

FORM APPROVED COUNTY COUNSEL
 BY: *[Signature]* DATE: 4/14/16
 GREGORY P. PRAMOS

**SUBMITTAL TO THE BOARD OF SUPERVISORS
 COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

341A



FROM: TLMA – Transportation Department

SUBMITTAL DATE:
 March 14, 2016

SUBJECT: Approval of the Plans and Specifications and Authorization for Bids for the Gilman Springs Road Curve Realignment Project and the Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project in the Gilman Hot Springs Area, California Environmental Quality Act (CEQA) Exempt. 3rd District (Clerk to Advertise); [\$1,725,597 total]; [\$5,500 ongoing]; Federal Funds 77%, Local Funds 23%

RECOMMENDED MOTION: That the Board of Supervisors:

1. Find the Gilman Springs Road Curve Realignment Project is categorically exempt from the CEQA pursuant to State CEQA Guidelines Section 15301(c) (existing facilities); and
2. Find the Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project is categorically exempt from the CEQA pursuant to State CEQA Guidelines Section 15301(c) (existing facilities) and Section 15301(f) (addition of safety devices) for use in conjunction with existing facilities; and

Departmental Concurrence

[Signature]

[Signature]

Patricia Romo
 Assistant Director of Transportation

Juan C. Perez
 Director of Transportation and Land Management

JCP:jrj:rr

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (Per Exec. Office)
COST	\$ 0	\$ 1,725,597	\$ 1,725,597	\$ 5,500	Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/>
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0	

SOURCE OF FUNDS: HSIP-Highway Safety Improvement Program (77 %), West County DIF Signal Mitigation (23 %). There are no General Funds used in this project.
Budget Adjustment: No.
For Fiscal Year: 16/17

C.E.O. RECOMMENDATION:

APPROVE

BY: *[Signature]*
 Tina Grande

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Washington, seconded by Supervisor Ashley and duly carried, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Washington, Benoit and Ashley
Nays: None
Absent: Tavaglione
Date: April 26, 2016
xc: Transp., Recorder, COB

Kecia Harper-Ihem
 Clerk of the Board
 By: *[Signature]*
 Deputy

Prev. Agn. Ref.: District: 3 Agenda Number:

- A-30
- Positions Added
- 4/5 Vote
- Change Order

3-36

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Approval of the Plans and Specifications and Authorization for Bids for the Gilman Springs Road Curve Realignment Project and the Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project in the Gilman Hot Springs Area, California Environmental Quality Act (CEQA) Exempt. 3rd District (Clerk to Advertise); [\$1,725,597 total]; [\$5,500 ongoing]; Federal Funds 77%, Local Funds 23%

DATE: March 14, 2016

PAGE: 2 of 3

RECOMMENDED MOTION: (Continued)

3. Approve the plans and specification for the Gilman Springs Road Curve Realignment Project and the Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Projects; and
4. Authorize the Clerk of the Board to advertise for bids and begin advertisement subject to approval of Federal funds. Bids are anticipated to be received in the office of the Director of Transportation and Land Management up to the hour of 2:00 p.m., Wednesday, May 18, 2016 at which time bids will be opened; and
5. Direct the Clerk of the Board of Supervisors to file the Notices of Exemption with the County Clerk for posting within five working days.

BACKGROUND:

Summary

Two Transportation Improvement Projects have been combined to bid as one project to reduce overhead costs and receive more favorable unit costs associated with larger quantities of work. These two projects are part of the Gilman Springs Road Safety Improvement Corridor Project.

Gilman Springs Road Curve Realignment Project

The County of Riverside Transportation Department (Transportation Department) is proposing approximately 0.60 miles of safety improvements along a segment of Gilman Springs Road. Improvements include shoulder widening, installation of centerline rumble strips, rumble strips along the edge of the travel lane, and the realignment of horizontal and vertical curves from approximately 200 feet northwest of Country Club Drive to about 150 feet southeast of Sublette Road.

