

Project Study Report-Project Development Support (PSR-PDS)

To

Request Approval to Proceed to the Project Approval and Environmental Document Phase for a Locally Funded Project

On Route Interstate 15 (I-15)

Between North of Truck Weigh Station

And Temecula Creek Bridge

APPROVAL RECOMMENDED:

MM
for C. Garcia Ray Desselles
RAY I. DESSELLE, Deputy District Director, Planning

APPROVAL RECOMMENDED:

Emad Saad
MS EMAD S. MAKAR, Caltrans Project Manager

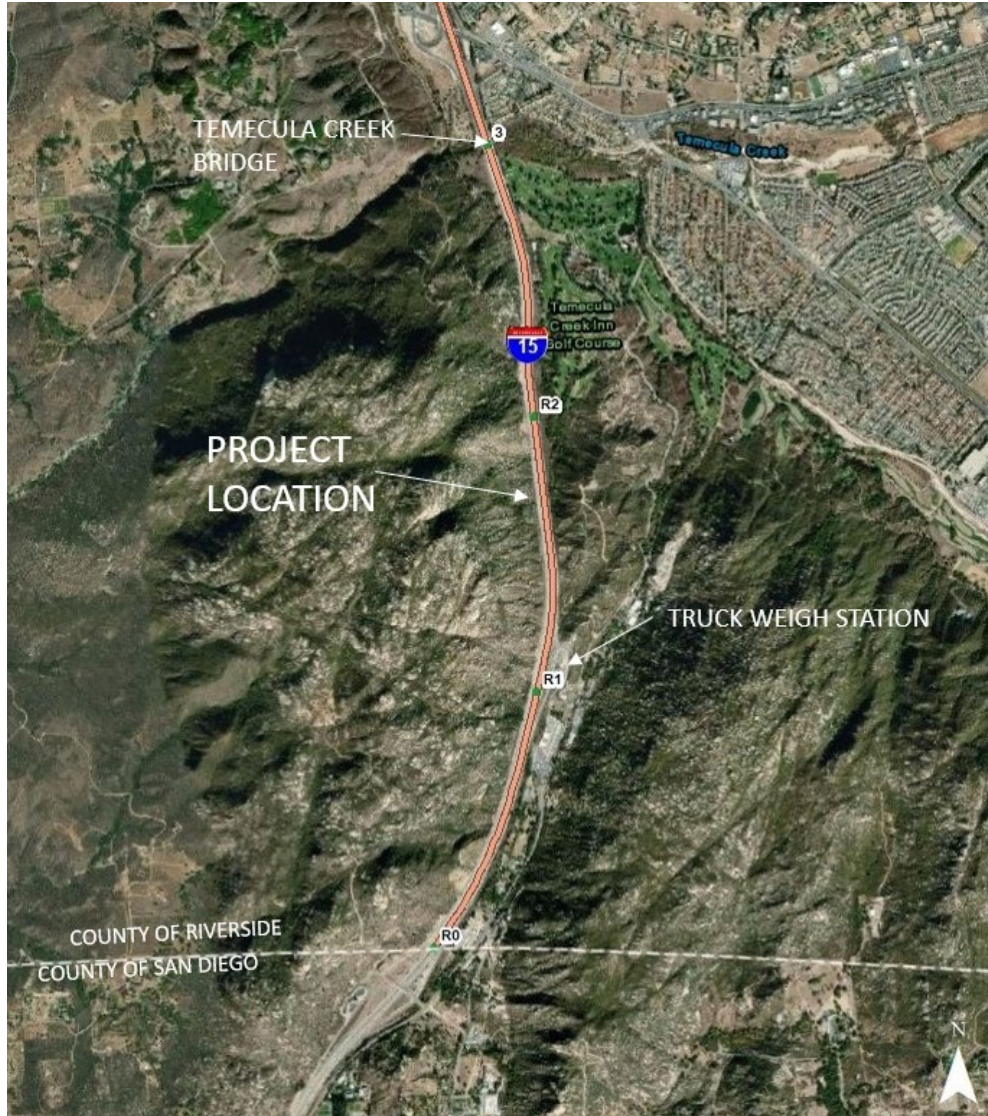
APPROVED:

Catalino A. Pinning III
CATALINO A. PINING III, District Director

11/18/2024

Date

Vicinity Map



On Interstate 15 (I-15) north of Truck Weigh Station near the city of Temecula in Riverside County

This report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



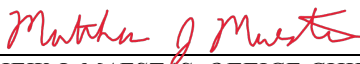
JUAN MANUEL C. AMEZCUA, P.E.

9/10/2024

DATE



Concurred by:



MATTHEW J. MAESTAS, OFFICE CHIEF PLANNING

10 September 2024

DATE

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1. INTRODUCTION

Project Description:

The California Department of Transportation (Caltrans) in cooperation with The Nature Conservancy (TNC) proposes to construct a vegetated passage across Interstate 15 (I-15) between post mile R1.0 and R3.0, near the city of Temecula in Riverside County. The proposed alternatives include the construction of a bridge, that will connect the Santa Ana-Palomar Mountains. The project initiation and project approval phases are funded by Grant Agreement Number WC-2177DC from the Wildlife Conservation Board.

Project Limits	08-RIV-15- PM R1.0 to 3.0
Number of Alternatives	4 Build Alternatives and No build Alternative
Current Capital Outlay Support Estimate for PA&ED	Alternative 2: \$ 2.9M Alternative 2A: \$ 2.9M Alternative 3: \$ 2.9M Alternative 3A: \$ 2.9M
Current Capital Outlay Construction Cost Range	Alternative 2: \$ 63M-\$ 77M Alternative 2A: \$ 44M-\$ 53M Alternative 3: \$ 55M-\$ 66M Alternative 3A: \$ 39M-\$ 47M
Current Capital Outlay Right-of-Way Cost Range	Alternative 2, and 2A: \$ 752K-\$ 783K Alternative 3, and 3A: \$ 795K-\$ 830K
Funding Source	To Be Determined (TBD)
Type of Facility	8 lane Freeway
Number of Structures	1
Anticipated Environmental Determination or Document	Initial Study (IS) or Focused IS with proposed Negative Declaration or Mitigated Negative Declaration (MND)/Routine Environmental Assessment (EA) with Finding of No Significant Impact (FONSI)
Legal Description	In Riverside County in and near Temecula north of Rainbow Canyon Boulevard
Project Development Category	4

The remaining capital outlay support, right-of-way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. Either a project report or a supplemental PID following the format of a PSR will serve as the programming document for the remaining components of the project. A project report will serve as approval of the “selected” alternative.

The total sum of support cost is estimated to be \$2,920,000 to the project future phase, Project Approval and Environmental Document (PA&ED), through the grant agreement (Division of Engineering Services (DES), Design, Environmental Planning, Right of Way). An increase to the existing grant is in process to ensure funds availability to complete PA&ED.

2. BACKGROUND

In May 2004, San Diego State University Field Station Programs and South Coast Wildlands, in collaboration with the South Coast Missing Linkages Project, prepared the study-document, “A Linkage Design for the Santa Ana-Palomar Mountains Connections”. The study identifies the needs and current efforts involved in the preservation of the connectivity within the Santa Ana-Palomar Mountains. Also, the document explores alternatives to create a safe passage for wildlife across I-15.

“The Santa Ana – Palomar Mountains Linkage encompasses the only remaining natural habitats connecting the Santa Ana Mountains and adjacent coastal lowlands to a large inland chain of protected mountain ranges. Most of the land in this linkage is privately owned and at risk of being developed for agriculture and housing. Large-scale ecosystem processes are expected to be substantially altered in the range, and other areas of the South Coast Ecoregion, should the linkage be severed.” (*)

“The Santa Ana – Palomar Mountains Linkage is one of only two remaining natural areas in southern coastal California that provides connections between protected coastal and inland habitats. It is listed by the South Coastal Missing Linkages as one of 15 priority linkages needed to establish an ecologically viable network of wildlands in the South Coast Ecoregion. Maintaining the linkage provides important long-term insurance for ecosystem viability by allowing species freedom to move under changing and unpredictable environmental conditions.” (*)

“The Santa Ana – Palomar Mountains Linkage is critical for sustaining a regional network of interconnected wildlands in the South Coast Ecoregion. The area contains the last remaining natural habitats that connect the Santa Ana Mountains and the coastal lowlands areas of Camp Pendleton to an inland chain of largely protected mountain ranges (Palomar, San Diego, San Jacinto, and San Bernardino mountains). Rugged foothills, plateaus and drainages in the linkage support a diversity of habitats including grasslands, coastal scrub, chaparral, and oak and riparian woodlands. The Santa Margarita River, which winds through the linkage, is the longest intact riparian corridor in Southern California”. (*)

“I-15 is the most substantial impediment to plant and animal movement in the Linkage Design area. Due to the significance of I-15 as a barrier and the inadequacy of existing infrastructure to accommodate wildlife movement, installation of a habitat overpass (just north of the Truck Weight Station) is a top priority for restoring linkage function. The effectiveness of habitat overpasses to enhance

movement of wildlife has been documented both in the United States and other countries”. (*)

(*) **Source:** A Linkage Design for the Santa Ana – Palomar Mountains Connection (May 2004, Project Background, page 3), prepared by the South Coast Missing Linkages Project/San Diego State University Field Station Programs/South Coast Wildlands.

In the 2018-2019 academic year, a Cal Poly Pomona student project explored alternatives for creating a safe wildlife passage within the current project limits. This focused primarily on the needs of the mountain lion population to cross I-15 to avoid inbreeding and possible extinction from the area.

Based on the results of the Cal Poly studies and the support by The Nature Conservancy (TNC), Caltrans applied for grant funding from the Wildlife Conservation Board to pursue the K Phase Planning and 0 Phase PA&ED to further develop this project. Future grant funding, State Highway System Management Plan (SHSMP) Allocations, and fundraising are expected in order to proceed to Phase 1 Plans, Specifications and Estimate (PS&E) activities and construction.

3. PURPOSE AND NEED

Purpose:

The purpose of the proposed project is to provide a safe and sustainable passage for wildlife across I-15 north of Rainbow Canyon Boulevard near the city of Temecula that facilitates wildlife movement and genetic exchange, reduces wildlife mortality, and enhances motorist safety by reducing conflict between wildlife and motorists.

Need:

Inadequate crossing structures exist for wildlife to safely cross I-15 in the Santa Ana-Palomar Mountains Linkage. The Santa Ana-Palomar Mountains mountain lion population is currently experiencing mortality, genetic restriction and decreasing health due to the barrier effects of I-15.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

A Traffic Engineering Performance Assessment (TEPA) was not developed for this project as the scope of work is not intended to improve in any manner the existing operational conditions on I-15 within the project limits. A decrease in vehicle-animal collisions should be expected when the project is completed.

5. DEFICIENCIES

Environmental impacts and mitigation measures were not considered nor required when I-15 and most of Southern California's freeways were built in the 1950's and 1960's. As a result, the construction of I-15 divided the previously connected natural

habitat ranges of many wildlife species. Currently, a safe and sustainable wildlife crossing across I-15 is not available. Without the addition of a wildlife crossing, the ecological and environmental impact on wildlife that resulted from the construction of I-15 will persist and the fate of many wildlife species within the Santa Ana – Palomar Mountains Linkage will remain at risk.

Collision Analysis

The following TASAS Table B summarizes collision rates for the northbound (NB) and southbound (SB) Interstate 15 (I-15) mainline from post mile PM R1.0 to PM 3.0 in Riverside County.

The TASAS Table B report identified below was generated on 1/16/2024 and it depicts collision rates per Million Vehicle Miles (MVM) for segments greater or equal to 0.5 miles. The collision rates history covers 60 months from the beginning date 7/1/2018 to the ending date 6/30/2023 from the Traffic Accident Surveillance and Analysis System (TASAS) for the locations shown below.

Location	ACTUAL (MVM)			Statewide Average for Similar Facilities (MVM)		
	Fatal	Fatal+ Injury	Total(1)	Fatal	Fatal+ Injury	Total(1)
NB I-15 PM R1.0-3.0	0.008	0.39	0.97	0.004	0.34	1.05
SB I-15 PM R1.0-3.0	0.004	0.17	0.45	0.004	0.34	1.05

1. All reported collisions (including Property Damage Only (PDO) Collisions).
2. Shading denotes crash rates are higher than the statewide average for similar facilities.
3. Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS).

Table 1 (TASAS Table B 60 months Collision Rates (7/1/2018 to 6/30/2023)) summarizes and compares the actual collision rates to the average rates for similar facilities throughout the State. This five-year collision data is further expanded by severity in table 2.

Location	Total Collisions				
	Fatal	Serious Injury	Other Injury	PDO	Total
NB I-15 PM R1.0-3.0	2	10	89	148	249
SB I-15 PM R1.0-3.0	1	4	39	71	115

Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS). Data were retrieved on 1/16/2024.

The TASAS Selective Accident Retrieval (TSAR) generated on 1/16/2024 did not include any vehicle-animal collisions in the latest five-year collision rate data history on the studied segment.

The Project Development Team (PDT) recommends a safety analysis to be performed during the PA&ED phase to identify/mitigate/explain safety concerns within the project limits, if needed. The Risk Register will include language that identifies possible scope, schedule, and cost changes should safety enhancements/needs be implemented as a result of the project development process.

6. CORRIDOR AND SYSTEM COORDINATION

The segment of I-15 within the project limits is an eight-lane freeway. The District 8 portion begins at the San Diego/Riverside County Line near the community of Rainbow Valley and the Rainbow Valley Boulevard Interchange, running in a northeasterly and northerly direction to the foot of the Santa Margarita Mountains (southern end of the Santa Ana Mountains) toward Rancho California Road in the City of Temecula, and runs in a northerly direction ending at the Nevada State Line. There are no managed lanes along this segment, and it has the following physical features:

Existing I-15 from PM R1.0 to PM 3.0 in Riverside County								
Southbound Roadbed					Northbound Roadbed			
Number of Lanes	Outside Shoulder Width (feet)	Lane Width (feet)	Inside Shoulder Width (feet)	Median Width (feet)	Number of Lanes	Inside Shoulder Width (feet)	Lane Width (feet)	Outside Shoulder Width (feet)
4	10	12	10	70	4	10	12	10

Bicycles are not permitted on this segment of the freeway. Rainbow Valley Boulevard and Rainbow Canyon Road can be used as an alternate bicycle route.

Overlapping Projects

The following table shows the active overlapping projects:

PROJECT EA	POST MILE	PROGRAM	PA&ED	RTL	AWARD	APP. CONSTR.	CCA	EP
1M980	0.0/52.28	Other State Funds	09/01/23	11/01/23	12/08/23	02/01/24	07/03/26	01/04/27
1N470	0.0/32.0	Maintenance	11/22/22	01/16/23	06/01/23	06/30/23	05/21/27	06/29/28

Notes: PA&ED: Project Approval and Environmental Document, RTL: Ready to List, CCA: Construction Contract Acceptance, EP: End Project Expenditures

7. ALTERNATIVES

A. VIABLE ALTERNATIVES

No Build Alternative

The No Build alternative will maintain the existing configuration of I-15 and no additional infrastructure will be constructed to enhance wildlife connectivity across the freeway. This alternative does not satisfy the purpose and need for this project and will result in the continued restriction of wildlife movement into and out of the Santa Ana – Palomar Mountains and threaten the long-term viability of wildlife species within it.

Alternative 2

Construct a three-span 165-foot-wide bridge at PM R1.7 with columns on spread footings in the freeway median. Construct retaining walls at both the north and south ends of the bridge. Construct, and tie to the existing wildlife fence, noise barriers along the outer edges of the bridge to mitigate traffic noise and block light to make the crossing more conducive to wildlife. Plant native vegetation on the bridge to provide a passage that resembles the natural habitat for wildlife. Install wildlife monitoring system. This alternative will maintain the existing lane configuration on I-15.

Alternative 2A

This design variation proposes to construct a three-span 100-foot-wide bridge at PM R1.7. The rest of the features remain the same as Alternative 2.

Alternative 3

Construct a two-span 165-foot-wide bridge at PM R1.67 with columns on spread footings in the freeway median. Construct retaining walls at both the north and south ends of the bridge. Construct, and tie to the existing wildlife fence, noise barriers along the outer edges of the bridge to mitigate traffic noise and block light to make the crossing more conducive to wildlife. Plant native vegetation on the bridge to provide a passage that resembles the natural habitat for wildlife. Install a wildlife monitoring system. This alternative will maintain the existing lane configuration on I-15.

Alternative 3A

This design variation proposes to construct a two-span 100-foot-wide bridge at PM R1.67. The rest of the features remain the same as Alternative 3.

B. REJECTED ALTERNATIVE

Alternative 4

This alternative proposed a skewed tunnel underneath I-15 at PM 1.89. The tunnel is a 15 feet wide by 15 feet high box culvert. There was a concern that a tunnel would not be fully used by impacted wildlife. In addition, the outlet on the northbound side of the freeway discharges near a recreational facility where it would not be optimal for predatory wildlife to be in proximity to people. For these reasons, the PDT decided not to pursue this alternative further.

Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Nonstandard Feature and its Probability of Approval (None, Low, Medium, High,)	Justification for Probability Rating
2, 2A, 3, & 3A	HDM Index 304.1 Standard side slope 4:1 or flatter	Side slope 4:1 or flatter (High)	Due to the topographic conditions of the area, standard slopes of 4:1 may not be feasible. The new construction is a wildlife crossing and will not have vehicular traffic. The placement of retaining walls, noise barriers, concrete barriers and guardrail will serve as mitigation for the traveling public on I-15.

Considerations to Apply to All Build Alternatives

Final Location

The proposed location for each alternative was determined by the PDT during the field visit inspection to the project site area on May 4, 2022. The final location will be determined once survey data is available in the next phase of project development. Factors related to the most conducive path for wildlife to approach the crossing structure shall be considered during the final selection.

Noise Barrier

Final determination of noise barrier height, location, and the way it will connect to the existing wildlife fence, will be identified after completion of the noise and light study during the PA&ED phase.

Plant Reestablishment

After the completion of construction work, all the affected areas will be restored to their original natural condition by implementing plant reestablishment and irrigation.

Storm Water

A Storm Water Data Report (SWDR) has been prepared for this project and approved on 10/26/2022. The signed SWDR cover page is included as Attachment I.

Transportation Management Plan (TMP)

A TMP Data Sheet has been developed to outline strategies needed to minimize traffic congestion during construction activities and is included as Attachment J.

Other Considerations

There are no additional actions required from Federal Highway Administration, California Transportation Commission or Route Matters studies for any of the proposed alternatives.

8. RIGHT-OF-WAY

A Right of Way Data Sheet has been prepared for each of the proposed alternatives and signed on 8/4/2022 and updated on 3/6/2024 (Attachment H). Acquisitions will be required for each alternative. The right of way costs per alternative have been estimated as follows:

Alternative 2 & 2A: \$752,200.00

Alternative 3 & 3A: \$795,200.00

Totals include mitigation or permit expenses that may be required for environmental purposes.

Utilities:

A preliminary utility search was conducted for this project, and there are no anticipated utility conflicts. Potholing will be conducted in PS&E

Railroad:

Railroad impacts are not anticipated for this project since no rail systems exist within the project limits.

9. STAKEHOLDER INVOLVEMENT

The purpose of the PSR-PDS is to identify a range of alternatives that meet the project need and purpose, and to program the soft costs for the next phase of project development. Agency representatives from TNC, University of California (UC) Davis Wildlife Health Center, Western Riverside County Regional Conservation Authority (RCA), San Diego State University (SDSU), Bureau of Land Management (BLM), and Caltrans, have been involved in the development of the alternatives at monthly PDT meetings. In December 2021, Caltrans, TNC, and the Pechanga Tribe Cultural Resources Department met to open the discussion and obtain feedback from the tribe about the project. During the PA&ED phase, Caltrans, and TNC will reach out to the other nearby tribes not directly adjacent to the project, this would include the Luiseño Lands, including Pala, Soboba, and others. Information for this project is preliminary and future stakeholder outreach and public involvement will be performed in subsequent phases.

City of Temecula, and Riverside County officials have also been contacted by TNC to update them on the project development.

A project scoping meeting will be held during the early stage of the PA&ED phase, as required by California Environmental Quality Act (CEQA). A public meeting will take place in the PA&ED phase during public circulation of the Draft Environmental Document (DED).

10. ENVIRONMENTAL COMPLIANCE

A Preliminary Environmental Analysis Report (PEAR) was prepared on 4/3/2024, for the proposed project and is included as Attachment F. According to the PEAR, an Initial Study, Initial Study with Proposed Negative Declaration (ND), or Initial Study with Mitigated Negative Declaration (MND) will be prepared for this project to comply with the California Environmental Quality Act (CEQA), and a Routine Environmental Assessment (EA) with Finding of No Significant Impact (FONSI) will be prepared for this project to comply with the National Environmental Policy Act (NEPA).

11. CLIMATE CHANGE ADAPTATION & GREENHOUSE GAS (GHG) MITIGATION

Greenhouse Gas (GHG) Reduction Measures

This project is a non-capacity increasing project. This type of project generally causes minimal or no increase in operational GHG emissions.

Construction emissions are unavoidable but will be reduced to the extent possible through planning and implementation of best practices throughout the project delivery process. Strategies for reducing GHG emissions, if appropriate, include salvaging

guardrail, reduction of roadway construction waste, applying fuel efficient measures for both construction equipment and traffic management during delays or detours, using energy and water efficient construction methodologies, and recommending that material within a local radius of the project area and/or locally available building material be utilized.

Adaptation Measures

The proposed project site is not located within the coastal zone and is not situated in an area prone to sea level rise. The Caltrans District Vulnerability Assessment demonstrates the impact climate change could have on transportation facilities. These impacts include moderate wildfire vulnerability, temperature stresses, and precipitation quantities. In the two areas where the wildlife crossings are proposed, there are moderate wildfire vulnerabilities, as studied through 2070. Temperatures are forecasted to rise from 2.0°F to 5.9°F in the overcrossing areas. Precipitation is forecasted to increase by 0.0%-5.0%. Thus, adaptation measures are not anticipated to be required.

The following assets identified within the project limits are anticipated to be at risk of impact due to the identified climate stressors:

Asset Type	Asset PM Location	Climate Risk/Stressor(s)	Climate Stressor Score & Priority
Roadway	PM R0.25/4.124	Temperature	56.00, Priority 3

12. FUNDING

It has been determined that this project may be eligible for Federal-aid funding.

Capital Outlay Project Estimate

	Range of Estimate		STIP Funds		Other Funds	
	Construction	Right-of-Way	Construction	Right-of-Way	Construction	Right-of-Way
Alternative 2	\$63M-\$78M	\$712K-\$783K	-	-	\$63M-\$78M	\$752K-\$783K
Alternative 2A	\$44M-\$52M	\$712K-\$783K	-	-	\$44M-\$52M	\$752K-\$783K
Alternative 3	\$55M-\$65M	\$755K-\$830K	-	-	\$55M-\$65M	\$795K-\$830K
Alternative 3A	\$39M-\$46M	\$755K-\$830K	-	-	\$39M-\$46M	\$795K-\$830K

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds.

Capital Outlay Support Estimate

Capital outlay support estimate for programming PA&ED for this project is \$2,920,000.

13. DELIVERY SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
APPROVE PID	M010	10/21/2024
BEGIN ENVIRONMENTAL	M020	2/1/2025
PA & ED	M200	8/25/2026

14. RISKS

The project Certified Risk Register was developed with the PDT on May 2023, and is included as Attachment C. Nineteen (19) potential risks are currently identified; Fourteen (14) risks being low or very low, three (3) risks being moderate, while two (2) risks are considered high in probability. These risks are associated with environmental impacts, right of way, design, and hydraulics.

There may be additional risks that would impact the project cost and/or schedule. An updated Initial Site Assessment (ISA) and Preliminary Site Investigation (PSI) will be conducted during the PA&ED phase. The PDT will monitor and update the project risks as the project proceeds through the subsequent stages of the project development process.

15. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

Federal Highway Administration (FHWA)

This PSR-PDS has been reviewed by Caltrans' FHWA Liaison, Sergio Avila, on 2/16/2023 and this project is eligible for federal aid funding. Per the current Joint Stewardship and Oversight Agreement between the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA), dated May 28, 2015, this project is considered a Delegated Project. Should any future situation or circumstance that will potentially classify the project for Risk-based Project Involvement (RBPI) arise, Caltrans shall notify FHWA. FHWA will reassess this project to determine if project is selected for RBPI and identify the specific FHWA involvement activities.

US Army Corps of Engineers
Department of the Army Permit for:
Clean Water Act Section 404 Nationwide Permit

California Department of Fish and Wildlife
California Fish and Game Code Section 1602
Lake or Streambed Alteration Agreement

California State Lands Commission
California Public Resources Code Division 6
Permit

State Water Resources Control Board (SWRCB)
Clean Water Act Section 402 Permit
Water Quality Certification

Regional Water Quality Control Board (RWQCB)
Clean Water Act Section 401 Permit or Waste Discharge Report

United States Fish and Wildlife Service/California Department of Fish and Wildlife
MSHCP Consistency Determination

16. OTHER CONSIDERATIONS

Accommodation of Oversize Loads

The proposed improvements may have some impacts during construction to existing passage for vehicles of unrestricted height while moving in and out of the area, and to or from ultimate destinations. Accommodation for oversize loads needs to be considered in stage construction for this project.

Air Quality Conformity

The project has been determined to fall under one of the categories of projects that are listed in Table one (1) of the Carbon Monoxide (CO) protocol or Table two (2) of 40 Code of Federal Regulations (CFR) 93.126. The proposed project has been identified as matching the categories “Safety Improvement Program”, “Plantings, Landscaping, etc.”, and “Transportation Enhancement Activities”. All project listed in Table 1 or Table 2 of 40 CFR 93.123 are exempt from all emissions analyses. The proposed project is considered an exempt project and as such, no air quality study is needed. Transportation air quality conformity requirements do not apply to this project.

Noise and Vibration

This project falls under Type III project category of 23 CFR 772.7 in the Traffic Noise

Analysis Protocol dated April 2020. Per the Traffic and Noise Analysis Protocol, “Type III projects do not require noise analysis”, thus the proposed project is exempt. Noise studies are not anticipated.

Contaminated Material Including Regulated, Designated and Hazardous Waste

An Initial Site Assessment (ISA) checklist (Attachment G) was completed on March 15, 2023. The project has low risk for hazardous waste involvement. Due to the R/W take required for this project, a PSI will be conducted during the PA&ED phase. The ISA checklist will be updated per the findings in the PSI.

Recycled Materials

Opportunities to recycle materials will be considered in the design phase.

Constructability Issues

There are no known construction issues in the development of this project at this time.

Construction Staging

It is anticipated that the project will be staged to minimize impacts to existing traffic. Detailed staging plans and traffic handling plans will be developed in the design phase.

Equity, Environmental-Justice (Title VI consideration), and Inclusion

The project is located in an area with a CalEnviroScreen 4.0 overall percentile score of 75. The California Healthy Places Index map indicates that the census tract where the project is located at is in the lower 89% of census tracts with ‘healthy condition’ compared to other census tracts in the state. The project is not expected to negatively affect disadvantaged communities given that the scope of the project primarily affects wildlife.

Value Analysis

The cost of the project is more than \$25 million, value analysis is required and will be conducted during subsequent phases.

17. PROJECT REVIEWS

Field Review: Emad Makar, Juan Amezcua, Matthew Maestas, Jinrong Wang, Reyna Baeza-Oregel, Nancy Frost, Nivine Georges, Max Quach, Scott Quinnell, Cara Lacey, Pablo Bryant, James Gannon, Tamer Attya, Mustapha Raouf, Cesar Sanchez, Bin Shen, Martin Villanueva.

		Date	<u>05/04/2022</u>
District Maintenance Engineering	<u>Iyad Namy</u>	Date	<u>02/02/2023</u>
District Traffic Safety Engineer	<u>Kevin Chen</u>	Date	<u>02/13/2023</u>
Acting Project Delivery Coordinator	<u>Gina Lopez</u>	Date	<u>02/16/2023</u>
Project Manager	<u>Emad Makar</u>	Date	<u>10/03/2023</u>
District Design Liaison/FHWA/ADA Engineer	<u>Sergio Avila</u>	Date	<u>02/16/2023</u>
DES District 8 Liaison	<u>Tiffany Tran</u>	Date	<u>02/16/2023</u>
Constructability Review	<u>Ihab Boulos</u>	Date	<u>02/13/2023</u>
District Landscape Architecture	<u>Almabeth Anderson</u>	Date	<u>02/13/2023</u>
District Design	<u>Mustapha Raouf</u>	Date	<u>02/13/2023</u>
District Environmental	<u>Shawn Oriaz</u>	Date	<u>02/13/2023</u>
District Asset Management	<u>Catherine Barron</u>	Date	<u>02/02/2023</u>

18. PROJECT PERSONNEL

Name	Title	Phone #
Matthew J. Maestas	Branch Chief Engineering Studies	909-501-9373
Juan M. Amezcua	Transportation Engineer	909-963-9578
Ronn Knox	Associate Environmental Planner	909-261-5171
Shawn Oriaz	Senior Environmental Planner	909-501-5743
Scott F. Quinnell	Program Advisor Environmental	909-260-9318
Paul Peterson	Transportation Engineer Bridge Design	916-227-8492
Tiffany Hang Tran	Senior Bridge Engineer	213-220-2389
Steven Ly	Transportation Engineer	909-501-9206
Emad Makar	Project Manager	909-665-3469
Marissa Cofer	Senior Right of Way Agent	909-518-4119
D. Steven Heckman	Transportation Surveyor	909-294-6994
Md S. Shaheed	Senior Transportation Engineer	909-693-9194
Timothy Curran	Landscape Associate	213-605-6298
Almabeth Anderson	Senior Landscape Architect	909-806-3226
Siva Sivakulam	Senior Transportation Engineer	909-255-2368
Diego Juarez	Transportation Engineer	213-598-4455
Greg Clark	District 8 Storm Water Coordinator	909-383-4616
Elmer Llamas	Associate Environmental Planner	909-261-2941

19. ATTACHMENTS (NUMBER OF PAGES)

- A. Location map, and Layout Exhibits (5)
- B. Preliminary Cost Estimates (40)
- C. Risk Register Certification (6)
- D. Category Assignment (1)
- E. Project Initiation Proposal (PIP) (28)
- F. Preliminary Environmental Analysis Report (PEAR) (23)
- G. Initial Site Assessment (ISA) (3)
- H. Right of Way Data Sheets (23)
- I. Storm Water Data Report Cover Page (1)
- J. Transportation Management Plan Data Sheet (5)
- K. Scoping Team Virtual Field Review List (1)
- L. Climate Change Risk and Adaptation Report (4)

Attachment A
Location Map, and Layout Exhibits

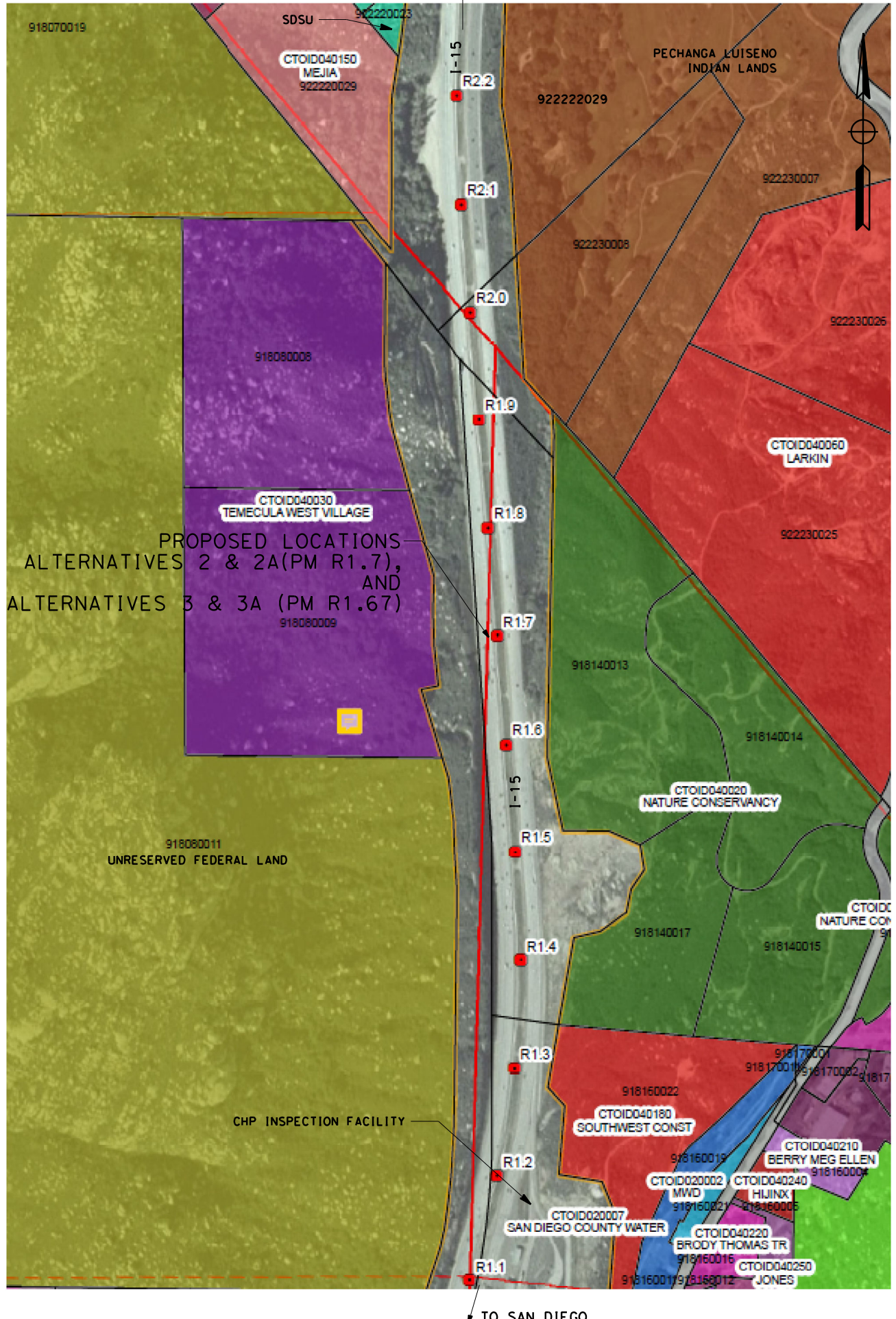
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISOR	DATE
				REVISOR	DATE
Caltrans	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISOR	DATE
				REVISOR	DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	15	R1.0/R3.0		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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



