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. 6 Issued July 18, 2012

The Department issues this Addendum No. 6 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.

APPENDIX C TECHNICAL PROPOSAL SUBMITTAL REQUIREMENTS

Section 3.2 "Public Outreach Plan" is modified as indicated below:

3.2 Public Outreach Plan

The Technical Proposal shall include a Public Outreach Plan to identify overall and specific strategies, which may be used in the public involvement process as well as graphic displays, or sample communications that may be utilized by the Department or local government staff for community briefings, TMP impacts and stakeholder coordination. Also, include methods to provide the public with information and access to project personnel. The Public Outreach Plan may be no longer than five ~~three~~ (5~~3~~) pages. The graphic displays or sample communications will not be included as part of the five (5) pages Public Outreach Plan page limit.

BOOK 1 DESIGN-BUILD CONTRACT

Book 1, Design-Build Contract, is modified as indicated by the deletions and additions set forth below.

Section 4.3.3 "Final Acceptance Deadline" is modified as indicated below:

4.3.3 Final Acceptance Deadline

Design-Builder shall achieve Final Acceptance within 120 Working Days following Substantial Completion. See Section 11.3 on Limitations on Payment. Said deadline for Final Acceptance, as it may be extended hereunder, is at Department's sole discretion and is referred to herein as the "Final Acceptance Deadline."

BOOK 2 PROJECT REQUIREMENTS

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

Section 2 Project Management

Section 2.5.2.2.1 "General" is modified as indicated below:

2.5.2.2.1 General

All Key Personnel will be required to be on-site 100% of the time during activities that involve their areas of responsibility. Key Personnel for the Project shall include the following:

- Project Manager,
- Quality Manager,
- Design Quality Manager,
- Construction Quality Manager,
- Design Manager,
- Construction Manager,
- Design Lead Engineer – Roadway (Engineer of record),
- Design Lead Engineer – Structure (Engineer of record),
- Geotechnical Engineer,
- Safety Manager,
- Utility Coordinator,
- Railroad Coordinator,
- Project Scheduler,
- Environmental Compliance Manager,
- Traffic Manager,
- Information Technology Manager.

Section 2.5.2.2.2 "Minimum Requirements of Key Personnel" is modified as indicated below:

2.5.2.2.2 Minimum Requirements of Key Personnel

The following provides a brief job description and minimum requirements of the Key Personnel assigned to the Project. Key Personnel will be evaluated, in part, based on the extent they meet and/or exceed such requirements.

The following provides a brief job description and minimum requirements of the Key Personnel assigned to the Project.

Project Manager

a) Shall be responsible for the overall design, construction, quality control, and Contract administration for the Project. This person shall have full responsibility for the prosecution of the Work, full decision-making and budgetary authority to act on behalf of the Design-Builder and bind the Design-Builder on all matters relating to the Project.

b) Reports directly to the Design-Builder's Executive Management Committee

c) Responsible for overall design, construction, quality management, and contract administration

d) Act as agent and be a single point of contact in all matters on behalf of the Design-Builder

e) Has authority to bind the Design-Builder on all matters relating to the project

f) Has authority to stop work

g) Must be present (or his/her Approved designee will be present) at the Site at all times that Work is performed

h) Fifteen (15) years experience managing complex infrastructure projects

i) Ten (10) years experience managing the design and construction of major urban freeway projects

j) Five (5) years of project management experience in design-build on major urban freeway projects

k) Recent experience as Project Manager for design and construction of highway projects similar in scope and complexity

l) License as Professional Civil Engineer in California preferred, but not required

Quality Manager

a) Shall be responsible for developing and implementing the Quality Control/Quality Assurance program, responsible for overseeing the day-to-day quality aspect of design, construction and Project management activities including managing the Design-Builder's workmanship inspections, overseeing Design-Builder's production testing, and coordinating with the Department's verification testing and inspection.

b) Shall work independently of the Design and Construction teams, shall not have any production-related responsibilities and report directly to Design-Builder's Executive Management Committee

c) Shall be assigned full-time to the Project and be on Site during regular business hours whenever any Work is being performed and be available to be on Site within two hours outside of regular business hours

d) Reviews contract documents for adherence to quality and testing requirements.

e) Shall have the authority to stop any and all Work that does not meet the Contract requirements.

f) Recent experience in quality management of design and construction of projects similar in scope and complexity

g) Shall have fifteen (15) years of recent experience managing complex infrastructure projects

h) Shall have five (5) years of major design-build construction management of major urban freeways,

i) Must be a registered Professional Engineer in the State of California

Design Quality Manager

a) Shall report directly to the ~~Design-Builder's Executive Management Committee~~ Quality Manager ,

b) Shall be a licensed Professional Engineer in the State of California now or by the time the first Notice to Proceed is issued,

c) Shall have responsibility for design quality management including overseeing the day-to-day quality aspects of design,

d) Shall be responsible for implementing design related quality planning and training, as well as providing continuous improvement of the Quality Management System,

e) Must demonstrate experience checking plans, calculations, drawings, and other design documents to ensure that they are independently checked,

f) The Design Quality Manager and Construction Quality Manager shall be different people.

g) Shall not be assigned any other duties or responsibilities on the Project,

h) Shall have five (5) years of experience as a design quality assurance manager on a project of similar scope and complexity.

Construction Quality Manager

a) Shall be responsible for overseeing the day-to-day quality aspect of construction including managing the Design-Builder's workmanship inspections, overseeing Design-Builder's production testing, and coordinating with the Department's verification testing and inspection,

b) Shall ensure that all testers have current certifications for the tests they are performing, that all on and off-site field labs have current certifications and that materials incorporated into the work meet the requirements of the contract documents,

c) The Design Quality Manager and Construction Quality Manager shall be different people,

d) Shall report directly to the ~~Design-Builder's Executive Management Committee~~Quality Manager,

e) Shall be assigned full-time to the Project and be on Site during regular business hours whenever any construction activities are being performed,

f) Shall not have any production-related responsibilities,

g) Shall have the authority to stop any and all Work that does not meet the Contract requirements,

e) Shall have five (5) years experience as a Construction Quality Manager on a project of similar scope and complexity.

Design Manager

a) Shall be responsible for ensuring that the overall Project design is completed and design criteria requirements are met. The Design Manager must be available to the Department within 24 hours whenever design activities are being performed, including design activities related to field design changes. The Design manager shall be responsible for design quality management.

b) Shall work under the direct supervision of the Design-Builder's Project Manager

c) Shall have five (5) years of major design-build project management of major urban freeway systems.

d) Shall have ten (10) years of recent experience in managing the design of complex highway projects

e) Shall have at least five (5) years or preferred ten (10) years of recent experience managing the design of highway projects similar in scope and complexity.

f) Shall have fifteen (15) years of experience managing complex infrastructure projects.

g) Must be a registered Professional Civil Engineer in the State of California now or by the time the initial notice to proceed is issued

Construction Manager

a) Reports directly to the Project Manager

b) Responsible for ensuring that the project is constructed in accordance with the design and project requirements
c) Must be present at the site of work at all times construction is in progress
d) Has authority to stop work
e) License as Professional Civil Engineer in California preferred but not required
f) Fifteen (15) years of experience managing complex infrastructure projects
g) Ten years (10) experience managing the construction of major urban freeway systems
h) Five (5) years of major design-build construction management of major urban freeways

Design Lead Engineer – Roadway (Engineer of Record):

a) Reports directly to the Design Manager
b) Engineer of Record for the roadway design
c) Responsible for ensuring that the roadway design is completed and Caltrans design criteria are met
d) Responsible for following the Quality Control processes and activities
e) Must be present at all review and design coordination meetings
f) Minimum of ten (10) years of recent experience as Engineer of Record and in design of roadway on the California State Highway System
g) Minimum of ten (10) years of recent experience in the design of roadways in major urban freeway systems similar in scope and complexity
h) Must have a license as Professional Civil Engineer in California

Design Lead Engineer – Structures (Engineer of Record)

a) Reports directly to the Design Manager
b) Engineer of Record for the structure design
c) Responsible for following the Quality Control processes and activities
d) Responsible for ensuring that the structure design is completed and Caltrans design criteria are met
e) Must be present at all review and design coordination meetings
f) Ten (10) years experience as Engineer of Record in the design of long-span bridges structures similar in scope and complexity on the California State Highway System
g) Minimum of ten (10) years experience as Engineer of Record in the design of large complex bridge structures – segmental bridges and/or steel bridges on the California State Highway System
h) Minimum ten (10) years bridge design and seismic design experience on California State Highway System
i) Must have a license as Professional Civil Engineer in California

Geotechnical Engineer

a) Reports directly to the Design Manager
b) Responsible for geotechnical investigations and reports
c) Minimum fifteen (15) years ten (10) of which in California of recent experience in deep foundation design including large pipe piles, drilled shafts, monitoring drilled shaft construction, drilled shaft load testing criteria and analysis, spread footings, and settlement
d) Must have a license as Civil Engineer or Geotechnical Engineer in California

