11-SD-8-PM T0.407/0.90
20.XX.201.121
11-40860K
(E-FIS) 11-12000016
October 2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

Request Programming in the 2012 SHOPP And Provide Project Approval

On Interstate 8

Between 0.1 miles West of Nimitz Blvd

And 0.1 miles West of Presidio Park OC.

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

JANET SCHAFFER
DISTRICT DIVISION CHIEF- RIGHT OF WAY

APPROVAL RECOMMENDED:

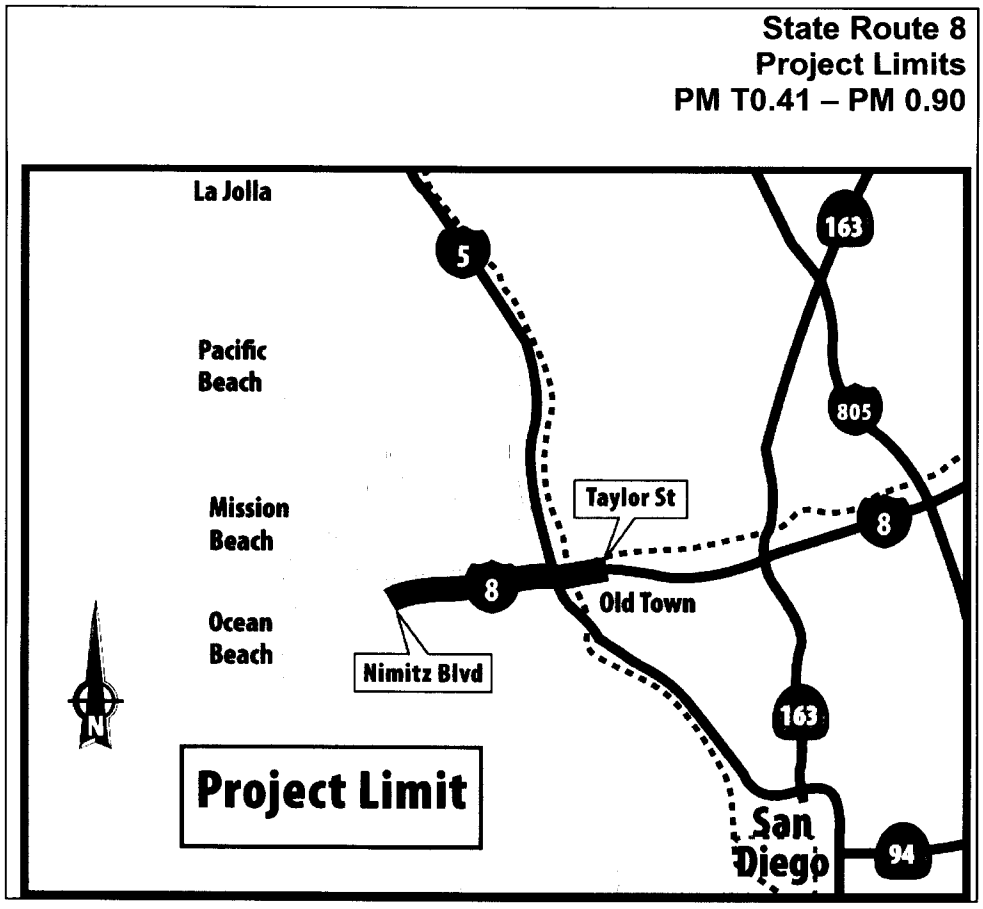
JESUS VARGAS
PROJECT MANAGER

APPROVED:

ROSS CATHER
DEPUTY DISTRICT DIRECTOR

10/28/11
DATE

11-SD-8-PM T0.4/0.90
20.XX.201.121
11-40860K
(E-FIS) 11-12000016
October 2011



On Interstate 8

Between 0.1 Miles West of Nimitz Blvd

And 0.1 Miles West of Presidio Park OC

11-SD-8-PM T0.41 to 0.90
20.XX.201.121
11-40860K
(E-FIS) 11-12000016
October 2011

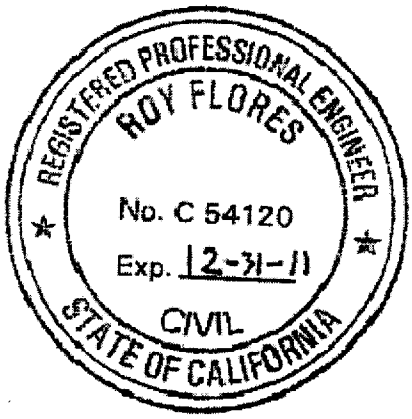
This Capital Preventive Maintenance Project Report has been prepared by Ben Guerrero Jr. under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Benjamin Guerrero Jr. 10-29-11

REPORT PREPARED BY *DATE*

Roy Flores 10-29-11

REGISTERED CIVIL ENGINEER *DATE*



11-SD-8-PM T0.4/0.90
20.XX.201.121
11-40860K
(E-FIS) 11-12000016
October 2011

Table of Contents

1. INTRODUCTION AND BACKGROUND

This project proposes a Pavement Rehabilitation on Interstate 8, in San Diego County from 0.1 mile west of Nimitz Blvd to 0.1 miles west of Presidio Park OC (Exhibit 1). Work proposed includes: Rubberized Hot Mix Asphalt (RHMA-A) overlay of existing AC (Asphalt Concrete) mainlanes, grinding concrete pavement mainlanes, cold-plane & resurfacing of existing mainlane shoulders and ramps with Hot Mix Asphalt Type A (HMA-A), remove/replace Asphalt Concrete (AC) dike and remove/replace in-kind MBGR (metal beam guard rail) (Exhibit 2). Pedestrian ramps that are compliant with the Americans with Disabilities Act (ADA) are also proposed.

The total escalated project cost (2015) is **$6,100,000** and is proposed as a 2012 State Highway Operation Protection Program (SHOPP) candidate in 2014/2015 Fiscal Year, funded from the 20.10.201.121 Program. This project will be rehabilitating 13.8 lane miles including 3.8 retired distressed miles (Exhibit 14).

Project Limits	11-SD-8- PM T0.41/0.90
Construction Capital Costs (2011):	$4,700,000
Right of Way Capital Costs:	$1,000
Support Costs:	$910,200
Type of Facility	Freeway
Environmental Determination/Document Approval Date	Categorical Exemption/ Categorical Exclusion September 30, 2011

2. RECOMMENDATION

This Capital Preventive Maintenance (CAP M) report recommends that the project be approved and to proceed to the design phase in order to extend the service life of the facility and reduce maintenance expenditure.

3. PURPOSE AND NEED STATEMENT

Need:

This segment of I-8 has an Average Daily Traffic (ADT) up to 95,000 vehicles in each direction. Roadway use leads to wear and tear to the existing pavement. The existing asphalt concrete pavement has a moderate to high percentage of alligator cracking, and longitudinal cracking. The concrete pavement has signs of surface delamination, joint spalls and faulting. Pavement distress is evident and without any improvements, the roadway will continue to deteriorate.

Purpose:

The purpose of this project is to extend the existing pavement's service life through the CAPM Program by restoring structural integrity and ride quality of the pavement while reducing the cost of repair in the future and being less intrusive.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

Interstate 8 is an eight lane freeway with eight to twelve foot shoulders (from PM L1.2 to L2.4) & a 10 lane freeway (from L2.4 to 0.90). Mainlanes are AC from Nimitz Boulevard to Midway UC and concrete pavement from Midway UC to just west of the Taylor Street ramps. The I-8 ramp intersections with W Mission Bay Dr./Midway UC are signalized with pedestrian crossing push buttons. Some of the pedestrian ramps at the intersection do not meet current ADA standards. These will be upgraded as part of this project. In addition, various concrete curb and gutters will be upgraded. Type A dike will be replaced by mountable dike. AC gores will be replaced with PCC (Portland Cement Concrete), per Maintenance's requests.

4A. ROADWAY GEOMETRIC INFORMATION

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
Location (PostMiles)	**Curve Radius**	**No. of Lanes**	**Lane Width**	**Pavement Type**	**Left**	**Right**	**Width**	**Work Required?**	**# Slabs**
T 0.4/T 0.6	1,900’	4	12’	Flexible	5’ to 16’	10’	60’ to 100’+	None	No
T 0.6/L 1.2	4,000’	4	12’	Flexible	5’ to 10’	10’	55’ to 60’	None	No
L 1.2/L 2.1	3,500’	4 to 9	12’	Rigid	8’ to 10’	10’	60’	None	No
L 2.1/R 0.3	1,500’	3 to 10	12’	Rigid	2’ to 10’	2’ – 10’	22’ to 100’+	None	No
R 0.3/R0.8	1,600’	10	12’	Rigid	10’	10’	22’	None	No

Remarks:

4B. CONDITION OF EXISTING FACILITY

(1) Traveled Way Data

PMS Category (1-29) 9 Priority Classification (.1-.4) .3

International Ride Index Ranges from 108 to 149

Rigid Pavement: *Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data. (See Exhibit 3)

3rd Stage Cracking 30%	Alligator B Cracking = 40%**
Faulting Yes	Patching % 0%
Joint Spalls Yes	Rutting No
Pumping No	Bleeding No
Corner Breaks % 25%	Raveling Yes

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

Remarks:
**Alligator B Cracking= 40%;

During this review, surface delamination and spalling on the concrete pavement. Faulting was also observed.

Deflection Studies:
N/A

(2) Pedestrian Facility Data: N/A

Facility Type and Location(s)	Meets ADA Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
Sidewalks:	Yes		
Pedestrian Ramps: Intersection of W. Mission Bay.	No	Existing crossing buttons, but not existing curb ramps.	Will be corrected as part of this project.

Note: This project will upgrade pedestrian curb ramps at the West Mission Bay intersections.

(3) Bicycle Path Data: N/A

Bicyclists have separate Bike path west of the I-5 to Nimitz Blvd along San Diego River. There is no direct vehicle conflict. East of I-5, bike path continues east to Hotel Circle north.

4C. STRUCTURES INFORMATION

The following structures are within this project:

Bridge #	Bridge Name	Vertical Clearance
57-705 L	Midway Drive UC	16.2’
57-705 R	Midway Drive UC	16.5’
57-565 F	S5 to S209/Rosecrans	15.1’
57-568 R	I-8/I-5 Separation	14.9’
57-568 L	I-8/I-5 Separation	14.8’
57-551 L	W8 to S5, S209/Rosecrans	14.7’
57-317 R	Morena Blvd UC	14.8’
57-317 L	Morena Blvd UC	19.4’

Remarks:
Most structure decks have been treated with methacrylate, Morena Blvd UC (57-317L) has minor spalling and severe cracking on the easterly approach slabs. Slabs were treated with methacrylate.

4D. VEHICLE TRAFFIC DATA

Traffic Volumes

Nimitz Blvd to Presidio Park OC (PM T0.41/0.90)

Construction Year (2014) ADT: 195,000

DHV 16,140 % of Trucks 2.8

Remarks:

The 2020 ADT is expected to increase to 200,700 vehicles and to 211,000 by 2030. Peak Hour Volumes (PHVs) will steadily increase by about 0.5% per year through year 2030. With anticipated PHV's of up to 8,680 vehicles per hour each way in 2030, additional improvements will be needed to accommodate future traffic.

Safety Review Date: 9/8/2011 .

Remarks:
Traffic Operations (Shanaz Alvi) has recommended replacing type A dike to mountable dike and to either add or replace MBGR as appropriate.

Table B Selective Accident Rate Calculation:
The eastbound portion of I-8 has a total accident rate that is lower than the statewide average for similar freeways. The westbound portion has a rate that is higher than the statewide average. This is due to the long queues formed by the end of the freeway. The majority of accidents are the rear end type. Our Freeway Operations branch will continue to monitor the roadway.

5. CORRIDOR AND SYSTEM COORDINATION

This project is compatible with other projects in the area as well as with long term corridor and system planning.

6. ALTERNATIVES

6A. CAPM STRATEGY:

The project will consist of PCC grinding from Midway UC to PM 0.90 and overlay from Nimitiz Bl to Midway UC (0.15') with Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G), including shoulders. Shoulders on PCC section will be cold planed (0.15'). Ramps will also be cold planed (0.15'). (Exhibit 2). This will increase the service life of the pavement. Traffic paint striping and pavement markers will be required to be replaced in-kind once the overlay is placed.

Life Cycle Cost Analysis:

A Life Cycle Cost Analysis (LCCA) was performed to compare alternatives of RHMA vs. HMA. The Analysis reinforced the conclusion for RHMA to be used. RHMA was also the recommended alternative to use for the CAPM project. A light HMA overlay was also reviewed to be placed on the PCC portion of this project, but was determined not feasible. (Exhibit 11).

Enhancements:

Existing dike, Metal Beam Guardrail (MBGR), and end treatments will be upgraded to the current standards or will be replaced in kind if they already meet the current standard. Shoulder backing will also be placed throughout the project.

6B. ENVIRONMENTAL COMPLIANCE:

On September 30, 2011, a Categorical Exemption was approved by our Environmental Division (Exhibit 5). This project is Categorically Exempt, Class 1, under the California Environmental Quality Act (CEQA). This project is also determined to be Categorically Excluded under Section 6604 of Chapter 3 of Title 23, United States Code, Section 326; and 23 CFR 771.117(d).

Stormwater Pollution Prevention:

On July 15, 1999 State Water Resources Control Board, SWRCB, adopted Order 99-06 Division of Water Quality DWQ, National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges from the State of California Department of Transportation (CALTRANS) properties, facilities and activities. This project will be designed in conformance with the NPDES Permit requirements and Appendix E of the Caltrans Project Planning

and Design Guide (PPDG).

Appendix E consists of documentation for storm water quality design issues through the development of a Storm Water Data Report (SWDR) and an Evaluation Documentation Form for incorporation of Treatment BMPs.

The SWDR was prepared for the project and included in Exhibit 8. The SWDR identifies site data, storm water quality design issues and Best Management Practices (BMPs) designed to minimize pollution potential.

Construction BMPs:
The project will minimize the potential short-term impacts to water quality during construction by the use of construction site BMPs. Funds were allocated for these BMPs based on Appendix F of the Project Planning and Design Guide (PPDG). The funds are covered under the item Construction Site Management 074016.

6C. HAZARDOUS WASTE DISPOSAL SITE

Per the Memo (Exhibit 6) received on September 8, 2011 from Environmental Engineering, Aerially Deposited Lead (ADL) is present within the project limits. SSP 07-330, for minimal disturbance, should be used for the excavation on this project. No soil is anticipated to leave the project site. If any soil is released to the contractor, an ADL study will be required.

The areas of concern will be the Treated Wood Waste (TWW) from metal beam guard rail replacement and the paint stripe. Treated wood waste is wood that has been treated with a chemical preservative, such as the wood posts from the guardrails and signs to be removed. The TWW must not be relinquished to the contractor. It must be reused on the job or disposed of at a Class I landfill facility or alternatively, at a composite-line solid waste landfill facility that's permitted to accept such waste. Management of treated wood waste needs to follow title 22 CA Code of Regulations, Division 4.5, Chapter 34. The TWW Special Provision (SSP) 14-010 will need to be used.

Hazardous levels of lead chromate may be present in the existing paint stripe. SSP 14-001 will be required which includes A Lead Compliance Plan for the paint stripe removal and the pavement marking removal activities.

6D. OTHER AGENCIES INVOLVED

Not Applicable.

6E. MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY.

The project shall comply with Section 7-1.13 of the Standard Specifications. Disposal of material shall be outside the State right of way.

One staging area has been identified as a possible location for the contractor (Exhibit 7).

6F. ROADSIDE DESIGN AND MANAGEMENT:

The existing lane configuration of this segment of I-8 ranges from a four lane freeway to a ten lane freeway.
Per the request of the District 11 Traffic Operations, curb and gutters within gore areas should be replaced with mountable dikes.

6G. RIGHT OF WAY ISSUES:

A Right of Way Data is attached (Exhibit 9). No Right of Way is required. However, some environmental permits will be paid monies designated for Right of way use. Utility conflicts must be verified during the PS&E phase at locations where MBGR will be removed and replaced, and where curb ramps are to be placed.

6H. RAILROAD INVOLVEMENT:

There Metropolitan Transit Systems (MTS) operates active railroad tracks that run north to south. The tracks cross under I-8 just east of the I-5 Separation. Four I-5/I-8 connector ramps also cross over the railroad tracks at this location.

6I. RECYCLED MATERIALS:

Cold Planed AC will become the property of the contractor. Contractor has the option to recycle material into the overlay mix.

6J. LOCAL AND REGIONAL INPUT:

Due to the scope of this project, Local and Regional input was not necessary. Nevertheless, a community plan will be developed prior to construction in the form of newspaper announcements, informational mailings and radio announcements to notify the general public of construction activities.

6K. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

Not doing this entire project will cause the pavement to continue to deteriorate to the point where it will cost significantly more to do a rehabilitation project in the future.