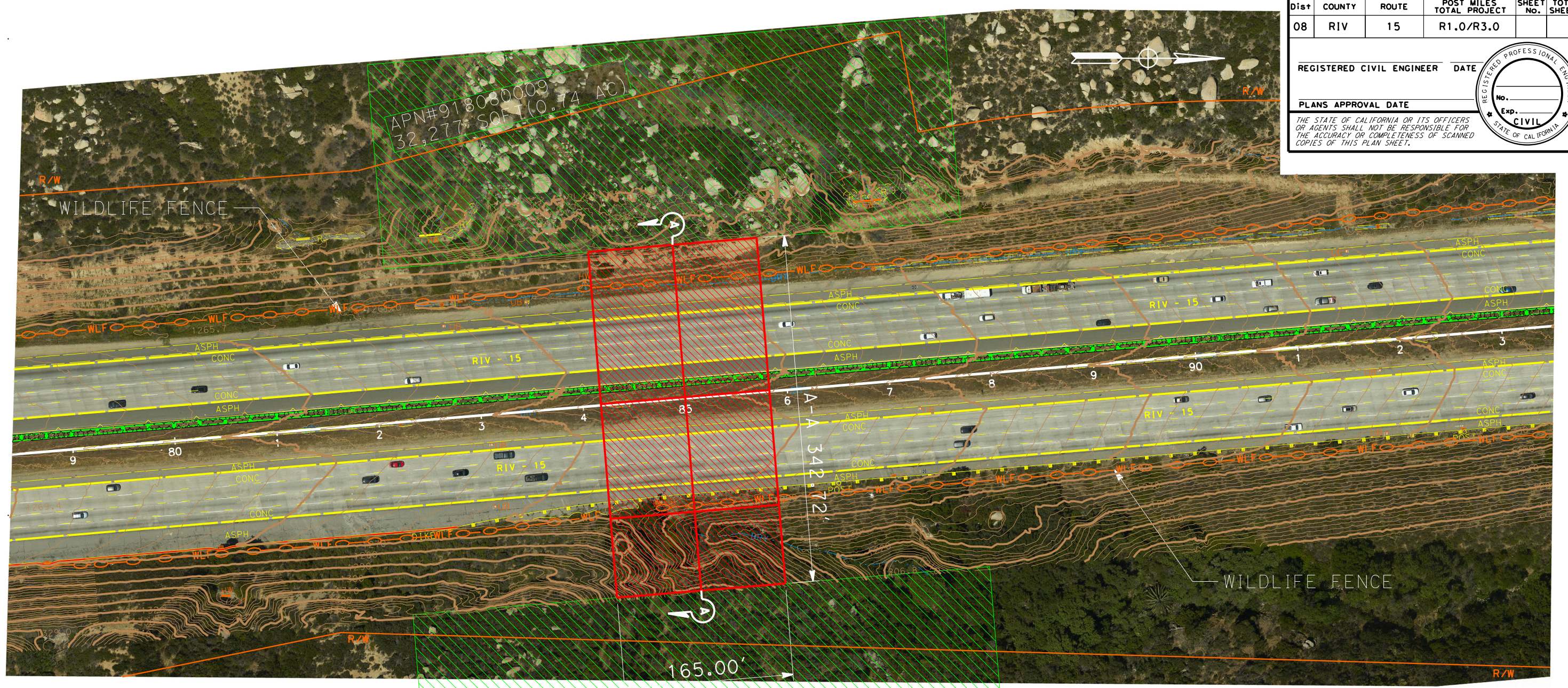
LOCATION MAP
NO SCALE

LAST REVISION DATE PLOTTED => #DATE
00-00-00 TIME PLOTTED => \$TIME

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	15	R1.0/R3.0		

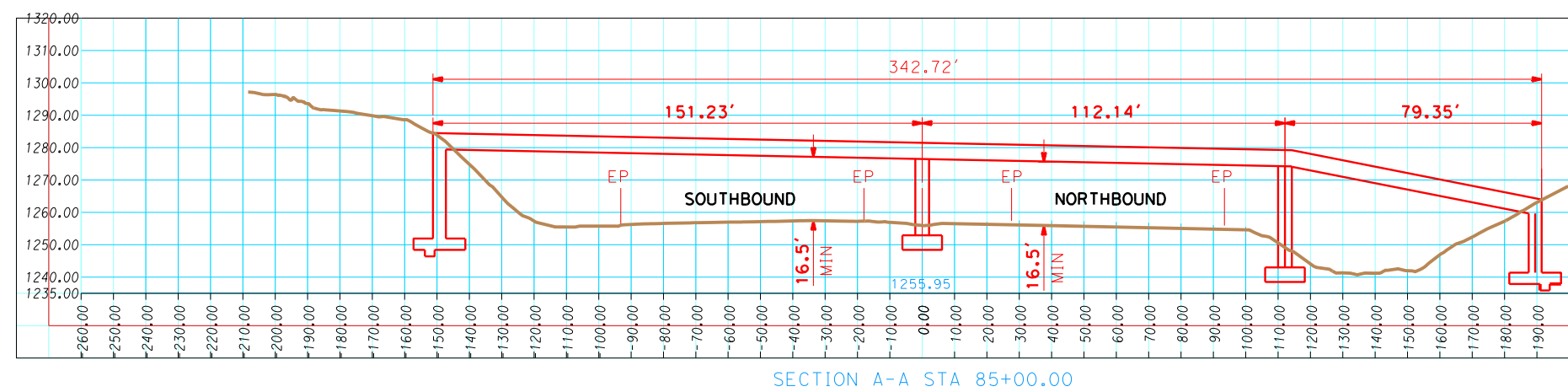
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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



Scale 1:100

- INDICATES RIGHT OF WAY NEEDS FOR SOUND WALL, RETAINING WALL, AND ARCHITECTURAL TREATMENT
- INDICATES PROPOSED FOOTPRINT OF THE STRUCTURE



ALTERNATIVE 2 165 FT WIDE OVERCROSSING AT PM 1.7(STA 85+00)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Functional Supervisor
 Calculated/Designed By
 Checked By
 Revised By
 Date Revised

LAST REVISION DATE PLOTTED => \$DATE
 00-00-00 TIME PLOTTED => \$TIME

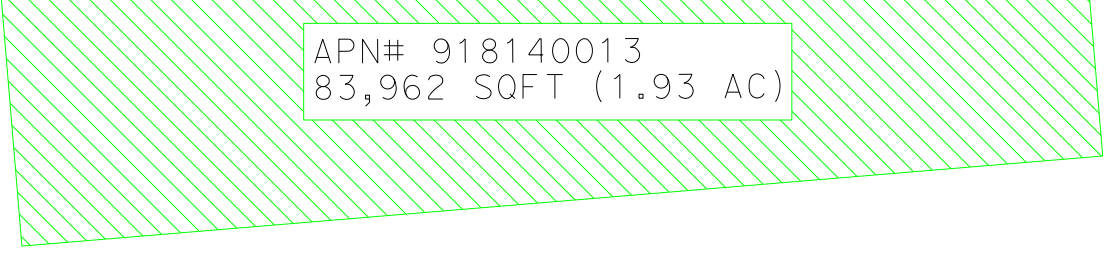
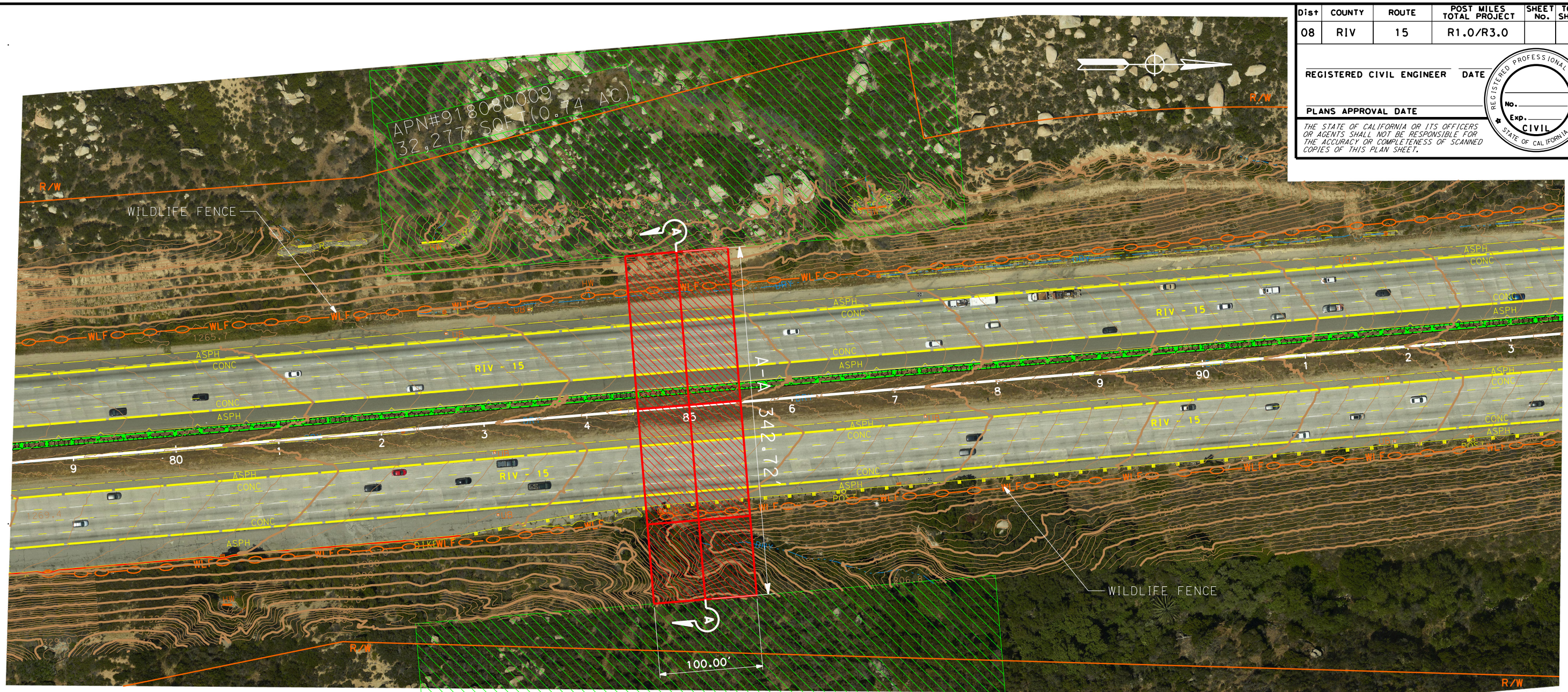
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	15	R1.0/R3.0		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

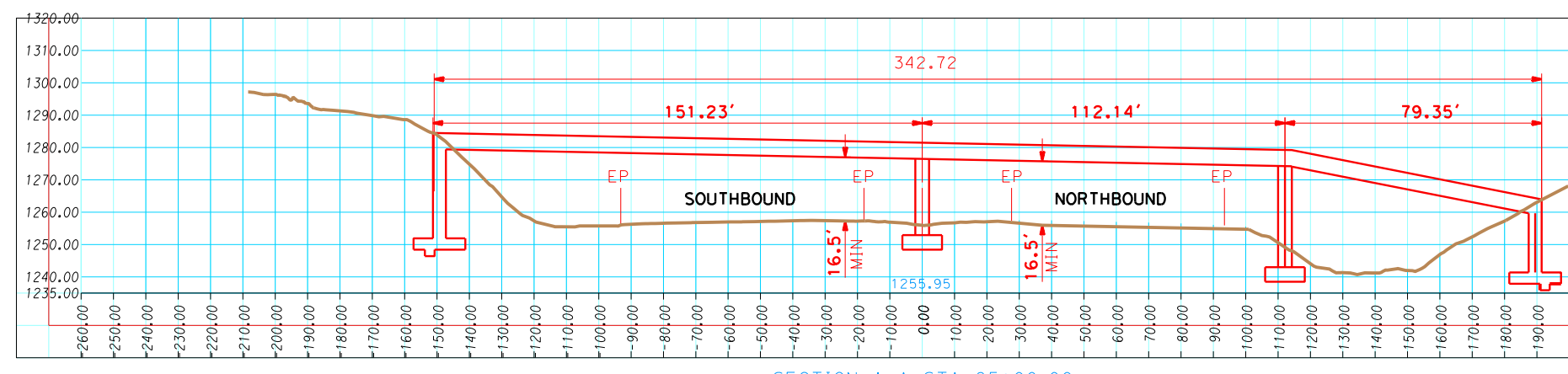
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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



Scale 1:100

- INDICATES RIGHT OF WAY NEEDS FOR SOUND WALL, RETAINING WALL, AND ARCHITECTURAL TREATMENT
- INDICATES PROPOSED FOOTPRINT OF THE STRUCTURE



SECTION A-A STA 85+00.00

ALTERNATIVE 2A 100 FT WIDE OVERCROSSING AT PM 1.7(STA 85+00)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CHECKED BY

DESIGNED BY

REVISOR

DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	15	R1.0/R3.0		

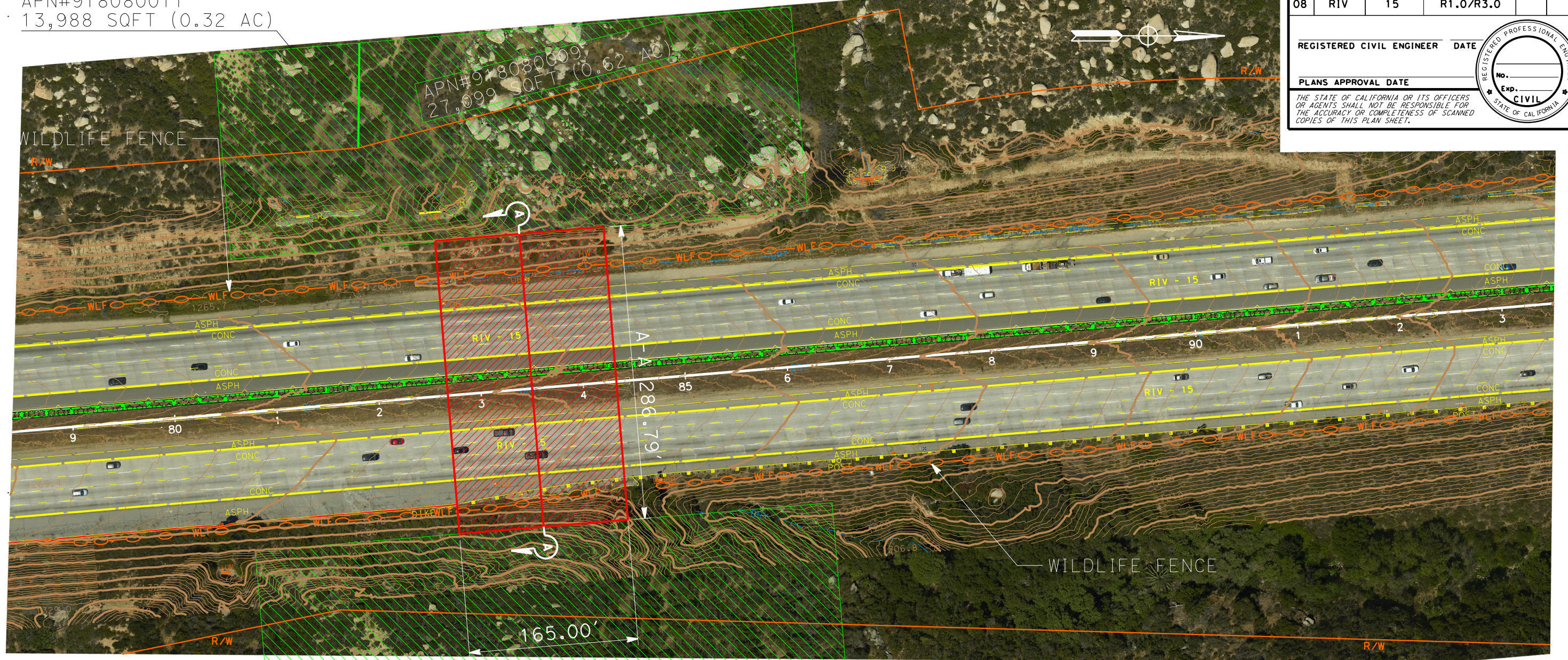
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

APN#918080011
13,988 SQFT (0.32 AC)

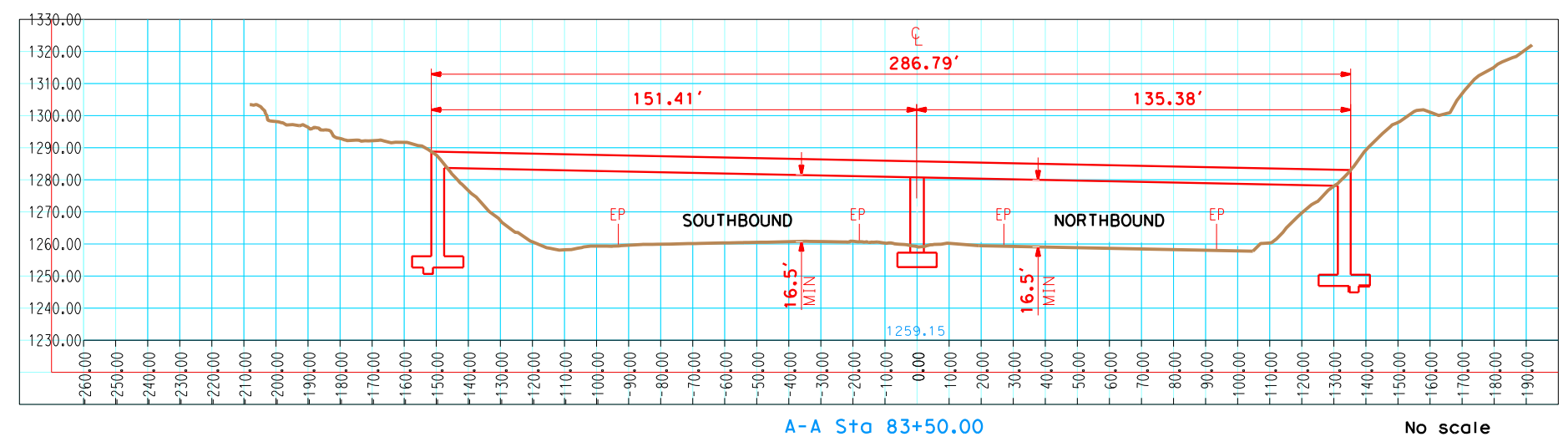
APN#918030009
27,099 SQFT (0.62 AC)

APN#918140013
92,774 SQFT (2.13 AC)



Scale 1:100

- INDICATES RIGHT OF WAY NEEDS FOR SOUND WALL, RETAINING WALL, AND ARCHITECTURAL TREATMENT
- INDICATES PROPOSED FOOTPRINT OF THE STRUCTURE



165 FT WIDE OVERCROSSING AT PM 1.67 (STA 83+50) ALTERNATIVE 3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Functional Supervisor: _____
 Calculated/Designed By: _____
 Checked By: _____
 Revised By: _____
 Date Revised: _____

LAST REVISION DATE PLOTTED => #DATE
 00-00-00 TIME PLOTTED => \$TIME

APN#918080011
13,988 SQFT (0.32 AC)

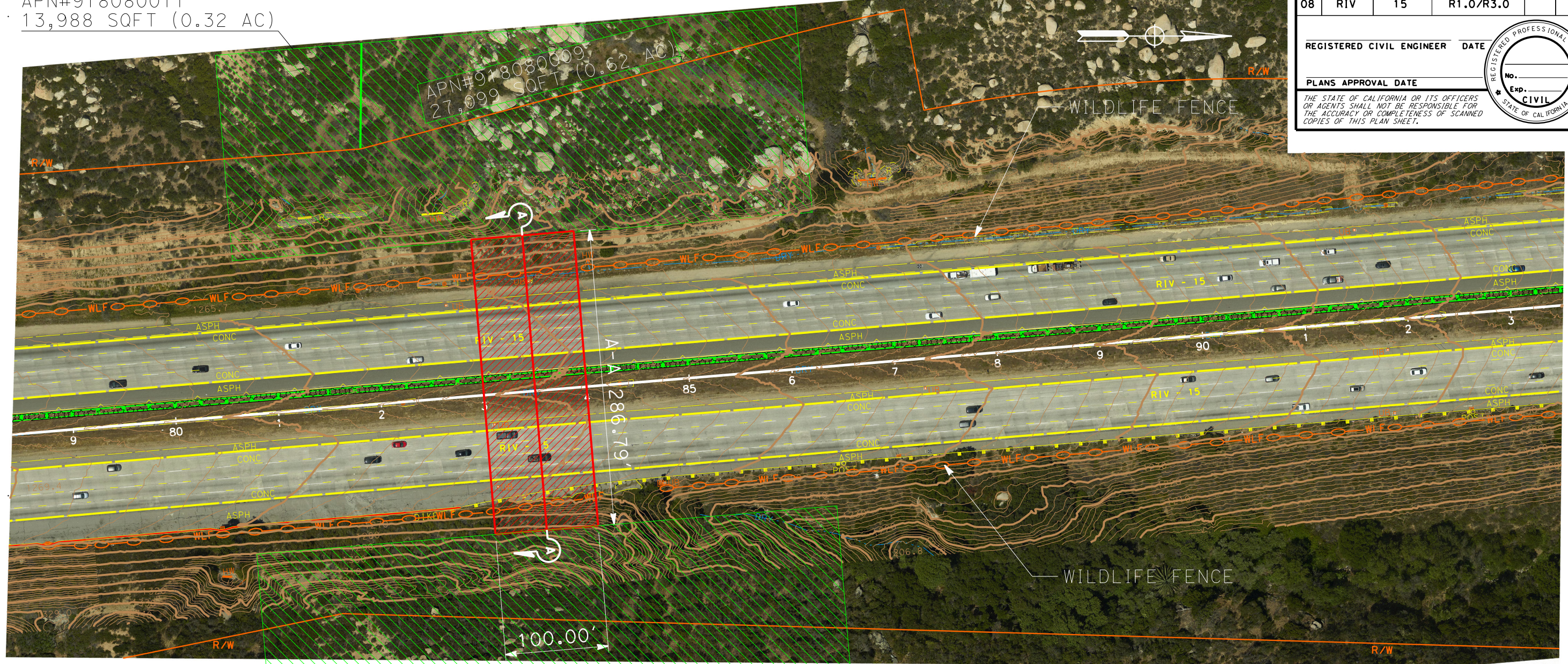
APN#918030009
27,099 SQFT (0.62 AC)

APN#918140013
92,774 SQFT (2.13 AC)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	15	R1.0/R3.0		

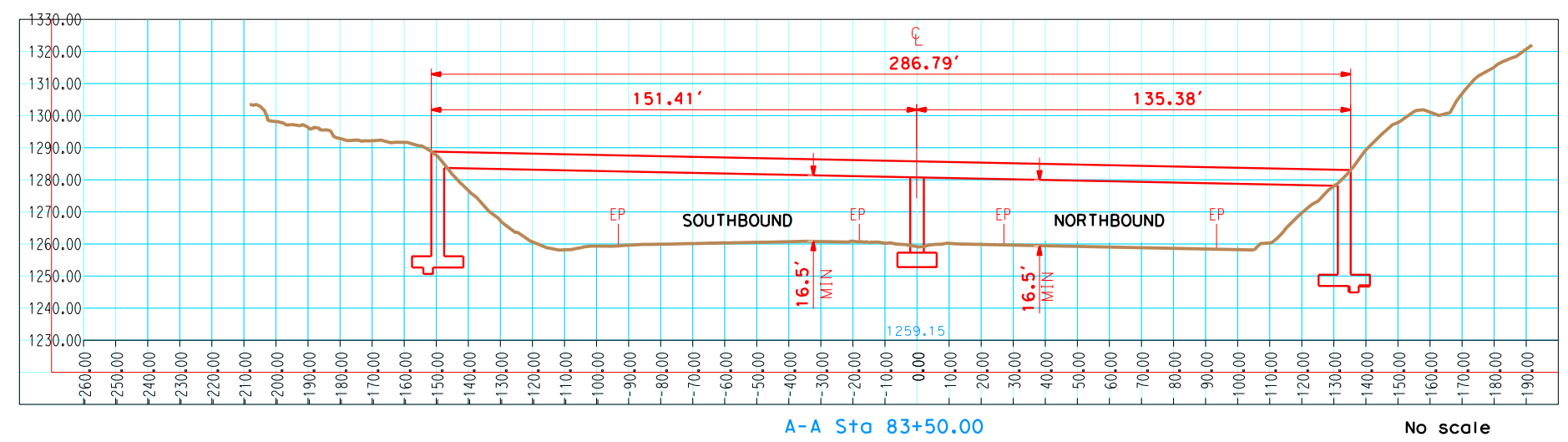
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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



Scale 1:100

- INDICATES RIGHT OF WAY NEEDS FOR SOUND WALL, RETAINING WALL, AND ARCHITECTURAL TREATMENT
- INDICATES PROPOSED FOOTPRINT OF THE STRUCTURE



ALTERNATIVE 3A 100 FT WIDE OVERCROSSING AT PM 1.67 (STA 83+50)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISED BY
DATE REVISED

CALCULATED/DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

BORDER LAST REVISED 7/2/2010

USERNAME => #USER
DCN FILE => #REQUEST

RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

0000000001

LAST REVISION DATE PLOTTED => #DATE
00-00-00 TIME PLOTTED => \$TIME

Attachment B
Preliminary Cost Estimates

**PROJECT
PLANNING COST ESTIMATE ©**

EA: 08-1M800K

EA: 08-1M800K PID: 0822000043

PID: 0822000043

District-County-Route: 08-RIV-15

PM: R1.0/R3.0

Type of Estimate : PSR-PDS Preliminary Cost Estimate

Program Code :

Project Limits : RIV-15-PM R1.0/R3.0

Project Description: Wildlife crossing

Scope : Construction o a bridge across Interstate 15 (I-15)

Alternative : Alternative 2

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 16,189,900	\$ 19,906,259
TOTAL STRUCTURES COST	\$ 46,534,000	\$ 57,226,390
SUBTOTAL CONSTRUCTION COST	\$ 62,729,900	\$ 77,132,648
TOTAL RIGHT OF WAY COST	\$ 752,200	\$ 752,200
TOTAL CAPITAL OUTLAY COSTS	\$ 63,474,000	\$ 77,885,000
PA/ED SUPPORT	\$ -	\$ 2,920,000
PS&E SUPPORT	\$ -	\$ -
RIGHT OF WAY SUPPORT	\$ -	\$ -
CONSTRUCTION SUPPORT	\$ -	\$ -
TOTAL SUPPORT COST	\$ -	\$ 2,920,000

TOTAL PROJECT COST	\$ 63,500,000	\$ 80,900,000
---------------------------	----------------------	----------------------

Programmed Amount

Month / Year

Date of Estimate (Month/Year) _____ 12 / 2023

Estimated Construction Start (Month/Year) _____ 6 / 2027

Number of Working Days = 500

Estimated Mid-Point of Construction (Month/Year) _____ 6 / 2028

Estimated Construction End (Month/Year) _____ 6 / 2029

Number of Plant Establishment Days 261

Estimated Project Schedule

PID Approval 9/20/2024

PAVED Approval 8/25/2026

PS&E

RTL

Begin Construction

Reviewed by Program Advisor

SCOTT QUINELL, D8 Environmental Program
Advisor

Date

Phone

Approved by Project Manager

Emad Saad

09/26/24

909-665-3469

EMAD MAKAR, Project Manager


Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 426,200
2	Pavement Structural Section	\$ 104,000
3	Drainage	\$ 750,000
4	Specialty Items	\$ 1,461,600
5	Environmental	\$ 2,285,200
6	Traffic Items	\$ 1,214,000
7	Detours	\$ -
8	Minor Items	\$ 624,100
9	Roadway Mobilization	\$ 686,600
10	Supplemental Work	\$ 554,300
11	State Furnished	\$ 1,054,700
12	Time-Related Overhead	\$ 3,788,800
13	Total Roadway Contingency	\$ 3,237,400

TOTAL ROADWAY ITEMS	\$ 16,186,900
----------------------------	----------------------

Estimate Prepared By :  09/10/2024 909-963-9578
 Juan M. Amezcua, Project Engineer Date Phone

Estimate Reviewed By :  09.10.24 909.501.9373
 Matthew J. Maestas, Office Chief Date Phone

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

SECTION 1: EARTHWORK

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
190101	Roadway Excavation	CY	12,000	x	30.00	= \$	360,000
192037	Structure Excavation (Soundwall)	CY	416	x	75.00	= \$	31,200
17010X	Clearing & Grubbing	LS	1	x	20,000.00	= \$	20,000
100100	Develop Water Supply	LS	1	x	15,000.00	= \$	15,000
19801X	Imported Borrow	CY/TON		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$ 426,200
--------------------------------------	-------------------

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
390132	Hot Mix Asphalt (Type A)	TON	400	x	250.00	= \$	100,000
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF	200	x	20.00	= \$	4,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 104,000
--	-------------------

SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX Additional Drainage	LS	1	x 750,000.00 = \$	750,000

TOTAL DRAINAGE ITEMS	\$	750,000
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SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
080050 Progress Schedule (Critical Path Method)	LS	1	x 5,000.00 = \$	5,000
070030 Lead Compliance Plan	LS	1	x 5,000.00 = \$	5,000
839750 Remove Barrier	LF	450	x 80.00 = \$	36,000
832001 Midwest Guardrail System (Insert Type)	LF	300	x 85.00 = \$	25,500
200111 Decorative Boulders	EA	140	x 500.00 = \$	70,000
202039 Slow Release Fertilizer	LB	400	x 4.00 = \$	1,600
202040 Micorrhizae Inoculant	LB	400	x 4.00 = \$	1,600
204038 Plant (Group U) 15 gal	EA	234	x 150.00 = \$	35,100
204013 Plant (Group M) Liners	EA	11274	x 15.00 = \$	169,110
204099 Plant Establishment Work (5 years)	LS	1	x 75000.00 = \$	75,000
204XXX Temporary Irrigation	LS	1	x 40000.00 = \$	40,000
204XXX Permanent Irrigation	LS	1	x 100000.00 = \$	100,000
205034 Decomposed Granite	SQFT	1,017	x 32.00 = \$	32,544
205035 Wood Mulch	CY	440	x 102.00 = \$	44,880
210110 Imported Topsoil	CY	10,345	x 4.00 = \$	41,380
210121 Duff	AC	5.2	x 700.00 = \$	3,500
210252 Bonded Fiber Matrix	SQFT	281,867	x 0.25 = \$	70,467
210610 Compost	CY	440	x 70.00 = \$	30,800
511035 Architectural Treatment (as Rock)	SQFT	3,500	x 32.00 = \$	112,000
51103X Architectural Treatment (Soundwall)	SQFT	9,600	x 10.00 = \$	96,000
780440 Prepare and Stain Concrete	SQFT	3,500	x 4.00 = \$	14,000
52010X Bar Reinforcing Steel (Sound Wall)	LB	19,040	x 1.25 = \$	23,800
510060 Structural Concrete (Soundwall)	CY	171	x 820 = \$	140,220
800400 Chain Link Fence (Type CL-8)	LF	800	x 60 = \$	48,000
582001 Soundwall Masonry Block	SQFT	9,600	x 25.00 = \$	240,000

PRSM quantity input for Look Ahead report.

TOTAL SPECIALTY ITEMS	\$	1,461,600
------------------------------	-----------	------------------

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). [Link to Desgin Memo.](#)

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
XXXXX Contractor Suplied Biologist	LS	1	x	273,240.00	= \$	273,240
XXXXX Natural Resources Plrotection Plan	LS	1	x	20,000.00	= \$	20,000
XXXXX Temporary High Visibility Fence	LS	1	x	20,760.00	= \$	20,760
038660 Wildlife fence	LS	1	x	75,000.00	= \$	75,000
130670 Temporary Reinforced Silt Fence	LS	1	x	17,830.00	= \$	17,830
<i>Subtotal Environmental Mitigation</i>						\$ 406,830

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
20XXXX Highway Planting	LS	1	x	300,000.00	= \$	300,000
20XXXX Irrigation System	LS	1	x	425,000.00	= \$	425,000
204099 Plant Establishment Work	LS	1	x	350,000.00	= \$	350,000
<i>Subtotal Landscape and Irrigation</i>						\$ 1,075,000

5C - EROSION CONTROL

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
211111 Permanent Erosion Control Establishment Work	LS		x		= \$	-
210630 Incorporate Materials	SQFT					
<i>Subtotal Erosion Control</i>						\$ -

5D - NPDES

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
130300 Prepare SWPPP	LS	1	x	13,000.00	= \$	13,000
130200 Prepare WPCP	LS		x		= \$	-
130100 Job Site Management	LS	1	x	30,000.00	= \$	30,000
130330 Storm Water Annual Report	EA	1	x	2,000.00	= \$	2,000
130310 Rain Event Action Plan	EA	3	x	11,111.00	= \$	33,333
130320 Storm Water Sampling and Analysis Day	EA	25	x	1,000.00	= \$	25,000
XXXXX Treatment BMP's	LS	1	x	600,000.00	= \$	600,000
XXXXX Construction BMP's	LS	1	x	100,000.00	= \$	100,000
<i>Subtotal NPDES</i>						\$ 803,333

TOTAL ENVIRONMENTAL	\$ 2,285,200
----------------------------	---------------------

Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	1	x	7,000.00	= \$	7,000
066596 Additional Water Pollution Control**	LS	1	x	7,000.00	= \$	7,000
066597 Storm Water Sampling and Analysis***	LS	1	x	7,000.00	= \$	7,000
XXXXXX Some Item	LS		x		= \$	-
<i>Subtotal Supplemental Work for NDPS</i>						\$ 21,000

*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.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
870009 Elements During Construction	LS	1	x	7,000.00	= \$	7,000
86XXXX Animal Monitoring CCTV Camera System (Solar)	LS	1	x	160,000.00	= \$	160,000
XXXXX Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical						\$ 167,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
820840 Roadside Sign - One Post	EA	6	x	200.00	= \$	1,200
141103 Remove Yellow Thermoplastic Traffic Stripe (Haz:	LF	1,500	x	7.10	= \$	10,650
846030 Remove Thermoplastic Traffic Stripe	LF	2,700	x	0.90	= \$	2,430
810120 Remove Pavement Marker	EA	140	x	8.70	= \$	1,218
810230 Pavement Marker (Retroreflective)	EA	140	x	13.80	= \$	1,932
820530 Reset Roadside Sign	EA		x		= \$	-
847060 6" Traffic Stripe Tape	LF	2,960	x	6.60	= \$	19,536
847070 6" Traffic Stripe Tape Broken (36-12)	LF	4,400	x	3.20	= \$	14,080
120159 Temporary Traffic Stripe (Paint)	LF	7,400	x	0.50	= \$	3,700
120090 Construction Area Signs	LS	1	x	8,000.00	= \$	8,000
84XXXX Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping						\$ 62,746

6C - Traffic Management Plan

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
128651 Portable Changeable Message Sign	EA	6	x	\$ 6,500	= \$	39,000
128XXX Motorist Information Strategies	LS	1	x	\$ 72,000	= \$	72,000
Subtotal Traffic Management Plan						\$ 111,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
120198 Plastic Traffic Drums	EA		x		= \$	-
120165 Channelizer (Surface mounted)	EA	40	x	68.00	= \$	2,720
120204 Portable Radar Speed Feedback Sign System Day	EA	1,400	x	130.00	= \$	182,000
128654 Temporary Automated End of Queue Warning System Type 1	EA	200	x	450.00	= \$	90,000
128658 End of Queue Monitoring and Warning with Truck Mounted Changeable Message Sign Day	EA	10	x	1,100.00	= \$	11,000
120116 Type II Barricade	EA		x		= \$	-
120120 Type III Barricade	EA	4	x	240.00	= \$	960
129100 Temporary Crash Cushion Module	EA		x		= \$	-
120100 Traffic Control System	LS	1	x	350,000.00	= \$	350,000
129101A Alternative Temporary Crash Cushion	EA	4	x	4,120.00	= \$	16,480
120320 Temporary Barrier System	EA	2,000	x	110.00	= \$	220,000
8101XX Delineator (Insert Class)	EA		x		= \$	-
Subtotal Stage Construction and Traffic Handling						\$ 873,160

TOTAL TRAFFIC ITEMS	\$ 1,214,000
----------------------------	---------------------

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX Some Item	LS		x = \$	-
TOTAL DETOURS				\$ -
SUBTOTAL SECTIONS 1 through 7				\$ 6,241,000

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items				
ADA Items			0.0%	\$ -
8B - Bike Path Items				
Bike Path Items			0.0%	\$ -
8C - Other Minor Items				
Other Minor Items			10.0%	\$ 624,100
Total of Section 1-7		\$ 6,241,000	x 10.0%	= \$ 624,100
TOTAL MINOR ITEMS				\$ 624,100

SECTIONS 9: ROADWAY MOBILIZATION *

Item code				
999990	Total Section 1-8	\$ 6,865,100	x 10%	= \$ 686,510
TOTAL ROADWAY MOBILIZATION				\$ 686,600

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670	LS		x = \$	-
Payment Adjustments For Price Index Fluctuations				
066094	LS		x = \$	-
Value Analysis				
066070	LS	1	x 60,000.00	= \$ 60,000
Maintain Traffic				
066919	LS	1	x 30,000.00	= \$ 30,000
Dispute Resolution Board				
066921	LS		x = \$	-
Dispute Resolution Advisor				
066015	LS		x = \$	-
Federal Trainee Program				
066610	LS	1	x 100,000.00	= \$ 100,000
Partnering				
066204	LS		x = \$	-
Remove Rock and Debris				
066222	LS		x = \$	-
Locate Existing Crossover				
XXXXXX	Unit		x = \$	-
Some Item				
Cost of NPDES Supplemental Work specified in Section 5D				= \$ 21,000
Total Section 1-8		\$ 6,865,100	5%	= \$ 343,255
TOTAL SUPPLEMENTAL WORK				\$ 554,300

