ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
John Wilkie Safety Roadside Rest Area Restoration (08-1K490)

Resolution SHOPP-P-2122-05B
(will be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *John Wilkie Safety Roadside Rest Area Restoration (08-1K490)*, effective on, March 16, 2022 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans* , and the Implementing Agency, *Caltrans* , sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its May 13, 2020 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *John Wilkie Safety Roadside Rest Area Restoration (08-1K490)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-20-40, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 05/13/2020
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

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

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

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

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

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

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

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

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

5. SPECIFIC PROVISIONS AND CONDITIONS

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

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

5.3 Other Project Specific Provisions and Conditions

Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

John Wilkie Safety Roadside Rest Area Restoration (08-1K490)

Resolution SHOPP-P-2122-05B

Michael D. Beauchamp — 12/7/21

Michael D. Beauchamp — Date

District Director

California Department of Transportation

Toks Omishakin — 2.22.22

Toks Omishakin — Date

Director

California Department of Transportation

Mitchell Weiss — 4/7/22

Mitchell Weiss — Date

Executive Director

California Transportation Commission

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT | **Date:** 02/08/22 10:22:49 AM

District	EA	Project ID	PPNO	Project Manager
08	1K490	0819000050	3013K	SANTANA, MARTHA E

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SBD	40	R 105.1	R 105.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

JOHN WILKIE SRRA REHAB

Location/Description

Near Needles, at the John Wilkie Safety Roadside Rest Area (SRRA). Reconstruct SRRA and upgrade water and wastewater systems.

Legislative Districts

Assembly:	33	Senate:	16	Congressional:	08

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Safety Roadside Rest Area Rehabilitation			2		2	Locations
Programmed Condition	Safety Roadside Rest Area Rehabilitation	2				2	Locations

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	12/23/21	
Right of Way Certification Milestone		03/01/23
Ready to List for Advertisement Milestone		05/19/23
Begin Construction Milestone (Approve Contract)		12/27/23

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	20/21	1,177					1,177
PS&E	21/22	3,177					3,177
RW Support	21/22	55					55
Const Support	22/23	6,037					6,037
RW Capital	22/23	22					22
Const Capital	22/23	31,601					31,601
Total		42,069					42,069

08 - SBD - 40, PM R105.1/R105.9
08-2272 – 0819000050/1K490
201.250

PROJECT REPORT
(Safety Roadside Rest Area Rehabilitation)

On Interstate 40, 36 Miles west of Needles at John Wilkie Safety Roadside Rest Area (SRRA)

I have reviewed the right of way information contained in this Project Report (Safety Roadside Rest Area) and the Right Of Way Data Sheet attached hereto, and find the data to be complete, current, and accurate:

WC Rebecca Guirado
REBECCA GUIRADO, *DEPUTY DISTRICT DIRECTOR, RIGHT-OF-WAY*

APPROVAL RECOMMENDED:

Martha Santana
MARTHA SANTANA, *PROJECT MANAGER*

Steven Magallanes
STEVEN MAGALLANES, *DISTRICT LANDSCAPE ARCHITECT*

JL Jim A. Rogers
JIM A ROGERS, *DEPUTY DISTRICT DIRECTOR, MAINTENANCE*

Kurt Heidelberg
for DAVID BRICKER, *DEPUTY DISTRICT ENVIRONMENTAL PLANNING*

MA Jamal Elsaleh
JAMAL ELSALEH, *DEPUTY DISTRICT DIRECTOR, DESIGN*

APPROVED:

Michael D. Beauchamp 12/23/2021
MICHAEL D. BEAUCHAMP, *DISTRICT 8 DIRECTOR* *December 2021*

This Project Report (Safety Roadside Rest Area) has been prepared under the direction of the following licensed Landscape Architect. The licensed or registered professionals attest to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based.

12/22/2021

STEVE MAGALLANES, *LICENSED LANDSCAPE ARCHITECT* *DATE*

TABLE OF CONTENTS

PROJECT REPORT (Safety Roadside Rest Area)

Safety Roadside Rest Area Rehabilitation

1. INTRODUCTION

A. Type of Project

This project will upgrade both the westbound (WB) and eastbound (EB) John Wilkie Safety Roadside Rest Areas (SRRA's) located on Interstate 40 (I-40) at Post Mile (PM) R105.1/R.105.9, in San Bernardino County. Refer to vicinity map. The upgrade will include two (2) Safety Roadside Rest Area (SRRA) buildings, upgrade water/wastewater, paving, and site amenities.

B. Scope of Work

The work proposed consists of demolishing and reconstructing comfort stations, constructing a new California Highway Patrol (CHP) office, walkways, parking, and site of facilities. In addition, the work will require modifications to the existing Caltrans utilities. All work will be performed within the existing right of way. This project will be designed with green building features, such solar panels and water efficient water fixtures.

C. Project Cost Estimate

Cost is programmed to be $31,623,000 with the support costs of $10,073,000. The estimated capital cost of $26,712,000 (current), escalated to $29,824,000 in 2022/2023 Fiscal Year (Attachment C.)

D. Program Year and Source of Funding

The project is part of the HA26 SRRA Rehabilitation Program, funded from the 201.250 State Highway Operation and Protection Program (SHOPP) in the 2022/2023 Fiscal Year. The project is a Category 5, per Caltrans Project Development Procedures Manual (PDPM) Chapter 8, Section 5, which defines this category as a project of minimal economic, social, or environmental significance (Attachment N).

2. RECOMMENDATION

It is recommended that the project be approved using the Build Alternative and authority be granted to proceed with the Plans, Specifications, and Estimate (PS&E) phase for the build Alternative.

3. BACKGROUND

A. Highway Description

The eastbound and westbound John Wilkie SRRA's were constructed in December 1974. Originally constructed as Fenner SRRA's, the site was renamed in April 1998 in honor of John Wilkie, a Highway Maintenance Superintendent for the Needles area. The SRRA's are sited in Fenner Valley on two parcels purchased by Caltrans in the early 1970's as part of the original Interstate 40 (I-40) realignment. The SRRA's are located on approximately 20 acres of land, 10 acres on each side. Adjacent land is both Federal

government, but development is unlikely due to "controlled access" status of the freeway. The land area to the south of I-40, including the rest area, is within the Bureau of Land Management (BLM) jurisdiction while the area north of the rest area is in the Mojave National Preserve.

B. Condition of Facilities

The John Wilkie SRRA's is over 40 years old, is in varying stages of disrepair, has surpassed its life expectancy, and does not meet the existing or future capacity needs. The existing parking lot has space for 19 cars, 9 trucks, and two accessible parking spaces in each direction as required by the Americans with Disabilities (ADA) Standards for Accessible Design. The SRRA's consists of two comfort station buildings, one on each side of the eastbound and westbound sides of the interstate, the wood construction is structurally undermined at the eaves, plumbing walls, privacy screens, and seating due to weathering and insect infestation. The flat roof prevents proper drainage. Leakage has caused water damage around the skylights and support beams. The plumbing lines are corroded and outdated. The mechanical-utility-storage room is being used as a personnel-breakroom, although not designed personnel use.

Caltrans owns and operates the SRRA's, its public water system, and the Onsite Wastewater Treatment Systems (OWTS). The current public water system is supplied by a well on the WB side. Edison electrical lines bring power to the south side of the EB SRRA, where on-site electrical establishes service connection. No other utilities are located within SRRA's, and no additional utility agreements are anticipated.

Each comfort station has four separate restroom stalls, one main restroom, and one supplement restroom for each gender. The toilet and urinals are high flow fixtures using more water than the current plumbing code requires. The wastewater system on each side consists of leach fields and a 21,000-gallon cast-in-place septic tank that is in a deteriorated state. Ongoing maintenance of the impaired facilities causes frequent closures of the SRRA's. In 2017/2018, the SRRA's were closed multiple times, totaling over 120 days.

Currently, the on and off-ramps to the safety roadside rest area appear to be in fairly good condition due to the 2009 reconstruction. The originally paved Asphalt Concrete (AC) is in poor condition. At the westbound SRRA, harsh desert weather and truck traffic caused extreme cracking in the AC pavement. The eastbound SRRA pavement is in slightly better condition.

Chain link fencing, tortoise fencing, and access gates exist within the State right of way, in addition to numerous trees and native plants that are watered by an antiquated and manually operated irrigation system.

C. Construction History

The John Wilkie SRRA's were completed and open to the public in 1974. The facility is operated by one water well system serving both directions while each direction has its own Onsite Wastewater Treatment Systems (OWTS). An upgrade to the restrooms was performed in December 1986 followed by reconstruction of the wastewater system in 1991. In 2007, additional upgrades took place on the roofs, well pump, and electrical system. In addition, sidewalks were upgraded to meet the Americans with Disabilities Act (ADA)

requirements. In 2009, the improvements were completed with the installation of photovoltaic solar system with funding from the Clean Renewable Energy Bond goals (CREB). In 2016, water conservation work was performed to meet drought conservation goal. In 2018, an emergency project was composed to repair the failing water well system in which the current water production volume and water quality posed a risk to to operational performance of the SRRA. The 2018 emergency project was not considered a long-term solution and, therefore does not provide operational reliability.

D. Commitments

The Department has made a commitment to State Energy and Environmental Design, the California Highway Patrol, the Department of Rehabilitation, California Welcome Centers (CWC), and Shelter Workshops to provide display areas for the CWC and electrical/water service to kiosks that will house vending machines. The motoring public will support this project due to the current condition of the SRRA. There is no known oppositions to the rehabilitation of the John Wilkie SRRA's.

E. Vending Operations

There are no existing vending operations at the John Wilkie SRRA's. Vending operations are planned to operate with the reopening of the SRRA's. The newly designed SRRA's will incorporate kiosks to house vending operations.

F. California Highway Patrol Office

CHP has committed to using the office and parking stall when present at the SRRA. Having the CHP present should decrease vandalism and make the rest area a safer place to visit.

G. Conformance with SRRA Master Plan

The John Wilkie SRRA's conform to the 2011 Safety Roadside Rest Area System Master Plan. John Wilkie was identified as one of 61 SRRA's in need of capacity expansion to meet the anticipated 20-year demand.

4. CAPACITY ANALYSIS

The original design for the rest area was based on a projected 20-year Annual Average Daily Traffic (AADT). The proposed reconstruction and expansion project are critical to the health, safety, and welfare of the motoring public on I-40. The facilities have served above and beyond their user capacity demands for several years. Due to the overuse and high volumes of traffic, the facility requires reconstruction to meet current and future demands (Attachment A)

5. PURPOSE AND NEED

Purpose:

To serve the immediate needs of the travelers by providing a clean, safe, convenient, and reliable Safety Roadside Rest Area (SRRA) that complies with current applicable State and Federal statutes and regulations.

Need:
To replace the existing SRRA's capacity-deficient and deteriorating comfort stations, parking lot, pedestrian accessibility, utilities, and site elements have surpassed their life expectancy resulting in intermittent SRRA's closures. Due to their current condition, the SRRA's do not adequately serve visitors.

A. Justification for Rehabilitation

To serve travelers and meet their immediate needs by providing a clean, safe, convenient, and reliable SRRA's that comply with current applicable State and Federal statutes and regulations, and to accommodate anticipated future parking and restroom demands.

The existing SRRA's are deteriorating and do not meet current demands. The parking lot, on-site electrical service lines, water and wastewater systems, and site elements have surpassed their life expectancy. Due to their current conditions, the SRRA's do not adequately serve visitors, require frequent maintenance, and are prone to intermittent closures.

B. Rest Area Use

John Wilkie SRRA's is located along the I-40. It's been reported long vehicle trucks park on the non-paved areas within the SRRA due to a lack of parking stalls.

The proposed site upgrades and increase the number of parking units to accommodate automobiles, tour buses, and autos/trucks with trailers. Compliance with the ADA regulations and policies for parking will be incorporated.

C. Parking Deficiencies and Unauthorized Parking

Parking deficiencies at both servicing rest areas have been noted, especially during peak travel time countenances. Unauthorized roadside parking is a prevalent issue at or near the rest area.

6. PROPOSED PROJECT

A. Project Description

1) General

The schematic site (See attachment B) is designed to have an open courtyard in the center, with comfort stations, kiosks, shade structures, the CHP office and maintenance buildings. In essence, the site will incorporate colors and material of its surrounding.

2) Context Appropriateness

The architecture proposed will integrate with the surrounding landscape. All the material used will aid in blending the SRRA's into the desert environment.

3) Utilities

a. Water System
The SRRA's water system must comply with drinking water laws and regulations enforced by the California Department of Public Health (CDPH). Given the projected due to increased water usage at this SRRA and the corrosive nature of well water, the

existing treatment equipment is inadequate to meet the existing and future potable water needs therefore, it need to be replaced.

The water system upgrade will consist of abandoning the existing drinking water well, utilizing a variable frequency drive (VFD) pump, and installing new distribution system.

The replacing of existing water distribution system, well and pressure tank, and toilet fixtures are recommended to meet Division of Drinking Water (DDW) and 2016 Plumbing Code requirements. It is planned to demolish the existing well and remove the well building. Due to the high use at the SRRA's, changing from the current pressure tank distribution system to a storage tank and a VDF booster pump is recommended. The well and storage tank are recommended to be relocated onsite closer to the existing building.

b. Wastewater System

The wastewater is under the jurisdiction of the Colorado River Basin Regional Water Quality Control Board (CRBRWQCB) and has a permit that was issued in 1998.

The original leach field areas (EB&WB) have been in operation for over thirty years and are beyond their service life. The RWQCB stated on April 6, 2018 that replacement with a similar primary treatment system using septic tanks and leach fields is adequate to meet RWQCB basin plan requirements.

Alternatives consist of removing/abandoning the existing wastewater treatment and installing new wastewater disposal systems at the John Wilkie SRRA's. Based on the age of the site, special consideration should be given for replacement at the site to be considered to protect the surrounding environment. In addition, the project will reduce water demand, expand the landscaping, increase shade, reduce dust and maintenance at the site, and the install of sub-surface drip irrigation.

c. Electrical System

Electrical service for both facilities is provided from a single point at the westbound facility located near the right of way fence. Electrical utilities will require minor modification and upgrade to meet the redesign.

d. Telephone

Minor modification to the existing telephone service will be required due to the new site design. Private phone service lines will be available for the new CHP office and maintenance personnel break rooms.

4) Site Plan

a. Schematic Site Plan

Entrance ramps and exit ramps for both facilities will be modified to accommodate the new parking layout (see Attachment B). The new layout of truck parking areas will provide 21spaces on each side of I-40. Vehicle parking will provide 47 on the eastbound side and 30 spaces on the westbound side. In accordance with the Highway Design Manual (HDM), Tables 613.5 A and B Traffic Index (TI) of 14.0 will be used for the ramp reconstruction, with heavy traffic recommended for truck stop ramps. The TI for the SRRA's will be a 20-year TI of 9.0 truck lanes and parking. Pavement for

auto parking can be a TI of 5.5. (See Attachment M)

b. Architectural Schematic Building Plan

The proposed work will consist of demolishing the existing comfort stations and picnic shelters. At each facility, new larger buildings including a CHP office (westbound direction) and new picnic shelters will be constructed. The orientation of the buildings will maximize views of the surrounding mountain ranges. Maintenance personnel and the CHP will each be provided an air-conditioned office/breakroom. The CHP facility will feature a phone, desk, computer hookups, and a view of the parking lot and courtyard. CHP has agreed to use the dedicated parking space and occupy the office. The presence of the CHP will deter vandalism and provide a safer environment for visitors. The buildings will meet all current ADA requirements, including restrooms, public phone access, and refrigerated drinking fountain access. The estimated size of the new comfort station will be approximately 1,330 square feet and include one CHP office (720 square feet) and four overhead structures. The SRRA's designed to be aesthetically pleasing to visitors, while allowing maintenance feasibility.

c. Pedestrian Facilities

Additional site amenities will include the installation of new light standards, picnic shelters, dumpster enclosures, trash receptacles, recycling receptacles, and architectural signage. All site elements will be designed for accessibility for persons with disabilities.

d. Planting and Irrigation

Due to the extreme conditions and limited water supply, planting areas will be limited to the use of trees. The minimalist approach to landscape will reflect the barren desert. Very little irrigation will be needed in the design. The proposed landscape will reduce the current usage by at least 15%. Trees will be irrigated subterranean bubblers. The plant establishment period will be three years.

e. Project Cost Estimate

See Attachment C for Project Cost Estimate.

f. Build Alternative

This alternative involves the demolition and reconstruction of the SRRA's in both directions. It would rehabilitate the parking lot, replace the comfort stations, core areas, and on-site utility services such as electric, water, and wastewater. It will construct separate maintenance crew rooms, storage rooms, and a California Highway Patrol office.

This Build Alternative is consistent with the intent of the Statewide SRRA Master Plan and the District's commitment to meet both the short and long-term needs of the SRRA's and its users. The public needs will be met by constructing new ADA accessible comfort stations and separate family restrooms with increased capacity including low-flow plumbing fixtures, energy-saving lighting, and electrical equipment. New site furnishings within the core area, informational signage, walkway paving, and pet areas will be included.

The proposed project will not alter or introduce new roadway geometry features. The District Design Liaison, Sergio Avila have prior knowledge of the project scope and concurs with the decision that this project is not expected to correct or provide design

standard decision document for existing nonstandard features that will no be altered.

g. No-Build

The "No-Build" alternative would not improve the site. Continual repairs and sewage backups would cause future intermittent facility closures preventing motorists from using the rest area. The No-Build alternative does not meet address the Need and Purpose of the project.

h. Asset Management

The proposed project is in conformance with the Strategic Recommendations of the SRRA Master Plan prepared for Caltrans by Dornbusch Associates in 2011. The project will provide the District with two performance measures which are consistent with the target in the Transportation Asset Management Plan (Attachment K).

i. 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 meetings with partner agencies, sending out virtual notifications via social media, email.

Caltrans District 8 External affairs will develop a comprehensive outreach plan from start to finish to ensure that the public and our partners are aware of the project and its impacts. As stated, this will include multiple facets including social media, email campaigns, and focused meetings with partners. These efforts will ensure an equitable deliverable process by incorporating the input from those who are within the project limits. Program Project Management has engaged with the County of San Bernardino. Right of Way has held coordination meetings with the Bureau of Land Management (BLM) and Mojave Desert Preserve.

The Project Development Team (PDT) will continue to monitor the project impacts and determine the level of community engagement needed during the next project phase.

j. Complete Streets

Complete Streets (CS) elements are being evaluated and considered. Currently, shoulders along I-40 are accessible to bicyclists. The PDT will seek opportunities to incorporate access for bicyclists, pedestrians, and other non-motorized transportation modes in project accessibility requirements within the facility will be upgraded as needed.

All proposed site amenities will be designed to accommodate people with disabilities. Proposed site amenities will include the installation of new picnic shelters, site furnishings (i.e.., benches, tables, trash receptacles, drinking fountain, bicycle rack), architectural signage, new light standard in the parking lot and pedestrian core areas, new sidewalks, and ADA regulatory signage.

k. Reduce Greenhouse Gas (GHG) Emission:

The purpose of this project is to reconstruct the SRRA's and is not expected to result in increased operations to have little to no effect on climate change.

Construction emissions are unavoidable, but GHG emissions can be reduced to the extent possible throughout the project delivery process. The following items should

be considered as appropriate and applicable:

- Planning and implementation of best practices throughout the project delivery process.
- Water efficient construction methodologies.
- Fuel efficient measures both for construction equipment and traffic management during delays or detours.
- Reduction in the frequency of construction and maintenance vehicle idle times associated with traffic control, to maintain the roadway.
- Solar panels systems derive clean, pure energy from the sun without impact on the ecosystem.
- The Zero Emissions Vehicle (ZEV) program is not in the master plan however it will be considered in the next phase of the project.

7. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Material

An Initial Site Assessment (ISA) checklist was completed for this project on May 10,2021 (Attachment D). The determination for this project is that the potential for hazardous waste involvement is low. However, further testing is required for Title 22 metals, Volatile Organic Compounds (VOC), Polychlorinated Biphenyl (PCB) and Total Petroleum Hydrocarbons (TPH).

B. Traffic Management Plan

Based on traffic surveys as part of the 2021 SRRA Master Plan analysis, the reported average annual daily traffic (AADT) at John Wilkie EB and WB is estimated to be 1,600 and 1,200 vehicles, respectively. John Wikie EB and WB rank as having 24th and 31st highest recorded average daily traffic levels of all 87 SRRA's, respectively. This level of use translated into stopping factor of 19.0% at John Wilkie EB and 21.0% at John Wilkie WB. Both John Wilkie EB and WB have stopping factors more than double the statewide average of 7.0%, The stopping factors for John Wilkie EB and WB rank as the 2nd the 4th highest of all 87 SRRA's statewide.

To facilitate timely construction and substantial cost savings, coordinated and simultaneous construction of both SRRA's will occur. A Traffic Management Plan for this project may be required to minimize the traffic impacts of construction activities. Public awareness campaigns are proposed to inform the public about construction activities and of alternate service facilities. The public will also be notified via newspaper and radio, along with highway signage from Barstow to the California/Nevada border. The current staging includes short term closures for building demolition, ramp construction striping, and removal of temporary facilities. Both SRRA's will remain open during construction with temporary portable toilets and water basins available to the public. Alternate stopping facility is located approximately 2 miles away and will work with the Public information office to develop a communication plan for the public. The next available safety roadside rest area facilities are Desert Oasis SRRA's 91 miles away in Newberry Springs, California and Haviland SRRA's 76 miles away in Mohave County, Arizona.

C. Storm Water Pollution Prevention

The project is located within the Colorado River Basin Region, Region 7 jurisdiction. The project is located within the Route 66 Hydrologic Unit and Fenner hydrologic areas. The receiving water bodies are Lower Watson Wash and Lower Woods Wash, none of the

receiving waters are listed on 2012 131(d) list. No designated wildlife and scenic rivers are located within the project area.

