

*City of Beaumont*

# 1<sup>st</sup> Street Widening Feasibility Study

City Project No. C24-124



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## Section 1. Introduction

### 1.1. Project Description

The City of Beaumont (City) with assistance from MNS Engineering proposed to conduct a feasibility study of widening 1<sup>st</sup> Street between Beaumont Avenue and Pennsylvania Avenue (project), see Attachment A for a Vicinity Map. The project focused on the following items:

- Roadway Improvements
- Environmental Impacts
- Drainage Impacts
- Utility Impacts
- Right of Way Impacts
- Cost of Future Design and Construction Phases

#### **Purpose and Need**

**Purpose:** The purpose of the project is to identify engineering and environmental impacts of widening 1<sup>st</sup> Street to its ultimate width and scope the future costs of the project phases, and to provide engineering alternatives where feasible.

**Need:** 1<sup>st</sup> Street currently is one lane in each direction and requires widening to accommodate the future land use designations and roadway classifications per the City's general plan.

### 1.2. Background

#### **Existing Conditions**

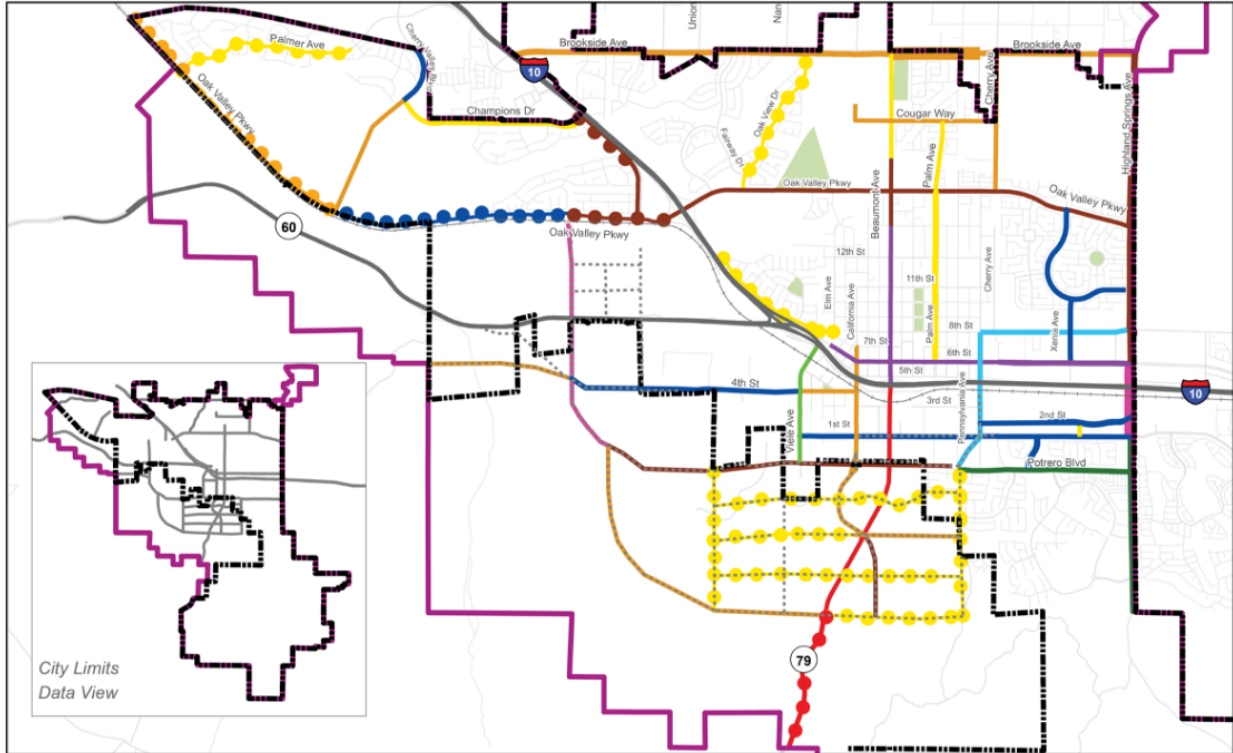
1<sup>st</sup> Street is a major road that runs east-west from Veile Avenue to the West and Highland Springs Avenue to the East. It is the City's primary road south of Interstate 10 (I-10) and serves as the main route to get to the I-10/Beaumont Avenue and I-10/Highland Springs Interchanges for the community located south of the freeway.

Within the project limits 1<sup>st</sup> Street is a 2-lane facility with a shared two-way left turn lane. In the westbound direction, the roadside consists of dike from Pennsylvania Ave to Maple Avenue and then curb & gutter from Maple Avenue to Beaumont Avenue. There is approximately a total of 500 feet of sidewalk in two spot locations. A Class II bike lane runs along the westbound direction. In the eastbound direction, the roadside consists of dike from Beaumont Avenue to approximately 400 feet before Maple Avenue and then curb & gutter to approximately 400 feet before Pennsylvania Avenue. There is approximately a total of 250 feet of sidewalk. A Class II bike lane runs along the eastbound direction. There are residential and commercial driveways located on both sides of the road.

Pavement conditions along 1<sup>st</sup> Street are relatively good, with minor cracking. This project would recommend widening the existing road and maintaining the existing pavement as much as possible. Further pavement analysis and geotechnical analysis shall be done in future phases.

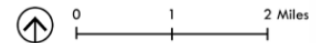
### General Plan Consistency

The City's December 2020 General Plan provides the framework for mobility goals in the City. The general plan classifies 1<sup>st</sup> Street as a Major Highway (Raised Median) within our project limits.

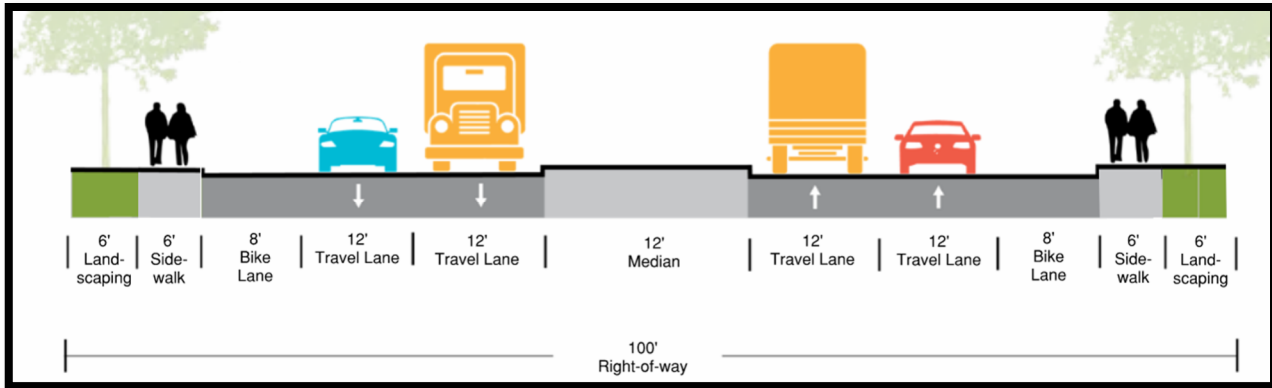


#### ROADWAY CLASSIFICATION

- |                     |                            |                                |                                       |
|---------------------|----------------------------|--------------------------------|---------------------------------------|
| City Boundary       | Expressway B               | Major Highway (Painted Median) | Secondary Frontage                    |
| Sphere of Influence | Urban Arterial Highway     | Major Highway (Raised Median)  | Collector Streets (4 Lanes)           |
| Proposed Roadways   | Arterial Highway (4 Lanes) | Major Frontage                 | Industrial Collector (Painted Median) |
| Freeway             | Arterial Highway Frontage  | Downtown Streets               | Industrial Collector (Raised Median)  |
| Expressway A        | Arterial Highway (2 Lanes) | Secondary Streets              |                                       |



## Section 2. Preliminary Engineering



### 2.1. Roadway

The proposed improvements for this project include the following:

- Widening from a 2-lane facility to a 4-lane facility
- Convert striped median to a raised median
- Addition of curb and gutter, and sidewalks (gap closure)
- Improving bicycle and pedestrian facilities with bike lanes, and standard curb ramps
- Maintaining an/or improve access to existing driveways

#### Corridor Needs

An 8-foot shoulder is recommended when shared with bike lanes, consistent with built out portion of 1<sup>st</sup> Street east of Pennsylvania Ave. Per the City's general plan, 1<sup>st</sup> Street within the project limits is a bicycle and pedestrian priority corridor. It is also identified as an auto-priority corridor, which requires an elevated level of service. Another alternative identified is to convert/build a 5 or 6-foot shoulder with a physical buffer of 2 or 3 feet classifying the bike lane as a Class IV facility (see Attachment B for a Layout Plan Exhibit and Buffered Bike Lane Variation Exhibit). The project will need to balance both aspects of improving a heavily vehicle-traveled facility while providing a safe route for pedestrians and bicycles. Conceptual bike facilities can be studied early in the preliminary engineering/environmental phase to make sure the Cities' goals are met. If a switch to Class IV facilities is made, consideration of barrier limits at intersections, signal operations, and barrier protection would need to be considered.

The existing vertical geometry along 1<sup>st</sup> Street consists of a rolling terrain, with 2 sag curves and 2 crest curves. The existing vertical curves range from 500 feet to 550 feet for sag curves, and 400 feet to 500 feet crest curves. The curves meet a design speed between 40 mph and 45 mph. To meet a design speed of 50 mph which is the standard for the proposed roadway classification, it would require flattening out the existing profile which would mean a full reconstruction of the road. Further detailed profile design will be evaluated in the next project phase. For this study it was assumed the existing profile will be maintained.

#### Local Access Impacts

The project pavement widening would be staged in a way that would allow the road to stay open during construction with an emphasis of local access to businesses and residents to be maintained during construction, which is realistic for this project.

The project will install a raised median that will allow for left turns at major intersections of 1<sup>st</sup> Street/Maple Avenue and 1<sup>st</sup> Street/Michigan Avenue. Maple Avenue and Michigan Avenue were considered major since they provide connections to 3<sup>rd</sup> Street and Potrero Blvd respectively. The remainder of the local access points along the corridor will be right-in/right-out streets.

## Intersection & Various Improvements

Due to the widening of 1<sup>st</sup> Street at the intersections of Pennsylvania Avenue and Beaumont Avenue, curb returns will need to be re-established, which will require relocation of a signal pole. One signal pole will be impacted at the northwest quadrant of the Pennsylvania/1<sup>st</sup> Street intersection. The remainder of the signal poles at the Pennsylvania Avenue and Beaumont Avenue should not be impacted since the poles would still fall within the proposed sidewalk area; ADA compliance would need to be confirmed. Detailed intersection and signal layouts will be verified during subsequent design phases of the project. Traffic improvements will include new striping and relocated signage due to the widening of the road in each direction of travel. Standard City street lighting also currently exists along 1<sup>st</sup> Street and would need to be relocated behind the new curb in each direction. See Attachment B for a Layout Plan Exhibit.

## 2.2. Drainage

### Drainage Master Plans

Riverside County Flood Control and Water Conservation District authored a Drainage Master Plan dated July 1983 covering the City of Beaumont and surrounding areas. The Drainage Master Plan provide any hydrologic data and does not propose any stormwater facilities along 1st Street within the project limits.

### Existing Storm Drain System

Within the project limits, there are three culverts which convey flows from the north side of 1st Street to the south, maintaining the natural drainage pattern. The first culvert, located near Beaumont Avenue, is a 24" reinforced concrete pipe (RCP) installed as part of the Arco gas station improvements constructed in 2009. The first culvert outlet has a concrete headwall. The second culvert is located approximately 250' east of the Maple Avenue intersection. The second culvert consists of two 24" RCP storm drains with grouted rip rap at the end of each pipe. The second culvert has a concrete headwall inlet and outlet. The third culvert is approximately 260' west of the intersection with Pennsylvania Avenue. The third culvert consists of three 24" RCP with grouted rip rap at each pipe. The third culvert has a concrete headwall outlet. Graded ditches convey overland flow to and from the third culvert.

Asphalt overside drains or catch basins were placed at the local roadway sag points. Record drawings are provided in Attachment D.

#### 2.2.1. Roadway Drainage Standards

The project would follow the Riverside County Transportation Department Plan Check Guidelines, Section V: Drainage (Drainage Guidelines). Per the Drainage Guidelines the 10-year frequency storm shall be contained below the tops of curb, and the 100-year frequency storm shall be contained within the street right of way, for the on-site flows.

For the roadside flows (off-site) existing drainage patterns will be maintained. In general, within our project site, off-site flows travel from the north side of 1<sup>st</sup> Street and cross over through 24" existing culverts and continue flow south of 1<sup>st</sup> Street. Our project would investigate placing earthen roadside ditches along the northerly portion of 1<sup>st</sup> Street and have flow conveyed similarly to the existing conditions to the crossing culverts.

#### 2.2.2. Waterways

Based on a review of the United States Geological Survey (USGS) Quadrangle map attached as Attachment D, no "blue line" streams cross 1st Street within the project limits. However, based on field reviews there are ephemeral or intermittent drainage that would require permits from CDFW, the RWQCB and possible the Army Corps.

#### 2.2.3. Floodplain Encroachment

Based on a review of FEMA Flood Insurance Rate Maps (FIRM) 06065C0811G and 06065C0812G, 1st Street is outside the 100-year floodplain. FIRM maps are provided in Attachment D.

#### 2.2.4. Stormwater Treatment

Proposed Riverside County projects need to abide by the California Regional Water Quality Control Board – Santa Ana Region Order No. R8-2010-0033, NPDES Permit No. CAS618033 for Stormwater (Wet Weather) and Non-Stormwater (Dry Weather) Discharge from the Municipal Separate Storm Sewer Systems. Per Section III – Project Evaluation of Low Impact Development: Guidance and Standards for Transportation Projects for the Santa Ana Region Riverside County Co-Permittees. The NPDES permit states:

“Transportation Projects shall incorporate the following LID Principals and BMPs to the maximum extent practicable:

- Conservation of natural areas to the extent feasible
- Minimization of the impervious footprint
- Minimization of disturbances to natural drainage
- Design and construction of pervious areas to receive runoff from impervious areas
- Use of landscaping minimizes irrigation and runoff, promotes surface infiltration, and minimizes the use of pesticides and fertilizers.

The extent to which these design principles may be incorporated into a project using LID Principles and BMPs techniques depends on the project type and the project-specific feasibility analysis.”

As the project will provide curb and gutter and sidewalks, the green elements within an urban street parkway may be feasible for implementation. Biofiltration cells or bioretention areas within the parkway could be installed upstream of proposed catch basins to intercept first flush flows prior to discharge into the natural drainage courses.

#### 2.2.5. Proposed Drainage Facilities

The project will implement drainage improvements which maintain the existing drainage pattern of the surrounding roadway. This preliminary drainage assessment does not include hydrologic and hydraulic analyses; therefore, the existing cross culverts have not been evaluated for hydraulic capacity. The final sizing of proposed drainage facilities will be contingent upon the hydraulic analysis performed during final design.

The proposed drainage facilities will consist of extending the existing cross culverts and reconstructing headwalls and grouted rip rap to continue to convey flow under the roadway to existing drainage pathways. With construction of curb and gutter and sidewalk, the overside drains will be replaced with catch basins. Existing catch basins will need to be removed and constructed at the new curb line. The need for additional catch basins will be determined by hydraulic analysis for a wider roadway, determining the spacing required to maintain adequate unflooded width per the County of Riverside’s design standards. Ditches should be provided on the north side of 1st Street where the roadway is in a fill condition to convey flows to the nearest cross culvert.

### 2.3. Utilities

Utility research was initiated via the Dig Alert website to establish a list of potential utility companies in and around the Proposed Project Area, see Attachment E Utility As-Builts. Requests for as-builts were sent out on December 16<sup>th</sup>, 2024, to the following companies:

1. AT&T
2. Beaumont Cherry Valley Water District
3. Frontier/Verizon
4. Southern California Edison
5. Southern California Gas
6. Charter/Spectrum

The following table represents the companies that responded with information on their utilities within the project area:

**Utility Summary**

Utility Type	Owner	Potential Impacts	As-Builts
Electrical	Southern California Edison (SCE)	Distribution line poles	Received
Gas	Southern California Gas	High-pressure natural gas pipe	Received
Water	Beaumont-Cherry Valley Water District (BCVWD)	Fire hydrants, water valves, culvert crossings	Pending
Wireless/Communication	AT&T	No Facilities	No Facilities
	Frontier (Verizon)	Conduit facilities Copper facilities Fiber optic facilities	Received
	Charter/Spectrum	Underground and Overhead lines	Received

The City is believed to have prior rights in this corridor and during future phases of the project utility, coordination will be maintained and updated as the project moves into final design and construction, with the following initial observations:

**Beaumont Cherry Valley Water District**

It is assumed that BCVWD line or valve relocations will be done by the utility company since the City has prior rights along the project limits. There are existing fire hydrants, water valves and pipe culvert crossings that will be impacted with the project. There are 3 different 24" RCP crossings along 1<sup>st</sup> street that will need to be extended due to the project.

**Frontier/Verizon**

It is assumed that Frontier/Verizon line relocations will be done by the utility company since the City has prior rights along the project limits. There are copper and fiber lines that run along the north side of 1<sup>st</sup> Street through our project limits. The copper and fiber lines are joint poles with SCE. Positive identification of the line will be done in future phases when utility lines are potholed.

**Southern California Edison**

It is assumed that SCE pole relocations will be done by the utility company since the City has prior rights along the project limits. Coordination with SCE will be done in the subsequent phases of the project to provide them with close to 95% plans for them to design their facility whether they underground or move poles. SCE schedule of pole relocations or underground design will be a critical path item, as they can take between 12-18 months to finalize their design. An approximate cost to underground SCE lines may vary depending on current construction market activities, but for planning purposes cost to underground SCE lines is approximately \$3000 per linear foot.

**Southern California Gas**

It is assumed that SoCal Gas line and/or valve relocations will be done by the utility company since the City has prior rights along the project limits. There is a 30" high pressure gas line that runs along the southerly portion of 1<sup>st</sup> Street through our project limits. Positive identification of the line will be done in future phases when utility lines are potholed. During the environmental phase of the project utility coordination will continue, during the PS&E phase of the project utility potholing, relocation letters and utility relocation plans will be coordinated with each utility owner.

**Charter/Spectrum**

It is assumed that Charter/Spectrum line relocations will be done by the utility company since the City has prior rights along the project limits. There are underground and overhead lines that run along the north side of 1<sup>st</sup> Street through our project limits. The underground lines generally run from Beaumont Avenue to Magnolia Avenue and the overhead lines generally run from Magnolia Avenue to Maple Avenue. Positive identification of the line will be done in future phases when utility lines are potholed.

## 2.4. Right of Way

For this project there will be a need to acquire right of way. See Attachment F – Right of Way Impacts Exhibit. The impacted properties are commercial and residential property types, impacting twenty-three assessors’ parcel lots. The table below describes the type of impact on each of these lots:

**Parcels with Right of Way Impacts**

APN Number	Property Type	Impact
418-270-042	Commercial	Existing driveway impact due to widening. Project will replace existing driveway.
418-270-039	Commercial	Existing driveway and property fence impact due to widening. Project will replace existing driveway and fence.
418-270-032	Commercial	Existing driveway and property landscaping impact due to widening. Project will replace existing driveway and landscaping.
418-270-040	Commercial	Existing driveway and property landscaping impact due to widening. Project will replace existing driveway and landscaping.
418-270-031	Single Family Residential	Existing driveway impact due to widening. Project will replace existing driveway.
418-260-024	Single Family Residential	Existing fence impact due to widening. Project will replace existing fence.
418-260-023	Commercial	Existing driveway impact due to widening. Project will replace existing driveway.
418-310-007	Vacant	Vacant land
418-320-011	Vacant	Vacant land
418-320-012	Vacant	Vacant land
418-330-020	Single Family Residential	Existing fence impact due to widening. Project will replace existing fence
418-330-023	Single Family Residential	Existing fence impact due to widening. Project will replace existing fence
418-330-022	Single Family Residential	Existing fence impact due to widening. Project will replace existing fence
418-330-017	Vacant	Vacant land
418-330-018	Single Family Residential	Existing fence impact due to widening. Project will replace existing fence
418-250-007	Vacant	Trees removed to create space for relocation of overhead electrical poles
418-250-010	Vacant	Trees removed to create space for relocation of overhead electrical poles
418-341-007	Commercial	Existing driveway and property wall impact due to widening. Project will replace existing driveway and property wall
418-341-039	Commercial	Existing driveway and property wall impact due to widening. Project will replace existing driveway and property wall
418-341-030	Single Family Residential	Existing driveway and property wall impact due to widening. Project will replace existing driveway.
418-341-009	Vacant	Vacant land
418-260-013	Vacant	Vacant land
418-260-014	Vacant	Vacant land

Most of the property impacts occur along the westbound side of 1<sup>st</sup> Street. On the eastbound side there are a few residential homes that will be impacted as well. The existing right of way width along 1<sup>st</sup> Street is 90 feet near the intersection of Beaumont Avenue and 80 feet the rest of the project length. There will be an additional 20 feet of right of way that will need to be obtained as part of this project.

Property impacts may be minimized by reducing lane widths and reduction in the raised median width, for purposes of this study and analyzing the total impacts of what an ultimate section would look like a worst-case scenario approach was taken.

Widening to one side of the road was considered but caused full takes of residential or commercial lots on the opposite side of the road, so this option was not studied further. Alternatively, widening and shifting traffic on both sides of the road was considered to limit impacts to residential and commercial lots, but this option would have introduced two reversing curves with short tangents lengths in between before having to shift again, so this option was not studied further.

## Section 3. Environmental

### 3.1. Environmental Constraints

Below is a brief summary and recommendation for each section of the *Environmental Constraints Analysis*.

#### **Agricultural Resources**

- Summary: Land is designated as urban or farmland of local importance; no active farming or Williamson Act contracts.
- Recommendation: Include a site-specific analysis of past agricultural use in the CEQA document.

#### **Biological Resources**

- Summary: No special-status species or vegetation communities observed, but suitable habitat exists for burrowing owls and nesting birds. Surveys required. The project site is located within Western Riverside MSHCP designated survey area for both burrowing owl and narrow endemic plants.
- Recommendation: Conduct focused surveys for burrowing owls and narrow endemic plants; perform nesting bird clearance surveys before construction.

#### **Hydrology/Flood Zones**

- Summary: Project area lies in two watersheds and is in FEMA Zone X (minimal flood hazard).
- Recommendation: No flood mitigation needed but confirm drainage design aligns with watershed boundaries.

#### **Jurisdictional Waters and Wetlands**

- Summary: One drainage feature located at the southeast corner of 1<sup>st</sup> Street and Beaumont Avenue may be state or federally jurisdictional.
- Recommendation: Conduct a formal Jurisdictional Delineation to determine permitting needs.

#### **Land Use/Zoning**

- Summary: Area zoned for commercial and industrial use with transit-oriented development (TOD) overlay.
- Recommendation: Ensure project design complies with zoning and TOD overlay requirements.

#### **Paleontological Resources**

- Summary: Some areas have high sensitivity for paleontological resources.
- Recommendation: Include mitigation measures in CEQA to address potential discoveries during excavation.

## CEQA

- Summary: An Initial Study/Mitigated Negative Declaration (IS/MND) is likely appropriate.
- Recommendation: Prepare IS/MND covering all CEQA checklist topics with mitigation for identified impacts.

## Technical Studies

- Summary: Habitat assessment and jurisdictional delineation are required.
- Recommendation: Complete these studies early to inform permitting and mitigation planning.

## Plant/Wildlife Surveys

- Summary: Surveys for burrowing owls, narrow endemic plants, and nesting birds are required.
- Recommendation: Schedule surveys according to seasonal windows and regulatory timelines.

## Regulatory Permitting

- Summary: Based on the drainage features identified through field investigations at the southeast corner of 1<sup>st</sup> Street and Beaumont Avenue, those features are expected to be considered state jurisdictional waters subject to Section 1602 of the California Fish and Game Code and Porter Cologne Act. The drainages may also be considered federal jurisdictional waters subject to Section 401 and/or 404 of the Clean Water Act, depending on the type of streambed (ephemeral streambeds are not federally jurisdictional) and downstream connection to other waterbodies. If the formal Jurisdictional Delineation determines that any of the regulatory permits described are required for the project, the future phase of the project would be required to prepare the following permit application and materials (as required) for the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB) and CDFW for submittal.
- Recommendation: Initiate coordination with USACE, RWQCB, and CDFW early in the process.

## DBESP (Determination of Biologically Equivalent or Superior Preservation)

- Summary: Required if burrowing owls are found on-site.
- Recommendation: Prepare DBESP if needed and submit to RCA, CDFW, and USFWS for approval.

It is expected that an Initial Study/Mitigated Negative Declaration (IS/MND) would be the appropriate level of CEQA documentation and that mitigation measures would be required for the project. Issues that would be analyzed in the IS/MND would include:

- |                                       |                           |
|---------------------------------------|---------------------------|
| ➤ Aesthetics                          | ➤ Land Use/Planning       |
| ➤ Agricultural and Forestry Resources | ➤ Mineral Resources       |
| ➤ Air Quality                         | ➤ Noise                   |
| ➤ Biological Resources                | ➤ Population/Housing      |
| ➤ Cultural Resources                  | ➤ Public Services         |
| ➤ Energy                              | ➤ Recreation              |
| ➤ Geology/Soils                       | ➤ Transportation/Traffic  |
| ➤ Greenhouse Gas Emissions            | ➤ Utility/Service Systems |
| ➤ Hazards/Hazardous Materials         | ➤ Wildfire                |
| ➤ Hydrology/Water Quality             |                           |

## Section 4. Funding

### 4.1. Funding Analysis

#### Introduction

Our team has prepared a funding analysis that describes the various funding sources and financing mechanisms that can be assembled into a comprehensive funding plan for the 1st Street Widening Project. The funding analysis identifies specific grant programs which align with the scope of project and evaluates threshold requirements for eligibility and preparedness. Threshold requirements and pre-application conditions will include funding match, demographic status, economic status, and environmental documentation status requirements. The availability and amounts of funding will conform to the needs of the project addressed in this Feasibility Study. Once the grants are identified and the analysis is complete, the City will decide when to submit an application.

Our team has also considered Beaumont's status to pursue grants. This includes details and characteristics specific to the City of Beaumont that could influence the City's eligibility and competitiveness for certain grant programs. These details are outlined below:

- **Location:** northwestern Riverside County, in the Inland Empire region of Southern California
- **Incorporated:** November 18, 1912
- **Population size:** 58,463 (2023, US Census Bureau)<sup>1</sup>
- **Population Growth:** 37.3% since 2010 (US Census Bureau)
- **Race & Hispanic Origin:** 46% Hispanic or Latino, 48% White, 8% Asian, 16% two or more races, 9% Black or African American
- **Income & Poverty:** \$102,469 median household income, 8% persons in poverty
- **Disadvantaged Communities (DACs):** Within the City, two census block groups are considered disadvantaged (GEOID: 06065044000 and 060650439001)<sup>2</sup>
- **CalEnviroScreen 4.0:** Overall percentile for census tracts within the City range from 41%-85%<sup>3</sup>

#### Analysis and Recommendation

Our team analyzed and identified potential funding opportunities in accordance with their alignment with key project features, focusing on project type and funding status. Table A-1 provides details of the identified grant programs discussed in this analysis.

As part of this funding analysis, our team did not investigate Federal grant programs funded by the Infrastructure Investment and Jobs Act (IIJA), which is expiring and no longer a viable option. Future Federal transportation funding will depend on the enactment of the federal budget for the Federal fiscal year 2025-2026, which is indeterminable at this time.

Our team analyzed the following state grant programs (some of which also depend on Federal funds): Sustainable Transportation Planning (STP), Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP). Most grants, including STP, ATP, HSIP and SCCP, aim to reduce reliance on personal vehicles, enhance transit systems, improve active transportation facilities or encourage carpooling, not improve conditions for vehicles. Although bike lanes and sidewalks are included in this project, the addition of travel lanes is not an eligible cost under STP, ATP, HSIP and SCCP. Therefore, our team recommends the City pursue the Local Partnership Program, which is funded through Senate Bill 1 (SB 1). It is important to note that LPP has a particularly high local match requirement of 50 percent. The SB 1 LPP operates on a biennial schedule, with the next call for projects expected in August 2026. LPP funds can be used for the construction phase only. It is also important to note that LPP will evaluate and prioritize projects with a high state of readiness. Therefore, our team recommends that the City have at least 65% design plans ready at the time of

<sup>1</sup> <https://www.census.gov/quickfacts/fact/table/beaumontcitycalifornia/PST120224>

<sup>2</sup> <https://gis.water.ca.gov/app/dacs/>

<sup>3</sup> [https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4\\_0/](https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/)

application to the LPP in November 2026, with 100% design plans anticipated to be completed by the time the California Transportation Commission (CTC) approves the program of projects approximately six months following. This ensures that a subsequent allocation request to the CTC for LPP funds can coincide with the City’s readiness to advertise for construction bids.