Traffic Signal and Lighting at the Intersection of Gilman Springs Road/State Street and Soboba Road Project

The Transportation Department is proposing improvements by installing traffic signalization and lighting at the intersection of Gilman Springs Road/State Street and Soboba Road. Improvements at this intersection include installation of a new traffic signal and lighting, embankment/slope construction, pavement rehabilitation, constructing Americans with Disabilities Act (ADA) compliant concrete curb ramps, driveway, sidewalk, curb and gutter, and metal guard railings. Additional work includes placement of pavement markers, roadside signs, installing painted traffic stripes and pavement markings.

The bid documents include the following bid schedules of work:

- | | |
|----------------------|--|
| Base Bid Schedule 1: | Gilman Springs Road Improvement Project |
| Base Bid Schedule 2: | Gilman Springs Road and Soboba Road Traffic Signal Project |

The submitted plans and specifications have been approved as to form by County Counsel.

Project No. C4-0079, Federal Aid No. HSIPL-5956(237), Gilman Springs Road Curve Realignment Project
C5-0065, Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project

Environmental findings

The Gilman Springs Curve Realignment Project is a minor alteration of an existing facility within the County of Riverside (County) right-of-way. The project is exempt from CEQA pursuant to Section 15301(c) which describes the minor alteration of existing public facilities. The project will occur on an existing roadway and will not expand the use beyond its existing use; as a result, the project qualifies as an exemption under Section 15301(c) of CEQA. In addition, the California Department of Transportation's National Environmental Policy Act (NEPA) Assignment determined this project to be Categorical Exempt under Title 23 of the United States Code (USC) Section 327.

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Approval of the Plans and Specifications and Authorization for Bids for the Gilman Springs Road Curve Realignment Project and the Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project in the Gilman Hot Springs Area, California Environmental Quality Act (CEQA) Exempt. 3rd District (Clerk to Advertise); [\$1,725,597 total]; [\$5,500 ongoing]; Federal Funds 77%, Local Funds 23%

DATE: March 14, 2016

PAGE: 3 of 3

The Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project are a minor alteration of an existing facility. No right-of-way will be required as part of the project, however, temporary construction easements will be needed. The project is exempt from CEQA pursuant to Section 15301(c) and 15301(f), which describes the minor alteration of existing public facilities. The project will occur on an existing roadway and will not expand the use beyond its existing use and the project will improve safety in the existing intersection through the installation of a traffic signal and lighting; therefore, the project qualifies as an exemption under Section 15301(c) and 15301(f) of CEQA.

Impact on Residents and Businesses

The proposed projects will enhance traffic safety by improving existing vertical and horizontal curve alignments and providing protected traffic signal phasing for motorists turning on to Soboba Road.

The project will require full closure of traffic lanes for thirty (30) consecutive calendar days during project construction. Traffic will be temporary detoured to State Highway 79 on the north end of the project and State Street on the south end of the project.

The work is scheduled to begin in Summer 2016.

SUPPLEMENTAL:

Additional Fiscal Information

The construction contract is estimated to cost approximately \$1,725,597. Construction is expected to begin in FY 2016/2017 and will be funded with HSIP-Highway Safety Improvement Program, and West County Development Impact Fee (DIF) Signal Mitigation.

The Federal HSIP Funds were obtained through a statewide selection process in which the Transportation Department successfully competed.

The DIF program, which is governed under Ordinance 659, allows for the use of DIF funds for traffic signal facilities.

Annual total operation and maintenance costs for the traffic signal are estimated at \$5,500 to be funded by Gas Tax.

There are no General Funds used in this project.

Contract History and Price Reasonableness

N/A

ATTACHMENTS:

