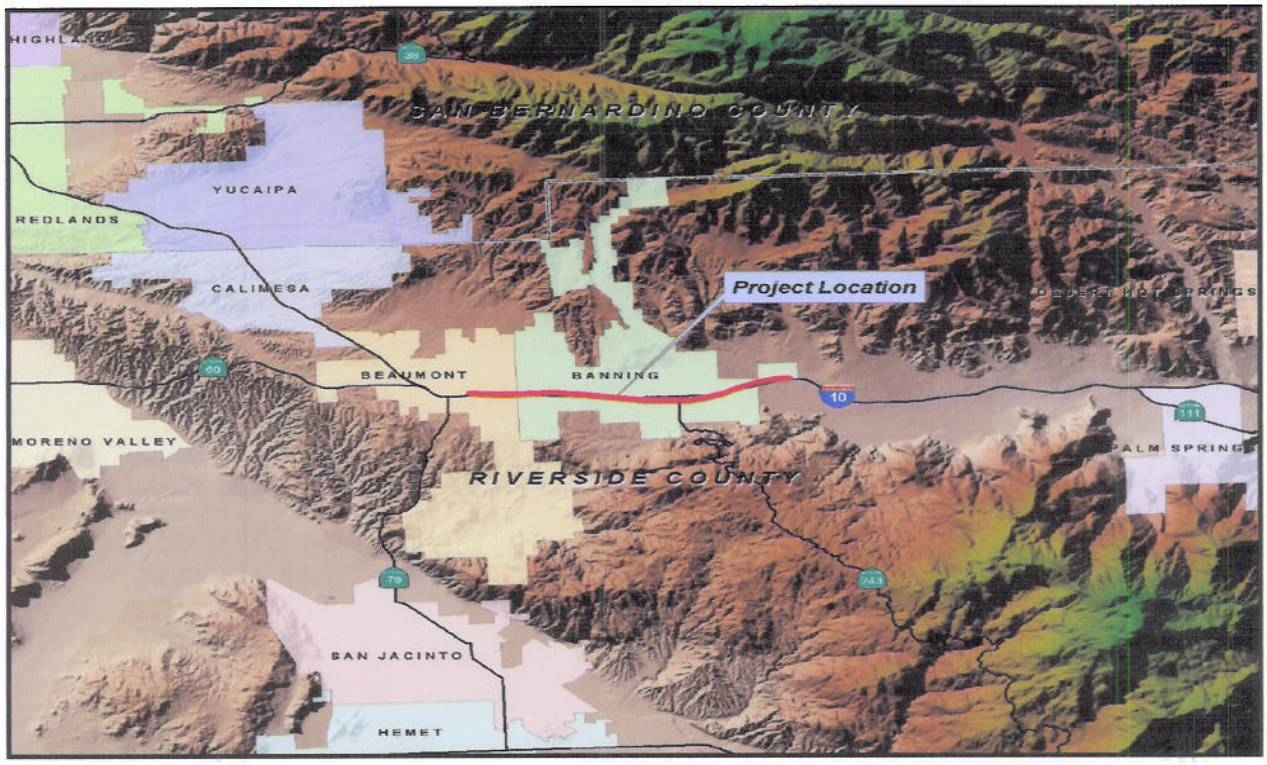
08-Riv-10-PM8.2/16.3
08228 – 0K1400
HA22 201.121
August 2007

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT



In and Near Banning, From Pennsylvania Avenue to Field Road

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

FOR ***Patricia L. Smith**, Right of Way Project Delivery Manager, Right of Way* — 8/31/07 *Date*

APPROVAL RECOMMENDED:

for ***Hong Van,** Project Manager* — 8/31/07 *Date*

***Ernest A. Figueroa**, Deputy District Director, Environmental Planning* — 8/31/07 *Date*

For CC ***Patricia Romo**, Deputy District Director, Design/Engineering Services* — 8/31/07 *Date*

APPROVED:

***MICHAEL A. PEROVICH**, District Director* — 9/4/07 *Date*

08-Riv-10-PM8.2/16.3
08228 – 0K1400
HA22 201.121
August 2007

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.

MICHAEL P. RISTIC, Registered Civil Engineer — *Date* 8/31/07

REGISTERED PROFESSIONAL ENGINEER
MICHAEL P RISTIC
C 69429
EXP 6/30/08
CIVIL
STATE OF CALIFORNIA

Concurred by:

GEORGE MORHIG, *Senior Transportation Engineer* — *Date* 08/31/07

TABLE OF CONTENTS

1. PROJECT DESCRIPTION 1
2. ENVIRONMENTAL STATUS 1
3. TRAFFIC DATA 1
4. ROADWAY AND STRUCTURES INFORMATION 2
5. CONDITION OF EXISTING PAVEMENT 2
6. DEFLECTION STUDY DATA 2
7. COST ESTIMATE BREAKDOWN 3
8. OTHER CONSIDERATIONS 3
   A. Hazardous Waste 3
   B. Utility Involvement 3
   C. Right of Way Data 4
   D. Environmental Issues 4
   E. Cost Estimate 4
   F. Storm Water Pollution Prevention 4
   G. Americans with Disabilities Act (ADA) 4
9. PROJECT REVIEWS 4
10. PROJECT SUPPORT 5
11. DISTRICT CONTACTS 5
12. LIST OF ATTACHMENTS
   A. Location Map
   B. Category Assignment
   C. PMS Inventory Data
   D. Cost Estimate
   E. Initial Site Assessment (ISA)
   F. Right of Way Data Sheet
   G. Environmental Document
   H. Storm Water Data Report (SWDR)
   I. Person Year Estimate (PY)
   J. Typical Cross Sections

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

1. PROJECT DESCRIPTION

This project proposes to provide preventive treatments to preserve the pavement and extend the service life of the pavement by a minimum of five years. This project proposes to diamond grind the mainline, replace deteriorated slabs, and mill and overlay the existing asphalt concrete ramps. A project location map is included in Attachment A.

This project has been assigned the Project Development Processing Category 5 due to its minimal economic and social impacts (Attachment B).

The project is located on Interstate 10 in and near Banning, from Pennsylvania Avenue to Field Road.

2. ENVIRONMENTAL STATUS

Categorical Exemption - California Environmental Quality Act (CEQA)
This project has been determined eligible to receive a Class 1 Categorical Exemption.

Categorical Exclusion - National Environmental Policy Act (NEPA)
This project has been determined eligible to receive a Section 6004 Categorical Exclusion under 23 CFR 771 activity (d) (1).

3. TRAFFIC DATA

	Present (2007)	Forecast (2012)
Annual Daily Traffic (ADT)	125,300	142,500
Design Hour Volume (DHV)	11,700	12,700
Truck Percent	16.0	16.0
Five-year Traffic Index (TI)		
Outside Lanes	**Inside Lanes**	**Shoulder**
13.0	11.0	8.5

4. ROADWAY AND STRUCTURES INFORMATION

Facility	Through Traffic Lanes			Paved Shoulder Width		Bridge Approach Slab Work	
	No. of Lanes	Lane Width	Type (AC or PCC)	Inside	Outside	(Y/N)	# Slabs
8.2/16.3	4	12'	PCC	8'	10'	No	N/A

5. CONDITION OF EXISTING PAVEMENT

The below information is a summary of the pavement condition from the 2004 Pavement Condition Survey. The survey is also provided as Attachment C.

Portland Cement Concrete Pavement		
	Minimum	Maximum
3rd Stage Cracking (%)	0	42
Corner Breaks (%)	0	40
Ride Score	75	266
Faulting	Yes (Three and Four lanes)	
Joint Spalls	No	
Pumping	No	

6. DEFLECTION STUDY DATA

A Deflection Study will not be required since this is a preventive maintenance project and not a Roadway Rehabilitation Project. Pavement treatments were developed using the Capital Preventive Maintenance Guidelines (Design Information Bulletin 81).

7. COST ESTIMATE BREAKDOWN

The following table provides the cost estimate summary for the project (Attachment D).

Pavement Structural Section Work		
	Lane-Miles/Number	**Cost**
Total Lane-Miles of Work	64.8	
Digouts (localized failure)	N/A	$76,197
Rubberized Asphalt Concrete Overlay	N/A	
Ramps	24 ramps	$8,135,475
Shoulders	32.4	$445,111
Bridge Approach	N/A	
Slab Replacement	250 slabs	$1,107,154
Diamond Grinding	64.8	$2,578,105
	Subtotal	**$12,342,042**
Non Pavement Structural Section Work		
Railroad Agreements		N/A
Traffic Control		$401,000
Traffic Stripes and Pavement Markings		$506,560
Pavement Markers		$71,580
Mobilization		$1,336,599
Storm Water		$400,980
Electrical		
Traffic Management Plan		$221,000
Other		
	Subtotal	**$3,057,718**
	CONTINGENCY (20%)	$2,628,997
	SUPPLEMENTAL (10%)	$1,314,499
	TOTAL	**$19,343,000**

8. OTHER CONSIDERATIONS

A. Hazardous Waste

An Initial Site Assessment (ISA) checklist was performed on June 11, 2007 and based on a field review; there is a low risk for hazardous waste concerns (Attachment E).

B. Utility Involvement

No relocation of utilities is required. Before any excavations occur, Dig Alert will be notified.

C. Right of Way Data

All construction work will be completed within existing right of way and no additional right of way is required (Attachment F).

D. Environmental Issues

Pursuant to compliance with the California Environmental Quality Act (CEQA), this project has been determined to be eligible for a Class 1 CEQA Categorical Exemption (CE), under Title 14, Division 6, Chapter 3, Article 19, Section 15300 in the California Code of Regulations (CCR) and pursuant to Section 21084 of the Public Resources Code (PRC).