Our team examined funding opportunities at the regional level. Specifically, the Riverside County Transportation Commission (RCTC) has offered funding through the Regional Arterials Call for Projects. Funding consists of local Measure A Western Riverside County Regional Arterial and Transportation Uniform Mitigation Fee Regional Arterial funds. Transportation projects eligible for this Call for Projects generally include construction activities for arterial capacity enhancement and improvements, signal synchronization, freeway interchanges, and grade separations. Approved projects are expected to be ready to be constructed within two years. Up to 20 percent of the available funding may be approved for the Plans, Specifications, and Estimates (PS&E) phase. A full allotment of points in the application scoring is given for a local match of 50 percent or greater. This grant was last offered in 2023; however, this program is not regularly periodic. Our team monitors RCTC funding activities and will inform the City in a timely manner of the availability of this or similar funding.

Our team recommends that the City considers complementing grant funding with an Enhanced Infrastructure Financing District (EIFD). EIFDs are a mechanism for local governments in California to finance infrastructure projects using future property tax increment, without increasing current property taxes. They do this by designating a specific set of parcels as the boundaries of the district and capturing the growth in property tax revenue within that area to fund infrastructure projects. The future commercial and industrial developments that will surround the 1<sup>st</sup> Street Widening project, as well as any other developable parcels in the city, provide an opportunity to develop a substantial capital resource which can be combined with grant funding such as LPP. The EIFD concept can not only serve to raise substantial capital but also serve as local match funding for a grant such as LPP.

**State and Regional Grant Program Details Table**

Grant Information	State Grants	Regional Grants
	SB 1 Local Partnership Program (LPP)	Regional Arterials Call for Projects
Funding Agency	California Transportation Commission (CTC)	Riverside County Transportation Commission (RCTC)
Minimum/Maximum Grant	None	Max 10% of available funding
Local Match	50%	0%-50%
Eligibility Constraints	Must have voter-approved transportation tax or fee	Construction-ready priority
NOFO Release Date (P) = Projected	August 2026 (P)	TBD
Application Due Date (P) = Projected	November 2026 (P)	TBD

## Section 5. Cost Estimate

### 5.1. Environmental Clearance and Design (PS&E)

Our team has prepared a design fee that would take this feasibility study into the next phases of obtaining environmental clearance and final design PS&E approval. Below is a table of key tasks and costs for the next phase. See Attachment G – Fee Estimate.

Task	Description	Fee
Project Management	Meetings, Schedule, Contract	\$50,000
Preliminary Design (30% Concept Approval)	Alternative Screening and Selection	\$50,000
Environmental Clearance (CEQA)	Technical Studies, Environmental Document	\$60,000
Utility Coordination and Relocations	Utility Letters, Utility Relocation Coordination	\$15,000
Drainage Analysis and Reports	Hydraulics and Hydrology Analysis, Drainage Report	\$30,000
Geotechnical Analysis and Reports	Geotech Explorations and Report	\$30,000
Right of Way Coordination	Right of Way Requirement Maps	\$25,000
60% PS&E	Plans, Specifications and Estimate	\$290,000
95% PS&E	Plans, Specifications and Estimate	\$80,000
100% PS&E	Plans, Specifications and Estimate	\$55,000
RE File & Bid Support	As-Builts	\$15,000
<b>TOTAL*</b>		<b>\$700,000</b>

### 5.2. Preliminary Engineers Estimate

Our team has prepared a preliminary engineers estimate for the project. Below is a table of the key cost elements for the estimate. See Attachment H – Construction Cost Estimate.

Items	Description	Cost
Roadway	Roadway Ex, Pavement, Concrete, C&G, Sidewalk, Curb Ramps	\$1,698,300
Traffic	Signing and Striping, Signal Mods, Electrical/Lighting	\$745,000
Temporary Traffic Control	Temporary barriers, signage	
Drainage	Pipe, Catch Basins, Overside Drains, BMP's	\$562,500
Landscaping	Hardscaping, Planting	\$100,000
Miscellaneous	Relocation of fences, gates, removals, and minor items	\$155,500
Mobilization	10%	\$326,400
Contingency	25%	\$897,500
<b>TOTAL*</b>		<b>\$4,487,500</b>

\* Note: Total Fee does not include Right of Way Acquisitions or Appraisals. Engineers estimate does not include support costs, these costs can be determined during the next phase of the project. Depending on the project schedule and timeline of when the City will plan to construct the project, escalation will need to be factored into the price shown in this estimate.

## Section 6. Summary

### 6.1. Recommendation

Based on the findings of this feasibility study, the following recommendations are provided to guide the City of Beaumont through the next phases of the 1st Street Widening Project:

1. Advance to Environmental Phase  
Initiate the environmental clearance process under CEQA with the preparation of an Initial Study/Mitigated Negative Declaration (IS/MND). This should be supported by technical studies including biological assessments, jurisdictional delineation, traffic analysis, and geotechnical investigations.
2. Conduct Required Surveys and Permitting  
Perform focused surveys for burrowing owls, narrow endemic plants, and nesting birds, critical to obtain seasonal surveys as soon as possible. Begin coordination with regulatory agencies (USACE, RWQCB, CDFW) to determine permitting needs for the drainage feature at the southeast corner of 1st Street and Beaumont Avenue.
3. Refine Preliminary Design  
Continue development of the geometric design, including widening limits, driveway tie-ins, curb ramps, and signal modifications. Evaluate the feasibility of Class IV bike lanes to meet the City's multimodal transportation goals.
4. Initiate Right-of-Way Planning  
Prepare detailed right-of-way maps and begin early coordination for acquisition and appraisal of impacted parcels. Consider design refinements to minimize property impacts where feasible.
5. Coordinate with Utility Providers  
Maintain ongoing communication with utility companies, especially Southern California Edison, to plan for relocations. Begin potholing and mapping of utility lines in the next phase to avoid construction delays.
6. Pursue Funding Opportunities  
Prepare for the SB 1 Local Partnership Program (LPP) application by targeting 65% design completion by late 2026. Explore Enhanced Infrastructure Financing District (EIFD) formation to support local match requirements and long-term capital planning.
7. On-Going Updates to Cost Estimates and Schedule  
Refine the preliminary cost estimate to include right-of-way acquisition, support costs, and escalation factors. Develop a detailed project schedule that aligns environmental, design, permitting, and funding milestones.

By following these recommendations, the City will be well-positioned to advance the 1st Street Widening Project through environmental clearance, final design, and ultimately to construction, ensuring the corridor meets future mobility, safety, and community development needs.

## 6.2. Next Steps

Based on our feasibility study findings below is a list of recommendations/next steps for the future environmental and final design phases.

Traffic Analysis – A traffic study will need to be prepared as part of the environmental phase of the project to evaluate addition of lanes and assess turn pocket needs and lengths. This was not included as part of this study.

Environmental – An Initial Study/Mitigated Negative Declaration is the level of environmental report that is likely for the project. Next steps will be to perform environmental technical studies to support the level of environmental document. The preliminary design concept in this study will facilitate the establishment of a project environmental footprint.

Design – The geometric concept prepared for this study will continue to be revised and detailed as part of the next phases. Widening limits, driveway tie-ins, proposed grading, curb ramp design, signal design, drainage design will all be looked at in the environmental phase and detailed in the final design phase.

Geotechnical – This study did not include a geotechnical analysis aside from a desktop review of the existing pavement conditions of 1<sup>st</sup> Street. As part of the future phases, geotechnical analysis will include pavement recommendations, a geotechnical report, and geotechnical explorations (if needed).

Right of Way – As part of this study, the existing right of way limits were established along 1<sup>st</sup> Street, and approximate right of way takes were calculated. During the environmental phase, right of way maps will be prepared and right of way takes will be further detailed and established. In the final design phase right of way coordination, acquisition and appraisals will be completed.

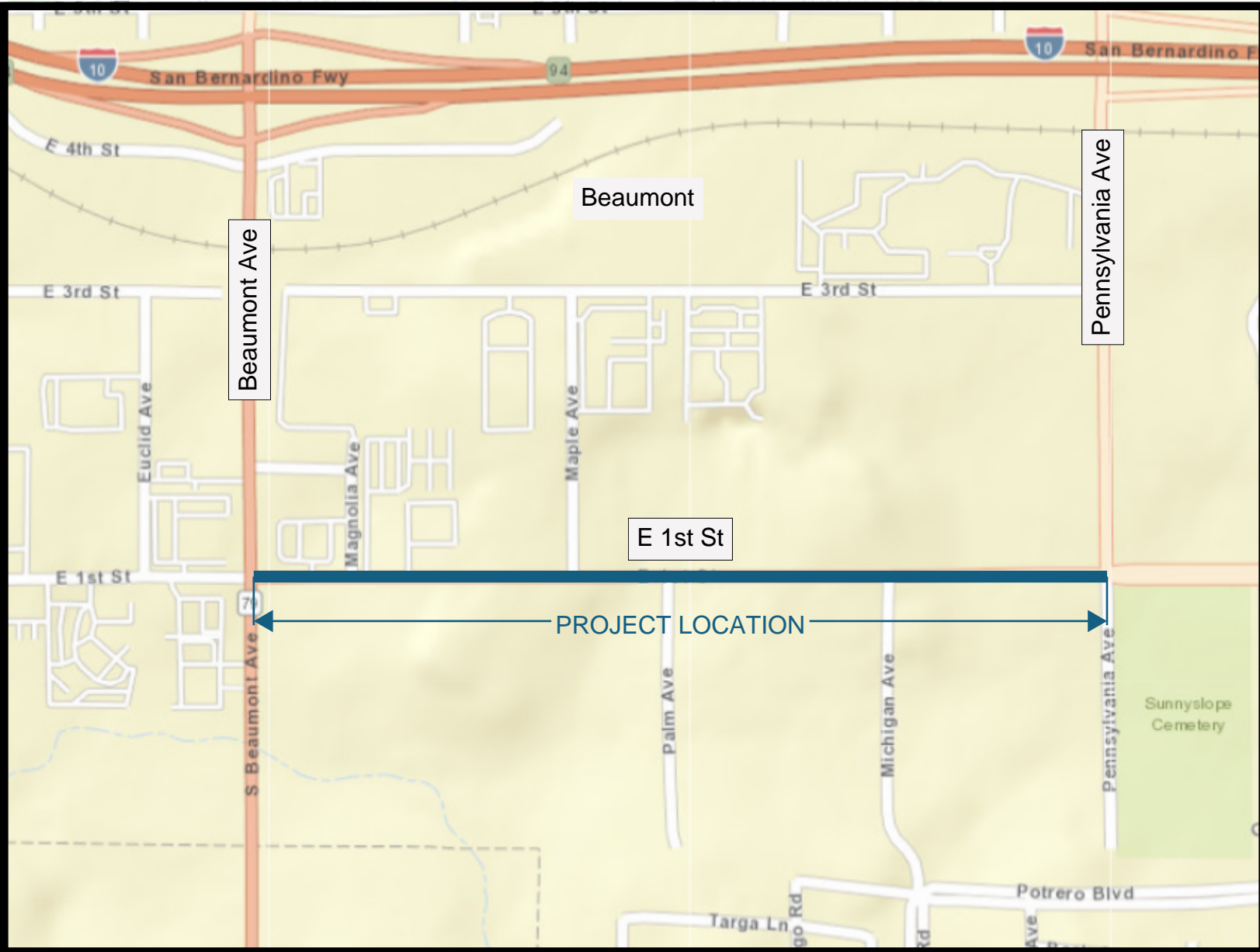
Utilities – As part of this phase utility as-builts were collected from owners within the vicinity of the project. On-going coordination will continue in the environmental and design phase of the project.

Schedule - The critical path items related to schedule for the environmental phase will be the traffic analysis and potential mitigation for Vehicle Miles Traveled (VMT), and coordinating with resource agencies on the potential mitigation needed for the drainage feature crossings and need for permits. During the final design phase utilities and right of way will be the critical path items that will need to start as early as possible.

## Section 7. Attachments

- A. Vicinity Map
- B. Layout Plan Exhibit
- C. Environmental Constraints Memorandum
- D. Drainage Exhibits
- E. Utility As-Builts
- F. Right of Way Impacts Exhibit
- G. Fee Estimate – Environmental and Final Design
- H. Construction Cost Estimate

# ATTACHMENT A



**NOT TO SCALE**

# PROJECT VICINITY MAP

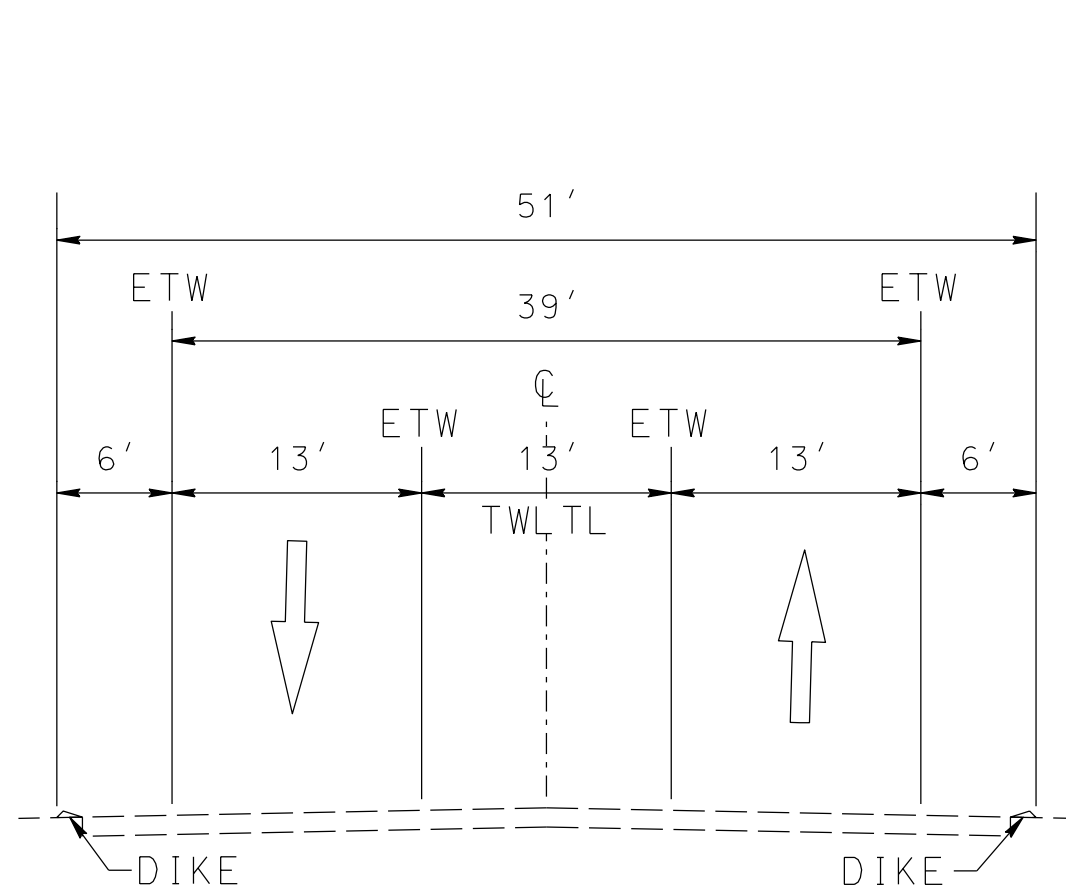
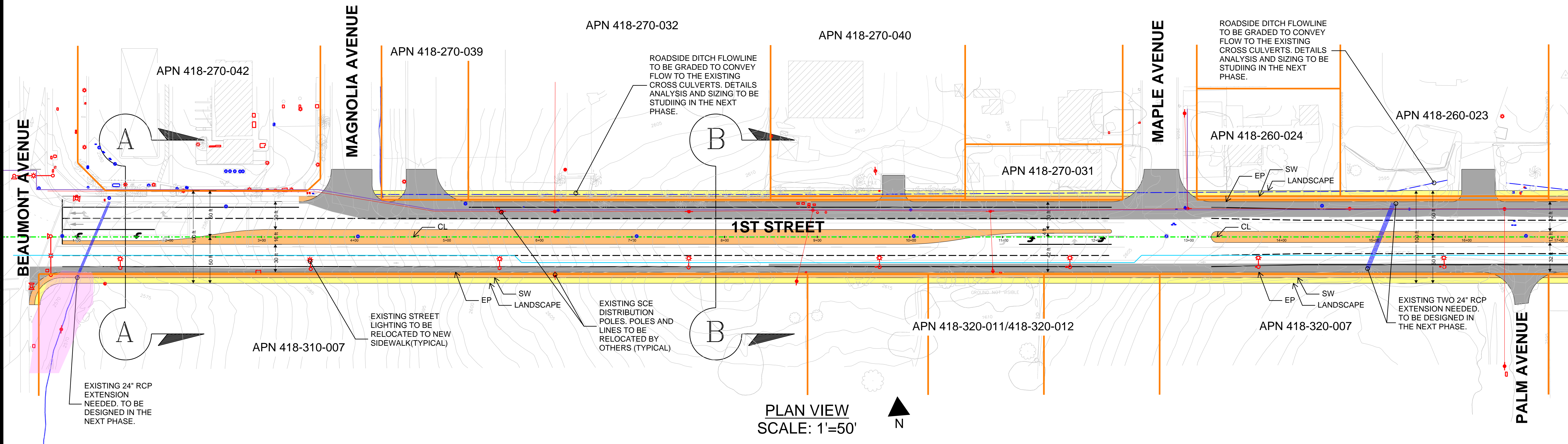
# **ATTACHMENT B**

## LEGEND

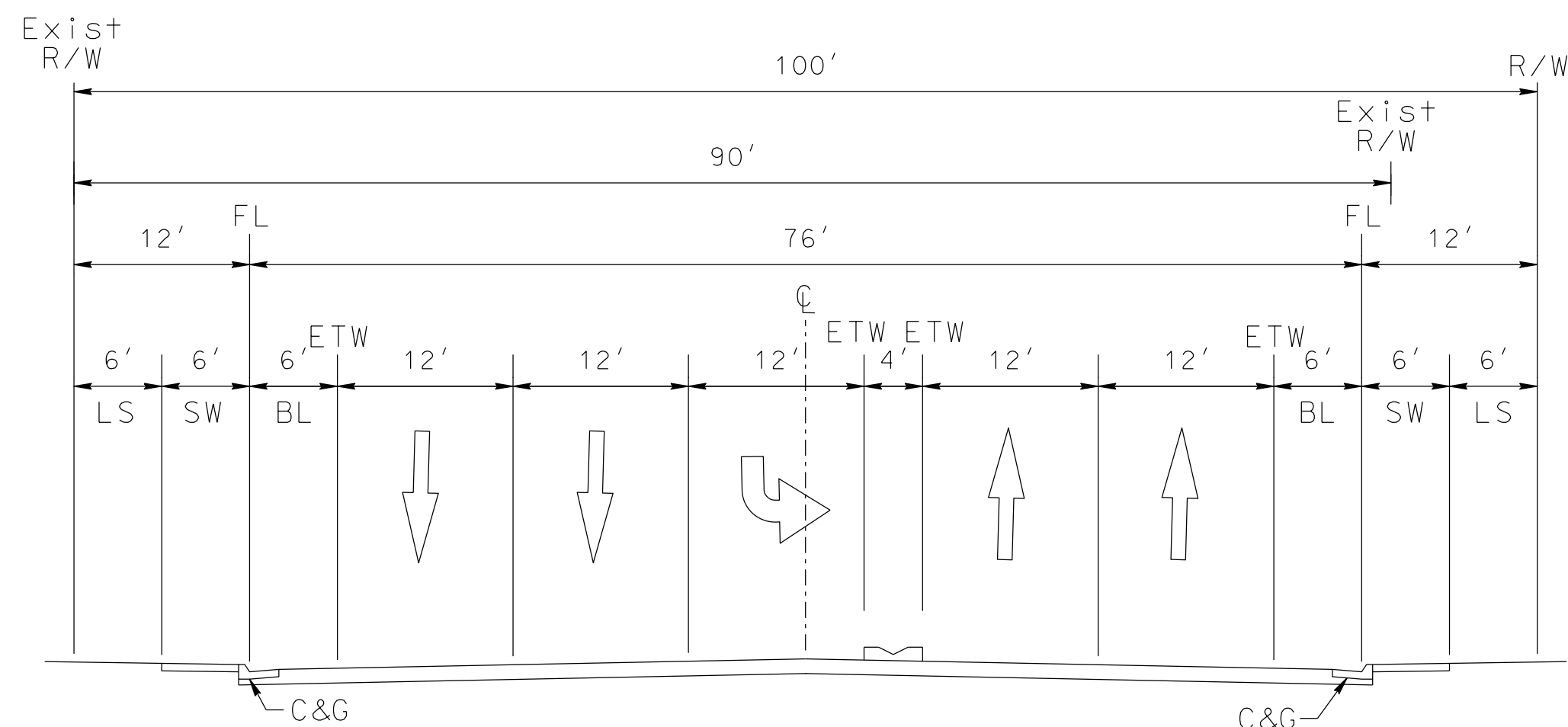
- PAVEMENT WIDENING
- SIDEWALK
- LANDSCAPE
- FIBER LINES
- GAS LINES
- 24" RCP CROSSINGS
- SCE OH LINES
- POTENTIAL JURISDICTIONAL WATERS

## ABBREVIATIONS

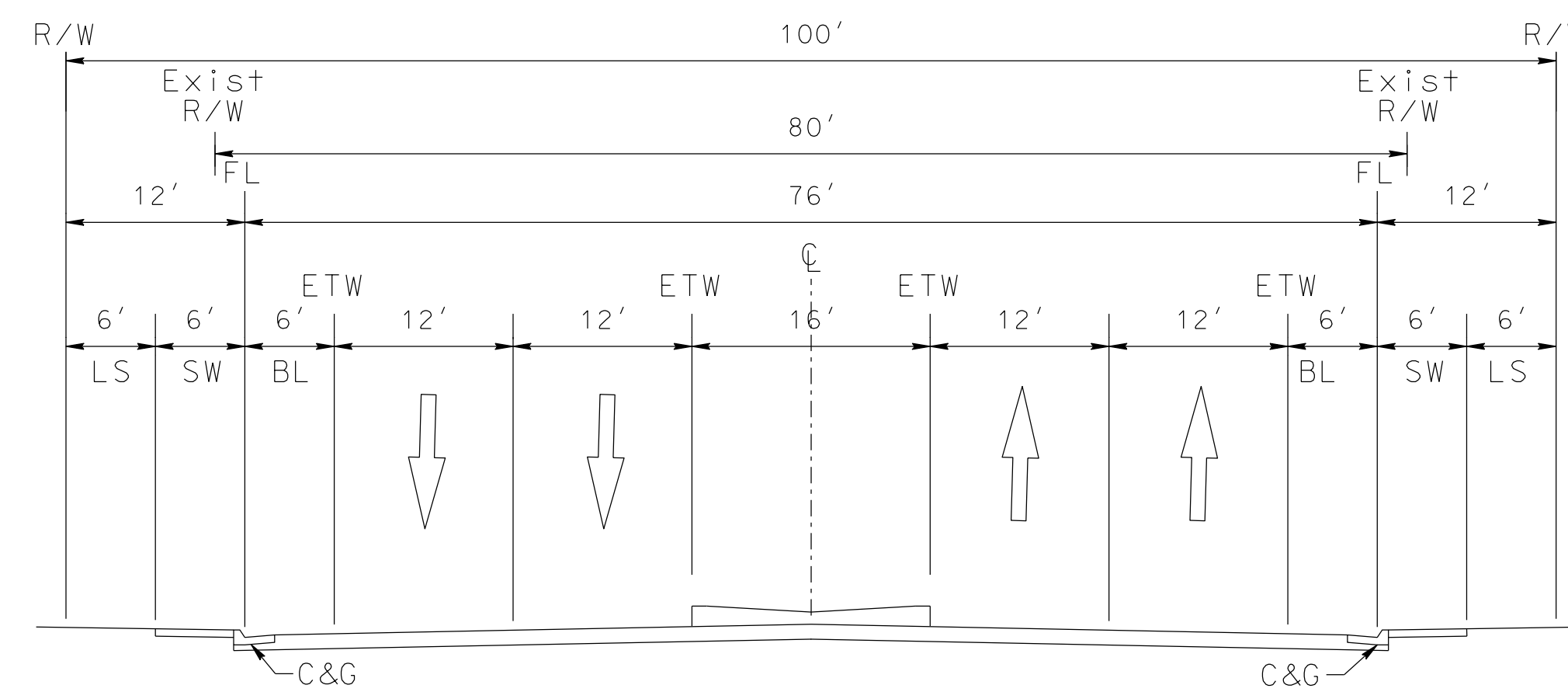
- EP - EDGE OF PAVEMENT
- SW - SIDEWALK
- BL - BIKE LANE
- ETW - EDGE OF TRAVELED WAY
- CL - CENTERLINE
- FL - FLOWLINE
- R/W - RIGHT OF WAY
- RCP - REINFORCED CONCRETE PIPE
- LS - LANDSCAPE



