STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSALS

I-15/I-215 Interchange Improvements (Devore)

FOR DESIGN AND CONSTRUCTION ON STATE HIGHWAY

On I-15 from 0.8 mile south of Glen Helen Parkway UC to 1.4 mile north of Kenwood Ave UC.
And
On I-215 from 1.2 mile south of Devore Road OC to the I-15 junction

DISTRICT 08, ROUTE I-15/I-215

CONTRACT NO. 08-0K7104

08-SBD-I-15 PM 14.0/R16.4, I-215 PM 16.0/17.8

Project ID 08000003664

Federal Aid Project

Addendum No. 3 Issued June 1, 2012

The Department issues this Addendum No. 3 to inform Proposers of the following changes and corrections to the RFP.

INSTRUCTIONS TO PROPOSERS

The Instructions to Proposers is modified as indicated by the deletions and additions set forth below.

Section 2 Procurement Schedule

Table 2-1 "Procurement Schedule" is modified as indicated below:

Table 2-1 Procurement Schedule	
Issuance of RFQ	July 19, 2011
SOQ Due Date	September 15, 2011
Prequalification Announcement	December 2, 2011
Issuance of Draft RFP by Department to Prequalified Proposers	January 25, 2012
Data Room, Access Permitted	January 25, 2012
One-on-One Meetings (Draft RFP)	March 12-16, 2012
Request for Clarifications (Draft RFP) Submittal Deadline	March 23,2012
Issuance of Final RFP by Department to Prequalified Proposers	April 17, 2012
One-on-One Meetings	May 8-9, 2012
Pre-Bid Conference	May 21, 2012
One-on-One Meetings	May 22-23, 2012
ATC Submittal Due Date	June 14, 2012
Request for Clarifications (Final RFP) Submittal Deadline	June 29, 2012
ATC Response Date	June 29, 2012
Technical Proposal Due Date	August 29~~15~~, 2012
Price Proposal Due Date	August 31~~17~~, 2012
Good Faith Efforts Documentation Due Date	September 7~~August 24~~, 2012
Public Opening Date	September 28~~14~~, 2012
Award	November 14, 2012

Section 3.7 "Alternative Technical Concepts" is modified as indicated below:

3.7 Alternative Technical Concepts

Department has chosen to use the Alternative Technical Concepts (ATC) process set forth in this Section 3.7 to allow innovation and flexibility, to allow the design and construction to be completed together thereby minimizing conflicts and maximizing speed and efficiency, and ultimately to obtain the best value for the motoring public.

Department will entertain ATC submittals that propose alternatives to any Section of Book 2 except for the following Sections:

Book 2, Section 1 General

Book 2, Section 2 Project Management

Book 2, Section 4 Environmental Compliance

Book 2, Section 19 Maintenance During Construction

Book 2, Section 21 Pavements

Book 2, Section 22 Stormwater

Proposers may propose **up to ~~twelve~~ fifteen (~~12~~15)** alternatives that are equal to or better in quality or effect as determined by Department in its sole discretion and that have been used elsewhere under comparable circumstances. Rejected ATCs and submitted ATCs that are deemed by Department to not qualify as an ATC are included in the maximum number of ATCs allowed.

BOOK 2 PROJECT REQUIREMENTS

The Book 2, Project Requirements, is modified as indicated by the deletions and additions set forth below.

Section 4 Environmental

"Removal, Handling, and Transportation of Hazardous Materials" of Section 4.4.1.2 "Contaminated Properties" is modified as indicated below:

Removal, Handling, and Transportation of Hazardous Materials

The Design-Builder shall be responsible for the removal, handling, transportation and disposal, if any, of Hazardous Materials, including ~~but not limited to~~ asbestos, yellow striping, lead paint, and ADL contaminated soil resulting from the Project. The Design-Builder shall be responsible for filing any information regarding the discovery, handling, removal, transportation and disposal of Hazardous Materials related to this Project with the appropriate Federal, State or local regulatory agencies. Such information includes investigation reports, health and safety plans, transportation and waste tracking documentation, field-testing results and reports, NPDES Permit and DTSC variance records and correspondence, regulatory notifications, and any hazardous waste or contaminated material correspondence. All draft documents for the regulatory agencies are to be provided for review and concurrence.

The Design-Builder shall be responsible for obtaining the Environmental Protection Agency Identification (EPA ID) number from DTSC no later than seven (7) Days in advance of the excavation and or removal of any Hazardous Material, Hazardous Waste, or contaminated material. The following information shall be required:

- Type of material (physical characteristics),
- Volume (cubic yards or gallons),
- Site address (at a minimum, route, post miles, and cross streets),

- Zip Code (mandatory for tracking purposes),
- Test results or waste profile

Once an EPA ID number has been obtained, the material shall be manifested by a transporter that possesses the credentials required under Title 22 (§66263) of the CCR. The Design-Builder shall submit copies of the manifests signed by the disposal facility.

Bills of lading are needed for tracking and transporting ADL-affected soils to reuse sites. Copies of the bills of lading are to be attached to As-Builts prepared for the Project. After notification in writing, the qualification of ADL material for reuse will be verified.

The Design-Builder shall have means for conducting emergency Hazardous Materials Management (i.e., tank removal, lead abatement, asbestos abatement, spills, etc.). The Design-Builder shall immediate notify the Department of such conditions.

Section 6 Utilities

Replace Exhibit 6-G with the revised Exhibit 6-G attached to this addendum.

Section 8 Geotechnical

Section 8.3.3.6 "Sample Retention and Transfer" is modified as indicated below:

8.3.3.6 Sample Retention ~~and Transfer~~

~~Transfer retrieved rock samples to Department Lab after required tests and analyses are completed. Department must keep these samples until at least completion of Project.~~The Design-Builder must keep soil and rock samples until Final Acceptance.

Section 11 Roadways

Section 11.2.3 "Local Road System" is modified as indicated below:

11.2.3 Local Road System

The Design-Builder shall obtain and meet local road criteria provided by the local governing agencies for roadways under their jurisdiction. The Design-Builder is responsible for obtaining any permits required by the local governing agencies for work on roadways under their jurisdiction. Permits may include the following:

- County of San Bernardino – Letter of No Objection,
- County of San Bernardino – Construction Permit(s).

Local governing agency approval shall be obtained by the Design-Builder prior to the Department approving RFC plans.

All cul-de-sacs shall have a minimum radius of 45 feet from the center of the cul-de-sac to the face of curb.

Cajon Blvd shall be designed to the County standard of 'Valley Major Highway'. The minimum design speed for Cajon Blvd shall be 55 mph, with the following exceptions:

- The two horizontal curves closest to Cajon Creek under I-15 (between 'CAJ' Stations 65+00 and 90+00 on the Preliminary Engineering Drawings) have an agreed upon radius with the County. Any reduction of these radii is subject to County approval,
- Roadway geometry from 'CAJ' Station 108+80 north shall follow the existing roadway as much as possible due to environmental constraints (see Book 2, Section 4, Exhibit A, Environmental Commitments Record).

The following local roads shall be mill-and-overlaid within the limits specified. The minimum overlay thickness shall be 0.15 feet.

- Kenwood Avenue – From the north end of the profile adjustment (approximate Station 785+00) to Greenwood Avenue,
- Sante Fe Avenue – From Devore Road to the cul-de-sac.

The existing portions of Cajon Blvd, Kenwood Avenue and Cajon Junction within the limits of work shown on the Preliminary Engineering plans shall be rehabilitated to provide the minimum pavement design life specified in Book 2, Section 21. The finished surface of Cajon Blvd within the north project limit and the intersection of Devore Road shall include a rubberized hot mix asphalt overlay to minimize noise.

Curb and gutter or non-mountable dike (minimum height, 6 inches) shall be provided along improved portions of Dement Street and Nedlee Avenue to minimize setback requirements for utility poles.