Vicinity Map

Notice to Bidders

Notice of Exemptions – Gilman Springs Road Curve Realignment Project

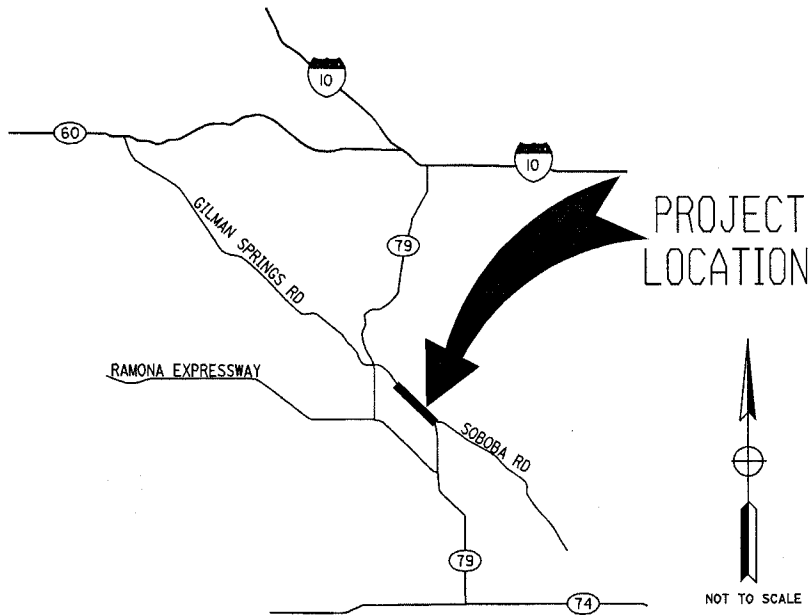
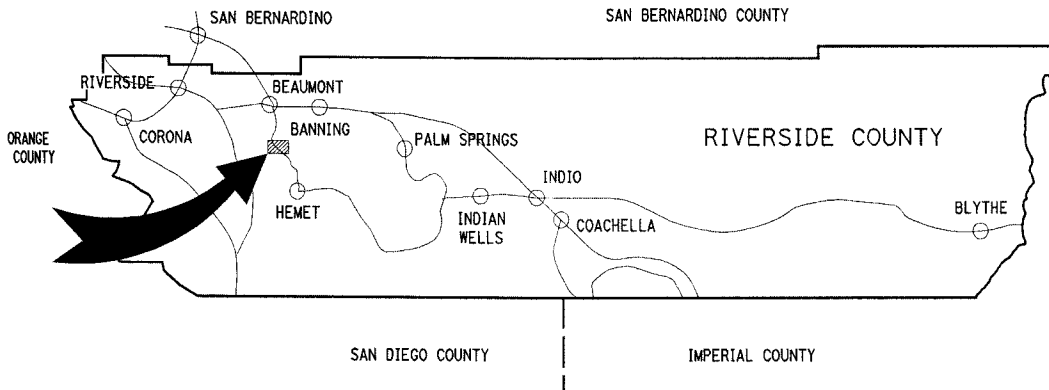
Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project

COUNTY OF RIVERSIDE
TRANSPORTATION DEPARTMENT

**GILMAN SPRINGS ROAD
IMPROVE HORIZONTAL AND VERTICAL ALIGNMENTS
AND OTHER ROADWAY SAFETY FEATURES**

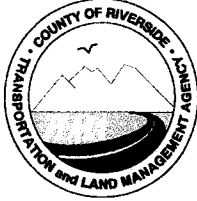
**0.5 MILE SEGMENT APPROXIMATELY 1,000-FOOT WESTERLY OF SOBOBA ROAD; and
TRAFFIC SIGNAL AT THE INTERSECTION OF SOBOBA ROAD**

**PROJECT No. C4-0079, C5-0065
FEDERAL AID No. HSIPL-5956(237)**



VICINITY MAP

PROJECT LENGTH = 0.49 MILES
TOWNSHIP 48 RANGE 1W SECTION 15 & 16
2011 THOMAS GUIDE PG 780, H3-J3



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY



Juan C. Perez, P.E., T.E.
Director of Transportation and
Land Management

Transportation Department

Patricia Romo, P.E.
Assistant Director of Transportation

NOTICE OF EXEMPTION

August 7, 2015

PROJECT TITLE: Gilman Springs Road Curve Realignment Project
 Work Order #ZC40079C, Task Code #Z1530

PROJECT SPONSOR: Riverside County Transportation Department

Original Negative Declaration/Notice of
 Determination was routed to County
 Clerks for posting on.

