ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Roadway Preservation (CAPM) 04-4W100

Resolution SHOPP-P-2526-07B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☑ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on June 25, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/20/2026 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the Roadway Preservation (CAPM) 04-4W100, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G-26-33, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/20/2026
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Roadway Preservation (CAPM) 04-4W100

Resolution: SHOPP-P-2526-07B

(to be completed by CTC)

Rommel Pardo — Digitally signed by Rommel Pardo Date: 2026.05.06 14:41:36 -07'00'

Date

Rommel Pardo

Regional Project Manager

Project Applicant

Date

Implementing Agency

Date

For David Ambuehl

Acting District Director

California Department of Transportation

Cory Binns (May 29, 2026 16:17:46 PDT)

05/29/2026

Date

FOR Dina El-Tawansy

Director

California Department of Transportation

Date

Tanisha Taylor

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	05/05/26 03:56:06 PM

District	EA	Project ID	PPNO	Project Manager
04	4W100	0422000112	2915D	SHRIDHAR, NANDINI

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SM	92	R 7.3	R 14.4	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

SM-92-CAPM

Location/Description

In and near the cities of San Mateo and Foster City, from Route 280 to 0.8 mile east of Foster City Boulevard. Rehabilitate pavement, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, construct concrete barrier, and replace bridge deck overlay.

Legislative Districts

Assembly:	21, 23	Senate:	13	Congressional:	15, 16

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement		29.2			29.2	Lane-miles
Programmed Condition	Pavement	29.2				29.2	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	01/23/26	
Right of Way Certification Milestone		03/01/28
Ready to List for Advertisement Milestone		08/01/28
Begin Construction Milestone (Approve Contract)		01/05/31

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	24/25	2,169					2,169
PS&E	25/26	4,573					4,573
RW Support	25/26	267					267
Const Support	30/31	5,641					5,641
RW Capital	30/31	163					163
Const Capital	30/31	39,489					39,489
Total		52,302					52,302

Memorandum

To: RICHARD J. STONE
SHOPP SB-1 Baseline Agreement
HQ Program Management

Date: May 4th, 2026

File: EA 04-4W100
EFIS 0422000112
SM-92- R7.300 / R14.443

From: ROMMEL PARDO
REGIONAL PROJECT MANAGER
San Mateo County
District 04

Subject: **PROJECT STATUS UPDATE**

This memorandum is provided to accompany the Baseline Agreement for the referenced project. This Project is a carryover from the 2024 SHOPP to the 2026 SHOPP Program for FY 28/29 Ready to List (RTL) delivery.

The location of the project is along State Route 92 in the Cities of San Mateo and Foster City, from I-280 to 0.8 miles east of Foster City Blvd. (PM R7.30/R14.44). The primary performance measure is 29.2 Lane Miles.

Since the Project Report was approved, schedule and costs have been revised to reflect the currently proposed major milestones and escalated cost as a result of the 2026 SHOPP rebalance exercise, which is already reflected in 2026 SHOPP:

Milestone	Date
Right of Way (R/W) Certificate (M410)	03/01/2028 (Target)
Ready To List (RTL) (M460)	08/01/2028 (Target)
Approve Contract (AC) (M500)	01/05/2031 (Target)

In accordance with the rebalancing effort, the following escalated costs were applied and programmed as part of 2026 SHOPP as follows:

Phase	Project Report (K)	CTIP (K)
PAED	$2,169	$2,169
PS&E	$3,909	$4,573
R/W SUP	$228	$267
CON SUP	$5,272	$5,641
R/W	$148	$163
CON	$35,899	$39,489
Total	**$47,625**	**$52,302**

Attach to E-Mail for Executive Signature

Document Item: Project Report SM-92-PM R7.3/R14.4 (Minor Pavement Rehabilitation)

EA Number: 04-4W1000 EFIS: 0422000112

Item Due Date: 12/23/2025

Number of Documents to be Signed: 1

AMD

Abdol M. Dehghani 12/01/2025

Branch Chief *Date*
Design Special Projects
Telephone: (510) 908-9396

Nandini Shridhar 12/02/25

Project Manager *Date*
Telephone: (510) 286-4892

Arick Bayford 12/02/25

Office Chief, *Date*
Design Special Projects
Telephone: (510) 286-4892

for Julie McDaniel 12/11/2025

Deputy District Director, *Date*
R/W & Land Surveys
Telephone: (510) 908-2736

Fariba Zohoury 12/11/2025

District Division Chief, *Date*
Design South
Telephone: (510) 715-9846

Wajahat Nyaz see comments 1/23/2026 12/22/2025

Deputy District Director, Design *Date*
Telephone: (510) 715-7606

David Ambuehl

District Director (Acting) *Date*
Telephone: (925) 250-5593

Jesse Han	(510) 362-4218	S149851@dot.ca.gov
Return to Originator	*Telephone*	*Email Address*

Caltrans

Project Report

For Project Approval

On Route 92

From Interstate 280/92 Separation

To San Mateo-Hayward Bridge

I have reviewed the right-of-way information contained in this report and the Right of Way Data Sheet attached hereto and find the data to be complete, current, and accurate:

signing for Julie McDaniel, Deputy District Director,
Right of Way and Land Surveys

APPROVAL RECOMMENDED:

Nandini Shridhar, Project Manager

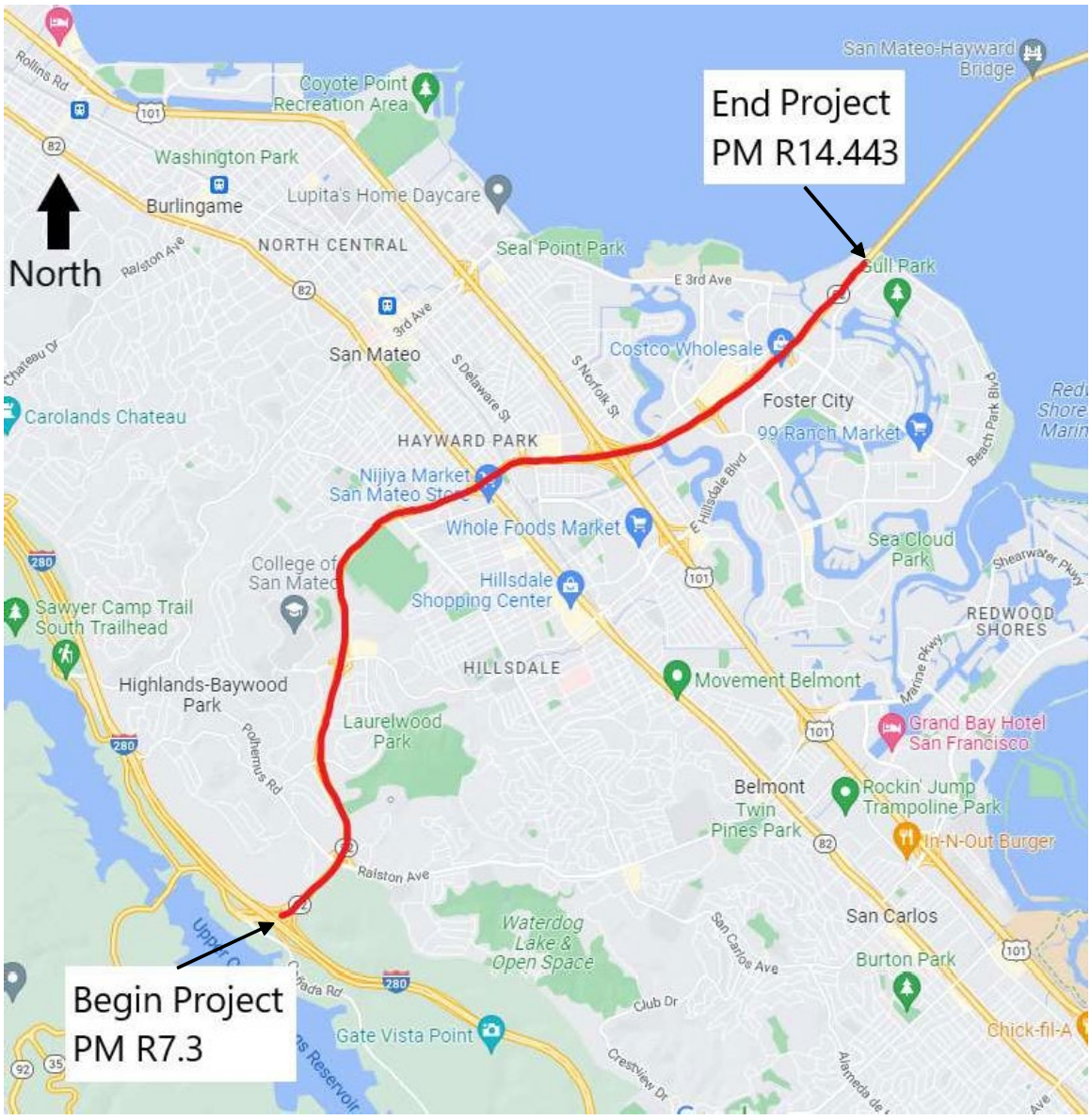
for Arick Bayford, Office Chief
Design, Special Projects

APPROVED:

Wajahat Nyaz,
Deputy District Director, Design

1/23/2026
Date

Vicinity Map



In San Mateo County, on State Route 92, from Interstate 280/State Route 92 Separation to San Mateo-Hayward Bridge

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data on which the recommendations, conclusions, and decisions are based.

11/20/2025

ABDOL DEHGHANI
REGISTERED CIVIL ENGINEER

DATE

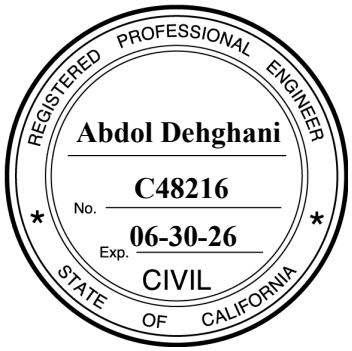


Table of Contents

1. INTRODUCTION

This project under State Highway Operation and Protection Program (SHOPP) 201.121 proposes to grind and resurface the existing mainline traveled ways, (both directions), shoulders, ramps, and some local roads within State of California (State) right-of-way on State Route (SR) 92 in San Mateo County (SM) from Interstate (I-) 280 (post mile [PM] R7.3) in unincorporated San Mateo County to ahead of the Caltrain overhead crossing (Bridge No. 35-0157) in the City of San Mateo (PM R11.37), and from the City of San Mateo (PM R12.5) to the San Mateo-Hayward Bridge (PM R14.443) in Foster City. In addition, this project will remove the asphalt concrete (AC) overlay on the West Hillsdale Boulevard undercrossing (UC) at PM R9.38 (Bridge No. 34-162) and place 1-inch polyester concrete overlay.

California Department of Transportation (Caltrans) is the lead agency for this project under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The environmental document for the project is a Categorical Exemption/Categorical Exclusion (CE/CE) and is included as Attachment F.

Key project details are provided in Table 1-1.

Table 1-1. Project Details for the Minor Road Rehabilitation Project

Project Limits	04 - SM - 92 – PM R7.3/R14.443	
Number of Alternatives	Two (one Build Alternative and the No-Build Alternative)	
	Current Cost Estimate	**Escalated Cost Estimate**
Capital Outlay Support	$10,014,000	$11,180,000
Capital Outlay Construction	$33,838,800	$37,844,870
Capital Outlay Right-of-Way	$889,500	$889,500
Funding Source	SHOPP Program Code 20.XX.201.121	
Funding Year	2028–2029	
Type of Facility	Four- to six-lane freeway	
Number of Structures	11	
SHOPP Project Output	CAPM Pavement Class I: 29.105 lane-miles CAPM Pavement Class III: 0.040 lane-miles Bridge Preservation: 15,016 square feet ADA Curb Ramps: 33 each Bicycle and Pedestrian Infrastructure: 2,410 linear feet	
Environmental Determination or Document	Categorical Exemption (CEQA)/ Categorical Exclusion (NEPA)	
Legal Description	In San Mateo County, on State Route 92, from Interstate 280/State Route 92 Separation to San Mateo-Hayward Bridge	
Project Development Category	5	

CEQA = California Environmental Quality Act
NEPA = National Environmental Quality Act

2. RECOMMENDATION

It is recommended that this Project Report (PR) be approved, using the Preferred Alternative (the Build Alternative), and proceed to the plans, specifications, and estimate (PS&E) phase.

3. BACKGROUND

Project History

A Project Initiation Report (PIR) was approved on June 26, 2023, to program and deliver the project in the 2026–2027 fiscal year (FY) for $33.191 million. Delivery has since been deferred to FY 2028-2029 for reasons as noted in Section 8 of this report. Due to the 2-year deferral period, the escalated construction capital has increased to $35.899 million as future need for construction support, right-of-way construction and construction capital, as noted in the approved Project Change Request (PCR), approved by District 04 on 08/07/2025 and by Headquarters on 09/24/2025. This roadway rehabilitation project is located on SR 92, in the county of San Mateo, from the I-280 and SR 92 separation that is just outside of the city of San Mateo to the San Mateo-Hayward Bridge in Foster City. The roadbed of the mainline and the ramps have undergone various construction projects over the years, and several as-builts were obtained to understand the makeup of the roadbed structural sections. This segment of SR 92 is a four- to six-lane expressway and freeway with inside and outside shoulders. During a project site visit conducted on January 24, 2023, by the Office of Engineering Services – Materials & Pavement – West, it was observed that the mainline and ramp pavements are generally in good condition. However, various distresses were noted in the AC pavement, including longitudinal cracking, reflective cracking from underlying layers, alligator cracking, raveling, and minor potholes. Because of their deteriorated condition, approach and departure slabs were added to the scope following discussions with the program advisor and maintenance team.

The PIR identified 33 curb ramps at on- and off-ramps connected to the mainline that are not compliant with ADA standards.

The project limits include other assets such as metal beam guardrails with end treatments, bridge approach railings, bridge joint seals, signposts, sign panels, bike lanes, rumble strips, and crosswalk markings. These assets will be upgraded or installed to current standards and to reduce maintenance needs.

Community Interaction

To date, there has been no direct community outreach regarding this project due to minimal permanent impacts. The main effect on the community will be temporary traffic impacts. Caltrans intends to initiate and implement its community outreach efforts during PS&E to help mitigate any anticipated temporary traffic impacts in construction. A Transportation Management Plan (TMP) will be prepared to outline the public outreach strategy for keeping the community and all stakeholders informed about the lane and ramp closures and detours resulting from the project.

Existing Facility

The segment of SR 92 that is within the project limits is urbanized and begins in the unincorporated portion of San Mateo County, continues through the City of San Mateo, and ends in Foster City. The SR 92 corridor is a four-lane freeway from PM R7.3 to SR 101 and a four-

to-six-lane freeway from SR 101 to PM R14.443. Multiple bridges span over various creeks, railroads, local street crossings, and connectors/ramps throughout the corridor.

4. PURPOSE AND NEED

Purpose

The purpose of this project is to improve the existing AC pavement and the bridge approaches of all bridges within the project limits. These upgrades will improve ride quality, enhance safety, and extend the service life of the pavement.

Need

The AC pavement sections (PM R7.3 to PM R14.443) exhibit signs of distress and deterioration and if left uncorrected, will further deteriorate to the point of requiring major roadway rehabilitation on the mainline.

4A. Problem, Deficiencies, Justification

The project proposes to cold plane existing damaged AC pavement and repave with rubberized hot mix asphalt Type-G (RHMA-G) and existing ADA ramps (33) will be upgraded to current standards. The proposed improvements will improve safety and ride quality.

4B. Regional and System Planning

The proposed work is maintenance and safety focused and will not change the existing lane configuration, traffic operations, or corridor functionality.

Corridor Overview

SR 92 is a major east-west freeway connection between the City of Half Moon Bay in SM and downtown Hayward in Alameda County. The route intersects SR 1, I-280, SR 35, SR 82, and US 101 in SM and I-880 in Alameda County. Between postmiles R12.1 to R14.4 of SR 92, this 2.3-mile section lies within BATA jurisdiction. The route also incorporates the San Mateo-Hayward Bridge that connects the City of Foster City to the City of Hayward. Bicycle and pedestrian access is largely prohibited along the portion of SR 92 that is within the project limits except for the eastbound overpass that travels over the Caltrain railway just south of Hayward Park station. The bicycle and pedestrian access along this overpass is a pathway protected from traffic along the main travel way that allows cyclists and pedestrians to cross the railroads and transit facilities safely. There is a park and ride lot located at the SR 92/US 101 Interchange and at Ralston Avenue. The project will not require any changes in the use or operation of the affected corridor systems.

Future Projects

The projects listed in Table 4-1 and Table 4-2 are within the vicinity of Expense Authorization (EA) 4W100 are included in the SHOPP and other funding programs. SHOPP is the State's "fix-it-first" program that funds the repair and preservation of the State Highway System (SHS), safety improvements, and some highway operational improvements.

Table 4-1. SHOPP Planned Projects

EA	County Route	Post Mile	Legal Description	Work Description	Funding Source/ RTL Year	Current Phase
1Y350	SM 92	R7.41/ R7.41	SM 92 PM R7.41, SR 92/I-280 separation pump plant	Replace pumps and motors, replace sluice box gate, and upgrade/size electrical controllers and conduits	SHOPP/ 2022	3_CONST RUCTION

RTL = ready to list

Table 4-2. Other Planned Projects in the Project Vicinity

EA	County Route	Post Mile	Legal Description	Work Description	Funding Source/ RTL Year	Current Phase
0W570	SM 92	R10.4/R 10.7	In SM in the SR 92/82 interchange (PM 10.4/10.7)	Restoration of landscaping within the interchange limits of SR 82 and SR 92, to include landscaping and irrigation improvements, clearing and grubbing, light grading/ contouring, and plant establishment work within the Caltrans right-of-way	Non-SHOPP/ 2023	3_CONSTR UCTION
1W450	SM 92	R14.5/R 14.5	In SM under SR 92 and along East 3rd Avenue.	Provide flood protection improvements to meet FEMA requirements	Non-SHOPP/ 2021	3_CONSTR UCTION
0Y300	SM 92	R10.4/R 12	In SM in and near San Mateo from 0.2 mile west of Alameda De Las Pulgas overcrossing to 92/101 separation	Cold plane AC, place 0.15-foot RHMA	Non-SHOPP/ 2023	3_CONSTR UCTION

Table 4-2. Other Planned Projects in the Project Vicinity (cont'd)

EA	County Route	Post Mile	Legal Description	Work Description	Funding Source/ RTL Year	Current Phase
1Y930	SM 92	R0/ R11.2	In SM on SR 92 in between PM 0.0 and R11.204, R12.139 and R14.602, and R11.204 and R12.135	Install broadband coinduit and fiber optic as part of the broadband middle mile network	Non-SHOPP/ 2023	3_CONSTRUCTION
2Q800	SM 101, 92	10.9/ 12.1	In SM at US 101 and SR 92 interchange	Modification of ramps in the vicinity of the US 101/SR 92 interchange	Non-SHOPP/ 2024	3_CONSTRUCTION
2Y590	SM 92, 280	R12.1/ R14.44	In SM in and near San Mateo on Route 92 from the 92/101 separation to Hayward Bridge and on I-280 at Bunker Hill Drive overcrossing	Digouts only and non-mainline-related preventive maintenance	Non-SHOPP	3_CONSTRUCTION

FEMA = Federal Emergency Management Agency

4C. Traffic

Current and Forecasted Traffic

Tables 4-3a and 4-3b provide traffic count information for the project area.