Pursuant to compliance with the National Environmental Policy Act (NEPA), this project has been determined to be eligible for a NEPA Categorical Exclusion (CE) under 23 CFR 771 activity (d) (1). The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State, pertaining to Section 6004(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-059) (SAFETEA-LU).

The official processing document is a Categorical Exemption/Categorical Exclusion Determination Form (CE/CE), documenting compliance with the applicable requirements of CEQA and/or NEPA. The CE/CE prepared for this proposed project was signed on August 7, 2007 (Attachment G).

E. Cost Estimate

The construction cost of this project is $19,343,000 and is expected to be funded from the State Highway Operation and Protection Program (SHOPP) out of the Capital Preventive Maintenance Program – HA22/201.121 in the 2010/2011 fiscal year.

F. Storm Water Pollution Prevention

This project will require the implementation of the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit ("Caltrans Permit") (Attachment H).

G. Americans with Disabilities Act (ADA)

Any crosswalks not conforming to the maximum running grade will be corrected.

9. PROJECT REVIEWS

This project has been reviewed by:

Leo Mahserelli	Program Advisor (Districts 7, 8, and 11)	August 13, 2007
Catalino Pining	District 8 Maintenance Project Manager	August 24, 2007
Michael Ristic	Materials Engineering	August 1, 2007

10. PROJECT SUPPORT

The following table is a summary of the staffing plan necessary, a more detailed breakdown is provided in Attachment I.

Proposed Program FY	District PY's			Engineering Service Center PY'S					FY Total PY's
				METS		Others		Office	
	Design	R/W	Constr	Design	Constr	Design	Constr		
08/09	0.21	0.05							**0.26**
09/10	2.23	0.21							**2.44**
10/11	0.10		2.48					0.20	**2.78**
11/12			0.08						**0.08**
Sub Total	**2.54**	**0.26**	**2.56**	**0.00**	**0.00**	**0.00**	**0.00**	**0.20**	**5.56**

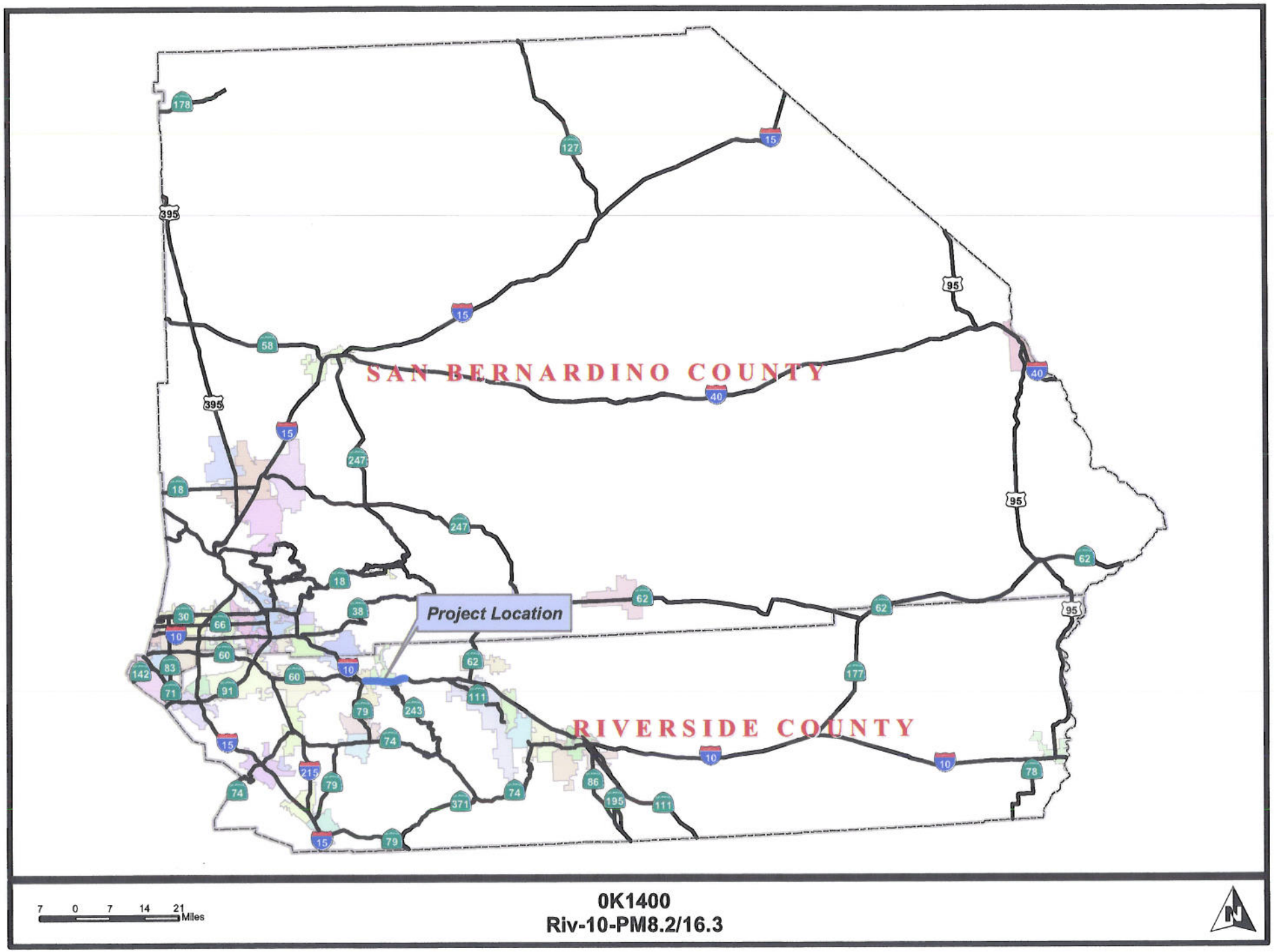
11. DISTRICT CONTACTS

George Morhig	Office Chief, Design "N"	(909) 383-4272
Michael Ristic	Project Engineer	(909) 383-4040
Hong Van	Project Manager	(909) 383-5953
Marie Petry	Environmental Planner	(909) 383-6379
Mike Romo	R/W Project Coordinator	(909) 383-4582

12. LIST OF ATTACHMENTS

A. Location Map
B. Category Assignment
C. PMS Inventory Data
D. Cost Estimate
E. Initial Site Assessment (ISA)
F. Right of Way Data Sheet
G. Environmental Document
H. Storm Water Data Report (SWDR)
I. Person Year Estimate (PY)
J. Typical Cross Sections

ATTACHMENT A
(Location Map)



0K1400
Riv-10-PM8.2/16.3

ATTACHMENT B
(Category Assignment)

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: PATRICIA ROMO
DEPUTY DISTRICT DIRECTOR
DESIGN/ENGINEERING SERVICES, MS 1267

Date: August 8, 2007

File: 08-Riv-10 PM 8.2/16.3
Pavement Rehab
08228 - 0K1400

From: GEORGE MORHIG
Office Chief
Design N, MS 971

Subject: Request for Category 5 Approval

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

Design N is preparing a Project Report for the above-referenced project. The proposed project scope includes slab replacement and grinding of the existing concrete pavement. The project limits begin from approximately near Pennsylvania Avenue to Field Road, in and near Banning.

The Category 5 is recommended based on the following project considerations:

1. The project will not require additional right of way.
2. The project will not increase traffic capacity of highway.
3. The project will not require route adoption or freeway agreement.
4. The project is of minimal economic, social or environmental significance.

Approved By

8/10/07

PATRICIA ROMO
For Deputy District Director
Design/Engineering Services

Date

c: File

Nawal Karimpour / ym

ATTACHMENT C
(PMS Inventory Data)

Collection Date: / / : : AM
Printed: 06/12/2007

Caltrans Maintenance Program
2004 Pavement Condition Survey Inventory
Caltrans Drive Order

District 8
County RIV
Route 010
Begin PM 6.758

District 8, RIV, Rte 010, PM 8 - 17

District 8 County RIV Route 010

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
6.758	-	7.124	0.366	3.294	MLD	104	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
L1	R											61	269	5		RIDE
L2	R											51	243	5		RIDE
L3	R					5	1	2	Faulting			31	189	9		FAULTING
L4	R					17	12	26	Faulting	2			N/A	7		THIRD ST.CRKNG
R1	R											30	188	98		GOOD CONDITION
R2	R											37	205	98		GOOD CONDITION
R3	R					7	4	5	Faulting	2		47	231	3		FAULTING, RIDE
R4	R					14	15	16	Faulting	2		41	215	1		THIRD ST.CRKNG, RIDE

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
7.124	-	8.124	1.000	8.000	MLD	109	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
L1	R											37	205	98		GOOD CONDITION
L2	R											63	275	5		RIDE
L3	R					5	0	1	Faulting	2		38	208	9		FAULTING
L4	R					6	2	8	Faulting	2		10	136	9		FAULTING
R1	R											35	201	98		GOOD CONDITION
R2	R											52	244	5		RIDE
R3	R					3	0	2	Faulting	1		46	228	3		FAULTING, RIDE
R4	R					8	2	4	Faulting	1		17	152	9		FAULTING

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
8.124	-	9.124	1.000	8.000	MLD	113	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
L1	R											32	193	98		GOOD CONDITION
L2	R											49	238	5		RIDE
L3	R					1	0	1	Faulting			7	128	9		FAULTING
L4	R					3	1	3	Faulting			5	112	9		FAULTING
R1	R											40	213	5		RIDE
R2	R											57	258	5		RIDE
R3	R					2	0	0	Faulting			6	125	9		FAULTING
R4	R					12	1	2	Faulting			6	124	9		FAULTING

