

08-SBd-60, PM R0.0/R9.96
08-Riv-60, PM R0.0/12.2
HA22 201.121
08-804-0Q750K
Project ID 0800020457
September 2011

**PROJECT SCOPE SUMMARY REPORT
(ROADWAY REHABILITATION)
To
Request for Programming in the 2012 SHOPP**

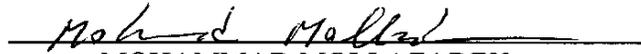
On Route 60
Between The Los Angeles County Line
And Junction 60/91/215

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



BASEM MUALLEM
DEPUTY DISRICT DIRECTOR -RIGHT OF WAY

APPROVAL RECOMMENDED:



MOHAMMAD MOLLAZADEH
PROJECT MANAGER

APPROVED:


RAYMOND W. WOLFE, PhD
DISTRICT DIRECTOR

9/13/11
DATE

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This Project Scope Summary Report (PSSR) has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



CHINH N. PHAM
REGISTERED CIVIL ENGINEER

9/9/11

DATE



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1. INTRODUCTION AND BACKGROUND

It is proposed to rehabilitate the existing Portland Cement Concrete Pavement (PCCP) on the mainline, rehabilitate the Asphalt Concrete Pavement on the exit and entrance ramps, connectors, and mainline shoulders, and upgrade ADA curb ramps at ramp terminals on State Route 60 from the Los Angeles County Line to JCT 60/91/215 (SBd PM R0.0/R9.96 & Riv PM R0.0/12.2) in various cities, in San Bernardino and Riverside Counties.

State Route 60 (SR-60) in District 8 begins at the Los Angeles/San Bernardino County Line in the City of Chino and ends at its junction with interstate 10 in the city of Beaumont. SR-60, an east-west corridor, is a major gateway route into the larger urbanized areas of Southern California. It also serves the commercial centers of Los Angeles, Orange, Riverside, and San Bernardino counties, including the Ontario International Airport. The entire Route is included in the National Network for Federal Surface Transportation Assistance Act (STAA) for Oversized Trucks.

Within the project limits SR-60 consists of three to four mixed-flow lanes and one High Occupancy Vehicle (HOV) lane in each direction, divided by a concrete barrier. The inside and outside shoulders are 2 to 8 feet and 8 to 10 feet, respectively. The existing HOV lane and the inside lane are 11 feet wide, while the other lanes are 11 to 12 feet wide. The existing pavement structure of the mainline consists of Portland Cement Concrete Pavement for the traveled way and Asphalt Concrete Pavement for the inside and outside shoulders. There are 18 interchanges and two junctions 60/15 and 60/91/215. The posted speed limit is 65 mph and the design speed is 65 mph.

This project will be submitted for programming into the 2012 State Highway Operation Protection Program (SHOPP) cycle as part of the Pavement Rehabilitation Program (201.122) and Pavement Preservation Program (201.121) to be delivered in 2014/2015 fiscal year. In addition, to provide flexibility in funding and development of this project, the project may be split into three (3) phases that if necessary can be funded and delivered individually. The phases are as follows:

PHASE	EA	LOCATION	DESCRIPTION
1	0Q751	SBd-60-PM R 0.0/ R4.6 & Riv-60PM R 3.0/R6.9	Replacements of Concrete Slabs
2	0Q752	SBd-60-PM R4.6/R9.96 & Riv-60-PM R0.0/R3.0	Replacements of two outside lanes and Concrete Slabs
3	0Q753	Riv-60-PM R6.9/ 12.2	Replacements of #2 lane and Concrete Slabs

The estimated capital cost in 2011 dollars and escalated cost in 2015 dollars are shown in the table below. The escalation factor is 5% per year.

PHASE 1

Project Limits	08- SBd-60-PM R 0.0/ R4.6 & Riv-60PM R 3.0/R6.9
Capital Costs:	\$8,064,000 (\$9,335,000 escalated)
Right of way Costs:	\$40,000
Funding Source:	SHOPP
Number of Alternatives:	2
Recommended Alternative (for programming and scheduling):	Alternative No. 2- Replacements of Concrete Slabs
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	0
Anticipated Environmental Determination/Document:	CE/CE

PHASE 2

Project Limits	08-SBd-60-PM R4.6/R9.96 &-Riv-60-PM R0.0/R3.0
Capital Costs:	\$74,710,000 (\$86,486,000 escalated)
Right of way Costs:	\$90,000
Funding Source:	SHOPP
Number of Alternatives:	2
Recommended Alternative (for programming and scheduling):	Alternative No. 2- Replacements of two outside lanes and Concrete Slabs
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	0
Anticipated Environmental Determination/Document:	CE/CE

PHASE 3

Project Limits	08-Riv-60-PM R6.9/ 12.2
Capital Costs:	\$21,506,000 (\$24,895,000 escalated)
Right of way Costs:	\$50,000
Funding Source:	SHOPP
Number of Alternatives:	2
Recommended Alternative (for programming and scheduling):	Alternative No. 2- Replacements of #2 lane and Concrete Slabs
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	0
Anticipated Environmental Determination/Document:	CE/CE

This project is classified as Category 5 project as defined in the Project Development Procedures Manual (7th Edition, Part 2, Chapter 8, and Section 5) because of its minimal economic, social and environmental significance (See attachment I). The proposed improvements would not required additional right of way.

2. RECOMMENDATION

It is recommended that this PSSR be approved for programming and scheduling to proceed to the Project Approval and Environmental Document (PA/ED) phase.

3. PURPOSE AND NEED STATEMENT

Need: The 2008 Pavement Condition Survey Inventory (PCSI) (Attachment B) data indicates the pavement within the project limits exhibits extensive cracking, and corner breaks. The condition of the pavement changes abruptly from good/fair down to fair/poor (high percentage of 3rd stage cracking and corner cracks in the two outside lanes) at Euclid (Route 83) PM R4.6. It stays in this condition up to Riv 60 PM R3.0 County Village Road OC. The continued deterioration of the pavement will severely decrease the ride quality of existing roadway.

Purpose: This project is proposed to rehabilitate the existing pavement with a roadway structural section that will provide a service life of 10 to 40 years, so that the roadway will be in a condition that only requires minimal maintenance expenditures by the Department, improves ride quality to the motoring public, and minimizes maintenance worker exposure.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Facility (PM)	Minimum Curve Radius (ft)	Through Traffic Lanes				Paved Shoulder Width (ft)				Median Width (ft)	Shoulder is a Bicycle Lane (Y/N)	Bicycle Route	Facilities Adjacent to the Roadbed ¹
		No. of Lanes		Lane Width (ft)	Type	EB (ft)		WB (ft)					
		EB	WB			Left	Right	Left	Right				
<i>3R Standards</i>	2100	-	-	12	-	10	10	10	10	22	N	N	L
SBd R0.0/R9.96	4500	5	5	11-12	PCC	8	10	8	10	18	N	N	L
Riv R0.0/R6.9	8780	5	5	11-12	PCC	8	10	8	10	18	N	N	L
Riv R6.9/12.2	5030	4	4	11	PCC	2	8	2	8	6	N	N	L

¹ L - Landscaped area

4B. Condition of Existing Facility

The 2008 pavement condition survey (Attachment B) lists extensive 3rd stage cracking (29%) and corner breaks (26%) on mainline in both directions of the freeway.

(1) Traveled Way Data and Pavement Condition:

Ride Score: 54-295

Rigid Pavement:

3rd Stage Cracking: 29%
Faulting: No
Joint Spalls: No
Pumping: No
Corner Breaks: 26%

Flexible Pavement:

Alligator B Cracking: None
Patching %: None
Rutting: None
Bleeding: None
Raveling: None

Location (s) of subsurface or ponded surface-water problem: None

Deflection Study Results (if available):

A deflection study, if needed, will be performed during the design stage.

(2) Shoulder Data and Pavement Condition:

From SBd PM R0.0 to PM R9.96 and Riv PM R0.0 to PM R0.5, the existing median and right shoulders are constructed with Asphalt Concrete (AC). From Riv PM R0.5 to PM 12.2, the existing median and right shoulders are constructed with PCC and Asphalt Concrete (AC), respectively. The median shoulder width varies from 2 feet to 8 feet, and right shoulder width varies from 8 feet to 10 feet.

Condition:

Based on field observation, the shoulder pavement presents some visible damage, such as cracks, depression, and rutting, which are evidence of pavement deterioration.

Deficiencies:

The asphalt concrete pavement of the shoulder has deteriorated. In order to extend the life of the pavement, it is necessary to rehabilitate the existing condition of the shoulder pavement.

(3) Pedestrian Facility Data:

All pedestrian access areas should meet the American with Disabilities Act (ADA) design standards. This project includes ramps and pedestrian facility. Curb ramps will be constructed or upgraded to standard.

Facility Type	Location(s)	Meets ADA Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
Curb Ramps:	EB off ramp to Milliken Ave. (Sbd-PM R9.752)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Milliken Ave. (Riv-PM R0.198)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Milliken Ave. (Riv-PM R0.262)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Etiwanda Ave. (Riv-PM R2.224)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Etiwanda Ave. (Riv-PM R2.228)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Country Village (Riv-PM R2.872)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB off ramp to Country Village/Mission (Riv-PM R2.885)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Country Village (Riv-PM R3.189)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Country Village (Riv-PM R3.193)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Pedley Rd (Riv-PM R4.352)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB off ramp to Pedley Rd. (Riv-PM R4.362)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Pedley Rd. Riv-PM R4.706)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Pedley Rd. (Riv-PM R4.724)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB off ramp to Pyrite St. (Riv-PM R5.394)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Pyrite St. (Riv-PM R5.403)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Pyrite St. (Riv-PM R5.803)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Pyrite St. (Riv-PM R5.824)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade

Facility Type	Location(s)	Meets ADA Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
Curb Ramps:	EB off ramp to Valley Way (Riv-PM 7.311)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Valley Way (Riv-PM 7.364)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Valley Way (Riv-PM 7.658)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Valley Way (Riv-PM 7.689)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB off ramp to Rubidoux Blvd. (Riv-PM 9.355)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Rubidoux Blvd. (Riv-PM 9.390)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Rubidoux Blvd. (Riv-PM 9.781)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Rubidoux Blvd. (Riv-PM 9.827)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB off ramp to Market St. (Riv-PM 10.863)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Market St. (Riv-PM 10.862)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Market St. (Riv-PM 11.284)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Market St. (Riv-PM 11.255)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB off ramp to Main St. (Riv-PM 11.582)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB on ramp from Main St. (Riv-PM 11.584)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	WB off ramp to Orange St. (Riv-PM 11.911)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Curb Ramps:	EB on ramp from Orange St. (Riv-PM 11.935)	NO	Does not meet Standard Plan A88A & A88B	Proposed to upgrade
Crosswalks:	N/A	N/A	N/A	N/A
Driveways:	N/A	N/A	N/A	N/A
Shared Bicycle/ pedestrian path	N/A	N/A	N/A	N/A

(4) Bicycle Path Data

There are no bike path facilities adjacent to the roadbed.

4C. Structures Information

Structures	Width Between Curbs (FT)			Replace Bridge Railings (Y or N)	Vertical Clearance (FT)			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab	
	Name/No.	Exist	3R Std		Prop	Exist	3R Std			Prop	(Y/N)
San Antonio Creek & OH 54-0741L/R	175.9	-	175.9	N	N/A	N/A	N/A	N	N	N	
East End Ave. UC 54-0742L/R	158.8	160	158.8	N	20.83	15	20.83	N	N	N	
Chino Spur OH 540743L/R	158.8	-	158.8	N	23	23	23	N	N	N	
Pipeline Ave. OC/ 540744	41.3	28	41.3	N	14.93	16	14.93	N	N	N	
Ramona Ave. OC 540745	65.6	28	65.6	N	15.81	16	15.81	N	N	N	
Monte Vista Ave. OC 540746	57.7	28	57.7	N	16	16	16	N	N	N	
Central Ave. OC 540747	82.0	28	82.0	N	17.16	16	17.16	N	N	N	
Benson Ave. OC 540748	57.7	28	57.7	N	15.16	16	15.16	N	N	N	
Mountain Ave UC 540749	159.1	160	159.1	N	14.73	15	14.73	N	N	N	
San Antonio Ave. UC 540750	159.1	160	159.1	N	21.10	15	21.10	N	N	N	
SR60/SR83 Separation 540751R, 540751L	159.1	-	159.1	N	16.57	16	16.57	N	N	N	
Campus Av. UC 540836L, 540836R	159.1	160	159.1	N	14.83	15	14.83	N	N	N	
Grove Ave. UC 5408367R, 540837L	159.1	160	159.1	N	14.40	15	14.40	N	N	N	
Vineyard Ave. UC 540838L, 540838R	159.1	160	159.1	N	16.01	15	16.01	N	N	N	
Whispering Lake PUC 540984	156.2	N/A	156.2	N	N/A	N/A	N/A	N	N	N	
Cucamonga Creek 540840L, 540840R	159.1	N/A	159.1	N	N/A	N/A	N/A	N	N	N	
Archibald Ave. UC 540841L, 540841R	159.1	160	159.1	N	15.26	15	15.26	N	N	N	
Lower Deer Creek 540842R, 540842L	159.1	N/A	159.1	N	N/A	N/A	N/A	N	N	N	
Haven Ave. OC 540843	113.8	28	113.8	N	17.49	16	17.49	N	N	N	
Milliken Ave. UC 541070L, 541070R	230.6	160	230.6	N	16.31	15	16.31	N	N	N	
S15-W60 Connector OC 560686F	37.07	38.5	37.07	N	16.57	16	16.57	N	N	N	
E60-N&S15 Connector OC/ 560685G	38.4	38.5	38.4	N	16.24	16	16.24	N	N	N	

Structures	Width Between Curbs (FT)			(Y or N)	Vertical Clearance (FT)			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab	
	Exist	3R Std			Exist	3R Std	Prop			(Y/N)	#
Route 15/60 Separation 560691L	50.5	74.8	50.5	N	18.99	16	18.99	N	N	N	
Route 15/60 Separation 560691R	65.3	74.8	65.3	N	17.32	16	17.32	N	N	N	
N15-W60 Connector Separation/ 560691G	26.6	38.5	26.6	N	17.16	16	17.16	N	N	N	
S15-E60 Connector 560689F Route 15 Route 60	38.4	38.5	38.4	N	24.99 17.91	16 16	24.99	N	N	N	
W60-S15 Connector OC 560690F N15-W60 Connector Ramp Route 15 Route 60 Riverside Ave	34.4	38.5	34.4	N	15.45 18.67 20.57 24.99	16 16 16 16	15.45 18.67 20.57 24.99	N	N	N	
Wineville Road UC 560601L, 560601R	62.9 50.9	158.8	62.9 50.9	N	15.32 16.08	15 15	15.32	N	N	N	
Mira Loma OH 560602L 560602R	50.9 50.9	-	50.9 50.9	N	20.01 22.73	16 16	20.01 22.73	N	N	N	
Etiwanda Ave. UC 560603L 560603R	50.9 50.9	158.8	50.9 50.9	N	21.65 24.99	15 15	21.65 24.99	N	N	N	
San Sevaine Channel 560645	162.1	N/A	162.1	N	N/A	N/A	N/A	N	N	N	
Country Village Road OC 560643	76.1	28	76.1	N	16.99	16	16.99	N	N	N	
Campbell Street UC 560526L, 560526R	50.9 64.9	158.8	50.9 64.9	N	15.68 17.65	15	15.68 17.65	N	N	N	
Pedley Road OC 560660	50.9	28	50.9	N	20.83	16	20.83	N	N	N	
Pyrite Street UC 560528L 560528R	50.9 50.9	158.8	50.9 50.9	N	18.21 21.56	15 15	18.21 21.56	N	N	N	
Camino Real UC 560661L 560661R	50.9 50.9	158.8	50.9 50.9	N	15.68 23.26	15 15	15.68 23.26	N	N	N	
Valley Way UC 560424R, 560424R	110.2	108	110.2		14.99	15	14.99	N	N	N	
Sunnyslope OH 560423	104.0	-	104.0	N	N/A	N/A	N/A	N	N	N	
Opal Street PUC 560621	-	-	-	N	N/A	N/A	N/A	N	N	N	
Pacific Ave. UC 560422L, 560422R	104.0	108	104.0	N	15.65	15	15.65	N	N	N	
La Rue St. OC 560479	32.2	28	32.2	N	15.42	16	15.42	N	N	N	
Rubidoux Blvd. OC 560414	63.9	28	63.9	N	15.26	16	15.26	N	N	N	

Structures Name/No.	Width Between Curbs (FT)			Replace Bridge Railings (Y or N)	Vertical Clearance (FT)			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab (Y/N) #	
	Exist	3R Std	Prop		Exist	3R Std	Prop			(Y/N)	#
Hall Ave. OC 560415	32.2	28	32.2	N	36.84	16	36.84	N	N	N	
Water Street Drain 560524	91.9	N/A	91.9	N	N/A	N/A	N/A	N	N	N	
Santa Ana River 560410	107.9	N/A	107.9	N	N/A	N/A	N/A	N	N	N	
Market St. UC 560416R, 560416L	110.2	108	110.2	N	15.32	16	15.32	N	N	N	
Spring Brook 560622	108.9	N/A	108.9	N	N/A	N/A	N/A	N	N	N	
Fairmount Blvd UC 560409R, 560409L	107.6	108	107.6	N	14.01	15	14.01	N	N	N	
Main St. OC 560417	63.9	28	63.9	N	15.58	16	15.58	N	N	N	
Orange St. OC 560418	40.0	28	40.0	N	20.99	16	20.99	N	N	N	
W60-S215 Connector OC 560506F	22.3	28	22.3	N	14.99	16	14.99	N	N	N	
E60/N125 Separation 560507R	55.11	65	55.11	N	15.75	16	15.75	N	N	N	

4D. Vehicle Traffic Data

Phase 1- 08-SBd-60-PM R0.0/R4.6

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	224,800	232,300	252,000	273,400
DHV	15,690	16,090	17,120	18,210
Directional Split (DS)	55%	54%	53%	51%
%Truck in ADT	12%	12%	13%	13%
%Truck in DHV	6%	6%	7%	8%

Phase 1- 08-SBd-60-PM R0.0/R4.6

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	12.50	8	14.50	9.00
10-Year ESAL	15,244,589	304,892	60,978,356	1,219,567
20-Year	13.50	8.50	16.00	10.00
20-Year ESAL	33,078,658	661,573	132,314,631	2,646,293
40-Year	15.00	9.50	18.00	11.00
40-Year ESAL	77,152,564	1,543,051	308,610,255	6,172,205

Phase 1- 08-Riv-60-PM R3.0/R6.9

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	128,700	134,300	149,300	166,100
DHV	9,130	9,600	10,900	12,380
Directional Split (DS)	61	59	55	50
%Truck in ADT	13%	13%	14%	14%
%Truck in DHV	7%	7%	7%	7%

Phase 1- 08-Riv-60-PM R3.0/R6.9

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.00	7.00	13.00	8.00
10-Year ESAL	5,808,131	116,163	23,232,525	464,651
20-Year	12.00	7.50	14.50	9.00
20-Year ESAL	12,917,978	258,360	51,671,911	1,033,438
40-Year	13.50	8.50	16.00	10.00
40-Year ESAL	33,095,847	661,917	132,383,390	2,647,668

Phase 2 - 08-Riv-60-PM R0.0/R3.03 (Seg. 1 PM Riv R0.0/R0.49)

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	189,000	193,200	203,900	215,300
DHV	13,580	13,930	14,870	15,870
Directional Split (DS)	62%	61%	60%	59%
%Truck in ADT	14%	14%	15%	16%
%Truck in DHV	7.0%	7.0%	8.0%	8.0%

Phase 2 - 08-Riv-60-PM R0.0/R3.03 (Seg. 1 PM Riv R0.0/R0.49)

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.50	7.00	13.50	8.50
10-Year ESAL	7,855,960	157,119	31,423,841	628,477
20-Year	12.50	8.00	15.00	9.50
20-Year ESAL	17,962,837	353,857	70,771,349	1,415,427
40-Year	14.00	9.00	16.50	10.50
40-Year ESAL	39,437,195	788,744	157,748,778	3,154,976

Phase 2 - 08-Riv-60-PM R0.0/R3.03 (Seg. 1 PM Riv R0.0/R0.49)

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	189,000	193,200	203,900	215,300
DHV	13,580	13,930	14,870	15,870
Directional Split (DS)	62 %	61%	60 %	59 %
%Truck in ADT	14.0%	14.0%	15.0%	16.0%
%Truck in DHV	7.0%	7.0%	8.0%	8.0%

Phase 2 - 08-Riv-60-PM 0.0/R3.03 (Seg.2 PM Riv R0.0/R0.49)

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.50	7.00	13.50	8.50
10-Year ESAL	7,855,960	157,119	31,423,841	628,477
20-Year	12.50	8.00	15.00	9.50
20-Year ESAL	17,962,837	353,857	70,771,349	1,415,427
40-Year	14.00	9.00	16.50	10.50
40-Year ESAL	39,437,195	788,744	157,748,778	3,154,976

Phase 2 - 08-SR-60-PM Riv 0.0/3.03 (Seg. 2 PM Riv 0.49/R1.56)

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	157,000	161,200	172,200	183,600
DHV	11,360	11,670	12,500	13,390
Directional Split (DS)	61%	60%	57%	54%
%Truck in ADT	16.0%	16.0%	17.0%	18.0%
%Truck in DHV	8.0%	8.0%	9.0%	9.0%

Phase 2 - 08-SR-60-PM Riv 0.0/3.03 (Seg. 2 PM Riv 0.49/R1.56)

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.50	7.00	13.50	8.50
10-Year ESAL	7,509,982	150,200	30,039,929	600,799
20-Year	12.50	8.00	15.00	9.50
20-Year ESAL	16,973,783	339,476	67,895,133	1,357,903
40-Year	14.00	8.50	16.50	10.50
40-Year ESAL	38,670,457	773,409	154,681,828	3,093,637

Phase 2 - 08-SR-60-PM Riv 0.0/3.03 (Seg. 3 PM Riv R 1.56/R3.03)

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	132,900	138,000	151,400	166,100
DHV	9,490	9,870	10,900	12,040
Directional Split (DS)	61 %	59 %	55%	51 %
%Truck in ADT	13.0%	13.0%	14.0%	14.0%
%Truck in DHV	7.0%	7.0%	8.0%	8.0%

Phase 2 - 08-SR-60-PM Riv R0.0/R3.03 (Seg. 3 PM Riv R 1.56/R3.03)

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.00	7.00	13.00	8.00
10-Year ESAL	5,441,621	108,832	21,776,484	435,330
20-Year	12.00	7.50	14.50	9.00
20-Year ESAL	11,939,892	238,798	47,759,567	955,191
40-Year	12.50	8.50	16.00	10.00
40-Year ESAL	28,741,739	574,835	114,966,955	2,299,339

Phase 2 - 08-SR-60-PM Sbd R4.6/R9.96

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	216300	224,400	246,000	269,700
DHV	15,300	15,760	16,930	18,180
Directional Split (DS)	55 %	54 %	53 %	52%
%Truck in ADT	12.0%	12.0%	13.0%	13.0%
%Truck in DHV	6.0%	6.0%	7.0%	7.0%

Phase 2 - 08-SR-60-PM Sbd R4.6/R9.96

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.50	7.50	13.50	8.50
10-Year ESAL	8,213,225	164,264	32,852,899	657,058
20-Year	12.50	8.00	15.00	9.50
20-Year ESAL	18,006,345	360,127	72,025,379	1,440,508
40-Year	14.00	9.00	16.50	10.50
40-Year ESAL	43,273,317	865,466	173,093,267	3,461,865

Phase 3 - 08-SR-60-PM Riv R6.9/12.2

TRAFFIC DATA				
	Year 2011	Year 2015	Year 2025	Year 2035
ADT	131,200	138,900	159,900	184,200
DHV	9,230	9,820	11,460	13,390
Directional Split (DS)	61 %	60 %	56 %	53 %
%Truck in ADT	12.0%	12.0%	13.0%	13.0%
%Truck in DHV	6.0%	6.0%	7.0%	7.0%

Phase 3-08-SR-60-PM Riv R6.9/12.2

TRAFFIC INDEX (BASED ON THE OPENING YEAR 2015)**				
Traffic Index Year	Inside Lane		Outside Lane	
	Mainline + first 2' of the Shoulder	Shoulder	Mainline + first 2' of the Shoulder	Shoulder
10-Year	11.00	7.00	13.00	8.00
10-Year ESAL	5,339,474	106,789	21,357,897	427,158
20-Year	12.00	7.50	14.50	9.00
20-Year ESAL	12,299,973	245,999	49,199,893	983,998
40-Year	13.50	8.50	16.00	10.00
40-Year ESAL	31,512,572	630,251	126,050,289	2,521,006

Traffic Index (TI) Values for Ramps and Connectors **			
Ramp Truck Traffic Classification	10-Yr Design Life	20-Yr Design Life	40-Yr Design Life
Light	8.0	8.0	9.0
Medium	9.0	10.0	11.0
Heavy	11.0	12.0	14.0

**

Note 1: Per Pavement Policy Bulletin, the maximum TI used in calculating pavement structural section for an inside lane shall not exceed 11.0 for 20 year design and 12.0 for 40 year design.

Note 2: Per Pavement Policy Bulletin, the maximum TI used in calculating pavement structural section for a shoulder shall not exceed 9.0 for 20 year and 40 year design.