Standard procedures and Best Management Practices (BMP) will substantially reduce or eliminate most potential impacts to storm water quality that would occur during construction. The District Storm Water Coordinator has directed that treatment BMP's will be implemented to the Maximum Extent Practicable (MEP). Refer to Storm Water Data Report (SWDR) (See Attachment E). The project proposes two infiltration basins, one located at the WB and another EB while providing adequate site access.

The following permits are required. 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 2012-0011-DWQ, NPDES No. CAS00003. NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Order No.2009-0009-DWQ- NPDES No. CAS000002. This permit will be used because you are doing work within State right of way

D. Right of Way

A Right of Way Data Sheet (Attachment F) for the project was completed on April 21, 2021. There are utilities near the project limits. Underground facilities are undetermined and potholing will be necessary. Median width is 200 feet between the EB and WB facilities, and may include cost $2,700 (4 potholes) be used for trenching new utility crossing. All work will be performed within the existing Right of Way and no new Right of Way will be required for this project.

E. Environmental Compliance

This project is Categorically Exempt under class 2(c) of the State California Environmental Quality Act (CEQA) Guidelines. Under Caltrans' assumption of responsibility pursuant to 23 U.S.C. 326, this project has been determined eligible for a 23 CFR USC 326 (c12) Categorical Exclusion (CE) in compliance with the National Environmental Policy Act (NEPA). The Categorical Exemption/Categorical Exclusion (CE/CE) was signed on October 21, 2021.

F. Impact to Adjacent Facilities

The facility will be open during the construction period. Presumably, Desert Oasis will be impacted by the closure of the John Wilkie SRRA's. The estimated construction time frame of 360 working days. Both westbound and eastbound facilities will be closed to the disruption in utility service.

8. OTHER CONSIDERATIONS AS APPROPRIATE

A. Permits and other approvals required.

Concurrence: Bureau of Land Management- Concurrence
Mojave National Preserve- Concurrence
Caltrans NPDES Permit
Construction General Permit

B. Consistency with other planning.

The following project is located on I-40 and is within the proposed area of this project. Minimal impacts are anticipated.

C. Railroad involvement.

There is no railroad involved in this project.

D. External Agency Coordination

This Project Report has been reviewed by Caltrans FHWA Liaison, Sergio Avila on October 5,2021 and the project is eligible for federal aid funding. Per current joint Stewardship and Oversight agreement between the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA), dated May 28,2015, this project is considered a Delegated Project. However, should any future situation/ circumstance that will potentially classify the project for Risk Based Project Involved (RBPI), Caltrans shall notify FHWA. FHWA will reassess this project to determine if the project is selected for RBPI and identify the specific FHWA involvement activities.

E. Cooperative Agreements.

No Cooperative Agreements will be required with this project.

F. Value Analysis

Deputy Directive 92-R1 Value Analysis (VA) Study is required for this project. Value Analysis exception was submitted and approved April 08, 2021. In lieu of the VA study, a value cost workshop will be conducted in each phase of the project. If any savings are identified, the funds will be released by processing a Project Change Request.

G. Resources Preservation Building to:

- Comply with California Building Standard (CALGreen) Tier 1 measures (See Attachment H)

9 PROGRAMMING, FUNDING, AND SCHEDULING

1K490 Cost Estimate												
Fund Source 20.xx.201.250	Safety Roadside Rest Area Rehabilitation									Total Escalated Estimate	Programmed / Approved Amount	Need Escalated Estimate Difference from Programmed
	Current Estimate	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27			
Component	In Thousands of Dollars ($1,000)											
PA&ED	$1,322	$1,322								$1,322	$1,177	$145
PS&E	$3,157			$3,238						$3,238	$2,804	$434
ROW	$48			$54						$54	$55	-$1
Const.	$5,733				$6,436					$6,436	$6,037	$399
Total Support	**$10,260**	**$1,322**		**$3,292**	**$6,436**					**$11,050**	**$10,073**	**$977**
ROW	$22				$22					$22	$22	
Const.	$26,690				$29,802					$29,802	$31,601	-$1,799
Total Capital	**$26,712**				**$29,824**					**$29,824**	**$31,623**	**-$1,799**
Grand Total	$36,972	$1,322		$3,292	$36,260					$40,874	$41,696	-$822
							Support/capital ratio:			37.1%		

Estimate

The support cost ratio for the current estimate is 37%. The support cost ratio is below the statewide average of 66% for the same type of project and construction capital cost range of $15M to $24M. There are no statewide average ratios for construction capital cost range of $25M to $140M for this type of project.

Increase in support cost for Phase 1 will be addressed by requesting additional funds at time of allocation.

Delivery Schedule

1K490 Project Schedule			
Project Milestone	MS	Milestone Date (Month/Day/Year)	Milestone Designation
Begin Environmental	M020	12/1/2020	Actual
PA&ED	M200	11/30/2021	Target
PS&E to DOE	M377	1/3/2023	Target
Right of Way Certification	M410	3/1/2023	Target
Ready-to-List	M460	5/1/2023	Target
HQ Advertise	M480	8/7/2023	Target
Award	M495	11/6/2023	Target
Approve Contract	M500	12/6/2023	Target
Contract Acceptance	M600	7/6/2026	Target
End Project Expenditures	M800	1/7/2028	Target
Final Project Closeout	M900	12/8/2028	Target

10. REVIEWS

Scoping team field review See Attachment I Date 02/09/2021
List participants of the scoping team field review.
Division of Engineering Services *Anthony V. Manansala* Date 02/09/2021
Electrical Branch *Mark Cheap* Date 02/09/2021
Mechanical Engineering *Chistopher Faria* Date 02/09/2021
Water and WasteWater Engineering *Thuy Dung Giao* Date 02/09/2021
Water and WasteWater Engineering *Kosha Shah* Date 02/09/2021
Headquarters SHOPP Program Advisor *James Williamson* Date 02/09/2021
District Maintenance *Joanna Lopez* Date 02/09/2021
Headquarters Project Delivery Coordinator *Luis Betancourt* Date 02/09/2021
Project Manager *Martha Santana* Date 02/09/2021
Utility Engineering *Max.W. Auyeung* Date 02/09/2021
Design M *Nicholas Borrayo* Date 02/09/2021
Electrical Design *David Gonzalez* Date 02/09/2021
Storm Water Quality *Jon Bumps* Date 02/09/2021
Storm Water Quality *Tri Tran* Date 02/09/2021
Structure Construction *Hussam Mohdankir* Date 02/09/2021
Construction *Jabra Y. Kawwa* Date 02/09/2021
Constructability *Prakash Patel* Date 02/09/2021
Right of Way Coordinator *Marissa Cofer* Date 02/09/2021
Environmental Planner *Diana Degroot* Date 02/09/2021
District Safety Review *Kevin Chen* Date 02/09/2021
Constructability Review *Ihab Boulos* Date 02/09/2021
District Design Liaison/FHWA/ADA *Sergio Avila* Date 02/09/2021

11. PROJECT PERSONNEL

Name	Title	Division /Office	Phone Number
Martha Santana	Project Manager	PPM	909-383-4971
Steven Magallanes	District Landscape Architect	Landscape Architecture	909-383-4529
Jared Anderson	Landscape Associate	Landscape Architecture	909-806-2550
Sylvia Rivas	Landscape Associate	Landscape Architecture	909-383-1727
JoAnna Lopez	Area Maintenance Superintendent	Maintenance	760-954-9689
Mark Cheap	Electrical Supervisor	Maintenance/Electrical	916-227-8535
Shawn Oriaz	Sr. Environmental Planner	Environmental Studies	909-388-7034
Kevin Chen	District Safety Review	Safety	909-383-6039
Jabra Y Kawwa	Senior Transportation Engineer	Construction	909-383-2565
Nicholas Borrayo	Transportation Engineer	Design M	909-383-7985
Martin Villanueva	Transportation Engineer	Division of Programming and Project Management	909-519-2584
James Williamson	Landscape Architecture District Coordinator	Landscape Architecture	916-809-2896
Kosha Shah	Senior Sanitary Engineer	DES/TAEMWW	916-227-8572
Mark Cheap	Senior Electrical Engineer	DES/TAEMWW	916-227-8535
Chris Faria	Senior Mechanical Engineer	DES/TAEMWW	916-227-8154
Don Alsey	Senior Architect	DES/TAEMWW	916-227-8262

12. LIST OF ATTACHMENTS

A. Basic Design Data Sheet (4)
B. Schematic Plan (5)
C. Project Cost Estimate (10)
D. Waste ISA (2)
E. Storm Water Data Report (1)
F. Right of Way Data Sheet (8)
G. CE/CE Determination Form (8)
H. CALGreen Tier 1 Checklist (13)
I. Joint Field Meeting Sign in Sheet (3)
J. Project Initiation Proposal (2)
K. Asset Management (3)
L. Risk Register (3)
M. Preliminary Material Recommendation (4)
N. Category 5 Memo (1)
O. Traffic Management Plan (5)

ATTACHMENT A

Basic Design Data Sheet

BASIC DESIGN DATA SHEET (Part 1)

LOCATION _08-SBd-40-PM 105.1/105.9_____
District County Route PM

SRRA NAME ___John Wilkie _____ ROUTE DIRECTION WB & EB_____

Design Data	Current Year	Design Year (20 years)
A. AADT for the Route*	EB WB	EB WB
B. Peak Hour ADT for the Route*	EB 1,750 WB 1,750	EB 2,057 WB 2,057
C. Ramp Count for SRRA*	EB WB	EB WB
D. Stopping Percentage (C/A, above) If AADT for the route is for both directions and the SRRA serves 1 direction, A must be divided by 2 first.	EB 19.3% WB 16.3%	EB 19.3% WB 16.3%
E. Rest Area Design Hourly Volume (B x D, above)	EB 169 WB 143	EB 199 WB 168
F. Length of stay in rest area (20 minutes)	0.33 hour	0.33 hour
G. Total Parking Spaces Needed (E x F, above) **** Existing Parking Spaces C_21___, LV__9___	EB 56 WB 48	EB 66 WB 57
H. Long Vehicles Percentage**	EB 34% WB 39.5	EB 34% WB 39.5
I. Long Vehicle Parking Spaces (G x H, above)	EB 19 WB 19	EB 23 WB 23
J. Auto Parking Spaces (G-I, above)	EB 37 WB 29	EB 44 WB 34
K. Users per Hour (G x 2.2 people/vehicle)	EB 124 WB 106	EB 148 WB 126
L. Adjustment for Bus Routes***	EB 12 WB 11	EB 15 WB 13

M. Design Usage per Hour (K + L, above)	EB 136	EB 163
	WB 117	WB 139

* Traffic and ramp counts are available on Traffic Operations web site at http://www.dot.ca.gov/hq/traffops/

** Usually 30%. Adjust as necessary per District traffic recommendation.

*** Up to 10% increase for rest areas on major bus routes.

**** Maximum 120 parking spaces or reasonable carrying capacity of site.

Basic Design Data Sheet (Part 1 Continued)

N. Domestic Water Requirements (Provide existing water use information)

Peak daily demand (Holiday)	22000 gpd
Average daily demand	11000 gpd
Toilet fixture water use	1.6 gal/flush

O. Water Quality

Summarize water quality analytical results for all drinking water standards and general mineral analysis.

P. Irrigation Water Requirements (Provide existing water use information)

Average daily demand	400 gpd
Turf area	N/A acres
Ground cover	N/A acres

Q. Sewage Disposal Requirements (Provide existing use information)

Daily flow	11000 gpd
Comfort station septic tank pumping (number of times)	1 /year
RV Dump station septic tank pumping (number of times)	NA /year

Summarize the results of the sewage and RV wastewater quality testing for BOD, total kjeldahl nitrogen, alkalinity, total dissolved solids, pH, formaldehyde (RV only) and chemical oxygen demand. Identify any significant issues.

R. RV Sanitation Dump Station Usage (Provide existing use information)

Peak (Holiday) RV sanitation dump station traffic count	NA
Average Daily RV sanitation dump station traffic count	NA

S. Electrical Usage (Provide existing use information)

Electrical service panel capacity (Voltage, phase, and Ampacity)	
Daily demand (average kW hours used)	

BASIC DESIGN DATA SHEET (Part 2)

Comfort facilities, domestic water supply, irrigation water requirements should be determined by the sections directly involved in that portion of the work. The estimated demands should be indicated. Comfort facilities should comply with the requirements of the California Green Building Code and LEED For New Construction as applicable.

Comfort Facilities *(provide name, or example, of section directly involved (as stated in above paragraph) for each requirement & define Ultimate)*	Current	Design Year
Water closets and urinals (men)	4	12
Lavatories (men)	2	12
Water closets (women)	4	12
Lavatories (women)	2	12

Domestic Water Requirements (Initial Development for water is 100% of Design Year)*(define Initial Development)*

Average Daily Demand (storage required) 11000 gal

Peak daily demand (Holiday) 500 gal/min

Irrigation Water Requirements (Initial Development is 100% of Design Year)

Turf area (2 inches per week) (1.25 gal/SF/week) 0 gal

Trees and shrubs (5 gal / plant/watering day) 13.5 gal

Ground cover (2 inches per week) 13.5 gal

Sewage Disposal Requirements (Initial Development of sewers is 100% of Ultimate)

Daily Flow 11000 gal

Size piping Varies inches

Electrical Requirements

	Design	Ultimate
Daily Demand		kWh
Service		volts
Service		amp
Service		phase

ATTACHMENT B

Schematic Plan

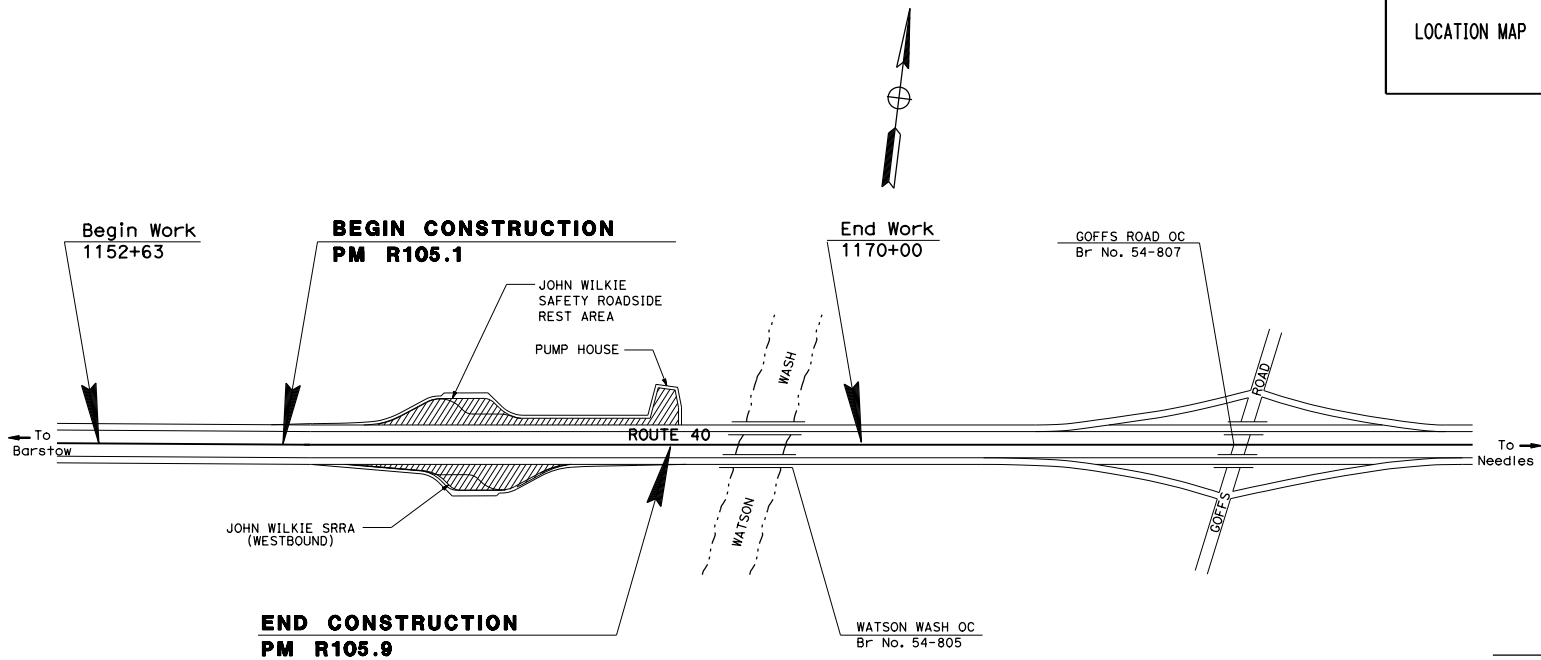
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SAN BERNARDINO COUNTY
ON EASTBOUND AND WESTBOUND ROUTE 40 AT JOHN WILKIE SAFETY ROADSIDE REST AREA, 45 MILES WEST OF NEEDLES.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	40	R105.1/R105.9	1	1

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



NO SCALE

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

LICENSED LANDSCAPE ARCHITECT

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.

LICENSED LANDSCAPE ARCHITECT — Signature — Renewal Date — Date — STATE OF CALIFORNIA

CONTRACT No.	08-1K490
PROJECT ID	0819000050

PROJECT MANAGER

SENIOR LANDSCAPE ARCHITECT

LAST REVISION 00-00-00 DATE PLOTTED => 24-SEP-2020 TIME PLOTTED => 13:21

BORDER LAST REVISED 9/30/2012 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s143327 DGN FILE => 081400013 2ab001.dgn | UNIT 2272 | PROJECT NUMBER & PHASE 0819000050 0

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

LICENSED ARCHITECT _____ DATE _____

PLANS APPROVAL DATE _____

LICENSED ARCHITECT No. _____ RENEWAL DATE _____ STATE OF CALIFORNIA

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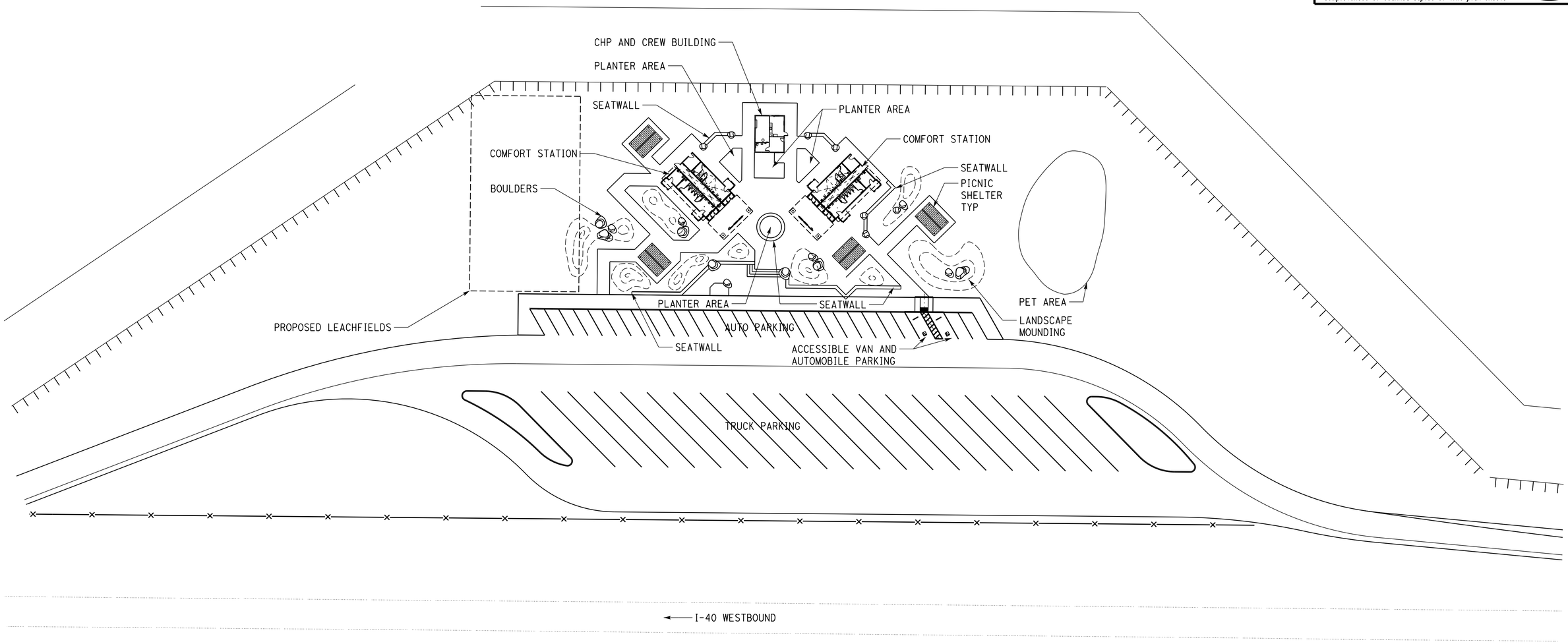

SCHEMATIC SITE PLAN

SCALE 1" = 20'-0"

TAEMWW Imperial - CCSC Rev. 10/20	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES ARCHITECTURAL AND STRUCTURAL DESIGN	BRIDGE No. / POST MILE
			UNIT: 3600 CONTRACT No.: 08-1K4904 PROJECT NUMBER & PHASE: 08190000051	JOHN WILKIE ROADSIDE REST AREA REHABILITATION — GENERAL PLAN — WESTBOUND SITE PLAN
			DISREGARD PRINTS BEARING EARLIER REVISION DATES →	REVISION DATES (PRELIMINARY STAGE ONLY) VERSION SHEET OF