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066105	Resident Engineers Office	LS	1	x	328,400.00	=	\$328,400
066063	Traffic Management Plan - Public Information	LS	1	x	45,000.00	=	\$45,000
066062	COZEEP Contract	LS	1	x	336,000.00	=	\$336,000
066916	Annual Construction General Permit Fee	LS	1	x	2,000.00	=	\$2,000
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8			\$ 6,865,100		5%	= \$	343,255

TOTAL STATE FURNISHED	\$1,054,700
------------------------------	--------------------

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$37,887,767 (used to calculate total TRO)
 Total Construction Cost (excluding TRO and Contingency) \$55,694,700 (used to check if project capital cost is greater than \$5 million including contingency)

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

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
090100	Time-Related Overhead	WD	500	X	\$7,578	=	\$3,788,800

TOTAL TIME-RELATED OVERHEAD	\$3,788,800
------------------------------------	--------------------

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register		(for Known Risks)			\$0
Additional or Residual Contingency		(for Unknown/Undefined Risks)	25%		\$3,237,375
Total Section 1-12	\$	12,949,500	x	<input type="text" value="25%"/>	= \$3,237,375

TOTAL CONTINGENCY*	\$3,237,400
---------------------------	--------------------

II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	165 LF		0 LF		0 LF
Total Bridge Length (Feet)	343 LF		0 LF		0 LF
Total Area (Square Feet)	56549 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	6 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$549		\$0		\$0
COST OF EACH	\$31,022,667		\$0		\$0

Building 1

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

TOTAL COST OF BRIDGES	\$31,022,667
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TOTAL COST OF BUILDINGS	\$0
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Time-Related Overhead	10%	\$3,102,267
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STRUCTURES MOBILIZATION	10%	\$3,102,267
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STRUCTURES CONTINGENCY*	40%	\$12,409,067
--------------------------------	-----	---------------------

TOTAL COST OF STRUCTURES	\$46,534,000
---------------------------------	---------------------

Estimate Prepared By: Xavier Carrillo ----- Division of Structures

Date _____

III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$ 187,846	\$	0
	A2)	Acquisition of Offsite Mitigation	\$ 420,000	\$	0
	A3)	Railroad Acquisition	\$ 0	\$	0
B)	B1)	Utility Relocation (State Share)	\$ 0	\$	0
	B2)	Potholing (Design Phase)	\$ 6,000	\$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$ 0	\$	0
D)		RAP and/or Last Resort Housing	\$ 0	\$	0
E)		Clearance & Demolition	\$ 0	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$ 0	\$	0
G)		Title and Escrow	\$ 3,000	\$	0
H)		Environmental Review	\$ 0	\$	0
I)		Condemnation Settlements <u>0%</u>	\$ 56,354	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$ 0	\$	0
K)		Utility Relocation (Construction Cost)	\$ 0	\$	0
		Project Permit Fees	\$ 79,000	\$	0

L) **TOTAL RIGHT OF WAY ESTIMATE** **\$752,200**

M) **TOTAL R/W ESTIMATE: Escalated** **\$752,200**

N) **RIGHT OF WAY SUPPORT** **\$0**

Support Cost Estimate
Prepared By _____ Project Coordinator¹ _____ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² _____ Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ _____ Phone _____

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

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

**PROJECT
PLANNING COST ESTIMATE ©**

EA: 08-1M800K

EA: 08-1M800K PID: 0822000043

PID: 0822000043

District-County-Route: 08-RIV-15

PM: R1.0/3.0

Type of Estimate : PSR-PDS Preliminary Cost Estimate

Program Code :

Project Limits : RIV-15-PM R1.0/3.0

Project Description: Wildlife crossing

Scope : Bridge construction across Interstate 15 (I-15)

Alternative : **Alternative 2A**

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 14,592,900	\$ 17,355,367
TOTAL STRUCTURES COST	\$ 29,273,000	\$ 34,814,441
SUBTOTAL CONSTRUCTION COST	\$ 43,865,900	\$ 52,169,808
TOTAL RIGHT OF WAY COST	\$ 752,200	\$ 752,200
TOTAL CAPITAL OUTLAY COSTS	\$ 44,619,000	\$ 52,923,000
PA/ED SUPPORT	\$ -	\$ 2,920,000
PS&E SUPPORT	\$ -	\$ -
RIGHT OF WAY SUPPORT	\$ -	\$ -
CONSTRUCTION SUPPORT	\$ -	\$ -
TOTAL SUPPORT COST	\$ -	\$ 2,920,000

TOTAL PROJECT COST	\$ 44,650,000	\$ 55,900,000
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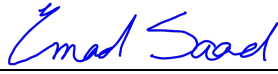
Programmed Amount

	<u>Month</u> / <u>Year</u>
Date of Estimate (Month/Year) _____	12 / 2023
Estimated Construction Start (Month/Year) _____	6 / 2027
Number of Working Days = 500	
Estimated Mid-Point of Construction (Month/Year) _____	6 / 2028
Estimated Construction End (Month/Year) _____	6 / 2029
Number of Plant Establishment Days 261	

Estimated Project Schedule

PID Approval	9/20/2024
PA/ED Approval	8/25/2026
PS&E	
RTL	
Begin Construction	

Reviewed by Program Advisor


SCOTT QUINELL, D8 Environmental Program Advisor	Date	Phone
	09/26/24	909-665-3469
EMAD MAKAR, Project Manager	Date	Phone

Approved by Project Manager


I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 426,200
2	Pavement Structural Section	\$ 79,000
3	Drainage	\$ 750,000
4	Specialty Items	\$ 1,461,600
5	Environmental	\$ 2,259,700
6	Traffic Items	\$ 1,177,500
7	Detours	\$ -
8	Minor Items	\$ 604,800
9	Roadway Mobilization	\$ 677,000
10	Supplemental Work	\$ 549,500
11	State Furnished	\$ 1,049,900
12	Time-Related Overhead	\$ 2,628,500
13	Total Roadway Contingency	\$ 2,918,600
TOTAL ROADWAY ITEMS		\$ 14,592,900

Estimate Prepared By :


9/10/2024
909-963-9578
 Juan M. Amezcua, Project Engineer Date Phone

Estimate Reviewed By :


09.10.24
909.501.9373
 Matthew J. Maestas, Office Chief Date Phone

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

SECTION 1: EARTHWORK

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
190101	Roadway Excavation	CY	12,000	x	30.00	= \$	360,000
192037	Structure Excavation (Soundwall)	CY	416	x	75.00	= \$	31,200
17010X	Clearing & Grubbing	LS	1	x	20,000.00	= \$	20,000
100100	Develop Water Supply	LS	1	x	15,000.00	= \$	15,000
19801X	Imported Borrow	CY/TON		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	426,200
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
390132	Hot Mix Asphalt (Type A)	TON	300	x	250.00	= \$	75,000
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF	200	x	20.00	= \$	4,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	79,000
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SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX Additional Drainage	LS	1	x 750,000.00 = \$	750,000
TOTAL DRAINAGE ITEMS				\$ 750,000

SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
080050 Progress Schedule (Critical Path Method)	LS	1	x 5,000.00 = \$	5,000
070030 Lead Compliance Plan	LS	1	x 5,000.00 = \$	5,000
839750 Remove Barrier	LF	450	x 80.00 = \$	36,000
832001 Midwest Guardrail System (Insert Type)	LF	300	x 85.00 = \$	25,500
200111 Decorative Boulders	EA	140	x 500.00 = \$	70,000
202039 Slow Release Fertilizer	LB	400	x 4.00 = \$	1,600
202040 Micorrhizhae Inoculant	LB	400	x 4.00 = \$	1,600
204038 Plant (Group U) 15 gal	EA	234	x 150.00 = \$	35,100
204013 Plant (Group M) Liners	EA	11274	x 15.00 = \$	169,110
204099 Plant Establishment Work (5 years)	LS	1	x 75000.00 = \$	75,000
204XXX Temporary Irrigation	LS	1	x 40000.00 = \$	40,000
204XXX Permanent Irrigation	LS	1	x 100000.00 = \$	100,000
205034 Decomposed Granite	SQFT	1,017	x 32.00 = \$	32,544
205035 Wood Mulch	CY	440	x 102.00 = \$	44,880
210110 Imported Topsoil	CY	10,345	x 4.00 = \$	41,380
210121 Duff	AC	5.2	x 700.00 = \$	3,500
210252 Bonded Fiber Matrix	SQFT	281,867	x 0.25 = \$	70,467
210610 Compost	CY	440	x 70.00 = \$	30,800
511035 Architectural Treatment (as Rock)	SQFT	3,500	x 32.00 = \$	112,000
51103X Architectural Treatment (Soundwall)	SQFT	9,600	x 10.00 = \$	96,000
582001 Sound Wall Masonry Block	SQFT	9,600	x 25.00 = \$	240,000
52010X Bar Reinforcing Steel (Sound Wall)	LB	19,040	x 1.25 = \$	23,800
780440 Prepare and Stain Concrete	SQFT	3,500	x 4.00 = \$	14,000
800400 Chain Link Fence (Type CL-8)	LF	800	x 60 = \$	48,000
510060 Structural Concrete (Soundwall)	CY	171	x 820.00 = \$	140,220
TOTAL SPECIALTY ITEMS				\$ 1,461,600

PRSM quantity input for Look Ahead report.

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). [Link to Desgin Memo.](#)

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
XXXXX Contractor Suplied Biologist	LS	1	x	273,240.00	= \$	273,240
XXXXX Natural Resources Plrotection Plan	LS	1	x	20,000.00	= \$	20,000
XXXXX Temporary High Visibility Fence	LS	1	x	20,560.00	= \$	20,560
038660 Wildlife fence	LS	1	x	75,000.00	= \$	75,000
130670 Temporary Reinforced Silt Fence	LS	1	x	17,550.00	= \$	17,550
<i>Subtotal Environmental Mitigation</i>						\$ 406,350

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
20XXXX Highway Planting	LS	1	x	300,000.00	= \$	300,000
20XXXX Irrigation System	LS	1	x	425,000.00	= \$	425,000
204099 Plant Establishment Work	LS	1	x	350,000.00	= \$	350,000
<i>Subtotal Landscape and Irrigation</i>						\$ 1,075,000

5C - EROSION CONTROL

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
211111 Permanent Erosion Control Establishment Work	LS		x		= \$	-
210630 Incorporate Materials	SQFT					
<i>Subtotal Erosion Control</i>						\$ -

5D - NPDES

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
130300 Prepare SWPPP	LS	1	x	13,000.00	= \$	13,000
130200 Prepare WPCP	LS		x		= \$	-
130100 Job Site Management	LS	1	x	30,000.00	= \$	30,000
130330 Storm Water Annual Report	EA	1	x	2,000.00	= \$	2,000
130310 Rain Event Action Plan	EA	3	x	11,111.00	= \$	33,333
XXXXX Treatment BMP's	LS	1	x	600,000.00	= \$	600,000
XXXXX Construction BMP's	LS	1	x	100,000.00	= \$	100,000
<i>Subtotal NPDES</i>						\$ 778,333

TOTAL ENVIRONMENTAL	\$ 2,259,700
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Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	1	x	7,000.00	= \$	7,000
066596 Additional Water Pollution Control**	LS	1	x	7,000.00	= \$	7,000
066597 Storm Water Sampling and Analysis***	LS	1	x	7,000.00	= \$	7,000
XXXXXX Some Item	LS		x		= \$	-
<i>Subtotal Supplemental Work for NDPS</i>						\$ 21,000

*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.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
8700009 Elements During Construction	LS	1	x	7,000.00	= \$	7,000
86XXXX Animal Monitoring CCTV Camera System (Solar)	LS	1	x	160,000.00	= \$	160,000
XXXXX Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical						\$ 167,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
820840 Roadside Sign - One Post	EA	6	x	200.00	= \$	1,200
141103 Remove Yellow Thermoplastic Traffic Stripe (Haz:	LF	1,200	x	7.10	= \$	8,520
846030 Remove Thermoplastic Traffic Stripe	LF	2,160	x	0.90	= \$	1,944
810120 Remove Pavement Marker	EA	120	x	8.70	= \$	1,044
810230 Pavement Marker (Retroreflective)	EA	120	x	13.80	= \$	1,656
847060 6" Traffic Stripe Tape	LF	2,400	x	6.60	= \$	15,840
847070 6" Traffic Stripe Tape Broken (36-12)	LF	3,600	x	3.20	= \$	11,520
120159 Temporary Traffic Stripe (Paint)	LF	6,000	x	0.50	= \$	3,000
120090 Construction Area Signs	LS	1	x	8,000.00	= \$	8,000
84XXXX Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping						\$ 52,724

6C - Traffic Management Plan

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
128651 Portable Changeable Message Sign	EA	6	x	\$ 6,500	= \$	39,000
128XXX Motorist Information Strategies	LS	1	x	\$ 72,000	= \$	72,000
Subtotal Traffic Management Plan						\$ 111,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
120198 Plastic Traffic Drums	EA		x		= \$	-
120165 Channelizer (Surface mounted)	EA	40	x	68.00	= \$	2,720
120204 Portable Radar Speed Feedback Sign System Day	EA	1,400	x	130.00	= \$	182,000
128654 Temporary Automated End of Queue Warning System Type 1	EA	200	x	450.00	= \$	90,000
128658 End of Queue Monitoring and Warning with Truck Mounted Changeable Message Sign Day	EA	10	x	1,100.00	= \$	11,000
120116 Type II Barricade	EA		x		= \$	-
120120 Type III Barricade	EA	4	x	240.00	= \$	960
129100 Temporary Crash Cushion Module	EA		x		= \$	-
120100 Traffic Control System	LS	1	x	350,000.00	= \$	350,000
129101A Alternative Temporary Crash Cushion	EA	4	x	4,120.00	= \$	16,480
120320 Temporary Barrier System	EA	1,760	x	110.00	= \$	193,600
8101XX Delineator (Insert Class)	EA		x		= \$	-
Subtotal Stage Construction and Traffic Handling						\$ 846,760

TOTAL TRAFFIC ITEMS	\$ 1,177,500
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

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

SUBTOTAL SECTIONS 1 through 7 \$ 6,154,000

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items 0.0% \$ -

8B - Bike Path Items

Bike Path Items 0.0% \$ -

8C - Other Minor Items

Other Minor Items 10.0% \$ 615,400

Total of Section 1-7 \$ 6,154,000 x 10.0% = \$ 615,400

TOTAL MINOR ITEMS \$ 615,400

SECTIONS 9: ROADWAY MOBILIZATION *

Item code 999990	Total Section 1-8	\$ 6,769,400	x 10%	= \$ 676,940
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TOTAL ROADWAY MOBILIZATION \$ 677,000

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670 Payment Adjustments For Price Index Fluctuations	LS	x	= \$	-
066094 Value Analysis	LS	x	= \$	-
066070 Maintain Traffic	LS	1	x 60,000.00	= \$ 60,000
066919 Dispute Resolution Board	LS	1	x 30,000.00	= \$ 30,000
066921 Dispute Resolution Advisor	LS	x	= \$	-
066015 Federal Trainee Program	LS	x	= \$	-
066610 Partnering	LS	1	x 100,000.00	= \$ 100,000
066204 Remove Rock and Debris	LS	x	= \$	-
066222 Locate Existing Crossover	LS	x	= \$	-
XXXXXX Some Item	Unit	x	= \$	-

Cost of NPDES Supplemental Work specified in Section 5D = \$ 21,000

Total Section 1-8 \$ 6,769,400 5% = \$ 338,470

TOTAL SUPPLEMENTAL WORK \$ 549,500

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066105	Resident Engineers Office	LS	1	x	328,400.00	=	\$328,400
066063	Traffic Management Plan - Public Information	LS	1	x	45,000.00	=	\$45,000
066062	COZEEP Contract	LS	1	x	336,000.00	=	\$336,000
066916	Annual Construction General Permit Fee	LS	1	x	2,000.00	=	\$2,000
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8			\$ 6,769,400		5%	= \$	338,470

TOTAL STATE FURNISHED	\$1,049,900
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$26,284,733 (used to calculate total TRO)
 Total Construction Cost (excluding TRO and Contingency) \$38,318,800 (used to check if project capital cost is greater than \$5 million including contingency)

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

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
090100	Time-Related Overhead	WD	500	X	\$5,257	=	\$2,628,500

TOTAL TIME-RELATED OVERHEAD	\$2,628,500
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SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register		(for Known Risks)			\$0
Additional or Residual Contingency		(for Unknown/Undefined Risks)	25%		\$2,918,575
Total Section 1-12	\$	11,674,300	x	<input type="text" value="25%"/>	= \$2,918,575

TOTAL CONTINGENCY*	\$2,918,600
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II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	100 LF	0 LF	0 LF
Total Bridge Length (Feet)	343 LF	0 LF	0 LF
Total Area (Square Feet)	34272 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	6 LF	0 LF	0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$569	\$0	\$0
COST OF EACH	\$19,515,333	\$0	\$0

Building 1

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

TOTAL COST OF BRIDGES	\$19,515,333
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TOTAL COST OF BUILDINGS	\$0
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Time-Related Overhead	10%	\$1,951,533
STRUCTURES MOBILIZATION	10%	\$1,951,533
STRUCTURES CONTINGENCY*	40%	\$7,806,133

TOTAL COST OF STRUCTURES	\$29,273,000
---------------------------------	---------------------

Estimate Prepared By: Xavier Carrillo ----- Division of Structures

Date _____

III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$ 187,846	\$	0
	A2)	Acquisition of Offsite Mitigation	\$ 420,000	\$	0
	A3)	Railroad Acquisition	\$ 0	\$	0
B)	B1)	Utility Relocation (State Share)	\$ 0	\$	0
	B2)	Potholing (Design Phase)	\$ 6,000	\$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$ 0	\$	0
D)		RAP and/or Last Resort Housing	\$ 0	\$	0
E)		Clearance & Demolition	\$ 0	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$ 0	\$	0
G)		Title and Escrow	\$ 3,000	\$	0
H)		Environmental Review	\$ 0	\$	0
I)		Condemnation Settlements <u>0%</u>	\$ 56,354	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$ 0	\$	0
K)		Utility Relocation (Construction Cost)	\$ 0	\$	0
		Project Permit Fees	\$ 79,000	\$	2
L)	TOTAL RIGHT OF WAY ESTIMATE				\$752,200
M)	TOTAL R/W ESTIMATE: Escalated				\$752,200
N)	RIGHT OF WAY SUPPORT				\$0

Support Cost Estimate
Prepared By _____ Project Coordinator¹ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ Phone _____

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

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

PROJECT
PLANNING COST ESTIMATE ©

EA: 08-1M800K

EA: 08-1M800K PID: 0822000043

PID: 0822000043

District-County-Route: 08-RIV-15

PM: R1.0/3.0

Type of Estimate : PSR-PDS Preliminary Cost Estimate

Program Code :

Project Limits : RIV-15-PM R1.0/3.0

Project Description: Wildlife crossing

Scope : Bridge construction across Interstate 15 (I-15)

Alternative : **Alternative 3**

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 15,457,000	\$ 18,383,043
TOTAL STRUCTURES COST	\$ 39,224,000	\$ 46,649,187
SUBTOTAL CONSTRUCTION COST	\$ 54,681,000	\$ 65,032,230
TOTAL RIGHT OF WAY COST	\$ 795,300	\$ 795,300
TOTAL CAPITAL OUTLAY COSTS	\$ 55,477,000	\$ 65,828,000
PA/ED SUPPORT	\$ -	\$ 2,920,000
PS&E SUPPORT	\$ -	\$ -
RIGHT OF WAY SUPPORT	\$ -	\$ -
CONSTRUCTION SUPPORT	\$ -	\$ -
TOTAL SUPPORT COST	\$ -	\$ 2,920,000

TOTAL PROJECT COST	\$ 55,500,000	\$ 68,800,000
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Programmed Amount

Month / Year

Date of Estimate (Month/Year) _____ 12 / 2023

Estimated Construction Start (Month/Year) _____ 6 / 2027

Number of Working Days = 500

Estimated Mid-Point of Construction (Month/Year) _____ 6 / 2028


Estimated Construction End (Month/Year) _____ 6 / 2029

Number of Plant Establishment Days 261

Estimated Project Schedule

PID Approval 9/20/2024
 PA/ED Approval 8/25/2026
 PS&E
 RTL
 Begin Construction


Reviewed by Program Advisor


SCOTT QUINELL, D8 Environmental Program Advisor	Date	Phone
	09/26/24	909-665-3489
EMAD MAKAR, Project Manager	Date	Phone

Approved by Project Manager

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 426,200
2	Pavement Structural Section	\$ 78,000
3	Drainage	\$ 750,000
4	Specialty Items	\$ 1,461,600
5	Environmental	\$ 2,284,700
6	Traffic Items	\$ 1,172,900
7	Detours	\$ -
8	Minor Items	\$ 617,400
9	Roadway Mobilization	\$ 679,100
10	Supplemental Work	\$ 550,600
11	State Furnished	\$ 1,051,000
12	Time-Related Overhead	\$ 3,294,100
13	Total Roadway Contingency	\$ 3,091,400
TOTAL ROADWAY ITEMS		\$ 15,457,000

Estimate Prepared By :  9/10/2024 909-963-9578
 Juan M. Amezcua, Project Engineer Date Phone

Estimate Reviewed By :  09.10.24 909.501.9373
 Matthew J. Maestas, Office Chief Date Phone

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

SECTION 1: EARTHWORK

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
190101	Roadway Excavation	CY	12,000	x	30.00	= \$	360,000
192037	Structure Excavation (Soundwall)	CY	416	x	75.00	= \$	31,200
17010X	Clearing & Grubbing	LS	1	x	20,000.00	= \$	20,000
100100	Develop Water Supply	LS	1	x	15,000.00	= \$	15,000
19801X	Imported Borrow	CY/TON		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	426,200
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
390132	Hot Mix Asphalt (Type A)	TON	300	x	250.00	= \$	75,000
39407X	Place Hot Mix Asphalt Dike (Type A)	LF	200	x	15.00	= \$	3,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	78,000
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SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)	Cost
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	= \$	-
72901X	Rock Slope Protection Fabric (Insert Class)	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	1	x 750,000.00 = \$	750,000

TOTAL DRAINAGE ITEMS	\$	750,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)	Cost
080050	Progress Schedule (Critical Path Method)	LS	1	x 5,000.00 = \$	5,000
070030	Lead Compliance Plan	LS	1	x 5,000.00 = \$	5,000
839750	Remove Barrier	LF	450	x 80.00 = \$	36,000
832001	Midwest Guardrail System (Insert Type)	LF	300	x 85.00 = \$	25,500
200111	Decorative Boulders	EA	140	x 500.00 = \$	70,000
202039	Slow Release Fertilizer	LB	400	x 4.00 = \$	1,600
202040	Micorrhizae Inoculant	LB	400	x 4.00 = \$	1,600
204038	Plant (Group U) 15 gal	EA	234	x 150.00 = \$	35,100
204013	Plant (Group M) Liners	EA	11274	x 15.00 = \$	169,110
204099	Plant Establishment Work (5 years)	LS	1	x 75000.00 = \$	75,000
204XXX	Temporary Irrigation	LS	1	x 40000.00 = \$	40,000
204XXX	Permanent Irrigation	LS	1	x 100000.00 = \$	100,000
205034	Decomposed Granite	SQFT	1,017	x 32.00 = \$	32,544
205035	Wood Mulch	CY	440	x 102.00 = \$	44,880
210110	Imported Topsoil	CY	10,345	x 4.00 = \$	41,380
210121	Duff	AC	5.2	x 700.00 = \$	3,500
210252	Bonded Fiber Matrix	SQFT	281,867	x 0.25 = \$	70,467
210610	Compost	CY	440	x 70.00 = \$	30,800
511035	Architectural Treatment (as Rock)	SQFT	3,500	x 32.00 = \$	112,000
51103X	Architectural Treatment (Soundwall)	SQFT	9,600	x 10.00 = \$	96,000
510060	Structural Concrete (Soundwall)	CY	171	x 820.00 = \$	140,220
52010X	Bar Reinforcing Steel (Sound Wall)	LB	19,040	x 1.25 = \$	23,800
800400	Chain Link Fence (Type CL-8)	LF	800	x 60 = \$	48,000
582001	Soundwall Masonry Block	SQFT	9,600	x 25.00 = \$	240,000
780440	Prepare and Stain Concrete	SQFT	3,500	x 4.00 = \$	14,000

PRSM quantity input for Look Ahead report.

TOTAL SPECIALTY ITEMS	\$	1,461,600
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Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). [Link to Design Memo.](#)

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXX Contractor Suplied Biologist	LS	1	x 273,240.00 = \$	273,240
XXXXX Natural Resources Plrotection Plan	LS	1	x 20,000.00 = \$	20,000
XXXXX Temporary High Visibility Fence	LS	1	x 20,560.00 = \$	20,560
038660 Wildlife fence	LS	1	x 75,000.00 = \$	75,000
130670 Temporary Reinforced Silt Fence	LS	1	x 17,550.00 = \$	17,550
<i>Subtotal Environmental Mitigation</i>				\$ 406,350

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	1	x 300,000.00 = \$	300,000
20XXXX Irrigation System	LS	1	x 425,000.00 = \$	425,000
204099 Plant Establishment Work	LS	1	x 350,000.00 = \$	350,000
20XXXX Follow-up Landscape Project	LS		= \$	-
206405 Remove Irrigation Facility	LS		= \$	-
204096 Maintain Existing Planted Areas	LS		= \$	-
206400 Check and Test Existing Irrigation Facilities	LS		= \$	-
21011X Imported Topsoil	CY/TON		= \$	-
200114 Rock Blanket	SQFT/SQYD		= \$	-
200122 Weed Germination	SQYD		= \$	-
995100 Water Meter Charges	LS		= \$	-
2087XX XX" Conduit (Use for Irrigation x-overs)	LF		= \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation)	LF		= \$	-
<i>Subtotal Landscape and Irrigation</i>				\$ 1,075,000

5C - EROSION CONTROL

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

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	1	x 13,000.00 = \$	13,000
130200 Prepare WPCP	LS		x = \$	-
130100 Job Site Management	LS	1	x 30,000.00 = \$	30,000
130330 Storm Water Annual Report	EA	1	x 2,000.00 = \$	2,000
130310 Rain Event Action Plan	EA	3	x 11,111.00 = \$	33,333
130320 Storm Water Sampling and Analysis Day	EA	25	x 1,000.00 = \$	25,000
XXXXX Construction BMP's	LS	1	x 600,000.00 = \$	600,000
XXXXX Construction BMP's	LS	1	x 100,000.00 = \$	100,000
<i>Subtotal NPDES</i>				\$ 803,333

TOTAL ENVIRONMENTAL	\$ 2,284,700
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Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	1	x 7,000.00 = \$	7,000
066596 Additional Water Pollution Control**	LS	1	x 7,000.00 = \$	7,000
066597 Storm Water Sampling and Analysis***	LS	1	x 7,000.00 = \$	7,000
XXXXXX Some Item	LS		x = \$	-
<i>Subtotal Supplemental Work for NDPS</i>				\$ 21,000

*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.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code	Unit	Quantity		Unit Price (\$)		Cost
870009 Elements During Construction	LS	1	x	7,000.00	= \$	7,000
86XXXX Animal Monitoring CCTV Camera System (Solar)	LS	1	x	160,000.00	= \$	160,000
XXXXX Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical						\$ 167,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity		Unit Price (\$)		Cost
820840 Roadside Sign - One Post	EA	6	x	200.00	= \$	1,200
141103 Remove Yellow Thermoplastic Traffic Stripe (Haz:	LF	1,340	x	7.10	= \$	9,514
846030 Remove Thermoplastic Traffic Stripe	LF	2,340	x	0.90	= \$	2,106
810120 Remove Pavement Marker	EA	120	x	8.70	= \$	1,044
810230 Pavement Marker (Retroreflective)	EA	120	x	13.80	= \$	1,656
847060 6" Traffic Stripe Tape	LF	2,640	x	6.60	= \$	17,424
847070 6" Traffic Stripe Tape Broken (36-12)	LF	3,960	x	3.20	= \$	12,672
120159 Temporary Traffic Stripe (Paint)	LF	6,600	x	0.50	= \$	3,300
120090 Construction Area Signs	LS	1	x	8,000.00	= \$	8,000
84XXXX Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping						\$ 56,916

6C - Traffic Management Plan

Item code	Unit	Quantity		Unit Price (\$)		Cost
128651 Portable Changeable Message Sign	EA	6	x	\$ 6,500	= \$	39,000
128XXX Motorist Information Strategies	LS	1	x	\$ 72,000	= \$	72,000
Subtotal Traffic Management Plan						\$ 111,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity		Unit Price (\$)		Cost
120165 Channelizer (Surface mounted)	EA	40	x	68.00	= \$	2,720
120204 Portable Radar Speed Feedback Sign System Day	EA	1,400	x	130.00	= \$	182,000
128654 Temporary Automated End of Queue Warning System Type 1	EA	200	x	450.00	= \$	90,000
128658 End of Queue Monitoring and Warning with Truck Mounted Changeable Message Sign Day	EA	10	x	1,100.00	= \$	11,000
120120 Type III Barricade	EA	4	x	240.00	= \$	960
120100 Traffic Control System	LS	1	x	350,000.00	= \$	350,000
129101A Alternative Temporary Crash Cushion	EA	4	x	4,120.00	= \$	16,480
120320 Temporary Barrier System	EA	1,680	x	110.00	= \$	184,800
8101XX Delineator (Insert Class)	EA		x		= \$	-
Subtotal Stage Construction and Traffic Handling						\$ 837,960

TOTAL TRAFFIC ITEMS	\$ 1,172,900
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

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

SUBTOTAL SECTIONS 1 through 7 \$ 6,173,400

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items 0.0% \$ -

8B - Bike Path Items

Bike Path Items 0.0% \$ -

8C - Other Minor Items

Other Minor Items 10.0% \$ 617,340

Total of Section 1-7 \$ 6,173,400 x 10.0% = \$ 617,340

TOTAL MINOR ITEMS \$ 617,400

SECTIONS 9: ROADWAY MOBILIZATION *

Item code	Unit	Quantity	Unit Price (\$)	Cost
999990 Total Section 1-8			= \$	679,080

TOTAL ROADWAY MOBILIZATION \$ 679,100

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066070 Maintain Traffic	LS	1	x 60,000.00	= \$ 60,000
066919 Dispute Resolution Board	LS	1	x 30,000.00	= \$ 30,000
066610 Partnering	LS	1	x 100,000.00	= \$ 100,000
XXXXXX Some Item	Unit	x	= \$	-

Cost of **NPDES** Supplemental Work specified in Section 5D = \$ 21,000

Total Section 1-8 \$ 6,790,800 5% = \$ 339,540

TOTAL SUPPLEMENTAL WORK \$ 550,600

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066105	Resident Engineers Office	LS	1	x	328,400.00	=	\$328,400
066063	Traffic Management Plan - Public Information	LS	1	x	45,000.00	=	\$45,000
066062	COZEEP Contract	LS	1	x	336,000.00	=	\$336,000
066916	Annual Construction General Permit Fee	LS	1	x	2,000.00	=	\$2,000
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8			\$ 6,790,800		5%	= \$	339,540

TOTAL STATE FURNISHED	\$1,051,000
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$32,940,133 (used to calculate total TRO)
 Total Construction Cost (excluding TRO and Contingency) \$48,295,500 (used to check if project capital cost is greater than \$5 million including contingency)

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

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
090100	Time-Related Overhead	WD	500	X	\$6,588	=	\$3,294,100

TOTAL TIME-RELATED OVERHEAD	\$3,294,100
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SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register		(for Known Risks)			\$0
Additional or Residual Contingency		(for Unknown/Undefined Risks)	25%		\$3,091,400
Total Section 1-12	\$	12,365,600	x	<input type="text" value="25%"/>	= \$3,091,400

TOTAL CONTINGENCY*	\$3,091,400
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II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	165 LF		0 LF		0 LF
Total Bridge Length (Feet)	287 LF		0 LF		0 LF
Total Area (Square Feet)	47320 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	6 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$553		\$0		\$0
COST OF EACH	\$26,149,333		\$0		\$0

Building 1

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

TOTAL COST OF BRIDGES	\$26,149,333
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TOTAL COST OF BUILDINGS	\$0
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Time-Related Overhead	10%	\$2,614,933
STRUCTURES MOBILIZATION	10%	\$2,614,933
STRUCTURES CONTINGENCY*	40%	\$10,459,733

TOTAL COST OF STRUCTURES	\$39,224,000
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Estimate Prepared By: Xavier Carrillo ----- Division of Structures

Date _____

III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$ 219,807	\$	0
	A2)	Acquisition of Offsite Mitigation	\$ 420,000	\$	0
	A3)	Railroad Acquisition	\$ 0	\$	0
B)	B1)	Utility Relocation (State Share)	\$ 6,000	\$	0
	B2)	Potholing (Design Phase)	\$ 0	\$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$ 0	\$	0
D)		RAP and/or Last Resort Housing	\$ 0	\$	0
E)		Clearance & Demolition	\$ 0	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$ 0	\$	0
G)		Title and Escrow	\$ 4,500	\$	0
H)		Environmental Review	\$ 0	\$	0
I)		Condemnation Settlements <u>0%</u>	\$ 65,942	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$ 0	\$	0
K)		Utility Relocation (Construction Cost)	\$ 0	\$	0
		Project Permit Fees	\$ 79,000	\$	2

L)

TOTAL RIGHT OF WAY ESTIMATE	\$795,300
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M)

TOTAL R/W ESTIMATE: Escalated	\$795,300
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N)

RIGHT OF WAY SUPPORT	\$0
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Support Cost Estimate
Prepared By _____ Project Coordinator¹ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ Phone _____

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

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

PROJECT
PLANNING COST ESTIMATE ©

EA: 08-1M800K

EA: 08-1M800K PID: 0822000043

PID: 0822000043

District-County-Route: 08-RIV-15

PM: R1.0/3.0

Type of Estimate : PSR-PDS Preliminary Cost Estimate

Program Code :

Project Limits : RIV-15-PM R1.0/3.0

Project Description: Wildlife crossing

Scope : Bridge construction across Interstate 15 (I-15)

Alternative : **Alternative 3A**

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 14,155,300	\$ 16,834,928
TOTAL STRUCTURES COST	\$ 24,483,000	\$ 29,117,683
SUBTOTAL CONSTRUCTION COST	\$ 38,638,300	\$ 45,952,612
TOTAL RIGHT OF WAY COST	\$ 795,300	\$ 795,300
TOTAL CAPITAL OUTLAY COSTS	\$ 39,434,000	\$ 46,748,000
PA/ED SUPPORT	\$ -	\$ 2,920,000
PS&E SUPPORT	\$ -	\$ -
RIGHT OF WAY SUPPORT	\$ -	\$ -
CONSTRUCTION SUPPORT	\$ -	\$ -
TOTAL SUPPORT COST	\$ -	\$ 2,920,000

TOTAL PROJECT COST	\$ 39,450,000	\$ 49,700,000
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Programmed Amount

Date of Estimate (Month/Year) 12 / 2023

Estimated Construction Start (Month/Year) 6 / 2027

Number of Working Days = 500

Estimated Mid-Point of Construction (Month/Year) 6 / 2028

Estimated Construction End (Month/Year) 6 / 2029

Number of Plant Establishment Days 261

Estimated Project Schedule

PID Approval 9/20/2024
 PA/ED Approval 8/25/2026
 PS&E
 RTL
 Begin Construction

Reviewed by Program Advisor

SCOTT QUINELL, D8 Environmental Program
 Advisor

Date

Phone

Approved by Project Manager

Emad Saad

09/26/24

909-665-3469

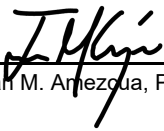
EMAD MAKAR, Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 426,200
2	Pavement Structural Section	\$ 78,000
3	Drainage	\$ 750,000
4	Specialty Items	\$ 1,461,600
5	Environmental	\$ 2,284,700
6	Traffic Items	\$ 1,132,000
7	Detours	\$ -
8	Minor Items	\$ 613,300
9	Roadway Mobilization	\$ 674,600
10	Supplemental Work	\$ 548,300
11	State Furnished	\$ 1,048,700
12	Time-Related Overhead	\$ 2,306,800
13	Total Roadway Contingency	\$ 2,831,100
TOTAL ROADWAY ITEMS		\$ 14,155,300

Estimate Prepared By :  9/10/2024 909-963-9578
 Juan M. Arnezoua, Project Engineer Date Phone

Estimate Reviewed By :  09.10.24 909.501.9373
 Matthew J. Maestas, Office Chief Date Phone

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

SECTION 1: EARTHWORK

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
190101	Roadway Excavation	CY	12,000	x	30.00	= \$	360,000
192037	Structure Excavation (Soundwall)	CY	416	x	75.00	= \$	31,200
17010X	Clearing & Grubbing	LS	1	x	20,000.00	= \$	20,000
100100	Develop Water Supply	LS	1	x	15,000.00	= \$	15,000
19801X	Imported Borrow	CY/TON		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	426,200
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
390132	Hot Mix Asphalt (Type A)	TON	300	x	250.00	= \$	75,000
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF	200	x	15.00	= \$	3,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	78,000
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SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX Additional Drainage	LS	1	x 750,000.00 = \$	750,000
TOTAL DRAINAGE ITEMS				\$ 750,000

SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
080050 Progress Schedule (Critical Path Method)	LS	1	x 5,000.00 = \$	5,000
070030 Lead Compliance Plan	LS	1	x 5,000.00 = \$	5,000
839750 Remove Barrier	LF	450	x 80.00 = \$	36,000
832001 Midwest Guardrail System (Insert Type)	LF	300	x 85.00 = \$	25,500
200111 Decorative Boulders	EA	140	x 500.00 = \$	70,000
202039 Slow Release Fertilizer	LB	400	x 4.00 = \$	1,600
202040 Micorrhizae Inoculant	LB	400	x 4.00 = \$	1,600
204038 Plant (Group U) 15 gal	EA	234	x 150.00 = \$	35,100
204013 Plant (Group M) Liners	EA	11274	x 15.00 = \$	169,110
204099 Plant Establishment Work (5 years)	LS	1	x 75000.00 = \$	75,000
204XXX Temporary Irrigation	LS	1	x 40000.00 = \$	40,000
204XXX Permanent Irrigation	LS	1	x 100000.00 = \$	100,000
205034 Decomposed Granite	SQFT	1,017	x 32.00 = \$	32,544
205035 Wood Mulch	CY	440	x 102.00 = \$	44,880
210110 Imported Topsoil	CY	10,345	x 4.00 = \$	41,380
210121 Duff	AC	5.2	x 700.00 = \$	3,500
210252 Bonded Fiber Matrix	SQFT	281,867	x 0.25 = \$	70,467
210610 Compost	CY	440	x 70.00 = \$	30,800
511035 Architectural Treatment (as Rock)	SQFT	3,500	x 32.00 = \$	112,000
51103X Architectural Treatment (Soundwall)	SQFT	9,600	x 10.00 = \$	96,000
510060 Structural Concrete (Soundwall)	CY	171	x 820.00 = \$	140,220
582001 Soundwall Masonry Block	SQFT	9,600	x 25.00 = \$	240,000
800400 Chain Link Fence (Type CL-8)	LF	800	x 60 = \$	48,000
52010X Bar Reinforcing Steel (Sound Wall)	LB	19,040	x 1.25 = \$	23,800
780440 Prepare and Stain Concrete	SQFT	3,500	x 4.00 = \$	14,000
TOTAL SPECIALTY ITEMS				\$ 1,461,600

PRSM quantity input for Look Ahead report.