Table 4-3a. Current and Forecasted Design-Year Values for Peak-Time Traffic Counts on SR 92 from PM 7.3 to PM 12.1

Year	Present Year	Construction Year	10 Year	20 Year[1]	40 Year[1]
	2025	2029	2035	2049	2069
ADT	106,000	108,000	110,900	117,700	127,400
DHV				9,000	
% Truck	4.50%				
Traffic Index (TI)			11.50	12.50	13.50
ESAL			7,840,000	16,024,000	33,426,000
D%	53.1%				

[1] Freeway and expressway lanes, including widening and auxiliary lanes, must be greater of either the calculated value or 11.0 for a 20-year pavement design life, or 12.0 for a 40-year pavement design life. For roadway rehabilitation projects, use the

calculated TI per the Caltrans *Highway Design Manual* Section 613.4(b), Specific Traffic Loading Considerations, Freeway and Expressway Lanes (May 2022).
ADT = average daily traffic
D% = percentage of traffic in the peak direction during the peak hour
DHV = design hourly volume
ESAL = equivalent single-axle load constant
% Truck = trucks as a percentage of overall traffic

Table 4-3b. Current and Forecasted Design-Year Values for Peak-Time Traffic Counts on SR 92 from PM 12.1 to PM 14.4

Year	Present Year	Construction Year	10 Year	20 Year	40 Year
	2025	**2029**	**2035**	**2049**	**2069**
ADT	154,800	156,700	159,400	165,700	174,700
DHV				11,700	
% Truck	6.50%				
TI - Median Lanes[1]			10.50	11.50	12.50
ESAL - Median Lanes			3,506,000	7,113,000	14,625,000
TI - Right Lanes[2]			12.50	13.50	14.50
ESAL - Right Lanes			14,027,000	28,453,000	28,453,000
D%	57.8%				

[1] Median lanes, typically truck-prohibited lanes, must not exceed a value of 11.0 for a 20-year pavement design life and a value of 12.0 for a 40-year pavement design life per Caltrans *Highway Design Manual* Section 613.3(b), Lane Distribution Factors for Multilane Highways (May 2022).
[2] Right lanes on freeway and expressway lanes, including widening and auxiliary lanes, must be the greater of either the calculated value or a value of 11.0 for a 20-year pavement design life, or a value of 12.0 for a 40-year pavement design life. For roadway rehabilitation projects, use the calculated TI per Caltrans *Highway Design Manual* Section 613.4(b), Specific Traffic Loading Considerations - Freeway and Expressway Lanes (May 2022).

Collision Analysis

Table 4-4 compares the actual accident rates within the project limits with the average accident rates for similar facilities statewide. The most recent available 5-year accident history information (October 1, 2019, to September 30, 2024) indicated that there was a total of 650 accidents within the project limits as follows: 4 fatal accidents, 215 injury accidents, and 431 property-damage-only (PDO) accidents. The actual Fatal + Injury accident rate of 0.20 is lower than the average Fatal + Injury accident rate for similar facilities statewide. The Actual Total accident rate of 0.61 is lower than the Average Total accident rate of 1.08.

Table 4-4. Comparison of Actual Accident Rates Within the Project Limits with Average Accident Rates for Similar Facilities Statewide (October 1, 2019, to September 30, 2024)

Segment	No. of Crashes				Actual Rates (per million vehicle miles)			Average Rates (per million vehicle miles)		
	Total	Fatal	Injury	PDO	Fatal Crash	Fatal + Injury Crash	Total	Fatal Crash	Fatal + Injury Crash	Total
SM-092-PM R7.3/ R14.443	650	4	215	431	0.004	0.20	0.61	0.007	0.36	1.08

Table 4-5 lists types of collisions that occurred within the project limits during the study period.

Table 4-5. Types of Collisions on SR 92 from PM 7.3 to PM 14.4 (October 1, 2019, to September 30, 2024)

Type of Collision	Number of Accidents	Percentage of Total Number of Accidents[1]
Head-on	6	0.9%
Sideswipe	200	30.8%
Rear End	307	47.2%
Broadside	6	0.9%
Hit Object	107	16.5%
Overturn	14	2.2%
Auto-Pedestrian	1	0.2%
Other	9	1.4%

[1] Percentages may not add up to 100.0 due to rounding.

Table 4-6 lists the primary collision factors for the accidents that occurred within the project limits during the study period.

Table 4-6. Primary Collision Factors of Accidents on SR 92 from PM 7.3 to PM 14.4 (October 1, 2019, to September 30, 2024)

Collision Factor	Number of Accidents	Percentage of Total Number of Accidents[1]
Influence of Alcohol	33	5.1%
Improper Turn	116	17.8%
Speeding	320	49.2%
Other Violations	132	20.3%
Other Than Driver	26	4.0%
Unknown	23	3.5%

[1] Percentages may not add up to 100.0 due to rounding.

Based on the Office of Traffic Safety review, there is no high accident concentration within the project limits; therefore, no further investigation is required.

5. ALTERNATIVES

The project has two viable alternatives: a Build Alternative and a No-Build Alternative.

5A. Build Alternatives

This section discusses the Build Alternative.

The following Table 5-1 lists the locations and the project elements to be installed or constructed as part of the project scope of work:

Table 5-1. Elements for Extended Scope of Project

Element	Location	Improvement Type
Perform dig-out repair and crack sealing as needed	Mainline, Ramps, Shoulders, and Local Roads	Pavement
Perform spall repair	Mainline	Bridge
Install shoulder/edge line rumble strip	Mainline, Shoulders	Pavement
Install centerline rumble strip	Mainline	Pavement
Replace all existing metal beam guardrail with upgraded guardrail to meet current safety standards	Mainline, Shoulders, Ramps	Guardrail
Install transition concrete barriers	Mainline	Barrier
Upgrade existing permanent crash cushions to meet current safety standards	Mainline	Crash Cushion
Install end anchor assemblies (Type SFT) at the ends of guardrails and install L-1 markers	Mainline, Shoulders, Ramps	Guardrail
Install rectangular rapid flashing beacons (RRFBs)	Local Roads	RRFB
Install Class II buffered bike lanes	Local Roads	Bike Lane
Install Class IV separated bikeways	Local Roads	Bike Lane
Upgrade curb ramps (33) to Americans with Disabilities Act (ADA) standards	Local Roads	Curb Ramp
Install audible pedestrian signals (APSs)	Local Roads	Signalization
Upgrade existing basic crosswalks to higher-visibility crosswalk ladders with enhanced wet night visibility	Local Roads	Crosswalk
Upgrade traffic stripes with enhanced wet night visibility	Mainline, Ramps, Shoulders, and Local Roads	Striping
Install wrong-way pavement markings and markers	Ramps	Pavement Marking
Install 12-inch stripe and 18-inch chevron pavement markings at 45 degrees at 50-foot spacing at all on- and off-ramp neutral gore areas	Ramps	Striping/Pavement Marking

Table 5-1. Elements for Extended Scope of Project (cont'd)

Element	Location	Improvement Type
Place roadside delineators, guardrail delineators, concrete barrier markers/delineators, and object markers	Mainline, Ramps	Delineation
Replace and/or upgrade signs and panels to current standards	Mainline, Ramps, Local Roads	Signage
Install curve warning signs	Ramps	Signage
Install approach slabs and replace bridge deck overlay construct barrier transitions at the approach and departure ends of bridges	Mainline	Bridge
Replace joint seals at the beginning and end of bridges	Mainline	Bridge
Install Type WB-31 Transition Railing for bridge structure barriers/railings	Mainline	Barrier
Extend signalization to on-ramp crossings	Local Roads	Signalization
Upgrade and/or install lighting at on-ramps, off-ramps, and auxiliary lanes to current standards	Ramps	Lighting
Provide bridge-related upgrades per the Structure Recommendations (Attachment M)	Mainline	Bridge
Install trash capture devices	Ramps	Drainage

Proposed Engineering Features

The project's proposed minor pavement rehabilitation measures (capital preventive maintenance [CAPM]) for the traveled way, ramps, and shoulders are as follows:

- Apply hot mix asphalt (HMA) (mainline [both directions], ramps, shoulders, and local roads within the State right-of-way):
  - From PMs R7.3 to R10.4 and R12.6 to R14.443:
    - Cold plane a minimum of 0.15 foot of existing AC pavement from the traveled way and shoulders and replace it with RHMA-G using performance graded 64-16 asphalt binder.
    - Perform dig-out repairs and crack sealing as needed.
- Apply polyester concrete overlay (mainline, in both directions):

- At the West Hillsdale Boulevard undercrossing (PM R9.38), remove the AC overlay and place a 1-inch-thick polyester concrete overlay; perform spall repair as needed.

Incidental Improvements

1. Replace all existing metal beam guardrail with guardrails that meet current standards.
2. Refer to the attached safety recommendations from the Office of Traffic Safety (Attachment L).
3. Upgrade curb ramps to ADA standards (Attachment N).
4. Install concrete barrier transitions, replace joint seals, install approach slabs, and replace the bridge deck overlay. The Structure Recommendation (Attachment M).
5. Install RRFB at various locations.
6. Install Class II buffered bike lanes on De Anza Boulevard and Class IV separated bikeways on the Alameda De Las Pulgas overpass.
7. Extend signalization to on-ramp crossing.

Nonstandard Design Features

Minor pavement rehabilitation (CAPM) projects that are consistent with the guidelines in Design Information Bulletin (DIB) 81 CAPM Guidelines do not require design standard decision documentation for existing nonstandard geometric features unless the project scope degrades those features or creates new deviations.

The proposed project will not result in the reduction of lane and shoulder widths or degrade the existing mainline facility. The existing nonstandard features will be retained, except where the guardrails are to be added. At the proposed guardrail upgrade locations, the minimum horizontal clearance will deviate from existing conditions. A Design Standard Decision Document to document nonstandard minimum horizontal clearance to the guardrails per Caltrans Highway Design Manual, July 1, 2020, Index 309.1 (3)(a), will be prepared and approved in the PS&E phase, when design details and accurate data become available. This determination was made in consultation with District Design Liaison, Quynh Nguyen, on 12/30/2025.

5B. Rejected Alternatives

The No-Build Alternative does not address the existing pavement deficiencies, which would cause further damage to the integrity of the roadway. Therefore, the No-Build Alternative does not meet the project purpose and need and is rejected.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

Based on previous site investigations performed with the proposed project footprint it is expected that Aerially Deposited Lead (ADL) will be encountered in the soil. Additionally, there are several open Geotracker sites within or proximal to the project footprint. Since it is expected that this project will generate excess soil that will need to be disposed of, a soil site investigation will be conducted during the PS&E phase. Special Provisions will also be provided for the waste generated from grinding of roadway, removal of striping, and treated wood waste from guardrail removal.

6B. Value Analysis

The project cost is above the $25 million threshold that requires the consideration of a value analysis study. However, the project can request exemption from the value analysis study requirement because its cost is under the $50 million threshold established by the Federal Highway Administration (FHWA).

The scope of CAPM projects limit the viability for innovative strategies and there are limited opportunities to improve and benefit from a VA study. Therefore, a Value Analysis Exception was approved on 9/17/2025 and a VA study will not be held.

6C. Resource Conservation

Construction activities will be planned and scheduled to maximize the efficient use of construction personnel and equipment to reduce the use of fuel and power consumption. In addition, the existing guardrails to be removed from the project locations will be either salvaged, if suitable, or recycled.

6D. Right of Way

General

A right of way data sheet has been prepared based on the project scope of work and on maps provided by Design. Estimated cost information is contained in the Right of Way Data Sheet in Attachment D of this report. One temporary construction easement will be required for this project.

Railroads

The project will not involve any railroads.

Utilities

The project will require utility verification. The need for potholing will be determined in the PS&E phase once the utility verification process is completed. Existing utilities will be determined to be protected in place by the utility owner if there are utility conflicts.

6E. Environmental Compliance

Caltrans serves as the lead agency for this project under both CEQA and NEPA. The NEPA component will be processed by Caltrans under assignment from the Federal Highway Administration (FHWA). The Environmental Document (ED) for this project is classified as a Class 1 Categorical Exclusion/Categorical Exemption (CE/CE) and NEPA Determination as 23 CFR 771.117(c): activity (c)(26). The ED was approved on November 18, 2025, and is provided as Attachment F.

Water Quality

The project has a disturbed soil area (DSA) of less than 1 acre. To comply with the conditions of the Caltrans National Pollutant Discharge Elimination System (NPDES) Permit (NPDES No. CAS000003) and address the temporary water quality impacts resulting from the construction

activities for the project, the construction activities need to comply with Standard Specification 13-2, Water Pollution Control Program.

This Standard Specification addresses the preparation of a Water Pollution Control Program (WPCP) document and the implementation of the WPCP during construction.

Best Management Practices (BMPs) need to be implemented to address the temporary water quality impacts resulting from the construction activities for the project. The BMPs to be implemented will include measures for soil stabilization, sediment control, wind erosion control, tracking control, non-stormwater management, and waste management/materials pollution control.

No work is expected to occur within waters of the United States, so 401 and 404 permits are not anticipated. The project site has been classified as a moderate or greater trash-generating area; therefore, the incorporation of full trash capture devices is required. The locations of these devices will be determined during PS&E. Per the Caltrans Project Planning and Design Guide (PPDG), the project will need to implement a Water Pollution Control Plan (WPCP). The construction activities must comply with Standard Specification 13-2, Water Pollution Control Program.

Appropriate BMPs and their quantities will need to be developed during the PS&E phase. The approved Storm Water Data Report summarizes all the proposed measures for the project (Attachment G).

Biological Resources

Under the authority of the Federal Highway Administration (FHWA), Caltrans has determined that the project will have “no effect” on any federally listed species, their habitats, or protected communities. No adverse modification to any Critical Habitat will result from Project activities. Therefore, no consultation with US Fish and Wildlife Service (USFWS) is required.

Additionally, Caltrans has concluded that the project will not affect any state-listed species. Therefore, no consultation with the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA) will be requested for any state-listed species.

Avoidance and minimization measures (AMMs) such as demarcating Environmentally Sensitive Areas (ESAs) will be put in place to ensure there will be no effect on any listed species or habitat.

The proposed project is not anticipated to impact any jurisdictional wetlands or other waters of the U.S. or State. As such, no Section 404 Nationwide Permit through the U.S. Army Corps of Engineers, Section 401 Water Quality Certification through the San Francisco Regional Water Quality Control Board, or Section 1602 Lake and Streambed Alteration Agreement through CDFW is required.

Cultural Resources

The project is not anticipated to have any impact on cultural or historical resources. However, if previously unidentified cultural materials are unearthed during construction, work will be halted

in the area where the materials are unearthed until a qualified archaeologist can assess the significance of the find.

Visual Resources/Aesthetics

Within the project limits, SR 92 is not designated as a State Scenic Highway nor is it listed as eligible for such designation. However, starting at PM 0.0 and ending at R7.3, SR 92 is listed as eligible for Scenic State Highway Designation. The following project locations are within areas of Classified Landscape Freeway, which limit the placement of outdoor advertising displays:

R8.830 to R9.540
R10.010 to R11.770
R12.000 to R12.280
R12.600 to R13.840
R13.950 to R14.320

Mature naturalized and ornamental plantings throughout the project area contribute to visual character and quality. In addition to the aesthetic value, mature vegetation provides economic, environmental, and livability benefits.

To preserve the visual quality of the project corridor, tree and vegetation removal will be minimized and staging areas will be located outside unpaved areas to the extent feasible. Exclusionary fencing, tree protection zones, and/or other similar protective measures will be used around mature vegetation where needed to protect tree health by avoiding damage to tree trunks, roots, and crowns. Avoidance and minimization measures are included as project features and noted under the Highway Planting and Irrigation and Erosion Control sections of this PR.

All disturbed soil areas will receive permanent erosion-control treatments post-construction that may include a combination of the application of hydroseed hydromulch, wood mulch, and/or fiber rolls. Appropriate and specific erosion-control measures will be developed during the design phase.

6F. Air Quality Conformity

The project is exempt from the requirement to make a project-level conformity determination under Title 40 *Code of Federal Regulations* (CFR) Section 93.126, Table 2 Safety- Pavement resurfacing and/or rehabilitation. Therefore, no air quality study is required.

6G. Title VI Considerations

Caltrans recognizes the unique responsibility of State government to eliminate the transportation barriers that have divided communities and amplified racial inequities, and the leadership role Caltrans has in this responsibility. Caltrans is committed to provide more equitable transportation for all Californians by creating more transparent, inclusive, and ongoing consultation and collaboration processes and engaging with the communities most affected by structural racism in transportation decision-making, policies, processes, planning, design, and construction. Caltrans is also committed to increasing pathways to opportunity for minority-owned and disadvantaged business enterprises and for individuals who face systemic barriers to employment. The goal is to

create a more resilient transportation system that distributes the benefits and burdens of the system more equitably to current and future generations of Californians.

The project will not have disproportional impacts on low-income, minority, or low-mobility groups. No Title VI issues are anticipated.

6H. Noise Abatement Decision Report

The project does not involve the construction of new freeway lanes or the substantial horizontal or vertical realignment of any existing freeway. Also, the project does not involve the alteration, addition, or removal of any sound walls. Therefore, the project is a Type III project under 23 CFR 772, and no noise study or noise abatement decision report is required.

6I. Life-Cycle Cost Analysis

Per HDM section 819.1, a Life Cycle Cost Analysis (LCCA) is not required for CAPM projects, therefore a LCCA will not be performed.

6J. Reversible Lanes

The project does not qualify as a capacity-increasing or a major street or highway realignment project, and reversible lanes are therefore not considered.

6K. Highway Planting and Irrigation

Highway Planting in the form of mature naturalized and ornamental plantings exists throughout the project limits. Removal and damage to these existing plantings and their associated irrigation systems will be avoided to the extent feasible, and appropriate measures for protection will be determined during project design. If more extensive removal of highway planting is found to be needed during PS&E, the areas of removal may require replacement planting, irrigation systems, and a plant establishment period. This has been accounted for in the risk register.

6L. Erosion Control

Staging and equipment storage areas in unpaved sections of the roadway will be returned to pre-existing conditions, including decompaction and soil amendments before the application of permanent erosion-control treatment.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

A public hearing is not planned for this project, as the environmental document is a Categorical Exemption under CEQA and a Categorical Exemption under NEPA.