SHEET GP-1

31-AUG-2021 11:44

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

LICENSED ARCHITECT _____ DATE _____

PLANS APPROVAL DATE _____

LICENSED ARCHITECT No. _____ RENEWAL DATE _____ STATE OF CALIFORNIA

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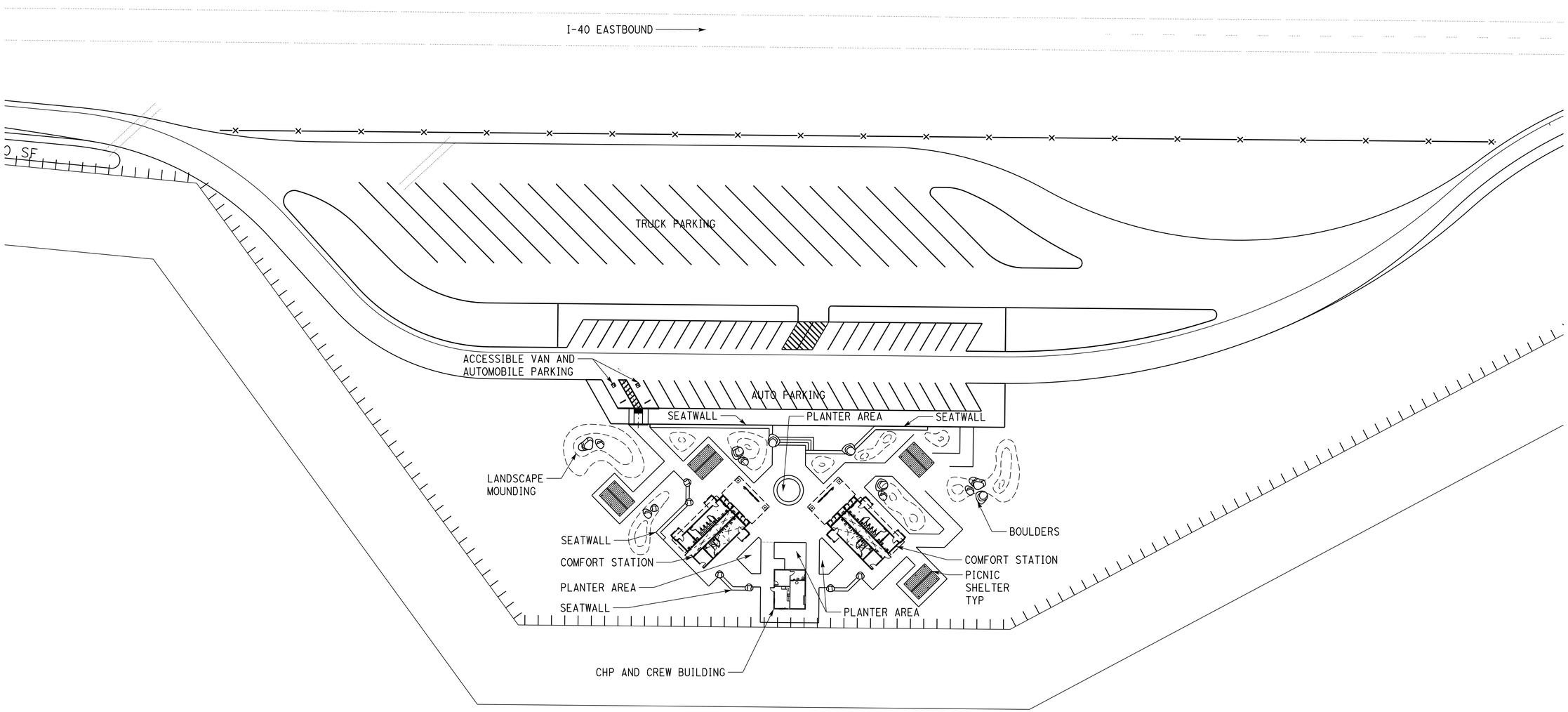

SCHEMATIC SITE PLAN

SCALE 1" = 20'-0"

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES ARCHITECTURAL AND STRUCTURAL DESIGN	BRIDGE No.	JOHN WILKIE ROADSIDE REST AREA REHABILITATION	SHEET GP-2
		POST MILE	GENERAL PLAN: EASTBOUND SITE PLAN	

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 3600 CONTRACT No.: 08-1K4904
PROJECT NUMBER & PHASE: 08190000051

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)	VERSION	SHEET	OF

TAEMWW Imperial - CCSC Rev. 10/20

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
				134	

LICENSED ARCHITECT _____ DATE _____

PLANS APPROVAL DATE _____

LICENSED ARCHITECT No. _____ RENEWAL DATE _____ STATE OF CALIFORNIA

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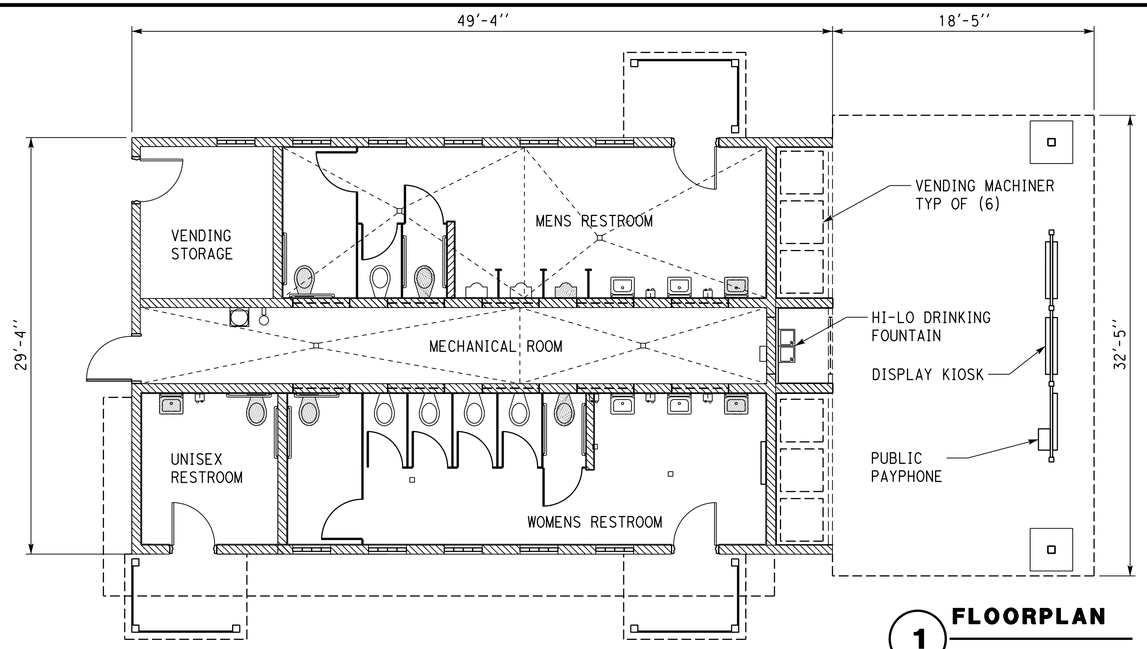
ACCESSIBILITY DESIGN APPROVAL
DOT / DES / OTA

PROJECT ID
1018000076

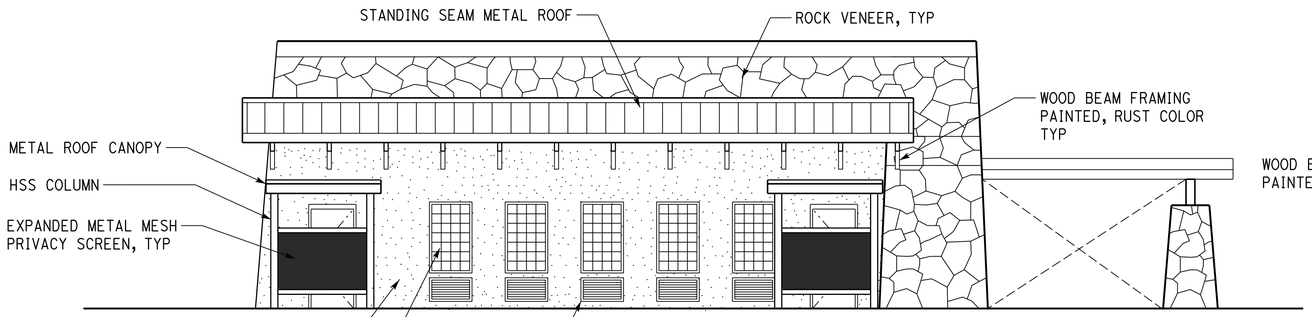
Reviewed by: _____

Date:



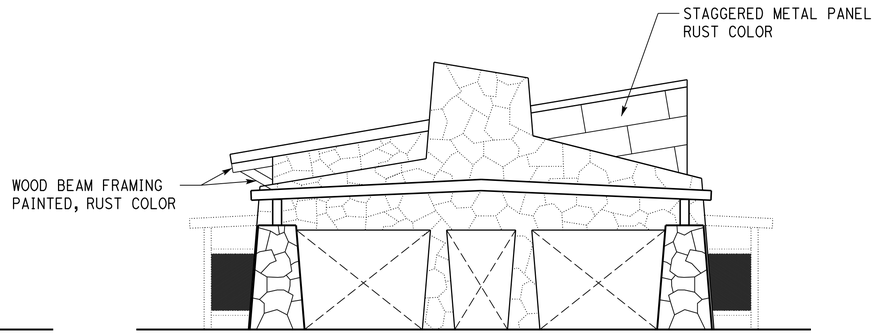
1 FLOORPLAN

SCALE 3/8" = 1'-0"



5 LEFT SIDE ELEVATION

SCALE 3/8" = 1'-0"



2 FRONT ELEVATION

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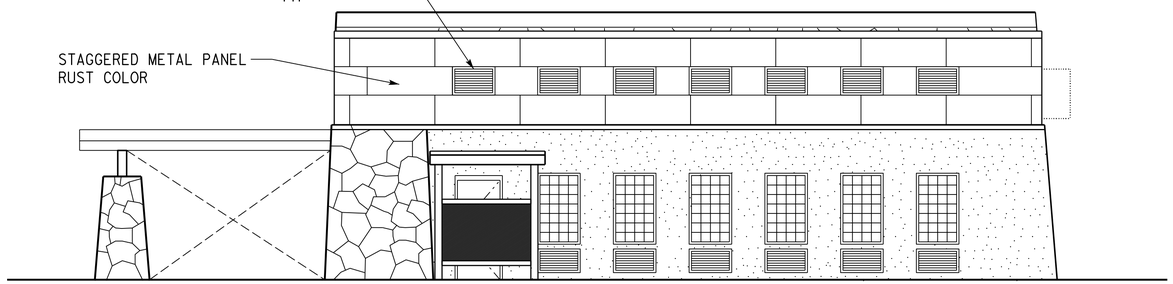

4 RIGHT SIDE ELEVATION

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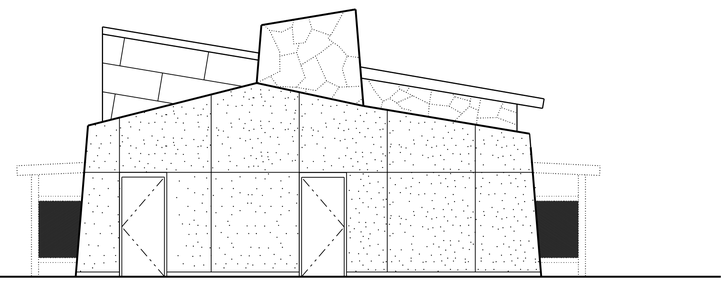

3 REAR ELEVATION

SCALE 3/8" = 1'-0"

SCHEMATICS

DESIGN	BY Robertino Quibin	CHECKED Donald E. Alsey	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES ARCHITECTURAL AND STRUCTURAL DESIGN	BRIDGE No.	JOHN WILKIE ROADSIDE REST AREA REHABILITATION		SHEET A1-01
DETAILS	BY Robertino Quibin	CHECKED Donald E. Alsey			POST MILE	COMFORT STATION	FLOOR PLAN AND EXTERIOR ELEVATIONS	
QUANTITIES	BY	CHECKED						

TAEMWW Imperial - CCSC Rev. 10/20

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 3600 CONTRACT No.: 08-1K4904
PROJECT NUMBER & PHASE: 08190000051

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)	VERSION	SHEET	OF
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
				134	

LICENSED ARCHITECT _____ DATE _____

PLANS APPROVAL DATE _____

LICENSED ARCHITECT No. _____ RENEWAL DATE _____ STATE OF CALIFORNIA

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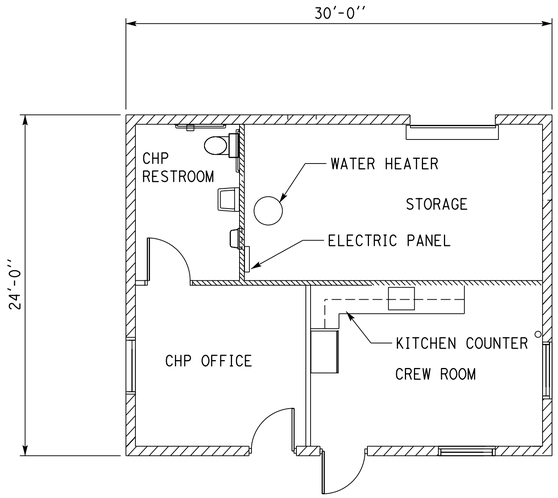
ACCESSIBILITY DESIGN APPROVAL
DOT / DES / OTA

PROJECT ID
1018000076

Reviewed by: _____

Date:



1 FLOORPLAN

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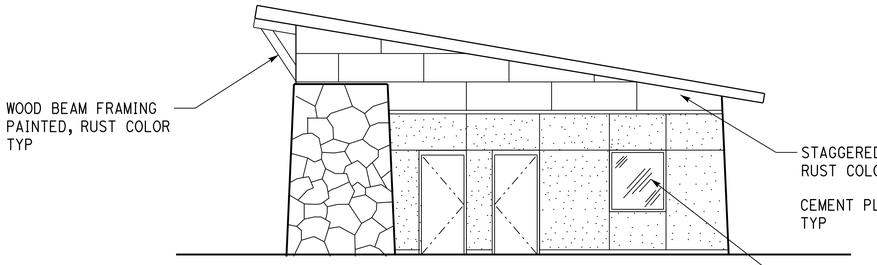
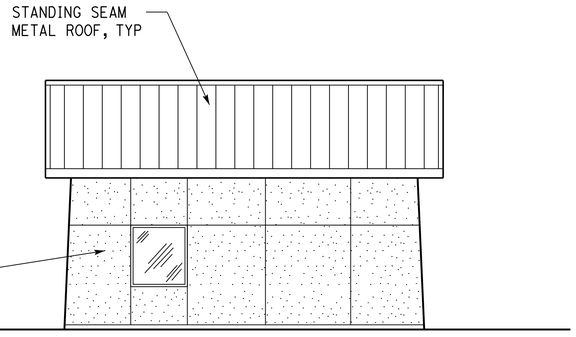


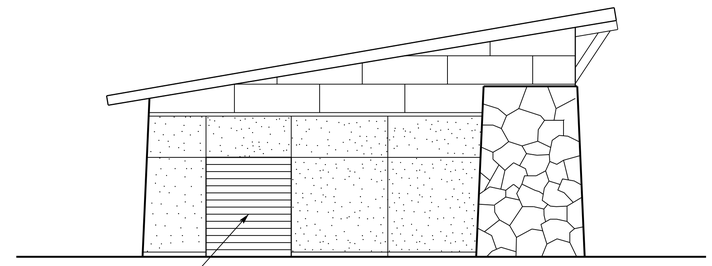
5 RIGHT SIDE ELEVATION

SCALE 3/8" = 1'-0"



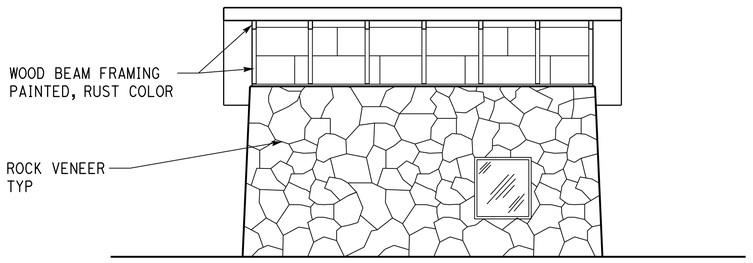
2 REAR ELEVATION

SCALE 3/8" = 1'-0"



4 LEFT SIDE ELEVATION

SCALE 3/8" = 1'-0"



3 FRONT ELEVATION

SCALE 3/8" = 1'-0"

SCHEMATICS

DESIGN	BY Robertino Quibin	CHECKED Donald E. Alsey	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES ARCHITECTURAL AND STRUCTURAL DESIGN	BRIDGE No.	JOHN WILKIE ROADSIDE REST AREA REHABILITATION	SHEET A1-02
DETAILS	BY Robertino Quibin	CHECKED Donald E. Alsey			POST MILE	CHP OFFICE AND CREW ROOM — FLOOR PLAN AND EXTERIOR ELEVATIONS	
QUANTITIES	BY	CHECKED					

TAEMWW Imperial - CCSC Rev. 10/20

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 3600 CONTRACT No.: 08-1K4904
PROJECT NUMBER & PHASE: 08190000051

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)	VERSION	SHEET	OF
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ATTACHMENT C

Project Cost Estimate

PROJECT

PLANNING COST ESTIMATE

EA: 08-1K490 PID: 819000050

EA: 08-1K490

PID: 819000050

District-County-Route: 08-SBd-40

PM: R105.1/R105.9

Type of Estimate : Project Report

Program Code : 20.20.201.250

Project Limits : On I-40, 105 miles east of Barstow and 36 miles east of Needles in San Bernardino County

Project Description: Reconstruct 2 Safety Roadside Rest Areas (SRRA), Upgrade Water/Wastewater, Paving and Site Amenities in both EB and WB directions

Scope : Remove and replace

Alternative : Build

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	**$ 10,713,209**	**$ 11,962,153**
TOTAL STRUCTURES COST	**$ 15,976,723**	**$ 17,839,286**
SUBTOTAL CONSTRUCTION COST	**$ 26,689,932**	**$ 29,801,438**
TOTAL RIGHT OF WAY COST	**$ 22,000**	**$ 22,000**
TOTAL CAPITAL OUTLAY COSTS	**$ 26,712,000**	**$ 29,824,000**
PA/ED SUPPORT	**$ 1,322,000**	**$ 1,322,000**
PS&E SUPPORT	**$ 3,157,000**	**$ 3,238,000**
RIGHT OF WAY SUPPORT	**$ 48,000**	**$ 54,000**
CONSTRUCTION SUPPORT	**$ 5,733,000**	**$ 6,436,000**
TOTAL SUPPORT COST	**$ 10,260,000**	**$ 11,050,000**
TOTAL PROJECT COST	**$ 37,000,000**	**$ 40,900,000** *

Programmed Amount

	Month	/	Year
Date of Estimate (Month/Year)	June	/	2019
Estimated Construction Start (Month/Year)	November	/	2023
Number of Working Days =	360		
Estimated Mid-Point of Construction (Month/Year)	August	/	2024
Estimated Construction End (Month/Year)	May	/	2025
Number of Plant Establishment Days	750		

Estimated Project Schedule

PID Approval	6/14/2019
PA/ED Approval	8/2/2021
PS&E	10/3/2022
RTL	5/1/2023
Begin Construction	11/5/2023

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	Martha Santana	5/30/2019	(909) 383-4971
	Project Manager	**Date**	**Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	495,000
2	**Pavement Structural Section**	$	4,186,600
3	**Drainage**	$	105,700
4	**Specialty Items**	$	365,250
5	**Environmental**	$	1,153,500
6	**Traffic Items**	$	800,300
7	**Detours**	$	-
8	**Minor Items**	$	71,100
9	**Roadway Mobilization**	$	-
10	**Supplemental Work**	$	405,300
11	**State Furnished**	$	901,925
12	**Time-Related Overhead**	$	831,134
13	**Total Roadway Contingency**	$	1,397,400
	TOTAL ROADWAY ITEMS	**$**	**10,713,209**

Estimate Prepared By :

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
100100	Develop Water Supply	LS	1	x	50,000.00	=	$	50,000
190101	Roadway Excavation	CY	16,000	x	25.00	=	$	400,000
70030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
170103	Clearing & Grubbing (LS)	LS	1	x	40,000.00	=	$	40,000
					TOTAL EARTHWORK SECTION ITEMS		**$**	**495,000**

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
129000	Temporary Railing (Type K)	LF	6,400	x	15.00	=	$	96,000
129101A	Alternative Temporary Crash Cushion	EA	4	x	4,000.00	=	$	16,000
198207	Subgrade Enhancement Geotextile Class 2	SQYD	4,500	x	5.00	=	$	22,500
200114	Rock Blanket	SQFT	6,000	x	26.50	=	$	159,000
260203	Class 2 Aggregate Base	CY	5,238	x	70.00	=	$	366,660
390100	Prime Coat	TON	104	x	1,400.00	=	$	145,600
390132	Hot Mix Asphalt (Type A)	TON	10,913	x	160.00	=	$	1,746,080
390137	Rubberized Hot Mixed Asphalt (Gap Graded)	TON	3,136	x	110.00	=	$	344,960
394076	Place Hot Mix Asphalt Dike (Type E)	LF	2,400	x	5.00	=	$	12,000
397005	Tack Coat	TON	65	x	1,200.00	=	$	78,000
398200	Cold Plane Asphalt Concrete Pavement	SQYD	11,484	x	7.00	=	$	80,388
730020	Minor Concrete (Curb) (CY)	CY	95	x	400.00	=	$	38,000
730070	Detectable Warning Surface	SQFT	30	x	50.00	=	$	1,500
731502	Minor Concrete (Miscellaneous Construction)	CY	1,044	x	400.00	=	$	417,600
731521	Minor Concrete (Sidewalk)	CY	327	x	350.00	=	$	114,450
731710	Remove Concrete Curb (LF)	LF	2,450	x	10.00	=	$	24,500
731780	Remove Concrete Sidewalk (SQYD)	SQYD	2,489	x	40.00	=	$	99,560
782200	Obliterate Surface	SQYD	3,543	x	30.00	=	$	106,290
839750	Remove Barrier	LF	1950	x	20.00	=	$	39,000
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA	10	x	1,000.00	=	$	10,000
475010F	Retaining Wall (Masonry Wall)	LF	600	x	450.00	=	$	270,000
					TOTAL PAVEMENT STRUCTURAL SECTION ITEMS		**$**	**4,186,600**