Safety Manager

a) Must not be under the direct supervision of construction personnel and will report directly to Design-Builder's Project Manager

b) Shall be assigned to the Project full time and will be required to be on site for the duration of the Project

c) Shall have the authority to stop any and all Work when unsafe conditions are present

d) Shall have ten (10) years experience managing complex infrastructure projects.

e) Shall have five (5) years of construction safety management experience in implementing and managing safety programs and maintaining compliance with safety regulations during construction activities on major urban freeways.

f) Must be familiar with work zone safety regulations and must have at least five (5) years of recent experience working in roadway work zone safety and OSHA (Cal-OSHA) regulations

Utility Coordinator

a) Available during project design for utility design coordination. Required to be on-site during underground operations, utility relocations

b) Responsible for coordination of utility, and permitting requirements of the Design-Builder and for ensuring that utility, and permitting issues are resolved prior to start of construction work

c) Ten (10) years of experience with complex infrastructure projects

d) Five (5) years of management of utility function on major urban freeways

Railroad Coordinator

a) Responsible for coordination of railroad requirements of the Design-Builder and for ensuring that railroad issues are resolved prior to start of construction work

b) Ten years (10) of experience with complex infrastructure projects with direct management of railroad function

c) Five years (5) of management of railroad function on major urban freeways

Project Scheduler

a) Works directly for the Design-Builder

b) Fifteen (15) years experience in scheduling complex infrastructure projects

c) Five years (5) experience of schedule management on major urban freeways

Environmental Compliance Manager

a) Previous experience on more than one project, which required substantial coordination with Army Corps of Engineers, California State Regional Water Quality Control Board, California Department of Fish and Game (including preparation of permit applications), implementing measures addressing impacts to threatened and endangered species, implementing measures addressing impacts to waters, and implementing measures addressing cultural and paleontological resources (including on-site monitoring related to all of the above)

b) Experience on multiple projects requiring implementation of measures to address air quality, noise, and hazardous waste compliance requirements

c) Previous experience developing measures to satisfy Section 401, 404, and 1602 requirements as identified by corresponding Resource Agency, pertinent to issuance of same

Traffic Manager

a) Shall be assigned full time to implement, manage, and oversight the Traffic Management Plan for the Project, and serve at Design-Builder‘s point of contact for all TMP-related issues

b) Must be familiar with the California MUTCD and with Caltrans‘ standards

c) Five (5) years recent experience managing similar type of projects

d) Registered Professional Civil Engineer in the State of California now or by the time the notice to proceed is issued is preferred, but not required

Information Technology Manager

a) Reports directly to the Design-Builder Project Manager,

b) Responsible for installing and maintaining computer hardware, software and networks,

c) Acts as a single point of contact for Department Information Technology to coordinate the acquisition, deployment, maintenance and disposal of information technology equipment,

d) Responsible for the implementation and maintenance of the Document Control System,

e) Responsible for the security and management of project information.

Section 3 Public Information

Section 3.2.7.2.1 “Web Site” is modified as indicated below:

3.2.7.2.1 Web Site

With oversight by Department, the Design-Builder shall create and maintain the Project’s public Web site to provide Project information about construction, transit options, alternate routes, and other relevant information. The Design-Builder shall work with Department to develop innovative and creative strategies to enhance the existing Web site and the information provided on the Web site. The Design-Builder shall provide, at a minimum, construction information, commercial vehicle restrictions, regular input for a community/construction calendar of events, frequently asked questions (and the answers to those questions), and other relevant information. The Design-Builder shall update this information daily, or more often if needed. The Design-Builder shall be responsible for evaluating user needs, including the type of information that is of interest to specific users (e.g., general public, commercial vehicle operators, etc.), and shall develop the format for displaying information according to the Department Project Web requirements.

The Project Web site shall adhere to State web accessibility requirements, including the W3C Web Accessibility Guidelines 1.0 Priority Levels 1 and 2, as well as Federal Rehabilitation Act Section 508 standards. Additional information can be found here:

http://webtools.ca.gov/Accessibility/State_Standards.asp

The Design-Builder shall maintain a project-specific Twitter handle for the project. All closures and public meeting notices shall be tweeted from the project-specific Twitter handle a minimum of 3 days prior to their occurrence.

The Design-Builder shall maintain a project-specific Facebook presence. All closures and public meeting notices shall be posted to status updates on the project-specific Facebook page.

Section 3.2.7.2.2 "Radio Advertising" is added as indicated below:

3.2.7.2.2 Radio Advertising

For all major lane closures (closures exceeding 30 minutes delay), radio advertising spots shall be utilized to inform the public of the closure. The radio advertising spots shall be run at least one week prior to the start of the closure and continue throughout the closure. Radio advertising spots shall adhere to the following requirements:

- Be broadcast on a minimum of 4 stations with coverage in the Inland Empire. Radio stations shall be in the top 6 stations of preferred stations for households with one or more vehicles and employment or residence in San Bernardino County (per Arbitron ratings). The list of stations shall be approved by the Department prior to purchase of the spots.
- A minimum of six radio spots per day, with two spots in the morning peak hour, two spots in the evening peak hour and two spots during the day between peak hours.
- Each spot must be a minimum of 30 seconds in length, with the script approved by the Department prior to running.

Section 3.2.7.2.3 "Newspaper Advertising" is added as indicated below:

3.2.7.2.3 Newspaper Advertising

For all major lane closures (closures exceeding 30 minutes delay), newspaper advertising shall be utilized to inform the public of the closure. Advertisement shall be run every day starting at least 3 days prior to the start of the closure, and shall adhere to the following requirements:

- Be advertised in at least two newspapers with circulation in both San Bernardino and Riverside Counties.
- Advertisement shall be a minimum size of 1/8th of a page and be approved by the Department prior to purchase.

Section 4 Environmental

Section 4.4.1.2 "Contaminated Properties" is modified as indicated below:

4.4.1.2. Contaminated Properties

Asbestos Containing Material (ACM) and Regulated Waste

All Asbestos-related work shall be performed by a properly licensed Asbestos Abatement Design-Builder or subcontractor, certified by the Contractors State License Board (CSLB) and registered with the Department of Industrial Relations, Division of Occupational Safety and Health Cal/OSHA. Lead abatement work, if required, shall only be performed by a person certified by the Department of Health Services. All work shall be done in accordance with all city and/or county codes and regulations and Air Quality Management District (AQMD) regulations.

The Design-Builder shall provide complete assessments, oversight, and abatement of asbestos-containing materials, and complete removal of regulated wastes prior to demolition. The Design-Builder shall provide notification a minimum of twenty-four (24) hours prior to starting work and twenty-four (24) hours prior to completion of all work.

If the lateral and/or depth of planned over-excavation for proposed improvements are not consistent throughout the entire study area, recommendations for handling and reuse of Aerially Deposited Lead (ADL) contaminated soil should be reviewed and revised in accordance with the actual design plans.

In consideration of total lead concentrations, soil may be managed as non-hazardous and may be reused onsite without restriction or released as surplus to the Design-Builder for disposition as a non-hazardous waste. However, it should be stipulated that the soil is contaminated with lead and should not be reused at residential or other sensitive receptor locations (i.e. schools, day care, etc.). A Department of Toxic Substance Control (DTSC) variance was not invoked for the project.

The Design-Builder shall abate all hazardous materials to include but not limited to friable and anon-friable asbestos and lead paint, according to all environmental laws and regulations, and provide any necessary Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) and implementation of such Plan(s).

Prior to starting demolition operations, the Design-Builder shall be responsible to ensure utility companies have disconnected and removed meters, service lines, LP tank or natural gas tank.

The Design-Builder shall procure all necessary permits and pay all fees related to ACM and Regulated Waste.

NESHAP Asbestos Notification shall be required if structures will be disturbed during construction. The appropriate special provisions for testing of areas suspected to contain ACM and for handling and disposal of ACM shall be provided for review and approval by the Department, as required. The Design-Builder shall prepare an Asbestos and Regulated Materials Assessment Report that describes the results of the assessment and of the abatement and removal activities.

In the event that additional waste materials suspected of containing asbestos or other regulated materials are discovered during construction activities, the Design-Builder shall immediately stop work and provide notification. The Design-Builder will perform all work necessary to assess, abate, and remove any asbestos or other regulated materials.

Health and Safety Plan

Hazardous Materials may exist on the surface, subsurface, groundwater, or on structures to be demolished, and may be mixed with soil, water, and/or other waste materials.

The Design-Builder shall prepare a Hazardous Waste Operations Safety and Health Program for Hazardous Waste Operations, following Federal, State of California and local requirements including CAL/OSHA, CCR Title 8, 5192 et seq., and Federal OSHA, 29 CFR 1910 et seq, and 1926 et seq. A Certified Industrial Hygienist licensed by American Board of Industrial Hygiene shall approve the Hazardous Waste Operations Safety and Health Program.

