

**From:** "Jue, Dennis"  
**Sent:** 07/18/2022 12:54:52 PM (-07:00)  
**To:** "David Sloan" <dsloan@TAIT.COM>; "Mark Lewis" <mlewis@ardurra.com>  
**Cc:** "Erdman, Douglas" <derdman@lakeforestca.gov>; "Tran, Tran" <TTran@Lakeforestca.gov>; "Todd Broussard" <tbroussard@TAIT.COM>; "Bart Mink" <bmink@TAIT.COM>; "Aaron Richter" <arichter@TAIT.COM>; "Mokarram, Nazila" <mmokarram@lakeforestca.gov>; "Scott Ma" <sma@hartzog-crabill.com>  
**Subject:** RE: El Toro & Jeronimo Widening, Median, and Rehabilitation Package Submittal

David – I reviewed the Jeronimo Widening Project and my comments follow:

Sheet 1 - General Notes:

- #5 – “contraction” should be “construction”
- #7 – “commandment” should be “commencement”
- #8 – “all” should be “shall”
- #10 and #28- The requirement of a traffic control plan is duplicated.
- #13 – “that” should be “than”
- #24 – add “to” between meeting and discuss
- #25 – If we leave this note in “and” needs to be shown as one word
- #35 – Should both “join” be “joints”?
- #36 – replace developer with contractor.
- #36 – street cleaning shall not be by dry sweeping (as the general note on sheet 8)

Seems like the General Notes on sheet 1 should be the same as the General Notes on sheet 8. And the same revisions would be needed on the other project designs.

Doug and Naz- If the city gave the General Notes to Tait, we should change our Master General Notes as noted above.

Sheet 2 – Construction Note 25, you could say per detail 25 on sheet 2.  
Construction Note 26, as discussed 2” is the minimum ARHM.

Sheets 2-7, in the title block, add “See sheet 1 for signature” Tom will only sign the title sheet.

Sheet 3- I counted 10 trees to be removed, the estimate shows 12.

Sheet 6 – For construction note 21, do you want to add detail 21 on sheet 7? Also will the specs have the pilaster as part of bid item 14, CMU retaining wall in lineal feet?

Sheet 8- The City Engineer will sign this plan separate from the widening plans, so the title block on sheets 9-11 should say “see sheet 8 for signature” unless we change this set to sheets 1-4.

Sheet 8 – Signing & Striping General Notes

- #2 – Delete “adopted by the orange county board of supervisors”
- #6 – end the sentence with “developer/contractor”. Delete “applicant”
- #8 – change “county” to “city” in two places
- #12 and #14 – change “observer” to “inspector”
- #15 – PF&RD doesn’t exist anymore. Change to County of Orange

Sheet 10 & 11 – same comments on the signing and striping general notes as above.

Tran and Scott - If the city gave the Signing and Striping General Notes to Tait, we should change our Master General Notes as noted above.

I will send comments on the other plan sets separately.



**Dennis Jue**  
Deputy City Engineer  
949 461-3488  
[djue@lakeforestca.gov](mailto:djue@lakeforestca.gov)  
100 Civic Center Drive  
Lake Forest, CA  
[www.lakeforestca.gov](http://www.lakeforestca.gov)

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**From:** David Sloan <dsloan@TAIT.COM>  
**Sent:** Tuesday, June 21, 2022 3:20 AM  
**To:** Mark Lewis <mlewis@ardurra.com>  
**Cc:** Erdman, Douglas <derdman@lakeforestca.gov>; Tran, Tran <TTran@lakeforestca.gov>; Jue, Dennis <DJue@lakeforestca.gov>; Todd Broussard <tbroussard@TAIT.COM>; Bart Mink <bmink@TAIT.COM>; Aaron Richter <arichter@TAIT.COM>  
**Subject:** El Toro & Jeronimo Widening, Median, and Rehabilitation Package Submittal  
**Importance:** High

Mark,

Please find below a link to download the promised submittal documents for the El Toro/Jeronimo Projects.