Caltrans Equity Statement

State departments of transportation are bound by law to consider the needs of residents with low incomes, communities of color, people with limited English proficiency, seniors, the disabled, and other communities, and individuals when developing transportation plans. Caltrans acknowledges that communities of color and underserved communities have experienced fewer

benefits and a greater share of negative impacts associated with our State Transportation System. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that put up barriers, divided communities, and amplified racial inequities, particularly in our disadvantaged neighborhoods. Caltrans recognizes its leadership role and unique responsibility to eliminate barriers and provide more equitable transportation for all Californians. This understanding is the foundation for intentional decision-making that recognizes past, stops current, and prevents future harms from our actions. Furthermore, Caltrans is developing public outreach methodologies that increase participation by disadvantaged community members and local community-based organizations to ensure that they have a voice in projects that affect their communities.

No community impact assessment was prepared for the project because rehabilitating roadway will not create significant impacts on the public or its communities.

Environmental Justice

Information used to identify potential environmental justice issues is documented in corridor plans so transportation projects make possible the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. This approach applies to the scope of the project, from the early stages of transportation planning and investment decision making through construction, operation, and maintenance. Title VI of the Civil Rights Act of 1964 states that "[n]o person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Executive Order 12898, issued in 1994, gave a renewed emphasis to Title VI and added low-income populations to those protected by the principles of environmental justice. There are three fundamental principles at the core of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

California Climate Change Investment Priority Populations

According to Senate Bill (SB) 535, disadvantaged communities include sensitive populations and are disproportionately affected by environmental pollution, low income, high unemployment, low levels of home ownership, high rent burdens, and low levels of educational attainment. In Assembly Bill (AB) 1550, low-income communities are census tracts with median household incomes at or below 80% of the statewide median income or with median incomes at or below the threshold designated as low income by the U.S. Department of Housing and Urban Development. Both SB 535 and AB 1550 have a formula that directs a percentage of State

greenhouse gas (GHG)-reduction funds to be invested in disadvantaged and low-income communities.

Caltrans identified the SB 535 and AB 1550 communities within the project limits in Bayview, Potrero, and Mission Districts of the City and County of San Francisco. The construction activities and proposed improvements for the project will not result in negative impacts on the environment. The project will use BMPs to implement mitigation to minimize GHG emissions during construction.

Equity Priority Communities

The Metropolitan Transportation Commission's (MTC's) Equity Priority Communities (EPCs) index is based on eight American Community Surveys (ACS) 2014–2018 tract-level variables. The development of MTC's EPCs index was a part of the Equity Framework within the Regional Transportation Plan. The framework includes equity measures to analyze scenarios and define disadvantaged communities. These eight variables are minority populations, low-income areas, less-English-proficient populations, seniors (age 75 and older), zero-vehicle households, single-parent households, people with disabilities, and rent-burdened households. EPCs within the Regional Transportation Plan area are rated at high and highest levels of concern, meaning these communities are burdened by multiple socioeconomic factors.

There will be no general impact on underserved communities for the proposed improvements.

Route Matters

The project will have no impacts relating to the items listed under the Caltrans Route Matters Policy, which identifies route adoptions, the transfer of highway locations, redesignations, rescissions, relinquishments, and access control modifications as route matters.

Transportation Management Plan

A Major TMP and TMP checklist will be prepared during the PS&E phase to address traffic impacts from staged construction, detours, and specific traffic-handling concerns during the construction of the project. The attached TMP Data Sheet (Attachment E) outlines the costs for a public information program, changeable message signs, traffic maintenance, and a Construction Zone Enhanced Enforcement Program for any required lane closures during construction.

The public information program will likely include the preparation of press releases and other documents necessary to adequately inform the public of the traffic delays associated with the project. Advance notification of construction activity will be given to local newspapers, television and radio stations, and emergency response providers. Weekly information updates will also be given to the Caltrans District 4 Public Information Office for use in Caltrans weekly traffic updates.

Stage Construction

The project will be constructed in stages to minimize traffic disruption. Partial lane and shoulder closures are expected during construction. To minimize disruptions and the risks associated with traffic management, project construction is proposed both during and outside of standard construction hours, including nighttime closures. Construction work for the approach and

departure bridge slabs will involve a full lane closure for each travel direction. During construction, the long-term lane closures will be minimized to shorten the duration of construction and reduce impact on traffic.

Staging areas for materials and equipment will be located outside of the roadway within the State right-of-way. Construction activities will limit all construction lighting to within the work area and avoid light trespass in residential areas through directional lighting, shielding, and other measures as needed.

Asset Management

Director's Policy 35 calls for maximizing the effectiveness of transportation investments through performance-driven asset management in conformance with 23 CFR 515 and Section 14526 of the California Government Code. Per these policies, Caltrans is required to determine the most effective way to apply its available resources to benefit the condition and performance of the SHS and its assets. This determination is made through a robust asset management program and is implemented through asset management plans, such as the SHS Management Plan and the District Performance Plans. The project has been initiated, developed, and programmed in alignment with Caltrans' asset management plans. The project's current programmed project measures are shown in Table 7-1; and there is no change in the performance measures.

Table 7-1. Currently Programmed Performance Measures of the Project

Activity Detail	Unit of Measure-ment	Quantity	Actual Performance Measure			
			Good Condition	Fair Condition	Poor Condition	New Assets Added
Bridge Preservation	SQFT	15,016	15,016			
Number of Bridges	EA	11				
Asphalt Pavement Minor Rehab (CAPM) Pavement Class I	LNMI	29.105	6.65	22.417	0.038	
Asphalt Pavement Minor Rehab (CAPM) Pavement Class III	LNMI	0.04	0.010.01	0.03		
ADA Repair/Upgrade Curb Ramp	EA	33			33	
ADA-Deficient Elements	Deficient Elements	33			33	
Bikeway Class IV	LF	420				420
Enhanced Crosswalk Visibility	EA	32			7	25
Crosswalks	LF	1,300			525	775
Is any Location Within the Project Limits Ped/Bike Accessible?	Yes/No	Yes				
Bikeway Class II Buffered	LF	630				630
Rectangular Rapid Flashing Beacon	EA	10				10
Crosswalk with RRFB	LF	60				60
Bicycle and Pedestrian Infrastructure	LF	2,410			525	1,885
Quantitative - Proposed Mitigated	$MTCO_2e$	489				
Quantitative - Unmitigated	$MTCO_2e$	489				

EA = each
LF = linear foot (feet)
LNMI = linear mile
MTCO2e = metric tons carbon dioxide equivalent
SQFT = square foot (feet)

Complete Streets

The intent of Caltrans Director's Policy 37: Complete Streets, is to meet state goals and foster vibrant and resilient communities, by maximizing walking, biking, transit, and passenger rail usage. The Caltrans District 4 Bike Plan and Pedestrian Plan identify and prioritize infrastructure improvements that can enhance bicycle and pedestrian safety and mobility throughout District 4. These plans were developed in cooperation with local and regional partners to ensure that improvements to the SHS complement proposals for local networks and embrace a complete streets approach to project planning, development, operation, and maintenance activities.

Complete street features will be included in the project. 33 curb ramps were identified as ADA-deficient and will be upgraded. Crosswalks, rectangular rapid flashing beacons, class II buffered bike lane, and class IV bikeway upgrades are also included in the scope. A Complete Streets Decision Document (CSDD) is included as Attachment P.

Climate Change Considerations

Greenhouse Gas Emissions

Construction-generated GHG includes emissions resulting from material processing by on-site construction equipment, workers commuting to and from the project site, and traffic delays due to construction. The emissions will be produced at different rates throughout the project depending on the activities involved at various phases of construction. The analysis was focused on vehicle-emitted GHG. Carbon dioxide (CO_2) is the single most important GHG pollutant due to its abundance when compared with other vehicle-emitted GHG, including methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), and black carbon. Table 7-3 shows the anticipated GHG emissions from project construction.

Project Location: On SR 92, from the I-280/SR 92 Separation to the San Mateo-Hayward Bridge	**Parameters**			**Project Total**
	CO_2 (tons)	**CH_4 (tons)**	**N_2O (tons)**	**CO_2e[1] (metric tons)**
Total Emissions	475	.011	.025	489

[1] Gases are converted to CO_2e by multiplying by their global warming potential (GWP). Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO_2).

Because construction activities are short-term, the GHG emissions resulting from construction activities will not result in long-term adverse effects. Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the contract and the use of construction BMPs, will result in reducing GHG emissions from construction activities, including:

- Performing regular vehicle and equipment maintenance.
- Limiting the idling of vehicles and equipment onsite.
- If practicable, recycling nonhazardous waste and excess material. If recycling is not practicable, dispose of material.

- Using solar-powered signal boards, if feasible.
- Using tier 4 interim or tier 4 final engines, if feasible.

In addition, with innovations such as longer pavement lives, improvements in traffic management, and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Broadband and Advanced Technologies

As outlined in California Streets and Highways Code, Chapter 2, 2030 (d), where feasible, Caltrans will use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies.

Pursuant to AB 1549 (2016) and Caltrans DD-116, collaboration between Caltrans and agencies working on broadband deployment is encouraged and when feasible, plans for additional wired broadband facilities are accommodated.

The project does not include middle-mile broadband improvements. However, the Department has designed and will oversee construction of broadband improvements limited to a HUB shelter for project 1Y930 at SM 92/101 and fibre along a 0.9-mile segment of SR 92 between SR 82 and US 101 from PM 11.2 to PM 12.1. These improvements are being sponsored by the California Department of Technology and will be completed in 2026.

Constructability

Most of the construction work will be conducted within lane closures, on-ramp and off-ramp closures. Lane closure requirement charts with detour plans will be prepared by the Office of Highway Operations during the PS&E phase. Lane closure duration and detours are main constructability items to replace existing approach and departure bridge slabs. A TMP will be prepared during PS&E to address traffic impacts and inform the public about the construction activities and traffic generated by this project. Positive work zone protection devices will be implemented as appropriate for this project.

Context-Sensitive Solutions

Caltrans applies context-sensitive solutions to achieve transportation goals that are in harmony with community goals and the natural environment. These solutions are reached through a collaborative, interdisciplinary approach that involves all stakeholders.

Disposal Site

If the site investigation determines that the concentrations of aerially deposited lead in shallow soils are over the lead thresholds or if there is any other toxic substance present, the contractor will be instructed to dispose of excavated material in accordance with the guidance that the Department of Toxic Substances Control issued to Caltrans (Soil Management Agreement for Aerially Deposited Lead–Contaminated Soils, 2016). Regulatory procedures governing hazardous material remediation and waste disposal will be conducted in accordance with the rules and regulations of the pertinent agencies.

Fish Passage

Fish passage is not required on this project.

Highway Hydrology and Hydraulics

The Office of Hydraulic Engineering completed the preliminary hydraulic recommendation study (Attachment J) on May 23, 2025, as follows:

- At curb ramp locations A6, B6, C3, C6, E1, and E5, the existing drainage inlets may need to be relocated and reconnected to the existing drainage system depending on the proposed ADA curb ramp layout.
- Curb ramp locations A1 to A5, B1 to B5, C1, C2, C4, C5, D1, E1 to E5, F1, F5, G1, G2, and H1 would not require drainage improvement.

Traffic Handling

Temporary lane closures will be established to create the necessary workspace for construction. Traffic-control measures may include metal signage, flashing signal lights, and traffic cones. Construction staging will be developed to accommodate lane and ramp closures. A TMP and TMP checklist will be developed during the PS&E phase to address the traffic impacts of construction activities. Attachment E provides preliminary TMP elements and costs.

8. FUNDING, PROGRAMMING, AND ESTIMATE

Funding

It has been determined that this project is eligible for federal-aid funding. This project is funded under the SHOPP Roadway Rehabilitation Program, program code 201.121.
The following table identifies the fiscal year programming:

Programming

SHOPP 201.121	Fiscal Year Estimate						
Component	**Prior**	**2025/2026**	**2026/2027**	**2027/2028**	**2028/2029**	**Future**	**Total**
Support	In thousands of dollars ($1,000)						
PA&ED support	2,169						2,169
PS&E support		3,909					3,909
Right-of-way support			228				228
Construction support					5,272		5,272
Support cost total							11,578
Capital							
Right-of-way					148		148
Construction					35,899		35,899
Capital outlay total							36,047
Fiscal year total	2,169	3,909	228		37,876		47,625

PA&ED = project approval and environmental document

This project was programmed in the 2024 SHOPP for Program Year 2026–2027 under 201.121 funding, with $33,191,000 for construction capital and $137,000 for right-of-way-related costs. Due to environmental concerns, the need for detailed surveys of ADA curb-ramp upgrade locations, and the need for video inspections of existing culverts, construction has been deferred, with costs escalated via a PCR, to FY 2028/2029. It is anticipated that construction capital, support, and right-of-way capital will be programmed as carryovers in the 2026 SHOPP.

Estimate

SHOPP 201.121	Fiscal Year Estimate						
Component	**Prior**	**2025/2026**	**2026/2027**	**2027/2028**	**2028/2029**	**Future**	**Total**
Capital	In thousands of dollars ($1,000)						
Right-of-way					889		889
Construction					37,845		37,845
Capital outlay total							38,734
Fiscal year total					38,734		

The updated estimated escalated construction capital cost is $37,844,870 and escalated right of way capital cost is $889,500. Currently, there is a funding deficit of $741,500 in Right-of-Way capital. It is anticipated that additional Right-of-Way capital will be obtained via an administrative program change request (PCR) to be processed and programmed during the PS&E phase no later than Fiscal Year 2026/2027. An escalation rate of 4.89% has been applied for fiscal year 2025/2026, with a rate of 3.8% assumed for subsequent years. The estimated total escalated project cost, including construction capital and Capital Outlay Support (COS), is $49,950,000. The PCR used an escalation rate of 4% to defer RTL by 2 fiscal years, from 2026/2027 to 2028/2029. The estimate from applicable district departments is provided and reflected in the Project Preliminary Cost Estimate (Attachment C).

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Program Project	M015	04/01/2024	Actual
Begin Environmental	M020	09/01/2024	Actual
PA&ED	M200	01/23/2026	Target
PS&E to District Office Engineer	M377	01/02/2027	Target
Project PS&E	M380	02/01/2027	Target
Right-of-Way Certification	M410	07/01/2028	Target
Ready to List	M460	08/01/2028	Target
Fund Allocation	M470	11/01/2028	Target
Headquarters Advertise	M480	01/20/2029	Target
Award	M495	03/01/2029	Target
Approve Contract	M500	01/05/2031	Target
Contract Acceptance	M600	05/31/2032	Target
End Project	M800	10/03/2033	Target

10. RISKS

The risks associated with the project are assessed as low to moderate, as documented in the attached Risk Register (Attachment H). Identified risks include differing site conditions, traffic management (TMP) challenges, concrete price index fluctuations, unanticipated hazardous materials encountered during construction, unidentified utility conflicts and trash capture locations. The project includes sites classified as moderate to high trash-generating areas; therefore, the incorporation of full trash capture devices into the project is required. While deferring the final determination of trash capture locations within the proposed project limits to the PS&E phase may require environmental revalidation and present a moderate to low future risk to obtain permits from local agencies, this risk will be actively mitigated and addressed during PS&E development.

11. EXTERNAL AGENCY COORDINATION

The following is a list of entities that Caltrans will or may need to coordinate with during subsequent phases of project delivery:

Federal Highway Administration (FHWA)

This project is considered to be an Assigned Project in accordance with the current FHWA and Department of Transportation. Informal coordination will occur during design and construction.

Other Agencies

Utility Agencies

Utility agencies will be coordinated with during design and construction.

Local Agencies

Caltrans will coordinate with the City and County of San Mateo and the City of Foster City during design and construction.

12. PROJECT REVIEWS

Scoping Team Field Review: Jesse Han Date: 10/13/2025
District Program Advisor: Lidia Gaitan Date: 10/13/2025
Headquarters SHOPP Pavement Program Advisor: Xiang Shu Date: 10/13/2025
District Maintenance: Monique Nguyen Date: 10/13/2025
Headquarters Project Delivery Coordinator: Rob Effinger Date: 10/13/2025
Project Manager: Nandini Shridhar Date: 10/13/2025
District Safety Review: Rick Yeung Date: 10/13/2025
Constructability Review: Jeffrey Hupe Date: 10/13/2025

13. PROJECT PERSONNEL

Name	Title	Phone No.
Nandini Shridhar	Project Manager	510-290-7039
Arick Bayford	Design Office Chief	510-407-2628
Abdol Dehghani	Design Senior	510-362-4218
Jesse Han	Design Project Engineer	510-908-9396
Rick Yeung	Branch Chief, Office of Traffic Safety	510-496-9567
Shella Orson	Right of Way and Land Surveys, Branch Chief, Right-of-Way Project Coordination	510-908-9183
Zachary Gifford	Senior, Environmental Planner	510-506-1264
Ganga Tripathi	Transportation Engineer, Office of Water Quality	510-704-3830
Angel Chen	Transportation Engineer, Environmental Analysis	415-852-2074
Shelby Goss	Environmental Scientist, Office of Biology	510-549-6814
Jannelle Hardzeichyk	Transportation Engineer, Hazardous Waste	510-807-1409
Junice Uy	Landscape Associate, Office of Landscape Architecture	510-496-9389

