this project and seek feedback. The team will present the finalized stage construction concept to local agencies once it has been completed during the design phase. They will also ensure that cities and communities are aware of overlapping and adjacent projects and how CT is coordinating with teams such as Cherry Valley IC project to prevent or reduce conflicts during construction.

During the construction phase of the project, Caltrans's Public Information Officers, in coordination with the Resident Engineer, will arrange and facilitate outreach programs to inform and engage local residences, businesses, and agencies about the construction process and mainline/ramp closures.

C. Existing Facility

I-10 begins in the city of Santa Monica at its junction with SR-1 and ends in Jacksonville, Florida. In the State of California, I-10 traverses District 7 in Los Angeles County and District 8 across both Riverside and San Bernardino County. In District 8, the route length is 196 miles. Within the project limits, the freeway is three lanes in each direction.

This freeway handles heavy truck traffic as it is one of the major corridors serving the Los

Angeles Basin, including the Ports of Los Angeles and Long Beach. The Annual Average Daily Traffic (AADT) is projected to increase by approximately 250% over the next twenty years. Even with this large increase in traffic, the projected truck percentage remains at 15%. The pavement strategy for this project is being developed to accommodate this large increasing traffic, provide good ride quality, and require minimal maintenance over the next 40 years.

The entire length of I-10 within District 8 is included in the National Highway System (NHS) and the National Network for the Surface Transportation Assistance Act (STAA).

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to restore the facility to a state of good repair so that it is in a condition that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway appurtenances and facilities that are worn out or functionally obsolete. The project will also improve highway functionality and pedestrian accessibility.

Need:

Due to the heavy and continuous traffic, the existing pavement is showing distress and deterioration. As indicated in the Department of Transportation's (Caltrans) 2018 Pavement Condition Survey (PCS), there are excessive areas of cracking and poor ride quality that are beyond routine maintenance. Existing MBGR, signage, and curb ramps do not meet current standards and need to be upgraded.

4A. Problem, Deficiencies, and Justification

The facility has been subjected to heavy traffic loads over a long period which has distressed the existing pavement and caused it to deteriorate. Other facilities such as pedestrian curb ramps and MBGR are out of date and will be replaced to meet current standards. The project proposes to replace lanes with JPCP, perform random slab replacement, grind lanes, replace outside shoulders with HMA, and cold plane and overlay AC ramps to extend the service life of the existing facility, maximize the productivity of the transportation system, and improve the ride quality along this segment of I-10.

4B. Regional and System Planning

The proposed project is consistent with statewide, regional, and local planning goals and will be coordinated with governmental, regulatory, and private agencies in the area, if needed, to ensure consistency with specific local goals and objectives.

4C. Traffic

Current and Forecasted Traffic

A Traffic Forecast was prepared for I-10. The forecast documents the existing condition (2023), opening year conditions (2026), and horizon years (2046 and 2066) conditions.

Segment 1 (PM 0.0/3.0) Mainline Traffic Data Information					
	Year 2023	Year 2026	Year 2036	Year 2046	Year 2066
Annual Average Daily Traffic (AADT)	133,400	147,600	207,100	290,500	483,900
2-way Peak Hour Volume (PHV)	9,910	10,970	15,380	21,580	35,940
One-way PHV	6,280	6,880	9,340	12,730	21,210
Directional Split	63%	63%	61%	59%	59%
Truck % in AADT	14%	14%	15%	15%	15%
Truck % in PHV	7%	7%	8%	8%	8%

Segment 1 (PM 0.0/3.0) Mainline Traffic Indices (TI)				
Traffic Index Year	Inside Lane(s)		2 Outside Lanes	
	Mainline	Shoulder*	Mainline	Shoulder*
10 Year (ESAL)	14,084,955	281,699	56,339,819	1,126,796
10 Year TI	12.5	7.5	14.5	9.0
20 Year (ESAL)	40,510,801	810,216	162,043,206	3,240,864
20 Year TI	14.0	9.0	16.5	10.5
40 Year (ESAL)	134,951,622	2,699,032	539,806,489	10,796,130
40 Year TI	16.0	10.0	19.0	12.0

Segment 2 (PM 3.0/4.4) Mainline Traffic Data Information					
	Year 2023	Year 2026	Year 2036	Year 2046	Year 2066
Annual Average Daily Traffic (AADT)	124,000	137,200	192,500	270,000	449,800
2-way Peak Hour Volume (PHV)	9,190	10,170	14,270	20,010	33,330
One-way PHV	5,820	6,380	8,670	11,810	19,670
Directional Split	63%	63%	61%	59%	59%
Truck % in AADT	14%	14%	15%	15%	15%
Truck % in PHV	7%	7%	8%	8%	8%

Segment 2 (PM 3.0/4.4) Mainline Traffic Indices (TI)				
Traffic Index Year	Inside Lane(s)		2 Outside Lanes	
	Mainline	Shoulder*	Mainline	Shoulder*
10 Year (ESAL)	13,091,410	261,828	52,365,641	1,047,313
10 Year TI	12.0	7.5	14.5	9.0
20 Year (ESAL)	36,729,503	734,590	146,918,012	2,938,360
20Year TI	14.0	8.5	16.5	10.0
40 Year (ESAL)	122,355,170	2,447,103	489,420,680	9,788,414
40 Year TI	16.0	10.0	19.0	12.0

Collision Analysis

The Traffic Accident Surveillance and Analysis System (TASAS), Table B, for the 3 year period from 1/1/2021 to 12/31/2023 is shown in the following table:

Table 1: TASAS Table B - 36 months Collision Rates (1/1/2021-12/31/2023)

County-Route (Post mile range)	ACTUAL Rates (Accident/MVM)			AVERAGE Rates (Accident/MVM)		
	Fatal	Fatal+ Injury	Total ¹	Fatal	Fatal+ Injury	Total ¹
RIV-10- PM R0.0- R4.4	0.015	0.23	0.68	0.006	0.41	1.23

Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS). Data were retrieved on 9/10/2024.

1. All reported crashes (includes Property Damage Only (PDO) Crashes)
2. Shading denotes crash rates are higher than the statewide average for similar facilities.

The actual fatal crash rates within the project limit analyzed exceed the statewide average for similar types of facilities statewide, while the total and fatal plus injury crash rates are below the average. This project is expected to enhance motorist safety through the implementation of roadside safety measures, including the replacement of MBGR with MGS and the construction of slope paving with a rock blanket. According to the memorandum titled "Performance-Based Decision-Making Using the Highway Safety Manual," dated April 4, 2022, a Highway Safety Manual (HSM) analysis is not applicable in this case, as the project involves a single build alternative that does not alter existing geometric or operational features, nor does it propose modifications to existing interchanges.

The primary collision factors are speeding, other violations, improper turn, influence of alcohol, other than drive, following too close, and unknown.

The most frequent collision types were Rear End: 52.6%; Sideswipe: 23.9%; and Hit-Object: 17.6%.

5. ALTERNATIVES

5A. Build Alternative (Preferred)

This alternative proposes the following scope of work:

Proposed Engineering Features

- Replace lane #2 & #3 with JPCP and HMA base
- RSR / Grind Lane #1
- Correct the existing depressions in EB lanes #1 & #2 near Cherry Valley Blvd OC
- Replace outside shoulders with flexible pavement
- Reconstruct median with HMA matching existing slope

- Cold plane and overlay AC ramps @ County Line Road UC, Sandalwood Drive OC, Singleton Road OC, and the Brookside Rest Area
- Upgrade MBGR to MGS
- Upgrade ADA curb ramps
- Improve roadside safety (paving beyond gore, slope paving with rock blanket, vegetation control)
- Construct Maintenance Vehicle Pullouts (MVP)
- Relocate existing exit gore signs
- Construct GSRD near County Line Road EB entrance ramp
- Place fiber optic cable outside of the paved area
- Remove and replace bridge rails on Singleton Road OC (Bridge # 56-0482) and Brookside Avenue OC (Bridge # 56-0480)

Nonstandard Design Features

The proposed bridge rails at Singleton Road OC (Bridge # 56-0482) and Brookside Avenue OC (Bridge # 56-0480) are wider than those existing. Removing the existing bridge rails and constructing standard bridge rails will modify the curb to curb width of both structures. A Design Standards Decision Document is being developed and will be completed before the PS&E submittal date (milestone M377).

Erosion Control

Grading of slopes is not anticipated, in which case erosion control would not be required. Erosion control will be applied to any disturbed soil areas on the roadside. Rock blanket will be placed at some locations to act as permanent erosion control.

Park-and-Ride Facilities

There are no Park-and-Ride facilities within the project limits.

High Occupancy Vehicle (HOV) Lanes

There is no proposal to include HOV lanes in the project area.

Ramp Metering

There is no proposal to include Ramp Metering in the project area.

Non-Motorized and Pedestrian Features

Curb ramps at the County Line Road EB entrance ramp will be upgraded to meet current ADA standards. Enhanced wet night visibility crosswalk striping will be placed at crosswalks throughout the project.

Cost Estimates

The current total capital outlay cost for construction and ROW for this alternative is estimated at \$61,851,000 (Attachment C).

Right of Way Data

See Attachment G for Right of Way Data Sheet.

Utility

A list of utilities in the project limits was created by review of as-built plans. Prior to the Project Report, a DigAlert search will be conducted to verify whether the utilities listed are still within the project limits. Utility companies will also be contacted to provide facility maps. The utilities within the project area are listed below:

Table 2 – Utilities Within the Project Area

Utility	Owner
Electrical	Southern California Edison
Electrical Overhead	Southern California Edison
Gas	Southern California Gas
Sewer	City of Beaumont
Water	Yucaipa Valley Water District
Water	Beaumont/Cherry Valley Water District
Telephone	Verizon
Cable Television	Frontier
Telecommunication	AT&T
Various	City of Calimesa
Water	South Mesa Water Company
Telecommunication	Charter-Spectrum

Coordination with the identified utility companies will continue to take place during the PS&E phase. The need for relocation of any lines will be investigated and confirmed during PA&ED and PS&E phases. There are potential utility impacts associated with ADA ramp improvements.

There is an existing telecommunication line located within the sidewalk of the Singleton Road OC (Bridge # 56-0482). The Utility Engineering Workgroup (UEW) is coordinating with the owner of this facility to implement a temporary relocation solution.

Railroad Involvement

There are no railroads within the project limits.

5B. No Build Alternative

This alternative would leave the existing facilities in their current condition and no proposed improvements would be made. There are no capital costs associated with this alternative. This alternative does not meet the purpose and need.

6. CONSIDERATIONS REQUIRING DISCUSSION**6A. Hazardous Waste**

An Initial Site Assessment (ISA) checklist (Attachment F) has been developed. Based on the ISA determination, there is a potential for naturally occurring asbestos and aerially deposited lead (ADL). Asbestos containing building materials may be present in the bridge structures.

6B. Value Analysis

A VA Study was conducted from May 15 to May 19, 2023. See Attachment K for the Final VA Study Report Cover Page and Attachment L for the Stakeholder Implementation Action Form. The alternative that has been adopted from the VA Study into this project is alternative 2.0, which proposes to use an HMA-A base in lieu of LCB.

6C. Resource Conservation

It is expected that existing HMA materials can be recycled to take measures to minimize the consumption, destruction, and disposal of nonrenewable resources. Opportunities to salvage and recycle items, such as metal beam guardrail, will be considered in phase 1.

6D. Right of Way Issues

The capital Right of Way cost is \$56,000 (Attachment G). Coordination with local agencies may be required to construct MGS in local right of way. All other work will occur within existing Caltrans right of way.

6E. Environmental Compliance

The project is eligible for a 23 USC 326 Categorical Exclusion (CE) in compliance with the National Environmental Policy Act (NEPA). An IS with Mitigated Negative Declaration (IS-MND) has been prepared in accordance with Caltrans' environmental procedures, as well as the California Environmental Quality Act (CEQA) guidelines. A copy of the IS-MND signature page and NEPA CE can be found in Attachment J of this PR.

6F. Air Quality Conformity

The scope of the Project has been evaluated as an exempt project that falls under the broad category of a "pavement rehabilitation" project listed under Table 1 of Caltrans Carbon Monoxide Protocol or Table 2 of 40 CFR 93.126. Thus, no Air Quality study is needed. However, Green House Gas (GHG) analysis is needed for construction emissions. This emissions analysis has been completed and can be seen under Section "7E. Climate Change Considerations".

6G. Title VI Considerations

Implementation of the viable alternative will not result in any disproportionately high or

adverse impacts on minority or low-income neighborhoods or communities. Caltrans and Federal Highway Administration (FHWA) 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.

6H. Noise Abatement Decision Report

According to the project description, this is not a Type I project. Therefore, a noise impact analysis is not required. However, Standard Specifications should be followed to minimize construction generated noise impacts.

6I. Life-Cycle Cost Analysis

Life-cycle costs include initial construction costs, maintenance costs, and user costs due to future closures for maintenance operations. A life-cycle cost analysis (LCCA) was performed for the Project and a 1-page summary is included in Attachment N.

Caltrans requires that documentation be provided whenever the alternative with the lowest life-cycle cost is not selected. For this Project, no deviations are recommended from selecting the alternative with the lowest life-cycle cost. Both 40-Year Continuously Reinforced Concrete Pavement (CRCP) and 40-Year JPCP alternatives were analyzed. The following pavement section yields the lowest life cycle cost:

Lane Replacement: 1.10' JPCP/0.30' HMA (Type A)/0.50' AS Class 2

6J. Reversible Lanes

This project does not qualify as a capacity increasing project and reversible lanes have not been considered.

7. OTHER CONSIDERATIONS

7A. Public Hearing Process

The DED prepared for the project was circulated for public review and comments. In conjunction with the public circulation and review process, an opportunity for a public hearing regarding the project was offered. A public hearing was not requested, therefore one has not been conducted.

7B. Route Matters

The proposed improvements under this project do not create new connections or permanent closures of existing local roads. However, the current Freeway Agreement (FA) does not reflect current city limits. A superseding FA between State and the city of Calimesa is being prepared under EA 0G170, I-10/Cherry Valley Blvd interchange improvement project. This new agreement will partially supersede a current FA dated April 4, 1988 between the State and the county of Riverside.

7C. Transportation Management Plan

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

A detailed TMP will be prepared during the next phase, which will include Traffic Control, Construction Zone Enhanced Enforcement Program (COZEEP) and Public Awareness Campaign (PAC). The cost of the TMP strategies is currently estimated to be \$638,000 and is included in the total project cost estimate.

7D. Stage Construction

A preliminary construction staging plan is being developed. The staging plan will allow all lanes to remain open during construction with short term mainline lane and ramp closures. This will be accomplished using crossovers to shift traffic away from the construction area and strengthening the inside and outside shoulders so that traffic can be shifted off the mainline lanes. Closures will be limited to off-peak periods as much as possible, however 55-hour closures will be needed for some areas.

Since I-10 is not accessible to bicyclists or pedestrians, most construction activities will not impact those users. Temporary access routes will be provided during curb ramp, sidewalk, and bridge rail work.

7E. Climate Change Considerations

The State Highway System (SHS) and other transportation infrastructure in the state are at increasing risk of damage and impacts from climate change and associated extreme weather events. Caltrans must account for climate change in planning and investment decisions.

To account for extreme high temperatures, the project will utilize polyethylene film as a bond breaker for RSR. Polyethylene film performs well in both extreme cold and extreme heat.

Greenhouse Gas Reduction (GHG) Measures

The purpose of the project is to restore the facility to a state of good repair and it is not expected to result in increased operational emissions as no additional capacity will be added; however, GHG emissions would occur during the short-term construction process.

Based on the project information provided, Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction and GHG emissions. Overall construction emissions of GHGs would be 2,072 metric tons CO₂e over the approximately 200-day construction period.

The following GHG reduction measures may be incorporated as part of the construction process, as a means of contributing to Caltrans' goals and mandates to reduce GHG and consider climate change:

- Switch from diesel to B20 in construction vehicles and equipment
- Alternative vegetation management strategies
- Preventive maintenance
- Water efficient construction methodologies
- Fuel efficient measures both for construction equipment and traffic management during delays or detours
- Materials use/choice, including source distance from site; and
- Construction methods and materials with lower GHG than standard specifications

Adaptation Measures

The proposed project site is not located within the coastal zone and is not situated within an area prone to sea level rise, fires, or flooding. The project represents rehabilitation of pavement. The risk due to these factors has been determined to be low, and adaptation measures in this regard are not anticipated to be required.

7F. Asset Management

See attachment E for the SHOPP performance measures. Since the SPIR was approved, the following performance measures have been changed/added:

Table 3 – Asset Management Performance Measures Comparison

Activity	Unit of Measurement	Current Quantity	SPIR Quantity
Guard Rail (201.010, .015)	Linear feet	12,400	9,026
ADA - Deficient Elements	Each	2	5
ADA – Repair/Upgrade Curb Ramp (201.361)	Each	2	5
ADA – Upgrade Detectable Warning Surface (201.361)	Square Feet	30	0
Worker Safety – Safe Access	Locations	10	0
Worker Safety - Miscellaneous Paving/Treatment	Locations	7	2
Worker Safety - Vegetation Control	Locations	22	0
Significant Trash Generating Areas (STGA)	Acres	8.32	0

7G. Broadband and Advance Technology

The proposed improvements will provide fiber optic cable along the EB side of I-10 outside of the paved area.

7H. Complete Streets

Pedestrian Facilities

Two (2) existing ADA Facilities will be brought to current ADA standard. Enhanced Wet Night Visibility pavement marking will be utilized at crosswalks to improve visibility.

Bicycle Facilities

There are no bicycle facilities within the project limits. The proposed improvements on local streets will not impact the addition of bicycle facilities in the future.

Transit Facilities

There are no transit facilities within the project limits. The proposed improvements on local streets will not impact the addition of transit facilities in the future.

7I. Storm Water Quality

Trash Capture

According to the pending update to the Caltrans Statewide Trash Implementation Plan,

this project falls within a Significant Trash Generating Area (STGA). Therefore, it is required that trash capture be implemented in this project. Trash capture will be utilized in this project via a GSRD.

Permanent Best Management Practices (BMP's)

Existing bioswales and biostrips will be utilized as treatment BMP's and will be addressed and updated during the PS&E phase.

Permits

This project will require the National Pollutant Discharge Elimination System (NPDES) permit, Statewide Storm Water permit, and Waste Discharge Requirements for the State of California, Department of Transportation Order Number 2022-0033-DWQ, NPDES No, CAS00003. It will also require the NPDES General Permit for waste discharge requirements for discharge of storm water runoff associated with construction activities (Order No. 2022-0057-DWQ-NPDES No. CAS000002).

8. FUNDING, PROGRAMMING, AND ESTIMATE

Funding

This project was programmed under the 2024 SHOPP. The current estimated construction cost is \$61,795,000 and the estimated right of way cost is \$56,000 (See Attachment G). It has been determined that this project is eligible for federal aid funding reimbursement. This project will not require cooperative agreements. All work and funds will be implemented by Caltrans. No work or exchange of funds is required with external agencies.

Programming

Fund Source 20.XX.201.122	Fiscal Year Estimate for the Programmable Alternative							
	Current	24/25	25/26	26/27	27/28	Total Escalated/Current Amount	Programmed Amount	Amount Needed (Programmed Less Escalated)
Component	<i>In thousands of dollars (\$1,000)</i>							
PA&ED Support	\$ 2,988					\$ 2,988	\$ 2,988	\$ -
PS&E Support	\$ 3,150					\$ 3,150	\$ 3,150	\$ -
Right of Way Support	\$ 318					\$ 318	\$ 318	\$ -
Construction Support	\$ 6,920	\$ 7,435				\$ 7,435	\$ 7,435	\$ -
Total Support	\$ 13,376					\$ 13,891	\$ 13,891	\$ -
Construction	\$ 61,795	\$ 67,902				\$ 67,902	\$ 67,331	\$ (571)
Right of Way	\$ 56					\$ 56	\$ 56	\$ -
Total Capital	\$ 61,851					\$ 67,958	\$ 67,387	\$ (571)
Grand Total	\$ 75,227					\$ 81,848	\$ 81,278	\$ (570)

Note: Values are escalated to mid-point of the duration of each component

A Project Change Request (PCR) was processed to combine EA 1J640 with this project and increase both capital & construction support costs. The PCR was approved by the HQ's PCR committee on November 9th, 2023, and was approved by the CTC in January

2024. The estimate for PA&ED support includes resources needed for early design to meet RTL delivery. G-12 or Supplemental funds may be required to complete Phase (0).

Two PCR's have been submitted to capture IJA funds, these PCR's were approved by the PCR committee on 12/01/23 and were approved at the March CTC meeting. A third IJA PCR has been drafted and is pending PCR committee approval and is expected to be approved at the June CTC meeting.

The s/c ratio is lower than the statewide average of 20% for this type and size of project, this may be due to the added capital costs in the various PCR's, the support costs will be revisited prior to final PR.