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). [Link to Desgin Memo.](#)

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
XXXXX Contractor Supplied Biologist	LS	1	x	273,240.00	= \$	273,240
XXXXX Natural Resources Protection Plan	LS	1	x	20,000.00	= \$	20,000
XXXXX Temporary High Visibility Fence	LS	1	x	20,560.00	= \$	20,560
038660 Wildlife fence	LS	1	x	75,000.00	= \$	75,000
130670 Temporary Reinforced Silt Fence	LS	1	x	17,550.00	= \$	17,550
<i>Subtotal Environmental Mitigation</i>						\$ 406,350

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
20XXXX Highway Planting	LS	1	x	300,000.00	= \$	300,000
20XXXX Irrigation System	LS	1	x	425,000.00	= \$	425,000
204099 Plant Establishment Work	LS	1	x	350,000.00	= \$	350,000
<i>Subtotal Landscape and Irrigation</i>						\$ 1,075,000

5C - EROSION CONTROL

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
211111 Permanent Erosion Control Establishment Work	LS		x		= \$	-
210630 Incorporate Materials	SQFT					
<i>Subtotal Erosion Control</i>						\$ -

5D - NPDES

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
130300 Prepare SWPPP	LS	1	x	13,000.00	= \$	13,000
130100 Job Site Management	LS	1	x	30,000.00	= \$	30,000
130330 Storm Water Annual Report	EA	1	x	2,000.00	= \$	2,000
130310 Rain Event Action Plan	EA	3	x	11,111.00	= \$	33,333
130320 Storm Water Sampling and Analysis Day	EA	25	x	1,000.00	= \$	25,000
XXXXX Treatment BMP's	LS	1	x	600,000.00	= \$	600,000
XXXXX Construction BMP's	LS	1	x	100,000.00	= \$	100,000
<i>Subtotal NPDES</i>						\$ 803,333

TOTAL ENVIRONMENTAL	\$ 2,284,700
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Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	1	x	7,000.00	= \$	7,000
066596 Additional Water Pollution Control**	LS	1	x	7,000.00	= \$	7,000
066597 Storm Water Sampling and Analysis***	LS	1	x	7,000.00	= \$	7,000
XXXXXXXX Some Item	LS		x		= \$	-
<i>Subtotal Supplemental Work for NDPS</i>						\$ 21,000

*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.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price (\$)		Cost	
870009	Elements During Construction	LS	1	x	7,000.00	= \$	7,000	
86XXXX	Animal Monitoring CCTV Camera System (Solar)	LS	1	x	160,000.00	= \$	160,000	
XXXXX	Some Item	Unit		x		= \$	-	
<i>Subtotal Traffic Electrical</i>							\$	<i>167,000</i>

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost	
820840	Roadside Sign - One Post	EA	6	x	200.00	= \$	1,200	
141103	Remove Yellow Thermoplastic Traffic Stripe (Haz)	LF	1,160	x	7.10	= \$	8,236	
846030	Remove Thermoplastic Traffic Stripe	LF	2,100	x	0.90	= \$	1,890	
810120	Remove Pavement Marker	EA	114	x	8.70	= \$	992	
810230	Pavement Marker (Retroreflective)	EA	114	x	13.80	= \$	1,573	
847060	6" Traffic Stripe Tape	LF	2,320	x	6.60	= \$	15,312	
847070	6" Traffic Stripe Tape Broken (36-12)	LF	3,480	x	3.20	= \$	11,136	
120159	Temporary Traffic Stripe (Paint)	LF	5,800	x	0.50	= \$	2,900	
120090	Construction Area Signs	LS	1	x	8,000.00	= \$	8,000	
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-	
<i>Subtotal Traffic Signing and Striping</i>							\$	<i>51,239</i>

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost	
128651	Portable Changeable Message Sign	EA	6	x	\$ 6,500	= \$	39,000	
128XXX	Motorist Information Strategies	LS	1	x	\$ 72,000	= \$	72,000	
<i>Subtotal Traffic Management Plan</i>							\$	<i>111,000</i>

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost	
120198	Plastic Traffic Drums	EA		x		= \$	-	
120165	Channelizer (Surface mounted)	EA	40	x	68.00	= \$	2,720	
120204	Portable Radar Speed Feedback Sign System Day	EA	1,400	x	130.00	= \$	182,000	
128654	Temporary Automated End of Queue Warning System Type 1	EA	200	x	450.00	= \$	90,000	
128658	End of Queue Monitoring and Warning with Truck Mounted Changeable Message Sign Day	EA	10	x	1,100.00	= \$	11,000	
120120	Type III Barricade	EA	4	x	240.00	= \$	960	
129100	Temporary Crash Cushion Module	EA		x		= \$	-	
120100	Traffic Control System	LS	1	x	350,000.00	= \$	350,000	
129101A	Alternative Temporary Crash Cushion	EA	4	x	4,120.00	= \$	16,480	
120320	Temporary Barrier System	EA	1,360	x	110.00	= \$	149,600	
8101XX	Delineator (Insert Class)	EA		x		= \$	-	
<i>Subtotal Stage Construction and Traffic Handling</i>							\$	<i>802,760</i>

TOTAL TRAFFIC ITEMS	\$ 1,132,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX Some Item	LS		x = \$	-
TOTAL DETOURS				\$ -
SUBTOTAL SECTIONS 1 through 7				\$ 6,132,500

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items 0.0% \$ -

8B - Bike Path Items

Bike Path Items 0.0% \$ -

8C - Other Minor Items

Other Minor Items 10.0% \$ 613,250

Total of Section 1-7 \$ 6,132,500 x 10.0% = \$ 613,250

TOTAL MINOR ITEMS	\$ 613,300
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SECTIONS 9: ROADWAY MOBILIZATION *

Item code					
999990	Total Section 1-8	\$ 6,745,800	x 10%	= \$	674,580
TOTAL ROADWAY MOBILIZATION					\$ 674,600

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost	
066670 Payment Adjustments For Price Index Fluctuations	LS		x = \$	-	
066094 Value Analysis	LS		x = \$	-	
066070 Maintain Traffic	LS	1	x 60,000.00 = \$	60,000	
066919 Dispute Resolution Board	LS	1	x 30,000.00 = \$	30,000	
066921 Dispute Resolution Advisor	LS		x = \$	-	
066015 Federal Trainee Program	LS		x = \$	-	
066610 Partnering	LS	1	x 100,000.00 = \$	100,000	
066204 Remove Rock and Debris	LS		x = \$	-	
066222 Locate Existing Crossover	LS		x = \$	-	
XXXXXX Some Item	Unit		x = \$	-	
<i>Cost of NPDES Supplemental Work specified in Section 5D</i>				<i>= \$ 21,000</i>	
Total Section 1-8		\$ 6,745,800	5%	= \$	337,290
TOTAL SUPPLEMENTAL WORK					\$ 548,300

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066105	Resident Engineers Office	LS	1	x	328,400.00	=	\$328,400
066063	Traffic Management Plan - Public Information	LS	1	x	45,000.00	=	\$45,000
066062	COZEEP Contract	LS	1	x	336,000.00	=	\$336,000
066916	Annual Construction General Permit Fee	LS	1	x	2,000.00	=	\$2,000
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8			\$ 6,745,800		5%	= \$	337,290

TOTAL STATE FURNISHED	\$1,048,700
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$23,067,800 (used to calculate total TRO)
 Total Construction Cost (excluding TRO and Contingency) \$33,500,400 (used to check if project capital cost is greater than \$5 million including contingency)

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

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
090100	Time-Related Overhead	WD	500	X	\$4,614	=	\$2,306,800

TOTAL TIME-RELATED OVERHEAD	\$2,306,800
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SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register		(for Known Risks)			\$0
Additional or Residual Contingency		(for Unknown/Undefined Risks)	25%		\$2,831,050
Total Section 1-12	\$	11,324,200	x	<input type="text" value="25%"/>	= \$2,831,050

TOTAL CONTINGENCY*	\$2,831,100
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II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	100 LF	0 LF	0 LF
Total Bridge Length (Feet)	287 LF	0 LF	0 LF
Total Area (Square Feet)	28679 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	6 LF	0 LF	0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$569	\$0	\$0
COST OF EACH	\$16,322,000	\$0	\$0

Building 1

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

TOTAL COST OF BRIDGES	\$16,322,000
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TOTAL COST OF BUILDINGS	\$0
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Time-Related Overhead	10%	\$1,632,200
STRUCTURES MOBILIZATION	10%	\$1,632,200
STRUCTURES CONTINGENCY*	40%	\$6,528,800

TOTAL COST OF STRUCTURES	\$24,483,000
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Estimate Prepared By: Xavier Carrillo ----- Division of Structures

Date _____

III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$ 219,807	\$	0
	A2)	Acquisition of Offsite Mitigation	\$ 420,000	\$	0
	A3)	Railroad Acquisition	\$ 0	\$	0
B)	B1)	Utility Relocation (State Share)	\$ 0	\$	0
	B2)	Potholing (Design Phase)	\$ 6,000	\$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$ 0	\$	0
D)		RAP and/or Last Resort Housing	\$ 0	\$	0
E)		Clearance & Demolition	\$ 0	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$ 0	\$	0
G)		Title and Escrow	\$ 4,500	\$	0
H)		Environmental Review	\$ 0	\$	0
I)		Condemnation Settlements <u>0%</u>	\$ 65,942	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$ 0	\$	0
K)		Utility Relocation (Construction Cost)	\$ 0	\$	0
		Project Permit Fees	\$ 79,000	\$	2

L) **TOTAL RIGHT OF WAY ESTIMATE** **\$795,300**

M) **TOTAL R/W ESTIMATE: Escalated** **\$795,300**

N) **RIGHT OF WAY SUPPORT** **\$0**

Support Cost Estimate
Prepared By _____ Project Coordinator¹ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ Phone _____

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

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

Attachment C
Risk Register Certification

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

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

<u>Project Information</u> <input type="radio"/> Capital Project <input type="radio"/> Major Maintenance Project (Check One)		Total Estimated Const Cost:	\$0
Project ID/District-EA	0822000043		1M800
Project Description	CONSTRUCT A WILDLIFE BRIDGE OVER I-15 OR CONSTRUCT A CULVERT UNDER I-15 TO FACILITATE		
Project Manager (PM)	Ahmed Ghonim		
Risk Management Coordinator	Md Shaheed		
<input type="checkbox"/> No Risk Register Certification Required -- Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittals, and RE Handoff Files (as applicable).			
Project Manager Signature			

<u>PID (Recommended for Capital Projects Only excluding Minor Projects)</u>			
Project Manager	Sign	<i>Electronically signed by Ahmed Ghonim</i>	Date: May 15, 2023
Deputy District Director, Planning	Sign	<i>Electronically signed by Ray I Desselte</i>	Date: May 15, 2023
Deputy District Director, Design	Sign	<i>Electronically signed by Mahmuda Akhter</i>	Date: May 17, 2023
Deputy District Director, Construction	Sign	<i>Electronically signed by Christy Connors</i>	Date: May 16, 2023
Deputy District Director, Right of Way	Sign	<i>Electronically signed by Rebecca Guirado</i>	Date: May 15, 2023
Deputy District Director, Environmental	Sign	<i>Electronically signed by Kurt R Heidelberg</i>	Date: May 17, 2023
Deputy District Director, Project Management	Sign	<i>Electronically signed by Bassem W Barsoum</i>	Date: May 22, 2023

<u>PA&ED (Required for Capital Projects Only)</u>	
Project Manager	Date:
Deputy District Director, Design	Date:
Deputy District Director, Construction	Date:
Deputy District Director, Right of Way	Date:
Deputy District Director, Environmental	Date:
Deputy District Director, Project Management	Date:

<u>Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)</u>	
Project Manager	Date:
Deputy District Director, Design	Date:
Deputy District Director, Construction	Date:
Deputy District Director, Right of Way	Date:
Deputy District Director, Environmental	Date:
Deputy District Director, Project Management	Date:

<u>RE File Hand-off (Recommended for Capital Projects and Major Maintenance Projects)</u>	
Project Manager	Date:
Deputy District Director, Construction	Date:



EA 1M800 QUALITATIVE RISK REGISTER

EA 1M800		Phase: K		RIV 015 PM: R 1.0/ 3.0		PM: Emad Makar		Const Capital Estimate: \$0K		Project Description: CONSTRUCT A WILDLIFE BRIDGE OVER I-15 OR I-15, SOUTH OF TEMECULA CREEK BRIDGE CONSTRUCT A CULVERT UNDER I-15 TO FACILITATE WILDLIFE MOVEMENT. CONSTRUCT WILDLIFE FENCING TO TIE INTO		Project Location: TO NORTH OF TRUCK WEIGH STATION						
Program Code: 400.100 / HE14		M009 Target: 11/15/2		ARM: Julia Eigenbrod		R/W Capital Estimate: K												
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator							Ph	Impact	Ph	Impact	Ph	Impact			
1	Active	Threat	10/19/2022	5/9/2023	Environmental	Nesting Birds	There is potential for nesting birds, protected under the Migratory Bird Treaty Act (MBTA) and Fish and Game Code sections 3503-3503.5, or roosting bats, protected under CA Code of Regulations Title 14 section 251.1, to occur in shrubs/trees in or near the construction work area. During construction, if any nesting birds or roosting bats are identified within shrubs/trees in or near the construction work area, this may create work window restrictions that would result in construction schedule delays and capital and support cost increases.	The project area is adjacent to suitable roosting bat and nesting bird habitat. No work can occur in a buffer zone surrounding an active bird nest (bird nesting season is February 1-September 30, as identified in Caltrans Standard Specs) or bat maternity roost (April 1-August 30). During the bat hibernation season (November-February), trees should not be removed. More study will be done after alternative selected.	Moderate	0				0		Mitigate	Environmental will provide SSP 14 -6.03A which includes measures for a Contractor-supplied biologist (CSB) to conduct pre-construction surveys, daily construction monitoring, and address any bat and bird issues during construction. If a bird nest or bat roost is found, CSB will coordinate with RE and determine if construction windows or buffers are needed and when the nest or roost is deemed inactive. Allowing work to continue in non-impacted areas will be considered to limit any possible delays.	Craig Wentworth
			1										1					
			2								9		2					
			3							Very Low	4	Low	3	Low				
										31-50%								
2	Active	Threat	10/20/2022	5/9/2023	Environmental	Rare Plants	If rare plants are found within the Project footprint, then Environmental Sensitive Area (ESA) fencing and an associated no-work zone would be placed around rare plants. A subsequent relocation plan may be required. Both actions may delay Project construction schedule and increase the cost.	The project is located in an area with native vegetation. If rare plants are found within the Project footprint, ESA fencing would have to be placed. Construction is not to occur in these fenced areas and a relocation plan may have to be drafted during phase 1 to be implemented by the contractor. More study will be done after alternative selection.	Low	0				0		Mitigate	Biology will conduct rare plant surveys during PA&ED Phase. Cost for ESA fencing will be included in the MCCE. Schedule may need to be adjusted to incorporate a draft of a relocation plan report and relocation implementation.	Craig Wentworth
			1							Very Low			1					
			2								9		2					
			3							Very Low	4	Low	3	Low				
										11-30%								
3	Active	Threat	10/20/2022	5/9/2023	Environmental	Vernal Pool Resources	If vernal pool resources are discovered within the Project Impact Area, then a Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP) Determination of Biologically Equivalent or Superior Preservation Report (DBESP) would be necessary. This may impact project cost and schedule.	Vernal Pools are typically found on the West Coast, especially in California. If a potential vernal pool is discovered (evident vernal pool floral/faunal indicators), then both wet season (generally October to June) and dry season protocol surveys may be required for several species of fairy shrimp, and some other species. This may affect both the Project duration and cost via Task Order and contractor-supplied biologist. Biology will conduct a vernal pool habitat suitability assessment during PA&ED. Vernal pools may be in the Biological Study Area (BSA). They are hardpan pools that are inundated for a seasonal duration and hold both floral and faunal (i.e. fairy shrimp) indicators. More study will be done after alternative selection.	Very Low	0	Low			0	Moderate	Mitigate	If the Project is determined to impact a vernal pool, then 2 consecutive seasonal surveys (both wet and dry) would be required via protocol survey within a 3-year period. Biology will draft a Task Order and order a contractor-supplied biologist with a valid 10 (a)(1)(A) recovery permit to perform surveys for the listed large branchiopods. Cost and schedule will be adjusted if needed.	Craig Wentworth
			1							Low			1	Moderate				
			2								9	Low	2					
			3							Very Low	4	Low	3	Low				
										1-10%								
4	Active	Threat	10/20/2022	5/9/2023	Environmental	Monarch Butterfly	The Western Monarch is a Federal Endangered Species Act (FESA) proposed candidate species, and as such, the project limits are within "high" habitat suitability per the Division of Environmental Analysis (DEA) GIS layer, Monarch_Butterfly_Habitat_Suitability_Model, and as such the project may impact Monarch suitable habitat. If the project may impact Monarch habitat and the species is listed, then the project will require an analysis to determine if the project impacts can be minimized to a no effect; if impacts cannot be avoided, then Section 7 Consultation may be required with USFWS. This may impact project cost and schedule.	Milkweed is the host plant for Monarch and this plant species is documented to occur in the project vicinity. Documentation of this plant species in the project area may require USFWS Section 7 Consultation for take of the Monarch, if the species is listed prior to construction. This permit typically requires an Environmental Reevaluation and Section 7 Consultation. Minimum of 6-12 months needed to process these documents. The project limits is not within an enrolled highway.	Low	0	Very Low			0	Very Low	Mitigate	Biology will coordinate with our USFWS Liaison as new information becomes available. If the Monarch is listed, then the project may require a re-evaluation and biology may conduct additional technical studies to assess suitability. If suitability exists, then USFWS Section 7 Consultation and mitigation may be required. PM may adjust the schedule and the cost.	Craig Wentworth
			1							Very Low			1	Low				
			2								9	Very Low	2					
			3							Very Low	4	Very Low	3	Low				
										11-30%								



EA 1M800 QUALITATIVE RISK REGISTER

EA 1M800		Phase: K		RIV 015 PM: R 1.0/ 3.0		PM: Emad Makar		Const Capital Estimate: \$0K		Project Description: CONSTRUCT A WILDLIFE BRIDGE OVER I-15 OR I-15, SOUTH OF TEMECULA CREEK BRIDGE CONSTRUCT A CULVERT UNDER I-15 TO FACILITATE WILDLIFE MOVEMENT. CONSTRUCT WILDLIFE FENCING TO TIE INTO		Project Location: TO NORTH OF TRUCK WEIGH STATION						
Program Code: 400.100 / HE14		M009 Target: 11/15/2		ARM: Julia Eigenbrod		R/W Capital Estimate: K												
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator							Ph	Impact	Ph	Impact	Ph	Impact			
5	Active	Threat	10/20/2022	5/9/2023	Environmental	Required 401, 404 and 1602 permits	Being in preliminary stages of the project, if any change in the design and/or project footprint is made it can result in additional impacts to jurisdictional waters identified in the PEAR Report. 401, 404 and 1602 permits for impacts to jurisdictional waters, may require additional measures and mitigation. This may increase the project's cost and delay schedule.	We currently anticipate permits 401,404, and 1602. This is a complex project in terms of scope and alternatives and a lot of unknowns can affect us in future. The identified drainage's within the project impact area are Waters of the State regulated by the California Department of Fish & Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and the United States Army Corp of Engineers (USACE).	Low	0			0		Mitigate	Design will submit 95% PS&E so there is at least 6 months to process the permits. Environmental will start Resource Agency coordination early in PAED & continue close coordination throughout permitting process to anticipate requirements before permit submittal. Cost will be included in the R/W data sheet and schedule will be adjusted if needed.	Adam Compton	
			1							Low		1	Low					
			2								9	2	Low					
			3								4	3	Low					
									11-30%									
6	Active	Threat	10/20/2022	5/9/2023	Str Design	Culvert Construction Method	The significant difference in elevations between two side of the road and uncertainty of subsurface conditions may make it difficult to select the construction method. Depending on the selected method, cost and schedule may be impacted.	Two methods of culvert construction: 1. Open trench: Most likely method would be open trench, and current estimate assumes this. May need to shut down the entire road or move traffic on the other side. 2. Jack and Bore: Need enough space for the "Jack and Bore" equipment (15'x15' Box) and this may not be possible due to boulders and large rock.	Low	0			0		Mitigate	Structural design will study both options and will select the most efficient method. Traffic operation will provide traffic staging based on this selection. Cost and schedule will be adjusted if needed.	Xavier Carrillo	
			1									1						
			2								9	2						
			3							Very Low	4	3	Very Low					
									11-30%									
7	Active	Threat	10/24/2022	4/10/2023	Landscape	Plant Establishment	Since the scope of this project have structural elements and planting work, the contractor may be unwilling to take on the additional working days required for plant establishment. This could result in higher bids and low number of bidders and impact project cost and schedule.	Typically structure contractors are the main/ prime contractor and landscape contractors are sub contractors. Planting may not be successful if adequate care for plants during plant establishment period is not provided. The plant establishment period for this project should be at least 3 years. This 3 year period will take place after the structures and construction works are completed. Planning has received a comment from Nature Conservancy to increase the plant establishment period up to 5 years.	Moderate	0			0		Mitigate	PDT will evaluate whether plant establishment can be performed through a separate project using a child EA. PM will make sure plant establishment period is included in the project schedule.	Timothy Curran	
			1									1						
			2								9	2						
			3								4	3	Low					
									31-50%									
8	Active	Threat	10/24/2022	5/9/2023	Landscape	Water Source	A source of water may not be available at the project site. Water is required for irrigation of vegetation on the structure. Finding a source of water within the reach may impact project cost and schedule.	Studies will be conducted to provide water from a reliable source. Due to the shallow soil depth on the structure, permanent irrigation and drainage is recommended. There may be a water line close to a CHP station, if not, we may have to establish a new water well.	Moderate	0			0		Mitigate	PDT to perform research and discuss potential locations to connect to existing water meter and drainage system or drill a new well based on cost-effectiveness. PM may need to adjust the project cost as necessary.	Timothy Curran	
			1							Very Low		1						
			2								9	2						
			3								4	3	Very Low					
									31-50%									



EA 1M800 QUALITATIVE RISK REGISTER

EA 1M800		Phase: K		RIV 015 PM: R 1.0/ 3.0		PM: Emad Makar		Const Capital Estimate: \$0K		Project Description: CONSTRUCT A WILDLIFE BRIDGE OVER I-15 OR I-15, SOUTH OF TEMECULA CREEK BRIDGE CONSTRUCT A CULVERT UNDER I-15 TO FACILITATE WILDLIFE MOVEMENT. CONSTRUCT WILDLIFE FENCING TO TIE INTO		Project Location: TO NORTH OF TRUCK WEIGH STATION						
Program Code: 400.100 / HE14		M009 Target: 11/15/2		ARM: Julia Eigenbrod		R/W Capital Estimate: K												
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator							Ph	Impact	Ph	Impact	Ph	Impact			
9	Active	Threat	10/28/2022	5/23/2023	DES	Foundation Design	Due to insufficient subsurface information there may be unforeseen geotechnical condition at the site and the foundation design may change based on geotechnical report. This change may lead to a cost increase and a schedule delay.	Currently, the project is in the K phase and the PSR cost is associated with an anticipated Spread Footing foundation system. A Preliminary geotechnical Report has not been issued. the geotechnical study will be done after alternative selection. Deep foundation may increase construction cost and extend schedule.	Moderate	0				0		Mitigate	Structure Design will request geotechnical investigation during PAED and review Preliminary geotechnical Design Report and will provide confirmation of foundation Type/system. Cost estimate will be revised based on the selected foundation type. PM may need to revise the cost and schedule as necessary.	Xavier Carrillo
			1							Moderate			1	Moderate				
			2									9		2				
			3							Low	4	Moderate	3	Moderate				
										31-50%								
10	Active	Threat	10/28/2022	5/9/2023	DES	Sound Barrier	Due to insufficient noise/environmental information available at this time there is uncertainty related to additional sound barriers that may be required adjacent to the bridge abutments, resulting in impact to the cost and schedule.	Sound walls on the bridge have been accounted for. Sound walls may be required adjacent to the bridge abutments to support crossing of wildlife. DES will wait for determination of changes/revisions to sound walls for their design.	Low	0				0		Mitigate	Environmental engineering will perform noise and light study to identify the location of sound walls and height as needed for selected alternative. Structure Design will provide sound walls details as required, either by special design or standard plans. PM may need to adjust cost and schedule accordingly.	Xavier Carrillo
			1							Low			1	Low				
			2									9		2				
			3							Low	4	Moderate	3	Moderate				
										11-30%								
11	Active	Threat	10/28/2022	4/10/2023	DES	Drainage At Headwall	Due to insufficient hydraulics information (hydraulic report), the hydraulic constraints may change at each head wall of the box culvert, which may lead to different sizing and length than anticipated, leading to cost increase. Standard plans is assumed to be sufficient for the headwall. If special design is required, the cost will increase.	Currently the PSR cost is associated with a Cut & fill construction practice for the box culvert. A preliminary Hydraulics report has not been issued.	Low	0				0		Mitigate	District Hydraulics will study existing drainage pattern and will work with Roadway design to propose improvements necessary to mitigate any adverse impacts of changed runoff and to meet requirements of drainage at headwall locations. Structural Design will review the requirements and provide appropriate details. PM may need to adjust cost accordingly.	Xavier Carrillo
			1										1					
			2									9		2				
			3									4	Low	3				
										11-30%								
13	Active	Threat	10/31/2022	5/2/2023	Landscape	Visual Quality and Sound Walls	As a result of the need for noise barriers to protect wildlife, large unsightly sound walls may be proposed as a solution. These walls will impact the visual quality of this natural corridor. If additional aesthetic/landscape treatment would be required it will result in additional costs.	Noise barrier are required to protect wildlife passage. Caltrans projects that involve noise barriers typically have large unsightly sound walls installed. The project location is natural and scenic and sound walls will not be consistent with existing aesthetics and with the recommendations of VIA (Visual Impact Assessment).	Moderate	0				0		Mitigate	PDT to discuss and consider less aesthetically disruptive options such as vegetated mounds. Landscape/aesthetic costs has been captured in the estimate based on the proposed sound walls on the bridge (varies by alternative, highest was \$126K); however, additional sound walls may be proposed. PM may need to adjust the project cost as necessary.	Timothy Curran
			1							Very Low			1					
			2									9		2				
			3									4	Very Low	3				
										31-50%								



EA 1M800 QUALITATIVE RISK REGISTER

EA 1M800		Phase: K		RIV 015 PM: R 1.0/ 3.0		PM: Emad Makar		Const Capital Estimate: \$0K		Project Description:		Project Location:						
Program Code: 400.100 / HE14		M009 Target: 11/15/2		ARM: Julia Eigenbrod		R/W Capital Estimate: K				CONSTRUCT A WILDLIFE BRIDGE OVER I-15 OR I-15, SOUTH OF TEMECULA CREEK BRIDGE TO NORTH OF TRUCK WEIGH STATION		FACILITATE WILDLIFE MOVEMENT. CONSTRUCT WILDLIFE FENCING TO TIE INTO						
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator							Ph	Impact	Ph	Impact	Ph	Impact			
15	Active	Threat	10/31/2022	5/9/2023	Right of Way	Temecula West Village	Prudently forecast land will be required from Temecula West Village. If in Phase 2 prior to R/W Cert the adjoined is an agency of California government, then a Quitclaim Deed is likely going to be required of Temecula West Village, in addition to a Grant Deed from the other agency of California government. If negotiations or commencing condemnation takes longer than anticipated then schedule may be impacted and the time necessary to obtain an Order of Possession may push out the R/W Cert date and increase the cost.	Too many scenarios are possible for RWE to predict, factors over which Caltrans has no control and no ability to reliably predict regarding private party actions forecasted but not yet detailed, executed and recorded. Temecula West Village's plan to dedicate to uncertain public purposes is not a done deal until executed and recorded. Evaluation of the necessity of obtaining a Quitclaim Deed from Temecula West Village cannot be performed until the forecasted dedication has been executed and recorded. This risk Pertains to CTOID040030 APNs 91808008 and 91808009: Alt2; Alt2A; Alt3; Alt3A; and Alt4.	Low	0				0		Mitigate	Design will prepare D8 standard operation procedure (SOP) R/W Requirement Maps properly through draft interrogative with RWE. After RWE accepts "final" R/W Requirement Maps from Design, RWE and R/W will determine what actions and/or deeds are necessary to acquire the required title. PM may need to revise the cost and schedule if necessary.	Deleo Hechman
			1										1	High				
			2							Low	9	Moderate	2	High				
			3								4		3	Moderate				
										11-30%								
16	Active	Threat	10/31/2022	5/9/2023	Right of Way	Nature Conservancy Ownership	Due to insufficient information available, Working with Nature Conservancy Ownership, negotiations or commencing condemnation may take longer than anticipated, thereby, time necessary to obtain an Order of Possession may push out the R/W Cert date. This may impact schedule and increase the cost.	Unknown and potentially variable degrees of outside party voluntary participation are not under Caltrans control. Outside party retraction, or inability to deliver, of any particular Caltrans presumed degree of outside party voluntary participation may perhaps scuttle the project for a lack of resources required to complete the project. This risk pertains to Nature Conservancy ownership CTOID040020 APNs 918140013, etc.: Alt2; Alt2A; Alt3; Alt3A; and Alt4.	Low	0				0		Mitigate	Design will prepare D8 standard operation procedure (SOP) R/W Requirement Maps properly through draft interrogative with RWE. After RWE accepts "final" R/W Requirement Maps from Design, RWE and R/W will determine what actions and/or deeds are necessary to acquire the required title. PM may need to revise the cost and schedule if necessary.	Deleo Hechman
			1										1	High				
			2							Low	9	Moderate	2	High				
			3								4		3	Low				
										11-30%								
17	Active	Threat	10/31/2022	5/9/2023	Right of Way	Acquisition of BLM Managed Lands	Acquisition of Bureau of Land Management (BLM) managed land will require a Letter of Consent (LOC), and an FHWA Highway Easement Deed (HED). In some circumstances BLM and FHWA are willing to allow construction to commence after BLM issuance of an LOC, but prior to Federal Application Map (FAM) recordation upon the State Highway Map Book (SHMB) and FHWA execution of the HED referring to said FAM by its SHMB recordation data, and Caltrans recordation of said HED. If BLM and FHWA will not allow construction to commence prior to FAM recordation and HED recordation, this may impact schedule.	Caltrans may request that FHWA exercise its authority over Interstate to process and grant an FHWA HED via FHWA's statutory authorities despite BLM's potential preference to process and grant the required easement via BLM's own statutory authorities to grant easements. The decisions and timing of those decisions of FHWA and/or BLM to concur or not concur with proceeding to construction prior to recordation of the FAM and recordation of the HED are outside of Caltrans ability to control or predict. This risk pertains to BLM managed Federal Lands ownership CTOID020006 APNs 918080011, etc.: Alt3; Alt3A; Alt4.	Moderate	0				0		Mitigate	Continue to presume Alt3; Alt3A; and Alt4 will be found to require acquisition of an easement over, or fee defeasible from, Unreserved Public Domain lands managed by BLM via FHWA authority. PM may need to provide in the schedule the SOP time frames for RWE and the R/W Division to complete the FHWA process all the way through FAM recordation, FHWA deed execution, and Caltrans recordation of the deed.	Gustavo Gutierrez
			1										1	Moderate				
			2								9		2	Moderate				
			3								4		3	Low				
										31-50%								
19	Active	Threat	10/31/2022	5/9/2023	Right of Way	Pechanga Indian Reservation.	Any requirement for additional right of way of any kind from an Indian Reservation will make timing of when HED process will be completed and the HED recorded completely unpredictable right up until the very moment the FHWA HED is recorded. The HED cannot be recorded until the R/W Requirements are accepted by RWE, the Landnet CAD built, and the FAM plotted and recorded. The project will be extremely unlikely to be allowed to go to construction until every detail of FHWA HED process is completed, and the HED recorded. For this reason we may have schedule delays.	Project Report selection of any alternative that intersects Indian Reservation lands will trigger an indefinite schedule for R/W Cert and the commencement of construction, for which the conclusion of R/W Cert and the commencement of construction cannot be predicted until prediction is made moot by completion of all elements of: R/W Requirements RWE acceptance; Landnet CAD development; FAM plotting and recordation; Tribal Council resolution; BIA LOC; and FHWA HED recordation. Acquisition of an easement on Indian Reservation, and any work thereon, has a cost pursuant to a relatively recently programatic agreement between Caltrans and most of not all Indian Reservations within D8. Nonetheless, any acquisition will have a cost, which is presumed to already be accounted for. This pertains to Pechanga tribal council ownership and BIA trustee CTOID030001 APNs 922230008, etc.: Alt4.	High	0				0		Avoid	PDT will try to avoid any project alternative that intersects Indian Reservation land. If an alternative is selected that intersects Indian Reservation land, PM may need to revise the schedule to allow sufficient time to achieve R/W Cert and RTL.	Gustavo Gutierrez
			1										1	Moderate				
			2								9		2	Moderate				
			3								4		3	Low				
										51-70%								