The Design-Builder shall submit a site specific Health and Safety Plan (HASP) as Part of the Hazardous Waste Operations Safety and Health Program, and as defined in CCR Title 8, 5192(1)(B), within thirty (30) Days of receiving Notice to Proceed.

The Design-Builder shall distribute the HASP to all employees that could be potentially exposed to Hazardous Materials. Employees shall be required to read the HASP, sign a compliance agreement, and abide by all provisions. The HASP shall be displayed or made available on the Project at all times. The Design-Builder shall develop and maintain on site all industrial hygiene information, including "right-to-know" information. It is anticipated and considered as part of the Scope of Work that the Design-Builder will perform Hazardous Waste Operations requiring protective gear up to and including Level C. The Design-Builder shall provide Personal Protective Equipment (PPE) and monitoring equipment to conform to the requirements set forth by CAL/OSHA and Federal/OSHA.

In the event that the Design-Builder encounters or has reason to believe it has encountered Hazardous Materials requiring Hazardous Waste Operations on the Project, the Design-Builder shall provide verbal notification and proceed with the Hazardous Waste Operations work.

The Design-Builder shall then provide written notification by implementing a mitigation plan. If the finding of Hazardous Substances precludes the continuation of work in that work area, the Design-Builder shall continue Working in areas not affected thereby.

The Design-Builder shall maintain documentation and provide information, as requested, regarding potential or actual exposure to the public.

The Design-Builder shall maintain records of all related incidents and provide notification immediately.

The Design-Builder shall be responsible for management of the Hazardous Materials and Hazardous Waste encountered on the Project.

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 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.

Removal and Disposal of Yellow Thermoplastic and Paint

Yellow striping removal poses a hazardous waste concern whether the striping is ground off alone or ground off with pavement. The Design-Builder shall provide a Lead Compliance Plan (LCP) and shall be submitted for comments and approval at least two (2) weeks before fieldwork begins. Testing on removed material must be conducted for classification purposes. The Design-Builder shall remove and dispose of yellow striping per Caltrans Special Provisions.

Soil and Groundwater - General

The Design-Builder shall review the Preliminary Site Investigation (PSI) reports completed for the Project (Exhibit 4-D). The Design-Builder shall be responsible for updating the Initial site Assessment (ISA) if the Department or the Design-Builder determines the ISA is inadequate in its coverage of the Project area or is out of date. If the Design-Builder proposes changes to the scope or extent of the project as defined in the approved Environmental Document for the project during either the design or construction phase of Design-Build, the Design-Builder shall provide the Department all information necessary to confirm whether the results of the approved ISA or PSIs would be changed. The Design-Builder shall be responsible for additional drilling investigation and/or any other additional Phase II work that may be needed to construct the project.

The Design-Builder shall sample and test the soils and groundwater that are suspected to be contaminated. The Design-Builder shall also monitor soil excavation activities and evaluate planned treatment procedures. When all contaminated soil excavation and corrective action, and all groundwater dewatering has been completed for the Project, the Design-Builder shall prepare a Corrective Action Implementation Report for the entire Project. The report shall be completed in accordance with applicable California Pollution Control Program requirements. The Design-Builder shall install wheel/undercarriage washing. equipment, or a functional equivalent, at excavation locations, as the first method by which to ensure that haul trucks have clean wheels and undercarriages before entering the roadway.

Cost accrued by the Design Builder for treatment or disposal of contaminated soil and groundwater that has been identified as hazardous waste and cannot be reused within the project will be reimbursed by the Department. Project schedule impacts due to the treatment or disposal of such contaminated material will be the responsibility of the Design Builder.

Section 4.4.1.6"Waters and Wetlands" is modified as indicated below:

4.4.1.6 Waters and Wetlands

The Design-Builder shall comply with all regulatory requirements related to Waters and Wetlands as stated in the Environmental Document, including implementation of all related measures in the ECR for the Project.

Cajon Creek is identified as a fish bearing stream. Water flowing through any part of Cajon Creek is subject to fish bearing stream measures. Such measures will be identified after completion of the 1602 permit process. Diversion plans (including getting trapped fish relocated upstream) shall be developed and implemented.

Section 4.4.1.11 "Paleontology" is added to Section 4 Environmental as indicated below:

4.4.1.11 Paleontology

Any recovered specimens shall be prepared to the point of identification and permanent preservation. This includes the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens. The Department will be responsible for cost associated with identification and permanent preservation of recovered specimens. The Design-Builder will be responsible for schedule impacts associated with this effort. Refer to Exhibit 4-A for additional paleontology requirements.

Section 6 Utilities

Section 6.2.1 "Initial Allocation of Responsibility" is modified as indicated below:

6.2.1 Initial Allocation of Responsibility

NTO documents are required by Streets and Highways Code 700 Series to compel a Utility Owner to Relocate a Utility in conflict. NTOs will be prepared and issued by the Department for all known Utilities affected by this Project. Current status and proposed resolution ~~and estimated Relocation schedules~~ are included in ~~the RID~~Exhibit 6-B. The Design-Builder shall negotiate final schedules with the Utility Owners and the Department in response to each affected Utility Owner's proposed schedule for Relocation.

Section 6.2.1.1 "Department-Supplied Information" is modified as indicated below:

6.2.1.1 Department-Supplied Information

The Department has contacted the known Utility Owners to give them preliminary notification that their facilities may be impacted by the Project. Department has completed an initial Utility survey and has identified many of the existing Utilities in the Project area. The results of the Department's investigations are described in the Utility Plan Sheets and the Pothole tables showing Verified Utility Information, attached as Exhibits 6-C and 6-D; and in the Utility Information Sheets (UIS) included in the RID.

The Utility Plan Sheets provide information as to the locations, and known specific Utility Owner conditions for the Utility Work. These locations were determined from the best available information; however, the Design-Builder acknowledges that:

- The existing Utility Plan Sheets may not identify all existing Utilities impacted by the Project, and
- The existing Utility Plan Sheets may not show the identified existing Utilities at their correct locations or indicate their correct sizes and/or types~~, and~~
- ~~The Contract Price includes contingencies deemed adequate by the Design-Builder to cover the possibility that the existing Utility Plan Sheets do not adequately or accurately identify all situations in which existing Utilities may require Relocation, taking into consideration the fact that the Design-Builder is entitled to Change Orders only in specified situations.~~

Notwithstanding the inclusion of Utility Plan Sheets and Pothole tables showing the Verified Utility Information, such documents shall be considered Contract Documents only to the extent that they are used to determine whether an existing underground Utility is indicated at all or with "reasonable accuracy" under Book 1, Section 6.2.1. The Design-Builder has no right to rely on these documents for any other purpose.

Section 6.3.3 "Investigations" is modified as indicated below:

6.3.3 Investigations

The Design-Builder shall take all actions necessary to identify and confirm the existence and exact location, size, and type of all Utility facilities within the R/W or otherwise potentially impacted by the Project construction, whether or not such Utilities are shown in the Utility Plan Sheets (Exhibit 6-C), the Pothole Tables showing Verified Utility Information (Exhibit 6-D), or in the UISs. This shall include all potentially impacted Service Lines. Such actions shall include making diligent inquiry at the offices of the Utility Owners, consulting public records, and conducting field studies (such as potholing), taking into consideration the possibility that Utility Owners may provide inaccurate or inexact information with regard to their facilities. If the Design-Builder's investigations identify Utilities or Service Lines not described in the Utility Plan Sheets (Exhibit 6-C), the Pothole Tables showing Verified Utility Information (Exhibit 6-D), or in the UISs, or if the Design-Builder determines that any Utility or Service Line was not accurately indicated in the Utility Plan Sheets (Exhibit 6-C), the Pothole Tables showing Verified Utility Information (Exhibit 6-D), or in the UISs, the Design-Builder shall notify the Department immediately upon discovery. Any inaccuracy in, or omission from, the information provided in this RFP with respect to existing Utilities shall not relieve the Design-Builder of its duties with respect to the Utility Work.

The Design-Builder shall include in its investigation potholing as required by the Project Development Procedures Manual, Appendix LL, "Policy on High and Low Risk Underground Facilities Within Highway Rights of Way".

The Design-Builder shall complete its investigations within 90 Days of NTP 1. Upon completion of its investigations, the Design-Builder shall provide updated Utility Plan Sheets and Pothole Tables to the Department. Once the Design-Builder completes its investigations, all known Utilities shall be assumed to have been identified with "Reasonable Accuracy"~~, and the restrictions of "Reasonable Accuracy"~~ as defined in Book 1, Section 6.2.1.1.1 ~~shall no longer apply~~.

The Design-Builder shall prepare a Utility Conflict Maps for each Utility impacted by the Project, identifying the location of the existing Utility, the conflicting area, and the final Relocation recommendation to mitigate potential conflict, including, if applicable, the proposed new location (without regard to whether the Design-Builder or the Utility Owner will be furnishing design). The CADD-prepared Utility Conflict Maps shall be attached to each NTO. The information shown on the Utility Conflict Maps shall include the following:

- Existing and proposed R/W,
- Existing topography,
- Proposed Project elements,
- Existing Utilities, and
- Include sufficient information for the Utility Owner to Relocate the Utility, including profile and alignment data as necessary.

