

INFORMATION HANDOUT

For Contract No. 11-413704

At 11-Imp-8-R65.0/R74.5

Identified by

Project ID 1114000112

PERMITS

1. United States Department of the Interior, Bureau of Land Management, dated April 23, 2015
Permit No. CA670.25/2920(P)

MATERIALS INFORMATION

2. Water source information, Imperial Irrigation District Water Department, dated November 18, 2014
3. Ramp Pavement Rehabilitation Recommendations-Revised, dated February 27, 2015
4. Structural Sections/Pavement Rehabilitation Recommendations-Revised, dated November 14, 2014
5. Structural Sections/Pavement Rehabilitation Recommendations, dated May 01, 2014



United States Department of the Interior
BUREAU OF LAND MANAGEMENT

El Centro Field Office
1661 S. 4th Street
El Centro, CA 92243
www.blm.gov/ca/elcentro



April 23, 2015

In Reply Refer To:
CA670.25/2920(P)

Sam Amen, PE, PMP
Department of Transportation
District 11 Program Project Management
4050 Taylor Street, MS 122
San Diego, CA 92110

Dear Mr. Amen,

On December 19, 2014, the Bureau of Land Management (BLM) El Centro Field Office received an email request from the California Department of Transportation (Caltrans) to utilize the BLM Buttercup Ranger Station parking lot located within the Imperial Sand Dunes Recreation Area. Caltrans specifically requested the use of the parking lot between January 2016 to June 2018 as a shuttle van location pick up and drop off for bicyclists during construction on Interstate 8 when closures are in effect. It is understood that the shuttle van is on call throughout the duration of the closures of Interstate 8 and that it will utilize the Buttercup Ranger Station parking lot periodically throughout the day or night in order to pick up bicyclists who may be waiting. Signs would be erected in order to direct the public to the shuttle van pick up location.

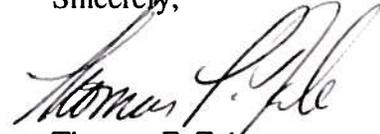
The BLM has reviewed your request and determined that we can accommodate Caltrans' use of the Buttercup Ranger Station parking lot. Caltrans is authorized to utilize this location subject to the provisions listed below. Please ensure the following:

- Full access is allowed to all visitors at all times
- No entrances or exits are blocked
- Handicapped parking is accessible at all times
- No fire lanes or emergency egress are blocked
- Coordination with the BLM El Centro Field Office occurs prior to placement of any signage directing the public to the shuttle van pick up location
- An insurance policy covering property damage—including third-party damage (damage to property other than that owned by the contractor or the United States)—personal injury, or loss of life that arises in any way from activities connected with the authorized use and occupancy of the public lands is required of all contractors utilized by Caltrans to perform the shuttle van pickup service. The insurance policy must provide restitution for damage or injury to participants, bystanders, or both, and to any privately owned resources. The insurance policy must name the U.S. Department of the Interior, Bureau of Land Management, as additionally insured and include specific coverage for the

contractually assumed obligation to indemnify the United States for damage, loss, or injury resulting from actions taken or caused by the contractor or participants under the authorized use. The contractor must submit a valid certificate of insurance covering the authorized use before initiating operations on public lands.

Generally the months from October through April is the busy off-highway recreation season and many visitors may be present with motor homes and off-road vehicles at the same time the shuttle van bicycle pickup is occurring. All care must be taken to ensure that the Caltrans shuttles do not interfere with the access of the public to the BLM lands. If you have any questions or concerns, please contact Carrie Simmons, BLM Assistant Field Manager for Resources and Planning, at (760) 337-4437.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas F. Zale". The signature is written in a cursive style with a large, prominent initial "T".

Thomas F. Zale
Field Manager

From: Plourd, Autumn [<mailto:AEPlourd@IID.com>]
Sent: Tuesday, November 18, 2014 8:54 AM
To: Amen, Sam L@DOT
Cc: Fiorenza, Frank J
Subject: Construction Water Availability

Mr. Amen,

IID provides raw water service to eligible lands and/or projects within its boundaries, as governed by the District's "Rules and Regulations Governing the Use and Distribution of Water" and all applicable policies, guidelines and requirements, including the Equitable Distribution Plan. IID doesn't do 'will serve' letters per se, particularly for a construction project with a temporary use, although subject to a formal application and verification of the project locations, water can be made available via IID's normal permitting process. Also, IID will need to see a construction schedule, authorize the draw point(s) and requires the project meter all water use.