Section 12 Drainage

Section 12.3 "Design Requirements" is modified as indicated below:

12.3 Design Requirements

All Drainage improvements must comply with, and be in accordance to, the standards and references listed in Section 12.2 and the following requirements:

- The Design-Builder shall develop a Project Drainage Overview Map, which shall serve as the base plan for final drainage design. The Project Drainage Overview Map shall show the existing drainage features and proposed Project drainage master plan, including drainage areas and contributing flows of existing and proposed drainage. The Project Drainage Overview Map shall also show impacts from the Project and proposed mitigation within the Map extents; and all waters of the State, outstanding resource value waters and impaired waters within 2,000 feet of the Project, or waters receiving Project runoff, and comply with permit or local agency requirements.
- The Design-Builder's proposed drainage systems shall provide complete new systems as necessary, and/or modification of the existing systems, to collect, detain, treat, convey, and discharge onsite and offsite stormwater runoff tributary to the limits of this project, from all

areas, both pervious and impervious. Provide complete facilities for conveying offsite surface waters across Project's existing and proposed Rights-of-Way limits. Maintain the functionality of existing stormwater, surface water, groundwater, and irrigation systems.

- The Design-Builder shall design and construct new culverts, or upgrade existing culverts to ensure new or existing basins can handle both stormwater runoff and sediments for the proposed design storm event yet maintaining the water surface elevation at a safe level to prevent impacting the roadway and adjacent properties.

- The Design-Builder shall remove the existing drainage facilities, where necessary, within the Project Limits and design and construct new drainage facilities to accommodate Project and offsite drainage and meet all applicable requirements. New drainage facilities and all improvements to existing systems shall be compatible with existing and/or proposed drainage systems in adjacent properties and shall preserve existing drainage patterns. Where drainage patterns must be changed from existing patterns, the Design-Builder shall secure all permits, drainage easements, local agency and Department approval prior to construction of any drainage improvements.

- The Design-Builder shall maintain post-construction discharge rates at the current levels or at a rate approved by Caltrans and local agencies. The proposed design shall allow removal of runoff, effectively and efficiently, within the Right of Way (R/W) limits, without allowing additional discharge, greater than pre-construction rates, to flow onto private property and outside R/W limits.

- The Design shall provide a 50-year design life on all proposed drainage facilities within this project's limits, and shall address functionality, durability, ease of maintenance, wildlife crossings, safety, aesthetics, protection against vandalism, water quality, wetland impacts, and environmental compliance.

- The Design-Builder shall design and construct relevant flood control facilities where construction activity encroaches in the floodplain in accordance with Caltrans, FEMA, County of San Bernardino and its Flood Control District.

- The Design-Builder shall prepare hydrologic models and hydraulic design in accordance with Caltrans Highway Design Manual, provide engineering analysis to support effectiveness of design, allow Caltrans to review, and obtain Caltrans concurrence before proceeding with construction of any drainage facilities proposed on this project.

- ~~The Design-Builder shall be responsible for the maintenance of all culverts, siphons, conduits, and drainage systems within the project limits during the entire contract period. Such maintenance includes, but not limited to, the removal and cleanup of any obstruction and blockage (debris, vegetation, sediments, chemicals, etc.) repair of culverts and replacement of any damaged or crushed inlet and/or outlet structure and appurtenances.~~

- Exhibit 12-B, Proposed Treatments for Existing Culverts lists the existing culverts and drainage systems that are within the project limits that are in need of maintenance. Other methods or additional measures of treatment may be proposed by the Design-Builder, however, they must be submitted for review and acceptance by the Department. All maintenance and rehabilitation of the drainage systems shall follow the requirements and methods outlined in Design Information Bulletin (DIB) 83-01.

- The Design-Builder shall also be responsible for maintaining the level of condition at the time of NTP2 all culverts, siphons, conduits, and drainage systems within the project limits that are not identified in Exhibit 12-B during the entire contract period. Such maintenance includes the removal and cleanup of any obstruction and blockage (debris, vegetation, sediments, chemicals, etc. The Design Builder shall repair culverts and replace any damaged inlets and outlets structures due to construction activities at no change or adjustment to the Contract Price or Contract Time.

- The Design-Builder shall prepare and submit Drainage Report for each location and/or phase of the project, for review and approval by Caltrans, during 60%, and 95% review cycles. The Final approved Drainage Report shall be submitted in both bound paper and electronic format. The drainage report shall be prepared using requirements outlined in Exhibit 12-A, District 8 Drainage Report Submittal Guidance Memorandum, dated July 1, 2010.

- For all paved areas the Design-Builder shall use five (5) minutes for time of concentration when calculating peak discharge.

- Concentration of sheet flow across roadways shall not be any more than 0.1 cubic feet per second, in particular at reversal points of superelevated sections of the roadway.

- Provide scour protection to mitigate downstream erosion at all culvert outlets and stream crossings based on a case-by-case analysis to determine outlet velocities.

- Design scour and erosion control in accordance with the current Caltrans HDM.

- Avoid riparian habitat disturbances as much as possible during the design and construction of all new drainage outfalls. Situate the new outfalls so that the outlet elevation is as close to the existing grade as possible. Avoid high outlet elevations that will necessitate the use of excessive amounts of riprap. Use energy dissipaters as appropriate.

- For all new outfalls located outside of the existing R/W obtain all required environmental and R/W clearances including permanent drainage easements.

- The Department has no standard plans for manholes, therefore, design, relocation, and construction of manholes for this project shall conform to APWA and/or the local agencies' adopted standards for manholes and other storm drain facilities within their right-of-way limits.

The Design Builder shall design all culverts to comply with the following requirements:

- The Design-Builder shall analyze the existing and proposed culverts and drainage ways impacted, replaced, or created by the Project design for any localized flooding problems. The Design-Builder shall design culvert replacements and improvements to meet the requirements of the Department's Highway Design Manual, local watershed management organization, and the affected cities' stormwater management criteria or master drainage plans,

- Use a minimum service life of 50-years for all new pipes and culverts,

- Evaluate each cross drain and document the type of end treatment selected. Provide either flared end section or head walls as appropriate,

- Determine the class of new pipe in accordance with the Caltrans HDM. Show the pipe size, material choice, thickness, bedding details, end sections, and other special details on the design Plans. Blind bends are not permitted. Bends and turns must occur within a cleanout or junction box,

- Design discharge systems to prevent scour of existing channels and embankments at the design flow rates in accordance with the current Caltrans HDM,

- All culverts' joints under roadways and ramps shall be watertight,

- Design culverts in accordance with the requirements in the current Caltrans HDM,

- The Design Builder shall design culverts for wildlife crossing where necessary and/or as indicated on the approved environmental documents. The Design Builder shall consult with Caltrans Environmental Unit regarding the wildlife crossing requirements. Refer to Engineering Documents for the guidelines. The culvert shall be designed to redirect wildlife to either side of the new on-ramps or off-ramps,

- To accommodate wildlife movement corridors, where practical and hydraulically feasible, consideration should be made to provide daylight by utilizing open channels as an option to extending the existing culverts without impacting adjacent or downstream properties , while maintaining the system's functionality,
- To maximize wildlife movement, natural or cementitious inverts shall be incorporated for those culverts identified in Table 2.15-C of the approved Final Environmental Document, subject to Department's approval to ensure system's hydraulic functionality and feasibility . Furthermore, where practical and hydraulically and economically feasible, other proposed new CMP culverts within this project shall also be considered for a natural or smooth invert,

- Proposed Reinforced Concrete Pipe (RCP) culverts shall not be designed for any size less than 24 inches in diameter.