14. ATTACHMENTS

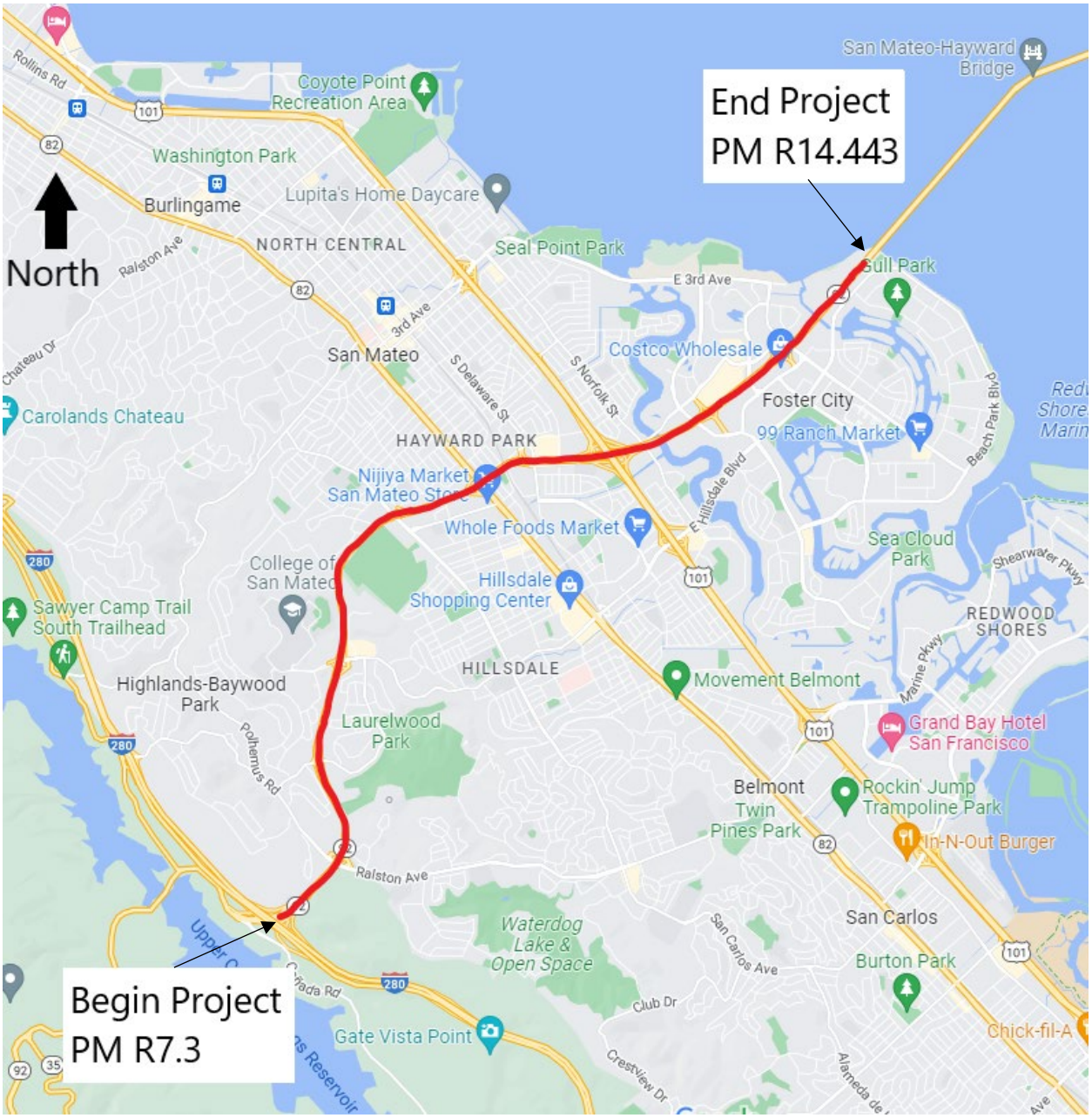
A. Location Map (1)
B. Layout Sheets and Typical Sections (38)
C. Project Preliminary Cost Estimate (11)
D. Right-of-Way Data Sheet (8)
E. Transportation Management Plan (TMP) Data Sheet (3)
F. Environmental Documents (4)
G. Storm Water Data Report (52)
H. Risk Register (2)
I. Performance Measures (2)
J. Hydraulics Recommendations (2)
K. Materials Recommendations (4)
L. Traffic Safety Recommendations (4)
M. Structure Recommendations (29)
N. List of Curb Ramps (1)

O. List of On- and Off-Ramps (2)
P. Complete Streets Decision Document (5)

ATTACHMENT A

LOCATION MAP

VICINITY MAP



ATTACHMENT B

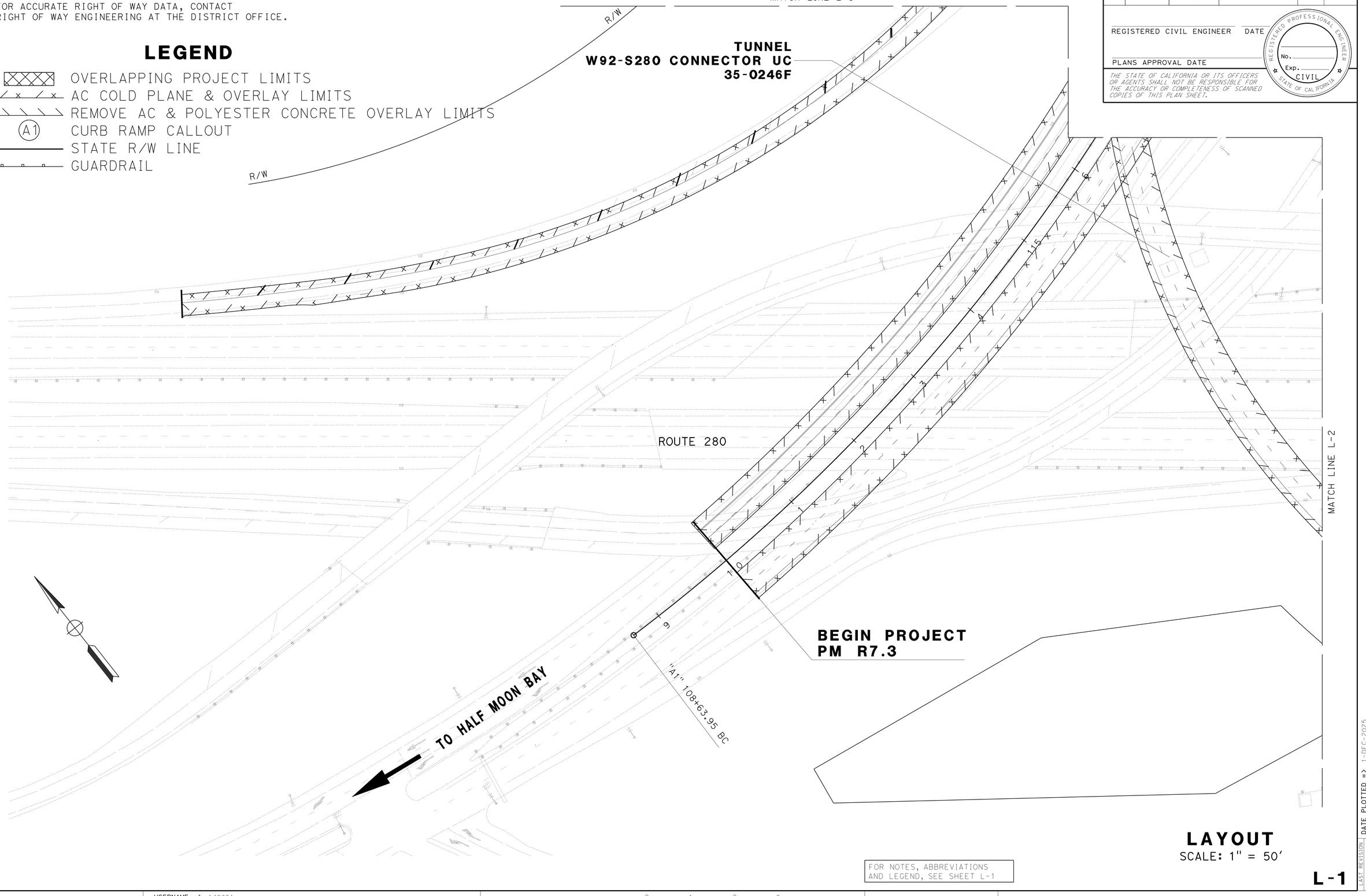
LAYOUT SHEETS AND TYPICAL SECTIONS

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- OVERLAPPING PROJECT LIMITS
- AC COLD PLANE & OVERLAY LIMITS
- REMOVE AC & POLYESTER CONCRETE OVERLAY LIMITS
- (A1) CURB RAMP CALLOUT
- STATE R/W LINE
- GUARDRAIL



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

LAYOUT
SCALE: 1" = 50'

L-1

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TIME PLOTTED => 09:15

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

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MATCH LINE L-3

R/W

R/W

MATCH LINE L-1

ROUTE 280

LAYOUT

SCALE: 1" = 50'

L-2

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DATE REVISED			

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LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 17:52

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

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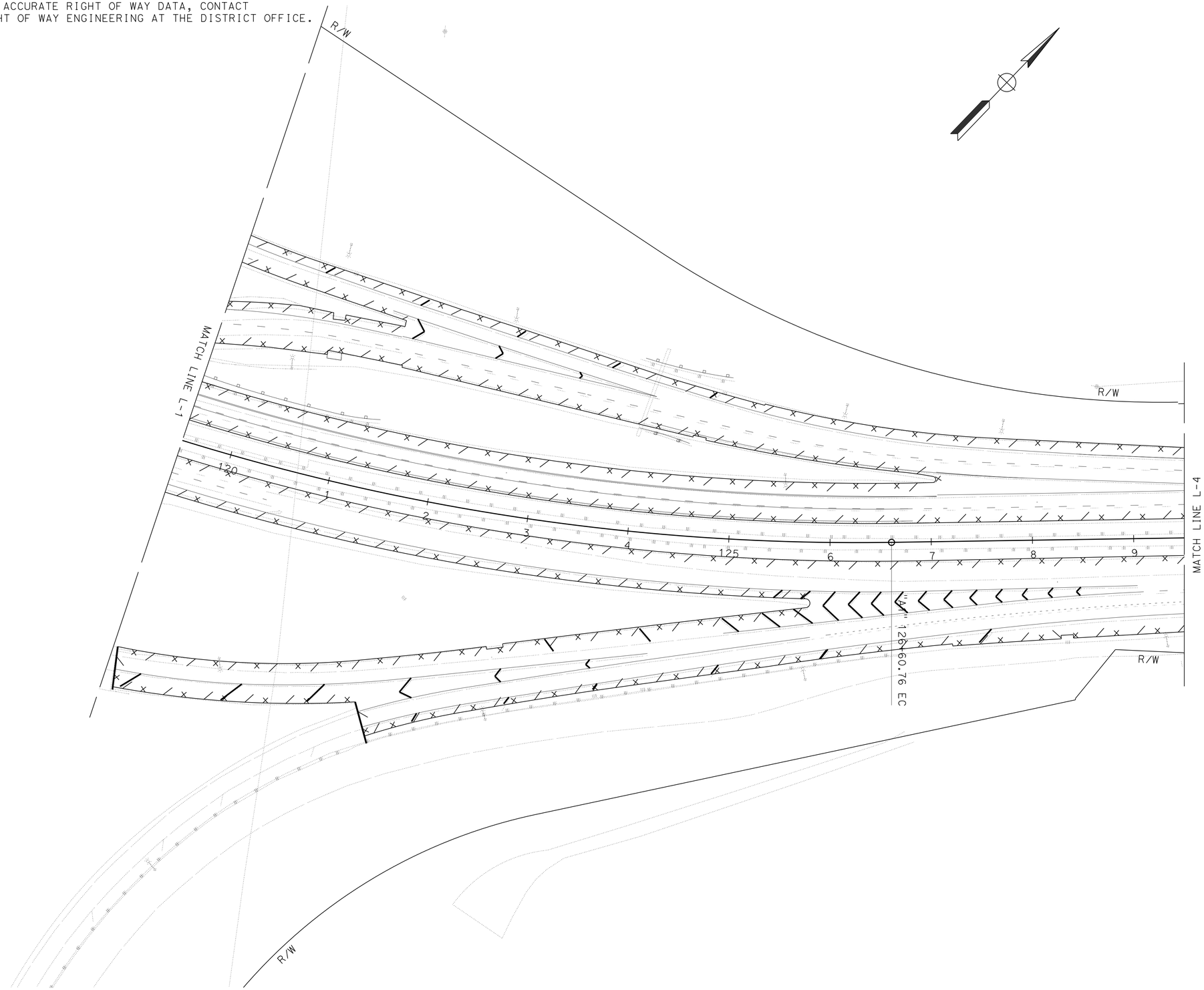

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

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LAYOUT

SCALE: 1" = 50'

L-3

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TIME PLOTTED => 18:29

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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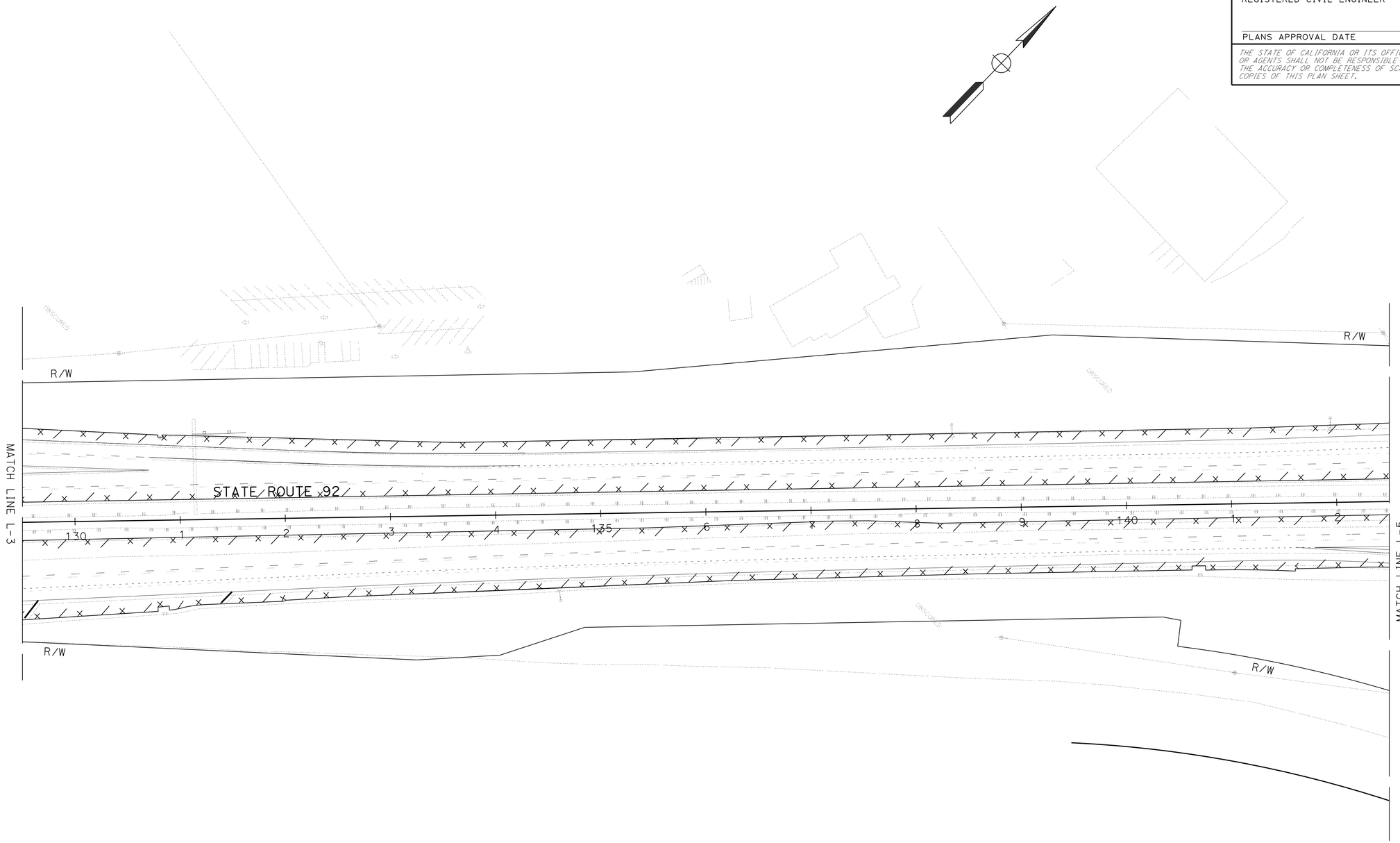

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

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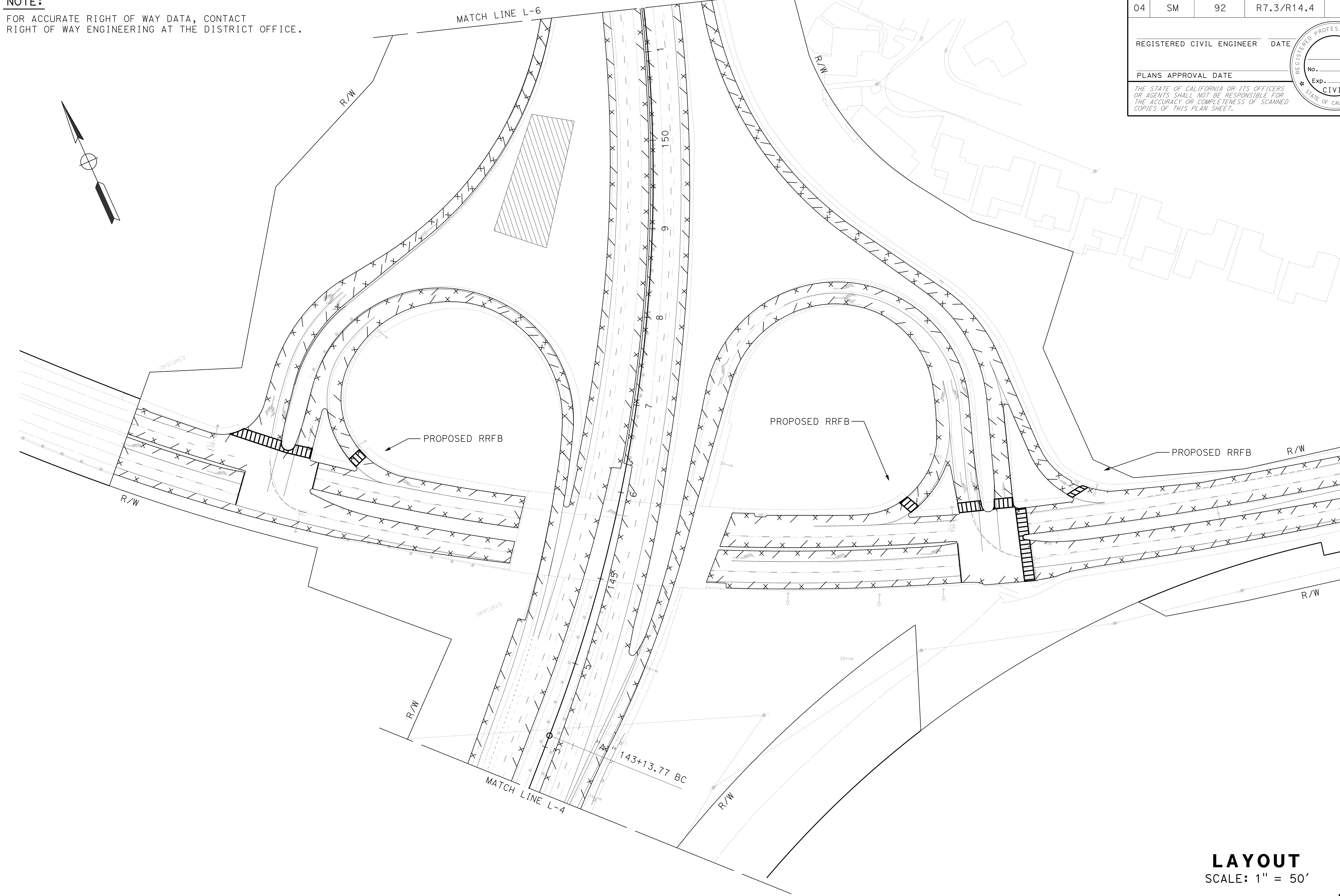