Projects requiring 5 acre-feet or less must complete the *Application for Temporary Water Use* form at the local division office. Projects using more than 5 acre-feet of water and/or needing service in excess of 30 days duration also require an IID Encroachment Permit. In addition, projects requiring permanent water supply require a water supply agreement under the Interim Water Supply Policy. Please contact the South Division office, (760) 339-9645, to complete the *Application for Temporary Water Use* to begin the construction water process.

Autumn Plourd, E.I.T.

Assistant Engineer

Imperial Irrigation District

Water Department

www.iid.com

333 E. Barioni Blvd.

Imperial, CA 92251

Office: 760.339.9755

Estimated Water Usage for Water Availability Request

WATER USE ESTIMATE			
Project Information			
Contract Number	11-413701		
Project Identifier Number	1114000112		
County/Route/PM	IMP/8/R65-R74.5		
Estimate Prepared By			
Mike Robinson	Estimate Date and Time: 12/24/2014 13:02		
Base Rates Used For Calculating Estimated Required Water			
Bid Item / Work Activity	Base Rates	Unit of Measure	
Roadway Excavation (Embankment)	30	Gal/CY	
Aggregate Base & Subbase	15	Gal/CY	
Dust Control	2	Gal/SQYD/Day	
Subgrade Compaction	10	Gal/SQYD	
Hot Mix Asphalt Compaction	7	Gal/Ton	
Concrete	25	Gal/CY	
Cold Planning Pavement	0.5	Gal/SQYD	
Grind Concrete Pavement	6.5	Gal/SQYD	
Groove Concrete Pavement	1.5	Gal/SQYD	
Estimated Water Required for Bid Item / Work Activity			
Bid Item / Work Activity	Estimated Quantity	Quantity Unit of Measure	Estimated Water Required (Gallons)
Roadway Excavation (Embankment)	247000	CY	7,410,000
Aggregate Base & Subbase	118000	CY	1,770,000
Dust Control Area	20000	SQYD	
Dust Control Days	0	days	0
Subgrade Compaction	423600	SQYD	4,236,000
Hot Mix Asphalt Compaction	105000	Ton	735,000
Concrete	127000	CY	3,175,000
Cold Planning Pavement	0	SQYD	0
Grind Concrete Pavement	0	SQYD	0
Groove Concrete Pavement	0	SQYD	0
Note: Include only concrete that could be produced at a portable plant on the projects site.			
Project Estimated Total Water Required			
	17,326,000	Gallons	
	2,316,149	CF	
	65,586	M ³	
	53.17	Acre-foot	

Memorandum

To : HAMED BAHA (MS 220)
Project Engineer
Maintenance Engineering

Date: February 27, 2015

File: 11-IMP-8
PM R65.0/R74.5
EA 11-413701
EFIS 1114000112

From : DEPARTMENT OF TRANSPORTATION - DISTRICT 11
PAVEMENT ENGINEERING SECTION

Subject: RAMP PAVEMENT REHABILITATION RECOMMENDATIONS - Revised

In order to comply with the HQ Memorandum, "Crumb Rubber Usage in Hot Mix Asphalt (HMA) Pavements", dated February 10, 2015, the following revisions are made to the November 14, 2014 Structural Section / Pavement Rehabilitation Recommendations for this project.

Alternative RHMA-G pavement strategies are provided for the ramps at the Jct 8/98. Temporary Detours and HMA under CRCP are not affected by the new RHMA mandate.

Structural sections provided in the November 14, 2014 Structural Section / Pavement Rehabilitation Recommendations Memorandum remain valid.