EA 1M800 QUALITATIVE RISK REGISTER

EA 1M800		Phase: K		RIV 015 PM: R 1.0/ 3.0		PM: Emad Makar		Const Capital Estimate: \$0K		Project Description:		Project Location:						
Program Code: 400.100 / HE14		M009 Target: 11/15/2				ARM: Julia Eigenbrod		R/W Capital Estimate: K		CONSTRUCT A WILDLIFE BRIDGE OVER I-15 OR I-15, SOUTH OF TEMECULA CREEK BRIDGE CONSTRUCT A CULVERT UNDER I-15 TO FACILITATE WILDLIFE MOVEMENT. CONSTRUCT WILDLIFE FENCING TO TIE INTO		TO NORTH OF TRUCK WEIGH STATION						
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator							Ph	Impact	Ph	Impact	Ph	Impact			
20	Active	Threat	11/7/2022	5/9/2023	Design	Freeway Parallel Wildlife Corridors Traffic Concerns	Currently, prior to construction of this project, wildlife crossing is a significant concern and an existential issue for the subject population of cougars. Any fence or obstacle constructed or modified by this project to keep wildlife out of the freeway vehicular traffic, is also likely to conversely keep any wildlife within the vehicular traffic corridor trapped in the vehicular traffic corridor. Thus trapped wildlife may perhaps be more likely to enter the vehicular traffic flow. Planning a good system to avoid this problem may impact cost and schedule.	This risk seems negligible to schedule so long as acknowledged and functionally dealt with throughout project development. One trigger would be designing the contemplated noise barrier berm so closely to the existing fencing that it perhaps would increase opportunity for wildlife to jump the existing wildlife control fencing. This pertains to all project alternatives. We can locate said structures frequently enough and at the ends of the wildlife conveyance corridors to minimize the occurrence of large wildlife within the vehicular traffic corridor. Design will Work closely with environmental to determine appropriate jump out locations and designs to minimize wildlife entrapment.	Very Low	0				0		Mitigate	Various options can be analyzed in future phases. for example, design fences/barriers, or additions/modifications to existing features, tall enough and remote enough or inventive enough to preclude wildlife from jumping or climbing out of the freeway paralleling intended wildlife conveyance corridors and into the freeway vehicular traffic corridor. Another option could be to design structures, or additional structures or modifications thereto, to enable wildlife trapped in the vehicular traffic corridor to escape the vehicular traffic corridor and enter the freeway paralleling intended wildlife conveyance corridors.	Ahmad Shah
			1							Very Low			1	Very Low				
			2								9		2					
			3								4	Very Low	3					
21	Active	Threat	11/7/2022	5/9/2023	Right of Way	TCEs	Planimetric graphic preliminary depiction's circulated for all of the project alternatives prudently indicate additional R/W area will be required for the construction of approaches to the wildlife crossing that will need to be maintained by Caltrans into perpetuity. Nonetheless, temporary construction easements (TCEs) are also likely to be necessary for each project alternative. However, layouts at this Phase of project development are too preliminary to predict whether or not one or more TCEs would be required for each project alternative, and where those TCEs would be located is even less predictable at this point in conceptual layout. This may impact project cost and schedule.	For each alternative, on both sides of the highway, and for each land ownership already intersected by R/W Requirements for the subject alternative, presume significant TCE's will also be required from same ownership's. This risk assumes TCE's will likely be necessary for each project alternative. It will more accurately be predicted during the 0 Phase preliminary design whether or not TCE's are required for each project alternative. Whether or not TCE's will actually be required for the alternative selected at the end of Phase 0 (after Environmental review), will not be determinable until the selected alternative is forwarded to Phase 1 final design and submission of draft R/W Requirements to RWE.	Moderate	0				0		Mitigate	When final alternative is selected, Design will work on R/W requirements map. Design will coordinate early with R/W and RWE. R/W will begin the acquisition process once Phase (2) opens to minimize any delays. PCR may be needed to adjust potential cost increase. PM may need to adjust schedule as well.	Deleo Hechman
			1							Low			1	Low				
			2							Low	9	Moderate	2	Moderate				
			3								4		3					
22	Active	Threat	11/7/2022	5/9/2023	Right of Way	Maintenance Ingress and Egress	Maintenance staff will require access to maintain the area. On the east side of the freeway maintenance vehicular ingress and egress can probably be obtained from the county road and across the lands of the Nature Conservancy. On the west side of the freeway maintenance vehicular access can probably only be achieved directly from the freeway shoulder, or via the wildlife crossing itself. If maintenance of the west side requires vehicular ingress and egress, and if via the wildlife crossing itself, then wildlife crossing construction and planting design will have to accommodate the necessary maintenance vehicles as well. Finding a suitable solution may impact cost and schedule.	Layouts at this Phase of project development are too preliminary to predict maintenance required ingress and egress, and where and how to achieve that ingress and egress. For each project alternative, whether or not such ingress and egress easements will be required and where, would be more accurately predicted during the 0 Phase. Whether or not such ingress and egress easements will actually be required will not be determinable until Phase 1 final design and submission of draft R/W Requirements to RWE.	Moderate	0				0		Mitigate	Maintenance vehicular ingress and egress easements may also be required of same ownership's. In Phase 0 evaluate the likelihood of necessity of maintenance vehicular access via the wildlife crossing facility itself, and design the wildlife crossing facility accordingly in both Phase 0, and 1. In Phase 1, Design will finalize necessary maintenance vehicular ingress and egress design across adjoining landowners in draft R/W Requirements, and submit same to RWE for review and consultation, prior to civil engineer signature.	Deleo Hechman
			1										1	Moderate				
			2								9		2	Moderate				
			3								4	Very Low	3	Low				

Attachment D
Category Assignment

Memorandum

*Making Conservation
a California Way of Life.*

To: **JAMAL ELSALEH**
DEPUTY DISTRICT DIRECTOR
DESIGN

Date: October 26, 2022

File: 08-Riv-15- PM R1.0/3.0
Wildlife Crossing
EA: 1M800K, ID: 0822000043

From: MATTHEW J. MAESTAS *MM*
Office Chief
Pre-Programming/Engineering Studies

Subject: **REQUEST FOR CATEGORY 4 APPROVAL**

A Project Study Report-Project Development Support (PSR-PDS) is being prepared for the above-mentioned project. The purpose of the project is to construct a vegetated passage across I-15 north of Rainbow Canyon Boulevard in the city of Temecula in Riverside County to function as a wildlife crossing. The wildlife crossing will provide a safe and sustainable passage for wildlife across I-15 that reduces vehicle-animal collisions and wildlife mortality, allowing for the safe movement of animals and exchange of genetic material.

In accordance with Chapter 8, Section 5 of the Project Development Procedures Manual your approval is requested to assign the above referenced project to Category 4.

This category is recommended based on the following project consideration:

1. The project's potential impacts will require more thorough study and documentation.
2. The project will require new right of way.
3. The project's potential impacts are most likely to be of interest or concern to regional and local jurisdictions.

Attachments:

1. Location, Layout maps.
2. Project Initiation Proposal (PIP).
3. DRAFT PSR-PDS 1M800K

Approved by: *Jamal Elsaleh*
CQ Jamal M. Elsaleh
Deputy District Director Design

10/31/2022
Date

Attachment E
Project Initiation Proposal (PIP)

DATE REC'D IN PM: 11/16/2021 E.A. 1M800 Project ID # 0822000043

PIP NO. 4826

A. ORIGINATING OFFICE
 Senior / Branch Chief: Environmental
 Contact: Scott Quinnell

Date: 11/8/2021
 Telephone Number: 909-260-9318
 Telephone Number: 909-383-6936

LOCATION:

County	Route	Begin PM	End PM
RIV	015	1	3

ISSUE

Description of Project Location
 I-15, SOUTH OF TEMECULA CREEK BRIDGE TO NORTH OF TRUCK WEIGH STATION

Inadequate crossing structures exist for mountain lions and wildlife to safely cross Interstate 15. Four known mountain lions have tried to cross I-15 at grade, but died as a result of vehicle collisions. Isolation of mountain lions is occurring, which could lead to genetic inbreeding and eventually extinction of mountain lion population in the Santa Ana to Palomar Mountain range. Multiple agencies and groups have requested Caltrans to resolve this issue with a project to restore wildlife connectivity.

PROPOSAL/SOLUTION(S) (Include all known existing and proposed Non-Standard Design Features within the project Li

Construct a wildlife bridge over I-15 or construct a culvert under I-15 to facilitate wildlife movement. Construct wildlife fencing to tie into new structure. Install native landscaping. Land on either side of I-15 is permanently conserved, thus ensuring viability of the solution.

AGREEMENT REQUIRED: Yes No AGENCY: Wildlife Conservation Board
 PERFORMANCE MEASURES: NUMBER: N/A DESCRIPTOR:
 MAJOR SHOPP PROJECTS: SELECT AN ACTIVITY CATEGORY: N/A
 EXPECTED ENVIRONMENTAL DOCUMENT: IS/MND ASSET MANAGEMENT PROJECT: Yes No

PRELIMINARY ESTIMATE

Type	Item 1	Item 2	Total	State Share	Local Share
Support			\$1,768,976		
Const Capital	Roadwork \$0	Structures \$0	\$0	\$0	\$0
R/W Capital	Acquisition	Utilities \$0	\$0	\$0	\$0
TOTAL PROJECT COST			(SUPPORT + CONSTRUCTION + R/W)	\$1,768,976	

B. PROGRAM MANAGEMENT

Program Code: 400.100 PMCS Code: HE 14
 Proposed Funding: LOCAL FY: TBD

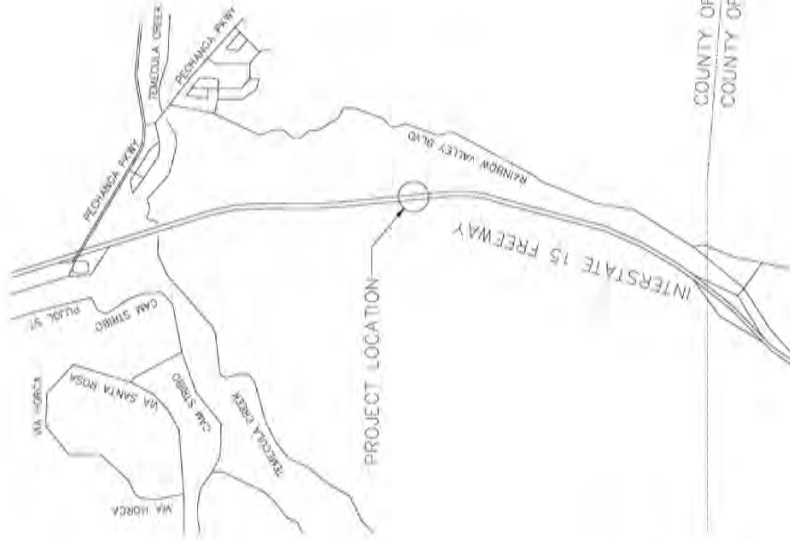
Project Type: Major Minor A Minor B Permit Maintenance (HM)
 Project Manager: Ahmed Ghonim Functional Manager: TBD
 For Review: District Review not Required Initial: [Signature] Date: 11/17/2021
 For Approval: Ready for Approval
 PID / PR TYPE: EA-PR Reviewed by: Joe Fehrenkamp Initial: [Signature] Date: 11/17/2021

C. FINAL DISPOSITION BY DDD

PROJECT: Approved as Submitted Approved with Conditions (See Comments) Rejected
 COMMENTS:
 Program/Project Manager
 Maintenance
 Date: 11/18/2021
 Anthony Liao

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY



KEY MAP
NOT TO SCALE

CITY COUNTY RD/VE DISTRICT NO. SHEET NO. TOTAL SHEETS

08 RV 15



PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

PLANS APPROVED FOR
CONSTRUCTION BY THE
COMMISSIONER OF HIGHWAY CONSTRUCTION OF THIS PLAN SHEET.

CONTRACT NO.

PROJECT ID

JUN 18 2006 PROJECT NUMBER & PHASE

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

BORDER LAST REVISED 8/20/2002 CALTRANS WEB SITE 152 [HTTP://WWW.DOT.CA.GOV](http://www.dot.ca.gov)

PROJECT MANAGER DESIGN ENGINEER

RELATIVE HORIZONTAL SCALE 1" = 15' HORIZONTAL
RELATIVE VERTICAL SCALE 1" = 15' VERTICAL

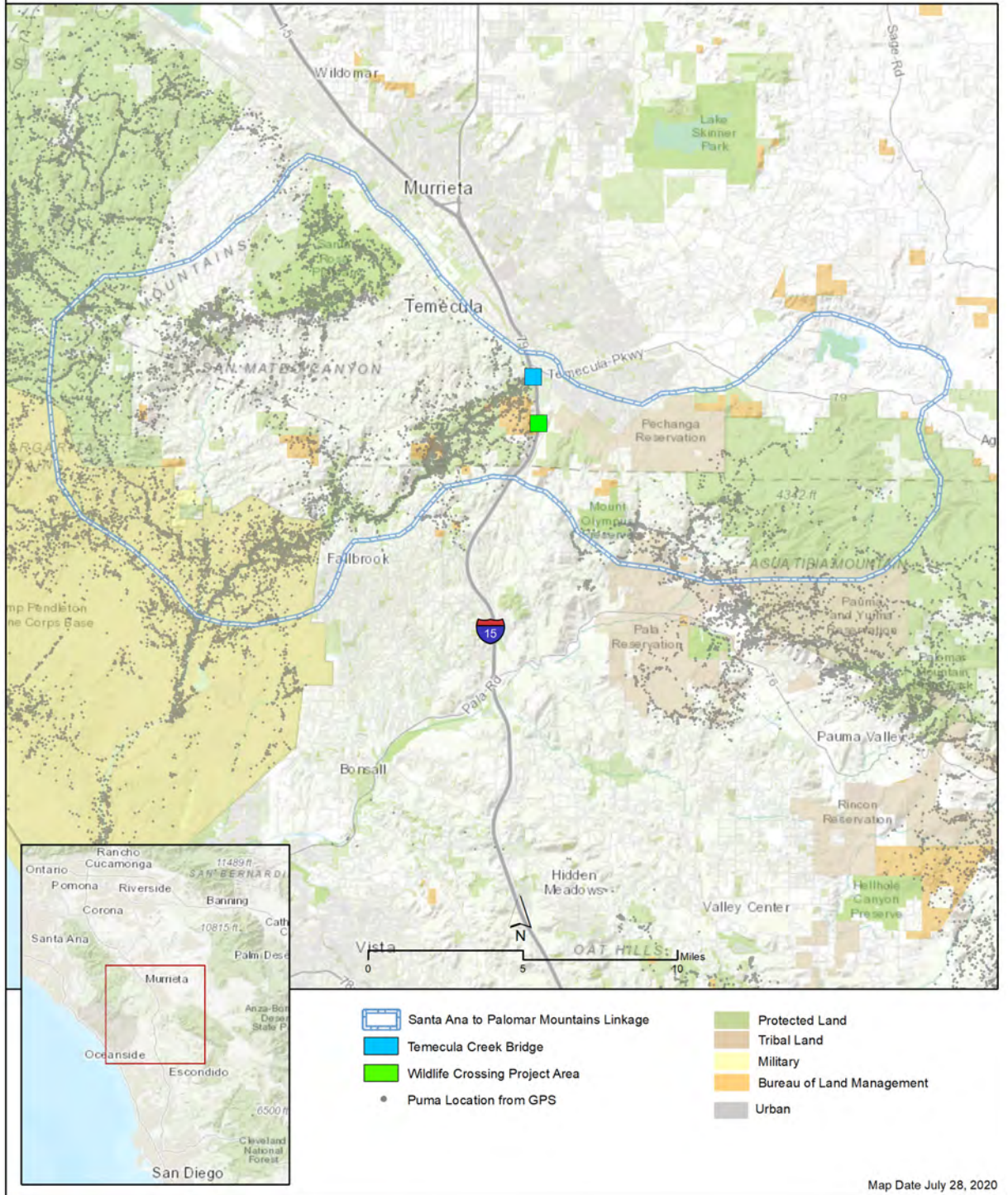
USPACING
JOB TITLE

09-20-00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60



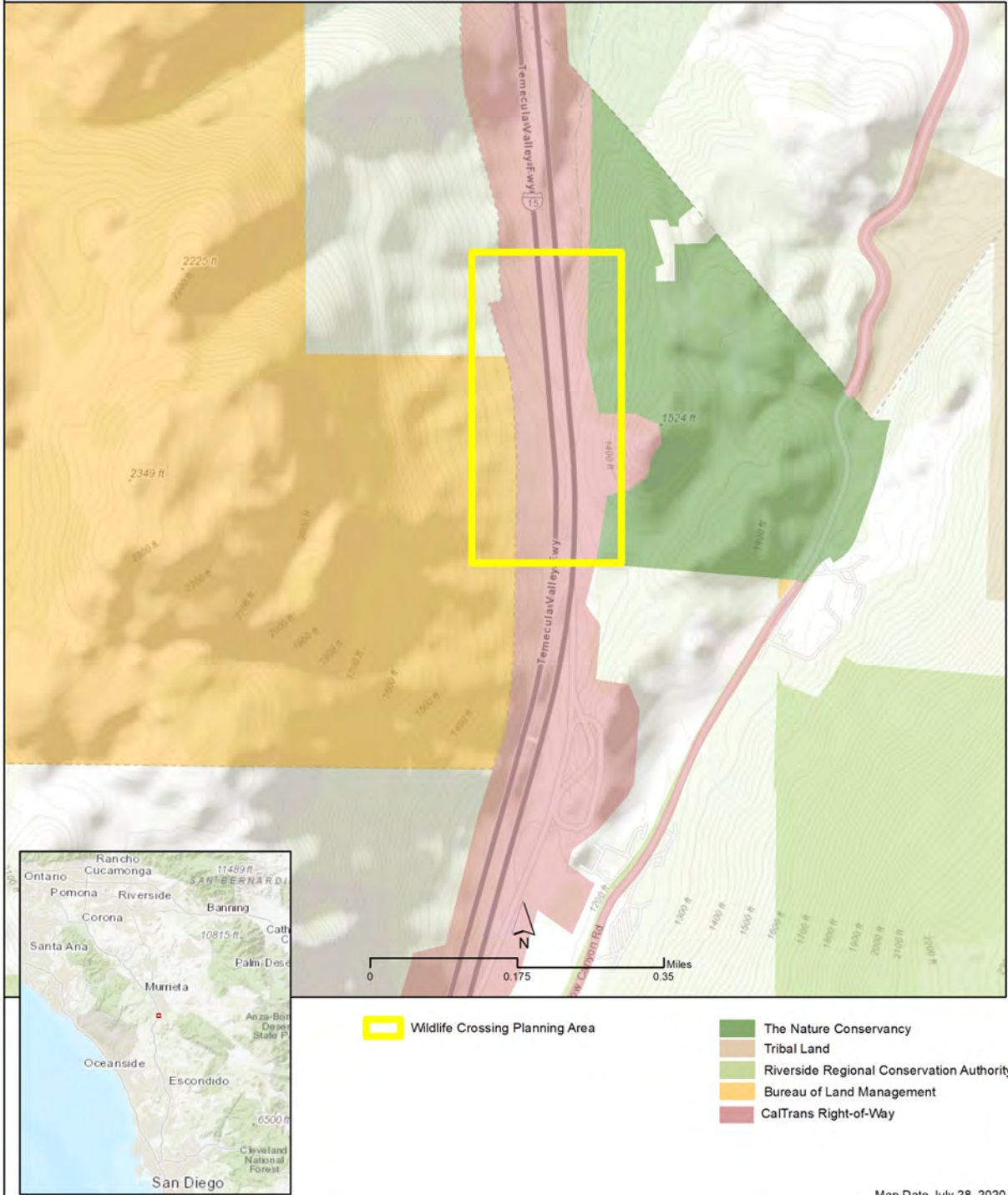
Santa Ana to Palomar Mountains Linkage Rainbow Canyon Wildlife Crossing Project

Figure 1: Regional Context



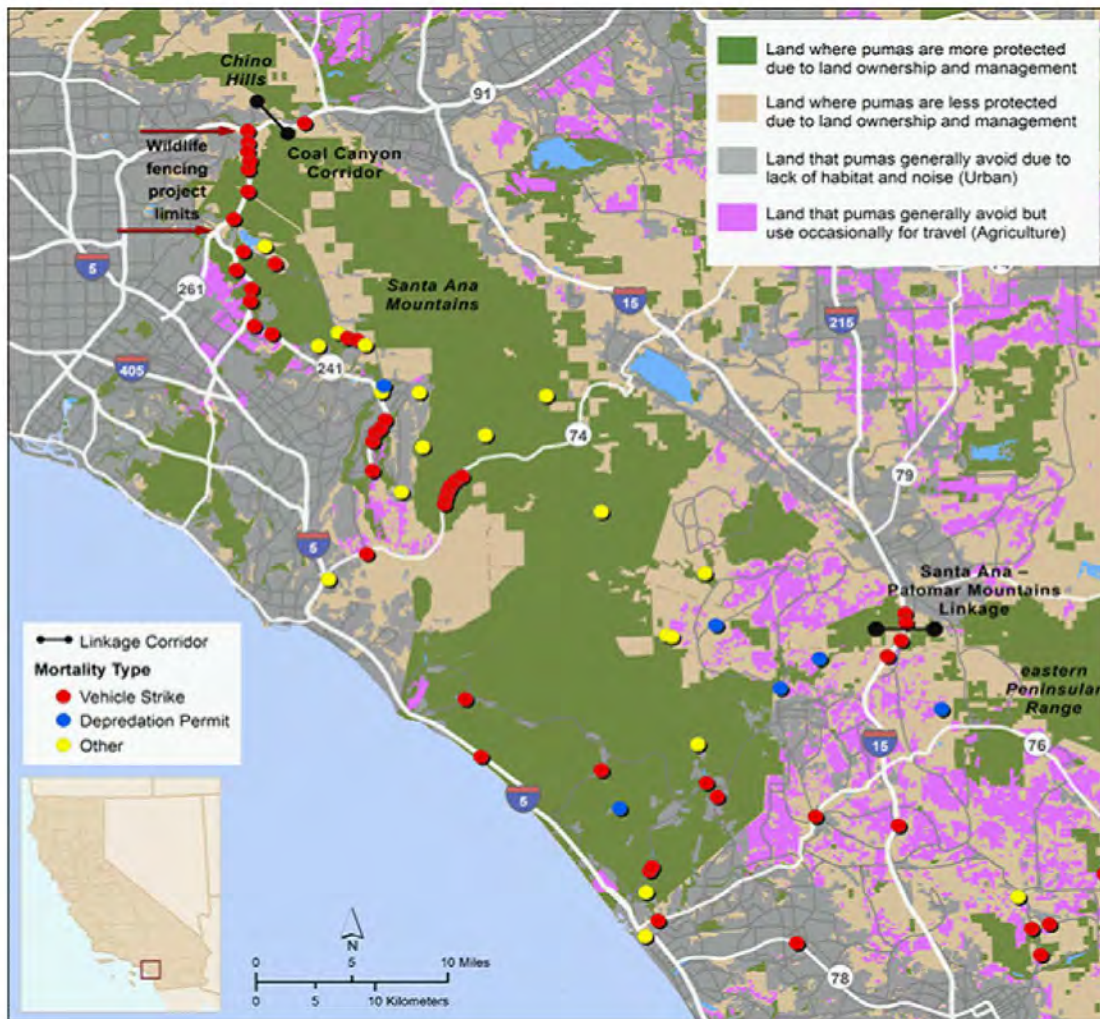
Santa Ana to Palomar Mountains Linkage Rainbow Canyon Wildlife Crossing Project

Figure 2: Location and Ownership



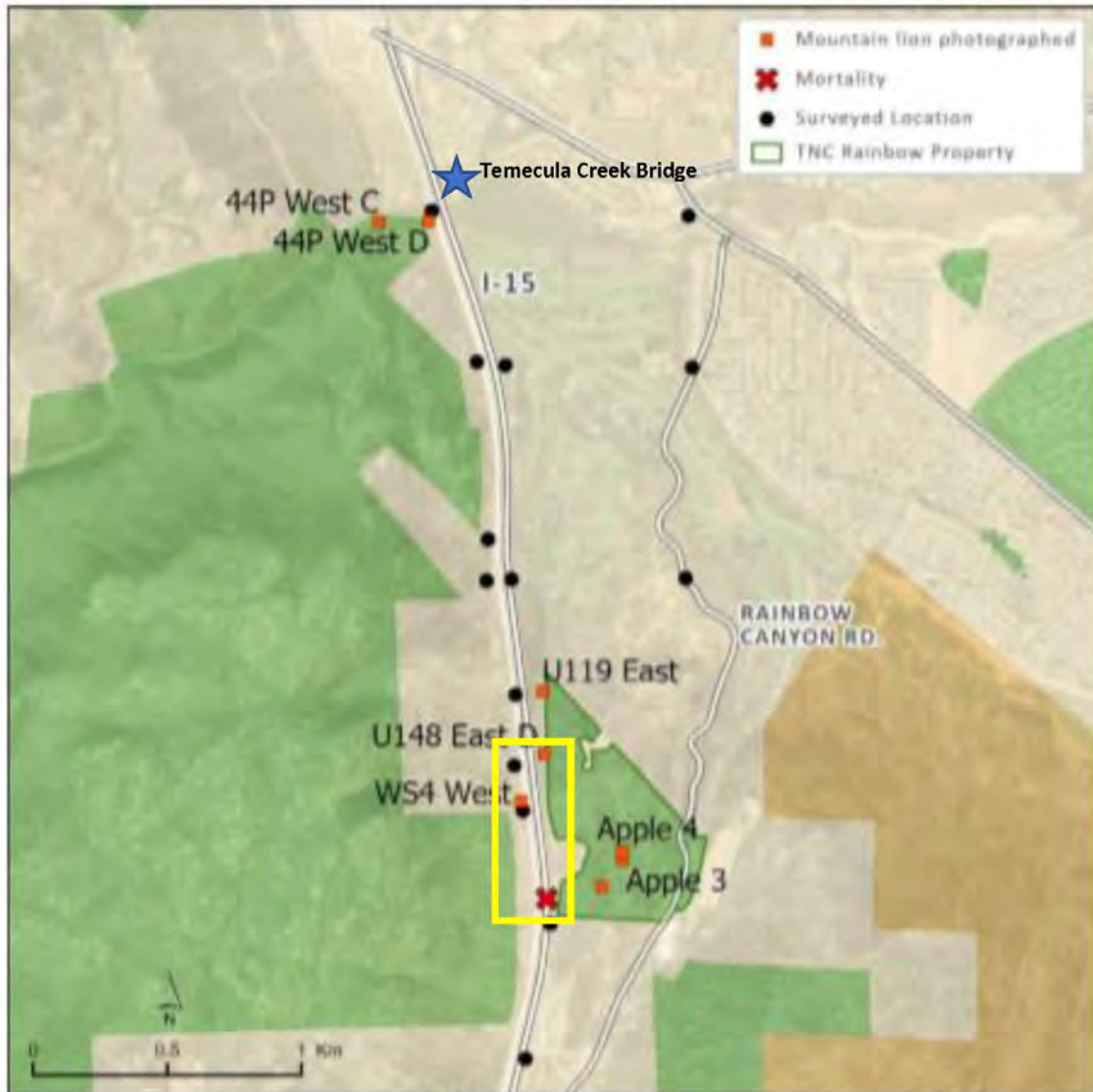
Map Date July 28, 2020

Figure 3. Santa Ana to Palomar Mountains Linkage.



Santa Ana to Palomar Mountains Linkage Rainbow Canyon Wildlife Crossing Project

Figure 5: Mountain Lion Data: 2018-2020



Map (taken from Vickers, et. al 2020) shows locations where mountain lions were photographed along I-15 between December 2018 and March 2020, and location of the December 2018 mountain lion mortality (M233). Rainbow Canyon Wildlife Crossing Project Area shown in yellow outline. Several lions have been photographed on the TNC Rainbow Canyon Property (outlined in green)



GAVIN NEWSOM, Governor
NATURAL RESOURCES AGENCY
DEPARTMENT OF FISH AND WILDLIFE
WILDLIFE CONSERVATION BOARD
Mailing Address: P.O. Box 944209
Sacramento, California 94244-2090
www.wcb.ca.gov
(916) 445-8448

Michael Beauchamp
District Director, District 8
California Department of Transportation
464 W. 4th St., 6th floor, MS 828
San Bernardino, CA 92401-1400
mike.beauchamp@dot.ca.gov

10/6/2021

RAINBOW CANYON WILDLIFE CROSSING PLANNING
RIVERSIDE COUNTY
GRANT AGREEMENT NO. WC-2177DC
PROJECT ID: 2020156

Dear Mr. Beauchamp:

Enclosed for your records is one fully executed Grant Agreement WC-2177DC for the above referenced project located in Riverside County. This is your Notice to Proceed in accordance with the terms and conditions of the agreement. Please make note of the following deadlines for submission of invoices and receipts for labor and materials: all materials must be ordered and work completed by March 31, 2025. Bills for materials ordered and work completed prior to March 31, 2025, can be submitted up to 30 days past that date. Please keep one copy of the fully executed Grant Agreement for your records and forward a copy to the landowner.

Thank you for your assistance in implementing this important wildlife habitat connectivity project. If you have any questions, please contact the project manager Erin Aquino-Carhart at erin.aquino-carhart@wildlife.ca.gov or (916) 926-9586.

Sincerely,

DocuSigned by:

FFB2B729029842B...

John P. Donnelly
Executive Director

Michael Beauchamp, District 8 Director
California Department of Transportation
Project ID: 2020156
Page Two

Enclosure(s)

cc: CDFW, Accounting Services Branch/Claims Unit
(w/2 copies of agreement WC-2177DC enclosed)

ec: Leslie MacNair, Regional Manager
CDFW, Inland Deserts Region (6)

CALIFORNIA WILDLIFE CONSERVATION BOARD

GRANT AGREEMENT

Between

STATE OF CALIFORNIA, WILDLIFE CONSERVATION BOARD

and

CALIFORNIA DEPARTMENT OF TRANSPORTATION

for

RAINBOW CANYON WILDLIFE CROSSING PLANNING

RIVERSIDE COUNTY, CALIFORNIA

WC-2177DC

**State of California
Natural Resources Agency
Department of Fish and Wildlife
Wildlife Conservation Board**

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*Rainbow Canyon Wildlife Crossing Planning
Grant Agreement Number WC-2177DC
Project ID 2020156*

GRANTEE: California Department of Transportation
464 W. 4th St., 6th floor, MS 828.
San Bernardino, California 92401-1400:
Attn.: Scott Quinnell
Phone: (909) 383-6936
E-mail: Scott.Quinnell@dot.ca.gov

GRANTOR: Wildlife Conservation Board
P.O. Box 944209
Sacramento, California 94244-2090
Attn.: Don Crocker, State Representative
Phone: (916) 926-7317
E-mail: don.crocker@wildlife.ca.gov

Grant Agreement No.: WC-2177DC

Board Approval Date: August 26, 2021

Projected Completion Date: March 31, 2025

Terms of Agreement:
Capital Improvements: Notice to Proceed Date (10/6/2021) through
March 31, 2025

Project Life: Terms of agreement

Project ID: 2020156

Grant Amount: \$ 1,331,000.00

Fund Source: Proposition 68

1. SCOPE OF AGREEMENT

Pursuant to the Wildlife Conservation Law of 1947, Chapter 4.0 of Division 2, (commencing with Section 1300 of the California Fish and Game Code; the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Fund, (Proposition 68), Public Resources Code Section 80132(e)(1); and the approval granted by the Wildlife Conservation Board on August 26, 2021, the Wildlife Conservation Board (Grantor) hereby grants to the California Department of Transportation (Grantee), a sum not to exceed one million three hundred thirty one thousand dollars (\$1,331,000) (Grant Funds), upon and subject to the terms and conditions of this Grant Agreement (Agreement).

2. PURPOSES OF GRANT

Grantor is entering into this Agreement, and the Grant Funds shall be used, only for the purpose of assisting Grantee with the project generally described as: a planning project to provide project development, environmental review, and project approval for the proposed Rainbow Canyon Wildlife Crossing across Interstate 15 that will enable safe passage for wildlife between the Eastern Peninsular Range and the Santa Ana Mountains. (Project) on land commonly known as Rainbow Canyon, located in Riverside County, California (Property). The Property is generally shown on the attached Exhibit A - LOCATION MAP.

3. CONDITIONS OF GRANT

Grantor's obligation to disburse Grant Funds under this Agreement is conditioned upon and subject to the satisfactory completion of all of the following conditions:

- 3.1 Grantor shall have reviewed and approved all documents pertaining to the Project, including, without limitation, feasibility and planning studies, designs, plans, budgets, cost estimates, timelines, and agreements. Such review and approval by Grantor will be for compliance with this Agreement as well as funding and other requirements applicable to Grantor and shall not be unreasonably withheld.
- 3.2 Grantor shall have reviewed and approved a certified resolution or other appropriate action of the governing board or governing body of Grantee, authorizing the execution and performance of this Agreement and the carrying out of the Project by Grantee.
- 3.3 Grantee shall have disclosed all funding sources for the Project, including all amounts applied for or obtained from sources other than Grantor. These amounts shall be reflected in the attached Exhibit B – BUDGET (Budget) by Budget category. As between Grantor and Grantee, Grantee shall be responsible for any and all Project costs that exceed the amount of the Grant Funds provided under this Agreement.
- 3.4 The grant proposal shall have been approved by the Wildlife Conservation Board at a public meeting, this Agreement shall have been fully executed by Grantor and Grantee, and Grantee shall have received a written "Notice to Proceed" from Grantor. The approval of the grant proposal by the Wildlife Conservation Board, if such approval is given, shall not constitute authorization for the commencement of the Project or expenditure of Grant Funds. No expenditure made or activity initiated prior to Grantee's

receipt of a written Notice to Proceed from Grantor will be eligible for reimbursement by Grantor.

4. DISBURSEMENTS

- 4.1 Upon satisfaction of all of the Conditions of Grant set forth in Section 3, above, and so long as Grantee is not in breach or default under this Agreement, Grantor agrees to disburse the Grant Funds to Grantee, in arrears, in installments as set forth in this Section 4. Disbursements shall be made not more frequently than monthly and disbursements of less than \$5000 should be made not more frequently than quarterly. All disbursements shall be subject to the availability of funds for purposes of the Project as provided in Section 4.8.
- 4.2 Grantee shall request disbursement of Grant Funds by submitting a disbursement request to Grantor for approved budgeted work performed on the Project in accordance with Section 4.3. Disbursement shall be contingent upon approval of the disbursement request by Grantor.
- 4.3 The disbursement request must be submitted on Grantee's letterhead, signed by an authorized representative of Grantee, and include a written description of the work completed during the period of the disbursement request. Requests for disbursement must be itemized using the same categories included in the attached Budget. A [Disbursement Request Template](#) provides the format to use for submitting disbursement requests to Grantor. Each disbursement request shall contain supporting or back-up documentation for all amounts shown on the request, including receipts for all materials and supplies, all Grantee staff time shown by number of hours worked and hourly rate, and all contractor or sub-contractor services.
- 4.4 Grantor may withhold ten percent (10%) of the total approved amount from each disbursement (Retained Grant Funds) until Grantor has approved the completion of the Project, the final report required by Section 6.4, and the final request for disbursement.
- 4.5 Upon completion of Project activities, Grantee may request disbursement of the Retained Grant Funds. Grantee shall submit this request no later than thirty (30) days after the Projected Completion Date (as defined in Section 6.1).
- 4.6 Please submit disbursement requests electronically to WCB at WCB Clerical@wildlife.ca.gov and WCB Project Manager Don Crocker (don.crocker@wildlife.ca.gov) with "Project ID 2020156 Invoice No. ____" in the subject line.