Replace Exhibit 6-B "Utility Tracking Report" with the revised Exhibit 6-B attached to this addendum.

Section 9 Land Surveying

Section 9.3.2.1 "Public and Private Land Survey Monuments" is modified as indicated below:

9.3.2.1 Public and Private Land Survey Monuments

The Design-Builder shall locate and preserve all previously established survey monuments located within the Project in accordance with Section 8771 of the Business and Professions Code, and provide a list of these monuments to the Department. Design-Builder to provide survey monuments which shall be a 2" minimum diameter brass or bronze disk. Disks must bear the license number of the Design-Builder's Land Surveyor in responsible charge in accordance with the Professional Land Surveyors' Act, (Business and Professions Code §§ 8700 – 8805). Stamping of disks must be approved by Department prior to placing.

Section 11 Roadway

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~~ 103+50 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 11.3.1 "Performance Requirements" is modified as indicated below:

11.3.1 Performance Requirements

The Preliminary Design Drawings show the vertical and horizontal geometry for the "preferred alternative" identified in the Final Environmental document. The geometry may be refined subject to the conditions set forth in Section 1.3.1 "Basic Configuration".

The Preliminary Design Drawings show typical sections for mainline, ramps, connectors and cross streets. These include the number of lanes, shoulders, medians, curb and gutter, sidewalks, and other cross section elements. The number and location of lanes in each direction on mainline, ramps, connectors and cross streets, including the auxiliary lanes shall be consistent with the Preliminary Design Drawings.

The Design Builder shall design and construct all roadways to comply with the following performance requirements:

- Meet all Department and AASHTO roadway design and safety standards,
- Meet capacity for the 2040 design year,
- Comply with all mitigation measures in the Final Environmental Document for the "preferred alternative",
- Meet all future improvements identified as the "preferred alternative" in the environmental document, and

- Meet the widths of all cross streets as shown in the Preliminary Engineering Documents,
- Provide 13-foot lane widths on all truck bypass roadways.
- Maintain the existing median width on I-15 from the I-15/I-215 Interchange ('B3' Station 938+41) to the north limit of the project.

The scope of improvements shown in the Preliminary Engineering Documents was used to establish the right of way limits. Additional R/W acquisition shall be subject to the conditions of Section 7.5.4, "Identification of Additional R/W".

The Design Builder shall design and construct all roadway elements according to Department and AASHTO standards. This includes but is not limited to horizontal alignment, vertical alignment, superelevation, cross slopes, lane widths, shoulder widths, medians, clear zone, side slopes, and cut and fill slopes. This Project has additional specific requirements for some of these elements, which are given in this section.

New pavement in widened roadway sections and new roadbeds shall follow the guideline in HDM Section 833.2 of increasing the cross slope of the outermost lanes, except that the maximum pavement cross slope shall be limited to 3 percent (excluding superelevation). The Design-Builder shall be responsible for preparing the necessary documentation for the design exceptions associated with this requirement.

The Design-Builder shall prepare all necessary engineering studies and applicable design reports to justify all project roadway elements used in the project.

The Design-Builder shall identify and correct all clear zone deficiencies on the freeway facility for all areas adjacent to new construction except as provided for in the Fact Sheet Exceptions to Mandatory Design Standards and Fact Sheet Exceptions to Advisory Design Standards (Exhibits 11-A and 11-B respectively of this section). The design vehicle type for all turning movements and acceleration/deceleration lengths for the Project is the STAA design vehicle for all roadways within state R/W and for Cajon Blvd. For local streets (except Cajon Blvd), the design vehicle for turning movements and acceleration/deceleration lengths should be coordinated with the local agency. For vertical curves and sight distance applications, the design vehicle is a passenger car.

I-15 mainline within the project limits is part of the Extralegal Load Network (ELLN). The existing minimum vertical clearances on the Route 15 mainline within the project limits shall be maintained or improved to a 23-foot clearance, whichever is greater; with the exception of the southbound I-215 braid structure over I-15 southbound, which must have a minimum vertical clearance of 20 feet. These vertical clearance requirements apply during construction as well as at project completion, unless a Department-approved detour for extra-legal loads is provided. If a Department-approved detour for extra-legal loads is provided, minimum vertical clearance on I-15 may be reduced during construction to 15 feet. Where applicable standards or other portions of this contract require greater clearances than the existing clearances, the greater clearance shall govern for all new construction.

All structures spanning the southbound I-15 roadbed (excluding sign structures) shall provide clear span (edge of shoulder to column face) for an additional 50 feet of future pavement parallel to the inside of the southbound I-15 roadbed, without requiring the replacement of the structure. It should also be noted that a 12-foot inside shoulder is required along the southbound I-15 from 'A3' Station 850+00 to Kenwood Ave UC, as indicated on the Preliminary Engineering Drawings included in the RID.

The following existing features shall be upgraded to current design standards:

- Curbs and dikes
- Transition railings, metal beam guard railing, thrie-beam, and end treatments (modify existing drainage inlets as necessary to accommodate changes)
- Existing temporary railing (Type K) shall be replaced with permanent barrier

The Design-Builder shall follow the Project-specific design standards for specific roadways shown in the following tables.

PROJECT-SPECIFIC DESIGN STANDARDS

Roadway: I-15 Mainline* Construction, I-215 Mainline Construction and Truck Bypass Lanes

Location: From I-15 PM 14.0 to I-15 PM R16.4

From I-215 PM 16.0 to I-215 PM 17.8

Design Standards	**Freeway Mainline**
Jurisdictional System	Caltrans
Functional Class	Freeway
Access Control	Full
Highway Type	Multi-Lane Divided, Urban Section
Design Vehicle	STAA
Terrain	Mountain
•	•
•	•
Project Posted Speed	70 mph
Design Speed	80 mph
Shoulder Bus Use	No

* I-15 Mainline for the purpose of this table includes the portions of I-15 that are sometimes referred to the southbound I-15 to southbound I-15 connector, and the northbound I-15 to northbound I-15 connector.

TRAFFIC VOLUMES

Freeway Segment	AADT		
	2007	**2017**	**2040**
I-15 Northbound			
Sierra Ave onramp to Glen Helen Parkway UC	55,500	81,200	140,400
Glen Helen Parkway UC to I-215 SB Connector	53,600	78,200	134,600
Northbound I-15 to Southbound I-215 Connector	8,800	10,000	12,600
Northbound I-15 from I-215 SB conn to I-215 NB conn	44,800	68,200	122,200
Northbound I-15 from I-215 NB conn to Kenwood Ave	66,100	103,000	188,000
Kenwood Ave UC to PM R16.4	64,900	103,000	190,700
I-15 Southbound			
PM R16.4 to Kenwood Ave UC	70,400	106,000	187,900
Kenwood Ave UC to I-215 Connector	71,600	107,800	191,100
I-15 SB from I-215 SB conn to I-215 NB conn	50,400	73,200	125,600
I-215 NB conn to Glen Helen Parkway UC	59,200	82,600	136,400
Glen Helen Parkway UC to Sierra Ave UC	58,100	83,800	143,000
I-215 Northbound			
Palm Ave UC to Devore Road OC	29,600	44,000	77,000
I-215 NB to I-15 SB Connector	8,800	9,400	10,800
I-215 NB to I-15 NB Connector	21,300	34,800	65,900
I-215 Southbound			
I-15 SB to I-215 SB Connector	21,300	34,700	65,400
Devore Road OC to Palm Ave UC	31,400	46,200	80,400

MEDIAN TYPES

Freeway Segment	Median Type
I-15 south project limit to Glen Helen Road UC	Paved median with Concrete Median Barrier
I-15 from Glen Helen Road UC to 15/215 IC	Median designed per Traffic Manual, Chapter 7
I-15 from 15/215 IC (Center Connector UC) to north project limit	Concrete Median Barrier on northbound side, offset 14 feet from inside ETW
I-215 south project limit to Devore Rd OC	Median designed per Traffic Manual, Chapter 7
I-215 from Devore Rd OC to 15/215 IC (Center Connector UC)	Paved median with Concrete Median Barrier

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 a debris basin north of the existing Kimbark Canyon culvert to prevent debris from entering the culvert and settling out at the pipe grade change. The debris basin, including grading limits shall stay within the proposed right of way as indicated in the basic configuration.
- 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.
- 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 13.4.5 "Route 15/215 Separation (Widen), Br No. 54-0783R" is modified as indicated below:

13.4.5 Route 15/215 Separation (Widen), Br No. 54-0783R

Widen existing 2-span CIP/PS box girder to the right. Remove existing Type 1 barrier rails and existing overhangs. Construct overhang and barrier rails with new Department approved barrier rails. Modify the existing structure to allow widening and e~~E~~valuate the seismic vulnerabilities of the existing structure and perform retrofits as needed.