Safety Field-Review _____ June 06, 2011 _____

ACTUAL AND AVERAGE ACCIDENT RATES ON ROUTE 60						
(Per Million Vehicle Miles)						
SBd-0.0/9.96	Actual Rates			Statewide Average		
ROUTE-60	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
EB-SBd-PM R0.0/R9.957	0.003	0.19	0.66	0.015	0.47	1.53
WB-SBd-PM R0.0/R9.957	0.005	0.17	0.56	0.015	0.47	1.53
WB-Riv-PM R0.0/12.2	0.003	0.21	0.60	0.010	0.33	1.03
EB-SBd-PM R0.0/12.2	0.10	0.28	0.80	0.010	0.33	1.03

The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) shows during the three years from July 1, 2007 to June 30, 2010, a total of 2,656 accidents for the eastbound and westbound directions occurred within the project limits.

The actual total accident rates in this project limits for both the eastbound and westbound direction are lower than the statewide average for a similar type of facility. Primary collision factors in the eastbound and westbound are showed in the table below.

PRIMARY COLLISION FACTOR

	Percentage SBd-WB PM 0.0-9.958	Percentage SBd-EB PM 0.0-9.958	Percentage Riv-WB PM 0.0-9.958	Percentage Riv-EB PM 0.0-12.2
Influence alcohol	5.7	6.5	7.8	9.4
Follow too close	0.9	1.3	0.4	0.4
Failure to yield	0.0	0.0	0.0	0.0
Improper turn	16.0	14.0	26.9	21.6
speeding	50.0	49.2	29.2	40
Other violations	22.0	24.5	27.3	24.5
Other than driver	3.9	3.6	7.6	3.0
Unknown	0.3	0.9	0.8	0.7
Not state	0.3	0.1	0.0	0.3

Corrective Strategy:

Based on safety analysis report and field review (See Attachment H), the following safety improvements are recommended:

1. All unshielded roadside obstacles within the Clear Recover Zone (CRZ) shall be shielded with Metal Beam Guard Rail (MBGR).
2. All roadway safety traffic signs and delineation that do not meet current standard shall be installed or upgraded.
3. Damaged guardrail elements shall be replaced.
4. All dikes that do not meet current standards shall be replaced. Existing type "A" dike shall be replaced with type "D" or "E" dike. Type "F" dike will be used under guardrail.

4E. Materials

The Preliminary Materials Report (PMR) was completed on September 1, 2011 outlining pavement recommendations. In consultation with HQ Office of Pavement Engineering, the District agreed to use a different pavement recommendation than what was included in the PMR. The recommendation provided by HQ Office of Pavement Engineering varied from the PMR in that some of the components were thinner. Typical cross-sections for this project was prepared based on the HQ recommendations and are shown in Attachment A.

5. CORRIDOR AND SYSTEM COORDINATION

The proposed projects are consistent with statewide, regional, and local planning goals and are being coordinated with impacted governmental, regulatory and local agencies in the area to ensure consistency with specific goals and objectives. The proposed improvements are consistent with the Transportation Concept Report.

6. ALTERNATIVES

6A. Rehabilitation Strategy:

As previously stated, to provide flexibility in funding and development of this project, the project may be split into three (3) phases that if necessary can be funded and delivered individually. Each phase will comprise of the following rehabilitation strategy.

Alternative 1:

This is a no-build alternative that will maintain existing roadway pavement in its present condition, and hence, there are no costs associated with this alternative. This alternative will not address existing pavement conditions that would continue to deteriorate requiring higher maintenance cost and increasing exposure of maintenance personnel to traffic.

Alternative 2:

Phase 1: From Los Angeles County Line (PM R 0.0) to Euclid Ave. /Route 83 (SBd-PM R4.6) and from Country Village Road OC (Riv-PM R 3.0) to Riv-PM R 6.9 (between Pyrite Street and Valley Way).

This phase consists of the following:

1. Replacing random concrete slabs on the mainline.
2. Grinding concrete pavement to provide smooth ride.
3. Replacing joint seals where pavement is ground.
4. Milling and overlaying of existing Asphalt Concrete (AC) shoulders 0.15 feet and ramps 0.20 feet with rubber hot mix asphalt (RHMA).
5. Reconstructing concrete ramp termini where there is existing evidence of rutting, shoving, and cracking, upgrading curb ramps to meet ADA standards, repairing minor incidental drainage.

The total estimated construction cost for this phase is \$8,064,000.

Phase 2: From Euclid Ave/Route 83 (SBd PM R4.6) to San Bernardino County Line (SBd PM R9.9) and from Riverside County Line (Riv PM R0.0) to Country Village Road OC (Riv PM R 3.0).

This phase consists of the following:

1. Replacing the existing two outer PCC pavement lanes (lane #3 and #4) and extending lane replacements 0.5 feet into adjacent lane (lane #2) and 2 feet into outside shoulder to provide a clean longitudinal joint and lateral support to the truck lanes with Jointed Plane Concrete Pavement Rapid Strength (JPCPRSC) or Precast Panel Concrete Pavement (PPCP) as following pavement structure:
 - 1.15' JPCPRSC or 1.00' None Post Tension PPCP
 - 0.10' HMA-A Bond Breaker (BB)
 - 0.35' Lean Concrete Base (LCB)
 - 0.70' Aggregate Base Class 4 (AB, Class 4)
2. Replacing random concrete slabs on inside lanes of the mainline.
3. Grinding concrete pavement to provide smooth ride.
4. Replacing joint seals where pavement is ground.
5. Milling and overlaying of existing AC shoulders 0.15 feet and ramps 0.20 feet with rubber hot mix asphalt (RHMA).
6. At Junction 60/15, replacing all lanes on Eastbound 60 to Northbound 15 connector with Precast Concrete up to bridge, milling and overlay other connectors, exclude bridges, with 0.20 feet RHMA.
7. Reconstructing concrete ramp termini where there is existing evidence of rutting, shoving, and cracking, upgrading curb ramps to meet ADA standards, repairing

minor incidental drainage, installing MBGR at unshielded roadside obstacles within CRZ, replacing damaged guardrail, and replacing existing type A dike with type “D” or “E” dike or type “F” dike if under guardrail.

The total estimated construction costs for this phase using two different types of rigid pavement are as follows:

Rigid Pavement Type	Construction Cost
Jointed Plane Concrete Pavement Rapid Strength Concrete (JPCPRSC)	\$74,710,000
Precast Panel Concrete Pavement (PPCP)	\$92,152,000

JPCPRSC will be used as the preferred rigid pavement type for this phase.

Phase 3: From Riv-PM R 6.9 (between Pyrite Street and Valley Way) to JCT 60/91/215 (Riv PM R6.9/ 12.2).

This phase consists of the following:

1. Replacing the existing the middle lane (lane #2) with Jointed Plane Concrete Pavement Rapid Strength (JPCPRSC) or Precast Panel Concrete Pavement (PPCP). The new pavement will be tied to existing pavement in outside lane, and isolation joint is used for joints between new pavement and inner lane. The pavement structures are as follows:
 - 1.15’ JPCPRSC or 1.00’ None Post Tensioned PPCP
 - 0.10’ HMA-A Bond Breaker (BB)
 - 0.35’ Lean Concrete Base (LCB)
 - 0.70’ Aggregate Base Class 4 (AB, Class 4)
2. Replacing random concrete slabs on lane #1 and # 3 of the mainline.
3. Grinding concrete pavement to provide smooth ride.
4. Replacing joint seals where pavement is ground.
5. Milling and overlaying of existing asphalt concrete (AC) shoulders 0.15 feet, ramps,
6. At Junction 91/60/215, mill and overlay connectors as follows: Southbound 215 to Westbound 60, Westbound 60 to Southbound 215, Eastbound 60 to Westbound 91, and Westbound 91 to Eastbound 60, 0.20 feet with rubber hot mix asphalt (RHMA).
7. Reconstructing concrete ramp termini where there is existing evidence of rutting, shoving, and cracking, upgrading curb ramps to meet ADA standards, repairing minor incidental drainage, installing MBGR at unshielded roadside obstacles within CRZ, replacing damage guardrails, and replacing existing type A dike with type “D” or “E” dike or type “F” dike if under guardrail.

The total estimated construction costs for this phase using two different types of rigid pavement are as follows:

Rigid Pavement Type	Construction Cost
Jointed Plane Concrete Pavement Rapid Strength Concrete (JPCPRSC)	\$21,506,000
Precast Panel Concrete Pavement (PPCP)	\$26,096,000

JPCPRSC will be used as the preferred rigid pavement type for this phase.

6B. Design Exceptions:

Some design features on this project deviate from the Mandatory design standards as indicated in section 4A and 4C. Mandatory Design Exception fact sheet will not be required as Safety Screening determined this project to be a 2R project per the guidance in Design Information Bulletin Number 79 (See Attachment H).

6C. Environmental Compliance:

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

As owner-operator of the State Highway System (SHS), the Department is the CEQA Lead Agency for all improvement projects on the SHS. Effective June 7, 2007, the Department has been assigned environmental review and consultation responsibilities under NEPA pursuant to 23 U.S.C. 326. The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 326. Accordingly, Caltrans is the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

For compliance with CEQA, a Categorical Exemption (CE) pursuant to Section 21084 of the Public Resources Code (PRC) is anticipated. For compliance with NEPA a Section 6004 Categorical Exclusion (CE) is anticipated, per 23 CFR 771.117 under Chapter 3 of Title 23, United States Code, Section 326 and the Section 6004 Memorandum of Understanding (MOU) executed between the Federal Highway Administration (FHWA) and the Department (See Attachment C).

6D. Hazardous waste disposal site required? If yes, where are sites?

Based on the Initial Site Assessment conducted on July 28, 2011, this project has low risk potential for Hazardous Waste involvement (see Attachment D).

6E. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):

Other agency involvement is not anticipated at this time.

6F. Materials and or disposal site needs and availability?

Any material that cannot be salvaged shall become the property of the contractor and be disposed outside of the State right of way in accordance with Caltrans standards and specifications. The location and availability of disposal sites will be determined during the design phase.

6G. Highway planting and irrigation:

Highway planting and irrigation are not included in the scope of this project.

6H. Roadside Design and Management:

Not applicable.

6I. Stormwater Compliance:

A Storm Water Data Report (SWDR) was prepared for this project to meet the demands of the storm water management process in regards to controlling pollutant discharges and meeting permits requirements. The preliminary information in the SWDR prepared during the PID phase will be reviewed, updated, and confirmed by environmental staff, and if required, will be revised in the SWDR prepared during the later phases of the project (See Attachment F).

6J. Right of way Issues: Include utility issues in guidance:

All work will be within State Right-of-way. Utilities will be protected in place, when possible. Relocations could be required and will be identified during PS&E (See Attachment E).

6K. Railroad Involvement:

Railroad involvement is not anticipated.

6L. Salvaging and recycling of hardware and other non-renewable resources:

Materials should be reused or salvaged, if they match with Caltrans standards.

6M. Prolonged temporary ramp closures:

Ramps will be closed for rehabilitation during non-peak hour weekdays and all day on weekends. It is proposed that only one ramp at a time will be closed to provide as little impact as possible to the surrounding communities. Traffic detours are anticipated and project specific closure charts will be developed during the design phase.

6N. Recycled Materials:

Cold-planed Asphalt Concrete can be stored and used as aggregate base.

6O. Local and Regional Input:

Not applicable.

6P. What are the consequences of not doing these entire projects?

The existing pavement will continue to deteriorate due to high traffic volume. This will increase maintenance costs and exposure of maintenance workers. The traveling public will continue to experience poor ride quality of the pavement. The scope of this project will eventually need to be undertaken, presumably at an even greater capital cost.

6Q. Alternatives not recommended

Alternative 1

No-build with \$0 construction cost.

No roadway rehabilitation to existing facility

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

A Transportation Management Plan (TMP) has been developed in order to maintain traffic circulation and minimize adverse impacts on the traveling public (See Attachment J). Lane Closure Chart will be prepared and Construction Staging will be determined during the next phase.

7B. Vehicle Detection Systems

Vehicle detection systems are being incorporated in this project. Actual locations will be determined during PS&E.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The project will not have a significant impact on the environment and further studies may include ADL and Air Quality surveys to ensure this project meets California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) determinations with the least amount of impacts with acceptable mitigation. The current anticipated Environmental type is a CE/CE (6004) (see Attachment C).

9. FUNDING/SCHEDULING

9A. Cost Estimate

PHASE 1 (SBd-PM R 0.0 /R 4.6 & Riv-PM R 3.0 /R 6.9)

Item Description	Unit	Quantity	Unit Price	Item Cost
ROADWAY ITEMS				
Roadway Excavation	CY	3,489	\$45	\$157,005
Cold Plane AC Pavement	SY	256,389	\$2	\$410,222
Hot Mix Asphalt (Type A)	TON	28,796	\$80	\$2,303,680
Rapid Strength Concrete Pavement	CY	2,832	\$370	\$1,047,840
Concrete Pavement (Ramp Termini)	CY	2,368	\$170	\$402,560
Lean Concrete Base	CY	1,121	\$200	\$224,200
Grind Existing Concrete Pavement	SY	11,968	\$4	\$49,667
Joint Seal	LF	17,976	\$15	\$269,640
Minor Drainage Repair	LS	1	\$30,000	\$30,000
Curb Ramps	EA	23	\$4,000	\$92,000
Water Pollution Control (3%)	LS	1	\$250,000	\$250,000
Construction Area Signs	LS	1	\$118,000	\$118,000
Traffic Control System	LS	1	\$750,000	\$750,000
Type III Barricade	EA	160	\$147	\$23,520
Portable Changeable Message Sign	EA	6	\$8,000	\$48,000
Remove Pavement Marker	EA	7,328	\$0.90	\$6,595
Lead Compliance Plan	LS	1	\$5,000	\$5,000
Thermoplastic Pavement Marking	SQF	6,496	\$3	\$19,488
Thermoplastic Traffic Stripe (sprayable)	FT	216,960	\$0.35	\$75,936
Pavement Marker (None-Retroreflective)	EA	3740	\$1.50	\$5,610
Pavement Marker (Retroreflective)	EA	3588	\$3.50	\$12,558
Maintain Traffic (15% of traffic control system)	LS	1	\$112,500	\$112,500
Traffic Management Plan	LS	1	\$272,650	\$272,650
Subtotal Roadway				\$6,686,672
Roadway Mobilization (10%)				\$668,667
Contingencies (10%)				\$668,667
TOTAL ROADWAY COST ESTIMATE				\$8,024,000
Right of Way/ Utility Relocation				\$40,000
Support Cost				\$1,643,000
TOTAL PROJECT COST				\$ 9,707,000

PHASE 2 08-SBd-60-PM 4.6/9.96 &-Riv-60-PM R0.0/3.0

Item Description	Unit	Quantity	Unit Price	Item Cost
ROADWAY ITEMS				
Roadway Excavation	CY	47,390	\$45	\$2,132,550
Cold Plane AC Pavement	SY	353,137	\$2	\$565,019
Hot Mix Asphalt (Type A)	TON	41,730	\$80	\$3,338,400
Rapid Strength Concrete Pavement	CY	100,178	\$370	\$37,065,860
Concrete Pavement (Ramp Termini)	CY	2,759	\$170	\$469,030
Lean Concrete Base	CY	31,633	\$200	\$6,326,600
Precast Concrete Pavement	CY	1,217	\$600	\$730,200
HMA-A Bond Breaker	TON	16,961	\$80	\$1,356,880
Grind Existing Concrete Pavement	SY	262,196	\$4	\$1,088,113
Joint Seal	LF	269,306	\$15	\$4,039,590
Minor Drainage Repair	LS	1	\$30,000	\$30,000
Curb Ramps	EA	53	4,000	\$212,000
AC Dike	LF	1,700	\$5	\$8,500
MBGR	LF	400	\$30	\$12,000
Water Pollution Control (3%)	LS	1	2,000,000	\$2,000,000
Construction Area Signs	LS	1	80,785	\$80,785
Traffic Signs	EA	11	\$1,000	\$11,000
Traffic Control System	LS	1	612,006	\$612,006
Type III Barricade	EA	110	147	\$16,170
Portable Changeable Message Sign	EA	4	8,000	\$32,000
Remove Pavement Marker	EA	11,148	0.90	\$10,033
Lead Compliance Plan	LS	1	3,060	\$3,060
Thermoplastic Pavement Marking	SQF	5,400	3.00	\$16,200
Thermoplastic Traffic Stripe (sprayable)	LF	227,920	0.35	\$79,772
Pavement Marker (None-Retroreflective)	EA	7,357	1.50	\$11,036
Pavement Marker (Retroreflective)	EA	3,797	3.50	\$13,269
Maintain Traffic (15% of traffic control system)	LS	1	91,800	\$91,800
Traffic Management Plan	LS	1	1,831,634	\$1,831,634
Subtotal Roadway				\$62,183,507
Roadway Mobilization (10%)				\$ 6,218,351
Contingencies (10%)				\$ 6,218,351
TOTAL ROADWAY COST ESTIMATE				\$74,620,000
Right of Way/ Utility Relocation				\$90,000
Support Cost				\$14,601,000
TOTAL PROJECT COST				\$89,311,000

PHASE 3 Riv-PM R6.9/12.2

Item Description	Unit	Quantity	Unit Price	Item Cost
ROADWAY ITEMS				
Roadway Excavation	CY	12,738	\$45	\$573,210
Cold Plane AC Pavement	SY	117,494	\$2	\$187,990
Hot Mix Asphalt (Type A)	TON	13,710	\$80	\$1,096,800
Rapid Strength Concrete Pavement	CY	26,576	\$370	\$9,822,020
Concrete Pavement (Ramp Termini)	CY	907	\$170	\$154,190
Lean Concrete Base	CY	8,410	\$200	\$1,682,000
HMA-A Bond Breaker	TON	4,463	\$80	\$357,040
Grind Existing Concrete Pavement	SY	69,773	\$4	\$289,558
Joint Seal	LF	114,741	\$15	1,721,115
Minor Drainage Repair	LS	1	\$30,000	\$30,000
Curb Ramps	EA	29	\$4,000	\$116,000
Water Pollution Control (3%)	LS	1	\$670,000	\$670,000
AC Dike	LF	250	\$5	\$1,250
MBGR	LF	250	\$30	\$7500
Construction Area Signs	LS	1	\$51,215	\$51,215
Traffic Signs	EA	9	\$1,000	\$9,000
Traffic Control System	LS	1	\$387,994	\$387,994
Type III Barricade	EA	70	\$147	\$10,290
Portable Changeable Message Sign	EA	2	\$8,000	\$16,000
Remove Pavement Marker	EA	7,068	\$0.90	\$6,361
Lead Compliance Plan	LS	1	\$1,940	\$1,940
Thermoplastic Pavement Marking	SQF	3123	\$3	\$10,269
Thermoplastic Traffic Stripe (sprayable)	LF	144,495	\$0.35	\$50,573
Pavement Marker (None-Retroreflective)	EA	4,664	\$1.50	\$6,996
Pavement Marker (Retroreflective)	EA	2,404	\$3.50	\$8,414
Maintain Traffic (15% of traffic control system)	LS	1	\$58,200	\$58,200
Traffic Management Plan	LS	1	\$553,910	\$553,910
Subtotal Roadway				\$17,879,836
Roadway Mobilization (10%)				\$1,787,984
Contingencies (10%)				\$1,787,984
TOTAL ROADWAY COST ESTIMATE				\$21,456,000
Right of Way/ Utility Relocation				\$50,000
Support Cost				\$3,627,000
TOTAL PROJECT COST				\$25,133,000

9B. Project Support:

Phase 1

	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		Design 1 Phase		Right of way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	0	0	2.9	0.3	0.4	0	5.2	0	8.8
Estimated PS \$'s	96	0	513	57	64	0	913		1643
Estimated PYE \$'s (\$1000's)	0	0	0	0	0	0	0		0
Total \$'s	96	0	513	57	64	0	913	0	1643

Phase 2

	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		Design 1 Phase		Right of way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	0	0	26.6	0.8	3.3	0	47.4	0	78.1
Estimated PS \$'s	876	0	4673	143	584	0	8325	0	14601
Estimated PYE \$'s (\$1000's)	0	0	0	0	0	0	0	0	0
Total \$'s	876	0	4673	143	584	0	8325	0	14601

Phase 3

	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		Design 1 Phase		Right of way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	0	0	6.5	0.4	0.8	0	11.6	0	19.3
Estimated PS \$'s	215	0	1149	72	144	0	2047	0	3627
Estimated PYE \$'s (\$1000's)	0	0	0	0	0	0	0	0	0
Total \$'s	215	0	1149	72	144	0	2047	0	3627

9C. Project Schedule:

Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	
Notice of Intent (NOI)	N/A
Circulate DED	N/A
PA & ED	03/01/2013
Regular Right of way	N/A
Project PS&E	11/03/2014
Right of way Certification	10/01/2014
Ready to List	3/02/2015
Approve Contract	
Contract Acceptance	9/17/2015
End Project	4/03/2017

10. FEDERAL COORDINATION

This PSSR will be reviewed by Anthony Ng, Caltrans Federal Highway Administration (FHWA) Liaison Engineer.

11. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER

Attachment J Date: 6-21-11

12. PROJECT REVIEWED BY:

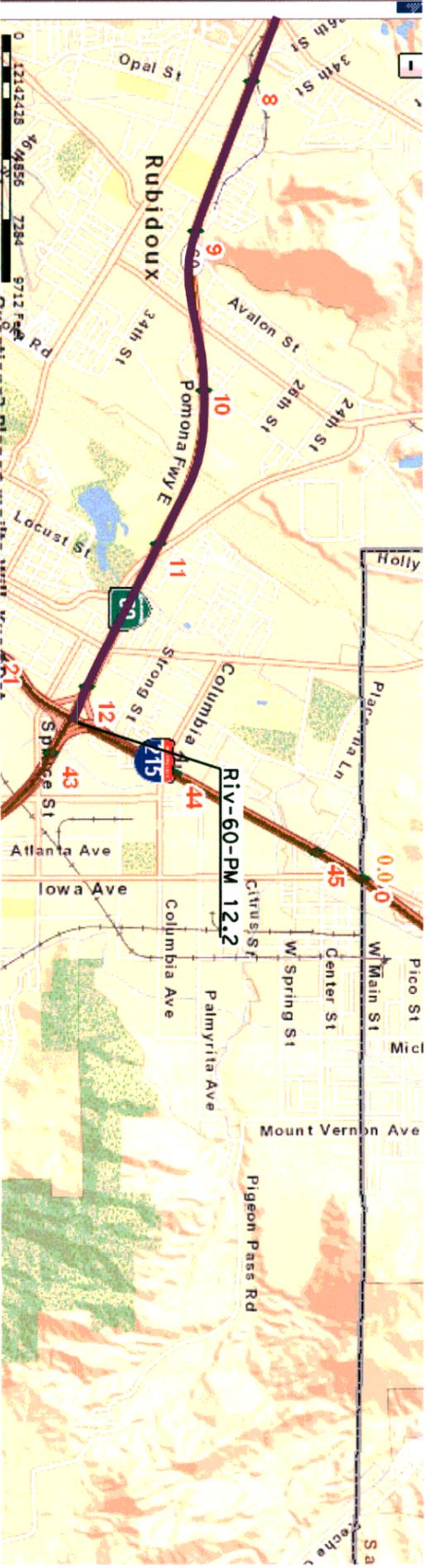
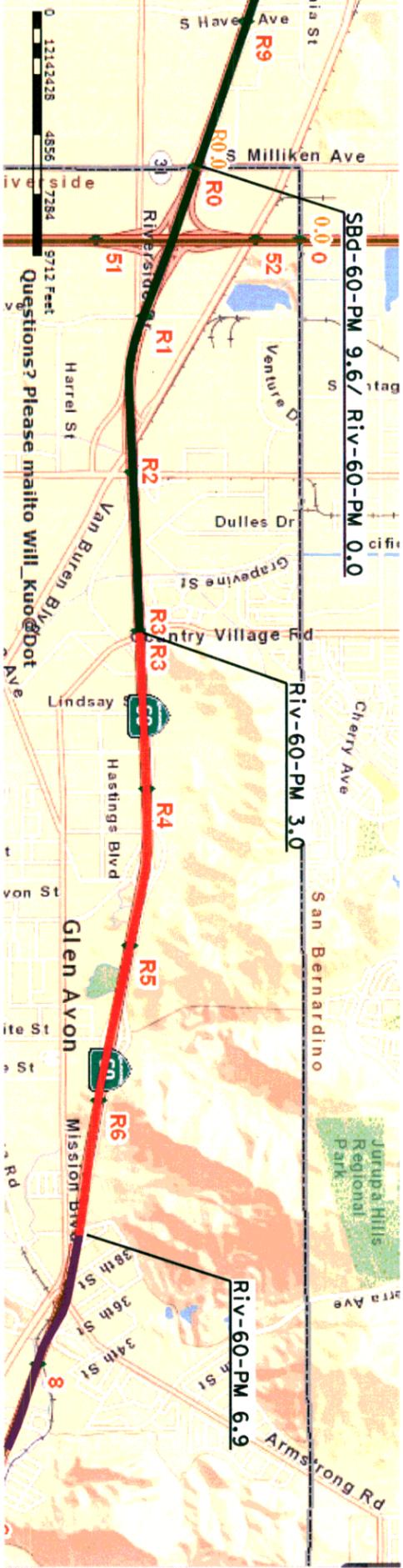
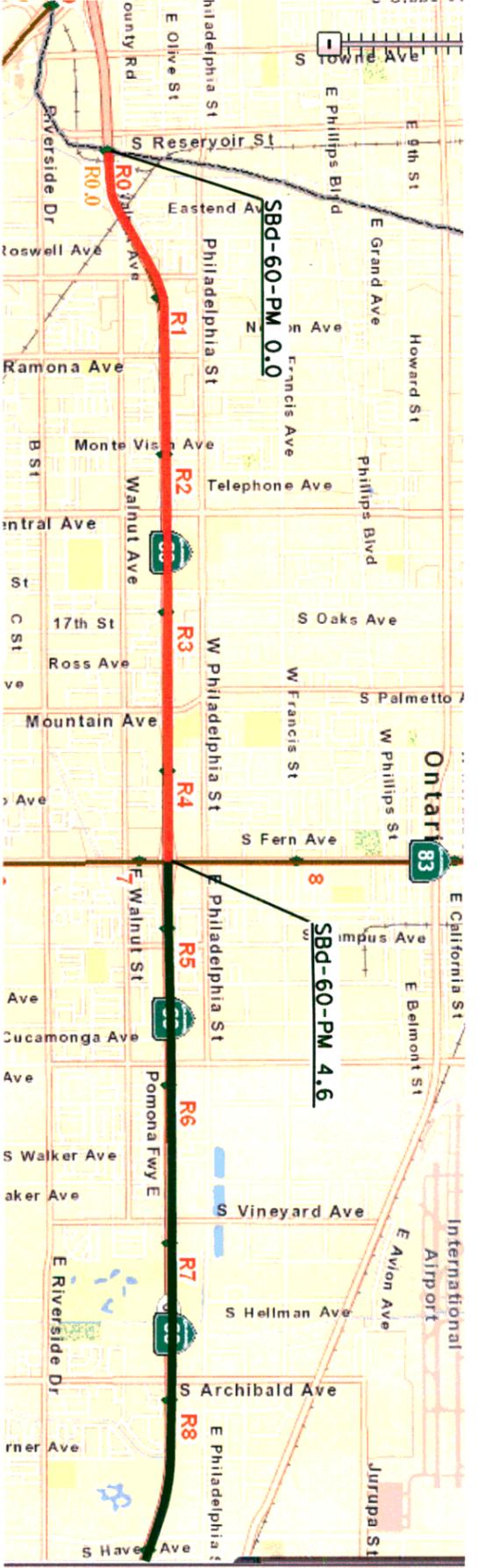
Field Review	<u>Chinh Pham, Greg Ramirez, Chung Luu</u>	Date	<u>06/06/2011</u>
District Maintenance	<u>Mike Ristic</u>	Date	<u>08/26/2011</u>
HQ Office of Pavement Engineering	<u>Bill Farnbach</u>	Date	<u>09/02/2011</u>
HQ Maintenance Program	<u>Leo Mahserelli</u>	Date	<u>08/29/2011</u>