Alternatively, hard copy requests for disbursement can be sent to:

Wildlife Conservation Board
P.O. Box 944209
Sacramento, California 94244-2090
Attn: Don Crocker

- 4.7 Grantee shall reimburse Grantor for any erroneous disbursement of Grant Funds under this Agreement. Reimbursement shall occur within 30 days of written demand by

Grantor. Interest shall accrue at the highest rate allowed by law from the time that reimbursement becomes due and owing until received by Grantor.

- 4.8 Despite any contrary provision of this Agreement, Grantor shall not be obligated to disburse any remaining unpaid portion of the Grant Funds unless and until sufficient funds identified for allocation to the Project (as further specified in the Funding Certification attached to this Agreement) are released by the State Treasurer's Office to Grantor for expenditure for this grant. No request for disbursement submitted prior to the release of such funds to Grantor shall be effective.
- 4.9 With the final invoice, Grantee shall provide a completed [Final Cost Share Accounting Form](#) when work is completed. The completed Final Cost Share Accounting Form shall identify and delineate all cost share funds expended and in-kind services provided during the Grant term before Project completion and will be consistent with Exhibit B – BUDGET.

5. BUDGET AND INDIRECT COSTS

- 5.1 The attached Budget is an estimate of the Grantee's anticipated costs for the Project and discloses all funding sources for the Project, including all amounts applied for or obtained from sources other than Grantor. Should the Budget not disclose all funding sources for the Project, Grantor may refer this grant to the Department of Finance for a Project audit. Grantee may seek additional funding from sources other than Grantor, with Grantor's approval, to cover cost increases or to reduce Grantor's cost share. Should Grantee obtain additional funds from sources other than Grantor, Grantee shall promptly notify Grantor of the amounts and sources of the additional funding and submit a proposed new budget reflecting any changes to Grantor for its approval.

When actual Project costs indicate that the costs of certain Budget categories payable by Grantor are higher than estimated, and these higher costs are offset by lower costs in other Budget categories payable by Grantor, the Grantee may submit a written request to Grantor to shift funds between such Budget categories. Contingencies shall be used only upon written approval by Grantor. Grantor shall approve or deny a requested Budget revision or use of contingencies in writing within 10 business days of receipt of Grantee's written request.

- 5.2 Indirect cost rates are limited to 20 percent of the total direct WCB Grant Funds minus subcontractor and equipment costs. Any amount over 20 percent will not be funded but may be used as cost share. If Grantee seeks to recover indirect or administrative costs, this item should be included as a line item in the Budget. Any cost that is billed as a direct cost may not be included in indirect cost rates. Indirect costs include, but are not limited to, the following: workers compensation insurance, utilities, office space rental, phone, and copying which is directly related to completion of the Project.

Costs for subcontractors and purchase of equipment cannot be included in the calculation of indirect costs in the Budget. It is the responsibility of the Grantee to keep documentation for all indirect costs claimed in Exhibit B. For all indirect costs claimed,

Grantee must keep backup documents in audit-ready files (these documents are not provided to WCB).

6. GRANTEE'S COVENANTS

In consideration of this Agreement, Grantee hereby covenants and agrees as follows:

- 6.1. Grantee will complete or cause to be completed all Project activities in accordance with Grantee's proposed design and specifications submitted to Grantor, a copy of which is attached as Exhibit C - WORK PLAN and incorporated herein by this reference, on or before March 31, 2025 (Projected Completion Date). The Project will be considered complete when all Project activities have been completed and Grantor has approved the completion of the Project, the final report required by Section 6.4, and the final request for disbursement.
- 6.2 Grantee is responsible for obtaining all necessary permits and approvals for the Project (including its construction, management, monitoring, operation, use and maintenance), and complying with all federal, state and local statutes, laws, regulations, ordinances, orders and other governmental and quasi-governmental requirements that apply to the Project (including its construction, management, monitoring, operation, use and maintenance).
- 6.3 Grantee shall recognize the cooperative nature of the Project and shall provide credit to the Grantor on signs, demonstrations, promotional materials, advertisements, publications and exhibits prepared or approved by Grantee referencing the Project. Any sign installed on the Property referencing the Project shall be subject to the mutual agreement of Grantor, Grantee and Landowner regarding text, design and location and shall display the logo of Grantor. Grantee shall post one or more signs on the Property to indicate the participation of Grantor in providing Grant Funds for the Project and a logo referencing the fund source (Proposition 68); which logo(s) is/are available on Grantor's website: www.wcb.ca.gov.
- 6.4 Not later than 30 days following the completion of all Project activities Grantee will submit one hard copy and one digital copy of a final report of accomplishments, including pre- and post-Project photographs and a final design or site plan of the Project, to Grantor.

7. BREACH AND REMEDIES

- 7.1 In the event of a breach of Grantee's obligations under this Agreement, Grantor shall give notice to Grantee describing the breach. If Grantee does not cure the breach described in the Grantor's notice within 90 days after the date of Grantor's notice (or, if the breach cannot reasonably be cured within 90 days, Grantee does not commence the cure within the 90-day period and diligently pursue it to completion), then Grantee shall be in default of this Agreement.
- 7.2 In the event of a default by Grantee before the Project is complete then, in addition to any and all other remedies available at law or in equity, Grantor may seek specific performance of this Agreement. Grantee agrees that specific performance is an

appropriate remedy because the benefits to Grantor from Grantee's completion of the Project in accordance with this Agreement, as described in Section 2 (Purposes of Grant), are unique and damages would not adequately compensate Grantor for the loss of such benefits.

- 7.3 In the event of a default by Grantee, in addition to any and all other remedies available at law or in equity, Grantor may withhold Grant Funds from Grantee or may require reimbursement of Grant Funds that were disbursed in error due to a breach of the Grant terms, including incorrect billing of indirect costs as identified in Section 5.2.
- 7.4 In the event of a default by Grantee, in addition to any and all other remedies available under this Agreement, at law or in equity, Grantor may require Grantee to reimburse the Grant Funds to Grantor in an amount determined by application of the following Reimbursement Formula:

"Reimbursement Formula"

Formula: Dollar amount of Grant Funds divided by Project Life, times the number of years remaining in the Project Life.

Example: Grantor grants \$50,000 to Grantee for the restoration and enhancement of wetland and riparian habitat, and the Project Life is 25 years. With 10.5 years remaining on the Project Life, the Grantee is in default under the Agreement. The reimbursement amount would be \$21,000, calculated as follows:

$$(\$50,000 \div 25 \text{ years}) \times 10.5 \text{ years} = \$21,000$$

Reimbursement shall be due from Grantee immediately upon written demand by Grantor. Interest shall accrue at the highest rate allowed by law from the time that the reimbursement becomes due until it is actually received by Grantor.

- 7.5 Any costs incurred by Grantor, where Grantor is the prevailing party, in enforcing the terms of this Agreement, including but not limited to costs of suit, attorneys' and experts' fees, at trial and on appeal, and costs of enforcing any judgment, shall be borne by Grantee.
- 7.6 Waiver of any breach or default by Grantee shall not be deemed to be a waiver of any subsequent breach or default, nor shall it constitute a modification of this Agreement.

8. ADDITIONAL TERMS AND CONDITIONS

8.1 Grantee Responsible for Project

While the Grantor undertakes to assist the Grantee with the Project by providing a grant pursuant to this Agreement, the Project itself remains the sole responsibility of the Grantee. Grantor undertakes no responsibilities to the Grantee, the Landowner, or any third party, other than as expressly set out in this Agreement. The responsibility for implementing the Project is solely that of the Grantee, as is the responsibility for any claim or suit of any nature by any third party related in any way to the Project.

8.2 Contracts

All agreements between Grantee and any third party related to the Project must be in writing and contain language that establishes the right of the auditors of the State of California to examine the records of the third party relative to the goods, services, equipment, materials, supplies or other assistance provided to Grantee for the Project. Grantee shall provide a complete copy of each agreement over \$10,000 to Grantor prior to commencing work.

8.3 Indemnification

To the fullest extent permitted by law, Grantee shall indemnify, protect, and hold harmless the Wildlife Conservation Board and the State of California, and their respective members, officers, agents, employees and representatives, from and against any and all claims, demands, damages, losses, costs (including attorneys' fees), expenses, and liability of any nature (Claims) arising out of or incident to the Project, Grantee's entry upon and use of the Property, and the performance of, or failure to observe or perform, any obligations of the Grantee under this Agreement. The obligations of Grantee under this Section 8.3 include, without limitation, Claims resulting from the generation, use, storage, disposal, release or threatened release of any hazardous or toxic substance, material or waste; petroleum or petroleum products and other substances that present a threat to human health or the environment.

8.4 Amendment; Severability

This Agreement may be modified only by a written amendment signed by Grantor, and Grantee. No oral or written understanding or agreement not incorporated in this document shall be binding on the parties.

If any provision of this Agreement or the application thereof to any person or circumstance is held to be invalid or unenforceable, that shall not affect any other provision of this Agreement or applications of the Agreement that can be given effect without the invalid provision or application. To this end the provisions of this Agreement are severable.

8.5 Independent Capacity of Grantee; Withholding and Payments

Grantee, its members, officers, directors, employees, agents, and representatives, is each acting in an independent capacity in entering into and carrying out this Agreement, and not as a partner, member, officer, agent, employee, or representative of Grantor. Grantee is responsible for withholding and paying employment taxes, insurance and deductions of any kind required by federal, state, or local laws.

8.6 No Assignment or Transfer

This Agreement is not assignable or transferable by Grantee, either in whole or in part, without the prior written consent of Grantor which Grantor may grant or withhold in Grantor's discretion.

8.7 Accounting/Records/Audits

Grantee shall maintain complete and accurate records of its actual Project costs, in accordance with generally accepted accounting principles and practices, and shall retain said records for at least three years after final disbursement by Grantor. During such time, Grantee shall make said records available (or cause them to be made

available) to the State of California for inspection and audit purposes during normal business hours. Expenditures not documented, and expenditures not allowed under this Agreement or otherwise authorized in writing by Grantor shall be borne by Grantee. The audit shall be confined to those matters connected with this Agreement, including but not limited to administration and overhead costs.

8.8 Use of Grant Funds to Secure Additional Funding

Grantee agrees that the funding provided under this Agreement shall not be used as cost share for other grants, or to secure loans or other monetary awards without written approval from the Executive Director, Wildlife Conservation Board. Such approval shall not be unreasonably withheld as long as the purposes for which the grant was awarded are maintained.

8.9 Termination or Suspension of Agreement

At any time before Grantee has broken ground on the Project Grantor may terminate this Agreement for any reason by providing Grantee not less than 30 days written notice of termination. In addition, Grantor may suspend this Agreement at any time upon written notice to Grantee. In either case, Grantee shall immediately stop work under this Agreement and take all reasonable measures to prevent further costs to Grantor. The Grantor shall be responsible for reasonable and non-refundable obligations or expenses incurred by the Grantee under this Agreement prior to the date of the notice to terminate or suspend, but only up to the undisbursed balance of funding authorized in this Agreement. Any notice suspending work under this Agreement shall remain in effect until Grantor authorizes work to resume by giving further written notice to Grantee.

8.10 Resolution of Disputes

The State Project Representative is identified on Page 1 of this Agreement. The State Project Representative has initial jurisdiction over each controversy arising under or in connection with the interpretation or performance of this Agreement or disbursement of Grant Funds. The Grantee will diligently pursue with the State Project Representative a mutually agreeable settlement of any such controversy.

If the controversy cannot be resolved between Grantee and the State Project Representative, the Grantee must direct the grievance together with any evidence, in writing, to the Executive Director of the Wildlife Conservation Board. The grievance must state the issues in the dispute, the legal authority or other basis for the Grantee's position and the relief sought.

The Executive Director or designee shall meet with a representative of the Grantee to review the issues. A written decision signed by the Executive Director or designee shall be returned to the Grantee within twenty (20) working days of the conclusion of this meeting.

8.11 Drug-Free Workplace Certification

By signing this Agreement, Grantee hereby certifies under penalty of perjury under the laws of the State of California that Grantee will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350 et seq.) and will provide a drug-free workplace by taking the following actions:

- 8.11.1 Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355(a).
- 8.11.2 Establish a Drug-Free Awareness Program as required by Government Code Section 8355(b) to inform employees about all of the following:
 - a) the dangers of drug abuse in the workplace;
 - b) the person's or organization's policy of maintaining a drug-free workplace;
 - c) any available counseling, rehabilitation, and employee assistance programs; and,
 - d) penalties that may be imposed upon employees for drug abuse violations.
- 8.11.3 Provide, as required by Government Code Section 8355(c), that every employee who works on the proposed contract:
 - a) will receive a copy of the company's drug-free policy statement; and,
 - b) will agree to abide by the terms of the company's statement as a condition of employment on the contract.

Failure to comply with these requirements may result in suspension of disbursements under this Agreement or termination of the Agreement or both and Grantee may be ineligible for award of any future state contracts if the Grantor determines that any of the following has occurred: (1) Grantee has made false certification, or (2) Grantee violates the certification by failing to carry out the requirements as noted above.

8.12 Union Organizing

By signing this Agreement, the Grantee hereby acknowledges the applicability to this Agreement of Government Code Sections 16645 through 16649, and certifies that:

- 8.12.1 No state funds disbursed by this grant will be used to assist, promote, or deter union organizing;
- 8.12.2 Grantee shall account for state funds disbursed for a specific expenditure by this grant, to show those funds were allocated to that expenditure;
- 8.12.3 Grantee shall, where state funds are not designated as described in 8.12.2 above, allocate, on a pro-rata basis, all disbursements that support the grant program; and
- 8.12.4 If Grantee makes expenditures to assist, promote or deter union organizing, Grantee will maintain records sufficient to show that no state funds were used for those expenditures, and that Grantee shall provide those records to the Attorney General upon request.

8.13 Labor Code Requirements; Prevailing Wage

State grants may be subject to California Labor Code requirements, which include prevailing wage provisions. Certain State grants administered by the California Wildlife Conservation Board and the California Department of Fish and Wildlife are not subject to Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.

For more details, please refer to California Fish and Game Code Section 1501.5 and to the Department of Industrial Relations (DIR) website at <http://www.dir.ca.gov>. Grantee shall pay prevailing wage to all persons employed in the performance of any part of the Project if required by law to do so.

8.14 Disposition of Equipment

Title or ownership of equipment with a unit cost of \$5,000 or more may be retained by Grantee or Grantor upon end of the grant cycle; final disposition will be coordinated by WCB's Grant Manager.

8.15 Informational Products

All informational products (e.g. data, studies, findings, management plans, manuals, photos etc.) relating to California's natural environment and produced with the use of public funds shall be cataloged in the California Geoportal (<https://gis.data.ca.gov>), maintained by the California Department of Technology.

8.16 Non-Discrimination

During the performance of this Agreement, Grantee shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40), sex, sexual orientation, or use of family-care leave, medical-care leave, or pregnancy-disability leave. Grantee shall take affirmative action to ensure that the evaluation and treatment of its employees and applicants for employment are free of such discrimination and harassment. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Grantee shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12900 (a-f) et seq.), and applicable regulations (California Code of Regulations, Title 2, Section 7285 et seq.). The regulations of the Fair Employment and Housing Commission regarding Contractor Nondiscrimination and Compliance (Chapter 5 of Division 4 of Title 2 of the California Code of Regulations) are incorporated by reference into this Agreement. Grantee shall give written notice of its obligations under this non-discrimination clause to labor organizations with which Grantee has a collective bargaining or other agreement and shall post in conspicuous places available to employees and applicants for employment, notice setting forth the provisions of this section. Grantee shall also include the nondiscrimination and compliance provisions of this Agreement in all contracts related to the Project.

9. NOTICE OF AGREEMENT

The terms, conditions and restrictions of this Agreement shall be binding upon and inure to the benefit of the parties hereto and their personal representatives, heirs, successors, and assigns and shall continue as a servitude running with the Property for the Project Life.

10. AUTHORIZATION

The signature of the Executive Director certifies that at the meeting of the Wildlife Conservation Board held on August 26, 2021, the Board authorized the award of a grant of up to \$1,331,000 to Grantee for the Project.

11. COUNTERPARTS

This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one, and the same instrument.

12. ELECTRONIC SIGNATURES

The Parties agree to accept electronic signatures (as defined in Section 1633.2 of the California Civil Code), faxed versions of an original signature, or electronically scanned and transmitted versions (e.g., via pdf) of an original signature.

13. EFFECTIVENESS OF AGREEMENT

This Agreement shall be deemed executed and effective when fully signed by authorized representative(s) of each of Grantor and Grantee. Each party shall sign original counterparts of this Agreement, by written signature, via DocuSign, or another electronic method acceptable to Grantor. Each fully executed counterpart shall be deemed an original. Grantee and shall receive a fully executed original and Grantor shall receive one fully executed original.

14. EXHIBITS

Each of the Exhibits referenced in this Agreement is incorporated by reference as though set forth in full herein. The following Exhibits are attached to this Agreement:

Exhibit A – Location Map

Exhibit B – Budget

Exhibit C – Work Plan

Rainbow Canyon Wildlife Crossing Planning
Grant Agreement Number WC-2177DC
Project ID 2020156

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement.

GRANTOR

STATE OF CALIFORNIA
WILDLIFE CONSERVATION BOARD

DocuSigned by:
By: John P. Donnelly Date: 10/6/2021
FFB2B729029842B...
John P. Donnelly
Executive Director

GRANTEE

CALIFORNIA DEPARTMENT OF TRANSPORTATION

DocuSigned by:
By: Michael Beauchamp Date: 7/30/2021
BAD4AAB3C953450...
Michael Beauchamp
District Director, District 8

EXHIBIT A – Location Map

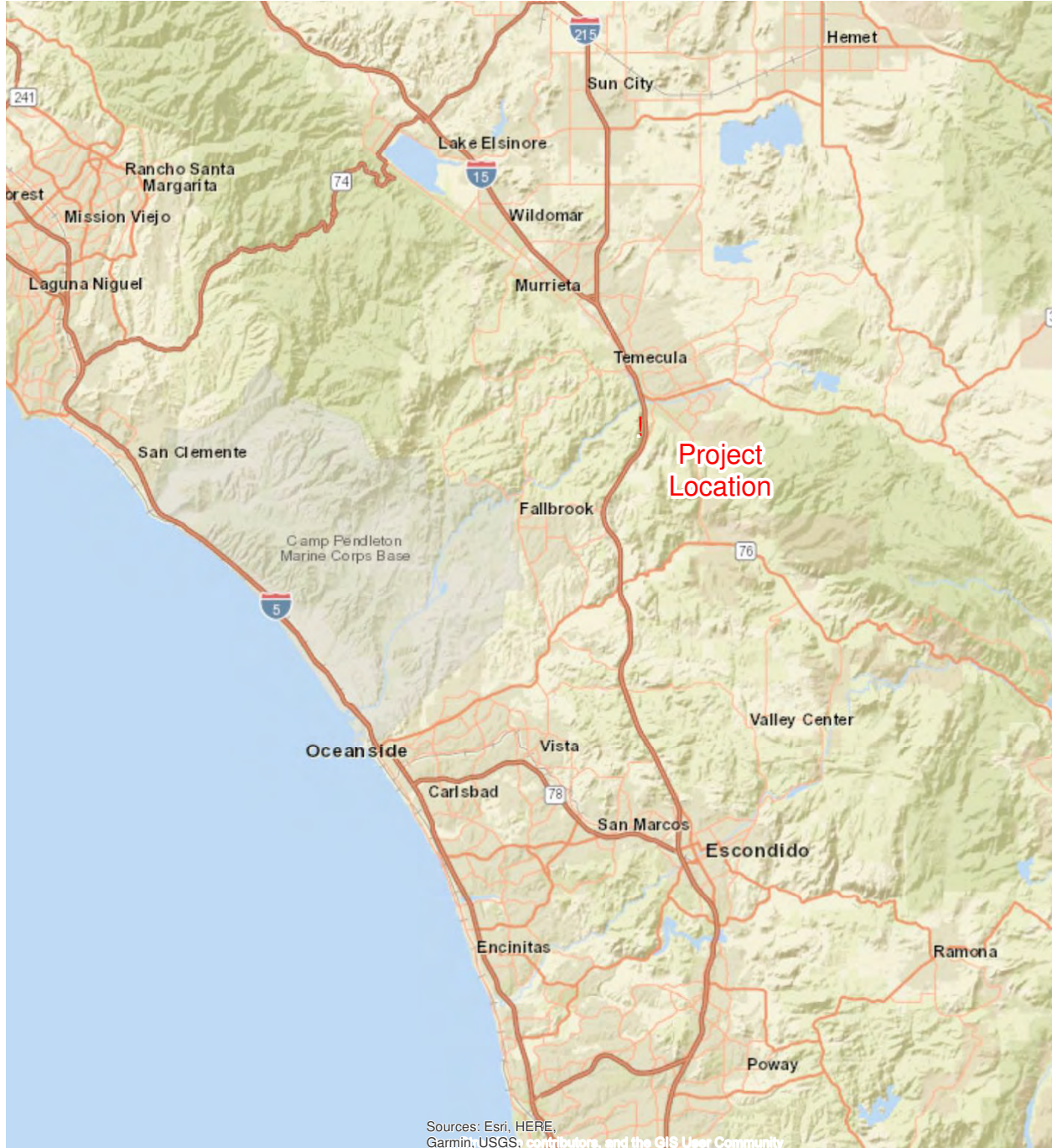


EXHIBIT B – Budget

Project Task	WCB	Caltrans	TNC*	Total
Project Management	\$74,880	\$24,654	---	\$99,534
Project Planning and Development	\$975,975	\$321,084	---	\$1,297,059
Environmental Review	\$280,145	\$92,238	98,960	\$471,343
Total	\$1,331,000	\$437,976	\$98,960	\$1,867,936

* *The Nature Conservancy*

EXHIBIT C – Work Plan

This project will develop the Project Initiation Document (PID) and the Project Approval and Environmental Document (PA/ED) for the proposed Rainbow Canyon Wildlife Crossing on Interstate 15 in western Riverside County – one of two planned wildlife crossings that will enable safe passage for wildlife between the Eastern Peninsular Range and the Santa Ana Mountains (Santa Ana to Palomar Mountains Linkage).

The Rainbow Canyon Wildlife Crossing will be a vegetated overcrossing or undercrossing of I-15 approximately 2 miles south of the Temecula Creek Bridge, which is also currently undergoing planning for enhancement as a functioning wildlife crossing. These two wildlife crossings, along with 3 miles of wildlife exclusion fencing currently being constructed on I-15 from Temecula to the San Diego County border will benefit all wildlife, but specifically the Santa Ana Mountains' mountain lion population, which is currently experiencing mortality, genetic restriction and decreasing health due to the barrier effects of I-15.

Once constructed, the Rainbow Canyon Wildlife Crossing will enable the future vegetated overcrossing or undercrossing that will extend from the Santa Margarita Ecological Reserve across I-15 to the preserved Rainbow Canyon property owned by The Nature Conservancy.

All start and completion dates are estimated and subject to change.

TASK 1: PROJECT MANGEMENT

Project Tasks through PIR and PA&ED

Task 1.1: Project Management - Project Initiation Report (PIR)

Estimated Completion Date: September 30, 2022

Initiation and planning of the project, and the execution, control, and closeout of the PIR, including scope, schedule, cost, and project workplan.

Task 1.2: Project Management – Project Approval and Environmental Document

Estimated Completion Date: August 31, 2024

Initiation, planning, execution, control, and closeout of the PA&ED component, including project report, risk register, and project workplan.

TASK 2: PROJECT PLANNING AND PROJECT DEVELOPMENT

Conceptual Design and Scope of Work development

Task 2.1: 30 % Project Initiation Report (PIR)

Estimated Completion Date: December 1, 2021 (Depends on the begin date)

Conceptual design evaluation. Develop the necessary scope and cost of each alternative for the PIR (Develop Project Scoping Document)

Task 2.2: 60% PIR Circulation for Review

Estimated Completion Date: April 1, 2022 (depends on PIR begin date)

Scope, schedule, cost, risk plan. Develop design alternatives for evaluation.

Task 2.3: Final Draft and Approval

Estimated Completion Date: September 1, 2022

To be completed: Completed PIR scoping document with scope, schedule, cost, and anticipated environmental document approval.

TASK 3: ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

Note: The type of Environmental Document approval will need to be assessed during the PIR phase.

Task 3.1: Preliminary Engineering and Draft Project Report (DPR)

Estimated Completion Date: February 1, 2023

Perform preliminary engineering activities based on the scope identified in the PIR. Perform surveys, geotechnical investigations, preliminary design.

Task 3.2: Environmental Studies and Draft Environmental Document (DED)

Estimated Completion Date: February 1, 2023

Complete environmental studies, conduct stakeholder outreach, and evaluate alternatives for the Draft Environmental Document. Develop estimates, schedule, scope, and risk plan for the project report.

Task 3.3: Circulate DED and Select Preferred Alternative

Estimated Completion Date: April 1, 2024

Circulate DED for comments. Prepare final PR draft with selected alternative. Incorporate comments from circulation and finalize.

To be completed: DED and Draft PR with selected alternative, estimate, schedule, and risk plan

Task 3.4: Project report and Final Environmental Document

Estimated Completion Date: August 1, 2024

Prepare and approve Final project report and environmental document

Deliverables: Final Engineer's Estimate for selected alternative and final project report that includes documentation of completed environmental clearance

DocuSign Envelope ID: 1081D50F-6E71-40E4-9F46-389B25944DA6



7/22/2021

Michael Beauchamp
District Director, District 8
California Department of Transportation
464 W. 4th St., 6th floor, MS 828.
San Bernardino, California 92401-1400
mike.beauchamp@dot.ca.gov

GAVIN NEWSOM, Governor
NATURAL RESOURCES AGENCY
DEPARTMENT OF FISH AND WILDLIFE
WILDLIFE CONSERVATION BOARD

Mailing Address: P.O. Box 944209
Sacramento, California 94244-2090
www.wcb.ca.gov
(916) 445-8448
Fax (916) 323-0280

RAINBOW CANYON WILDLIFE CROSSING PLANNING
RIVERSIDE COUNTY
GRANT AGREEMENT NO.: WC-2177DC
PROJECT ID: 2020156

Dear Mr. Beauchamp:

Enclosed is a copy of a Grant Agreement for the above referenced project (WC-2177DC), which is tentatively scheduled for consideration at the August 26, 2021, meeting of the Wildlife Conservation Board. Prior to formally placing this project on the August agenda, we will need the enclosed Grant Agreement to be signed on behalf of the grantee with a DocuSign electronic signature.

Once approved, we will send you a fully approved and signed copy for your records. In order to maintain a place on the August meeting agenda, the agreement must be signed using DocuSign by August 6, 2021. Please do not incur any costs toward this project until you have received a fully approved agreement along with a notice to proceed.

Thank you for your help and interest working with the Wildlife Conservation Board to improve wildlife habitat connectivity. If you have any questions, please contact Don Crocker, at (916) 926-7317 or don.crocker@wildlife.ca.gov.

Sincerely,

DocuSigned by:



12465785E47E441...

Scott McFarlin, Supervisor
Restoration and Development

Enclosure(s)

ec: Leslie MacNair, Regional Manager
CDFW Inland Deserts Region (6)

Attachment F
Preliminary Environmental Analysis Report
(PEAR)



PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

Dist-Co-Rte: 8 - RIV - 015 Postmile: 1.000/3.000	
EA: 08-1M800_ EFIS Project ID: 0822000043	
Project Title: RAINBOW CANYON WILDLIFE CROSSING	
Project Manager: Bihari Mehta	Phone: 909-329-9611
Env. Senior: Shawn Oriaz	Phone: 909-501-5743
Planner: Ronn Knox	Phone: 909-261-5171
Project Engineer: Juan Amezcua	Phone: 909-963-9578

2. Project Description

2.1 Purpose and Need

Purpose:

The purpose of the project is to construct a vegetated passage across I-15 north of Rainbow Canyon Boulevard in the city of Temecula in Riverside County to function as a wildlife crossing. The wildlife crossing will provide a safe and sustainable passage for wildlife across I-15 that reduces vehicle-animal collisions and wildlife mortality, allowing for the safe movement of animals and facilitate gene flow.

Need:

Inadequate crossing structures exist for mountain lions and other wildlife to safely cross I-15. Wildlife has tried to cross I-15 at grade, but frequently died as a result of vehicle collisions. Isolation of mountain lions is occurring, which could lead to genetic inbreeding and eventually extinction of the mountain lion population in the Santa Ana and Palomar Mountain Ranges.

2.2 Description of Work

The project scope of work will include the following:

- Work off the paved roadway
- Vegetation removal
- Trenches, grading, or other ground disturbance
- Work in seasonally wet areas, drainages, or areas of standing water or flooding
- Drainage work or alterations
- Construction of access roads

- Excavation within 15 feet of the highway shoulder
- Soil stockpiling
- Removal of hazardous yellow striping/marker
- Concrete pipes

- Work in channel (i.e., channel change, stream diversion, excavation, pile driving, falsework, stockpiling, culvert work, rock slope protection, etc.)
- Construction of new bridge piers or work on existing piers

- Work on USFS, BLM, National Park, State Park, or other publicly owned lands
- Temporary construction easements
- Possible subsurface utility relocation
- Acquisition of 4 acres of additional right of way
- Impact 2 to 3 parcels
- The project will be located in the “Temecula” USGS quad

2.3 Alternatives

- Alternative 1 - No-build

- Alternative 2: Construct a three span 165 feet wide bridge at PM R1.7 with columns on spread footings in the freeway median. Construct retaining walls at both the north and south ends of the bridge. Construct sound walls along the outer edges of the bridge to mitigate traffic noise and block light to make the crossing more conducive to wildlife. Plant vegetation on the bridge to provide a passage that resembles the natural habitat for wildlife.

- Alternative 3: Construct a two span 165 feet wide bridge at PM R1.67 with columns on spread footings in the freeway median. Construct retaining walls at both the north and south ends of the bridge. Construct sound walls along the outer edges of the bridge to mitigate traffic noise and block light to make the crossing more conducive to wildlife. Plant vegetation on the bridge to provide a passage that resembles the natural habitat for wildlife.

- Alternative 4: Construct a 15 ft x 15 feet Box Culvert at PM R1.89. Construct wingwalls at both the north and south end of the culvert passage. Construct sound walls along the north and south entrances to mitigate traffic noise and block light to make the crossing more conducive to wildlife. Incorporate landscape elements to provide a passage that resembles the natural habitat for wildlife.

3. *Anticipated Environmental Approval*

3.1 CEQA

Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND

3.2 NEPA

Routine Environmental Assessment with Finding of No Significant Impact

3.3 CEQA Lead Agency

Caltrans

3.4 Estimated length of time (months) to obtain environmental approval

18

3.5 Estimated person hours to complete identified tasks

3,928

4. *Special Environmental Considerations*

The project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Due to potential temporary and/or permanent impacts to listed/special-status species habitat, habitat assessments and focused surveys will be required. The project requires a MSHCP Consistency review by the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) to confirm consistency with the MSHCP guidelines. The project also requires a Determination of Biologically Equivalent or Superior Preservation (DBESP) report evaluating impacts to riparian, riverine or other waters.

Although not anticipated, the USFWS would issue a Streamlined Biological Opinion (BO) if potential impacts to federally listed species are determined. Potential impacts to State listed species may be granted take under the MSHCP. The project requires a Jurisdictional Delineation (JD) and jurisdictional permits. Therefore, Caltrans will coordinate with the CDFW, United States Army Corps of Engineers (USACE), and the Regional Water Quality Control Board (RWQCB) to obtain the necessary permits.

There are recorded prehistoric and historic archaeological sites that are documented within ¼ mile of areas where work will be occurring. Due to the presence of multiple prehistoric sites within the work locations Native American and SHPO consultation will be needed.

The project will add a structure in a natural scenic corridor. This area is a scenic corridor because of the presence of natural hillsides and native vegetation surrounding the freeway and currently has limited intrusion of development. To minimize such impacts, the project will evaluate inclusion of design features to modify existing softscape to enhance aesthetic qualities.

5. Anticipated Environmental Commitments

Waters of the State, Waters of the United States, and wetlands may be present in the project area and may be impacted by construction activities. If wetlands and/or other waters are impacted by the project, mitigation may be required by the resource agencies. Mitigation typically consists of on-site mitigation or purchase of mitigation credits. Mitigation ratios for impacts to waters typically varies from 1:1 to 5:1. Negotiation with USACE, SWRCB/RWQCB and the CDFW will take place to establish final mitigation ratios. Environmental commitments, avoidance and minimization measures will be determined during the environmental evaluation process, which will occur in the PA&ED Phase.

Environmental commitments include but are not necessarily limited to:

- Equipment staging/storing requirements and limitations
- Biological monitoring (monitoring and reporting)
- Worker Environmental Awareness Training
- Preconstruction surveys
- Seasonal work windows
- Temporary and permanent fencing
- Restoration of native vegetation
- Artificial lighting restrictions
- Avoidance/minimization measures and or compensatory mitigation may be required as per jurisdictional permits described in Section 6.
- Compliance with Executive Order 13112 (Invasive Species).

- It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are unexpectedly encountered during construction, Caltrans' policy dictates that work in the immediate vicinity of the find must be halted or redirected until a qualified archaeologist has the opportunity to evaluate the nature and significance of the find. An additional survey will be required if the project changes to include areas not previously surveyed.

- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Andrew Walters, DEBC (909) 260-5178 andrew.walter@dot.c.gov, who will have Gary Jones, District Native American Coordinator work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

- Resources determined eligible for the NRHP, shall be designated as Environmentally

Sensitive Areas, where all project-related activities or inadvertent disturbances shall be prohibited. The designation of Environmentally Sensitive Areas (ESAs) will protect the Historic Properties in place.

- Archaeological monitors shall be present during pre-construction, construction, and/or post-construction-related activity in all areas designated as Monitoring Areas associated with delineated ESAs.
- Visual enhancement of bridge and other structures, decorative architectural features, decorative fencing, revegetation, and contour grading.

Additional Environmental Commitments may be necessary based on the results of the studies planned for this project. Changes to the proposed Project may require additional commitments.

6. Permits and Approvals

For the Build Alternatives it is anticipated that the project will disturb more than one acre of soil; the current editions of the Storm Water Construction General Permit (NPDES000002) and Caltrans NPDES Permit (CAS000003) will be required to comply with Section 402 (NPDES) of the Clean Water Act. Note that Caltrans Statewide NPDES permit is not applicable within Federal lands. US EPA NPDES and Construction General Permit may be applicable.

It is anticipated that Caltrans' ADL variance with the Department of Toxic Substances will not be required. A separate dewatering permit with the San Diego RWQCB is not anticipated.

7. Level of Effort: Risks and Assumptions

Risks:

- If the Jurisdictional Delineation (JD) Survey identifies more jurisdictional areas than assumed in this PEAR, then additional fees and/or mitigation may be required.
- If the working days are greater than 700, then this may increase the BEEs cost for CSB.
- There is a possibility for birds and bats occurring within the work area which may cause project delays or work windows if they are found during construction within specific timeframes.
- If the Monarch butterfly becomes federally listed, then additional agency coordination, consultation, surveys, and biological documents may be required; if Monarch butterfly and/or suitable habitat is anticipated to be impacted, it would require consultation with the USFWS, potentially risking the project schedule and capital cost increases, if mitigation is required.
- If nesting birds or roosting bats are found in the project work area, stop work order, work windows, and/or biological monitoring would be required, which could result in construction schedule delays and capital and support cost increases.
- If work affects any listed species and/or other regulated biological resources (riparian, riverine, wetlands), Caltrans will be required to coordinate with the respective resource agencies, which could risk the project schedule, available resources, and capital cost increases, if additional surveys/avoidance & minimization measures, reporting, and mitigation are required.
- If a preferred alternative is not identified in 0-phase this may delay timely submittal of the Environmental Document which could risk the project schedule.
- The project area may be subject to geologic and soils-related hazards (e.g., unstable rock/soil masses, cracking due to subsidence, highly erosive soils, ground settlement, liquefaction, or slope failures) which may be identified within or near the project area. The project may impact or be impacted by these hazards.