The Design Builder shall incorporate the following at Pittman Canyon Culvert:

- The Design Builder shall accommodate wildlife movement from the outfall of Pittman Canyon culvert down to the flowline of the existing channel by providing graded 3:1 to 4:1 side slopes. Wildlife access to the side slopes from the outfall shall be provided. The graded side slopes must remain within the Departmartment's Right of Way. The Design Builder shall incorporate energy dissapators (i.e. step down transitions with rip rap) to prevent erosion of the channel.

Matthews Ranch Road Tunnel:

- The Design Builder shall extend Matthews Ranch Road tunnel 178 feet measured from right of Alignment A4 at Sta. 46+18.01 of the preliminary design.

Section 13 Structures

Section 13.4.2 "Cajon Creek Bridge Right (Widen), Br. No. 54-0781R" is modified as indicated below:

13.4.2 Cajon Creek Bridge Right (Widen), Br No. 54-0781R

Widen existing 6-span CIP/RC box girder to the right; remove existing Type 1 barrier rails and existing overhangs; construct overhangs and barrier rails with new Department approved barrier rails. Construct bent walls at Bents 3, 4 and 5 and reconstruct the existing deck between the new and existing deck at the last span to match the grade. Patch corner spalls located on approach slab (Number 3 lane) near Abutment 1. Evaluate the seismic vulnerabilities of the existing structure and perform retrofits as needed.

Section 13.4.11 "Devore Road OC (Replace), Br. No. 54-1307" is modified as indicated below:

13.4.11 Devore Road OC (Replace), Br. No. 54-1307

Remove existing 4-span CIP/RC box girder (Br. No. 54-0525) and existing single span CIP/PS box girder (Br. No. 54-0844Y) and replace both bridges with a new 3-span CIP/PS BOX structure on a new alignment. Construct Type 732 (Modified) Concrete Barrier railing with chain link railing on the left edge of deck and Type 26 (Modified) concrete barrier railing with chain link railing on the right edge of deck and construct concrete Barrier Type 60SA with tubular hand railing~~to separate vehicles from bicycle lane~~. For specific structure architectural treatment requirements, the Design-Builder's attention is directed to Section 15 – *Exhibit 15-A*, "*Structures Aesthetics Concept Plan*". Detail A". Gas line, water line, ~~and~~ telephone line, and electrical lines shall be carried by the new structure. For utility opening requirements refer to Section 6, "Utilities".

Devore Road OC shall be designed for fault rupture hazard using the following fault rupture displacement offsets: 1.3 ft lateral movement, and 0.2 ft vertical movement. Site specific surface fault rupture displacement hazards (SFRDH) analysis for structures crossing fault zones have been performed and provided in RID.

Section 15 Visual Quality Management

Section 15.3.4.4 "Stain and Color" is modified as indicated below:

15.3.4.4 Stain and Color

At roadway/bridge widening, all new concrete elements shall be stained to match the color of existing concrete which remains. The Design Builder shall request for the Department no less than 15 working days in advance of scheduled staining for each bridge widening to identify a field strip on the existing bridge to be used as the control sample for the new concrete to match. If preferred, the Design Builder may choose to stain both the existing and new concrete bridge components to match. The stain shall match referee sample at the District Landscape Architect's office at 464 West 4th Street, San Bernardino CA 92401.

At new and replaced bridges, the Design Builder shall stain ~~the~~ all bridge components tan, to match referee samples at the District Landscape Architect's office at 464 West 4th Street, San Bernardino CA 92401 and shall meet with the approval of the Department.

The Design Builder shall stain smooth surfaces of retaining walls tan to match referee sample. The simulated rock surface treatments on all retaining walls shall be stained brown to match the referee sample and to achieve a natural appearance and accentuate the three-dimensional (3D) aspects of rock . Vary the relative lightness and darkness of the color to assist in creating a natural, three-dimensional (3D) effect. Rock samples and color samples are located at the District Landscape Architect's office at 464 West 4th Street, San Bernardino CA 92401 and shall meet with the approval of the Department.

Section 17 Intelligent Transportation Systems

Section 17.3.4.1.1 "Closed Circuit Television (CCTV) camera" is modified as indicated below:

17.3.4.1.1 Closed Circuit Television (CCTV) ~~camera~~ Camera

The Design Builder shall furnish and install new CCTV hardware at locations. CCTV hardware shall be placed such that the intersecting arterial is viewable and maintenance access is available. The CCTV system shall be compatible with existing CCTV framework, protocols and specifications. The Design-Builder shall maintain the three existing CCTV's located along the south leg of I-15 approximately at station 754+00, 791+00, and 823+00 of the A1 line. The cameras are mounted on standard poles as shown in the Standard Plans.

The Design Builder shall consult on the placement of CCTV hardware during the design progress meetings. Camera views, accessibility, and maintainability are issues of concern and the Design-Builder shall obtain input from for approval.

The Design Builder shall provide a CCTV system that meets the following requirements:

- New CCTV camera equipment,
- MVP or Caltrans Standard adjacent to the CCTV pole,
- Cabling,
- Coverage to remotely monitor highway and/or connecting arterial street traffic conditions and confirm messages displayed on changeable message signs within Project area,
- Placement to allow monitoring of ramp metering and ramp queues, where applicable,
- Maintenance-free, to the extent possible,
- Poles and cameras shall not be placed in the median of the highway,
- CCTV system shall be compatible with the current video switch in the Hub buildings and District 8 Regional Transportation Management Center,
- Lightning and surge protection,

Work shall consist of furnishing and installing the following

- A CCTV camera assembly on a standard CCTV pole,

- Camera control circuits and accessories,
- CCTV wiring, including connectors, composite video cables, connectors and coaxial cables,
- Fiber optic (F/O) equipment,
- Electrical Service.

The CCTV camera assembly shall be supplied as a fully-assembled, integrated, tested and configured single unit from the manufacturer at the camera manufacturer facility and shall be delivered to the project site accompanied with a written certification of assembly and configuration from the camera manufacturer. This certification shall serve as the manufacturer documentation that the assembly and configuration of the camera/lens/housing equipment were performed. A sample certification document shall be furnished as part of the materials submittal data.

- The CCTV camera shall be compatible with Javelin and cohu protocols.

Before installation and after installation, the Design Builder shall test to verify that all new CCTV camera assembly equipment functions in accordance with the manufacturer's specifications. After installation, new CCTV camera equipment shall be tested at each individual location. The Design Builder shall install and fully adjust the CCTV camera assembly with the associated components, power supply, and all necessary cabling and incidental equipment to make the CCTV camera assembly completely operational. All CCTV camera assembly components shall be fully interchangeable. All CCTV camera equipment installed shall be warranted for a minimum of 1 year from time of final acceptance test, or 2 years from date of delivery, whichever is longer. The period of warranty coverage shall not be less than the manufacturer's warranty period.

Section 21 Pavements

Section 21.3.2 "Roadway Pavement Analysis and Design" is modified as indicated below:

21.3.2 Roadway Pavement Analysis and Design

The Design-Builder shall design, construct, and where applicable, maintain pavements. The Design-Builder shall design the roadway pavement within the project limits using all standards and guidance listed in this provision and as described in the *Caltrans Highway Design Manual* (particularly Chapters 600 to 670). The Design-Builder shall provide a pavement design that meets the following performance requirements:

- For new mainline pavement, shoulders adjacent to new mainline pavement, and new connectors, provide a Jointed Plain Concrete Pavement (JPCP), a 0.10' HMA Type A Bond Breaker with 3/8-inch gradation and PG 64-16 Asphalt Binder, LCB (Lean Concrete Base) and a Class II Aggregate Sub Base (if applicable), with load transfer dowel bars and tie bars with a minimum pavement design life of 40 years including at tapers and transitions,
- JPCP shoulders shall be tied and include load transfer dowel bars,
- Use Exhibit 21-A, Rigid Pavement Catalog in lieu of Tables 623.1F and 623.1G from the current version of the *Caltrans Highway Design Manual*.