RAMP PAVEMENT REHABILITATION

SR-98 Ramps (EB on & WB off)

- 1) Existing EB on & WB off Ramps TW is 0.35' AC / 0.45' AB- Class 2 from as-built plans for EA 11-029834.
- 2) Cold plane 0.35' existing AC.
- 3) Place bottom layer of 0.20' HMA-A.
- 4) Place top layer of 0.15' RHMA-G.

SR-98 Ramps (EB off & WB on)

- 1) Existing EB off & WB on Ramps TW is 0.30' AC / 0.45' AB- Class 2 from as-built plans for EA 11-029834.
- 2) Cold plane 0.15' existing AC.
- 3) Place bottom layer of 0.15' HMA-A.
- 4) Place top layer of 0.15' RHMA-G.

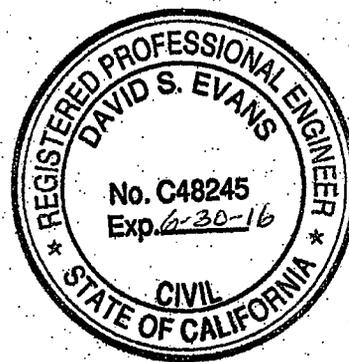
Design Notes for Ramps:

- 1) For HMA-A and RHMA-G lifts between 0.15 ft. and 0.20 ft., the recommended aggregate grading for HMA-A and RHMA-G is 1/2 in. maximum graduation. For HMA-A and RHMA-G lifts greater than 0.20 ft., the recommended aggregate grading for HMA-A and RHMA-G is 3/4 in. maximum graduation.

If you have questions with regards to this memorandum, please contact me at office 760-929-3236 or cell 619-954-8568.



David Evans
District Pavement Engineer
Materials Engineering Branch



cc: A Padilla (DME)
R Cather (MS 330)
A Gayon (MS 220)
8.413701.prss5.doc

Memorandum

To : HAMED BAHA (MS 220)
Project Engineer
Maintenance Engineering

Date: November 14, 2014

File: 11-IMP-8
PM R65.0/R74.5
EA 11-413700
EFIS 1114000112

From : DEPARTMENT OF TRANSPORTATION - DISTRICT 11
PAVEMENT ENGINEERING SECTION

Subject: **STRUCTURAL SECTIONS / PAVEMENT REHABILITATION RECOMMENDATIONS-
Revised**

This Revised Memorandum provides a 3rd Main Lane Alternative due to an updated 40 yr Traffic Index furnished November 5, 2014 by the District Traffic Forecasting Branch which removes the entire existing structural section of PCCP, CTB, and AB. These layers are replaced with CRCP, HMA-A, and AB-Class 2 to achieve a 0.0' increase in the profile grade.

The structural sections furnished meet or exceed the minimum requirements in the current Highway Design Manual, Section 600, updated November 2, 2012, and Rigid Pavement Catalog Table 623.1i.

The 20 and 40 year Traffic Indices (TI) were provided by the District Traffic Forecasting Branch on November 5, 2014.

The rigid pavement design is based upon Continuously Reinforced Concrete Pavement (CRCP) with lateral support.

From the as built construction plans, dated 7/7/1969, the existing structural section for the main lanes of IMP-8, PM R65.0/R74.5 is 0.70' PCC / 0.45' CTB-A / 0.25' AB - CI 2.

MAIN LANE STRUCTURAL SECTION ALTERNATE 3

IMP-8 (PM R65.0/R74.5) CRCP Traveled Way (40 yr TI = 14.0, R-value = 10)

Remove the existing PCC, CTB and AB pavement layers.

CRCP Traveled Way:

0.90' CRCP
0.25' HMA-A
0.60' AB-Class 2

IMP-8 (PM R65.0/R74.5) CRCP shoulder

Remove the existing AC and AB shoulder pavement layers.

CRCP Shoulder:

0.90' CRCP
0.25' HMA-A
0.60' AB-Class 2

Design Notes:

- 1) CRCP is Continuously Reinforced Concrete Pavement.
- 2) HMA-A is Hot Mixed Asphalt – Type A.
- 3) AB-Class 2 is Aggregate Base – Class 2.
- 4) The existing shoulder structural section does not meet the structural adequacy requirements for use as a traveled way. The shoulder structural section shall be removed where the proposed traveled way replacement will occur.