7. TRANSPORTATION MANAGEMENT

7A. TRANPORTATION MANAGEMENT PLAN

A Traffic Management Plan is attached to this report (Exhibit 10). It proposes the use of a public media campaign before and during construction and the use of Construction Zone Enhanced Enforcement Program (COZEEP).

7B. VEHICLE DETECTION SYSTEMS

The following table represents the vehicle loop detection systems, which might be impacted as a result of cold planing.

Station	Post Mile	Repair Needed
73+00,EB	T0.615	Replace 2-Loops and Piezo sensors,
81+00,EB	T0.766	Replace 4-Loops and Piezo sensors.
EB ON, W Mission Bay,	L1.213	Replace 6-Loops and Piezo sensors.
EB Loop ON from W Mission Bay	L1.213	Replace 10-Loops and Piezo sensors.
163+00,EB	R0.553	Replace 10-Loops and Piezo sensors.
149+00 (R),EB	R0.309	Replace 6-Loops and Piezo sensors.
149+00 at	R0.309	

Camino Del Rio EB ONR		Replace 6-Loops and Piezo sensors.
163+00,WB	R0.553	Replace 10-Loops and Piezo sensors.
149+00,(R),WB	R0.309	Replace 6-Loops and Piezo sensors.
81+00,(L), WB	T0.766	Replace 2-Loops and Piezo sensors.
50ft from Sunset Cliff BL	T0.407	Replace 2-Loops and Piezo sensors.

7C. COST ESTIMATE

	Cost[3]
Pavement Work	
Total Lane-Miles of CAPM Work	13.8
Replace AC Surfacing[1]	
RHMA Overlay of AC Pavement & (Cold Plane AC/Replace HMA)	$ 1,430,800
Shoulder Backing	$ 52,800
Concrete, Grind &Minor Concrete	$ 510,600
Develop water supply	$ 10,000
Dike Remove & Remove Concrete^	$ 94,300
ADA Curb Ramps	$ 8,900
COSTS SUBTOTAL	$ **2,107,400**

	Does the Project Include? (Yes/No)	Cost[3]
Non-pavement Work		
Specialty Items*	Yes	$ 417,100
Environmental	Yes	$ 51,000
Traffic Items	Yes	$ 391,600
Minor Items	Yes	$ 148,400
Supplemental Work	Yes	$ 327,000
State Furnished Materials -3	Yes	$ 179,200
COSTS	**SUBTOTAL:**	**$1,514,300**
	SUM OF SUBTOTALS:	**$3,621,700**

	20% Contingency:	$ 774,200
	Mobilization	$ 249,300
TOTAL	**PROJECT COST**	**$4,645,000**

TOTAL ESCALATED PROJECT COST (2015) $5,180,000

Notes: * Includes Lead Compliance Plan, MBGR, and End-treatments.
^ Includes cost to remove concrete curb & gutter
1. Cost to remove and replace localized failed areas.
2. Include cost of tack coat, HMA Type A, & shoulder edge, as needed.
3. Includes COZEEP, Public information office & RE office.

7D. PROJECT SUPPORT:

	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	0.13	0.01	1.37	0.15	0.05	0.01	3.48	0.38	5.58
Est PS $'s ($1000's)	20	2	221	25	8	2	568	64	910
Estimated PYE $'s	0	0	0	0	0	0	0	0	0
Total $'s ($1,000's)	**20**	**2**	**221**	**25**	**8**	**2**	**568**	**64**	**910**

7E. PROJECT SCHEDULE:

Milestones	**Delivery Date (Month, Day, Year)**
CAPM PR	October 31, 2011
Regular Right of Way	
Project PS&E	December 13, 2014
Right of way Certification	
Ready to List	February 15, 2015
Approve Contract	May 21, 2015
CCA	November 30, 2015
End Contract	January 31, 2016

8. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment Leo Mahserelli/Bruce Lambert/ Maria Rivera Date 07/11/11

9. PROJECT REVIEWED BY:

District Maintenance	Alberto Gayon	Date 10/17/11
District Safety	Mike Powers	Date 10/14/11
District Materials	Art Padilla	Date 10/21/11
HQ Design Coordinator/Reviewer	Luis Betancourt	Date 9/30/11
HQ 121 Program Advisor	Leo Mahserelli	Date 10/7/11
FHWA	Manuel Sanchez	Date NA
Others		Date

10. ATTACHMENTS:

Exhibit 1	Title Sheet
Exhibit 2	Typical Cross Sections
Exhibit 3	Pavement Condition Survey Inventory 2008
Exhibit 4	Structural Section Recommendations
Exhibit 5	Categorical Exemption/Categorical Exclusion
Exhibit 6	Hazardous Waste
Exhibit 7	Staging Area
Exhibit 8	Storm Water Data Report
Exhibit 9	Right of Way Data Sheet
Exhibit 10	Transportation Management Plan
Exhibit 11	Life Cycle Cost Analysis Form
Exhibit 12	11-Page Estimate
Exhibit 13	Baseline Work Plan –P3
Exhibit 14	SHOPP Project Performance Output Sheet

INDEX OF SHEETS

Sheet No.	Description
1	Title and Location Map
2	Typical Cross Sections

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO CONTRACTORS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SAN DIEGO COUNTY IN SAN DIEGO

FROM NIMITZ BOULEVARD TO 0.1

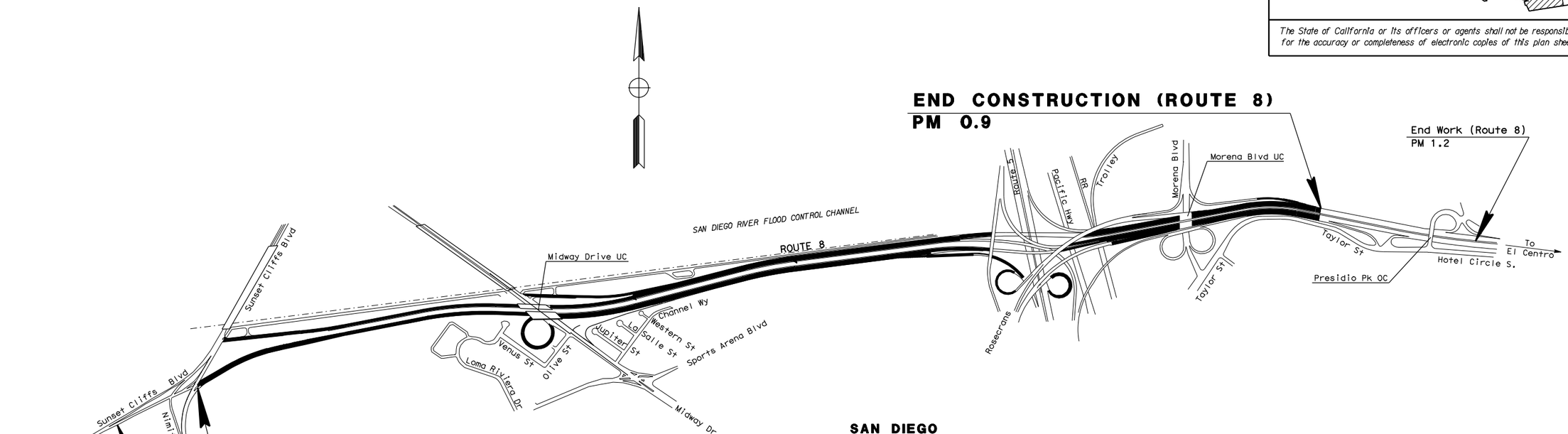
MILE WEST OF PRESIDIO PARK OVERCROSSING

To be supplemented by Standard Plans dated 2010

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
11	SD	8	T0.4/0.9	1	1

LOCATION MAP

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



NO SCALE

EXHIBIT 1

Contract No. **11-40860K**

PROJECT ENGINEER	DATE	PROJECT MANAGER	DATE

LAST REVISION 08-29-11

DATE PLOTTED => 21-OCT-2011
TIME PLOTTED => 09:55

FORM DC-OE-93-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => s136736
DGN FILE => 40860K Title.dgn

CU 2759

EA 40860K

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	8	PM T0.4 - PM 0.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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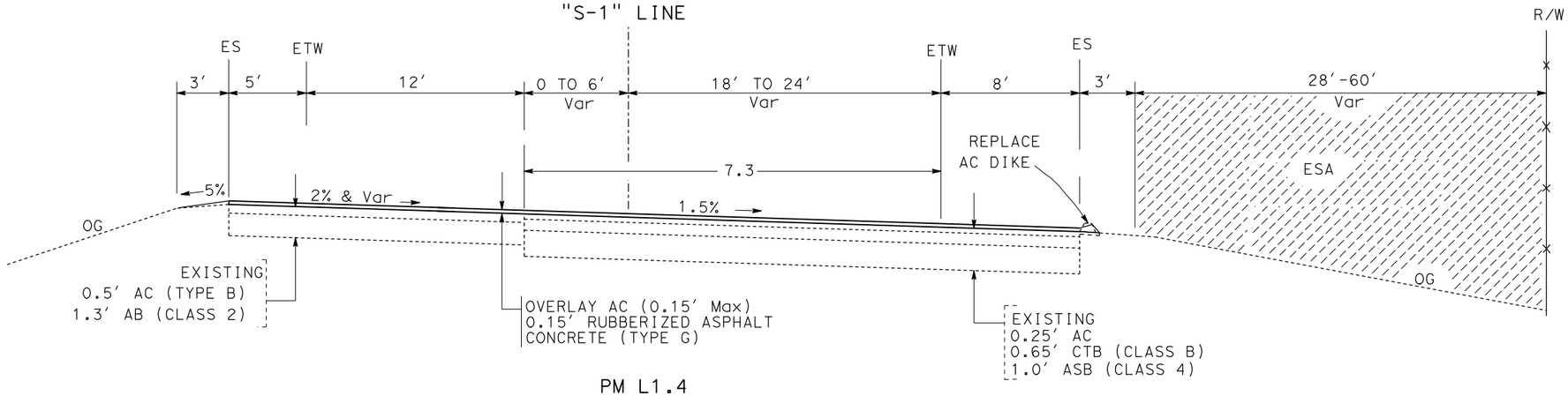

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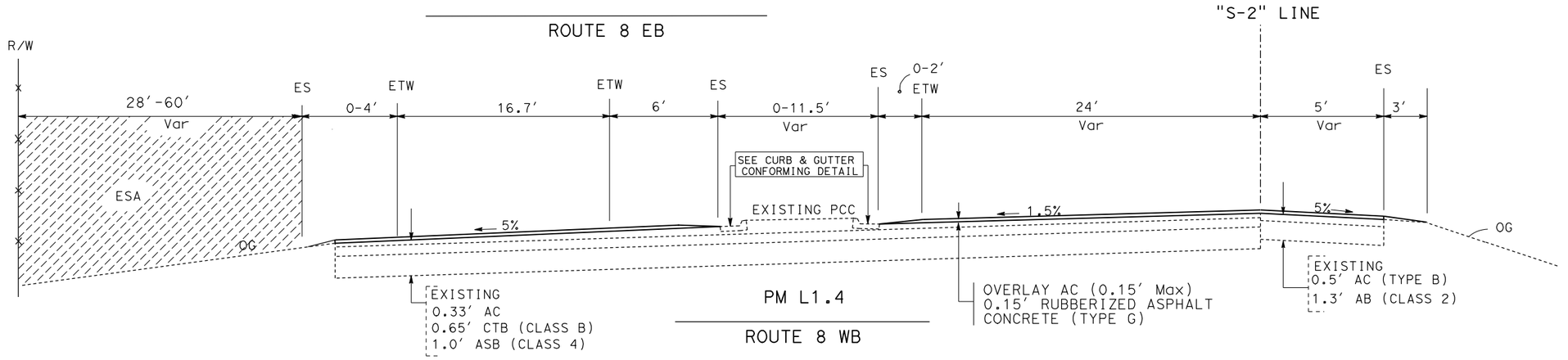
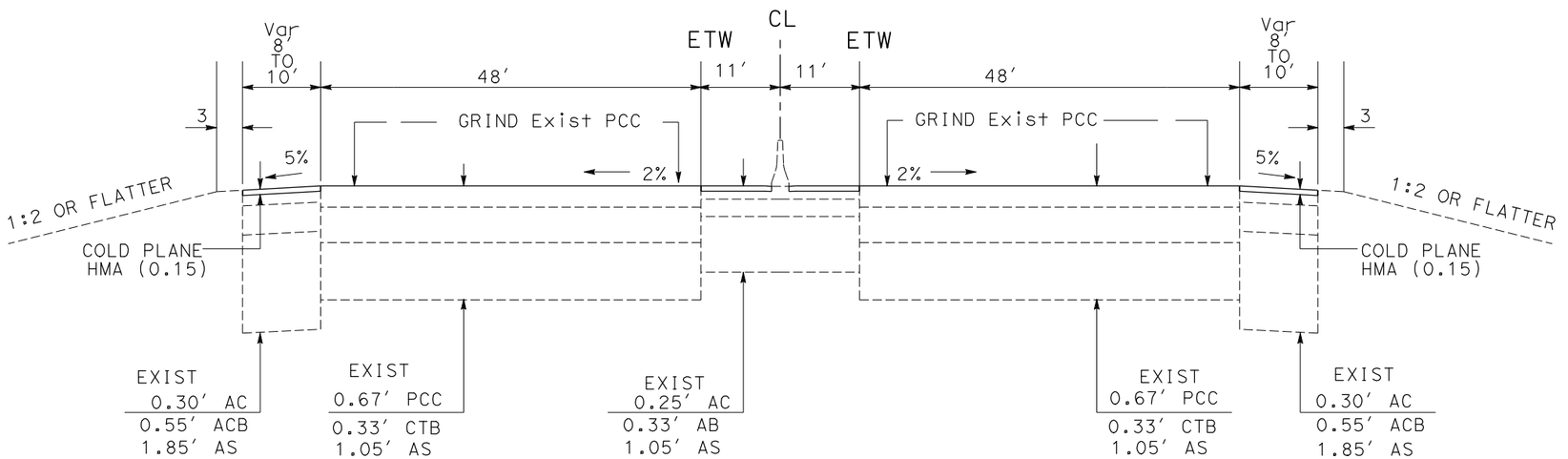


PM L1.4

ROUTE 8 WB



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ROUTE 8 EB & WB

EXHIBIT 2

TYPICAL CROSS SECTION

NO SCALE

X-1

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

FUNCTIONAL SUPERVISOR: CHI VARGAS

CALCULATED-DESIGNED BY: Ben Guerrero

CHECKED BY: Roy Flores

DATE REVISED	REVISED BY

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

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DGN FILE => 18_typxsect.dgn

CU 11233

EA 40710K

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
11	SD	8	PM T0.4 - PM 0.9		

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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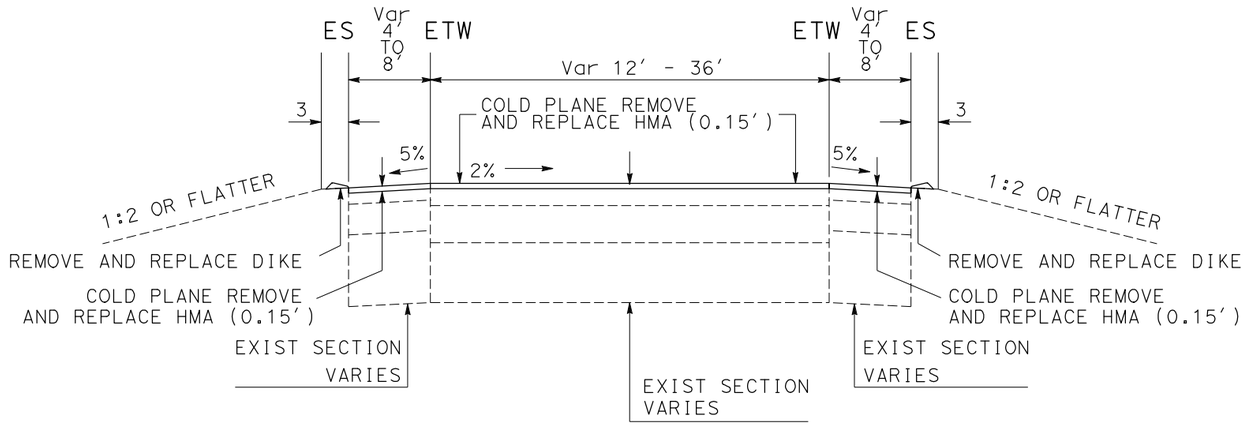
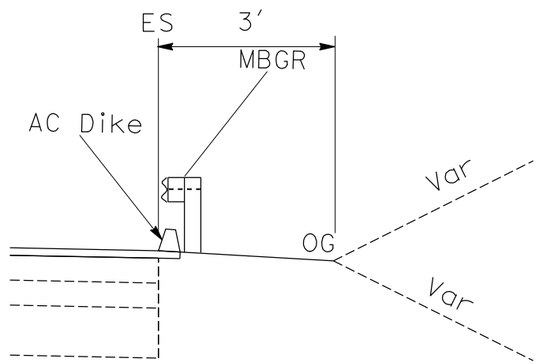
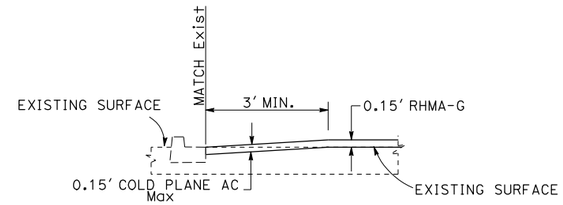