Existing Cross Section



Proposed Section A-A



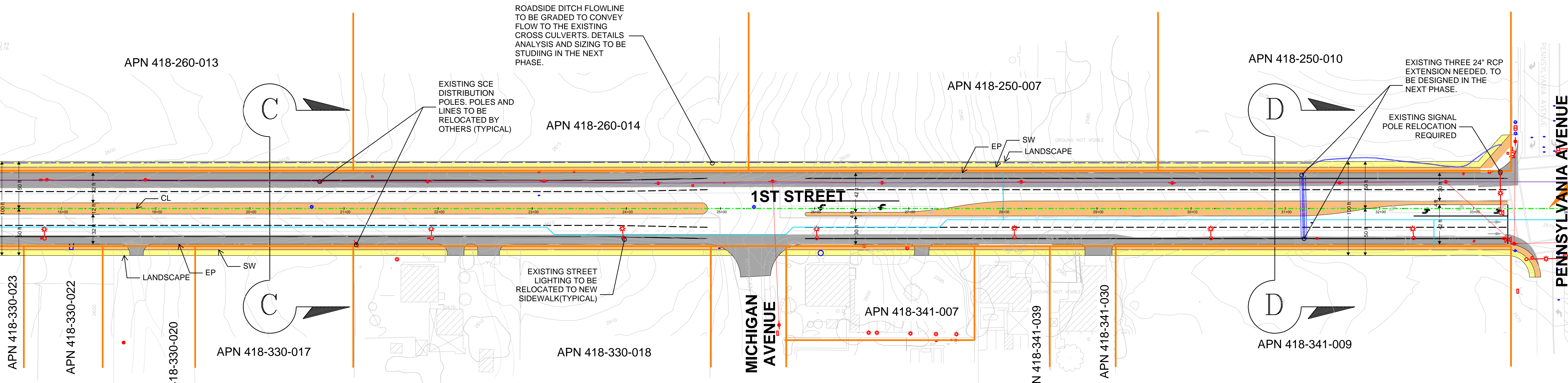
Proposed Section B-B

## LEGEND

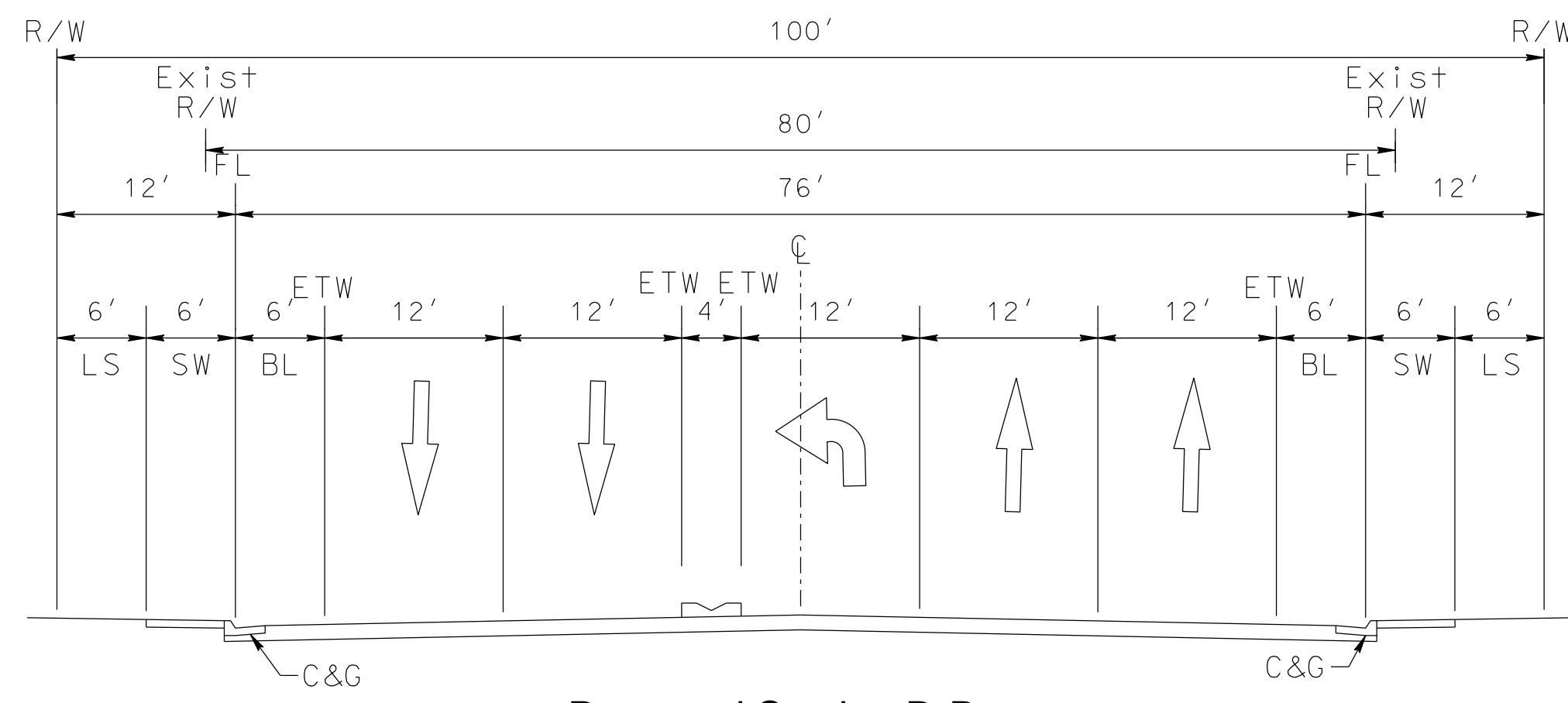
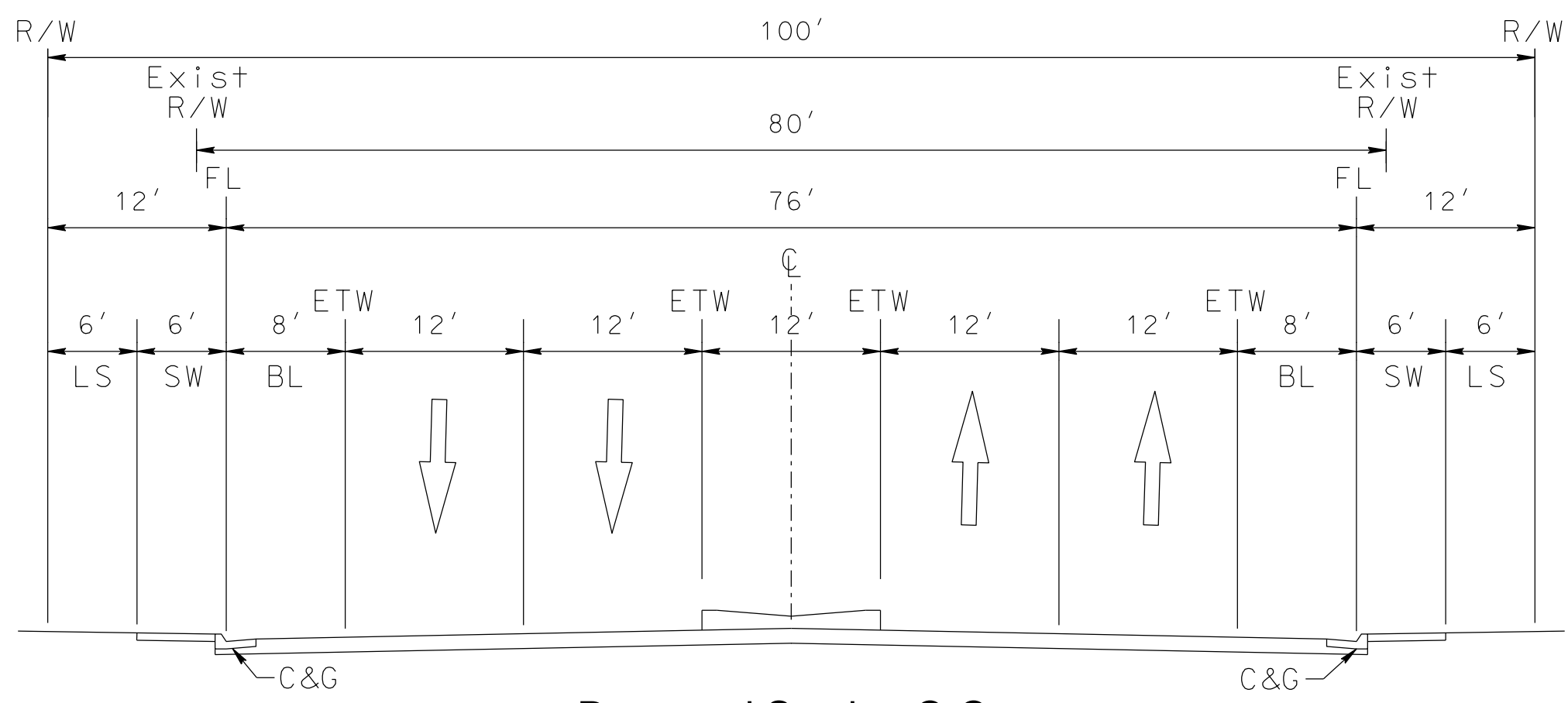
- PAVEMENT WIDENING
- SIDEWALK
- LANDSCAPE
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- GAS LINES
- 24" RCP CROSSINGS
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- RCP - REINFORCED CONCRETE PIPE
- LS - LANDSCAPE



PLAN VIEW  
SCALE: 1"=50'



Proposed Section C-C

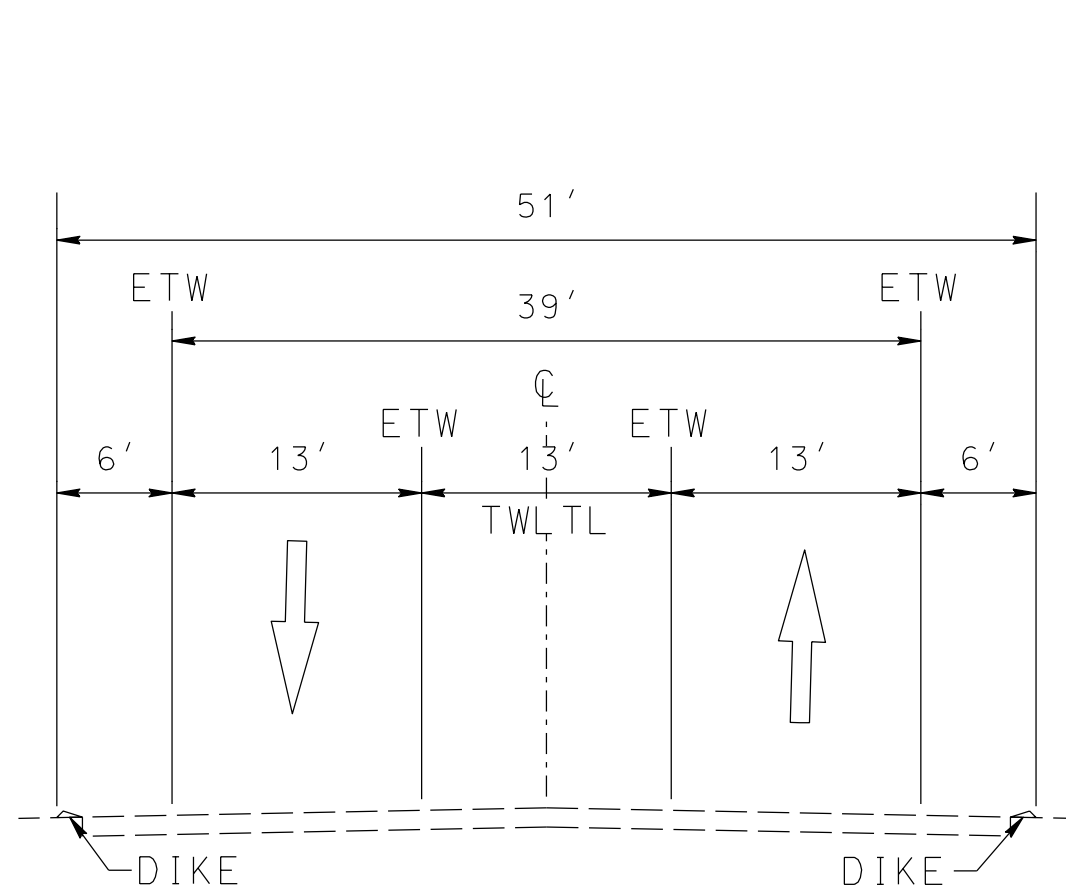
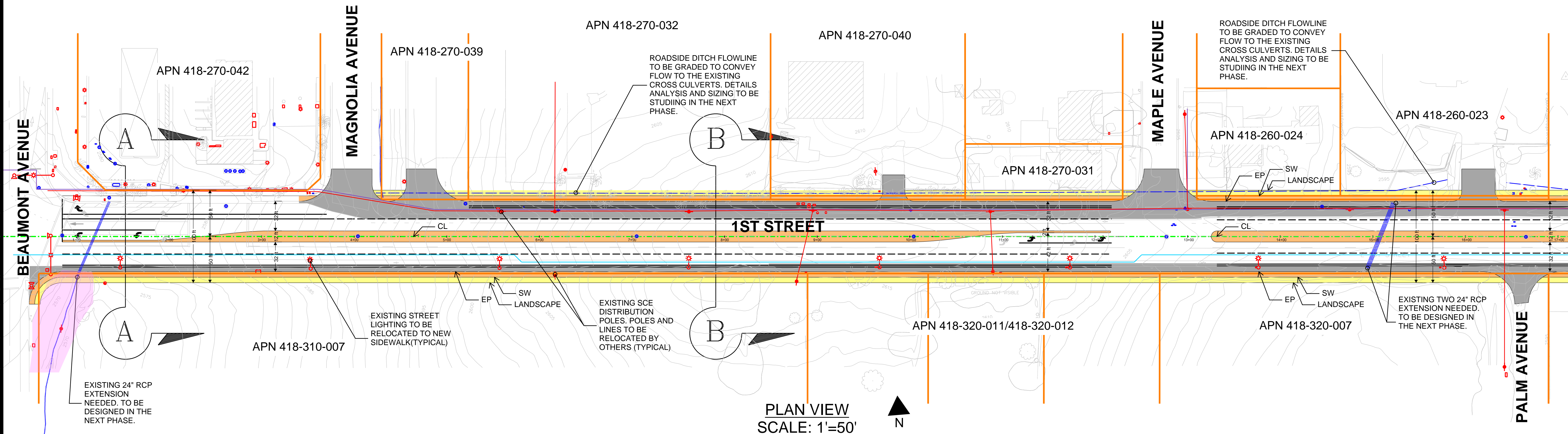
Proposed Section D-D

## LEGEND

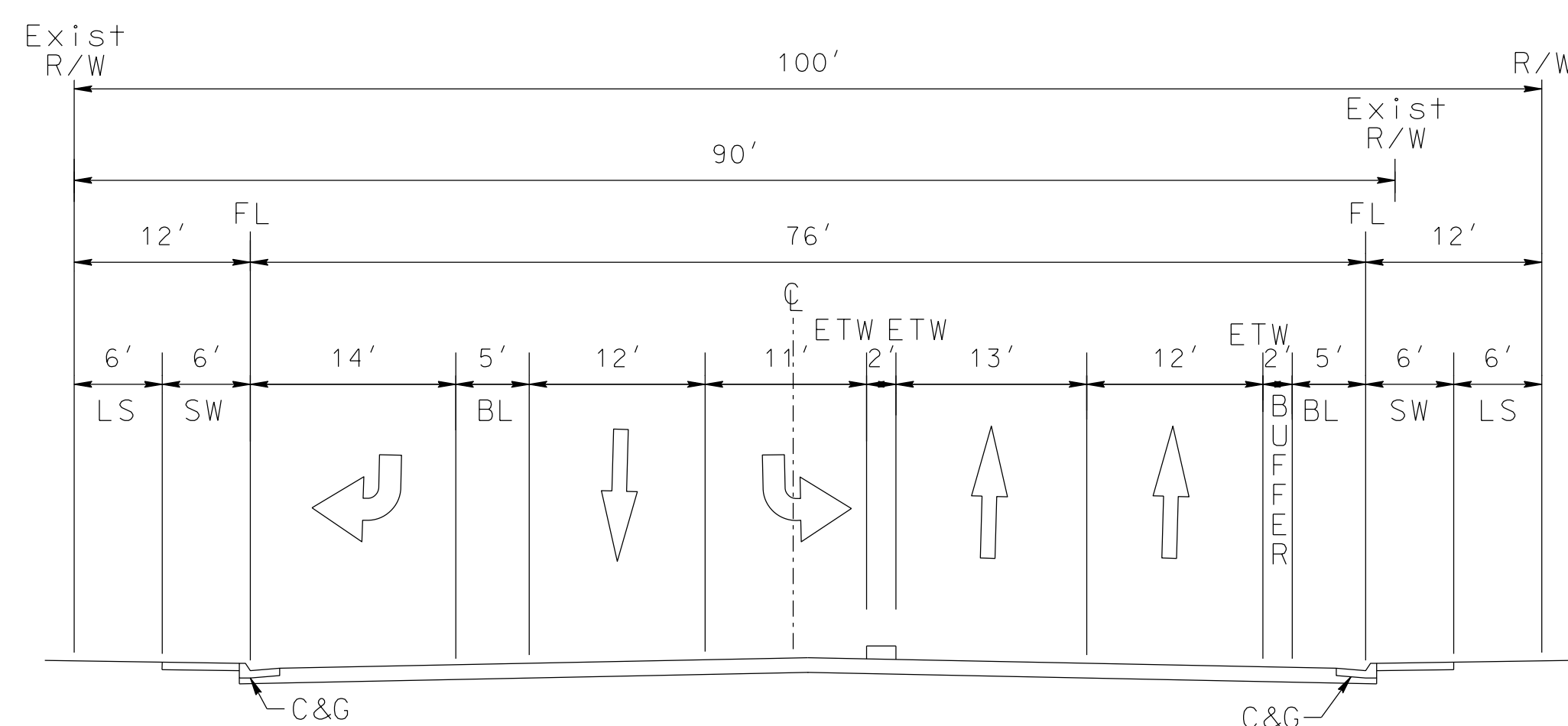
- PAVEMENT WIDENING
- SIDEWALK
- LANDSCAPE
- FIBER LINES
- GAS LINES
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- POTENTIAL JURISDICTIONAL WATERS

## ABBREVIATIONS

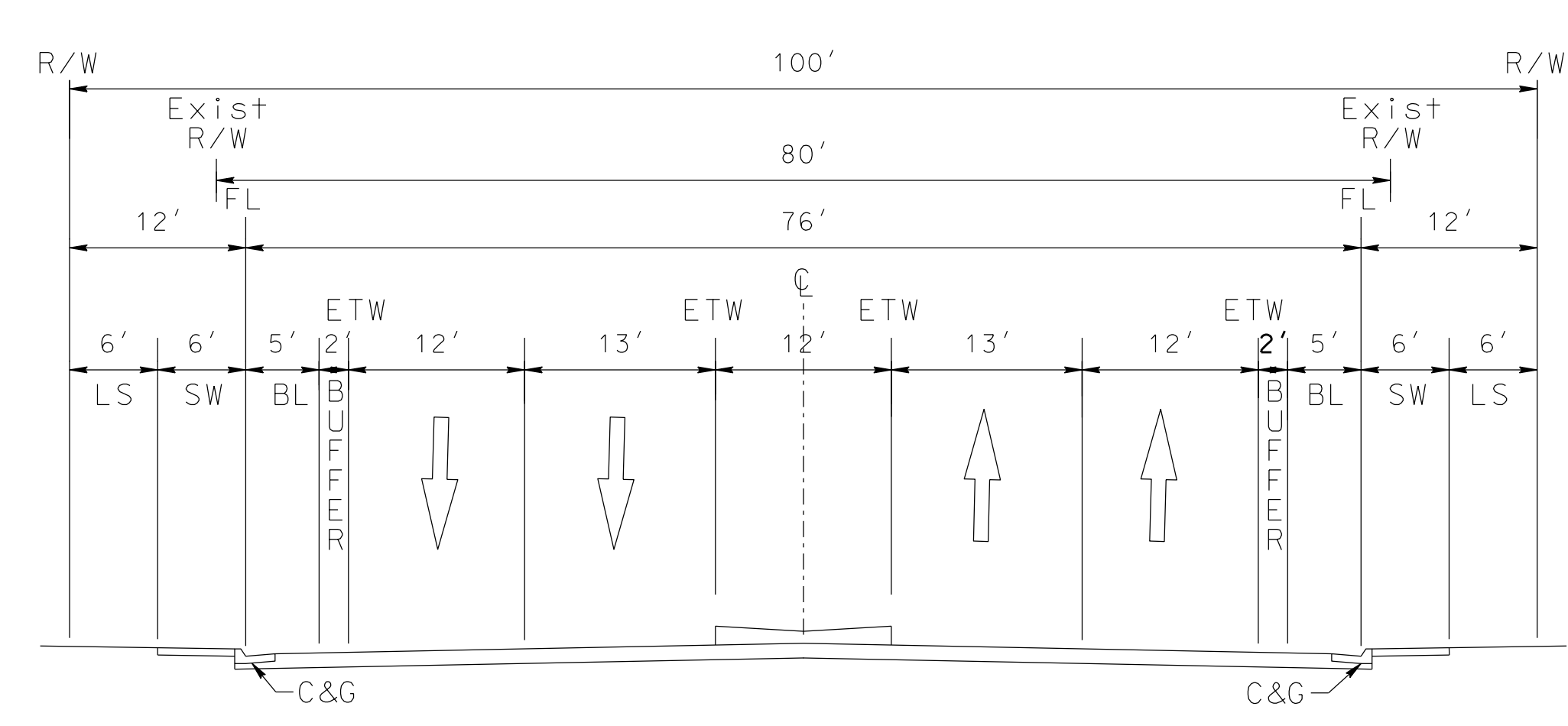
- EP - EDGE OF PAVEMENT
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- LS - LANDSCAPE



Existing Cross Section



Proposed Section A-A



Proposed Section B-B

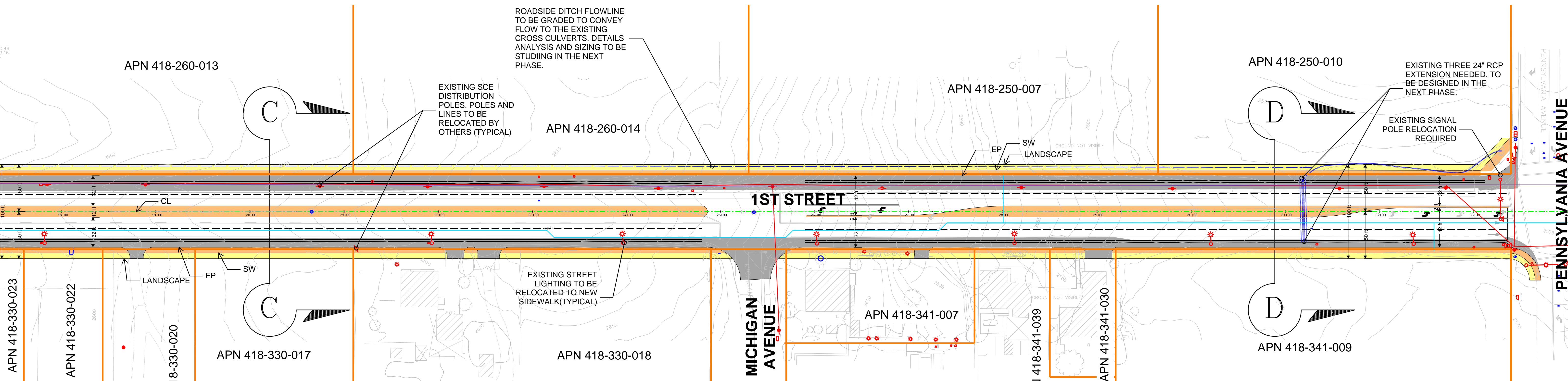
# MNS Exhibit 2b. Layout Plan - Buffered Bike Lane Variation

## LEGEND

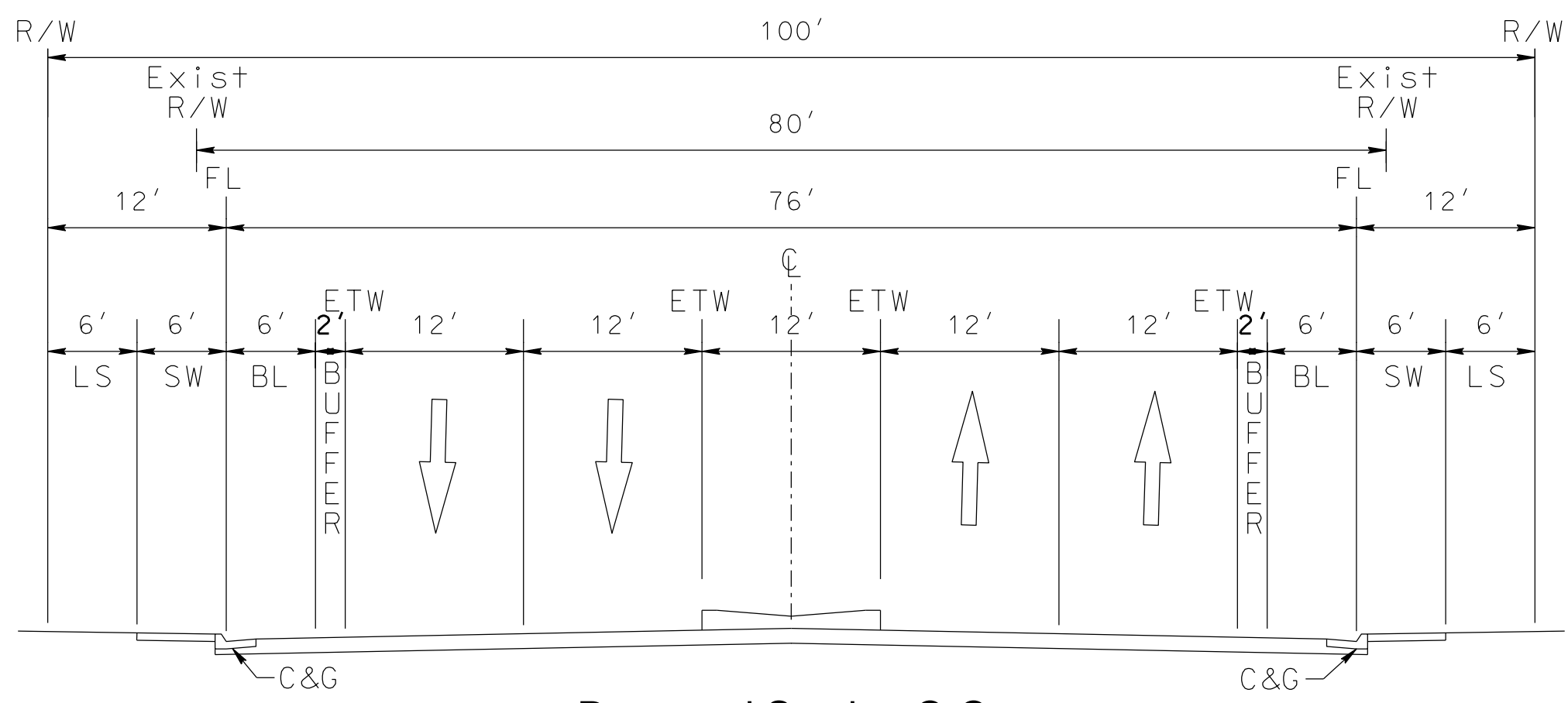
- PAVEMENT WIDENING
- SIDEWALK
- LANDSCAPE
- FIBER LINES
- GAS LINES
- 26" RCP CROSSINGS
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## ABBREVIATIONS

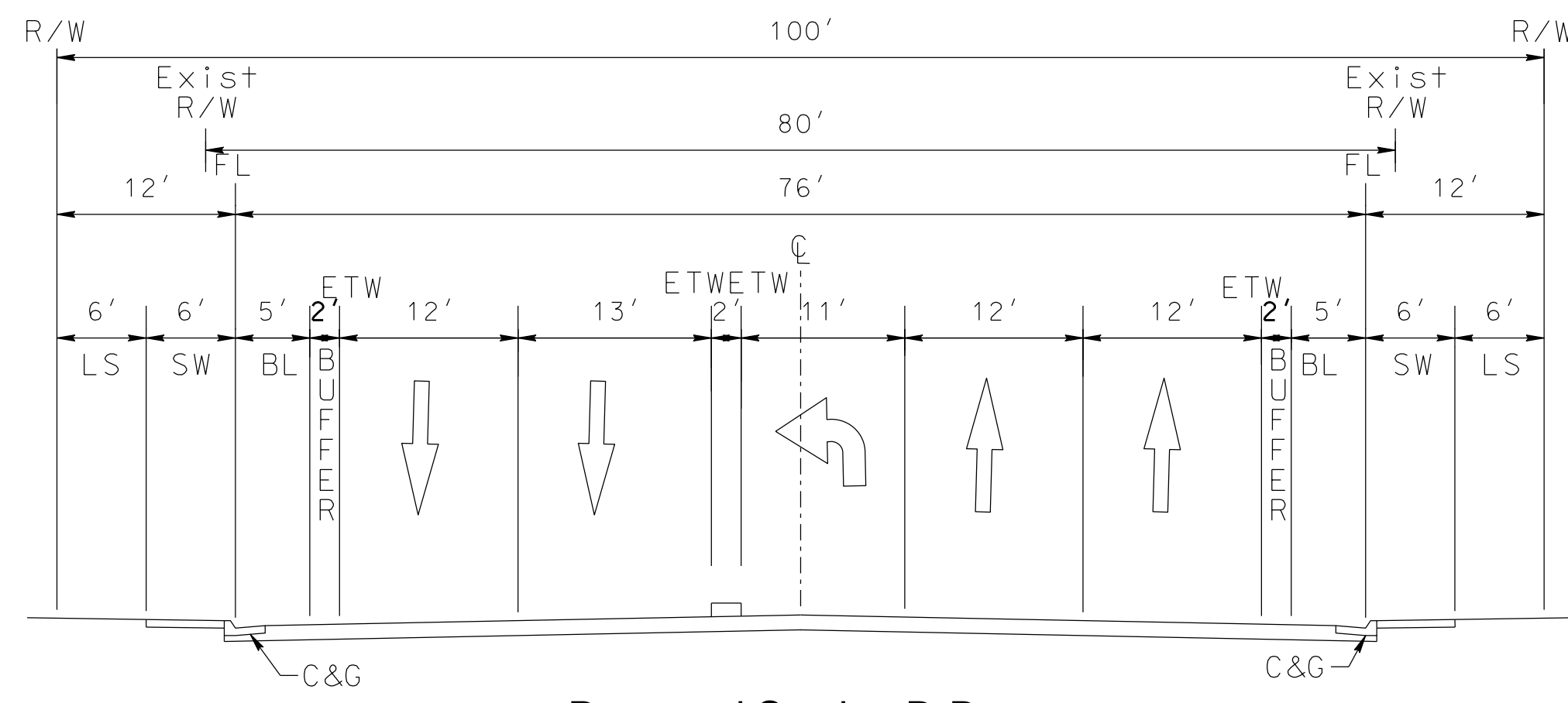
- EP - EDGE OF PAVEMENT
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- CL - CENTERLINE
- FL - FLOWLINE
- R/W - RIGHT OF WAY
- RCP - REINFORCED CONCRETE PIPE
- LS - LANDSCAPE



PLAN VIEW  
SCALE: 1"=50'



Proposed Section C-C



Proposed Section D-D

# ATTACHMENT C

# **Environmental Constraints Analysis**

## **1st Street Widening Project**

**City of Beaumont, Riverside County, California**

### **Prepared For:**

#### **City of Beaumont**

550 E. 6th Street

Beaumont, California 92223

Contact: Dustin Christensen, P.E.

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### **PREPARED BY:**

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**January 2025**



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- 3.5 Determination of Biologically Equivalent or Superior Preservation .....8**
- 4 References.....9**

## **List of Attachments**

Attachment I: Site Photographs

Attachment II: Literature Review Results

Attachment III: USFWS National Wetlands Inventory

## Acronyms and Abbreviations

APN	assessor's parcel number
BMP	best management practice
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGF	California Fish and Game Code
CIRP	Inventory of Rare and Endangered Plants of California
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
DOC	California Department of Conservation
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GIS	Geographic Information System
I-10	Interstate 10
IPaC	Information for Planning and Consultation Project Planning Tool
MBTA	Migratory Bird Treaty Act
MSHCP	Multiple Species Habitat Conservation Plan
Project	1 <sup>ST</sup> Street Widening Project
RWQCB	Regional Water Quality Control Board
SR-79	State Route 79
SSC	Species of Special Concern
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WL	Watch List
WotS	waters of the State
WotUS	waters of the US

# 1 Introduction

This report contains the findings of MNS Engineers, Inc.’s (MNS) Environmental Constraints Analysis for the proposed 1<sup>st</sup> Street Widening Project (project or project site) located in the City of Beaumont, in western Riverside County, California. The purpose of this analysis is to inform the City of the potential environmental constraints associated with the project from a permitting and resource impact standpoint. This memorandum is intended to be supplemental to the engineering report prepared by MNS’ engineers.

## 1.1 Project Site Description and Location

The proposed project is located the central portion of the City of Beaumont in western Riverside County. The project site is located south of Interstate 10 (I-10), east of Beaumont Avenue, north of Potrero Boulevard, and west of Pennsylvania Avenue. The project proposes widening an approximately 0.62-mile segment of 1<sup>st</sup> Street between Beaumont Avenue and Pennsylvania Avenue from 2 to 4 lanes.

Existing surrounding uses in the project area north of 1<sup>st</sup> Street include single-family residential and commercial uses including a gas station, RV storage facility, and a pavement marking company. Existing surrounding uses to the south of 1<sup>st</sup> Street include vacant/open space and scattered single-family residential units.