PROJECT LOCATION: Gilman Hot Springs area

4/27/10
 Date

kb
 Initial

SUPERVISORIAL DISTRICT: District 3

PROJECT DESCRIPTION:

The Riverside County Transportation Department (RCTD) is proposing approximately 0.60 miles of safety improvements along a segment of Gilman Springs Road. Improvements would begin from approximately 200 feet northwest of Country Club Drive to the Soboba Road intersection. Proposed improvements include shoulder widening, installation of centerline rumble stripes, rumble strips along the edge of the travel lane, and the realignment of horizontal and vertical curves from approximately 200 feet northwest of Country Club Drive to about 150 feet southeast of Sublette Road.

The section of Gilman Springs Road proposed for improvement is located in the Gilman Hot Springs area and approximately 1.5 miles southeast of State Highway 79. In the project vicinity's northwestern terminus on Gilman Springs Road, there is a vacated single-family residential development. The southeastern terminus of the project consists of the Golden Era Golf Course and a row of vacated homes at Sublette Road owned by Golden Era Productions. The vacated residential development on the northwestern terminus and the row of vacated homes at Sublette Road on the southeastern terminus will be demolished by Golden Era Productions as part of an unrelated project.

Gilman Springs Road is classified as an arterial highway with a right-of-way width that varies from 60 to 180 feet. Currently, the roadway has two 12-foot-wide lanes that travel northwest-southeast with 2 to 8-foot-wide paved shoulders and 1 to 7-foot-wide graded shoulders in each direction.

The project would widen the existing paved shoulder to provide a consistent 8-foot-wide paved shoulder and a 2 to 4-foot-wide graded shoulder on both sides of Gilman Springs Road. The proposed paved shoulders would be constructed with approximately 2" asphalt rubberized hot

mix (ARHM) on 4" HMA on 7" Class 2 aggregate base over compacted subgrade. The approximate maximum depth of excavation for the reconstruction of the roadway would be approximately 6 feet. Demolition of the existing roadway on Gilman Springs Road and on Sublette Road would be necessary and may be used as fill material. The graded shoulders would be graded utilizing native material. In areas where there are existing culverts and drainage basins, culverts and drainage basins will be replaced and/or extended to accommodate the shoulder widening. Additional culverts and drainage basins will be installed in the areas where the horizontal curves would be realigned. Approximately 12 trees will need to be removed as part of this project to accommodate the improvements.

Approximately 3 power poles located within the project limits are anticipated to be potentially relocated or abandoned to accommodate the proposed roadway improvements; the approximate maximum depth of excavation would be 8 feet and 18 inches in diameter. In addition, an existing 4-inch diameter gas pipeline and 6-inch water pipeline would be relocated as part of the proposed project; the anticipated depth of excavation for these utilities would be 4 feet and 3 feet, respectively. Finally, it is anticipated that approximately 2 existing telephone poles would be removed or relocated if necessary as part of the proposed project; the approximate maximum depth of excavation would be 7 feet. Affected utilities are anticipated to be relocated within the County's right-of-way.

All the grading and widening of the shoulder and realignment of the horizontal curves will be constructed within the existing County right-of-way.

The proposed project will require the closure of traffic lanes during project construction. Traffic will be temporary detoured to State Highway 79 on the north end of this project and State Street on the south end of this project. A traffic control plan would be prepared by the contractor to ensure ease of travel during construction. Coordination would occur with emergency service providers prior to project construction. Appropriate construction signage would be utilized to ensure public safety. Staging for construction would occur within the County's right-of-way.

Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)

Safety and maintenance improvements on Gilman Springs Road will be conducted by Riverside County Transportation Department who is a permittee as defined by the Western Riverside MSHCP. The proposed improvements occur within the Western Riverside MSCHP Criteria Cell 2463 and Section 7.3.4 (Existing Roads within Criteria Cells) states that necessary operation and maintenance activities such as grading existing dirt roadways, curbs/gutters/sidewalks, roadway widening and resurfacing conducted for safety purposes are considered covered road maintenance activities and do not require compliance with other MSHCP plan requirements, such as riparian/riverine (Section 6.1.2) and species survey requirements (Sections 6.1.3 and 6.3.2). These covered activities are subject to compliance with Appendix C- Best Management Practices of the Western Riverside MSHCP.