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
665022	24" Corrugated Steel Pipe (.064" Thick)	LF	140	x	300.00	=	$	42,000
705015	24" Steel Flarred End Section	EA	2	x	1,000.00	=	$	2,000
723070	Rock Slope Protection (150 LB, Class III, Method B)	CY	160	x	220.00	=	$	35,200
710122	Remove Drainage Facility (EA)	EA	2	x	2,000.00	=	$	4,000
620302A	Infiltration Basin	EA	2	x	10,000.00	=	$	20,000
729011	Rock Slope Protection Fabric	SQYD	312	x	8.00	=	$	2,496

TOTAL DRAINAGE ITEMS $ 105,700

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
			0	x		=	$	-
800360	Chain Link Fence (Type CL-6)	LF	2,400	x	15.00	=	$	36,000
803020	Remove Fence	LF	3,600	x	8.00	=	$	28,800
803220	Desert Tortoise Fence	LF	3,600	x	21.00	=	$	75,600
025022	Entry Monument Sign	EA	2	x	15,000.00	=	$	30,000
025023	Install Monument Plaque	EA	4	x	3,000.00	=	$	12,000
025026	Flag Pole	EA	4	x	6,000.00	=	$	24,000
025027	Frost Proof Yard Hydrant Assembly	EA	4	x	3,000.00	=	$	12,000
025028	Precast Concrete Trash Receptacle	EA	24	x	850.00	=	$	20,400
025029	Precast Concrete Picnic Table with Benches	EA	16	x	2,000.00	=	$	32,000
025XXX	Precast Concrete Bench	EA	16	x	1,800.00	=	$	28,800
025031	Precast Concrete Ash Urn	EA	10	x	900.00	=	$	9,000
025024	Sign Base and Sign Frame	EA	10	x	2,500.00	=	$	25,000
044120	Water Quality Testing	LS	1	x	20,000.00	=	$	20,000
080050	Progress Schedule (Critical Path)	LS	1	x	5,250.00	=	$	5,250
802640	18'Chain Line Gate (Type CL-6)	EA	2	x	3,200.00	=	$	6,400

TOTAL SPECIALTY ITEMS $ 365,250

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
141000	Temporary Fence (Type ESA)	LF	4,000	x	4.00		$	16,000
141002	Temporary Desert Tortoise Exclusionary Fencing	LF	1,600	x	12.00		$	19,200
141103	Remove Yellow Thermoplastic Traffic Stripe (Haz	LF	3,000	x	4.00		$	12,000
141120	Treated Wood Waste	LS	1	x	5,000.00	=	$	5,000
070030	Lead Compliance Plan (LCP)	LS	1	x				
140003	Asbestos Compliance Plan (ACP)	LS	1	x				
xxxxxx	Biological Mitigation	LS	1	x	17,650.00	=	$	17,650
				x		=	$	-

Subtotal Environmental Mitigation $ *69,850*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting, protect in place	LS	1	x	56,000.00	=	$	56,000
20XXXX	Irrigation System, protect in place	LS	1	x	40,000.00	=	$	40,000
204099	Plant Establishment Work	LS	1	x	25,000.00	=	$	25,000
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	LS	1	x	225,000.00	=	$	225,000

Subtotal Landscape and Irrigation $ *346,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
XXXXXX	Some Item	LS		x		=	$	-

Subtotal Erosion Control $ -

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost	
XXXXXX	Temporary & Permanent Construction BMP's Permanent BMP's	LS	1	x	737,613.00	=	$	737,613	737,613.00

Subtotal NPDES $ *737,613*

TOTAL ENVIRONMENTAL $ 1,153,500

Supplemental Work for NPDES

XXXXXX	Some Item	LS		x		=	$	-

Subtotal Supplemental Work for NDPS $ -

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)		Cost
xxxxxx	Parking Lot Lights - see Section 4	LS	0	x	0.00	=	0
xxxxxx	Ped/Security Lights (Included Pg 9 - Section II)	LS	1	x	0.00	=	0

Subtotal Traffic Electrical $ -

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)		Cost
120090	Construction Area Signs	LS	1	x	5000.00	= $	5,000
120100	Traffic Control Systems	LS	1	x	30000.00	= $	30,000
120159	Temporary Traffic Stripe (Paint)	LF	1,000	x	0.35	= $	350
120165	Channelizer (Surface Mounted	EA	20	x	50.00	= $	1,000
120204	Portable Radar Speed Feedback Sign System Day	EA	10	x	130.00	= $	1,300
128651	Portable Changeable Message Sign (EA)	EA	4	x	5,000.00	= $	20,000
129000	Temporary Railing (Type K)	LF	1000	x	17.00	= $	17,000
129100	Temporary Crash Cushion Module	EA	143	x	250.00	= $	35,750
129101A	Alternate Temporary Crash Cushion	EA	2	x	600.00	= $	1,200
810120	Remove Pavement Marker	EA	225	x	1.00	= $	225
810230	Pavement Marker (Retroreflective)	EA	225	x	5.00	= $	1,125
820310	Remove Roadside Sign Panel	EA	25	x	150.00	= $	3,750
820760	Furnish Single Sheet Aluminum Sign (0.080"-Unframed)	SQFT	400	x	18.00	= $	7,200
820790	Furnish Single Sheet Aluminum Sign (0.080"-Framed)	SQFT	80	x	18.00	= $	1,440
820900	Install Roadside Sign Panel on Existing Post	EA	25	x	230.00	= $	5,750
840516	Thermoplastic Pavement Marking (Enhanced Wet Night Visibility)	SQFT	900	x	5.00	= $	4,500
840656	Paint Traffic Stripe (2- Coat)	LF	2,400	x	2.00	= $	4,800
840666	Paint Pavement Marking (2- Coat)	LF	10	x	10.00	= $	100
846013	12" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibilty)	LF	3,200	x	1.50	= $	4,800
847210	6" Traffic Stripe Tape (Warranty)	LF	9,000	x	5.00	= $	45,000

Subtotal Traffic Signing and Striping $ *190,290*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)		Cost
066063	Traffic Management Plan - Public Information	LS	1	x	10000.00	= $	10,000

Subtotal Traffic Management Plan $ *10,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)		Cost
xxxxxx	Some Item	LS	1	x	600000.00	= $	600,000

Subtotal Stage Construction and Traffic Handling $ *600,000*

TOTAL TRAFFIC ITEMS $ 800,300

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

* Includes constructing, maintaining, and removal

TOTAL DETOURS	$	-

SUBTOTAL SECTIONS 1 through 7	$	7,106,350

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items				1.0%	$	71,064	
Total of Section 1-7	$	7,106,350	x	1.0%	=	$	71,064

TOTAL MINOR ITEMS	$	71,100

SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	$	7,177,450	x	10%	=	$ -

TOTAL ROADWAY MOBILIZATION	$	-

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)			Cost
066204	Remove Rock and Debris	LS	1	x	5,000.00	=	$	5,000
066015	Federal Trainee Program	LS	1	x	7,200.00	=	$	7,200
066070	Maintain Traffic	LS	1	x	5,000.00	=	$	5,000
066222	Locate Existing Crossover	LS	1	x	5,000.00	=	$	5,000
066596	Additional Water Pollution Control	LS	1	x	1,100.00	=	$	1,100
066610	Partnering	LS	1	x	50,000.00	=	$	50,000
066670	Payment Adjustments for Price Index Fluctuations	LS	1	x	39,900.00	=	$	39,900
066919	Disputes Resolution Board	LS	1	x	5,000.00	=	$	5,000
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					=	$	-
	Total Section 1-8	$	7,177,450		4%	=	$	287,098

TOTAL SUPPLEMENTAL WORK	$	405,300

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066062	COZEEP	LS	1	x	16000.00	= $	16,000
066063	Traffic Management Plan - Public Information	LS	1	x	10,000	=	$10,000
066105	Resident Engineer's office (360 WDAY Assumed)	LS	1	x	431,750	=	$431,750
066916	Annual Construction General Permit Fee	LS	1	x	1,626	=	$1,626
066911	Utility Connection Fee (Electrical)	LS	1	x	85,000	=	$85,000
066917A	Utility Connection Fee (Telephone)	LS	1	x	20,000	=	$20,000
066918A	Utility Connection Fee (Electric EVC)	LS	1	x	85,000	=	$85,000
066914	Utility Conection Fee (Water)	LS	1	x	0	=	$0
066911	Utility Connection Fee (Electrical) W/WW	LS	1	x	125,000	=	$125,000
	Total Section 1-8	$	7,177,450		2%	= $	143,549

TOTAL STATE FURNISHED $901,925

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $23,154,173 (used to calculate TRO)

Total Construction Cost (excluding TRO and Contingency) $24,461,398 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **4%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead (Not Used)	WD	360	X	$0	=	$0
090105	Time-Related Overhead (LS)	LS	1	X	$831,134	=	$831,134

TOTAL TIME-RELATED OVERHEAD $831,134

SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register	(for Known Risks)			0%		$0
Additional or Residual Contingency	(for Unknown/Undefined Risks)			15%		$1,397,371
Total Section 1-12	$	9,315,809	x	**15%**	=	$1,397,372

TOTAL CONTINGENCY* $1,397,400

EA: 08-1K490 PID: 819000050

II. STRUCTURE ITEMS

	Comfort Bldgs WB & EB	Unisex RR w/ Crew & Storage (WB & EB)	CHP Bldg WB	Picnic Shelters WB & EB
DATE OF ESTIMATE	08/27/21	08/27/21	08/27/21	08/27/21
Building Name		xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Bridge Number				
Structure Type	Building	Building	Building	Building
Width (Feet) [out to out]	0 LF	0 LF	0 LF	0 LF
Total Building Length (Feet)	0 LF	0 LF	0 LF	0 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF	0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxx
Cost Per Square Foot				
COST OF EACH	**$5,621,119**	**$1,368,773**	**$1,105,093**	**$27,372**

	Canopy WB & EB (Core Area)	SCADA	Water/Waste Water	Canopy Bldgs WB & EB for Unisex RR/Crew/Storage
DATE OF ESTIMATE	08/27/21	08/27/21	08/27/21	08/27/21
Building Name	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Bridge Number				
Structure Type	Building	Water System	Water System	Building
Width (Feet) [out to out]	0 LF	0 LF	0 LF	0 LF
Total Building Length (Feet)	0 LF	0 LF	0 LF	0 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF	0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxx
Cost Per Square Foot				
COST OF EACH	**$828,213**		**$3,768,715**	**$62,093**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$12,781,378**
STRUCTURES MOBILIZATION		**$0**
STRUCTURES CONTINGENCY*	25%	**$3,195,345**
TOTAL COST OF STRUCTURES		**$15,976,723**

Estimate Prepared By: _____ _____

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

EA: 08-1K490 PID: 819000050

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	$	0
	A2)	SB-1210	$	0
B)		Acquisition of Offsite Mitigation	$	0
C)	C1)	Utility Relocation (State Share)	$	0
	C2)	Potholing (Design Phase)	$	0
D)		Railroad Acquisition	$	0
E)		Clearance / Demolition	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0
G)		Title and Escrow	$	0
H)		Project Permit Fees	$	20,000
I)		Environmental Review	$	0
J)		Condemnation Settlements 0%	$	0
K)		Design Appreciation Factor 0%	$	0
L)		Utility Relocation (Construction Cost-Potholing)	$	2,000

M)	**TOTAL RIGHT OF WAY ESTIMATE**	**$22,000**
N)	**TOTAL R/W ESTIMATE: Escalated**	**$22,000**
O)	**RIGHT OF WAY SUPPORT**	**$54,000**

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

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

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

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

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

ATTACHMENT D

Waste ISA

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

DATE: **05/10/2021**

PROJECT INFORMATION

District **8** County **SBD** Route **40** Postmile **R105.3 / R105.9** EA: **1K490**

PN: **0819000050**

Description of Work:

This project consists of Demolition/ Construction of the West bound and East bound Safety Roadside Rest Area (SRRA) buildings, upgrade water/wastewater systems, install new water crossover going from West to East bound SRRA, and realignment of the on and off ramps of both West and East bound SRRA. This project will add one new water well in each direction which will require ground water analysis, percolation test, and ground water depth verification. Upgrades may occur to the existing well at the pumphouse. Parking lots will be redesigned and repaved to accommodate additional stalls and new lighting. Existing tortoise fence will temporarily be removed and replaced.

Project Engineer **Sylvia Rivas** Phone: **(909) 383-1727**

Environmental Coordinator **Diana DeGroot** Phone: **(909) 383-5917**

Date ISA Needed **N/A**

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? **YES** Railroad Involvement? **NO**
   Structure Demolition/Modification? **YES** Utility Relocation? **NO**
2. Project Setting: Rural – **YES (BLM)** Urban - **NO**
   Current Land Uses: **Existing SRRA**
   Adjacent Land Uses: **Vacant land**
   (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 **GeoTracker, EnviroStor and Mineral Hazards Info Maps** Date **04/24/2019**

Storage Structures/Pipelines:				**Contamination: (spills, leaks, illegal dumping, etc)**		**Hazardous Materials: (asbestos, lead, etc.)**	
USTs	**NO**			Surface Staining	**NO**	Buildings	**YES**
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:

- Based on the findings in **task order #19 for EA: 0N550** dated September 10, 2013, this site is non-hazardous for ADL.
- Based on the findings in **task order #42 for EA: 0G860** dated June 6, 2017 prepared for John Wilkie SRRA westbound and eastbound facilities: 1- asbestos minerals were not identified in the materials sampled, no special handling or disposal of ACCM is necessary;
  2- the paint tested did not report lead concentration above LBP or hazardous waste threshold, no special handling required.
- Based on the findings in **task order #20 for EA: 0G860** dated July 19, 2019 prepared for the pump house (a separate building): Asbestos was detected in various building materials; Lead-based paint was not detected.

Include the following Standard and Non-Standard Special Provisions (SSPs/NSSPs) in the PS&E package:
SSP 7-1.02K(6)(j)(iii): for disturbance of earth material containing lead, requires a lead-compliance plan (LCP) and bid item 070030 for LCP.
NSSP 14-11.18 (Exclusive for pump house): for management of asbestos-containing construction material (ACCM) in unoccupied buildings; requires HQ's approval and bid item 140003 for Asbestos Compliance Plan (ACP).
NSSP 14-11.15: for disposing electrical equipment containing hazardous material.
SSP 36-4: for residue from grinding or cold planing contains lead from stripes and thermoplastic.
SSP 14-11.14: for the removal and disposal of treated wood waste from sign or guardrail posts, (**NSSP 14-11.14** shall be added if the TWW will be disposed of in a facility other than Buttonwillow-Class I site in California).
Note: Further soil testing will be conducted in PAED phase near the leach fields and water well to test for Title 22 metals, Volatile Organic Compounds (VOC), Polychlorinated Biphenyl (PCB), and Total Petroleum Hydrocarbons (TPH).

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:

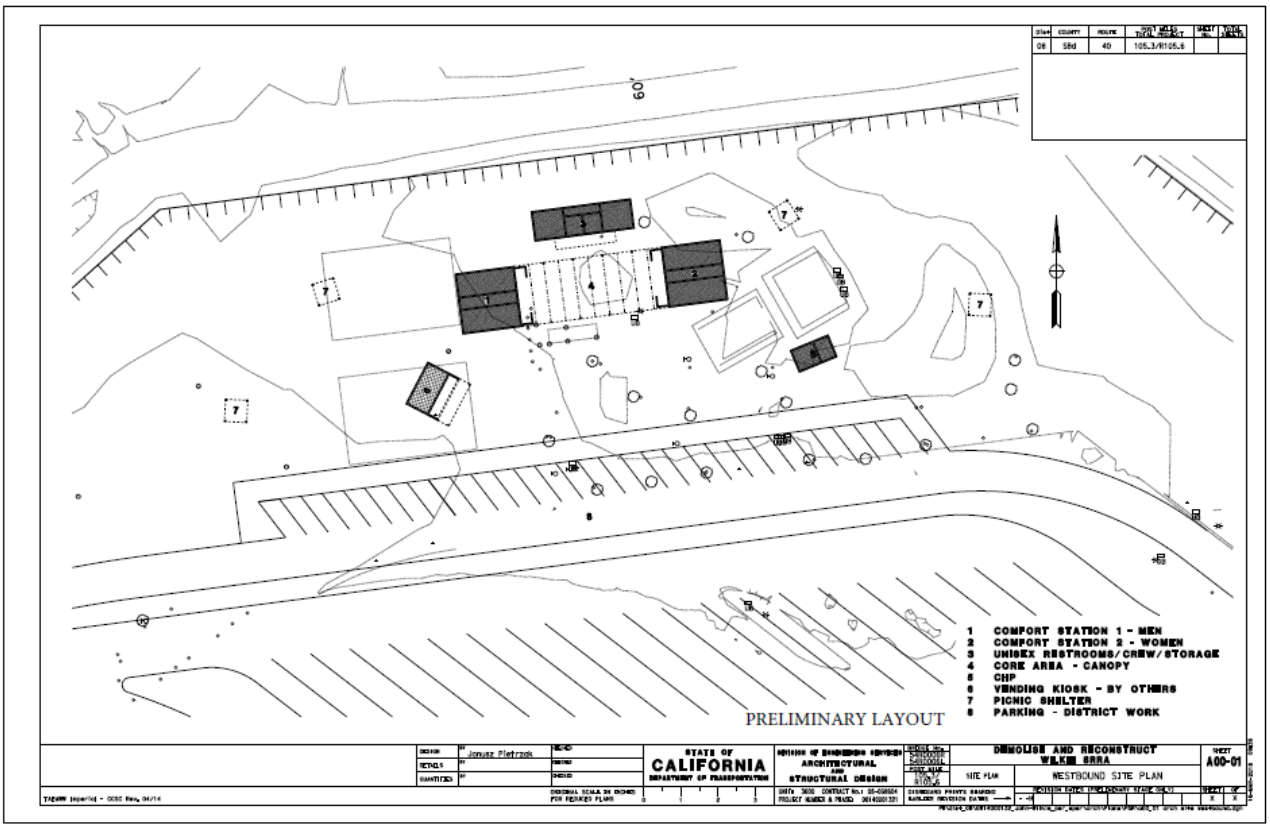
ISA CONDUCTED BY: Neil Azzu **DATE:** **05/10/2021**

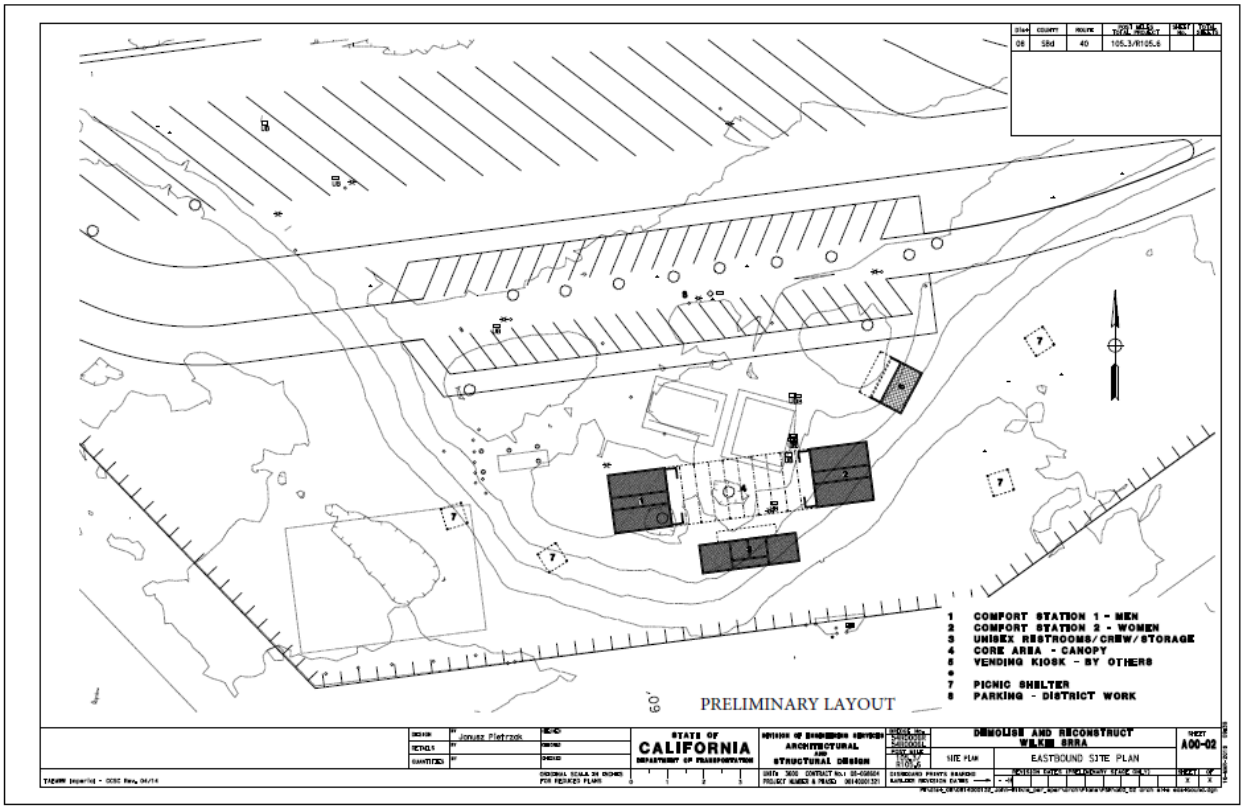
Neil Azzu - ENV. ENG. MS-824
DISTRICT 08 HAZARDOUS WASTE (909) 697-9470

PROJECT INFORMATION

District **8** County **SBD** Route **40** Postmile **R105.3 / R105.9** EA: **1K490**

PN: **0819000050**





ATTACHMENT E

Storm Water Data Report

Dist-County-Route: 08-SBd-40
Post Mile Limits: R105.1/R105.9
Type of Work: Reconstruct Safety Roadside Rest Area, Upgrade Water and Wastewater.
Project ID (EA): 0819000050 (1K4900)
Program Identification: 201.250/HA 26
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Colorado River (Region 7)
Total Disturbed Soil Area: 26.47 acres PCTA: 3.28 acres
Alternative Compliance (acres): 0 acres ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 12/06/2023 Estimated Const. Completion Date: 05/05/2025
Risk Level: RL 1 ☒ RL 2 ☐ RL 3 ☐ WPCP ☐ Other:
Is MWELO applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☐ No ☒
TMDL Compliance Units (acres): N/A
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: 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 — 11/15/2021
Behzad Sedighi, Registered Project Engineer — Date

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

Martha Santana — 11/15/21
Martha Santana, Project Manager — *Date*

Joseph Solis — 11/16/2021
Joe Solis, Designated Maintenance Representative — *Date*

Almabeth Anderson — 11/16/2021
Almabeth Anderson, Designated Landscape Architect Representative — *Date*

[Stamp Required at PS&E only] Jon Bumps — 11/18/2021
Jon Bumps, District Stormwater Coordinator — *Date*

A N
11/18/2021

ATTACHMENT F

Right of Way Data Sheet

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

08-SBd 40 PM – R105.1/R105.9
Reconstruct Safety Roadside Rest Areas (SRRA)
1K490 / 0819000050

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M E M O R A N D U M

To: ALMABETH ANDERSON
Landscape Architect

From: CHRISTINE SENTENO
RW Project Coordination

Date: April 15, 2021 - Revised
File: 08-SBd 40 PM – R105.1/R105.9
Project: Reconstruct Safety Roadside Rest Areas (SRRA)
E.A./P.N.: 1K490 / 0819000050

We have completed an estimate of the right of way costs for the above-referenced project based on the request received on **November 12, 2020**, 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:

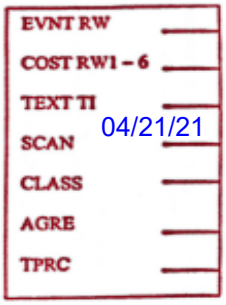
Right of Way Engineering will require a minimum of __0__ months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping (M224).