Section 15 Visual Quality Management

Section 15.3.4.6 "Lighting" is modified as indicated below:

15.3.4.6 Lighting

~~The color of light poles and fixtures shall be semi-gloss black.~~ For ~~all other~~ lighting requirements, see Section 16.

Section 18 Maintenance of Traffic

Section 18.3.1 "Project Specific Requirements" is modified as indicated below:

18.3.1 Project Specific Requirements

The Design-Builder shall incorporate the Lane Requirement Charts provided by the Department, see Exhibit 18-A, Lanes Requirement Charts. Any revisions to the Lane Requirement Charts provided, or proposed additional Lane Requirement Charts , shall be submitted to the Department

for approval using the form provided in Exhibit 18-B, Lanes Requirement Chart Request Form . The Department will have 15 Working Days to review the request.

~~Requests for revisions or additional Lane Requirement Charts shall include:~~

- ~~Delay calculations (The Department will verify delay calculations using Department's calculation sheets, which can be provided upon request),~~
- ~~The purpose of requests,~~
- ~~Per lane capacity for work zone,~~
- ~~Field traffic counts,~~
- ~~Detour plans (if necessary).~~

Major closures (closures exceeding 30 minutes delay as verified by the Department) will require a major lane closure approval process. The Department will have 20 Working Days to review the request.

Major Lane Closure Approval Process requirements:

- Location and Vicinity maps showing the State Highway(s), local street network, and other adjacent lane closures or nearby work that may affect traffic during the same period. Including special events,
- Dates, times and locations of the lane closure(s),
- Description of the work being performed during the lane closure(s),
- Description of each lane closure and its anticipated affect on traffic,
- Amount of expected delay and corresponding queue length for each lane closure,
- Summary of TMP strategies that will be used to reduce delay and motorist inconvenience during the lane closure(s). A copy of the TMP,
- Contingency plan,
- Radio and newspaper advertising (See Book 2, Section 3),
- Proposed PCMS messages (See Book 2, Section 18.4.6.4).

The Design-Builder shall be responsible for the design, placement, and maintenance of all detours required during construction. The detour routes shall be reviewed by the Design-Builder to ensure that the detoured vehicles can negotiate them successfully, especially busses and trucks. The Design-Builder shall provide motorists with positive, consistent, and well maintained guidance on diverting around the construction areas.. NO DETOURS THROUGH THE STREETS OF THE COMMUNITY OF DEVORE (North of I-15 and I-215) ARE PERMITTED. Access to the community of Devore through the Devore overcrossing I-215 Freeway shall be maintained at all times. Proposed detours shall be submitted to the Department for approval. The Department will have 15 Working Days to review the request. It is the Design-Builder's responsibility to contact and obtain approval and any necessary permits from local agencies for detours on roads or streets under their jurisdiction.

The Design-Builder shall provide Sign Details plans showing how to fabricate any sign not detailed in the CA MUTCD. This includes sign dimensions, message, lettering sizes, and colors.

Prior to using shoulders or portions of shoulders as freeway lanes, the Design Builder shall verify the structural section of the shoulders and if necessary upgrade the structural section to support existing traffic volumes.

Adopt-A-Highway activities if any shall be suspended during the project. The Design Builder shall remove and store existing signs, reinstalling them upon completion of construction in that area. Any signs damage during storage or reinstallation shall be replaced in kind by the Design Builder at the Design Builder's expense.

The Design Builder shall install Construction Area Signs prior to any field investigations, preliminary design work, or any kind of construction. See also Issuance of NTP1 and NTP2.

Temporary construction minimum lane widths shall be 11ft for the inside and middle lanes and 12ft for the outside lanes.

The Design Builder shall provide coordination with established truck routes. And notify the Caltrans Regional Transportation Permit Office at least 21 Days prior to any reduction of vertical or horizontal clearance.

Section 18.3.1.2 "Freeway Service Patrol (FSP)" is modified as indicated below:

18.3.1.2 Freeway Service Patrol (FSP)

Freeway Service Patrol is a service that involves the use of dedicated near-site towing services in coordination with the CHP (separate from COZEEP)to reduce the time required to remove disabled vehicles from the roadway. ~~The Design Builder may request FSP Service from the Department on certain or critical closures and such service is at the discretion of the Department. As part of TMP strategies, the Design Builder may enhance the service and contract with the Department's existing.~~

FSP shall be provided during the hours listed in Table 18.1 when the width of both inside and outside mainline shoulders are reduced to less than ten feet for a continuous distance of more than 500 feet. For Major Closures, FSP shall be provided for the entire duration of the closure**.** Design Builder shall submit to the Department FSP work schedules a minimum of seven working days in advance of a closure.

Table 18.1

DAY OF WEEK	**WINDOW WHEN FSP IS REQUIRED**
MONDAY TO THURSDAY	5:30AM TO 9:30AM AND 3:00PM TO 8:00PM
FRIDAY	5:30AM TO 9:30AM 1:00PM TO 9:00PM
SATURDAY	11:00AM TO 5:00PM
SUNDAY	12:00PM TO 8:00PM

Payment for FSP shall be made by the Department to the FSP provider and deducted from the Design Builder's monthly progress payment at a rate of $170 per every hour FSP is provided.

Cancellation of FSP service must be made between 8:00 a.m. to 3:00 p.m. Monday through Friday, excluding holidays. Deduction from the Design Builder's monthly progress payment will be made for actual costs per Table 18.2 for FSP services cancelled.

Table 18.2

CANCELLATION	RECEIPT OF NOTICE OF CANCELLATION	HOURS TO BE CHARGED
Tow Operator	Less than 24 hours before arrival on the assigned FSP beat[1]	3 hours
	After arrival on the assigned FSP beat[1]	Entire shift up to a maximum of 8 hours
CHP	Within 24 hours of scheduled FSP service	4 hours overtime for each assigned personnel

[1] The territory and time of patrol.

Section 18.4.2 "Maintaining Traffic" is modified as indicated below:

18.4.2 Maintaining Traffic

Maintaining traffic shall conform to the provisions in Sections 7-1.08, "Public Convenience," Section 7-1.09, "Public Safety," and Section 12, "Construction Area Traffic Control Devices," of the Caltrans Standard Specifications and these Technical Provisions.

Closure is defined as the closure of a traffic lane or lanes, including shoulder, ramp or connector lanes, within a single traffic control system.

Closures shall conform to the provisions in "Traffic Control System for Lane Closure" of these Technical Provisions.

Closures shall conform to the Lane Requirement Charts provided by the Department (see attachment 18-A). Or as revised as specified on Section 18.3.1 of these technical provisions (Maintenance of Traffic)

Work that interferes with public traffic shall be limited to the hours when lane closures are allowed, except for work required under Sections 7-1.08, "Public Convenience," and Section 7-1.09, "Public Safety," of the Standard Specifications.

Designated legal holidays are: January 1st, the third Monday in February, the last Monday in May, July 4th, the first Monday in September, November 11th, Thanksgiving Day, and December 25th. When a designated legal holiday falls on a Sunday, the following Monday shall be a designated legal holiday. When November 11th falls on a Saturday, the preceding Friday shall be a designated legal holiday.

Special days are:Martin Luther King Jr Day, Cesar Chavez Day. Good Friday thru Easter Sunday, Day after Thanksgiving, December 26 thru January 2.

The closure starts with the first cone down and ends with the last cone picked up. No closure sign(s) shall be exposed thru traffic more than 30 minutes before or after a closure.

The maximum length of a single stationary lane closure shall be 2 miles.

Concurrent stationary closures shall be spaced no closer than 1.25 miles apart and closures shall be along the same lanes/s

Local authorities shall be notified at least five (5) business days before work begins. The Design-Builder shall cooperate with local authorities to handle traffic through the work area and shall make arrangements to keep the work area clear of parked vehicles.

Adjacent ramps, in the same direction of travel, servicing two (2) consecutive local streets shall not be closed simultaneously unless directed by the Department.

SC6-3(CA) (RAMP CLOSED) sign shall be used to inform motorists of the temporary closing of a connector, entrance ramp or exit ramp for 1 business day.

SC6-4(CA) (RAMP CLOSED) sign shall be used to inform motorists of the temporary closing of a connector, entrance ramp or exit ramp for more than 1 business day.

The SC6-3(CA) or SC6-4(CA) signs shall be installed at least 7 days before closing the connector or ramp, but not more than 15 days before the connector or ramp closure. The Design-Builder shall notify the Department at least 2 business days before installing the SC6-3(CA) or SC6-4(CA) signs.

Accurate information shall be maintained on the SC6-3(CA) or SC6-4(CA) signs. The SC6-3(CA) or SC6-4(CA) signs, when no longer required, shall be immediately covered or removed.

Personal vehicles of the Design-Builder's employees shall not be parked on the traveled way or shoulders including sections closed to public traffic.