LAYOUT

SCALE: 1" = 50'

L-5

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CALCULATED-DESIGNED BY

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DATE REVISED

LAST REVISION

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 18:41

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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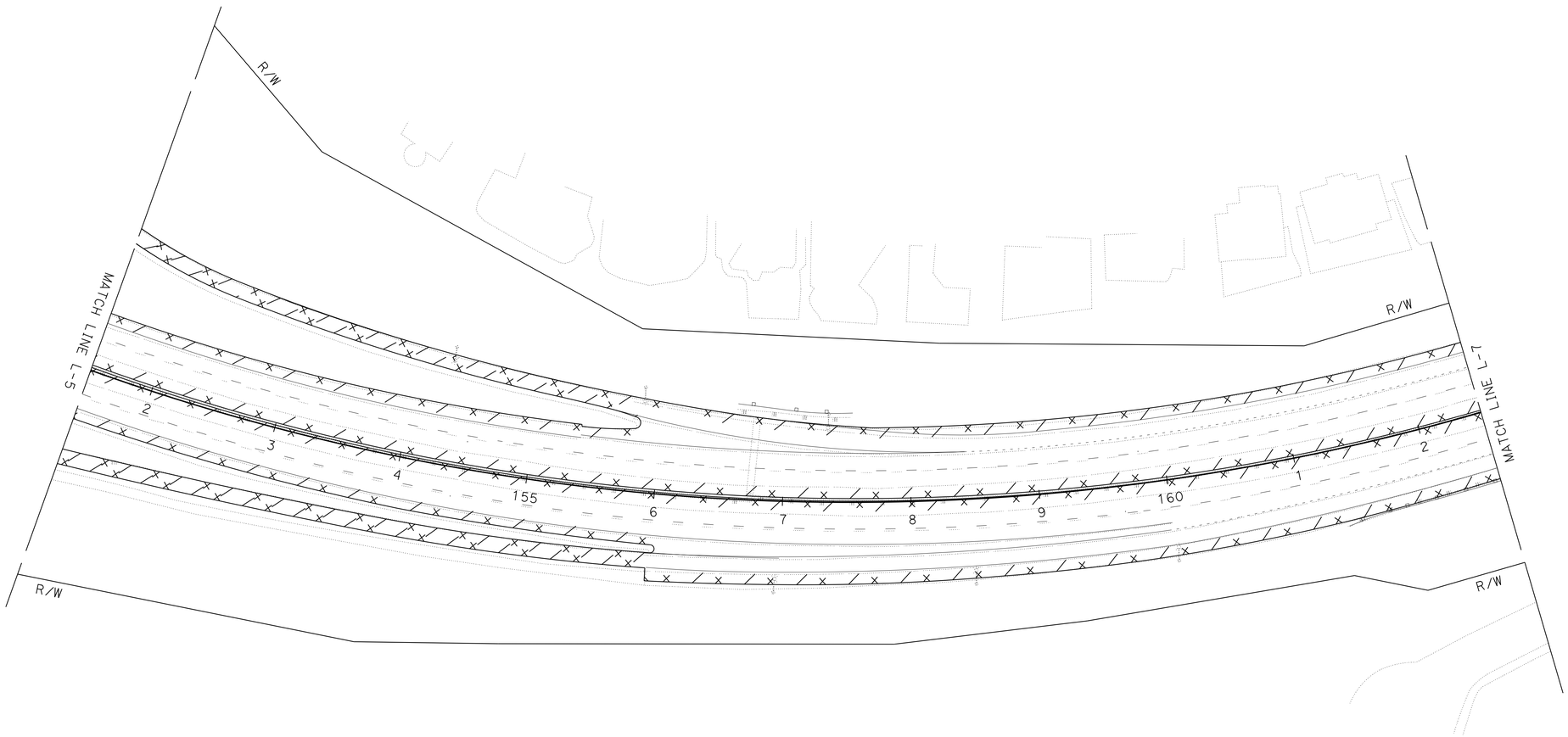
REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

L-6

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

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CIVIL
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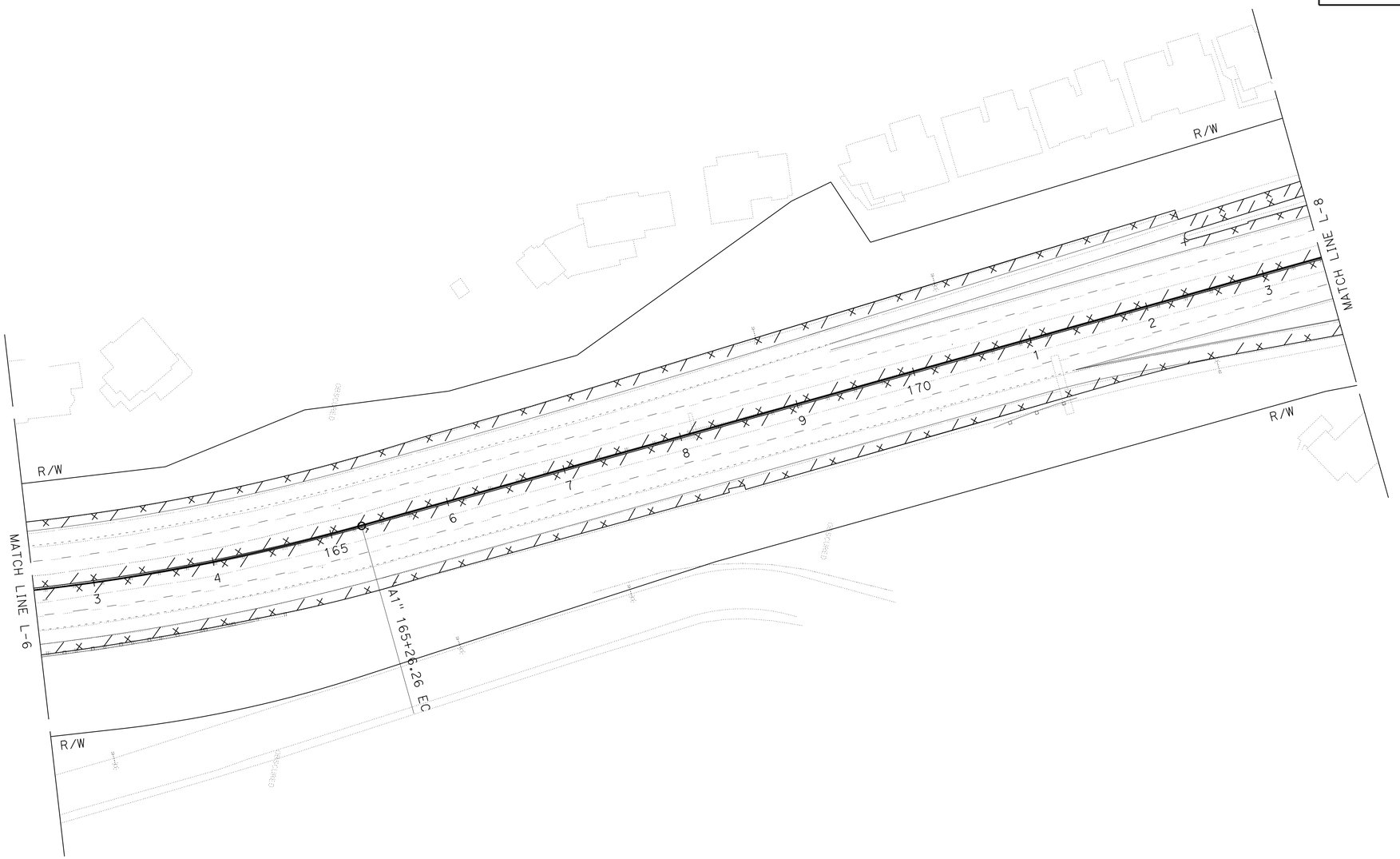

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SCALE: 1" = 50'

L-7

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UNIT 0746
PROJECT NUMBER & PHASE 0422000112

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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Exp.
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STATE OF CALIFORNIA

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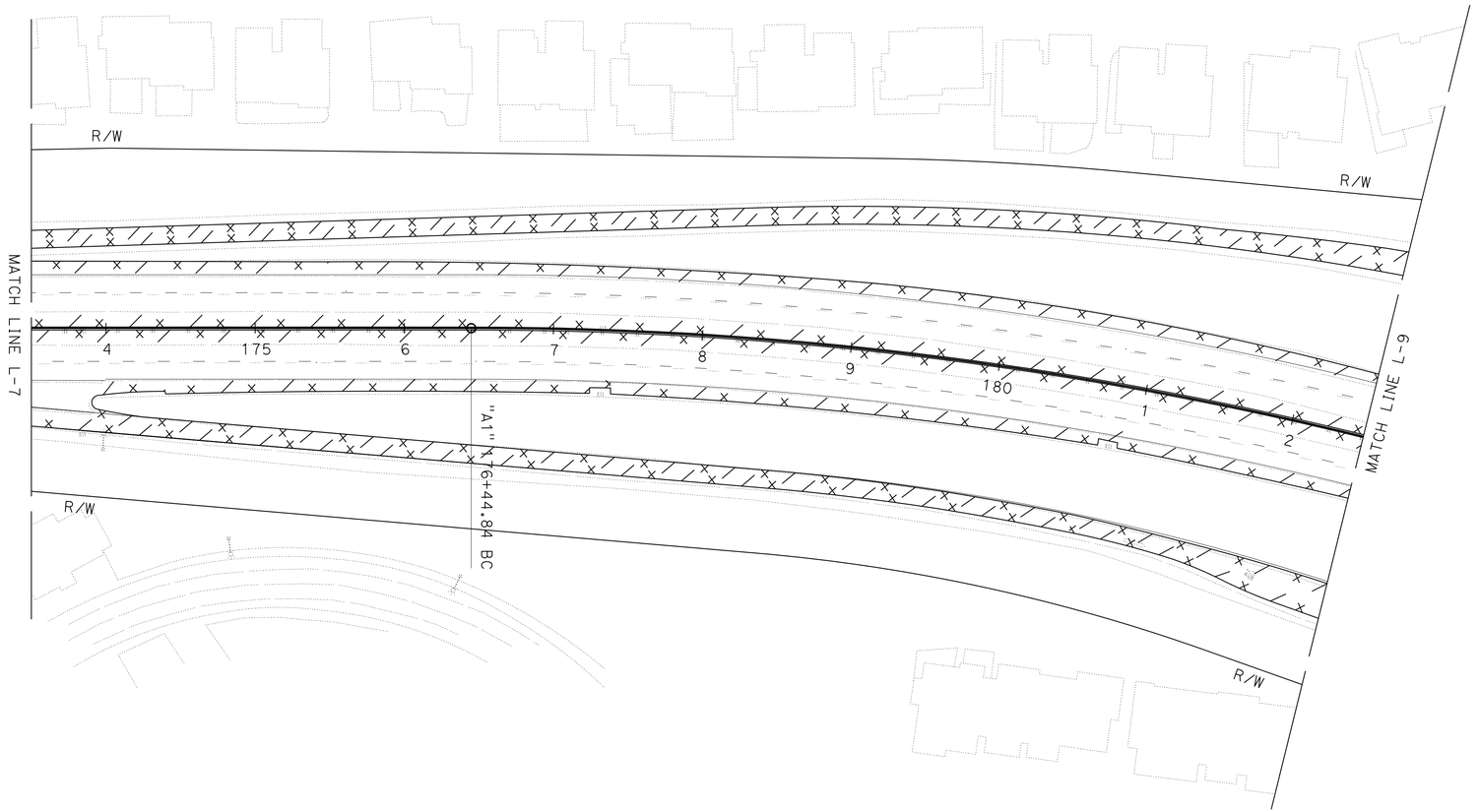

LAYOUT
SCALE: 1" = 50'

L-8

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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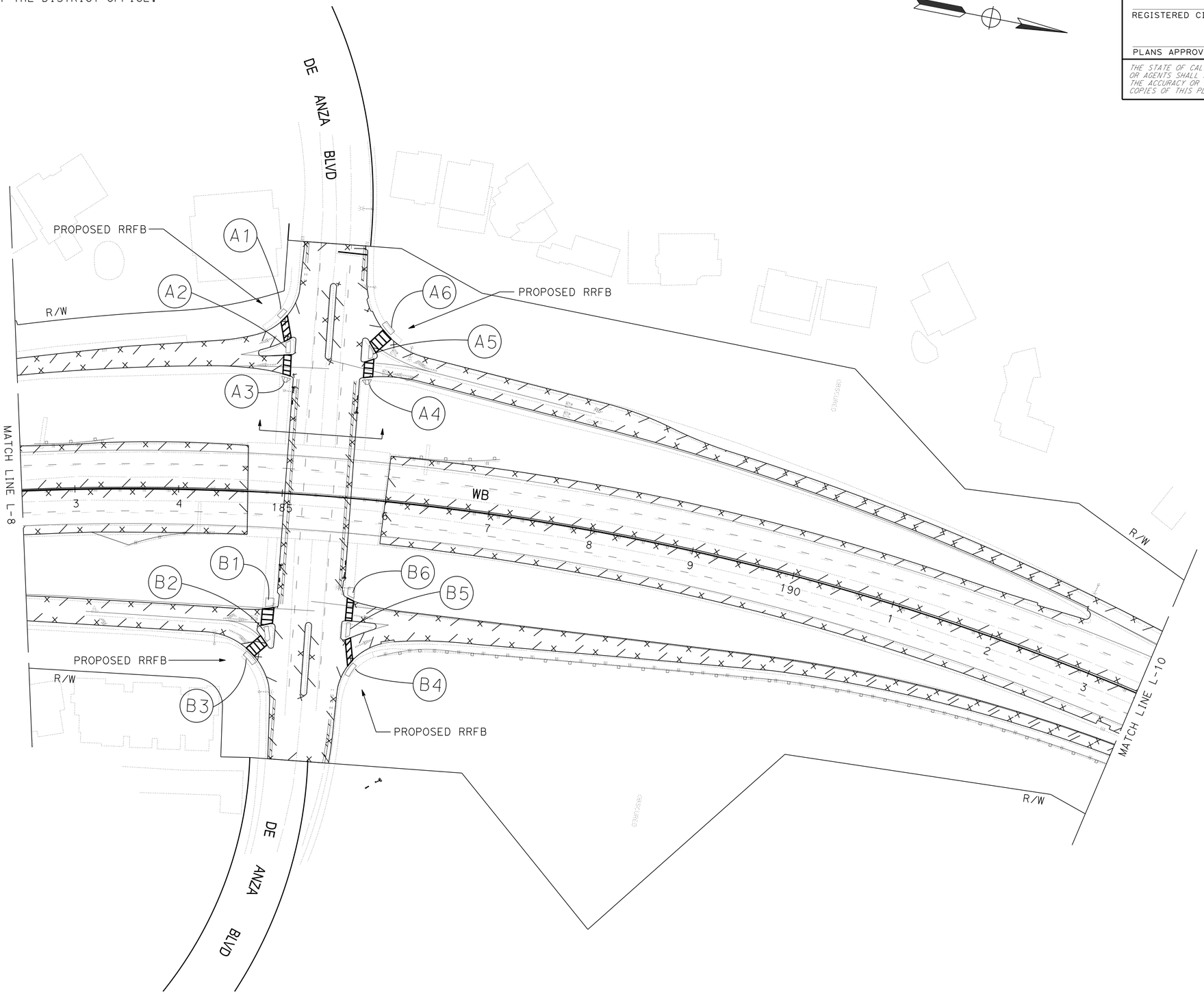

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SCALE: 1" = 50'

L-9

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

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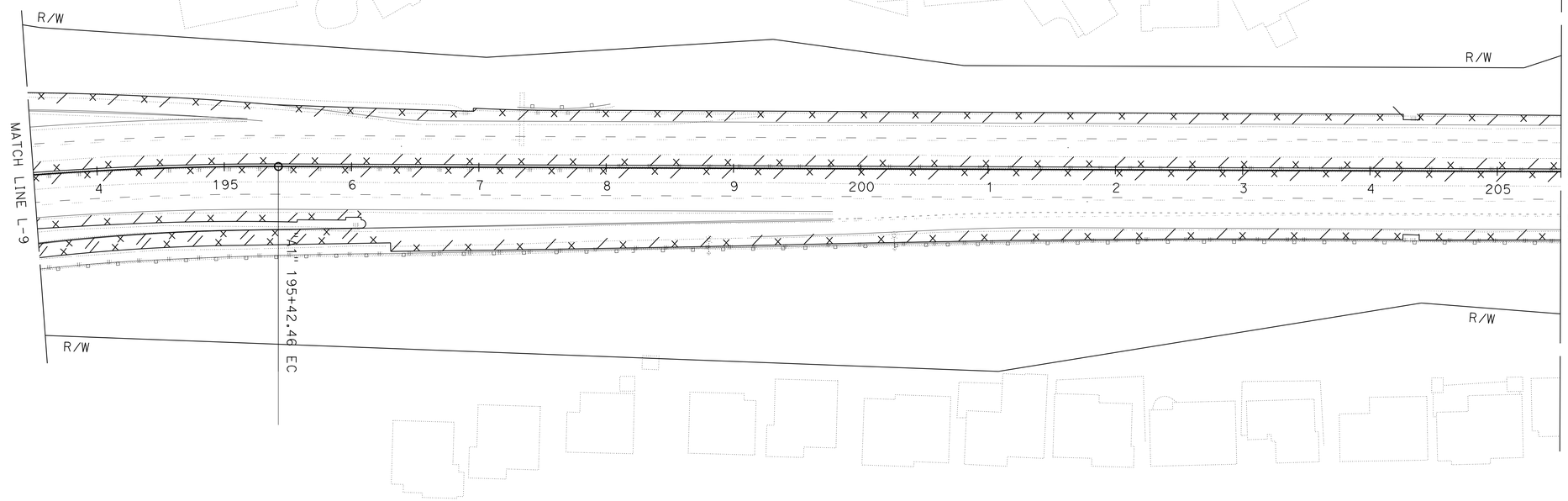

LAYOUT
SCALE: 1" = 50'