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
[ ] M.C.C.E.



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

08-SBd 40 PM – R105.1/R105.9
Reconstruct Safety Roadside Rest Areas (SRRA)
1K490 / 0819000050

Current 9-Phase Programming: $ 22,000.00

1. Right of Way Cost Estimate:

			Value
A.	Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Permits to Enter	$	0.00
	Railroad	$	0.00
	Federal Lands – Special Use	$	0.00
B.	Acquisition of Offsite Mitigation.	$	0.00
C.	Utility - Relocation (State share)	$	0.00
	- Potholing (4 Potholes @ $675.00	$	2,700.00
D.	RAP	$	0.00
E.	Clearance/Demolition	$	0.00
F.	Title and Escrow Fees	$	0.00
G.	Project Permit Fees	$	19,000.00
H.	Condemnation Costs	$	0.00
	Total R/W Estimate:	**$**	**21,700.00**
	Construction Contract Work	$	0.00

2. Anticipated Date of Right of Way Certification **March 1, 2023**

3. Parcel Data:

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

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

Federal Lands	Yes
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:

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 ___0_____

   Fee ____
   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__X___ No _____ (See attached Government Lands Information Sheet)
    Agencies Involved: BLM & Mojave Preserves
    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.)

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:	JOHN RUBALCABA, Associate Right of Way Agent
Utility Coordinator	JAMES DAVIS, Right of Way Agent
Federal Lands:	AIDEE ARPON, Associate Right of Way Agent

Reviewed By:

John Tiller
Project Coordinator
District 8, Right of Way

Date: 12/24/2020

Reviewed By:

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

Date: 12/28/2020

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

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

Date: 12/28/2020

Joycelyn Granflor for
REBECCA GUIRADO,
Deputy District Director
District 8, Right of Way

Date: 12/28/2020

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

08-SBd 40 PM – R105.1/R105.9
Reconstruct Safety Roadside Rest Areas (SRRA)
1K490 / 0819000050

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

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:
Ponderosa Telephone Company, Southern California Edison-distribution

2. Types of facilities and agreements required:
Water, communications.
Notice to Owners and Utility Agreements are not expected.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way?
Explain **None**

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 there are no known utility conflicts. Please note service lines are considered "private" and are not the responsibility of R/W Utilities.

5. Potholing costs: $**2,700 (4PH x $675)**

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

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_____ 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__2__ total number of expected utility verifications, which will not result in involvements
-8_____ 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: James Davis Date: 12/07/2020
Right of Way Utility Estimator

Reviewed By: Vincent Lundblad Date: 12/7/2020
VINCENT LUNDBLAD
Senior Right of Way Agent, Utilities

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

08-SBd 40 PM – R105.1/R105.9
Reconstruct Safety Roadside Rest Areas (SRRA)
1K490 / 0819000050

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
   None

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

3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring service contracts, or grade separations requiring construction and maintenance agreements involved?
   None

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

Prepared By: John Rubalcaba Date: 12/08/2020
JOHN RUBALCABA
Right of Way Railroad Coordinator

Reviewed By: Aidee Arpon Date: 12/8/2020
AIDEE ARPON
Senior Right of Way Agent, Acquisitions

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

08-SBd 40 PM – R105.1/R105.9
Reconstruct Safety Roadside Rest Areas (SRRA)
1K490 / 0819000050

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 Mojave Preserves
____ 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: (if multiple agencies, please comment on what rights are needed from each)

The estimate sheet indicates all work will be performed within the existing ROW, however we are still trying to determine if the current rights where the pumphouse is will require sub-surface rights or if what currently have includes subsurface rights. This project requires a new pumphouse/well. At this time it is unclear what we will need from either BLM or Mojave Preserves. A request for the ROW lines was requested from RWE if the area is within the ROW then we have to confirm sub-surface rights.

Recommendation to the PM was to have a prelim meeting prior to PA&ED to ascertain our action plan.

Prepared By: Aidee Arpon Date: 12/8/2020
AIDEE ARPON
Senior Right of Way Agent for Federal Lands Coordinator

Reviewed By: for Susan Esparza Date: 12/08/2020
SUSAN ESPARZA
Supervising Right of Way Agent

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life

To: CHRISTINE SENTENO
OFFICE CHIEF
ROW PROJECT COORDINATION

Date: October 14, 2020

File: 08-SBD-040 PM R105.1/R105.9
Near needles, at the John Wilkie Safety Roadside Rest Area (SRRA)
Reconstruct Safety Roadside Rest Areas (SRRA)
Upgrade water/wastewater
08-2272/ EA 1K490
Project ID: 0819000050

From: ALMABETH ANDERSON
District Landscape Architect
Landscape Architecture

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

The Landscape Architecture Office is preparing a Project Initiation Report (PIR) for this project. The description consists in the reconstruction of two (2) SRRA buildings, water/wastewater, paving and site amenities at the John Wilkie Safety Roadside Rest Area (SRRA). This project is located on Interstate 40 in San Bernardino County, approximately 36 miles west of Needles. Please NOTE that a Right of Way Data Sheet and a Supplemental Project Study Report were prepared for this facility under EA: 0G860.

Please provide the Right of Way Data Sheet by **November 14, 2020 or sooner if possible.**

The attachments listed below can be found in the following location:
File Path: J:\1K490\LNDSCPE\phf\460 Right Of Way\RW Update request

If you have any questions please contact me at 909-806-3226, or Anthony Diep at 909-806-2549.

Attachments

(1) Right of Way Data Sheet Request Form.
(2) Utility Data Sheet Form.
(3) Preliminary layout plans.
(4) Title Sheet
(5) Cost Estimate
(6) As-built

ATTACHMENT G

CE/CE Determination Form

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)

Project Information

Project Name (if applicable): Reconstruct Safety Roadside Rest Area, Upgrade Water/Wastewater

DIST-CO-RTE: 08-SBD-040 **PM/PM:** R105.1/R105.9

EA: 08-1K490 **Federal-Aid Project Number:** PN: 0819000050

Project Description

The project consists of the demolition/reconstruction of the westbound and eastbound Safety Roadside Rest Area (SRRA) buildings, upgrade water/wastewater systems, install new water crossover going from West to East bound SRRA, and realignment of the on and off ramps of both west and eastbound SRRA. This project will add one new water well in each direction. Upgrades may occur to the existing well at the pumphouse. Parking lots will be redesigned and repaved to accommodate additional stalls and new lighting. Existing tortoise fence will temporarily be removed and replaced. All work will take place within the existing state ROW.

Caltrans CEQA Determination (Check one)

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

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

Senior Environmental Planner or Environmental Branch Chief

Shawn Oriaz	Shawn Oriaz	10/20/21
Print Name	Signature	Date

Project Manager

Martha Santana	Martha Santana	10/20/21
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

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

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(12)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Shawn Oriaz	Shawn Oriaz	10/20/21
Print Name	Signature	Date

Project Manager/ DLA Engineer

Martha Santana	Martha Santana	10/20/21
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 10/19/2021
Date of Environmental Commitment Record or equivalent: 10/19/2021

Continuation sheet:

The purpose of this project is to serve the travelling public and meet their immediate needs by providing a clean, safe, convenient, and reliable SRRA that complies with current Federal and State statutes and regulations. The project will also accommodate anticipated projected parking and restroom demands.

The project need is that the existing SRRA's are deteriorating and do not meet the current demands. The parking lot, on-site electrical service lines, water and wastewater systems, and site elements have surpassed their life expectancy. Due to their current condition, the SRRA's do not adequately serve visitors, require frequent maintenance and are prone to intermittent closures.

This is a 2020 SHOPP program project under 201.250/HA26 for Upgrade SRRA. This project is included as part of the Adopted 2019 FTIP Amendment #19-22, SBDLS03 Exempt Grouped Projects.

Aesthetics/Visual:

The project will be reconstructed in the same location and will not require the expansion of ROW. No noticeable changes to the current environment are proposed.

Air Quality:

Memorandum – December 31, 2020

The project is exempt from all emissions analysis per Table 1 of the Carbon Monoxide (CO) Protocol (Table 2 of 40 CFR 93.126). Therefore, an air quality report is not needed.

Transportation Air Quality Conformity Checklist – October 18, 2021

The project is exempt from all project-level conformity requirements 40 CFR 93.126. Project type: Safety roadside rest areas; Lighting improvements.

Biological Resources:

Natural Environmental Study (Minimal Impacts) – August 30, 2021

An official USFWS species list was obtained on July 21, 2021. Pursuant to Section 7(a)(2) of the Federal Endangered Species Act, Caltrans determined the proposed project "*May Affect, Likely to Adversely Affect*" the federally-listed as *threatened* desert tortoise (*Gopherus agassizii*) and its designated critical habitat and required USFWS Section 7 Consultation utilizing the Desert Tortoise Programmatic Biological Opinion (DTPBO). The PBO for the project was concurred on by USFWS on October 15, 2021.

No river designated in the California Wild and Scenic River System is located in the project area. This project is located outside of NOAA Fisheries jurisdiction; therefore, a

NOAA Fisheries species list is not required and no effects to NOAA Fisheries species are anticipated. Project activities will not occur within jurisdictional water features or associated riparian vegetation areas, therefore this action will not require any water quality permits including the RWQCB Section 401, ACOE Section 404 or CDFW Section 1602.

Biological commitments include:

BIO-General-1: Equipment Staging, Storing & Borrow Sites
All staging, storing, and borrow sites require the approval of the Caltrans biologist.
BIO-General-2: Temporary Artificial Lighting Restrictions
Artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.
BIO-General-4: Preconstruction Surveys
Preconstruction desert tortoise surveys must be conducted by a Caltrans approved biologist 3 days prior to project activities within the BSA. If a desert tortoise is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
BIO-General-6: Species Avoidance
If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 50 feet and the Caltrans biologist and Resident Engineer must be notified. Coordination with resource agencies may be required prior to restarting activities.
BIO-General-8: Worker Environmental Awareness Program (WEAP)
A Caltrans approved biologist must be present a biological resource information program/WEAP for desert tortoise prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.
BIO-Avian-1: Pre-Construction Nesting Bird Survey
If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then pre-construction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (up to 100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) may be established and monitored by the Caltrans Stewardship Biologist or Caltrans approved biologist until the young have fledged.
BIO-Reptile-1: Equipment Flagging
After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for desert tortoises before operating equipment during the next shift.

Cultural Resources:

Historic Property Survey Report (HPSR) – June 17, 2021

Caltrans, pursuant to the National Historic Preservation Act (NHPA) Section 106 Programmatic Agreement (36 CFR Part 800), and the January 2014 First Amended Programmatic Agreement, and applicable PRC 5024 Memorandum of Understanding, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking. The following properties within the APE are considered eligible for inclusion in the NRHP for the purposes of this project only because evaluation was not possible, in accordance with Section 106 PA Stipulation VIII.C.4.

• CA-SBR-12971H – Camps Clipper and Essex
• CHL-985 - DTC/C-AMA
Both sites had low potential for surface or subsurface features or artifacts. Due to the highly disturbed nature of the project location, including the construction and continued maintenance of the SRRA, the potential for intact buried archaeological material is low as the area has been highly disturbed.

Therefore, pursuant to Section 106 PA Stipulation IX.A, it was determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE / the historic properties will not be affected.

Hazardous Waste:

Initial Site Assessment (ISA) Checklist – October 04, 2021

According to the ISA Checklist, the project will have a “Low Risk” for potential hazardous waste involvement. The project will not affect any sites listed on the Cortese List. Further soil testing will be conducted near the leach fields and water well to test for Title 22 metals, Volatile Organic Compounds (VOC), Polychlorinated Biphenyl (PCB), and Total Petroleum Hydrocarbons (TPH).

Hazardous waste commitments include:

SSP 7-1.02K(6)(j)(iii): for disturbance of earth material containing lead, requires a lead-compliance plan (LCP) and bid item 070030 for LCP.
NSSP 14-11.18 (Exclusive for pump house): for management of asbestos-containing construction material (ACCM) in unoccupied buildings; requires HQ’s approval and bid item 140003 for Asbestos Compliance Plan (ACP).
SSP 14-11.15: for disposing electrical equipment containing hazardous material.
SSP 36-4: for residue from grinding or cold planing contains lead from stripes and thermoplastic.
SSP 14-11.14: for the removal and disposal of treated wood waste from sign or guardrail posts, (NSSP 14-11.14 shall be added if the TWW will be disposed of in a facility other than Buttonwillow-Class I site in California).

Noise:

Memorandum – October 02, 2021

This project falls under Type III project categories of 23 CFR 772.7 in the Traffic Noise Analysis Protocol dated April 2020; therefore a noise study is not required. Project will adhere to standard noise specifications outlined in Caltrans Standard Specifications 2018 section 14-8.02.

Paleontological resources:

No paleontological studies were required.

Agricultural Resources:

The project area is mainly surrounded by vacant, desert conservation area. No farmland of local, state or regional importance is adjacent to the project limits. No impacts to agricultural resources will result from the project.

Energy:

The project will not result in unnecessary consumption of energy resources during construction and the project does not conflict with any local or state renewable or energy plans.

Floodplains:

The project is not located within a 100-year floodplain. No encroachments to floodplains will result from the project.

Geology/Soils:

According to San Bernardino County's geologic hazards map, the project is not located in an area susceptible to major earthquakes, liquefaction or landslides.

Growth:

The project will add additional parking spaces and expand rest area facilities to accommodate projected future demand needs. However, the project is not anticipated to facilitate growth to the surrounding area.

Hydrology/Water Quality:

Water usage at the SRRAs is expected to rise as a result of projected increased traffic trends and motorists on I-40. The project will not add new sources of water consumption beyond those already available to rest area visitors such as drinking fountains, handwash stations, restrooms and cleaning stations. New water wells will be added on both the eastbound and westbound sides to allow the rest areas to remain open to

visitors, and to replace the existing well that is deteriorating. The project will incorporate features that will conserve water such as water efficient toilets, drought tolerant landscaping and treated wastewater irrigation. A Report of Waste Discharge (ROWD) was submitted to the Regional Water Quality Control Board for domestic/municipal wastewater treatment and disposal for waste discharge to land.

Land Use/Planning:

The project is consistent with local, regional and state planning. No rezoning, temporary construction easements or conversion of land use is required.

Mineral Resources:

No significant mineral resources have been identified in the planning area. As such, since the project will only disturb previously disturbed areas, no impacts to mineral resources are expected.

Population/Housing:

The nearest community to the project area is Fenner, CA located approximately 3 miles from the project site. The project will not directly or indirectly induce unplanned population growth or result in the displacement of people or available housing.

Public Services:

As part of the traffic management plan, transit service providers will be notified prior to construction activities. Emergency service operators will also be notified prior to construction activities and effort will be made to maintain emergency access.

Recreation/Section 4(f):

No section 4(f) properties will result in a “Use” from the proposed project.

Transportation:

A detour plan and traffic management plan (TMP) will be completed in the design phase. If ramp, street or lane closures are determined to be needed, detours will be in coordination with other ongoing and planned construction projects.

Utilities/Service Systems:

No impacts or conflicts to utilities or public utility service providers are anticipated. However, utility impacts will be verified in the PS&E phase.

Wildfire Risk:

The project is not located in a California Department of Forestry and Fire Protection (Cal Fire) high fire severity zone. In addition, no components of the project are expected to increase the demand for firefighting services.

ATTACHMENT H

CALGreen Tier 1 Checklist

A5.602.1
CALGreen VERIFICATION GUIDELINES
TIER 1 CHECKLIST
(2019 SUPPLEMENT effective July 1, 2021)

Application: This checklist shall be used for nonresidential projects that meet one of the following: new construction, building additions of 1,000 square feet or greater, or building alterations with a permit valuation of $200,000 or more pursuant to Section 301.3 AND area adopting a Tier 1 voluntary measures.

Note: All applicable mandatory requirements in Chapter 5 shall be met prior to applying Tier 1 voluntary measures.

Instructions:
Comply with all Tier 1 prerequisite measures from the various categories shown on the table below. Add a **"Y"** to all mandatory and Tier 1 prerequisite measures in the appropriate columns.

Select the required number of additional electives from those categories shown on the table below and add a **"Y"** on the selected elective and add an **"N"** on the rest.

Count the total number of Tier 1 prerequisite measures plus the additional electives and write down the total number at the end of the checklist. Determine if the required number of Tier 1 measures have been selected to achieve Tier 1 compliance.

Y = Yes (section has been selected and/or included)
N = No (section has not been selected and/or included)
O = Other (provide explanation)
[N] = New construction pursuant to Section 301.3
[A] = Additions and/or Alterations pursuant to Section 301.3

Caltrans Specific Instruction:
During the early phases of project development, there are no plan sheets, specs, or other reference to indicate where requirements are found in the construction documents. During K or 0-Phase utilize the column for "REMARKS". During 1-Phase utilize the column to indicate where in the construction documents the requirement is located.