13. ATTACHMENTS

- A. Location Map and Construction Details
- B. Pavement Condition Survey Inventory
- C. Preliminary Environmental Analysis Report (PEAR)
- D. Initial Site Assessment (ISA) Checklist
- E. Right of Way Data Sheet
- F. Storm Water Data Report
- G. Transportation Management Plan (TMP) Data Sheet
- H. 2R Project Certification
- I. Categorical Assignment
- J. Scoping Team Review Attendance Roster

Attachment A

Location Map and Construction Details

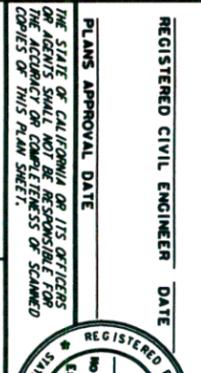


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Sbd/ RIV	60	Spd R0.0/R9.9d 1 RIV R0.0/12.2.6	1	1

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN AND THE DESIGNER'S NEGLIGENCE OR SCAMMED COPIES OF THIS PLAN SHEET.



LEGEND:

PHASE 1

PHASE 2

PHASE 3

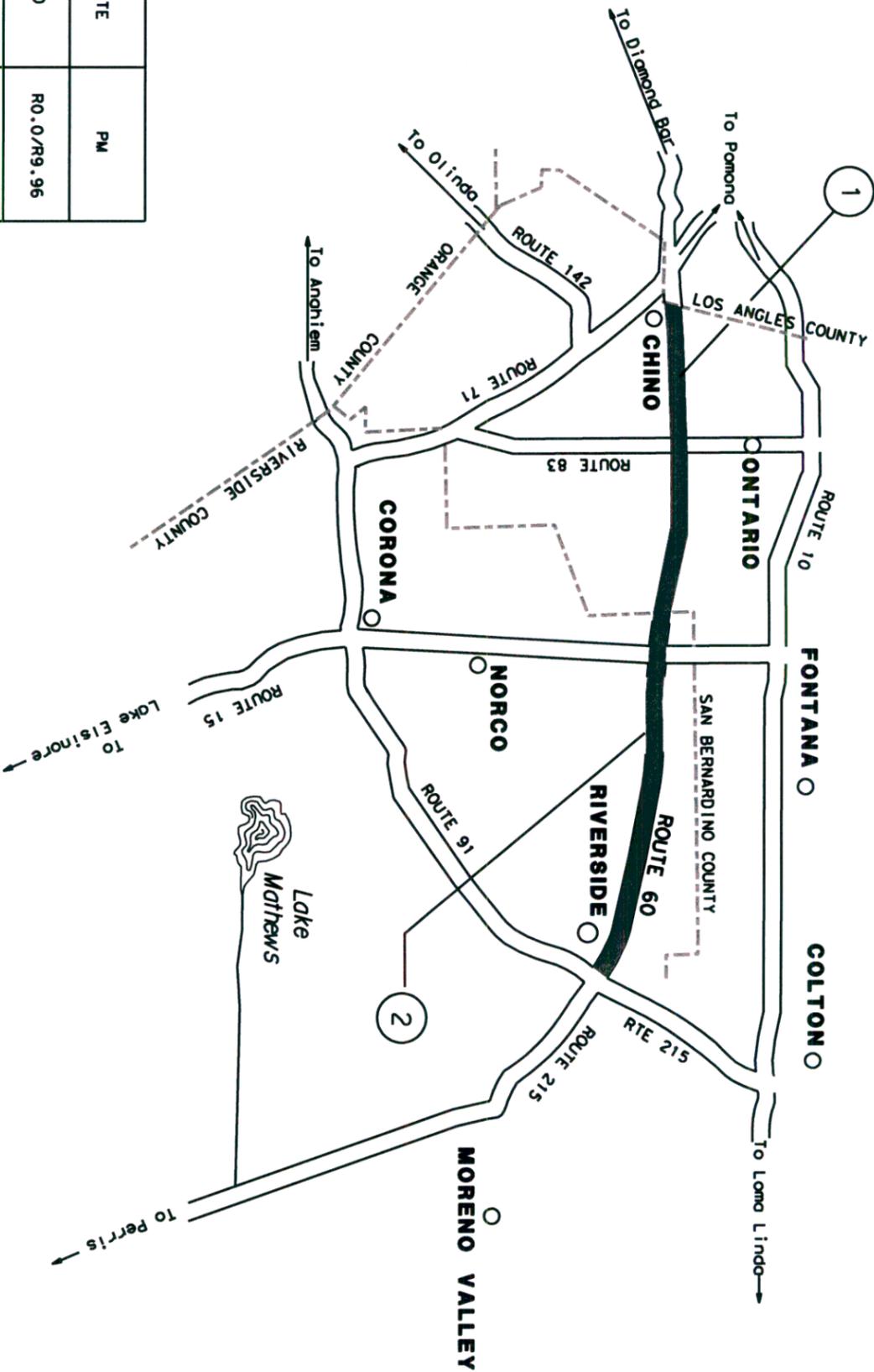
LOCATION MAP

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN RIVERSIDE AND SAN BERNARDINO COUNTIES
ON ROUTE 60 FROM LOS ANGELES COUNTY LINE
TO JUNCTION 60/ 91/ 215

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

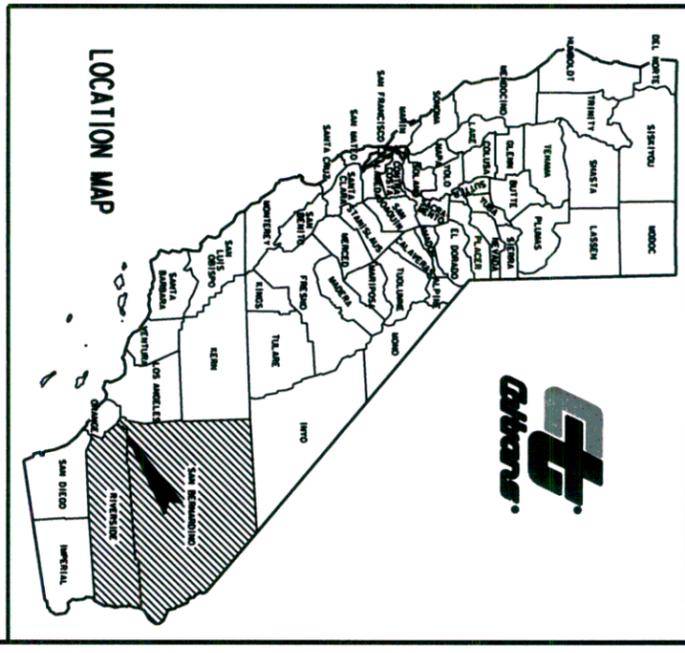


LOCATION	COUNTY	ROUTE	PM
①	SBD	60	RO.0/R9.96
②	Riv	60	RO.0/12.2

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

title sheet.dgn 9/8/2011 1:30:26 PM

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, SBD	60	Riv-RO.0/12.2 SBD-RO.0/R9.96		



NOT TO SCALE

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

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

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

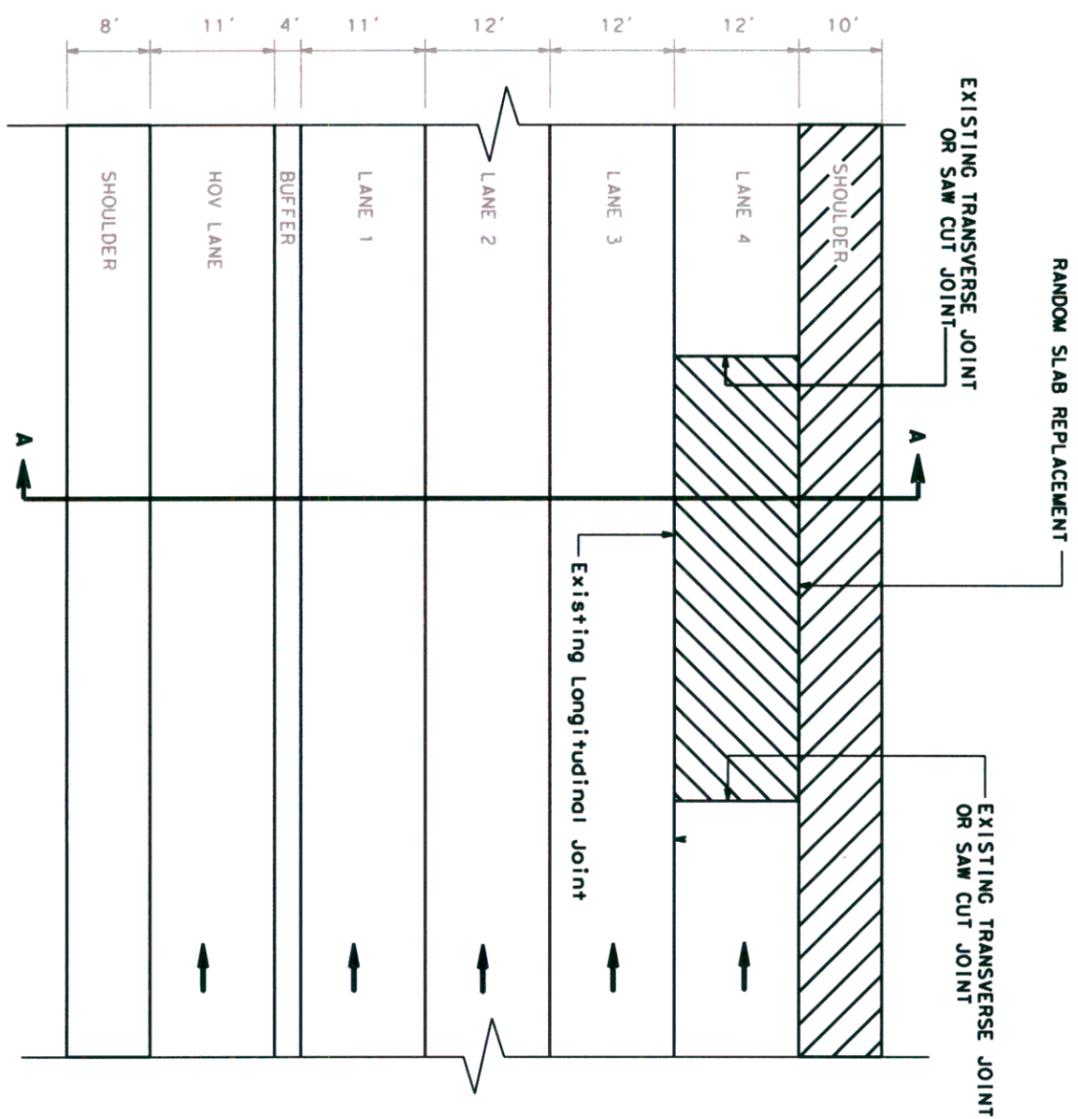
CONTRACT NO. _____

LEGEND

REPLACE PCC SLAB

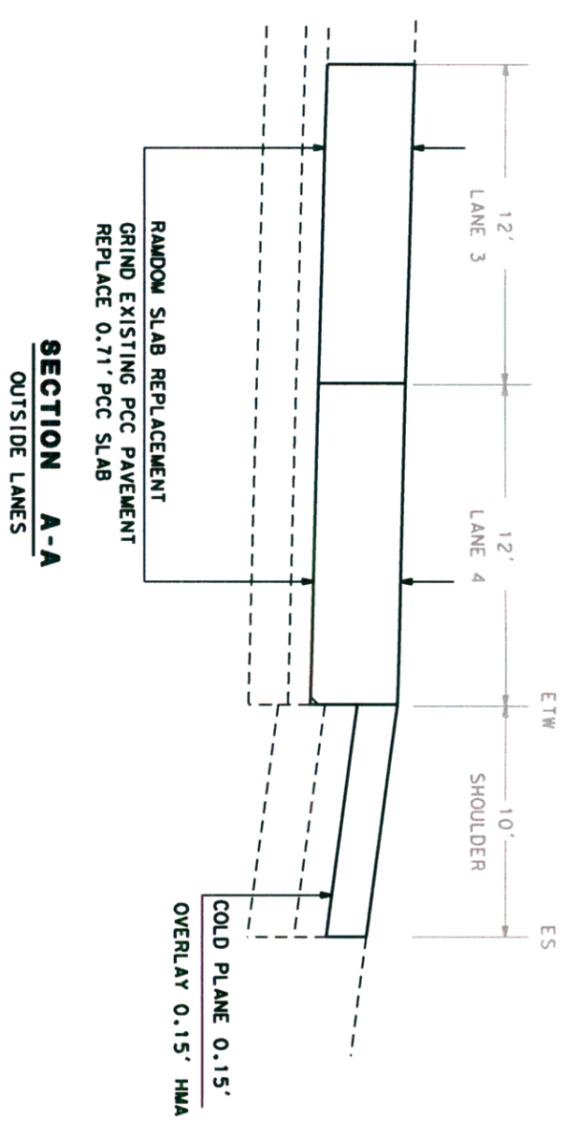
COLD PLANE AND OVERLAY SHOULDERS

DIRECTION OF TRAVEL

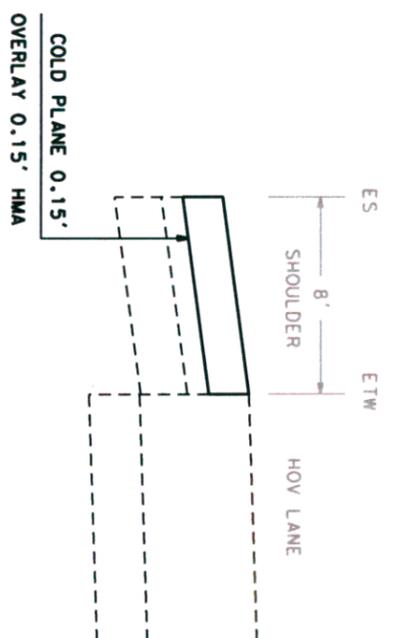


TYPICAL PLAN
 DETAIL FOR REPLACING PAVEMENT

FROM SAN BERNARDINO COUNTY LINE (SBD PM R0.0) TO EUCLID AVE (SBD PM R4.6)
 FROM COUNTRY VILLAGE RD OC (Riv PM R3.0) TO Riv PM R6.9



SECTION A-A
 OUTSIDE LANES



SECTION A-A
 INSIDE SHOULDER

FROM SBD PM R0.0 TO SBD PM R4.6

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTALS NO. SHEETS
08	Riv, SBD	60	Riv-R0.0/12.2 SBD-R0.0/R9.96	1 4

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

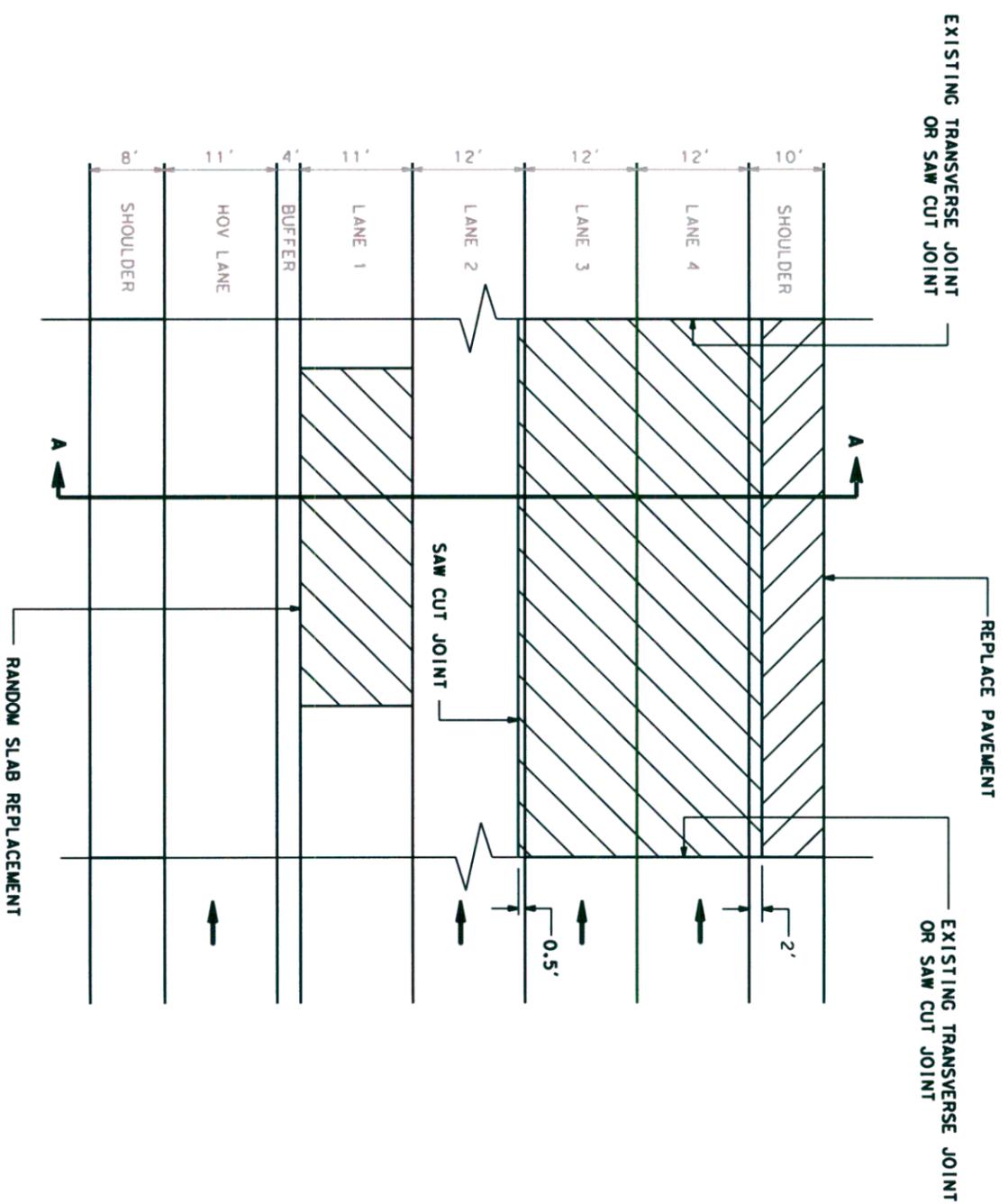
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CONSTRUCTION DETAILS
 NO SCALE

construction detail.dgn 9/8/2011 1:37:36 PM

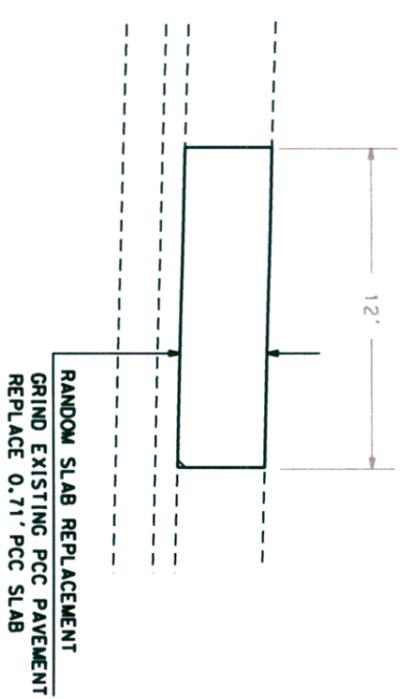
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION 	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY		
	PLANNING M MAESTAS	CHECKED BY	DATE REVISED		

- LEGEND**
- REPLACE PAVEMENT
 - COLD PLANE AND OVERLAY SHOULDERS
 - DIRECTION OF TRAVEL

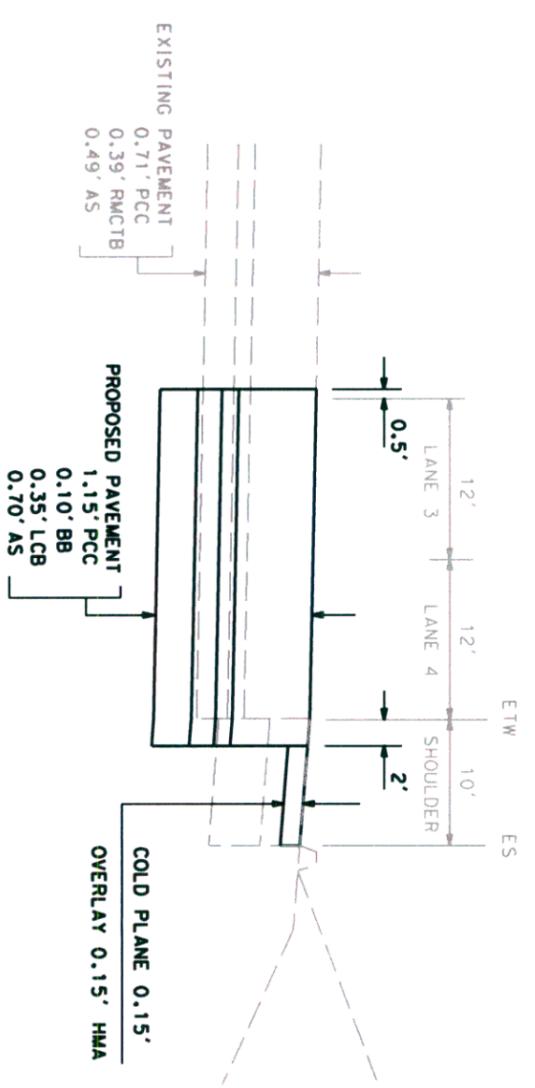


FROM EUCLID AVE (SBD PM R4.6) TO SAN BERNARDINO COUNTY LINE (SBD PM R9.96)
 FROM RIVERSIDE COUNTY LINE (Riv PM R0.0) TO COUNTRY VILLAGE RD OC (Riv PM R3.0)