If you have questions with regards to this memorandum, please contact me at 858-467-4056 or cell 618-954-8568.



David Evans
District Pavement Engineer
Materials Engineering Branch



cc: A Padilla (DME)
J Hull (MS 330)
N Bernard (MS 340)
8.413701.prss4.doc

Memorandum

To : HAMED BAHA (MS 220)
Project Engineer
Maintenance Engineering

Date: May 1, 2014

File: 11-IMP-8
PM R65.0/R74.5
EA 11-41370K
EFIS 1114000112

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

Subject: **STRUCTURAL SECTIONS / PAVEMENT REHABILITATION RECOMMENDATIONS**

Per the Project Engineer, this project now combines original EA 11-41370K & EA 11-41380K into the single EA 41370K on April 30, 2014.

This Memorandum combines the structural section and pavement rehabilitation recommendations from both previous projects into a single memorandum.

Structural sections are furnished in accordance with the current Highway Design Manual, Section 600, updated November 2, 2012, and Rigid Pavement Catalog Table 623.1i.

The 20 and 40 year Traffic Indices (TI) were provided by the District Traffic Forecasting Branch on April 21, 2014.

The rigid pavement design is based upon Continuously Reinforced Concrete Pavement (CRCP) with lateral support. The new CRCP outside lane will be constructed as a 14' wide lane.

From the as built construction plans, dated 7/7/1969, the existing structural section for the main lanes of IMP-8, PM R65.0/R74.5 is 0.70' PCC / 0.45' CTB-A / 0.25' AB – CI 2.

MAIN LANE STRUCTURAL SECTION ALTERNATE 1

The CRCP unbounded overlay has been designed per HDM Topic 625.1(1)(b).

Per HDM Topic 625.1(3), existing pavement distresses should be repaired before overlaying the concrete pavement. Cracks wider than 1/4" should be sealed; loose pavement removed and patched; spalls repaired; and broken slabs or punchouts replaced.

IMP-8 (PM R65.0/R74.5) Unbonded CRCP overlay (40 yr TI = 14.5, R-value = 10)

0.95' CRCP
0.15' HMA-A
Over existing PCC pavement

IMP-8 (PM R65.0/R74.5) Shoulder (TI = 9.5, R-value = 10)

Alternative 1

1.00' RCC – Roller Compacted Concrete

1.10' AB – Class 2

Alternative 2

0.50' HMA-A

1.65' AB – Class 2

MAIN LANE STRUCTURAL SECTION ALTERNATE 2

The new CRCP structural section has been designed per HDM Topic 621.2 and Rigid Pavement Catalog Table 623.1i.

Remove the entire existing PCC structural section to subgrade prior to constructing CRCP structural section.

IMP-8 (PM R65.0/R74.5) CRCP Traveled Way (40 yr TI = 14.5, R-value = 10)

0.95' CRCP

0.25' HMA-A

0.70' AB – Class 2

IMP-8 (PM R65.0/R74.5) Shoulder (TI = 9.5, R-value = 10)

Alternative 1

1.00' RCC – Roller Compacted Concrete

1.10' AB – Class 2

Alternative 2

0.50' HMA-A

1.65' AB – Class 2

Design Notes:

- 1) CRCP is Continuously Reinforced Concrete Pavement.
- 2) RCC is Roller Compacted Concrete.
- 3) HMA-A is Hot Mixed Asphalt – Type A and should conform to requirements for 3/4", maximum graduation, coarse.
- 4) The existing shoulder structural section does not meet the structural adequacy requirements for use as a traveled way. The shoulder structural section shall be removed where the proposed traveled way replacement will occur.

RAMP PAVEMENT REHABILITATION

SR-98 Ramps (EB on & WB off)

- 1) Existing EB on & WB off Ramps TW is 0.35' AC / 0.45' AB- Class 2 from as-built plans for EA 11-029834.
- 2) Cold plane 0.35' existing AC.
- 3) Place 0.35' HMA-C.

SR-98 Ramps (EB off & WB on)

- 1) Existing EB off & WB on Ramps TW is 0.30' AC / 0.45' AB- Class 2 from as-built plans for EA 11-029834.
- 2) Cold plane 0.30' existing AC.
- 3) Place 0.30' HMA-C.