Estimate

The estimated current construction cost is \$61,795,000 and the estimated Right of Way cost is \$56,000. See Preliminary Cost Estimate for a breakdown of construction cost (Attachment C) and Right of Way Data Sheet (Attachment G) for Right of Way cost.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Date (Target/Actual)
Project Milestone	MS	Milestone Date (Month/Day/Year)	Milestone Designation
Begin Environmental	M020	11/02/2022	Actual
Cir DED	M120	05/24/2024	Actual
PA&ED	M200	10/14/2024	Target
PS&E to DOE	M377	01/16/2025	Target
Right of Way Certification	M410	05/01/2025	Target
Ready-to-List	M460	06/02/2025	Target
HQ Advertise	M480	09/22/2025	Target
Award	M495	12/03/2025	Target
Approve Contract	M500	01/02/2026	Target
Contract Acceptance	M600	07/07/2027	Target
End Project Expenditures	M800	01/08/2029	Target
Final Project Closeout	M900	01/10/2030	Target

10. RISKS

The revised Risk Register (Attachment D) identifies 12 risks for the proposed project. These risks are related to Regulatory Permitting, Delivery Schedule, Pavement Strategy, and Overlapping Projects. The probability of these risks range from very low to high.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This PR was reviewed by Caltrans' FHWA Liaison, Sergio Avila, on 9/23/2024 and this project is eligible for federal aid funding. Per the current Joint Stewardship and Oversight Agreement between the California Department of Transportation (Caltrans) and FHWA, dated August 26, 2024, this project is considered a Delegated Project. However, should any future situation/circumstance that will potentially classify the project for Risk-based Project Involvement (RBPI) occur, Caltrans shall notify FHWA. The FHWA will reassess this project to determine if the project is selected for RBPI and identify the specific FHWA involvement activities.

The project requires the following coordination:

National Pollutant Discharge Elimination System (NPDES) Permit

Statewide Storm Water Permit and Waste Discharge Requirements for the State of California, Department of Transportation (Order Number 2022-0033-DWQ, NPDES No. CAS000003).

Construction General Permit

NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities Order No. WQ 2022-0057-DWQ, NPDES No. CAS000002.

California Department of Fish and Wildlife

1600 permit due to work required to construct GSRD.

Regional Water Quality Control Board

Clean Water Act 401 permit due to work required to construct GSRD.

United States Army Corps of Engineers

404 permit due to work required to construct GSRD.

12. PROJECT REVIEWS

District Program Advisor/Maintenance	Mike Ristic	Date 9/20/24
Project Manager	David Maher	Date 9/10/24
District Design Liaison/FHWA/ADA	Sergio Avila	Date 9/23/24
District Safety Review	Diego Juarez	Date 9/19/24
Constructability Review	Ihab Boulos	Date 9/19/24
Construction Safety	Miguel Calixto	Date 9/20/24
Right of Way	Christine Senteno	Date 9/10/24
District Materials Engineer	Sittampalam Sathiskumar	Date 9/23/24
Truck Services	Yong Kim	Date 9/19/24
Maintenance Engineering	Iyad Namy	Date 9/10/24
Environmental Generalist	Jeanine Porter	Date 9/19/24
Utility Engineering Workgroup	Max Auyeng	Date 9/20/24
Truck Services	Yong Kim	Date 9/19/24
Maintenance Engineering	Iyad Namy	Date 9/10/24
Storm Water Design	Behzad Sedighi	Date 9/6/24
Storm Water Quality	Greg Clark	Date 9/18/24
Joint Field Review (PA&ED Phase)		Date 7/22/24

13. PROJECT PERSONNEL

Name	Title & Branch	Phone Number
Ronald Pham	Office Chief, Design I	(909) 893-2480
Jeffrey Lambert	Project Engineer, Design I	(909) 893-2289
David Maher	Project Manager, Project Management	(909) 371-6670
Antonia Toledo	Branch Chief, Environmental Studies D	(909) 501-5741
Christine Senteno	Office Chief, Right of Way	(909) 693-9087

14. ATTACHMENTS (Number of Pages)

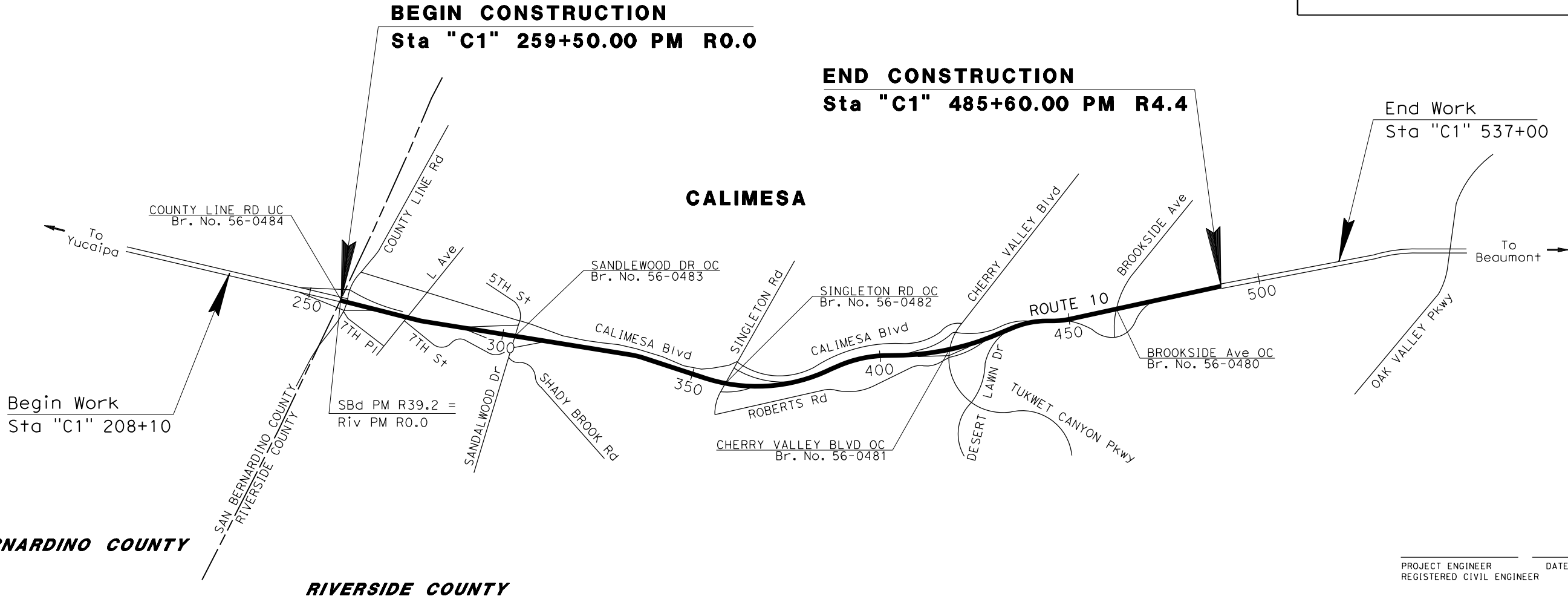
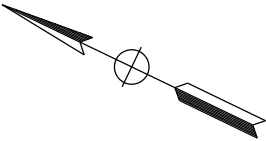
- A. Location Map (1)
- B. Typical Cross-Sections and Layouts (19)
- C. Preliminary Cost Estimate (10)
- D. Risk Register (3)
- E. SHOPP Performance Measures (2)
- F. ISA Checklist (2)
- G. Right of Way Data Sheet (12)
- H. Transportation Management Plan (TMP) Data Sheet (5)
- I. 2R Project Category Assignment (1)
- J. Final Environmental Document Signature Sheets (4)
- K. Final Value Analysis Study Report Cover Page (2)
- L. Stakeholder Implementation Action Form (4)
- M. Complete Streets Decision Document (5)
- N. Life Cycle Cost Analysis Form (1)
- O. Storm Water Data Report Cover Page (1)

Attachment A

Location Map

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN RIVERSIDE COUNTY
IN CALIMESA
FROM COUNTY LINE ROAD OVERCROSSING
TO 0.5 MILE EAST OF BROOKSIDE AVENUE OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024



PROJECT MANAGER
DAVID MAHER

DESIGN MANAGER
RONALD PHAM

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

NO SCALE

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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

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

CONTRACT No.	08-1J6500
PROJECT ID	0818000089

Attachment B

Typical Cross-Sections and
Layouts

NOTES:

1. LOCATIONS OF INDIVIDUAL SLAB REPLACEMENT (LANE 1) TO BE DETERMINED BY THE ENGINEER.
2. GRIND EXISTING CONCRETE PAVEMENT ON LANE 1 WHERE SLABS ARE NOT REPLACED IN ADDITION TO LOCATION DESCRIBED IN STANDARD SPECIFICATION 42-3.03B.
3. SEE LAYOUT SHEETS FOR EXACT LOCATIONS AND TYPES OF MGS AND DIKES.
4. WHERE DIKE IS NOT PRESENT, CONSTRUCT EDGE TREATMENT PER STANDARD PLAN P76.
5. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURE SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.

ABBREVIATIONS:

ISR

RSC

LCBRS

HMA-A

RHMA-G

GECP

BBB

INDIVIDUAL SLAB REPLACEMENT (RSC)

RAPID STRENGTH CONCRETE

LEAN CONCRETE BASE RAPID SETTING

HOT MIX ASPHALT (TYPE A)

RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

GRIND EXISTING CONCRETE PAVEMENT

BASE BOND BREAKER

DESIGN DESIGNATION (MAINLINE)

ADT (2022)

ADT (2042)

DHV

ESAL

128,300

273,300

11,610

206,807,196

D

T

V

TI₂₀

59%

15%

70 mph

16.5

PAVEMENT CLIMATE REGION: INLAND VALLEY

DESIGN DESIGNATION (RAMPS)

ADT (2022)

ADT (2042)

DHV

ESAL

Var

Var

Var

Var

D

T

V

TI₂₀

N/A

15%

45 mph

8

PAVEMENT CLIMATE REGION: INLAND VALLEY

Dist

08

COUNTY

Riv

ROUTE

10

POST MILES TOTAL PROJECT

R0.0/R4.4

SHEET No.

TOTAL SHEETS

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

STATE OF CALIFORNIA

EXISTING TYPICAL PAVEMENT
STRUCTURE SECTIONS

- A

0.75' PCC

0.33' CTB

1.00' AS (CL2 TYPE A)

1.50' AS (CL2 TYPE B)
- B

0.67' PCC

0.42' CTB

1.00' AS (CL2 TYPE A)

1.50' AS (CL2 TYPE B)
- C

0.25' AC

0.42' AB (CL2)

1.00' AS (CL2 TYPE A)

1.50' AS (CL2 TYPE B)
- D

0.5' AC

0.17' AB (CL2)

1.00' AS (CL2 TYPE A)

1.50' AS (CL2 TYPE B)
- E

0.25' AC

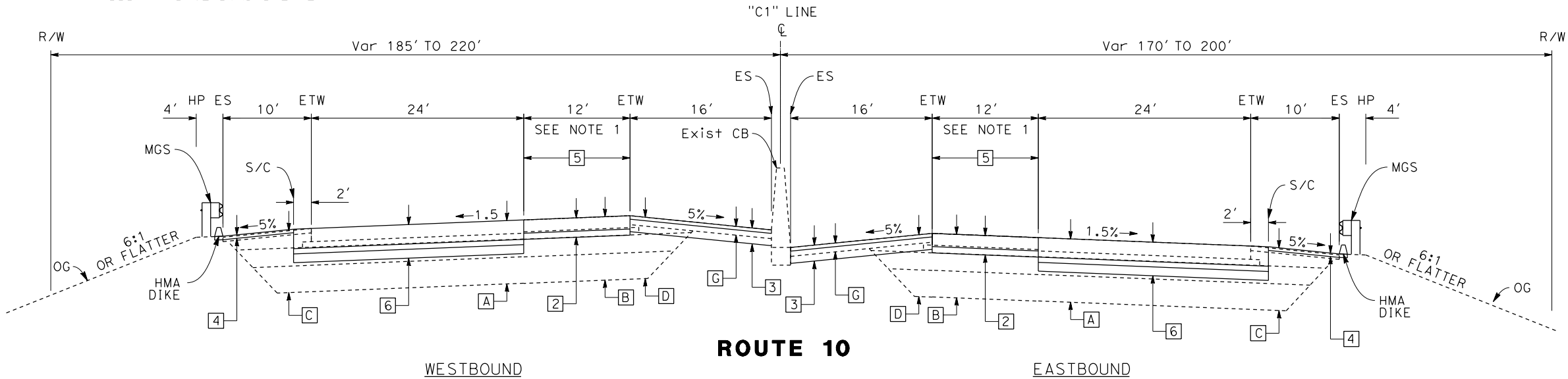
0.50' AB (CL2)

0.75' AS (CL2 TYPE A)
- F

2.00' PCC
- G

0.50' AC
- H

0.20' AC



PROPOSED TYPICAL PAVEMENT
STRUCTURE SECTIONS

- 1

1.10' JPCP

0.30' HMA (TYPE A)

0.50' CL 2 AS
- 2

0.75'-0.85' ISR

6mm BBB

0.35' LCBRS
- *3

0.90' HMA (TYPE A)
- 4

0.20' COLD PLANE

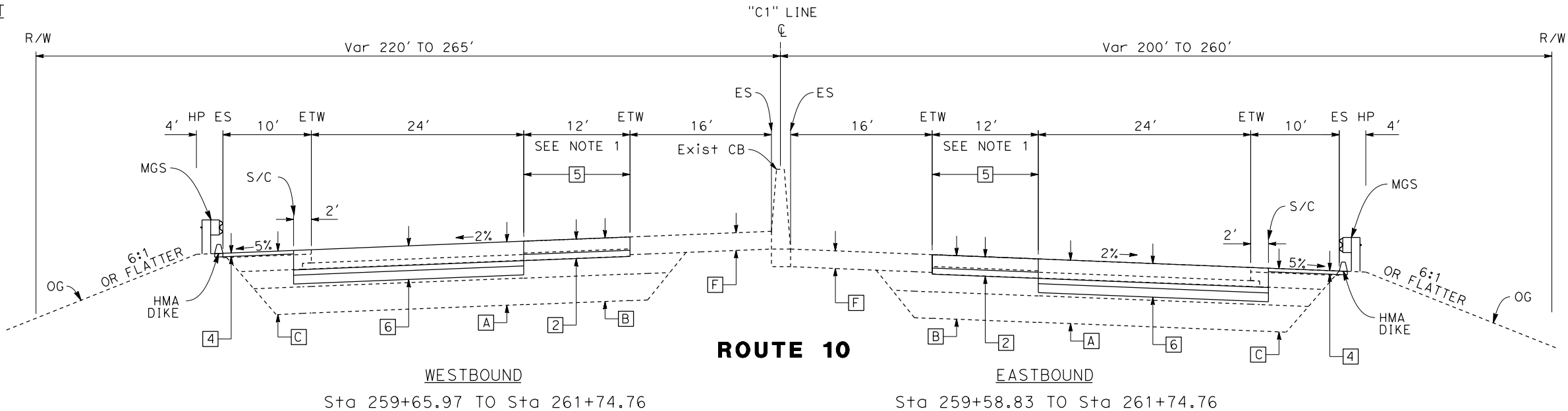
0.20' RHMA-G
- 5

GECP
- 6

1.10' JPCP (RSC)

0.30' LCBRS (TYPE A)

0.50' CL 2 AS



TYPICAL CROSS SECTIONS

NO SCALE

X-1

NOTES:

1. LOCATIONS OF INDIVIDUAL SLAB REPLACEMENT (LANE 1) TO BE DETERMINED BY THE ENGINEER.
2. GRIND EXISTING CONCRETE PAVEMENT ON LANE 1 WHERE SLABS ARE NOT REPLACED.
3. SEE LAYOUT SHEETS FOR EXACT LOCATIONS AND TYPES OF MGS AND DIKES.
4. WHERE DIKE IS NOT PRESENT, CONSTRUCT EDGE TREATMENT PER STANDARD PLAN P76.
5. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURE SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
6. SEE SHEET Q-X FOR EXISTING MEDIAN DRAINAGE INLET LOCATIONS AND DEPTH.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

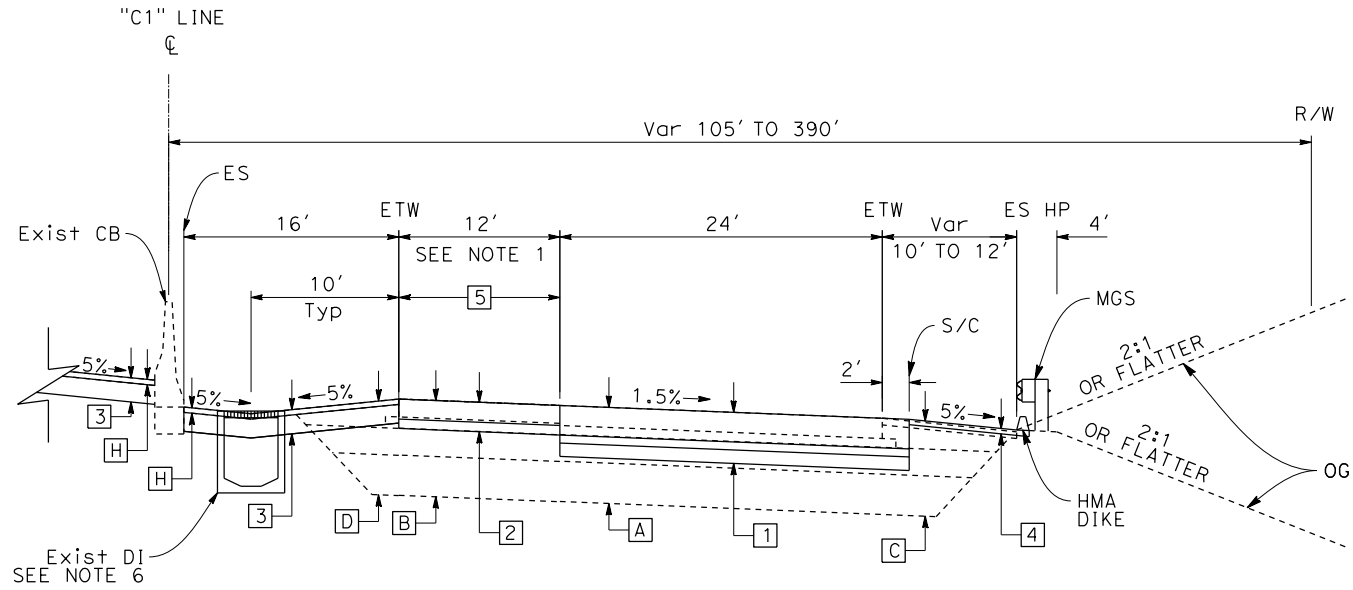
REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

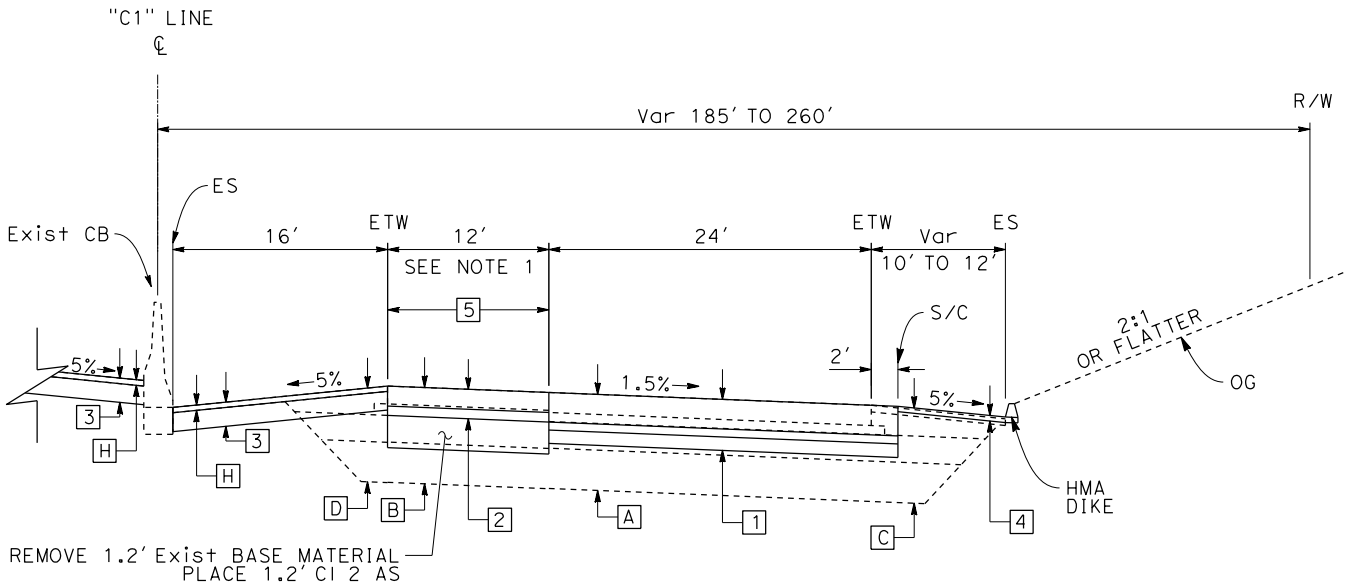
STATE OF CALIFORNIA



ROUTE 10

EASTBOUND

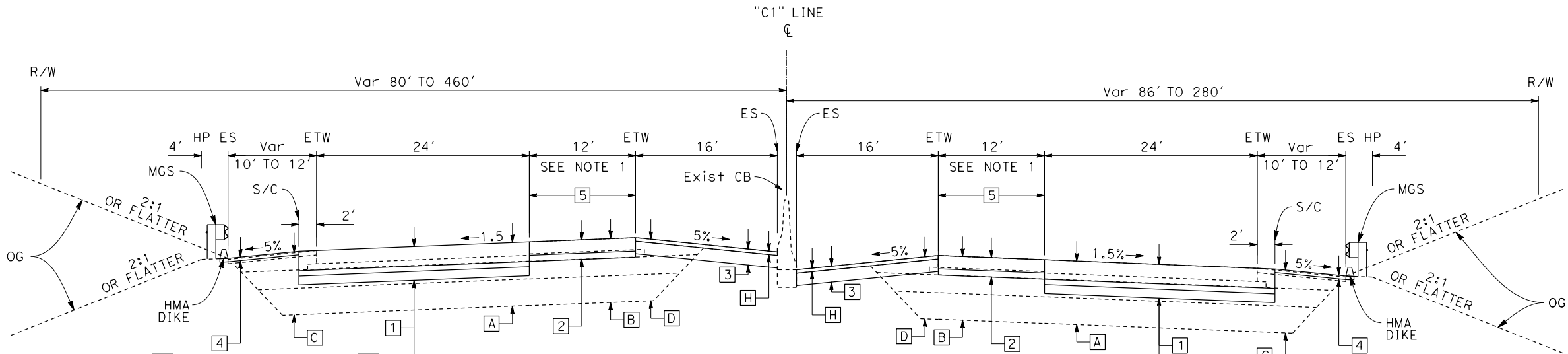
Sta 292+00.00 TO Sta 394+00.00



ROUTE 10

EASTBOUND

Sta 418+90.00 TO Sta 420+05.00
Sta 423+15.00 TO Sta 425+40.00



ROUTE 10

WESTBOUND

Sta 263+62.03 TO Sta 485+60.00

Sta 263+62.03 TO Sta 292+00.00
Sta 394+00.00 TO Sta 418+90.00
Sta 420+05.00 TO Sta 423+15.00
Sta 425+40.00 TO Sta 485+60.00