- For ramp pavement, provide a JPCP or HMA Type C with a 1-inch gradation and a PG 64-28 PM Asphalt Binder pavement with a minimum of 40 years design life including at tapers and transitions. If HMA pavement is used, concrete ramp termini shall be provided for all off ramps with a T.I. of 10 or greater,

- For local roads, provide a minimum pavement design life of 20 years,

- Where whitetopping is use in the mainline, sections shall be designed as conventional unbonded Jointed Plane Concrete Pavement (JPCP) incorporating the existing pavement as a stabilized base. Where the existing hot-mix asphalt (HMA) is profile milled, the minimum thickness of the HMA layer shall be 5-inches. The design thickness of the whitetopping shall be based on the structural integrity and minimum thickness of the remaining pavement section. The minimum thickness of the whitetopping section shall meet the requirements in the *Caltrans Highway Design Manual* Index 635.1(4) "Procedures for Rigid Pavement Overlay on Existing Flexible Pavement",

- Provide a durable maintainable pavement system that meets or exceeds pavement design life criteria with the specified structural capacity; skid resistance, and superior ride quality,

- Include pavement-to-structure transition areas as a part of ride quality in accordance with the *Caltrans Taper and Transition Guide*,

- Minimize pavement-to-structure transition deviation,

- Minimize pavement type-to- pavement type transition deviation. Transition between existing concrete pavement and whitetopping on Route 215 by replacing existing concrete pavement adjacent to whitetopping to provide minimum or flatter transition,

- Minimize rutting, and maximize maintainability at intersections,

- Provide bridge pavement approach slabs per Chapter 670 of the *Highway Design Manual* and associated publications,

- Provide free-draining pavement sections both above and beneath the pavement surface for pavement constructed on this Project,

- The use of geosynthetic materials will not be allowed for pavement thickness reduction,

- Finished pavement shall conform to Caltrans Standard Specifications,

The Design-Builder shall analyze and prepare separate pavements designs, as applicable, for the following:

- Mainline pavements,

- Ramp pavements,

- Local road pavements,

- Temporary pavement construction areas.

The Design-Builder shall design, construct, and maintain temporary pavement as necessary and remove temporary pavement when it is no longer necessary. These types of pavements must be

engineered using the standards and procedures noted in the Highway Design Manual, except that the minimum design life shall be 5 years~~for new construction except where noted otherwise~~.

Section 21.3.5 "Special Pavement Designs" is modified as indicated below:

21.3.5 Special Pavement Designs

Special roadway pavement designs shall not be used~~be fully justified and submitted for approval~~. Special roadway pavement designs are defined as those that meet either or all of the following criteria:

- Involve products, methods, or strategies that either reduces the structural thickness to less than what is determined by the standards set forth in this provision,
- Utilize experimental products or procedures not covered in the engineering tables or methods found in the standards set forth in this provision.

~~The Design Builder shall submit to Department special designs for approval in accordance to the process described in Topics 82 and 606 of the *Caltrans Highway Design Manual*. Maximum time for review timelines for approval of special designs are:~~

~~1. 90 days for application of new products or strategies not covered in the *Caltrans Standard Special Provisions* and *Standard Specifications* and for new nonstandard special provisions,~~

~~1. 120 days for use of experimental or nonstandard design procedures.~~

~~The Department shall have the right to approve or reject applications of new products or strategies and the of experimental or nonstandard design procedures~~

Section 21.4.3.7 "Mill and Overlay" is modified as indicated below:

21.4.3.7 Mill and Overlay

Except where noted otherwise in these Project Requirements, mill ~~Mill~~ existing Asphalt Pavement to a minimum depth of 0.25' and overlay with a minimum of 0.25' of HMA Type C with 1-inch aggregate size. or.0.0.20' of RHMA Type G with a ¾-inch aggregate size. Prior to placing the HMA overlay, localized failed areas shall be repaired and cracks wider than ~~–~~1/4 inches shall be sealed.

Add Exhibit 21-A "Rigid Pavement Catalog" attached to this addendum.

Section 22 Stormwater

Section 22.2.5 "Stormwater Data Collection" is modified as indicated below:

22.2.5 Stormwater Data Collection

The PID and PA/ED level SWDR information as provided as an RID shall be used by Design-Builder to develop the PS&E level equivalent SWDR. Individual SWDR's shall be prepared for

each location and/or phase to be constructed (SWDR-Phase). Acceptance of the SWDR must be issued by the Department prior to issuance of release for construction. The Design Builder may develop a single SWDR for multiple locations and/or phases if the design of each location and/or phase is completed concurrently. Acceptance of a SWDR with multiple locations will not be granted until the design of all locations and/or phases, as indicated in the report, have reached 100% complete. When the last location and/or phase is being designed, the Design Builder shall develop a final comprehensive SWDR (SWDR-Final) for the entire project. This report must be approved by the Department prior to the issuance of release for construction for the last location and/or phase. A minimum 15 working days review period applies for a phased-SWDR, and a 20 working days review period applies for a final combined SWDR. The SWDR will utilize information from the environmental document, drainage report, geotechnical report or other project information pertinent to the overall stormwater design and as described in the PPDG, and described in Section 12 to determine the stormwater design. The calculations for drainage design and stormwater should be consistent in methodologies for hydrology and hydraulics, though there may be some additional storm frequencies and durations needed for design of BMPs. If alternative methods are used to determine flows due to permit requirements, then the assumptions shall be clearly noted. To establish a stormwater drainage system that complies with the requirements and accommodates the historical hydrologic flows, the Design-Builder must calculate the pre and post hydrology for all sub watersheds within the project site. Attachments that must be included with the submittal of each SWDR can be accessed at the following webpage: http://www.dot.ca.gov/hq/oppd/stormwtr/swdr.htm .

Section 23 Ramp Metering

Section 23.3 "Design Requirements" is modified as indicated below:

23.3 Design Requirements

Table 1 identifies seven (7) ramps that shall be metered.

Table 1 Ramp Meter Locations

Location	Direction
Glen Helen Parkway[1]	Northbound and Southbound
Kenwood Avenue[1]	Northbound and Southbound
Devore Road[1]	Northbound onto I-15
Devore Road[1]	Southbound onto I-215
I-215/I-15 Connector	NB I-215 to SB I-15

[1] HOV preferential lanes will be provided at these locations

Design, furnish, and install all components of a ramp metering system necessary to provide a complete and functional system that meets the following performance requirements:

- Provide for the orderly and predictable movement of all traffic,

- Provide such guidance and warnings as are needed to ensure the safe and informed operation of individual elements of the traffic stream.

Section 24 Railroad

Section 24.3.6 "Insurance and Agreements" is modified as indicated below:

24.3.6 Insurance and Agreements

The Design-Builder shall not commence any construction work on the Railroad R/W until all required agreements have been executed, insurance acquired and approved by railroad and Department, and RFC plans have been approved by BNSF/UPPR and the Department. The Design-Builder shall be responsible for verifying and obtaining the appropriate insurance and/or coverage with the Railroads. The required insurance will be kept in full force and effect during the performance of work and thereafter until Design-Builder removes all tools, equipment, and material from BNSF/UPRR's property and cleans the premises in a manner reasonably satisfactory to BNSF/UPRR.