Chapter 5 DIVISIONS

DIVISION 5.1 Planning and Design
(Select one elective from this Division)

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Mandatory	Storm water pollution prevention for projects	5.106.1 through 5.106.2	Y	N		

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
	that disturb less than 1 acre of land					
Mandatory	Short-term bicycle parking (with exception)	5.106.4.1.1			O	Bicycle route is not located at this SRRA
Mandatory	Long-term bicycle parking	5.106.4.1.2 through 5.106.4.1.5			O	Bicycle route is not located at this SRRA
Mandatory	Designated parking for clean air vehicles with footnote and note	5.106.5.2		N		
Tier 1 Prerequisite	*Designated parking—17% of parking capacity with parking stall markings and stall identification*	*A5.106.5.1, A5.106.5.1.1, A5.106.5.1.3, A5.106.5.1.4*		N		
Mandatory	Parking stall marking	5.106.5.2.1		N		
Mandatory	Single charging space requirements	5.106.5.3.1		N		
Mandatory	Multiple charging space requirements [N]	5.106.5.3.2		N		
Tier 1 Prerequisite	*Electric vehicle (EV) charging [N] with associated electrical panel identification and designated parking allowance*	*A5.106.5.3, A5.106.5.3.1, A5.106.5.3.3, A5.106.5.3.4*		N		
Mandatory	EV charging space calculation [N] (with exceptions)	5.106.5.3.3		N		
Mandatory	[N] Identification	5.106.5.3.4		N		
Mandatory	[N] Future charging spaces with note	5.106.5.3.5		N		
Mandatory	Light pollution reduction [N] (with exceptions, notes and table)	5.106.8 through 5.106.8.2	Y			
Mandatory	Grading and paving (exception for additions and	5.106.10	Y			

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
	alterations not altering the drainage path)					
Tier 1 Prerequisite	*Cool roof (A5.106.11.2.2): SRI 75 when ≤ 2:12, SRI 16 when > 2:12*	*A5.106.11.2*		N		
Elective	*Community connectivity*	*A5.103.1*				
Elective	*Brownfield or greyfield site redevelopment or infill area development*	*A5.103.2, A5.103.2.1*				
Elective	*Reduce development footprint and optimize open space*	*A5.104.1, A5.104.1.1, A5.104.1.2, A5.104.1.3*	Y			
Elective	*Disassemble and reuse existing building structure (75%) with exceptions*	*A5.105.1.1*		N		
Elective	*Disassemble and reuse existing nonstructural elements (50%) with exceptions*	*A5.105.1.2*		N		
Elective	*Salvage*	*A5.105.1.3*		N		
Elective	*Storm water design*	*A5.106.2, A5.106.2.1, A5.106.2.2*	Y			
Elective	*Low Impact Development (LID)*	*A5.106.3, A5.106.3.1, A5.106.3.2*	Y			
Elective	*Changing rooms with note*	*A5.106.4.3*		N		
Elective	*Parking capacity with reduced parking capacity option*	*A5.106.6, A5.106.6.1*		N		
Elective	*Exterior wall shading with fenestration and/or opaque wall area option*	*A5.106.7, A5.106.7.1, A5.106.7.2*				
Elective	*Heat island effect*	*A5.106.11*				

DIVISION 5.2 Energy Efficiency

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Mandatory	Meet the minimum energy efficiency standard	5.201.1	Y			
Tier 1 Prerequisite	*Energy performance—outdoor lighting power 90% of Part 6*	*A5.203.1.1.1*	Y			
Tier 1 Prerequisite	*If applicable, service for water heating in restaurants of 8,000 sf or greater*	*A5.203.1.1.2*		N		
Tier 1 Prerequisite	*Energy budget 95% or 90% of Part 6 calculated value of allowance*	*A5.203.1.2.1*		N		
Elective	*On-site renewable energy (with documentation)*	*A5.211.1, A5.211.1.1*	Y			
Elective	*Green power*	*A5.211.3*		N		
Elective	*Elevators with car lights and fan*	*A5.212.1.1, A5.212.1.1.1*		N		
Elective	*Escalators*	*A5.212.1.2*		N		
Elective	*Controls that reduce energy*	*A5.212.1.4*	Y			
Elective	*Steel framing*	*A5.213.1*	Y			

DIVISION 5.3 Water Efficiency and Conservation
(Select one elective from this Division)

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Mandatory	Separate meters (new buildings or additions > 50,000 sfthat consume more than 100 gal/day)	5.303.1.1		N		
Mandatory	Separate meters (for tenants in new	5.303.1.2	Y			

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
	buildings or additions that consume more than 1,000 gal/day)					
Tier 1 Prerequisite	*Water reduction Tier 1—12% savings over the "water use baseline" in Table A5.303.2.2 or meet Table A5.303.2.3.1*	*A5.303.2.3.1*	Y			
Mandatory	Water closets shall not exceed 1.28 gallons per flush (gpf)	5.303.3.1	Y			
Mandatory	Wall-mounted urinals shall not exceed 0.125 gpf	5.303.3.2.1	Y			
Mandatory	Floor-mounted urinals shall not exceed 0.5 gpf	5.303.3.2.2		N		
Mandatory	Single showerhead shall have maximum flow rate of 1.8 gpm (gallons per minute) at 80 psi	5.303.3.3.1		N		
Mandatory	Multiple showerheads serving one shower shall have a combined flow rate of 1.8 gpm at 80 psi	5.303.3.3.2		N		
Mandatory	Nonresidential lavatory faucets	5.303.3.4.1	Y			
Mandatory	Kitchen faucets	5.303.3.4.2	Y			
Mandatory	Wash fountains	5.303.3.4.3		N		
Mandatory	Metering faucets	5.303.3.4.4		N		
Mandatory	Metering faucets for wash fountains	5.303.3.4.5		N		
Mandatory	Pre-rinse valve	5.106.3.4.6		N		
Mandatory	Food waste disposers	5.303.4.1		N		
Mandatory	Areas of additions or alterations	5.303.5		N		

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Mandatory	Standards for plumbing fixtures and fittings	5.303.6	Y			
Mandatory	Outdoor water use in landscape areas (with notes)	5.304.1	Y			
Elective	*Nonpotable water systems for indoor use*	*A5.303.2.3.4*	Y			
Elective	*Appliances and fixtures for commercial application*	*A5.303.3*		N		
Elective	*Nonwater supplied urinals*	*A5.303.4.1*		N		
Elective	*Dual plumbing*	*A5.303.5*		N		
Elective	*Outdoor potable water use*	*A5.304.2*				
Elective	*Restoration of areas disturbed by construction*	*A5.304.6*	Y			
Elective	*Previously developed sites (with exception)*	*A5.304.7*		N		
Elective	*Graywater irrigation system*	*A5.304.8*	Y			
Elective	*Nonpotable water systems*	*A5.305.1*	Y			
Elective	*Irrigation systems*	*A5.305.2*	Y			

DIVISION 5.4 Material Conservation and Resource Efficiency
(Select one elective from this Division)

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Tier 1 Prerequisite	*Recycled content for 10% of total material cost*	*A5.405.4, A5.405.4.1 through A5.405.4.5*	Y			
Mandatory	Weather protection	5.407.1	Y			

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Mandatory	Moisture control: sprinklers	5.407.2.1	Y			
Mandatory	Moisture control: exterior door protection	5.407.2.2.1	Y			
Mandatory	Moisture control: flashing	5.407.2.2.2	Y			
Mandatory	Construction waste management—comply with either: Sections 5.408.1.1, 5.408.1.2, 5.408.1.3 or more stringent local ordinance	5.408.1.1, 5.408.1.2, 5.408.1.3	Y			
Mandatory	Construction waste management: documentation	5.408.1.4	Y			
Mandatory	Universal waste [A]	5.408.2	Y			
Mandatory	Excavated soil and land clearing debris (100% reuse or recycle)	5.408.3	Y			
Tier 1 Prerequisite	*Enhanced construction waste reduction (65%—Tier 1 with verification)*	*A5.408.3.1, A5.408.3.1.2*	Y			
Mandatory	Recycling by occupants (with exception)	5.410.1		N		
Mandatory	Recycling by occupants: additions (with exception)	5.410.1.1		N		
Mandatory	Recycling by occupants: sample ordinance	5.410.1.2		N		
Mandatory	Commissioning new buildings (≥ 10,000 sf) [N]	5.410.2		N		
Mandatory	Owner’s or owner representative’s	5.410.2.1		N		

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
	Project Requirements (OPR) [N]					
Mandatory	Basis of Design (BOD) [N]	5.410.2.2		N		
Mandatory	Commissioning plan [N]	5.410.2.3		N		
Mandatory	Functional performance testing [N]	5.410.2.4	Y			
Mandatory	Documentation and training [N]	5.410.2.5	Y			
Mandatory	Systems manual [N]	5.410.2.5.1	Y			
Mandatory	Systems operation training [N]	5.410.2.5.2	Y			
Mandatory	Commissioning report [N]	5.410.2.6		N		
Mandatory	Testing and adjusting for new buildings < 10,000 sf or new systems that serve additions or alterations [A]	5.410.4		N		
Mandatory	System testing plan for renewable energy, landscape irrigation and water reuse [A]	5.410.4.2	Y			
Mandatory	Procedures for testing and adjusting	5.410.4.3	Y			
Mandatory	Procedures for HVAC balancing	5.410.4.3.1		N		
Mandatory	Reporting for testing and adjusting	5.410.4.4		N		
Mandatory	Operation and maintenance (O&M) manual	5.410.4.5	Y			
Mandatory	Inspection and reports	5.410.4.5.1	Y			
Elective	*Wood framing or OVE with note*	*A5.404.1, A5.404.1.1, A5.404.1.2*		N		
Elective	*Regional materials*	*A5.405.1*		N		

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Elective	*Bio-based materials*	*A5.405.2*		N		
Elective	*Rapidly renewable materials*	*A5.405.2.2*		N		
Elective	*Reused materials with note*	*A5.405.3*		N		
Elective	*Cement and concrete: cement*	*A5.405.5.1*	Y			
Elective	*Cement and concrete: concrete with SCM & Mix design equation*	*A5.405.5.2, A5.405.5.2.1, A5.405.5.2.1.1*	Y			
Elective	*Cement and concrete: additional means of compliance*	*A5.405.5.3, A5.405.5.3.1, A5.405.5.3.1.1, A5.405.5.3.1.2, A5.405.5.3.2, A5.405.5.3.2.1, A5.405.5.3.2.2, A5.405.5.3.2.3, A5.405.5.3.2.4*	Y			
Elective	*Choice of materials*	*A5.406.1, A5.406.1.1, A5.406.1.2, A5.406.1.3*		N		
Elective	*Life cycle assessment: general*	*A5.409.1*		N		
Elective	*Whole building life cycle assessment*	*A5.409.2, A5.409.2.1, A5.409.2.2*		N		
Elective	*Materials and system assemblies*	*A5.409.3*		N		
Elective	*Substitution for prescriptive standards*	*A5.409.4*		N		

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Elective	*Verification of compliance*	*A5.409.5*		N		

DIVISION 5.5 Environmental Quality
(Select one elective from this Division)

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Mandatory	Fireplaces	5.503.1		N		
Mandatory	Woodstoves	5.503.1.1		N		
Mandatory	Temporary ventilation	5.504.1		N		
Mandatory	Covering of ducts openings and protection of mechanical equipment during construction	5.504.3		N		
Mandatory	Adhesives, sealants, and caulks	5.504.4.1	Y			
Mandatory	Paints and coatings	5.504.4.3	Y			
Mandatory	Aerosol paints and coatings	5.504.4.3.1	Y			
Mandatory	Aerosol paints and coatings: verification	5.504.4.3.2	Y			
Mandatory	Carpet systems	5.504.4.4		N		
Mandatory	Carpet cushion	5.504.4.4.1		N		
Mandatory	Carpet adhesives per Table 5.504.4.1	5.504.4.4.2		N		
Mandatory	Composite wood products	5.504.4.5	Y			
Mandatory	Composite wood products: documentation	5.504.4.5.3	Y			
Mandatory	Resilient flooring systems	5.504.4.6	Y			
Mandatory	Resilient flooring: verification of compliance	5.504.4.6.1	Y			
Tier 1 Prerequisite	*Resilient flooring systems, Tier 1 (with verification of compliance)*	*A5.504.4.7, A5.504.4.7.2*	Y			

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Tier 1 Prerequisite	*Thermal insulation, Tier 1 (with verification of compliance)*	*A5.504.4.8, A5.504.4.8.2*	Y			
Mandatory	Filters (with exceptions)	5.504.5.3		N		
Mandatory	Filters: labeling	5.504.5.3.1		N		
Mandatory	Environmental tobacco smoke (ETS) control	5.504.7		N		
Mandatory	Indoor moisture control	5.505.1		N		
Mandatory	Outside air delivery	5.506.1		N		
Mandatory	Carbon dioxide (CO_2) monitoring	5.506.2		N		
Mandatory	Acoustical control (with exception)	5.507.4		N		
Mandatory	Exterior noise transmission, prescriptive method (with exceptions)	5.507.4.1		N		
Mandatory	Noise exposure where noise contours are not readily available	5.507.4.1.1		N		
Mandatory	Performance method	5.507.4.2		N		
Mandatory	Site features	5.507.4.2.1		N		
Mandatory	Documentation of compliance	5.507.4.2.2		N		
Mandatory	Interior sound transmission (with note)	5.507.4.3	Y			
Mandatory	Ozone depletion and greenhouse gas reductions	5.508.1		N		
Mandatory	Chlorofluorocarbons (CFCs)	5.508.1.1	Y			
Mandatory	Halons	5.508.1.2		N		
Mandatory	Supermarket refrigerant leak reduction for retail food stores 8,000 square feet or more	5.508.2 through 5.508.2.6.3		N		
Elective	*Indoor air quality (IAQ) during construction*	*A5.504.1, A5.504.1.1, A5.504.1.2*		N		

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Elective	*IAQ postconstruction*	*A5.504.2*		N		
Elective	*IAQ testing*	*A5.504.2.1, A5.504.2.1, A5.504.2.1.2, A5.504.2.1.3*		N		
Elective	*No added formaldehyde Tier 1 (with notes)*	*A5.504.4.5.1*	Y			
Elective	*Acoustical ceilings and wall panels (with verification of compliance)*	*A5.504.4.9, A5.504.4.9.1*	Y			
Elective	*Hazardous particulates and chemical pollutants*	*A5.504.5*	Y			
Elective	*Entryway systems*	*A5.504.5.1*	Y			
Elective	*Isolation of pollutant sources*	*A5.504.5.2*		N		
Elective	*Lighting and thermal comfort controls*	*A5.507.1, A5.507.1.1 through A5.507.1.2*	Y			
Elective	*Daylight*	*A5.507.2*	Y			
Elective	*Views*	*A5.507.3*	Y			
Elective	*Interior office spaces*	*A5.507.3.1*		N		
Elective	*Multi-occupant spaces (with exceptions)*	*A5.507.3.2*		N		
Elective	*Hydrochlorofluorocarbons (HCFCs)*	*A5.508.1.3*		N		
Elective	*Hydrofluorocarbons (HFCs)*	*A5.508.1.4*		N		

Additional Elective

Requirement	SECTION TITLE	CODE SECTION	Y	N	O	REMARKS (At K or 0-Phase) PLAN SHEET, SPEC, OR ATTACH REFERENCE (At 1-Phase)
Additional Measures	Select 1 additional elective measure from any division	Enter Section #:		N		

Total number of elective measures required for Tier 1 is:	6
Enter the total number of elective measures selected:	19

Documentation Author's/Responsible Designer's Declaration Statement
Check the appropriate box(es) on the list below.

- □ **Mandatory:** I attest that the mandatory portion of this Tier 1 checklist is accurate and complete.
- □ **Tier 1 compliant:** I attest that the total number of voluntary measures selected meet or exceed the total number required to achieve Tier 1 compliance.
- □ **Partial Tier 1 compliant:** I attest that the total number of voluntary measures selected do not meet the total number required to achieve Tier 1 compliance: however, partial Tier 1 compliance has been achieved.

Signature:	
Company:	Date:
Address:	License:
City/State/Zip:	Phone:

ATTACHMENT I

Joint Field Meeting

Caltrans District 8, 464 West 4th Street, San Bernardino, Ca

Project Development Team (PDT) Meeting **Number:6**

Sign In Sheet

Date/Time:	**2/9/2021**	**1:00 PM, Webex**

Project EA: 1K490 Project Number: 0819000050

Limits/Scope: 08-SBD-040-PM R105.1/R105.9

Description: JOHN WILKIE SRRA REHABILITATION

Name	Initial	Unit #	Group Name	Supervisor
Don E. Alsey		59.3600	DES/TAEMWW	Jeff E. Goronea
Kosha K. Shah		59.3616	DES/TAEMWW	Prakash Sah
Behzad Sedighi		2233	Storm Water Quality	Mario Amancio
David Gonzalez		2291	Electrical Design	Mario Amancio
Anthony V. Manansala	AVS	59.3600	DES/TAEMWW	Jeff E. Goronea
Laurel A. Shen		59.3601	DES/TAEMWW	Genaro M. Doria
Kadambari A. Toke	KAT	59.3564	PPM & Office Engineer	Siddareddy Pedaballi
Jon Bumps	JB	2240	Storm Water Quality	Mario Amancio
Jose Ochoa	JO	2195	PPM/APM	Martin Villanueva
Martha Santana	MS	2174	PPM/PM	Tim Meardey
Laura Mahoney	LM	59.3616	DES/TAEMWW	Kosha K. Shah
Delrooz Vida		4332	PPM/Risk Management	Md Shaheed
Mark T. Cheap	MTC	59.3597	DES/TAEMWW	Prakash Sah
Christopher M. Faria	CMF	59.3615	DES/TAEMWW	Prakash Sah
Sean R. Samuel	SM	59.3599	DES/TAEMWW	Jeff E. Goronea
Cuong L. Tran	CT	2234	Design M	Mark P. Pertile

Max W. Auyeung	MA	2235	UEW CADD	Mario Amancio
Almabeth Anderson	AA	2272	Landscape Architecture	Mario Amancio
Jabra Y. Kawwa	JK	4176	Construction	Henry R. Stokes
Prakash Patel	PP	2311	Construction	Mohammad Hossain
Sylvia Rivas	SR	2272	Landscape Associate	Almabeth Anderson
John E. Tiller	JT	2304	R/W Coordinator	Christine L. Senteno
Dean To		2284	Traffic Design	Mario Amancio
Diana A. Degroot	DD	2202	Environmental Planner	Shanwm M. Oriaz
Shawn M. Oriaz		2202	Senior Env. Planner	Kurt R. Heidelberg
Genaro Doria		59.3601	DES/TAEMWW	Jeff E. Goronea
Kristine Flint	KF	2257	RWLS	Susan Rios Esparza
Monty Navarro		59.3669	Structures Cosntruction	Arvinderpal S. Gill
Joanna Lopez		2363	Maintenance	William F. Kerr
James Williamson		53.3426	Rest Area Coordinator	Lori J. Butler
Gustavo Gutierrez		2257	RWLS	Kristine Flint
Steven Holm	SH	2216	Environmental Planner	Andrew M. Walters
Edison Jaffary		2269	Environmental Engineering	Paul Phan
Michael Grimes		2211	Environmental Planner	Craig S. Wentworth
Solomon Frisco		4332	PPM/Risk Management	Md S. Shaheed
Paul Phan		2269	Environmental Engineering	Kurt R. Heidelberg
Sandra Demiranda-Reyes		2269	Environmental Engineering	Paul Phan
Meenu Chandan		2269	Environmental Engineering	Paul Phan

Bahram Karimi		2202	Environmental Planner	Shawn M. Oriaz
Andrew Walters		2216	Environmental Planner	Kurt R. Heidelberg
Oscar Alejandre		2284	Traffic Design	Mario Amancio
Annabell Wang	AW	2234	Design M	Cuong L. Tran
Thuy Dung Giao	TDG	59.3616	DES/TAEMWW	Kosha K. Shah
Anthony Deep	AD	2272	Landscape Architect	Almabeth Anderson
Joseph Lan Ngyuen		2235	UEW CADD	Max W. Auyeung
Tim W. Lam		59.3658	Geotech Design South	Brian K. Hinman
Shadi Deab		59.3658	Geotech Design South	Brian K. Hinman
Jesus E. Ramirez	JR	59.3615	DES/TAEMWW	Christopher M. Faria
Joya Gilster		2235	UEW CADD	Max W. Auyeung
Phong N. Hoang		2269	Environmental Engineering	Paul Phan
Kevin Gholamzadeh-Kohee		2269	Environmental Engineering	Paul Phan
Hussam Mohdankir	HM	59.3669	Structures Construction	Monty Navarro
Tri Tran	TT	2240	Storm Water Quality	Jon Bumps

ATTACHMENT J

Project Initiation Proposal

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT INITIATION PROPOSAL (PIP)

DIVISION OF TRANSPORTATION PLANNING
Rev 10/27/2017

SECTION 1: PROJECT INFORMATION

DATE 12/6/18 PIP # 4572

EA	SHOPP ID	PPNO	EFIS ID
1K490	21456	3013K	0819000050

ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
A	08	SBD	40	R	105.3		R	105.9	

Note A: FOR ADDITIONAL POSTMILES, USE PAGE 2 OF FORM

PROJECT NICKNAME
John Wilkie SRRA Rehabilitation

LOCATION DESCRIPTION
36 MI W/O NEEDLES AT JOHN WILKIE SRRA (EB & WB)

WORK DESCRIPTION
Rehabilitate 2 SRRA Buildings, Water/wastewater, paving and site amenities

ASSIGNMENTS

PROJECT MANAGER (PM)	DES-TECH. LIAISON ENGINEER (TLE)
Martha Santana	
DISTRICT ASSIGNMENT	PROJECT ENGINEER/DESIGN MANAGER

SECTION 2: RESOURCE ESTIMATE FOR K-PHASE

FY	DISTRICT (PYs)	DES (PYs)	TOTAL (PYs)
GRAND TOTAL			

Note B: FOR ADDITIONAL K-PHASE RESOURCE BREAKDOWN, USE PAGE 2 OF FORM

SECTION 3: SIGNATURE BLOCK

ASSET MANAGER (ANCHOR PROJECT LEAD)	DATE
Gregory Clark Gregory Clark	1/2/2019
PROJECT NOMINATION COORDINATOR	DATE
Laura Espinoza Laura Espinoza	1/17/2019
	DATE

SECTION 4: PROJECT INITIATION DOCUMENT (PID)

SHOPP MAJOR ☐ Long Lead

ACTIVITY CATEGORY Roadside

10 YEAR SHOPP PLAN 2017

PROPOSED SHOPP CYCLE 2020

PID CYCLE 2020

PID TYPE

NON-SHOPP
Caltrans ☐ Oversight
Funding

☐ Maintenance
Porgram

☐ Stand Alone ☒ Multi-Asset *NOTE C: FOR ADDITIONAL SATTELITES, USE PAGE 2 OF FORM*

ASSETS	PROGRAM	PERFORMANCE	TARGET	UNIT	COST (x$1000)
Anchor (A)	SHOPP	201.250 SRRA	2	EA	$16,858
Satellite (1)	SHOPP	201.250 Water and	2	EA	$8,677
Satellite (2)					
Satellite (3)					

SECTION 5: PRELIMINARY PROJECT SCHEDULE

DESIRED RTL FY 22/23

☒ Accelerated PID
☐ SB 1 (3290)

M000 BEGIN PID
M010 COMPLETE PID
M015 PROGRAM PROJECT

CTC MEETING SCHEDULE

NOTE D: FOR ADDITIONAL PID, PA&ED, PS&E & CONS PRSM MILESTONES, USE PAGE 2 OF FORM

SECTION 6: PRELIMINARY COST ESTIMATE

	ROADWAY	STRUCTURE	R/W CAP
CONST. CAPITAL (x1000)	$11,520	$16,858	$20

	PA&ED	PS&E	CONST.	R/W
SUPPORT (x1000)	$2,746	$6,394	$5,033	$100

	R/W CAP	CONST CAP	TOTAL SUPP.	TOTAL COST
TOTAL PROJ COST (x1000)	$20	$28,378	$14,272	$42,671

ENVIRONMENTAL ASSUMPTION

CEQA CE NEPA

RIGHT OF WAY ASSUMPTION

☐ RR ☐ ADA ☐ UTIL ☐ ACQUISITION

RISKS & ASSUMPTIONS
All work to be performed within Caltrans right of way. CE/CE Anticipated.