PM T0.4 - 0.9

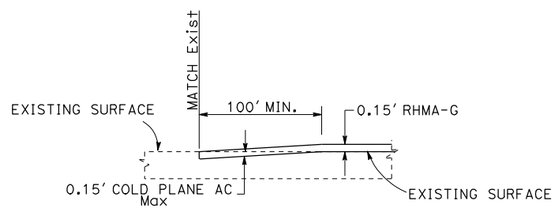
ROUTE 8 ON/OFF RAMPS



REMOVE AND REPLACE MBGR & DIKE DETAIL



CURB AND GUTTER CONFORMING DETAIL



BEGIN AND END PAVEMENT CONFORMING DETAIL

EXHIBIT 2

TYPICAL CROSS SECTION

NO SCALE **X-2**

	REVISED BY	DATE REVISED
CALCULATED-DESIGNED BY	Ben Guerrero	
CHECKED BY	Roy Flores	
FUNCTIONAL SUPERVISOR	CHI VARGAS	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans	

LAST REVISION 08-29-11 | DATE PLOTTED => 01-NOV-2011 | TIME PLOTTED => 11:11

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Printed 09/02/2011

Caltrans Maintenance Program
2008 Pavement Summary
Caltrans Drive Order
District 11, SD, Rte 008, PM 0.0 - 0.9

District		**11**
County		**SD**
Route		**008**
Begin PM	**T**	**0.407**

District 11 County SD Route 008

Priority	County	Route	Begin PM		End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	Max Obs Values: Allig. A	Allig. B	Patching	Bleeding	Rutting	1st St. Crk.	3rd St. Crk.	Corner Crk.	Faulting	Int'l Rough. Index	Defect
33	SD	008	T 0.407	-	T 0.710	0.303	F	R	R	0.000	46	1										122	UNSEALED CRACKS OR
33	SD	008	L 0.710	-	L 1.000	0.290	F	R	R	0.000	46	1										100	UNSEALED CRACKS OR
98	SD	008	L 1.000	-	L 1.213	0.213	F	R		0.000	46	1										139	GOOD CONDITION
99	SD	008	L 1.000	-	L 1.213	0.213	F	L		0.000	46	1										140	NO DISTRESS OBSERVED
99	SD	008	L 1.213	-	L 1.229	0.016	F	R		0.000	105	1										N/A	NO DISTRESS OBSERVED
0	SD	008	L 1.213	-	L 1.229	0.016	B	L		0.000	105	1										176	N/A - Bridge
0	SD	008	L 1.229	-	L 1.266	0.037	B	R		0.000	105	1										N/A	N/A - Bridge
0	SD	008	L 1.229	-	L 1.266	0.037	B	L		0.000	105	1										N/A	N/A - Bridge
0	SD	008	L 1.266	-	L 1.282	0.016	B	R		0.000	105	1										N/A	N/A - Bridge
33	SD	008	L 1.266	-	L 1.282	0.016	R	L	L	0.016	105	1										N/A	UNSEALED CRACKS OR
33	SD	008	L 1.282	-	L 2.000	0.718	R	R	R	0.718	105	1										159	UNSEALED CRACKS OR
33	SD	008	L 1.282	-	L 2.000	0.718	R	L	L	0.718	105	1										150	UNSEALED CRACKS OR
33	SD	008	L 2.000	-	L 2.033	0.033	R	R	R	0.033	105	1										N/A	UNSEALED CRACKS OR
33	SD	008	L 2.000	-	L 2.033	0.033	R	L	L	0.033	105	1						1				154	UNSEALED CRACKS OR
33	SD	008	L 2.033	-	L 2.355	0.322	R	R	R	0.322	105	1										137	UNSEALED CRACKS OR
33	SD	008	L 2.033	-	L 2.355	0.322	R	L	L	0.322	105	1						1				119	UNSEALED CRACKS OR
33	SD	008	L 2.355	-	L 2.357	0.002	R	R	R	0.002	105	1										N/A	UNSEALED CRACKS OR
0	SD	008	L 2.355	-	L 2.357	0.002	B	L		0.000	105	1										N/A	N/A - Bridge
0	SD	008	L 2.357	-	L 2.384	0.027	B	R		0.000	202	1										N/A	N/A - Bridge
0	SD	008	L 2.357	-	L 2.384	0.027	B	L		0.000	202	1										N/A	N/A - Bridge
33	SD	008	R 0.020	-	R 0.193	0.173	R	R	R	0.000	202	1										165	UNSEALED CRACKS OR
0	SD	008	R 0.020	-	R 0.193	0.173	B	L		0.000	202	1										162	N/A - Bridge
33	SD	008	R 0.193	-	R 0.196	0.003	R	R	R	0.003	202	1										N/A	UNSEALED CRACKS OR
0	SD	008	R 0.193	-	R 0.196	0.003	B	L		0.000	202	1										N/A	N/A - Bridge
33	SD	008	R 0.196	-	R 0.364	0.168	R	R	R	0.168	202	1										157	UNSEALED CRACKS OR
33	SD	008	R 0.196	-	R 0.364	0.168	R	L	L	0.168	202	1						1				175	UNSEALED CRACKS OR
33	SD	008	R 0.364	-	R 0.365	0.001	R	R	R	0.001	202	1										N/A	UNSEALED CRACKS OR
0	SD	008	R 0.364	-	R 0.365	0.001	B	L		0.000	202	1										166	N/A - Bridge
0	SD	008	R 0.365	-	R 0.391	0.026	B	R		0.000	202	1										176	N/A - Bridge

EXHIBIT 3

Note: HA Project locations highlighted in bold typeface.

Printed 09/02/2011

Caltrans Maintenance Program
2008 Pavement Summary
Caltrans Drive Order
District 11, SD, Rte 008, PM 0.0 - 0.9

District		**11**
County		**SD**
Route		**008**
Begin PM	**R**	**0.365**

District 11 County SD Route 008

Priority	County	Route	Begin PM		End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	Max Observed Values: Allig. A	Allig. B	Patching	Bleeding	Rutting	1st St. Crk.	3rd St. Crk.	Corner Crk.	Faulting	Int'l Rough. Index	Defect
0	SD	008	R 0.365	-	R 0.391	0.026	B	L		0.000	202	1										N/A	N/A - Bridge
33	SD	008	R 0.391	-	R 0.394	0.003	R	R	R	0.003	202	1										N/A	UNSEALED CRACKS OR
0	SD	008	R 0.391	-	R 0.394	0.003	B	L		0.000	202	1										N/A	N/A - Bridge
33	SD	008	R 0.394	-	R 0.672	0.278	R	R	R	0.278	202	1										147	UNSEALED CRACKS OR
33	SD	008	R 0.394	-	R 0.672	0.278	R	L	L	0.278	202	1						1				150	UNSEALED CRACKS OR
32	SD	008	R 0.672	-	R 0.677	0.005	F	R	R	0.005	202	1	25									N/A	ALL. A, NO B, OPEN CRKS
33	SD	008	R 0.672	-	R 0.677	0.005	R	L	L	0.005	202	1						1				N/A	UNSEALED CRACKS OR
32	SD	008	R 0.677	-	R 0.927	0.250	F	R	R	0.250	202	1	25									84	ALL. A, NO B, OPEN CRKS
33	SD	008	R 0.677	-	R 0.927	0.250	F	L	L	0.500	202	1										115	MISC. UNSEALED CRACKS

Total Triggered Lane Miles **3.823**

EXHIBIT 3

Note: HA Project locations highlighted in bold typeface.

Caltrans Maintenance Program
2008 Recommended Project List
Caltrans Drive Order

District 11, SD, Rte 008, PM 0.0 - 0.9

Program	Priority	County	Route	Begin PM -	End PM	Trig. Dir.	Pave Type	Length	AADT (,000)	MSL	Trig. Lnmi	Proj. Lnmi.	Effect-iveness	Defect
	0	SD	008	L 1.213 -	L 1.266		B	0.053	105	1	0.000	0.106	0	N/A - Bridge
	0	SD	008	L 1.229 -	L 1.282		B	0.053	105	1	0.000	0.212	0	N/A - Bridge
HM	33	SD	008	L 1.266 -	L 2.355	L	R	1.089	105	1	1.089	5.042	21	UNSEALED CRACKS OR JOINTS
HM	33	SD	008	L 1.282 -	L 2.357	R	R	1.075	105	1	1.075	4.296	25	UNSEALED CRACKS OR JOINTS
	0	SD	008	L 2.355 -	R 0.196		B	0.205	202	1	0.000	0.762	0	N/A - Bridge
	0	SD	008	L 2.357 -	L 2.384		B	0.027	202	1	0.000	0.054	0	N/A - Bridge
HM	33	SD	008	R 0.020 -	R 0.365	R	R	0.345	202	1	0.172	1.546	11	UNSEALED CRACKS OR JOINTS
HM	33	SD	008	R 0.196 -	R 0.364	L	R	0.168	202	1	0.168	0.840	20	UNSEALED CRACKS OR JOINTS
	0	SD	008	R 0.364 -	R 0.394		B	0.030	202	1	0.000	0.150	0	N/A - Bridge
	0	SD	008	R 0.365 -	R 0.391		B	0.026	202	1	0.000	0.130	0	N/A - Bridge
HM	32	SD	008	R 0.391 -	2.000	R	R	1.609	212	1	1.609	7.277	22	ALL. A, NO B, OPEN CRKS
HM	32	SD	008	R 0.394 -	2.229	L	R	1.835	212	1	2.158	9.712	22	ALL. A, NO B, OPEN CRKS
				Project count for district:	11		12		Totals		6.271	30.127		
				Project Count			12		Totals		6.271	30.127		

EXHIBIT 3

Collection Date: 04/17/2009
Printed: 09/02/2011

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 11, SD, Rte 008, PM 0.0 - 0.9

District	11
County	SD
Route	008
Begin PM T	0.407

District 11 County SD Route 008

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI		Priority	Skid	Defect
T 0.407	**- T 0.710**		**0.303**		**1.212**	**MLD**	**46**	**1**								
R1	F -DG	0	0									14	122	99		NO DISTRESS OBSERVED
R2	F -DG	0	0										N/A	99		NO DISTRESS OBSERVED
R3												5	77	98		GOOD CONDITION
L 0.710	**- L 1.000**		**0.290**		**1.160**	**MLD**	**46**	**1**								
R1	F -DG	0	0									7	94	99		NO DISTRESS OBSERVED
R2	F -DG	0	0										N/A	99		NO DISTRESS OBSERVED
R3												5	100	98		GOOD CONDITION
L 1.000	**- L 1.213**		**0.213**		**0.852**	**MLD**	**46**	**1**								
L1	F -DG	0	0									9	103	99		NO DISTRESS OBSERVED
L2	F -DG	0	0									19	140	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									18	139	99		NO DISTRESS OBSERVED
R2	F -DG	0	0										N/A	99		NO DISTRESS OBSERVED
R3	F -DG											18	139	98		GOOD CONDITION
L 1.213	**- L 1.229**		**0.016**		**0.064**	**MLD**	**105**	**1**								
L1	B											22	166	0		N/A - Bridge
L2	B											26	176	0		N/A - Bridge
R1	F -DG	0	0										N/A	99		NO DISTRESS OBSERVED
R2	F -DG	0	0										N/A	99		NO DISTRESS OBSERVED
L 1.229	**- L 1.266**		**0.037**		**0.222**	**MLD**	**105**	**1**								
L4	B												N/A	0		N/A - Bridge
R1	B												N/A	0		N/A - Bridge
R2	B												N/A	0		N/A - Bridge
L 1.266	**- L 1.282**		**0.016**		**0.096**	**MLD**	**105**	**1**								
L4	R					0	0	0					N/A	33		UNSEALED CRACKS OR
R1	B												N/A	0		N/A - Bridge
R2	B												N/A	0		N/A - Bridge

EXHIBIT 3

*Surface type of 'EB' is Enhanced Binder.

Collection Date: / / : : AM
Printed: 09/02/2011

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 11, SD, Rte 008, PM 0.0 - 0.9

District		11
County		SD
Route		008
Begin PM	L	1.282

District 11 County SD Route 008

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI		Priority	Skid	Defect
L 1.282	**- L 2.000**		**0.718**		**6.462**	**MLD**		**105**		**1**						
L1	R											16	150	98		GOOD CONDITION
L2	R											12	141	98		GOOD CONDITION
L4	R					0	0	0					N/A	33		UNSEALED CRACKS OR
R1	R											19	159	98		GOOD CONDITION
R3	R											15	147	98		GOOD CONDITION
R4	R					0	0	0					N/A	33		UNSEALED CRACKS OR
L 2.000	**- L 2.033**		**0.033**		**0.264**	**MLD**		**105**		**1**						
L1	R											17	154	98		GOOD CONDITION
L2	R					1	0	0				5	119	33		UNSEALED CRACKS OR
R4	R					0	0	0					N/A	33		UNSEALED CRACKS OR
L 2.033	**- L 2.355**		**0.322**		**2.576**	**MLD**		**105**		**1**						
L1	R											5	119	98		GOOD CONDITION
L2	R					1	0	0				5	112	33		UNSEALED CRACKS OR
R1	R											11	137	98		GOOD CONDITION
R2	R					0	0	0					N/A	33		UNSEALED CRACKS OR
R3	R											5	123	98		GOOD CONDITION
L 2.355	**- L 2.357**		**0.002**		**0.008**	**MLD**		**105**		**1**						
L2	B												N/A	0		N/A - Bridge
R2	R					0	0	0					N/A	33		UNSEALED CRACKS OR
L 2.357	**- L 2.384**		**0.027**		**0.108**	**MLD**		**202**		**1**						
L2	B												N/A	0		N/A - Bridge
R2	B												N/A	0		N/A - Bridge
R 0.020	**- R 0.193**		**0.173**		**1.384**	**MLD**		**202**		**1**						
L1	B											16	150	0		N/A - Bridge
L2	B											20	162	0		N/A - Bridge
L5	B												N/A	0		N/A - Bridge
R1	B											15	149	0		N/A - Bridge
R2	B												N/A	0		N/A - Bridge
R3	R											21	165	98		GOOD CONDITION

*Surface type of 'EB' is Enhanced Binder.

EXHIBIT 3

Collection Date: 04/17/2009
Printed: 09/02/2011

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 11, SD, Rte 008, PM 0.0 - 0.9

District		11
County		SD
Route		008
Begin PM	R	0.193

District 11 County SD Route 008

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
R 0.193	- R	0.196	0.003	0.021	MLD	202	1
R 0.196	- R	0.364	0.168	1.680	MLD	202	1
R 0.364	- R	0.365	0.001	0.010	MLD	202	1
R 0.365	- R	0.391	0.026	0.260	MLD	202	1
R 0.391	- R	0.394	0.003	0.027	MLD	202	1
R 0.394	- R	0.672	0.278	2.780	MLD	202	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
L5	B											N/A	0		N/A - Bridge
R4	R					0	0	0				N/A	33		UNSEALED CRACKS OR
L1	R											25 175	98		GOOD CONDITION
L2	R											25 174	98		GOOD CONDITION
L5	R					1	0	0				N/A	33		UNSEALED CRACKS OR
R1	R											18 157	98		GOOD CONDITION
R3	R											16 150	98		GOOD CONDITION
R4	R					0	0	0				N/A	33		UNSEALED CRACKS OR
L1	B											22 166	0		N/A - Bridge
L2	B											14 145	0		N/A - Bridge
L3	B											21 165	0		N/A - Bridge
L5	B											N/A	0		N/A - Bridge
R4	R					0	0	0				N/A	33		UNSEALED CRACKS OR
L5	B											N/A	0		N/A - Bridge
R1	B											13 143	0		N/A - Bridge
R2	B											16 150	0		N/A - Bridge
R3	B											20 162	0		N/A - Bridge
R4	B											26 176	0		N/A - Bridge
L5	B											N/A	0		N/A - Bridge
R4	R					0	0	0				N/A	33		UNSEALED CRACKS OR
L1	R											16 150	98		GOOD CONDITION
L2	R											13 143	98		GOOD CONDITION
L3	R											8 130	98		GOOD CONDITION
L5	R					1	0	0				N/A	33		UNSEALED CRACKS OR

*Surface type of 'EB' is Enhanced Binder.