Submit a copy of the executed agreements and the insurance policies, binders, certificates and endorsements set forth therein to the Department prior to commencing work on BNSF/UPRR property. The Right of Entry Agreement will specify working time frames, flagging and inspection requirements, and any other items specified by the BNSF/UPRR. Anyone working on railroad's right of way will have completed the railroad safety training class. Class can be completed on-line at

www.ContractorOrientation.com

Any Overhead Structure impacting the Railroad will require an executed Construction and Maintenance (C&M) Agreement prior to any construction on Railroad right-of-way. The C&M Agreement cannot be signed without the BNSF/UPR~~P~~R prior approval of construction documents. The Design-Builder shall comply with all of the terms and conditions of the C&M Agreement. The Design-Builder shall support as needed in the coordination effort between the BNSF/UPRR and Department that leads to an executed C&M Agreement. BNSF/UPRR and the Department will be the only signatories to this agreement. The Design-Builder shall be responsible for compliance with the applicable terms and conditions of the existing C&M Agreement and subsequently the new final executed C&M Agreement. For a sample C&M agreement, see RID.

A C&M Agreement will be executed no later than 8~~6~~ months after Railroad approval of Devore Overhead bridge plans for the final C&M Agreement, if no new Right of Way or Construction Easements are required (see Section 24.3.9 for Railroad Easements requirements). If new Right of Way or Construction Easements are identified by the Design-Builder, at or after NTP1, the C&M agreement execution could take up to 18 months after Railroad approval of the Devore Overhead bridge and clearance of the new Right of Way or Construction Easement environmentally, whichever is later.

Section 24.3.8 “Coordination with Railroad” is modified as indicated below:

24.3.8 Coordination with Railroad

All work to be performed by the Design-Builder on railroad R/W shall be done in a manner satisfactory to the railway companies. The Design-Builder shall use all care and precautions in order to avoid accidents, damage, or unnecessary delays or interference with the railroad company’s traffic or other property.

When the Design-Builder is required by the plans or special provisions to transport materials or equipment across the tracks of any railroad or to perform work on railroad right of way, the Design-Builder will obtain any necessary written authority from the railroad companies for the establishment of a railroad crossing or for the performance of work on railroad right of way. The Design-Builder will be required to bear the cost of ~~any watchman service or~~ flagging protection necessary due to such operations. Flagging is required for any work done on or around the railroad and in any situation where there is a potential for workers, tools, materials, equipment etc. to foul the tracks. There may be situations where coordination of flagging is required for both BNSF/UPRR railroads at the same time, such as when high profile equipment. Flagging cost for BNSF and UPRR will be $1,800 per Day, for each of the railroad owners. This also includes the cost of inspectors which are needed about 25% of the time a flagger is required. If the flagging and inspectors cost exceeds the above rates, the Department will be responsible for the difference. If the flagging and inspectors costs are less than the above rates, the Design-Builder will be charged actual costs.

Payment for any ~~watchman service or~~ flagging protection and inspection shall be made by the Department and deducted from the Design-Builder’s monthly progress payment.

In case the Design-Builder elects or finds it necessary to transport materials or equipment across the tracks of any railroad at any point where a crossing is not required by the plans or special provisions, or at any point other than an existing public crossing, he shall obtain specific written authority from the railroad companies. With regards to the establishment of a private railroad crossing the Design-Builder shall bear all costs in connection with such crossing, including installation, drainage, maintenance, any necessary insurance, inspection~~watchman service~~, flagging protection, and removal of such private railroad crossing.

The Department has submitted Conceptual Approval Plans, for variance, to BNSF and UPRR. See RID’s for the Conceptual Approval Plans. The Design-Builder shall submit 30%, 60%, and 100% plans for Department and BNSF/UPRR for reviews. Department shall perform a readiness review prior to submitting plans to ~~-~~BNSF/UPRR. BNSF/UPRR review is expected to take 4-6 weeks before comments are made to the plans.

REFERENCE INFORMATION DOCUMENTS (RID)

See revised RID Index for a list of provided Reference Information Documents in the Data Room.

STATE OF CALIFORNIA•DEPARTMENT OF TRANSPORTATION ENGINEERING SERVICES, DEPARTMENT OF STRUCTURES DESIGN **EXHIBIT 6-G: DEVORE ROAD OC UTILITY OPENING REQUIREMENTS**	UTILITY NO:	DISTRICT: 8	COUNTY: SBd	ROUTE: 215	KPM (Kilo-postmile):
	INTERSTATE NO: 15	CHARGE NO:		E.W.A. NO.:	

NOTE:

Added information may be placed below under additional information. Select appropriate row letter (Column (2)) and Column number for identification.

Column (18) needs to be specified.

Rows "P" to "U" (Column (1)) to be used for other utilities; for example, communication, petroleum, etc.

If Columns (9), (14), & (15) are used, indicate under additional information who will pay for the relocation, i.e., % State, % Utility Company.

*Usual procedure, Columns 10, 11, and 13.

TYPE OF UTILITY		NAME OF UTILITY	CARRIER PIPE DUCTS (GIVE SIZE AND TYPE)	SIZE OF CASING OR DIMENSIONS OF CONDUIT (DIMENSIONS AT BELL END OF PIPE OR CONDUIT)	SIZE OF OPENINGS REQUIRED THROUGH BENT CAPS AND ABUTMENTS (RECTANGULAR W x H, ROUND ϕ)	LOCATION OF OPENINGS (USE S, NE, ETC. OF ∠ OF STREET)				MANHOLES REQUIRED WITH CRAWL SPACE THROUGH DIAPHRAGMS (CRAWL SPACE MIN. 670 mm x 670 mm NET)	MANHOLE FRAME AND COVER TO BE FURNISHED AND INSTALLED BY STATE CONTRACTOR	MANHOLE FRAME AND COVER TO BE FURNISHED BY UTILITY COMPANY & INSTALLED BY STATE CONTRACTOR	HANGER HARDWARE TO BE FURNISHED BY UTILITY COMPANY & INSTALLED BY STATE CONTRACTOR	UTILITY SUPPORTS TO BE FURNISHED & INSTALLED BY: U = UTILITY COMPANY, S = STATE CONTRACTOR	CASING AND / OR CARRIER PIPE FURNISHED AND INSTALLED BY UTILITY COMPANY	CASING AND / OR CARRIER PIPE FURNISHED AND INSTALLED BY STATE CONTRACTOR	CASING TO BE FURNISHED BY UTILITY COMPANY AND INSTALLED BY STATE CONTRACTOR	ULTIMATE WEIGHT PER FOOT (WEIGHT OF CARRIER, CASING, CONTENTS & SUPPORTS)	MAXIMUM PRESSURE OR VOLTAGE	ON STRUCTURE SPECIFY: Devore Road Overcrossing (New)	OFF STRUCTURE SPECIFY:	OTHER:
(1)	(2)	(3)	(4)	(5)	(6)	(7)				(8)	(9)	(10*)	(11*)	(12)	(13*)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
NUTURAL GAS	A	Southern California Gas	6" Plastic	12" Welded Steel Pipe			m	S	∠	N/A	N/A	N/A	N/A	S	No	No	Yes	Unknown	60 PSI			
	B						m		∠													
POWER	C	Edison	6-5" sch 40 PVC	6" O.D.	18"w x 26" h		m	S	∠	No	No	No	No	U	Yes	No	No	64.5 lbs/ft	12Kv			4-runs 3-1/c 1000 jcn
	D	Edison	6-5" HDG Steel	6" O.D.	18"w x 26"h		m	S	∠	No	No	No	No	U	Yes	No	No	124 lbs/ft	12Kv			Same as above.
	E						m		∠													
TELEPHONE	F	Verizon Telecom	4 - 4"				m	N	∠													
	G						m		∠													
	H						m		∠													
SEWER	J						m		∠													
	K						m		∠													
WATER	L	Devore Water Company	12" CL-50 DIP	24" OD .250 Wall Bare steel	30"		m		∠					S	Yes			160 lbs per L.F.	200 PSI			
	M						m		∠													
	N						m		∠													
	P						m		∠													
	R						m		∠													
	S						m		∠													
	T						m		∠													

	U						m		∠													
LETTER	NO:	ADDITIONAL INFORMATION								LETTER	NO:	ADDITIONAL DATA						UTILITY INFORMATION				
A		Openings for SCG line should be as close to the south (east) edge of the bridge as feasible to simplify installation of vents.								D		This utility will only be installed if the bridge is an open cell/girder type. Otherwise see Row C.						BRIDGE NAME: Devore Road OC (New)		BRIDGE NUMBER:		
L	13	Casing, spacers inside casing.								C	7	Provide Edison with a southerly cell with no drains or anything else in the cell.										
L	4	Mechanical Tyton Joints - w/ Megalug Restraints								D	12	Provide Edison with the girder type being used so Edison can provide the insert to be installed by the Design-Builder per Edison's standard drawings						DATE: 5/11/2012		R/W UTILITY ENGINEER:		
C		This utility will only be installed if the bridge is a closed cell bridge. Otherwise see Row D.																				