SECTION 7: ATTACHMENTS

☐ TPSIS ☐ SHOPP PERFORMANCE MEASURES REPORT
☐ EXEC COOP ☒ Cost Estimate
☐ PHOTOS ☒ VICINITY MAP OTHER:
☒ LAYOUT ☐ TYP X-SECTION

ADDITIONAL INFORMATION

NOTE A: POSTMILES

EA	SHOPP ID	PPNO	EFIS ID
1K490	21456	3013K	0819000050

ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX

NOTE D: PRELIMINARY PROJECT SCHEDULE

PID PHASE ONLY	PA&ED, PS&E & CONS PHASES
M000 ID NEED	M020 BEGIN ENVIRON
M003 BEGIN FUNCT PID COMPONENTS	M200 PA&ED
M006 DRAFT FOR DIST CIRC & REVIEW	M460 RTL
M009 FINAL DRAFT FOR EXEC REVIEW	M500 APPROV
M010 APPROV PID	M600 CCA
M015 PROGRAM PROJECT	

NOTE B: RESOURCE ESTIMATE FOR K-PHASE

District Functional Units	Hours	PY's
TOTAL DISTRICT		

DES Functional Units	Hours	PY's
TOTAL DES (PYs)		

NOTE C: ADDITIONAL SATELLITE ASSETS

ASSETS	PROGRAM	PERFORMANCE	TARGET	UNIT	COST (x$1000)
Satellite (4)					
Satellite (5)					
Satellite (6)					
Satellite (7)					
Satellite (8)					
Satellite (9)					
Satellite (10)					
Satellite (11)					
Satellite (12)					

ATTACHMENT K

Asset Management

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ASSET TRACKING AT CONTRACT ACCEPTANCE

CEM 6305 (REV 05/2021)

ADA Notice
For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Record and Forms Management. 1120 N Street, MS-89, Sacramento, CA 95814.

District: District 08 **EA:** 08-1K490 **EFIS:** 0819000050

AMT ID: 21456	**Data Generation Date:** 08/05/21	**Generated By:**		
District: 08	**County:** SBD	**Route:** 040	**PM Begin:** R105.1	**PM End:** R105.9
Project ID: 0819000050		**EA:** 1K490	**PPNO:** 3013K	
PM: Martha Santana		**PE:**		**RE:**
Project Description:				
Contract №:			**Federal №:**	
Contract Description and Delivery:				

Notes/Remarks:

NOTE: You may attach a separate page to this form to document Detail/Reason for Change

Activity Detail from Asset Management Tool at Approve Contract M500 (Planned Performance Objectives - Obtained from AMT)							Resident Engineer to complete this section at Construction Contract Acceptance (CCA) (Delivered Performance Objectives)		
Activity ID	**Activity Category**	**Activity Detail**	**Performance Objective**	**Unit**	**Comments from AM tool**	**Quantity at Contract Award**	**Quantity at CCA**	**Change (Y/N)**	**Detail/Reason for Change (CCO No., etc.)**
G14	Roadside	Water & Wastewater Treatment at SRRA	Water and Wastewater Treatment at SRRAs	Locations	Work moved from ID 16128 due to insufficient funds	2.000			
G21	Roadside	Safety Roadside Rest Area (SRRA)	Safety Roadside Rest Area (SRRA) Rehabilitation	Locations		2.000			
H17	Complete Streets	Led Lighting	No Performance Objective in the SHSMP	Each	Install LED lighting in SRRA	0.000			
H32	Complete Streets	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes - Location is Ped accessible; No - location is not bike accessible (bikes not allowed on route)	0.000	N/A	N/A	N/A
N01	Green-house Gases	Qualitative	No Performance Objective in the SHSMP	-	Fuel Efficient, Water Efficient Methodologies considered	0.000	N/A	N/A	N/A

Construction Contract Acceptance Project Assets Verification

Date of Construction Contract Acceptance:

SUBMITTED BY RESIDENT ENGINEER

SIGNATURE	PRINT NAME	DATE

CONCURRED BY CONSTRUCTION ENGINEER

SIGNATURE	PRINT NAME	DATE

REVIEWED BY PROJECT MANAGER

SIGNATURE	PRINT NAME	DATE

REVIEWED BY ASSET MANAGER

SIGNATURE	PRINT NAME	DATE

☐ Project performance measure in Construction contract accepted section of the Asset Management Tool project performance measures updated.

INPUT BY SIGNATURE	PRINT NAME	DATE

PROJECT MANAGER DOCUMENT RETENTION

☐ Copy of signed Asset Tracking Form uploaded into PRSM project file in PDF format.

UPLOADED BY SIGNATURE	PRINT NAME	DATE

AMT ID: 21456 **Data Generation Date:** 08/05/21 **Generated By:**	**Notes/Remarks:**
District: 08 **County:** SBD **Route:** 040 **PM Begin:** R105.1 **PM End:** R105.9	
Project ID: 0819000050 **EA:** 1K490 **PPNO:** 3013K	
PM: Martha Santana **PE:** **RE:**	
Project Description:	
Contract №: **Federal №:**	***NOTE: You may attach a separate page to this form to document Detail/Reason for Change***
Contract Description and Delivery:	

BRIDGE WORKSHEET

Activity Detail from Asset Management Tool at Approve Contract M500 (Planned Performance Objectives - Obtained from AMT) (If no data available in a worksheet in the AMT, bridge numbers and work type must be identified)		**Resident Engineer to complete this section at Construction Contract Acceptance (CCA)** (Delivered Performance Objectives)							
Bridge №:	**Work Type:**	**Was the Asset built as Contracted (Y/N):**	**detail/Reason for Change (CCO#,etc.)**	**Was this asset removed/added from Project?**	**Detail/Reason for Change (CCO#, etc.)**	**Was the Bridge Widened during construction?**	**Additional Area (SQFT)**	**Was the rail length changed? (Y/N)**	**Additional Length (LF)**

PAVEMENT WORKSHEET

Activity Detail from Asset Management Tool at Approve Contract M500 (Planned Performance Objectives - Obtained from AMT) (If no data available in a worksheet in the AMT, pavement post-miles, lanes and treatment must be identified)								**Resident Engineer to complete this section at Construction Contract Acceptance (CCA)** (Delivered Performance Objectives)	
District	**County**	**Route**	**Begin PM**	**End PM**	**Direction**	**Lane**	**Treatment**	**Change Y/N?**	**Detail/Reason for Change (CCO No., etc.)**

DRAINAGE WORKSHEET

Activity Detail from Asset Management Tool at Approve Contract M500 (Planned Performance Objectives - Obtained from AMT)(If no data available in a worksheet in the AMT, culvert IDs must be identified)						**Resident Engineer to complete this section at Construction Contract Acceptance (CCA)** (Delivered Performance Objectives)						
№:	**SYSNO**	**INETNO**	**OUTETNO**	**Comments**	**Unit**	**Was the Asset built as Contracted? (Y/N)**	**Detail/Reason for Change (CC)#, etc.)**	**Was this asset removed/added from Project/**	**Detail/Reason for Change (CCO#, etc.)**	**Was the culvert length changed? (Y/N)**	**Additional/Reduction Length (LF)**	**Built Culvert Material**

TMS WORKSHEET

Activity Detail from Asset Management Tool at Approve Contract M500 (Planned Performance Objectives - Obtained from AMT)(If no data available in a worksheet in the AMT, TMS IDs and type must be identified)		**Resident Engineer to complete this section at Construction Contract Acceptance (CCA)** (Delivered Performance Objectives)			
TMS ID Number	**TMS Type (e.g. Signal, CMS, CCTV, etc.)**	**Was the Asset built as Contracted? (Y/N)**	**Detail/Reason for Change (CCO#, etc.)**	**Was this asset removed/added from Project?**	**Detail/Reason for Change (CCO#, etc.)**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ASSET TRACKING AT CONTRACT ACCEPTANCE

CEM 6305 (REV 05/2020)

ADA Notice
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Instructions:

Accessing the online form:

- It is assumed that project outputs and related performance measures are updated regularly within the Asset Management Tool (ATM) and represents the most up-to-date scope of the project at the time of generating this form at Milestone 500, Approve Contract.
- Asset Tracking at CCA Form CEM 6305 is an online form that requires internet access and, the information in this form is populated directly from the AMT when generated at Milestone 500, Approve Contract.
- To generate the form with project outputs and performance measures related to an individual project, visit following URL: http://10.56.12.86/pirs/TenYrShopp/Asset_Tracking_Form.cfm

Roles and Responsibilities:

District Asset Manager:

- Maintain the accuracy of the project outputs and performance measure goals in the Asset Management Tool (AMT).
- At CCA M600, update the CCA band in the AMT based on the changes and remarks noted by the RE in the CEM 6305 Asset Tracking form.
- Assistance district project delivery functions with questions related to asset tracking process at CCA, and project outputs and performance measures goals established within Asset Management Tool (AMT).

Project Manager (PM):

- Initiate the generation of the Asset Tracking form, CEM 6305 for their project, at Approve Contract M500.
- Ensure that the RE receives the duly generated Asset Tracking form as part of the RE file.
- Ensure that they receive a copy of Asset Tracking form from the RE with the tally of the project outputs and performance measures achieved, after Contract Acceptance M600.

Resident Engineer (RE):

- At completion of project construction, using Asset Tracking at CCA form CEM 6305 that was provide at the time of Approve Contract M500 (part of RE file), provide a tally of the project outputs and performance measures achieved as compared to goals established at Approve Contract M500.
- Recommend Contract Acceptance and obtain Construction Engineer signature on the Asset Tracking form, CEM 6305.
- Ensure that the PM and District Asset Manager both receive the duly signed Asset Tracking form, CEM 6305 at Contract Acceptance CCA M600.

Performance Tracking at CCA Process Steps:

Steps	When	Action	Who
Step 1	At Approve Contract M500	Generate Asset Tracking Form CEM 6305 and provide it to the RE as part of the Resident Engineer (RE) File.	Project Manager (PM)
Step 2	At Approve Contract M500	Acknowledge Project Perf. Measures listed in Asset Tracking Form CEM 6305 from PM. (Form in the Resident Engineer (RE) File).	Resident Engineer (RE)
Step 3	At Approve Contract M500	Upload a copy of the Asset Tracking form into PRSM Project file in PDF format, as a permanent record.	Project Manager (PM)
Step 4	During Construction	Deliver Project Perf. Measures listed in the Asset Tracking Form CEM 6305.	Resident Engineer (RE)
Step 5	During Construction	Changes to Project Perf. Measures are tracked throughout Construction.	Resident Engineer (RE)
Step 6	At Contract Acceptance	Using the same form that was generated in Step 1, Validate or Document Changes to the Delivered Project Perf. Measures at CCA by completing the RE section of the Asset Tracking Form CEM 6305. Resident Engineer and Construction Engineer to sign the form.	Resident Engineer (RE) & Construction Engineer (CE)
Step 7	At Contract Acceptance	Provide the form to the Project Manager and Dist. Asset Manager after it is signed by the RE and the Construction Engineer.	Resident Engineer (RE)
Step 8	After Contract Acceptance	Acknowledges the Project Asset Tracking Form from the Resident Engineer by signing it.	Project Manager (PM) & Dist. Asset Manager
Step 9	After Contract Acceptance	Updates Project Perf. Measures in the CCA Section of the Asset Management Tool. Upload a copy of the signed Asset Tracking Form into the Asset Management Tool.	Dist. Asset Manager
Step 10	After Contract Acceptance	Upload a copy of the signed Asset Tracking Form CEM 6305 into PRSM Project file in PDF format, as a permanent record.	Project Manager (PM)
Last Update: May 2021			

ATTACHMENT L

Risk Register

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information	◉ Capital Project ○ Major Maintenance Project (Check One)	Total Estimated Const Cost:	$26,753,000
Project ID/District-EA	0819000050		1K490
Project Description	RECONSTRUCT 2 SAFETY ROADSIDE REST AREAS (SRRA), UPGRADE WATER/WASTEWATER, PAVING AND		
Project Manager (PM)	Martha Santana		
Risk Management Coordinator	Md Shaheed		

☐ No Risk Register Certification Required -- Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittals, and RE Handoff Files (as applicable).

Project Manager Signature

PID (Recommended for Capital Projects Only excluding Minor Projects)

Project Manager	*Electronically signed by MARTHA E SANTANA*	Date:	June 12, 2019
Deputy District Director, Planning	*Electronically signed by RAY I DESSELLE*	Date:	June 12, 2019
Deputy District Director, Design	*Electronically signed by JAMAL M ELSALEH*	Date:	June 14, 2019
Deputy District Director, Construction		Date:	
Deputy District Director, Right of Way		Date:	
Deputy District Director, Environmental		Date:	
Deputy District Director, Project Management	*Electronically signed by KARLEIGH M BAKER*	Date:	June 14, 2019

PA&ED (Required for Capital Projects Only)

Project Manager	Sign	*Electronically signed by Martha Santana*	Date:	October 13, 2021
Deputy District Director, Design	Sign	*Electronically signed by ELSALEH, JAMAL M*	Date:	October 19, 2021
Deputy District Director, Construction	Sign	*Electronically signed by CONNORS, CHRISTY*	Date:	October 13, 2021
Deputy District Director, Right of Way	Sign	*Electronically signed by GUIRADO, MIRNA R*	Date:	October 13, 2021
Deputy District Director, Environmental	Sign	*Electronically signed by BRICKER, DAVID P*	Date:	October 20, 2021
Deputy District Director, Project Management	Sign	*Electronically signed by MORALES, DIANE N*	Date:	October 13, 2021

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)

Project Manager	Date:
Deputy District Director, Design	Date:
Deputy District Director, Construction	Date:
Deputy District Director, Right of Way	Date:
Deputy District Director, Environmental	Date:
Deputy District Director, Project Management	Date:

RE File Hand-off (Recommended for Capital Projects and Major Maintenance Projects)

Project Manager	Date:
Deputy District Director, Construction	Date:

EA 1K490 QUALITATIVE RISK REGISTER

EA 1K490	Phase: 0	SBD 040 PM: R 105.1/ R 105.9	PM: Martha Santana	Const Capital Estimate: $26,753K	Project Description:
Program Code: 201.250 / HA26	M200 Target: 11/30/2		ARM: Kimberly Ochoa-	R/W Capital Estimate: $22K	RECONSTRUCT 2 SAFETY ROADSIDE REST AREAS (SRRA), UPGRADE WATER/WASTEWATER, PAVING AND SITE AMENITIES (EB & WB)

Risk No.	Status	Type	Date of Origin / Originator	Updated	Category	Title	Risk Statement	Relevancy/Current Status/Assumptions/Comments/Triggers	Probability	Cost Impact Ph	Cost Impact	Cost Impact Ph	Cost Impact	Schedule Impact Ph	Schedule Impact	Response Strategy	Response Actions	Risk Owner
1	Active	Threat	8/27/2019 / Kosha Shah	10/12/2021	Design	Design Changes	Even with the wastewater flow data for the Safety Roadside Rest Area (SRRA), there may be design changes from permitting agencies, Regional Water Quality Control Board (RWQCB) and the Division of Drinking Water. There may also be a possibility that additional RW may be required if the agencies require us for more treatment than anticipated at this time. These changes may increase the cost and and delay the schedule.	The cost estimate for the sizes of pumps, tanks, and treatment system is based on the current flow rate data. Agencies may require us to do more treatment. Agencies can take 60-90 days (after 65% plans submittal) to respond or more depending on staff availability.	Moderate	0				0		Mitigate	Design has started communication with resource agencies to understand their requirements. Design will submit 65% plans to the agencies as soon as those are done (During PSE). Any cost change can be adjusted through fund request/G12 fund.	Kosha Shah
										1	Low			1	Low			
										2	Low	9	Low	2	Low			
										3	Very Low	4	Low	3	Very Low			
3	Active	Threat	8/27/2019 / Kosha Shah	10/12/2021	DES	RWQCB Sewage Permit Requirement	A sewage permit is required from the Regional Water Quality Control Board (RWQCB) for the new treatment system. RWQCB is currently under staffed and this may delay the required permit, which may delay the project schedule.	A new sewage permit is needed. DES will be able to submit this request to the RWQCB during PS&E (at 65%). RWQCB can ask for more wastewater treatment (design changes) during the PS&E phase when the permit application is submitted. There seems to be more changes happening in regulations for high strength wastewater. It has been seen on other projects that there are delays related to the RWQCB being under staffed.	Low	0				0		Mitigate	DES will continue to coordinate with RWQCB during PSE and will apply for a permit to RWQCB as soon as 65% plans are prepared. DES will continue to monitor permit processing time. PM may adjust schedule accordingly.	Kosha Shah
										1				1	Low			
										2		9		2				
										3		4		3	Low			
6	Active	Opportunity	8/27/2019 / Martha Santana	10/11/2021	Project Mgmt	Prefabricated Buildings	If prefabricated buildings can be used, it could result in a 30%-50% building cost reduction and reduced construction working days.	Prefabricated building cost include turnkey design and installation. Installation is estimated to take 4-6 weeks after site has been prepared.	Low	0				0		Enhance	A Value Workshop will be held late October during PA&ED and discussions will continue through PS&E phase to evaluate the possibility of using prefab buildings.	Martha Santana
										1	Low			1	Low			
										2		9		2				
										3	Moderate	4	Moderate	3	Moderate			
7	Active	Threat	8/27/2019 / Nancy Frost	10/12/2021	Environmental	Desert Tortoise	If a desert tortoise (DT) is detected within the project area, then construction work may have to be stopped until the animal moves on its own accord out of the project area; otherwise, a 2081 permit will be required from California Department of Fish & Wildlife (CDFW). This may increase both capital and support cost, and delay the project schedule.	The project impact area is near suitable habitat for DT. Biology did not pursue a CDFW 2081 permit for this project due to the low risk of DT on the project site and the high cost of mitigation as required by the permit; therefore, the project cannot have "take" of DT, hence the risk. A CDFW 2081 permit would require costs associated with the permit fee, mitigation, and a CCO relocation plan. If a DT appears on the project site, the following may apply: -If the animal is not in immediate danger and is able to move of its own accord, the project delay would likely range 24 hours to 2 weeks. -If the animal doesn't move and a 2081 permit is needed, the project delay would likely range 150 - 210 days.	Moderate	0				0		Mitigate	A biological monitor will perform pre-construction surveys to determine presence of desert tortoise. If during project activities a desert tortoise is discovered within the project site, all construction activities must stop and the Caltrans Biologist and Resident Engineer must be notified. The monitor will provide employee training to ensure no State Take of DT and lower the risk during construction. Cost and schedule adjustment are contingent on whether a 2081 will be needed. This risk will be further evaluated in the next phase.	Nancy Frost
										1				1				
										2		9	Moderate	2				
										3	Moderate	4	Low	3	Moderate			

EA 1K490 QUALITATIVE RISK REGISTER

EA 1K490	Phase: 0	SBD 040 PM: R 105.1/ R 105.9	PM: Martha Santana	Const Capital Estimate: $26,753K	Project Description:
Program Code: 201.250 / HA26	M200 Target: 11/30/2		ARM: Kimberly Ochoa-	R/W Capital Estimate: $22K	RECONSTRUCT 2 SAFETY ROADSIDE REST AREAS (SRRA), UPGRADE WATER/WASTEWATER, PAVING AND SITE AMENITIES (EB & WB)

Risk No.	Status	Type	Date of Origin / Originator	Updated	Category	Title	Risk Statement	Relevancy/Current Status/Assumptions/Comments/Triggers	Probability	Cost Impact Ph	Cost Impact	Cost Impact Ph	Cost Impact	Schedule Impact Ph	Schedule Impact	Response Strategy	Response Actions	Risk Owner
9	Active	Threat	3/24/2021 / Neil Azzu	10/11/2021	Environmental	Hazardous Material	As a result of expanding and connecting the new leach fields to the existing system, regulated levels of hazardous material may be found in the soil that require special handling and removal; this may increase capital cost and delay the construction schedule.	If hazardous material in subsurface sampling of soils in (or near) the leach fields is detected during the upcoming soil investigation, special provisions will be required for the removal and management of hazardous materials. We have concern about Title 22 metals, VOCs, PCB and TPH. More Investigation is planned during PSE.	Very Low	0				0		Mitigate	A task order for hazardous materials will be executed during early PSE phase. Appropriate specifications will be included in the package for handling and disposal of hazardous materials, it will be captured in the estimate and adjusted during fund request.	Paul Phan
										1				1				
										2		9		2				
										3	Very Low	4	Moderate	3	Very Low			
12	Active	Threat	9/15/2021 / Kosha Shah	10/12/2021	DES	Well Depth	As a result of drought conditions, by the time construction starts, groundwater level may drop below current depth and we may need to design a deeper well. This will impact cost and schedule.	Proposed water well depth is same as existing well depth. Currently the rest area is not operational due to some pump issue However, there is water in the existing well. Target start of Construction is 12/6/23.	High	0				0		Mitigate	PDT is evaluating executing a Task Order to establish a test well on the site. If new well does not have water, we may have to rehabilitate the existing well during construction. We can adjust cost estimate during fund request or G12. Contingency funds may be used to cover the cost.	Kosha Shah
										1	Low			1	Low			
										2		9		2				
										3	Low	4	Low	3	Very Low			

ATTACHMENT M

Preliminary Material Recommendations

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life.