EASTBOUND

TYPICAL CROSS SECTIONS

NO SCALE

X-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		

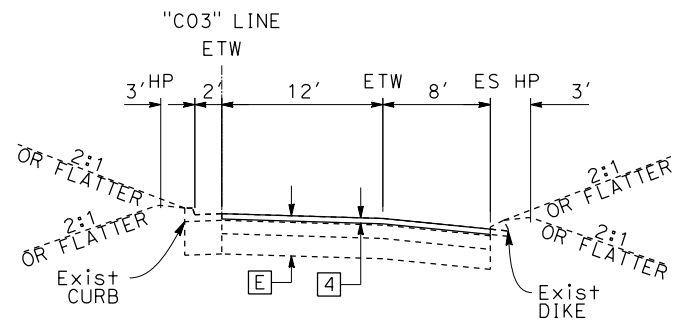
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

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

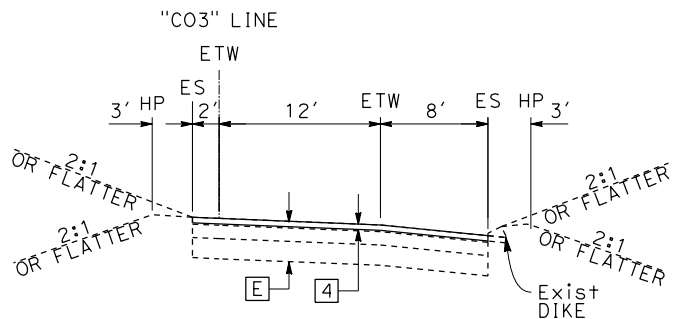
NOTES:

1. LOCATIONS OF INDIVIDUAL SLAB REPLACEMENT (LANE 1) TO BE DETERMINED BY THE ENGINEER.
2. GRIND EXISTING CONCRETE PAVEMENT ON LANE 1 WHERE SLABS ARE NOT REPLACED.
3. SEE LAYOUT SHEETS FOR EXACT LOCATIONS AND TYPES OF MGS AND DIKES.
4. WHERE DIKE IS NOT PRESENT, CONSTRUCT EDGE TREATMENT PER STANDARD PLAN P76.
5. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURE SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.



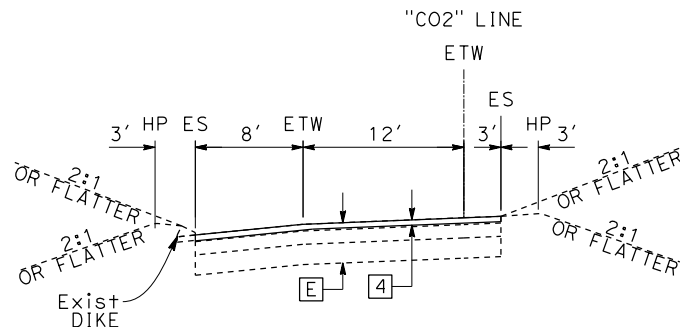
Sta 265+52.80 TO Sta 269+76.22

EASTBOUND COUNTY LINE ROAD ENTRANCE RAMP



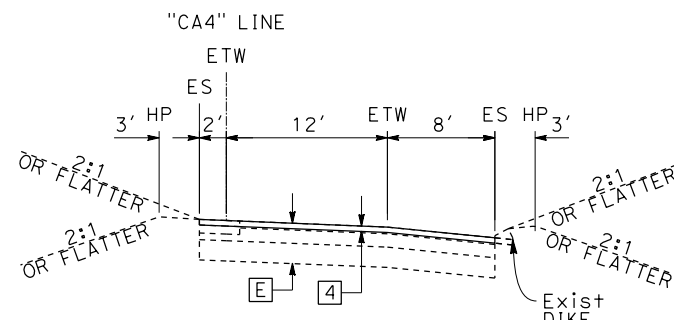
Sta 258+75.08 TO Sta 265+52.80

EASTBOUND COUNTY LINE ROAD ENTRANCE RAMP



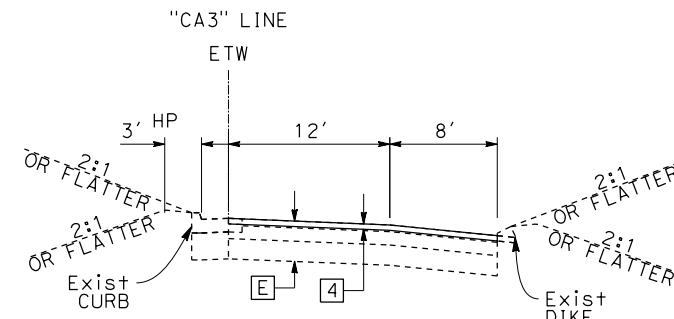
Sta 261+41.83 TO Sta 269+88.39

EASTBOUND COUNTY LINE ROAD EXIT RAMP



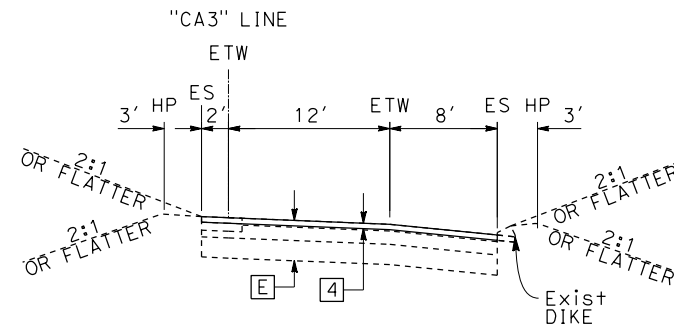
Sta 290+49.31 TO Sta 300+78.94

EASTBOUND CALIMESA BOULEVARD EXIT RAMP



Sta 310+46.91 TO Sta 314+79.30

EASTBOUND CALIMESA BOULEVARD ENTRANCE RAMP



Sta 302+36.04 TO Sta 310+46.91

EASTBOUND CALIMESA BOULEVARD ENTRANCE RAMP

TYPICAL CROSS SECTIONS

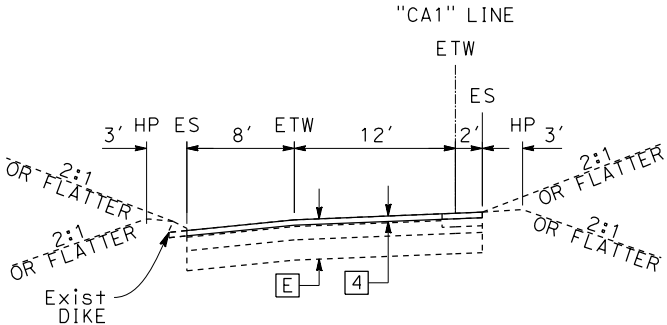
NO SCALE

X-3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<i>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</i>					

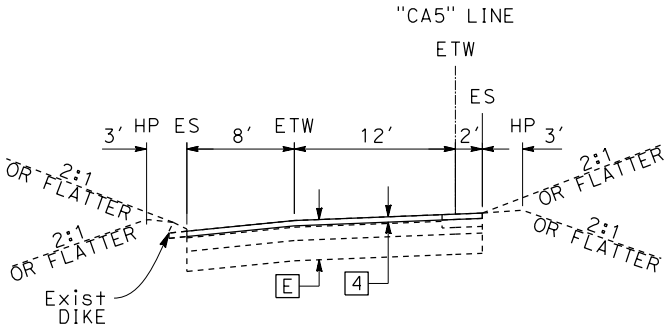
NOTES:

1. LOCATIONS OF INDIVIDUAL SLAB REPLACEMENT (LANE 1) TO BE DETERMINED BY THE ENGINEER.
2. SEE LAYOUT SHEETS FOR EXACT LOCATIONS AND TYPES OF MGS AND DIKES.
3. WHERE DIKE IS NOT PRESENT, CONSTRUCT EDGE TREATMENT PER STANDARD PLAN P76.
4. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURE SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.



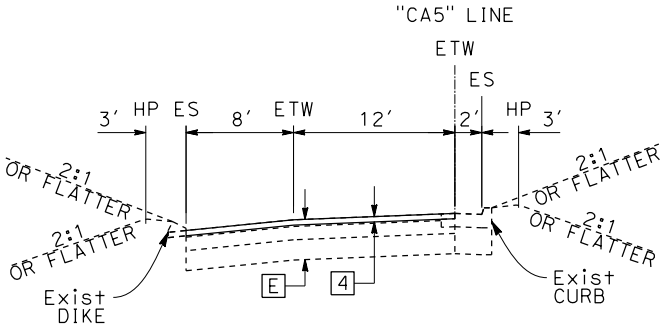
Sta 309+44.12 TO Sta 317+49.28

WESTBOUND CALIMESA BOULEVARD EXIT RAMP



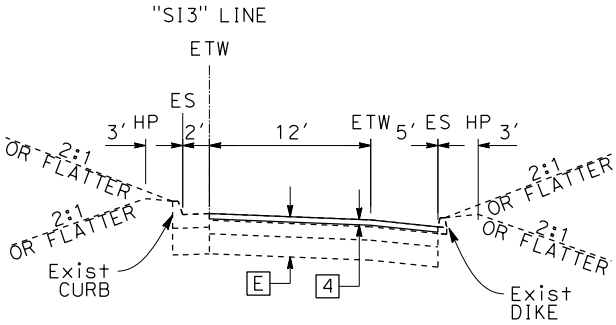
Sta 296+46.32 TO Sta 303+55.19

WESTBOUND CALIMESA BOULEVARD ENTRANCE RAMP



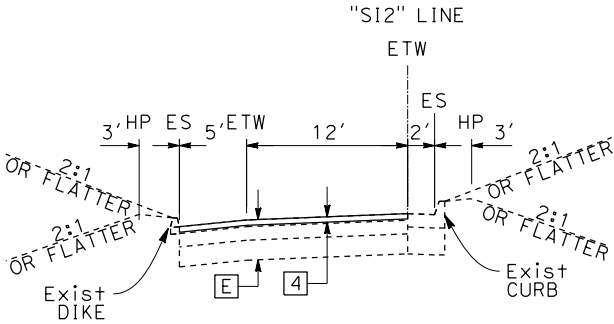
Sta 292+19.31 TO Sta 296+46.32

WESTBOUND CALIMESA BOULEVARD ENTRANCE RAMP



Sta 357+40.64 TO Sta 370+22.27

EASTBOUND SINGLETON ROAD ENTRANCE RAMP



Sta 360+27.58 TO Sta 371+96.28

WESTBOUND SINGLETON ROAD EXIT RAMP

TYPICAL CROSS SECTIONS

NO SCALE

X-4

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
018	Riv	10	R0.0/R4.4		

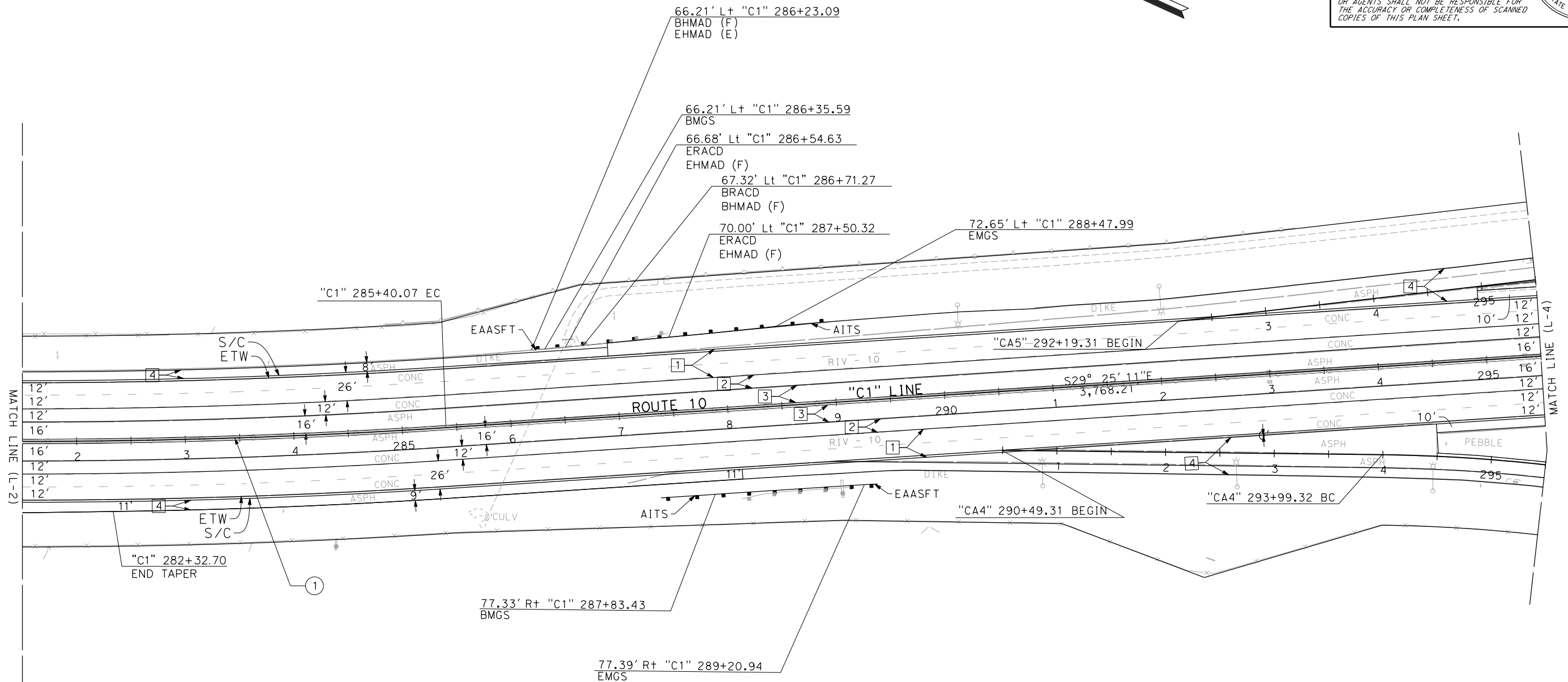
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
1	5,987.50'	05° 33' 01"	290.23'	580.00'

LAYOUT
SCALE: 1" = 50'

L-3

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

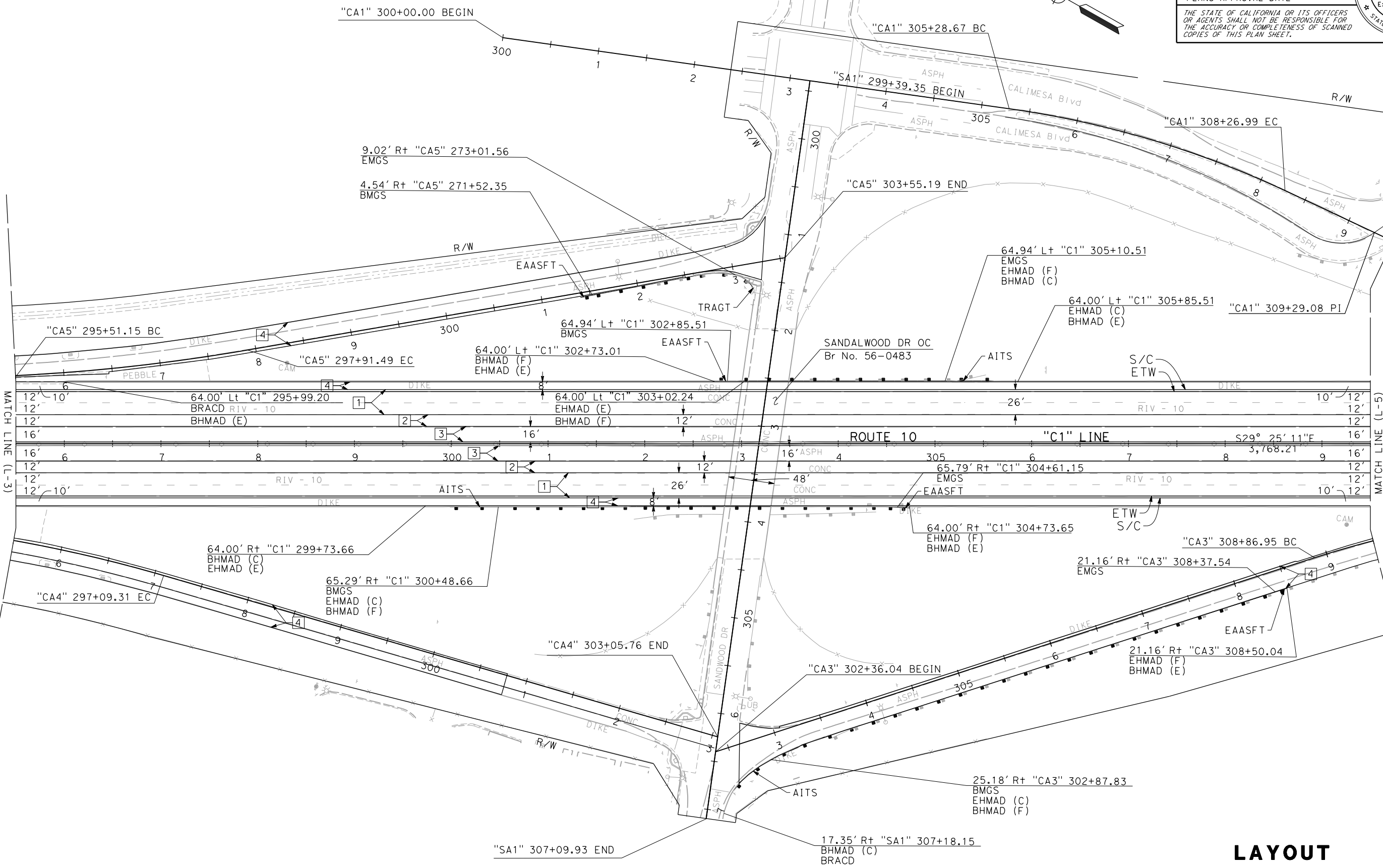
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED- DESIGNED BY	REVISOR BY

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0818000089eq004.rcd.dgn

RELATIVE BORDER SCALE
IS IN INCHES



UNIT 2242

PROJECT NUMBER & PHASE

0818000089

LAST REVISION DATE PLOTTED => 10/1/2024
00-00-00 TIME PLOTTED => 12:57:44 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
018	Riv	10	R0.0/R4.4		

