

Public Notice – 401 Certification Application

Date:

March 4, 2020

Applicant:

California Department of Transportation (Caltrans)

464 West Fourth Street, Mail Stop 833

San Bernardino, California 92401

Contact: Adam Compton

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Project Name:

1C082 I-10 Rehabilitation Project, WDID No. 7A333215001

Receiving Water:

Palen Dry Lake and Ford Dry Lake; Riverside County, California

Location:

The project area is near the census-designated place of Desert Center, Riverside County, California, and is comprised of 23 different locations between post-miles 104.90 and 134.20, situated approximately 13 miles west of Blythe. The project area is 29.1 miles long and will take place within the Caltrans Right of Way on Interstate Highway 10 at the intersection of State Route 177. The area is currently rural open space.

City or area: Desert Center, Riverside County, California

Longitude/ Latitude: 33.70302/ -115.32060

Township/Range: T(5-6)S/ R(15-20)E

Project Description:

Caltrans District 8 Office of Maintenance determined that Interstate 10 (I-10) requires permanent rehabilitation of the roadway to restore and extend the service life of existing pavement for a minimum of 40 years, to enhance trip reliability, and to proactively minimize long-term maintenance costs associated with future maintenance. The proposed project will also improve safety and mobility for the traveling public by upgrading existing features to current design standards such as the metal beam guardrail, existing bridge rails, and associated drainage facilities. The I-10 consists of a four-lane divided freeway with a dirt median separating the roadbeds.

The proposed project will include: removal of the existing mainline asphalt concrete pavement and base; removal of existing inside and outside shoulders; removal and replacement of existing drainage inlet dikes and oversight drains; removal of existing rumble strips and guardrails; installation of a Midwest Guardrail System; construction of a one-foot-thick continuously reinforced concrete pavement or jointed plain concrete pavement with associated base for roadway and shoulders; installation of an outside shoulder backing on both roadbeds; regrading the median to accommodate temporary drainage during construction; upgrading existing Americans with Disabilities Act (ADA) facilities at ramp termini and overlaying existing ramps with Hot Mix Asphalt Type A; constructing two temporary detour lanes in the existing median (one temporary detour lane will be adjacent to the eastbound lanes and the second will be adjacent to the westbound lanes, both of which will be left in place after project completion);

reconstruction of the gore area at Corn Spring Road overcrossing and Ford Dry Lake Road overcrossing and realignment of the merging portion of the I-10 entrance ramp; construction of tie-back walls at the Corn Springs Road overcrossing and Ford Dry Lake Road overcrossing to accommodate the required width for one detour lane in each direction; removal of all existing asphalt bridge decking to expose the existing cement bridge deck; widening all existing 23 bridges and/or drainage crossings in both directions; retrofitting existing bridges; replacing existing bridge railings, scourings, and rock slope protection; and hydroseeding the median for erosion control and vegetation restoration.

The proposed project would be constructed beginning May 4, 2021 and is anticipated for completion within five years of start of development, approximately on May 4, 2026. All work will be performed with the Caltrans Right of Way.

Action:

Pending

Water Board Contact:

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