To : NICHOLAS BORRAYO
Office Chief,
Design M

Date : June 9, 2021

Attention: Cuong Tran

File No: 08-SBd-40-PM-R105.1/R105.9
EA 08-1K490
PN: 0819000050
SRRA Rehabilitation

From: DEPARTMENT OF TRANSPORTATION
Parwaz Khasraw, District 8 Materials Engineer
Office Chief, Materials Engineering

Subject : **Preliminary Materials Recommendation**

This transmittal is in response to your Unit request dated March 29, 2021 for the above referenced project.

1. Proposed Improvements

The project scope consists of rehabilitating eastbound (EB) and westbound (WB) John Wilkie Safety Roadside Rest Areas (SRRA) by increasing parking, upgrading the sewage system, constructing new larger comfort stations, a maintenance crew room, a CHP office and reconstructing existing ramps and SRRA pavement. This project was previously two projects, EA 08-1G590 and EA 08-0G860.

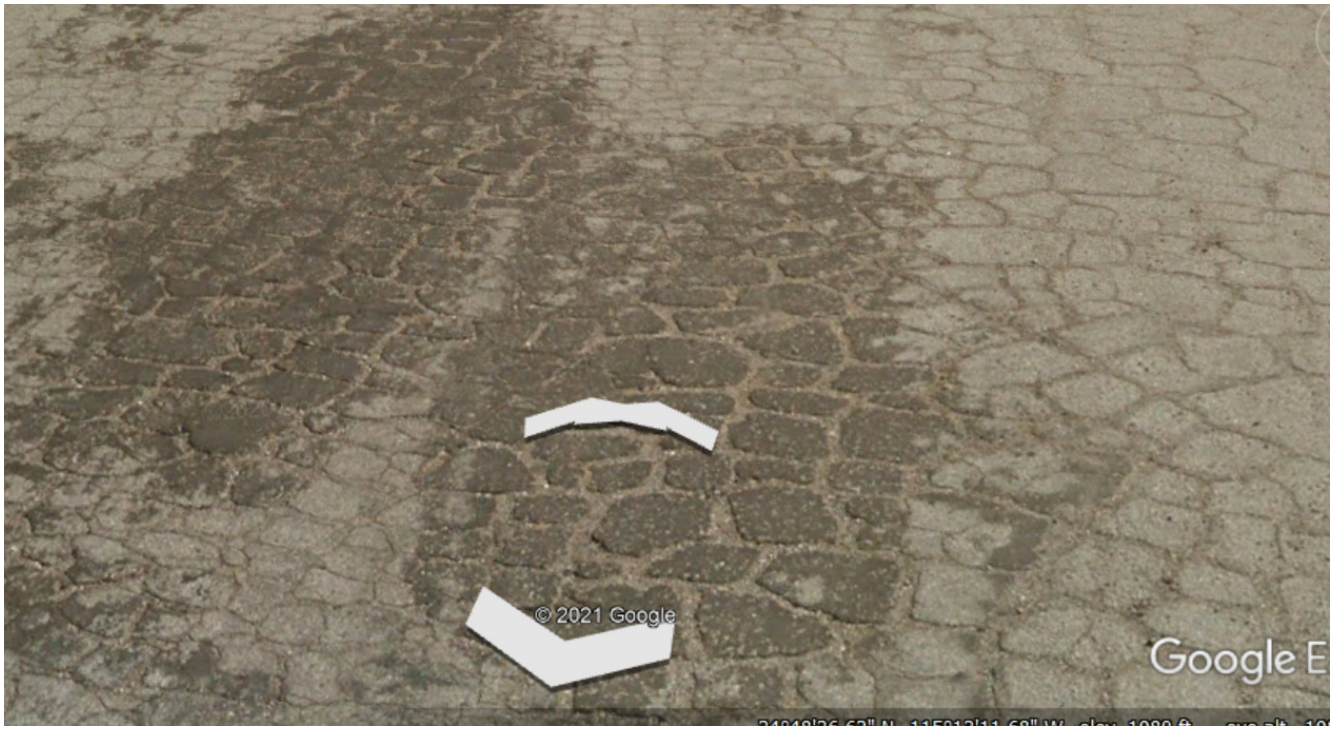
2. Existing Facilities and Structural Sections

I-40 was realigned in 1968 between Essex Road (PM 100.3) and National Trails Highway (PM R115.1), by project 08-04683. Two lanes in each direction were constructed with 0.35' Road Mixed Asphalt Surfacing (RMAS) over 0.50' Plant Mixed Concrete Treated Base (RMCTB) over 1.50' Select Material (SM). Shoulders were constructed 10 feet wide on the outside and 8 ft wide inside with 0.20' RMAS over 0.50' Aggregate Base (AB) Class 3, over 1.50' SM. About 0.30' of AC was added to the roadway in rehabilitation projects, but none of these projects or any chip seal projects seem to have overlaid the SRRAs.

The Roadside Rest, called Fenner at the time, was constructed by project 08-13100 in 1978. The parking area was constructed with 0.20' Asphalt Concrete (AC) Type B over 0.45' AB Class 3. Exit and entrance ramps were constructed of 0.35' AC Type B over 0.65' AB Class 3. Rehabilitation project 08-48630 reconstructed the on and off ramps to the SRRAs in 2009 with

1.00' AC Type C. In 1986, a new sewage system was installed and in 1992, the restrooms were enlarged. In 2007, project 08-0C380 remodeled the SRRA to meet Americans with Disability Act (ADA) requirements.

Currently, the on and off ramps to the roadside rests appear to be in fairly good condition due to the 2009 reconstruction with 1.00' AC Type C. Unfortunately, the same can't be said for the SRRAs. They were originally paved with 0.20' AC and do not appear to have received much maintenance since. At the WB SRRA, harsh desert weather and truck traffic has caused extreme alligator cracking in nearly all AC pavement.



WB SRRA pavement

The EB SRRA pavement is in slightly better condition, so there may have been a maintenance project that placed an overlay that was not in the Data Retrieval System.

3. Pavement Design Parameters

A Preliminary Materials Report was approved for project EA 08-0G8601 on December 15, 2017. A copy has been saved to the J drive in the 1K490/MATL/Report/PMR folder. Project information that is still applicable, such as Geology, Climate and Groundwater information can be found in that report.

This project is in the Desert Climate Region.

A Design Life of 40-years will be used for the ramps, as they will be reconstructed. A Design Life of 20 years will be used for the pavement of the SRRAs.

A Materials Report, dated July 28, 1965, was prepared for the construction of I-40, project EA 08-04683 (SBd-40, PM 100.3/123.0). Most samples tested for R-value resulted in values over 73 except one location at approximately PM 105.2 which had an R-value of 28.

A conservative R-value of 30 will be used for the roadside rests and ramps.

In accordance with the Highway Design Manual (HDM) Tables 613.5 A and B a Traffic Index (TI) of 14.0 will be used for the ramp reconstruction, with heavy traffic recommended for truck stop ramps. The TI for the SRRA will be a 20-year TI of 9.0 for truck lanes and parking. Pavement for auto parking can be a TI of 5.5 if desired, although for ease of construction one TI is recommended for all areas.

4. Pavement Recommendations

The following tables provide flexible and rigid pavement recommendations for the ramps and roadside rests.

For any portion of the on and off ramps that are not ultimately reconstructed, cold plane and overlay of 0.20' Rubberized Hot Mix Asphalt Type G (RHMA-G) is recommended. After cold plane of the pavement any cracks should be sealed before overlay. If there are areas of ramp pavement that are only widened, not reconstructed, the new pavement may match existing pavement, with mill and overlay of existing, so that the final lift of RHMA-G may cover both old and new pavement, to protect the joint between them.

Flexible pavement structural sections for new pavement were obtained by employing CalFP version 1.5, a computer program based on design methodology, as documented in Chapter 630 of the HDM.

Recommended Flexible Pavement Sections

Location	TI	Design Life	R-Value	Structural Sections	
EB & WB Ramps	14.0	40-Year	R Value = 30	0.20' RHMA-G 1.30' HMA-A 0.50' AB Cl 2 SEGT(1)	1.50' HMA-A 0.50' AB Cl 2 SEGT(1)
EB & WB SRRAs	9.0	20-Year	R Value = 30	0.20' RHMA-G 0.45' HMA-A 0.65' AB Cl 2	0.65' HMA-A 0.65' AB Cl 2
	5.5	20-Year	R Value = 30	0.20' RHMA-G 0.20' HMA-A 0.35' AB Cl 2	0.40' HMA-A 0.35' AB Cl 2

NOTES:
(1). Subgrade Enhancement Geotextiles (SEGT) shall be used beneath 40- year pavement when the R-value is lower than 40.
RHMA-G – Rubberized Hot Mix Asphalt Type G, HMA-A – Hot Mix Asphalt Type A, AB CL 2 – Aggregate Base Class 2

Rigid pavement sections for new pavement were obtained using the procedure described in Index 620 of the HDM. This procedure utilized Table I for "Subgrade Type II" and "Desert" climate region.

Recommended Rigid Pavement Sections

Location	TI	Design Life	Subgrade Type	Structural Sections		
				Option 1	Option 2	Option 3
EB & WB Roadside Rests	9.0 or less	20-Year	Soil Type II	0.75' JPCP 0.10' HMA-A BB 0.35' LCB 0.60' AS Cl 2	0.75' JPCP 0.25' HMA-A 0.60' AS Cl 2	0.80' JPCP 1.00' AB Cl 2
EB & WB Ramps	14.0	40-Year	Soil Type II	1.15' JPCP 0.10' HMA-A BB 0.35' LCB 0.70' AS Cl 2	1.15' JPCP 0.25' HMA-A 0.70' AS CL 2	1.05' CRCP 0.25' HMA-A 0.70' AS CL 2
Note: if construction equipment will drive on the LCB, it should be increased to 0.50' JPCP- Jointed Plain Concrete Pavement, HMA-A – Hot Mix Asphalt Type A, BB – Bond Breaker, LCB – Lean Concrete Base, AS Cl 2 – Aggregate Subbase Class 2, AB Cl 2 – Aggregate Base Class 2						

5. SSPs and NSSPs

The SSP for HMA-A is 39-2.02. Binder should be shown as PG 64-28 M. The SSP for RHMA-G is 39-2.03. Binder should be shown as PG 64-16. SSP 39-1.03C (3) (c) for Prime coat is required. NSSPs for flexible or rigid pavement smoothness for Sections 36, 39 and/ or 40 will be required for Areas of Localized Roughness (ALR).

6. Materials Specifications

- Hot Mix Asphalt shall be Type A (HMA-A) with PG 64-28 M binder and ¾-inch aggregate gradation. HMA-A shall be constructed in accordance with Section 39 of the 2018 Standard Specifications.
- Rubberized Hot Mix Asphalt shall be Type G (RHMA-G) with ¾-inch aggregate and PG 64-16 binder.
- Tack Coat shall be applied to cold planed surfaces, between successive layers of HMA and to vertical surfaces of curbs, gutters, and construction joints.
- Prime Coat shall be applied to Aggregate Base prior to placing the HMA. Prime Coat shall conform to the provisions in Standard Specifications Section 93 and the Caltrans Standard Special Provision 39-1.03C (3) (c).
- Typically, inspection and cleaning of any existing culverts is included in major projects.

7. Reference

- Materials Report for the Project EA: 08-04683 (SBd-40, PM 100.3/123.0), dated July 28, 1965.
- Preliminary Materials Report for the Project EA: 08-0G860, dated December 15, 2017.
- Caltrans Highway Design Manual (HDM) 7th Edition, dated July 1, 2020.
- Caltrans CalFP Version 1.5, computer program

If you have any questions or comments concerning this report, you may contact Susan Hess of my staff at (909) 806-3977, or myself at (909) 888-2090.

ATTACHMENT N

Category 5 Memo

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life.

To: JAMAL ELSALEH
DEPUTY DISTRICT DIRECTOR
DESIGN
MS 1267

Date: November 23, 2021

File: 08-SBd-40-PM 105.3/105.9
Safety Roadside Rest Area
(EA 1K490)
PN 0819000050
20.20.201.250

From: STEVEN MAGALLANES *S M*
District Landscape Architect
Landscape Architecture, MS 1062

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-referenced project to Category 5.

The project is a Safety Roadside Rest Area (SRRA) domestic water supply system upgrade at John Wilkie SRRA, on Interstate 40, in San Bernardino County, 35 miles west of Needles.

The purpose of the project is to provide a safe, sustainable, and efficient water system at John Wilkie SRRA that complies with applicable State and Federal statutes and regulations, and conserves limited maintenance resources. The project proposes the reconstruction of two (2) SRRA buildings, water/wastewater, paving and site amenities at the John Wilkie Safety Roadside Rest Area (SRRA). In addition, new well, pump, holding tank, water treatment system and equipment enclosures will be installed on the WB side which will supply water to both WB and EB SRRA facilities. All work will be conducted within the Caltrans right of way.

A Category 5 is requested for this project because of the minimal economic, social or environmental significance

Should you have any questions or need additional information, please contact me at 909-383-6414 or Sylvia Rivas at 909-383-1727.

Approved by

Cat Quach for DDD Design
JAMAL ELSALEH
Deputy District Director
Design

11/23/21
Date

ATTACHMENT O

Traffic Management Plan

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

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

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

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

Requester: Submit separate request for each roadway (Type the information in the cells below with yellow background ONLY)

TMP receiver: Please note that

Project shall not be certified without the approval of the Lane Requirement Charts (LRCs) & the TMP by the DTM

(A) Requester's info.			
1 - Date of request	7/2/2021	**2 -** Department	Design
3 - Full name	Sylvia Rivas	**4 -** Phone No.	909-383-1727
5 - email address	sylvia.rivas@dot.ca.gov		
6 - Project Manager's name	Martha Santana		
7 - Project Manager's email	martha.santana@dot.ca.gov		

(B) Project information		**1-**EA#/ID#	1K490/0819000050	
2-County/Route	SBd/40/EB/WB	**3-**phase/sub object	0/160	
4-Post mile (From-To)	R105.1/R105.9			
5-Short description of job	John Wilkie Safety Roadside Rest Area (SRRA) reconstruction of two (2) buildings, water/wastewater, paving and site amenities.			
Construction period per WPS				
6-Estimated start date	05/01/23	**8-**# of working days	360	
7-Estimated end date	12/06/23	**9-**Estimated Proj. cost	$ 41,696,000	

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

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

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

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

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

C) BACKGROUND INFORMATION				Date request received	07/02/21	Job assigned to	Cuong Tieu
# of working days	360						
Estimated Project cost ($)	41,696,000	Per E-mail dated	07/02/21				
TMP estimate($)	**$26,000**	Equal to	**0.06%**	Of the project cost			

D) IMPACT	High	Medium	Low	N/A	Developer: (*Briefly, explain the high impact/mitigation):* Impact is at rest stop, PCMS sign will be placed in advance to alert motorists to its intermittent closures.
State Hwy.				X	
Local road				X	
Ramp/connector	X				

E) Developer: Complete the info					
Developed by	Cuong Tieu	Original signed by:	Mark Rowden	Date	7/28/2021
Title	Transportation Engineer				
E-mail	Cuong Tieu@dot				
Phone/Fax	909-806-3904				

F) Approved by		Original signed by:	Al Afaneh	Date	07/28/21
Name:	Al Afaneh				
Title	District Traffic Manager				
E-mail	al.afaneh@dot.ca.gov				
Phone/Fax	909-383-6262				

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

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

H) Remarks

TMP Elements	EA #/ID#	1K490/0819000050	Date	7/28/2021

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

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

1 Public Information/Public Awareness Campaign (PAC).

Developer: Remember to obtain the estimate from Public affairs by contacting Terri Kasinga. Procedure is in the file under 3- TMP matters

Estimated Cost: $ 10,000

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

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

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

- 1.18 ☐ Other

Section 1 Total	$ 10,000

2 Traveler Information Strategies

Project team needs to coordinate with Traffic Design!

- 2.1 ☐ Existing Overhead Changeable Message Signs (Stationary)
- ☐ New Installation (Stationary) - BEES 860532 CHANGEABLE MESSAGE SIGN SYSTEM - list locations
- 2.2 ☐ Portable Changeable Message Signs (PCMS) - BEES 066578

This strategy is in addition to Traffic Design's PCMS for regular traffic handling within the project limits and is used for advising motorists to divert at remote advance decision points - outside the usual project limits. This also allows for advanced motorist information - e.g. a week ahead. Their placement may need to be cleared **environmentally.** Placement should be of sufficient distance prior to decision points as determined by the Resident Engineer.

# of PCMS	0	Unit cost/month	$ 1,000.00	Months needed	0	$ -

- 2.3 ☑ Lane Closure System Website
- 2.4 ☑ Caltrans Highway Information Network (CHIN)
- 2.5 ☐ Radar Speed Message Sign (Specter sign) BEES 066064 (approx. EA @ $30,000)
- 2.6 ☐ Bicycle and pedestrian information, e.g. Detour maps
- 2.7 ☐ Automated Workzone Information System (AWIS) BEES 120105
  - consult with TMP Developer prior to updating SSP 12-3.35A(1) for AWIS
  - refer to Section 12-3.35, page 156 to 158 of the 2015 Standard Spec.
- 2.8 ☐ Other

TMP Elements	EA #/ID#	1K490/0819000050	Date	7/28/2021
			Section 2 Total	$ -

3 Incident Management

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

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

Day COZEEP: To protect active closures

	hours/day	CHP vehicles	# of officers.	Rate/Hr.	
20	8	1	1	$ 100	$ 16,000

Night COZEEP: To protect active closures

# of nights		hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.	
0		0	0	2	$ 100	$ -

3.2 **Freeway Service Patrol (FSP) for Construction (CFSP)** $/hr./truck $55

BEES 066065 - show under "State or Agency furnished" in the Cost Estimate

Short duration or remote area CFSP usually is bid with much higher hourly rates. If enhancement of program FSP feasible, CFSP could tie into the lower long-term FSP rates.

	# of trucks	# of days	Hours per day	
A For service within the regular FSP hours				$0
For service outside the regular FSP hours				
B Extended Peak hour coverage				$0
C Support during night closures				$0
D Weekend support				$0

Local agency (SAFE) support 8% $0

8% of truck cost

CFSP CHP support 5% $0

5% of truck cost only if within regular FSP and area

Equipment/Supplies 10% $0

% of truck cost unless more detail available

Consult with the Inland Empire division of CHP or the border division in the southern Riverside county to select the method which is acceptable for the B,C,D that are outside the regular FSP hours or area.

Method 1

CFSP/CHP support 20% $0

20% of truck cost or

CFSP Dispatcher @

# of days		# of nights	hours	# of FSP	Rate	# of FSP vehicles	
			0		$ 45.00		$ -
			0				

CFSP CHP Officers (See Cozeep rate)

# of days		# of nights	hours	# of officers	Rate	# of CHP vehicles	
0		0	0	1	$ 45.00	0	$ -
0		0	0	2	0	0	$ -

- ☐ Cooperative Agreement or Task Order with SAFE for $0
- ☐ Task Order with CHP (State-wide Master Agreement for FSP support). for $0
- ☐ Contact District FSP Coordinator for task orders.
- ☐ Service Contract
- ☐ Local Agency will arrange CFSP with SAFE
- ☐ Local Agency will arrange CFSP administration with CHP

3.2 Total $0

3.3 ☐ Other

Section 3 Total	$ 16,000

4 Construction Strategies

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

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

- ☐ Off peak
- ☐ Night
- ☐ Weekend

4.2 Expected facility closures and requirements

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

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

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

4.3 ☑ Coordinate with adjacent ongoing and planned construction projects - also on detour routes.

4.4 ☐ BEES 066008 Incentives

4.5 ☐ Strictly enforce construction CPM schedule

4.6 ☐ 10-Min. Delay Penalty — Contact DTM at 909-838-6262 for 10 Min. Delay Penalty Calculations.

4.7 ☐ Other

Section 4 Total	$ -

5 Demand Management (DM)

Project team needs to coordinate with RCTC/SANBAG/CVAG

Traffic diversion may increase available work hours.

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

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

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

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

5.2 ☐ HOV Lanes/Ramps (New or Convert)

5.3 ☐ Park-and-Ride Lots

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

5.5 ☐ BEES 066067 Rideshare Promotion

5.6 ☐ Other

Section 5 Total	$ -

6 Alternate Route Strategies

Caution - signed detours may require environmental clearance. Traffic diversion may increase available work hours. Please work with Traffic Design. BEES 066060 - ADITIONAL TRAFFIC CONTROL

6.1 ☐ Add Capacity to Freeway connector

6.2 ☐ Ramp Closures

6.3 ☐ Temporary Highway Lanes or Shoulder Use

6.4 ☐ Parking Restrictions

6.5 ☐ Street Improvements

- ☐ State R/W - Signals, Widen, etc.
- ☐ Local R/W - Signals, Widen, etc. co-op or permit may be needed

6.6 ☐ Local Street USE - co-op or Permit may be needed

6.7 ☐ Traffic Control Officers (see 3.1 COZEEP)

6.8 ☐ Signed detour - using State routes

6.9 ☐ Signed detour - using local streets and roads. Coordinate with corresponding local agency.

6.10 ☐ Adjust signals

6.11 ☐ Temporary bicycle or pedestrian facilities

6.12 ☐ Other

Section 6 Total	$ -

TMP Estimate

Developed by	Cuong Tieu	EA#/ID#	1K490/0819000050	Date	7/28/2021

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

TMP Elements	Cost
1. Public Information	$10,000
2. Motorist Information Strategies	$0
3. Incident Management	$16,000
4. Construction Strategies	$0
5. Demand Management (DM)	$0
6. Alternate Route Strategies	$0
Total TMP Estimate	$ 26,000