 REGISTERED CIVIL ENGINEER DATE _____

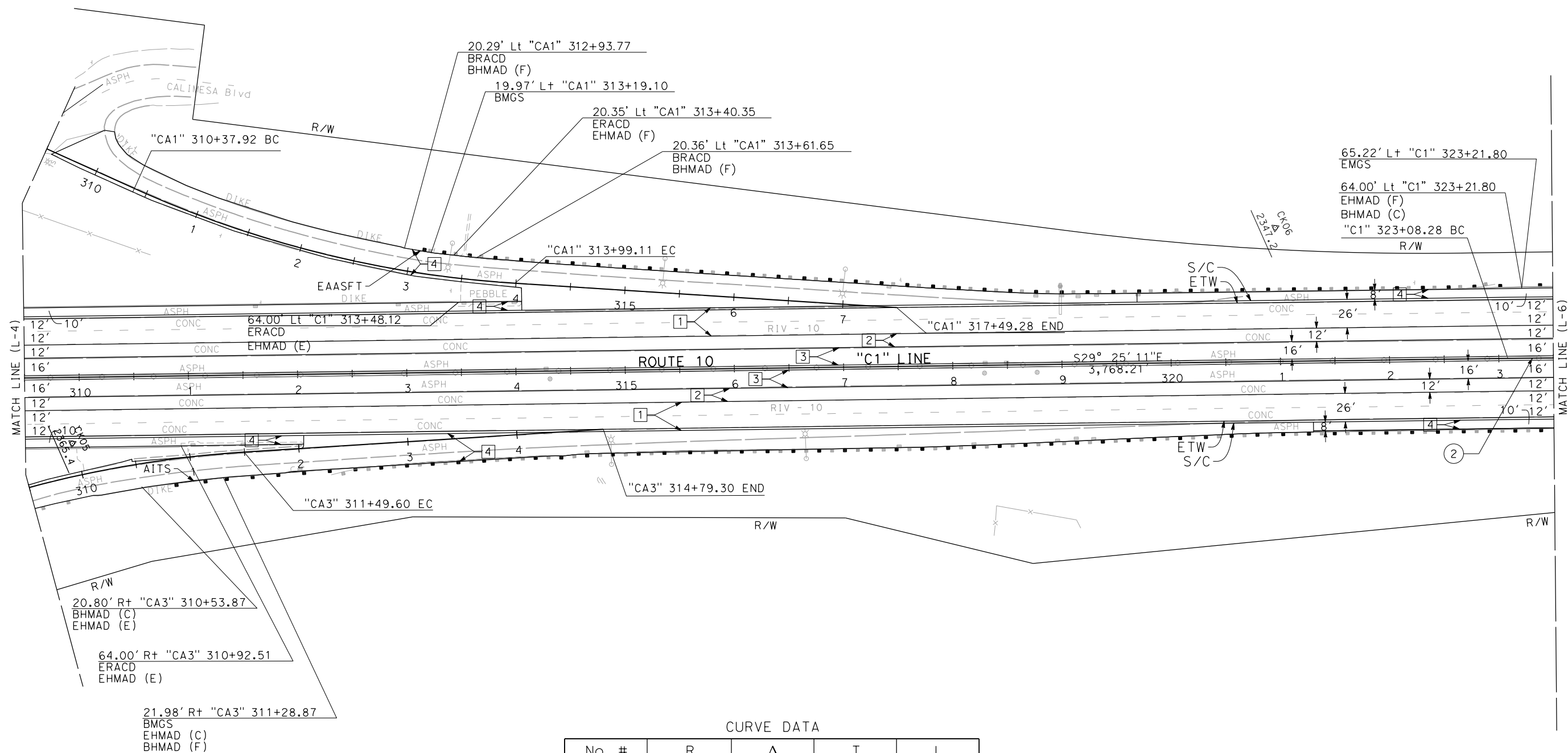
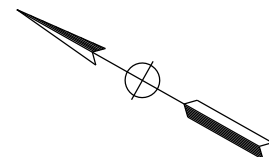
 PLANS APPROVAL DATE

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

No. _____
 Exp. _____

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA				
No. #	R	Δ	T	L
2	10,004.97'	07°19'51"	640.92'	1,280.10'

LAYOUT
SCALE: 1" = 50'

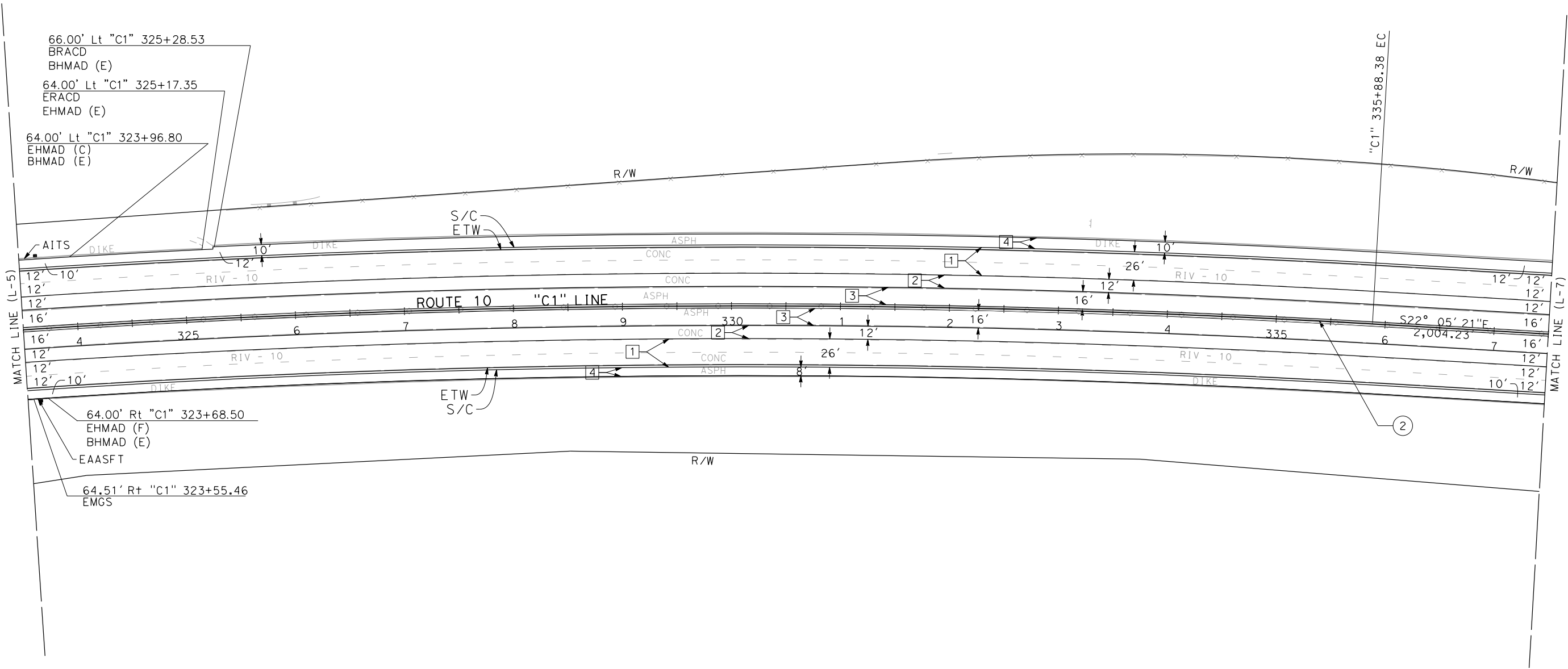
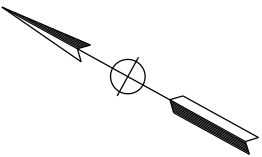
L-5

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No. _____ Exp. _____		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA



CURVE DATA

No. #	R	Δ	T	L
2	10,004.97'	07°19'51"	640.92'	1,280.10'

LAYOUT
SCALE: 1" = 50'

L-6

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		

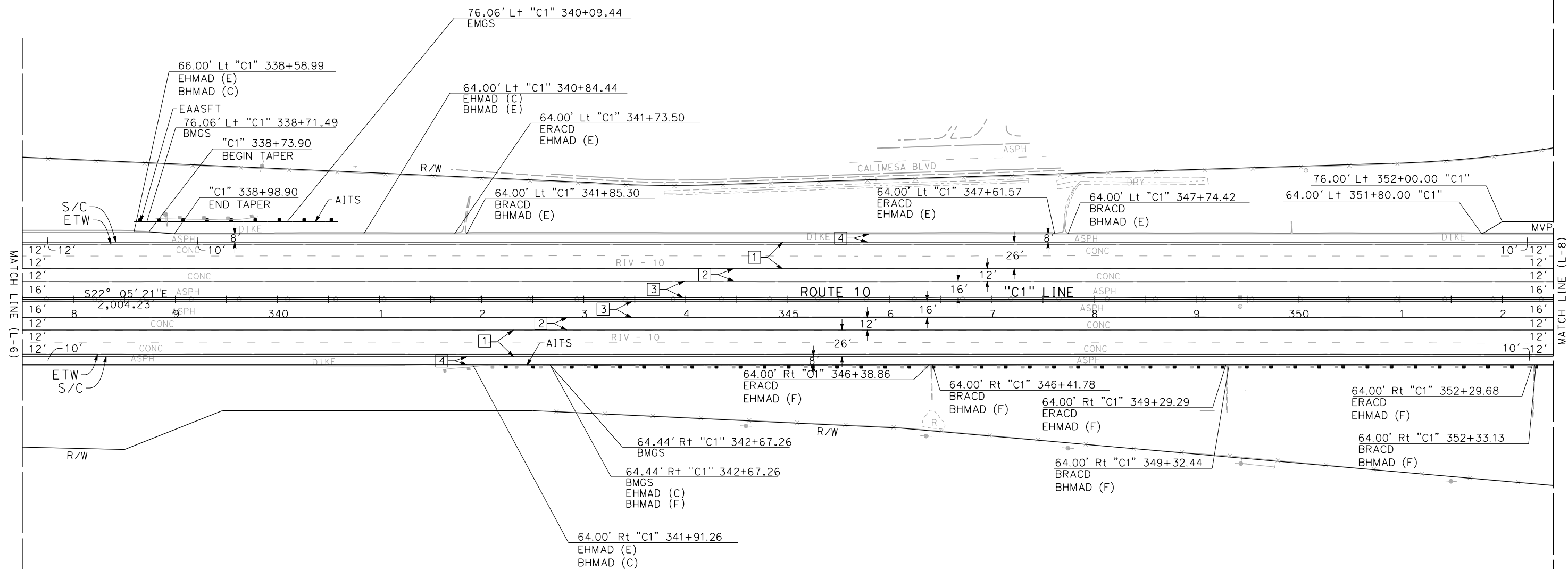
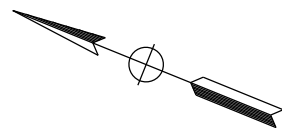
 REGISTERED CIVIL ENGINEER DATE _____

 PLANS APPROVAL DATE

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

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-7

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA				
No. #	R	Δ	T	L
3	4,000.00	39°53'03"	1,451.31	2,784.45

Dist

COUNTY

ROUTE

POST MILES
TOTAL PROJECT

SHEET
No.

TOTAL
SHEETS

08

Riv

10

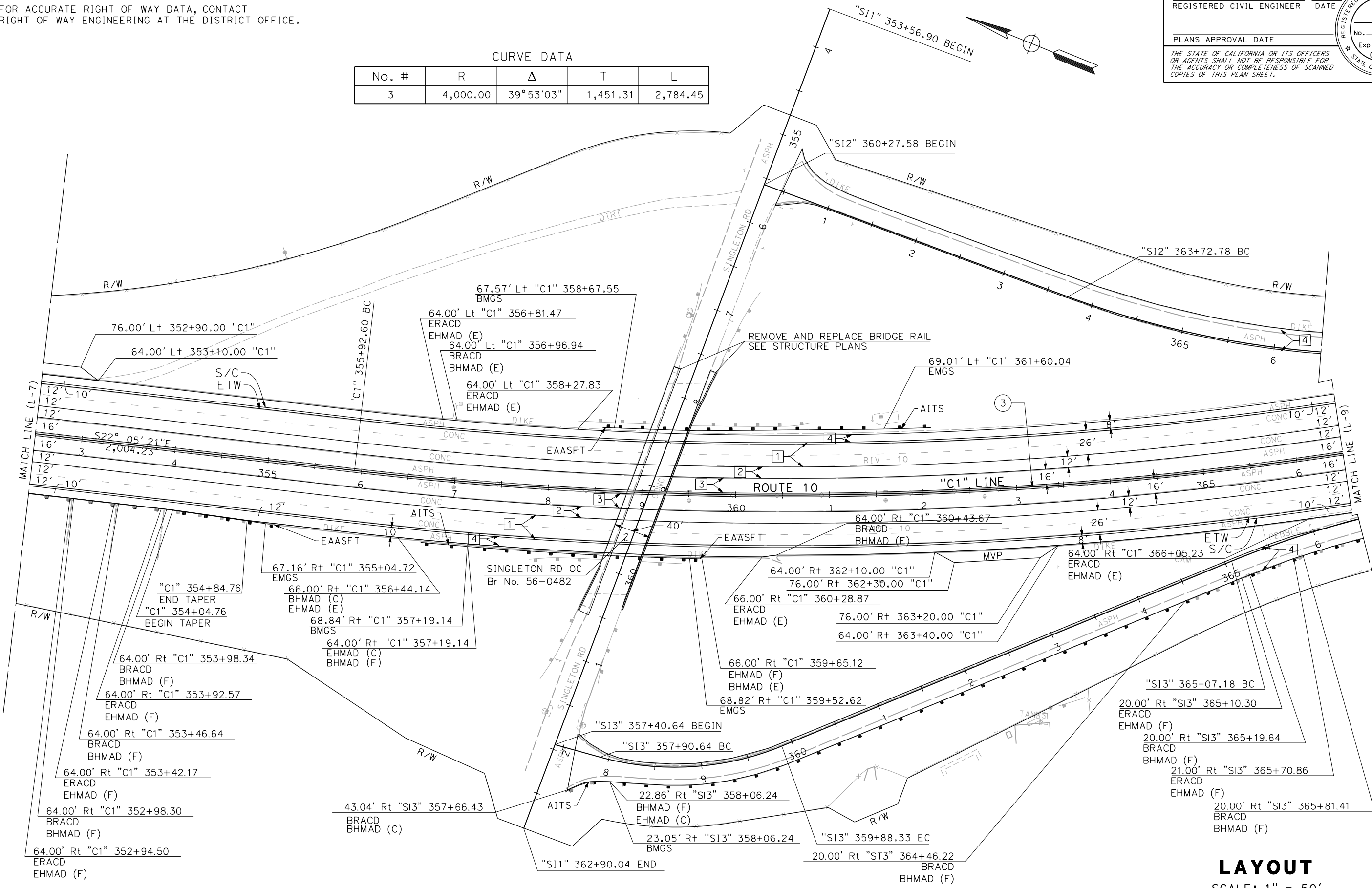
R0.0/R4.4

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

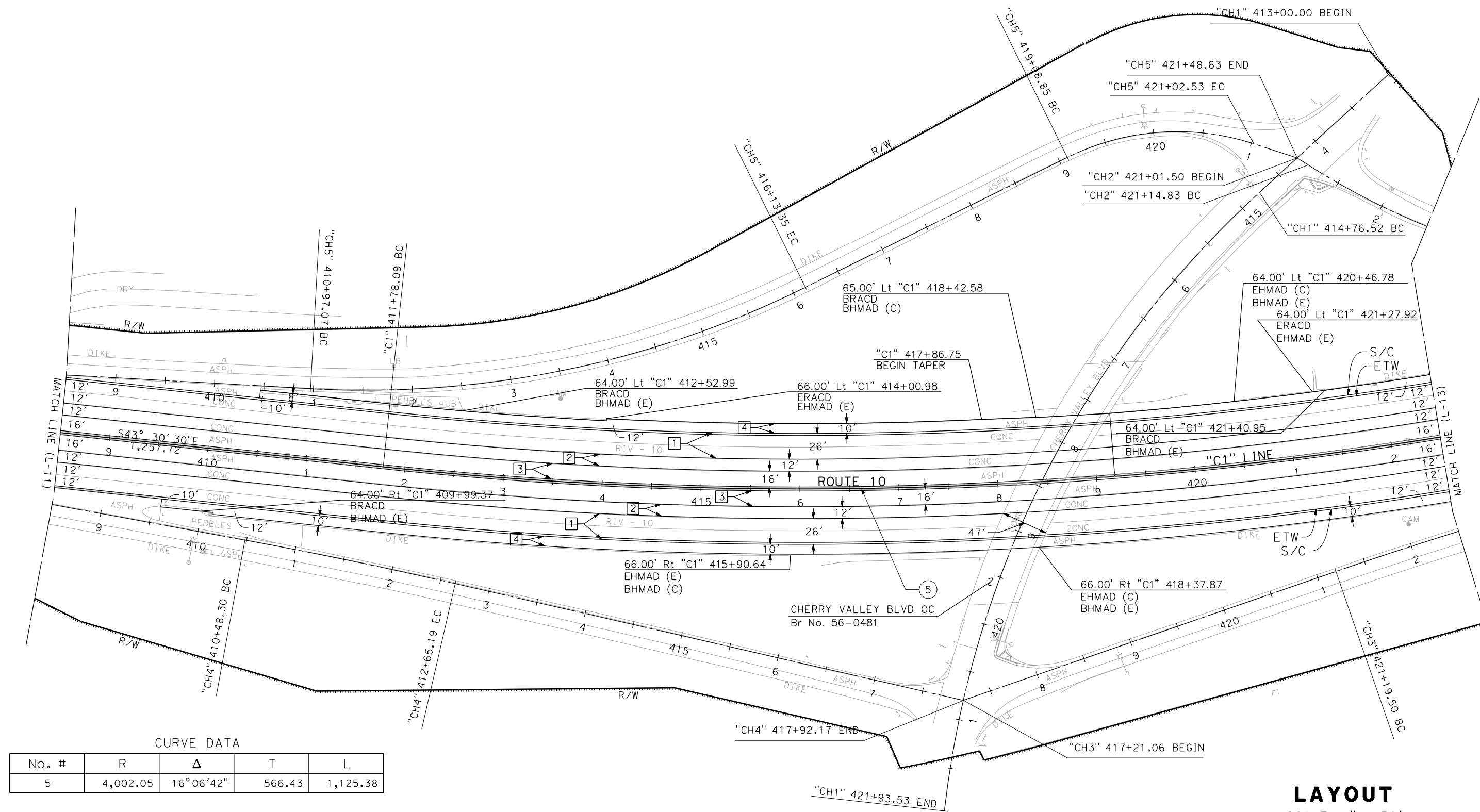


LAYOUT
SCALE: 1" = 50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<i>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</i>					

NOTE:

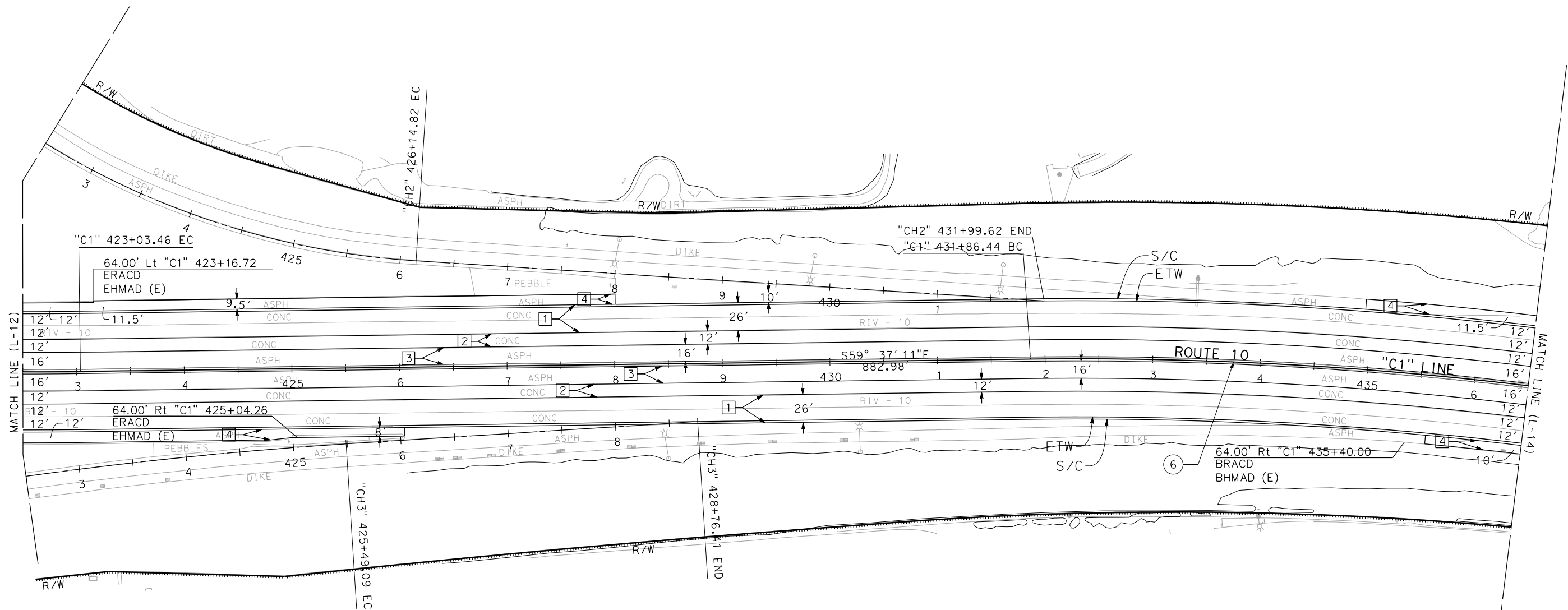
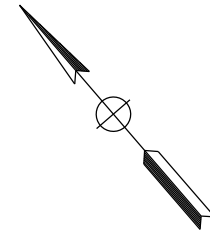
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		
REGISTERED CIVIL ENGINEER _____			DATE _____		
PLANS APPROVAL DATE _____					
<i>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</i>					