Assumptions:

- There is a possibility for work to occur during the nesting bird season (February 1 to September 30).
- There is a possibility for finding listed species and or suitable habitat within the proposed work area.
- Project footprint is not entirely within Caltrans ROW, additional ROW or TCE is anticipated.
- No utility relocation is identified.
- No proposed equipment staging, storing areas, or access roads are identified.
- Scope of work includes tree/vegetation removal, channel work, bridge work, ground disturbance, excavation & trenching.
- 700 working days are proposed per PE.
- There is a Federal Nexus

- This project will require acquisition of new right of way
- Work on USFS, State Park, National Park, BLM, or other publicly owned lands is anticipated, therefore coordination with outside agencies will be required
- Prehistoric and Historic archaeological sites are documented within the project post miles. It is assumed they can be protected with measures.
- Cultural resources encountered during Project related activities will be avoided through ESA/AMA implementation.
- It is feasible that some ground disturbing activities will occur in the previously undisturbed travel corridor requiring site investigation that is appropriate to the scope and scale of the project.
- Previous survey coverage of the project area is limited. Therefore a full archaeological survey will be required.
- Hours and estimates in Attachment B assume that all Project compliance would be carried out by Caltrans staff.
- Native American and Archaeological monitoring will likely be required.

8. PEAR Technical Summaries

8.1 Land Use

The principal land uses near the project site are undeveloped and largely federally-owned chaparral and sage-scrub habitat to the west of the proposed project site, and golf course and chaparral/sage scrub habitat to the east of the project site. Some of the habitat to the east of the project site is owned by a non-profit conservancy organization; some is privately owned. There will be no change in land use at the project site. No technical land use study is expected to be required for this project.

8.2 Growth

Based on the proposed scope of work, the project will not change vehicle accessibility or increase vehicle capacity on any State highway or local roadway. Consequently, no growth impacts or indirect impacts on growth would occur. No technical study on this subject is expected to be required.

8.3 Farmlands/Timberlands

It is expected that approximately four acres of undeveloped land may be acquired for the project. However, according to the California Department of Conservation's Farmland Mapping and Monitoring Program, there are no farmlands, timberlands, grazing lands, or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity of the project. No technical study on this subject is expected to be required.

8.4 Community Impacts

The project vicinity is characterized by open space land uses; there are no residential populations or commercial activity in the immediate project vicinity. There will be no relocations. There are not expected to be any road closures or detours on I-15 or any local roadways during peak traffic hours.

Impacts to neighborhoods and commercial areas are not expected. Disproportionate impacts to minority or low income populations are not anticipated. Changes in property values are not anticipated. Changes in neighborhoods, community cohesion, community resources, or emergency services are not anticipated. The project may create jobs in the local area.

A Traffic Management Plan (TMP) is required. A Community Impact Assessment (CIA) is not anticipated.

8.5 Visual/Aesthetics

View corridors and open space areas are cited by the County of Riverside and the nearby City of Temecula as important to preserve within the project area. Specific scenic resources cited include hillsides and ridges that serve as a scenic backdrop that rise above urban or rural areas or highways. The project falls within a segment that is eligible for a state scenic highway designation. The visible and interconnected natural environment is part of extensive heritage of rural living that is part of the cultural identity of Riverside County. It is important to maintain and conserve superior examples of natural vegetation that show diverse natural environment and unique landforms and ecosystems. The vistas of rolling hills and native and endemic vegetation that are in the viewshed show the historic character and natural heritage of Riverside County.

Long-term impacts that could affect visual quality within the study area include potential vegetation removal, introduction of nonnative vegetation, screening of scenic vistas and view sheds. Short-term impacts may include clearing and grubbing activities, equipment and materials storage, safety and directional signage, and barriers/screening for safety, noise, and traffic control. To reduce these potential effects, the project would include design features such as visual enhancement of bridge and other structures or decorative architectural features such as using aesthetically pleasing or decorative fencing instead of chain-link fencing. Measures will also include softscape. The softscape will include revegetation at a scale and location visible by passing motorists. Additionally, other landscape treatments such as utilizing contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas. These measures will reduce visual impacts and enhance the aesthetic quality of the various project components.

8.6 Cultural Resources

There are recorded prehistoric and historic archaeological sites that are documented within ¼ mile of areas where work will be occurring. Due to the presence of multiple prehistoric sites within the work locations Native American and SHPO consultation will be needed. Cultural resources compliance for the project will included a Historic Property Survey Report, an Area of Potential Effects map, an Archaeological Survey Report, an ESA Action Plan, and a Finding of Effect document.

These reports and/documents are all in accordance with The First Amended Section

106 Programmatic Agreement (PA), Executed January 1, 2014. The anticipated finding for the project is No Adverse Effect. It is anticipated that Cultural Studies compliance will take nine months.

Changes to the proposed Project and or the unanticipated discovery of intact cultural resources, declared significant by a qualified archaeologist, may require additional commitments and further compliance documentation, avoidance measures, and mitigation.

8.7 Hydrology and Floodplain

The project is not within a flood plain, and there is no potential construction that could impact any flood plain. The project as presented adequately addresses any FEMA and flood plain issues. No hydraulics permits, studies, or reports will be required.

8.8 Water Quality and Storm Water Runoff

The receiving waters potentially impacted by this project are Temecula Creek at Post Mile 3.0, which is 303(d) listed for Chlorpyrifos, Copper, Phosphorus, TDS and Toxicity; and Rainbow Creek, which drains to the Santa Margarita River. Rainbow Creek is not 303(d) listed. There is an established TMDL for Rainbow Creek, with monitoring stations in the project area. The upper reach of the Santa Margarita River is 303(d) listed for phosphorus and toxicity. The project would also drain to numerous unnamed blue line streams.

A Scoping Questionnaire for Water Quality Issues (SQWQI) must therefore be completed for this project. Based on the results of the Scoping Questionnaire, a Water Quality Assessment Report (WQAR) may be required.

The Statewide Stormwater Management Plan (SWMP) will be implemented. A Storm Water Data Report (SWDR) must be developed for each project phase. A Stormwater Pollution Prevention Plan (SWPPP) must be developed, as the total disturbed soil area is more than one acre. Treatment BMPs will likely be required as the new net impervious (NNI) area is more than 10,000 square feet

The project will require Order No. 2012-0011-DWQ, NPDES No. CAS000003, NPDES Statewide Stormwater Permit for the State of California, Department of Transportation (Caltrans Permit) or the latest version, issued by the California State Water Resources Control Board (SWRCB); and Order No. 2009-0014-DWQ, NPDES No. CAS000002, NPDES General Permit (CGP) for Storm Water Discharges Associated with Construction and Land Disturbances Activities or the latest version.

8.9 Geology, Soils, Seismic and Topography

The project site is within the Elsinore Fault Zone. This fault zone is capable of generating large magnitude earthquakes (7.6 Mw). The project area may therefore be subject to geologic and soils-related hazards (e.g., unstable rock/soil masses, highly erosive soils) which may be identified within or near the project area. The project may impact or be impacted by these hazards. The possibility of landslides is not a major

risk for this project, as there is little topographic relief in the project area. Cracking due to subsidence could impact bridge foundations.

Geologic and soils-related economic mineral resources (e.g., cut/fill, borrow, aggregate, topsoil) are likely to be excavated and utilized by the project in a quality or manner which is likely to have environmental impacts. Based on the geotechnical report of a recent nearby project (EA 08-43230), this project will require a Structure Preliminary Geotechnical Report (SPGR).

8.10 Paleontology

Due to the fact that the project will be excavating in excess of 3 feet on 4 acres of previously undisturbed ground, paleontological studies will be required for this project.

8.11 Hazardous Waste/Materials

An Initial Site Assessment (ISA) Checklist is needed for the proposed project. A Preliminary Site Investigation (PSI) will be required to determine if there is any asbestos, ADL, or lead-based paint on the project site. The PSI should be conducted during the 0 Phase of the project. A full ISA will be required due to planned ROW acquisition and TCE's. An Aerially Deposited Lead and a Lead Compliance Plan are required. An Asbestos Containing Materials and a Lead Based Paint Survey will be required.

8.12 Air Quality

This project has been determined to fall under one of the categories of projects that are listed in Table 1 of Carbon monoxide (CO) Protocol or Table 2 of 40 CFR 93.126. The project is identified to match the categories "Safety Improvement Program", "Plantings, Landscaping, etc" and "Transportation Enhancement Activities". All projects listed in Table 1 or Table 2 of 40 CFR 93.126 are exempt from all emissions analyses. This project is considered an exempt project. Therefore no air quality study is needed. Transportation Air Quality Conformity requirements do not apply.

8.13 Noise and Vibration

This is a Type III project under 23 CFR 772.7. It does not meet the classifications of a Type I or Type II project. A noise study is not required.

8.14 Energy and Climate Change

Based on the scope and scale of the proposed project, a separate detailed energy study will not be required. This project is not expected to have potentially substantial energy impacts. A separate technical study on GHG emissions will also not be required.

8.15 Biological Environment

A review of CDFW's Natural Diversity Database (CNDDDB) Rarefind 5, USFWS IPaC, USFWS occurrence data, aerial imagery (Google 2022), NWI Wetlands Mapper, USGS NHD, and Caltrans GIS was conducted to determine whether special status and/or rare as well as listed species occur or have the potential to occur in the vicinity of the proposed project, critical habitat boundaries, and the potential jurisdictional waters in

the vicinity of the project site. The preparation of a Natural Environment Study (NES) is required to address potential project effects to listed species, nesting birds and potential jurisdictional waters.

There is a possibility that impacts could occur to listed, special status, and regulated species. The following species are historically known to occur near the project site:

- Southwestern willow flycatcher
- Coastal California gnatcatcher
- Least Bell's vireo
- Yellow breasted chat
- Burrowing owl
- Nesting birds
- Roosting bats
- Mountain lion
- Ringtail
- American badger
- Monarch butterfly
- San Diego ambrosia
- Rainbow manzanita

The proposed project is within the boundaries of the Western Riverside County MSHCP, specifically near the Temecula Area Plan. Although the proposed project is not within a Criteria Cell, the MSHCP has designated survey areas for burrowing owl and potentially suitable habitat for several special status plant and animal species within the BSA. Therefore, a habitat assessment and/or focused surveys may be required to evaluate potential impacts. A MSHCP consistency analysis report may need to be prepared if suitable habitat or MSHCP survey area species are found within or near the project impact area (PIA-project footprint).

Alternatively, for any project effects to riparian/riverine/wetland areas or the focused survey species, the preparation of a Western Riverside County MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) report will be required.

Invasive Pest Plant Species. Executive Order 13112 requires that any federal action may not cause or promote the spread or introduction of invasive species.

The proposed project is within the San Diego RWQCB jurisdiction. Waters of the State, Waters of the United States, and wetlands may be present in the project area and may be impacted by construction activities. A Jurisdictional Delineation (JD) will be required to determine where waters and/or wetlands may be present.

Although the MSHCP may grant take authorization for federal and State listed species, coordination with the Wildlife Agencies may involve additional mitigation requirements. Waters of the State, Waters of the United States, and wetlands may be present in the

project area and may be impacted by construction activities. If wetlands and/or other waters are impacted by the project, mitigation will be required by resource agencies. Mitigation typically consists of on-site mitigation or purchase of mitigation credits. Mitigation ratios for impacts to waters typically varies from 1:1 to 5:1. Negotiation with USACE, SWRCB/RWQCB and the CDFW will take place to establish final mitigation ratios.

The proposed project is anticipated to need an MSHCP consistency analysis or DBESP report, CDFW 1602, RWQCB WDR/401, and USACE AJD/404 permits. Agency coordination is anticipated with USFWS, USACE, RWQCB, and CDFW. A USFWS Streamlined BO may be requested through the MSHCP if potential impacts to federal listed species are determined. State listed species may be granted take under the MSHCP, pending review by the USFWS and CDFW and assuming that the project is determined to be in compliance with MSHCP guidelines.

NOTE. Further evaluation and written documentation from the district biologist are required for any changes in project planning, design, construction, or right-of-way limits, in order to comply with Federal and State natural resource laws.

8.16 Cumulative Impacts

There are two potentially contiguous projects which may occur concurrently with project 1M800: EA 08-1M350 and EA 08-1M980. As it cannot be known at this time if this project (1M800) or the two potential cumulative projects will have any direct or indirect resource impacts the need to prepare a Cumulative Impact Assessment should be presumed.

8.17 Context Sensitive Solutions

Context sensitive solutions (CSS) use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals; CSS are reached through a collaborative, interdisciplinary approach involving all stakeholders. It is expected that the proposed project will be developed consistent with the Caltrans Director's Policy on CSS, Caltrans' Highway Design Manual, FHWA regulations, FHWA's Flexibility in Highway Design publication, and the American Association of State Highway Transportation Officials' Policy on Geometric Design of Highways and Streets, which all share a philosophy that explicitly allows flexibility in applying design standards where validated by applying sound engineering judgment. This design philosophy seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives. No separate technical study will be required for Context Sensitive Solutions.

8.18 Section 4(f)

Due to the scope and location of the proposed project, a Section 4(f) determination is not anticipated. The project is not expected to impact public park lands, recreation areas, wildlife refuges, or historic sites. No technical study will be required.

9. Summary Statement for Project Initiation Document (PID)

In compliance with the provisions of the California Environmental Quality Act (CEQA) and based on the project information available as of preparation of this Preliminary Environmental Analysis Report (PEAR), it is anticipated that an Initial Study (IS) with Mitigated Negative Declaration (MND) will satisfy CEQA environmental compliance requirements.

In compliance with the provisions of the National Environmental Policy Act (NEPA), it is anticipated that an Environmental Assessment (EA) will satisfy NEPA environmental compliance requirements.

Key Environmental Issues

The project area is within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A habitat assessment and/or focused surveys may be required to evaluate potential impacts to MSHCP covered species. A Determination of Biologically Equivalent or Superior Preservation (DBESP) report may be required to determine any project effects to riparian/riverine/wetland areas.

Waters of the State, Waters of the United States, and wetlands may be present in the project area and may be impacted by construction activities. A Jurisdictional Delineation (JD) will be required to determine where waters and/or wetlands may be present.

Due to the presence of multiple prehistoric sites within the work locations, Native American and SHPO consultation will be needed.

Due to project excavation exceeding 3 feet on 4 acres of previously undisturbed ground paleontological studies will be required.

Due to acquisition of additional right of way and temporary construction easements a hazardous waste Initial Site Assessment will be required. A Preliminary Site Investigation will be required.

The project is not within a flood plain, and there is no potential construction that could impact any flood plain. No hydraulics permits, studies, or reports will be required.

Long-term visual impacts within the study area include potential vegetation removal, introduction of nonnative vegetation, screening of scenic vistas and view sheds. Short-term impacts may include clearing and grubbing activities, equipment and materials storage, safety and directional signage, and barriers/screening for safety, noise, and traffic control.

To reduce potential effects that could affect visual quality, the project should include design features such as visual enhancement of bridge and other structures, decorative

architectural features, decorative fencing, revegetation, and contour grading to reduce visual impacts and enhance the aesthetic quality of the various project components.

Studies Required

- Natural Environment Study
- MSHCP Consistency Analysis
- DBESP Report
- Jurisdictional Delineation
- Bat Habitat Assessment
- Archaeological Survey Report
- Historic Property Survey Report
- Finding of Effect
- ESA Action Plan
- Paleontological Evaluation Report
- Paleontological Mitigation Plan
- Initial Site Assessment
- Preliminary Site Investigation
- ACM & LBP Survey
- ADL Report
- Lead Compliance Plan
- Scoping Questionnaire for Water Quality Issues
- Water Quality Assessment Report
- Stormwater Management Plan
- Storm Water Data Report
- Stormwater Pollution Prevention Plan
- Visual Impact Assessment

Environmental Permits

- CFGC Section 1602 permit
- RWQCB WDR/CWA Section 401 permit
- USACE AJD/CWA Section 404 permit
- SWRCB CWA Section 402/Storm Water Construction General Permit (NPDES000002)
- SWRCB CWA Section 402/Caltrans NPDES Permit (CAS000003)

Anticipated Environmental Commitments

- Equipment staging/storing requirements and limitations
- Biological monitoring (monitoring and reporting)
- Worker Environmental Awareness Training
- Preconstruction surveys
- Seasonal work windows
- Temporary and permanent fencing

- Restoration of native vegetation
- Artificial lighting restrictions
- Appropriate treatment and disposition of archaeological resources
- Appropriate treatment and disposition of human remains
- Environmentally sensitive area fencing
- Archaeological monitoring
- Landscaping, contour grading, and structural appearance enhancements

Special Considerations

The required MSHCP Consistency review is dependent on the availability of CDFW and USFWS staff. This could result in schedule delays.

If waters or wetlands are impacted by construction activities, mitigation will be required by the resource agencies. This may result in unanticipated costs and schedule delays.

If nesting birds, roosting bats, or other listed species are found in the project work area, stop work orders, work windows, biological monitoring, and/or coordination with the respective resource agencies will be required, which could result in construction schedule delays and capital and support cost increases.

It is estimated that 18 months will be required for environmental approval.

10. Disclaimer

This Preliminary Environmental Analysis (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. Preparers

Date Scoping Complete

Planner	Ronn Knox
Archaeologist	GARY JONES
Paleo Specialist	BAHRAM KARIMI
Landscape Architect	Timothy Curran
Biologist	Sarah Ball

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.



 Shawn Oriaz
 Supervising Environmental Planner

02/20/2024

Date



for Bihari Mehta
 Project Manager

04/03/2024

Date

ATTACHMENTS:

- Attachment A: PEAR Environmental Studies Checklist
- Attachment B: Mitigation and Compliance Cost Estimate (MCCE)
- Attachment C: Schedule (Gantt Chart)
- Attachment D: Estimated Resources by WBS Code



Attachment A: PEAR Environmental Studies Checklist

Environmental Study	Not Anticipated	Memo to File	Report Required	Risk	Comments
Human Environment					
Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Wild & Scenic River Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Coastal Zone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Growth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Farmlands/Timberlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Community Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Community Character and Cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Relocations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Utilities/Emergency Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	Traffic Management Plan
Traffic/Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SB743/Induced Travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Visual/Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	VIA
Cultural Resources					
Screening Memo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Archaeological Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Historic Resources Evaluation Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Historic Property Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Historic Resource Compliance Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 106 / PRC 5024 & 5024.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Native American Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Finding of Effect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Data Recovery Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Memorandum of Agreement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Tribal Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
ARPA Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Physical Environment					
Hydrology and Floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	SQWQI, WQAR
Stormwater Runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	SWMP, SWDR, SWPPP
Geology, Soils, Seismic and Topography	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	SPGR
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Noise and Vibration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	

Environmental Study	Not Anticipated	Memo to File	Report Required	Risk	Comments
Energy and Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Hazardous Waste/Materials					
Hazardous Waste/Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	ADL Report, LCP
ISA (Additional)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	ISA
PSI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	Preliminary Site Investigation
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		ACM & LBP Survey
Paleontology					
Paleontology	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
PER	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
PMP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Biological Environment					
Natural Environment Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	NES
Natural Environment Study (MI)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 7 Formal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	Biological Assessment
Section 7 Informal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	Species Lists
Section 7 No effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
USFWS Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	BA (Caltrans); BO (USFWS)
NMFS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Species of Concern	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Wetlands & Other Waters/Delineation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	Jurisdictional Delineation
404(b)(1) Alternatives Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Invasive Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Coastal Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
CDFW Consistency Determination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	MSHCP Consistency Analysis
HMMP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	Bat Habitat Assessment
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	DBESP
Other					
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	Cumulative Impact Assessment
Context Sensitive Solutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 4(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	

Environmental Study	Not Anticipated	Memo to File	Report Required	Risk	Comments
Permits					
1600 Agreement Coordination	<input type="checkbox"/>		<input checked="" type="checkbox"/>	H	CFGC 1602
2081 Incidental Take Permit	<input checked="" type="checkbox"/>		<input type="checkbox"/>	M	CFGC 2081
401 Certification Coordination	<input type="checkbox"/>		<input checked="" type="checkbox"/>	H	WDR
Tribal 401	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
404 Permit Coordination	<input type="checkbox"/>		<input checked="" type="checkbox"/>	H	
Local Coastal Development Permit Coord.	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
State Coastal Development Permit Coord.	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
NPDES Coordination	<input type="checkbox"/>		<input checked="" type="checkbox"/>	M	NPDES000002;
US Coast Guard (Section10)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
TRPA	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
BCDC	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
State Lands Commission Lease Agreement	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	
Bureau of Reclamation Encroachment Permit	<input checked="" type="checkbox"/>		<input type="checkbox"/>	L	



Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 08 - RIV - 015 **PM/PM:** 1.000/3.000

EA/Project Number: 08-1M800_ / 0822000043

Project Name: RAINBOW CANYON WILDLIFE CROSSING

Form Completed by: Sarah Ball

Project Manager: MAKAR, EMAD S **Phone:**

Date: 9/18/2024

MCCE Phase prepared for: PEAR

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative: 2

Commitment	Design \$	FY	Ac/Crd	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
Biological									
Contractor Supplied Biologist							<input type="checkbox"/>	\$273,240	
Natural Resources Protection							<input type="checkbox"/>	\$20,000	
Task Order for Biological	\$159,360	24/25					<input type="checkbox"/>		
Temporary High Visibility Fence							<input type="checkbox"/>	\$20,760	
Temporary Reinforced Silt							<input type="checkbox"/>	\$17,830	
(038660) Wildlife Fence							<input type="checkbox"/>	\$75,000	
Mitigation for waters (credits)			0.7	\$420,000	27/28		<input type="checkbox"/>		
USFWS Monarch Mitigation				\$40,000	27/28		<input type="checkbox"/>		
							<input type="checkbox"/>		

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
CEQA Review				<input type="checkbox"/>		
1600	\$20,000	27/28		<input type="checkbox"/>		
401	\$19,000	27/28		<input type="checkbox"/>		
TOTAL	\$159,360		\$499,000		\$406,830	

Approved by:

SHAWN ORIAZ

Shawn Oriaz

09/18/2024

Environmental Branch Chief (Print Name) Signature Date

If Right of Way Capital is needed:

Right-of-Way Office Chief (Print Name) Signature Date

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

Environmental Office Chief (Print Name) Signature Date

Submitted to PM on: _____ Initial ____

Comments (explanation and risk management plan attached)

Construction (BEES):

Contractor Supplied Biologist (CSB) (\$1,265/day): Assume 200 monitoring days or twice a week for 700 working days, 1 worker environmental awareness training, and 15 day of preconstruction surveys for special-status species (nesting birds, roosting bats, rare plants etc.) = \$273,240

Temporary High Visibility Fence (THVF) (\$8/LF): Assume 1,340 linear feet is required on southbound side of the project, and 1,255 linear feet on northbound side of project (based on preliminary layouts) for special-status plants and other native vegetation/habitat, and to define work limits = 2,595 LF X \$8.00/LF = \$20,760

Temporary reinforced silt fence (\$10/LF): Assume 965 feet is required on toe of slope and side slopes (southbound side) and 818 feet on toe of slope and side slopes (northbound side) for sediment and disturbed soil containment = 1,783 LF X \$10.00/LF = \$17,830

Wildlife fence (\$75/LF): Assume 500 feet will be required on either side of crossing due to utilizing existing wildlife fence where feasible (1,000 linear feet X \$75/LF) = \$75,000

Natural Resource Protection Plan (NRRP): Assume 4 bat panels are required, \$5000/panel X 4 panels = \$20,000

Biological Studies (Design):

-Assume a noise/light impact analysis study is required for design of noise/light barrier. Report = 100 hours, 7 survey days X 8hrs/day = 56 hours @ \$120/hr. (156 hours X \$120/hr.) = \$18,720

-Assume a Jurisdictional Delineation (JD) and Report are required. Report = 100 hours, 4 survey days X 8hrs/day = 32 hours @ \$120/hr. (132 hours X \$120/hr.) = \$15,840

Assume an NES Bio Report and Determination of Biologically Equivalent or Superior Preservation (DBESP) report are required:

EA/Project ID: 08-1M800_/0822000043

- Assume 20 focused survey days are required for special status species X 4 biologist @ 8hrs/day = 640 hours X \$120/hr. = \$76,800

-Assume 400 hours are required to write NES and DBESP reports = \$48,000

Total for bio studies = \$159,360

Mitigation for waters (ROW): Assume \$600,000/acre-credit at 3:1

Possible Monarch Butterfly risk assessments, surveys to identify the species and other relevant assessments if required.

401 Permit Fee, escalated due to future FY - \$19,000.00 for 0.23 acres temporary impacts.

1600 Permit Fee, escalated due to future FY - \$20,000.00 = \$750,000 drainage work/2 drainages.

PEAR ATTACHMENT B - Resources by WBS Code
SE-CE/EA

Project ID: 082200043
EA: 08-1M800
CO-RTE-PM: RIV-015- R1.0/R3.0

Project Description: Rainbow Canyon Wildlife Crossing Project

M020	7/19/2023	M120	9/6/2024	M377	7/2/2026
M120	9/6/2024	M200	2/5/2025	M410	12/8/2025
Total WD	286	Total WD	102	Total WD	143
M377	7/2/2026	M480	4/2/2027		
M460	1/11/2027	M495	7/2/2027		
Total WD	130	Total WD	64		

1144
520
408
256
572

WBS	TASK DESCRIPTION	Division Chief	Env Admin	Generalist	Permits	Bio Studies	Mitigation	Stewardship	Cultural Studies	Env Eng.	Paleo/ NEPA	QAQC	A&E Contract-Biology	A&E Contract-Cultural	A&E Contract-Haz Waste	A&E Contract-Gen/Air/ Noise	Total Hours	Total \$	
		2199	4478	2202	2210	2211	2209	2223	2216	2270	2202	0	08A3125	08A3182	08A3186	08A3114			
Assigned Unit		\$ 161.69	\$ 120.25	\$ 100.37	\$ 90.81	\$ 96.43	\$ 120.25	\$ 90.96	\$ 90.77	\$ 162.28	\$ 89.63	\$ -	\$ 134.00	\$ 100.00	\$ 155.00	\$ 154.00			
Totals \$		\$ 7,761.12	\$ 11,063.00	\$ 111,611.44	\$ 39,229.92	\$ 49,372.16	\$ 17,556.50	\$ 25,468.80	\$ 54,643.54	\$ 95,096.08	\$ 10,576.34	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 422,378.90	
Total Hours		48	92	1112	432	512	146	280	602	586	118	0	0	0	0	0	3928		
PHASE 0- PA&E																			
160	PERFORM PRELIMINARY ENGINEERING STUDIES AND DRAFT PROJECT REPORT	8	8	36	6	6	0	0	6	18	6	0	0	0	0	0	94	10995.72	
165	PERFORM ENVIRONMENTAL STUDIES AND PREPARE DED	8	6	546	8	248	0	0	322	412	48	0	0	0	0	0	1598	\$ 181,847.70	
170	OBTAIN PLACS AND ROUTE ADOPTIONS DURING PA&E COMPONENT	0	0	10	80	140	8	0	0	0	0	0	0	0	0	0	238	\$ 22,730.70	
175	CIRCULATE DED AND SELECT PREFERRED PROJECT ALTERNATIVE IDENTIFICATION	0	40	144	8	8	8	6	6	14	6	0	0	0	0	0	240	\$ 25,623.28	
180	PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT	16	8	192	8	8	6	6	8	16	6	0	0	0	0	0	274	\$ 29,445.68	
PHASE 0- PA&E Totals		32	62	928	110	410	22	12	342	460	66	0	0	0	0	0	2444	\$ 270,643.08	
PHASE 1- PS&E																			
205	OBTAIN PLACS DURING PS&E COMPONENT	8	8	8	216	24	24	8	0	0	0	0	0	0	0	0	296	\$ 28,601.44	
230	PREPARE DRAFT PS&E	0	8	32	28	24	0	6	16	32	16	0	0	0	0	0	162	\$ 17,655.96	
235	MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE	8	0	6	24	8	100	8	0	0	0	0	0	0	0	0	154	\$ 17,599.30	
255	CIRCULATE, REVIEW AND PREPARE FINAL DISTRICT PS&E PACKAGE	0	8	84	28	28	0	10	26	48	28	0	0	0	0	0	260	\$ 28,204.50	
265	AWARDED & APPROVED CONSTRUCTION CONTRACT	0	6	10	0	6	0	6	6	6	6	0	0	0	0	0	46	\$ 4,905.62	
Phase 1- PS&E Totals		16	24	140	296	84	124	38	42	80	44	0	0	0	0	0	888	\$ 92,061.20	
PHASE 2- R/W																			
195	RIGHT OF WAY PROPERTY MANAGEMENT AND EXCESS LAND	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	40	\$ 6,491.20	
200	UTILITY RELOCATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	
Phase 2- RW Totals		0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	40	\$ 6,491.20	
PHASE 3- CS																			
270	CONSTRUCTION ENGINEERING AND CONTRACT ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	
280	ADMINISTRATION OF PLACS AND ENV. STEWARDSHIP	0	0	36	20	12	0	222	210	0	0	0	0	0	0	0	500	\$ 45,841.50	
285	CHANGE ORDERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	
295	ACCEPT CONTRACT, PREPARE FINAL CONSTRUCTION ESTIMATE AND FINAL REPORT	0	6	8	6	6	0	8	8	6	8	0	0	0	0	0	56	\$ 5,792.46	
Phase 3- CS Totals		0	6	44	26	18	0	230	218	6	8	0	0	0	0	0	556	\$ 51,633.96	

Attachment G
Initial Site Assessment (ISA) Checklist

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

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

DATE: _____

PROJECT INFORMATION

District		County		EA		
Route				Postmiles		
Project Description:						
Project Engineer				Telephone		
Environ. Planner				Telephone		
Oversight Project?	Yes	No				

Note: For projects involving any new R/W, TCE, FEE, partial take, permanent easements, shoulder excavation, or bridge demolition/modification please provide layout/parcel map showing details of work and purpose for land usage. Any parcel maps provided must be finalized and possible Permit to Enter (PTE's) secured before task orders can be started to avoid task order scope changes and amendments which increases cost. In addition to any soil excavations, minimal disturbances of soil such as but not limited to signposts, guardrails, planting, landscaping, irrigation installation, and trenching for electrical conduits in which all soil is placed back into the vicinity of soil disturbance must also be shown on layouts or detail/quantity sheets as early as possible to allow time for the soil to be properly tested and classified for Aerially Deposited Lead (ADL).

Project Features:

New R/W, TCE, FEE, partial take?	Excavation within 15 ft. of highway shoulder?	Bridge Demolition/Modification?
_____	_____	_____
Railroad Involvement?	Subsurface Utility Relocation?	Cold Planing?
_____	_____	_____
Treated Wood Waste?	Non Hazardous Striping/Marker?	Soil Stockpiling?
_____	_____	_____
Hazardous Yellow Striping/Marker?	Concrete Pipes/Culverts >20ft in diameter with numbers?	Vehicle Sensor Nodes?
_____	_____	_____
Maintenance Vehicle Pullouts?	Changeable Message (non portable) Signs ?	Storm Drain-Gross Solid Removal Device Installation?
_____	_____	_____
Signposts?	_____	_____
_____	_____	_____

Comments:

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

Check if project is on the Cortese List?

Conduct Field Inspection _____

Date _____

Other comments and/or observations:

[Empty box for other comments and/or observations]

Specifications:

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

Technical Studies Required: ADL LBP/ACM ISA SI

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

Task Order Required? Yes No

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

District 8 Hazardous Waste Coordinator

Temecula Valley Hospital

79

15

79

Ynez Rd

De Portola Rd

Rainbow Valley Blvd

Pechanga Pkwy

Wolf Valley

WOLF CREEK

Pechanga

Temecula Border Patrol
Station - Sub Station



Attachment H
Right of Way Data Sheets

M E M O R A N D U M

To: MATTHEW MAESTAS
Engineering Studies

From: CHRISTINE SENTENO
RW Project Coordination

Date: September 19, 2024 Revised
File: 08-Riv-15 PM R1.0 / R3.0
Project: Rainbow Canyon Wildlife
Crossing Planning
E.A./P.N.: 1M800K / 0822000043
Alternative 2

We have completed an estimate of the right of way costs for the above-referenced project based on the request received on **February 6, 2024**, and the following assumptions and limiting conditions:

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

Right of Way Engineering will require a minimum of 3 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping (M224).

Right of Way will require a minimum of 18 months prior to certification of the subject project after receiving final Right of Way Appraisal maps, necessary environmental clearances, and approved freeway agreements (M225).

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

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

Attachments:

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

EVNT RW	_____
COST RW1 - 6	_____
TEXT TI	_____
SCAN	09/06/24
CLASS	_____
AGRE	_____
TPRC	_____

RIGHT OF WAY DATA SHEET

08-Riv 15 PM – R1.0 / 3.0
 Rainbow Canyon Wildlife Crossing
 Planning
 1M800K / 0822000043
 Alternative 2

(Form #)

Current 9-Phase Programming: \$ 0.00

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Permits to Enter Railroad	\$ 187,846.00 \$ 0.00
Federal Lands – Special Use	\$ 0.00
B. Acquisition of Offsite Mitigation.	\$ 460,000.00
C. Utility - Relocation (State share)	\$ 0.00
- Potholing (12 potholes @ \$500.00)	\$ 6,000.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 3,000.00
G. Project Permit Fees	\$ 39,000.00
H. Condemnation Costs	\$ 56,354.00
Total R/W Estimate:	<u>\$ 752,200.00</u>

2. Anticipated Date of Right of Way Certification May 4, 2026

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	<u>RR Involvement</u>	<u>NO</u>
X _____	_____	U4-1 _____	C&M Agreement	_____
A _____	_____	-2 _____	Svc Contract	_____
B <u>2</u> _____	_____	-3 _____	OE Clearances/ Clauses	_____
C _____	_____	-4 _____	LIC/ROE	_____
D _____	_____	U5-7 <u>2</u> _____		
		-8 _____		
Total Parcels <u>2</u>		-9 _____	<u>Federal Lands</u>	<u>NO</u>
			Number of Parcels	_____

Areas: Right of Way: S.F. 116,239 s.f. (Fee)
 Excess: S.F. _____
 No. Excess Land Parcels: _____

Misc. R/W Work
 RAP Displacement _____
 Clear/Demo _____
 Const Permits _____
 Condemnation 0
 Permits to Enter-ENV _____

RIGHT OF WAY DATA SHEET

(Form #)

4. Are there major items of Construction Contract Work?
Yes ____ No X (If yes, explain.)

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

Type and Number of Parcels: Total Number of Larger Parcels 2

Fee 2
Easements 0

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

7. Are utility facilities or rights of way affected?
Yes ____ No X (See attached Utility Information Sheet)

The following checked items may seriously impact lead time for utility relocation:

- Longitudinal policy conflict(s).
- Environmental concerns impacting acquisition of potential easements.
- Power lines operating in excess of 50 KV and substations.

8. Are railroad facilities or rights of way affected? Yes ____ No X
(See attached Railroad Information Sheet)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ____ None Evident X
(If yes, attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)

10. Are State or Federal rights of way affected?
Yes ____ No X (See attached Government Lands Information Sheet)
Agencies Involved: _____
Rights/Permissions Required: _____

11. Are RAP displacements required? Yes ____ No X
No. of single family ____ No. of business/nonprofit ____
No. of multi-family ____ No. of farms ____

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

12. Are there material borrow and/or disposal sites required?
Yes ____ No X (If yes, explain.)

09/06/23

13. Are there potential relinquishments and/or abandonments?
Yes ____ No X (If yes, explain.)

14. Are there existing and/or potential Airspace sites?
Yes ____ No X (If yes, explain.)

RIGHT OF WAY DATA SHEET

08-Riv 15 PM – R1.0 / 3.0
 Rainbow Canyon Wildlife Crossing
 Planning
 1M800K / 0822000043
 Alternative 2

(Form #)

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

Evaluations prepared by:

Right of Way Estimator: STEPHEN HENSLEY, Associate Right of Way Agent
 Railroad Coordinator: GINA SERNA, Associate Right of Way Agent
 Utility Coordinator: DANIEL FERNANDEZ, Right of Way Agent
 Federal Lands: KRISTINE FLINT, Associate Right of Way Agent
 Right of Way Engineering: BRIAN CEBALLOS, Transportation Land Surveyor

Reviewed By:

Marissa Cofer

Marissa Cofer
 Senior-RW Agent, Local Programs
 District 8, Right of Way

Date: 03/04/24

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

Susan Esparza

SUSAN ESPARZA
 Project Delivery Manager
 District 8, Right of Way

Date: 03/05/2024

Rebecca Guirado

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

Date: 03/06/2024

REVISIONS			APPROVAL	
No.	Date	Reason for Revision	Project Coordinator	Sr. RW Agent
1	09/19/24	Added mitigation and project permit costs.	N/A	MC

RIGHT OF WAY DATA SHEET

(Form #)

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

UTILITY INFORMATION SHEET

1. List of utility companies in the project area:
EASTERN MUNICIPAL WATER DISTRICT, RANCHO CALIFORNIA WATER, SOUTHERN CALIFORNIA GAS DISTRIBUTION MURRIETA, CITY OF TEMECULA PUBLIC WORKS - ELECTRIC, SPECTRUM, SOUTHERN CALIFORNIA EDISON DISTRIBUTION, AND FRONTIER.
2. Type and name of utilities in conflict and agreements required:
UNDERGROUND: ELECTRIC, GAS, FIBER OPTIC, WATER
OVERHEAD: ELECTRIC, CABLE TV
3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way?
 Explain

Disposition of longitudinal encroachment(s):

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

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

UEW WILL DO FURTHER INVESTIGATION DURING PHASE 1.