Brock Center Road Ramps (EB off, EB on, WB off, WB on)

- 1) Existing Ramp TW is 0.30' AC over 0.60' AB from as-built plans.
- 2) Per as built plans dated 01-06-14 (EA 11-410204), the ramps pavements were rehabbed by removing 0.30' AC and placing 0.30' HMA, SuperPave – Type A.
- 3) No pavement rehab required at this time.

Gordons Well Ramps (EB off, EB on, WB off, WB on)

- 1) Existing Ramp TW is 0.30' AC over 0.60' AB from as-built plans.
- 2) Per as built plans dated 12-20-13 (EA 11-410004), the ramps pavements were rehabbed by removing 0.30' AC and placing 0.30' HMA, SuperPave – Type A.
- 3) No pavement rehab required at this time.

RAMP STRUCTURAL SECTION

SR-98 Ramps

Ramp Traveled Way (TI = 10, R-value = 10)

Alternate 1

0.50' HMA-C
1.80' AB – Class 2

Alternate 2

0.50' HMA-C
1.10' AB – Class 2
0.75' AS – Class 4

Ramp Shoulder (TI = 6.5, R-value = 10)

Alternate 1

0.30' HMA-C
1.10' AB – Class 2

Alternate 2

0.30' HMA-C
0.75' AB – Class 2
0.40' AS – Class 4

Brock Center Road Ramps

Ramp Traveled Way (TI = 10, R-value = 10)

Alternate 1

0.50' HMA-C
1.80' AB – Class 2

Alternate 2

0.50' HMA-C
1.10' AB – Class 2
0.75' AS – Class 4

Ramp Shoulder (TI = 6.5, R-value = 10)

Alternate 1

0.30' HMA-C
1.10' AB – Class 2

Alternate 2

0.30' HMA-C
0.75' AB – Class 2
0.40' AS – Class 4

Gordons Well Ramps

Ramp Traveled Way (TI = 10, R-value = 10)

Alternate 1

0.50' HMA-C
1.80' AB – Class 2

Alternate 2

0.50' HMA-C
1.10' AB – Class 2
0.75' AS – Class 4

Ramp Shoulder (TI = 6.5, R-value = 10)

Alternate 1

0.30' HMA-C
1.10' AB – Class 2

Alternate 2

0.30' HMA-C
0.75' AB – Class 2
0.40' AS – Class 4

Design Notes:

- 1) HMA-C is Hot Mixed Asphalt – Type C and should conform to requirements for 3/4", maximum graduation, coarse.
- 2) Shoulders less than 4' wide shall be designed with the same structural section as the adjacent Traveled Way.

DETOUR STRUCTURAL SECTIONS

MAIN LANE DETOUR:

0.50' HMA-A
1.00' AB – Class 2

RAMP DETOUR:

0.30' HMA-A
1.00' AB – Class 2

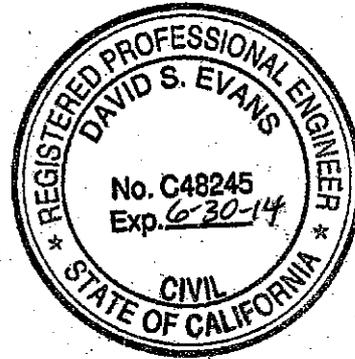
Design Notes:

- 1) HMA-A is Hot Mixed Asphalt – Type A and should conform to requirements for 3/4", maximum graduation, coarse.
- 2) The existing shoulder structural section may be used as a temporary traveled way for up to 6 months. The shoulder structural section will need to be milled 0.15' with new HMA-A placed prior to use as a detour due to existing rumble strips and profile issues causing a poor ride. The detour speed limit should also be lowered if should is used as a detour.

If you have questions with regards to this memorandum, please contact me at office 760-929-3236 or cell 619-954-8568.



David Evans
District Pavement Engineer
Materials Engineering Branch



cc: A Padilla (DME)
M Pineado (MS 330)
A Gayon (MS 220)
8.41370K.prss1.doc