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA				
No. #	R	Δ	T	L
6	3,502.89	18°22'38"	566.63	1,123.53

LAYOUT
SCALE: 1" = 50'

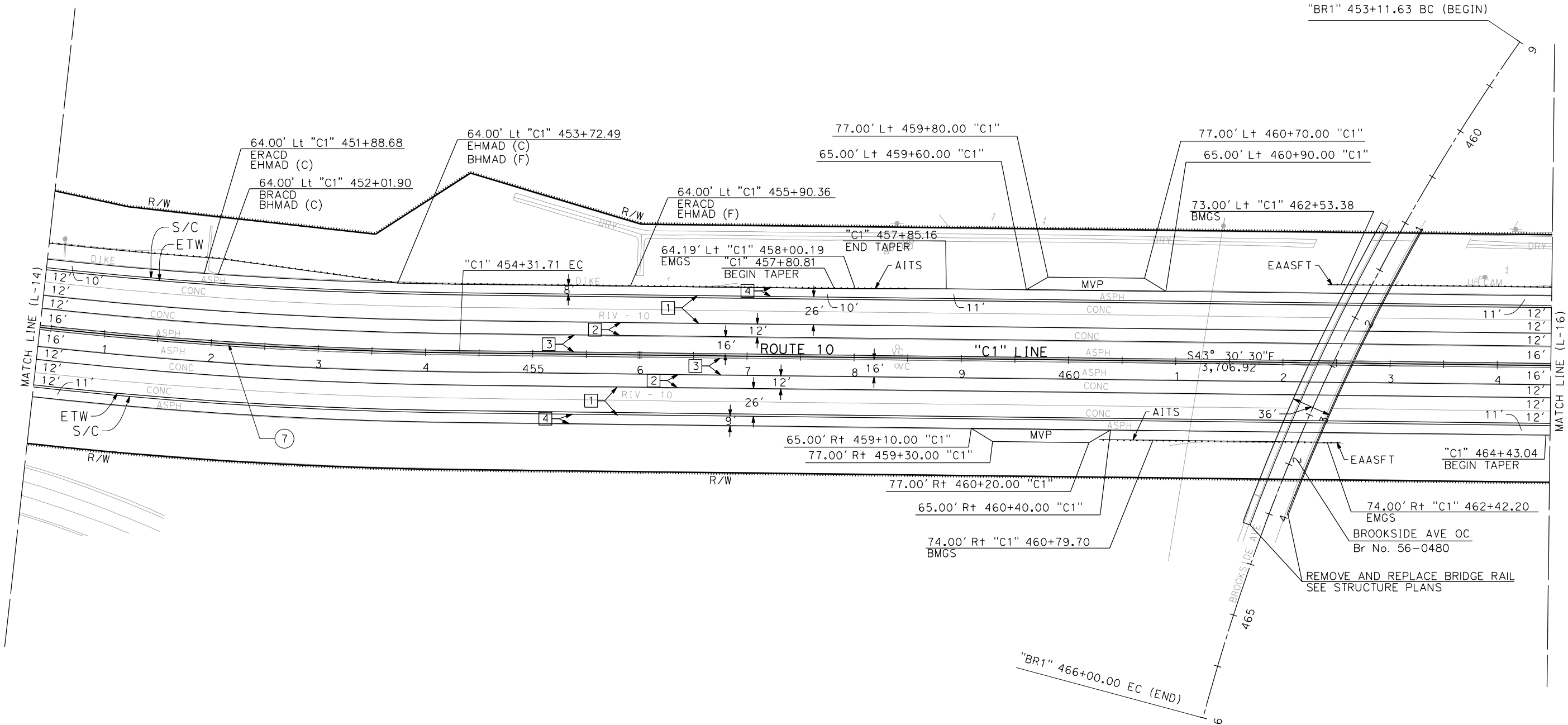
L-13

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	10	R0.0/R4.4		

REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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



CURVE DATA				
No. #	R	Δ	T	L
7	3,997.46	09° 58' 37"	348.92	696.09

LAYOUT
SCALE: 1" = 50'

Attachment C

Preliminary Cost Estimate

PROJECT
DRAFT PROJECT REPORT COST ESTIMATE

EA: 08-1J6500

EA: 08-1J6500 PID: 818000089

PID: 818000089

District-County-Route: 08-Riv-10

PM: R0.0 - R4.4

Type of Estimate : Draft Project Report

Program Code : SHOPP

Project Limits : San Bernardino/Riverside County Line to 0.5 mile East of Brookside Avenue

Project Description: Pavement Rehab, upgrade MBGR, ADA Curb Ramps, and Roadside Safety-based on 100% replaces lanes #2 and #3, ISR lane #1

Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 59,992,000	\$ 65,406,000
TOTAL STRUCTURES COST	\$ 1,765,000	\$ 1,925,000
SUBTOTAL CONSTRUCTION COST	\$ 61,757,000	\$ 67,331,000
TOTAL RIGHT OF WAY COST	\$ 56,000	\$ 56,000
TOTAL CAPITAL OUTLAY COSTS	\$ 61,813,000	\$ 67,387,000
PA/ED SUPPORT	\$ 2,988,000	\$ 2,988,000
PS&E SUPPORT	\$ 3,150,000	\$ 3,150,000
RIGHT OF WAY SUPPORT	\$ 318,000	\$ 318,000
CONSTRUCTION SUPPORT	\$ 6,920,000	\$ 7,435,000
TOTAL SUPPORT COST	\$ 13,380,000	\$ 13,891,000
TOTAL PROJECT COST	\$ 75,193,000	\$ 81,278,000

Programmed Amount \$ 69,495,000

Date of Estimate (Month/Year) Month / Year
9 / 2024

Estimated Construction Start (Month/Year) 10 / 2025

Number of Working Days = 200

Estimated Mid-Point of Construction (Month/Year) 4 / 2026

Estimated Construction End (Month/Year) 7 / 2027

Number of Plant Establishment Days 0

Estimated Project Schedule

PID Approval	10/26/2018
PA/ED Approval	10/14/2024
PS&E	1/16/2025
RTL	6/2/2025
Begin Construction	1/2/2026

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

PROJECT COST ESTIMATE

EA: 08-1J6500 PID: 818000089

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 25,000
2	Pavement Structural Section	\$ 30,934,700
3	Drainage	\$ 1,150,000
4	Specialty Items	\$ 1,293,800
5	Environmental	\$ 2,478,000
6	Traffic Items	\$ 10,548,700
7	Detours	\$ -
8	Minor Items	\$ 696,500
9	Roadway Mobilization	\$ 942,600
10	Supplemental Work	\$ 1,621,000
11	State Furnished	\$ 1,026,200
12	Time-Related Overhead	\$ 1,449,900
13	Total Roadway Contingency	\$ 7,825,000
TOTAL ROADWAY ITEMS		\$ 59,991,400

Estimate Prepared By : Jeffrey Lambert, Project Engineer 2/15/2024 (909) 893-2289
Name and Title Date Phone

Estimate Reviewed By : _____
Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101 Roadway Excavation	CY	x	= \$	-
19010X Roadway Excavation (Insert Type) ADL	CY	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
194001 Ditch Excavation	CY	x	= \$	-
192037 Structure Excavation (Retaining Wall)	CY	x	= \$	-
193013 Structure Backfill (Retaining Wall)	CY	x	= \$	-
193031 Pervious Backfill Material (Retaining Wall)	CY	x	= \$	-
170103 Clearing & Grubbing	LS	1 x	15,000.00 = \$	15,000
100100 Develop Water Supply	LS	1 x	10,000.00 = \$	10,000
19801X Imported Borrow	CY/TON	x	= \$	-
21012X Duff	ACRE/SQFT	x	= \$	-
XXXXXX Some Item	Unit	x	= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$ 25,000
--------------------------------------	------------------

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code	Unit	Quantity	Unit Price (\$)	Cost
401050 Jointed Plain Concrete Pavement (JPCP)	CY	58,200 x	266.00 = \$	15,481,200
280015 Lean Concrete Base Rapid Setting	CY	330 x	400.00 = \$	132,000
390132 Hotmix Asphalt (TYPE A)	TON	87,600 x	90.00 = \$	7,884,000
250201 Class 2 Aggregate Subbase	CY	31,400 x	26.00 = \$	816,400
420201 Grind Existing Concrete Pavement	SQYD	59,200 x	5.00 = \$	296,000
398000 Remove HMA	CY	1,600 x	150.00 = \$	240,000
398300 Remove Base and Surfacing	CY	48,200 x	20.00 = \$	964,000
418002 Remove Concrete Pavement and Base	CY	96,100 x	15.00 = \$	1,441,500
398200 Cold Plane Asphalt Concrete Pavement	SQYD	35,500 x	3.00 = \$	106,500
411105 Individual slab replacement (RSC)	CY	700 x	500.00 = \$	350,000
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	22,200 x	120.00 = \$	2,664,000
397005 Tack Coat	TON	40 x	770.00 = \$	30,800
360200 Base Bond Breaker	SQYD	2,790 x	3.00 = \$	8,370
153123 Remove Concrete (SQYD)	SQYD	2,550 x	40.00 = \$	102,000
731519 Minor Concrete (Stamped Concrete)	SQFT	23,000 x	10.00 = \$	230,000
394076 Place HMA Dike (Type E)	LF	23,200 x	5.00 = \$	116,000
398100 Remove AC Dike	LF	23,200 x	3.10 = \$	71,920

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 30,934,700
--	----------------------

SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX Drainage	LS	1	x 400,000.00 = \$	400,000
6212XX Gross Solids Removal Device Linear Radial	EA	1	x 750,000.00 = \$	750,000

TOTAL DRAINAGE ITEMS	\$ 1,150,000
-----------------------------	---------------------

SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
070012 Progress Schedule (Critical Path Method)	LS	1	x 10,000.00 = \$	10,000
090205 Dispute Resolution Board On-site Meeting	EA	6	x 6,000.00 = \$	36,000
090210 Hourly Off-site Dispute Resolution Board Related Tasks	HR	40	x 200.00 = \$	8,000
839752 Remove Guardrail	LF	10,000	x 10.00 = \$	100,000
070030 Lead Compliance Plan	LS	1	x 10,000.00 = \$	10,000
015299 Alternative In-Line Terminal TL-3	EA	22	x 6,000.00 = \$	132,000
839774 Remove Barrier (Type 60)	LF	1,300	x 60.00 = \$	78,000
839642 Place Barrier (Type 60MC)	LF	1,300	x 235.00 = \$	305,500
832006 Midwest Guard Rail (steel post)	LF	11,000	x 35.00 = \$	385,000
XXXXXX Relocate /instal (6) Exit gore signs	LS		x = \$	-
730070 Detectable Warning Surface	SQFT	125	x 70.00 = \$	8,750
731504 Minor Concrete (Curb and Gutter)	CY	25	x 1,300.00 = \$	32,500
731623 Minor Concrete (Curb Ramp)	CY	235	x 800.00 = \$	188,000
733000 Pre/Post Construction Surveys	EA	10	x 5,000.00 = \$	50,000

TOTAL SPECIALTY ITEMS	\$ 1,293,800
------------------------------	---------------------

SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation (on-site)	LS	1	x 75,000.00 = \$	75,000
148005 Temporary Fence (Insert Type)	LF	1	x 10,000.00 = \$	10,000
<i>Subtotal Environmental Mitigation</i>				<i>\$ 85,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS		x = \$	-
20XXXX Irrigation System	LS		x = \$	-
204099 Plant Establishment Work	LS		x = \$	-
20XXXX Follow-up Landscape Project	LS		x = \$	-
206405 Remove Irrigation Facility	LS		x = \$	-
204096 Maintain Existing Planted Areas	LS		x = \$	-
206400 Check and Test Existing Irrigation Facilities	LS		x = \$	-
21011X Imported Topsoil	CY/TON		x = \$	-
205034 Decomposed Granite	SQFT	104,170	x 4.00 = \$	416,680
200114 Rock Blanket	SQFT	27,765	x 25.00 = \$	694,125
200122 Weed Germination	SQYD		x = \$	-
995100 Water Meter Charges	LS		x = \$	-
2087XX XX" Conduit (Use for Irrigation x-overs)	LF		x = \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation)	LF		x = \$	-
<i>Subtotal Landscape and Irrigation</i>				<i>\$ 1,110,805</i>

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
211111 Permanent Erosion Control Establishment Work	LS		x = \$	-
210010 Move-In/Move-Out (Erosion Control)	EA	1	x 1300.00 = \$	1,300
210350 Fiber Rolls	LF		x = \$	-
210360 Compost Sock	LF		x = \$	-
2102XX Rolled Erosion Control Product (Insert Type)	SQFT		x = \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE		x = \$	-
210300 Hydromulch	SQFT		x = \$	-
210420 Straw	SQFT		x = \$	-
210430 Hydroseed	SQFT	91,160	x 0.40 = \$	36,464
210610 Compost	CY		x = \$	-
210630 Incorporate Materials	SQFT		x = \$	-
<i>Subtotal Erosion Control</i>				<i>\$ 37,764</i>

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130301 SWPPP	LS	1	x 12,600.00 = \$	12,600
130640 Temporary Fiber Roll	LF	50,000	x 8.00 = \$	400,000
130710 Temporary Construction Entrance/Exit	EA	2	x 3,000.00 = \$	6,000
130560 Temporary Soil Binder	SQYD	300,000	x 0.80 = \$	240,000
130650 Temporary Gravel Bag Berm	LF	1,000	x 8.00 = \$	8,000
130505 Move In/ Move Out (Temporary Erosion Control)	EA	6	x 2,000.00 = \$	12,000
130570 Temporary Cover (Plastic Cover)	SQYD	2,000	x 4.00 = \$	8,000
130620 Temp. Drainage Inlet Protection	EA	40	x 250.00 = \$	10,000
130730 Temporary Street Sweeping	LS	1	x 154,000.00 = \$	154,000
130900 Temporary Concrete Washout (Portable)	LS	1	x 300,000.00 = \$	300,000
130100 Job Site Management	LS	1	x 65,000.00 = \$	65,000
130320 Stormwater Sampling and Analysis Day	EA	19	x 1,200.00 = \$	22,800
130330 Stormwater Annual Report	EA	3	x 2,000.00 = \$	6,000
<i>Subtotal NPDES</i>				<i>\$ 1,244,400</i>

Supplemental Work for NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
066595 Water Pollution Control Maintenance Sharing*	LS	1	x 12,600.00 = \$	12,600
066596 Additional Water Pollution Control**	LS	1	x 12,600.00 = \$	12,600
066597 Storm Water Sampling and Analysis***	LS	1	x 3,000.00 = \$	3,000
<i>Subtotal Supplemental Work for NDPS</i>				<i>\$ 28,200</i>

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

TOTAL ENVIRONMENTAL	\$ 2,478,000
----------------------------	---------------------

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity	Unit Price (\$)	Cost
870111	Inductive Loop Detectors	LS	1	x 100,000.00 = \$	100,000
872131	Modifying Lighting Systems	LS	1	x 100,000.00 = \$	100,000
872133	Modifying Signal and Lighting Systems	LS	1	x 100,000.00 = \$	100,000
871900	Fiber Optic Cable Systems	LS	1	x 2,000,000.00 = \$	2,000,000
Subtotal Traffic Electrical					\$ 2,300,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity	Unit Price (\$)	Cost
120090	Construction Area Signs	LS	1	x 50,000.00 = \$	50,000
846030	Remove Thermoplastic Traffic Stripe	LF	129,000	x 0.65 = \$	83,850
846035	Remove Thermoplastic Pavement Markings	SQFT	1,507	x 4.00 = \$	6,028
847200	Remove 6" Traffic Stripe	LF	91,565	x 1.35 = \$	123,613
810120	Remove Pavement Marker	EA	2	x 6,674.00 = \$	13,348
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	119,610	x 2.00 = \$	239,220
847222	6" Traffic Stripe Tape With Contrast (Warranty)(Broken 36-12)	LF	90,600	x 4.00 = \$	362,400
847221	6" Traffic Stripe Tape With Contrast (Warranty)(Broken 17-7)	LF	965	x 6.00 = \$	5,790
846013	12" Thermoplastic Traffic Stripe (Enhanced wet night visibility)	LF	9,390	x 3.80 = \$	35,682
847194	Contrast Stripe Paint (1-Coat)	LF	135,900	x 0.40 = \$	54,360
840516	Thermoplastic Pavement Marking (Enhanced Wet Night Visibility)	SQFT	2,657	x 7.00 = \$	18,599
810230	Pavement Marker (Retroreflective)	EA	4,417	x 15.00 = \$	66,255
810190	Guard Railing Delineator	EA	508	x 2.00 = \$	1,016
037137	Concrete Barrier Marker	EA	912	x 5.00 = \$	4,560
810170	Delineator (Class 1)	EA	16	x 120.00 = \$	1,920
820250	Remove Roadside Sign	EA	6	x 350.00 = \$	2,100
141120	Treated Wood Waste	LB	840	x 5.00 = \$	4,200
820850	Roadside Sign - Two Post	EA	6	x 1,400.00 = \$	8,400
820790	Furnish Single Sheet Aluminum Sign (0.080"-Framed)	SQFT	180	x 30.00 = \$	5,400
Subtotal Traffic Signing and Striping					\$ 1,086,741

6C - Traffic Management Plan

Item code		Unit	Quantity	Unit Price (\$)	Cost
12865X	Portable Changeable Message Sign	EA/LS	x	= \$	-
Subtotal Traffic Management Plan					\$ -

6D - Stage Construction and Traffic Handling

Item code		Unit	Quantity	Unit Price (\$)	Cost
128651	Portable Changeable Message Signs	LS	12	x 5,000.00 = \$	60,000
120159	Temporary Traffic Stripe (Paint)	LF	557,568	x 0.50 = \$	278,784
120159	Temporary Pavement Marker	EA	6,778	x 4.50 = \$	30,501
120100	Traffic Control system	LS	1	x 860,000.00 = \$	860,000
120320	Temporary Barrier System	LF	139,392	x 40.00 = \$	5,575,680
129150	Temporary Radar Speed Feedback Sign System	EA	10	x 12,400.00 = \$	124,000
120207	Portable Radar Speed Feedback Sign Systems	DAY	200	x 130.00 = \$	26,000
120165	Channelizer (Surface Mounted)	EA	1,028	x 70.00 = \$	71,960
129108	Temporary Crash Cushion TL-3	EA	6	x 5,000.00 = \$	30,000
124000	Temporary Pedestrian Access Route	LS	1	x 10,000.00 = \$	10,000
120103	Stationary Impact Attenuator Vehicle	DAY	70	x 750.00 = \$	52,500
128654	Temporary Automated End Of Queue Warning Sustem (Type 1) Day (EA)	EA	70	x 450.00 = \$	31,500
128658	End Of Queue Monitoring And Warning With Truck Mounted Changeable Message Sign Day (EA) (CMS)	EA	10	x 1,100.00 = \$	11,000
Subtotal Stage Construction and Traffic Handling					\$ 7,161,925

TOTAL TRAFFIC ITEMS	\$ 10,548,700
----------------------------	----------------------

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

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

TOTAL DETOURS	\$	-
----------------------	-----------	----------

SUBTOTAL SECTIONS 1 through 7	\$	46,430,200
--------------------------------------	-----------	-------------------

SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	0.0%	\$	-
-----------	------	----	---

8B - Bike Path Items

Bike Path Items	0.0%	\$	-
-----------------	------	----	---

8C - Other Minor Items

Other Minor Items	1.5%	\$	696,453
-------------------	------	----	---------

Total of Section 1-7	\$	46,430,200	x	1.5%	= \$	696,453
----------------------	----	------------	---	------	------	---------

TOTAL MINOR ITEMS	\$	696,500
--------------------------	-----------	----------------

SECTIONS 9: ROADWAY MOBILIZATION *

Item code						
999990	Total Section 1-8	\$	47,126,700	x	2%	= \$ 942,534

TOTAL ROADWAY MOBILIZATION	\$	942,600
-----------------------------------	-----------	----------------

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066578 Portable Changeable Message signs (PCMS)	LS	1	x 36,000.00	= \$ 36,000
066063 Traffic Management Plan - Public Information	LS		x	= \$ -
066090 Maintain Traffic	LS	1	x 140,000.00	= \$ 140,000
066094 Value Analysis	LS	1	x 10,000.00	= \$ 10,000
066670 Payment Adjustments For Price Index Fluctuations	LS	1	x 683,000.00	= \$ 683,000
066700 Partnering	LS	1	x 50,000.00	= \$ 50,000
066596 Additional Water Pollution Control	LS	1	x 10,000.00	= \$ 10,000
066920 Dispute Review Board	LS	1	x 7,500.00	= \$ 7,500
066405 Concrete Pavement Smoothness Incentive	LS	1	x 185,000.00	= \$ 185,000
Cost of NPDES Supplemental Work specified in Section 5D				= \$ 28,200

Total Section 1-8	\$	47,126,700	1%	= \$	471,267
-------------------	----	------------	----	------	---------