Table 623.1F
Rigid Pavement Catalog (Inland Valley, Type I Subgrade Soil) (1), (2), (3), (4)

	Rigid Pavement Structural Depth							
TI	With Lateral Support (ft)				Without Lateral Support (ft)			
< 9	0.70 JPCP 0.35 LCB	0.70 JPCP 0.35 HMA-A	0.75 JPCP 0.50 AB	0.70 JPCP 0.35 ATPB 0.35 AB	0.75 JPCP 0.35 LCB	0.75 JPCP 0.35 HMA-A	0.80 JPCP 0.50 AB	0.75 JPCP 0.35 ATPB 0.35 AB
9.5 to 10	0.70 JPCP 0.40 LCB	0.70 JPCP 0.40 HMA-A	0.80 JPCP 0.60 AB	0.75 JPCP 0.35 ATPB 0.40 AB	0.80 JPCP 0.40 LCB	0.85 JPCP 0.40 HMA-A	0.90 JPCP 0.60 AB	0.85 JPCP 0.35 ATPB 0.40 AB
10.5 to 11	0.75 JPCP 0.40 LCB	0.75 JPCP 0.40 HMA-A	0.85 JPCP 0.70 AB		0.85 JPCP 0.40 LCB	0.90 JPCP 0.40 HMA-A	0.95 JPCP 0.70 AB	
11.5 to 12	0.85 JPCP 0.40 LCB	0.85 JPCP 0.40 HMA-A	0.80 CRCP 0.40 HMA-A		0.95 JPCP 0.40 LCB	0.95 JPCP 0.40 HMA-A	0.85 CRCP 0.40 HMA-A	
12.5 to 13	0.85 JPCP 0.50 LCB	0.90 JPCP 0.50 HMA-A	0.80 CRCP 0.50 HMA-A		1.00 JPCP 0.50 LCB	1.00 JPCP 0.50 HMA-A	0.90 CRCP 0.50 HMA-A	
13.5 to 14	0.95 JPCP 0.50 LCB	0.95 JPCP 0.50 HMA-A	0.85 CRCP 0.50 HMA-A		1.05 JPCP 0.50 LCB	1.05 JPCP 0.50 HMA-A	0.95 CRCP 0.50 HMA-A	
14.5 to 15	1.00 JPCP 0.50 LCB	1.00 JPCP 0.50 HMA-A	0.90 CRCP 0.50 HMA-A		1.15 JPCP 0.50 LCB	1.15 JPCP 0.50 HMA-A	1.00 CRCP 0.50 HMA-A	
15.5 to 16	1.05 JPCP 0.50 LCB	1.05 JPCP 0.50 HMA-A	0.95 CRCP 0.50 HMA-A		1.20 JPCP 0.50 LCB	1.20 JPCP 0.50 HMA-A	1.05 CRCP 0.50 HMA-A	
16.5 to 17	1.10 JPCP 0.50 LCB	1.10 JPCP 0.50 HMA-A	0.95 CRCP 0.50 HMA-A		1.25 JPCP 0.50 LCB	1.25 JPCP 0.50 HMA-A	1.10 CRCP 0.50 HMA-A	
> 17	1.15 JPCP 0.50 LCB	1.15 JPCP 0.50 HMA-A	1.00 CRCP 0.50 HMA-A		1.30 JPCP 0.50 LCB	1.30 JPCP 0.50 HMA-A	1.10 CRCP 0.50 HMA-A	

Notes:

(1) Thicknesses shown for JPCP are for doweled pavement only. The thickness shown in these tables are not valid for nondoweled JPCP.

(2) Includes 0.03 ft sacrificial wearing course for future grinding of JPCP/CRCP.

(3) Portland cement concrete may be substituted for LCB when justified for constructibility or traffic handling. If Portland cement concrete is used in lieu of LCB, it must be placed in a separate lift than JPCP and must not be bonded to the JPCP.

(4) If ATPB is needed for TIs > 10.0 to perpetuate an existing treated permeable layer, place the ATPB between the surface layer (JPCP or CRCP) and the base layer. No deduction is made to the thickness of the base and subbase layers on account of the ATPB.

Legend:

JPCP = Jointed Plain Concrete Pavement
CRCP = Continuously Reinforced Concrete Pavement
LCB = Lean Concrete Base
HMA-A = Hot Mix Asphalt (Type A)
ATPB = Asphalt Treated Permeable Base
AB = Class 2 Aggregate Base
TI = Traffic Index

Table 623.1G
Rigid Pavement Catalog (Inland Valley, Type II Subgrade Soil) (1), (2), (3), (4)

	Rigid Pavement Structural Depth							
TI	With Lateral Support (ft)				Without Lateral Support (ft)			
< 9	0.70 JPCP 0.35 LCB 0.50 AS	0.70 JPCP 0.35 HMA-A 0.50 AS	0.75 JPCP 1.00 AB	0.70 JPCP 0.35 ATPB 0.80 AB	0.75 JPCP 0.35 LCB 0.50 AS	0.75 JPCP 0.35 HMA-A 0.50 AS	0.80 JPCP 1.00 AB	0.75 JPCP 0.35 ATPB 0.80 AB
9.5 to 10	0.70 JPCP 0.35 LCB 0.50 AS	0.70 JPCP 0.35 HMA-A 0.50 AS	0.80 JPCP 1.00 AB	0.75 JPCP 0.35 ATPB 0.80 AB	0.80 JPCP 0.35 LCB 0.50 AS	0.85 JPCP 0.35 HMA-A 0.50 AS	0.90 JPCP 1.00 AB	0.85 JPCP 0.35 ATPB 0.80 AB
10.5 to 11	0.75 JPCP 0.40 LCB 0.60 AS	0.75 JPCP 0.40 HMA-A 0.60 AS	0.85 JPCP 1.30 AB		0.85 JPCP 0.40 LCB 0.60 AS	0.90 JPCP 0.40 HMA-A 0.60 AS	0.95 JPCP 1.30 AB	
11.5 to 12	0.85 JPCP 0.40 LCB 0.60 AS	0.85 JPCP 0.40 HMA-A 0.60 AS	0.80 CRCP 0.40 HMA-A 0.60 AS		0.95 JPCP 0.40 LCB 0.60 AS	0.95 JPCP 0.40 HMA-A 0.60 AS	0.85 CRCP 0.40 HMA-A 0.60 AS	
12.5 to 13	0.85 JPCP 0.50 LCB 0.70 AS	0.90 JPCP 0.50 HMA-A 0.70 AS	0.80 CRCP 0.50 HMA-A 0.70 AS		1.00 JPCP 0.50 LCB 0.70 AS	1.00 JPCP 0.50 HMA-A 0.70 AS	0.90 CRCP 0.50 HMA-A 0.70 AS	
13.5 to 14	0.95 JPCP 0.50 LCB 0.70 AS	0.95 JPCP 0.50 HMA-A 0.70 AS	0.85 CRCP 0.50 HMA-A 0.70 AS		1.05 JPCP 0.50 LCB 0.70 AS	1.05 JPCP 0.50 HMA-A 0.70 AS	0.95 CRCP 0.50 HMA-A 0.70 AS	
14.5 to 15	1.00 JPCP 0.50 LCB 0.70 AS	1.00 JPCP 0.50 HMA-A 0.70 AS	0.90 CRCP 0.50 HMA-A 0.70 AS		1.15 JPCP 0.50 LCB 0.70 AS	1.15 JPCP 0.50 HMA-A 0.70 AS	1.00 CRCP 0.50 HMA-A 0.70 AS	
15.5 to 16	1.05 JPCP 0.50 LCB 0.70 AS	1.05 JPCP 0.50 HMA-A 0.70 AS	0.95 CRCP 0.50 HMA-A 0.70 AS		1.20 JPCP 0.50 LCB 0.70 AS	1.20 JPCP 0.50 HMA-A 0.70 AS	1.05 CRCP 0.50 HMA-A 0.70 AS	
16.5 to 17	1.10 JPCP 0.50 LCB 0.70 AS	1.10 JPCP 0.50 HMA-A 0.70 AS	0.95 CRCP 0.50 HMA-A 0.70 AS		1.25 JPCP 0.50 LCB 0.70 AS	1.25 JPCP 0.50 HMA-A 0.70 AS	1.10 CRCP 0.50 HMA-A 0.70 AS	
> 17	1.15 JPCP 0.50 LCB 0.70 AS	1.15 JPCP 0.50 HMA-A 0.70 AS	1.00 CRCP 0.50 HMA-A 0.70 AS		1.30 JPCP 0.50 LCB 0.70 AS	1.30 JPCP 0.50 HMA-A 0.70 AS	1.10 CRCP 0.50 HMA-A 0.70 AS	