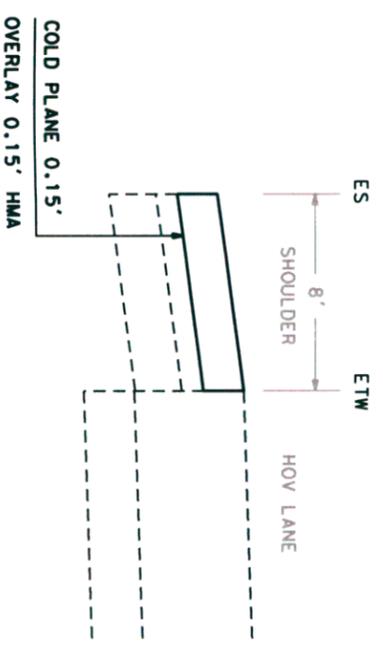
TYPICAL PLAN
 DETAIL FOR REPLACING PAVEMENT



SECTION A-A
 INSIDE LANES



SECTION A-A



SECTION A-A
 INSIDE SHOULDER

FROM SBD PM R4.6 TO SBD PM R9.96
 FROM Riv PM R0.0 TO Riv PM R0.5

CONSTRUCTION DETAILS
 NO SCALE

Dist	COUNTY	ROUTE	POST MILES	SHEET TOTAL
08	Riv, SBD	60	Riv-R0.0/12.2 SBD-R0.0/R9.96	2 / 4

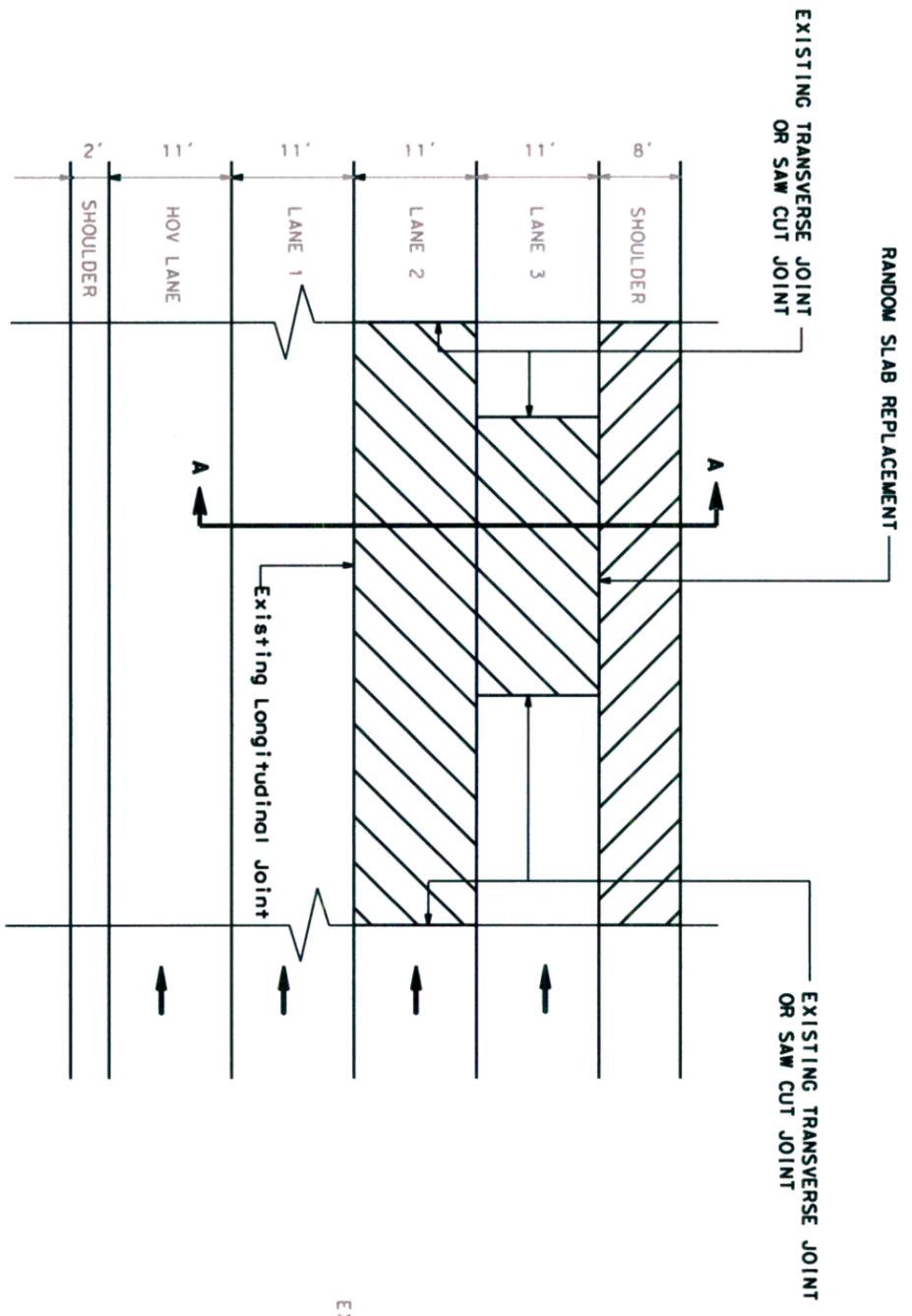
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED IN THIS PLAN SHEET.

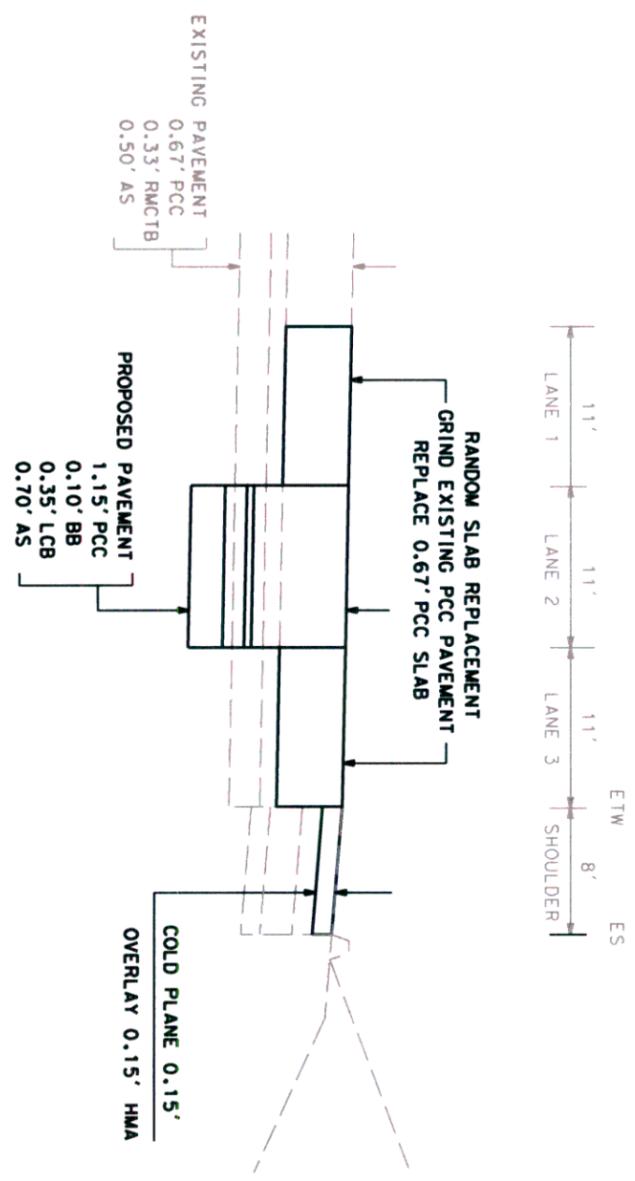
Construction detail.dgn 9/12/2011 9:51:49 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY		
PLANNING	M MAESTAS	CHECKED BY	DATE REVISED		

- LEGEND**
-  REPLACE PAVEMENT
 -  COLD PLANE AND OVERLAY SHOULDERS
- ➔ DIRECTION OF TRAVEL



TYPICAL PLAN
 DETAIL FOR REPLACING PAVEMENT
 FROM Riv PM R6.9 TO JUNCTION 60/91/215 Riv PM 12.2



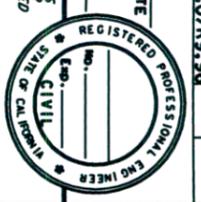
SECTION A-A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL
08	Riv, SBD	60	Riv-RO.0/12.2 SBD-RO.0/R9.96	3 4

REGISTERED CIVIL ENGINEER DATE

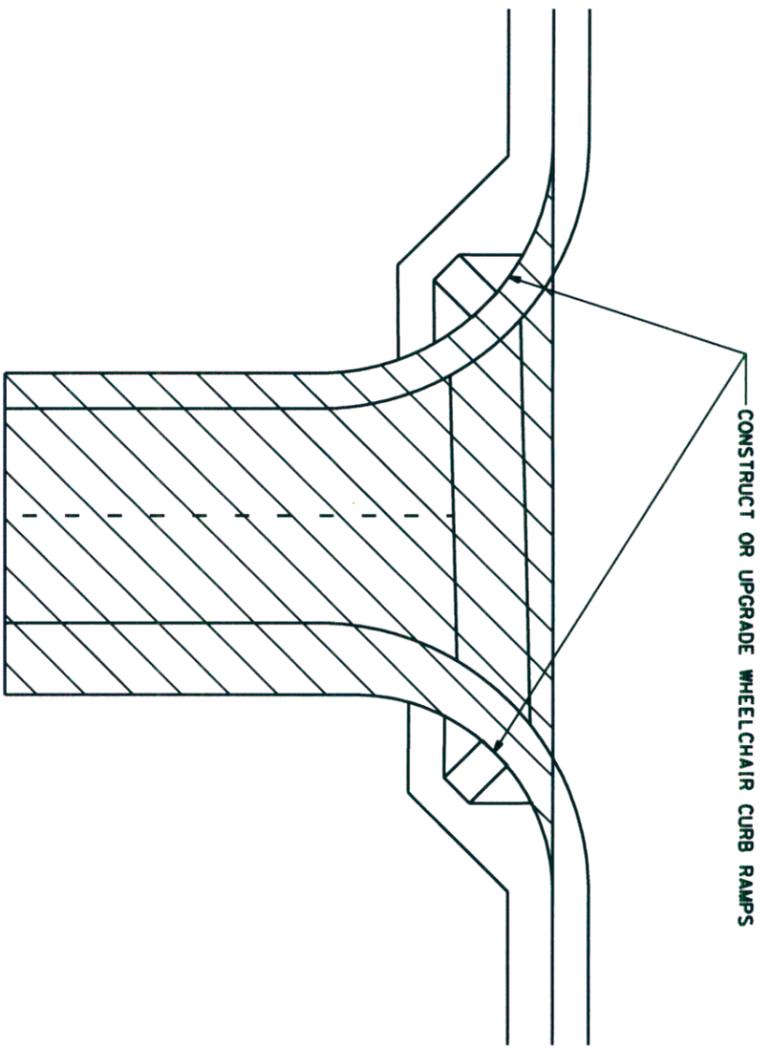
PLANS APPROVAL DATE

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

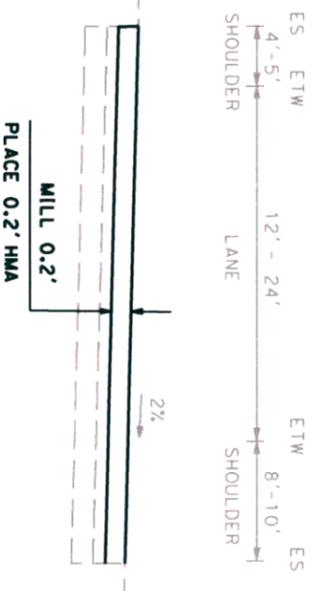


CONSTRUCTION DETAILS
 NO SCALE

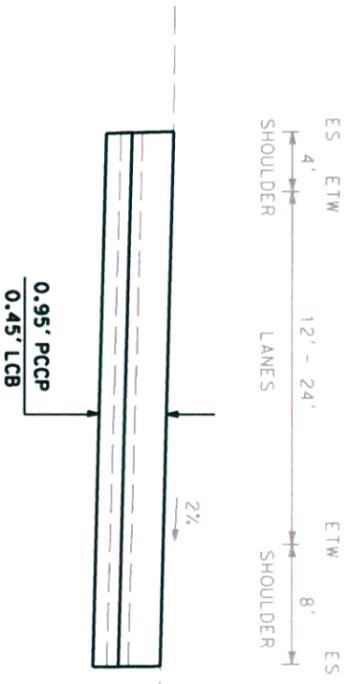
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY		
Caltrans PLANNING	M MAESTAS	CHECKED BY	DATE REVISED		



TYPICAL PLAN
RAMPS



TYPICAL CROSS SECTION
ENTRANCE - AND EXIT-RAMPS, CONNECTORS



TYPICAL CROSS SECTION
EXIT-RAMP TERMINI

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv, Sbd	60	Riv-RO.0/12.2 Sbd-RO.0/R9.96	4	4

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

CONSTRUCTION DETAILS
NO SCALE

Attachment B

Pavement Condition Survey Inventory

Collection Date: 11 : AM
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8 County RIV Route 060

District 8
 County RIV
 Route 060
 Begin PM R 0.000

Begin PM - End PM	Length	LaneMi. (Est)	Type	AADT (,000)	MSL	Fauling	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect	Alligator Cracking		Rutting, Bleeding		Slab Cracking		
													A %	B %	C (Y/N)?	1st %	3rd %	Corner %	
R 0.000 - R 0.015	0.015	0.090	MLD	193	1														
L1 B									9 133	0		N/A - Bridge							
L2 B									5 121	0		N/A - Bridge							
L3 B									26 176	0		N/A - Bridge							
L4 B									11 138	0		N/A - Bridge							
L5 B									30 188	0		N/A - Bridge							
R1 B									5 116	0		N/A - Bridge							
R2 B									5 116	0		N/A - Bridge							
R3 B									21 164	0		N/A - Bridge							
R4 B									18 156	0		N/A - Bridge							
R5 B									34 199	0		N/A - Bridge							
R 0.015 - R 0.985	0.970	7.760	MLD	193	1														
L1 R									9 132	98		GOOD CONDITION							
L2 R									7 128	98		GOOD CONDITION							
L3 R									29 186	98		GOOD CONDITION							
L4 R									16 151	98		GOOD CONDITION							
L5 R									23 170	7		THIRD ST. CRKNG							
R1 R									5 122	98		GOOD CONDITION							
R2 R									5 116	98		GOOD CONDITION							
R3 R									23 168	98		GOOD CONDITION							
R4 R									18 157	98		GOOD CONDITION							
R5 R									18 157	7		THIRD ST. CRKNG							
R 0.985 - R 1.000	0.015	0.105	MLD	158	1														
L1 B									10 134	0		N/A - Bridge							
L2 B									5 114	0		N/A - Bridge							
L3 B									46 228	0		N/A - Bridge							
L4 B									24 171	0		N/A - Bridge							
L5 B									16 150	0		N/A - Bridge							
R5 B									N/A	0		N/A - Bridge							

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 03/07/2009
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM R 1,000

District 8 County RIV Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Routing, Bleeding	Type	Slab Cracking			Fauling	Patching		Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %		Area %	Poor Cond.?				
R 1.000	L5	B	0.008			0.056	MLD	158									N/A - Bridge
	R1	B															N/A - Bridge
	R2	B															N/A - Bridge
	R3	B															N/A - Bridge
	R4	B															N/A - Bridge
	R5	B															N/A - Bridge
R 1.008	L1	R	0.788			5.516	MLD	158									GOOD CONDITION
	L2	R															GOOD CONDITION
	L3	R															GOOD CONDITION
	L4	R															GOOD CONDITION
	L5	R							45	11	7						THIRD ST. CRKNG
	R1	R															GOOD CONDITION
	R2	R															GOOD CONDITION
	R3	R															GOOD CONDITION
	R4	R															GOOD CONDITION
	R5	R															THIRD ST. CRKNG
R 1.796	L5	B	0.091			0.546	MLD	128									N/A - Bridge
	R1	B															N/A - Bridge
	R2	B															N/A - Bridge
	R3	B															N/A - Bridge
	R4	B															N/A - Bridge
	R5	B															N/A - Bridge
R 1.887	L1	R	0.106			0.636	MLD	128									GOOD CONDITION
	L2	R															GOOD CONDITION
	L3	R															GOOD CONDITION
	L4	R															GOOD CONDITION
	L5	R							45	11	7						THIRD ST. CRKNG
	R1	R															GOOD CONDITION

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 11 : AM
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8 County RIV Route 060

District 8
 County RIV
 Route 060
 Begin PM R 1.887

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Routing, Bleeding	Type	Slab Cracking			Fauling	Patching Area % Poor Cond?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %						
R 1.993 - R 2.000							MLD	139	1							
	L1	B										19	159	0		N/A - Bridge
	L2	B										18	157	0		N/A - Bridge
	L3	B										27	179	0		N/A - Bridge
	L4	B										28	183	0		N/A - Bridge
	L5	B										28	182	0		N/A - Bridge
	R1	B										10	135	0		N/A - Bridge
	R2	B										10	134	0		N/A - Bridge
	R3	B										18	157	0		N/A - Bridge
	R4	B										18	156	0		N/A - Bridge
	R5	B										20	161	0		N/A - Bridge
R 2.000 - R 2.025							MLD	139	1							
	L5	B											N/A	0		N/A - Bridge
	R5	B											N/A	0		N/A - Bridge
R 2.025 - R 2.634							MLD	139	1							
	L1	R											5	118	98	GOOD CONDITION
	L2	R											5	114	98	GOOD CONDITION
	L3	R											21	164	98	GOOD CONDITION
	L4	R											28	183	98	GOOD CONDITION
	L5	R											21	165	7	THIRD ST. CRKNG
	R1	R											5	104	98	GOOD CONDITION
	R2	R											5	113	98	GOOD CONDITION
	R3	R											14	146	98	GOOD CONDITION
	R4	R											21	163	98	GOOD CONDITION
	R5	R											15	149	7	THIRD ST. CRKNG

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 03/07/2009
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM R 2.634

District 8 County RIV Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Routing, Bleeding	Type (Est.)	Slab Cracking			Fauling	Patching Area % Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %						
R 2.634	L5	B	-R	2.658	0.024	0.144	MLD	139	1	1		N/A	0		N/A - Bridge	
	R5	B										N/A	0		N/A - Bridge	
R 2.658	L1	R	-R	3.000	0.342	2.052	MLD	139	1	1		5	107	98	GOOD CONDITION	
	L2	R										5	111	98	GOOD CONDITION	
	L3	R										9	132	98	GOOD CONDITION	
	L4	R										13	142	98	GOOD CONDITION	
	L5	R										15	148	7	THIRD ST. CRKNG	
	R1	R										5	101	98	GOOD CONDITION	
	R2	R										6	124	98	GOOD CONDITION	
	R3	R										6	125	98	GOOD CONDITION	
	R4	R										10	136	98	GOOD CONDITION	
	R5	R										9	133	7	THIRD ST. CRKNG	
R 3.000	L1	R	-R	3.752	0.752	4.512	MLD	139	1	1		5	97	98	GOOD CONDITION	
	L2	R										5	109	98	GOOD CONDITION	
	L3	R										10	134	98	GOOD CONDITION	
	L4	R										25	173	98	GOOD CONDITION	
	L5	R										12	139	31	SLAB CRACKING	
	R1	R										5	95	98	GOOD CONDITION	
	R2	R										5	122	98	GOOD CONDITION	
	R3	R										14	145	98	GOOD CONDITION	
	R4	R										14	146	98	GOOD CONDITION	
	R5	R										13	142	31	SLAB CRACKING	
R 3.752	L1	B	-R	3.778	0.026	0.156	MLD	123	1	1		5	112	0	N/A - Bridge	
	L2	B										9	132	0	N/A - Bridge	
	L3	B										17	153	0	N/A - Bridge	
	L4	B										14	146	0	N/A - Bridge	
	L5	B										17	154	0	N/A - Bridge	
	R5	B												0	N/A - Bridge	

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: / / : : AM
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order
 District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM R 3.778

District 8 County RIV Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Routing, Bleeding	Slab Cracking			Fauling Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?		1st %	3rd %	Corner %						
R 3.778 - R 4.000			0.222			1.332	MLD	123	1						
L1 R	R											5	99	98	GOOD CONDITION
L2 R	R											5	109	98	GOOD CONDITION
L3 R	R											13	142	98	GOOD CONDITION
L4 R	R											8	131	98	GOOD CONDITION
L5 R	R											16	150	31	SLAB CRACKING
R1 R	R											5	90	98	GOOD CONDITION
R2 R	R											5	106	98	GOOD CONDITION
R3 R	R											14	145	98	GOOD CONDITION
R4 R	R											17	153	98	GOOD CONDITION
R5 R	R											23	170	31	SLAB CRACKING
R 4.000 - R 5.000			1.000			6.000	MLD	124	1						
L1 R	R											11	137	98	GOOD CONDITION
L2 R	R											12	140	98	GOOD CONDITION
L3 R	R											10	136	98	GOOD CONDITION
L4 R	R											18	156	98	GOOD CONDITION
L5 R	R											12	140	7	THIRD ST. CRKNG
R1 R	R											5	104	98	GOOD CONDITION
R2 R	R											5	112	98	GOOD CONDITION
R3 R	R											10	135	98	GOOD CONDITION
R4 R	R											12	139	98	GOOD CONDITION
R5 R	R											7	128	7	THIRD ST. CRKNG
R 5.000 - R 5.575			0.575			3.450	MLD	124	1						
L1 R	R											5	121	98	GOOD CONDITION
L2 R	R											13	143	98	GOOD CONDITION
L3 R	R											15	147	98	GOOD CONDITION
L4 R	R											20	160	98	GOOD CONDITION
L5 R	R											17	154	31	SLAB CRACKING
R1 R	R											5	103	98	GOOD CONDITION
R2 R	R											5	118	98	GOOD CONDITION
R3 R	R											12	140	98	GOOD CONDITION
R4 R	R											18	156	98	GOOD CONDITION

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Collection Date: 02/10/2009
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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM R 5,000

District 8 County RIV Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Routing, Bleeding	Lane Mi. (Est.)	Type	Slab Cracking			Fauling	Patching		Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?				1st %	3rd %	Corner %		Area %	Poor Cond.?				
R 5.575 - R 5.611	L5 B		0.036			0.216	MLD	122	1					17	152	7		THIRD ST. CRKNG
R 5 B																		N/A - Bridge
R 5 B																		N/A - Bridge
R 5.611 - R 6.000	L1 R		0.389			2.334	MLD	122	1					5	116	98		GOOD CONDITION
	L2 R													5	111	98		GOOD CONDITION
	L3 R													10	135	98		GOOD CONDITION
	L4 R													10	135	98		GOOD CONDITION
	L5 R													5	120	31		SLAB CRACKING
	R1 R													5	101	98		GOOD CONDITION
	R2 R													8	129	98		GOOD CONDITION
	R3 R													8	129	98		GOOD CONDITION
	R4 R													5	118	98		GOOD CONDITION
	R5 R													5	111	7		THIRD ST. CRKNG
R 6.000 - R 6.041	L5 R		0.041			0.246	MLD	122	1						N/A	31		SLAB CRACKING
	R1 R													5	115	98		GOOD CONDITION
	R2 R													6	125	98		GOOD CONDITION
	R3 R													9	133	98		GOOD CONDITION
	R4 R													13	144	98		GOOD CONDITION
	R5 R													5	120	7		THIRD ST. CRKNG
R 6.041 - R 6.308	L1 R		0.267			1.602	MLD	122	1					5	121	98		GOOD CONDITION
	L2 R													17	153	98		GOOD CONDITION
	L3 R													16	151	98		GOOD CONDITION
	L4 R													15	147	98		GOOD CONDITION
	L5 R													5	111	31		SLAB CRACKING
	R1 R													5	122	98		GOOD CONDITION
	R2 R													13	144	98		GOOD CONDITION
	R3 R													15	149	98		GOOD CONDITION
	R4 R													23	169	98		GOOD CONDITION

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM R 6.041

District 8 County RIV Route 060

Begin PM - End PM	Length	LaneMi. (Est)	Type	AADT (,000)	MSL	Fauling	Patching		Ride, IRI	Priority	Skid	Defect
							Area %	Poor Cond.?				
Lane Surface Type	Alligator Cracking A %	Cracking B %	Routing, Bleeding C (Y/N)?	Slab Cracking 1st % 3rd % Corner %								
R 6.308	- R 6.336	0.028	0.168	MLD	122	1			28 183	7		THIRD ST. CRKNG
L5	B								N/A	0		N/A - Bridge
R1	B								20 161	0		N/A - Bridge
R2	B								25 175	0		N/A - Bridge
R3	B								20 162	0		N/A - Bridge
R4	B								21 165	0		N/A - Bridge
R5	B								30 187	0		N/A - Bridge
R 6.336	- R 6.932	0.596	3.576	MLD	122	1			5 106	98		GOOD CONDITION
L1	R								5 120	98		GOOD CONDITION
L2	R								16 151	98		GOOD CONDITION
L3	R								21 163	98		GOOD CONDITION
L4	R								13 142	31		SLAB CRACKING
L5	R								5 109	98		GOOD CONDITION
R1	R								13 144	98		GOOD CONDITION
R2	R								18 156	98		GOOD CONDITION
R3	R								22 166	98		GOOD CONDITION
R4	R								17 154	7		THIRD ST. CRKNG
R5	R											
7.207	- 7.275	0.068	0.408	MLD	122	1			12 139	98		GOOD CONDITION
L1	R								44 223	5		RIDE
L2	R								33 195	98		GOOD CONDITION
L3	R								46 230	5		RIDE
L4	R								15 147	31		SLAB CRACKING
L5	R								N/A	7		THIRD ST. CRKNG
R5	R											
7.275	- 7.316	0.041	0.246	MLD	122	1			N/A	31		SLAB CRACKING
L5	R								5 94	98		GOOD CONDITION
R1	R								17 154	98		GOOD CONDITION
R2	R								39 210	98		GOOD CONDITION
R3	R								57 259	5		GOOD CONDITION
R4	R											RIDE

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 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM 7.275