TOTAL SUPPLEMENTAL WORK	\$	1,621,000
--------------------------------	-----------	------------------

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	RE Office	LS	1	x	415,800.00	=	\$415,800
120105	Motorist Information Strategies	LS		x		=	\$0
066063	Traffic Management Plan-Public information	LS	1	x	50,000.00	=	\$50,000
066901	Water Expenses	LS		x		=	\$0
066062	COZEED Expenses	LS	1	x	552,000.00	=	\$552,000
06684X	Ramp Meter Controller Assembly	LS		x	552,001.00	=	\$0
06684X	TMS Controller Assembly	LS		x	552,002.00	=	\$0
06684X	Traffic Signal Controller Assembly	LS		x	552,003.00	=	\$0
066916	Annual Construction General Poermit (CGP)	LS	1	x	8,400.00	=	\$8,400
Total Section 1-8		\$	47,126,700		0%	= \$	-

TOTAL STATE FURNISHED	\$1,026,200
------------------------------	--------------------

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$48,329,700 (used to calculate total TRO)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	200	X	\$7,250	=	\$1,449,900

TOTAL TIME-RELATED OVERHEAD	\$1,449,900
------------------------------------	--------------------

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)	0%		\$0
Additional or Residual Contingency	(for Unknown/Undefined Risks)	15%		\$7,824,960
Total Section 1-12	\$ 52,166,400	x 15%	=	\$7,824,960
TOTAL CONTINGENCY*				\$7,825,000

II. STRUCTURE ITEMS

	<u>Bridge 1</u>		<u>Bridge 2</u>		
DATE OF ESTIMATE	08/16/24		08/16/24		00/00/00
Bridge Name	Singleton Rd OC		Brookside Ave OC		XXXXXXXXXXXXXXXXXXXX
Bridge Number	56-0482		56-0480		57-XXX
Structure Type	Overcrossing Bridge		Overcrossing Bridge		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	39 LF		37 LF		0 LF
Total Bridge Length (Feet)	240 LF		249 LF		0 LF
Total Area (Square Feet)	9433 SQFT		9200 SQFT		0 SQFT
Structure Depth (Feet)	4.9 LF		5 LF		0 LF
Footing Type (pile or spread)					XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$59		\$70		\$0
COST OF EACH	\$564,000		\$639,000		\$0

	<u>Building 1</u>				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$1,203,000
------------------------------	--------------------

TOTAL COST OF BUILDINGS	\$0
--------------------------------	------------

Time-Related Overhead	10%	\$133,667
------------------------------	-----	------------------

STRUCTURES MOBILIZATION	10%	\$133,667
--------------------------------	-----	------------------

STRUCTURES CONTINGENCY*	20%	\$294,067
--------------------------------	-----	------------------

TOTAL COST OF STRUCTURES	\$1,765,000
---------------------------------	--------------------

Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

 Date

EA: 08-1J6500 PID: 818000089

III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$	0	\$ 0
	A2)	Acquisition of Offsite Mitigation	\$	15,000	\$ 15,000
	A3)	Railroad Acquisition	\$	0	\$ 0
B)	B1)	Utility Relocation (State Share)	\$	0	\$ 0
	B2)	Potholing (Design Phase)	\$	25,000	\$ 25,000
C)	Utility - Advance Engineering Estimate (Encumber with State Only Funds)		\$	0	\$ 0
D)	RAP and/or Last Resort Housing		\$	0	\$ 0
E)	Clearance & Demolition		\$	0	\$ 0
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		\$	0	\$ 0
G)	Title and Escrow		\$	0	\$ 0
H)	Project Permit Fees		\$	16,000	\$ 16,000
I)	Condemnation Settlements	<u>0%</u>	\$	0	\$ 0
J)	Design Appreciation Factor	<u>0%</u>	\$	0	\$ 0
K)	Utility Relocation (Construction Cost)		\$	0	\$ 0

L)

TOTAL RIGHT OF WAY ESTIMATE**\$56,000**

M)

TOTAL R/W ESTIMATE: Escalated**\$56,000**

N)

RIGHT OF WAY SUPPORT**\$318,000**Support Cost Estimate
Prepared ByProject Coordinator¹

Phone

Utility Estimate Prepared
ByUtility Coordinator²

Phone

R/W Acquisition Estimate
Prepared ByRight of Way Estimator³

Phone

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

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

Attachment D

Risk Register



EA 1J650 QUALITATIVE RISK REGISTER

EA 1J650			Phase: 1			RIV 010 PM: R 0.0/ R 4.4			PM: David Maher			Const Capital Estimate: \$61,795K			Project Description: REHAB ROADWAY, IMPROVE HIGHWAY WORKER SAFETY, SIGNS, GUARDRAIL, DRAINAGE, STRIPING, UPGRADE FACILITIES TO ADA STANDARDS, INSTALL FIBER OPTIC			Project Location: IN CALIMESA, FROM THE SAN BERNARDINO COUNTY LINE TO 0.5 MI EAST OF BROOKSIDE AVENUE		
Program Code: 201.122 / HA22			M460 Target: 6/2/25						ARM: Kimberly Portillo			R/W Capital Estimate: \$88K								
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner		
			Originator							Ph	Impact	Ph	Impact	Ph	Impact					
8	Active	Threat	1/25/2021	10/22/2024	Materials	Pavement Strategy	If pavement damage in lane 1 increases as a result of construction staging/traffic handling, additional slabs will need to be replaced. This will increase cost and may impact schedule.	During construction, existing lane 1 will be utilized as the outside lane to facilitate lane replacement in both lanes 2 and 3. Lane 1 may be further damaged for the next few years and also during project's construction phase. Currently, the proposed work includes 10% slab replacement for lane 1.	Very Low	0				0		Mitigate	The program allows for a maximum of 20% slab replacement. If additional work is needed and identified during PSE, then estimate will be revised and PM can adjust the cost through Fund Request. Also, RE will work with the contractor to select the most suitable slabs for replacement.	Sittampalam Sathiskumar		
			1										1							
			2								9		2							
			3							Low	4	Moderate	3	Low						
									1-10%											
13	Active	Threat	10/3/2023	10/22/2024	Construction	Traffic Staging/Overlapping Project	There is an overlapping project 0G170 that appears to be in conflict with the construction of this project. The type of work and staging will be a concern since coordination between the contractors and RE will need to be done to prevent any construction delays. There may be cost and schedule impact due to the conflict.	There is possibility of conflict with mainline staging due to work related to the reconfiguration of the Cherry Valley interchange. The construction schedule overlap is 15 months. Depending on the type of work that will occur during these months for both projects, it may prevent the contractors to work on improvements at the same time. There is also concern related to materials delivery conflict. The false work for the bridge may remain for a long time.	High	0				0		Mitigate	Design, Construction and PM will coordinate meetings with CT oversight and the City of Calimesa for better integration of traffic handling strategy. A coordination clause may be added to the contract so that Contractors can schedule their work to avoid delays. PM may need to adjust cost and schedule as necessary.	Shaine Shahidi		
			1										1							
			2								9		2							
			3							Low	4	Low	3	Moderate						
									51-70%											
17	Active	Threat	7/8/2024	10/22/2024	Design	Overlapping Projects Scope	As a result of overlapping project 0G170, some work is being omitted from 1J650 that will be included in 0G170, including rehabilitating existing ramps, ADA work, and replacing existing MBGR with MGS near the Cherry Valley Blvd interchange. If for any reason, project 0G170 does not deliver those scope, there may be a possibility to include the missing scope into this project which will impact cost and schedule.	Multiple elements of the Cherry Valley Blvd interchange are outdated and require replacement and/or rehabilitation. It is currently being assumed that project 0G170 will be approved, therefore overlapping scope has been eliminated from 1J650. If scope would need to be included, an environmental reevaluation will be required which may take 30-90 days.	Low	0				0		Avoid	The 1J650 PDT will continue getting updates from the 0G170 PDT on the status of project approval. If 0G170 is not approved, PM will discuss the situation with management to evaluate what part, if any, of the scope can be added back to this project without much impact on cost and schedule.	Ronald Pham		
			1							Low			1	Low						
			2								9		2							
			3							Low	4	Low	3	Low						
									11-30%											
21	Active	Threat	8/21/2024	10/22/2024	Traffic Design	Traffic Control/Staging	In areas where the construction cannot be performed using long-term closures (behind a temporary barrier system), 55-hour weekend closures may be required to replace the pavement. These areas may include the mainline near entrance and exit ramps, as well as crossover entrances and exists in both the eastbound and the westbound directions. This will impact cost and schedule.	55-hr weekend closure work activities can cause delay. We do not know at this time how many 55-hr closures are required and also cost may change.	Moderate	0				0		Mitigate	Traffic Design, Roadway Design, and PM will coordinate a meeting with DTM for the LCRC approval process for the 55-hr weekend closures. Also, PM will coordinate with the City of Calimesa for the approval of the ramp closure detour routes. PM may need to adjust cost and schedule as necessary.	Aung Naing		
			1							Very Low			1	Low						
			2								9		2							
			3							Low	4	Low	3	Low						
									31-50%											



EA 1J650 QUALITATIVE RISK REGISTER

EA 1J650		Phase: 1			RIV 010 PM: R 0.0/ R 4.4			PM: David Maher		Const Capital Estimate: \$61,795K		Project Description: REHAB ROADWAY, IMPROVE HIGHWAY WORKER SAFETY, SIGNS, GUARDRAIL, DRAINAGE, STRIPING, UPGRADE FACILITIES TO ADA STANDARDS, INSTALL FIBER OPTIC		Project Location: IN CALIMESA, FROM THE SAN BERNARDINO COUNTY LINE TO 0.5 MI EAST OF BROOKSIDE AVENUE				
Program Code: 201.122 / HA22		M460 Target: 6/2/25						ARM: Kimberly Portillo		R/W Capital Estimate: \$88K								
Risk No.	Status	Type	Date of Origin Originator	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
										Ph	Impact	Ph	Impact	Ph	Impact			
22	Active	Threat	8/13/2024 Max Auyeung	10/22/2024	UEW	Telecom Line Conflict	Due to the additional scope of work to replace bridge railing and sidewalk on Singleton Rd OC, the existing telecom lines (4-4" conduits) in existing sidewalk are in conflict. The coordination with Frontier for utility relocation is necessary, which may cause project delay and increase support cost.	There are 4-4" Frontier telecom conduits in existing sidewalk on Singleton Bridge OC, and the telecom lines have been identified as conflict due to proposed replacement of bridge railing and sidewalk. Moreover, additional 4-4" conduits are needed for Caltrans electrical facilities and landscape facilities. So total 8-4" conduits are needed on the bridge. Typically, we need around 1 year to coordinate and approve relocation plan. Currently, we only have 6-7 months to R/W Cert. date. Therefore, there is possibility that we may not get the relocation plan approved by target date (before Right of Way Cert. date).	Moderate 31-50%	0 1 2 3	 Very Low	 9	 Low	0 1 2 3	 Moderate Low	Mitigate	UEW will coordinate with Roadway Design, Electrical Design, Landscape Architecture and Structure Design to accommodate the necessary conduits on the bridge. UEW and Right of Way Utilities will coordinate with Frontier to accelerate the progress to get their relocation plans approved. PM may need to adjust the schedule as necessary.	Max Auyeung
24	Active	Threat	8/19/2024 Donald Cheng	10/22/2024	Environmental	Presence of Asbestos	Any type of bridge disturbance can possibly disturb asbestos and leaded paint. Due to special handling and disposal requirements, this can increase project cost and delay the schedule if one or both are found to be positive. In addition, at least 3 to 4 months of lead time should be allowed to do task orders.	Task order was sent to task order management on 8/5/24 and is in the works. If found positive, SSP's for asbestos handling will be added to the project.	Low 11-30%	0 1 2 3	 9	 Very Low	0 1 2 3	 Very Low	Accept	Consultant will test 4 bridges for leaded paint and asbestos. Cost of any mitigation will be included as necessary in the estimate.	Olufemi Odufalu	
25	Active	Threat	8/20/2024 Ronn Knox	10/22/2024	Environmental	Nesting Birds	If a nesting bird, protected from harassment under the Migratory Bird Treaty Act (MBTA) and California Fish & Game Code (CFGC), is discovered in the Project Impact Area, then this may delay construction and impact the project schedule.	Trees which may contain nesting birds are present throughout the Biological Study Area (BSA), and in particular overlap the Project Impact Area (PIA) where the GSRD will be installed. Special status riparian bird species have suitable habitat within the PIA and BSA. Nesting birds may delay construction during the nesting bird season (February 1 to September 30). If nesting birds are found within the 500-foot BSA or in vegetation in or near the PIA during the bird nesting season, then a 100-foot no work zone buffer would be implemented for non-passerine species, 300-foot no work buffer for passerine species, and a 500-foot no work zone buffer would be implemented for raptor species.	Low 11-30%	0 1 2 3	 Very Low	 9	 Very Low	0 1 2 3	 Low	Mitigate	Biology will provide SSP's 14-6.03A and 14 -6.03B which will include measures for a Contractor Supplied Biologist (CSB) monitoring and preconstruction survey. The Project Manager may need to adjust the duration of the project to incorporate buffer implementation and CDFW notification.	Craig Wentworth
26	Active	Threat	8/20/2024 Ronn Knox	10/22/2024	Environmental	Rare Plants	If rare plants are found on the project site, specifically San Bernardino aster, smooth tarplant, and/or Southern California black walnut, then Environmental Sensitive Area (ESA) fencing and an associated no-work zone would be placed around rare plants. A subsequent relocation plan and/or mitigation may be required. Both actions may delay project construction and increase cost.	Suitable habitat for several special-status plants exists in the PIA and BSA, particularly in the proposed GSRD location. If rare plants are found in the Project area, then ESA fencing and an associated no-work zone would be placed around rare plants. A relocation plan may have to be drafted and implemented, which would cause both project duration delays and increase project cost. If there are impacts, the agencies can request the purchase of mitigation bank credits and a 3:1 ratio for replacement. Survey was performed recently and black walnut was identified around the GSRD area. Actual conflict with the GSRD construction is yet to be determined. An addendum to the biological document may be needed.	Moderate 31-50%	0 1 2 3	 Very Low	 9	 Moderate Very Low	0 1 2 3	 Very Low	Mitigate	Biology will provide SSP 14-6.03A. Biology conducted a rare plant habitat suitability assessment as part of the JD. Southern California Black Walnut is known to be within the PIA. The PM may need to increase Project duration to incorporate a draft of a relocation plan report and relocation implementation, if required by regulatory agencies. Any permanent impacts to jurisdictional areas will be mitigated with appropriate mitigation measures to be identified during the regulatory permitting process. The PM may also need to augment the budget as necessary.	Craig Wentworth



EA 1J650 QUALITATIVE RISK REGISTER

EA 1J650			Phase: 1			RIV 010 PM: R 0.0/ R 4.4			PM: David Maher		Const Capital Estimate: \$61,795K		Project Description: REHAB ROADWAY, IMPROVE HIGHWAY WORKER SAFETY, SIGNS, GUARDRAIL, DRAINAGE, STRIPING, UPGRADE FACILITIES TO ADA STANDARDS, INSTALL FIBER OPTIC			Project Location: IN CALIMESA, FROM THE SAN BERNARDINO COUNTY LINE TO 0.5 MI EAST OF BROOKSIDE AVENUE		
Program Code: 201.122 / HA22			M460 Target: 6/2/25						ARM: Kimberly Portillo		R/W Capital Estimate: \$88K							
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator							Ph	Impact	Ph	Impact	Ph	Impact			
27	Active	Threat	8/20/2024	10/22/2024	Environmental	Regulatory Agency Permit Requirements	Due to the added project scope that may impact Regulatory Agency jurisdictions, Regulatory Agency permits (401, 404, and 1600) may require additional avoidance, minimization, and/or mitigation measures beyond what is already specified in the Environmental Document and ECR. Furthermore, regulatory agency permit processing times can take longer than expected due to policy changes and workloads. This may increase the project's cost and delay the schedule.	This risk is dependent on the outcome of coordination with USACE, CDFW, RWQCB, and USFWS regarding potential impacts of the project to State and Federal listed species, habitat, and jurisdictional waters. This coordination will determine if any additional environmental commitments will be required to mitigate these potential impacts. Coordination will begin when the respective permit applications are submitted, based on the revised jurisdictional determination and information from Design.	Moderate	0				0		Mitigate	The biologist in the Environmental Regulatory Permits unit will work with USACE, CDFW, and the RWQCB to determine if any additional biological measures are needed per the requirements of the 404, 1602 and 401 permits. The biologist will also coordinate with USFWS to determine if any additional biological measures are needed per Section 7 of the Federal ESA. Any additional measures required by USACE, CDFW, RWQCB, and /or USFWS will be incorporated into the Environmental Commitments Record. The MCCE will also be updated accordingly. The PM may have to adjust the project cost and schedule.	Craig Wentworth
			1										1	Low				
			2								9	Low	2					
			3								4	Low	3					
										31-50%								
28	Active		8/20/2024	10/22/2024	Environmental	Tree Replacement	The Wildlife Agencies may require higher than usual onsite tree replacement ratios and mitigation monitoring times required for the GSRD work. This could increase the project cost and delay construction schedule.	The GSRD project footprint is within riparian habitat which is a natural community of concern. Installation of the GSRD and placement of RSP will require the removal of several riparian trees. Riparian trees are typically mitigated at a 3:1 ratio and mitigation monitoring for success criteria a minimum of three years. If success criteria is not met after three years, monitoring can extend up to five years and/or if success fails the wildlife agencies may consider the tree removal impact as permanent and require offsite mitigation.	Low	0				0		Mitigate	Caltrans biology will coordinate with the wildlife agencies during 95% permit application submittals to determine if higher mitigation ratios are required early on. Design/Hydrology/Surveys need to coordinate with Caltrans biology as soon as possible to determine the exact number of trees to be removed, species, and determine if some trees can be protected in place to avoid additional mitigation needs.	Craig Wentworth
			1							Low			1	Low				
			2								9	Moderate	2					
			3							Low	4	Low	3	Low				
										11-30%								
29	Active	Threat	10/24/2024	10/25/2024	Construction	Overlapping Project 0F981	There is an overlapping project 0F981 that appears to be in conflict with the construction of this project. The type of work and staging will be a concern since coordination between the contractors and RE will need to be done to prevent any construction delays. There may be cost and schedule impact due to the conflict.	There is possibility of conflict with mainline staging due to work related to the reconfiguration of the Singleton Rd interchange. The construction schedule overlap is 12 months. Depending on the type of work that will occur during these months for both projects, it may prevent the contractors to work on improvements at the same time. There is also concern related to materials delivery conflict. The false work for the bridge may remain for a long time.	High	0				0		Mitigate	Design, Construction and PM will coordinate meetings with CT oversight and the City of Calimesa for better integration of traffic handling strategy. A coordination clause may be added to the contract so that Contractors can schedule their work to avoid delays. PM may need to adjust cost and schedule as necessary.	Shaine Shahidi
			1										1					
			2								9		2					
			3							Low	4	Low	3	Moderate				
										51-70%								

Attachment E

SHOPP Performance Measures

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 08 Tool ID: 19684 Project ID: 0818000089 EA: 11650 Co-Rte-PM: RIV-010-R0.0/R4.4 (Primary Location)

Res In PID WP: 12/28/17 Project Manager: Martha Santana

☐ Bridge ☒ Pavement ☐ Drainage ☐ Facilities

☒ Signs and Lighting ☒ Mobility ☒ Roadside ☒ Bicycle and Pedestrian Infrastructure ☐ Sustainability /Climate Change ☐ Advance Mitigation /Mitigation ☐ Major Damage & Betterments ☐ Green-house Gases ☐ Relinquishment

Save to Excel

Performance & Accomplishments (PPC)

ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review
1	B21 Concrete Pavement Major Rehab	Pavement Class I	Lane Miles	17,508		9,879	7,629		17,508						
2	B26 Concrete Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	8,754		8,754			8,754						
3	E07 Guard Rail (201,010 , 015)	No Performance Objective in the SHSMP	Linear Feet	11000,000			9,026,000	1974,000	9,026,000						
4	E55 Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.071			0.071		0.071						
5	F24 ADA - Repair/Upgrade Curb Ramp (201,361)	No Performance Objective in the SHSMP	Each	8,000			8,000		8,000						
6	F33 ADA - Upgrade Detectable Warning Surface (201,361)	No Performance Objective in the SHSMP	Square Feet	125,000			125,000		125,000						
7	F43 ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	8,000			8,000		8,000						
8	G07 Worker Safety - Safe Access	Roadside Safety Improvements	Locations	10,000			10,000		10,000						4 MVP
9	G09 Worker Safety - Miscellaneous Paving/Treatment	Roadside Safety Improvements	Locations	7,000			7,000		7,000						
10	G10 Worker Safety - Vegetation Control	Roadside Safety Improvements	Locations	22,000			22,000		22,000						
11	H32 Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	No											Yes.
12	N02 Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	4569,000											
13	N03 Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	5938,000											

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 08 Tool ID: 19684 Project ID: 0818000089 EA: 11650 Co-Rte-PM: SBD-010-R39.15/R39.16 (Location 2)

Res In PID WP: 12/28/17 Project Manager: Martha Santana

☐ Bridge ☒ Pavement ☐ Drainage ☐ Facilities

☐ Signs and Lighting ☐ Mobility ☐ Roadside ☐ Bicycle and Pedestrian Infrastructure ☒ Sustainability /Climate Change ☐ Advance Mitigation /Mitigation ☐ Major Damage & Betterments ☐ Green-house Gases ☐ Relinquishment

Save to Excel

Performance & Accomplishments (PPC)

ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review
1	I16 Significant Trash Generating Areas (STGA)	Storm Water Mitigation	Acres	8,320			8,320		8,320						

Attachment F

ISA Checklist

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

-----PROJECT ENGINEER MUST FILL OUT ALL INFORMATION THROUGH # 2 BELOW-----

DATE: 11/3/22

PROJECT INFORMATION

District	8	County	RIV	EA	1J650	
Route	10	Postmiles	R0.0-R4.4			

Project Description:

Replace Lane #2 (75%) & #3 (100%) with JPCP, Grind Lane #2 (25%). . Random slab replacement/Grind Lane #1, Correct depression in EB lanes #1 & #2 from Cherry Valley Blvd for 0.2 Miles. . Replace outside shoulders with HMA. . Reconstruct median with HMA. . Cold plane and overlay AC Ramps @ County Line (UC), Sandalwood (OC) and Singleton (OC). . Upgrade Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS). . Upgrade curb ramps to American with Disability Act (ADA) Standards. . Improve roadside safety (2MVP, Paving beyond gore, slope paving with rock blanket, vegetation control). Relocate six exit gore signs or install 6 new exit sign 150-200' downstream using 2-woodpost or steel post.