Although the proposed improvements are considered Covered Activities under the Western Riverside MSHCP the project stills requires compliance with other environmental laws such as the Migratory Bird Treaty Act (MBTA). Due to the presence of burrowing owl habitat in the project area which is a species protected under the MBTA and in order to insure that burrowing owls are not impacted by construction a preconstruction survey will be conducted 30-days prior

to construction. If an owl is determined to be present, buffers around the burrow will be required: a 160-foot buffer during the non-breeding season (September 1-January 31); a 250-foot buffer during the breeding season (February 1-August 31); or a buffer to the edge of the project boundary is less than 500 feet. During the non-breeding season, no construction will occur within the buffer until the young are no longer dependent on the burrow. Outside the breeding season, relocation measures may be utilized in coordination with wildlife agencies (USFWS and CDFW).

Reason Why Project is Exempt

The Riverside County Transportation Department has found that the above-described project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), based on the following, CEQA Guideline:

Section 15301 (Existing Facilities) Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The proposed safety project will occur on an existing roadway and will not expand the use beyond its existing use which is consistent with Categorical Exemption 15301 (c) which exempts existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).

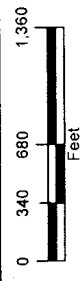
By: Frances Segovia, Senior Transportation Planner

Signed: *Russell Williams*
Russell Williams, Environmental Division Manager

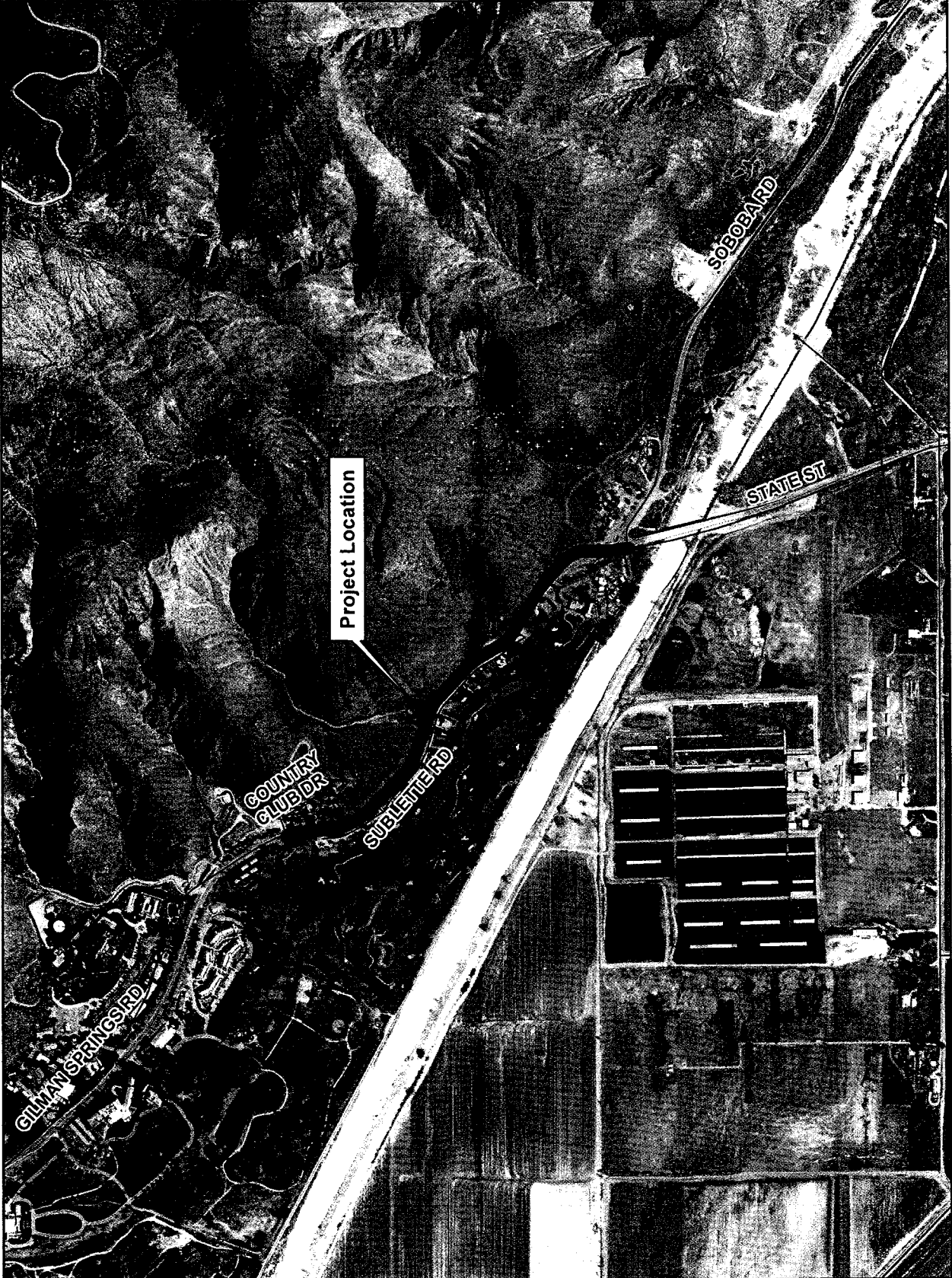
**GILMAN SPRINGS RD
CURVE REALIGNMENT
PROJECT**

Project Location Map

Project Limits:
200 Feet NW of
Country Club Dr to Soboba Rd



Disclaimer: This map was prepared by GSI, Inc. for the purpose of providing information to the public. It is not intended to be used for any other purpose. The user assumes all responsibility for any use of this map. GSI, Inc. is not responsible for any errors or omissions in this map. The user assumes all responsibility for any use of this map.





COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY



Juan C. Perez, P.E., T.E.
Director of Transportation and
Land Management

Transportation Department

Patricia Romo, P.E.
Assistant Director of Transportation

NOTICE OF EXEMPTION

March 8, 2016

PROJECT TITLE: Gilman Springs Road/State Street and Soboba Road Traffic Signal and Lighting Project