EXHIBIT 3

Collection Date: / / : : AM
Printed: 09/02/2011

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 11, SD, Rte 008, PM 0.0 - 0.9

District		11
County		SD
Route		008
Begin PM	R	0.394

District 11 County SD Route 008

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
R 0.672 - R 0.677	0.005	0.050	MLD	202	1
R 0.677 - R 0.927	0.250	2.500	MLD	202	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
R1	R											15 147	98		GOOD CONDITION
R2	R											7 127	98		GOOD CONDITION
R3	R											5 119	98		GOOD CONDITION
R4	R					0	0	0				6 124	33		UNSEALED CRACKS OR
L5	R					1	0	0				N/A	33		UNSEALED CRACKS OR
R3	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
R4	F -DG	25	0									N/A	32		ALL. A, NO B, OPEN CRKS
L1	F -DG											12 115	98		GOOD CONDITION
L2	F -DG											5 77	98		GOOD CONDITION
L3	F -DG											5 78	98		GOOD CONDITION
L4	F -DG	0	0									N/A	33		MISC. UNSEALED CRACKS
L5	F -DG	0	0									N/A	33		MISC. UNSEALED CRACKS
R1	F -DG											5 71	98		GOOD CONDITION
R2	F -DG											5 60	98		GOOD CONDITION
R3	F -DG	0	0									5 70	99		NO DISTRESS OBSERVED
R4	F -DG	25	0									5 84	32		ALL. A, NO B, OPEN CRKS

EXHIBIT 3

*Surface type of 'EB' is Enhanced Binder.

State of California

Business, Transportation and Housing Agency

Memorandum

To : BEN GUERRERO (MS 255)
Project Engineer
Advanced Planning

Date: October 24, 2011

File: 11-SD-8
PM T0.4/0.9
EA 11-40860K
EFIS 1112000016

From : **DEPARTMENT OF TRANSPORTATION - DISTRICT 11**
PAVEMENT ENGINEERING SECTION

Subject: **CAPM PAVEMENT REHABILITATION RECOMMENDATIONS - Revised**

The following are CAPM pavement rehabilitation recommendations for Interstate 8 from 0.1 mile west of Nimitz Blvd to 0.1 mile west of Presidio Park OC 57-376.

This revision supersedes the October 5, 2011 Memo.

PM T0.4 to PM L1.2 (Midway Dr UC 57-705)
Freeway is HMA Main Lanes with HMA Shoulders

EB & WB 8 Main Lanes

Alternate 1

Mill 0.15' existing AC
Overlay with 0.15' RHMA-G

Alternate 2

Mill 0.15' existing AC
Overlay with 0.15' HMA-A

Alternate 3

Overlay with 0.15' RHMA-G
Conform grinds will be required

EXHIBIT 4

EB & WB 8 Shoulders

Alternate 1

Mill 0.15' existing AC
Overlay with 0.15' RHMA-G

Alternate 2

Mill 0.15' existing AC
Overlay with 0.15' HMA-A

Alternate 3

Overlay with 0.15' RHMA-G
Conform grind may be necessary

PM L1.2 (Midway Dr UC 57-705) to PM 0.9
Freeway is PCC Main Lanes and HMA Shoulders

EB & WB 8 Main Lanes

Remove and Replace failed PCC slabs as determined by the Project Engineer.
Profile grind all PCC lanes

EB & WB 8 Shoulders

Mill 0.15' existing AC
Overlay with 0.15' HMA-A

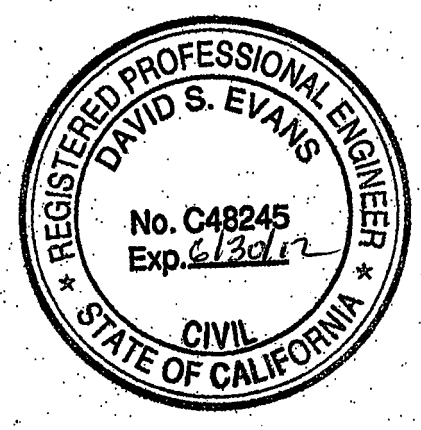
Ramps TW & Ramp Shoulders

Mill 0.15' existing AC
Overlay with 0.15' HMA-A

EXHIBIT 4

If you have questions with regards to this memorandum, contact me at 858-467-4056.

David Evans
Assoc. Trans. Engineer (Reg.)
Pavement Section



cc: A Padilla (DME)
M Peinado (MS 330)
C Vargas (MS 255)
8.40860K.CAPM2.doc

EXHIBIT 4

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

11-SD-8	T 0.4-R 0.9	40860K	1112000016
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

In San Diego County, on Interstate 8 from post mile T 0.40 to R 0.90, Caltrans proposes a pavement rehabilitation project. Proposed work includes: PCC grinding, cold-planing & resurfacing of existing pavement at various locations, AC overlay onramps, remove and replace AC dike and remove/replace in-kind MBGR. Work will not exceed the existing paved areas. All work is within the State Right of Way. District 11, Environmental Division must be informed of any changes to the project. Please see the continuation sheet for more information.

CEQA COMPLIANCE *(for State Projects only)*

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

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

CALTRANS CEQA DETERMINATION (Check one)

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

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

☒ **Categorically Exempt. Class** 1. (PRC 21084; 14 CCR 15300 et seq.)

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

David Nagy		Bruce Lambert *for*	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 9/30/11	Signature	Date 9/30/11

NEPA COMPLIANCE

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

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

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

CALTRANS NEPA DETERMINATION (Check one)

☒ **Section 6004:** The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☐ **23 CFR 771.117(c): activity (c)(___)**
- ☒ **23 CFR 771.117(d): activity (d)(_1_)**
- ☐ **Activity ___ listed in the MOU between FHWA and the State**

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

David Nagy		Bruce Lambert *for*	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 9/30/11	Signature	Date 9/30/11

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised June 7, 2010**

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

11-SD-8	T 0.4-R 0.9	40860K	1112000016
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Project No. (Local project)/ Proj. No.

Continued from page 1:

- If white or yellow traffic stripe or thermoplastic pavement marking is to be removed by itself, it shall be removed in accordance with 2010 Standard Special Provision (SSP) 14-11.07.

- Hazardous concentrations of lead chromate may be present in the yellow paint material. According to SSP 14-11.07, the paint must be contained and collected immediately so that it is not emitted into ambient air, testing must be performed for lead to evaluate the paint material as hazardous, an EPA ID must be acquired if hazardous, and the paint must be properly disposed at a Class I Landfill facility. If testing indicates the material is not hazardous the material may be disposed at a Class II or III landfill facility.

- A Lead Compliance Plan shall be prepared for conducting the paint removal activities. LCP shall describe proper handling methods of the paint material and shall provide information regarding limiting exposure to lead chromate containing paint materials.

- Treated wood waste must not be relinquished to the contractor. It must be reused on the job or disposed of at a Class 1 landfill facility, or at a composite-lined solid waste landfill facility permitted to accept such wastes, in accordance with SSP 14-11.09.

- A short form Storm Water Data Report (SWDR) must be submitted to the D11 NPDES engineer for review.

State of California
Memorandum

Business, Transportation and Housing Agency

To: **Russell Simpson**
Environmental Planner
Environmental Analysis

Date: September 8, 2011
File: 11-SD-8
PM: T0.4 – R0.90
EA: 40860K
PI: 112000016

From: **Diane Vermeulen**
Environmental Engineering

Subject: Hazardous Waste Review of Maintenance Project on I-8 between Nimitz Blvd to 0.1 mile west of Presidio Park Overcrossing, in San Diego County, California

A review of the potential for encountering hazardous waste materials/issues for the above referenced project has been completed. The project proposes to perform Pavement Rehabilitation in Interstate 8, in San Diego County from 0.1 mile west of Nimitz Blvd to 0.1 miles west of Presidio Park OC. Work performed includes: PCC grinding, cold-planing & resurfacing of existing pavement at various location, AC overlay onramps, remove/replace AC dike and remove/replace in-kind MBGR.. Hazardous waste issues include lead in paint stripe material, aerially deposited lead and treated wood posts to be removed.

If yellow paint stripe or yellow pavement marking is removed without asphalt, it shall be removed in accordance with Special Provision (SSP) 14-11.07. Hazardous concentrations of lead chromate may be present in the paint material. According to SSP 14-11.07, the paint must be contained and collected immediately so that it is not emitted into ambient air, and properly disposed at a Class I Landfill facility. A Lead Compliance Plan shall be prepared for conducting paint removal activities. The Lead Compliance Plan shall describe proper handling methods of the paint material and shall provide information regarding limiting worker and public exposure to lead. If the yellow paint stripe is to be removed along with the grinding of the PCC then the use of SSP 15-1.03B shall be used, which also requires a lead compliance plan.

Treated wood waste (TWW) is wood that has been treated with a chemical preservative, such as the wood posts from the guardrails and signs to be removed. The TWW must not be relinquished to the contractor. It must be reused on the job or disposed of at a Class I landfill facility, or alternatively, the treated wood must be disposed at a composite-lined solid waste landfill facility permitted to accept such wastes. Management of treated wood waste needs to follow Title 22 CA Code of Regulations, Division 4.5, Chapter 34. The Treated Wood Waste SSP 14-11.09 will need to be used.

Results of investigation for ADL in the area indicate along I-8 the soil contains hazardous concentrations of ADL. Total lead concentrations in the area of Route 8 within the project boundary range from 10 mg/kg to 1590 mg/kg. The average total lead concentration is 117 mg/kg. Statistical analysis of soluble lead testing indicated that the soil along the shoulders of Route 8 is hazardous (greater than 5 milligrams per liter) in accordance with

Title 22 of the California Code of Regulations (CCR). The lead impacted soil is found in exposed soil in the median and shoulders of the main traveled way to a depth of approximately 1 meter and a distance of approximately 6 meters away from the edge of pavement. Since no soil is going to be considered excess and there will be minimal disturbance of the soil, we will use the SSP 14-11.04 for minimal disturbance of material containing hazardous waste concentrations of aerially deposited lead. If any soil is considered excess it will need to be disposed of at a class I disposal facility.

If you have questions call me at (619) 688-3148.

Diane Vermeulen, PE
Environmental Engineering

cc: Jayne Dowda

EXHIBIT 6

Replace section 14-11.04 with:

14-11.04 MINIMAL DISTURBANCE OF MATERIAL CONTAINING HAZARDOUS WASTE CONCENTRATIONS OF AERIALLY DEPOSITED LEAD

14-11.04A General

14-11.04A(1) Summary

Section 14-11.04 includes specifications for minimal disturbance of material containing hazardous waste concentrations of Aerially Deposited Lead (ADL).
Compliance with 22 CA Code of Regs is not required where there is minimal disturbance of hazardous waste concentrations of ADL.

14-11.04A(2) Project Conditions

Hazardous waste concentrations of ADL are typically found within the top 2 feet of material in unpaved areas of the highway.
Levels found in the area of minimal disturbance range from less than 10 to 1590 mg/kg total lead with an average concentration of 117 mg/kg total lead (using the 90 percent Upper Confidence Limit), as analyzed by US EPA Method 6010 or US EPA Method 7000 series.
Minimal disturbance of hazardous waste concentrations of ADL will occur at the following locations:

1. T 0.40/R 0.90

14-11.04A(3) Quality Control and Assurance

Handling material containing aerially deposited lead must comply with rules and regulations of the following agencies:

1. Cal/OSHA
2. RWQCB, Region 9—San Diego Region

14-11.04A(4) Lead Compliance Plan

Submit a lead compliance plan under section 7-1.02K(6)(j)(ii).

14-11.04B Materials

Not Used

14-11.04C Construction

14-11.04C(1) General

Not Used

14-11.04C(2) Soil Handling

Handling of material containing ADL must result in no visible dust migration. Use dust control measures. A means of controlling dust must be available at all times when handling material in work areas containing ADL at hazardous waste concentrations.
Separate material from vegetation. The resulting soil must remain on the job site.

Surplus material from the areas containing hazardous waste concentrations of ADL must remain in the area of disturbance. Do not dispose of surplus material outside the highway.

14-11.04D Payment

Payment for a lead compliance plan is not included in the payment for environmental stewardship work.

Replace section 14-11.09 with:

14-11.09 TREATED WOOD WASTE

14-11.09A General

14-11.09A(1) Summary

Section 14-11.09 includes specifications for handling, storing, transporting, and disposing of treated wood waste (TWW).
Wood removed from metal beam guard rail is TWW. Manage TWW under 22 CA Code of Regs, Div. 4.5, Chp. 34.

14-11.09A(2) Submittals

For disposal of TWW, submit as an informational submittal a copy of each completed shipping record and weight receipt within 5 business days.

14-11.09B Materials

Not Used

14-11.09C Construction

14-11.09C(1) General

14-11.09C(2) Training

Provide training to personnel who handle TWW or may come in contact with TWW.
Training must include:

1. All applicable requirements of 8 CA Code of Regs
2. Procedures for identifying and segregating TWW
3. Safe handling practices
4. Requirements of 22 CA Code of Regs, Div. 4.5, Chp. 34
5. Proper disposal methods

Maintain records of personnel training for 3 years.

14-11.09C(3) Storage

Store TWW before disposal using the following methods:

1. Elevate on blocks above a foreseeable run-on elevation and protect from precipitation for no more than 90 days.
2. Place on a containment surface or pad protected from run-on and precipitation for no more than 180 days.
3. Place in water-resistant containers designed for shipping or solid waste collection for no more than 1 year.
4. Place in a storage building as defined in 22 CA Code of Regs, Div. 4.5, Chp. 34, § 67386.6(a)(2)(C).

Prevent unauthorized access to TWW using a secured enclosure such as a locked chain link fenced area or a lockable shipping container located within the job site.
Resize and segregate TWW at a location where debris from the operation including sawdust and chips can be contained. Collect and manage the debris as TWW.

Provide water-resistant labels that comply with 22 CA Code of Regs, Div. 4.5, Chp. 34, §67386.5, to clearly mark and identify TWW and accumulation areas. Labels must include:

1. Caltrans, District number, Construction, Construction Contract number
2. District office address
3. Engineer's name, address, and telephone number
4. Contractor's contact name, address and telephone number
5. Date placed in storage

14-11.09C(4) Transporting and Disposal

Before transporting TWW, obtain an agreement from the receiving facility that the TWW will be accepted. Protect shipments of TWW from loss and exposure to precipitation. For projects with 10,000 pounds or more of TWW, request a US EPA Generator Identification Number from the Engineer at least 5 business days before the first shipment. Each shipment must be accompanied by a shipping record such as a bill of lading or invoice that includes:

1. Caltrans with district number
2. Construction Contract number
3. District office address
4. Engineer's name, address, and telephone number
5. Contractor's contact name and telephone number
6. Receiving facility name and address
7. Waste description: Treated Wood Waste with preservative type if known or unknown/mixture
8. Project location
9. Estimated quantity of shipment by weight or volume
10. Date of transport
11. Date of receipt by the receiving TWW facility
12. Weight of shipment as measured by the receiving TWW facility
13. For projects with 10,000 pounds or more of TWW include the USA EPA Generator Identification Number.

The shipping record must be at least a 4-part carbon or carbonless 8 1/2 by 11-inch form to allow retention of copies by the Engineer, transporter, and disposal facility.

Dispose of TWW at an approved TWW facility. A list of currently approved TWW facilities is available at:

http://www.dtsc.cs.gov/HazardousWaste/upload/TWW_Confirmed_Landfill_List.pdf.

Dispose of TWW within:

1. 90 days of generation if stored on blocks
2. 180 days of generation if stored on a containment surface or pad
3. 1 year of generation if stored in a water-resistant container, or within 90 days after the container is full, whichever is shorter
4. 1 year of generation if storing in a storage building as defined in 22 CA Code of Regs, Div. 4.5, Chp. 34, § 67386.6(a)(2)(C)

14-11.09D Payment

Not Used

Replace section 14-11.07 with:

14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE

14-11.07A General

14-11.07A(1) Summary

Section 14-11.07 includes specifications for removing existing yellow thermoplastic and yellow painted traffic stripe and pavement marking. The residue from the removal of this material is a Department-generated hazardous waste.

Residue from removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking contains lead chromate. The average lead concentration is at least 1,000 mg/kg total lead or 5 mg/l soluble lead. When applied to the roadway, the yellow thermoplastic and yellow painted traffic stripe and pavement marking contained as much as 2.6 percent lead. Residue produced from the removal of this yellow thermoplastic and yellow painted traffic stripe and pavement marking contains heavy metals in concentrations that exceed thresholds established by the Health & Safety Code and 22 CA Code of Regs.

For bidding purposes, assume the residue is not regulated under the Federal Resource Conservation and Recovery Act (RCRA), 42 USC § 6901 et seq.

Work associated with disposal of hazardous waste residue regulated under RCRA as determined by test results is change order work.