Project Engineer	Refaat El Sherif	Telephone	9093836891
Environ. Planner	Jeanine Porter	Telephone	9094721301
Oversight Project?	Yes ☐ No ☒		

Note: For projects involving any new R/W, TCE, FEE, partial take, shoulder excavation, or bridge demolition/modification please provide map and explanation showing details of work such as the extent of depth, number of drill holes etc. This will allow task orders to start early in the project delivery process to meet RTL deadline. On parcel maps if the exact parcel is unknown, include a buffer zone of 1/2 mile so that all vicinity areas of the project scope can be fully investigated for hazardous waste.

Project Features:

New R/W, TCE, FEE, partial take? ☐	Excavation within 15 ft. of highway shoulder? ☒	Bridge Demolition/Modification? ☐
Railroad Involvement? ☐	Subsurface Utility Relocation? ☐	Cold Planing? ☒
Treated Wood Waste? ☒	Non Hazardous Striping/Marker? ☐	Soil Stockpiling? ☐
Hazardous Yellow Striping/Marker? ☐	Concrete Pipes? ☐	Vehicle Sensor Nodes? ☐

Comments: _____

-----THE REMAINDER OF THIS FORM TO BE FILLED OUT BY DISTRICT HAZARDOUS WASTE COORDINATOR ONLY-----

Check if project is on the Cortese List? ☐

Conduct Field Inspection Geotracker Date 10/16/23

Storage Structures/Pipelines:	Contamination: (spills, leaks, illegal dumping, etc)	Hazardous Materials: (asbestos, lead, etc.)
UST's ☐	Surface Staining ☐	Buildings ☐

Surface tanks	☐	Oil Sheen	☐	Sprayed-on Fireproofing	☐
Sumps	☐	Ponds	☐	Odors	☐
Drums	☐	Basins	☐	Vegetation damage	☐
Transformers	☐			Acoustical Plaster	☐
Landfill	☐			Serpentine	☐
				Paint	☐

Other comments and/or observations:

Specifications:

☒	Non hazardous soil	7-1.02K(6)(j)(iii)	☐	Yellow Hazardous Striping/Marker	14-11.12	☐	Lead Compliance Plan-informational submittal	7-1.02K(6)(j)(ii)
☐	Regulated ADL	14-11.08	☐	Non Hazardous Striping/Marker	84-9.03B	☒	Treated Wood Waste	14-11.14
☐	Minimal Disturbance Regulated Soil	14-11.09	☐	Paint removal on bridges	14-11.13	☐	Stock Piling Earth Material R1 and R2 Soil	14-11.05B
☐	NESHAP Notification	14-9.02	☐	Bridge Demolition	14-11.11	☐	Asbestos in Unoccupied Buildings	14-11.18
☐	Test/Manage Asbestos in Bridges	14-11.16	☐	Vehicle Sensor Nodes	87-21.03D	☐	Manage Lead Paint, Asbestos, Title 22 in Buildings	14-11.17
☒	Cold Planing	36-4	☐	Naturally Occurring Asbestos	14-11.10A	☒	Import/borrow-use SMARA commercial sites soil or test for Title 22 metals+ADL	6-1.03

Technical Studies Required: ADL ☒ LBP/ACM ☐ ISA ☐ SI ☐

Risk Level: Low ☒ Medium ☐ High ☐ Unknown (to be determined) ☐

Task Order Required? Yes ☒ No ☐

ISA CONDUCTED BY:	<i>Donald Cheng</i>	DATE:	10/16/23
-------------------	---------------------	-------	----------

District 8 Hazardous Waste Coordinator

Attachment G
Right of Way Data Sheet

M E M O R A N D U M

To: BEN AMIRI
Design i

From: CHRISTINE SENTENO
RW Project Coordination

Date: May 07, 2024 Revised
File: 08-RIV 10 PM 0.0/4.4
Project: Pavement Rehabilitation
E.A./P.N.: 1J6500 / 0818000089

We have completed an estimate of the right of way costs for the above-referenced project based on the request received on **August 7, 2023**, and the following assumptions and limiting conditions:

- ☐ Mapping received did not provide sufficient detail to determine the limits of the right of way requirements and/or to determine damages to the remainder parcels impacted by the project.
- ☐ Additional right of way requirements may be anticipated but are not defined due to the preliminary nature of the early design requirements.
- ☐ We have determined that there are no right of way functional involvements in the proposed project at this time as currently designed.
- ☒ Due to the preliminary nature of the project scope/mapping, utility estimate was provided without the benefit of As-Built maps or potholing.
- ☐ Other:

Right of Way Engineering will require a minimum of 0 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping (M224).

Right of Way will require a minimum of 6 months prior to certification of the subject project after receiving final Right of Way Appraisal maps, necessary environmental clearances, and approved freeway agreements (M225).

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

*NOTE: THE WORKPLAN WILL BE SENT SEPARATELY AND ARE BASED ON THE INFORMATION PROVIDED WITH THE DATA SHEET REQUEST. IF THERE IS A CHANGE IN SCOPE, A REVISED DATA SHEET AND WORKPLAN WILL BE PROVIDED.

Attachments:

- [XX] Right of Way Data Sheet
[XX] Utility Information Sheet
[XX] Railroad Information Sheet
[XX] Government Lands Information Sheet
[XX] M.C.C.E.

EVNT RW	_____
COST RW1 - 6	_____
TEXT TI	_____
SCAN	06/06/24
CLASS	_____
AGRE	_____
TPRC	_____

RIGHT OF WAY DATA SHEET

(Form #)

Current 9-Phase Programming: \$ 56,000.00

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Permits to Enter Railroad	\$ 0.00
Federal Lands – Special Use	\$ 0.00
B. Acquisition of Offsite Mitigation.	\$ 15,000.00
C. Utility - Relocation (State share)	\$ 0.00
- Potholing – (50 potholes x \$500)	\$ 25,000.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 0.00
G. Project Permit Fees	\$ 16,000.00
H. Condemnation Costs	\$ 0.00
Total R/W Estimate:	\$ <u>56,000.00</u>

2. Anticipated Date of Right of Way Certification May 01, 2025

3. Parcel Data:

Type	Dual/Appr	Utility Involvement
X _____	_____	U4-1 _____
A _____	_____	-2 _____
B _____	_____	-3 <u>1</u>
C _____	_____	-4 _____
D _____	_____	U5-7 <u>3</u>
		-8 <u>6</u>
		-9 _____
Total Parcels _____		

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

Federal Lands No
 Number of Parcels _____

Misc. R/W Work
 RAP Displacement _____
 Clear/Demo _____
 Const Permits _____
 Condemnation _____
 Permits to Enter-ENV _____

Areas: Right of Way: S.F. _____
 Excess: S.F. _____
 No. Excess Land Parcels: _____

RIGHT OF WAY DATA SHEET

(Form #)

4. Are there major items of Construction Contract Work?
Yes ____ No X (If yes, explain.)
5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

Type and Number of Parcels: Total Number of Larger Parcels 0Fee ____
Easements ____

6. Is there an effect on assessed valuation?
Yes ____ Not Significant ____ No X (If yes, explain.)
7. Are utility facilities or rights of way affected?
Yes ____ No X (See attached Utility Information Sheet)

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.

8. Are railroad facilities or rights of way affected? Yes ____ No X
(See attached Railroad Information Sheet)
9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ____ None Evident X
(If yes, attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)
10. Are State or Federal rights of way affected?
Yes ____ No X (See attached Government Lands Information Sheet)
Agencies Involved:
Rights/Permissions Required:

11. Are RAP displacements required? Yes ____ No X
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.

12. Are there material borrow and/or disposal sites required?
Yes ____ No X (If yes, explain.)
13. Are there potential relinquishments and/or abandonments?
Yes ____ No X (If yes, explain.)
14. Are there existing and/or potential Airspace sites?
Yes ____ No X (If yes, explain.)

RIGHT OF WAY DATA SHEET

(Form #)

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 Estimator: STEPHEN HENSLEY, Associate Right of Way Agent

Railroad Coordinator: LYNDSEY CAMPANELLA, Associate Right of Way Agent

Utility Coordinator: LISA CHAVEZ, Associate Right of Way Agent

Federal Lands: KRISTINE FLINT, Associate Right of Way Agent

Right of Way Engineering: KEVIN WINGATE, Transportation Land Surveyor

Reviewed By:

Reviewed By:

AL Ehieze-Okeke
AL EHIEZE-OKEKE
Project Coordinator
District 8, Right of Way

Date: 08/29/2023

Christine Senteno
CHRISTINE SENTENO
Senior-RW Agent, Project Coordination
District 8, Right of Way

Date: 08/29/2023

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.

Susan Esparza
SUSAN ESPARZA
Project Delivery Manager
District 8, Right of Way

Date: 08/29/2023

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

Date: 08/30/2023

REVISIONS			APPROVAL	
No.	Date	Reason for Revision	Project Coordinator	Sr. RW Agent
1	08/29/2023	Updated for time and RW Requirement (eliminated new additional RW)	<u>ACO</u>	<u>CS</u>
2	05/07/2024	Received new MCCE. Capital cost remains unchanged.	<u>gg</u>	<u>CS</u>

RIGHT OF WAY DATA SHEET

(Form #)

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

UTILITY INFORMATION SHEET

1. List of utility companies in the project area:

AT&T TRANSMISSION/DISTRIBUTION, BEAUMONT-CHERRY VALLEY WATER DISTRICT, CITY OF CALIMESA, CITY OF BEAUMONT, MCI (VERIZON BUSINESS), SO CAL GAS, SO MESA WATER CO., SCE DISTRIBUTION/TRANS TELECOM, CHARTER-SPECTRUM, FRONTIER, AND YUCAIPA VALLEY CO WATER.

2. Type and name of utilities in conflict and agreements required:

Underground: gas, sewer, and water

Overhead: electric, telephone, and cable television

Notices to Owners and Utility Agreements will not be required at this time.

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

Disposition of longitudinal encroachment(s):

- ☒ None
☐ Relocation required.
☐ Exception to policy needed.
☐ Other. Explain

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

UEW will do further investigation during phase 1.

5. Potholing costs: \$ 25,000.00

50 PHS X \$500.00

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

Facility Owner	Type of Relocation (facility)	Quantity (ie., LF of waterline, # of manholes, # poles, etc)	Cost of Each relocation	Total Cost of relocations	Estimated Grand Total including contingency
TBD					

RIGHT OF WAY DATA SHEET

(Form #)

Utility Involvement

U4-1 ____ total number of expected owner expense involvements

-2 ____ total number of expected State expense involvements-conventional highway, no Federal aid

-3 1 ____ total number of expected State expense involvements-freeway, no Federal aid

-4 ____ total number of expected State expense involvements-conventional or freeway, with Federal aid

U5-7 3 ____ total number of expected utility verifications, which will not result in involvements-8 6 ____ total number of expected utility verifications, 50% which will result in involvements, and 50% will not

-9 ____ total number of expected utility verifications, which will result in involvements

Prepared By: Lisa ChavezDate: 8/28/2023**LISA CHAVEZ**

Right of Way Utility Estimator

Reviewed By: Vincent LundbladDate: 8/28/2023**VINCENT LUNDBLAD**

Senior Right of Way Agent, Utilities

RIGHT OF WAY DATA SHEET

(Form #)

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
Per the scope of work, there is no railroad involvement anticipated. There is no railroad within the vicinity.
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?):
None
5. 4-Phase Cost: \$ 0
Explanation: (Flagging)

9-Phase Cost: \$ 0
Explanation: (ROE, Svc Contract)
6. PMCS Input Information
RR Involvement **NO**
C&M Agreement _____
SVC Contract _____
OE Clearances/
Clauses _____
LIC/ROE _____

Anticipated Lead time: **No additional anticipated lead time.**Prepared By: Lyndsay Campanella
LYNDSAY CAMPANELLA
Right of Way Railroad CoordinatorDate: 08/18/2023Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, AcquisitionsDate: 8/18/2023

RIGHT OF WAY DATA SHEET

(Form #)

08-RIV 10 PM 0.0/4.4
Pavement Rehabilitation
1J6500 / 0818000089

FEDERAL LANDS INFORMATION SHEET

Are Federal Lands involved?Yes ☐ No ☒ (If "Yes," provide the following information.)

Agencies Involved:

_____ Army Corps of Engineers	_____ GSA	_____ US Postal Service
_____ BIA	_____ National Parks	_____ Veterans Administration
_____ BLM	_____ US Fish & Wildlife	_____ Other _____
_____ Dept. of Parks & Recreation	_____ US Forest Service	_____ Other _____

Rights/Permissions Required:

_____ Cooperative Work Agreement	_____ Letter of Concurrence	_____ Right of Way Grant
_____ Cost Recovery	_____ Letter of Consent	_____ Special Use Permit
_____ Courtesy Letter	_____ Mineral Agreement	_____ Timber Sale
_____ Easement	_____ Perfection of Title	_____ Transfer of Jurisdiction
_____ Highway Easement	_____ Right of Entry	_____ Other _____

9-Phase Cost Anticipated (if any) _____

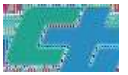
Explanation:

Remarks:

There are no Federal Lands within project limits.

Anticipated Lead time: _____

Prepared By: Kristine Flint
KRISTINE FLINT
Right of Way Federal Lands CoordinatorDate: August 22, 2023Reviewed By: 
ADEE ARPON
Senior Right of Way Agent, AcquisitionsDate: 8/24/2023



Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 08 - RIV - 010 **PM/PM:** R0.000/R4.400

EA/Project Number: 08-1J650_ / 0818000089

Project Name: RIV 10 PAVEMENT REHAB

Form Completed by: Tyrha Delger

Project Manager: SANTANA, MARTHA E **Phone:**

Date: 10/30/2023

MCCE Phase prepared for: DED

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative:

Commitment	Design \$	FY	Ac/Crd	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
Biological									
ESA Fencing 160110							☐	\$28,250	25/26
Task Order MSHCP Surveys	\$50,000	22/23					☒		
146002							☐	\$89,210	25/26
Bank Credits				\$15,000	23/24		☐		

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
1600	\$6,236	24/25		☐		
401	\$2,734	24/25		☐		
TOTAL	\$50,000		\$23,970		\$117,460	

Approved by:

ANTONIA TOLEDO

Environmental Branch Chief (Print Name)

Signature

05/07/2024

Date

If Right of Way Capital is needed:

Christine Senteno

Right-of-Way Office Chief (Print Name)

Signature

05/07/2024

Date

If cultural and biology mitigation totals more than \$500,000:

Environmental Office Chief (Print Name)

Signature

Date

Submitted to PM on:_____ Initial____

Comments (explanation and risk management plan attached)

MHSCP surveys will be needed if suitable habitat is present in project area.

Contractor Supplied Biologist:

Assume 200 working days

\$1000 monitor daily cost

\$300 per deim daily cost

15% contractor mark up

1 day for preconstruction meetings: \$1,495

8 days preconstruction surveys: \$11,960

1 day WEAP training: \$1,495

1 day to prepare training materials: \$1,495

\$500 to prepare training materials

1 day to install ESA Fence: \$1,495

1 day to remove fence: \$1,495

40 days periodic monitoring (weekly): \$59,800

1 day to review CCOs: \$1,495

2 days to prepare reports: \$2,990

\$2000 for report cost for report reproduction, binding, photos, etc

2 days misc expenses: \$2,990

Total Days Monitoring: 58

Total Cost: \$89,210

ESA Temp Fencing:

5000 feet, \$5.65/linear foot

Total: \$28,250

Permits- 1600 permit fee based on culvert work cost per design (\$915,00), and 401 fee estimate based on estimated 0.1 acre of temporary and permanent impacts = \$2,734

Memorandum

To: CHRISTINE SENTENO
OFFICE CHIEF
RIGHT OF WAY PROJECT COORDINATOR

Date: August 4, 2023

File: 08-Riv-10 PM R0.0/R4.4
In Calimesa, fr SBd Co
Line to e/o Brookside
Ave. Highway upgrades
PN: 0818000089
201.122 HA22

From: BEN AMIRI
Office Chief *J.C. Alvarez for Ben Amiri*
Design I

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

Design I is preparing this Project Report for the above-referenced project. The purpose of the pavement rehabilitation project is to replace 100% of lane number 3 and 75% of lane number 2, and to perform random slab replacement of lane number 1. The project will also replace the inside and outside shoulders, cold plane and overlay existing entrance and exit ramps, bring existing pedestrian facilities to ADA standards, and improve roadside safety. All work is to be completed within state and public right of way.

Attached for your use are the Right of Way (R/W) Data Request Form, a preliminary plan set, and the Utility Data Assessment (UDA).

Currently the Project Approval & Environmental Document approval date is scheduled for October 5th, 2023

Please provide us with the Right of Way Data Sheet by September 5th, 2023.

Should you have any questions or need additional information, please contact Refaat El Sherif, Project Engineer at (213) 317-0002 or myself at (909) 501-9388.

CHRISTINE SENTENO

August 4, 2023

Page 2

Attachments:

1. Right of Way Date Sheet Request Form
2. Preliminary Plan Set
3. UDA

c: MSantana, Project Manager
MAkhter, Acting DDD-Design
CQuach, Design Manager

JLambert/CM

*Inserted milestone table
with RWDS update
05/07/2024*

Attachment H
Transportation Management
Plan (TMP) Data Sheet

TMP Elements	EA #/ID#	1J650/0818000089	Date	10/10/2024
Note: A checkmark in the box means you need to include this in the project unless staging, material, or work hour changes eliminate the need for the item. A ? in front means TMP anticipates this - please check into this. A blank box means the item is not needed at this time based on the information received.				

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

1	Public Information/Public Awareness Campaign (PAC). Developer: Remember to obtain the estimate from Public affairs by contacting Emily Leinen. Procedure is in the file under 3- TMP matters	Estimated Cost \$ 50,000
	BEES 066063 (Traffic Management Plan-Public Information). Cost to be reduced by Public Affairs (PA) and Construction Liaison (CL) only. Show under State Furnished as the total of PA+CL.	

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

"A representative of the Contractor, at Superintendent level or higher, and authorized to commit the Contractor, shall attend and participate in all Public Awareness Campaign meetings. Time commitment for the meeting(s) varies from two to four hours per month."

Section 1 Total	\$ 50,000
------------------------	-----------

2 Motorist Information Strategies

Project team needs to coordinate with Traffic Design!

- 2.1 ☐ Existing Overhead Changeable Message Signs (Stationary)

New Installation (Stationary) - BEES 860532 CHANGEABLE MESSAGE SIGN SYSTEM - list locations
- 2.2 ☒ Lane Closure System Website
- 2.3 ☒ Caltrans Highway Information Network (CHIN)
- 2.4 ☐ Portable Radar Speed Feedback Sign System Day BEES 120204 (approx. EA @ \$50,000)
- 2.5 ☐ Bicycle and pedestrian information, e.g. Detour maps
- 2.6 ☐ Automated Workzone Information System (AWIS) BEES 120105

Section 2 Total	\$ 36,000
------------------------	-----------

3 Incident Management

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

TMP Elements	EA #/ID#	1J650/0818000089	Date	10/10/2024
---------------------	----------	------------------	------	------------

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

Day COZEEP: To protect active closures

# of days	hours/day	CHP vehicles	# of officers.	Rate/Hr.
10	8	1	1	\$ 250

\$ 20,000

Night COZEEP: To protect active closures

# of nights	hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.
180	10	1	2	\$ 250

\$ 900,000

- 3.2 ☐ **Tow Truck Service for Construction**
BEES 120100 - Traffic Control System

\$/hr./truck

\$70

A For service within the regular Tow Truck hours

# of trucks	# of days	Hours per day

\$0

B For service outside the regular Tow Truck hours

# of trucks	# of days	Hours per day

\$0

Section 3 Total \$ 920,000

4 Construction Strategies

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

- 4.1 This TMP presumes that work is planned as below. If different, TMP needs to be revised. The Project Engineer shall ensure all appropriate lane requirement charts are included.