L-10

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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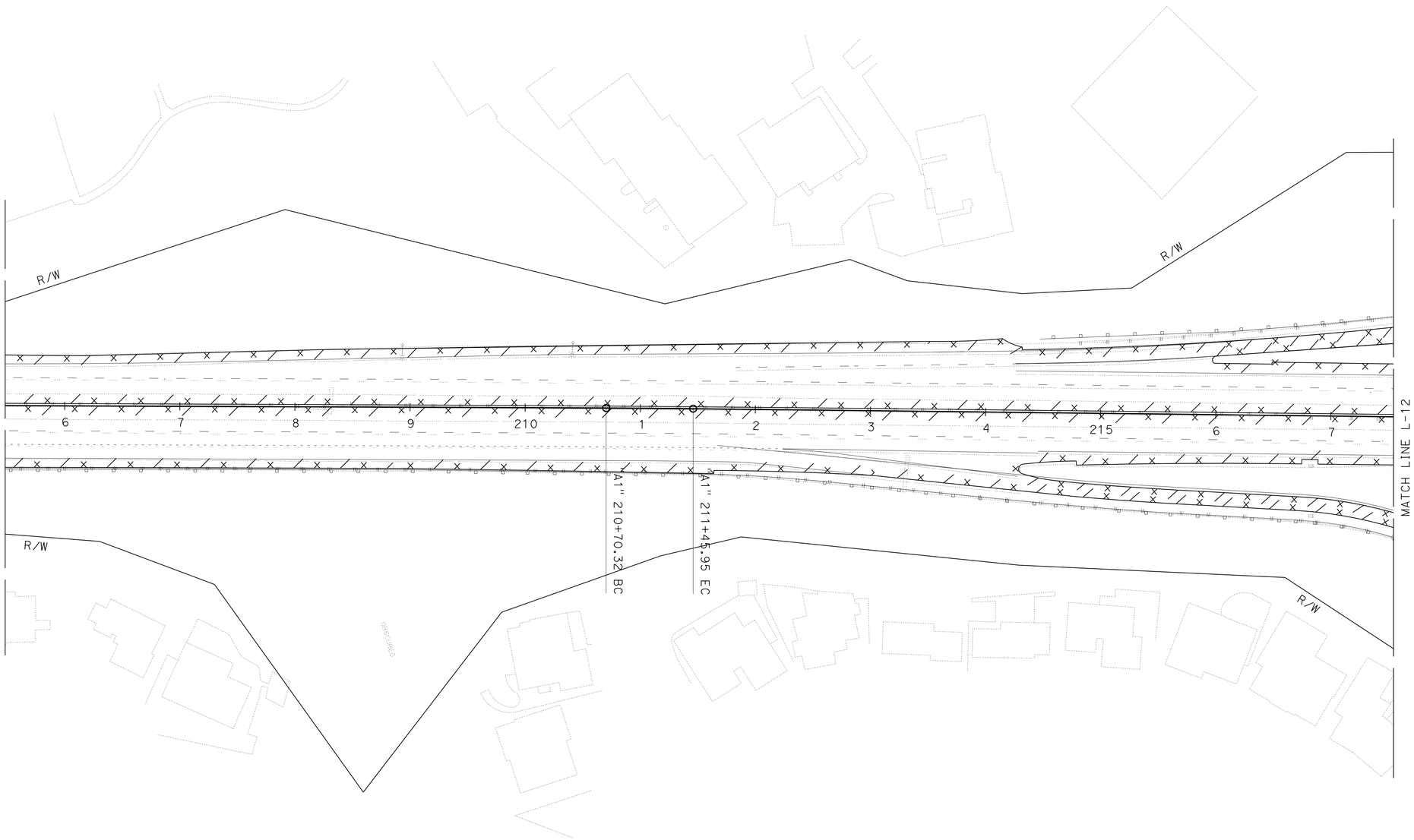

LAYOUT
SCALE: 1" = 50'

L-11

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UNIT 0746
PROJECT NUMBER & PHASE 0422000112

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

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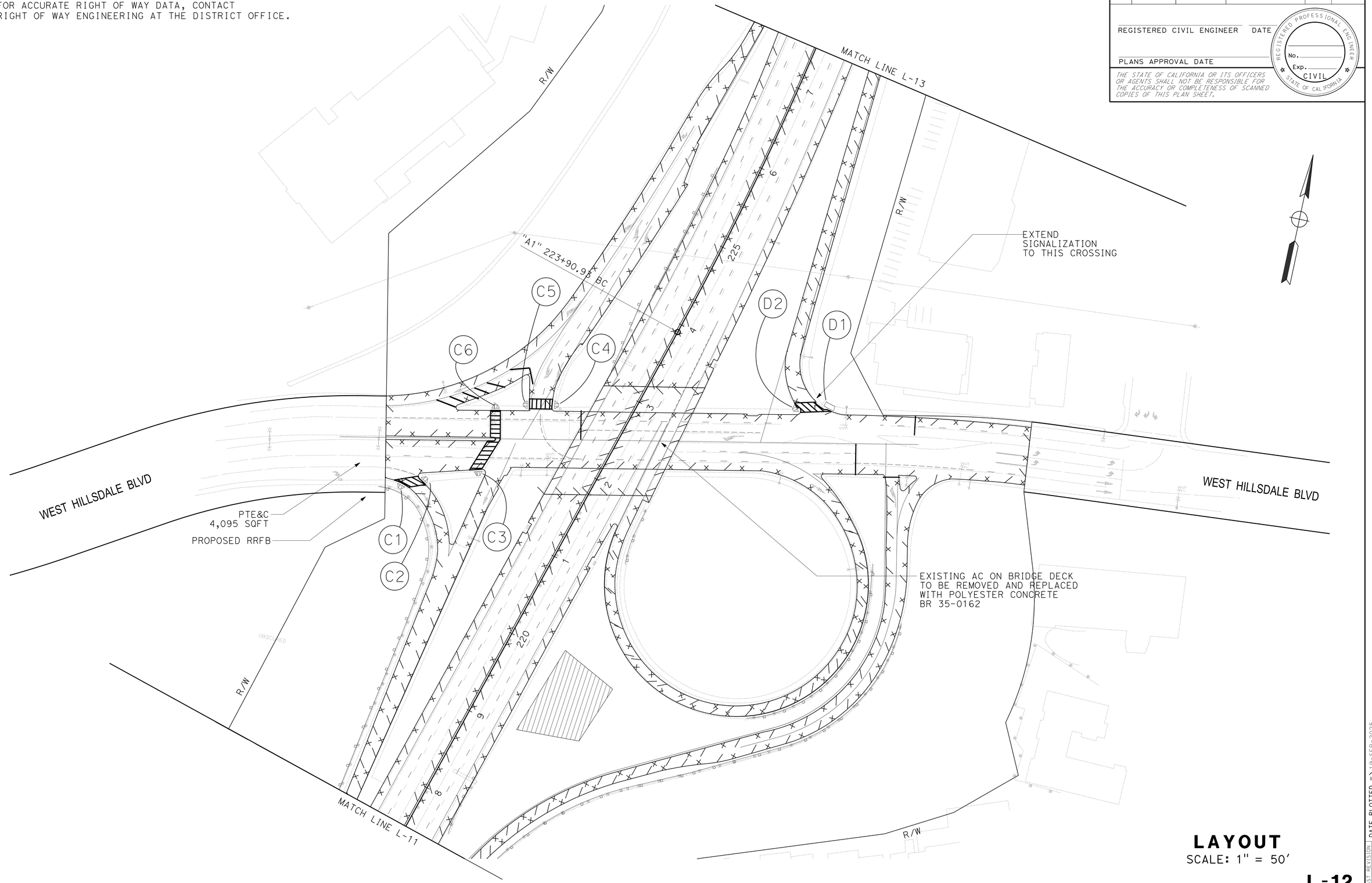

LAYOUT
SCALE: 1" = 50'

L-12

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FUNCTIONAL SUPERVISOR: A

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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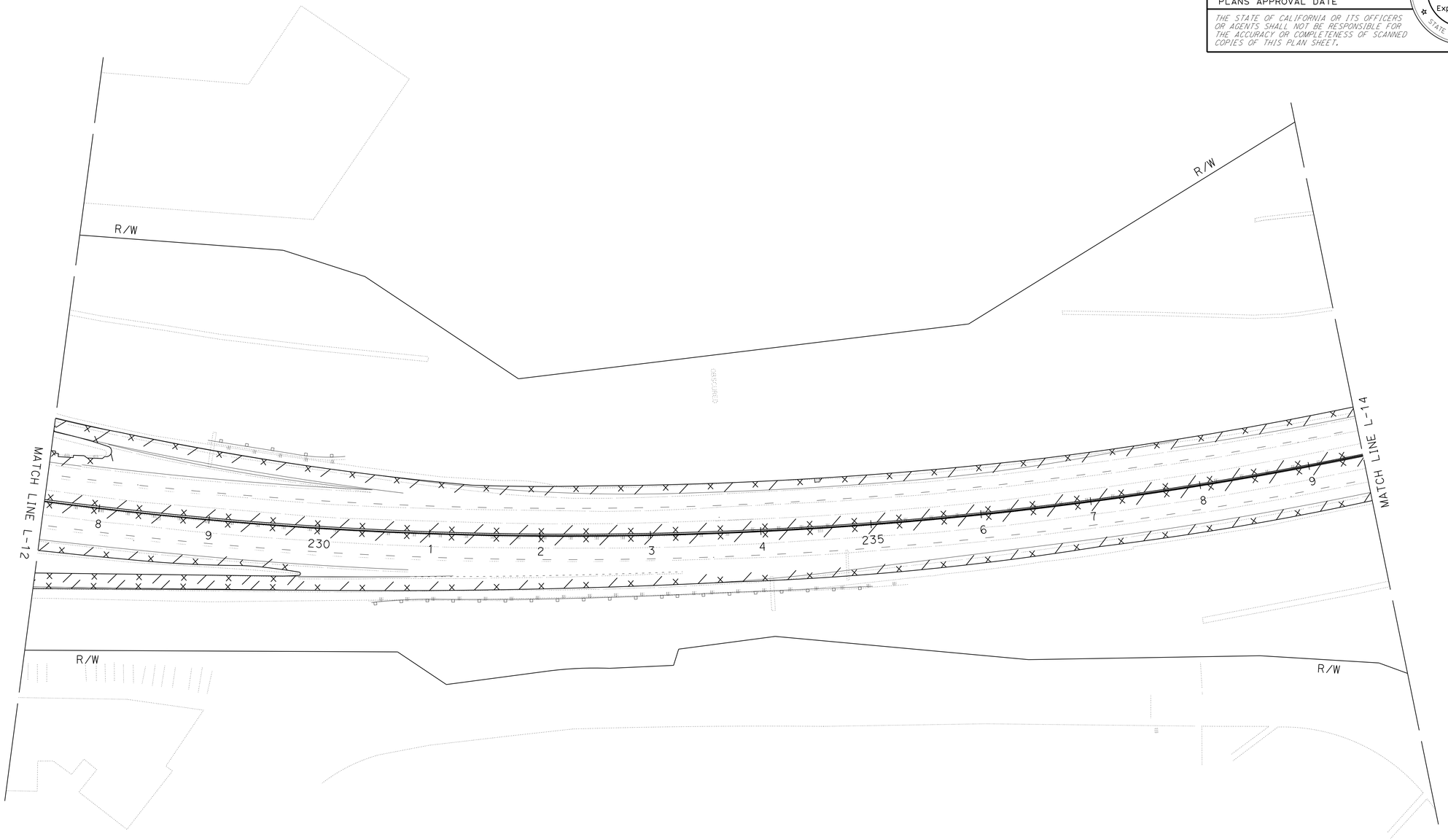

LAYOUT
SCALE: 1" = 50'

L-13

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DATE REVISED	A	A	A

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TIME PLOTTED => 19:39

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
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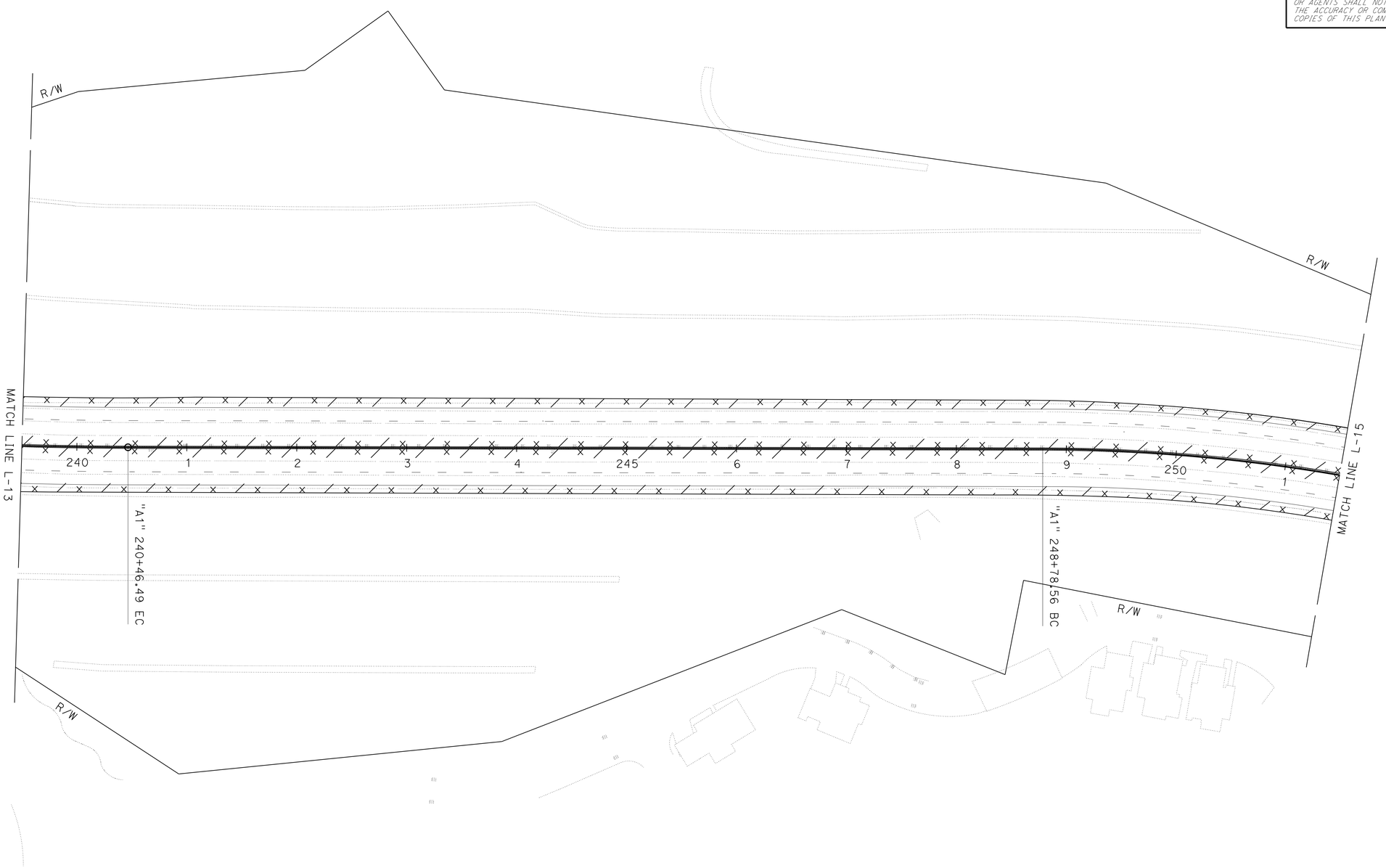

LAYOUT
SCALE: 1" = 50'

L-14

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DATE REVISED			

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04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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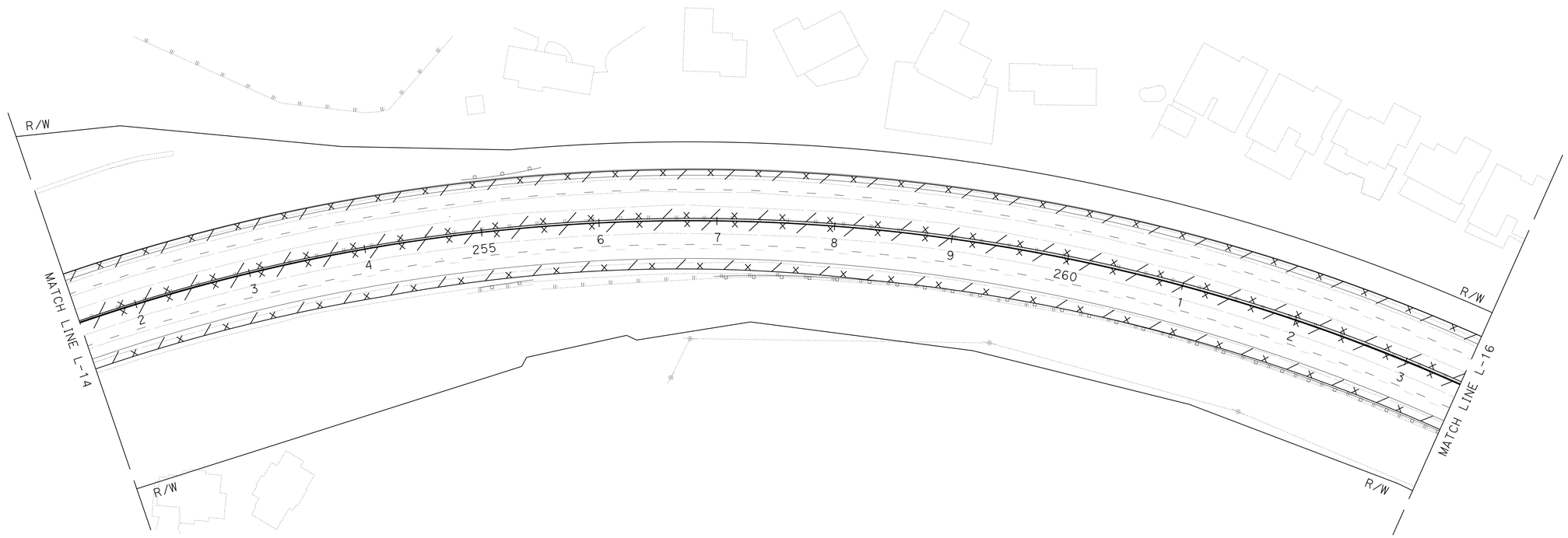

LAYOUT
SCALE: 1" = 50'

L-15

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DATE REVISED		
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FUNCTIONAL SUPERVISOR	A	