Yellow thermoplastic and yellow paint may produce toxic fumes when heated.

14-11.07A(2) Submittals

14-11.07A(2)(a) General

Not Used

14-11.07A(2)(b) Lead Compliance Plan

Submit a lead compliance plan under section 7-1.02K(6)(j)(ii).

14-11.07A(2)(c) Work Plan

Submit a work plan for the removal, containment, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe and pavement marking. The work plan must include:

1. Objective of the operation
2. Removal equipment
3. Type of hazardous waste storage containers
4. Container storage location and how it will be secured
5. Hazardous waste sampling protocol and QA/QC requirements and procedures
6. Qualifications of sampling personnel
7. Analytical lab that will perform the analyses
8. DTSC registration certificate and CA Highway Patrol (CHP) Biennial Inspection of Terminals (BIT) Program compliance documentation of the hazardous waste hauler that will transport the hazardous waste
9. Disposal site that will accept the hazardous waste residue

The Engineer will review the work plan within 5 business days of receipt.
Do not perform work that generates hazardous waste residue until the work plan has been authorized by the Engineer.
Correct any rejected work plan and resubmit a corrected work plan within 5 business days of notification by the Engineer. A new review period of 5 business days will begin from date of resubmittal.

14-11.07A(2)(d) Analytical Test Results

Submit analytical test results of the residue from removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking, including chain of custody documentation, for review and acceptance before:

1. Requesting the Engineer's signature on the waste profile requested by the disposal facility
2. Requesting the Engineer obtain an US EPA Generator Identification Number for disposal
3. Removing the residue from the site

14-11.07A(2)(e) U.S. Environmental Protection Agency Identification Number Request

Submit a request for the US EPA Generator Identification Number when the Engineer accepts analytical test results documenting that residue from removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking is a hazardous waste.

14-11.07A(2)(f) Disposal Documentation

Submit documentation of proper disposal from the receiving landfill within 5 business days of residue transport from the project.

14-11.07B Materials

Not Used

14-11.07C Construction

Where grinding or other authorized methods are used to remove yellow thermoplastic and yellow painted traffic stripe and pavement marking that will produce a hazardous waste residue, immediately contain and collect the removed residue, including dust. Use a HEPA filter-equipped vacuum attachment operated concurrently with the removal operations or other equally effective approved methods for collection of the residue.
Make necessary arrangements to test the yellow thermoplastic and yellow paint hazardous waste residue as required by the disposal facility and these special provisions. Testing must include:

1. Total lead by US EPA Method 6010C
2. Total chromium by US EPA Method 7000 series
3. Soluble lead by California Waste Extraction Test (CA WET)
4. Soluble chromium by CA WET
5. Soluble lead by Toxicity Characteristic Leaching Procedure (TCLP)
6. Soluble chromium by TCLP

From the first 220 gal of hazardous waste or portion thereof if less than 220 gal of hazardous waste are produced, a minimum of 4 randomly selected samples must be taken and analyzed individually. Samples must not be composited. From each additional 880 gal of hazardous waste or portion thereof if less than 880 gal are produced, a minimum of 1 additional random sample must be taken and analyzed. Use chain of custody procedures consistent with chapter 9 of US EPA Test Methods for Evaluating Solid Waste, Physical/Chemical Methods (SW-846) while transporting samples from the project to the laboratory. Each sample must

be homogenized before analysis by the laboratory performing the analyses. A sample aliquot sufficient to cover the amount necessary for the total and the soluble analyses must then be taken. This aliquot must be homogenized a 2nd time and the total and soluble analyses run on this aliquot. The homogenization process must not include grinding of the samples.
Submit the name and location of the disposal facility that will be accepting the hazardous waste and the analytical laboratory along with the testing requirements not less than 5 business days before the start of removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking. The analytical laboratory must be certified by the California Department of Public Health (CDPH) Environmental Laboratory Accreditation Program (ELAP) for all analyses to be performed.
After the Engineer accepts the analytical test results, dispose of yellow thermoplastic and yellow paint hazardous waste residue at a Class 1 disposal facility located in California under the requirements of the disposal facility operator within __ days after accumulating 220 pounds of residue and dust.
If less than 220 pounds of hazardous waste residue and dust is generated in total, dispose of it within __ days after the start of accumulation of the residue and dust.
The Engineer will sign all manifests as the generator within 2 business days of receiving and accepting the analytical test results and receiving your request for the US EPA Generator Identification Number. Use a transporter with a current DTSC registration certificate and that is in compliance with the CHP BIT Program when transporting hazardous waste.

14-11.07D Payment

Payment for a lead compliance plan is not included in the payment for environmental stewardship work.
If analytical test results demonstrate that the residue is a non-hazardous waste and the Engineer agrees, dispose of the residue at an appropriately permitted CA Class II or CA Class III facility. The Department does not adjust payment for this disposal.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11
OFFICE OF
ADVANCED PLANNING

PROPOSED STAGING AREA ON I-8
IN SAN DIEGO COUNTY FROM NIMITZ BLVD. TO 0.1 MILE W OF PRESIDIO PARK OC

FOR PRELIMINARY STUDY ONLY

SCALE: 1:100

CALCULATED-DESIGNED BY	CATALINO DELACRUZ	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	USERNAME => s136736 DGN FILE => 40860_staging.dgn DATE PLOTTED => 09:57 21-OCT-2011

EXHIBIT 7

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

APPENDIX E

Short Form - Storm Water Data Report

Dist-County-Route: 11-SD-008
Post Mile Limits: T0.4 - 0.9
Project Type: CAPM – Pavement Rehab
Project ID (or EA): 40860K /11-12000016
Program Identification: SHOPP
Phase: ☒ PID
☒ PA/ED
☐ PS&E

Regional Water Quality Control Board: Region 9 San Diego

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: June, 2014 Construction Completion Date: January, 2015

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.

Roy Flores 10-21-11

Roy Flores, *Registered Project Engineer* *Date*

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

Constantine N. Kontaxis 10-21-11

Constantine Kontaxis- Storm Water Compliance- Cheif *Date*

1 Project Description

This pavement rehabilitation project is on Interstate 8 from just west of Nimitz Blvd to just east of Presidio Park OC. This project proposes to preserve the existing pavement by: Overlaying the existing AC mainline lanes and some of the ramps with 0.15' of Rubberized Hot Mix Asphalt, Replace AC gore areas with PCC (Connectors), Grind PCC mainline lanes and some slab replacement, all AC shoulders would be cold planed and filled in with RHMA, MBGR and AC dike replacement, and attenuator/crash cushions replacement/upgrade.

Per the EPA definition for the Construction General Permit (CGP), this project is considered routine maintenance because it maintains the original line and grade, hydraulic capacity, and original purpose of the facilities. Because this project is routine maintenance, it is exempt from the Construction General Permit requirements.

This project will be disturbing approximately 0.2 acres. Because this project is an overlay project with a low soil disturbance and no change in impervious area, this project should have minimum water quality impact to downstream water bodies. Future, since DSA is less than one acre, the project is exempt from Construction General Permit and a Risk Assessment.

A Short Form SWDR was prepared after consulting with the NPDES Branch Chief Constantine Kontaxis.

The direct receiving water bodies for this project are in the LOWER SAN DIEGO Hydraulic Area:

Famosa Slough - Hydrologic Sub-Area 907.11
San Diego River (Lower) - H.S.A 907.11

The receiving waters are on the 303(d) impaired list and the pollutants are as follows:
Famosa Slough - Eutrophic
San Diego River – Fecal Coliform, Low Dissolved Oxygen, Phosphorus, Total Dissolved Solid.

2. Construction Site BMPs

Concurrence from Construction regarding the Construction Site BMP strategy and quantity will be obtained during PS&E phase. The project includes a Staged Construction Area that measures 0.2 acres and will consider the following Construction Site BMP's.
Because the DSA for this project is less than one acre, a Storm Water Pollution Prevention Plan is not required. This project is thus expected to utilize the Water Pollution Prevention Program (WPCP).

NS-1 Water Conservation Practices

NS-3 Paving and Grading Operations

NS-6 Illicit Connection/Illegal Discharge Detection and Reporting

NS-8 Vehicle Equipment Cleaning

NS-9 Vehicle Equipment Fueling

NS-10 Vehicle Equipment Maintenance

NS-12 Concrete Curing

Waste Management Materials Pollution

WM-1 Materials Delivery and Storage

WM-2 Material Use

WM-4 Spill Prevention and Control

WM-5 Solid Waste Management

WM-6 Hazardous Waste Management

WM-8 Concrete Waste Management

WM-9 Sanitary/Septic Waste Management

WM-10 Liquid Waste Management

3 Required Attachments[1]

- Vicinity Map
- Evaluation Documentation Form

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[1] Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

Evaluation Documentation Form

DATE: 9/1/2011

Project ID (or EA): 40860K

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		X	If **Yes**, go to 10. If **No**, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.	X		If **Yes**, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. PM *(Dist./Reg. SW Coordinator initials)* If **No**, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	X		If **Yes**. *(SD)*, go to 5. If **No**, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	X		If **Yes**, continue to 6. If **No**, go to 10.
6.	Is it a new facility or major reconstruction?		X	If **Yes**, continue to 8. If **No**, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		X	If **Yes**, continue to 8. If **No**, go to 10.
8.	Does the project result in a net increase of one acre or more of new impervious surface?			If **Yes**, continue to 9. If **No**, go to 10. *(Net Increase New Impervious Surface)*
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. PM *(Dist./Reg. Design SW Coord. Initials)* KT *(Project Engineer Initials)* 10-21-11 *(Date)*			Document for Project Files by completing this form, and attaching it to the SWDR.

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

State of California **Business and Transportation Agency**

M E M O R A N D U M

To: Bruce Lambert, Project Manager Revised

Attn: Roy Flores, Project Engineer

From: DEPARTMENT OF TRANSPORTATION - District 11 Right of Way

Date: September 12, 2011
File: 11-SD-8
P.M.: T0.4 - 0.9
KP:
EA: 40860K
Proj# : 1112000016

Subject: RIGHT OF WAY DATA
Pavement Rehabilitation in SD County in San Diego from Nimitz Boulevard to 0.1 Miles West of Presidio Park OC

Programmed Amount: $ -0-

1. **R/W Cost Estimate:**

		Value Future Use	Escalation Rate		Escalated Value
A)	Acquisition, including Excess Land, Damages, Goodwill, Mitigation & Railroad	$ 0	0 %	$	0
B)	Utility Relocation (State Share) + Potholing (Design Phase)	$ 0	0 %	$	0
C)	RAP and/or Last Resort Housing	$ 0	0 %	$	0
D)	Clearance & Demolition	$ 0	0 %	$	0
E)	Title and Escrow Costs	$ 0	0 %	$	0
F)	Preliminary Engineering/Pre-Engineering Cost	$ 0	0 %	$	0
G)	Environmental Permit Fees	$ 1,000	%	$	0
	Total R/W Estimate (Excluding Item #8 -Hazardous Waste)	**$ 1,000**	**Escalated**	**$**	**0**

Condemnation Factor 0 %
Design Appreciation Factor 0 %
(Above two factors included in Acq. Escalation Rate)

Number of Years to Certification 1

2. **Parcel Data:**

	Type	Du. App	G/W App
X			
A			
B			
C			
D			
Total	0	Excess Parcels	0

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

Railroad Involvements	
None	
C & M Agreements	
Service Contracts	
Lic/Re/Clauses	1
Misc R/W Work	
Rap Displacements	
Clearance/Demolitions	
Construction Permits	

Areas: R/W Fee: _____ Excess: _____
R/W Easements: _____

Entered PMCS 1. EVENT RW SCREEN (All Data) / /
2. AGRE SCREEN (Railroad Data Only) / /

REMARKS: *Section 13 Short Clauses and Railroad Clearance Letter Issued at PS & E*

EXHIBIT 9

File: 11-SD-8
PM: T0.4 - 0.9
KP:
EA: 40860K
Proj: 1112000016

3. Are there major items of construction contract work?
Yes _____ No __X__ Not determined at this time _____ (If yes, explain.)

4. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, goodwill, etc.).

5. Is there an effect on assessed valuation?
Yes _____ No __X__ (If yes, explain.)

6. Are utility facilities or rights of way affected?
Yes ___ No _X_ Not determined at this time ___ (If yes, explain.)

7. Are railroad facilities or rights of way affected?
Yes _X_ No _____ (If yes, explain.)

Name(s) of railroad(s) **METROPOLITAN TRANSIT SYSTEMS**

When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facilities be more cost effective than construction of a facility to perpetuate the rail service? (See Procedural Handbook Vol. 4a, Chap. 440 for detail.)
Yes _____ No_____ (If yes, explain.)

8. Were any previously unidentified sites with hazardous wastes and/or material found?
Yes _____ * None Evident __X__ (* If yes, attach memorandum per RWPH Vol. 1, Sec. 101.026).

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

Number of single-family _____ Number of business/nonprofit _____
Number of multi-family _____ Number of farm _____

10. Are there any material borrow and/or disposal sites required?
Yes _____ No __X__ Not determined at this time ____ (If yes, explain.)

11. Are there any potential relinquishments and/or abandonment's?
Yes _____ No __X__ (If yes, explain.)

12. Are there any existing and/or potential Airspace sites?
Yes _____ No __X__ (If yes, explain.) **All state property has the potential for airspace involvement.**

13. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if District proposes less than formula lead time and/or if significant pressures for project advancement are anticipated.)
PYPSCAN lead time _____. Minimum Right of Way lead time requested from receipt of final maps to certification _____. [ ] See attached.

14. Is it anticipated that all Right of Way work would be performed by Caltrans staff?
Yes_X__ No _____ (If no, explain.)

Vol. 4a, Chap. 440 for detail.)
Yes _____ No_____ (If yes, explain.)

File: 11-SD-8
PM: T0.4 - 0.9
KP:
EA: 40860K
Proj: 1112000016

ASSUMPTIONS & LIMITING CONDITIONS

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

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

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

[ ] See attached

Evaluations prepared by:

1. Utilities Signature _____ Gwendolyn Denny Date 09 / 26 / 2011

2. Railroad Signature _____ Brian Finkbeiner Date 9 / 26 / 2011

3. Proj.Coord. Signature _____ Lane Hollerbach Date 9 / 26 / 2011

I have personally reviewed the R/W Data Sheet and 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.

JANET SCHAFFER
Deputy District Director
Right of Way Division

By _____

AMY LAMOTT VARGAS, CHIEF
Local Program/ Railroad/Project Coordination
& Estimating Branch
Right of Way Division

EXHIBIT 9

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

PI 11
1200 0016

Co/Rte/KP SD/8/T 0.407-0.90 EA 40860K Alternative No. _____

Project Limit Interstate 8 from Nimitz Boulevard to 0.1 mi. west of Presidio Park OC

Project Description Pavement Rehabilitation

Expected Construction Schedule 2015

1) Public Information

☐	a. Brochures and Mailers	$
☒	b. Press Release	
☒	c. Paid Advertising	$2,000
☐	d. Public Information Center/Kiosk	$
☐	e. Public Meeting/Speakers Bureau	
☐	f. Telephone Hotline	
☒	g. Internet	
☒	h. Others Construction Bulletins	$1,500

2) Motorists Information Strategies

☐	a. Changeable Message Signs (Fixed)	$
☒	b. Changeable Message Signs (Portable)	$20,000
☐	c. Ground Mounted Signs	$
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☐	f. Others _____	$

3) Incident Management

☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$104,000
☐	b. Freeway Service Patrol	$
☐	c. Traffic Management Team	
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

EXHIBIT 10

4) Construction Strategies

- [x] a. Lane Closure Chart
- [ ] b. Reversible Lanes
- [ ] c. Total Facility Closure
- [ ] d. Contra Flow
- [ ] e. Truck Traffic Restrictions $ _____
- [ ] f. Reduced Speed Zone $ _____
- [x] g. Connector and Ramp Closures
- [ ] h. Incentive and Disincentive Clause $ _____
- [ ] i. Moveable Barrier $ _____
- [ ] j. Others _____ $ _____

5) Demand Management

- [ ] a. HOV Lanes/Ramps (New or Convert) $ _____
- [ ] b. Park and Ride Lots $ _____
- [ ] c. Rideshare Incentives $ _____
- [ ] d. Variable Work Hours
- [ ] e. Telecommute
- [ ] f. Ramp Metering (Temporary Installation) $ _____
- [ ] g. Ramp Metering (Modify Existing) $ _____
- [ ] h. Others _____ $ _____

6) Alternative Route Strategies

- [ ] a. Add Capacity to Freeway Connector $ _____
- [ ] b. Street Improvement (widening, traffic signal... etc) $ _____
- [ ] c. Traffic Control Officers $ _____
- [ ] d. Parking Restrictions
- [ ] e. Others _____ $ _____

7) Other Strategies

- [ ] a. Application of New Technology $ _____
- [ ] e. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $127,500

EXHIBIT 10

Project Notes:

Assumptions/ Comments:

1. Entire project will take approximately 140 working days to construct.

2. Current dollar values used. Inflation was not factored into the estimate.

3. Traffic Control/Maintain Traffic costs were not provided. Please consult with the OE or Construction office for this estimate.