District 8 County RIV Route 060

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AA DT	MSL	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
				(,000)								
Lane Surface Type	Alligator Cracking A % B % C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st % 3rd % Corner %									
7.316 - 7.533	0.217	1.302	MLD	122	1				62 271	5		RIDE
L1 R									21 165	98		GOOD CONDITION
L2 R									31 189	98		GOOD CONDITION
L3 R									36 204	98		GOOD CONDITION
L4 R			4	3	1				46 229	5		RIDE
L5 R									27 179	98		GOOD CONDITION
R1 R									5 116	98		GOOD CONDITION
R2 R									22 166	98		GOOD CONDITION
R3 R									46 228	5		RIDE
R4 R			19	4	3				55 253	5		RIDE
7.533 - 7.552	0.019	0.076	MLD	128	1				17 153	0		N/A - Bridge
L1 B									26 178	0		N/A - Bridge
L2 B									36 203	0		N/A - Bridge
L3 B									44 224	0		N/A - Bridge
L4 B									N/A	0		N/A - Bridge
R4 B												
7.552 - 7.931	0.379	1.516	MLD	128	1				5 121	98		GOOD CONDITION
L1 R									37 205	98		GOOD CONDITION
L2 R									51 243	5		RIDE
L3 R									36 203	31		SLAB CRACKING
L4 R			4	3	1				5 112	98		GOOD CONDITION
R1 R									38 208	98		GOOD CONDITION
R2 R									47 231	5		RIDE
R3 R									33 194	31		SLAB CRACKING
R4 R												
7.931 - 7.975	0.044	0.176	MLD	128	1				N/A	0		N/A - Bridge
L4 B									N/A	0		N/A - Bridge
R4 B												

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM 7.975

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Routing, Bleeding	Type	Slab Cracking (,000)			Fauling Area %	Patching Area %	Ride, IRI	Priority	Skid	Defect
			Alligator Cracking A %	B %	C (Y/N)?				1st %	3rd %	Corner %						
7.975 - 8.000	L4 R		0.025			0.100		MLD	4	3	1			N/A	31		SLAB CRACKING
	R1 R								5	120				98			GOOD CONDITION
	R2 R								27	180				98			GOOD CONDITION
	R3 R								61	269				5			RIDE
	R4 R							19	4	3				31			SLAB CRACKING
8.000 - 8.393	L1 R		0.393			1.572		MLD						7	127	98	GOOD CONDITION
	L2 R								46	230				5			RIDE
	L3 R								44	225				5			RIDE
	L4 R							1	1	0				33			UNSEALED CRACKS OR
	R1 R								8	129				98			GOOD CONDITION
	R2 R								34	198				98			GOOD CONDITION
	R3 R								48	234				5			RIDE
	R4 R							12	2	1				31			SLAB CRACKING
8.393 - 8.406	L1 B		0.013			0.052		MLD						8	129	0	N/A - Bridge
	L2 B								41	217				0			N/A - Bridge
	L3 B								60	267				0			N/A - Bridge
	L4 B								37	205				0			N/A - Bridge
	R4 B													0			N/A - Bridge
8.406 - 9.000	L1 R		0.594			2.376		MLD						6	125	98	GOOD CONDITION
	L2 R								34	198				98			GOOD CONDITION
	L3 R								42	218				5			RIDE
	L4 R							1	1	0				33			UNSEALED CRACKS OR
	R1 R								14	145				98			GOOD CONDITION
	R2 R								31	190				98			GOOD CONDITION
	R3 R								44	223				5			RIDE
	R4 R							12	2	1				31			SLAB CRACKING

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 California Department of Transportation. Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8 County RIV Route 060

District 8
 County RIV
 Route 060
 Begin PM 9,000

Begin PM - End PM	Lane	Surface Type	Length			Lane Mi. (Est.)	Type	Slab Cracking (,000)			Fauling Area %	Patching Area %	Ride, IRI	Priority	Skid	Defect
			Alligator Cracking A %	B %	C (Y/N)?			1st %	3rd %	Corner %						
9,000	L1 R	-	10,000	1,000	4,000	MLD	130	130	1			5 122	98		GOOD CONDITION	
	L2 R											35 201	98		GOOD CONDITION	
	L3 R											42 218	5		RIDE	
	L4 R						4	0	0			23 169	33		UNSEALED CRACKS OR	
	R1 R											9 133	98		GOOD CONDITION	
	R2 R											26 177	98		GOOD CONDITION	
	R3 R											41 216	5		RIDE	
	R4 R						11	0	1			23 168	32		SLAB CRACKING	
10,000	L1 R	-	10,505	0,505	2,020	MLD	130	130	1			14 145	98		GOOD CONDITION	
	L2 R											33 194	98		GOOD CONDITION	
	L3 R											47 233	5		RIDE	
	L4 R						4	0	0			32 193	33		UNSEALED CRACKS OR	
	R1 R											6 125	98		GOOD CONDITION	
	R2 R											39 212	98		GOOD CONDITION	
	R3 R											37 206	98		GOOD CONDITION	
	R4 R						14	1	1			21 164	31		SLAB CRACKING	
10,505	L1 B	-	10,704	0,199	0,796	MLD	130	130	1			18 156	0		N/A - Bridge	
	L2 B											28 181	0		N/A - Bridge	
	L3 B											17 153	0		N/A - Bridge	
	L4 B											N/A	0		N/A - Bridge	
	R1 B											5 119	0		N/A - Bridge	
	R2 B											9 133	0		N/A - Bridge	
	R3 B											9 133	0		N/A - Bridge	
	R4 B											13 142	0		N/A - Bridge	
10,704	L1 R	-	11,000	0,296	1,184	MLD	130	130	1			11 137	98		GOOD CONDITION	
	L2 R											32 192	98		GOOD CONDITION	
	L3 R											54 250	5		RIDE	
	L4 R						4	0	0			13 142	33		UNSEALED CRACKS OR	

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 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 11 : AM
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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, RIV, Rte 060, PM 0 - 12.2

District 8
 County RIV
 Route 060
 Begin PM 12.000

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Type	Slab Cracking			Faulting	Patching Area % Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %						
District 8 County RIV Route 060																
12.000	-	12.189	0.189			1.134	MLD	140	1							
L1	R												34	197	98	GOOD CONDITION
L2	R												47	232	5	RIDE
L3	R							24	9	8			34	199	7	THIRD ST. CRKNG
L4	R												36	204	98	GOOD CONDITION
R1	R												34	197	98	GOOD CONDITION
R2	R												47	233	5	RIDE
R3	R									48	4	2	62	270	5	RIDE
R4	R												35	201	98	GOOD CONDITION
12.189	-	12.212	0.023			0.138	MLD	140	1							
L3	B													N/A	0	N/A - Bridge
R1	B												38	207	0	N/A - Bridge
R2	B												5	105	0	N/A - Bridge
R3	B												22	166	0	N/A - Bridge
R4	B												6	125	0	N/A - Bridge
R 12.064	-	R 12.199	0.135			0.540	MLD	136	1							
L1	F-DG		8	44									44	133	7	HIGH ABC
L2	F-DG		3	4									29	183	9	PAT, LOW ABC
L3	F-DG												14	123	98	GOOD CONDITION
R1	F-DG												15	127	98	GOOD CONDITION
R2	F-DG		0	0									17	135	33	MISC. UNSEALED CRACKS
R3	F-DG		0	11									39	221	9	MOD ABC
R 12.199	-	R 12.212	0.013			0.052	MLD	136	1							
L1	F-DG		8	44									44	N/A	7	HIGH ABC
L2	F-DG		3	4									36	N/A	9	PAT, LOW ABC
R2	B													N/A	0	N/A - Bridge
R3	B													N/A	0	N/A - Bridge

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 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 0.000

District 8 County SBD Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Rating, Bleeding	Type (Est.)	Slab Cracking			Fauling	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %							
R 0.000 - R 0.058	L1	R	0.058			0.348	MLD	225	1				10	134	98		GOOD CONDITION
	L2	R											10	134	98		GOOD CONDITION
	L3	R											5	99	98		GOOD CONDITION
	L4	R											5	102	98		GOOD CONDITION
	L5	R							12	1	2		5	122	31		SLAB CRACKING
	R1	R											15	148	98		GOOD CONDITION
	R2	R											31	191	98		GOOD CONDITION
	R3	R											11	137	98		GOOD CONDITION
	R4	R											33	195	98		GOOD CONDITION
	R5	R							8	2	10		25	174	31		SLAB CRACKING
R 0.058 - R 0.061	L5	R	0.061			0.003	0.018	MLD	224	1			N/A	N/A	31		SLAB CRACKING
	R5	B											N/A	N/A	0		N/A - Bridge
R 0.061 - R 0.099	L1	B	0.099			0.038	0.228	MLD	224	1			9	132	0		N/A - Bridge
	L2	B											25	175	0		N/A - Bridge
	L3	B											8	131	0		N/A - Bridge
	L4	B											21	163	0		N/A - Bridge
	L5	B											20	161	0		N/A - Bridge
	R5	B											N/A	N/A	0		N/A - Bridge
R 0.099 - R 0.103	L5	B	0.103			0.004	0.024	MLD	224	1			N/A	N/A	0		N/A - Bridge
	R1	R											12	141	98		GOOD CONDITION
	R2	R											16	151	98		GOOD CONDITION
	R3	R											5	89	98		GOOD CONDITION
	R4	R											5	99	98		GOOD CONDITION
	R5	R							8	2	10		5	111	31		SLAB CRACKING
R 0.103 - R 0.287	L1	R	0.287			0.184	1.104	MLD	224	1			12	140	98		GOOD CONDITION
	L2	R											9	133	98		GOOD CONDITION
	L3	R											5	94	98		GOOD CONDITION

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Collection Date: / / : : AM
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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 0.103

District 8 County SBD Route 060

Begin PM - End PM	Length	LaneMi. (Est.)	Type	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
				AADT (,000)	MSL	1st %		3rd %	Corner %				
Lane	Surface Type	Alligator Cracking	Routing, Bleeding										
R 0.287 - R 0.290	0.003	0.018	MLD	224	1	2	1			N/A	31		SLAB CRACKING
L5 R					12	1	2			N/A			
R5 B										N/A	0		N/A - Bridge
R 0.290 - R 0.319	0.029	0.174	MLD	224	1					N/A	0		N/A - Bridge
L5 B										N/A			
R1 B										8	131	0	N/A - Bridge
R2 B										8	129	0	N/A - Bridge
R3 B										5	93	0	N/A - Bridge
R4 B										5	100	0	N/A - Bridge
R5 B										5	114	0	N/A - Bridge
R 0.319 - R 0.323	0.004	0.024	MLD	224	1					N/A	0		N/A - Bridge
L5 B										N/A			
R5 R					8	2	10			N/A	31		SLAB CRACKING
R 0.323 - R 0.392	0.069	0.414	MLD	224	1					N/A	0		N/A - Bridge
L1 R										7	127	98	GOOD CONDITION
L2 R										8	131	98	GOOD CONDITION
L3 R										5	107	98	GOOD CONDITION
L4 R										15	147	98	GOOD CONDITION
L5 R										20	161	31	SLAB CRACKING
R5 R					8	2	10			N/A	31		SLAB CRACKING
R 0.392 - R 0.400	0.008	0.048	MLD	224	1					N/A	0		N/A - Bridge
L5 B										N/A			
R5 R					8	2	10			N/A	31		SLAB CRACKING

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 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8 County SBD Route 060

District 8
 County SBD
 Route 060
 Begin PM R 0.400

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AAADT (.000)	MSL	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
Lane	Surface Type	Alligator Cracking A % B % C (Y/N)?	Rating, Bleeding	Slab Cracking 1st % 3rd % Corner %								
R 0.400	- R 0.426	0.026	0.156	MLD	224	1			N/A	0		N/A - Bridge
L5	B								N/A	0		N/A - Bridge
R1	B								7 126	0		N/A - Bridge
R2	B								5 115	0		N/A - Bridge
R3	B								5 119	0		N/A - Bridge
R4	B								6 125	0		N/A - Bridge
R5	B								18 156	0		N/A - Bridge
R 0.426	- R 0.434	0.008	0.048	MLD	224	1			N/A	31		SLAB CRACKING
L5	R								N/A	0		N/A - Bridge
R5	B								N/A	0		N/A - Bridge
R 0.434	- R 1.000	0.566	3.396	MLD	224	1			5 122	98		GOOD CONDITION
L1	R								12 141	98		GOOD CONDITION
L2	R								5 61	98		GOOD CONDITION
L3	R								5 69	98		GOOD CONDITION
L4	R								5 65	31		SLAB CRACKING
L5	R								5 113	98		GOOD CONDITION
R1	R								5 118	98		GOOD CONDITION
R2	R								5 54	98		GOOD CONDITION
R3	R								5 68	98		GOOD CONDITION
R4	R								5 70	31		SLAB CRACKING
R5	R											
R 1.000	- R 2.000	1.000	6.000	MLD	226	1			10 135	98		GOOD CONDITION
L1	R								11 137	98		GOOD CONDITION
L2	R								5 61	98		GOOD CONDITION
L3	R								5 76	98		GOOD CONDITION
L4	R								5 66	31		SLAB CRACKING
L5	R								5 118	98		GOOD CONDITION
R1	R								5 121	98		GOOD CONDITION
R2	R								5 63	98		GOOD CONDITION
R3	R								5 69	98		GOOD CONDITION
R4	R								5 71	32		SLAB CRACKING
R5	R											

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 11 : AM
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 3.631

District 8 County SBD Route 060

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AAADT (,000)	MSL	Faulting	Patching Area % Poor Cond.?	Ride, IRI	Priority	Skid	Defect
Lane	Surface Type	Alligator Cracking A % B % C (Y/N)?	Rating, Bleeding	Slab Cracking 1st % 3rd % Corner %							
R 4.000	- R 4.103	0.103	0.618	MLD	225	1					
L1 R	R							15 148	98		GOOD CONDITION
L2 R	R							17 153	98		GOOD CONDITION
L3 R	R							5 90	98		GOOD CONDITION
L4 R	R							5 109	98		GOOD CONDITION
L5 R	R			19	9	3		5 123	7		THIRD ST. CRKNG
R1 R	R							7 128	98		GOOD CONDITION
R2 R	R							10 135	98		GOOD CONDITION
R3 R	R							5 116	98		GOOD CONDITION
R4 R	R							5 120	98		GOOD CONDITION
R5 R	R			25	7	4		12 139	7		THIRD ST. CRKNG
R 4.103	- R 4.130	0.027	0.162	MLD	225	1					
L5 B	B							N/A	0		N/A - Bridge
R5 B	B							N/A	0		N/A - Bridge
R 4.130	- R 4.557	0.427	2.562	MLD	225	1					
L1 R	R							14 145	98		GOOD CONDITION
L2 R	R							15 148	98		GOOD CONDITION
L3 R	R							5 66	98		GOOD CONDITION
L4 R	R							5 76	98		GOOD CONDITION
L5 R	R			19	9	3		5 68	7		THIRD ST. CRKNG
R1 R	R							10 136	98		GOOD CONDITION
R2 R	R							17 152	98		GOOD CONDITION
R3 R	R							5 64	98		GOOD CONDITION
R4 R	R							5 65	98		GOOD CONDITION
R5 R	R			25	7	4		5 76	7		THIRD ST. CRKNG

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 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 02/10/2009
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order
 District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 4.557

District 8 County SBD Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Rating, Bleeding	Type	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %		Area %	Poor Cond.?				
R 4.557 - R 4.603	L5 B		0.046			0.276	MLD	227		1				N/A	0		N/A - Bridge
	R1 B													10	136	0	N/A - Bridge
	R2 B													14	146	0	N/A - Bridge
	R3 B													5	104	0	N/A - Bridge
	R4 B													14	145	0	N/A - Bridge
	R5 B													8	130	0	N/A - Bridge
R 4.603 - R 5.000	L1 R		0.397			2.382	MLD	227		1				14	145	98	GOOD CONDITION
	L2 R													12	139	98	GOOD CONDITION
	L3 R													5	57	98	GOOD CONDITION
	L4 R													5	68	98	GOOD CONDITION
	L5 R						19	9	3					5	95	7	THIRD ST. CRKNG
	R1 R													9	132	98	GOOD CONDITION
	R2 R													9	132	98	GOOD CONDITION
	R3 R													5	55	98	GOOD CONDITION
	R4 R													5	97	98	GOOD CONDITION
	R5 R						25	7	4					5	98	7	THIRD ST. CRKNG
R 5.000 - R 5.106	L1 R		0.106			0.636	MLD	227		1				20	162	98	GOOD CONDITION
	L2 R													30	187	98	GOOD CONDITION
	L3 R													5	102	98	GOOD CONDITION
	L4 R													5	114	98	GOOD CONDITION
	L5 R						44	21	11					14	145	7	THIRD ST. CRKNG
	R1 R													10	134	98	GOOD CONDITION
	R2 R													11	137	98	GOOD CONDITION
	R3 R													5	92	98	GOOD CONDITION
	R4 R													5	116	98	GOOD CONDITION
	R5 R						45	17	4					5	107	7	THIRD ST. CRKNG

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 5.106

District 8 County SBD Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Rating, Bleeding	Type (Est.)	Slab Cracking			Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %						
R 5.106	L5	B	-	R 5.126	0.020	0.120	MLD	227	1				N/A	0		N/A - Bridge
	R5	B											N/A	0		N/A - Bridge
R 5.126	L1	R	-	R 5.855	0.729	4.374	MLD	227	1				10	136	98	GOOD CONDITION
	L2	R											14	146	98	GOOD CONDITION
	L3	R											5	58	98	GOOD CONDITION
	L4	R											5	61	98	GOOD CONDITION
	L5	R											5	85	7	THIRD ST. CRKNG
	R1	R											8	130	98	GOOD CONDITION
	R2	R											13	142	98	GOOD CONDITION
	R3	R											5	66	98	GOOD CONDITION
	R4	R											5	66	98	GOOD CONDITION
	R5	R											5	83	7	THIRD ST. CRKNG
R 5.855	L1	B	-	R 5.877	0.022	0.132	MLD	222	1				13	142	0	N/A - Bridge
	L2	B											22	167	0	N/A - Bridge
	L3	B											5	92	0	N/A - Bridge
	L4	B											5	101	0	N/A - Bridge
	L5	B											5	101	0	N/A - Bridge
	R1	B											5	110	0	N/A - Bridge
	R2	B											9	132	0	N/A - Bridge
	R3	B											5	89	0	N/A - Bridge
	R4	B											5	106	0	N/A - Bridge
	R5	B											6	124	0	N/A - Bridge
R 5.877	L1	R	-	R 6.000	0.123	0.738	MLD	222	1				5	117	98	GOOD CONDITION
	L2	R											5	116	98	GOOD CONDITION
	L3	R											5	67	98	GOOD CONDITION
	L4	R											5	57	98	GOOD CONDITION
	L5	R											44	21	11	THIRD ST. CRKNG
	R1	R											7	128	98	GOOD CONDITION

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 5.877

District 8 County SBD Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			LaneMi. (Est.)	Type	Slab Cracking			Fauling Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %						
R 6.000 - R 6.856			0.856			5.136	MLD	222	1							
L1 R	R												12	141	98	GOOD CONDITION
L2 R	R												12	141	98	GOOD CONDITION
L3 R	R												5	71	98	GOOD CONDITION
L4 R	R												5	95	98	GOOD CONDITION
L5 R	R												5	108	7	THIRD ST.CRKNG
R1 R	R												8	129	98	GOOD CONDITION
R2 R	R												9	133	98	GOOD CONDITION
R3 R	R												5	68	98	GOOD CONDITION
R4 R	R												5	96	98	GOOD CONDITION
R5 R	R												5	94	7	THIRD ST.CRKNG
R 6.856 - R 6.877			0.021			0.126	MLD	223	1							
L1 B	B												9	132	0	N/A - Bridge
L2 B	B												18	155	0	N/A - Bridge
L3 B	B												5	110	0	N/A - Bridge
L4 B	B												10	134	0	N/A - Bridge
L5 B	B												10	135	0	N/A - Bridge
R1 B	B												13	143	0	N/A - Bridge
R2 B	B												20	160	0	N/A - Bridge
R3 B	B												5	102	0	N/A - Bridge
R4 B	B												12	141	0	N/A - Bridge
R5 B	B												8	130	0	N/A - Bridge
R 6.877 - R 7.000			0.123			0.738	MLD	223	1							
L1 R	R												12	139	98	GOOD CONDITION
L2 R	R												13	142	98	GOOD CONDITION
L3 R	R												5	66	98	GOOD CONDITION
L4 R	R												5	68	98	GOOD CONDITION
L5 R	R												40	9	2	THIRD ST.CRKNG

*Surface type of 'EB' is Enhanced Binder.
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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 6.877

Begin PM - End PM	Length	LaneMi. (Est.)	Type	Slab Cracking		Faulting	Patching		Ride, IRI	Priority	Skid	Defect
				1st %	3rd %		Area %	Poor Cond.?				
District 8 County SBD Route 060												
R 7.000	- R 7.522	0.522	3.132	MLD	223	1			13 142	98		GOOD CONDITION
L1	R								13 143	98		GOOD CONDITION
L2	R								5 77	98		GOOD CONDITION
L3	R								5 73	98		GOOD CONDITION
L4	R								5 103	31		SLAB CRACKING
L5	R								7 128	98		GOOD CONDITION
R1	R								8 129	98		GOOD CONDITION
R2	R								5 67	98		GOOD CONDITION
R3	R								5 62	98		GOOD CONDITION
R4	R								5 79	31		SLAB CRACKING
R5	R											
R 7.522	- R 7.527	0.005	0.030	MLD	223	1			N/A	31		SLAB CRACKING
L5	R								N/A	0		N/A - Bridge
R5	B								N/A	0		N/A - Bridge
R 7.527	- R 7.567	0.040	0.240	MLD	223	1			N/A	0		N/A - Bridge
L5	B								15 147	0		N/A - Bridge
R1	B								15 149	0		N/A - Bridge
R2	B								5 99	0		N/A - Bridge
R3	B								5 123	0		N/A - Bridge
R4	B								5 118	0		N/A - Bridge
R5	B											
R 7.567	- R 7.572	0.005	0.030	MLD	223	1			N/A	0		N/A - Bridge
L5	B								N/A	31		SLAB CRACKING
R5	R											

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Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8
 County SBD
 Route 060
 Begin PM R 7.572

District 8 County SBD Route 060

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Routing, Bleeding	Lanemi. (Est.)	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?			1st %	3rd %	Corner %		Area %	Poor Cond.?				
R 7.572 - R 7.873	L1 R	R	0.301			1.806	MLD	223		1			6	124	98		GOOD CONDITION
	L2 R	R											10	134	98		GOOD CONDITION
	L3 R	R											5	81	98		GOOD CONDITION
	L4 R	R											5	93	98		GOOD CONDITION
	L5 R	R											5	114	31		SLAB CRACKING
	R1 R	R											5	116	98		GOOD CONDITION
	R2 R	R											10	134	98		GOOD CONDITION
	R3 R	R											5	74	98		GOOD CONDITION
	R4 R	R											5	92	98		GOOD CONDITION
	R5 R	R											5	95	31		SLAB CRACKING
R 7.873 - R 7.901	L5 B	B	0.028			0.168	MLD	215		1					N/A		N/A - Bridge
	R5 B	B													N/A		N/A - Bridge
R 7.901 - R 8.000	L1 R	R	0.099			0.594	MLD	215		1			16	151	98		GOOD CONDITION
	L2 R	R											14	145	98		GOOD CONDITION
	L3 R	R											5	82	98		GOOD CONDITION
	L4 R	R											5	122	98		GOOD CONDITION
	L5 R	R											5	100	31		SLAB CRACKING
	R1 R	R											5	119	98		GOOD CONDITION
	R2 R	R											5	97	98		GOOD CONDITION
	R3 R	R											5	86	98		GOOD CONDITION
	R4 R	R											5	117	98		GOOD CONDITION
	R5 R	R											8	130	31		SLAB CRACKING
R 8.000 - R 8.370	L1 R	R	0.370			2.590	MLD	215		1			15	148	98		GOOD CONDITION
	L2 R	R											18	156	98		GOOD CONDITION
	L3 R	R											5	76	98		GOOD CONDITION
	L4 R	R											5	116	98		GOOD CONDITION
	L5 R	R											5	115	31		SLAB CRACKING
	R1 R	R											5	106	98		GOOD CONDITION

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Collection Date: 11 : AM
 Printed: 08/25/2011

**Caltrans Maintenance Program
 2008 Pavement Condition Survey Inventory
 Caltrans Drive Order**

District 8, SBD, Rte 060, PM 0 - 10

District 8 County SBD Route 060

District 8
 County SBD
 Route 060
 Begin PM R 8,000

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Type	Slab Cracking			Fauling	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			Alligator Cracking A %	B %	C (Y/N)?			1st %	3rd %	Corner %							
R 8,370	R2 R	R	0.014	0.098	MLD	215	1						5 116	98		GOOD CONDITION	
	R3 R	R											5 71	98		GOOD CONDITION	
	R4 R	R											5 88	98		GOOD CONDITION	
	R5 R	R											5 103	32		SLAB CRACKING	
R 8,384	L5 B	B	0.616	4.312	MLD	215	1						N/A	0		N/A - Bridge	
	R5 B	B											N/A	0		N/A - Bridge	
R 9,000	L1 R	R	0.943	8.487	MLD	206	1						19 158	98		GOOD CONDITION	
	L2 R	R											15 149	98		GOOD CONDITION	
	L3 R	R											5 80	98		GOOD CONDITION	
	L4 R	R											5 65	98		GOOD CONDITION	
	L5 R	R											5 78	31		SLAB CRACKING	
	R1 R	R											5 113	98		GOOD CONDITION	
	R2 R	R											5 114	98		GOOD CONDITION	
	R3 R	R											5 71	98		GOOD CONDITION	
	R4 R	R											5 81	98		GOOD CONDITION	
	R5 R	R											5 92	31		SLAB CRACKING	