 Work Order #ZC50065, Task Code #Z1530 Original Negative Declaration/Notice of Determination was routed to County

PROJECT SPONSOR: Riverside County Transportation Department
 Clerk for posting on.

PROJECT LOCATION: Unincorporated Riverside County, near San Jacinto Area
 Initial

SUPERVISORIAL DISTRICT: District 3

PROJECT DESCRIPTION:

The Riverside County Transportation Department (County) proposes safety improvements by installing traffic signalization and lighting at the intersection of Gilman Spring Road/State Street and Soboba Road near the City of San Jacinto, California. The Project's total length is 2,000 feet and extends 700 feet north and 600 feet south of the centerline of Soboba Road; and, on Soboba Road 200 feet east and 500 feet west of the centerline of Gilman Springs Road/State Street.

Gilman Springs Road is a two-lane secondary highway that travels in the North-South direction with 12-foot-wide through lanes and 8-foot-wide paved shoulders. Soboba Road is a two-lane secondary highway that travels in the East-West direction with 12-ft through lanes and 1-foot-wide paved shoulders. Land uses in the immediate vicinity include the San Jacinto River, a golf course, temple and residences.

Project construction includes installing traffic signal poles and ancillary equipment; constructing concrete curb ramps, sidewalk, curb and gutters; grading/backfilling parkway; reconstruction of the secondary driveway used to access the temple and apartments off of the eastern side of Gilman Spring Road; removal of an existing concrete swale; extending existing culvert; pavement rehabilitation; and, signing and traffic striping removal/installation within the Project Site. Drainage improvements include extending the existing 24-inch culvert by approximately 10 feet, constructing a precast concrete flared end section at the outlet of the culvert, relocating an over side drain and constructing a rock slope protection bed. The project will provide the required improvements at the intersection that are necessary in order to construct the traffic signal and lighting improvements. No further improvements beyond what has been described above are proposed.

APR 26 2016 336

No right-of-way will be acquired as part of the proposed Project; however, temporary construction easements will be needed on the northwest, southwest, and southeast corners of the intersection at Assessor Parcel Numbers 430200005, 430200012, and 430200014. Vehicular travel will be maintained in each direction through the Project corridor during construction. To that end, a traffic control plan will be prepared to ensure ease of travel during construction.