4. Portable CMS specified for this project by this estimate are designated for congestion relief as outlined by DD-60. Portable CMS required for other purposes should be included under other specifications. Four signs are assumed at $5,000 per sign.

5. The COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. The COZEEP required for other purposes should be included under other specifications. Fifty-two nights of COZEEP are assumed here.

Note 1: All projects who's contract value is $5 million or more, and/or meet certain other criteria should be evaluated for applicability of A+B Bidding. Consult the OE for more details about A+B Bidding.

Note 2: As outlined in Deputy Directive 60, this TMP is a living document, subject to change as required by changing circumstances. If there is material change to the project scope which will affect the function or adequacy of the TMP, then changes to the TMP must be addressed. If traffic conditions at the project site demonstrate that TMP elements need to be adjusted to adequately address congestion, then the TMP shall be altered accordingly.

Note 3: Hospitals with emergency services and fire stations that may require access through work zones at all hours should be accommodated. Schools, major venues, shopping malls, and other heavily utilized areas should also be notified of construction activities that may impact their services.

PREPARED BY Allen Holden DATE 10/25/11

APPROVED BY Foroud Khadem DATE 10/25/11

EXHIBIT 10

Life Cycle Cost Analysis Form

Alternative 1 (Preferred Alternative)

The project proposes an AC overlay on Interstate 8 (I-8) from PM T0.4-L1.27. This alternative proposes to use Rubberized Hot Mix Asphalt (RHMA).

Pavement Design Life: 10 Years			
Initial Construction Costs:	$	320,000	
Initial Project Support Costs:	$		
Future Maintenance & Rehabilitation Costs:**	$	1,186,840	
TOTAL AGENCY COSTS:			$744,370
USER COSTS:			$762,470
TOTAL LIFE-CYCLE COSTS:			$1,506,840

Alternative 2:

This Alternative proposes to place an AC overlay on Interstate 8 (I-8) from PM T0.4-L1.27. This alternative proposes to use Hot Mix Asphalt (HMA).

Pavement Design Life: 10 Years			
Initial Construction Costs:	$	317,000	
Initial Project Support Costs:	$		
Future Maintenance & Rehabilitation Costs:**	$	1,647,560	
TOTAL AGENCY COSTS:			$ 820,860
USER COSTS:			$ 1,143,700
TOTAL LIFE-CYCLE COSTS:			$1,964,560

Reason that this is not Alternative 1:

This alternative costs more than the preferred alternative. The RHMA was also recommended as a more feasible alternative.

Life Cycle Cost Analysis Form

Alternative 1 (Preferred Alternative)

The project proposes to grind Portland Concrete Cement (PCC) on Interstate 8 from PM L1.27/0.9

Pavement Design Life: 10 Years		
Initial Construction Costs:	$ 712,000	
Initial Project Support Costs:	$	
Future Maintenance & Rehabilitation Costs:**	$ 23,817,330	
TOTAL AGENCY COSTS:		$2,535,360
USER COSTS:		$21,993,970
TOTAL LIFE-CYCLE COSTS:		$24,529,330

Alternative 2:

The project proposes to place a Thin Rubberized Hot Mix Asphalt (RHMA) Overlay on Interstate 8 from PM L1.27/0.9

Pavement Design Life: 10 Years		
Initial Construction Costs:	$ 728,000	
Initial Project Support Costs:	$	
Future Maintenance & Rehabilitation Costs:**	$ 124,311,930	
TOTAL AGENCY COSTS:		$ 5,416,200
USER COSTS:		$ 119,623,730
TOTAL LIFE-CYCLE COSTS:		$125,039,930

Reason that this is not Alternative 1:

This alternative costs more than the preferred alternative. The PCC grinding alternative was also recommended as a more feasible alternative.

Life Cycle Cost Analysis Form

Alternative 1 (Preferred Alternative)

The project proposes an AC overlay on Interstate 8 (I-8) from PM T0.4-L1.27. This alternative proposes to use Rubberized Hot Mix Asphalt (RHMA). There will be Portland Concrete Cement (PCC) grinding from PM L1.27/0.9

Pavement Design Life: 10 Years		
Initial Construction Costs:	$ 1,032,000	
Initial Project Support Costs:	$	
Future Maintenance & Rehabilitation Costs:**	$ 25,004,170	
TOTAL AGENCY COSTS:		$3,279,730
USER COSTS:		$22,756,440
TOTAL LIFE-CYCLE COSTS:		$26,036,170

Alternative 2:

This Alternative proposes to place an AC overlay on Interstate 8 (I-8) from PM T0.4-L1.27. This alternative proposes to use Hot Mix Asphalt (HMA). There will be a thin RHMA overlay from PM L1.27/0.9

Pavement Design Life: 10 Years		
Initial Construction Costs:	$ 1,045,000	
Initial Project Support Costs:	$	
Future Maintenance & Rehabilitation Costs:**	$ 125,959,490	
TOTAL AGENCY COSTS:		$ 6,237,060
USER COSTS:		$ 120,767,430
TOTAL LIFE-CYCLE COSTS:		$127,004,490

Reason that this is not Alternative 1:

This alternative costs more than the preferred alternative. The RHMA and PCC grinding alternative was also recommended as a more feasible alternative.

11- PAGE ESTIMATE

11-40860K

Type of Estimate : Capital Preventative Maintenance Project Report
Program Code : SHOPP
Project Limits : **On the I-8 0.1 Mile West of Nimitz Blvd to 0.1 Mile West of Presidio Park OC**
Description: **From PM T 0.407 - 0.90**
Scope : **Rubberized Hot Mixed Asphalt Overlay, Hot Mixed Asphalt (Type A), Cold Plane Shoulder, Replace AC Dike and MBGR**
Alternative :

	Current Cost	Escalated Cost
ROADWAY ITEMS	$ 4,645,100.00	$ 5,177,352.00
STRUCTURE ITEMS	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 4,645,100.00	$ 5,177,352.00
RIGHT OF WAY	$ 1,000.00	$ 1,000.00
TOTAL CAPITAL COST	**$ 4,647,000.00**	**$ 5,179,000.00**
PR/ED SUPPORT		$ 22,000.00
PS&E SUPPORT		$ 246,300.00
RIGHT OF WAY SUPPORT		$ 10,300.00
CONSTRUCTION SUPPORT		$ 631,800.00
TOTAL SUPPORT COST		**$ 910,200.00**
TOTAL PROJECT COST	**$ 4,650,000.00**	**$ 6,100,000.00**

	month	year
Date (Month/Year) of Estimate	10	/ 2011
Estimated Date (Month/Year) of Construction	6	/ 2015
Number of Months of Escalation	44	
Number of Years of Escalation	3.67	
If Project has been programmed enter Programmed Amount	$	-
Number of Working Days	140	
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval	10/31/11
PA/ED Approval	10/31/11
PS&E	12/13/14
RTL	02/15/15
Begin Construction	06/04/15

Reviewed by District O.E.

Jesus Vargas - Design Manager — Date: 10/27/11 — Phone: (619) 688-3157

Approved by Project Manager

Bruce Lambert - Project Manager — Date: 10/27/11 — Phone: (619) 688-3288

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.0% compounded annually to Construction year. The decision to use 3.0% for this estimate was as per the Office of Office Engineer. (REV10062011)

EXHIBIT 12

I. ROADWAY ITEMS

Section				Cost
1	**Earthwork**		$	62,800
2	**Structural Section**		$	2,044,500
3	**Drainage**		$	-
4	**Specialty Items**		$	417,100
5	**Environmental**		$	51,000
	5A Environmental Mitigation	$ -		
	5B Landscape and Irrigation	$ -		
	5C NPDES	$ 51,000		
6	**Traffic Items**		$	391,600
	6A Electrical	$ 62,000		
	6B Signing and Striping	$ 214,590		
	6C Traffic Management Plan	$ 20,000		
	6D Traffic Control	$ 95,000		
7	**Detours**		$	-
8	**Minor Items**		$	148,400
9	**Roadway Mobilization**		$	249,300
10	**Supplemental Work**		$	327,000
11	**State Furnished**		$	179,200
12	**Contingencies**		$	774,200
13	**Overhead**		$	-
	TOTAL ROADWAY ITEMS		**$**	**4,645,100**

Estimate Prepared By :	CATALINO DELACRUZ	10/25/2011 Date	619-688-2628 Phone
Estimate Reviewed By :	BEN GUERRERO	10/25/2011 Date	619-688-3199 Phone

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

SECTION 1 EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	0	x	0.00	=	$	-
190103	Roadway Excavation (Type Y) ADL	CY		x		=	$	-
190105	Roadway Excavation (Type Z-2) ADL	CY		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
198001	Impored Borrow	CY	660	x	80.00	=	$	52,800
198007	Imported Material (Shoulder Backing)	TON		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
160101	Clearing & Grubbing	LS		x		=	$	-
170101	Develop Water Supply	LS	1	x	10,000.00	=	$	10,000

TOTAL EARTHWORK SECTION ITEMS $ 62,800

Section 2 STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401000	Concrete Pavement	CY	100	x	350.00	=	$	35,000.00
150769	Remove Asphalt Concrete	CY	100	x	70.00	=	$	7,000
404092	Seal Pavement Joint	LF		x		=	$	-
404094	Seal Longitudinal Isolation Joint	LF		x		=	$	-
413115	Seal Joint (Existing Concrete Pavement)	LF	45,300	x	3.00	=	$	135,900
401108	Replace Concrete Pavement (Rapid Strength Concrete)	CY		x		=	$	-
406050	Dowel Bar (Drill and Bond)	EA		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	6,355	x	90.00	=	$	571,950
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	3,705	x	90.00	=	$	333,450
393003	Geosynthetic Pavement Interlayer	SQYD		x		=	$	-
260201	Class 2 Aggregate Base	CY		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON	11	x	900.00	=	$	9,900
397005	Tack Coat	TON	24	x	700.00	=	$	16,800
377501	Slurry Seal	TON		x		=	$	-
3750XX	Screenings (Type XX)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
153215	Remove Concrete Curb and Gutter	LF	8,520	x	5.00	=	$	42,600
731627	Minor Concrete (ADA Curb Ramp))	CY	12	x	700.00	=	$	8,400
731656	Curb Ramp Detectable Warning Surface	SQFT	15	x	30.00	=	$	450
394071	Place Hot Mix Asphalt Dike	LF	23,410	x	1.50	=	$	35,115
150771	Remove Asphalt Concrete Dike	LF	14,890	x	3.00	=	$	44,670
420201	Grind Existing Concrete Pavement	SQYD	95,120	x	5.00	=	$	475,600
150860	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY	260	x	300.00	=	$	78,000
1532XX	Remove Concrete (type)	CY		x		=	$	-
394090	Place Hot Mix Asphalt (Misc. Area)	SQYD		x		=	$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD	35,850	x	4.00	=	$	143,400
39405X	Shoulder Rumber Strip *(HMA, Type XX Indentatio*	STA		x		=	$	-
413112A	Repair Spalled Joints (Polyester Grout)	SQYD		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON	1,180	x	90.00	=	$	106,200

TOTAL STRUCTURAL SECTION ITEMS $ 2,044,500

SECTION 3 DRAINAGE

Item code		Unit	Quantity		Price		Amount
150805	Remove Culvert	LF	0	x	0.00	=	$ -
150820	Modify Inlet	EA		x		=	$ -
193114	Sand Backfill	CY		x		=	$ -
150206	Abandon Culvert	LF		x		=	$ -
152430	Adjust Inlet	LF		x		=	$ -
155003	Cap Inlet	EA		x		=	$ -
510502	Minor Concrete (Minor Structure)	CY		x		=	$ -
510512	Minor Concrete (Box Culvert)	CY		x		=	$ -
62XXXX	XXX" APC Pipe	LF		x		=	$ -
64XXXX	XXX" Plastic Pipe	LF		x		=	$ -
65XXXX	XXX" RCP Pipe	LF		x		=	$ -
66XXXX	XXX" CSP Pipe	LF		x		=	$ -
68XXXX	Edge Drain	LF		x		=	$ -
69XXXX	XXX" Pipe Downdrain	LF		x		=	$ -
70XXXX	XXX" Pipe Inlet	LF		x		=	$ -
70XXXX	XXX" Pipe Riser	LF		x		=	$ -
70XXXX	XXX" Flared End Section	EA		x		=	$ -
703233	Grated Line Drain	LF		x		=	$ -
72XXXX	Rock Slope Protection (Type and Method)	CY		x		=	$ -
729010	Rock Slope Protection Fabric	SQYD		x		=	$ -
721420	Concrete (Ditch Lining)	CY		x		=	$ -
721430	Concrete (Channel Lining)	CY		x		=	$ -
750001	Miscellaneous Iron and Steel	LB		x		=	$ -
XXXXXX	Additional Drainage	LS	0	x	0.00	=	$ -

TOTAL DRAINAGE ITEMS $ -

SECTION 4 SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)		Cost
070012	Progress Schedule (Critical Path Method)	LS	0	x	0.00	=	$ -
518002	Sound Wall (Masonry Block)	SQFT		x		=	$ -
510524	Minor Concrete (Sound Wall)	CY		x		=	$ -
153250	Remove Sound Wall	SQFT		x		=	$ -
190110	Lead Compliance Plan	LS	1	x	10,000.00	=	$ 10,000
1532XX	Remove Barrier (*Insert Type)*	LF		x		=	$ -
150662	Remove Metal Beam Guard Railing	LF	6,600	x	12.50	=	$ 82,500
150668	Remove Terminal Systems	EA	15	x	500.00	=	$ 7,500
80XXXX	Fence (*Insert Type*)	LF		x		=	$ -
80XXXX	Gate (*Insert Type*)	EA		x		=	$ -
832001	Metal Beam Guard Railing	LF	7,440	x	25.00	=	$ 186,000
839301	Single Thrie Beam Barrier	LF		x		=	$ -
839310	Double Thrie Beam Barrier	LF		x		=	$ -
839521	Cable Railing	LF		x		=	$ -
8395XX	Terminal System (Type CAT)	EA	17	x	3,000.00	=	$ 51,000
8395XX	Alternative Flared Terminal System	EA		x		=	$ -
8395XX	Alternative In-line Terminal System	EA	1	x	4,000.00	=	$ 4,000
49XXXX	CIDH Concrete Piling *(Insert Diameter)*	LF		x		=	$ -
839625	Crash Cushion *(Sand Filled)*	EA	14	x	600.00	=	$ 8,400
839605	Crash Cushion *(React 9CBB)*	EA	1	x	50,000.00	=	$ 50,000
839702	Concrete Barrier *(Type 60)*	LF	110	x	70.00	=	$ 7,700
520103	Bar Reinf. Steel (Ret. Wall)	LB		x		=	$ -
510408	Class 1 Concrete (Retaining Wall)	CY		x		=	$ -
510133	Class 2 Concrete (Retaining Wall)	CY		x		=	$ -
510060	Structural Concrete (Retaining Wall)	CY		x		=	$ -
513553	Retaining Wall (Masonry Wall)	CY		x		=	$ -
5110XX	Architectural Treatment *(Insert Type)*	SQFT		x		=	$ -
511048	Apply Anti-Graffiti Coating	SQFT		x		=	$ -
5136XX	Reinforced Concrete Crib Wall *(Insert Type)*	SQFT		x		=	$ -
839541	Transition Railing *(WB)*	EA	4	x	2,500.00	=	$ 10,000
597601	Prepare and Stain Concrete	SQFT		x		=	$ -
839561	Rail Tensioning Assembly	EA		x		=	$ -
8395XX	End Anchor Assembly (*Insert Type*)	EA		x		=	$ -

TOTAL SPECIALTY ITEMS $ 417,100

Section 5 ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Price		Amount
	Biological Mitigation	LS	0	x	0.00	=	$ -
071325	Temporary Fence (Type ESA)	LF	0	x	0.00	=	$ -

Subtotal Environmental *$ -*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Price		Amount
200001	Highway Planting	LS	0	x	0.00	=	$ -
208000	Irrigation System	LS		x		=	$ -
204099	Plant Establishment Work	LS		x		=	$ -
204101	Extend Plant Establishment (X Years)	LS		x		=	$ -
201700	Imported Topsoil	CY		x		=	$ -
20XXXX	XXX" (*Insert Type*) Conduit *(Use for Irrigation x-overs)*	LF		x		=	$ -
20XXXX	Extend XXX" *(Insert Type)* Conduit *(Use for Extension of Irrigation x-overs)*	LF		x		=	$ -
2030XX	Erosion Control (Type __)	SQYD		x		=	$ -
203026	Move In/ Move Out (Erosion Control)	EA		x		=	$ -
209801	Maintenance Vehicle Pullout	EA		x		=	$ -
208304	Water Meter	EA		x		=	$ -
203021	Fiber Rolls	LF	0	x	0.00	=	$ -