When work vehicles or equipment are parked within 6 feet of a traffic lane to perform active construction, the shoulder area shall be closed with fluorescent orange traffic cones or portable delineators placed on a taper in advance of the parked vehicles or equipment and along the edge of the pavement at 25-foot intervals to a point not less than 25 feet past the last vehicle or piece of equipment. A minimum of 9 traffic cones or portable delineators shall be used for the taper. A W20-1 (ROAD WORK AHEAD) or W21-5b (RIGHT/LEFT SHOULDER CLOSED AHEAD) or C24(CA) (SHOULDER WORK AHEAD) sign shall be mounted on a crashworthy portable sign support with flags. The sign shall be placed where designated by the Department. The sign shall be a minimum of 48" x 48" in size. The Design-Builder shall immediately restore to the original position and location a traffic cone or delineator that is displaced or overturned, during the progress of work.

If minor deviations from the lane requirement charts are required, a written request shall be submitted to the Department at least 15 Working Days before the proposed date of the closure. The Department may approve the deviations at its sole discretion if the work can be expedited and better serve the public traffic.

When closure of a connector is required along with the freeway lane closure, work on the connector shall be completed first, followed by work located in transitioning areas from the connector to the freeway lanes. At least one lane on the connector shall be open when the remaining work is located in the transitioning areas or on the freeway lanes.

Lane Closure Restriction for Designated Legal Holidays and Special Days

Thu	Fri	Sat	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Sun
x	**H** xx	xx	xx	xxx						
	SD xx									
x	xx	**H** xx	xx	xxx						
		SD xx								
	x	xx	**H** xx	xx						
			SD xx	xxx						
	x	xx	xx	**H** xx	xxx					
	x	xx	xx	**SD** xx	xxx					
				x	**H** xx	xxx				
				x	**SD** xx					
					x	**H** xx	xxx			
						SD xx				
						x	**H** xx	xx	xx	xx
							SD xx			

Legends:

	Refer to lane closure charts
x	The full width of the traveled way shall be open for use by public traffic after 7:00 AM.
xx	The full width of the traveled way shall be open for use by public traffic.
xxx	The full width of the traveled way shall be open for use by public traffic until 6:00 PM.
H	Designated Legal Holiday
SD	Special Day

District 8 Special Events List

No work that encroaches onto the traveled way of the affected Routes shall be allowed from 3 hours before to 2 hours following special events listed below unless otherwise permitted by the District Traffic Manager

Venue/Special Events	Affected Routes	Route Impact	Route Limits	Presently Identified The Month Of Events	Website	Contact #
San Manuel Amphitheater (Glen Helen)	215 15	*** **	University Pkwy to I-15/215 Connector I-60 to Devore Road	Various events May-Oct yearly See web site	www.sanmanuelamphitheater.com/	909-880-6500
Route 66 Rendezvous	215	***	Mill St. to 5th St	September	www.route-66.org	909-889-3980
Auto Club Speedway (California)	10 15 210 66 60	*** *** *** *** ***	LA I-57 to SBD I-215 I-15/215 to SR-91 Haven to I-215 Haven to Cherry I-15 to County Line	Various events Thru the year See web site	www.autoclubspeedway.com/	909-429-5000
Temecula Balloon and Wine Festival	15	**	SR-79 (Winchester Rd) and Rancho California	June	http://www.tvbwf.com	951-676-6713
Bob Hope/Chrysler Classic	10	**	Palm Springs off ramp at SR-111	January	http://www.bhcc.com	760-346-6329
Kraft Nabisco Championship	10	**	Palm Springs off ramp at SR-111	March	http://www.kncgolf.com/	760-324-4546
Festival of Lights (Downtown Riverside)	91	**	I-15 to I-215/SR-60 split	November	http://www.riversidedowntown.org/	951-683-7100
March Air Show March Air Reserve Base	215	***	Cactus to Ramona Express Way	May	http://www.marchfieldairfest.com/	951-655-1110
UCR Graduation	60 215	*** ***	I-215/SR-60/SR-91 split to Central Ave	June	www.commencement.ucr.edu	951-787-3144
Laughlin River Run	40	***	I-40/ From I-15 to Arizona State Line	April	http://www.laughlinriverrun.com/	949-502-3434
Thunder & Lightning Powwow	10	***	I-10/ Morongo Valley	September	http://www.morongocasinoresort.com/pow2.cfm	800-252-4499 ext.# 23800

Note: The dates of events change yearly. Contact numbers and websites provided to verify exact dates.

**	Designates-Moderate Impact	(20 minute delay or less)
***	Designates-High Impact	(30 minute delay or less)

Section 18.4.6.4 "Use During Major Closures" is added to Section 18 Maintenance of Traffic as indicated below:

18.4.6.4 Use During Major Closures

Portable changeable message signs (PCMS) shall be utilized according to the requirements of this Section 18.4.6.4 for all major lane closures of mainline freeway or connectors (as defined in Section 18.3.1 above). For such closures, PCMS shall be placed at the following locations shown in Table 18.3, whenever traffic will approach the closure from that location (2 PCMS on each approach leg of the interchange). Exact locations shall be approved by the Department prior to use.

	Table 18.3	
Interchange	**Number of PCMS Required**	**Use When Traffic Approaches Closure From**
I-10/I-210	4	Northbound I-215
I-10/I-215	6	Northbound I-215
I-215/I-210	6	Northbound I-215
I-15/I-210	6	Northbound I-15
I-15/I-10	6	Northbound I-15
I-15/SR-395	4	Southbound I-15
I-15/SR-138	6	Southbound I-15

This requirement does not relieve the Design-Builder from other TMP strategies and responsibilities listed in this Contract and in the TMP guidelines. These PCMS are required in addition to those required near the Project limits and at other critical diversion points outside the list provided in Table 18.3. Additional permanent CMS's may be available by contacting the Department.

Messages for each PCMS shall be submitted to the Department for approval prior to use.

Section 21 Roadway 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,
- Longitudinal joints shall match lane lines, except in transition areas or where an exception has been granted by the Department.
- 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.

Section 21.3.3 "Pavement Types" is modified as indicated below:

21.3.3 Pavement Types

The Design-Builder shall consider, at a minimum, the following factors. Refer to Chapters 600 to 670 of the *Highway Design* Manual for a complete list:

- Traffic Considerations

The Design Builder shall use Traffic Index values provided in Table 21-1.

Table 21-1: Traffic Index (TI) Values for 20-year and 40-year Pavement Design Life Periods

Roadway	Segment	20 Year TI (Mainline)		20 Year TI (Shoulder)		40 year TI (Mainline)		40 Year TI (Shoulder)	
		Inside Lanes	Outside Lanes	Inside Lanes	Outside Lanes	Inside Lanes	Outside Lanes	Inside Lanes	Outside Lanes
Interstate 15	South of I-15/I-215 Interchange	13.50	15.50	10.00	10.00	14.50	17.00	11.00	11.00
	North of I-15/I-215 Interchange	13.50	16.00	10.50	10.50	14.50	17.50	11.00	11.00
Interstate 215	South of I-15/I-215	11.0	13.00	8.50	8.50	12.00	14.00	9.00	9.00
	Interchange South of CD System	8.00	9.00	6.00	6.00	8.50	10.00	6.50	6.30
Connectors	North I-15 to South I-215		8.50		5.50		9.50		6.00
	North I-215 to South I-15		8.50		5.00		9.00		5.50
	North I-215 to North I-15	10.00	12.00	10.00	8.00	11.00	13.00	8.50	8.50
	South I-15 to South I-215	10.00	12.00	10.00	7.50	11.00	13.00	8.50	8.50
Truck Bypass Lanes	I-15 Northbound I-15		15.50		10.00		17.00		10.50
	Southbound		16.00		10.00		17.50		11.00
Ramps	SB Kenwood Off Ramp		9.50		6.00		10.50		6.50
	SB Kenwood On Ramp		10.00		6.00		11.00		7.00
	NB Kenwood Off Ramp		10.00		6.00		10.50		6.50
	NB Kenwood On Ramp		10.00		6.50		11.00		7.00
	SB Glen Helen Pkway Off Ramp		8.00		5.00		9.00		5.50
	SB Glen Helen Pkway On Ramp		9.50		6.00		10.50		6.50
	NB Glen Helen Pkway Off Ramp		9.00		5.50		10.00		6.00
	NB Glen Helen Pkway On Ramp		8.00		5.00		9.00		5.50
	SB Cajon Blvd. Off Ramp		8.50		5.50		9.50		6.00
	SB Cajon Blvd. On Ramp		8.00		5.00		9.00		5.50
	NB Devore Rd. Off Ramp		8.00		5.00		8.50		5.50
	NB Devore Rd. On Ramp		8.50		5.50		9.50		6.00
Local Roads	Cajon Blvd from Devore Rd. north		10.50		6.50		11.50		7.00
	Cajon Blvd. S/O Devore Rd.		8.00		5.00		8.50		5.50
	Devore Rd.		8.50		5.50		9.00		6.00
	Kenwood Ave.		8.50		5.50		9.00		5.50

- Soils Characteristics –

  The Design-Builder shall perform all necessary California Tests described in Chapter 610 of the *Caltrans Highway Design Manual* to determine the structural quality and attributes of subgrade soils.