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Collection Date: 02/10/2009
 Printed: 08/25/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 8, SBD, Rte 060, PM 0 - 10

District 8 County SBD Route 060

District 8
 County SBD
 Route 060
 Begin PM R 9,943

Begin PM - End PM	Length	LaneMi. (Est.)	Type	ADDT (,000)	MSL	Faulting	Patching Area % Poor Cond.?	Ride: IRI	Priority	Skid	Defect
Lane Surface	Alligator Cracking	Rutting, Bleeding	Slab Cracking	1st %	3rd %	Corner %					
A %	B %	C (Y/N)?									
R 9,943	- R 9,958	0.015	0.090	MLD	206	1		N/A	0		N/A - Bridge
L5	B							N/A			N/A - Bridge
R5	B							N/A	0		N/A - Bridge

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 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Attachment C

Preliminary Environmental Analysis Report
(PEAR)

PID Environmental Checklist Form

EA 08-0Q750K

Project #: 08-000020457

Project Title:	<p>State Route 60 (SR-60) Pavement Rehabilitation Project (EA 0Q750K) 08-SBd-60 – PM 0.0/9.96 08-Riv-60 – PM 0.0/12.2 <u>Project Number: 08-0002-0457</u></p>
Lead agency name and address:	<p>Caltrans District 8, 464 W. 4th Street, San Bernardino, CA 92401</p>
Contact person and phone number:	<p>Mohammad Mollazadeh – Project Manager Chung Luu, Project Engineer Kurt Heidelberg, Senior Environmental Planner (909) 388-7028</p>
Project Location:	<p>It is proposed to rehabilitate the existing Portland Cement Concrete Pavement (PCCP) on the mainline, rehabilitate the Asphalt Concrete pavement on the exit and entrance ramps, connectors and upgrade ADA curb ramps at ramp terminals on State Route 60 from the Los Angeles County Line to JCT 60/91/215 (SBd-PM R0.0/9.96 & Riv-PM R0.0/12.2) in various cities, in San Bernardino and Riverside Counties.</p>
Surrounding Land Uses and Settings:	<p>State Route 60 (SR-60) in District 8 begins at the Los Angeles/San Bernardino County Line in the City of Chino and ends at its junction with interstate 10 in the city of Beaumont. SR-60, an east-west corridor, is a major gateway route into the larger urbanized areas of Southern California. It also serves the commercial centers of Los Angeles, Orange, Riverside, and San Bernardino counties, including the Ontario International Airport. The entire Route is included in the National Network for Federal Surface Transportation Assistance Act (STAA) for Oversized Trucks.</p>
General plan description:	<p align="center">N/A – Within CT RW All work will be performed within Caltrans’s right of way (R/W).</p>
Zoning:	<p align="center">N/A - Within CT RW All work will be performed within Caltrans’s right of way (R/W).</p>

<p>Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)</p>	<p><u>Phase 1:</u></p> <p>Replace slabs on two outside lanes from County Line (SBd-PM R 0.0) Ave./Route 83 (SBd-PM R 4.6) and from Country Village Road OC (Riv-P to Riv-PM R 6.9 (between Pyrite Street and Valley Way).</p> <p><u>Phase 2</u></p> <p>Replace pavement on two outside lanes and slabs in other lanes from Euclid Ave./Route 83 (SBd-PM R 4.6) to San Bernardino/Riverside County Line (SBd-PM R 9.96/Riv-PM R 0.0) and from Riv-PM R 0.0 to Country Village Road OC (Riv-PM R 3.0).</p> <p><u>Phase 3</u></p> <p>Replace pavement on middle lane and slabs in other lanes as required from Riv-PM R 6.9 (between Pyrite Street and Valley Way) to JCT 60/91/215 (Riv-PM R 12.2).</p>
<p>Attachments:</p>	<p><input type="checkbox"/> Regional map (topographic)</p> <p><input type="checkbox"/> Project location map</p> <p><input type="checkbox"/> Project footprint map (existing/proposed right of way)</p> <p><input type="checkbox"/> Engineering drawings (existing and proposed cross sections), if available</p>

Possible Environmental Constraints during Construction

Yes	No	Yes	No	Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

Based on this preliminary review the overall project will not have a significant impact on the environment and further studies may include ADL and Air Quality surveys to ensure this project meets CEQA and NEPA determinations with the least amount of impacts with acceptable mitigation.

Attached is a breakdown of resource requirements estimate for Environmental Planning, totaling hours. The current anticipated Environmental Document type is a CE/CE (6004).

Signature:	Date: 8/30/11
Printed Name: Kurt Heidelberg	

08 Environmental Planning Workshop Estimates

EA: 00760

PM: Mohammed Moltazadeh

DATE: 8/30/11

8

WBS	08.104	08.105	08.106,172	08.170	08.177	08.178	08.180	08.202	Total
	Env't GAUC NEPA Demographic	Bio Studies Permits	Generalist	Env't Project Region	Design Region Bldg	Cultural Studies	Env't Conat Managment	Env't Eng	
100	35	0	15	38	0	0	0	0	88
130	0	9	0	0	2	0	0	48	59
140	0	12	20	0	6	0	0	18	54
160	0	40	43	14	30	53	6	38	285
170	0	34	3	4	2	0	0	0	43
175	0	0	0	2	2	0	0	0	4
180	0	20	17	2	2	0	0	24	65
185	0	0	9	0	0	0	0	0	9
188	0	0	0	4	6	0	0	0	10
200	0	0	0	0	6	0	0	0	6
205	0	2	10	0	7	0	0	0	17
225	0	0	0	0	0	0	0	0	0
230	0	0	10	0	4	0	0	0	14
235	0	0	0	0	0	0	0	18	18
245	0	0	0	0	0	0	0	0	0
255	0	0	10	0	2	5	0	16	23
260	0	0	5	0	2	4	0	0	11
270	0	0	10	0	6	0	43	0	59
285	0	0	0	0	0	0	0	0	0
290	0	0	0	0	0	0	0	0	0
295	0	0	5	0	0	0	0	0	5
Total	45	144	145	64	40	63	21	150	715

Attachment D

Initial Site Assessment (ISA) Checklist

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

DATE: 8/29/11

PROJECT INFORMATION

District	08	County	SBd	Route	50	Post Mile	0.0/9.96	EA	0Q750
			RIV		60		0.0/12.2	PN	08-0002-0457

Description of **Pavement Rehabilitation** Work: _____

Project Engineer	<u>Chinh Pham/Chung Luu</u>	Telephone	<u>909-383-6488</u>
Environmental Coordinator	<u>Kurt Heidelberg</u>	Telephone	<u>909-388-7028</u>

DATE ISA NEEDED ASAP

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

1. Project Features: New R/W? NO Excavation? NO Railroad Involvement? NO
Structure Demolition/Modification? NO Utility Relocation? NO
2. Project Setting: Rural - _____ Urban - _____
Current Land Uses: _____
Adjacent Land Uses: _____
(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 R. Roa Date _____

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

Other comments and/or observations: _____
If needed, include in the PS&E package SSP's for traffic stripe removal

ISA DETERMINATION:

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

ISA CONDUCTED BY: Rosanna Roa DATE: 8/29/11
 ROSANNA ROA, ENV. ENG. MS-834
 DISTRICT 08 HAZARDOUS WASTE COORDINATOR
 (909) 383-5917

Attachment E

Right of Way Data Sheet

Right of Way Workplan Breakdown:

Date Prepared 25-Aug-11

EA: 0Q750 CAPM Segment C

Date of Data Sheet: 8/25/2011

Utility Portion of DS Total \$40,000

Project Coordinator: SUSAN R. ESPARZA

R/W Data Sheet Total \$40,000

Project Manager: GREG RAMIREZ

08.400- WBS Description	WBS 10.1 RW Codes	Hours Needed	Hours if	OVERSIGHT HOURS	
PROJECT MANAGEMENT - PID COMPONENT	0.100.05	1		100.05	1
PROJECT MANAGEMENT - PA & ED	0.100.10	1		100.10	1
PROJECT MANAGEMENT - PS&E	0.100.15	1		100.15	1
PROJECT MANAGEMENT - CONSTRUCTION	0.100.20	1		100.20	1
PROJECT MANAGEMENT - RIGHT OF WAY	0.100.25	104		100.25	104
INITIAL ALTERNATIVES DEVELOPMENT	1.150.10	78		150.10	0
ALTERNATIVES ANALYSIS	1.150.15	39		150.15	0
APPROVED PID [PSR PSSR ETC]	1.150.25	13		150.25	0
ENGINEERING STUDIES	2.160.10	71		160.10	4
DRAFT PROJECT REPORT	2.160.15	71		160.15	4
ENVIRONMENTAL STUDY REQUEST [ESR]	2.160.30	36		160.30	2
GENERAL ENVIRONMENTAL STUDIES	2.165.10	118		165.10	6
DRAFT ENVIRONMENTAL DOCUMENT	2.165.25	118		165.25	6
RAILROAD AGREEMENTS	2.170.15	0		170.15	0
PUBLIC HEARING	2.175.10	0		175.10	0
FINAL PROJECT REPORT	2.180.05	6		180.05	0
FINAL ENVIRONMENTAL DOCUMENT	2.180.10	6		180.10	0
UPDATED PROJECT INFORMATION	3.185.05	85		185.05	4
ENGINEERING REPORTS	3.185.20	19		185.20	1
RIGHT OF WAY REQUIREMENTS MAPS	3.185.25	85		185.25	4
PROPERTY MANAGEMENT	4.195.40	0		195.40	0
EXCESS LAND	4.195.45	0		195.45	0
APPROVED UTILITY RELOCATION PLAN	4.200.15	53		200.15	3
UTILITY RELOCATION PACKAGE	4.200.20	178		200.20	9
UTILITY RELOCATION MANAGEMENT	4.200.25	89		200.25	4
UTILITY CLOSE OUT	4.200.30	36		200.30	2
RAILROAD AGREEMENTS	3.205.15	3		205.15	0
PARCEL AND PROJECT DOCUMENTATION	4.225.50	16		225.50	16
RIGHT OF WAY APPRAISALS	4.225.60	0		225.60	0
RIGHT OF WAY ACQUISITION	4.225.65	0		225.65	0
RIGHT OF WAY RELOCATION ASSISTANCE	4.225.70	22		225.70	0
RIGHT OF WAY CLEARANCE	4.225.75	0		225.75	0
RIGHT OF WAY CONDEMNATION	4.225.80	0		225.80	0
DRAFT SPECIFICATIONS	3.230.35	30		230.35	1
UPDATED PROJECT INFORMATION FOR PS&E PACKAGE	3.230.60	30		230.60	1
ENVIRONMENTAL MITIGATION	3.235.05	0		235.05	0
DETAILED SITE INVESTIGATION FOR HAZARDOUS WASTE	3.235.10	0		235.10	0
PARCEL AND PROJECT DOCUMENTATION	4.245.50	25		245.50	25
RIGHT OF WAY APPRAISALS	4.245.60	0		245.60	0
RIGHT OF WAY ACQUISITION	4.245.65	0		245.65	0
RIGHT OF WAY RELOCATION ASSISTANCE	4.245.70	0		245.70	0
RIGHT OF WAY CLEARANCE	4.245.75	0		245.75	0
RIGHT OF WAY CONDEMNATION	4.245.80	0		245.80	0
CIRCULATED & REVIEWED DRAFT DISTRICT PS&E PACKAGE	3.255.05	1		255.05	0
UPDATED PS&E PACKAGE	3.255.10	2		255.10	0
RIGHT OF WAY CERTIFICATION DOCUMENT	3.255.65	6		255.65	0
UPGRADED/UPDATED RIGHT OF WAY CERTIFICATION DOCUMENT	3.255.75	3		255.75	0
CONSTRUCTION ENGINEERING WORK	5.270.20	0		270.20	0
FUNTIONAL SUPPORT	5.285.10	0		285.10	0
TECHNICAL SUPPORT	5.290.35	0		290.35	0
Total Hours		1346	PY 0.76	202	0.11
RW Support Cost= Total hours x \$68 per hour		\$91,552	For Informational Purpose Only	\$14,913	

To: GREG RAMIREZ

From: SUSAN R. ESPARZA
R/W Project Delivery

Subject: Current Estimated Right of Way Costs

We have completed an updated ROW data sheet for estimate of the right of way costs for the above-referenced project based on maps we received from you June 15, 2011 and the following assumptions and limiting conditions:

- 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 2. The transportation facilities have not been sufficiently designed so that the estimator could determine the damages to any of the remainder parcels affected by the project.
- 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- 4. We have determined there are no right of way functional involvement in the proposed project at this time, as designed.

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

*TOTAL PROJECT HOURS FOR R/W: 1346

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

Attachments:

- Right of Way Data Sheet
- Utility Information Sheet
- Railroad Information Sheet

EVNT RW	8/31
COST RW1-6	8/31
TEXT TI	8/31
SCAN	8/31
CLASS	---
AGRE	---
TPRC	---

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	\$ 0.00
B. Acquisition of Offsite Mitigation. None Requested.	\$ 0.00
C. Utility Relocation (State share)	\$ 40,000.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 0.00
G. Project Permit Fees	\$ 0.00
H. Condemnation Costs	\$ 0.00
I. Total R/W Estimate:	\$ 40,000.00
J. Construction Contract Work	\$ 0.00

1a. Real Property Services:

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

2. Anticipated Pypscan Date of Right of Way Certification 10/2014

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	RR Involvement	No
X _____	_____	U4-1 <u>3</u>	C&M Agrmt	<u>0</u>
A _____	_____	-2 _____	Svc Contract	<u>0</u>
B _____	_____	-3 <u>4</u>	OE Clearances	<u>1</u>
C _____	_____	-4 _____	Clauses	<u>1</u>
D _____	_____	U5-7 <u>2</u>	LIC/ROE	<u>No</u>
E <u>xxxx</u>	_____	-8 _____	Government Lands	<u>0</u>
F <u>xxxx</u>	_____	-9 <u>7</u>	Number of Parcels	<u>0</u>
			Misc. R/W Work	<u>0</u>
			RAP Displ	<u>0</u>
			Clear/Demo	<u>0</u>
			Const Permits	<u>0</u>
			Condemnation	<u>0</u>
			Permits to Enter-ENV	<u>0</u>
Total	<u>0</u>			

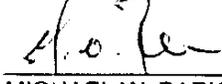
Areas: Right of Way: S.F. 0
 Excess: S.F. 0
 No. Excess Land Parcels: 0

4. Are there major items of construction contract work?
Yes ___ No X (If yes, explain.)
5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.). **No right of way required.** X
- Type and Number of Parcels:
- | | |
|-----------|----------|
| Fee | <u>0</u> |
| Partial | <u>0</u> |
| Full | <u>0</u> |
| Easements | <u>0</u> |
| Temporary | <u>0</u> |
| Permanent | <u>0</u> |
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 (If "Yes," attach Utility Information Sheet, Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
 Longitudinal policy conflict(s)
 Environmental concerns impacting acquisition of potential easements
 Power lines operating in excess of 50 KV and substations
(See attached Exhibit 4-EX-5 for explanation.)
8. Are railroad facilities or rights of way affected? Yes ___ No X
(If yes, attach Railroad Information Sheet, Exhibit 4-EX-6.)
9. Were any previously unidentified sites with hazardous waste and/or material found? Yes ___ None Evident X (If yes, attach memorandum per Procedural Handbook Chapter 4, Section 4.01.10.00.)
10. Are RAP displacements required? Yes ___ No X (If yes, provide the following information.)
- | | | | |
|----------------------|-----|---------------------------|-----|
| No. of single family | ___ | No. of business/nonprofit | ___ |
| No. of multi-family | ___ | No. of farms | ___ |
- Based on Draft/Final Relocation Impact Statement/Study dated _____, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.
11. Are there material borrow and/or disposal sites required?
Yes ___ No X (If yes, explain.)
12. Are there potential relinquishments and/or abandonments?
Yes ___ No X (If yes, explain.)
13. Are there existing and/or potential Airspace sites?
Yes ___ No X (If yes, explain.)
14. Indicate the anticipated Right of Way schedule and lead time requirements
(Discuss if District proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipate

PYPSCAN lead time (from Maps to R/W to project certification) 6 months.

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

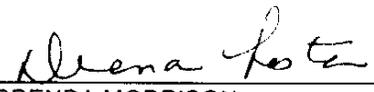
Evaluations prepared by:

Right of Way:	Name <u></u> LAWRENCE KELLY	Date <u>8/24/11</u>
Railroad:	Name <u></u> BETTY BOBOSIK	Date <u>8/24/11</u>
Utilities:	Name <u></u> MICHAEL W. PARKER	Date <u>8/24/11</u>
Government Lands:	Name <u></u> ANTHONY RIZZI	Date <u>8/24/11</u>
Property Management:	Name <u></u> JACKIE WILLIAMS	Date <u>8-24-11</u>

Reviewed By


SUSAN R. ESPARZA
Senior Right of Way Agent
Project Coordination & Local Programs
District 8, San Bernardino

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.


BRENDA MORRISON
Project Delivery Manager
District 8, Right of Way

Date 8-30-11

cc: Program Manager
Project Manager

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:
Southern Ca. Edison, Verizon, Southern California Gas, Time Warner Cable, City of Chino Hills, City of Chino, Inland Empire Utilities Agency, Monte Vista Water District, Nextg Networks, City of Ontario, City of Pomona, Amec Geomatrix Inc., Time Warner Telecom, ATT Dist., Sunesys, Jurupa Community Services, Verizon Business, Charter Communications, Metro. Water Dist., Rubidoux Community Services, Santa Ana Watershed, Riverside Electric, Riverside Water, Western Municipal Water, Mpower comm., Terradex Inc. (monitoring wells).

2. Types of facilities and agreements required:
Underground: electric, telephone, fiber optic, water, gas, sewer, cable
Overhead: electric, telephone, cable TV, fiber optic

Notices to Owners and Utility Agreements will be required. Replacement easements may be required.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? **NONE**
Disposition of longitudinal encroachment(s):
 Relocation required Exception to policy needed Other. Explain.

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).
The Division of Planning has requested a data sheet for the following: Replace slabs and grind PCC pavement where required from County Line to Euclid Ave. and from Country Village Road to Riv PM 6.9. Also included will be the rehabilitation of all curb ramps, within the project limits, to meet ADA requirements. The Design Team has not identified which ramps will need to be modified so an accurate estimate as to the cost of utility relocations cannot be determined. Once Design provides a better idea of conflicting utilities this estimate can be updated to provide more accurate estimate.

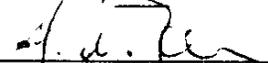
If the project scope should change to require a utility search, then Design must provide the Right of Way Utility Coordinator (UC) with geometric base maps and a written request for utility verification (see Design Task D282 (220.D). The UC will then contact all appropriate Utility Owners (UO) for verifications and corrections. The UC will then provide Design with the updated information and/ or UO as-builts and Design will then prepare accurate utility location maps or U-Sheets. Design will then determine all utility conflicts that require positive location and/or relocation (see Design Task D283 220.D).

Estimated cost to relocate those utilities that conflict with ADA requirements: \$ 40,000

5. PMCS Input Information
Total estimated cost of State's obligation for utility relocation on this project:
(Phase 9 funding) \$ 40,000.00

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

Utility Involvement	
U4-1	<u>3</u>
-2	<u> </u>
-3	<u>4</u>
-4	<u> </u>
U5-7	<u>2</u>
-8	<u> </u>
-9	<u>7</u>

Prepared By: 
MICHAEL W. PARKER
Right of Way Utility Estimator

Date: 8/24/11

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
SBD-60: UPRR - Chino Spur OH, BR 54-0743, PM R0.400
UPRR – San Antonio CR & Chino Spur OH, BR 54 – 0741, PM R0.058
RIV-60: UPRR – UPRR/METROLINK – Mira Loma OH, BR 56-0602, PM R1.796
UPRR - Sunnyslope (UPRR) OH, BR 56-0423, PM 7.931
2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes ___ No X (If yes, explain.)
3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring service contracts, or grade separations requiring construction and maintenance agreements involved?

OE Clearance and Section 13.

4. Remarks (non-operating railroad right of way involved?):
Contractor must ensure that no objects or debris fall onto Railroads's tracks or property by installing a protective barrier where necessary.
5. Is Government Lands involved? Yes ___ No X

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

6. PMCS Input Information

RR Involvement	<u>No</u>
C&M Agreement	<u>0</u>
SVC Contract	<u>0</u>
OE Clearances	<u>1</u>
Clauses	<u>1</u>
LIC/RE	<u>0</u>
Government Lands	<u>No</u>
Number parcels	<u>0</u>

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

Date: 8/24/11

Prepared By: Anthony Rizzi
ANTHONY RIZZI
Right of Way Government Lands Coordinator

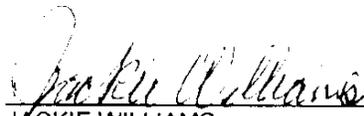
Date: 8/24/11

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

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

TOTAL HOURS (ONLY) _____

Date: 8-24-11


 JACKIE WILLIAMS
 Property Management
 Excess Land

Right of Way Workplan Breakdown:

Date Prepared 25-Aug-11

EA: 0Q7502R Segment A

Date of Data Sheet: 8/25/2011

Utility Portion of DS Total \$90,000

Project Coordinator: SUSAN R. ESPARZA

R/W Data Sheet Total \$90,000

Project Manager: GREG RAMIREZ

08.400- WBS Description	WBS 10.1 RW Codes	Hours Needed	Hours if	OVERSIGHT HOURS
PROJECT MANAGEMENT - PID COMPONENT	0.100.05	1		100.05 1
PROJECT MANAGEMENT - PA & ED	0.100.10	1		100.10 1
PROJECT MANAGEMENT - PS&E	0.100.15	1		100.15 1
PROJECT MANAGEMENT - CONSTRUCTION	0.100.20	1		100.20 1
PROJECT MANAGEMENT RIGHT OF WAY	0.100.25	104		100.25 104
INITIAL ALTERNATIVES DEVELOPMENT	1.150.10	78		150.10 0
ALTERNATIVES ANALYSIS	1.150.15	39		150.15 0
APPROVED PID (PSR PSSR ETC)	1.150.25	13		150.25 0
ENGINEERING STUDIES	2.160.10	71		160.10 4
DRAFT PROJECT REPORT	2.160.15	71		160.15 4
ENVIRONMENTAL STUDY REQUEST (ESR)	2.160.30	36		160.30 2
GENERAL ENVIRONMENTAL STUDIES	2.165.10	118		165.10 6
DRAFT ENVIRONMENTAL DOCUMENT	2.165.25	118		165.25 6
RAILROAD AGREEMENTS	2.170.15	0		170.15 0
PUBLIC HEARING	2.175.10	0		175.10 0
FINAL PROJECT REPORT	2.180.05	6		180.05 0
FINAL ENVIRONMENTAL DOCUMENT	2.180.10	6		180.10 0
UPDATED PROJECT INFORMATION	3.185.05	85		185.05 4
ENGINEERING REPORTS	3.185.20	19		185.20 1
RIGHT OF WAY REQUIREMENTS MAPS	3.185.25	85		185.25 4
PROPERTY MANAGEMENT	4.195.40	0		
EXCESS LAND	4.195.45	0		
APPROVED UTILITY RELOCATION PLAN	4.200.15	53		200.15 3
UTILITY RELOCATION PACKAGE	4.200.20	178		200.20 9
UTILITY RELOCATION MANAGEMENT	4.200.25	89		200.25 4
UTILITY CLOSE OUT	4.200.30	36		200.30 2
RAILROAD AGREEMENTS	3.205.15	3		205.15 0
PARCEL AND PROJECT DOCUMENTATION	4.225.50	16		225.50 16
RIGHT OF WAY APPRAISALS	4.225.60	0		
RIGHT OF WAY ACQUISITION	4.225.65	0		
RIGHT OF WAY RELOCATION ASSISTANCE	4.225.70	22		
RIGHT OF WAY CLEARANCE	4.225.75	0		
RIGHT OF WAY CONDEMNATION	4.225.80	0		
DRAFT SPECIFICATIONS	3.230.35	30		230.35 1
UPDATED PROJECT INFORMATION FOR PS&E PACKAGE	3.230.60	30		230.60 1
ENVIRONMENTAL MITIGATION	3.235.05	0		235.05 0
DETAILED SITE INVESTIGATION FOR HAZARDOUS WASTE	3.235.10	0		235.10 0
PARCEL AND PROJECT DOCUMENTATION	4.245.50	25		245.50 25
RIGHT OF WAY APPRAISALS	4.245.50	0		
RIGHT OF WAY ACQUISITION	4.245.55	0		
RIGHT OF WAY RELOCATION ASSISTANCE	4.245.70	0		
RIGHT OF WAY CLEARANCE	4.245.75	0		
RIGHT OF WAY CONDEMNATION	4.245.80	0		
CIRCULATED & REVIEWED DRAFT DISTRICT PS&E PACKAGE	3.255.05	1		255.05 0
UPDATED PS&E PACKAGE	3.255.10	2		255.10 0
RIGHT OF WAY CERTIFICATION DOCUMENT	3.255.55	6		255.65 0
UPGRADED/UPDATED RIGHT OF WAY CERTIFICATION DOCUMENT	3.255.75	3		255.75 0
CONSTRUCTION ENGINEERING WORK	5.270.20	0		270.20 0
FUNTIONAL SUPPORT	5.285.10	0		285.10 0
TECHNICAL SUPPORT	5.290.35	0		290.35 0
	Total Hours	1346	PY 0.76	202 0.11

RW Support Cost= Total hours x \$68 per hour

For Informational Purpose Only

\$91,552

\$14,913

To: GREG RAMIREZ

From: SUSAN R. ESPARZA
R/W Project Delivery

Subject: Current Estimated Right of Way Costs

We have completed an updated ROW data sheet for estimate of the right of way costs for the above-referenced project based on maps we received from you June 15, 2011 and the following assumptions and limiting conditions:

- 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 2. The transportation facilities have not been sufficiently designed so that the estimator could determine the damages to any of the remainder parcels affected by the project.
- 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- 4. We have determined there are no right of way functional involvement in the proposed project at this time, as designed.