Subtotal Landscape and Irrigation *$ -*

5C - NPDES

Item code		Unit	Quantity		Price		Amount
074019	Prepare SWPPP	LS		x		=	$ -
074017	Prepare WPCP	LS	1	x	5,000.00	=	$ 5,000
074016	Construction Site Management	LS	1	x	20,000.00	=	$ 20,000
074023	Temporary Erosion Control	SQYD		x		=	$ -
074027	Temporary Erosion Control Blanket	SQYD		x		=	$ -
074037	Move In/ Move Out (Temporary Erosion Control)	EA		x		=	$ -
074028	Temporary Fiber Roll	LF		x		=	$ -
074042	Temporary Concrete Washout (Portable)	LS	1	x	1,000.00	=	$ 1,000
074032	Temporary Concrete Washout Facility	EA		x		=	$ -
074033	Temporary Construction Entrance	EA		x		=	$ -
074035	Temporary Check Dam	LF		x		=	$ -
074038	Temp. Drainage Inlet Protection	EA		x		=	$ -
074041	Street Sweeping	LS	1	x	25,000.00	=	$ 25,000
Supplemental Work for NPDES							
066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$ -
066596	Additional Water Pollution Control**	LS	1	x	5,000.00	=	$ 5,000
066597	Storm Water Sampling and Analysis***	LS		x		=	$ -

Subtotal NPDES (Without Supplemental Work) *$ 51,000*

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

TOTAL ENVIRONMENTAL $ 51,000

Section 6 TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
86055X	Lighting & Sign Illumination	LS	0	x	0.00	=	$	-
860XXX	Signals & Lighting	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS		x		=	$	-
8611XX	Ramp Metering System (Location X)	LS		x		=	$	-
8611XX	Ramp Metering System (Location X)	LS		x		=	$	-
8607XX	Interconnection Facilities	LS		x		=	$	-
5602XX	Furnish Sign Structure	LB		x		=	$	-
5602XX	Install Sign Structure	LB		x		=	$	-
56XXXX	XXX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
860810	Inductive Loop Detectors	EA	124	x	500.00	=	$	62,000
8609XX	Traffic Monitoring Stations	LS		x		=	$	-
150760	Remove Sign Structure	EA		x		=	$	-
151581	Reconstruct Sign Structure	EA		x		=	$	-
152641	Modify Sign Structure	EA		x		=	$	-
860090	Maintain Existing Traffic Management System Elements During Construction	LS		x		=	$	-

Subtotal Traffic Electrical *$ 62,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
566011	Roadside Sign (One Post)	EA		x		=	$	-
566012	Roadside Sign (Two Post)	EA		x		=	$	-
560XXX	Furnish Sign Panels	SQFT		x		=	$	-
560XXX	Install Sign Panels	SQFT		x		=	$	-
850111	Pavement Markers	EA	25,400	x	2.00	=	$	50,800
150701	Remove Yellow Painted Traffic Stripe	LF		x		=	$	-
150722	Remove Pavement Marking	EA	25,400	x	0.60	=	$	15,240
150742	Remove Roadside Sign	EA		x		=	$	-
152320	Reset Roadside Sign	EA		x		=	$	-
840581	4" Thermoplastic Plastic Stripe (Recessed)	LF	130,000	x	0.15	=	$	19,500
820107	Delineator (Class 1)	EA	90	x	45.00	=	$	4,050
84XXXX	Permanent Pavement Delineation	LS	1	x	100,000.00	=	$	100,000
120090	Construction Area Signs	LS	1	x	25,000.00	=	$	25,000

Subtotal Traffic Signing and Striping *$ 214,590*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
128650	Portable Changeable Message Signs	EA	4	x	5,000.00	=	$	20,000

Subtotal Traffic Management Plan *$ 20,000*

6D - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
129099A	Traffic Plastic Drum	EA	0	x	0.00	=	$	-
12016X	Channelizer	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temp. Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS	1	x	95,000.00	=	$	95,000
839603A	Temporary Crash Cushion (ADIEM)	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
120143	Temporary Pavement Delineation	LF	0	x	0.00	=	$	-

Subtotal Stage Construction and Traffic Handling *$ 95,000*

TOTAL TRAFFIC ITEMS $ 391,600

Section 7 DETOURS*

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	0	x	0.00	=	$	-
198001	Imported Borrow	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x		=	$	-
260201	Class 2 Aggregate Base	CY		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
07XXXX	Temporary Drainage	LS		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
1286XX	Temporary Signals	EA		x		=	$	-
120143	Temporary Pavement Delineation	LF		x		=	$	-
0713XX	Temporary Fence (Type X)	LF	0	x	0.00	=	$	-

* Includes constructing, maintaining, and removal

TOTAL DETOURS $ -

Section 8 MINOR ITEMS (Use Appropriate percentage between 5%-10%)

Total of Section 1-7	2,967,000	x	5%	=	$	148,350

TOTAL MINOR ITEMS $ 148,400

Section 9 ROADWAY MOBILIZATION*

Item code								
999990	Total Section 1-8	$	3,115,400	x	8%	=	$	249,232

TOTAL MOBILIZATION $ 249,300

* For Project less than 50 Working Days "Mobilization" is not required as a separate contract item, however contract item prices should take into consideration mobilization as part of the price.

Note: If the building portion of the project is greater than 50% of the total project cost, then mobilization is not included.

Section 10 SUPPLEMENTAL WORK

Total Section 1-8 =	$	3,115,400	5%	=	$	155,770

Item code		Unit	Quantity		Unit Price ($)			Cost
066666	Compensation Adjustment for Price Index Fluctuations of Paving Asphalt	LS	1	x	29,900.00	=	$	29,900
066094	Value Analysis	LS	1	x	10,000.00	=	$	10,000
066090	Maintain Traffic	LS	1	x	98,000.00	=	$	98,000
066920	Dispute Review Board	LS	1	x	7,500.00	=	$	7,500
066015	Federal Trainee Program	LS	1	x	800.00	=	$	800
066700	Partnering	LS	1	x	20,000.00	=	$	20,000
066204	Remove Rock & Debris	LS		x		=	$	-
066222	Locate Existing Cross-Over	LS		x		=	$	-
066866	Operation of Existing Traffic Management System Elements During Construction	LS		x		=	$	-

NPDES *Supplemental Work specified in Section 5C* = $ 5,000

TOTAL SUPPLEMENTAL WORK $ 327,000

Section 11 STATE FURNISHED MATERIALS

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	RE Office	LS	1	x	71,700.00	=	$71,700
066063	Public Information	LS	1	x	3,500.00	=	$3,500
066901	Water Expenses	LS		x		=	$0
06684X	Ramp Meter Controller Assembly	LS		x		=	$0
06684X	TMS Controller Assembly	LS		x		=	$0
06684X	Traffic Signal Controller Assembly	LS		x		=	$0
066062A	COZEEP Expenses	WD	52	x	2,000.00	=	$104,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066803	Padlocks	LS		x		=	$0

TOTAL STATE FURNISHED $179,200

Section 12 CONTINGENCY

Use appropriate percentage based on the detail of estimate. Anything other than the suggested contingency in the PDPM needs to be *justified. (Pre-PSR 30%-50%, PSR 25%, PR 20%, PAR 15%, After PAR 10%)

Total Section 1-11	$	3,870,900	x	20%	=	$774,180	

TOTAL CONTINGENCY $774,200

*Justification:

Section 13 OVERHEAD

Item code		Unit	Quantity		Unit Price ($)		Cost
070018	Time Related Overhead (TRO)	WD	140	X	0	=	$0

Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

TOTAL OVERHEAD $0

II. STRUCTURES ITEMS

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Name	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0.00 SQFT	0.00 SQFT	0.00 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0.00	$0.00	$0.00
COST OF EACH STRUCTURE	**$0.00**	**$0.00**	**$0.00**

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Name	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0.00 SQFT	0.00 SQFT	0.00 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0.00	$0.00	$0.00
COST OF EACH STRUCTURE	**$0.00**	**$0.00**	**$0.00**

TOTAL COST OF BRIDGES	**$0.00**
TOTAL COST OF BUILDINGS	**$0.00**
TOTAL COST OF STRUCTURES[1]	**$0.00**

Estimate Prepared By: Not Applicable
XXXXXXXXXXXXXXXX ------ Division of Structures

Date

[1]Structure's Estimate includes Overhead and Mobilization.

III. RIGHT OF WAY

A)	A1)	Acquisition, including Excess Lands, Damages & Goodwill, Fees	$	0
	A2)	Environmental Permit Fees	$	1,000
B)		Acquisition of Offsite Mitigation	$	0
C)	C1)	Utility Relocation (State Share)	$	0
	C2)	Potholing (Design Phase)	$	0
D)		Railroad Acquisition	$	0
E)		Clearance / Demolition	$	0
F)		Relocation Assistance	$	0
G)		Title and Escrow	$	0

R/W ESTIMATE **$1,000.00**

H)	Condemnation Settlements	0%	$	0
I)	Design Appreciation Factor (Items G & H applied to items A + B)	0%	$	0

TOTAL R/W ESTIMATE **$1,000.00**

(Excluding Item #8 - Hazardous Waste)

J) **TOTAL R/W ESTIMATE: Escalated** **$1,000.00**

K)	Utility Relocation (Construction Cost)	$	0
	RIGHT OF WAY SUPPORT	**$**	**10,000**

Support Cost Estimate Prepared By	for Amy Vargas: Project Coordinator[1]	619-688-6944 Phone
Utility Estimate Prepared By	Amy Vargas: Utiliy Coordinator[2]	619-688-6944 Phone
R/W Acquistion Estimate Prepared By	Joe Quintero: Right of Way Estimator[3]	619-688-2572 Phone

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

IV. SUPPORT COST ESTIMATE SUMMARY

Run a Support Cost Estimate Summary report (D11 Project Management Support onramp) for component data.

Total by FY		PA&ED	PS&E	RW	CON	Total
2005	Expended					
	ETC *					
2006	Expended					
	ETC *					
2007	Expended					
	ETC *					
2008	Expended					
	ETC *					
2009	Expended					
	ETC *					
2010	Expended					
	ETC *					
2011	Expended					
	ETC *					
2012	Expended					**21,963**
	ETC *	21,963				
2013	Expended					
	ETC *					
2014	Expended					**102,425**
	ETC *		93,860	8,565		
2015	Expended					**428,451**
	ETC *		152,424	985	275,042	
2016	Expended					**357,355**
	ETC *			668	356,687	
2017	Expended					
	ETC *					
2018	Expended					
	ETC *					
2019	Expended					
	ETC *					
2020	Expended					
	ETC *					
2021	Expended					
	ETC *					
2022	Expended					
	ETC *					
2023	Expended					
	ETC *					
2024	Expended					
	ETC					
2025	Expended					
	ETC *					
EAC (Expended + ETC)		**21,963**	**246,284**	**10,218**	**631,729**	**910,194**
Support Ratio		**0.00**	**0.05**	**0.00**	**0.14**	**0.20**

* ETC (from XPM) includes a 1% hourly rate escalation factor for future years.

Total Capital Cost:	**$4,647,000**
Overall Percent Support Cost:	**0.20**

Approved 

Erica O'Farrell: Project Control Engineer

10/27/11
Date

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	EDIT
1112000016_PAVEMENT PRESERVATION (CAPM)							
QLK10005	PROJ MGMT - PID CMPNT	106*	24*	80	03AUG11A	16NOV11	
QLK10010	PROJ MGMT - PA&ED CMPNT	66*	0*	90	19AUG11A	23OCT11	
QLK10015	PROJ MGMT - PS&E CMPNT	536*	536*	0	02DEC13	21MAY15	
QLK10020	PROJ MGMT - CONST CMPNT	285*	285*	0	22MAY15	01MAR16	
QLK10025	PROJ MGMT - R/W CMPNT	632*	632*	0	09JUN14	01MAR16	
QLK1500505	RVW OF EXTG RPTS STUDIES & MPG	45	0	100	03AUG11A	25AUG11A	
QLK1500515	UTIL SRCH	45	0	100	03AUG11A	25AUG11A	
QLK1500520	ENV CNSTRTS ID	45	0	80	03AUG11A	23OCT11	
QLK1500525	TRAF FRCSTS/MODELING	45	0	100	03AUG11A	25AUG11A	
QLK1501005	PUB/LA INPUT	45	0	75	26AUG11A	23OCT11	
QLK1501015	CONCEPT ALTS DVLMNT	30	0	90	26AUG11A	23OCT11	
QLK1501505	R/W DATA SHEETS	60	0	75	26AUG11A	23OCT11	
QLK1501515	RR INVLT DTRMTN	60	0	75	26AUG11A	23OCT11	
QLK1501520	DPGR	60	0	75	29AUG11A	23OCT11	
QLK1501535	MMDL RVW	61	0	75	29AUG11A	23OCT11	
QLK1501545	TRAF CAP ANALY	60	0	75	29AUG11A	23OCT11	
QLK1501550	TRAF STUDIES	45	0	100	29AUG11A	16SEP11A	
QLK1501555	CONST ESTS	45	0	90	29AUG11A	23OCT11	
QLK1502005	INIT NOISE STUDY	60	0	90	29AUG11A	23OCT11	
QLK1502015	SR&LAR	20	0	75	29AUG11A	23OCT11	
QLK1502025	INIT BIO STUDY	60	0	75	29AUG11A	23OCT11	
QLK1502045	INIT AIR QUAL STUDY	45	0	75	29AUG11A	23OCT11	
QLK1502505	DRAFT PID	16	16	0	24OCT11	08NOV11	
QLK1502510	APVD EXPTNS TO DSN STDS	35	0	100	08SEP11A	15SEP11A	
QLK1502520	PID CIRCN RVW & APVL	8	8	0	09NOV11	16NOV11	
QLK1600505	APVD PID RVW	30	0	70	19AUG11A	23OCT11	
QLK1601010	TRAF FRCSTS/MODELING	15	0	70	30AUG11A	23OCT11	
QLK1601045	UTIL LOCNS DTRMND FOR PREL ENGRG	5	0	100	08SEP11A	13SEP11A	
QLK16015	DRAFT PR	35	0	90	17AUG11A	23OCT11	
QLK16510	GENL ENV STUDIES	20	0	100	22AUG11A	20SEP11A	
QLK16515	BIOL STUDIES	30	0	100	19AUG11A	20SEP11A	
QLK1652515	CAT EX/CE DTRMTN	2	0	100	20SEP11A	20SEP11A	
QLK180	PREP & APV PR & FED	15	0	50	20SEP11A	23OCT11	
QLK18505	UPDD PROJ INFO	10	10	0	02DEC13	11DEC13	
QLK1851060	ENGRG SRVYS	33	33	0	12DEC13	13JAN14	
QLK18515	PREL DSN	179	179	0	12DEC13	08JUN14	
QLK1852005	UPDD TRAF DATA ANALY & FRCSTS	5	5	0	12DEC13	16DEC13	
QLK1852020	PREL PVNT DSN RPT	5	5	0	12DEC13	16DEC13	
QLK22550	PARCEL & PROJ DOCN	20	20	0	09JUN14	28JUN14	
QLK23005	DRAFT RDWY PLANS	135	135	0	09JUN14	21OCT14	
QLK23010	DRAFT HPPS	30	30	0	09JUN14	08JUL14	
QLK2301505	SNG & PVNT DELN PLANS	30	30	0	09JUN14	08JUL14	
QLK2301510	CONST AREA SIGNS PLANS	30	30	0	09JUN14	08JUL14	
QLK2301515	TRAF ELRCL PLANS	10	10	0	09JUN14	18JUN14	
QLK23020	TMP	30	30	0	09JUN14	08JUL14	
QLK23030	DRAFT DRNG PLANS	30	30	0	09JUN14	08JUL14	
QLK23035	DRAFT SPECS	13	13	0	22OCT14	03NOV14	
QLK23040	DRAFT PS&E Q&E	75	75	0	09JUN14	22AUG14	
QLK23530	HSDD	11	11	0	09JUN14	19JUN14	