Notes:

(1) Thicknesses shown for JPCP are for doweled pavement only. The thickness shown in these tables are not valid for nondoweled JPCP.

(2) Includes 0.03 ft sacrificial wearing course for future grinding of JPCP/CRCP.

(3) Portland cement concrete may be substituted for LCB when justified for constructibility or traffic handling. If Portland cement concrete is used in lieu of LCB, it must be placed in a separate lift than JPCP and must not be bonded to the JPCP.

(4) If ATPB is needed for TIs > 10.0 to perpetuate an existing treated permeable layer, place the ATPB between the surface layer (JPCP or CRCP) and the base layer. No deduction is made to the thickness of the base and subbase layers on account of the ATPB.

Legend:

JPCP = Jointed Plain Concrete Pavement
CRCP = Continuously Reinforced Concrete Pavement
LCB = Lean Concrete Base
HMA-A = Hot Mix Asphalt (Type A)
ATPB = Asphalt Treated Permeable Base
AB = Class 2 Aggregate Base
AS = Class 2 Aggregate Subbase
TI = Traffic Index

Index of Reference Information Documents

A "W" under available column indicates documents that can be found on the Internet, an "E" indicates the document will be provided electronically, and "CO" indicates the Design-Builder shall obtain the document. Web sites are not guaranteed but are supplied for information. It is ultimately the Design-Builder's responsibility to locate the documents.

Title	Available
EXISTING INFORMATION	
As-Built Plans	
As-Built Plans.zip – Zipped folder containing the following:	E
I-15	
SBd 15-Index.pdf – Index of As-Built Plans along I-15	E
I-15.zip – Zipped folder containing As-Built Plans for various projects along I-15 in PDF format	E
I-215	
SBd 215-Index.pdf – Index of As-Built Plans along I-215	E
I-215.zip – Zipped folder containing As-Built Plans for various projects along I-215 in PDF format	E
Structures	
Structures.zip - Zipped folder containing As-Built Plans for the following:	E
54-0525 Devore Rd OC.pdf – Devore Rd Overcrossing	E
54-771 Center Conn UC.pdf – I-15 to I-215 Connector	E
54-772 Kenwood Ave UC.pdf – Kenwood Ave Undercrossing	E
54-0779 Glen Helen Pkwy UC.pdf – Glen Helen Pkwy Undercrossing	E

Title	Available
54-0780 Glen Helen Rd UC.pdf – Glen Helen Road Undercrossing	E
54-0781 Cajon Creek.pdf – Cajon Creek Bridges Rehabilitation	E
54-0782 N215-S15 Conn UC.pdf – NB I-215 to SB I-15 Connector	E
54-0783 15,215 Sep.pdf – 15/215 Separation	E
54-0818 Devore OH.pdf – Devore Rd Overhead	E
54-0844 Devore Rd OC,215S Coll.pdf – Devore Rd/S215 Collector Overcrossing	E
Survey	
Mainline Local Roads Alignments.zip – Zipped folder containing survey information on the Connectors, Local roads and the Mainline Alignments	E
RR Ties to Bridge.zip – Zipped folder containing DGN Files for Railroad Ties to Bridges	E
Utilities	
Utility Plans-pdf_w_layers.zip – Zipped folder containing Key Maps, Index & Utility Plans	E
Utility Correspondence.zip – Zipped folder containing various correspondence with utility companies	E
SCE Relocation 1.pdf –Southern California Edison relocation plan	E
SCE Relocation 2.pdf – Southern California Edison relocation plan	E
RID Sample Utility Agreement.pdf	E
Devore Water Line Guidelines.pdf – General guidelines for water line construction	E
Submittal Requirements for Joint Relocations.pdf – Requirements for relocation of Southern California Edison facilities	E
CSFM.pdf – CalFire Information Bulletin 03-001 Encroachments into or on Pipeline Easements	E

Title	Available
LO-M 200-29.pdf – Kinder Morgan Guidelines for Design and Construction near Hazardous Liquid Operated Facilities	E
Utility Contacts List.pdf – Contact list for utility companies with facilities within the project limits.	
PROJECT STUDIES	
Environmental	
Final ED 2-29-12.pdf – Initial Study with Mitigated Negative Declaration / Environmental Assessment with Finding of No Significant Impact dated February 29, 2012	E
Final ED Appendices 2-29-12.pdf	E
Design	
Project Study Report.pdf	E
Approved Project Report.pdf	E
Modified Access Report – Zipped folder containing files for the Modified Access Report (MAR) and Attachments A-H	E
ValueAnalysisL80025.125_I15&I215_Connectors.pdf	E
I15-215DevoreIC-SlipRampConsideration-FHWASubmittal_03-18-10.pdf – Justification for the use of slip ramps	E
TECHNICAL REPORTS	
Environmental	
VIA approved_01-28-11.pdf – Visual Impact Assessment	E
ADL_Study_within_existRW_PAED Phase.pdf – Aerial Deposited Lead Study	E
HazWaste_ISA.pdf – Hazardous Waste Initial Site Assessment	E

Title	Available
HW ISA Appendices.pdf – Hazardous Waste Initial Site Assessment Appendices	E
Asbestos Containing Materials Report_Bridges_05032011.pdf – Asbestos Containing Materials Survey Report	E
Section 404 Permit Options.pdf -- U.S. Army Corp of Engineers Section 404 Permit Options	E
Biological Assessment.pdf – Interstate 15/Interstate 215 Interchange Biological Assessment	E
BO__revision.pdf – U.S. Fish and Wildlife Biological Opinion	E
Geotechnical Studies & Archives	
Geotech-Archives.zip – Zipped folder containing archived geotechnical records for various structures	E
Fault Rupture Study.zip – Zipped folder containing files for the Fault Rupture Study that was performed for this project including the Final Foundation Design Recommendations for Kenwood Ave UC	E
Hydraulics	
Cable Creek Location Hydraulic Study.pdf	E
Cajon Creek Location Hydraulic Study.pdf	E
Cajon Creek CSU Long Beach Study.pdf	E
Existing_Drainage.pdf	E
Preliminary Drainage Report.pdf	E
WildlifeMitigation.zip – Wildlife mitigation wall and tunnel/culvert at Pittman Canyon and Matthews Ranch Road	E
Existing Drainage Photos.zip – Zipped folder containing photos of existing drainage systems	E
Material Engineering	
LCCA_PAED phase.pdf – Life Cycle Cost Analysis for the PAED phase	E