*Surface type of 'EB' is Enhanced Binder.
California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

Caltrans Maintenance Program
2004 Pavement Condition Survey Inventory
Caltrans Drive Order

District 8, RIV, Rte 010, PM 8 - 17

District 8 County RIV Route 010

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL								
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI		Priority	Skid	Defect
9.124	-	**10.124**	**1.000**		**8.000**	**MLD**	**113**		**1**							
L1	R											33	194	98		GOOD CONDITION
L2	R											50	239	5		RIDE
L3	R					10	0	6	Faulting			5	117	9		FAULTING
L4	R					13	1	3	Faulting			5	111	9		FAULTING
R1	R											40	213	5		RIDE
R2	R											55	253	5		RIDE
R3	R					7	0	0	Faulting			5	109	9		FAULTING
R4	R					13	1	4	Faulting			5	116	9		FAULTING
10.124	-	**11.124**	**1.000**		**8.000**	**MLD**	**111**		**1**							
L1	R											29	186	98		GOOD CONDITION
L2	R											38	209	98		GOOD CONDITION
L3	R					7	0	5	Faulting			5	121	9		FAULTING
L4	R					11	1	6	Faulting			5	121	9		FAULTING
R1	R											36	203	98		GOOD CONDITION
R2	R											60	266	5		RIDE
R3	R					1	0	0	Faulting			5	112	9		FAULTING
R4	R					18	4	7	Faulting			5	106	9		FAULTING
11.124	-	**11.812**	**0.688**		**6.880**	**MLD**	**111**		**1**							
L1	R											24	172	98		GOOD CONDITION
L2	R											38	207	98		GOOD CONDITION
L3	R					13	1	4	Faulting			5	113	9		FAULTING
L4	R					16	3	8	Faulting			7	127	9		FAULTING
R1	R											43	221	5		RIDE
R2	R											53	247	5		RIDE
R3	R					11	0	1	Faulting			5	110	9		FAULTING
R4	R					24	7	9	Faulting			6	125	7		THIRD ST.CRKNG

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program
2004 Pavement Condition Survey Inventory
Caltrans Drive Order

District 8, RIV, Rte 010, PM 8 - 17

District 8 County RIV Route 010

Begin PM - End PM			Length	LaneMi. (Est.)	Type	AADT (,000)		MSL							
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI		Priority	Skid	Defect
R 11.812	**- R**	**12.124**	**0.312**		**2.808**	**MLD**	**110**		**1**							
L1	R											34	199	98		GOOD CONDITION
L2	R											40	214	5		RIDE
L3	R					13	1	4	Faulting			6	124	9		FAULTING
L4	R					16	3	8	Faulting			8	131	9		FAULTING
R1	R											41	217	5		RIDE
R2	R											51	242	5		RIDE
R3	R					11	0	1	Faulting			5	101	9		FAULTING
R4	R					24	7	9	Faulting			5	96	7		THIRD ST.CRKNG
R 12.124	**- R**	**12.480**	**0.356**		**2.848**	**MLD**	**107**		**1**							
L1	R											34	199	98		GOOD CONDITION
L2	R											26	176	98		GOOD CONDITION
L3	R					8	1	5	Faulting	1		5	113	9		FAULTING
L4	R					14	2	5	Faulting			10	134	9		FAULTING
R1	R											34	199	98		GOOD CONDITION
R2	R											39	211	98		GOOD CONDITION
R3	R					28	2	6	Faulting			5	75	9		FAULTING
R4	R					32	7	11	Faulting			5	86	7		THIRD ST.CRKNG
12.483	**-**	**13.127**	**0.644**		**5.152**	**MLD**	**107**		**1**							
L1	R											13	142	98		GOOD CONDITION
L2	R											16	150	98		GOOD CONDITION
L3	R					8	1	5	Faulting	1		11	138	9		FAULTING
L4	R					14	2	5	Faulting			10	136	9		FAULTING
R1	R											35	201	98		GOOD CONDITION
R2	R											27	179	98		GOOD CONDITION
R3	R					28	2	6	Faulting			5	89	9		FAULTING
R4	R					32	7	11	Faulting			5	113	7		THIRD ST.CRKNG

*Surface type of 'EB' is Enhanced Binder.
California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

Caltrans Maintenance Program
2004 Pavement Condition Survey Inventory
Caltrans Drive Order

District 8, RIV, Rte 010, PM 8 - 17

District 8 County RIV Route 010

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL									
Lane	Surface Type		Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI		Priority	Skid	Defect
13.127	-	**14.127**	**1.000**	**8.000**	**MLD**	**102**	**1**										
L1	R												6	124	98		GOOD CONDITION
L2	R												12	139	98		GOOD CONDITION
L3	R					4	0	2		Faulting			9	132	9		FAULTING
L4	R					5	1	3		Faulting			13	142	9		FAULTING
R1	R												33	194	98		GOOD CONDITION
R2	R												18	156	98		GOOD CONDITION
R3	R					16	1	8		Faulting			5	84	9		FAULTING
R4	R					22	5	7		Faulting			5	101	9		FAULTING
14.127	-	**14.533**	**0.406**	**3.248**	**MLD**	**98**	**1**										
L1	R												7	128	98		GOOD CONDITION
L2	R												16	151	98		GOOD CONDITION
L3	R					6	0	5		Faulting			9	133	9		FAULTING
L4	R					23	1	1		Faulting			21	164	9		FAULTING
R1	R												34	197	98		GOOD CONDITION
R2	R												23	170	98		GOOD CONDITION
R3	R					14	2	2		Faulting	9		5	91	9		FAULTING
R4	R					39	34	16		Faulting	9		5	123	7		THIRD ST.CRKNG
R 14.496	**- R**	**15.090**	**0.594**	**4.752**	**MLD**	**100**	**1**										
L1	R												35	200	98		GOOD CONDITION
L2	R												23	170	98		GOOD CONDITION
L3	R					6	0	5		Faulting			10	135	9		FAULTING
L4	R					23	1	1		Faulting			5	107	9		FAULTING
R1	R												19	159	98		GOOD CONDITION
R2	R												23	169	98		GOOD CONDITION
R3	R					14	2	2		Faulting	9		5	102	9		FAULTING
R4	R					39	34	16		Faulting	9		12	140	7		THIRD ST.CRKNG

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program
2004 Pavement Condition Survey Inventory
Caltrans Drive Order

District 8, RIV, Rte 010, PM 8 - 17

District 8 County RIV Route 010

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL							
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
R 15.090	**- R 16.090**		**1.000**		**8.000**	**MLD**	**100**		**1**						
L1	R											27 179	98		GOOD CONDITION
L2	R											20 160	98		GOOD CONDITION
L3	R					3	0	1	Faulting			5 96	9		FAULTING
L4	R					11	3	3	Faulting			5 113	9		FAULTING
R1	F -DG											15 124	98		GOOD CONDITION
R2	F -DG											26 168	98		GOOD CONDITION
R3	R					3	0	0	Faulting			5 69	9		FAULTING
R3	F -DG	0	0									5 69	99		NO DISTRESS OBSERVED
R4	R					18	3	5	Faulting			5 81	9		FAULTING
R 16.090	**- R 17.090**		**1.000**		**8.000**	**MLD**	**100**		**1**						
L1	R											7 127	98		GOOD CONDITION
L2	R											5 109	98		GOOD CONDITION
L3	R					0	0	0				5 94	33		UNSEALED CRACKS OR
L4	R					25	42	40		3		55 252	1		THIRD ST.CRKNG, RIDE
R2	R											5 101	98		GOOD CONDITION
R3	R					4	1	1	Faulting			5 93	9		FAULTING
R4	R					4	1	2	Faulting			37 205	9		FAULTING
R 17.090	**- R 18.090**		**1.000**		**8.000**	**MLD**	**94**		**1**						
L1	R											5 111	98		GOOD CONDITION
L2	R											5 82	98		GOOD CONDITION
L3	R					3	0	0				5 75	33		UNSEALED CRACKS OR
L4	R					30	35	29		3		54 249	1		THIRD ST.CRKNG, RIDE
R2	R											5 84	98		GOOD CONDITION
R3	R					4	0	1	Faulting			5 80	9		FAULTING
R4	R					44	19	18	Faulting			35 200	7		THIRD ST.CRKNG

*Surface type of 'EB' is Enhanced Binder.