## 1.2 Methodology

To identify the general environmental constraints associated with implementation of the project, MNS’ environmental specialists reviewed existing published sources such as the City of Beaumont General Plan and zoning for the project area, available GIS data from the County of Riverside, as well as available data and aerial mapping. In addition, the potential for special-status species<sup>1</sup> known to occur and/or having the potential to occur in the study area was evaluated using data from the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB), and the California Native Plant Society (CNPS) database.

MNS Senior biologist Mello Dee Hrdlicka inventoried and evaluated the extent and conditions of the vegetation communities found within the boundaries of the survey area and confirmed existing conditions within the survey area on January 28, 2025. MNS biologist did encounter some access restrictions and where access was not available, either due to private residences or fencing, a visual assessment was done with binoculars where appropriate. Refer to Table 1 below for a summary of the survey date, timing, surveyors, and weather conditions.

**Table 1: Survey Date, Time, Surveyor, Temperature and Wind**

Date	Time (Start/Finish)	Surveyor	Temperature	Wind Speed mph (Start/Finish)
January 28, 2025	8:55/12:02	Mello Dee Hrdlicka	41 partly cloudy/47 partly cloudy	3-7

<sup>1</sup> As used in this report, “special-status” refers to species that are either federally-/State-listed, proposed, or candidates; plant species that have been designated a California Rare Plant Rank by the California Native Plant Society; wildlife species that are designated by the California Department of Fish and Wildlife as Fully Protected, Species of Special Concern, or Watch List; or State/locally rare vegetation communities.

## 2 Results and Discussion

### 2.1 Agricultural Resources

Based on the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program, California Important Farmland Finder, the lands north of 1<sup>st</sup> Street within the project boundaries are designated as “Urban and Built-Up Land” and “Farmlands of Local Importance.” The lands to the south of 1<sup>st</sup> Street within the project boundaries are designated as “Other Land” and “Farmlands of Local Importance.” The project site is not under a Williamson Act contract and there is no active farming on the property. A site-specific analysis of potential past use of adjacent farmlands will be required in the project-specific CEQA analysis.

### 2.2 Biological Resources

#### 2.2.1 Existing Conditions

Based on the Riverside County GIS database, vegetation in the project area consists of agricultural land and developed/disturbed land uses. In addition, there are no blue-line streams identified within or adjacent to the project area.

#### 2.2.2 Special-Status Vegetation Communities

The CNDDDB literature review identified one special-status vegetation community as occurring within the USGS *Beaumont, California* 7.5-minute quadrangle: Southern Cottonwood Willow Riparian Forest (refer to Attachment II). No natural vegetation communities, including Southern Cottonwood Willow Riparian Forest, were identified within the project site and a 50-foot buffer. The land cover types were limited to disturbed and developed. One drainage is located along the southeast corner of 1<sup>st</sup> Street and Beaumont Avenue, but the vegetation is limited to non-native herbaceous cover.

#### 2.2.3 Special-Status Species

The CNDDDB and CNPS literature review identified sixty-six (66) special-status plant species and twenty (20) special-status wildlife species as occurring within the USGS *Beaumont, California* 7.5-minute quadrangle (refer to Attachment II).

The open space located throughout the project site was disturbed with no natural habitat communities present. Vegetation communities were mapped and included disturbed and developed land covers and one drainage feature located along the southeast corner of 1<sup>st</sup> Street and Beaumont Avenue. The open space areas and vacant lots throughout the project site are disturbed due to routine weed abatement activities, as such, natural communities are not present. There are several stands of River redgum (*Eucalyptus camaldulensis*) throughout the project site, and along with ornamental habitat provided by the residential homes scattered throughout the area, there is suitable nesting bird habitat. One raptor nest was noted, with two Red-tailed hawks, in a stand of river redgum just north of 1<sup>st</sup> Street at the east end of the project site. Pre-construction nesting bird surveys would be required within three days prior to the start of construction/ground disturbing activities.

No special-status plant species were observed during the field survey. The open spaces throughout the project site are routinely disturbed during weed abatement activities (i.e., disking, tilling), as such, natural communities are not present. However, based on the project site’s location within the Western Riverside MSHCP designated survey area for narrow endemic plants (Marvin’s onion, Many-stemmed dudleya), a narrow endemic plant survey will be required to satisfy the requirements of the MSHCP.

No special-status wildlife species were observed during the field survey. However, the project site does provide suitable habitat for burrowing owl in the open spaces throughout the site. The project site is also located within a Western Riverside MSHCP designated survey area for burrowing owl, burrowing owl protocol surveys will be required to satisfy the requirements of the MSHCP. A list of plant and wildlife species observed is provided in Attachment III of this report.

#### **2.2.4 Nesting Birds/Avian Species**

Potential nesting habitat for raptors and other protected avian species is present within or immediately adjacent to the project site. Individual trees may provide nesting habitat for raptor species, special-status avian species, and other avian species protected under the Migratory Bird Treaty Act (MBTA) of 1918 and Fish and Game Code. Mitigation measures consistent with CDFW recommendations are typically provided during the CEQA process if the project has the potential to impact the species, as discussed in Section 3 below.

#### **2.2.5 Critical Habitat**

Under the definition used by the federal Endangered Species Act (FESA), designated “Critical Habitat” refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species and that may require special management considerations or protection, regardless of whether the species is still extant in the area. According to the USFWS Threatened and Endangered Species Active Critical Habitat mapper, the project site and area are not located within designated Critical Habitat for any federally listed species.

#### **2.2.6 Western Riverside County MSHCP Compliance**

Based on the Western Riverside County Regional Conservation Authority (RCA) MSHCP information map, the project site and vicinity are not located within a criteria cell. In addition, the project site and vicinity are not located in an area identified as “conserved lands.”

The project site is located within a Western Riverside MSHCP designated survey area for both burrowing owl and narrow endemic plants (Marvin's onion, Many-stemmed dudleya). The project site and vicinity are not located with a Western Riverside MSHCP survey area for amphibians, small mammals, or invertebrate species. As such, MNS recommends that the baseline biological assessment recommended above include the results of a narrow endemic plant survey conducted by a qualified/permitted biologist if suitable habitat occurs within the project disturbance footprint.

### **2.3 Hydrology/Flood Zones**

Based on the Riverside County GIS database, the project limits traverse the boundaries of two watersheds; the western portion of the roadway alignment falls within the Santa Ana River watershed and the eastern portion of the roadway alignment falls within the San Jacinto Valley watershed.

Based on the Federal Emergency Management Agency (FEMA) Flood Map Service Center, Flood Insurance Rate Maps (FIRMs) No. 06065C0811G and No. 06065CO812G (both effective August 28, 2008), the project limits are within an area designated by FEMA as Zone X (areas of minimal flood hazard) and are not located within a flood hazard area.

### **2.4 Jurisdictional Waters (State and Federal) and Wetlands**

According to the USFWS National Wetlands Inventory, no wetlands, inland bodies of water (i.e., ponds, lakes), or riverine resources occur within or adjacent to the project site (refer to Attachment III of this report). During the field investigation, there were several culverts noted along 1<sup>st</sup> Street that divert water from the roads to the adjacent open fields. One culvert located along the southeast corner of 1<sup>st</sup> Street and Beaumont

Avenue had standing water and was connected to a v-ditch providing drainage to the culvert. Within this small drainage feature occurred Baltic rush (*Juncus balticus*), Prairie sunflower (*Helianthus petiolaris*), Dove weed (*Croton setiger*) and maltese star-thistle (*Centaurea melitensis*). These features are expected to be considered state jurisdictional waters subject to Section 1602 of the California Fish and Game Code and Porter Cologne Act. The drainages may also be considered federal jurisdictional waters subject to Section 401 and/or 404 of the Clean Water Act depending on the type of streambed (ephemeral streambeds are not federally jurisdictional) and downstream connection to other waterbodies. A formal Jurisdictional Delineation is recommended if the proposed project will result in temporary access or construction or permanent structures within these drainages.

## 2.5 Land Use/Zoning

Based on the City's Land Use Map, the two land use designations occurring within the project vicinity are General Commercial and Industrial, with a TOD (transit-oriented development) overlay occurring south of 1<sup>st</sup> Street. Based on the City's Zoning Map, the two zoning designations occurring within the project vicinity are Community Commercial and Manufacturing, with a TOD overlay to the south and east of 1<sup>st</sup> Street.

## 2.6 Paleontological Resources

According to the Riverside County GIS database, the majority of the project area is designated as "Undetermined Potential" for paleontological sensitivity. However, a small portion of the 1<sup>st</sup> Street roadway alignment traverses an area designated as "High Sensitivity" for paleontological resources. In addition, construction activities required for the proposed road widening may result in inadvertent discoveries of buried cultural and paleontological resources during ground disturbance associated with the project. Therefore, potential impacts to paleontological resources should be evaluated and discussed in the CEQA document and mitigation measures will likely be required.

# 3 Anticipated Environmental Compliance Approach

Based upon our review of the project site and the Western Riverside MSHCP survey requirements, we anticipate that the following documents, technical studies, surveys, and permitting may be required for environmental compliance for the project:

## 3.1 California Environmental Quality Act (CEQA)

### 3.1.1 Draft and Final Initial Study/Mitigated Negative Declaration including Noticing

The preliminary analysis included in this memorandum is intended to support early planning efforts and is not intended to represent a level of analysis that will be required under the California Environmental Quality Act (CEQA). The discussion focuses on key resource areas and does not consider all topical areas of the CEQA Checklist under Appendix G.

CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects (Public Resources Code [PRC] 21000 et seq.). Future planning and/or construction of individual projects may be undertaken and would be subject to the required CEQA compliance process. It is expected that an Initial Study/Mitigated Negative Declaration (IS/MND) would be the appropriate level of CEQA documentation and that mitigation measures would be required for the project. Issues that would be analyzed in the IS/MND would include aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, utility/service systems, and wildfire.

## 3.2 Technical Studies

### 3.2.1 Habitat Assessment and Western Riverside County MSHCP Consistency Analysis

A formal assessment of the project site's on-site biological resources and potential to support special-status biological resources should be conducted and will be required for approval by the RCA. The assessment should make determinations on the potential for special-status resources to occur on the project site and should provide a full, in-depth analysis of the project's compliance with the Western Riverside County MSHCP.

### 3.2.2 Jurisdictional Delineation

As discussed in Section 2.4, a formal Jurisdictional Delineation is recommended if the proposed project will result in temporary access or construction or permanent structures within the drainages that were identified on the project site. A site visit will be conducted that will determine the limits of state and federal jurisdictional waters and wetlands located within the boundaries of the project site. The jurisdictional delineation fieldwork will result in the following:

- Determination of the USACE' ordinary high-water mark (OHWM) and indicate the existence of any three (3)-parameter wetlands on-site. The actual presence or absence of wetlands on-site will be verified through the determination of the presence of wetland hydrology, hydrophytic vegetation, and hydric soils in accordance with the September 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0);
- Identification of CDFW jurisdictional areas being on-site streambed and active banks, or to the outer drip line of riparian vegetation (if present), pursuant the California Fish and Game Code; and
- In cases where isolated waters, not subject to federal jurisdiction are present, the delineation will identify areas under the jurisdiction of the RWQCB pursuant to the California Porter-Cologne Water Quality Act (Porter-Cologne).

Prior to visiting the project site, a literature review will be conducted of relevant information that supports the site reconnaissance and report preparation. Sources reviewed are anticipated to include, but may not be limited to, topographic maps, soil surveys, historic and current aerial photography, flood and wetland inventory maps, hydrology/climate information, and watershed data. A thorough on-site investigation would then be conducted to identify the limits of aquatic features subject to each regulatory agency jurisdiction. A comprehensive written report will then be prepared summarizing the results of the jurisdictional delineation literature review and fieldwork, as well as identifying required regulatory permitting for the project.

## 3.3 Plant/Wildlife Surveys

### 3.3.1 Burrowing Owl Focused Surveys and Pre-Construction Surveys

Based on the project site's location within a Western Riverside MSHCP designated survey area for burrowing owl, burrowing owl protocol surveys will be required on the project site to satisfy the requirements of the Western Riverside County MSHCP. If burrowing owls are identified on the project site during the surveys, the project proponent will be required to avoid the burrows and preserve 90% of suitable burrowing owl habitat with long-term conservation value on the project site or incorporate mitigation for loss of those lands into a Determination of Biologically Equivalent or Superior Preservation (DBESP) report (refer to Section 3.5). This preservation requirement is not necessary if survey results are negative. Survey results and anticipated impacts to habitat with long-term conservation value, if burrowing owls are present, would be incorporated into the Habitat Assessment and Western Riverside County MSHCP Consistency Analysis.

It should also be noted that pre-construction burrowing owl surveys would also be required within thirty (30) days prior to ground disturbance regardless of whether focused surveys are positive or negative.

### **3.3.2 Narrow Endemic Plant Survey**

Based on the project site's location within a Western Riverside MSHCP designated survey area for narrow endemic plants (Marvin's onion, Many-stemmed dudleya), a narrow endemic plant survey will be required on the project site to satisfy the requirements of the Western Riverside County MSHCP.

### **3.3.3 Pre-Construction Nesting Bird Clearance Surveys**

A nesting bird survey shall be conducted within three (3) days prior to the start of construction/ground disturbing activities. In the event that active nests are discovered, a suitable buffer (distance to be determined by the biologist) shall be established around such active nests, and no construction/ground disturbing activities within the buffer allowed, until the biologist has determined that the nest(s) is no longer active (i.e., the nestlings have fledged and are no longer dependent on the nest).

## **3.4 Regulatory Permitting**

As discussed in Section 2.4, the drainage features identified on the project site are expected to be considered state jurisdictional waters subject to Section 1602 of the California Fish and Game Code and Porter Cologne Act. The drainages may also be considered federal jurisdictional waters subject to Section 401 and/or 404 of the Clean Water Act, depending on the type of streambed (ephemeral streambeds are not federally jurisdictional) and downstream connection to other waterbodies. If the formal Jurisdictional Delineation (described in Section 3.2.2) determines that any of the regulatory permits described below are required for the project, MNS would prepare the following permit application and materials (as required) for the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB) and CDFW for submittal.

### **3.4.1 Section 404 Nationwide Permit**

A request for authorization under the Section 404 Nationwide Permit (NWP) program would be prepared for review by the City and submitted to the USACE. MNS would review all of the NWPs to determine which specific permit could apply and then recommend the NWP that provides the least restrictions and notification requirements. The request for NWP authorization generally includes:

- Detailed description of the proposed project;
- Detailed description of the jurisdictional areas to be impacted by the proposed project (this is generally accomplished by submittal of the Jurisdictional Delineation Report);
- Discussion of approvals and certifications being obtained from other federal, state or local agencies;
- The Streambed Alteration Notification package submitted to CDFW;
- The request to the RWQCB for water quality certification;
- Biological Resources Assessment (to determine whether Section 7 Endangered Species Act consultation with USFWS is required); and
- Cultural Resources report for the project (to facilitate USACE tribal consultation and to determine whether Section 106 consultation with the State Historic Preservation Office is required).

### **3.4.2 Section 401 Water Quality Certification or Waste Discharge Requirement**

Section 401 of the Clean Water Act (CWA) requires that any discharge of dredge or fill material into Waters of the U.S., including wetlands, not violate state water quality standards. Water quality certification must be

obtained as a condition of Section 404 of the CWA before USACE would issue the 404 NWP. A written request for a Section 401 Water Quality Certification would be submitted to the RWQCB. The 401 Water Quality Certification request generally includes the following items:

- A completed application form;
- A detailed project description;
- A description of project impacts;
- A description of best management practices provided by the applicant to avoid erosion and sedimentation or discharge of materials into stormwater, both during construction and long-term operation;
- A discussion of the approvals being obtained from other federal, state, and local agencies
- The project CEQA document;
- The application fee assessed using the RWQCB Dredge and Fill Fee Calculator (to be assessed by MNS and provided by the City).

Under the new State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State, the RWQCB requires that a request for pre-application meeting be submitted 30 days prior to submitting the 401 application. MNS would submit the request by email and facilitate the pre-application meeting, which is typically held online via Zoom or Microsoft Teams. Pursuant to the State Permit Streamlining Act, the RWQCB has 30 days following receipt of the 401 application to deem an application complete or request additional information. Following a determination that the application is complete, the RWQCB has an additional 60 days to issue the 401 Water Quality Certification.

In the event that an AJD is issued by the USACE and the onsite waters determined to be Waters of the State only, the 401 application will be used by the RWQCB to issue a Waste Discharge Requirement (WDR). Issuance of a WDR involves the additional step of RWQCB Board agenda item and approval.

### **3.4.3 Section 1602 Streambed Alteration Agreement**

MNS would prepare the Streambed Alteration Agreement (SAA) application for submittal to CDFW to request authorization for temporary and permanent impacts to Waters of the State. The SAA request generally includes the following items:

- A completed application form;
- A detailed project description;
- A description of project impacts;
- A discussion of the approvals and certifications being obtained from other federal, state and local agencies;
- The project CEQA document;
- The SAA application fee using the 2023 fee schedule (to be assessed by MNS and provided by the Applicant).

CDFW is a state agency; therefore, under the state Permit Streamlining Act, when the term of the requested agreement is 5 years or less, CDFW has 30 days following receipt of the 1602 application to deem and application complete or request additional information. Following a determination that the application is

completed, CDFW has an additional 60 days to issue the draft 1602 SAA for review/signature by the Applicant.

#### **3.4.4 Permit Tracking and Resource Agency Coordination**

Regulatory permit applications would be coordinated with USACE, RWQCB, and CDFW throughout processing to ensure that any potential issues are communicated to the City and resolved at the earliest possible opportunity. Coordination may include telephone, email or written correspondence, or meetings with the agencies.

#### **3.5 Determination of Biologically Equivalent or Superior Preservation**

As discussed in Section 3.3.1, if an occupied burrow is found in the project impact area during the preconstruction clearance survey, a burrowing owl avoidance and minimization plan and Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis would need to be prepared and submitted to the Western Riverside County Regional Conservation Authority (RCA), CDFW, and USFWS for approval prior to initiating project activities. The DBESP would describe the potential impacts and proposed mitigation measures to ensure the post-project functions and values are biologically equivalent or superior, and in compliance with the MSHCP, and provide an analysis to document that the proposed burrowing owl mitigation would offset impacts to burrowing owl, as set forth under the MSHCP.

## 4 References

California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), California Important Farmland Finder. Accessed online at: [DLRP Important Farmland Finder \(ca.gov\)](https://www.dcr.ca.gov/important-farmland-finder/)

California Department of Fish and Wildlife (CDFW). 2025a. Biogeographic Information and Observation System, California Natural Diversity Data Base, California. Data base report on threatened, endangered, rare or otherwise sensitive species and communities for the USGS *Beaumont, California* 7.5-minute quadrangle.

California Department of Fish and Wildlife (CDFW). 2025b. RareFind 5, California Natural Diversity Data Base, California. Data base report on threatened, endangered, rare or otherwise sensitive species and communities for the USGS *Beaumont, California* 7.5-minute quadrangle.

California Native Plant Society (CNPS). 2025. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Accessed online at: <http://www.rareplants.cnps.org/>.

Dudek & Associates, Inc (Dudek). 2003. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Final MSHCP, Volumes I and II. Prepared for County of Riverside Transportation and Lands Management Agency. Approved June 17, 2003.

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U.S. Department of the Interior, Fish and Wildlife Service (USFWS). 2025c. Threatened and Endangered Species Active Critical Habitat Report. Accessed online at: <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>

Western Riverside County Regional Conservation Authority (RCA). 2025. Western Riverside MSHCP Information Map. Accessed online at: [RCA MSHCP Information Map](https://www.wrcra.org/mshcp-information-map)



*ATTACHMENT I*



**Photograph 1:** West facing from corner of Pennsylvania Avenue and First Street on south side of 1<sup>st</sup> Street showing disturbed habitat.



**Photograph 2:** Culvert on south side of 1<sup>st</sup> Street.



**Photograph 3:** Disturbed sweetbush and brome habitat on north side of 1<sup>st</sup> street at Pennsylvania Avenue.



**Photograph 4:** Drainage culvert at corner of 1<sup>st</sup> Street and Pennsylvania Avenue on north side of 1<sup>st</sup> Street.



Photograph 5: Red rivergum (eucalyptus) trees to the north of the project site showing raptor nest.



Photograph 6: Eucalyptus grove along north side of 1<sup>st</sup> Street.



Photograph 7: Facing west along north side 1<sup>st</sup> Street showing disked fields.



Photograph 8: Facing west showing disturbed habitat along south side of 1<sup>st</sup> Street.



Photograph 9: South side of 1<sup>st</sup> Street facing east showing residential.



Photo 10: Corner of Maple Avenue and 1<sup>st</sup> Street facing east showing residential along northside.



**Photograph 11:** Corner of Maple Avenue and 1<sup>st</sup> Street facing west showing residential along northside and eucalyptus grove along south side.



**Photo 12:** Facing east at corner of South Palm Avenue and 1<sup>st</sup> Street showing disturbed residential habitat.



**Photograph 13:** Facing west along 1<sup>st</sup> Street at South Palm Avenue showing a lower lying field with disturbed habitat from weed abatement activities.



**Photograph 14:** Culvert passing under 1<sup>st</sup> Street on south side where empties into low lying field.



**Photo 15:** Eucalyptus grove along South Palm Avenue.



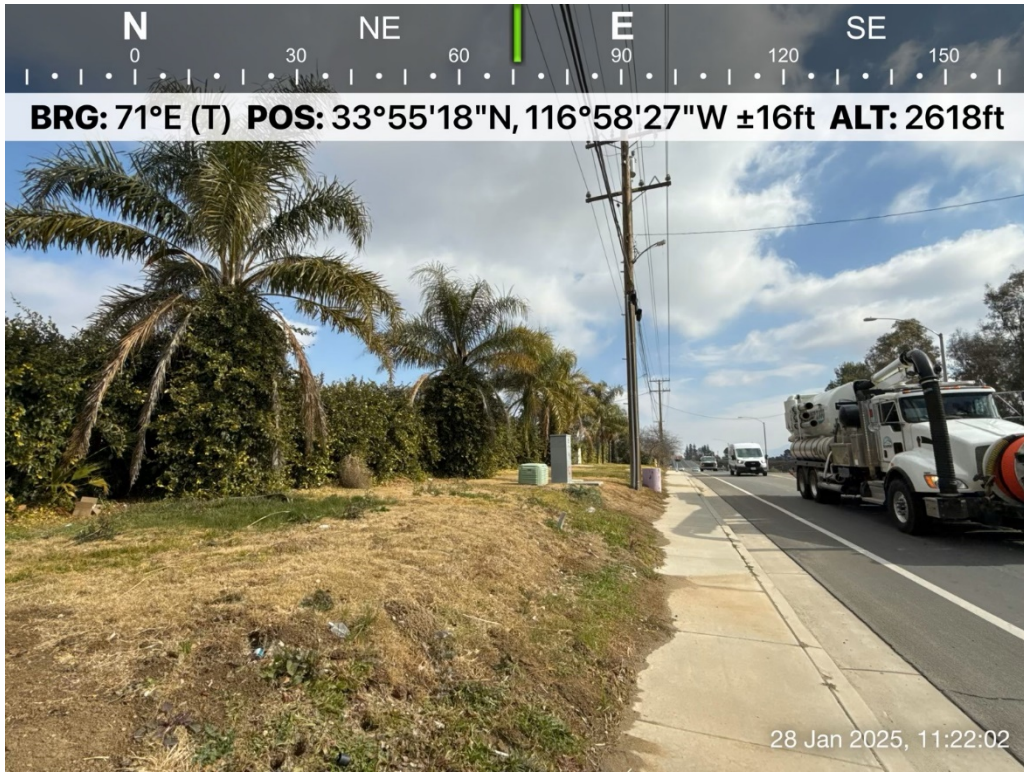
**Photo 16:** Disturbed habitat to the east of Beaumont Avenue.



**Photo 17:** Culvert on east side of Beaumont Avenue and south side of 1<sup>st</sup> Street with Baltic rush, prairie sunflower, starthistle and disturbed surrounding habitat.



**Photo 18:** Gas station and other commercial properties along north side of 1<sup>st</sup> Street at Beaumont Avenue.



**Photo 19:** Ornamental vegetation along north side of 1<sup>st</sup> Street at the western end of the project site.



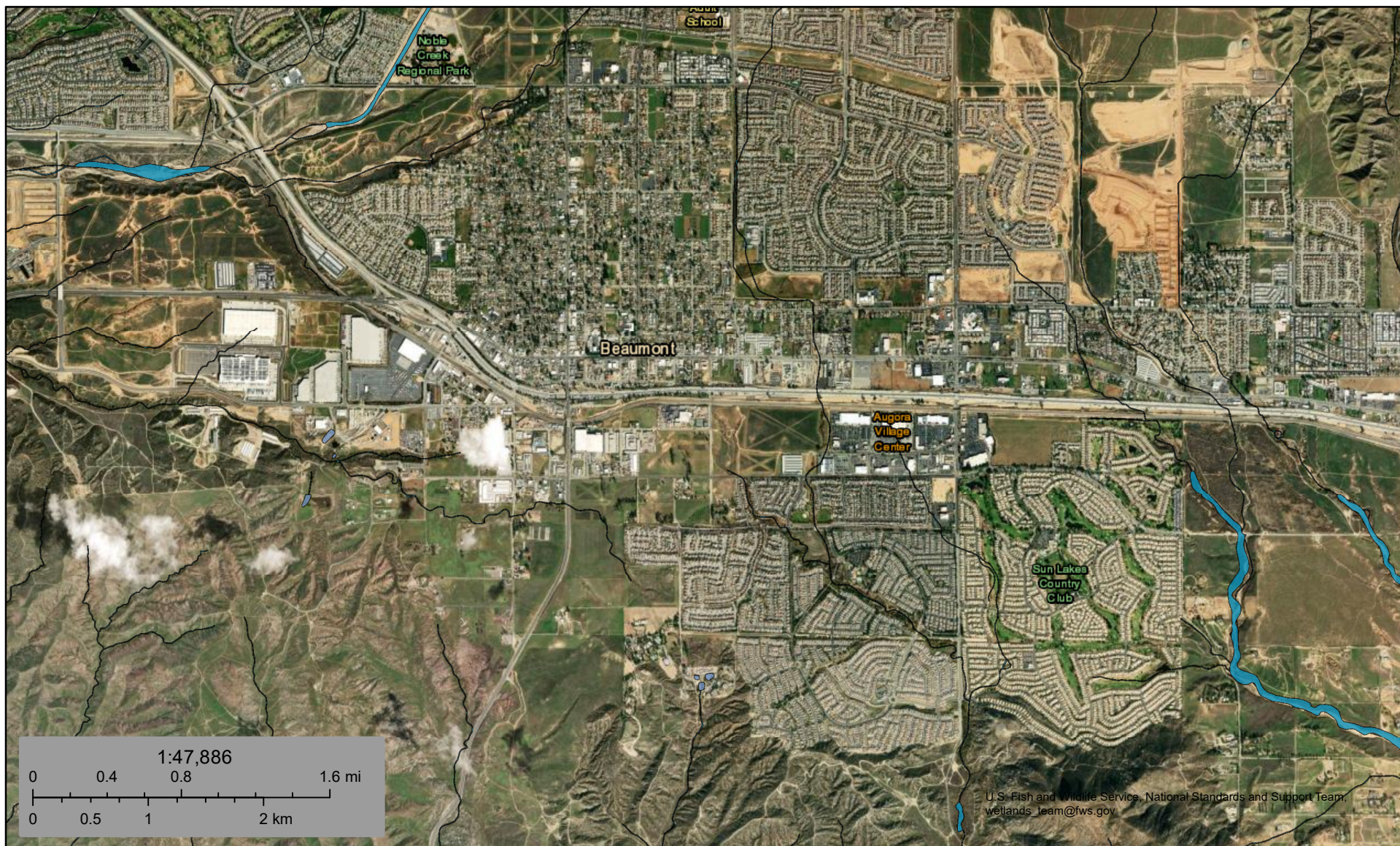
*ATTACHMENT II*

*Attachment 2  
Species Observed*

Scientific Name*	Common Name
<b>Plants</b>	
<i>Bebbia juncea</i>	Sweetbush
<i>Bromus sp.</i>	Brome
<i>Avena barbata</i>	Slender wild oat
<i>Brassica tournefortii</i>	Saharan mustard
<i>Salsola tragus</i>	Prickly Russian thistle
<i>Heterotheca grandiflora</i>	Telegraphweed
<i>Eucalyptus camaldulensis</i>	River redgum
<i>Helianthus petiolaris</i>	Prairie sunflower
<i>Juncus balticus</i>	Baltic rush
<i>Centaurea melitensis</i>	Maltese star-thistle
<i>Croton setiger</i>	Dove weed
<i>Pinus halepensis</i>	Aleppo pine
<i>Ficus pumila</i>	Climbing fig
<i>Syagrus romanzoffiana</i>	Queen palm
<i>Raphiolepis indica</i>	Indian hawthorn
<i>Phoenix dactylifera</i>	Date palm
<i>Acacia baileyana</i>	Cootamundra wattle
<i>Cupressus sempervirens</i>	Mediterranean cyprus
<i>Eriogonum fasciculatum</i>	California buckwheat
<b>Birds</b>	
<i>Tyrannus vociferans</i>	Cassin's kingbird
<i>Calypte anna</i>	Anna's hummingbird
<i>Zonotrichia leucophrys</i>	White-crowned sparrow
<i>Corvus brachyrhynchos</i>	American crow
<i>Setophaga coronata</i>	Yellow-rumped warbler
<i>Haemorhous mexicanus</i>	House finch
<i>Passer domesticus</i>	House sparrow
<i>Anthus rubescens</i>	American pipit
<i>Spinus psaltria</i>	Lesser goldfinch
<i>Buteo jamaicensis</i>	Red-tailed hawk
<i>Sturnus vulgaris</i>	European starling
<i>Sayornis saya</i>	Say's Phoebe
<b>Mammals</b>	
<i>Sylvilagus audubonii</i>	Desert cottontail





# ATTACHMENT III



January 8, 2025

### Wetlands

- |   |                                |   |                                   |   |          |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland       |  | Lake     |
|  | Estuarine and Marine Wetland   |  | Freshwater Forested/Shrub Wetland |  | Other    |
|   |                                |  | Freshwater Pond                   |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

# ATTACHMENT D



City of Beaumont  
1st Street Widening Feasibility Study

1/29/2025

Magnitude of Construction Cost (Drainage)

Item #	Description	Unit	Quantity	Unit Cost	Cost	Notes
1	24" Reinforced Concrete Pipe	LF	300	\$ 500	\$ 150,000	Culvert extension only
2	Catch Basin (W=21')	EA	5	\$ 25,000	\$ 125,000	
3	Concrete Headwall	EA	5	\$ 15,000	\$ 75,000	
4	Grouted Rip-Rap	SF	250	\$ 50	\$ 12,500	
<i>Construction Subtotal</i>					\$ 362,500	
				<i>Contingency 25%</i>	\$ 90,625	
<b>Construction Cost Total</b>					<b>\$ 453,125</b>	
<b>Additive Alternative</b>						
1	Parkway Biofiltration System	EA	5	\$ 40,000	\$ 200,000	
<i>Additive Alternative Subtotal</i>					\$ 200,000	
				<i>Contingency 25%</i>	\$ 50,000	
<b>Additive Alternative Cost Total</b>					<b>\$ 250,000</b>	



**FLOOD HAZARD INFORMATION**

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR DRAFT FIRM PANEL LAYOUT

	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee See Notes Zone X
	Area with Flood Risk due to Levee Zone D
	NO SCREEN Area of Minimal Flood Hazard Zone X
	Effective LOMRs
	Area of Undetermined Flood Hazard Zone D
	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
	20.2 Cross Sections with 1% Annual Chance
	17.5 Cross Sections with 1% Annual Chance
	Water Surface Elevation Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

**NOTES TO USERS**

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-6227) or visit the FEMA Flood Map Service Center website at <https://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates, refer to the Flood Insurance Study Report for this jurisdiction.