Title	Available
Preliminary Materials Report.pdf	E
Operations	
TOA Report_January 2010.pdf – Traffic Operations Analysis (TOA)	E
TOA Appendices_January 2010.pdf – TOA Appendices	E
Roadway – Preliminary Geotechnical Report	
Roadway PGR.pdf – Preliminary Geotechnical Report (PGR)	E
Addendum-No-1-PGR.pdf – Addendum No. 1 to PGR	E
Right of Way	
Devore r-w data sheet 11-16-11 signed part 1 of 2.pdf	E
Devore r-w data sheet 11-16-11 signed part 2 of 2.pdf	E
County Maps for Glen Helen Park Boundaries.pdf	E
GHR Park Development Plan_Parking Lot_1993.pdf	E
R_W Activities Plan RID.pdf – Right of Way Activities Plan showing target completion dates	E
Stormwater	
Stormwater Data Report_PAED Phase.pdf – Stormwater Data Report for the PA&ED phase	E
Structures – Advance Planning Studies	
Structures.zip - Zipped folder containing the following Advance Planning Studies:	
CC_FINAL APS Report.pdf – Cajon Creek Bridge (Widen)	E

Title	Available
DOH_FINAL APS Report.pdf – Devore Overhead (Widen)	E
DROC_FINAL APS Report.pdf – Devore Road Overcrossing (Replace)	E
GHP_FINAL APS Report.pdf – Glen Helen Parkway Undercrossing (Widen)	E
GHR_FINAL APS Report.pdf – Glen Helen Road Undercrossing (Widen)	E
INT_FINAL APS Report.pdf – I-15/I-215 Interchange Bridges	E
KA_FINAL APS Report.pdf – Kenwood Avenue Interchange Bridges	E
MRR_FINAL APS Report.pdf – Matthews Ranch Road Undercrossing (Lengthen)	E
Structures – Preliminary Geotechnical Reports	
SPGR.zip - Zipped folder containing the following Preliminary Geotechnical Reports:	E
Cajon_Creek_Bridges_3A_Widening_SPGR_9-10-10.pdf	E
Devore_OH_3A_SPGR_9-10-10.pdf	E
Devore_Rd_OC_3A_Replace_SPGR_9-10-10.pdf	E
Glen_Helen_PKWY_UC_3A_SPGR_9-10-10.pdf	E
Glen_Helen_ROAD_UC_3A_SPGR_9-10-10.pdf	E
I-215_Devore_Rd_UC_No_3A-8_SPGR_9-10-10.pdf	E
Kimbark_Canyon_Bridge_No_3A-13_SPGR_9-10-10.pdf	E
Matthews_Ranch_Rd_UC_3A_Widening_SPGR_9-10-10.pdf	E
NB_15_Truck_BP_at_Kenwood_Ave_3A-11_SPGR_9-10-10.pdf	E

Title	Available
Route_215-15_Separation_3A_Widening_SPGR_9-10-10.pdf	E
SB_15_Truck_BP_at_Kenwood_Ave_3A-10A_SPGR_9-10-10.pdf	E
SB_215_ML_Over_Kenwood_Ave_3A-10_SPGR_9-10-10.pdf	E
SB_I-215_Connector_No_3A-9_SPGR_9-10-10.pdf	E
West_Connector_UC_3A_Widening_SPGR_9-10-10.pdf	E
W-S_Connector_UC_No_3A-7_SPGR_9-10-10.pdf	E
MISCELLANEOUS	
Conceptual Plan Review From County.pdf – Conceptual Plan Drawing Review Comments from San Bernardino County	E
Fee Schedule 2011-2012-FCD.pdf – San Bernardino County Control District Schedule of Fees	E
Letter to County_07292011.pdf – Letter to San Bernardino County dated July 29,2011	E
SBdCounty_CuldeSac_Details01.pdf – San Bernardino County Cul-de-sac design details	E
SBdCounty_CuldeSac_Details02.pdf – San Bernardino County Offset Cul-de-sac design details	E
Transportation Fee Schedule - 07 27 2006.pdf – Department of Public Works Schedule of Fees for Transportation Permits	E
EZ Guide_2006.pdf – Quick Reference Guide to Plan Preparation and CADD	E
why_fact_sheets_fail.pdf	E
CONCEPTUAL PLANS	

Title	Available
Geometric Approval Drawings (Also available in DGN format)	
GAD-Cut-Sheets.zip – Devore Reconstruction Key Map & Proposed Project Layout Plan Sheets	E
Profiles.zip – Conceptual Profile Sheets	E
Superelevation Diagrams.zip – Conceptual Superelevation Diagrams	E
Overhead Signing Concept Plan.pdf – Overhead Signing Concept Plan	E
Miscellaneous Plans	
Miscellaneous Conceptual Plans.zip – Zipped folder containing the following files	E
Aerial.pdf – Aerial map of project vicinity	E
Centerline Callout.pdf – Alignment naming	E
Daylight_Lines.pdf – Cut/Fill lines based on conceptual drawings	E
Existing_Drainage_line.pdf – Existing drainage facilities	E
Existing_Right-of-Way.pdf – Existing right of way lines	E
ITS Elements.pdf – Existing ITS Elements	E
Overall Plan.pdf – Overall project plan strip map	E
Plan.pdf – Project strip map	E
Prop_Local-Right-of-Way.pdf – Proposed local right of way lines	E
Prop_Right-of-Way.pdf – Proposed project right of way lines	E
Proposed Drainage_lines.pdf – Conceptual drainage plans	E

Title	Available
Retaining Walls.pdf – Conceptual retaining walls	E
Typical Cross Section.pdf – Typical Cross Sections	E
GlenHelenPkwyProjecta.pdf – Plans for Glen Helen Parkway Project	E
Arrayo Toad.dgn – Arrayo Toad habitat	
SBKR Critical Habitat.dgn – Critical Habitat for San Bernardino Kangaroo Rat	
SBKR Habitat.dgn – Habitat for San Bernardino Kangaroo Rat	
General Bridge Plan	
General Bridge Plans.zip – Zipped folder containing the following folder and plans	E
Structure Call-outs.pdf – Bridge Name Call-outs	E
General Bridge Plans_Alt3A.pdf – General Bridge Plans	E
Devore_OH_Widen_1of2_updated-080411.pdf – Devore Overhead-Revised	E
Devore_OH_Widen_2of2_updated-080411.pdf – Devore Overhead-Revised	E
03_PR-3A-9_1.pdf – SB I-215 Connector over I15 Planning Study 1 of 2	E
04_PR-3A-9_2.pdf – SB I-215 Connector over I15 Planning Study 2 of 2	E
Railroad Submittals	
BNSF Conceptual Approval Package.zip – Package submitted to BNSF to obtain conceptual approval	E
UPRR Conceptual Approval Package.zip – Package submitted to UPRR to obtain conceptual approval	E
Railroad Agreements.zip – Current and sample railroad agreements	E

Title	Available
DTM Files	
InRoadsFiles.zip – Zipped folder containing various Inroads DTM files	E
SNBG0703 Alt 3A GAD Mainlines.ird – Roadway modeler files for mainline	
SNBG0703 Alt 3A GAD Ramps.ird – Roadway modeler files for ramps	
Devore.itl – template files	