ATTACHMENT D
(Cost Estimate)

COST ESTIMATE
0K1400
Riv-10-8.2/16.3

ITEM NO.	ITEM CODE	ITEM DESCRIPTION	UNITS	EST QTY	UNIT PRICE	TOTAL
1	120090	Construction Area Signs	LS	1	$11,000.00	$11,000
2	120100	Traffic Control Systems	LS	1	$250,000.00	$250,000
3	128650	Portable Changeable Message Sign	EA	4	$10,000.00	$40,000
4	153103	Cold Plane AC Pavement	YD2	75,533	$2.51	$189,438
5	190101	Roadway Excavation	YD3	799	$76.61	$61,178
6	280000	Lean Concrete Base	YD3	257	$234.17	$60,105
7	377501	Slurry Seal	TON	2,395	$185.85	$445,111
8	390126	Rubberized Asphalt Concrete (Type G)	TON	66,077	$115.32	$7,619,685
9	401066	Concrete Pavement (Ramp Termini)	YD3	542	$378.46	$205,070
10	401108	Replace Concrete Pavement (Rapid Strength)	YD3	1,463	$757.03	$1,107,154
11	420201	Grind Existing Concrete Pavement	YD2	456,192	$5.65	$2,578,105
12	840501	200mm Thermoplastic Traffic Stripe	FT	520	$4.00	$2,080
13	840515	Thermoplastic Pavement Marking	SQFT	300	$40.00	$12,000
14	840560	Thermoplastic Traffic Stripe (Sprayable)	FT	492,480	$1.00	$492,480
15	850122	Pavement Marker (Retroreflective-Recessed)	EA	7,158	$10.00	$71,580
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26		**SUPPLEMENTAL FUNDS**				
27		Traffic Management Plan	LS	1	$221,000.00	$221,000
28		Water Pollution Control (3%)	LS	1	$400,979.56	$400,980
29		Repair Localized Areas of Failure (Digouts - 1% of AC Cost)	LS	1	$76,196.85	$76,197
30		Electrical Estimate	LS	1	$120,000.00	$120,000
31		Mobilization (10%)	LS	1	$1,336,598.55	$1,336,599
32		Maintain Traffic	LS	1	$100,000.00	$100,000
33						

SUBTOTAL	**$15,399,760**
CONTINGENCY (20% of Item Costs)	**$2,628,997**
SUPPLEMENTAL FUNDS (10% of Item Costs)	**$1,314,499**
TOTAL PROJECT COST	**$19,343,256**

ATTACHMENT E
(Initial Site Assessment)

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

DATE: 6/11/07

PROJECT INFORMATION

District 08 County Riv Route 10 Post Mile 8.2/16.3 E.A 0K1400

Description of Work: Pavement Rehabilitation (slab replacement and grinding)

Project Engineer MICHAEL RISTIC Telephone 909-383-7587

Environmental Coordinator SHIRLEY NORRIS Telephone 909-353-4079

DATE ISA NEEDED AUGUST 15, 2007

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

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

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

Other comments and/or observations: USE NON SSP 15-300 IF REMOVAL OF YELLOW THERMOPLASTIC STRIPE IS REQUIRED.

ISA DETERMINATION:

Does the project have potential hazardous waste involvement? LOW RISK

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

ISA CONDUCTED BY: Rosanna Roa DATE: 6/11/07

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

ATTACHMENT F
(Right of Way Data Sheet)

Date: August 29, 2007

08-Riv-10 PM 8.2 / 16.3
Project Description: Pavement Rehab
EA: 0K1400

To: GEORGE MORHIG

From: MICHAEL S. ROMO
R/W Project Delivery

Subject: Current Estimated Right of Way Costs

We have completed an updated ROW data sheet for estimate of the right of way costs for the above-referenced project based on maps we received from you **June 1, 2007** and the following assumptions and limiting conditions:

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

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

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

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

Right of Way Lead Time will require a minimum of 6 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node No. 225), we will require a minimum of 4 months prior to the date of certification of the project. Either of these actions may reflect adversely on the District's other programs or our public image generally.

*TOTAL PROJECT HOURS FOR R/W: 100

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

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

Date: August 29, 2007

08-Riv-10 PM 8.2 / 16.3
Project Description: Pavement Rehab
EA: 0K1400

Subject: Updated Request for ROW data sheet.

1. Right of Way Cost Estimate:

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

1a. Real Property Services:

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

2. Anticipated Pypscan Date of Right of Way Certification **7/2011**

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	
X		U4-1	0
A		-2	0
B		-3	0
C		-4	0
D		U5-7	2
E xxxx		-8	0
F xxxx		-9	0

Total 0

RR Involvement	NO
C&M Agrmt	0
Svc Contract	0
OE Clearances	1
Clauses	1
Government Lands	NO
Number of Parcels	
Misc. R/W Work	0
RAP Displ	0
Clear/Demo	0
Const Permits	0
Condemnation	0
Permits to Enter-ENV	0

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

Date: August 29, 2007

08-Riv-10 PM 8.2 / 16.3
Project Description: Pavement Rehab
EA: 0K1400

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

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

TOTAL HOURS (ONLY) _____

Date: 8/30/07

For KATHY CASEY
Property Management
Excess Land

Date: August 29, 2007

08-Riv-10 PM 8.2 / 16.3
Project Description: Pavement Rehab
EA: 0K1400

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

   UPRR parallels Rte 10 throughout the project limits

2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes ____ No **X** (If yes, explain.)

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

   OE Clearance and Section 13 short clauses

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

   Railroad facilities should not be affected by scope of project work. But if any work or equipment needs to be within 25 ' of centerline of RR tracks, a service contract for flagger will be required. If any equipment needs to be on Railroad's property, a Right of Entry and Temporary Construction Easement would be required.

5. Is Government Lands involved? Yes ___ No **X**

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

6. PMCS Input Information

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

Prepared By: Betty Bobosik
BETTY BOBOSIK
Right of Way Railroad Coordinator

Date: 8/29/07

Prepared By: Barbara Baernstein
BARBARA BAERNSTEIN
Right of Way Government Lands Coordinator

Date: 8/30/07

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.

08-Riv-10-PM 8.2/16.3
E.A: 0K1400

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

   Verizon, Southern California Edison, Southern California Gas, AT&T, MCI, Sprint, Kinder Morgan, Morongo Band of Indians, Questar Line 90 Company, Level 3 Communications, Time Warner Communications, City of Banning, Beaumont-Cherry Valley Water District, City of Beaumont

2. Types of facilities and agreements required:

   Underground fiber optic, telephone, electric, gas, and water lines. (both transmission and distribution) Overhead electric. Possibly notices and utility agreements for potholing.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? **None are known at this time.**

   Disposition of longitudinal encroachment(s):
   ____ 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?

   Design has indicated that the most recent scope of this project includes slab replacement and grinding of existing pavement. Project limits begin from approximately near Pennsylvania Ave to Field Road, in and near Banning. All the work will be within the existing R/W and will not require excavation exceeding 6" in the dirt and 12" in pavement, and will not invoke the State's High/Low risk Policy. Positive location (potholing) of facilities crossing the I-10 most likely will not be necessary. As more current information is received, updates may be necessary and potholing or relocations may become necessary. Design is responsible for providing the UC with geometric base maps [see Design Task D282 (220.D)]. The UC will then contact all appropriate UO's for verifications and corrections. The UC will then provide Design with the updated information so that Design can prepare accurate utility location maps or U-Sheets. Design is then responsible to determine all utility conflicts that requires positive location and/or relocation [see Design Task D283 (220.D)].

5. PMCS Input Information

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

   Utility Involvement

U4-1	**0**	U5-7	**2**
-2	**0**	-8	**0**
-3	**0**	-9	**0**
-4	**0**		

Prepared By: Gary Skow
Gary Skow
Right of Way Utility Coordinator

Date **5/11/07**

Date: August 29, 2007

08-Riv-10 PM 8.2 / 16.3
Project Description: Pavement Rehab
EA: 0K1400

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

Evaluations prepared by:

Right of Way: Name _____ Date 8/29/07
LAWRENCE KELLY

Railroad: Name _____ Date 8/29/07
BETTY BOBOSIK

Utilities: Name _____ Date 8/30/07
GARY SKOW

Government Lands: Name _____ Date 8/30/07
BARBARA BAERNSTEIN

Property Management: Name _____ Date 8/30/07
For KATHY CASEY

Reviewed By:

_____
MICHAEL S. ROMO
Senior Right of Way Agent
Project Coordinator
San Bernardino Office
Southern Right of Way Region

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.

_____
PATI SMITH
Right of Way Project Delivery Manager
San Bernardino Office
Southern Right of Way Region

Date 8/31/07

cc: Program Manager
Project Manager

Date: August 29, 2007

08-Riv-10 PM 8.2 / 16.3
Project Description: Pavement Rehab
EA: 0K1400

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PYPSCAN lead time (from Maps to R/W to project certification) __6__ months.

ATTACHMENT G
(Environmental Document)

CATEGORICAL EXEMPTION/6004 CATEGORICAL EXCLUSION DETERMINATION FORM

Revised July 3, 2007

08-Riv-10	8.2/16.3	0K140	070604
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

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

The California Department of Transportation proposes to perform pavement rehabilitation on approximately eight miles of roadway on Interstate (I) 10 from PM 8.2 to 16.3, through the city of Beaumont and Banning. This project extends from Pennsylvania Avenue to Field Road along I-10. The pavement rehabilitation includes slab replacement and grinding of existing asphalt. All work will be performed in previously disturbed areas and will be kept within Caltrans' right of way.

CEQA COMPLIANCE *(for State Projects only)*

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

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

CALTRANS CEQA DETERMINATION

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

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

☒ **Categorically Exempt. Class** _1_. (PRC 21084; 14 CCR 15300 et seq.)

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

Signature: Environmental Branch Chief	Date	Signature: Project Manager	Date
Marie J. Petry	8/7/07	[illegible]	08/08/07

NEPA COMPLIANCE

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

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

In non-attainment or maintenance areas for Federal air quality standards, it is determined that this project comes from a currently conforming Regional Transportation Plan and Transportation Improvement Program or is exempt from regional conformity.

CALTRANS NEPA DETERMINATION

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

- 23 CFR 771 activity (c)(___)
- 23 CFR 771 activity (d)(_1_)
- Activity ___ listed in the MOU between FHWA and the State

☐ **Section 6005:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 326.