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish	EDIT
QLK25505	CIRCD & RVWD DRAFT DIST PS&E PCKG	10	10	0	04NOV14	13NOV14	
QLK25510	UPDD PS&E PCKG	30	30	0	14NOV14	13DEC14	
QLK25540	RE'S PENDING FILE	30	30	0	14NOV14	13DEC14	
QLK260	CONTR BID DOCS [RTL]	15	15	0	14DEC14	28DEC14	
QLK265	AWDD & APVD CONST CONTR	82	82	0	16FEB15	08MAY15	
QLK27015	CONST STAKES	30	30	0	22MAY15	20JUN15	
QLK27020	CONST ENGRG WRK	180	180	0	04JUN15	30NOV15	
QLK27025	CONST CONTR ADMIN WRK	30	30	0	22MAY15	20JUN15	
QLK27030	CONTR ITEM WRK INSPN	180	180	0	04JUN15	30NOV15	
QLK27035	CONST MTL S&T	30	30	0	22MAY15	20JUN15	
QLK27065	TMP IMPLN DURING CONST	30	30	0	22MAY15	20JUN15	
QLK27520	FIELD ADMIN WRK FOR STRUCS	30	30	0	22MAY15	20JUN15	
QLK285	CCO ADMIN	30	30	0	22MAY15	20JUN15	
QLK290	RSLV CONTR CLAIMS	62	62	0	01DEC15	31JAN16	
QLK29515	AS-BUILT PLANS	60	60	0	01DEC15	29JAN16	
QLK29520	PROJ HISTORY FILE	30	30	0	01DEC15	30DEC15	
QLK29525	FR	30	30	0	01DEC15	30DEC15	
QLK29530	PRCSD FNL EST	30	30	0	01FEB16	01MAR16	
QLK29599	OTR ACPT CONTR/ PREP FE & FR	30	30	0	01DEC15	30DEC15	
QLKM000	ID NEED	0	0	100	03AUG11A		
QLKM010	APPROVE PID	0	0	0		16NOV11	
QLKM015	PROG PROJ	0	0	100	17AUG11A		
QLKM020	BEGIN ENVIRO	0	0	100	17AUG11A		
QLKM040	BEGIN PROJ	0	0	100	17AUG11A		
QLKM200	PA & ED	0	0	0		23OCT11	
QLKM210	BEGIN DESIGN	0	0	0	02DEC13*		
QLKM220		1	1	0	24OCT11	24OCT11	
QLKM260	SKELETON LAYOUT	0	0	0		08JUN14	
QLKM299	D11M DISTRICT LOG-IN APPROVED	0	0	0		21OCT14	
QLKM300	CIRC PLANS IN DIST	0	0	0		21OCT14	
QLKM380	PROJ PS&E	0	0	0		13DEC14	
QLKM410	R/W CERT	0	0	0		28JUN14	
QLKM460	RTL	0	0	0		15FEB15	
QLKM480	HQ ADVERT	0	0	0	09APR15		
QLKM490	BIDS OPEN	0	0	0		26APR15	
QLKM495	AWARD	0	0	0		16MAY15	
QLKM500	APPROVE CONTRACT	0	0	0		21MAY15	
QLKM600	CONTRACT ACCEPT	0	0	0		30NOV15	
QLKM650	PROJECT CLOSEOUT INITIATED	0	0	0	01DEC15		
QLKM700	FINAL REPORT	0	0	0		01MAR16	
QLKM800	END PROJ	0	0	0		01MAR16	

ACT CODE	DESCRIPTION	FY 2014	FY 2015	FY 2016	TOTAL
PS	PS-100.15,185,205,230,235,240,250,255,260,265	92017	147983		240000
RW	RW-100.25,195,200,220,225,245,300	8402	956	642	10000
CM	CM-100.20,270,275,285,290,295		267032	342969	610000
	REPORT TOTAL	**100418**	**415971**	**343610**	**860000**

ACTIVITY ID	DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	REM DUR	% COMPL	RESOURCE	BUDGET QTY (Hrs	BUDGET COST	COST AT COMPLETION
QLK10015	PROJ MGMT - PS&E CMPNT	02DEC13	21MAY15	536	536	0	QOE03291	3	315	315
							KEM02140	6	540	540
							QEM02141	8	736	736
							KPD02228	51	5100	5100
								68	6691	6691
QLK10020	PROJ MGMT - CONST CMPNT	22MAY15	01MAR16	285	285	0	KCN01510	9	846	846
							KPD02228	21	2100	2100
							QEM02141	2	184	184
								32	3130	3130
QLK10025	PROJ MGMT - R/W CMPNT	09JUN14	01MAR16	632	632	0	KRW01406	24	1656	1656
								24	1656	1656
QLK18505	UPDD PROJ INFO	02DEC13	11DEC13	10	10	0	KRW01406	0	0	0
							KTM02384	6	618	618
							KES01285	15	1485	1485
							KES01286	15	1530	1530
								36	3633	3633
QLK1851060	ENGRG SRVYS	12DEC13	13JAN14	33	33	0	QES08320	3	210	210
								3	210	210
QLK18515	PREL DSN	12DEC13	08JUN14	179	179	0	KPD02225	484	46464	46464
							KES11341	6	606	606
							KES02301	22	1298	1298
							KTM02384	11	1133	1133
							KES15330	9	774	774
								532	50275	50275
QLK1852005	UPDD TRAF DATA ANALY & FRCSTS	12DEC13	16DEC13	5	5	0	KTP09195	4	372	372
							KTM02383	11	1001	1001
							KTP09196	4	384	384
							KTM01368	11	935	935
							KES06312	11	1089	1089
							KTM02384	6	618	618
							KTP02169	28	1904	1904
							KTM03391	3	273	273
								78	6576	6576
QLK1852020	PREL PVNT DSN RPT	12DEC13	16DEC13	5	5	0	KES08321	4	340	340
								4	340	340
QLK22550	PARCEL & PROJ DOCN	09JUN14	28JUN14	20	20	0	KES04309	71	6608	6608
							KRW01406	14	966	966
							KRW05440	11	770	770
								96	8344	8344
QLK23005	DRAFT RDWY PLANS	09JUN14	21OCT14	135	135	0	KES02301	7	413	413
							KTM02382	11	1144	1144
							KES10332	4	388	388
							KES15330	2	172	172
								24	2117	2117
QLK23010	DRAFT HPPS	09JUN14	08JUL14	30	30	0	KES11341	8	808	808
							KES02301	4	236	236
							KTM02382	6	624	624
							KES03303	8	816	816
								26	2484	2484

ACTIVITY ID	DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	REM DUR	% COMPL	RESOURCE	BUDGET QTY (Hrs	BUDGET COST	COST AT COMPLETION
QLK2301505	SNG & PVNT DELN PLANS	09JUN14	08JUL14	30	30	0	KES02301	15	881	881
							KTM02383	23	2093	2093
								38	2974	2974
QLK2301510	CONST AREA SIGNS PLANS	09JUN14	08JUL14	30	30	0	KTM02383	23	2093	2093
								23	2093	2093
QLK2301515	TRAF ELRCL PLANS	09JUN14	18JUN14	10	10	0	KTM02382	6	624	624
							KTM03393	42	4284	4284
							KTM01366	6	534	534
								54	5442	5442
QLK23020	TMP	09JUN14	08JUL14	30	30	0	KTM03393	23	2346	2346
							KTM02382	3	312	312
								26	2658	2658
QLK23030	DRAFT DRNG PLANS	09JUN14	08JUL14	30	30	0	KES06312	11	1089	1089
							KES02301	7	413	413
								18	1502	1502
QLK23035	DRAFT SPECS	22OCT14	03NOV14	13	13	0	KTM02382	3	312	312
							KES10332	9	873	873
							KTM01368	23	1955	1955
							KES01285	69	6831	6831
								104	9971	9971
QLK23040	DRAFT PS&E Q&E	09JUN14	22AUG14	75	75	0	KES02301	15	885	885
							KTM02382	8	832	832
							KES01285	27	2673	2673
							KES01286	24	2448	2448
							KPD02225	242	23232	23232
								316	30070	30070
QLK23530	HSDD	09JUN14	19JUN14	11	11	0	KES13349	28	2940	2940
							KES12345	4	376	376
							KTP02168	11	748	748
							KES06312	11	1089	1089
								54	5153	5153
QLK25505	CIRCD & RVWD DRAFT DIST PS&E	04NOV14	13NOV14	10	10	0	KPD99246	8	792	792
							KPD02228	28	2800	2800
							KES02301	9	531	531
							KES08321	1	85	85
							KES04309	2	186	186
							KMA01602	2	176	176
							KTP02168	11	748	748
							KES01286	22	2244	2244
							KES04308	2	186	186
							KTM03391	3	273	273
							KPD02225	242	23232	23232
							KTP06179	2	142	142
							KTM01366	2	178	178
							KTM02382	11	1144	1144
							KTM03393	5	510	510
							KES13349	6	630	630
							KCN01510	4	376	376
							KES15330	2	172	172
							KES08327	1	76	76
							KES01285	18	1782	1782
							KES06312	30	2970	2970
							KES10332	2	194	194
								413	39427	39427

ACTIVITY ID	DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	REM DUR	% COMPL	RESOURCE	BUDGET QTY (Hrs	BUDGET COST	COST AT COMPLETION
QLK25510	UPDD PS&E PCKG	14NOV14	13DEC14	30	30	0	KTM03393	28	2856	2856
							KES02301	21	1239	1239
							KTM02382	6	624	624
							KES01285	62	6138	6138
							KES01286	60	6120	6120
							KPD02228	23	2300	2300
							KTM01366	6	534	534
							KES11341	56	5656	5656
							KPD02225	242	23232	23232
							KES03303	6	612	612
								510	49311	49311
QLK25540	RE'S PENDING FILE	14NOV14	13DEC14	30	30	0	KPD02228	23	2300	2300
								23	2300	2300
QLK260	CONTR BID DOCS [RTL]	14DEC14	28DEC14	15	15	0	KCN01510	4	376	376
							KES01285	15	1485	1485
							KPD02225	61	5856	5856
							KES02301	7	413	413
							KES01286	15	1530	1530
								102	9660	9660
QLK265	AWDD & APVD CONST CONTR	01MAR15	21MAY15	82	82	0	QOE02286	11	748	748
							KES01285	11	1089	1089
							QOE01285	13	1300	1300
							KPD02228	11	1100	1100
							QES14284	23	989	989
							QOE06302	11	671	671
							QOE03291	8	840	840
							KCN01510	4	376	376
								92	7113	7113
QLK27015	CONST STAKES	22MAY15	20JUN15	30	30	0	KES04310	27	2430	2430
								27	2430	2430
QLK27020	CONST ENGRG WRK	04JUN15	30NOV15	180	180	0	KCN02518	5	395	395
							KCN02516	390	33150	33150
							KTM01368	32	2720	2720
							KES08321	4	340	340
							KTM02382	24	2496	2496
							KCN01510	18	1692	1692
							QES17325	14	1414	1414
							KES08327	1	76	76
							KTM03391	25	2275	2275
								513	44558	44558
QLK27025	CONST CONTR ADMIN WRK	22MAY15	20JUN15	30	30	0	KCN02518	5	395	395
							KCN06599	41	2460	2460
							KCN01510	81	7614	7614
							KCN02516	390	33150	33150
							KCN05595	81	5103	5103
								598	48722	48722
QLK27030	CONTR ITEM WRK INSPN	04JUN15	30NOV15	180	180	0	KCN02518	41	3239	3239
							KES10332	8	776	776
							KCN02516	2835	240975	240975
								2884	244990	244990
QLK27035	CONST MTL S&T	22MAY15	20JUN15	30	30	0	KCN02518	11	869	869
							KES08321	21	1785	1785
							KTM02382	10	1040	1040
							KCN02516	932	79220	79220
							QPD15266	4	380	380
							KES08327	21	1596	1596

ACTIVITY ID	DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	REM DUR	% COMPL	RESOURCE	BUDGET QTY (Hrs	BUDGET COST	COST AT COMPLETION
								999	84890	84890
QLK27065	TMP IMPLN DURING CONST	22MAY15	20JUN15	30	30	0	KTM03392	36	2088	2088
							KTM01368	7	595	595
								43	2683	2683
QLK27520	FIELD ADMIN WRK FOR STRUCS	22MAY15	20JUN15	30	30	0	KCN02517	41	3321	3321
								41	3321	3321
QLK285	CCO ADMIN	22MAY15	20JUN15	30	30	0	KCN02518	5	395	395
							KCN01510	101	9494	9494
							QPD15266	2	190	190
							KCN02516	309	26265	26265
							KES15330	1	86	86
							KPD02225	365	35040	35040
							KES11341	14	1414	1414
							KPD02228	62	6200	6200
							KTM02382	10	1040	1040
							KES10332	3	291	291
							KTP02168	3	204	204
							KPD99246	5	495	495
								880	81114	81114
QLK290	RSLV CONTR CLAIMS	01DEC15	31JAN16	62	62	0	KCN02516	230	19550	19550
							KCN01510	122	11468	11468
							KCN02518	5	395	395
								357	31413	31413
QLK29515	AS-BUILT PLANS	01DEC15	29JAN16	60	60	0	KCN02518	5	395	395
							KPD02225	146	14016	14016
							KES04308	14	1302	1302
							KES02301	11	649	649
							KES03306	7	672	672
							KCN02516	122	10370	10370
								305	27404	27404
QLK29520	PROJ HISTORY FILE	01DEC15	30DEC15	30	30	0	KCN02516	49	4165	4165
							KPD02225	146	14016	14016
							QCN02541	8	768	768
								203	18949	18949
QLK29525	FR	01DEC15	30DEC15	30	30	0	QCN02541	7	672	672
							KCN02516	45	3825	3825
								52	4497	4497
QLK29530	PRCSD FNL EST	01FEB16	01MAR16	30	30	0	KCN02516	45	3825	3825
								45	3825	3825
QLK29599	OTR ACPT CONTR/ PREP FE & FR	01DEC15	30DEC15	30	30	0	KCN02518	5	395	395
							KCN02516	45	3825	3825
							KCN01510	41	3854	3854
								91	8074	8074
								9734	860000	860000

SHOPP Project Performance Output

Update Date:	Source		Program	Fiscal	RTL	Programming Information ($1,000)
District - County - Rte -PM	EA	PPNO	Code	Year	Date	R/W ___N/A___ Construction $ ___N/A___ Support $ N/A
11-SD-8-PM T0.4/R0.9	40860K		121	11/12	2/15	Project Manager : Bruce Lambert
Location: In San Diego County from Nimitz Blvd to 0.1 Mile West of Presidio Park Overcrossing						HQ Program Manager:
Project Discription: Pavement Rehabilitation						

PROGRAM	ACCT. CODE 20.XX.	Quantity of Performance Output						CCA	After Construction	PERFORMANCE units
		Ten Year Plan	PID		PA&ED	RTL				
Approval Date				Output Cost ($1,000)			Output Cost ($1,000)			
Construction Cost ($1,000)	4900	$4,700			$4,700					
Right of Way Cost ($1,000)	1	$1			$1					
Support Cost Cost ($1,000)	860	$910			$910					
EMERGENCY RESPONSE										
Major Damage Restoration	201.130									Locations
Permanent Restoration	201.131									Locations
COLLISION REDUCTION										
Safety Improvements	201.010									Collision Reduce
Collision Severity Reduction	201.015									Collision Reduce
Median Barrier Upgrade	201.020									Centerline Miles
MANDATES										
Relinquishments	201.160									Lane Miles
Noise Attenuation for Schools	201.270									Locations
Railroad	201.325									Locations
Hazardous Waste Mitigation	201.330									Locations
Storm Water	201.335									Acres Treated / Pollutant
ADA Compliance	201.361									Curb Ramps
SHOPP TEA	201.736									Locations
BRIDGE PRESERVATION										
Bridge Rehabilitation	201.110									Bridges
Bridge Scour Mitigation	201.111									Bridges
Bridge Rail Replacement/Upgrade	201.112									Linear Feet
Bridge Seismic Restoration	201.113									Bridges
Bridge Widening	201.114									Bridges
Trans Permit Requirements for Bridges	201.322									Bridges
ROADWAY PRESERVATION										
Roadway Rehabilitation (3R)	201.120									Lane Miles
Pavement Preservation (CAPM)	201.121	13.8/3.8	13.8/3.8		13.8/3.8					Lane Miles/Retired Distress
Pavement Rehabilitation (2R)	201.122									Lane Miles
Long-Life Pavement Corridors (4R)	201.125									Lane Miles
Roadway Protective Betterment	201.150									Locations
Drainage System Restoration	201.151									Culverts
Signs and Lighting Rehabilitation	201.170									Signs
										Light Fixtures
MOBILITY										
Operational Improvements	201.310									Daily Vehicle Hours of delay
Transportation Management Systems	201.315									Field Elements
										Miles of fiber
Truck Inspection & WIM Facilities	201.321									Locations
ROADSIDE PRESERVATION										
Highway Planting Restoration	201.210									Acres
Freeway Maintenance Access	201.230									Locations
Roadside Enhancement	201.240									Locations
Beautification and Modernization	201.245									Centerline Miles
Safety Roadside Rest Area Restoration	201.250									Locations
New Safety Roadside Rest Areas	201.260									Locations
FACILITIES										
Equipment Facilities	201.351									Locations
Maintenance Facilities	201.352									Locations
Office Buildings	201.353									Locations
Materials Lab	201.354									Locations
Additional Performance Units										
Paved Shoulders										