Technical Studies prepared for Project

Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (July 2015)

Safety improvements proposed on Gilman Springs Road will be conducted by Riverside County Transportation Department who is a permittee as defined by the Western Riverside MSHCP. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the long-term conservation of species and their habitat in Western Riverside County.

The project is located in the MSHCP San Jacinto Area Plan within the Gilman Springs/Badlands subunit and includes two MSHCP Criteria Area Cells 2463 and 2568. Safety improvements like the installation of traffic signalization and lighting at the intersection of Gilman Springs Road/State Street and Soboba Road are permissible Covered Activities inside the MSHCP and are subject to compliance with Best Management Practices (BMPs) as detailed in Appendix C of the MSHCP. The project is also subject to a determination that the proposed activities are consistent with the following MSHCP sections:

6.1.2 (Riparian and Riverine Areas and Vernal Pools), the project is in proximity of the San Jacinto River which could be considered a Riverine/Riparian pursuant to MSHCP specifications, however the project-related improvement will avoid the river.

6.1.3 (Protection of Narrow Endemic Plant Species), 2015 field surveys did not find any narrow endemic plant species and the project is not within any of the MSHCP's survey areas for narrow endemic species. Project improvements are considered Covered Activities and no additional surveys are required.

6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), the project site is located near areas proposed for conservation under the MSHCP in Badlands to the east of Gilman Springs Road; but not within them. The adjacency of these lands to the project does not alter its ultimate land use in any way that would adversely affect MSHCP Cores, Linkages, or Reserve Assembly with the Area Plan.

6.3.2 (Additional Survey Needs and Procedures), the project site is within an MSHCP-designated survey area for Burrowing Owl and Los Angeles pocket mouse. During 2015 field surveys, no Burrowing Owls, signs or suitable burrows were observed, but suitable habitat of low quality for Burrowing Owl and Los Angeles pocket mouse were noted within the study area. In order to assure that Burrowing Owl are not adversely affected by the project a pre-construction survey prior to scheduled work should be conducted by a qualified biologist.

The above determination demonstrates consistency with the MSHCP. In addition, the project was

submitted to the Western Riverside County Regional Conservation Authority for Joint Project Review in October 2015 and it was determined that the project was in compliance with the MSHCP.

Preliminary Jurisdictional Determination (July 2015)

A jurisdictional delineation was conducted for the project to determine the presence/absence and boundaries of potential special aquatic resources that are under the jurisdiction of the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA); Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and the California Department of Fish and Wildlife (CDFW) pursuant to Section 1600. A literature review and field survey concluded that the proposed project does not propose to fill, discharge or substantially obstruct the flow of any Waters of the US or State. Therefore, no formal notification or permitting is obligatory.

Cultural Resource Assessment (January 2014)

A Cultural Resource Assessment was performed and research findings indicated that Soboba Road and State Street were identified as roadways built during the early 20th century, however during field surveys no evidence of components that are more than 50 years on either roadway were observed. The assessment concluded that the Soboba Road segment and the State Street segment are not a historic property under Section 106 (36 CFR 800) guidelines nor should the segments be considered a historical resource under CEQA guidelines. No additional cultural resources were observed.