Signature: Environmental Branch Chief	Date	Signature: Project Manager/DLA Engineer	Date
Marie J. Petry	8/7/07	[illegible]	08/08/07

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of exemption from regional conformity, or use of CO Protocol; §106 commitments; § 4(f); § 7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised July 3, 2007**

08-Riv-10	8.2/16.3	0K140	070604
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

CULTURAL RESOURCES

This project falls under Stipulation VII of the PA, and is a "screened undertaking," as identified in Attachment 2, Class 1, "Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats."

Under the authority of FHWA, Caltrans has determined a Finding of "No Historic Properties Affected", according to Section 106 PA Stipulation IX.A CFR 800.4 (d) (1). No further cultural resources work is required unless project plans change to include work not currently identified in the project description or to include additional areas not identified in current project plans.

HAZARDOUS WASTE

There is low risk for potential hazardous materials. The project is not affecting sites listed on the Cortese List. If yellow thermoplastic stripe removal is required, Non-SSP 15-300 will be implemented.

BIOLOGICAL RESOURCES

The proposed project scope is limited to the existing pavement; therefore, no potential habitats for special status species or vegetation exists within the project limits.

Based on the minimal impacts and the implementation of avoidance and minimization measures, the project would have no effect on migratory birds, or other sensitive species provided that the avoidance and minimization measures are implemented. No special status species, streambeds or jurisdictional waters of the U.S. would be impacted by the proposed project; therefore, no permits are required.

AVOIDANCE AND MINIMIZATION MEASURES

1. All work will be restricted to existing paved roadway.
2. All applicable Best Management Practices shall be implemented, including the following:
    a. No debris, soil, silt, sand, bark, rubbish, cement or concrete or washings thereof, oil or petroleum projects or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or placed where it may be washed by rainfall or runoff into waters of the State, through drainages and/or culverts. The use of sandbags, straw bale, or silt fences is recommended.
    b. No equipment maintenance/parking shall be done within or near any stream, harbor, or channel margin where petroleum products or other pollutants from the equipment may enter these areas under any flow.
3. To prevent habitat degradation, the following measures shall be implemented in accordance with "Caltrans Standard Specifications":
    a. Dust shall be controlled.
    b. Excess materials, debris, and trash shall be controlled on site and removed.
4. Equipment storage areas and vehicle parking shall occur only in previously disturbed areas. Areas adjacent to the highway may be used provided that the areas are previously disturbed and devoid of vegetation. All work areas (i.e. employee parking, staging area, equipment storage area, sign placement, etc.) shall be cleared by a Department biologist.

08-Riv-10	8.2/16.3	0K140	070604
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

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AVOIDANCE AND MINIMIZATION MEASURES

1. All work will be restricted to existing paved roadway.
2. All applicable Best Management Practices shall be implemented, including the following:
    a. No debris, soil, silt, sand, bark, rubbish, cement or concrete or washings thereof, oil or petroleum projects or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or placed where it may be washed by rainfall or runoff into waters of the State, through drainages and/or culverts. The use of sandbags, straw bale, or silt fences is recommended.
    b. No equipment maintenance/parking shall be done within or near any stream, harbor, or channel margin where petroleum products or other pollutants from the equipment may enter these areas under any flow.
3. To prevent habitat degradation, the following measures shall be implemented in accordance with "Caltrans Standard Specifications":
    a. Dust shall be controlled.
    b. Excess materials, debris, and trash shall be controlled on site and removed.
4. Equipment storage areas and vehicle parking shall occur only in previously disturbed areas. Areas adjacent to the highway may be used provided that the areas are previously disturbed and devoid of vegetation. All work areas (i.e. employee parking, staging area, equipment storage area, sign placement, etc.) shall be cleared by a Department biologist.

ATTACHMENT H
(Storm Water Data Report)

Caltrans

Dist-County-Route: 08-RIV-10

Post Mile (Kilometer Post) Limits: 8.2/16.3

Project Type: Pavement Rehab

EA: 0K140

RU: 228

Program Identification: 201.121

Phase: ☐ PID X PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Colorado River Basin

1. Is the project required to consider incorporating Treatment BMPs? ☐ Yes X No
2. Does the project disturb more than 0.25 acres of soil? ☐ Yes X No
3. Is the project part of a Common Plan of Development? ☐ Yes X No
4. Does the project potentially create permanent water quality impacts? ☐ Yes X No
5. Does the project require a notification of ADL reuse? ☐ Yes X No

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimated Construction Start Date: November 2009 Construction Completion Date: December 2009

Separate Dewatering Permit (if Yes, permit number) ☐ Yes Permit #: _____ X No

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

Ragaei Ayoub 8/30/07

Ragaei Ayoub *Registered Project Engineer* Date

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

STAMP
[Required for PS&E only]

Cathy Jochai 8/31/07

Cathy Jochai *District SW Coordinator* Date

1. Project Description

- *This project is located in Riverside County, in and near city of Banning on State Route-10 PM8.2/16.3*
- *The proposed project scope includes slab replacement and grinding of the existing concrete pavement. The project limits begins from approximately near Pennsylvania Avenue to Field Road, in and near Banning.*
- *Due to the type of work, slab replacement, there's no DSA on this project.*
- *The project limits fall within an urban MS4 (City of Banning).*
- *The closest receiving water body is San Gorgonio Wash, which is not 303 (d) listed.*
- *The Contractor storage yard will implement BMP's to further minimize the risk associated with these activities.*

2. Construction Site BMPs

- *Due to the scope of work, it is anticipated that a Water Pollution Control Program will be required.*
- *The following temporary construction site BMPs to be paid for under the lump sum item "Construction Site Management" shall include:*
  - *NS-1 (Water Conservation Practices)*
  - *NS-3 (Paving and Grinding Operation)*
  - *NS-8 (Vehicle & Equipment Cleaning)*
  - *NS-9 (Vehicle & Equipment Fueling)*
  - *NS-10 (Vehicle & Equipment Maintenance)*
  - *WM-1 (Material Delivery & Storage)*
  - *WM-2 (Material Use)*
  - *WM-3 (Stockpile Management)*
  - *WM-4 (Spill Prevention and Control)*
  - *WM-5 (Solid Waste Management)*
  - *WM-9 (Sanitary/Septic Waste Management)*
- *The following temporary construction Site BMPs to be paid for as line items are:*
  - *SS-7 (Geotextiles, RECP, Plastic Covers)*
  - *WM-8 (Concrete Waste Management)*
  - *SC-7 (Street Sweeping & Vacumning)*

- *SC-8 (Sand Bag Barrier)*
- *SC-10 (Storm Drain Inlet Protection)*

Due to the short preparation time afforded this project, concurrence from the Construction Storm Water Coordinator was unattainable before it was necessary to approve the parent document. Due diligence was, however, utilized in the consideration of construction site BMP implementation by the SWDR Project Engineer. A more thorough approach to their implementation (including Construction SWC concurrence) will be taken at later project phases.

3. REQUIRED ATTACHEMENTS

- *Vicinity Map*
- *Evaluation Documentation Form*

DATE: August 2007

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPS

EA: 0K140

NO.	CRITERIA	YES	NO	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	X		Go to 2
2.	Is this an emergency project?	☐	X	If **Yes**, go to 11. If **No**, continue to 3.
3.	Have TMDLs OR OTHER Pollution Control Requirements been established for surface waters within the project limits?	☐	X	If **Yes**, contact the District/Regional NPDES coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 10 or 4 (as determined by the NPDES Coordinator). _____ *(Dist./Reg. SW Coordinator initials)* If **No**, continue to 4.
4.	Is the project within an urban MS4?	X	☐	If **Yes**, continue to 5. *(write the MS4 Area here)* If **No**, go to 11.
5.	Is the project directly or indirectly discharging to surface waters?	X	☐	If **Yes**, continue to 6. If **No**, go to 11.
6.	Is this a new facility or major reconstruction?	☐	X	If **Yes**, continue to 8. If **No**, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?	☐	X	If **Yes**, continue to 8. If **No**, go to 11.
8.	Is the Disturbed Soil Area (DSA) created by the project greater than or equal to 3.0 acres or does the project result in a net increase of one acre or more of new impervious surface?	☐	X	If **Yes**, continue to 10. If **No**, go to 9. _____ *(Total DSA quantity*
9.	Is the project part of a Common Plan of Development?	☐	X	If **Yes**, continue to 10. If **No**, go to 11.
10.	Project is required to consider approved Treatment BMPs.	☐	See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.	
11.	Project is not required to consider Treatment BMPs. CB *(Dist./Reg. SW Coord. Initials)* RA *(Project Engineer Initials)* 8/31/07 *(Date)*	X	Document for Project Files by completing this form, and attaching it to the SWDR.	

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs

DATE: *August 2007*

Project Evaluation Process for the Consideration of Construction Site BMPs EA: *0K140*

NO.	CRITERIA	YES	NO	SUPPLEMENTAL INFORMATION
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?	X		If **Yes**, Construction Site BMPs for Soil Stabilization (SS) will be required. Complete CS-1, Part 1. Continue to 2. If **No**, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the right of way, etc?	X		If **Yes**, Construction Site BMPs for Sediment Control (SC) will be required. Complete CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	X		If **Yes**, Construction Site BMPs for Tracking Control (TC) will be required. Complete CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?	X		If **Yes**, Construction Site BMPs for Wind Erosion Control (WE) will be required. Complete CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?	X		If **Yes**, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	X		If **Yes**, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?	X		If **Yes**, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with precipitation; storm water run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems?	X		If **Yes**, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 9.
9.	End of checklist.	X	Document for Project Files by completing this form, and attaching it to the SWDR.	