  The Design-Builder shall modify and/or provide a subgrade soil that is adequate to carry projected traffic loads during the life of the pavement.

- Climate Regions

  The Design-Builder shall use Inland Valley Climate Region in accordance with the *Pavement Climate Map*.

  The Design-Builder shall meet or exceed pavement requirements for the climate region.

- Existing pavement type

  The Design-Builder shall consider providing continuity of existing pavement type when developing pavement designs making sure that all factors and standards stated in Chapter 610 of the *Caltrans Highway Design Manual* are met.

- Availability of materials, recycling and maintainability of materials

The Design-Builder shall provide pavement structures that shall consist of a combination of subgrade modifications and/or roadbed materials placed in layers above the subgrade. Materials placed shall conform to the *Caltrans Standard Specifications*. The Design-Builder shall submit complete roadway pavement structural recommendations to Department for approval. Construction of submitted pavement structures shall not commence until the Design-Builder receives notice of Release for Construction. The Design-Builder will receive a response within 15 working days of receipt of such submittal. Any subsequent changes in pavement structures shall be documented and processed in accordance to the Standards set forth in this provision.

Section 23 Ramp Metering

Section 23.2.8 "Certification Requirements" is modified as indicated below:

23.2.8 Certification Requirements

The Design-Builder shall have an Electrical Engineer with a minimum of 5 year electrical design experience on the California State Highway System.

The Design-Builder shall perform all laboratory testing at a Department certified and approved lab and an AMRL-accredited facility for material tests required by this section. All material testers are to be certified for the materials they are testing. The design builder shall also coordinate with Caltrans METS lab for inspection of Electrical equipment and all pole standards. The Design Builder is responsible for all associated costs and schedule delays due to any electrical equipment that does not pass the testing requirements.

Section 24 Railroad

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 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~~ 8-hour shift, for each of the railroad owners. Nightshifts are overtime. Holidays and weekends are double time. 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 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, 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.

REFERENCE INFORMATION DOCUMENTS (RID)

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

UTILITY TRACKING REPORT (Last update: 7/3/2012)					
UTILITY DISPOSITION	**UTILITY**	**APPROX. STATION FROM**	**APPROX. STATION TO**	**APPROX. LENGTH (LF)**	**NOTES**
	Dement St. (I-215), 'DEM' Line				
Protect in Place	SCG 4"/6" Gas Line (Xing I-215)	24+50.0	28+00.0	365	
Relocate	SCG 4"/6" Gas Line (Xing I-215)	24+50.0	24+50.0		Relocate into new Devore OC.
Relocate	SCE OH (Xing I-215, 2 wood poles w/12kV Lines; 3 circuits)	19+00.0	19+00.0		Shift poles by the amount that Dement St is being shifted.
Relocate	Verizon OH - 2 lines	29+00.0	29+00.0		Pole in center of proposed Dement St alignment.
Extend Casing	Verizon, Sprint FOC - 4-2" conduits in 30" Sleeve (Xing I-215)	19+50.0	19+50.0	35	Extend 30" casing to edge of R/W
Extend Casing	Verizon Business (MCI) 2-4" Conduits in 30" Sleeve (Xing I-215)	19+00.0	19+00.0	55	Extend 30" casing to edge of R/W
Relocate	Verizon Business (MCI) 1-4" conduit	19+00.0	28+00.0	1,050	Relocate into new Dement align.
Protect in Place	Verizon, Sprint FOC UG (4-2" conduits)	19+50.0	30+50.0	1,190	
Protect in Place	Verizon Business (MCI) 1-4" conduit	28+00.0	30+50.0	190	NW end of Demont
Protect in Place	Verizon UG telephone	17+00.0	26+00.0	900	
Protect in Place	SCE UG Single Circuit Cable	26+50.0	26+50.0		
Relocate	SCE Poles (26+00, 27+50, 29+00)				3 poles. 26+00 may be a Verizon pole.
Protect in Place	SCE Poles	15+00.0	27+50.0		Check to make sure not in new Dement align. Also check guying (existing) for conflicts.
	Devore Road Bridge, 'DEV' Line				
Relocate	8" DWC Water (Upsize to 12")	9+80.0	24+00.0	1,420	Relocate into new Devore Road OC. Includes a service line on the southeast corner of the bridge. Upsize to 12".
Relocate	Verizon 4 Conduits Telco UG	9+80.0	21+00.0	872	Relocate into new Devore Road OC
Protect in Place	TWT & L3, 6-2" Conduit HDPE in 20" Sleeve	9+80.0	20+00.0	872	
Relocate	SCE Poles (20+50, 22+10)	20+50.0	22+10.0		May affect guying on pole N of 22+10 as well. May be able to abandon if line is no longer needed on Arrowhead Blvd.
	N/o Devore Rd Bridge & E/o I215, 'D2' Line				
Relocate	SCG 2" Gas Line	410+50.0	414+00.0	310	In Arrowhead Blvd. May be able to abandon.
Relocate	DWC 2" Water Line	410+30.0	416+00.0	520	In Arrowhead Blvd. May be able to abandon.
Relocate	SCE OH & Verizon Telco, Poles & anchors	410+50.0	417+50.0		In Arrowhead Blvd. Would be best to abandon this (Remove), rather than save with a R/W line shift, because it helps with other relocs.
	E/o I215 & S/o I15 ('SF' and 'MRN' Lines)				
Protect in place	SCE OH poles & anchors (from end of Santa Fe)				Also includes OH telephone (V) and TV lines.
Protect in place	SCG 2" Gas Line (end of Sante Fe Ave.)	10+00.0	12+00.0		
Protect in place	4" Water Line (end of Sante Fe Ave.)	10+00.0	12+00.0		
Relocate	SCE OH & 2 poles & anchors (end of Marion Ave.)				Also includes OH telephone (V) and TV lines.
Relocate	DWC 1.25" Steel Water Line (end of Marion Ave.)			10	Cap end.
Relocate	DWC 2" Steel Water Line (end of Marion Ave.)			10	Cap end.

UTILITY TRACKING REPORT (Last update: 7/3/2012)					
UTILITY DISPOSITION	**UTILITY**	**APPROX. STATION FROM**	**APPROX. STATION TO**	**APPROX. LENGTH (LF)**	**NOTES**
Relocate	SCG 2" Gas Line (end of Marion Ave.)			60	Remove service connection
	Nedlee Ave, 'NED' Line				
Protect in Place	SCG 2" Gas Line	30+00.0	33+05.0	305	
Protect in Place	TWT and L3 6-2" Conduits HDPE	30+00.0	35+50.0	550	
Relocate	TWT and L3 6-2" Conduits HDPE	35+50.0	46+00.0	1,070	Relocate into new Nedlee Ave alignment
Protect / Relocate	TWT/L3 6-2: Conduits HDPE in 20" steel sleeve (Xing I-15)	46+00	46+00.0	450	Existing portion in sleeve will be protected in place, but sleeve will need to be extended to R/W line.
Relocate	SCE & Verizon OH to Greenwood Ave (19 poles)	37+30.0	past Greenwood Ave	3,800	SCE stops at Greenwood. Verizion extends past end of Nedlee Ave and Greenwood, almost to Kenwood
Protect in Place	Sprint & Verizon 4 -2" Conduits PVC	30+00.0	35+00.0	500	
Relocate	Sprint & Verizon 4 -2" Conduits PVC	35+00.0	past Greenwood Ave	3,800	Extends past end of Nedlee Ave and Greenwood, almost to Kenwood
Protect in Place	Verizon Bus. (MCI) 1-4" Conduit PVC	30+00.0	35+00.0	500	
Relocate	Verizon Bus. (MCI) 1-4" Conduit PVC	35+00.0	past Greenwood Ave	3,800	Extends past end of Nedlee Ave and Greenwood, almost to Kenwood. There also is an empty casing crossing I-15 that will need to be extended.
Protect in Place	DWC 6" Water	30+00.0	32+60.0	260	
Protect in Place	DWC 10" Steel Sleeve	35+75.0	35+75.0		Empty sleeve
	Greenwood Ave, 'GND' Line				
Relocate	SCE OH I-15 Xing - Steel Lattice Poles & 3 circuits				Will cross on a slightly new alignment (Still from the end of Greenwood Ave). Currently working with SCE to finalize relocation plan.
	Kenwood Ave, 'KEN' Line				
Relocate	1 Manhole (Verizon)	786+00.0	786+00.0		Adjust height only
Protect in Place	SCG 2" PE Gas	779+50.0	779+50.0		Crosses Kenwood Ave.
Protect in Place	ATT 4" Multiduct	775+64.3	798+81.6	2,320	
Protect in Place	1 SCE Pole (Kenwood)	782+00.0	782+00.0		
Protect in Place	Verizon Business 1-4" conduit, 2-1 1/8" conduit	786+00.0	798+81.6	1,280	
Protect in Place	Sprint & Verizon 4-2" conduits	786+00.0	798+81.6	1,280	
	I-15 N/o Kenwood Ave, 'A4' Line				
Relocate	SCG 36" Gas Line	28+00.0	28+00.0		Relocation necessary due to significant fill heights.
Protect in Place	SCE OH Line Xing	37+00.0	37+00.0		
	Cajon Rd N/o Devore Rd, 'CAJ' Line				
Relocate	1 SCE Pole, btw Cajon Blvd and I-15	156+00.0	156+00.0		Pole conflicts with toe of I-15 fill slope
Protect in Place	Sprint, VB, WT; 4-4" conduits	139+50.0	146+00.0	650	May require some manhole adjustments
Protect in Place	VB 3-4" empty conduits	117+30.0	139+50.0	2,220	
Relocate	VB 3-4" empty conduits	117+30.0	117+30.0		Extend case on both sides of I-15
Protect in Place	Level 3/TWT 12-2"	106+25.0	146+00.0	3,980	May require some manhole adjustments.
Protect in Place	SCE UG 2-5" & 6" Conduits	136+50.0	146+00.0	950	May require some manhole adjustments