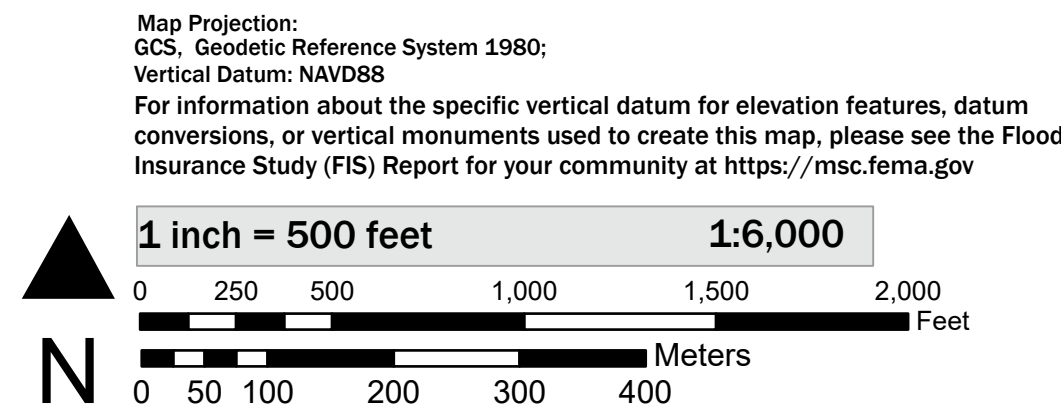
To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Basemap information shown on this FIRM was provided in digital format by USDA, Farm Service Agency (FSA). This information was derived from NAIP, dated April 11, 2018.

This map was exported from FEMA's National Flood Hazard Layer (NFHL) on 1/23/2025 10:59 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time. For additional information, please see the Flood Hazard Mapping Updates Overview Fact Sheet at <https://www.fema.gov/media-library/assets/documents/118418>

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards. This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date.

**SCALE**



**NATIONAL FLOOD INSURANCE PROGRAM**  
FLOOD INSURANCE RATE MAP

PANEL 812 OF 3805

Panel Contains:  
COMMUNITY 060247 0812  
CITY OF BEAUMONT 060246 0812  
RIVERSIDE COUNTY  
CITY OF BANNING



**FLOOD HAZARD INFORMATION**

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR DRAFT FIRM PANEL LAYOUT

<b>SPECIAL FLOOD HAZARD AREAS</b>	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
<b>OTHER AREAS OF FLOOD HAZARD</b>	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee See Notes Zone X
	Area with Flood Risk due to Levee Zone D
<b>OTHER AREAS</b>	NO SCREEN Area of Minimal Flood Hazard Zone X
	Effective LOMRs
	Area of Undetermined Flood Hazard Zone D
<b>GENERAL STRUCTURES</b>	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
	20.2 Cross Sections with 1% Annual Chance
	17.5 Water Surface Elevation
	8 Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
<b>OTHER FEATURES</b>	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

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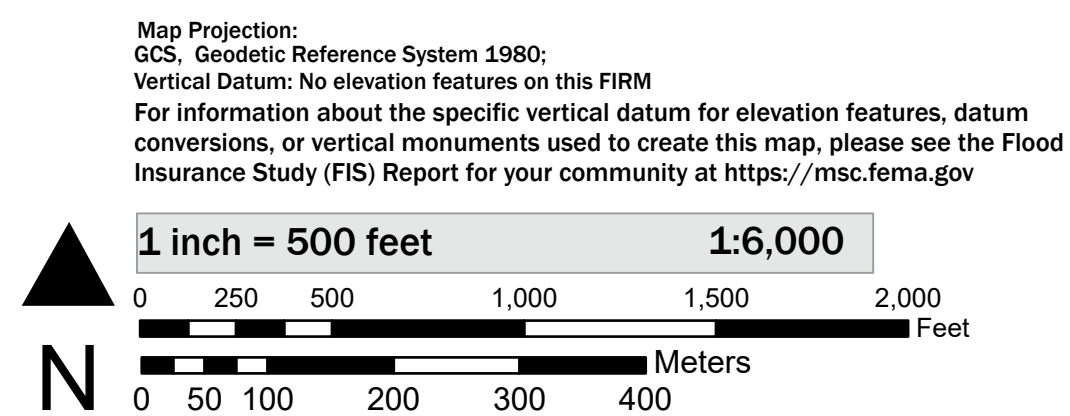
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**SCALE**



**NATIONAL FLOOD INSURANCE PROGRAM**  
FLOOD INSURANCE RATE MAP

PANEL 811 OF 3805

Panel Contains:

COMMUNITY	NUMBER	PANEL
CITY OF BEAUMONT	060245	0811
RIVERSIDE COUNTY		

**NOTES:**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEARING OF THE PROPOSED WORK AREA, AND RELOCATION COSTS OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CONSTRUCTION SCHEDULE AT THE PRE-CONSTRUCTION MEETING FOR REVIEW AND COMMENT. THE CONTRACTOR SHALL PROVIDE THE CITY AND ALL OCCUPANTS AFFECTED BY THE CONSTRUCTION, A MINIMUM OF TWO (2) BUSINESS DAYS ADVANCE NOTICE OF COMMENCEMENT AND DURATION OF WORK.
- ALL WORK SHALL CONFORM WITH THE REQUIREMENTS OF THE CALTRANS STANDARDS AND COUNTY OF RIVERSIDE IMPROVEMENT STANDARDS AND SPECIFICATIONS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT IN PLACE ALL OF THE STREET CENTERLINE MONUMENTS AND TO NOTIFY THE ENGINEER IF ANY OF SAID MONUMENTS BECOME DISTURBED OR DAMAGED.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY TO THE CITY OF BEAUMONT DEPARTMENT OF PUBLIC WORKS FOR AN ENCROACHMENT PERMIT FOR ALL WORK ON EXISTING CITY MAINTAINED ROADS AND ANY OTHER NECESSARY PERMITS.
- DRIVEWAY APPROACHES WILL BE INSTALLED AND CONSTRUCTED PER CITY OF BEAUMONT STANDARD 206 AND 207
- ASPHALTIC EMULSION (FOG SEAL) SHALL BE APPLIED NOT LESS THAN FOURTEEN (14) DAYS FOLLOWING PLACEMENT OF THE ASPHALT SURFACING AND SHALL BE APPLIED AT A RATE OF 0.05 GALLONS PER CALTRANS STANDARDS.
- MECHANICAL SWEEPING SHALL BE DONE BY CONTRACTOR PER CALTRANS STANDARDS.
- LONGITUDINAL PAVING JOINTS SHALL BE WITHIN ONE (1) FOOT OF LANE LINES OR IN CENTER OF LANES.
- APPROVAL OF THESE PLANS BY THE CITY OR ITS AGENTS DOES NOT RELIEVE THE CONTRACTOR AND HIS ENGINEER FROM THE RESPONSIBILITY FOR THE CORRECTION OF ERRORS OR OMISSIONS DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE APPROPRIATE PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL.
- CONTRACTOR SHALL PROVIDE SMOOTH RIDING TRANSITION AT THE BEGINNING AND THE END OF THE A.C. OVERLAY, INTERSECTIONS, AND ANY AREA REQUIRING TRANSITION OF THE NEW A.C. OVERLAY SURFACE, TO THE EXISTING SURFACE.
- NEW STRIPING SHALL BE CAT-TRACKED IMMEDIATELY FOLLOWING OVERLAY OPERATION AND VERIFIED IN THE FIELD BY THE CITY INSPECTOR PRIOR TO FINAL STRIPING. STRIPING SHALL BE PER STATE OF CALIFORNIA TRAFFIC MANUAL, AND THESE CONTRACT DRAWINGS.
- ALL MANHOLES, SURVEY MARKERS, AND VALVES SHALL BE ADJUSTED TO GRADE, BY THE CONTRACTOR, AFTER THE COMPLETION OF THE OVERLAY.
- DURING PAVING OPERATIONS, TRAFFIC CONTROL SHALL BE PERFORMED PER THE REQUIREMENTS OF THIS PROJECT'S SPECIFICATIONS.
- STREET STRUCTURAL SECTION IS TENTATIVE, FINAL STRUCTURAL SECTION WILL BE DETERMINED AFTER ROUGH GRADING PER CALTRANS STANDARD 301 METHOD.
- STREET LIGHTS SHALL BE INSTALLED IN CONFORMANCE WITH CITY OF BEAUMONT APPROVED LIGHTING STANDARDS AND PROJECT SPECIFICATIONS.
- ALL STORM DRAINS, CATCH BASINS, AND STORM WATER RUNOFF STRUCTURES WILL BE PROVIDED WITH ADEQUATE CAPABILITIES TO FILTER AND RETAIN SEDIMENT AND GRIT, OIL AND GREASE, TO PREVENT POLLUTION IN STORM WATER RUNOFF IN COMPLIANCE WITH THE CITY OF BEAUMONT'S BEST MANAGEMENT PRACTICES AND THE BEAUMONT DRAINAGE MASTER PLAN FOR STORM WATER AS WELL AS BEST MANAGEMENT PRACTICES IDENTIFIED IN THE CURRENT REPORT OF WASTE DISCHARGE FOR RIVERSIDE COUNTY PERMITEES.

**NOTIFICATIONS:**

LOCATIONS OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE PRIOR TO COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY ALL CONCERNED UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF EXCAVATION. CALL UNDERGROUND SERVICES ALERT AT (800) 227-2600

EXISTING PRIVATELY OWNED IMPROVEMENTS ON PUBLIC RIGHT-OF-WAY SHALL BE PROTECTED OR REPLACED IF DAMAGED, AS DIRECTED BY THE ENGINEER.

NO TRASH, DEBRIS OF ANY CONTAMINATED RUNOFF SHALL BE ALLOWED TO DRAIN THE EXISTING CATCH BASINS. CONTRACTOR SHALL PROTECT THE EXISTING CATCH BASINS BY USE OF SAND BAGS AND OTHER BEST MANAGEMENT PRACTICES. ALL THE COLLECTED SEDIMENT AND DEBRIS SHALL BE CAREFULLY REMOVED AND DISPOSED OFF SITE.

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT LEAST TWO (2) WORKING DAYS PRIOR TO STARTING WORK, AND CONTACT THE FOLLOWING UTILITIES AND AGENCIES:

CITY OF BEAUMONT DEPT. OF PUBLIC WORKS (MR. DEEPAK MOORJANI, RCE)	(951) 769-8520
BEAUMONT-CHERRY VALLEY WATER DISTRICT (MR. CHUCK BUTCHER)	(951) 845-9581
SOUTHERN CALIFORNIA GAS COMPANY (USA)	1-800-422-4133
SOUTHERN CALIFORNIA EDISON COMPANY (USA)	1-800-422-4133
GENERAL TELEPHONE (USA)	1-800-422-4133
RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT	(951) 955-1200
INLAND VALLEY CABLEVISION	(951) 787-2031

THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CITY OR ENGINEER.

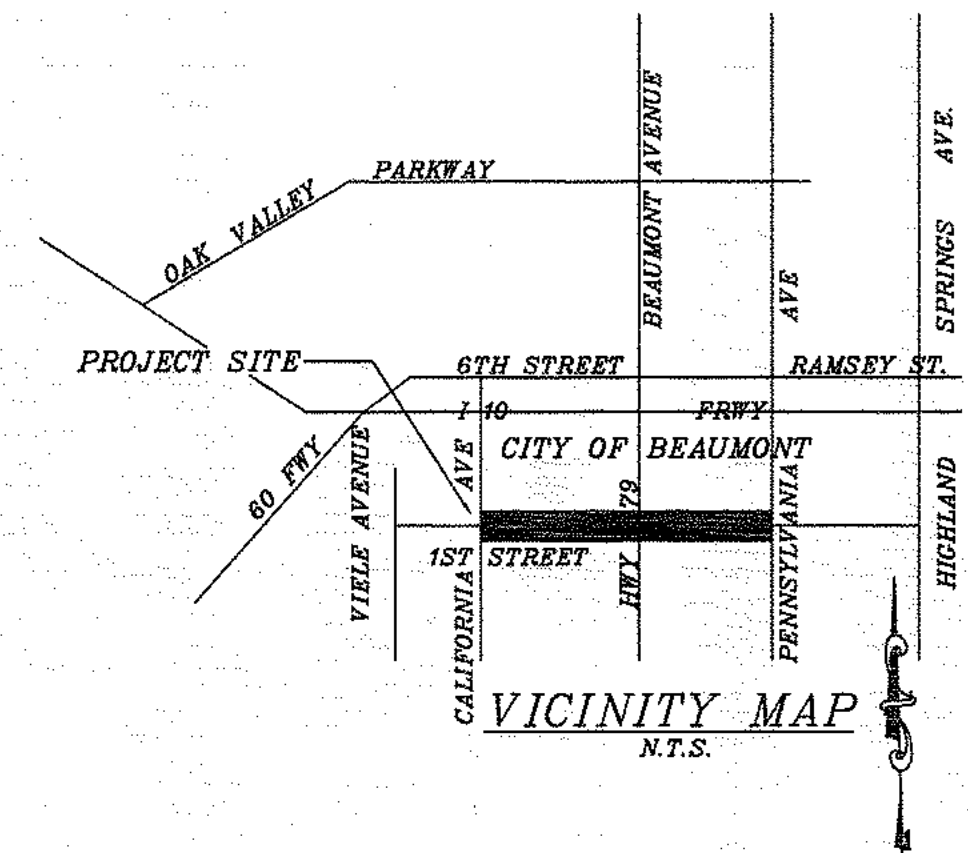
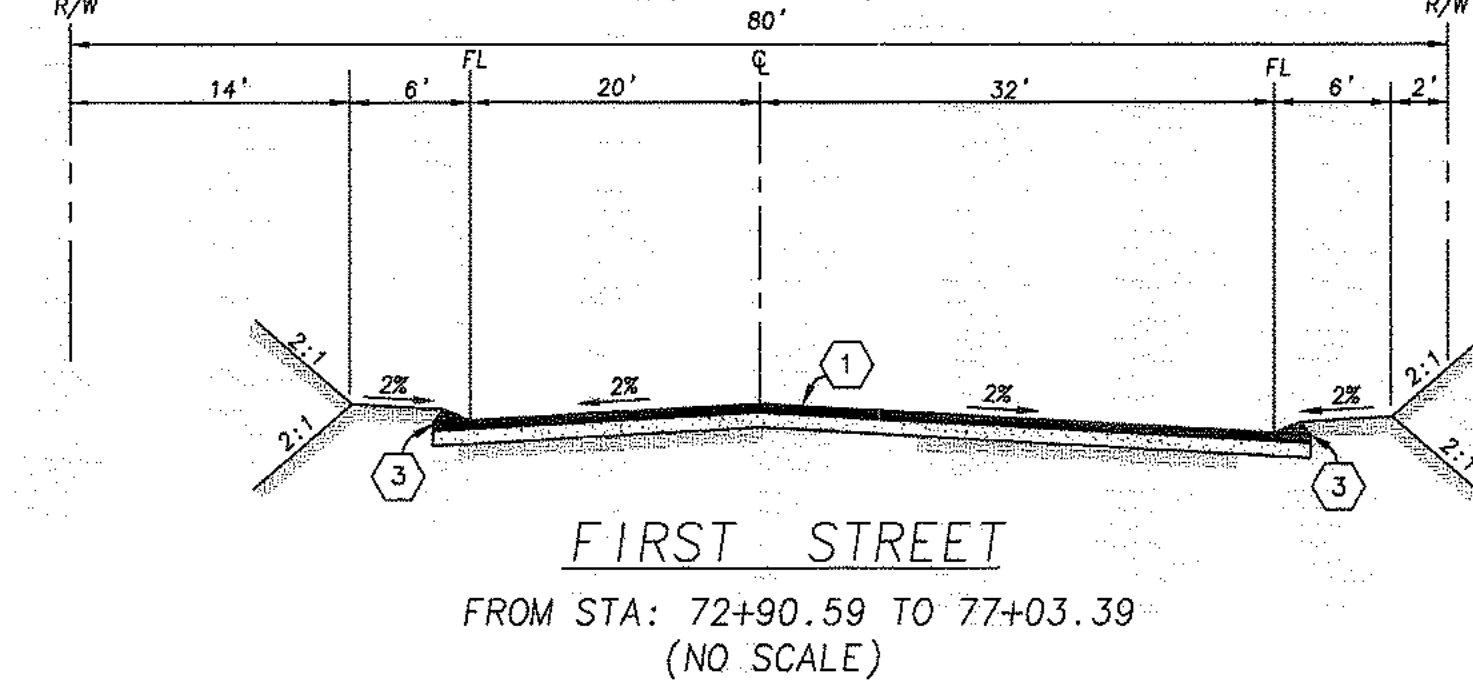
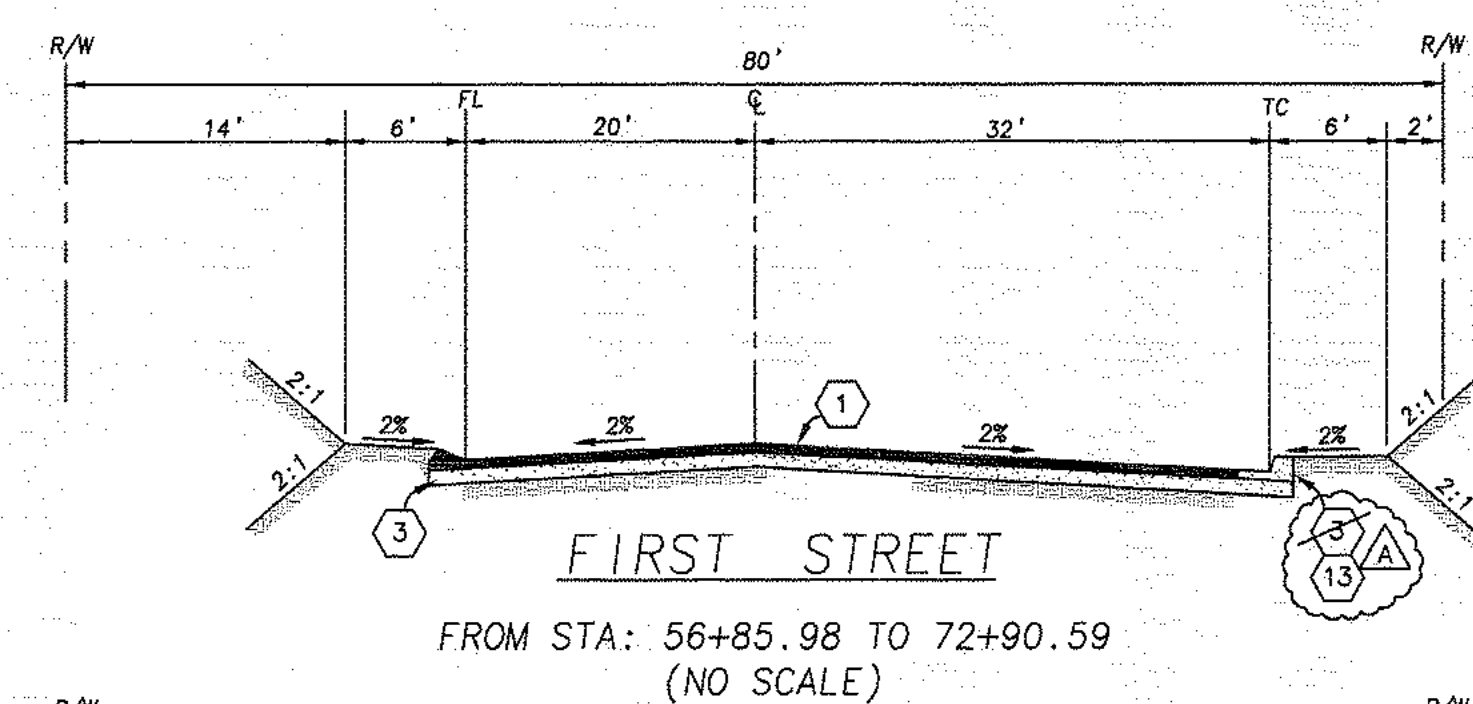
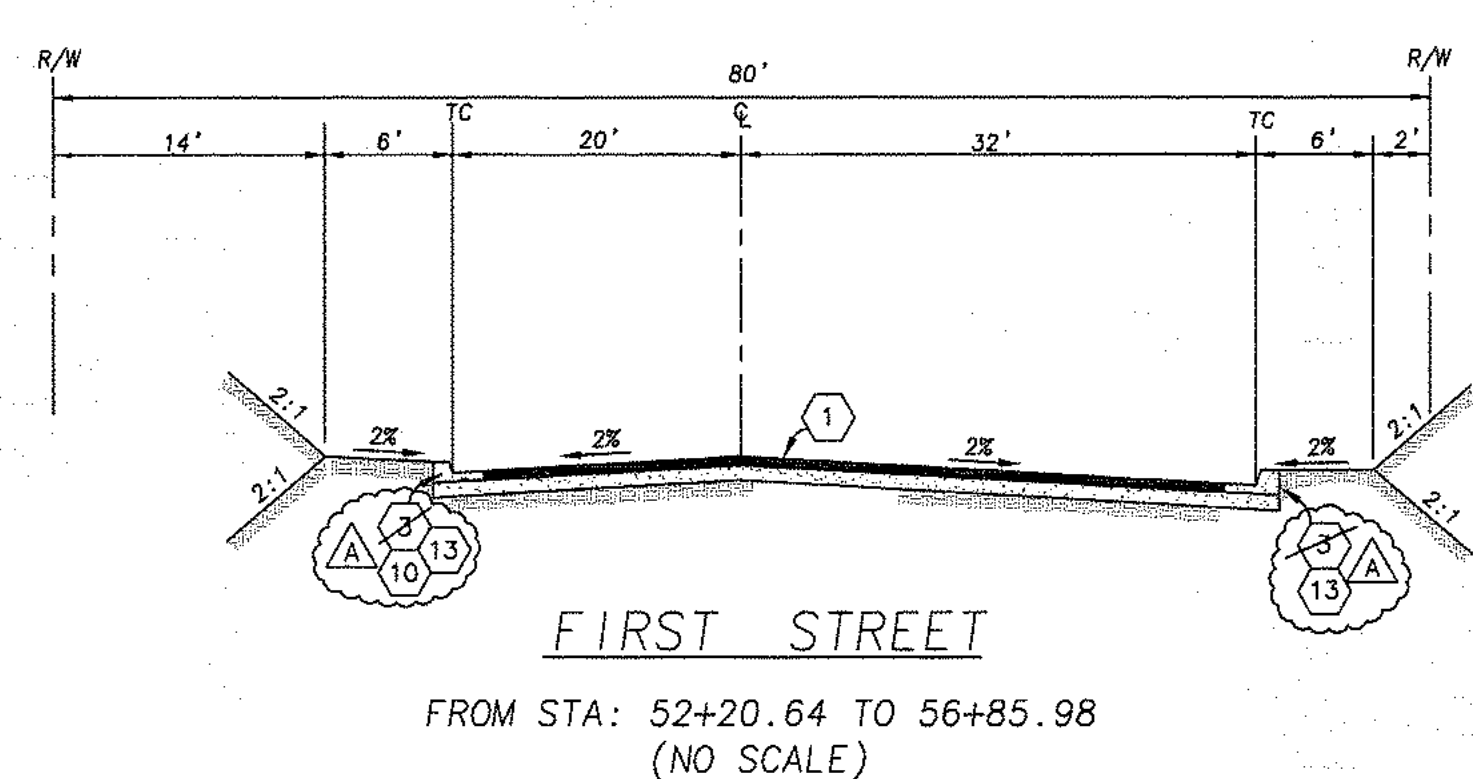
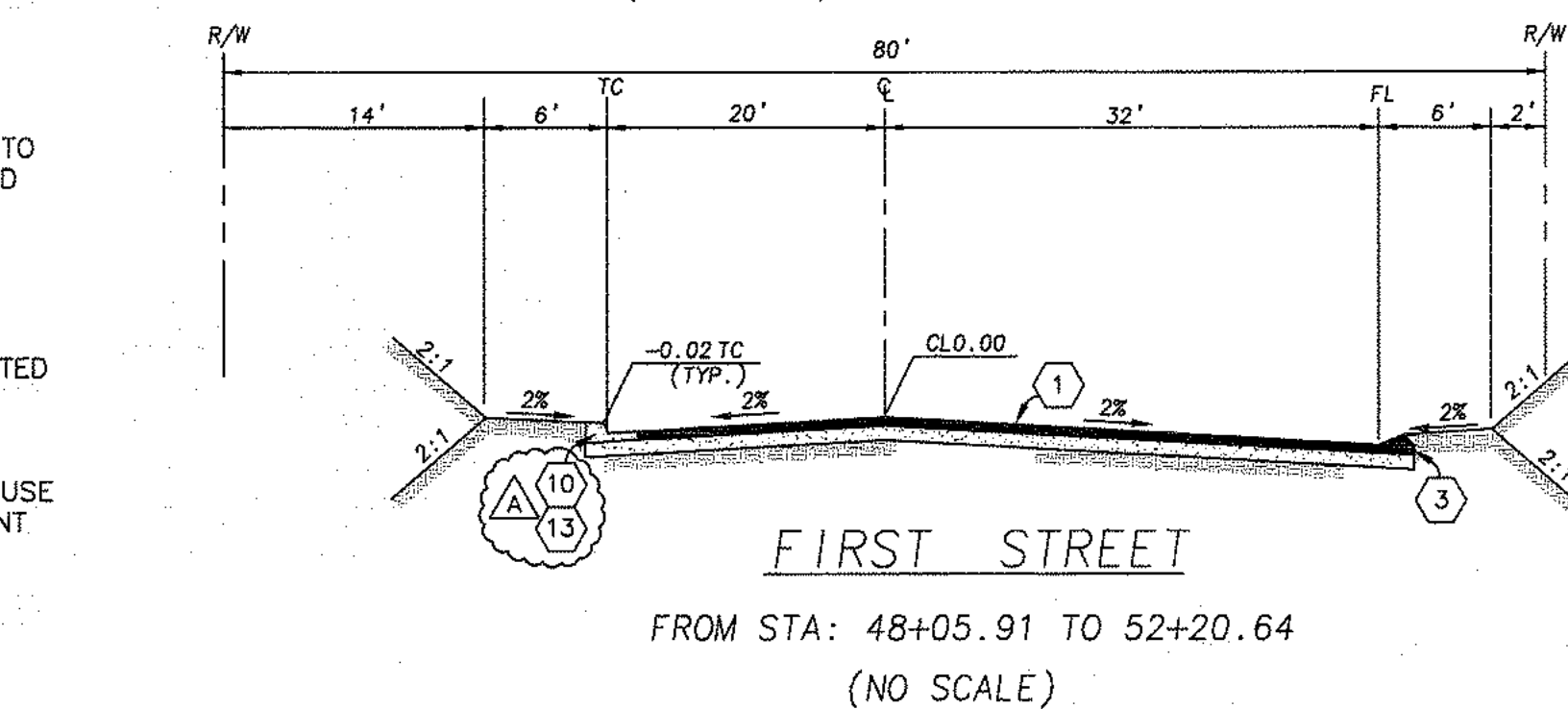
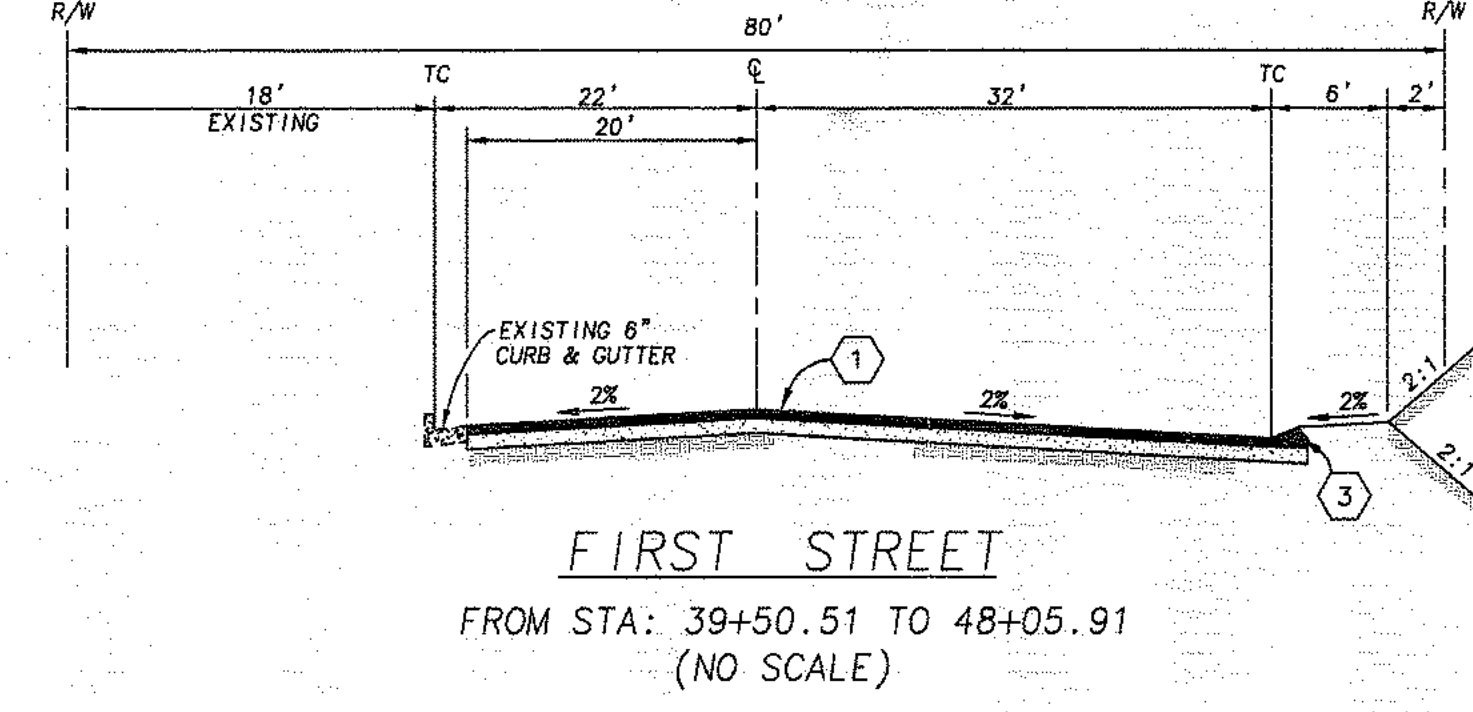
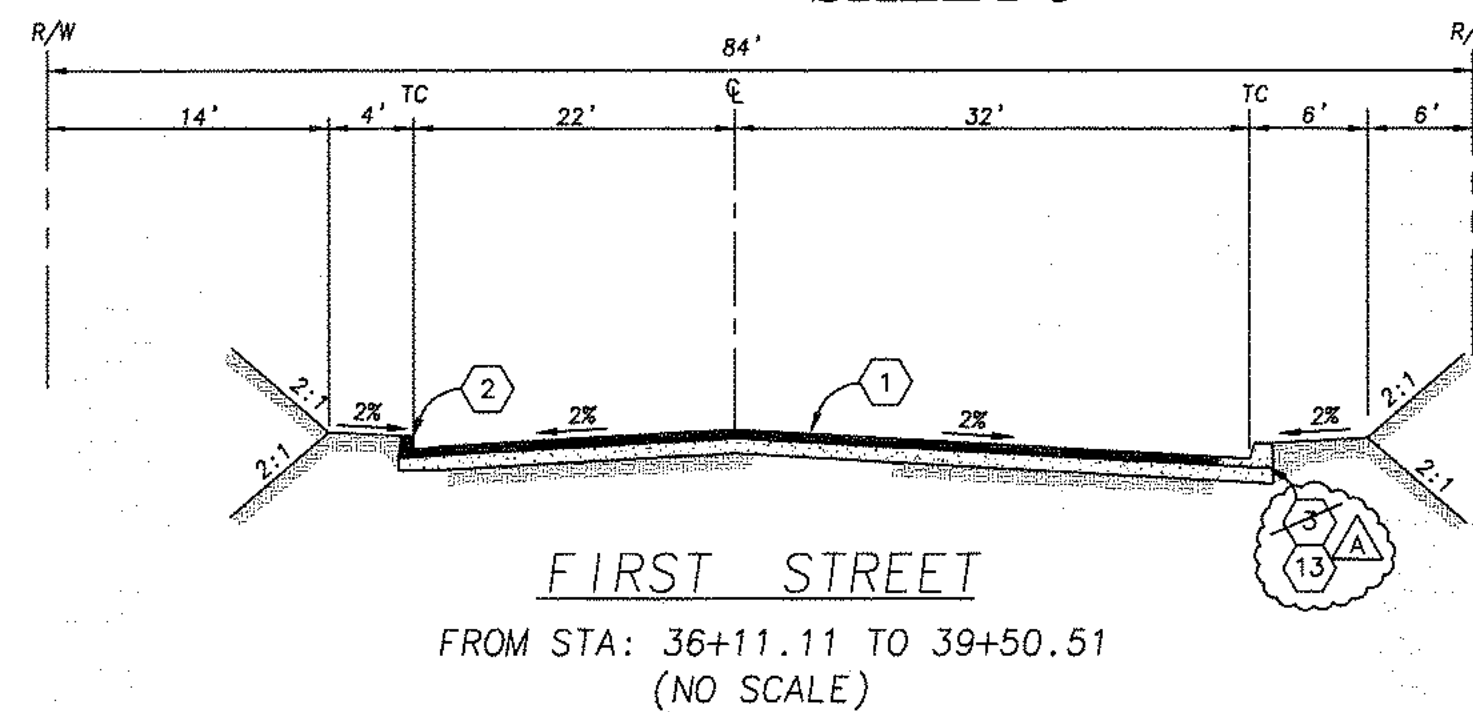
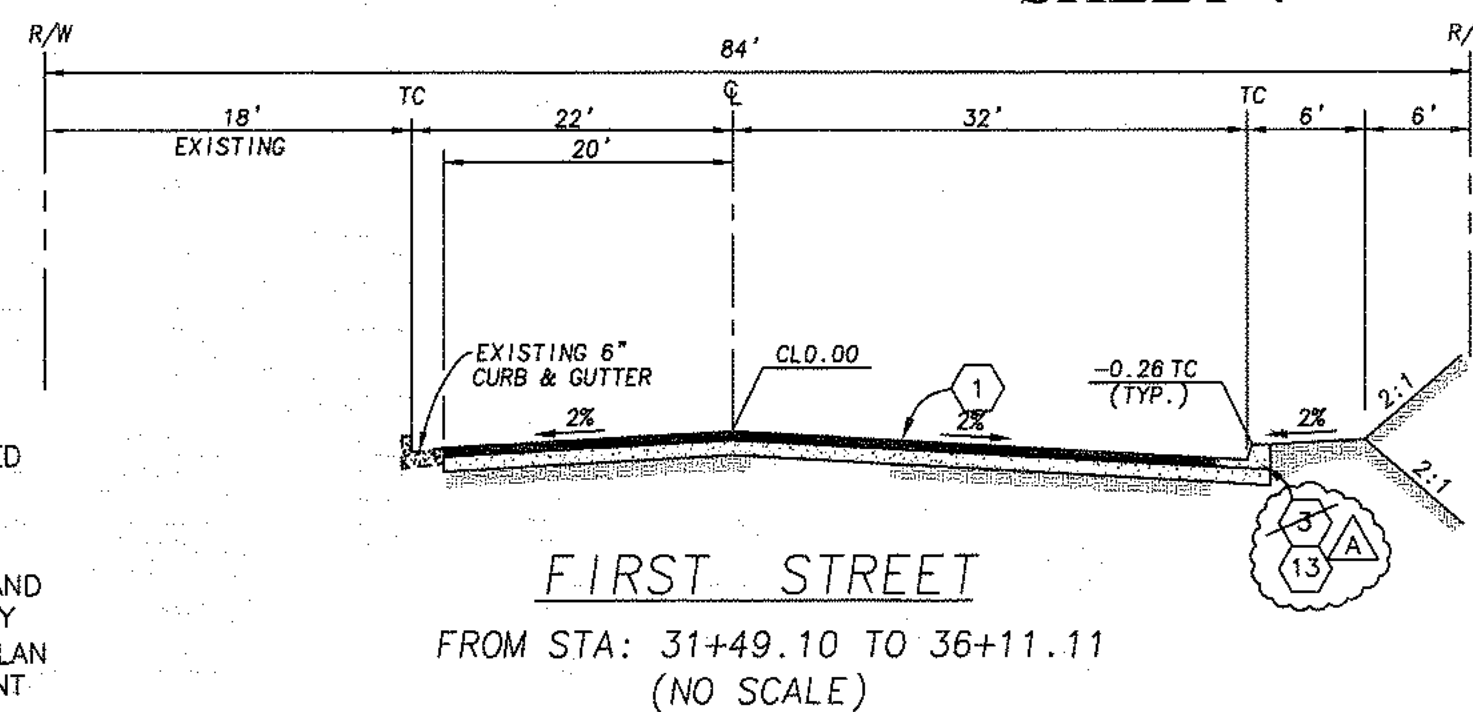
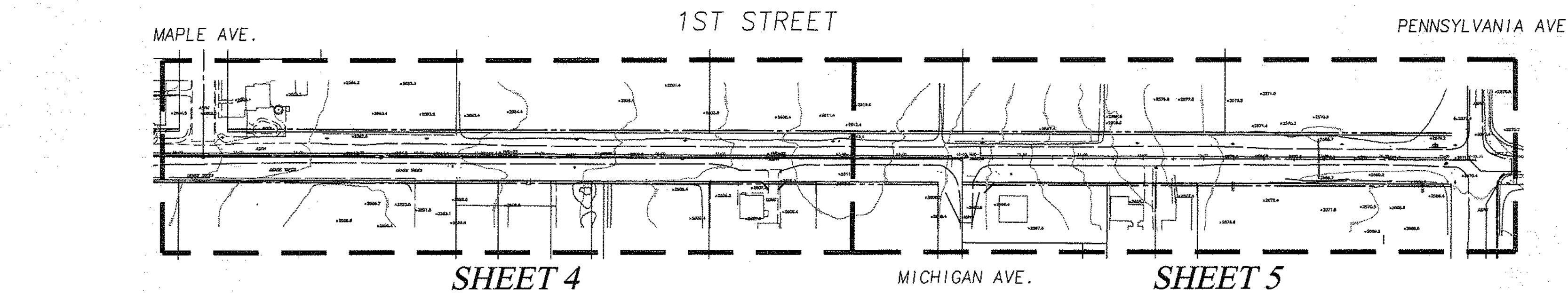
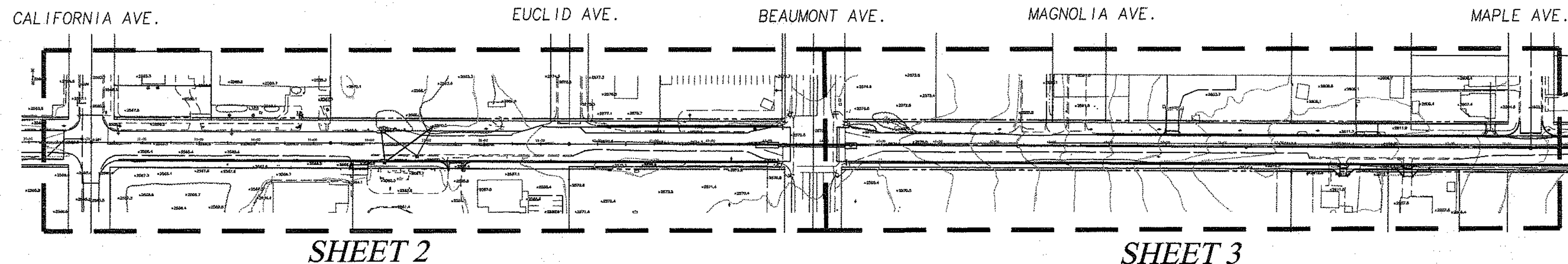
# CITY OF BEAUMONT