RA 8/30/07

PE to initialize after concurrence with Construction (PS&E only) *Date*

Construction Site BMPs
Checklist CS-1, Part 1

Prepared by: *Ragaei Ayoub* Date: *8/30/2007* District-Co-Route: *08-Riv-10*
PM (KP): *8.2/16.3* EA: *0K140*
RWQCB: *Colorado River Basin*

Soil Stabilization

General Parameters

1. How many rainy seasons are anticipated between beginning and end of construction? None
2. What is the total disturbed soil area for the project? (ac) None
   (a) How much of the project DSA consists of slopes 1V:4H or flatter? (ac) None
   (b) How much of the project DSA consists of 1V:4H < slopes < 1V:2H? (ac) None
   (c) How much of the project DSA consists of slopes 1V:2H and steeper? (ac) None
   (d) How much of the project DSA consists of slopes with slope lengths longer then 20 ft? (ac) None
3. What rainfall area does the project lie within? (Refer to Table 2-1 of the Construction Site Best Management Practices Manual) None
4. Review the required combination of temporary soil stabilization and temporary sediment controls and barriers for area, slope inclinations, rainy and non-rainy season, and active and non-active disturbed soil areas. (Refer to Tables 2-2, and 2-3 of the Construction Site Best Management Practices Manual for Rainfall Area requirements.) ☐ Complete

Scheduling (SS-1)

5. Does the project have a duration of more then one rainy season and have disturbed soil area in excess of 25 acres? ☐Yes X No
   (a) Include multiple mobilizations (Move-in/Move-out) as a separate contract bid line item to implement permanent erosion control or revegetation work on slopes that are substantially complete. (Estimate at least 6 mobilizations for each additional rainy season. Designated Construction Representative may suggest an alternate number of mobilizations.) ☐ Complete
   (b) Edit Order of Work specifications for permanent erosion control or revegetation work to be implemented on slopes that are substantially complete. ☐ Complete

(c) Edit permanent erosion control or revegetation specifications to require seeding and planting work to be performed when optimal. ☐ Complete

Preservation of Existing Vegetation (SS-2)

6. Do Environmentally Sensitive Areas (ESAs) exist within or adjacent to the project limits? (Verify the completion of DPP-1, Part 5) ☐ Yes X No

   (a) Verify the protection of ESAs through delineation on all project plans. ☐ Complete

   (b) Protect from clearing and grubbing and other construction disturbance by enclosing the ESA perimeter with high visibility plastic fence or other BMP. ☐ Complete

7. Are there areas of existing vegetation (mature trees, native vegetation, landscape planting, etc.) that need not be disturbed by project construction? Will areas designated for proposed treatment BMPs need protection (infiltration characteristics, vegetative cover, etc.)? (Coordinate with District Environmental and Construction to determine limits of work necessary to preserve existing vegetation to the maximum extent practicable.) ☐ Yes X No

   (a) Designate as outside of limits of work (or designate as ESAs) and show on all project plans. ☐ Complete

   (b) Protect with high visibility plastic fence or other BMP. ☐ Complete

8. If yes for 6, 7, or both, then designate ESA fencing as a separate contract bid line item, *if not already incorporated as part of design pollution prevention work (See DPP-1, Part 5).* ☐ Complete

Slope Protection N/A

9. Provide a soil stabilization BMP(s) appropriate for the DSA, slope steepness, slope length, and soil erodibility. (Consult with District/Regional Landscape Architect.)

   (a) Select SS-3 (Hydraulic Mulch), SS-4 (Hydroseeding), SS-5 (Soil Binders), SS-6 (Straw Mulch), SS-7 (Geotextiles, RECPs, Etc.), SS-8 (Wood Mulching), other BMPs or a combination to cover the DSA throughout the project's rainy season. ☐ Complete

   (b) Increase the quantities by 25% for each additional rainy season. (Designated Construction Representative may suggest an alternate increase.) ☐ Complete

   (c) Designate as a separate contract bid line item. ☐ Complete

Slope Interrupter Devices

N/A

10. Provide slope interrupter devices for all slopes with slope lengths equal to or greater than of 20 ft in length. (Consult with District/Regional Landscape Architect and Designated Construction Representative.)

    (a) Select SC-5 (Fiber Rolls) or other BMPs to protect slopes throughout the project's rainy season. ☐ Complete

    (b) For slope inclination of 1V:4H and flatter, SC-5 (Fiber Rolls) or other BMPs shall be placed along the contour and spaced 20 ft on center. ☐ Complete

    (c) For slope inclination between 1V:4H and 1V:2H, SC-5 (Fiber Rolls) or other BMPs shall be placed along the contour and spaced 15 ft on center. ☐ Complete

    (d) For slope inclination of 1V:2H and greater, SC-5 (Fiber Rolls) or other BMPs shall be placed along the contour and spaced 10 ft on center. ☐ Complete

    (e) Increase the quantities by 25% for each additional rainy season. (Designated Construction Representative may suggest alternate increase.) ☐ Complete

    (f) Designate as a separate contract bid line item. ☐ Complete

Channelized Flow

11. Identify locations within the project site where concentrated flow from stormwater runoff can erode areas of soil disturbance. Identify locations of concentrated flow that enters the site from outside of the right-of-way (off-site run-on). X Complete

    (a) Utilize SS-7 (Geotextiles, RECPs, etc.), SS-9 (Earth Dikes/Swales, Ditches), SS-10 (Outlet Protection/Velocity Dissipation), SS-11 (Slope Drains), SC-4 (Check Dams), or other BMPs to convey concentrated flows in a non-erosive manner. ☐ Complete

    (b) Designate as a separate contract bid line item. ☐ Complete

Construction Site BMPs
Checklist CS-1, Part 2

Prepared by: *Ragaei Ayoub* Date: *8/30/2007* District-Co-Route: *08-RIV-10*
PM (KP): *8.2/16.3* EA: *0K140*
RWQCB: *Colorado River Basin*

Sediment Control

Perimeter Controls - Run-off Control

1. Is there a potential for sediment laden sheet and concentrated flows to discharge offsite from runoff cleared and grubbed areas, below cut slopes, embankment slopes, etc.? — X Yes ☐ No

   (a) Select linear sediment barrier such as SC-1 (Silt Fence), SC-5 (Fiber Rolls), SC-6 (Gravel Bag Berm), SC-8 (Sand Bag Barrier), SC-9 (Straw Bale Barrier), or a combination to protect wetlands, water courses, roads (paved and unpaved), construction activities, and adjacent properties. (Coordinate with District Construction for selection and preference of linear sediment barrier BMPs.) — X Complete

   (b) Increase the quantities by 25% for each additional rainy season. (Designated Construction Representative may suggest an alternate increase.) — ☐ Complete

   (c) Designate as a separate contract bid line item. — X Complete

Perimeter Controls - Run-on Control — N/A

2. Do locations exist where sheet flow upslope of the project site and where concentrated flow upstream of the project site may contact DSA and construction activities? — ☐ Yes ☐ No

   (a) Utilize linear sediment barriers such as SS-9 (Earth Dike/Drainage Swales and Lined Ditches), SC-5 (Fiber Rolls), SC-6 (Gravel Bag Berm), SC-8 (Sand Bag Barrier), SC-9 (Straw Bale Barrier), or other BMPs to convey flows through and/or around the project site. (Coordinate with District Construction for selection and preference of perimeter control BMPs.) — ☐ Complete

   (b) Designate as a separate contract bid line item. — ☐ Complete

Storm Drain Inlets

3. Do existing or proposed drainage inlets exist within the project limits? X Yes ☐ No

   (a) Select SC-10 (Storm Drain Inlet Protection) to protect municipal storm drain systems or receiving waters wetlands at each drainage inlet. (Coordinate with District Construction for selection and preference of inlet protection BMPs.) X Complete

   (b) Designate as a separate contract bid line item. X Complete

4. Can existing or proposed drainage inlets utilize an excavated sediment trap as described in SC-10 (Storm Drain Inlet Protection- Type 2)? ☐ Yes X No

   (a) Include with other types of SC-10 (Storm Drain Inlet Protection). ☐ Complete

Sediment/Desilting Basin (SC-2)

5. Does the project lie within a Rainfall Area where the required combination of temporary soil stabilization and sediment control BMPs includes desilting basins? (Refer to Tables 2-1, 2-2, and 2-3 of the Construction Site Best Management Practices Manual for Rainfall Area requirements.) ☐ Yes X No

   (a) Consider feasibility for desilting basin allowing for available right-of-way within the project limits, topography, soil type, disturbed soil area within the watershed, and climate conditions. Document if the inclusion of sediment/desilting basins is infeasible. ☐ Complete

   (b) If feasible, design desilting basin(s) per the guidance in SC-2 Sediment/ Desilting Basins of the Construction Site BMP Manual to maximize capture of sediment-laden runoff. ☐ Complete

   Designate as a separate contract bid item. ☐ Complete

6. Will the project benefit from the early implementation of proposed permanent Treatment BMPs? (Coordinate with District Construction.) ☐ Yes X No

   (a) Edit Order of Work specifications for permanent treatment BMP work to be implemented in a manner that will allow its use as a construction site BMP. ☐ Complete

Sediment Trap (SC-3)

7. Can sediment traps be located to collect channelized runoff from disturbed soil areas prior to discharge? ☐ Yes X No

   (a) Design sediment traps in accordance with the Construction Site BMP Manual. ☐ Complete