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

*TOTAL PROJECT HOURS FOR R/W: 1346

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

Attachments:

- Right of Way Data Sheet
- Utility Information Sheet
- Railroad Information Sheet

EVNT RW	8/31
COST RW1 - 6	8/31
	8/31
	8/31

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	\$ 0.00
B. Acquisition of Offsite Mitigation. None Requested.	\$ 0.00
C. Utility Relocation (State share)	\$ 90,000.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 0.00
G. Project Permit Fees	\$ 0.00
H. Condemnation Costs	\$ 0.00
I. Total R/W Estimate:	\$ 90,000.00
J. Construction Contract Work	\$ 0.00

1a. Real Property Services:

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

2. Anticipated Pypscan Date of Right of Way Certification 10/2014

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	RR Involvement	No
X _____	_____	U4-1 <u>3</u>	C&M Agrmt	<u>0</u>
A _____	_____	-2 _____	Svc Contract	<u>0</u>
B _____	_____	-3 <u>4</u>	OE Clearances	<u>1</u>
C _____	_____	-4 _____	Clauses	<u>1</u>
D _____	_____	U5-7 <u>2</u>	LIC/ROE	<u>No</u>
E <u>xxxx</u>	_____	-8 _____	Government Lands	<u>0</u>
F <u>xxxx</u>	_____	-9 <u>7</u>	Number of Parcels	<u>0</u>
			Misc. R/W Work	<u>0</u>
			RAP Displ	<u>0</u>
			Clear/Demo	<u>0</u>
			Const Permits	<u>0</u>
			Condemnation	<u>0</u>
			Permits to Enter-ENV	<u>0</u>
Total	<u>0</u>			

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

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

Type and Number of Parcels:

Fee	<u>0</u>
Partial	<u>0</u>
Full	<u>0</u>
Easements	<u>0</u>
Temporary	<u>0</u>
Permanent	<u>0</u>

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 (If "Yes," attach Utility Information Sheet, Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
 Longitudinal policy conflict(s);
 Environmental concerns impacting acquisition of potential easements
 Power lines operating in excess of 50 KV and substations
(See attached Exhibit 4-EX-5 for explanation.)
8. Are railroad facilities or rights of way affected? Yes ___ No X
(If yes, attach Railroad Information Sheet, Exhibit 4-EX-6.)
9. Were any previously unidentified sites with hazardous waste and/or material found? Yes ___ None Evident X (If yes, attach memorandum per Procedural Handbook Chapter 4, Section 4.01.10.00.)
10. Are RAP displacements required? Yes ___ No X (If yes, provide the following information)
- | | |
|----------------------------|---------------------------------|
| No. of single family _____ | No. of business/nonprofit _____ |
| No. of multi-family _____ | No. of farms _____ |
- Based on Draft/Final Relocation Impact Statement/Study dated _____, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.
11. Are there material borrow and/or disposal sites required?
Yes ___ No X (If yes, explain.)
12. Are there potential relinquishments and/or abandonments?
Yes ___ No X (If yes, explain.)
13. Are there existing and/or potential Airspace sites?
Yes ___ No X (If yes, explain.)
14. Indicate the anticipated Right of Way schedule and lead time requirements.
(Discuss if District proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipate

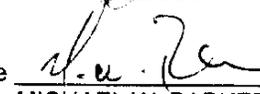
PYPSCAN lead time (from Maps to R/W to project certification) 6 months.

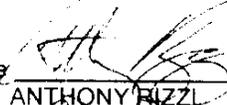
15. Is it anticipated that all Right of Way work will be performed by CALTRANS staff?
Yes X No ___ (If no, discuss.)

Evaluations prepared by:

Right of Way: Name  Date 8/24/11
LAWRENCE KELLY

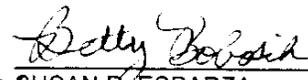
Railroad: Name  Date 8/24/11
BETTY BOBOSIK

Utilities: Name  Date 8/25/11
MICHAEL W. PARKER

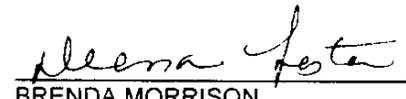
Government Lands: Name  Date 8/24/11
ANTHONY RIZZI

Property Management: Name  Date 8-24-11
JACKIE WILLIAMS

Reviewed By:


SUSAN R. ESPARZA
Senior Right of Way Agent
Project Coordination & Local Programs
District 8, San Bernardino

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.


BRENDA MORRISON
Project Delivery Manager
District 8, Right of Way

Date 8-30-11

cc: Program Manager
Project Manager

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:
Southern Ca. Edison, Verizon, Southern California Gas, Time Warner Cable, City of Chino Hills, City of Chino, Inland Empire Utilities Agency, Monte Vista Water District, Nextg Networks, City of Ontario, City of Pomona, Amec Geomatrix Inc., Time Warner Telecom, ATT Dist., Sunesys, Jurupa Community Services, Verizon Business, Charter Communications, Metro. Water Dist., Rubidoux Community Services, Santa Ana Watershed, Riverside Electric, Riverside Water, Western Municipal Water, Mpower comm., Terradex Inc. (monitoring wells).

2. Types of facilities and agreements required:
Underground: electric, telephone, fiber optic, water, gas, sewer, cable
Overhead: electric, telephone, cable TV, fiber optic

Notices to Owners and Utility Agreements will be required. Replacement easements may be required.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? **NONE**
Disposition of longitudinal encroachment(s):
___ Relocation required. ___ Exception to policy needed. ___ Other Explain.

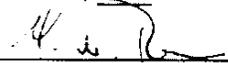
4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).
The Division of Planning has requested a data sheet for the following: Pavement replacement on the two outside lanes of the SR 60 from Euclid Ave. to Riv. Co. line and from Riv. Co. line to Country Village Road OC. Also included will be the rehabilitation of all curb ramps, within the project limits, to meet ADA requirements. The Design Team has not identified which ramps will need to be modified so an accurate estimate as to the cost of utility relocations cannot be determined. Once Design provides a better idea of conflicting utilities this estimate can be updated to provide more accurate estimate.
If the project scope should change to require a utility search, then Design must provide the Right of Way Utility Coordinator (UC) with geometric base maps and a written request for utility verification (see Design Task D282 (220.D)). The UC will then contact all appropriate Utility Owners (UO) for verifications and corrections. The UC will then provide Design with the updated information and/ or UO as-builts and Design will then prepare accurate utility location maps or U-Sheets. Design will then determine all utility conflicts that require positive location and/or relocation (see Design Task D283 220.D).

Estimated cost to relocate those utilities that conflict with ADA requirements: \$ 90,000

5. PMCS Input Information
Total estimated cost of State's obligation for utility relocation on this project:
(Phase 9 funding) \$ 90,000.00

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

Utility Involvement	
U4-1	U5-7
3	2
-2	-8
-3	-9
4	7
-4	

Prepared By: 
MICHAEL W. PARKER
Right of Way Utility Estimator

Date: 8/24/11

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
SBD-60: UPRR - Chino Spur OH, BR 54-0743, PM R0.400
UPRR – San Antonio CR & Chino Spur OH, BR 54 – 0741, PM R0.058
RIV-60: UPRR – UPRR/METROLINK – Mira Loma OH, BR 56-0602, PM R1.796
UPRR - Sunnyslope (UPRR) OH, BR 56-0423, PM 7.931
2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes ___ No X (If yes, explain.)
3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring service contracts, or grade separations requiring construction and maintenance agreements involved?

OE Clearance and Section 13.

4. Remarks (non-operating railroad right of way involved?):
Contractor must ensure that no objects or debris fall onto Railroads's tracks or property by installing a protective barrier where necessary.
5. Is Government Lands involved? Yes ___ No X

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

6. PMCS Input Information

RR Involvement	<u>No</u>
C&M Agreement	<u>0</u>
SVC Contract	<u>0</u>
OE Clearances	<u>1</u>
Clauses	<u>1</u>
LIC/RE	<u>0</u>
Government Lands	<u>No</u>
Number parcels	<u>0</u>

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

Date: 8/24/11

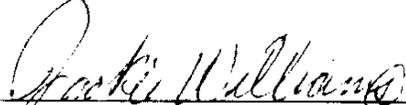
Prepared By: Anthony Rizzi
ANTHONY RIZZI
Right of Way Government Lands Coordinator

Date: 8/24/11

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

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

TOTAL HOURS (ONLY) _____


 JACKIE WILLIAMS
 Property Management
 Excess Land

Date: 8-24-11

Right of Way Workplan Breakdown:

Date Prepared 25-Aug-11

EA: 0Q750 3R Segment B

Date of Data Sheet: 8/25/2011

Utility Portion of DS Total \$50,000

Project Coordinator: SUSAN R. ESPARZA

R/W Data Sheet Total \$50,000

Project Manager: GREG RAMIREZ

08.400- WBS Description	WBS 10.1 RW Codes	Hours Needed	Hours if	OVERSIGHT HOURS	
PROJECT MANAGEMENT - PID COMPONENT	0.100.05	1		100.05	1
PROJECT MANAGEMENT - PA & ED	0.100.10	1		100.10	1
PROJECT MANAGEMENT - PS&E	0.100.15	1		100.15	1
PROJECT MANAGEMENT - CONSTRUCTION	0.100.20	1		100.20	1
PROJECT MANAGEMENT - RIGHT OF WAY	0.100.25	104		100.25	104
INITIAL ALTERNATIVES DEVELOPMENT	1.150.10	78		150.10	0
ALTERNATIVES ANALYSIS	1.150.15	39		150.15	0
APPROVED PID (PSR PSSR ETC)	1.150.25	13		150.25	0
ENGINEERING STUDIES	2.160.10	71		160.10	4
DRAFT PROJECT REPORT	2.160.15	71		160.15	4
ENVIRONMENTAL STUDY REQUEST (ESR)	2.160.30	36		160.30	2
GENERAL ENVIRONMENTAL STUDIES	2.165.10	118		165.10	6
DRAFT ENVIRONMENTAL DOCUMENT	2.165.25	118		165.25	6
RAILROAD AGREEMENTS	2.170.15	0		170.15	0
PUBLIC HEARING	2.175.10	0		175.10	0
FINAL PROJECT REPORT	2.180.05	6		180.05	0
FINAL ENVIRONMENTAL DOCUMENT	2.180.10	6		180.10	0
UPDATED PROJECT INFORMATION	3.185.05	85		185.05	4
ENGINEERING REPORTS	3.185.20	19		185.20	1
RIGHT OF WAY REQUIREMENTS MAPS	3.185.25	85		185.25	4
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RW Support Cost= Total hours x \$68 per hour		\$91,552	For Informational Purpose Only	\$14,913	

To: GREG RAMIREZ

From: SUSAN R. ESPARZA
RW Project Delivery

Subject: Current Estimated Right of Way Costs

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*TOTAL PROJECT HOURS FOR RW: 1346

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Attachments:

- Right of Way Data Sheet
- Utility Information Sheet
- Railroad Information Sheet

EVN1 RW	8/31
COST RW1-6	8/31
TEXT TI	8/31
SCAN	8/31
CLASS	—
AGRE	—

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	\$ 0.00
B. Acquisition of Offsite Mitigation. None Requested.	\$ 0.00
C. Utility Relocation (State share)	\$ 50,00 0.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 0.00
G. Project Permit Fees	\$ 0.00
H. Condemnation Costs	\$ 0.00
I. Total R/W Estimate:	\$ <u>50,000.00</u>
J. Construction Contract Work	\$ 0.00

1a. Real Property Services:

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

2. Anticipated Pypscan Date of Right of Way Certification 10/2014

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	RR Involvement	No
X _____	_____	U4-1 <u>3</u>	C&M Agrmt	<u>0</u>
A _____	_____	-2 _____	Svc Contract	<u>0</u>
B _____	_____	-3 <u>4</u>	OE Clearances	<u>1</u>
C _____	_____	-4 _____	Clauses	<u>1</u>
D _____	_____	U5-7 <u>2</u>	LIC/ROE	<u>No</u>
E <u>xxxx</u>	_____	-8 _____	Government Lands	<u>0</u>
F <u>xxxx</u>	_____	-9 <u>7</u>	Number of Parcels	<u>0</u>
			Misc. R/W Work	<u>0</u>
			RAP Displ	<u>0</u>
			Clear/Demo	<u>0</u>
			Const Permits	<u>0</u>
			Condemnation	<u>0</u>
			Permits to Enter-ENV	<u>0</u>
Total	<u>0</u>			

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

4. Are there major items of construction contract work?
Yes ___ No X (If yes, explain.)
5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.). **No right of way required.** X
- Type and Number of Parcels:
- | | |
|-----------|----------|
| Fee | <u>0</u> |
| Partial | <u>0</u> |
| Full | <u>0</u> |
| Easements | <u>0</u> |
| Temporary | <u>0</u> |
| Permanent | <u>0</u> |
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?
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The following checked items may seriously impact lead time for utility relocation:
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(If yes, attach Railroad Information Sheet, Exhibit 4-EX-6.)
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10. Are RAP displacements required? Yes ___ No X (If yes, provide the following information.)
- | | | | |
|----------------------|-------|---------------------------|-------|
| No. of single family | _____ | No. of business/nonprofit | _____ |
| No. of multi-family | _____ | No. of farms | _____ |
- Based on Draft/Final Relocation Impact Statement/Study dated _____, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.
11. Are there material borrow and/or disposal sites required?
Yes ___ No X (If yes, explain.)
12. Are there potential relinquishments and/or abandonments?
Yes ___ No X (If yes, explain.)
13. Are there existing and/or potential Airspace sites?
Yes ___ No X (If yes, explain.)
14. Indicate the anticipated Right of Way schedule and lead time requirements.
(Discuss if District proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipate

PYPSCAN lead time (from Maps to R/W to project certification) 6 months.

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

Evaluations prepared by:

Right of Way:	Name <u><i>Lawrence Kelly</i></u> LAWRENCE KELLY	Date <u>8/24/11</u>
Railroad:	Name <u><i>Betty Bobosik</i></u> BETTY BOBOSIK	Date <u>8/24/11</u>
Utilities:	Name <u><i>M.W. Parker</i></u> MICHAEL W. PARKER	Date <u>8/25/11</u>
Government Lands:	Name <u><i>Anthony Rizzi</i></u> ANTHONY RIZZI	Date <u>8/24/11</u>
Property Management:	Name <u><i>Jackie Williams</i></u> JACKIE WILLIAMS	Date <u>8.24-11</u>

Reviewed By:

Betty Bobosik
SUSAN R. ESPARZA
Senior Right of Way Agent
Project Coordination & Local Programs
District 8, San Bernardino

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.

Brenda Morrison
BRENDA MORRISON
Project Delivery Manager
District 8, Right of Way

Date 8-30-11

cc: Program Manager
Project Manager

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:

Southern Ca. Edison, Verizon, Southern California Gas, Time Warner Cable, City of Chino Hills, City of Chino, Inland Empire Utilities Agency, Monte Vista Water District, Nextg Networks, City of Ontario, City of Pomona, Amec Geomatrix Inc., Time Warner Telecom, ATT Dist., Sunesys, Jurupa Community Services, Verizon Business, Charter Communications, Metro. Water Dist., Rubidoux Community Services, Santa Ana Watershed, Riverside Electric, Riverside Water, Western Municipal Water, Mpower comm., Terradex Inc. (monitoring wells).

2. Types of facilities and agreements required:

**Underground: electric, telephone, fiber optic, water, gas, sewer, cable
Overhead: electric, telephone, cable TV, fiber optic**

Notices to Owners and Utility Agreements will be required. Replacement easements may be required.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? **NONE**
Disposition of longitudinal encroachment(s):

Relocation required Exception to policy needed Other. Explain

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

The Division of Planning has requested a data sheet for the following: Pavement replacement on the number two lanes of the SR 60 from RIV PM 6.9 to 60/91/215. Also included will be the rehabilitation of all curb ramps, within the project limits, to meet ADA requirements. The Design Team has not identified which ramps will need to be modified so an accurate estimate as to the cost of utility relocations cannot be determined. Once Design provides a better idea of conflicting utilities this estimate can be updated to provide more accurate estimate.

If the project scope should change to require a utility search, then Design must provide the Right of Way Utility Coordinator (UC) with geometric base maps and a written request for utility verification (see Design Task D282 (220.D). The UC will then contact all appropriate Utility Owners (UO) for verifications and corrections. The UC will then provide Design with the updated information and/ or UO as-builts and Design will then prepare accurate utility location maps or U-Sheets. Design will then determine all utility conflicts that require positive location and/or relocation (see Design Task D283 220.D).

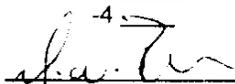
Estimated cost to relocate those utilities that conflict with ADA requirements: \$ 50,000

5. PMCS Input Information

Total estimated cost of State's obligation for utility relocation on this project:
(Phase 9 funding) \$ 50,000.00

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

Utility Involvement	
U4-1	<u>3</u>
-2	<u> </u>
-3	<u>4</u>
-4	<u> </u>
U5-7	<u>2</u>
-8	<u> </u>
-9	<u>7</u>

Prepared By: 

MICHAEL W. PARKER
Right of Way Utility Estimator

Date: 8/24/11

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
SBD-60: UPRR - Chino Spur OH, BR 54-0743, PM R0.400
UPRR – San Antonio CR & Chino Spur OH, BR 54 – 0741, PM R0.058
RIV-60: UPRR – UPRR/METROLINK – Mira Loma OH, BR 56-0602, PM R1.796
UPRR - Sunnyslope (UPRR) OH, BR 56-0423, PM 7.931
2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes ___ No X (If yes, explain.)
3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring service contracts, or grade separations requiring construction and maintenance agreements involved?

OE Clearance and Section 13.

4. Remarks (non-operating railroad right of way involved?):
Contractor must ensure that no objects or debris fall onto Railroads's tracks or property by installing a protective barrier where necessary.
5. Is Government Lands involved? Yes ___ No X

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

6. PMCS Input Information

RR Involvement	<u>No</u>
C&M Agreement	<u>0</u>
SVC Contract	<u>0</u>
OE Clearances	<u>1</u>
Clauses	<u>1</u>
LIC/RE	<u>0</u>
Government Lands	<u>No</u>
Number parcels	<u>0</u>

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

Date: 8/24/11

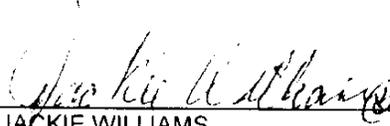
Prepared By: Anthony Rizzi
 ANTHONY RIZZI
 Right of Way Government Lands Coordinator

Date: 8/24/11

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

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

TOTAL HOURS (ONLY) _____


 JACKIE WILLIAMS
 Property Management
 Excess Land

Date: 8-24-11

Attachment F

Storm Water Data Report



Dist-County-Route: 08-SBd-60
08-Riv-60
 Post Mile Limits: SBd 0.0/9.96 Riv 0.0/12.2
 Project Type: Pavement Rehabilitation
 Project ID (or EA): 0800020457 (00750K)
 Program Identification: 201.121/HA22
 Phase: PID
 PA/ED
 PS&E

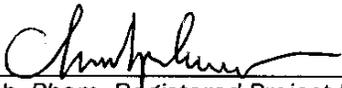
Regional Water Quality Control Board(s): Santa Ana

- 1. Is the project required to consider incorporating Treatment BMPs? Yes No
- 2. Does the project disturb 5 or more acres of soil? Yes No
- 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? Yes No
- 4. Does the project potentially create permanent water quality impacts? Yes No
- 5. Does the project require a notification of ADL reuse? Yes No

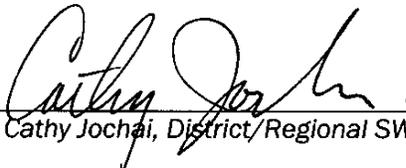
If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: 09/17/2015 Construction Completion Date: 04/03/2017
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No
 Erosivity Waiver Yes Date: _____ No

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


 Chinh Pham, Registered Project Engineer 9/1/11
Date

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

(Stamp Required for PS&E only)

 Cathy Jochai, District/Regional SW Coordinator 9/1/11
Date

Attachment G

Transportation Management Plan (TMP) Data Sheet

**TRANSPORTATION MANAGEMENT PLAN (TMP) DATA SHEET 3 for PID, PSR,
PR or PSE including DTM requirements for PSE and Construction Phase -
This TMP is valid for two years from date of preparation, unless the project or
impact changes.**

T:\DTM.TMP\project docs\Riv & SBd\60\0800020456K\110708\0800020456K\DRAFT TMP Data Sheet 1.xls (includes signature/background sheet, estimate, table, DTM requirements, and Revisions & Notes)

TEMPLATE: 0 TMP Data Sheet revised 070216.xls. CT & CONSULTANTS, PLEASE REQUEST THE LATEST TEMPLATE SINCE IT WILL HAVE THE CURRENT RATES, etc. CAUTION - ck for formulas in cells - amounts flow from Tab 3 to 2 to 1.

EA 800001499 DATE 8/30/2011

08-Riv-60-0.00./9.96 PM
08-SBd-60-0.00/12.20 PM

Location: In Riverside And San Bernardino Counties On Rte 60 From Los Angeles County LineTo Junc 60/91/215
Work: Replace Pavement And Slabs And Grind PCC Pavement

Date of TMP Request: E-Mail Of 8/29/2011
Documents available: Engineering Estimate & Working Days: E-Mail Of 8/29/2011

PLEASE NOTE:
Please Be Hereby Informed That This Project Shall Not Be Certified Without Approved Lane Closure Requirement Chart/s (LCRC) And Approved TMP Elements By DTM/TMP.

Please fill in the green areas to help expedite your TMP request. If you add anything to the other tabs, please highlight w green.
SAMPLE TMP DATA SHEET - Instructions see Tab 6

Construction period per PE	
EST START DATE	?
EST END DATE	?
Construction period per WPS	
EST START DATE	?
EST END DATE	?

BACKGROUND INFORMATION:
DURATION: 400 Working Days Per e-mail of 8/29/2011
PROJECT COST: \$57,611,000 Per Estimate -Email 8/30/2011
TMP ESTIMATE: \$1,654,800 or 2.87% OF THE PROJECT COST

IMPACT	High	Medium	Low	NA	Details: (Briefly explain traffic impacts and how you will mitigate them)
STATE HWY	X				
LOCAL RD		X			
Ramps/connectors		X			

If the TMP has been prepared by D8/Ops/TMP, use this signature block:
Prepared by Signature ORIGINAL SIGNED BY Uwemeno Apabio Sr Date 8/30/2011

Name Uwemeno Apabio Sr
Title Transportation Engineer (Civil)
Organization Caltrans
Telephone/FAX (909) 383-6453
email Uwemeno-Apabio@dot.ca.gov

This Transportation Management Plan (TMP) has been prepared under the direction of the following Registered Engineer. The Registered Civil Engineer attests to the technical information contained therein and the engineering data upon which recommendations, conclusions, and decisions are based.