## STREET IMPROVEMENT REHABILITATION PLANS

FOR

### 1ST STREET

(FROM CALIFORNIA AVE TO PENNSYLVANIA AVE.)



**LEGEND**

	STREET SIGN
	FD MONUMENT AS NOTED
	WATER VALVE
	GAS LINE
	WATER METER
	GAS VALVE
	BACK FLOW VALVE
	CHAIN LINK FENCE
	POWER POLE
	FIRE HYDRANT
	MAIL BOX
	TREE
	WALL
	A.C. PAVEMENT

**EARTH WORK QUANTITIES**

ESTIMATED CUT: 13,693 CUBIC YARDS  
 ESTIMATED FILL: 3,922 CUBIC YARDS  
 EXPORT: 9,770 CUBIC YARDS

**CONSTRUCTION NOTES AND QUANTITIES:**

NO.	DESCRIPTION	QUANTITY	UNITS
1	CONSTRUCT 0.40" A.C. PAVEMENT OVER 0.90" COMPACTED AGGREGATE BASE CLASS II	229,619	SQUARE FEET
2	CONSTRUCT 6" A.C. DIKE PER PER R.C.T.D. STD. 212	231.96	LINEAR FEET
3	CONSTRUCT TYPE "D" MOUNTABLE DIKE PER CALTRANS STANDARD A87	8596.78	LINEAR FEET
4	CONSTRUCT CROSS GUTTER PER R.C.T.D. STD. 209	2	EACH
5	INSTALL 24" R.C.P. STORM DRAIN LINE	305-29.601	LINEAR FEET
6	CONSTRUCT CURB INLET CATCH BASIN PER R.C.T.D. STD. 300	3	EACH
7	CONSTRUCT GUTTER DEPRESSION CASE "C" PER R.C.T.D. STD. 311	3	EACH
8	CONSTRUCT AC DRIVEWAY APPROACH PER R.C.T.D. STD. 206	1	EACH

NO.	DESCRIPTION	QUANTITY	UNITS
9	RELOCATE EXISTING MAIL BOX(ES)	6	EACH
10	REMOVE EXISTING CURB AND GUTTER	2	LINEAR FEET
11	REMOVE/RELOCATE EXISTING POWER POLE. (BY OTHERS) TYP.	16	EACH
12	INSTALL OVERSIDE DRAIN FOR MOUNTABLE DIKE PER CAL TRANS STD. D87D	3	EACH
13	CONSTRUCT TYPE A-6 CURB PER R.C.T.D. STD. 200	3,717	LINEAR FEET
14	FUTURE IMPROVEMENTS BY OTHERS		
15	CONSTRUCT DRIVEWAY PER R.C.T.D. STD. 207	12	EACH
16	CONSTRUCT HEADWALL/WINGWALL PER CAL-TRANS STD. D89	2	EACH

**Underground Service Alert**  
 Call: TOLL FREE 1-800-227-2600  
 TWO WORKING DAYS BEFORE YOU DIG

1/25/08	CONSTRUCT CURB AND GUTTER PER R.C.T.D. STD. 200	
1/25/08	CONSTRUCT CROSS GUTTER PER R.C.T.D. STD. 209	
2/19/08	CONSTRUCT DRIVEWAY PER R.C.T.D. 207	
2/8/08	CONSTRUCT CATCH BASIN PER R.C.T.D. STD. 300	
2/8/08	CONSTRUCT GUTTER DEPRESSION CASE "C" PER R.C.T.D. STD. 311	
2/8/08	INSTALL 24" R.C.P.	
2/27/08	REVISE PROFILE STATIONING AND ELEVATIONS	
2/27/08	CONSTRUCT HEADWALL/WINGWALL PER CAL-TANS STD. D89	
2/27/08	ADJUST CONSTRUCTION QUANTITIES	
2/28/08	REVISE STORM DRAIN IMPROVEMENTS	

**RECOMMENDED FOR APPROVAL**

DATE: 3/10/08

CHECKED BY: [Signature]

**SEAL**

REGISTERED PROFESSIONAL ENGINEER  
 DEEPAK MOORJANI  
 NO. C051047  
 Exp. 9-30-09  
 CIVIL  
 STATE OF CALIFORNIA

**APPROVED BY** DATE: 4-8-08

[Signature]  
 DIRECTOR OF PUBLIC WORKS

DESIGNED BY: TLC DRAWN BY: BH CHECKED BY:

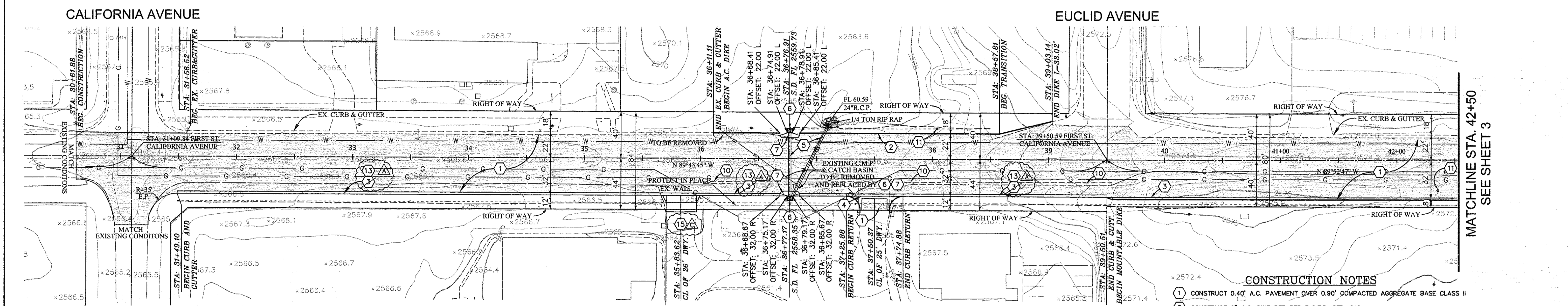
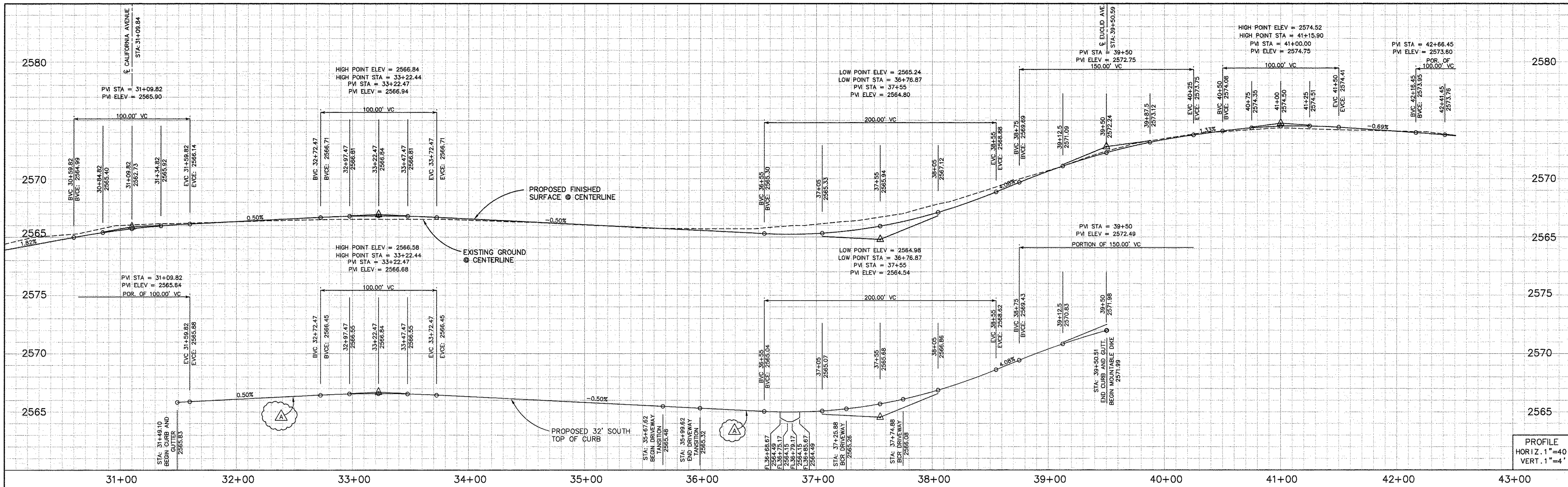
**Urban Logic Consultants**  
 43517 Ridge Park Drive, Suite 200  
 Temecula, California 92590  
 Tel: (951) 676-1944 Fax (951) 676-2054

SCALE: As Shown BENCHMARK: CITY OF BEAUMONT No. 05A.82 ELEVATION: 2631.257  
 DATE: FEB. 2008

CITY OF BEAUMONT  
 STREET IMPROVEMENT PLANS  
 1ST STREET  
 (FROM CALIFORNIA AVE. TO PENNSYLVANIA AVE.)  
 TITLE SHEET

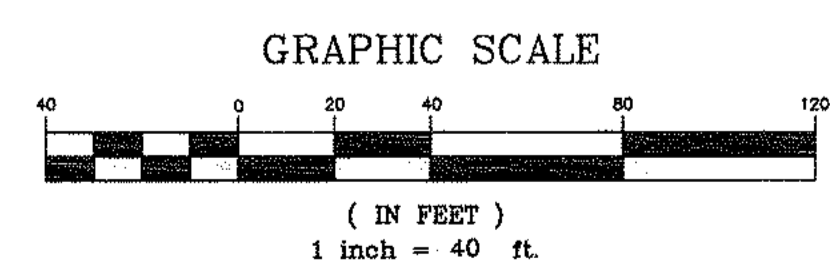
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 FILE NO. 1560-A

FOR The City of Beaumont W.O.



# FIRST STREET

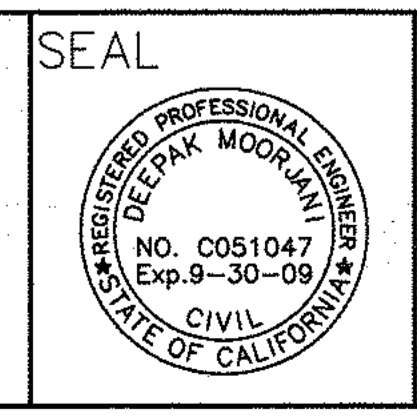
- ### CONSTRUCTION NOTES
- CONSTRUCT 0.40' A.C. PAVEMENT OVER 0.90' COMPACTED AGGREGATE BASE CLASS II
  - CONSTRUCT 6" A.C. DIKE PER PER R.C.T.D. STD. 212
  - CONSTRUCT TYPE "D" MOUNTABLE DIKE PER CALTRANS STANDARD A87
  - CONSTRUCT CROSS GUTTER PER R.C.T.D. STD 209
  - INSTALL 24" R.C.P. STORM DRAIN LINE
  - CONSTRUCT CURB INLET CATCH BASIN PER R.C.T.D. STD. 300
  - CONSTRUCT GUTTER DEPRESSION CASE "C" PER R.C.T.D. STD. 311
  - REMOVE EXISTING CURB AND GUTTER
  - REMOVE/RELOCATE EXISTING POWER POLE.
  - CONSTRUCT TYPE A-6 CURB PER R.C.T.D. STD. 200
  - FUTURE IMPROVEMENTS BY OTHERS
  - CONSTRUCT DRIVEWAY APPROACH PER R.C.T.D. STD. 207



**Underground Service Alert**  
Call: TOLL FREE  
1-800-227-2600  
TWO WORKING DAYS BEFORE YOU DIG

1/25/08	CONSTRUCT CURB AND GUTTER PER R.C.T.D. STD. 200	APPROVED
2/6/08	CONSTRUCT DRIVEWAY PER R.C.T.D. STD. 207	APPROVED
DATE	BY MARK	APPR. DATE
ENGINEER	CITY	CITY
DESIGNED BY: TLC	DRAWN BY: BH	CHECKED BY:
REVISIONS	CHECKED BY:	DATE
		3/10/08

RECOMMENDED FOR APPROVAL  
*[Signature]*  
DATE  
CHECKED BY: *[Signature]*  
DATE 3/10/08



APPROVED BY DATE 4-2-08  
*[Signature]*  
DIRECTOR OF PUBLIC WORKS

**Urban Logic Consultants**  
43517 Ridge Park Drive, Suite 200  
Temecula, California 92590  
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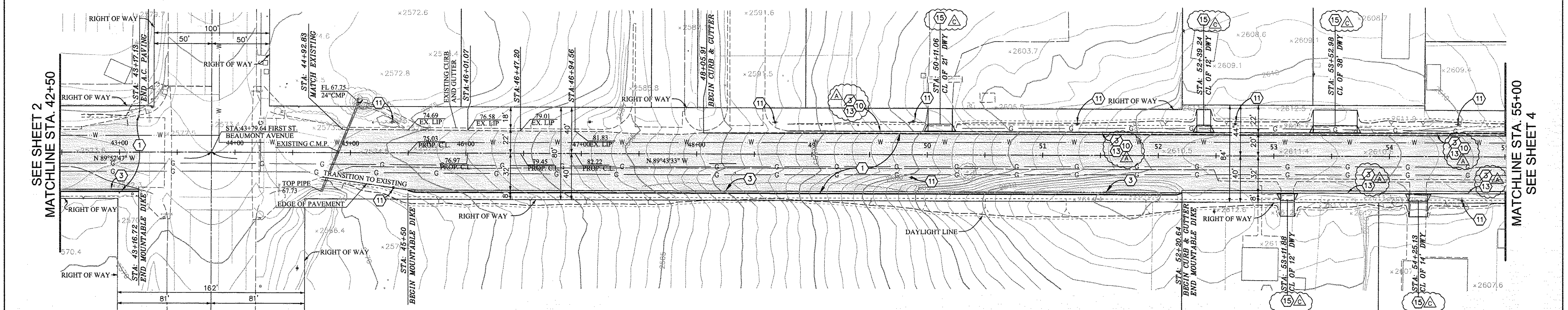
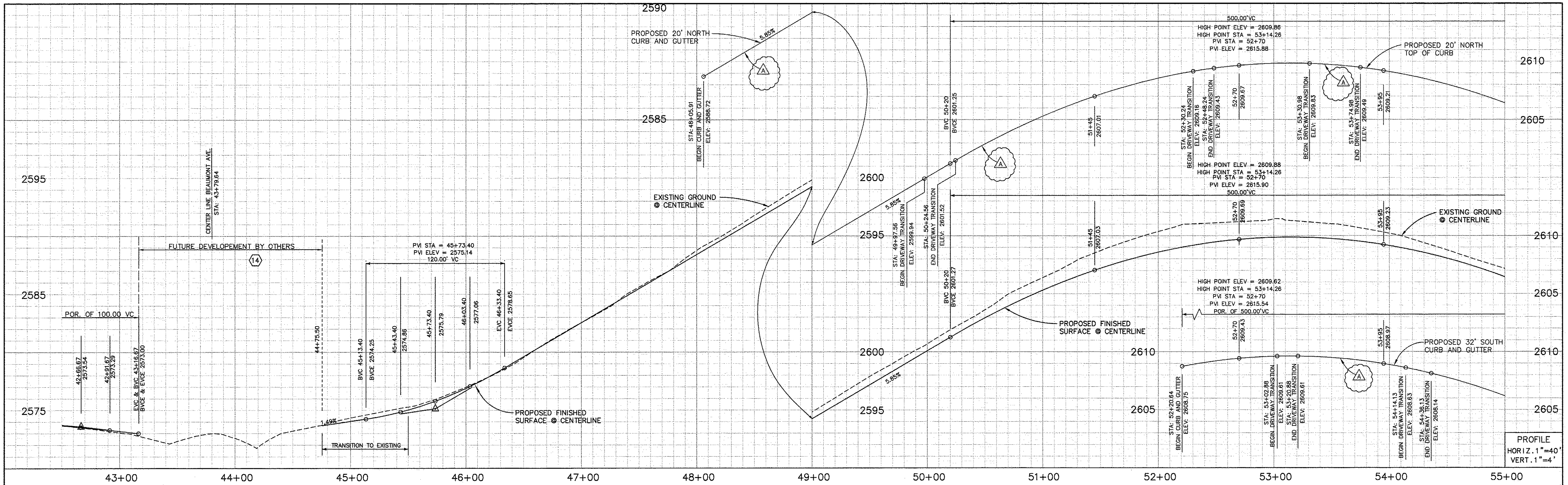
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DATE: FEB. 2008

BENCHMARK  
CITY OF BEAUMONT No. 05.A.82  
ELEVATION: 2631.257

CITY OF BEAUMONT  
STREET IMPROVEMENT PLANS  
FIRST STREET  
STA. 31+09.84 TO 43+00

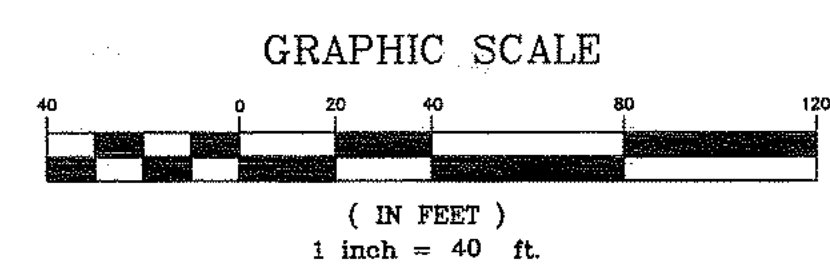
SHEET NO. 2 OF 5 SHTS.  
FILE NO. 1560-A

FOR *The City of Beaumont* W.O.