   (b) Designate as a separate contract bid line item. ☐ Complete

Construction Site BMPs
Checklist CS-1, Part 3

Prepared by: *Ragaei Ayoub* Date: *8/30/2007* District-Co-Route: *08-RIV-10*
PM (KP): *8.2/16.3* EA: *0K140*
RWQCB: *Colorado River Basin*

Tracking Controls

Stabilized Construction Entrance/Exit (TC-1)

1. Are there points of entrance and exit from the project site to paved roads where mud and dirt could be transported offsite by construction equipment? (Coordinate with District Construction for selection and preference of tracking control BMPs.) ☐ Yes X No

   (a) Identify and designate these entrance/exit points as stabilized construction entrances (TC-1). ☐ Complete

   (b) Designate as a separate contract bid line item. ☐ Complete

Tire/Wheel Wash (TC-3)

1. Are site conditions anticipated that would require additional or modified tracking controls such as entrance/outlet tire wash? (Coordinate with District Construction.) ☐ Yes X No

   Designate as a separate contract bid line item. ☐ Complete

Stabilized Construction Roadway (TC-2)

3. Are temporary access roads necessary to access remote construction activity locations or to transport materials and equipment? (In addition to controlling dust and sediment tracking, access roads limit impact to sensitive areas by limiting ingress, and provide enhanced bearing capacity.) (Coordinate with District Construction.) ☐ Yes X No

   (a) Designate these temporary access roads as stabilized construction roadways (TC-2). ☐ Complete

   (b) Designate as a separate contract bid line item. ☐ Complete

Street Sweeping and Vacuuming (SC-7)

1. Is there a potential for tracked sediment or construction related residues to be transported offsite and deposited on public or private roads? (Coordinate with District Construction for preference of including street sweeping and vacuuming with tracking control BMPs.) X Yes ☐ No

   Designate as a separate contract bid line item. X Complete

Construction Site BMPs
Checklist CS-1, Part 4

Prepared by: ***Ragaei Ayoub*** Date: ***8/30/2007*** District-Co-Route: ***08-RIV-10***

PM (KP): ***8.2/16.3*** EA: ***0K140***

RWQCB: ***Colorado River Basin***

Wind Erosion Controls

Wind Erosion Control (WE-1)

1. Is the project located in an area where standard dust control practices in accordance with Standard Specifications, Section 10: Dust Control, are anticipated to be inadequate during construction to prevent the transport of dust offsite by wind? *(Note: Dust control by water truck application is paid for through the various items of work. Dust palliative, if it is included, is paid for as a separate item.)* ☐ Yes X No

   (a) Select SS-3 (Hydraulic Mulch), SS-4 (Hydroseeding), SS-5 (Soil Binders), SS-7 (Geotextiles, Plastic Covers, & Erosion Control Blankets/Mats), SS-8 (Wood Mulching) or a combination to cover the DSA subject to wind erosion year-round, especially when significant wind and dry conditions are anticipated during project construction. (Coordinate with District Construction for selection and preference of wind erosion control BMPs.) ☐ Complete

   (b) Designate as a separate contract bid line item. ☐ Complete

Construction Site BMPs
Checklist CS-1, Part 5

Prepared by: ***Ragaei Ayoub*** Date: ***8/30/2007*** District-Co-Route: ***08-RIV-10***

PM (KP): ***8.2/16.3*** EA: ***0K140***

RWQCB: ***Colorado River Basin***

Non-Storm Water Management

Temporary Stream Crossing (NS-4) & *Clear Water Diversion* (NS-5)

1. Will construction activities occur within a waterbody or watercourse such as a lake, wetland, or stream? (Coordinate with District Construction for selection and preference for stream crossing and clear water diversion BMPs.) ☐ Yes X No

   (a) Select from types offered in NS-4 (Temporary Stream Crossing) to provide access through watercourses consistent with permits and agreements.[1] ☐ Complete

   (b) Select from types offered in NS-5 (Clear Water Diversion) to divert watercourse consistent with permits and agreements.[1] ☐ Complete

   (c) Designate as a separate contract bid line item(s). ☐ Complete

Other Non-Storm Water Management BMPs

2. Are construction activities anticipated that will generate wastes or residues with the potential to discharge pollutants? X Yes ☐ No

   (a) NS-1 (Water Conservation Practices), NS-3 (Paving and Grinding Operations), NS-8 (Vehicle and Equipment Cleaning), NS-9 (Vehicle and Equipment Fueling), NS-10 (Vehicle and Equipment Maintenance). X Complete

   (b) BMP as a separate contract bid line item. X Complete

Construction Site BMPs
Checklist CS-1, Part 6

Prepared by: *Ragaei Ayoub* Date: *8/30/2007* District-Co-Route: *08-RIV-10*
PM (KP): *8.2/16.3* EA: *0K140*
RWQCB: *Colorado River Basin*

Waste Management & Materials Pollution Control

Concrete Waste Management (WM-8)

1. Does the project include concrete pours or mortar mixing? X Yes ☐ No

   (a) Select from types offered in WM-8 (Concrete Waste Management) to provide concrete washout facilities. In addition, consider portable concrete washouts and vendor supplied concrete waste management services. (Coordinate with District Construction for selection and preference of waste management and materials pollution control BMPs.) X Complete

   (b) Designate as a separate contract bid line item if the quantity of concrete waste and washout are anticipated to exceed 5.2 yd^3 or if requested by Construction. X Complete

Other Waste Management and Materials Pollution Controls

2. Are construction activities anticipated that will generate wastes or residues with the potential to discharge pollutants? X Yes ☐ No

   (a) Identify potential pollutants associated with the anticipated construction activity and select the corresponding BMP such as WM-1 (Material Delivery and Storage), WM-2 (Material Use), WM-4 (Spill Prevention and Control), WM-5 (Solid Waste Management), WM-6 (Hazardous Waste Management), WM-7 (Contaminated Soil Management), WM-9 (Sanitary/Septic Waste Management) and WM-10 (Liquid Waste Management) X Complete

   (b) Verify that costs for waste management and materials pollution control BMPs are identified in the contract documents. Designate BMP as a separate contract bid line item if the requirements in Construction Site Management (SSP 07-346) are anticipated to be inadequate or if requested by Construction. X Complete

Temporary Stockpiles (Soil, Materials, and Wastes)

3. Are stockpiles of soil, etc. anticipated during construction? X Yes ☐ No

   (a) Select WM-3 (Stockpile Management), SS-3 (Hydraulic Mulch), SS-4 (Hydroseeding), SS-5 (Soil Binders), SS-7 (Geotextiles, RECPs etc.), or a combination as appropriate to cover temporary stockpiles of soil, etc. X Complete

   (b) Select linear sediment barrier such as SC-1 (Silt Fence), SC-5 (Fiber Rolls), SC-6 (Gravel Bag Berm), SC-8 (Sand Bag Barrier), SC-9 (Straw Bale Barrier), or a combination to encircle temporary stockpiles of soil, etc. (Coordinate with District Construction for selection and preference of BMPs related to stockpiles.) ☐ Complete

(c) Designate as a separate contract bid line item if the requirements in Construction Site management (SSP 07-346) are anticipated to be inadequate or if requested by Construction. X Complete

4. Is there a potential for dust and debris from construction material (fill material, etc.) and waste (concrete, contaminated soil, etc.) stockpiles to be transported offsite by wind? X Yes ☐No

(a) Select SS-7, temporary cover, plastic sheeting or other BMP to cover stockpiles subject to wind erosion year-round, especially when significant wind and dry conditions are anticipated during project construction. (Coordinate with District Construction for selection and preference of wind erosion control BMPs.) X Complete

(b) Designate as a separate contract bid line item. X Complete

ATTACHMENT I
(Person Year Estimate)

Estimated Roadway Costs	$19,344,000
Estimated Structure Costs	$0
Estimated Right of Way Costs	$0
Estimated Total Project Costs	$19,344,000

FUNCTIONAL MANAGER RESOURCE SUMMARY

TOTAL PA&ED HOURS = 5805 **TOTAL DESIGN HOURS = 7942** **TOTAL R/W HOURS = 1090** **TOTAL CONST. HRS = 8916**

TOTAL PROJECT HOURS = 25177 TOTAL PY'S (HOURS/1758) = 14.3 SUPPORT/PROJECT COST RATIO = 0.13

EA	0K1400
Project Limits	Co: Riv Rte: 10 Pm: 8.2 to 16.3
Location	Nr Banning Fr. Pennsylvania Ave to Field Rd
Description	Grind Mainline, Replace Slabs, Overlay Ramps