Prepared by Signature ORIGINAL SIGNED BY ???? YOUR NAME ??? Date 0/0/00

Name
Title Seal or Seal information
Organization
Telephone/FAX

email

At 100% PSE these signature blocks need to be filled in:

Approved by

Signature ORIGINAL SIGNED BY Uwemeno Apabio Sr For Al Afaneh

Date

8/30/2011

Al Afaneh
TMP/DTM Traffic Manager
Department of Transportation
District 8/Operations MS-B20
464 W 4th Street 6th Floor
909 383-4917, FAX 909 383-1068
Al_Afaneh@dot.ca.gov

Prepared for REQUESTER (s), phone #: Chung Luu X 6488

cc:

Project Manager: Mohammad Mollazadeh
Project Senior: Mathew Maetas
AAfaneh,
UApabio
Mhess
Kim L. Walker

TMP ESTIMATE

EA 800001499 DATE 8/30/2011

1. Public Information	NO	<input checked="" type="checkbox"/> YES	MAYBE	\$160,000
2. Motorist Information Strategies	NO	YES	<input checked="" type="checkbox"/> MAYBE	\$200,000
3. Incident Management	NO	<input checked="" type="checkbox"/> YES	MAYBE	\$1,214,800
4. Construction Strategies	NO	YES	<input checked="" type="checkbox"/> MAYBE	\$0
5. Demand Management (DM)	NO	YES	<input checked="" type="checkbox"/> MAYBE	\$0
6. Alternate Route Strategies	NO	YES	<input checked="" type="checkbox"/> MAYBE	\$80,000
7. Other Strategies	NO	YES	<input checked="" type="checkbox"/> MAYBE	\$0
TMP TOTAL				\$ 1,654,800

TMP TABLE

EA

800001499

DATE

8/30/2011

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

1 Public Information/Public Awareness Campaign (PAC) COST

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

PA COST	CL COST
80000	80000

- 1.0 Include Rideshare information in PA/CL project material to encourage vehicles reduction in work area
- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center/Kiosk
- 1.5 Public Meetings/PAC Mtgs./Speakers Bureau (show cost also for room rental)
- 1.6 Handdeliver notices to vicinity
- 1.7 Broadcast fax service
- 1.8 Telephone Hotline OR
- 1.9 1-800-COMMUTE (the telephone number is shown on CS-Info signs) - contact Cyrin Kwong, 383-4256, to place msg into the 1800C telephone system.
- 1.10 Visual Information (videos, slide shows, etc.)
- 1.11 Local cable TV and News
- 1.12 BEES 861985 Traveler Information Systems (Internet)
- 1.13 Internet, E-mail
- 1.14 Notification to targeted groups:
 - Revised Transit Schedules/maps
 - Rideshare organizations
 - schools
 - organizations representing people with disabilities
 - bicycle organizations
- 1.15 Include PA/CL/Consultant resources in WPS
- 1.16 Commercial traffic reporters/feeds - e.g. brief Traffic Information people (TIP) group
- 1.17 Insert SSP (no number at this time)
 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 Others

Subtotals	\$ 80,000	\$ 80,000	SUBTOTAL	\$160,000
-----------	-----------	-----------	-----------------	-----------

2 Traveler Information Strategies
Project team needs to coordinate with Traffic Design!

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

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

2.2 Portable Changeable Message Signs (PCMS).
Construction prefers Rental Lumpsum BEES 066578 in Supplemental Funds
And include SSP 12-370
 These PCMS advise motorists to divert at remote advance decision points - outside the usual work limits. Unlike stationary CMS, you are allowed to use them for advance motorist information - e.g. a week ahead. Their placement may need to be cleared **environmentally** so that they can be included in plans and SSP later. They may be in addition to Traffic Design's PCMS for regular traffic handling in and next to a work area. \$200,000

Placement Details:

- 2.3 BEES 860503 Extinguishable Signs (only shown because they are on the TMP Guidelines list. Usually found at Weigh Stations - Weigh Station "open/closed".)
- 2.4 Ground Mounted Signs / Fabric signs Note 2
 - C40/40A Double Fine Sign - black and white
 - BEES 860926 Regulatory speed signs
 - SC6-4 (per MUTCD) (Ramp will be closed...)
 - CS-SPECIAL w/ SC6-2 PANEL ("Dates/Days/Hours/Expect delay") Use when conventional highways or local roads will be affected for longer periods. To encourage traffic to detour so delay in your work area is less, use at advance location and add the work location. Use fabric signs if short duration or fast moving operation.
- CS-INFO/1-800-COMMUTE Panel Sign. Also see 1.9.
- Blue and white Rideshare guide signs, including website (1-800-COMMUTE/www.commutmart.info). Need to be installed at the same time as the funding signs.

- 2.5 BEES 860520 Commercial Traffic Radio (usually only applicable in the Upper desert)
- Highway Advisory Radio (HAR) - Fixed. List locations here. They can be obtained from TMC Manager. See Note 5.
- Highway Advisory Radio - mobile (signs alerting motorists to the HAR will also be needed)
Contact TMC manager for assistance with specifications to include portable HARs as bid item in the contract. To avoid FCC fines, CT Portable HAR cannot be used except for emergencies. Seldom used. See Note 5

List proposed locations here:

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

SUBTOTAL \$200,000

3 Incident Management

- 3.1 CHP's Construction or Maintenance Zone Enhanced Enforcement Program -- COZEEP or MAZEEP. BEES 066082 - show under "State or Agency furnished" in the Cost Estimate. **SSP 12-225 has been deleted per HQ OE.** See note 1.

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

Hourly Cozeep overtime loaded rate: \$ 95

COZEEP - to protect active closures

0	0	0	400	10	2	\$760,000
# of days	hours	# of officers (1 per car)	nights	hours	# of officers (Remember - nights require 2 per car)	

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

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

(add weekends days as needed)

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

20	4	1	200	4	2	\$159,600
days	hours	# of officers	nights	hours	see above	

CHP Officer in TMC during major construction closures

						\$0
days	hours	# of officers				

CHP Officer for Command Post during regional impact construction closures

0	0	0
days	hours	# of officers

\$0

3.1 Total \$919,600

3.2 BLANK

3.3 Freeway Service Patrol (FSP) for Construction (CFSP) \$/hr/truck \$75

BEES 068065 - show under "State or Agency furnished" in the Cost Estimate
Short duration or remote area CFSP usually is bid w much higher hourly rates. If enhancement of program FSP feasible, CFSP could tie into the lower long-term FSP rates.

FOR SERVICE WITHIN REGULAR FSP HOURS:

A days & hrs: 400 8 # of trucks: 1 \$240,000

FOR SERVICE OUTSIDE REGULAR FSP HOURS:

Extend Peak hour coverage
B days & hrs: # of trucks: \$0

Night support during structure freeway closures and major traffic shifts
C days & hrs: # of trucks: \$0

Weekend support
D days & hrs: # of trucks: \$0

Local agency (SAFE) support 8% of truck cost \$19,200

CFSP CHP support 5% of truck cost \$12,000
THIS % ONLY IF WITHIN REGULAR FSP HOURS AND AREA!

Equipment/Supplies 10% \$24,000
% of truck cost unless more detail available

CONSULT W INLAND DIVISION CHP OR BORDER IN SOUTHERN RIVERSIDE CO. which method is acceptable FOR B,C,D WHICH ARE OUTSIDE REGULAR FSP HOURS OR AREA!

Method 1

CFSP CHP support - including time for meetings 20% of truck cost \$0

or

Method 2

CFSP Dispatcher @ \$45
days/nights hours Dispatcher(s) \$

CFSP CHP Officers (See Cozeep rate)
days hours # of officers nights hours \$

Include time for meetings:
days hours # of officers nights hours \$

- Cooperative Agreement or Task Order with SAFE for \$259,200
 - Task Order with CHP (Statewide Master Agreement for FSP support) for \$12,000
- Contact District FSP Coordinator for task orders.

- Service Contract
- Local Agency will arrange CFSP with SAFE
- Local Agency will arrange CFSP administration with CHP

3.3 Total \$295,200

- 3.4 CHP Helicopter/Airplane
- 3.5 Traffic Surveillance Stations for construction impact mitigation (loop detectors and CCTV)
 - Keep existing operational during construction
 - New CCTV

TMP TABLE

EA

800001499

DATE

8/30/2011

New loops

3.6 **Call Boxes - also see NOTE 4 in the Revisions & Notes tab**

TEMPORARY INSTALLATION to mitigate impact (\$5000/box/move from project funds to SAFE). Project Report/Design PE: Please discuss with the D8 Call box coordinator if it is feasible to keep this motorist aid available during construction. If it is not, please notify TMP, then other mitigation needs to be considered. For location in SBd County see Q:\Ops\Call Boxes\SBD\Excel List. Apparently no list available for Riv County.

0 callboxes x 0 moves x \$5,000.00 = \$0
 Add 15% to callbox cost since contractor will need to pay SAFE through CCO.

3.7 911 Cellular Calls

3.8 Project needs to provide resources to Transportation Management Center Unit 370 for additional staff during high impact closures

3.9 Traffic Management Teams (TMT) needed to assist w system diversion/impact reduction. Project needs to provide resources.
 See 7/3/05 in Tab 6 - Revisions

3.10 On-site Traffic Advisor

3.11 Others

SUBTOTAL \$ 1,214,800

4 Construction Strategies

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

4.2 This TMP presumes work is planned as below. If different, TMP needs to be revised. The Lead Project Engineer is responsible to include all appropriate closure charts.

- Off peak
- Night
- Weekend

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

*Consult w TMP and DTM re Cozeep & other cost. Show your detour and traffic diversion plans.

4.4 Contra Flow (put traffic into opposing roadbed)

4.5 Reversible Lanes

4.6 Project Phasing

4.7 BEES 152372 - If K-Rail is placed, consider including cost item for lateral shifting to open a minimum of 2.4 m (8') shoulder space as soon as possible. Please include supplemental work funds in the estimate to pay for the extra work. See Standard Specifications 12-4, Measurement and Payment. PE must discuss this and traffic screen w Traffic Design!

4.8 BEES 129150 Temporary Traffic Screens (Gawk Screen - see 5/10/06 entry in Revisions tab)

4.9 Movable Barrier

4.10 Truck Traffic Restrictions

4.11 BEES 066008 Incentives/Disincentives

4.12 BEES 070010 Strictly enforce Constr. Progress Schedule (CPM)

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

Please contact DTM at 909-838-4917 to get Delay Calculations, lane closure charts, Table Z and Special events list. Inform him of any concerns/commitments re special LC days, times, season, events; environmental restrictions; if work may be affected by snow and low or high temperatures. E.g. desert heat may delay AC digout curing which may increase traffic impact when vehicles overheat in the queue; etc. IF traffic volumes vary significantly between seasons, consider 2 sets of closure charts to avoid CCOs later.

Use SSP 12-130 and following

TMP TABLE

EA

800001499

DATE

8/30/2011

- 4.13 Include Specification 12-220
- 4.14 Funds for paragraph 11 and 12:
BEES 066022 (Traffic) Right of Way delay. Show in supplemental work. If State (or agency) denies an approved closure or orders the contractor to pick it up early, this can be used to pay damages, e.g. for AC cold load, etc. \$ -

- 4.15 Delay Damages (DD) Please contact DTM at, 909-383-4917, regarding Delay Calculations. DD is different from the R/W Delay shown above!

- 4.16 Others

SUBTOTAL \$ -

**5 Demand Management (DM)
Project team needs to coordinate with RCTC/SANBAG/CVAG**

Traffic diversion may increase available work hours.

- 5.1 A coop will be executed - mentioned in PSR or PR.
- Instead of a coop, 15% is added to the cost of DM elements since the payment to the local agency will be routed through the contractor.
- Instead of a coop, the local agency will make their own arrangements with RCTC/SANBAG.
- PA/CL 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
- LEASED SPACES (Sponsored spaces may be feasible in exchange for signs and print coverage)
- 5.4 Parking Management/Pricing (Coordination with local agency required)
- 5.5 BEES 066069 Rideshare Promotion
- 5.6 Rideshare Incentives -
As far as D8 DTM.TMP knows, incentives to individuals cannot be paid by the State, however, State can pay for Local Transportation agency staff time, postage, cost of extra busses, etc.

- Carpool/vanpool
- Transit
- Train
- Light-Rail
- 5.7 BEES 066066
 - Public Transit Support/Improvements/Shuttle Service
 - School Shuttle Service
- 5.8 Variable Work Hours
- 5.9 Telecommute
- 5.10 Ramp Metering (Modify or new)
- 5.11 Blue and white Rideshare signs needed - unless already signed. See 2.4
- 5.12 Others

SUBTOTAL \$ -

**6 Alternate Route Strategies
Caution - signed detours may require environmental clearance**

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

- 6.1 Add Capacity to Freeway connector
- 6.2.1 Upstream Ramp Closures needed to avoid conflicts with closure tapers, etc., during construction
- 6.2.2 Upstream Connector Closures needed to avoid conflicts with closure tapers, etc., during construction
- 6.3 Temporary Highway Lanes or Shoulder Use
- 6.4 Parking Restrictions
- 6.5 Street Improvements
 - State R/W - Signals, Widen, etc.
 - Local R/W - Signals, Widen, etc. Coop or Permit may be needed
- 6.6 Local Street USE - Coop or Permit may be needed
- 6.7 Traffic Control Officers (see 3.1 Cozeep)
- 6.8 Signed detour - using State routes 10000
- 6.9 Signed detour - using local streets and roads 10000
- 6.10 Adjust signals \$ 60,000
- 6.11 Temporary bicycle or pedestrian facilities
- 6.12 Others

SUBTOTAL \$ 80,000.00

7 Other Strategies

- 7.1 Application of new technology

- 1 **Local area** - how local traffic will be routed around construction restrictions. For example, Riv-215 Linden Iowā Overcrossing replacement requires closure of that structure. How will local traffic be routed?

- 2 **Vicinity** - how highway and freeway traffic will be routed around construction restrictions and diverted. For example, the Riv-215 Linden Iowā Overcrossing replacement requires freeway closures. One of the elements needed would be signage, usually PCMS, on 60, 91 and 215 ahead of the preceding exits with appropriate messages. The goal is to divert motorists who know the area and therefore reduce the demand on the signed detour.

- 3 **Regional** - some work, such as 50% of lanes or connector/freeway closures, or major traffic shifts, etc., require diversion at remote approaches. For example, Riv-215 Linden Iowā Overcrossing replacement requires freeway closures. Therefore PCMS are needed around SBd-10/215, SBd-10/15, EB/WB 60, Riv-15/91, even NB 15/215 in Temecula to encourage motorists to take alternate freeways. Some projects may require diversion into other counties or even States. Projects adjacent to each other or on detour routes for other projects will need to coordinate their closures.

Please contact Al Afaneh, D8 DTM, 909 383-6262, or the DTM desk, 383-5911, DTM Dist08/D08/Caltrans/CAGov, if you need more information.

DTM requires these items to approve closures:

- 1 Email from RE or Permit Inspector that they have reviewed and approved the Contractor's Contingency Plan, with the plan attached. This plan shows how the Contractor will resolve problems which could prevent the timely opening of closures.
- 2 Also, the Contractor Plansheets showing the elements which will be functional to divert traffic for the proposed work.
- 3 Depending on the work, Caltrans (CT) or the local agency need an Area, Vicinity, and Regional plan how to divert traffic. This shows which Traffic Operations System (TOS) elements and other resources such as Cozeep, Construction Freeway Service Patrol (CFSP), CT or Local Agency staff, etc., will be used and where. Potential TOS, or TMC, or very limited TMT use require the project team to get written consent from the TMC Manager during the PS&E stage. Resources need to be committed as early as possible so that Construction can make them available to the TMC Manager, Unit 370. DTM.TMP, Unit 375, also requires resources during construction for TMP and DTM involvement.
- 4 Email from Requestor that any necessary public outreach is in progress. Requestor needs to contact PA and CL or the Maintenance Liaison. If a local agency is doing the work, their PA/CL staff is expected to do the outreach and coordinate with CT PA/CL.
- 5 Pre-closure meeting: For significant closures, Construction needs to arrange a meeting several days - in time to meet advance notification requirements for CHP and tow services, etc. - before the closure with DTM, TMC, TMT (very limited use), and agencies such as the CHP Area COZEEP Sergeant, CHP Inland Division FSP for CFSP, Locals (to avoid work on detours), to clarify TMP elements to be used and how COZEEP, CFSP, PCMS, tow trucks, etc. need to be deployed, when and where.
- 6 Night of closure meeting: Construction needs to arrange a tailgate meeting to confirm arrangements with all appropriate units/personnel. Only minor modifications may be made at this time.
- 7 Notify TMC: RE/Inspector needs to call the TMC as agreed upon at the Pre-Closure meeting (usually at least 30 minutes prior to dropping the first cone in case of full closure or when messages on stationary CMS will be needed.) Confirm TMT support. Advise of any changes/issues that may require signage and other changes. Advise the TMC ASAP if the opening may be delayed and activate the Contingency plan. Remember to provide the 10-97 and 10-98 as well to the TMC.

Please contact Al Afaneh, D8 DTM, 909 383-6262, or the DTM desk, 383-5911, DTM Dist08/D08/Caltrans/CAGov, if you need more information.

Remember, DTM.TMP is unit 2282 and not only needs hours in the early project phases, but also in 270, **especially for projects with complex closure approval.**

Revisions and Notes

latest revisions on TOP. TMP Data Sheet instructions at BOTTOM.

Suggestions for improvement - please contact D8 TMP.

PENDING	None
9/5/2007	New DTM Al Afaneh
2/6/2007	Changes by DTM to tab 4 and 5
10/30/2006	DKopulsky, Advance Planning, requested to get cc of TMPs in either county.
10/17/2006	Tab 3, 3.3 - adjusted CFSP formula
8/4/2006	Tab 3, 3.3 - Kelly Lynn, SANBAG, recommm we increase CFSP truck costs from \$55/hr to \$75/hr due to the gas price increase and high demand for tow providers.
7/31/2006	Per Pat Hennessey's, D8 OE, request, Sybille changed PAC from BEES 066063A to BEES 066063 - Traffic Management Plan Public Information.
7/25/2006	Sybille added code. 66010 Work by Others (Temporary Callbox Relocation for mitigation). Using Supplemental funds, RE can direct CT/Local Agency contractor to pay SAFE's (SANBAG/RCTC) callbox contractor to relocate callboxes temporarily to mitigate the impact of construction on motorists. Callboxes are a Permit installation and so need to be moved at the Permittee's expense except when we need them as a mitigation. Unless there is a coop or contract w the Callbox agency, add 15% to callbox moving cost to compensate the contractor to make the arrangements and cut the check.
7/3/2006	If TMT may be needed, discuss with the Maintenance Area Superintendent in the PA/ED Phase AND also Tom Ainsworth, Operations\Freeway Systems, Traffic Management Team (TMT) Manager.
6/13/2006	Added ccs
4/5/2006	Tab 3, 1 - PAC changed from Supplemental Work to "Show in State Furnished" due to HQ OE insistence. Rose Melgoza concurred. CL appeared to concur. SP
1/20/2006	COZEEP From BEES 066061 to 066062 - per HQ OE on 456611/Nick Skaf
12/9/2005	Clarified that major projects need to provide resources to TMC Unit 370
11/22/2005	Increased CFSP CHP rates per Harold Tupper for service outside FSP hours; added text to full closures to increase understanding. SP
8/27/2005	Showed SAFE and CHP CFSP \$ for task orders.
20-Aug	Added "Local Agency will arrange CFSP w SAFE" in Tab 3, 3.3
8/18/2005	Added green fields for requestors
7/25/2005	Joette Wilson, AGPA, Inland Division Cozeep/Mazeep Coordinator, requested to be added to the email list. Border contact PENDING.
7/19/2005	Cyrin Kwong, D8 TMT Manager, asked that TMT be deleted as TMP tool from the D8 TMP template since TMT has been eliminated statewide. Even though TMT is shown in Table 1 on page 7 of 198 in the 5/1/04 revised TMP Guidelines, it is no longer available.

- 6/28/2005 Jerry Rivera, RCTC FSP Manager, does not want a cc of the TMP. He prefers a memo showing the days, dates, hours, etc. for the proposed CFSP.
- 6/17/2005 Tab 4, 5 changed DTM from Nhan to Dr. Ramakrishna Tadi. Marked and altered Tab 3, 4.13, DP wording. SP
- 4/4/2005 3/2.4 Section - SANBAG requested # and URL change for blue and white Rideshare guide signs
- 3/21/2005 RCTC's CFSP administrative cost is increasing from 5 to 8 %. SP
- 3/3/2005 Per Vicor Gau, D8 Cozeep Coordinator, and Ceslo Izquierdo, HQ Cozeep coordinator, SSP 12-225 has been eliminated - but not the funds for Cozeep. They still need to be shown under State/Agency furnished. Please contact Victor if you have questions. HQ OE eliminated the SSP per Construction. Local administered projects can retain it if they wish. (Though may not be advisable for the same reasons it was dropped by CT. SP)
- 2/8/2005 Cyrin Kwong: at 95% CC and speak with TMC/TMT manager if TOS elements, TMC, or TMT will be needed. Also see NOTE 5.
- 12/22/2004 Per Victor Gau's, D8 CTM, request, increased Cozeep hourly rate to \$85/hr. At Pat's request, replaced orange and black CS-Ride with blue and white Rideshare guide signs since they can remain after construction, see 2.4 and 5.5. Still need to coordinate w Traffic Design and Ops groups. SP
- 8/16/2004 At Pat's request, changed text regarding callboxes and dropped cc to SAFEs. To be done by Callbox Coordinator. SP
- 8/12/2004 Added signature blocks regarding Office Engineer "Qualifying document".
- 7/6/2004 Incorporated HQ draft Guidelines changes re peds and non-motorized traffic. SP
- 4/20/2004 Increased hourly CHP cost from \$60 to 75. Watch for pay increases. Added line for command post. SP

NOTE 1: Daytime - \$85/hr for one officer - loaded rate incl. benefits, overhead, some mileage. Nighttime - hourly cost is \$170 because from 10 p.m. to 6 a.m. at least 2 officers will be required per unit (car). Minimum show up time is 4 hours, unless they are at the beginning or end of a shift. Desert or remote beats require extra hours for travel time and increase mileage costs! Cost to be increased as needed by the **Project Engineer in consultation with the CHP**. If you require several officers, you also may have to pay for a Sergeant. Each project must bring the \$ for its Cozeep needs. If CT AAA, then the CT/CHP Interagency can be used. If local Agency AAA, they must enter into their own agreement w CHP for Cozeep. **RE** - please meet with the Cozeep Sergeant ahead of time. Also discuss any special needs besides conventional Cozeep - for example, request a "Traffic officer", not a "Cozeep officer" to direct traffic at an adjacent off ramp to reduce backup into the work area, etc. If CFSP is involved, contact the Inland Division CHP FSP Coordinator. Cozeep Formula:

$$\{ ((\# \text{ of days}) * (\# \text{ of hrs}) * (1 \text{ officer})) + ((\# \text{ of nights}) * (\# \text{ of hrs}) * (2 \text{ officers})) \} * \$85/\text{hr}$$

Cozeep guidelines - see 2-215 in http://www.dot.ca.gov/hq/construc/manual2001/chapter2/chp2_2.pdf

NOTE 2: Discuss with Traffic Design so signs are added to the Construction signs LS and shown on the appropriate plan sheet.

NOTE 3: TBD = Cost to be determined/added by the Project Engineer

BOTTOM

TMP Data Sheet instructions

USE THE LATEST TEMPLATE. CAUTION: many cells have formulas built in.

Tab 1

Select correct project phase in Line 1. Line 4 - insert project specific file ID. Line 7 - insert project EA and date. Fill out rest of sheet as needed EXCEPT the line that says TMP ESTIMATE because the amount flows in from tab 3.

Tab 2

Select No, Yes, maybe, but do not override amounts because they flow from Tab 3.

Tab 3

Mark as needed. In 1 - PAC - insert lumpsums in line 9 unless you prefer to show \$ for individual items. In D8, the PAC \$ are shown separately for Public Affairs (PA) and Construction Liaison (CL).

Attachment H

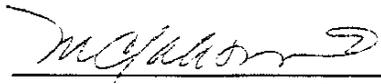
2R Project Certification

Dist-Co-Rte: 08-RIV-60
PM: R0.0/3.03, R6.9/12.2
Project EA: 08-804-0Q750K

2R PROJECT CERTIFICATION

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





Manuel Jabson III, Chief, District Traffic Safety

Date: 9-6-11

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

FOR 

Christy Connors, Deputy District Director for Design

Date: 9/8/11

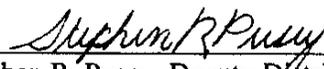
I concur with the 2R Purpose and Need of this project.



Luis Betancourt, Design Coordinator

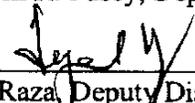
Date: 9/8/11

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



Stephen R. Pusey, Deputy District Director for Maintenance

Date: 9-9-11



Syed Raza, Deputy District Director for Operations

Date: 9/8/11

08-SBd-60-PM R4.6/R9.96
08-Riv-60-PM R0.0/R12.2
EA 0Q750K

2R PROJECT CERTIFICATION

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



Theresa E. Sasis
Theresa Sasis, Branch Chief, District Traffic Operations

Date: 8/18/11

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

Syed Raza
Syed Raza, Deputy District Director, Operations

Date: 8/25/11

Christy Connors
Christy Connors, Deputy District Director, Design

Date: 8/25/11

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

Luis Betancourt
Luis Betancourt, Design Coordinator

Date: 9/8/11

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

Stephen R. Pusey
Stephen R. Pusey, Deputy District Director, Maintenance

Date: 9.12.11

Attachment I

Categorical Assignment

Memorandum

*Flex your power!
Be energy efficient!*

To: CHRISTY CONNORS
DEPUTY DISTRICT DIRECTOR
DESIGN AND ENGINEERING SERVICE

Date: August 16, 2011

File: 08-SBd-60 PM 0.0/9.96
08-Riv-60 PM 0.0/12.2
Pavement Rehab
Program – 201.121 – HA22
08-804 – 0Q750K-0800020457

MM

From: MATTHEW MAESTAS
Acting Office Chief
Pre-Programming/Engineering Studies

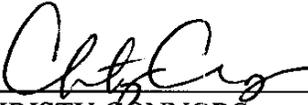
Subject: Request for Category 5 Approval

A Project Report is being prepared for the above referenced project. It is proposed to rehabilitate the existing Portland Cement Concrete pavement on the mainline, rehabilitate the Asphalt Concrete pavement on the exit and entrance ramps, and upgrade ADA curb ramps at ramp terminals on State Route 60 from the Los Angeles County Line to JCT 60/91/215 (SBd PM R0.0/9.96 & Riv PM R0.0/12.2) in various cities, in San Bernardino and Riverside Counties.

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 Category 5 is recommended based on the following project considerations:

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

Approved by: 
CHRISTY CONNORS
Deputy District Director
Design

8/16/11
Date

Attachment J

Scoping Team Field Review Attendance Roster