- ☐ Day
☐ Night
☐ Weekend

- 4.2 Expected facility closures and requirements

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

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

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

- 4.3 ☐ BEES 066008 Incentives

- 4.4 ☐ Strictly enforce construction CPM schedule

- 4.5 ☐ 10-Min. Delay Penalty Contact DTM at 909-838-6262 for 10 Min. Delay Penalty Calculations.

Section 4 Total \$ -

5 Demand Management (DM)

Project team needs to coordinate with RCTC/SBCTA

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

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

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

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

- 5.2 ☐ HOV Lanes/Ramps (New or Convert)

TMP Elements	EA #/ID#	1J650/0818000089	Date	10/10/2024
---------------------	----------	------------------	------	------------

- 5.3 ☐ Park-and-Ride Lots
- 5.4 ☐ Parking Management/Pricing (Coordination with local agency is required)
- 5.5 ☐ BEES 066067 Rideshare Promotion

Section 5 Total	\$ -
------------------------	------

6 Alternate Route Strategies

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

- 6.1 ☐ Add Capacity to Freeway connector
- 6.2 ☐ Ramp Closures
- 6.3 ☐ Temporary Highway Lanes or Shoulder Use
- 6.4 ☐ Parking Restrictions
- 6.5 ☐ Street Improvements
- ☐ State R/W - Signals, Widen, etc.
- ☐ Local R/W - Signals, Widen, etc. co-op or permit may be needed
- 6.6 ☐ Local Street USE - co-op or Permit may be needed
- 6.7 ☐ Traffic Control Officers (see 3.1 COZEPP)
- 6.8 ☐ Signed detour - using State routes
- 6.9 ☐ Signed detour - using local streets and roads. Coordinate with corresponding local agency.
- 6.10 ☐ Adjust signals
- 6.11 ☐ Temporary bicycle or pedestrian facilities

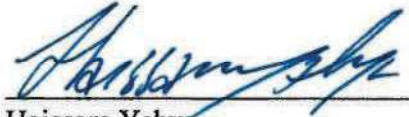
Section 6 Total	\$ -
------------------------	------

TMP Estimate			
Developed by	Dara Maleki	EA#/ID#	Date
TMP developer: Amounts under the cost column will automatically be copied from the TMP elements			
TMP Elements			Cost
1. Public Information			\$50,000
2. Motorist Information Strategies			\$36,000
3. Incident Management			\$920,000
4. Construction Strategies			\$0
5. Demand Management (DM)			\$0
6. Alternate Route Strategies			\$0
Total TMP Estimate			\$ 1,006,000

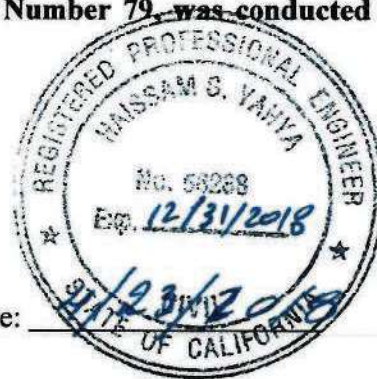
Attachment I
2R Project Category
Assignment

2R PROJECT CERTIFICATION^{1,2}

A Safety Screening, as required by Design Information Bulletin Number 79, was conducted for the segment of highway identified above in the project description.



Haissam Yahya
Traffic Operations – Surveillance B Office Chief



Date: 4/23/18

This project will be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79. The Safety Screening that was performed will be an integral part of the development of this project.



Christy Connors
Deputy District Director, Design

Date: 4/26/18

I concur with the 2R Purpose and Need of this project.



Luis Betancourt
Design Coordinator

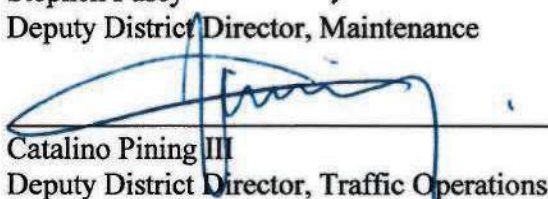
Date: 5/2/18

I concur that this project should be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79 and that the Safety Screening associated with this project will be an integral part of the development of this project. Therefore, since the appropriate Purpose and Need for this project is pavement resurfacing and restoration (2R), I have determined that this project is to be delivered as a 2R Project.



Stephen Pusey
Deputy District Director, Maintenance

Date: 4-30-18



Catalino Pining III
Deputy District Director, Traffic Operations

Date: 4-27-18

Notes:

1. This certification document shall be filed in the district project history files.
2. A copy of this Certification shall be sent to Headquarters Division of Design, attention Design Report Routing.

Attachment J
Final Environmental
Document Signature
Sheets

Interstate 10 Facility Restoration Project

Riverside County, California
District 08-Riv-10 (PM R0.0/R4.4)
EA 08-1J650/PN 0818000089

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



November 2024

Conduct roadway improvements and upgrades along Interstate 10 from Post Mile R0.0 to R4.4 in
Riverside County, California.

**INITIAL STUDY
with Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation

11/15/2024

Date of Approval

Kurt Heidelberg

Kurt Heidelberg
Deputy District Director
California Department of Transportation
CEQA Lead Agency

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

Antonia Toledo
Environmental Branch Chief
California Department of Transportation, District 8
464 West 4th Street, 6th Floor MS-820
San Bernardino, CA 92401-1400
Phone: (909) 501-5741



MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2024051128

DIST-CO-RTE-PM: 08-Riv-10-PM R0.0/R4.4

EA: 1J650

Project Description

The California Department of Transportation (Caltrans) proposes to replace and grind lanes, conduct a random slab replacement, replace outside shoulders, reconstruct the median, cold plane and overlay, upgrade metal beam guard rails, upgrade curb ramps to Americans with Disability Act (ADA) standards, construct a Gross Solids Removal Device (GSRD) trash capture device, install fiber optic cable systems, and improve roadside safety at gore areas. The Project is located along Interstate 10 (I-10) from Post Mile (PM) R0.0 to PM R4.40 in Riverside County. All work is anticipated to be conducted within Caltrans right of way.

Determination

Caltrans 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 Project would have no effect on aesthetics, agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, utility and service systems, and wildfires.
- The Project would have less than significant effects to air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, and tribal cultural resources.
- With the following mitigation measure incorporated, the Project would have less than significant effects to biological resources:

WET-1 To mitigate for permanent impacts to jurisdictional waters, Caltrans will pursue purchasing mitigation credits through a mitigation bank. If pursuing mitigation bank credits does not prove feasible, Caltrans shall pursue and secure lands with jurisdictional water features that meet mitigation requirements for the Project.

Kurt Heidelberg

Kurt Heidelberg
Deputy District Director
Caltrans District 8
CEQA Lead Agency

11/15/2024

Date

Attachment K
Final Value Analysis Study
Report Cover Page





Date: August 17, 2023

To: Nivine Georges, District 8 DVAC

Subject: Preliminary VA Study Report
RIV 10 Corridor Pavement Rehabilitation (T.O 1373)

Dear Ms. Georges,

Value Management Strategies, Inc. is pleased to submit this Final VA Study Report for the referenced project. This report summarizes the results and events of the virtual study conducted May 15-19, 2023, and the implementation meeting on August 7, 2023, using the Webex virtual meeting platform for District 8, California.

It was a pleasure working with District 8 on this project, and I look forward to the next one. If you have any questions or comments concerning this preliminary report, please do not hesitate to contact me via (503) 922-2606 or email Jonathan.Canada@vms-inc.com.

Sincerely,

Value Management Strategies, Inc.

A handwritten signature in black ink that reads "Jon Canada".

Jonathan Canada, CVS, PMP
VA Study Team Leader

Copy: (PDF) Addressee
(PDF) Martha Santana, Project Manager
(PDF) Troy Tusup, HQ VA Program Manager
(PDF) Erika Barrick, HQ VA Program Administrator

Attachment L
Stakeholder Implementation
Action Form

VA ALTERNATIVE IMPLEMENTATION ACTION RECOMMENDATION

District 8 I-10 Pavement Rehabilitation Project

Providing your disposition of these alternatives denotes your recommendation to implement, based on current information, in the given project development phase. It is recognized that future conditions may change this disposition. Your comments will be discussed at the Implementation Meeting where final disposition and savings validation will be determined.

Responses prepared by: Nicholas Mineo, Design B

Date: 06/19/2023

VA ALTERNATIVE #1.1

Correct the two-profile slopes to a mono-profile slope for all 1J650 project limits

Disposition Recommendation: (Select one)

☐ AGREE ☐ AGREE WITH MODIFICATIONS ☒ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Not Applicable to 1J640. Would cost too much against the budget. Cost Prohibitive.

VA ALTERNATIVE #1.2

Correct the two-profile slopes to a mono-profile slope only at crossovers for 1J650 project limits

Disposition Recommendation: (Select one)

☒ AGREE ☐ AGREE WITH MODIFICATIONS ☐ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Not Applicable to 1J640. Would have potentially already have been done.

VA ALTERNATIVE IMPLEMENTATION ACTION RECOMMENDATION

District 8 I-10 Pavement Rehabilitation Project



VA ALTERNATIVE #2.0

Use an HMA-A base in lieu of LCB

Disposition Recommendation: (Select one)

☐ AGREE ☒ AGREE WITH MODIFICATIONS ☐ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

A Materials Report is in process and will provide recommendations for pavement section thicknesses and materials. These recommendations will be analyzed in making final determination of base section. Materials may recommend a different structural section and eliminating LCB. Accepted for both projects.

VA ALTERNATIVE #3.0

Fully construct Lane #2 and increase Lane #1 slab replacement

Disposition Recommendation: (Select one)

☐ AGREE ☒ AGREE WITH MODIFICATIONS ☐ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Previous Comment: Lane #2 was planned for Individual Slab Replacement only and full replacement is out of scope and budget. There are also traffic control restrictions that limit the ability to close lanes for the length of time needed to perform full construction of Lane #2. Lane #1 and Lane #2 is planned for Individual Slab Replacement to the maximum quantities allowed for by the budget.

Implementation Comment: Further research needs to be performed. This is a budgeting concern and will need to be analyzed in order to be feasible. 1J650 will consider this but 1J640 may not accept.

VA ALTERNATIVE #4.0

Use stamped concrete at the gore areas in lieu of rock blankets

Disposition Recommendation: (Select one)

☒ AGREE ☐ AGREE WITH MODIFICATIONS ☐ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Agree if this will help improve constructability and maintenance. Need to analyze to determine if there are cost and/or time savings from this change and if there are any detrimental effects to drainage or other items.

VA ALTERNATIVE IMPLEMENTATION ACTION RECOMMENDATION

District 8 I-10 Pavement Rehabilitation Project



VA ALTERNATIVE #5.0

Use 10-day ramp closures at the ramp to accommodate ramp work and pave Lane #3 adjacent to ramps

Disposition Recommendation: (Select one)

☐ AGREE ☒ AGREE WITH MODIFICATIONS ☐ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

This would require additional approvals for long-term ramp closures. Not advanced enough in the staging plans to confirm this but makes sense to use this method if it can be performed.

VA ALTERNATIVE #6.0

Reduce construction time by maximizing simultaneous construction activities with a C+T contract (A+B)

Disposition Recommendation: (Select one)

☐ AGREE ☐ AGREE WITH MODIFICATIONS ☒ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Need authority from higher up and would require more funding. Typically the contract (A+B) is not utilized unless the authorities higher up push for it. Further research needs to be performed to see if this will be feasible on the project.

VA ALTERNATIVE #7.0

Use recycled concrete for AB and/or AS

Disposition Recommendation: (Select one)

☐ AGREE ☒ AGREE WITH MODIFICATIONS ☐ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Need to determine pavement section materials and suitability of using existing materials for recycled AB/AS. Will utilize existing materials if possible.

VA ALTERNATIVE IMPLEMENTATION ACTION RECOMMENDATION

District 8 I-10 Pavement Rehabilitation Project



VA ALTERNATIVE #8.0

Use JPCP at gore points to reduce joint lines between pavement types

Disposition Recommendation: (Select one)

☐ AGREE ☐ AGREE WITH MODIFICATIONS ☒ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

Since the cost increase is significant HMA will be used. Would prefer to construct using PCC per STD P-35, if the cost increase were minimal and budget allowed for it.

VA ALTERNATIVE #9.0

Use JPCP in the shoulders in lieu of HMA

Disposition Recommendation: (Select one)

☐ AGREE ☐ AGREE WITH MODIFICATIONS ☒ DISAGREE

Explain, comment, and/or discuss rationale for disposition recommendation:

The cost would increase beyond the budgeted amount. May use PCC in specific locations, but in general HMA will be used in shoulders to help the project stay within the planned budget.

Attachment M
Complete Streets Decision
Document

Complete Streets Decision Document (CSDD)

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

☒ NO - Proceed to Question 2

☐ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

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

☒ NO - Continue to Question 3

☐ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

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

☐ NO – Proceed to Question 4

☒ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4/26/2021

- 4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.

☐ a. District Active Transportation Plan

☐ b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans

☐ c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)

☐ d. Corridor planning documents

☐ e. Other (list here) _____

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

☐ NO – Provide brief description of findings: _____

Stop here. The project meets the requirements for consideration of Complete Streets elements.

Sign and attach to the PID.

☒ YES – Describe them here and proceed to Question 6: ADA Curb Ramps

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

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
<i>ADA Curb Ramps</i>	<i>EA</i>	<i>5</i>	<i>\$131,500</i>

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

☒ **NO**
☐ **YES** – Describe the opposition position here: _____

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

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

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

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

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST

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

☐ **NO**
☐ **YES** – Describe the constraints here: _____

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

Prepared by: Maen Shaar

Maen Shaar
Maen Shaar, PID Preparer in responsible
charge Planning/PID Unit

Concurred by:


Reyna Baeza-Oregel
Acting District Complete Streets Coordinator

04 / 07 /2021
Date

Ray Desselle
Ray I. Desselle
Deputy District Director, Planning

05/03/2021
Date

Jamal M. Elsaleh
Jamal M. Elsaleh
Deputy District Director, Design

4/28/2021
Date

Revalidation of CSDD at PA&ED

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

____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document.

____ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document.

Certified by:

Name, Project Engineer
Branch/Company

Date

Concurred by: (Only include concurrence signatures if a Superseding CSDD is prepared.)

Name
District Complete Streets Coordinator

Date

Name
Deputy District Director, Planning

Date

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

Date

Revalidation of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the CSDD (or Superseding CSDD, if applicable) certified at the PA&ED revalidation and the project approval document?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the CSDD that was approved at PA&ED revalidation, obtain all certified and concurrence signatures below, and attach to the Supplemental PR. If a Supplemental PR is not required, place in the project history file.

_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was approved at PA&ED revalidation and place the CSDD in the project history file.

Certified by:

Name, Project Engineer
Branch/Company

Date

Concurred by: (Only include concurrence signatures if a Superseding CSDD is prepared.)

Name
District Complete Streets Coordinator

Date

Name
Deputy District Director, Planning

Date

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

Date

Attachment N
Life Cycle Cost Analysis Form

Life Cycle Cost Analysis Form

Alternative 1 (Pavement alternative selected for programming *or* Preferred Alternative):

Briefly describe the pavement strategy and other unique features

Alternative 1 – 1.10' JPCP/0.30' HMA-A/0.70' AS Class 2

Pavement Design Life: <u>40</u> Years	
Initial Construction Cost:	<u>\$ 7,283,000</u>
Future Maintenance & Rehabilitation Cost:**	<u>\$ 494,000</u>
TOTAL AGENCY COST:	<u>\$ 7,777,000</u>
TOTAL USER COST:	<u>\$ 1,979,000</u>
TOTAL LIFE-CYCLE COST:	<u>\$ 9,756,000</u>

Alternative 2:*

Briefly describe the pavement strategy and differences in scope from Alternative 1.

Alternative 2 – 1.10' CRCP/0.30' HMA-A/0.70' AS Class 2

Pavement Design Life: <u>40</u> Years	
Initial Construction Cost:	<u>\$ 7,842,000</u>
Future Maintenance & Rehabilitation Cost:**	<u>\$ 100,000</u>
TOTAL AGENCY COST:	<u>\$ 7,942,000</u>
TOTAL USER COST:	<u>\$ 2,160,000</u>
TOTAL LIFE-CYCLE COST:	<u>\$ 10,102,000</u>

Is the lowest life cycle cost option selected as the recommended alternative? If not, why?:

Yes

* Repeat as often as needed, with appropriate numbering, to cover all pavement alternatives investigated.

** Includes future maintenance, construction, and project support costs.

Attachment O
Storm Water Data Report Cover
Page

Long Form – Stormwater Data Report Template



Dist-County-Route: 08-RIV-10

Post Mile Limits: R0.0/R4.4

Type of Work: Roadway Rehabilitation, Upgrade guardrail, and Upgrade ADA curb ramps

Project ID (EA): 0818000089 (1J6500)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒

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

Total Disturbed Soil Area: 70.66 acres PCTA: 57.0 acres

Alternative Compliance (acres): ATA 2 (50% Rule)? Yes ☐ No ☒

Estimated Const. Start Date: 01/02/2026 Estimated Const. Completion Date: 07/07/2027

Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____

Is (M)WELO applicable? Yes ☐ No ☒

Is the Project within a TMDL watershed? Yes ☐ No ☒

Does the project require trash treatment? Yes ☐ No ☒

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

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

Behzad Sedighi

10/1/2024

Behzad Sedighi, Registered Project Engineer

Date

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

David Maher

10/02/2024

David Maher, Project Manager

Date

Donald Larson

10/02/2024

Donald Larson, District Maintenance Stormwater C

Date

Almabeth Anderson

10/07/2024

Almabeth Anderson, Landscape Architect

Date

Gregory Clark

10/08/2024

[Stamp Required at PS&E only]

Greg Clark, District SW Coordinator

Date

1J650__Project_Report_10-15-24

Final Audit Report

2024-11-05

Created:	2024-10-21
By:	Jeffrey Lambert (s147412@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA5uqrRFgvrQLIBcf223zmd90c6TyUGkRV

"1J650__Project_Report_10-15-24" History

-  Document created by Jeffrey Lambert (s147412@dot.ca.gov)
2024-10-21 - 3:42:08 PM GMT- IP address: 149.136.25.246
-  Document emailed to Mirna Guirado (rebecca.guirado@dot.ca.gov) for signature
2024-10-21 - 3:45:51 PM GMT
-  Email viewed by Mirna Guirado (rebecca.guirado@dot.ca.gov)
2024-10-21 - 4:11:22 PM GMT- IP address: 174.195.196.235
-  Jeffrey Lambert (s147412@dot.ca.gov) replaced signer Mirna Guirado (rebecca.guirado@dot.ca.gov) with Christine Senteno (christine.senteno@dot.ca.gov)
2024-10-21 - 4:11:30 PM GMT- IP address: 149.136.25.246
-  Document emailed to Christine Senteno (christine.senteno@dot.ca.gov) for signature
2024-10-21 - 4:11:30 PM GMT
-  Email viewed by Christine Senteno (christine.senteno@dot.ca.gov)
2024-10-21 - 4:35:02 PM GMT- IP address: 149.136.33.250
-  Document e-signed by Christine Senteno (christine.senteno@dot.ca.gov)
Signature Date: 2024-10-21 - 4:35:32 PM GMT - Time Source: server- IP address: 149.136.33.250
-  Document emailed to Haissam Yahya (s115584@dot.ca.gov) for signature
2024-10-21 - 4:35:35 PM GMT
-  Email viewed by Haissam Yahya (s115584@dot.ca.gov)
2024-10-21 - 4:38:01 PM GMT- IP address: 149.136.33.246
-  Document e-signed by Haissam Yahya (s115584@dot.ca.gov)
Signature Date: 2024-10-21 - 4:38:23 PM GMT - Time Source: server- IP address: 149.136.33.246
-  Document emailed to Jesus Galvan Jr (jesus.galvan@dot.ca.gov) for signature
2024-10-21 - 4:38:29 PM GMT



Powered by
Adobe
Acrobat Sign

 Email viewed by Jesus Galvan Jr (jesus.galvan@dot.ca.gov)

2024-10-21 - 11:59:05 PM GMT- IP address: 149.136.33.247

 Document e-signed by Jesus Galvan Jr (jesus.galvan@dot.ca.gov)

Signature Date: 2024-10-21 - 11:59:25 PM GMT - Time Source: server- IP address: 149.136.33.247

 Document emailed to Kurt Heidelberg (s130744@dot.ca.gov) for signature

2024-10-21 - 11:59:30 PM GMT

 Email viewed by Kurt Heidelberg (s130744@dot.ca.gov)

2024-11-05 - 3:29:54 PM GMT- IP address: 149.136.33.249

 Document e-signed by Kurt Heidelberg (s130744@dot.ca.gov)

Signature Date: 2024-11-05 - 3:30:05 PM GMT - Time Source: server- IP address: 149.136.33.249

 Agreement completed.

2024-11-05 - 3:30:05 PM GMT



Powered by
Adobe
Acrobat Sign