UTILITY TRACKING REPORT (Last update: 7/3/2012)					
UTILITY DISPOSITION	**UTILITY**	**APPROX. STATION FROM**	**APPROX. STATION TO**	**APPROX. LENGTH (LF)**	**NOTES**
Protect in Place	14" Oil Line - Kinder Morgan	75+00.0	146+00.0	7,300	
Protect in Place	14" Oil Line - Kinder Morgan	60+80.0	75+00.0		May require retaining wall at toe of slope along 'CD' Line
Protect in Place	8" Oil Line - Kinder Morgan	119+80.0	146+00.0	2,620	
Relocate	SCE - Relocate multiple poles outside of R/W	128+00.0	136+00.0		Poles are between Cajon Blvd and I-15. See relocation plans for SCE xing of I-15.
Relocate	SBMW - 16" Water line (Upsize to 20")	57+00.0	145+00.0	8,800	Relocate into Cajon Blvd. Upsize to 20".
Protect in Place	SBMW - 16" Water line	46+00.0	57+00.0	1,100	Some adjustments to manholes, valve boxes required.
Protect in Place	SBMW - 12" Water line	46+00.0	52+50.0	650	
Protect in Place	Verizon FO line	49+00.0	59+00.0	1,230	
Protect in Place	Verizon telephone line	49+00.0	59+00.0	1,230	
Protect in Place	SBMW - 24" Water line	48+00.0	55+00.0	700	
Protect in Place	SCE 1-5" Conduit	49+00.0	58+00.0	1,220	
	I-15, S of 15/215 IC, 'A1' line				
Protect in Place	SCE OH Lines Xing I-15	762+50.0	762+50.0		
Protect in Place	TWT, Verizon and VB lines in Glen Helen Parkway	780+00.0	780+00.0		
Extend Casings	SCG 2 36" Gas lines Xing under I-15	814+00.0	816+00.0		May need to extend casings
Protect in Place	VB 1-2" Conduit in Glen Helen Road	826+50.0	826+50.0		
Protect in Place	Verizon OH TV line on Glen Helen Road	826+50.0	826+50.0		
Protect in Place	Verizon 1-3" Telephone in Glen Helen Road	827+00.0	827+00.0		
Protect in Place	SCE 1-5" Conduit in Glen Helen Road	827+00.0	827+00.0		
Protect in Place	SCE OH line on Glen Helen Road and along I-15 (NB)	827+00.0	836+30.0		
Extend Casing	Kinder Morgan 8" oil line in 24" STL Casing E/o RR Xing	843+00.0	843+00.0	200	At RR Crossing
	Cajon Junction, 'CJNCT' Line				
Relocate	DWC 2" Water (South side), continues past end of street	10+00.0	20+11.94 and beyond	1,720	Upsize to 8" Line
Abandon	DWC 2" Water (North side)	10+00.0	18+00.0	2,210	
Protect in Place	SCE, V OH Electric, Telephone	10+00.0	20+11.9	1,340	
Relocate	SCE, V OH Electric, Telephone, next to 'CD' Line (5 poles)				Near Station 923+00 of 'CD' Line.
Protect in Place	Verizon Fiber Optic	10+00.0	20+11.94 and beyond	1,340	
Relocate	Verizon Fiber Optic, next to 'CD' Line			55	Near Station 923+00 of 'CD' Line. Relocate into new driveway.
	Cajon Rd S/o Devore Rd. 'CAJ' Line				
Relocate	SCE, Verizon OH, 5 wood poles & anchors	45+50.0	47+50.0		Relocate outside of planned intersection
Relocate	SCE, Verizon OH, 1 pole, N side of street	43+50.0	43+50.0		

UTILITY TRACKING REPORT (Last update: 7/3/2012)					
UTILITY DISPOSITION	**UTILITY**	**APPROX. STATION FROM**	**APPROX. STATION TO**	**APPROX. LENGTH (LF)**	**NOTES**
Relocate	SCE, 6 poles, N side of street	39+00.0	41+00.0		Line heads toward fwy, paralleling gas line. Relocate outside new R/W or may just remove.
Protect in Place	SBMW 16" Water Steel	33+09.0	49+00.0	1,600	
Protect in Place	DWC 8" Water	40+50.0	45+00.0	450	
New Line	DWC 8" Water	45+00.0	62+00.0	1,700	
Protect in Place	SBMW 12" Water	37+50.0	49+00.0	1,150	Crosses Cajon Blvd at 37+50 and reduces to 6" line
Protect in Place	SBMW 24" Water DIP	33+09.0	49+00.0	1,600	
Protect in Place	Verizon Telco OH (S side of street)	38+50.0	44+50.0	600	
Protect in Place	Charter fiber optic OH (S side of street)	33+09.0	49+00.0	1,600	
Protect in Place	Verizon fiber optic (2 conduits), S side of street	33+09.0	49+00.0	1,600	
Protect in Place	SCG 16" Gas	33+09.0	38+20.0	520	
Relocate	SCG 6" Gas (Xing I-215)	38+00.0	41+00.0	470	Move outside of new R/W. Relocate reg. station at end of new ramps. Relocate I-215 crossing into new Devore OC.
Protect in Place	SCG 4" Gas	33+09.0	38+20.0	520	
Protect in Place	6" Water	33+09.0	37+50.0	492	
	I-215 South of I-15, 'B1' Line				
Relocate	MCI 2-4" conduits in 30" sleeve	897+50.0	897+50.0	130	Extend casing on each side of freeway
Relocate	Sprint & Verizon, 4-2" Conduits in 30" sleeve	898+00.0	898+00.0	130	Extend casing on each side of freeway
Relocate	SCE pole, Xing I-215	897+50.0	897+50.0		Move poles on each side outside of R/W.
Relocate	SCE pole, S side of freeway	867+70.0	867+70.0		Relocate pole outside of new R/W

Notes

- Distances and stations are approximate. Design-Builder to verify exact locations.
- Stations reference to the alignment called out by the heading of a section, as found on the Preliminary Engineering Drawings
- Abbreviation definitions are found on the utility plan sheets

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.	E
DWC Preliminary Relocation Plan.pdf – Devore Water Company proposed relocation	E
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
Permits-401-404-1602.zip– Zipped folder containing certification documents for permits 401, 404, and 1602	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
AERIAL.tif – Aerial of Devore Interchange	E
FHWA Approval of Fact Sheet (7-13-12) Mandatory Design Exceptions.pdf	E
TECHNICAL REPORTS	
Environmental	

Title	Available
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
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
APE_SurveyArea_working_06-07-12combined.pdf – Map showing Area of Potential Effects study area	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

Title	Available
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
Preliminary Materials Report.pdf	E
Operations	
TOA Report_January 2010.pdf – Traffic Operations Analysis (TOA)	E
TOA Appendices_January 2010.pdf – TOA Appendices	E
Existing.zip – Zip file containing traffic model files for existing	E
NoBuild.zip – Zip file containing traffic model files for No Build Alternative	E
PR Alt3Mod.zip – Zip file containing traffic model files for Alternative 3	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

Title	Available
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
UPDATED MASTER –ROW-W-LEGEND.dgn- Master Right of Way Map	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
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

Title	Available
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
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

Title	Available
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
San Bernardino Water Department SBMW.zip - Zipped folder containing SBMW Guidelines and Preliminary Plan	E
CONCEPTUAL PLANS	
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

Title	Available
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
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

Title	Available
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
UPRR and BNSF Conceptual Approval.zip - Zipped folder containing UPRR and BNSF Conceptual Approval and other Railroad Requirements	E
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	