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

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04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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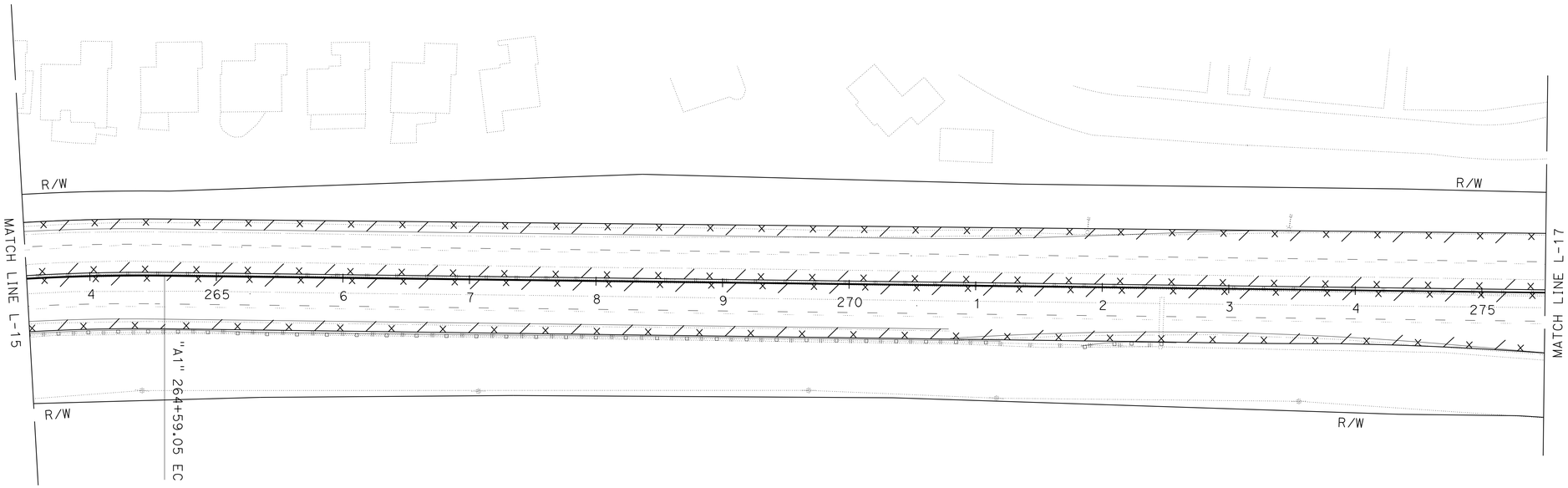

LAYOUT
SCALE: 1" = 50'

L-16

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FUNCTIONAL SUPERVISOR | A

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DESIGN

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:48

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea016.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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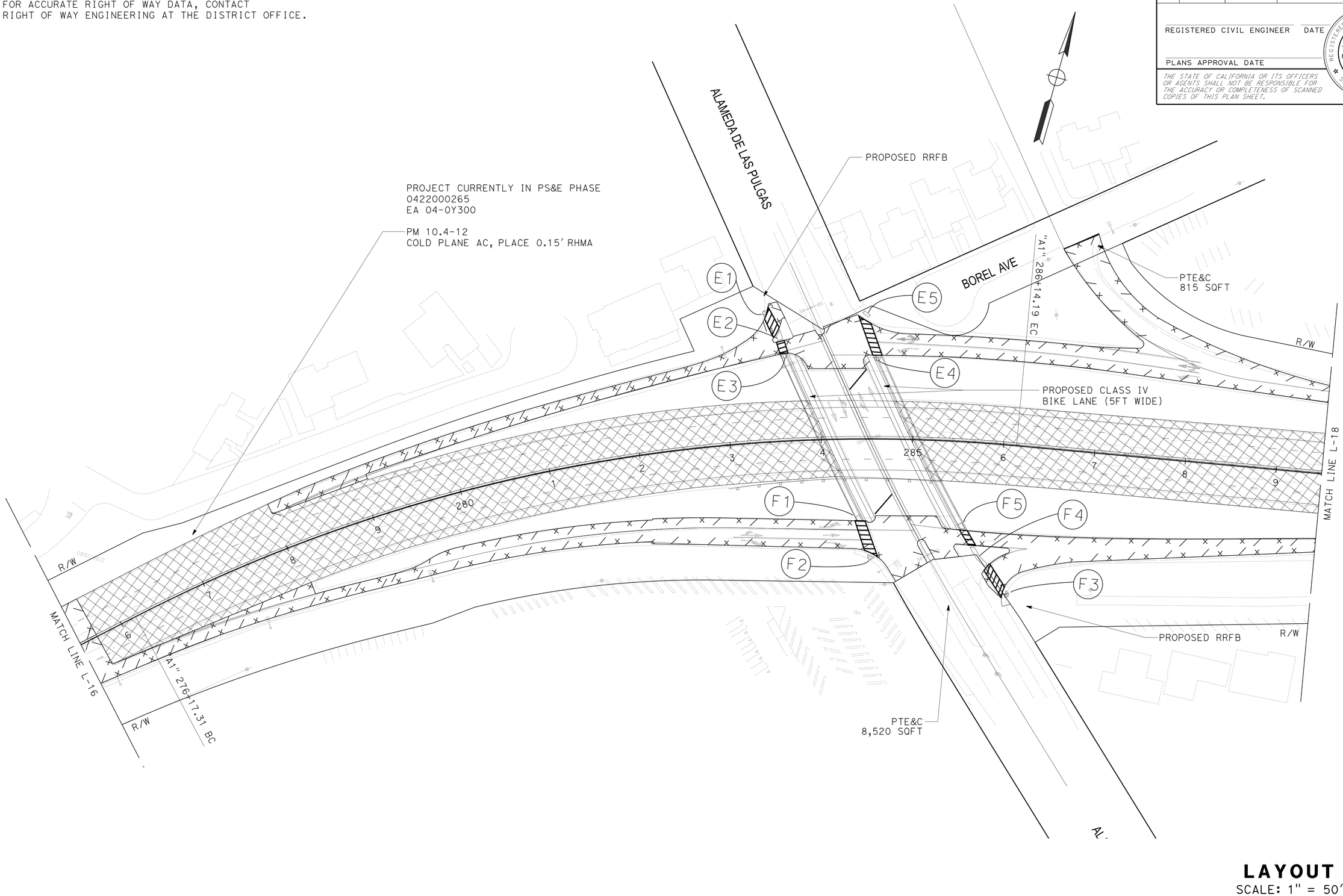
PROJECT CURRENTLY IN PS&E PHASE
0422000265
EA 04-0Y300

PM 10.4-12
COLD PLANE AC, PLACE 0.15' RHMA



LAYOUT
SCALE: 1" = 50'

L-17

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:50

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea017.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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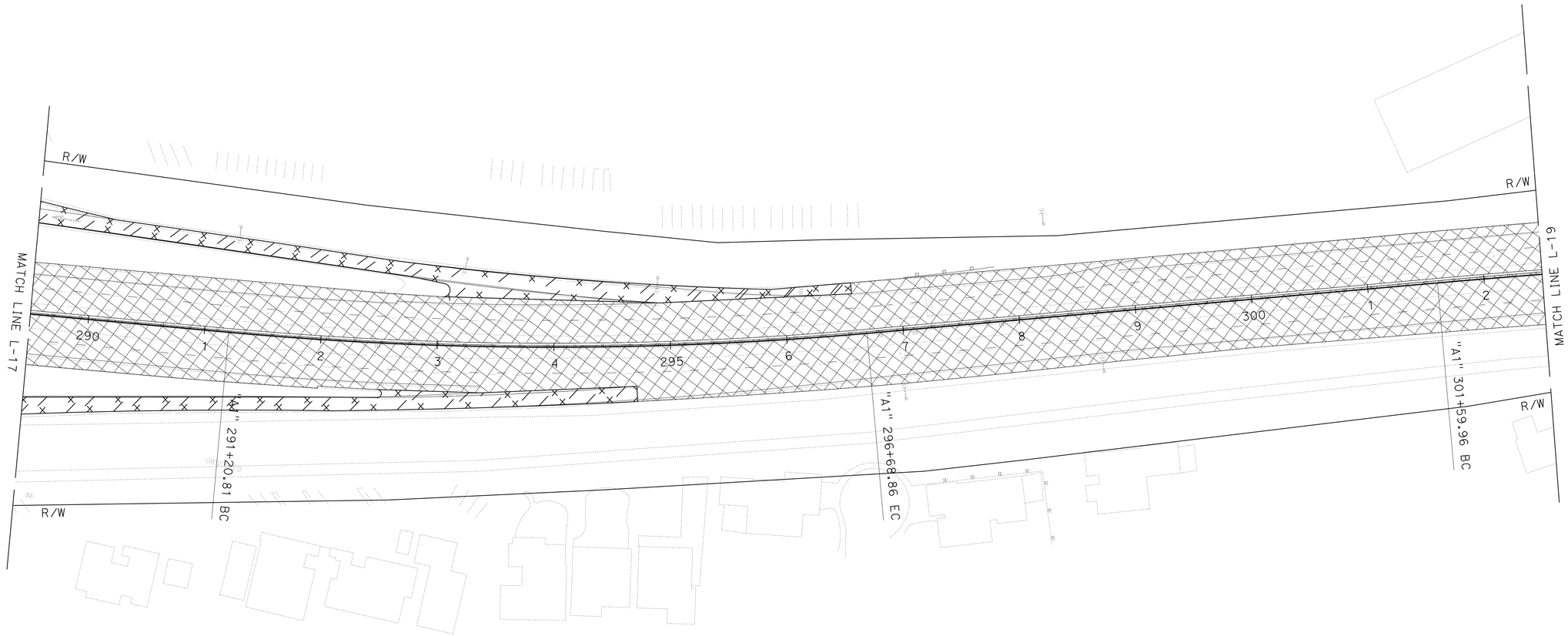

LAYOUT
SCALE: 1" = 50'

L-18

CALCULATED-DESIGNED BY	REVISED BY	FUNCTIONAL SUPERVISOR	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CHECKED BY	DATE REVISED		Caltrans® **DESIGN**
A	A	A	
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LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:54

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea018.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

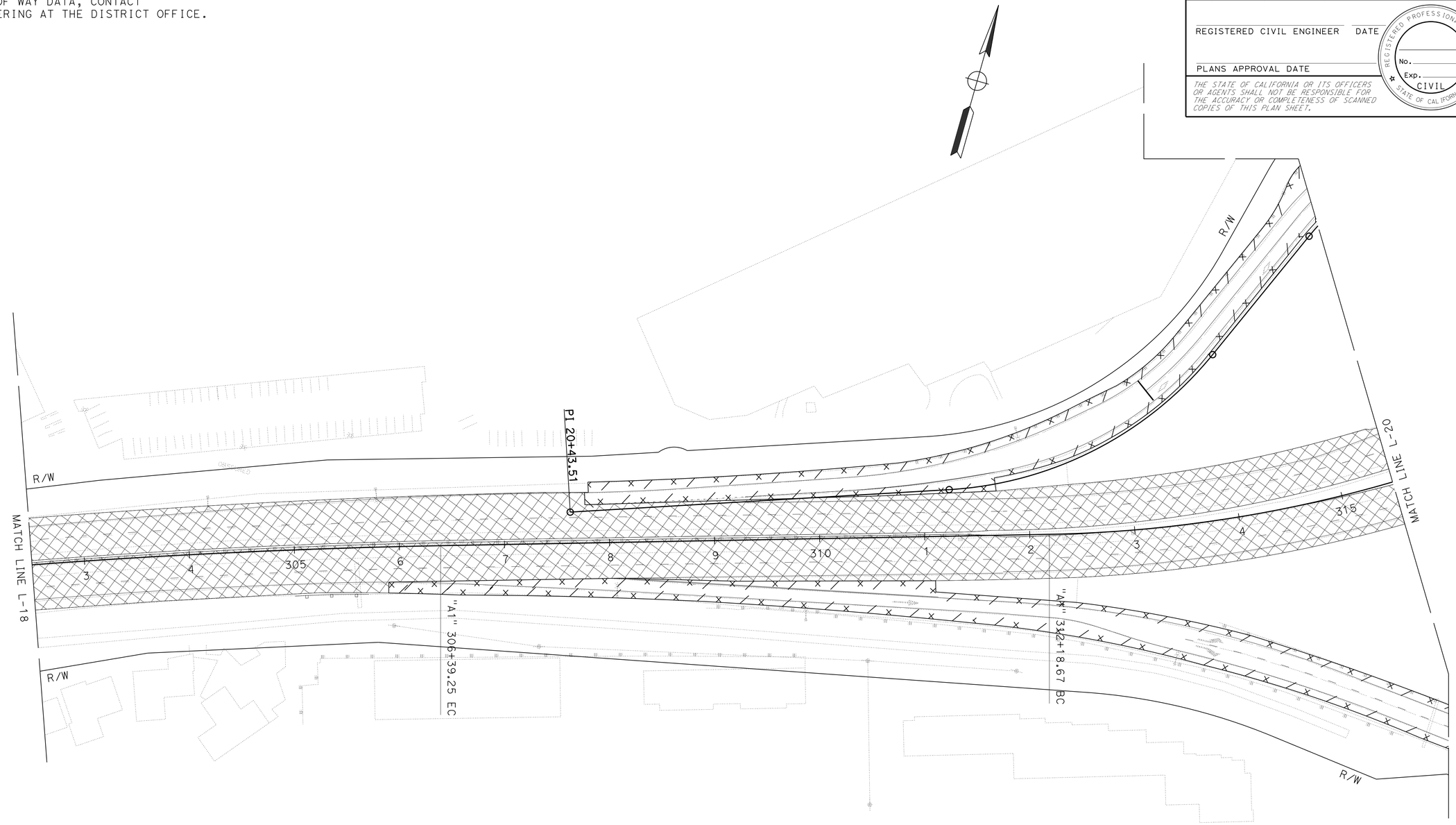
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE: 1" = 50'

L-19

REVISED BY	DATE REVISED
A	A

CALCULATED-
DESIGNED BY: A
CHECKED: A

FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:55

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea019.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

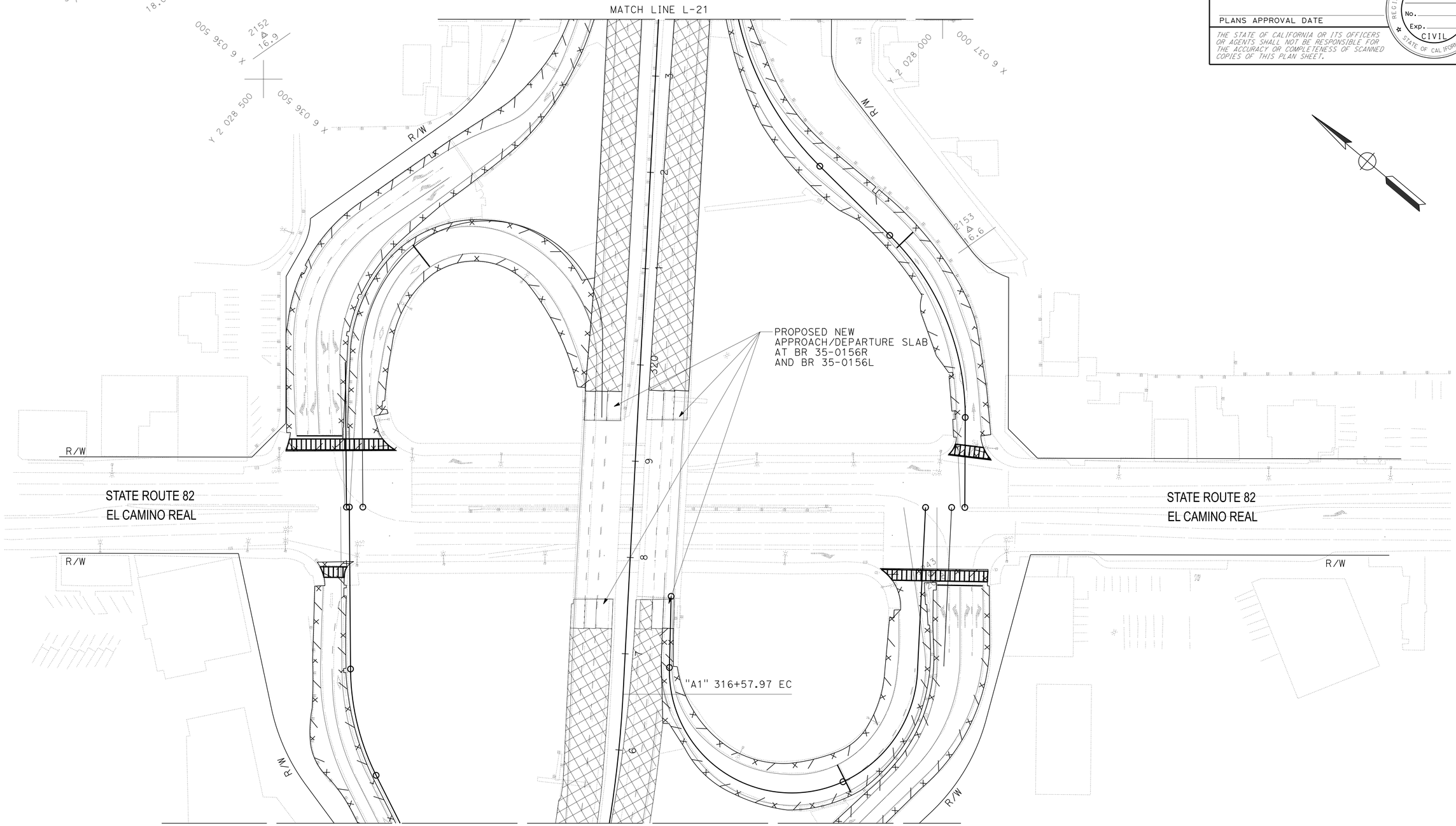
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE: 1" = 50'

L-20

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A | A | A | A | A

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DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:01
LAST REVISION