Reason Why Project is Exempt

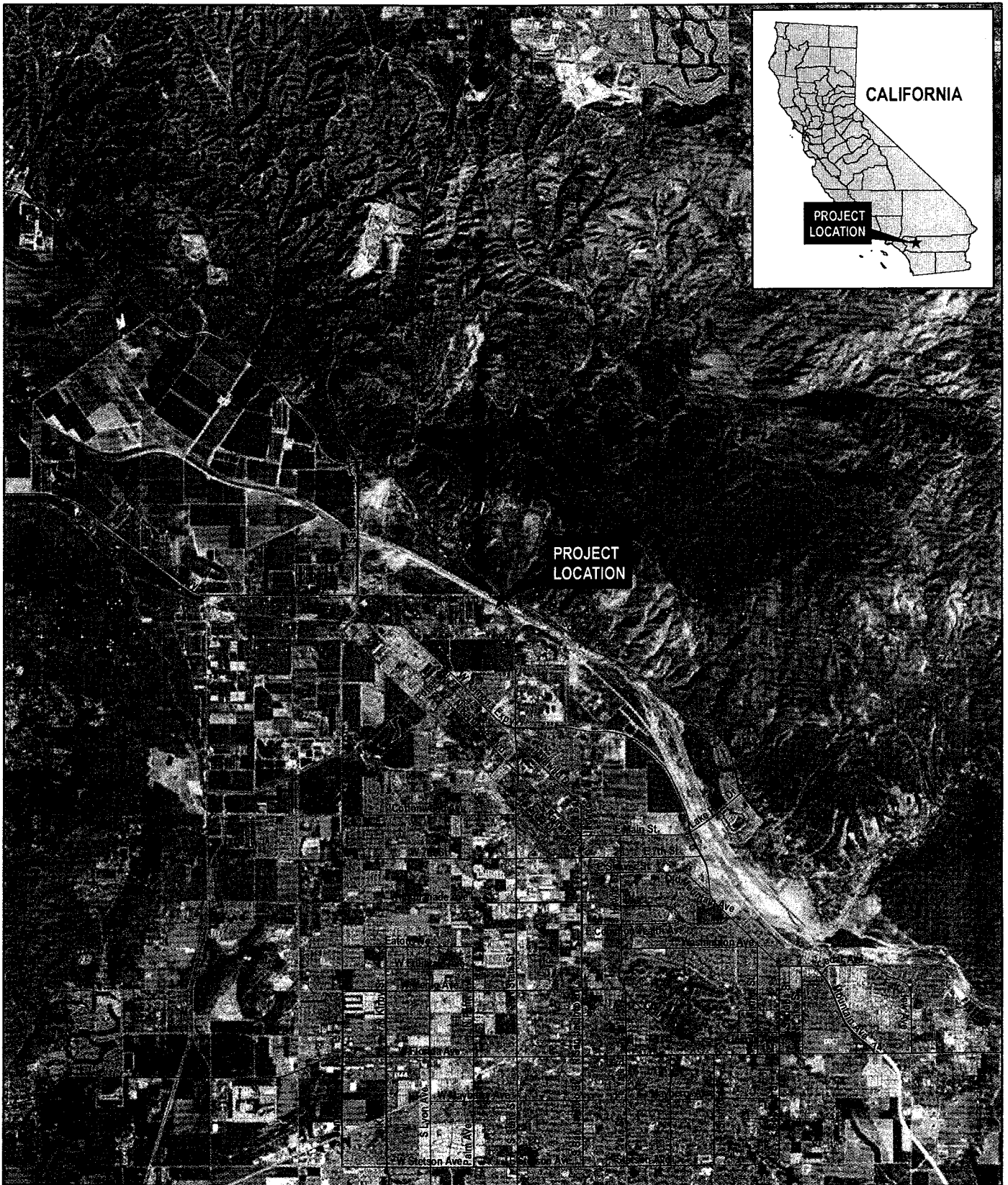
The Riverside County Transportation Department Staff conducted a review of the above referenced project and has determined that the proposal qualifies for a Categorical Exemption per the California Environmental Quality Act (CEQA) Guidelines.

Section 15301 (Existing Facilities) Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The proposed project occurs on an existing roadway and is not capacity enhancing therefore this project does not expand the existing use of the roadway. The project is consistent with Categorical Exemption 1530 (c) which exempts existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Furthermore, the project will improve safety in the existing intersection through the installation of a traffic signal that will assign vehicle right of way and will illuminate the area with lighting improvements. The project is also consistent with Categorical Exemption 15301 (f) which exempts the addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features.

By: Frances Segovia, Senior Transportation Planner

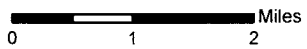
Signed: Mary Zambon
Russell Williams, Environmental Division Manager



PROJECT LOCATION

Legend

★ Project Location



Background Image:
ArcGIS Online, World Imagery, 2010.

**FIGURE 1
REGIONAL LOCATION**

**GILMAN SPRINGS ROAD/
STATE STREET AND SOBOBA ROAD
TRAFFIC SIGNAL PROJECT**