Cost Center	Unit Description	Unit Manager	WBS	100.05	100.10	100.15	100.20	100.25	150	160	165	175	180	180.10	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	255.20	260	265	265.05	270	285	290	295	300
			Start																																				
			Finish																																				
			Total Hours	611	1427	1107	741	30	813	1574	1490	124	1040	0	1047	0	0	220	150	0	0	100	350	3661	20	0	100	0	1838	0	166	103	0	7132	431	458	154	290
08.037	Public Affairs	Rose Melgoza	173								20	24			12									48								5		24			40	
08.140	PMSU	Robert So	800	100	250	350	100																																
08.146	Program Management	Manuel Farias	110	20	30	30	30																																
08.147	COMSO	Regina Garcia	300	60	100	80	60																																
08.168	Envr Biological/Permits	Russel Willaims	493						64	5	250				20				80					20					50						4			
08.170	Envr Mgmt	Kim Skinner	680	200	280	100	100																																
08.172	Envr Studies/Support "B"	Marie Petry	1175	40	200	40	40		40	20	625	20			20				20					20					50						40			
08.178	Envr Cultural	Christie Hammond	592	40	200	40	40		20	2	100	20			20									20					50						40			
08.195	Forecasting	John Pagano	274	4					50	140					80																								
08.228	Design N	George Morhig	4640		20	40	20		250	750	120	40	750		250			40	40					2000					120		40			80	20	60		
08.233	Design P	Cathy Jochai	320						80				80		40									80					40										
08.285	PS & E	Denise Craig	865																										750		100	15							
08.302	Drafting Services	Javier Molina	66																										60		6								
08.312	Hydraulics	John Rogers	312	5	5	5	5		20	120	20				40									40					40					10	2			
08.327	Materials Engineering	Bruce Kean	575	5	20	20	5		10	20	5				100									60					40					250	20	20		
08.332	Envr Engineering	Tony Louka	500						40		250	20	50		20									20					50					50				
08.340	L/S Architecture	Ray Desselle	310	5	5	5	5		20	40					20									100					60		20			20	10			
08.351	Truck Service Manager	Roy Wojahn	46						9	9																			20					8				
08.367	Operations Surveillance Region B	Theresa Sasis	295	10	15	15	15			150			20											20					40					10				
08.370	Transportation Management	Cyrin Kwong	60																															60				
08.375	TMP/District Traffic Manager	Ramakrishna Tadi	306						40	28					15									153					40					30				
08.381	Traffic Design B - Riv	Larry Sartori	1110						40	60					100									750					100					40	20			
08.510	Construction Office A	Belinda Bourgeois	391				55																									30		250	20	4	12	20
08.511	Constructability Review	Hassan Juybari	180						20	20			20		40									40					40									
08.512	Construction Eng Support Q	Siong Yap	210				20																									20		100	20	20	20	10
08.521	Field Construction H (Landscape)	Steve Pusey	214				10																	20					20			4		100	20	20	20	
08.526	Field Construction P (Elec-Riv)	Vacant	10				10																																
08.529	Field Construction H (NPDES)	Steve Pusey	214				10																	20					20			4		100	20	20	20	
08.535	Field Construction M	Tom Olson	5355				10																	40					40			15		5000	150	60	40	
08.585	Construction Lab	Ghazi Roumani	500																															500				
08.590	Construction Claims F	Don Sanborn	250																																	250		
08.595	Labor Compliance	Belinda Bourgeois	142				30																									10		100			2	
08.599	Construction Safety	Victor Gau	200												40									40					40					80				
08.605	Maintenance Engineering	Kevin Chen	130										10		40									40					40									
08.790	South Region	Don Lambert	130										10		40									40					40									
08.833	Surveys	Mike Wagner	326	6	6	6	10		20	50					40			80						20					8					40	40			
08.834	Right Of Way Engineering	Mike Loufy	604	6	6	6	6	10	20	50					40			80				100		20					20									240
118	Project Management	Hong Van	800	100	250	350	100																																
23.400	R/W Planning & Management	George Pink	430	10	40	20	20	20	20	20	60		20		10				10				150						10									20
23.400	Right of Way Utilities	Stephen Hatt	159						10	10			40		30			20						20					20						5	4		
23.400	R/W Appraisal,Acquisition,Relocation	Mike Romo	570						40	40	40		40		30								200	30	20		100		30									
59.320	Flexible Pavement Matl	ESC 59.320	180				20			20																								140				
59.321	Pavement Rehabilitation	ESC 59.321	180				20			20																								140				

ATTACHMENT J
(Typical Cross Sections)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	10	8.2/16.3	1	1

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

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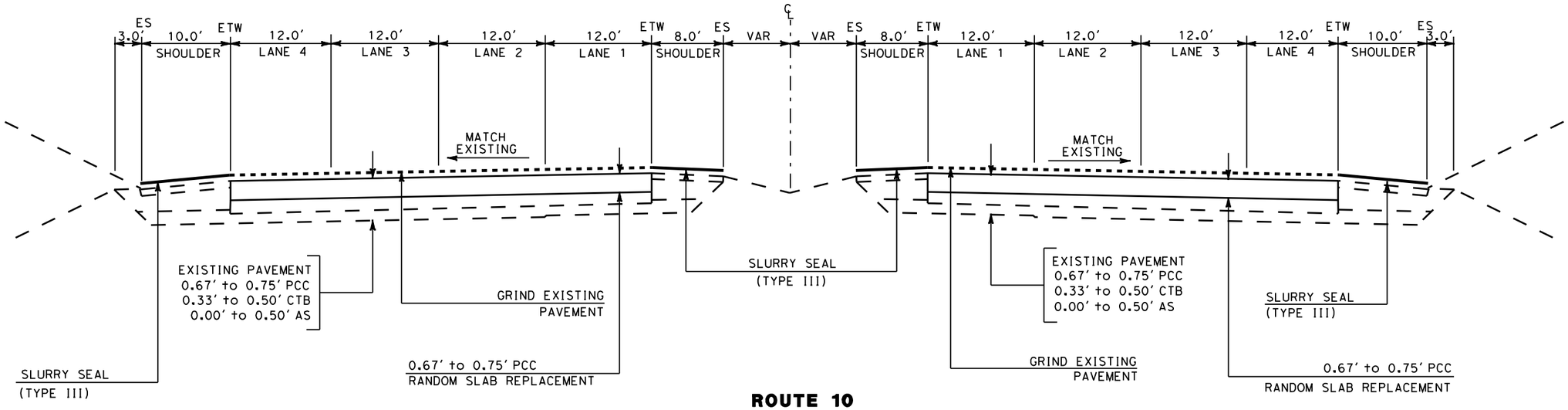
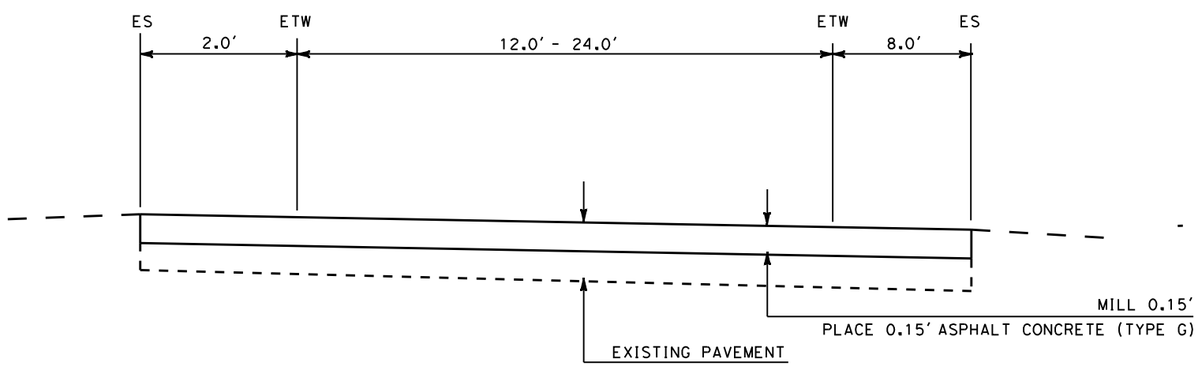
NOTES:

1. DIMENSIONS OF STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. EXACT LOCATIONS FOR THE RANDOM PCC SLAB REPLACEMENTS ARE TO BE DETERMINED BY THE ENGINEER.



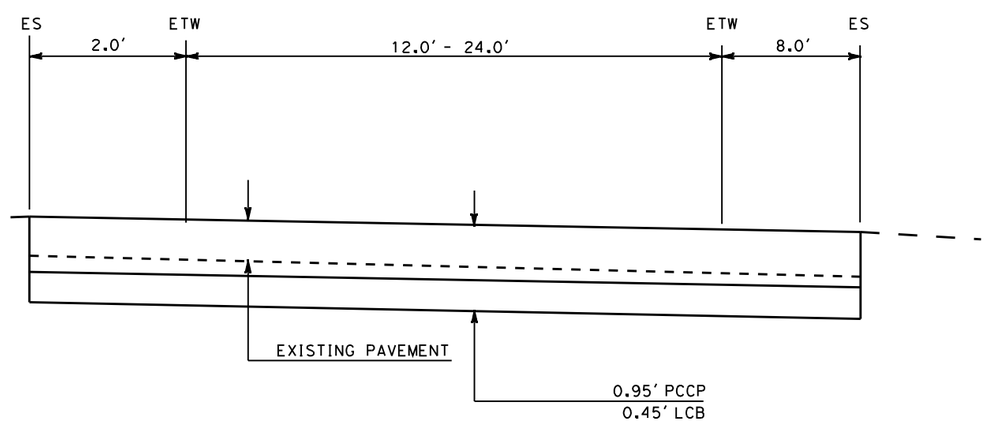
ROUTE 10
PM 8.2/16.3



RAMPS

PENNSYLVANIA AVE EB ON RAMP
PENNSYLVANIA AVE WB OFF RAMP
HIGHLAND SPRINGS AVE WB ON AND OFF RAMP
HIGHLAND SPRINGS AVE EB ON AND OFF RAMP
SUNSET AVE EB ON AND OFF RAMP
SUNSET AVE WB ON AND OFF RAMP
22ND ST WB ON AND OFF RAMP
22ND ST EB ON AND OFF RAMP

8TH ST EB ON AND OFF RAMP
8TH ST WB ON AND OFF RAMP
HARGRAVE ST WB ON AND OFF RAMP
HARGRAVE ST EB ON AND OFF RAMP
RAMSEY ST EB ON RAMP
RAMSEY ST WB OFF RAMP



RAMP TERMINI

HARGRAVE ST EB AND WB OFF RAMP

TYPICAL CROSS SECTIONS
X-1

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000