# FIRST STREET

- CONSTRUCTION NOTES**
- 1) CONSTRUCT 0.40' A.C. PAVEMENT OVER 0.90' COMPACTED AGGREGATE BASE CLASS II
  - 3) CONSTRUCT TYPE "D" MOUNTABLE DIKE PER CALTRANS STANDARD A87
  - 5) INSTALL 24" R.C.P. STORM DRAIN LINE
  - 6) CONSTRUCT CURB INLET CATCH BASIN PER R.C.T.D. STD. 300
  - 7) CONSTRUCT GUTTER DEPRESSION CASE "C" PER R.C.T.D. STD. 311
  - 10) REMOVE EXISTING CURB AND GUTTER
  - 11) REMOVE/RELOCATE EXISTING POWER POLE.
  - 13) CONSTRUCT TYPE A-6 CURB PER R.C.T.D. STD. 200
  - 14) FUTURE IMPROVEMENTS BY OTHERS
  - 15) CONSTRUCT DRIVEWAY APPROACH PER R.C.T.D. STD. 207

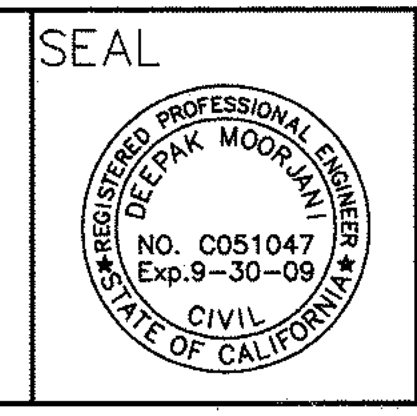


**Underground Service Alert**  
 Call: TOLL FREE  
 1-800-227-2600  
 TWO WORKING DAYS BEFORE YOU DIG

The private engineer signing these plans is responsible for the accuracy and acceptability of the design hereon. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the city.

DATE	BY	MARK	REVISIONS	APPR. DATE
1/25/08			CONSTRUCT CURB AND GUTTER PER R.C.T.D. STD. 200	
2/6/08			CONSTRUCT DRIVEWAY PER R.C.T.D. STD. 207	
DESIGNED BY:	TLC		DRAWN BY:	BH
CHECKED BY:			CITY:	
DATE:	3/10/08		CHECKED BY:	

RECOMMENDED FOR APPROVAL  
*[Signature]*  
 DATE: 3/10/08



APPROVED BY: *[Signature]* DATE: 4-8-08  
 DIRECTOR OF PUBLIC WORKS

**Urban Logic Consultants**  
 43517 Ridge Park Drive, Suite 200  
 Temecula, California 92590  
 Tel: (951) 676-1944 Fax (951) 676-2054

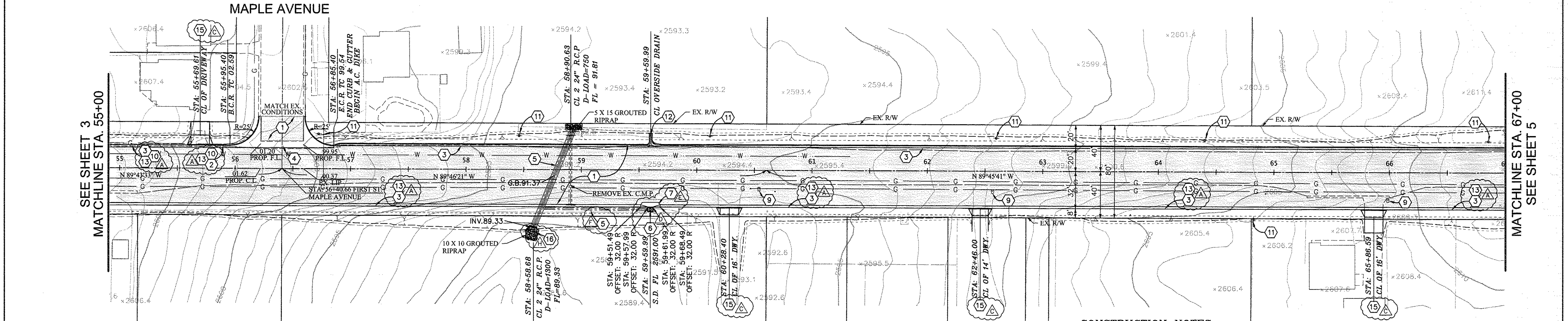
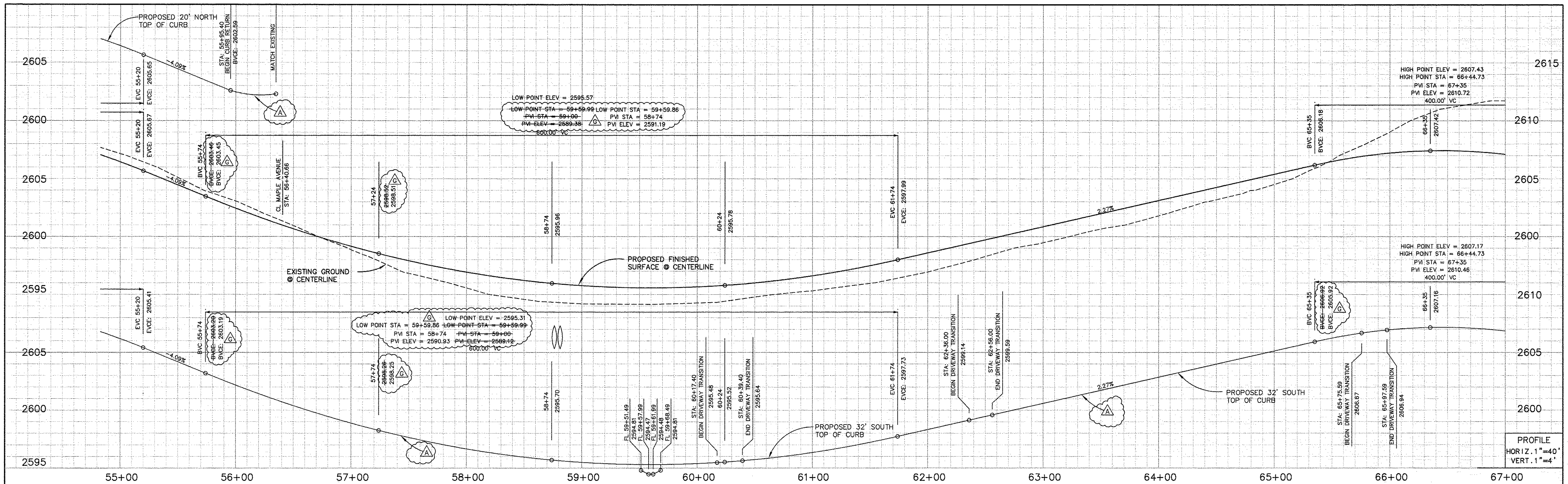
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 DATE: FEB. 2008

BENCHMARK  
 CITY OF BEAUMONT No. 05.A.82  
 ELEVATION: 2631.257

CITY OF BEAUMONT  
 STREET IMPROVEMENT PLANS  
 FIRST STREET  
 STA. 43+00 TO 55+00

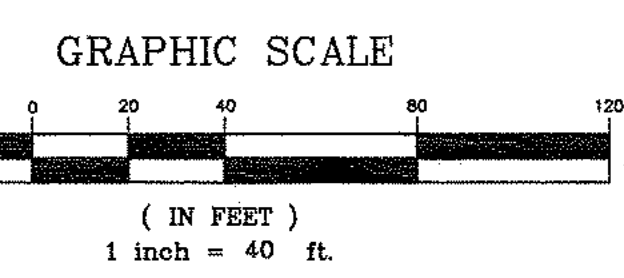
FOR *The City of Beaumont* W.O.

SHEET NO. 3 OF 5 SHTS.  
 FILE NO. 1560-A



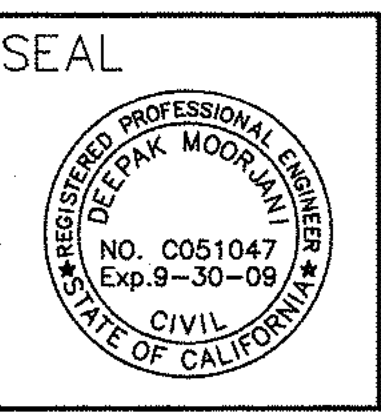
**FIRST STREET**

- CONSTRUCTION NOTES**
- 1 CONSTRUCT 0.40' A.C. PAVEMENT OVER 0.90' COMPACTED AGGREGATE BASE CLASS II
  - 3 CONSTRUCT TYPE "D" MOUNTABLE DIKE PER CALTRANS STANDARD A87
  - 4 CONSTRUCT CROSS GUTTER PER R.C.T.D. STD. 209
  - 5 INSTALL 24" R.C.P. STORM DRAIN LINE
  - 6 CONSTRUCT CURB INLET CATCH BASIN PER R.C.T.D. STD. 300
  - 7 CONSTRUCT GUTTER DEPRESSION CASE "C" PER R.C.T.D. STD. 311
  - 9 RELOCATE EXISTING MAIL BOX(ES)
  - 10 REMOVE EXISTING CURB AND GUTTER
  - 11 REMOVE/RELOCATE EXISTING POWER POLE.
  - 12 INSTALL OVERSIDE DRAINS FOR MOUNTABLE DIKE PER CAL TRANS STD. D87D
  - 13 CONSTRUCT TYPE A-6 CURB PER R.C.T.D. STD. 200
  - 15 CONSTRUCT DRIVEWAY PER R.C.T.D. STD. 207
  - 16 CONSTRUCT HEADWALL/WINGWALL PER CAL-TRANS STD. D89



Underground Service Alert Call: TOLL FREE 1-800-227-2600 TWO WORKING DAYS BEFORE YOU DIG	1/25/08	CONSTRUCT CURB AND GUTTER PER R.C.T.D. STD. 200	
	2/6/08	CONSTRUCT DRIVEWAY PER R.C.T.D. STD. 207	
	2/6/08	CONSTRUCT CATCH BASIN PER R.C.T.D. STD. 300	
	2/6/08	CONSTRUCT GUTTER DEPRESSION CASE "C" PER R.C.T.D. STD. 311	
	2/6/08	INSTALL 24" R.C.P.	
	2/27/08	REVISE PROFILE STATIONING AND ELEVATIONS	
	2/27/08	CONSTRUCT HEADWALL/WINGWALL PER CAL-TRANS STD. D89	
	DATE BY MARK ENGINEER	REVISIONS DRAWN BY: BH	APPR. DATE CITY CHECKED BY: JW

RECOMMENDED FOR APPROVAL  
*[Signature]*  
DATE 4/03/08  
CHECKED BY: *[Signature]*  
DATE 4/03/08



APPROVED BY DATE 4-8-08  
*[Signature]*  
DIRECTOR OF PUBLIC WORKS

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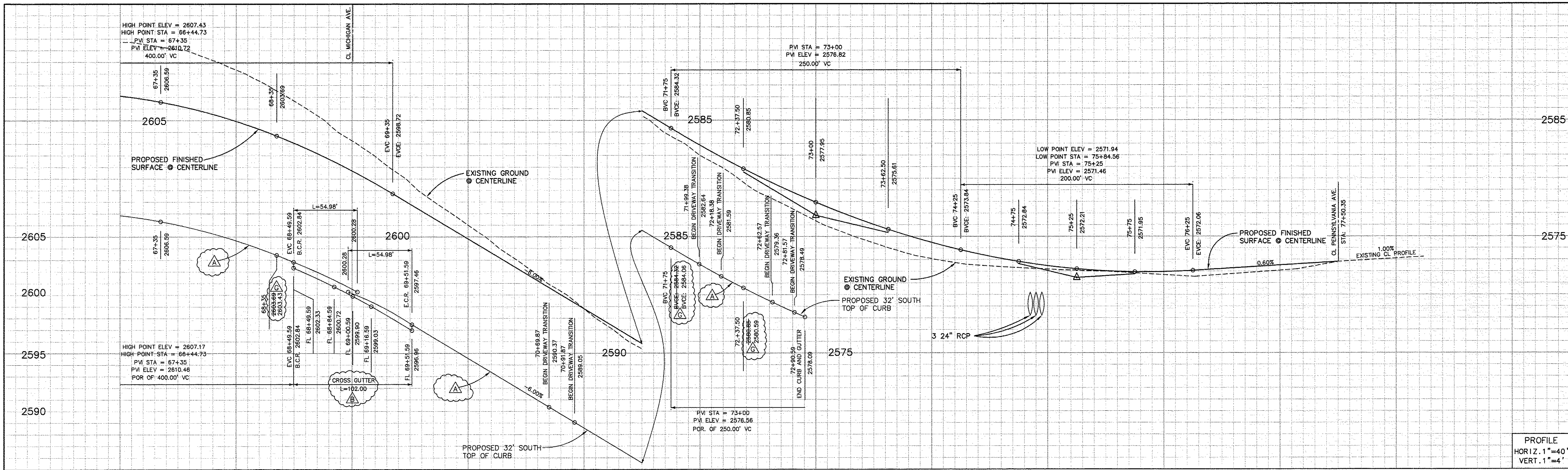
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BENCHMARK  
CITY OF BEAUMONT No. 05.A.82  
ELEVATION: 2631.257

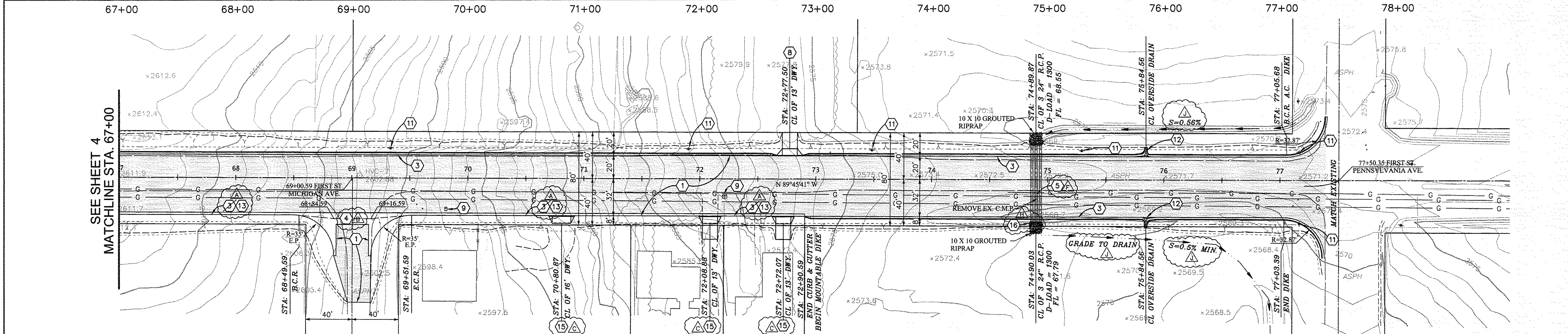
CITY OF BEAUMONT  
STREET IMPROVEMENT PLANS  
FIRST STREET  
STA. 55+00 TO 67+00

SHEET NO. 4  
OF 5 SHTS.  
FILE NO. 1560-A

FOR *The City of Beaumont* W.O.



PROFILE  
 HORIZ. 1"=40'  
 VERT. 1"=4'



SEE SHEET 4  
 MATCHLINE STA. 67+00

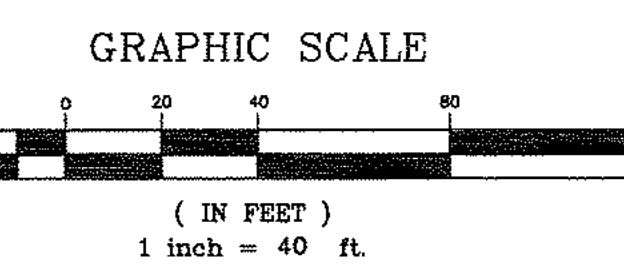
MICHIGAN AVENUE

FIRST STREET

CONSTRUCTION NOTES

PENNSYLVANIA AVENUE

- 1 CONSTRUCT 0.40' A.C. PAVEMENT OVER 0.90' COMPACTED AGGREGATE BASE CLASS II
- 3 CONSTRUCT TYPE "D" MOUNTABLE DIKE PER CALTRANS STANDARD A87
- 4 CONSTRUCT CROSS GUTTER PER CITY OF BEAUMONT STANDARD 209
- 5 INSTALL 24" R.C.P. STORM DRAIN LINE
- 8 CONSTRUCT A.C. DRIVEWAY APPROACH PER R.C.T.D. STD. 206
- 9 RELOCATE EXISTING MAIL BOX(ES)
- 11 REMOVE/RELOCATE EXISTING POWER POLE.
- 12 INSTALL OVERSIDE DRAINS FOR MOUNTABLE DIKE PER CAL TRANS STD. D87D
- 13 CONSTRUCT TYPE A-6 CURB PER R.C.T.D. STD. 200
- 14 CONSTRUCT DRIVEWAY PER R.C.T.D. STD. 207
- 15 CONSTRUCT HEADWALL/WINGWALL PER CAL-TRANS STD. D89
- 16 CONSTRUCT HEADWALL/WINGWALL PER CAL-TRANS STD. D89



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DATE	BY	MARK	REVISIONS	APPR.	DATE
1/25/08			CONSTRUCT CURB AND GUTTER PER R.C.T.D. STD. 200		
1/25/08			CONSTRUCT CROSS GUTTER PER R.C.T.D. STD. 209		
2/6/08			CONSTRUCT DRIVEWAY PER R.C.T.D. 207		
2/27/08			REVISE PROFILE STATIONING AND ELEVATION		
2/27/08			CONSTRUCT HEADWALL/WINGWALL PER CAL-TRANS STD. D89		
2/28/08			REVISE STORM DRAIN IMPROVEMENTS		
DATE	BY	MARK	REVISIONS	APPR.	DATE
DESIGNED BY: TLC			DRAWN BY: BH	CHECKED BY:	CITY

RECOMMENDED FOR APPROVAL  
*[Signature]* 3/10/08

DATE 3/10/08  
 CHECKED BY: *[Signature]*

SEAL  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF CALIFORNIA  
 NO. C051047  
 Exp. 9-30-09  
 CIVIL

APPROVED BY DATE 4-8-08  
*[Signature]*  
 DIRECTOR OF PUBLIC WORKS

**Urban Logic Consultants**  
 43517 Ridge Park Drive, Suite 200  
 Temecula, California 92590  
 Tel: (951) 676-1944 Fax (951) 676-2054

SCALE: As Shown  
 DATE: FEB. 2008

BENCHMARK  
 CITY OF BEAUMONT No. 05.A.82  
 ELEVATION: 2631.257

CITY OF BEAUMONT  
 STREET IMPROVEMENT PLANS  
 FIRST STREET  
 STA. 67+00 TO 77+13.86

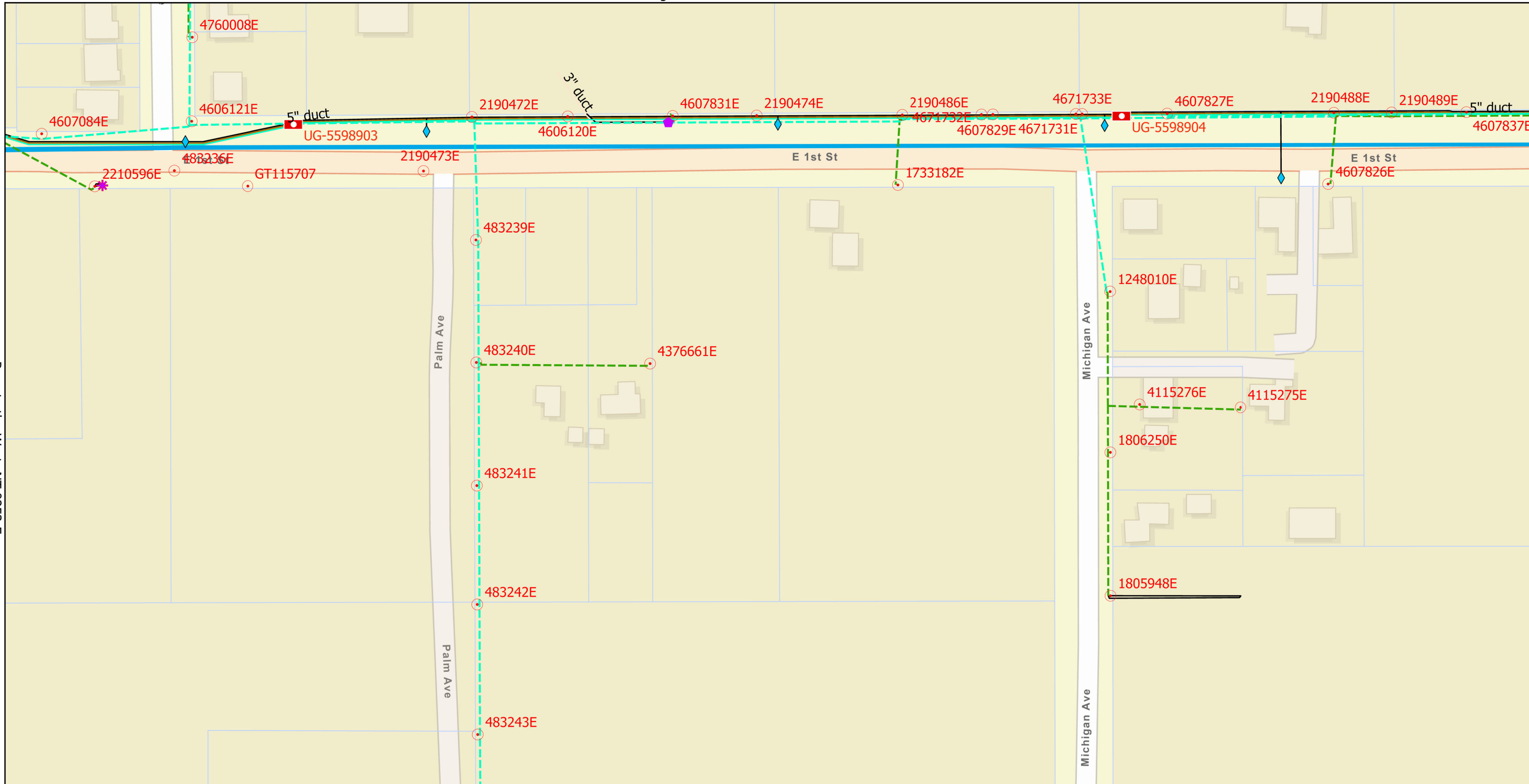
FOR *The City of Beaumont* W.O.

SHEET NO.  
 5  
 OF 5 SHTS.  
 FILE NO.  
 1560-A



# ATTACHMENT E





Page to the West: NT-0253-E

Page to the East: NT-0353-E

### Facility Map

UNDERGROUND SERVICE ALERT DIAL 811  
CALL USA FOR UNDERGROUND LOCATING

Grid Name: NT-0253-F (US National Grid)

- |               |                                  |                             |
|---------------|----------------------------------|-----------------------------|
| Cap           | OH Conductor 0 - 750 volts       | UG Segment / Duct Alignment |
| DIST HANDHOLE | OH Conductor 751 volts - 22.5 kV | UG Telecom Cable            |
| DIST PEDESTAL | UG Conductor 0 - 750 volts       | Fiber Optic Span - MapSales |
| DIST POLE     | UG Conductor 751 volts - 22.5 kV | Underground                 |
| DIST VAULT    | Duct DIA Inches                  | Parcels                     |

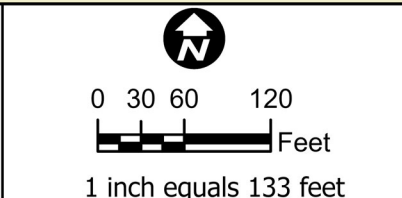


Date: 2/5/2025  
 Geomatics | Central Field Services

**For Reference Only**

Features depicted herein are planning level accuracy, and intended for informational purposes only. Distances and locations may be distorted at this scale. Always consult with the proper legal documents or agencies regarding such features.

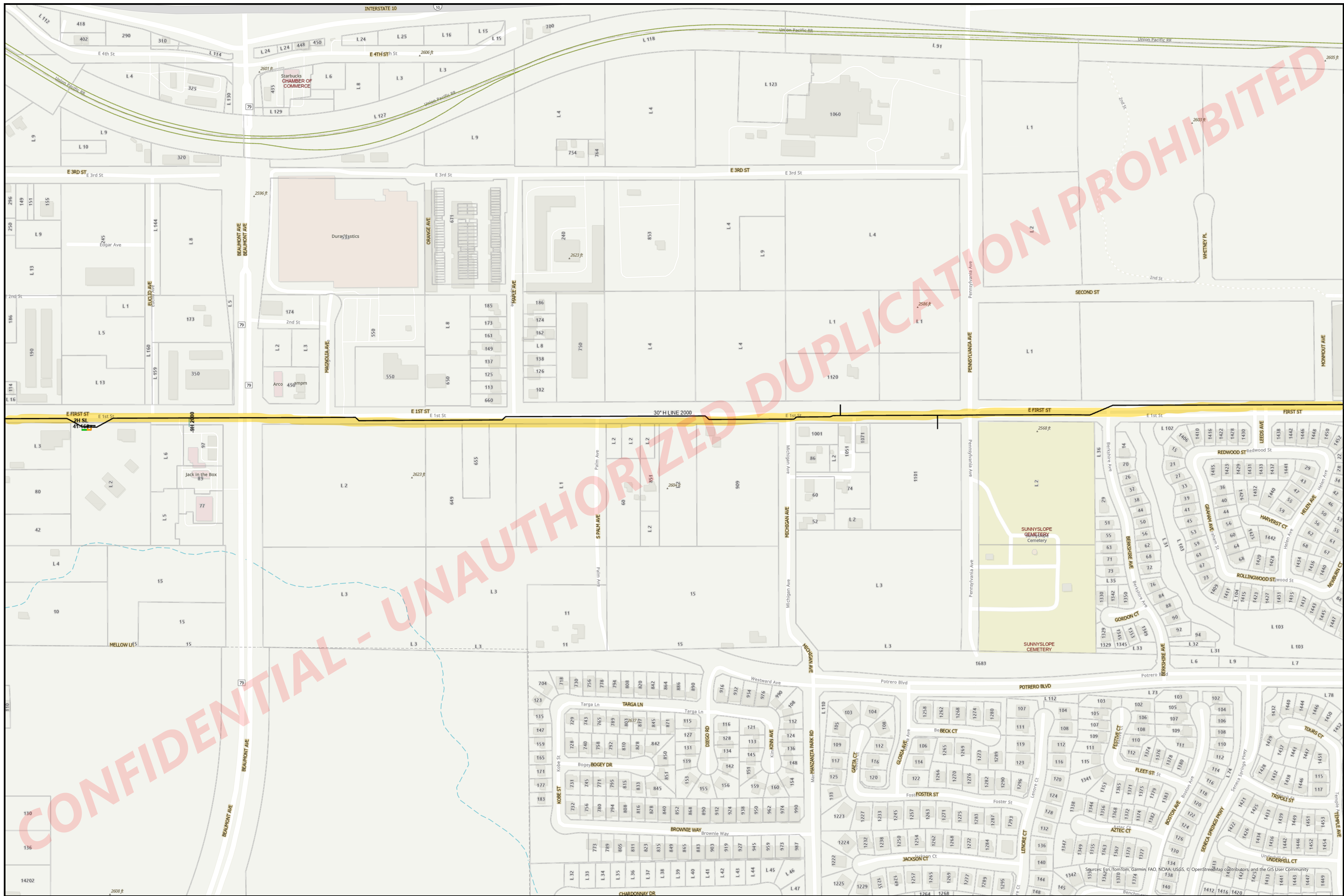
Service Layer Credits: World Street Map: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community  
 National Geographic Style: Sources: Esri, USGS  
 Fiber Optic: USGS, FEMA  
 World Hillshade: Esri, NASA, NGA  
 National Geographic Style: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Billing department; SCE only charges for maps that include SCE infrastructure.