5. Potholing costs: **\$6,000.00**

12 POTHOLES AT \$500.00

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

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

Utility Involvement

- U4-1 ___ total number of expected owner expense involvements
- 2 ___ total number of expected State expense involvements-conventional highway, no Federal aid
- 3 ___ total number of expected State expense involvements-freeway, no Federal aid
- 4 ___ total number of expected State expense involvements-conventional or freeway, with Federal aid
- U5-7 **2** total number of expected utility verifications, which will not result in involvements

RIGHT OF WAY DATA SHEET

(Form #)

-8 _____ total number of expected utility verifications, 50% which will result in involvements, and 50% will not

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

Prepared By: *Daniel R Fernandez*
Daniel R Fernandez
Right of Way Utility Estimator

Date: 2/22/2024

Reviewed By: *Vincent Lundblad*
VINCENT LUNDBLAD
Senior Right of Way Agent, Utilities

Date: 2/22/2024

RIGHT OF WAY DATA SHEET

(Form #)

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

Per the scope of work, there is no railroad with in the project limits and no railroad involvement.

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

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

None

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

None

5. 4-Phase Cost: \$ 0
Explanation: (Flagging)

9-Phase Cost: \$ 0
Explanation: (ROE, Svc Contract)

6. PMCS Input Information

RR Involvement	<u>None</u>
C&M Agreement	_____
SVC Contract	_____
OE Clearances/ Clauses	_____
LIC/ROE	_____

Anticipated Lead time: No additional anticipated lead time

Prepared By: Gina Serna
GINA SERNA
Right of Way Railroad Coordinator

Date: 2/21/2024

Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, Acquisitions

Date: 2/26/2024

RIGHT OF WAY DATA SHEET

08-Riv 15 PM – R1.0 / 3.0
Rainbow Canyon Wildlife Crossing
Planning
1M800K / 0822000043
Alternative 2

(Form #)

FEDERAL LANDS INFORMATION SHEET

Are Federal Lands involved?

Yes No (If "Yes," provide the following information.)

Agencies Involved:

<input type="checkbox"/> Army Corps of Engineers	<input type="checkbox"/> GSA	<input type="checkbox"/> US Postal Service
<input type="checkbox"/> BIA	<input type="checkbox"/> National Parks	<input type="checkbox"/> Veterans Administration
<input type="checkbox"/> BLM	<input type="checkbox"/> US Fish & Wildlife	<input type="checkbox"/> Other _____
<input type="checkbox"/> Dept. of Parks & Recreation	<input type="checkbox"/> US Forest Service	<input type="checkbox"/> Other _____

Rights/Permissions Required:

<input type="checkbox"/> Cooperative Work Agreement	<input type="checkbox"/> Letter of Concurrence	<input type="checkbox"/> Right of Way Grant
<input type="checkbox"/> Cost Recovery	<input type="checkbox"/> Letter of Consent	<input type="checkbox"/> Special Use Permit
<input type="checkbox"/> Courtesy Letter	<input type="checkbox"/> Mineral Agreement	<input type="checkbox"/> Timber Sale
<input type="checkbox"/> Easement	<input type="checkbox"/> Perfection of Title	<input type="checkbox"/> Transfer of Jurisdiction
<input type="checkbox"/> Highway Easement	<input type="checkbox"/> Right of Entry	<input type="checkbox"/> Other _____

9-Phase Cost Anticipated (if any) _____

Explanation:

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

Anticipated Lead time: _____

Prepared By: Marishaw Campbell,
for KRISTINE FLINT
Right of Way Federal Lands Coordinator

Date: 2/15/2024

Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, Acquisitions

Date: 2/16/2024 09/0

M E M O R A N D U M

To: MATTHEW MAESTAS
Engineering Studies

From: CHRISTINE SENTENO
RW Project Coordination

Date: September 5, 2024 Revised
File: 08-Riv-15 PM R1.0 / R3.0
Project: Rainbow Canyon Wildlife
Crossing Planning
E.A./P.N.: 1M800K / 0822000043
Alternative 3

We have completed an estimate of the right of way costs for the above-referenced project based on the request received on **February 6, 2024**, and the following assumptions and limiting conditions:

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

Right of Way Engineering will require a minimum of 3 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping (M224).

Right of Way will require a minimum of 18 months prior to certification of the subject project after receiving final Right of Way Appraisal maps, necessary environmental clearances, and approved freeway agreements (M225).

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

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

Attachments:

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

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

RIGHT OF WAY DATA SHEET

08-Riv 15 PM – R1.0 / 3.0
 Rainbow Canyon Wildlife Crossing
 Planning
 1M800K / 0822000043
 Alternative 3

(Form #)

Current 9-Phase Programming: \$ 0.00

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Permits to Enter Railroad	\$ 219,807.00 \$ 0.00
Federal Lands – Special Use	\$ 0.00
B. Acquisition of Offsite Mitigation.	\$ 460,000.00
C. Utility - Relocation (State share)	\$ 0.00
- Potholing (12 Potholes @ \$500.00)	\$ 6,000.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 4,500.00
G. Project Permit Fees	\$ 39,000.00
H. Condemnation Costs	\$ 65,942.00
Total R/W Estimate:	\$ <u>795,249.00</u>

2. Anticipated Date of Right of Way Certification May 4, 2026

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	RR Involvement	NO
X _____	_____	U4-1 _____	C&M Agreement	_____
A _____	_____	-2 _____	Svc Contract	_____
B <u>3</u>	_____	-3 _____	OE Clearances/ Clauses	_____
C _____	_____	-4 _____	LIC/ROE	_____
D _____	_____	U5-7 <u>2</u>		
		-8 _____		
Total Parcels <u>3</u>		-9 _____	Federal Lands	NO
			Number of Parcels	_____

Areas: Right of Way: S.F. 133,861 s.f. (Fee)
 Excess: S.F. _____
 No. Excess Land Parcels: _____

Misc. R/W Work
 RAP Displacement _____
 Clear/Demo _____
 Const Permits _____
 Condemnation 1
 Permits to Enter-ENV _____

RIGHT OF WAY DATA SHEET

(Form #)

4. Are there major items of Construction Contract Work?
Yes ____ No X (If yes, explain.)

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

Type and Number of Parcels: Total Number of Larger Parcels 3

Fee 3
Easements 0

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

7. Are utility facilities or rights of way affected?
Yes ____ No X (See attached Utility Information Sheet

The following checked items may seriously impact lead time for utility relocation:

- Longitudinal policy conflict(s).
- Environmental concerns impacting acquisition of potential easements.
- Power lines operating in excess of 50 KV and substations.

8. Are railroad facilities or rights of way affected? Yes ____ No X
(See attached Railroad Information Sheet)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ____ None Evident X
(If yes, attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)

10. Are State or Federal rights of way affected?
Yes ____ No X (See attached Government Lands Information Sheet)
Agencies Involved: _____
Rights/Permissions Required: _____

11. Are RAP displacements required? Yes ____ No X
No. of single family ____ No. of business/nonprofit ____
No. of multi-family ____ No. of farms ____
Based on Draft/Final Relocation Impact Statement/Study dated _____, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes ____ No X (If yes, explain.)

13. Are there potential relinquishments and/or abandonments?
Yes ____ No X (If yes, explain.)

14. Are there existing and/or potential Airspace sites?
Yes ____ No X (If yes, explain.)

RIGHT OF WAY DATA SHEET

08-Riv 15 PM – R1.0 / 3.0
 Rainbow Canyon Wildlife Crossing
 Planning
 1M800K / 0822000043
 Alternative 3

(Form #)

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

Evaluations prepared by:

Right of Way Estimator: STEPHEN HENSLEY, Associate Right of Way Agent
 Railroad Coordinator: GINA SERNA, Associate Right of Way Agent
 Utility Coordinator: DANIEL FERNANDEZ, Right of Way Agent
 Federal Lands: KRISTINE FLINT, Associate Right of Way Agent
 Right of Way Engineering: BRIAN CEBALLOS, Transportation Land Surveyor

Reviewed By:

Marissa Cofer

MARISSA COFER
 Senior RW Agent, Local Programs
 District 8, Right of Way

Date: 03/04/24

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

Susan Esparza

SUSAN ESPARZA
 Project Delivery Manager
 District 8, Right of Way

Date: 03/05/2024

Rebecca Guirado

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

Date: 03/11/2024

REVISIONS			APPROVAL	
No.	Date	Reason for Revision	Project Coordinator	Sr. RW Agent
1	9/19/24	Added mitigation and project permit costs.	N/A	MC

RIGHT OF WAY DATA SHEET

(Form #)

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

UTILITY INFORMATION SHEET

1. List of utility companies in the project area:
EASTERN MUNICIPAL WATER DISTRICT, RANCHO CALIFORNIA WATER, SOUTHERN CALIFORNIA GAS DISTRIBUTION MURRIETA, CITY OF TEMECULA PUBLIC WORKS - ELECTRIC, SPECTRUM, SOUTHERN CALIFORNIA EDISON DISTRIBUTION, AND FRONTIER.
2. Type and name of utilities in conflict and agreements required:
UNDERGROUND: ELECTRIC, GAS, FIBER OPTIC, WATER
OVERHEAD: ELECTRIC, CABLE TV
3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way?
 Explain

Disposition of longitudinal encroachment(s):

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

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

UEW WILL DO FURTHER INVESTIGATION DURING PHASE 1.

5. Potholing costs: **\$6,000.00**

12 POTHOLES AT \$500.00

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

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

Utility Involvement

- U4-1 ___ total number of expected owner expense involvements
- 2 ___ total number of expected State expense involvements-conventional highway, no Federal aid
- 3 ___ total number of expected State expense involvements-freeway, no Federal aid
- 4 ___ total number of expected State expense involvements-conventional or freeway, with Federal aid
- U5-7 **2** total number of expected utility verifications, which will not result in involvements

RIGHT OF WAY DATA SHEET

(Form #)

-8 _____ total number of expected utility verifications, 50% which will result in involvements, and 50% will not

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

Prepared By: *Daniel R Fernandez*
Daniel R Fernandez
Right of Way Utility Estimator

Date: 2/22/2024

Reviewed By: *Vincent Lundblad*
VINCENT LUNDBLAD
Senior Right of Way Agent, Utilities

Date: 2/22/2024

RIGHT OF WAY DATA SHEET

(Form #)

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

Per the scope of work, there is no railroad with in the project limits and no railroad involvement.

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

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

None

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

None

5. 4-Phase Cost: \$ 0
Explanation: (Flagging)

9-Phase Cost: \$ 0
Explanation: (ROE, Svc Contract)

6. PMCS Input Information

RR Involvement	<u>None</u>
C&M Agreement	_____
SVC Contract	_____
OE Clearances/ Clauses	_____
LIC/ROE	_____

Anticipated Lead time: No additional anticipated lead time

Prepared By: *Gina Serna*
GINA SERNA
Right of Way Railroad Coordinator

Date: 2/21/2024

Reviewed By: *Aidee Arpon*
AIDEE ARPON
Senior Right of Way Agent, Acquisitions

Date: 2/26/2024

RIGHT OF WAY DATA SHEET

08-Riv 15 PM – R1.0 / 3.0
Rainbow Canyon Wildlife Crossing
Planning
1M800K / 0822000043
Alternative 3

(Form #)

FEDERAL LANDS INFORMATION SHEET

Are Federal Lands involved?

Yes No (If "Yes," provide the following information.)

Agencies Involved:

<input type="checkbox"/> Army Corps of Engineers	<input type="checkbox"/> GSA	<input type="checkbox"/> US Postal Service
<input type="checkbox"/> BIA	<input type="checkbox"/> National Parks	<input type="checkbox"/> Veterans Administration
<input type="checkbox"/> BLM	<input type="checkbox"/> US Fish & Wildlife	<input type="checkbox"/> Other _____
<input type="checkbox"/> Dept. of Parks & Recreation	<input type="checkbox"/> US Forest Service	<input type="checkbox"/> Other _____

Rights/Permissions Required:

<input type="checkbox"/> Cooperative Work Agreement	<input type="checkbox"/> Letter of Concurrence	<input type="checkbox"/> Right of Way Grant
<input type="checkbox"/> Cost Recovery	<input type="checkbox"/> Letter of Consent	<input type="checkbox"/> Special Use Permit
<input type="checkbox"/> Courtesy Letter	<input type="checkbox"/> Mineral Agreement	<input type="checkbox"/> Timber Sale
<input type="checkbox"/> Easement	<input type="checkbox"/> Perfection of Title	<input type="checkbox"/> Transfer of Jurisdiction
<input type="checkbox"/> Highway Easement	<input type="checkbox"/> Right of Entry	<input type="checkbox"/> Other _____

9-Phase Cost Anticipated (if any) _____

Explanation:

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

Anticipated Lead time: _____

Prepared By: Marishaw Campbell,
for KRISTINE FLINT
Right of Way Federal Lands Coordinator

Date: 2/15/2024

Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, Acquisitions

Date: 2/16/2024 09/0

RIGHT OF WAY DATA SHEET

(Form #)

PROPERTY MANAGEMENT INFORMATIONAL SHEET (For Internal RW Use only)

<u>WBS CODE</u>	<u>WBS ACTIVITY</u>	<u>NUMBER OF PARCELS</u>	<u>HOURS</u>	<u>COST</u>
	<u>PROPERTY MANAGEMENT</u>	NOT APPLICABLE <u>X</u>		
195.40.05	Fair Market Rent Determinations (Residential)	_____	_____	_____
195.40.10	Fair Market Rent Determinations (Non-Residential)	_____	_____	_____
195.40.15	Regular Rental Property Management	_____	_____	_____
195.40.20	Property Maintenance and Rehabilitation (Rental Property)	_____	_____	_____
195.40.25	Property Maintenance and Rehabilitation (Non-Rental Property)	_____	_____	_____
195.40.30	Hazardous Waste and Hazardous Materials	_____	_____	_____
195.40.35	Transfer of Property to Clearance Status	_____	_____	_____
270.25.03	Secure Lease for Resident Engineer's Office Space or Trailer	_____	_____	_____
	Subtotal	_____	_____	_____



 MILELE ROBERTSON, Property Management

Date: 02/26/2024

RIGHT OF WAY DATA SHEET

(Form #)

EXCESS LAND INFORMATIONAL SHEET (For Internal RW Use only)

<u>EXCESS LAND</u>		NOT APPLICABLE <u>NA</u>		
195.45.05	Excess Land Inventory	_____	_____	_____
195.45.10	Excess Land Appraisal and Public Sale Estimate	_____	_____	_____
195.45.15	Excess Land Inventory ("Roberti Bill")	_____	_____	_____
195.45.20	Excess Land Sales to \$15,000	_____	_____	_____
195.45.25	Excess Land Sales from \$15,001 to \$500,000	_____	_____	_____
195.45.30	Excess Land Sales over \$500,000	_____	_____	_____
195.45.35	CTC and AAC Coordination	_____	_____	_____
	Subtotal		_____	_____
	TOTAL HOURS (ONLY)			_____

Veronica Leon

VERONICA LEON, Excess Land

Date: 2/21/24



Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 08 - RIV - 015 **PM/PM:** 1.000/3.000

EA/Project Number: 08-1M800_ / 0822000043

Project Name: RAINBOW CANYON WILDLIFE CROSSING

Form Completed by: Sarah Ball

Project Manager: MAKAR, EMAD S **Phone:**

Date: 9/18/2024

MCCE Phase prepared for: PEAR

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative: 2

Commitment	Design \$	FY	Ac/Crd	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
Biological									
Contractor Supplied Biologist							<input type="checkbox"/>	\$273,240	
Natural Resources Protection							<input type="checkbox"/>	\$20,000	
Task Order for Biological	\$159,360	24/25					<input type="checkbox"/>		
Temporary High Visibility Fence							<input type="checkbox"/>	\$20,760	
Temporary Reinforced Silt							<input type="checkbox"/>	\$17,830	
(038660) Wildlife Fence							<input type="checkbox"/>	\$75,000	
Mitigation for waters (credits)			0.7	\$420,000	27/28		<input type="checkbox"/>		
USFWS Monarch Mitigation				\$40,000	27/28		<input type="checkbox"/>		
							<input type="checkbox"/>		

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
CEQA Review				<input type="checkbox"/>		
1600	\$20,000	27/28		<input type="checkbox"/>		
401	\$19,000	27/28		<input type="checkbox"/>		
TOTAL	\$159,360		\$499,000		\$406,830	

Approved by:

SHAWN ORIAZ

Shawn Oriaz

09/18/2024

Environmental Branch Chief (Print Name) Signature Date

If Right of Way Capital is needed:

Right-of-Way Office Chief (Print Name) Signature Date

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

Environmental Office Chief (Print Name) Signature Date

Submitted to PM on: _____ Initial ____

Comments (explanation and risk management plan attached)

Construction (BEES):

Contractor Supplied Biologist (CSB) (\$1,265/day): Assume 200 monitoring days or twice a week for 700 working days, 1 worker environmental awareness training, and 15 day of preconstruction surveys for special-status species (nesting birds, roosting bats, rare plants etc.) = \$273,240

Temporary High Visibility Fence (THVF) (\$8/LF): Assume 1,340 linear feet is required on southbound side of the project, and 1,255 linear feet on northbound side of project (based on preliminary layouts) for special-status plants and other native vegetation/habitat, and to define work limits = 2,595 LF X \$8.00/LF = \$20,760

Temporary reinforced silt fence (\$10/LF): Assume 965 feet is required on toe of slope and side slopes (southbound side) and 818 feet on toe of slope and side slopes (northbound side) for sediment and disturbed soil containment = 1,783 LF X \$10.00/LF = \$17,830

Wildlife fence (\$75/LF): Assume 500 feet will be required on either side of crossing due to utilizing existing wildlife fence where feasible (1,000 linear feet X \$75/LF) = \$75,000

Natural Resource Protection Plan (NRRP): Assume 4 bat panels are required, \$5000/panel X 4 panels = \$20,000

Biological Studies (Design):

-Assume a noise/light impact analysis study is required for design of noise/light barrier. Report = 100 hours, 7 survey days X 8hrs/day = 56 hours @ \$120/hr. (156 hours X \$120/hr.) = \$18,720

-Assume a Jurisdictional Delineation (JD) and Report are required. Report = 100 hours, 4 survey days X 8hrs/day = 32 hours @ \$120/hr. (132 hours X \$120/hr.) = \$15,840

Assume an NES Bio Report and Determination of Biologically Equivalent or Superior Preservation (DBESP) report are required:

EA/Project ID: 08-1M800_/0822000043

- Assume 20 focused survey days are required for special status species X 4 biologist @ 8hrs/day = 640 hours X \$120/hr. = \$76,800

-Assume 400 hours are required to write NES and DBESP reports = \$48,000

Total for bio studies = \$159,360

Mitigation for waters (ROW): Assume \$600,000/acre-credit at 3:1

Possible Monarch Butterfly risk assessments, surveys to identify the species and other relevant assessments if required.

401 Permit Fee, escalated due to future FY - \$19,000.00 for 0.23 acres temporary impacts.

1600 Permit Fee, escalated due to future FY - \$20,000.00 = \$750,000 drainage work/2 drainages.



Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 08 - RIV - 015 **PM/PM:** 1.000/3.000

EA/Project Number: 08-1M800_ / 0822000043

Project Name: RAINBOW CANYON WILDLIFE CROSSING

Form Completed by: Sarah Ball

Project Manager: MAKAR, EMAD S **Phone:**

Date: 9/18/2024

MCCE Phase prepared for: PEAR

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative: 3

Commitment	Design \$	FY	Ac/Crd	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
Biological									
Contractor Supplied Biologist							<input type="checkbox"/>	\$273,240	
Natural Resources Protection							<input type="checkbox"/>	\$20,000	
Task Order for Biological	\$159,360	22/23					<input type="checkbox"/>		
Temporary High Visibility Fence							<input type="checkbox"/>	\$20,560	
Temporary Reinforced Silt							<input type="checkbox"/>	\$17,550	
(038660) Wildlife Fence							<input type="checkbox"/>	\$75,000	
USFWS Monarch Mitigation				\$40,000			<input type="checkbox"/>		
Mitigation for Water Credits				\$420,000	27/28		<input type="checkbox"/>		

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
CEQA Review				<input type="checkbox"/>		
1600	\$20,000	27/28		<input type="checkbox"/>		
401	\$19,000	27/28		<input type="checkbox"/>		
TOTAL	\$159,360		\$499,000		\$406,350	

Approved by:

SHAWN ORIAZ

Environmental Branch Chief (Print Name)

Shawn Oriaz

Signature

09/18/24

Date

If Right of Way Capital is needed:

Right-of-Way Office Chief (Print Name)

Signature

Date

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

Environmental Office Chief (Print Name)

Signature

Date

Submitted to PM on: _____ Initial _____

Comments (explanation and risk management plan attached)

(BEES):

Contractor Supplied Biologist (CSB) (\$1,265/day): Assume 200 monitoring days or twice a week for 700 working days, 1 worker environmental awareness training, and 15 day of preconstruction surveys for special-status species (nesting birds, roosting bats, rare plants etc.) = \$273,240

Temporary High Visibility Fence (THVF) (\$8/LF): Assume 1,500 linear feet is required on southbound side of the project, and 1,070 linear feet on northbound side of project (based on preliminary layouts) for special-status plants and other native vegetation/habitat, and to define work limits = 2,570 LF X \$8.00/LF = \$20,560

Temporary Reinforced Silt Fence (\$10/LF): Assume 1,040 feet is required on toe of slope and side slopes (southbound side) and 715 feet on toe of slope and side slopes (northbound side) for sediment and disturbed soil containment = 1,755 LF X \$10.00/LF = \$17,550

Wildlife Fence (\$75/LF): Assume 500 feet will be required on either side of crossing due to utilizing existing wildlife fence where feasible (1,000 linear feet X \$75/LF) = \$75,000

Natural Resource Protection Plan (NRRP): Assume 4 bat panels are required, \$5000/panel X 4 panels = \$20,000

Biological Studies (Design):

-Assume a noise/light impact analysis study is required for design of noise/light barrier. Report = 100 hours, 7 survey days X 8hrs/day = 56 hours @ \$120/hr. (156 hours X \$120/hr.) = \$18,720

-Assume a Jurisdictional Delineation (JD) and Report are required. Report = 100 hours, 4 survey days X 8hrs/day = 32 hours @ \$120/hr. (132 hours X \$120/hr.) = \$15,840

Assume an NES Bio Report and Determination of Biologically Equivalent or Superior Preservation (DBESP) report are required:

- Assume 20 focused survey days are required for special status species X 4 biologist @ 8hrs/day = 640 hours X \$120/hr. = \$76,800

EA/Project ID: 08-1M800_/0822000043

-Assume 400 hours are required to write NES and DBESP reports = 48,000

Total for bio studies = \$159,360

Mitigation (ROW):

Monarch Butterfly

Possible Monarch Butterfly risk assessments, surveys to identify the species and other relevant assessments if required. The USFWS monarch mitigation reflects foreseeable future listing prior to RTL and possible "take" of Monarch Butterfly habitat/individuals.

-Monarch Butterfly Mitigation assume \$50,000/acre for 2 acre impacts(2 acre X \$50,000/acre) = \$100,000

1602 Permit Fee - escalated due to FY future year = \$20,000

401 Permit Fee - escalated due to FY future year = \$19,000

Attachment I
Stormwater Data Report Cover Page

Memorandum

*Flex your power!
Be energy efficient!*

TO: **D8 Design Stormwater**

Date:	September 26, 2022
EA:	1M800K
Dist/Co/Rte/PM:	08-RIV-015-R1.0/R3.0
Nickname:	Wildlife crossing
EFIS:	0822000043
Regional Board:	SDRWQCB (San Diego)
Watershed:	Lower Temecula Creek
401 Cert (Y/N):	N

FROM:

Juan M. Amezcua
D8 Planning/Engineering Studies

SUBJECT: PID Stormwater Data Report:

Begin Constructon Date: 6/1/2025 End Construction Date: 4/30/2027

WORK DESCRIPTION: (please provide full scope of project in detail)

The purpose of this project is to construct a vegetated passage across I-15 north of Rainbow Canyon Boulevard in the city of Temecula in Riverside County to function as a wildlife crossing. There are four alternatives under consideration: Alternative 1 No Build, Alternative 2: Build a 165 feet three span bridge at PM R1.7, Alternative 3: Build a 165 feet two span bridge at PM R1.67.

Describe changes in impervious area or drainage.

Alternative 2, 2A, 3, 3A, and 4 will create a maximum of 0.4 acre of New Impervious Surface (NIS).

Describe Location Specific Requirements or other environmental issues that would impact water quality design.

Project specific Construction BMP meassures will be specified and quantified during the next phase.

Identify potential water quality issues & cost.

1 Is the project required to Treatment BMPs in accordance with the EDF?

Yes/No	No See comments on label cells for definitions.					
If Yes:	RIS (acres)	NNI (acres)	EIA (acres)	ATA #1 & 2 (acres)	PCTA (acres)	Comments, potential BMPs, etc.
	0.1	0.3	0	1.3	1.7	
			Treatment Potential	100	(%)	
			Estimated Cost	\$600,000	(Dollars)	

2 Is the scope of the project to obtain Compliance Unit Credits or Alternative Compliance Area?

No/CU/AC	No
If CU or AC	Estimated acres

3 Will the project potentially require a RSA?

Yes/No	No
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4 Estimate Construction BMPs

DSA (acres)	RL (1,2,3)	CBMP Estimate (\$\$)	Identify any special construction circumstances impacting estimate
7.5	2	\$100,000	DSA includes the areas of net new impervious and replaced impervious surfaces. DSA will be recalculated in next phase when project survey is completed.

Comments:

PCTA Calculations are based on Alternative 2, which potencially will create the biggest NNI. There are no existing Treatment BMPs being removed as part of this project, and the NNI is greater than 50% of the total Post-Project Impervious Area (TPPIA), ATA (1.3 ac) is the possible treatment area (2.6 ac) minus the acrerage needed to treat the water quality volume (WQV) for the bridge deck (1.3 ac), therefore the Post Construction Treatment Area (PCTA) is equal to 1.7 acres. $NNI+RIS+ATA(1)+ATA(2) = 0.3+0.1+0.0+1.3=1.7$ AC


Typed Name: Juan Amezcua
Signature - Project Engineer

09/27/2022
Date


Typed Name: Greg Clark
Signature - Design Stormwater Coordinator

10/26/2022
Date

Attachment J
Transportation Management Plan Data Sheet

TMP Elements	EA #/ID#	082200043/1M800K	Date	2/28/2022
<p>Note: A checkmark in the box means you need to include this in the project unless staging, material, or work hour changes eliminate the need for the item. A ? in front means TMP anticipates this - please check into this. A blank box means the item is not needed at this time based on the information received.</p>				

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

1	<p style="text-align: center;">Public Information/Public Awareness Campaign (PAC). Developer: Remember to obtain the estimate from Public affairs by contacting Terri Kasinga. Procedure is in the file under 3- TMP matters</p>	Estimated Cost
	<p>BEES 066063 (Traffic Management Plan-Public Information). Cost to be reduced by Public Affairs (PA) and Construction Liaison (CL) only. Show under State Furnished as the total of PA+CL.</p>	<p>\$ -</p> <p>\$ 45,000</p>

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

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

Section 1 Total \$ 45,000

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

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

- 2.2 Portable Changeable Message Signs (PCMS) - BEES 066578

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

of PCMS Unit cost/month \$ 1,200.00 Months needed \$ 72,000

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

TMP Elements	EA #/ID#	0822000043/1M800K	Date	2/28/2022
			Section 2 Total	\$ 72,000

3 Incident Management

3.1 CHP's Construction or Maintenance Zone Enhanced Enforcement Program – COZEEP or MAZEEP. BEES 066062 - show under "State or Agency furnished" in the Cost Estimate.
Make sure to consider the LC hours and add CHP driving time to/from their office

Day COZEEP: To protect active closures

	hours/day	CHP vehicles	# of officers.	Rate/Hr.		
0	0	1	1	\$ 100	\$	-

Night COZEEP: To protect active closures

# of nights	hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.		
140	12	1	2	\$ 100	\$	336,000

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

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

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

	# of trucks	# of days	Hours per day		
A For service within the regular FSP hours					\$0
B Extended Peak hour coverage					\$0
C Support during night closures					\$0
D Weekend support					\$0
Local agency (SAFE) support 8% of truck cost		8%			\$0
CFSP CHP support 5% of truck cost only if within regular FSP and area		5%			\$0
Equipment/Supplies % of truck cost unless more detail available		10%			\$0

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

Method 1

CFSP/CHP support 20% 20% of truck cost or \$0

CFSP Dispatcher @

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

CFSP CHP Officers (See Cozeep rate)

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

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

3.2 Total \$0

TMP Elements	EA #/ID#	0822000043/1M800K	Date	2/28/2022
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3.3 Other

Section 3 Total	\$ 336,000
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4 Construction Strategies

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

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

- Off peak
- Night
- Weekend

4.2 Expected facility closures and requirements

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

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

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

- 4.3 Coordinate with adjacent ongoing and planned construction projects - also on detour routes.
- 4.4 BEES 066008 Incentives
- 4.5 Strictly enforce construction CPM schedule
- 4.6 10-Min. Delay Penalty Contact DTM at 909-838-6262 for 10 Min. Delay Penalty Calculations.
- 4.7 Other

Section 4 Total	\$ -
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5 Demand Management (DM)

Project team needs to coordinate with RCTC/SANBAG/CVAG

Traffic diversion may increase available work hours.

- 5.1 A co-op will be executed - mentioned in PSR or PR.
- Instead of a co-op, 15% is added to the cost of DM elements since the payment to the local agency will be routed through the contractor.
- Instead of a co-op, the local agency will make their own arrangements with RCTC/SANBAG/CVAG. PA/CL or local agency need to inform commuters through RCTC/SANBAG. Funds part of PA/CL.
- 5.2 HOV Lanes/Ramps (New or Convert)
- 5.3 Park-and-Ride Lots
- 5.4 Parking Management/Pricing (Coordination with local agency is required)
- 5.5 BEES 066067 Rideshare Promotion
- 5.6 Other

Section 5 Total	\$ -
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6 Alternate Route Strategies

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

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

Section 6 Total	\$ -
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TMP Estimate			
Developed by	William Uribe	EA#/ID#	0822000043/1M800K
		Date	2/28/2022
TMP developer: Amounts under the cost column will automatically be copied from the TMP elements			
TMP Elements			Cost
1. Public Information			\$45,000
2. Motorist Information Strategies			\$72,000
3. Incident Management			\$336,000
4. Construction Strategies			\$0
5. Demand Management (DM)			\$0
6. Alternate Route Strategies			\$0
Total TMP Estimate			\$ 453,000

Attachment K
Scoping Team Field Review

Scoping Team Virtual Field Review List

Date of field visit: **05/04/2022**

Name	Agency
Ahmed Ghonim	Caltrans
Juan Amezcua	Caltrans
Matthew Maestas	Caltrans
Jinrong Wang	Caltrans
Reyna Baeza-Oregel	Caltrans
Nancy Frost	Caltrans
Nivine Georges	Caltrans
Max Quach	Caltrans
Scott Quinnell	Caltrans
Cara Lacey	The Nature Conservancy
Trish Smith	The Nature Conservancy
Pablo Bryant	San Diego State University
James Gannon	
Tamer Attya	Caltrans
Mustapha Raouf	Caltrans
Cesar Sanchez	Caltrans DES
Bin Shen	Caltrans
Martin Villanueva	Caltrans

Attachment L
Climate Change Risk and
Adaptation Report

Climate Change Risk and Adaptation Report

Preliminary Climate Change Screening:

1. Coastal Jurisdiction Boundary Determination

Is any portion of the proposed Project limits within the Coastal Zone (external coast or San Francisco Bay) or Legal Delta?

Yes- The project location is within the _____ jurisdiction.

(if yes, Section 1, 2, and 3 in Report must be completed)

No

2. Was the project location or asset(s) within the project scope identified to be at preliminary risk to any climate stressors over the anticipated design life of the project in the following assessments?

[Caltrans Climate Change Vulnerability Assessments](#)

Yes

No

If yes, identify climate stressor(s):
Temperature, Precipitation.

[Caltrans Adaptation Priority Reports](#)

Yes

No

If yes, list number of asset(s) identified:
Roadway

3. Have the following documents/plans been scoped for climate change considerations? Check all that apply.

Transportation Planning Scoping Information Sheet (TPSIS) – attach TPSIS to Climate Change Report

Corridor Plan(s) – include if applicable

Climate Change Risk and Adaptation Report (Report)

- Introduction2**
- Section 1: Climate Exposure.....2**
 - Section 1.1 – Evaluate Baseline Climate Risks2
 - Section 1.2 – Asset Types, Adaptation Priority Report, and Consequence..... 3
- Section 3 – Adaptation Alternatives3**

Introduction

Climate Adaptation is defined¹ as “responding to the impacts of climate change, both proactively and reactively. Adaptation planning can include preventative measures to slow the progression of climate change and mitigation measures to reduce the effects”. Resilience is defined² as “the ability to prepare and plan for, absorb, recover from, or more successfully adapt to adverse events.”

Adaptation measures must be implemented according to the proposed project's scope of work, asset design life, and other relevant considerations.

Section 1: Climate Exposure

Section 1.1 – Evaluate Baseline Climate Risks

Identify if the proposed project area is determined to be at risk to any climate stressors over the anticipated design life of the project the for the following:

- Changes in Temperature Changes in Precipitation
- Wildfire (Moderate) Sea Level Rise Storm Surge Cliff

Retreat Data sources that indicate climate risk – select all that apply:

- Caltrans Climate Change Vulnerability Assessment
- District Adaptation Priority Report
- Other climate sources (Caltrans District 8 Climate Change Vulnerability Assessment Map)
- Corridor Plan or other system plan
- TPSIS
 - Other district study or plan (e.g., coastal hazards planning study or feasibility study)

¹ USDOT definition of Climate Adaptation

² American Association of State Highway and Transportation Officials (AASHTO) definition of Resilience

Section 1.2 – Asset Types, Adaptation Priority Report, and Consequence

The following assets identified in Section 1.1 (through the Adaptation Priority Reports) within the project limits are anticipated to be at risk of impact due to identified climate stressors:

Asset Type	Asset PM Location	Climate Risk/Stressor(s)	Climate Stressor Score & Priority
Roadway	PM R0.25/4.124	Temperature	56.00, 3

Consequence evaluation

Climate-related disruption within the project limits would affect motorized and non-motorized users using the highway for interregional travel as well as potential impact to business access. This may include impacts that require rerouting users and trucks long distances to reach their destinations or potential long-term closures to fully address impacts and return the transportation system to full operation.

Section 2: Coastal Adaptation

Coastal climate exposure and risk assessment is not required because no portion of the proposed project limits are within the Coastal Zone (external coast or San Francisco Bay) or Legal Delta.

Section 3 – Adaptation Alternatives

The Adaptation Priority Level for the roadway within the project limits is priority 3. Adaptation alternatives have not been proposed.

Temperature Change (including pavement, complete street elements and extreme heat days)

Adaptation Alternative(s): The project limits fall within the Desert Pavement Climate Region and the selection of pavement binder could be affected by the minimum and maximum air temperatures.