**Link To Project Folder Download:** REDACTED

A Listing of Files included in this submittal are as follows:

- **1) El Toro Median Improvement Project:**
  - 60% Construction Drawing
  - 60% Engineer's Estimate
  - Landscape and Irrigation Exhibit
- **2) Jeronimo Widening Project:**
  - 85% Construction Drawings
  - 85% Engineer's Estimate
- **3) El Toro Road Rehabilitation Project**
  - 60% Phase 1 Plans
  - 60% Phase 1 Estimate
  - 60% Phase 2 Plans
  - 60% Phase 2 Estimate
  - 60% Phase 3 Plans
  - 60% Phase 3 Estimate

As these plans are in progress and will continue to be refined while the City is reviewing the package, please be aware of the following key items regarding the files being transmitted:

**GENERAL NOTES:**

- Patching on the plan sheets have been plotted with a blue or a red shade to help depict the optional (blue) patches and the required (red) patches. We have opted to include all of the patching locations recommended by GMU at the initial stage of estimating and then can review on a project by project basis with the City to adjust level of work as well as costs on the jobs.
- Bus Pad locations are currently shown for scale and magnitude of the stop, however, they will need to be adjusted to correlate with stopping location and loading zones. It will be worth considering shortening bus pads

in certain instances that are already close to an intersection rather than extending the bus pad beyond the bus stop (as is shown in certain instances right now)

- Per City request, push buttons outside of Caltrans standard of 3'6" above grade have been identified on the plans with a marker. Construction notes have been added for any push button that was more than 2" above the standard so as to give an order of magnitude for quantity. Final parameters to be discussed with City and updated subsequently
- Utility linework is in progress and will be added on the relevant sheets
- R/W Dimensioning is currently based on aerial survey and OC GIS right of way base, so you will notice dimensions that may not align with the "typical" widths indicated on plans or maps. Final dimensions will be correlated to available records and field data.

#### **JERONIMO WIDENING PROJECT:**

- Wall pilaster and finish detailing is pending initial review
- Utility relocation details and coordination pending initial review
- Right of Way acquisition contact by consultant pending initial review
- Signing & striping plans to be updated to reflect new split between projects (currently shows overlap between the median job)

#### **EL TORO MEDIAN PROJECT:**

- Curve data for medians have not been shown, but will be added for subsequent submittal. Horizontal control points are identified by station on the plans.
- Typical detail will be drafted for setting of grade of the Median curb. Intent of detail will show methods for:
  - Extension of ac pavement slope to median curb location.
  - Blending of grade at left turn pocket noses at intersection
  - Slot pave and overlay intersection at median curb
- Landscape Exhibit has been included to depict the alternate, planted option. Cost estimate has also been structured to account for the "added costs" for doing planting in lieu of a uniform cobble hardscape.
- Signing & striping plans are currently outdated and do not show a new raised median. Plans will be updated in subsequent submittal to be updated to reflect new median curb instead of striped median

#### **EL TORO REHABILITATION PROJECT:**

- Striping Plans are pending for these segments of work, and will be directly forwarded to the City upon receipt of the plans. As focus was on Median Improvement segment to get project moving I have not been unnecessarily pushing subs to finalize these segments yet. I expect plans to be completed this or next week for the remaining segments.
- PHASE 1 - Caltrans TC plans to be initiated upon initial review and concurrence
- PHASE 1 – Noted after production that decorative paving at intersections was missed in the plans. Subsequent submittals will reflect the required items to be protected in place
- PHASE 2 – Similar to Median curb above, AC berm typical construction detail will also be added (indicating methods for setting location and elevation per existing pavement elevations)
- PHASE 2 & 3 – Superelevation is observed on multiple segments, however, rather than drafting multiple typical sections to reflect the condition, a note will be added to the plans indicating that typical section is to be applied to superelevated sections. As this project does not have variable depth grind and overlay, I do not believe there is any inherent concern with this approach.

There is a tremendous amount of material for you to digest and review, however, please don't hesitate to call me if you want to review the packages together ahead of diving in. Additionally, we will keep pushing forward on getting the remaining median improvement project (trabuco & Rockfiled locations) submitted, however, I felt that the noted packages above are the critical path items and I wanted to make sure those took priority in getting the ball rolling.

Thanks and I will look forward to touching base soon.

David Sloan, PE | TAIT & Associates, Inc.

*Vice President – Director of Engineering*  
701 N. Parkcenter Drive, Santa Ana, CA 92705  
P: 714-560-8643 C: 562-547-0705  
[dsloan@tait.com](mailto:dsloan@tait.com) | [www.tait.com](http://www.tait.com)  
[Chat with me on Microsoft Teams!](#)



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