Path: T:\MapSales\Draw\Apex\MapSales\_Template.aprx





1 inch = 189 feet

Map Name: 0003-25-2000

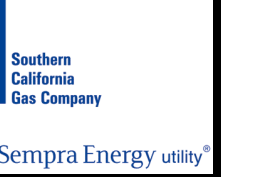
Map Type: Gas Asset Map

Printed By: GTTS

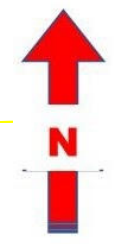
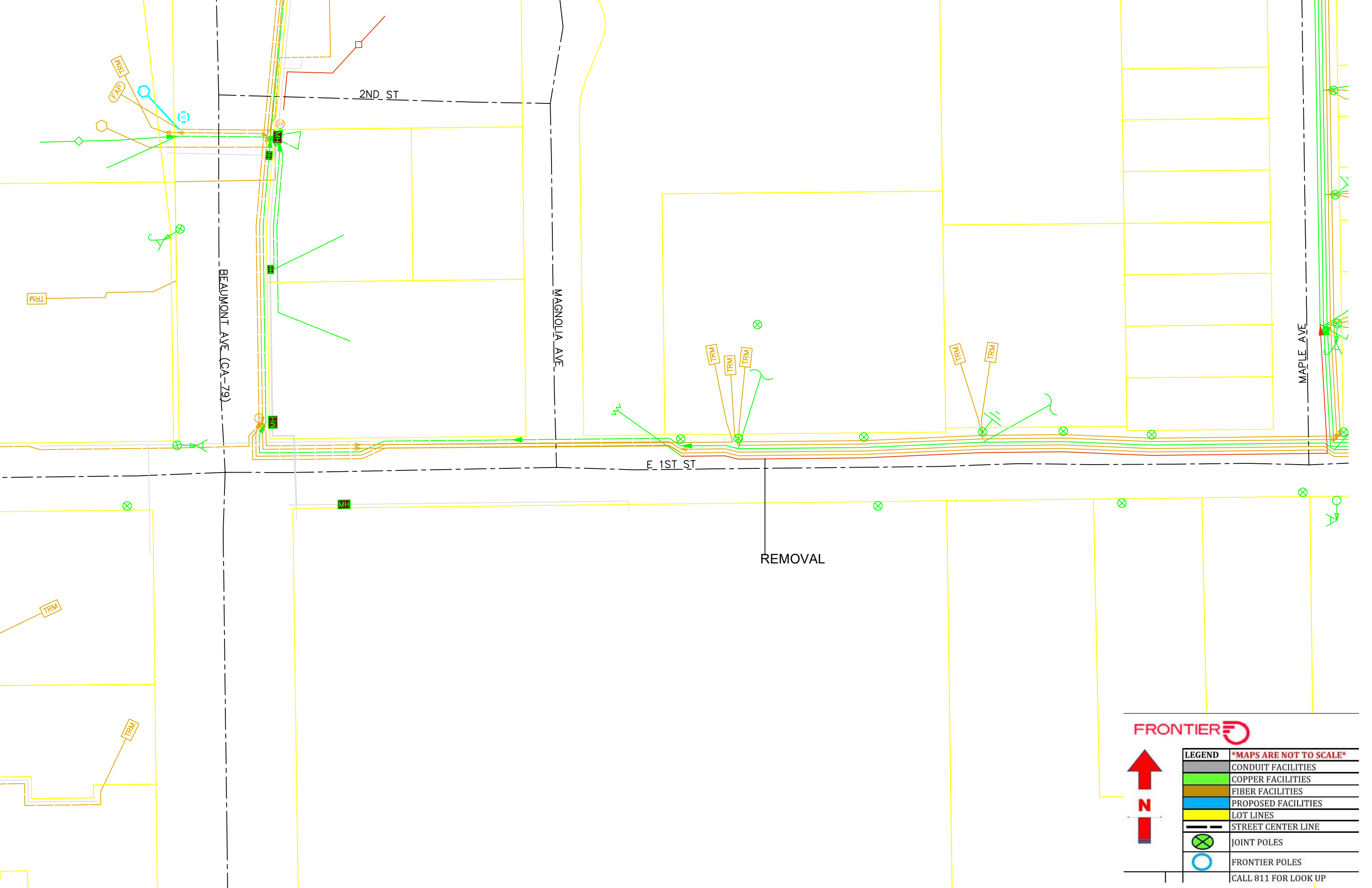
Printed Date: 1/15/2025

CONFIDENTIAL - UNAUTHORIZED DUPLICATION PROHIBITED

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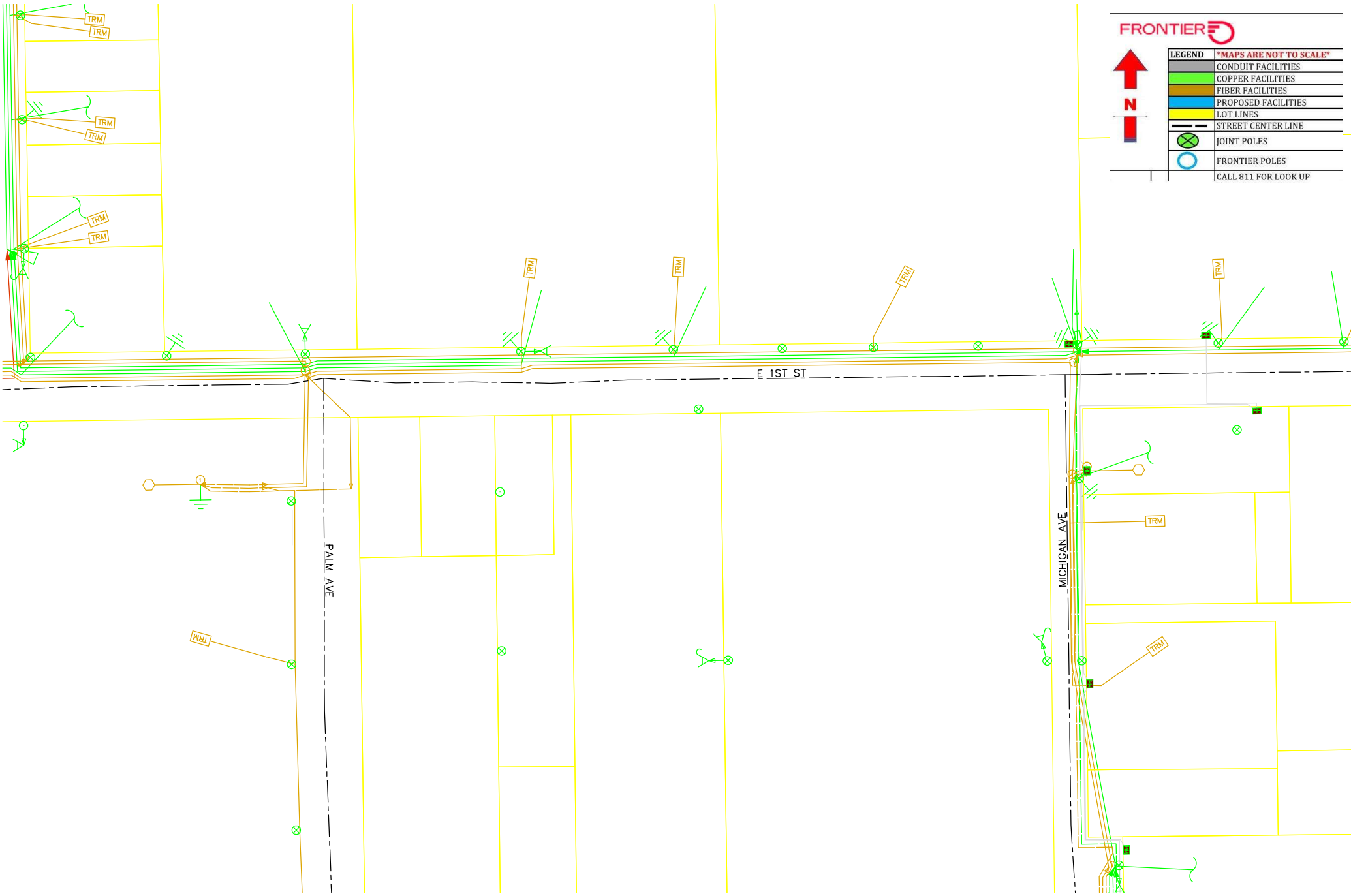
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors and the GIS User Community



LEGEND		*MAPS ARE NOT TO SCALE*
	CONDUIT FACILITIES	
	COPPER FACILITIES	
	FIBER FACILITIES	
	PROPOSED FACILITIES	
	LOT LINES	
	STREET CENTER LINE	
	JOINT POLES	
	FRONTIER POLES	
CALL 811 FOR LOOK UP		

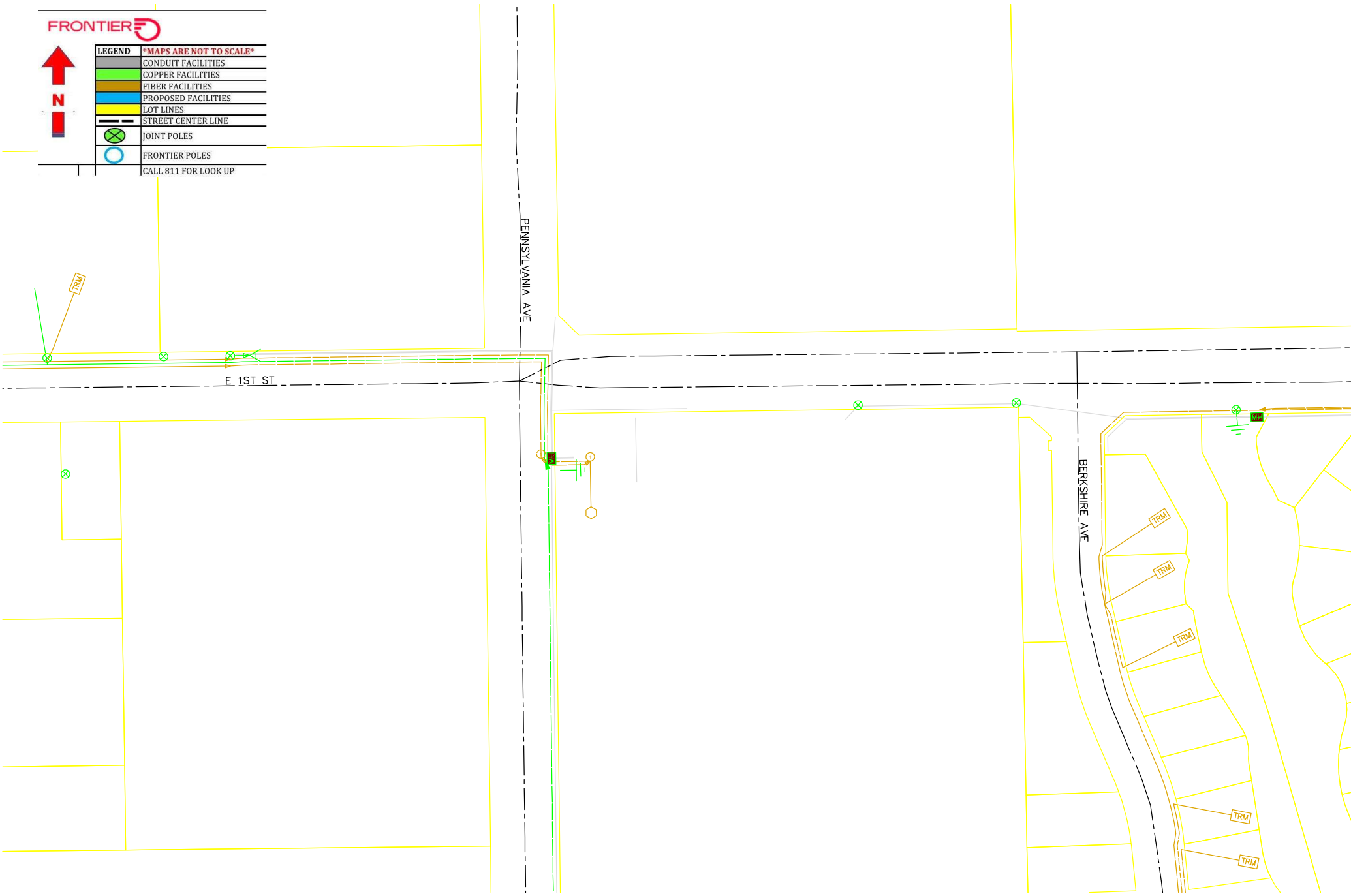


LEGEND	
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	COPPER FACILITIES
	FIBER FACILITIES
	PROPOSED FACILITIES
	LOT LINES
	STREET CENTER LINE
	JOINT POLES
	FRONTIER POLES
CALL 811 FOR LOOK UP	





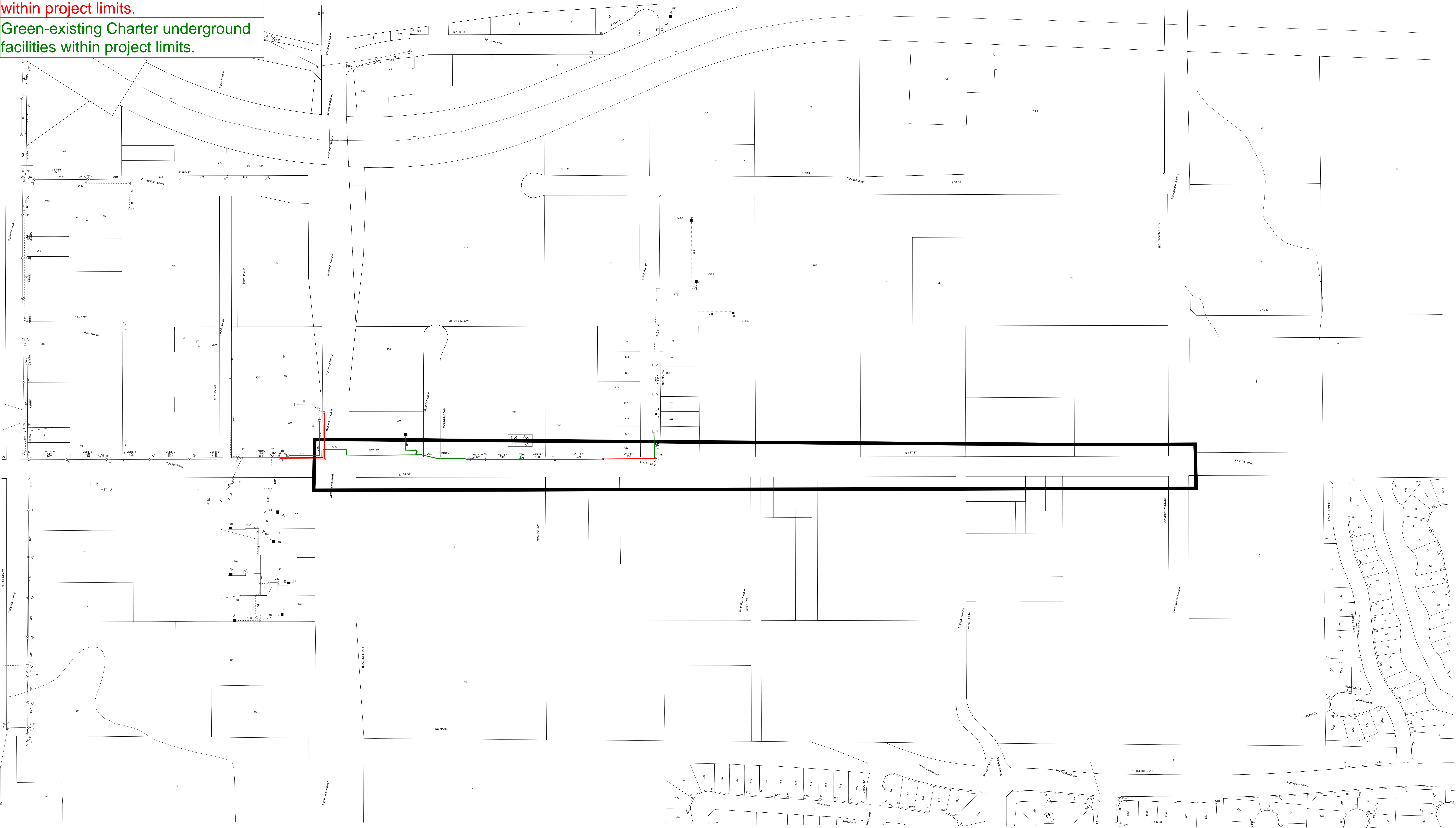
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	FIBER FACILITIES
	PROPOSED FACILITIES
	LOT LINES
	STREET CENTER LINE
	JOINT POLES
	FRONTIER POLES
CALL 811 FOR LOOK UP	



# Pennsylvania Avenue Map Beaumont, CA 92223

Red-existing Charter aerial facilities  
within project limits.

Green-existing Charter underground  
facilities within project limits.



# ATTACHMENT F

## LEGEND

- PROPOSED R/W ACQUISITION AREA
- TEMPORARY CONSTRUCTION EASEMENT
- EXISTING R/W

TCE AREAS				RIGHT OF WAY AREAS			
Description	Quantity	Unit	Subject	Description	Quantity	Unit	Subject
APN 418-260-023	1,125	sf	TCE	APN 418-260-023	2,249	sf	R/W ACQUISITION
APN 418-260-024	775	sf	TCE	APN 418-260-024	1,549	sf	R/W ACQUISITION
APN 418-270-031	850	sf	TCE	APN 418-270-031	1,701	sf	R/W ACQUISITION
APN 418-270-032	1,631	sf	TCE	APN 418-270-032	6,525	sf	R/W ACQUISITION
APN 418-270-039	469	sf	TCE	APN 418-270-039	938	sf	R/W ACQUISITION
APN 418-270-040	1,051	sf	TCE	APN 418-270-040	2,102	sf	R/W ACQUISITION
<b>TOTAL TCE AREA = 5,901 sf = 0.14 ac</b>				APN 418-310-007	8,300	sf	R/W ACQUISITION
				APN 418-320-007	3,499	sf	R/W ACQUISITION
				APN 418-320-011,-012	3,802	sf	R/W ACQUISITION
				<b>TOTAL RIGHT OF WAY AREA = 30,665 sf = 0.70 ac</b>			



PLAN VIEW  
SCALE: 1"=50'

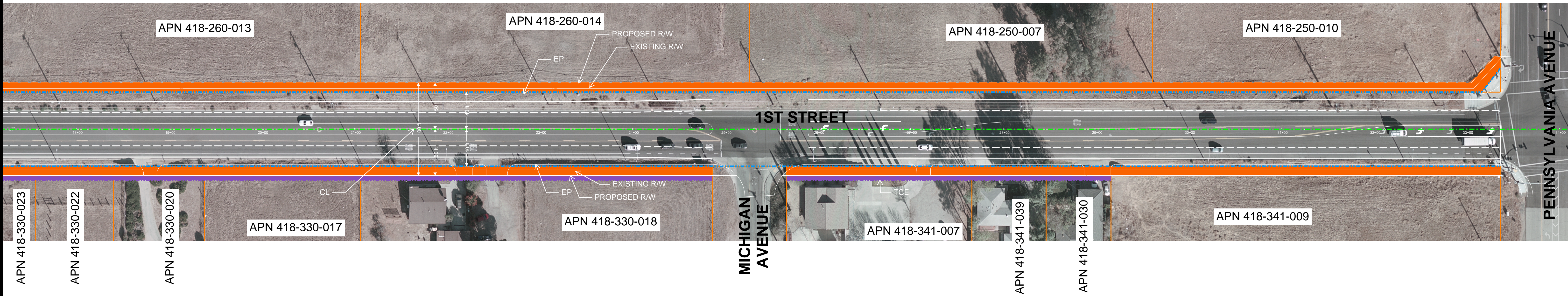


PALM AVENUE

**LEGEND**

- PROPOSED R/W ACQUISITION AREA
- TEMPORARY CONSTRUCTION EASEMENT
- EXISTING R/W

TCE AREAS				RIGHT OF WAY AREAS			
Description	Quantity	Unit	Subject	Description	Quantity	Unit	Subject
APN 418-330-017	840	sf	TCE	APN 418-250-007	4,349	sf	R/W ACQUISITION
APN 418-330-018	1,900	sf	TCE	APN 418-250-010	4,019	sf	R/W ACQUISITION
APN 418-330-020	491	sf	TCE	APN 418-260-013	4,164	sf	R/W ACQUISITION
APN 418-330-022	419	sf	TCE	APN 418-260-014	4,199	sf	R/W ACQUISITION
APN 418-330-023	334	sf	TCE	APN 418-330-017	1,679	sf	R/W ACQUISITION
APN 418-341-007	1,000	sf	TCE	APN 418-330-018	3,799	sf	R/W ACQUISITION
APN 418-341-030	350	sf	TCE	APN 418-330-020	982	sf	R/W ACQUISITION
APN 418-341-039	400	sf	TCE	APN 418-330-022	838	sf	R/W ACQUISITION
<b>TOTAL TCE AREA = 5734 sf = 0.13 ac</b>				APN 418-330-023	664	sf	R/W ACQUISITION
				APN 418-341-007	2,000	sf	R/W ACQUISITION
				APN 418-341-009	4,199	sf	R/W ACQUISITION
				APN 418-341-030	700	sf	R/W ACQUISITION
				APN 418-341-039	799	sf	R/W ACQUISITION
				<b>TOTAL RIGHT OF WAY AREA = 37,391 sf = 0.74 ac</b>			



PLAN VIEW  
SCALE: 1"=50'



# ATTACHMENT G

City of Beaumont

MNS Engineers, Inc., Team Resource Fee Estimate

1st Street Widening Improvements - Environmental and Final Design Fees

FEES SUBJECT TO CHANGE DURING THE OFFICIAL SCOPE AND FEE NEGOTIATIONS OF FUTURE PHASES OF THE PROJECT

Task Descriptions	MNS Engineers									Task Summary				
	Principal-In-Charge	Project Manager	Senior Project Engineer	Associate Engineer	Assistant Engineer	Principal Planner	Associate Planner	Assistant Planner			MNS Resource Hours	Reimbursables	Total Costs	Task Costs
<b>Task A. Project Management</b>	\$375	\$290	\$245	\$200	\$185	\$235	\$150	\$155						
1. Project Set Up	1	4									5		\$1,600	
2. Field Review		2	2	2			2	2			10		\$2,100	
3.a Kickoff Meeting	1	2	1			1					5		\$1,500	
3.b Monthly Meeting (18)	5	18	36								59		\$16,000	
3.c Additional Meeting (6)	2	6	12								20		\$5,500	
4. QA/QC	8	20									28		\$8,800	
5. Project Schedule		18									18		\$5,300	
6. Monthly Progress Report and Invoice	9	18									27		\$8,600	\$49,400
<b>Task B. Phase I - Preliminary Design (PA &amp; ED)</b>														
1.a 35% Plans														
Title Sheet			2	8							10		\$2,100	
General Notes		2	8	16							26		\$5,800	
Typical Sections (1 Sheets)		2	8	16	8						34		\$7,300	
Plan (3 Sheets)		6	24	40	60						130		\$26,800	
Signing and Striping Plans (3 Sheets)		2	8	16	20						46		\$9,500	
1.b Design Standards		2	4								6		\$1,600	
2. Right of Way Requirement Maps		8	15	50	50						123		\$25,300	
4. Hydrology/Hydraulics		4	15	22	32						73		\$15,200	
5. Utility Coordination	3	4	8	20	40						75		\$15,700	
6. SWPPP		4	15	22	32						73		\$15,200	
7. Geotechnical Analysis and Reports		8	30	50	60						148		\$30,800	
8. Environmental Services						40	120	200			360		\$58,400	\$213,700
<b>Task C. Phase II - Final Design (65%, 95% &amp; Final)</b>														
1. Plans														
65% Plans Roadway and Drainage (30 Sheets)	20	80	300	500							900	\$250	\$204,500	
Construction Details- (2 Sheets)		16	40	40							96		\$22,500	
Signing and Striping and Signals (8 Sheets)		20	40	60	200						320		\$64,600	
Prepare 95% Plans (Update 65% Plans) 40 Sheets		30	80	100	110						320	\$500	\$69,200	
Prepare Final Plans (Update 95% Plans) 40 Sheets		15	40	80	100						235	\$500	\$49,200	
2. Draft and Final Specifications	8	16	20								44	\$250	\$12,800	
3. Cost Estimate (65%, 95% & Final)	4	16	16								36		\$10,100	\$432,900
	<b>Staff Summary</b>									<b>Project Summary</b>				
Total Staff Hours	61	323	724	1,042	712	41	122	202			3227 Hours	\$1,500	N.G.	\$696,000
Total Staff Costs	\$22,875	\$93,670	\$177,380	\$208,400	\$131,720	\$9,635	\$18,300	\$31,310						
	<b>GRAND TOTAL</b>									<b>N.G. \$696,000</b>				

Fee Excludes the following items: Traffic Analysis, Permits, Right of Way Acquisitions and Appraisals, Utility Relocation Design

# ATTACHMENT H

# Feasibility Study Project Estimate

**Type of Estimate :** Feasibility Study

**Project Limits :** 1st Street from Beaumont Avenue to Pennsylvania Avenue

**Project Description:** Roadway Widening along 1st Street

## SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>
TOTAL ROADWAY COST	\$ 4,487,500
TOTAL STRUCTURES COST	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 4,487,500
TOTAL RIGHT OF WAY COST	\$ -
<b>TOTAL CAPITAL OUTLAY COSTS</b>	<b>\$ 4,488,000</b>

<b>TOTAL PROJECT COST</b>	<b>\$ 4,490,000</b>	*
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## I. ROADWAY ITEMS SUMMARY

<b>Section</b>		<b>Cost</b>
1	<b>Earthwork</b>	\$ 129,600
2	<b>Pavement Structural Section</b>	\$ 1,568,700
3	<b>Drainage</b>	\$ 562,500
4	<b>Landscape and Irrigation</b>	\$ 100,000
5	<b>Traffic Items</b>	\$ 747,300
6	<b>Minor Items</b>	\$ 155,500
7	<b>Roadway Mobilization</b>	\$ 326,400
8	<b>Total Roadway Contingency</b>	\$ 897,500
<b>TOTAL ROADWAY ITEMS</b>		<b>\$ 4,487,500</b>

Estimate Prepared By : Hector Salcedo, PE 3/7/2025  
 Project Manager Date

**Exclusions: This estimate does not include costs for the following items: Support Costs, Right of Way, and Escalation.**

**SECTION 1: EARTHWORK**

Item code	Unit	Quantity		Unit Price (\$)		Cost
190101 Roadway Excavation	CY	1,046	x	100.00	= \$	104,600
17010X Clearing & Grubbing	LS/ACRE	1	x	25,000.00	= \$	25,000

<b>TOTAL EARTHWORK SECTION ITEMS</b>	<b>\$</b>	<b>129,600</b>
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**SECTION 2: PAVEMENT STRUCTURAL SECTION**

Item code	Unit	Quantity		Unit Price (\$)		Cost
390132 Hot Mix Asphalt (Type A)	TON	2,000	x	234.64	= \$	469,280
26020X Class 2 Aggregate Base	TON/CY	1,867	x	110.74	= \$	206,752
731516 Minor Concrete (Driveway)	CY	43	x	1,473.65	= \$	63,367
731627 Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	797	x	1,000.00	= \$	797,000
398100 Remove Asphalt Concrete Dike	LF	2,473	x	13.04	= \$	32,248

<b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b>	<b>\$</b>	<b>1,568,700</b>
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**SECTION 3: DRAINAGE**

Item code	Unit	Quantity		Unit Price (\$)		Cost
Catch Basin	EA	5	x	25,000.00	= \$	125,000
65XXXX 24" Reinforced Concrete Pipe	LF	300	x	500.00	= \$	150,000
703233 Grouted Rip Rap	SF	250	x	50.00	= \$	12,500
721430 Concrete (Headwall)	EA	5	x	15,000.00	= \$	75,000
XXXXXX Parkway Biofiltration System	EA	5	x	40,000.00	= \$	200,000

<b>TOTAL DRAINAGE ITEMS</b>	<b>\$</b>	<b>562,500</b>
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**SECTION 4: ENVIRONMENTAL**

**5B - LANDSCAPE AND IRRIGATION**

Item code	Unit	Quantity		Unit Price (\$)		Cost
20XXXX Landscaping System	LS	1	x	100,000.00	= \$	100,000
						<i>Subtotal Landscape and Irrigation</i> \$ 100,000

<b>TOTAL ENVIRONMENTAL</b>	<b>\$</b>	<b>100,000</b>
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**SECTION 5: TRAFFIC ITEMS**

**6A - Traffic Electrical**

Item code	Unit	Quantity		Unit Price (\$)		Cost
870200 Lighting System	LS	1	x	200,000.00	= \$	200,000
870400 Signal and Lighting System	LS	1	x	400,000.00	= \$	400,000
						<i>Subtotal Traffic Electrical</i> \$ 600,000

**6B - Traffic Signing and Striping**

Item code	Unit	Quantity		Unit Price (\$)		Cost
846020 Remove Painted Traffic Stripe	LF	12,734	x	1.50	= \$	19,101
846025 Remove Painted Pavement Marking	SQFT	1,088	x	2.00	= \$	2,176
820610 Relocate Roadside Sign	EA	26	x	1,000.00	= \$	26,000
84XXXX Permanent Pavement Delineation	LS	1	x	100,000.00	= \$	100,000
						<i>Subtotal Traffic Signing and Striping</i> \$ 147,277

<b>TOTAL TRAFFIC ITEMS</b>	<b>\$</b>	<b>747,300</b>
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