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

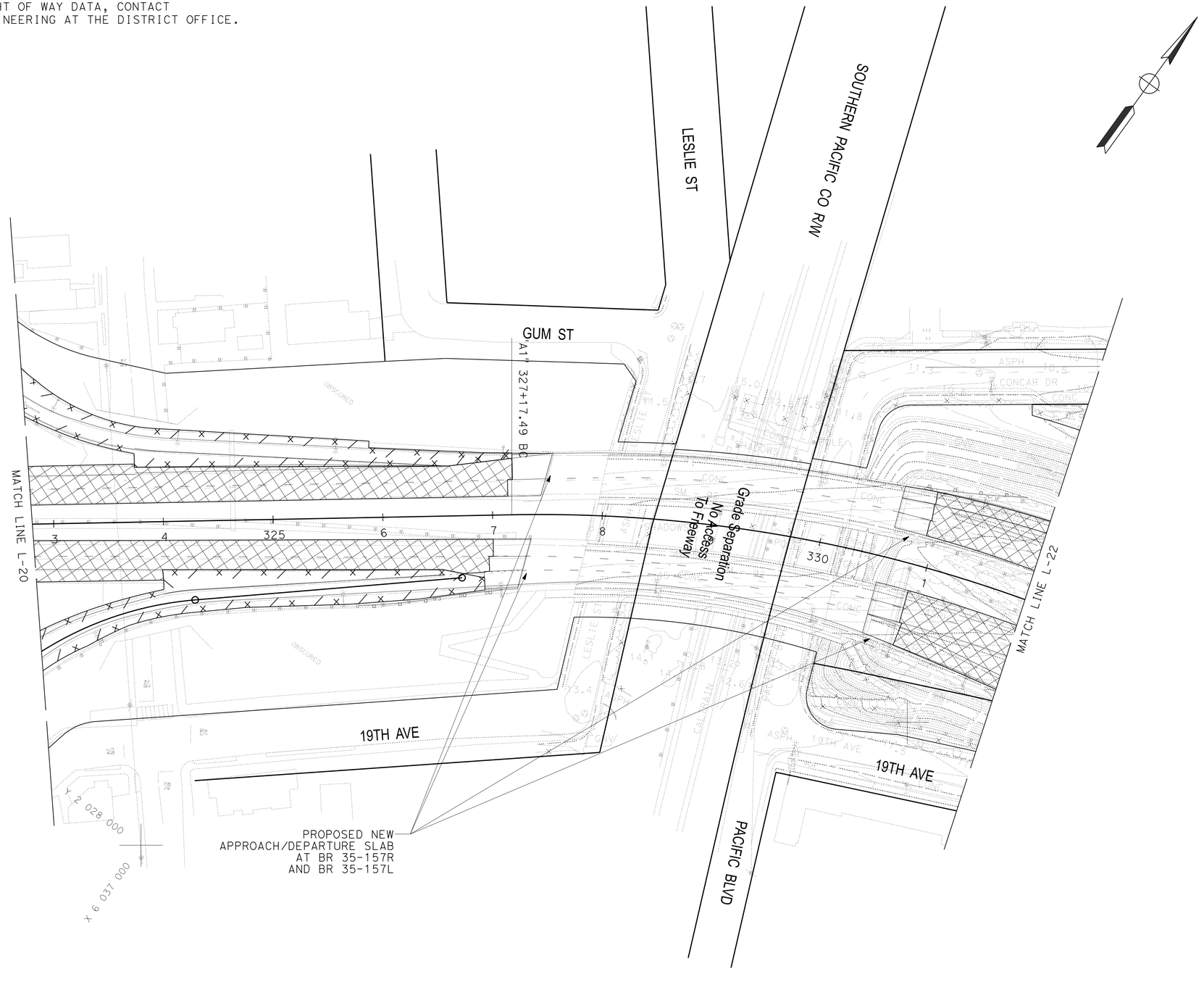
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-21

CALCULATED-DESIGNED BY	REVISED BY	FUNCTIONAL SUPERVISOR
CHECKED BY	DATE REVISED	
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A	A	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:09

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea021.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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LAYOUT

SCALE: 1" = 50'

L-22

REVISED BY	DATE REVISED
A	A

CALCULATED-DESIGNED BY	CHECKED BY
A	A

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DESIGN

FUNCTIONAL SUPERVISOR: A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20115

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea022.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

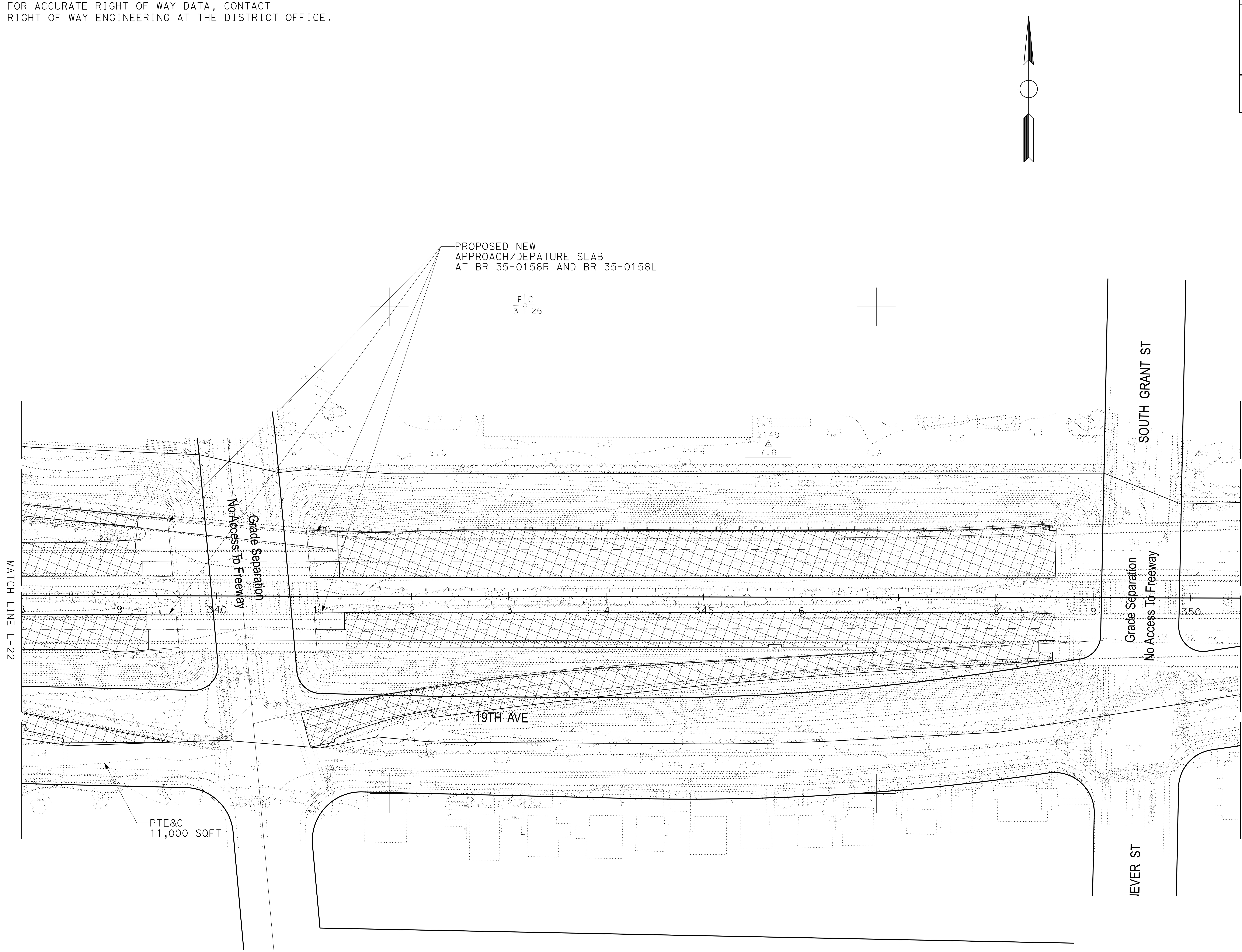
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:21

LAST REVISION

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

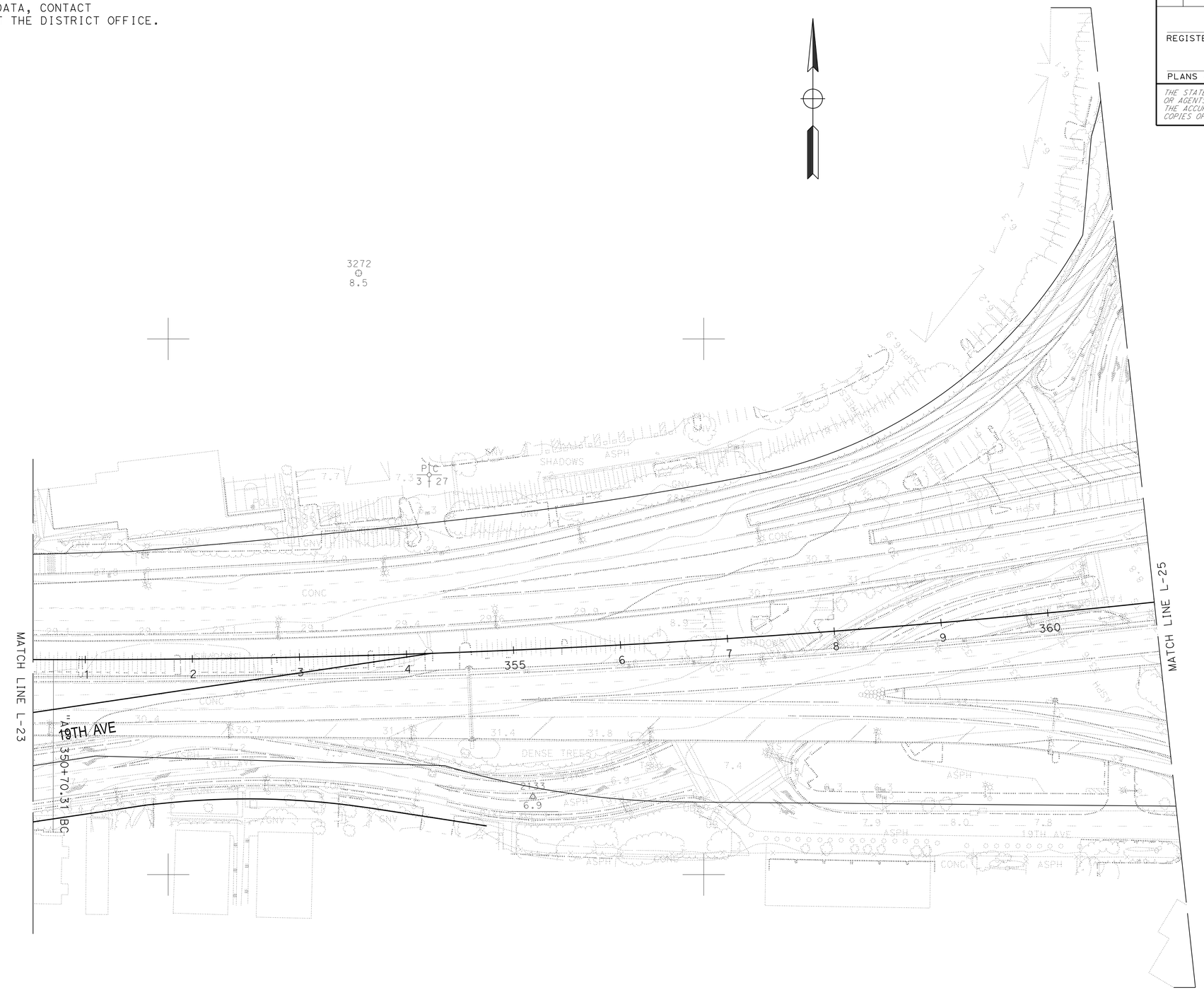
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE: 1" = 50'

L-24

REVISED BY	DATE REVISED
A	A

CALCULATED-DESIGNED BY: A
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FUNCTIONAL SUPERVISOR: A

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LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:24

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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LAYOUT
SCALE: 1" = 50'

L-25

REVISED BY	DATE REVISED
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A	A
CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:29

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea025.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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MATCH LINE L-25

MATCH LINE L-24

MATCH LINE L-28

MATCH LINE L-27

LAYOUT

SCALE: 1" = 50'

L-26

REVISED BY	A
DATE REVISED	A
CALCULATED-DESIGNED BY	A
CHECKED BY	A
FUNCTIONAL SUPERVISOR	A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION — DATE PLOTTED => 19-SEP-2025 TIME PLOTTED => 20:33

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea026.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

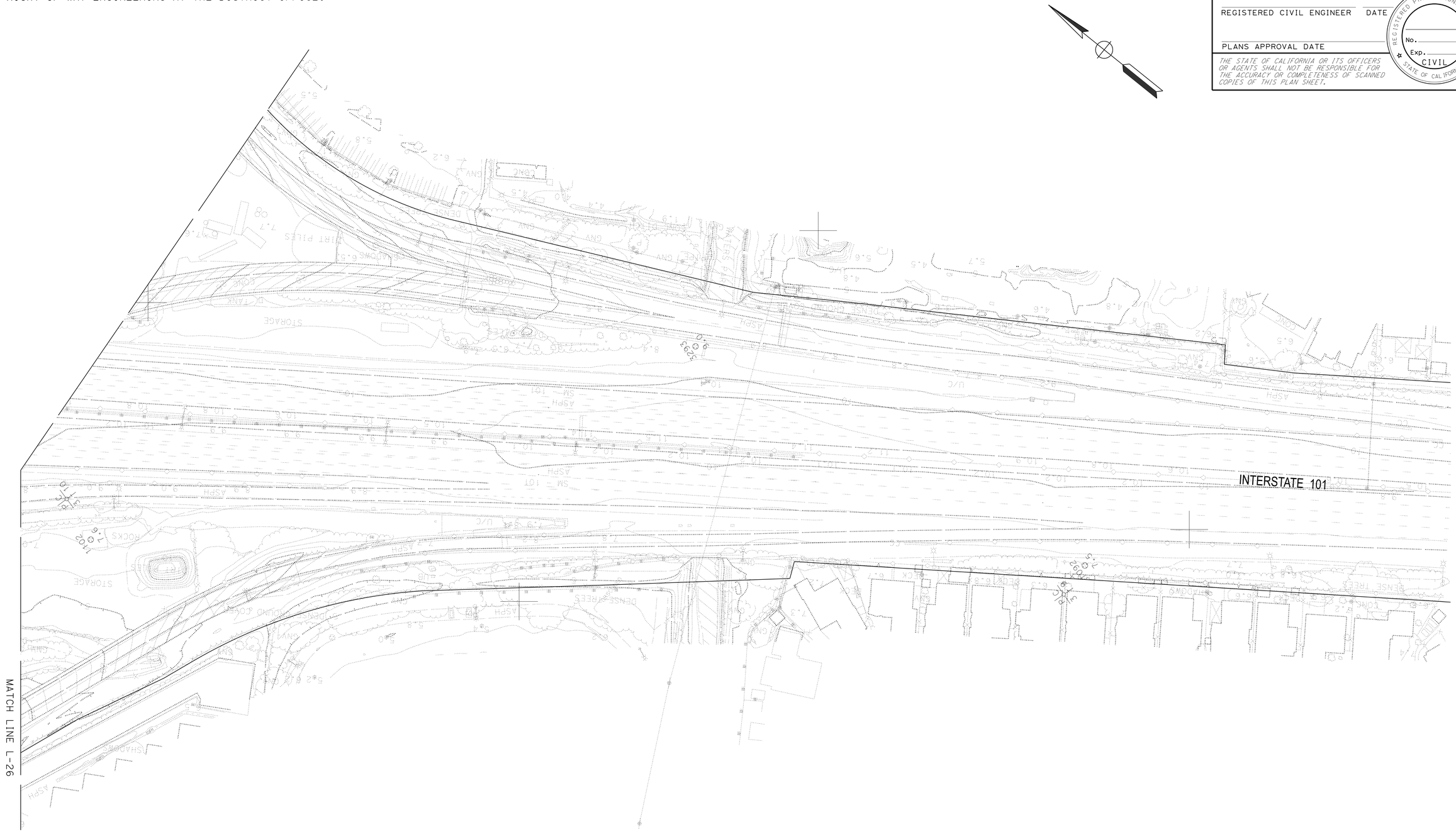
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

L-27

REVISED BY	DATE REVISED
A	A
A	A
CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:38

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea027.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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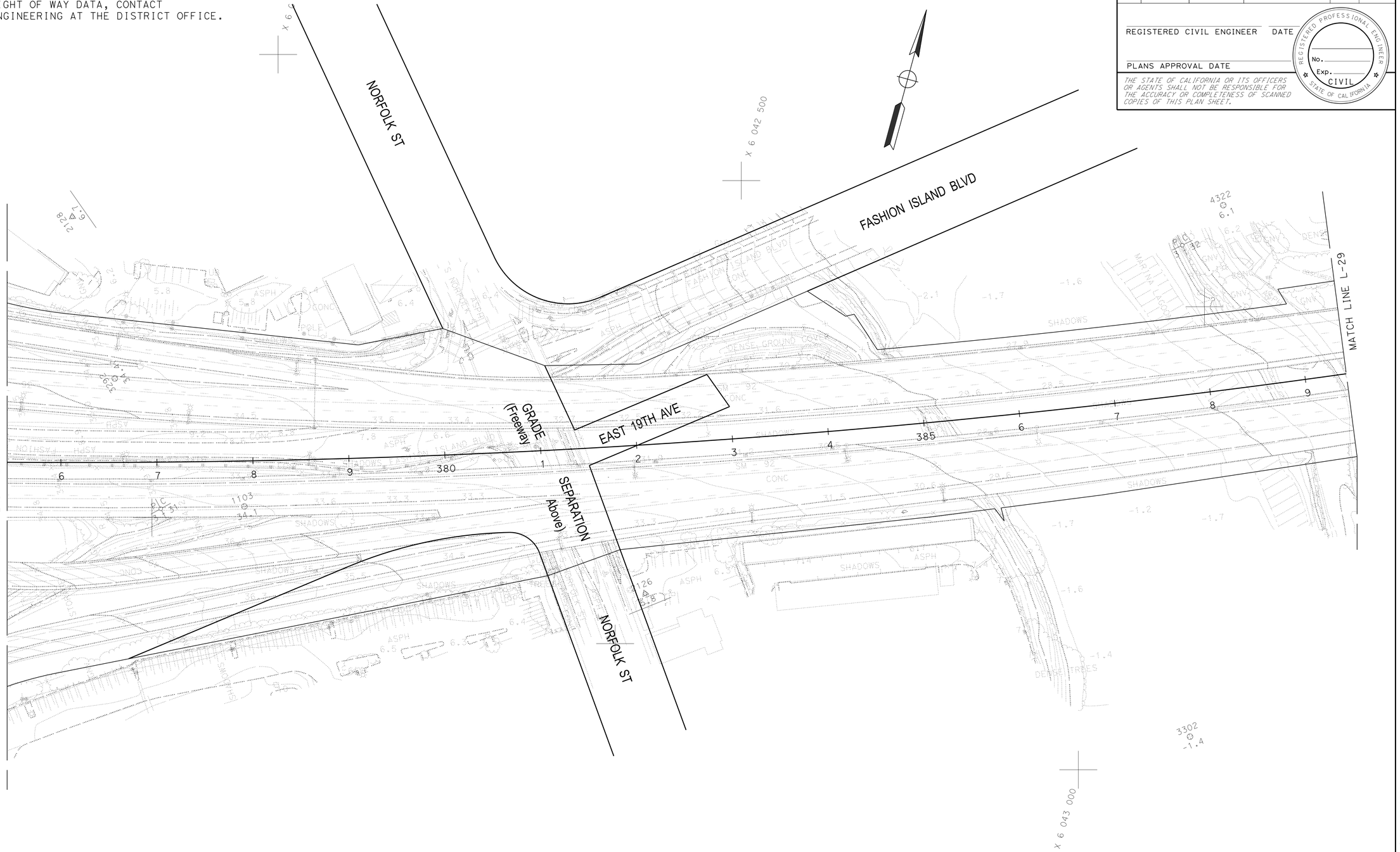

LAYOUT
SCALE: 1" = 50'

L-28

REVISED BY	DATE REVISED
A	A

CALCULATED-DESIGNED BY: A
CHECKED BY: A
FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:41
LAST REVISION

BORDER LAST REVISED 8/27/2019
USERNAME => s149851
DGN FILE => 0422000112ea028.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0746
PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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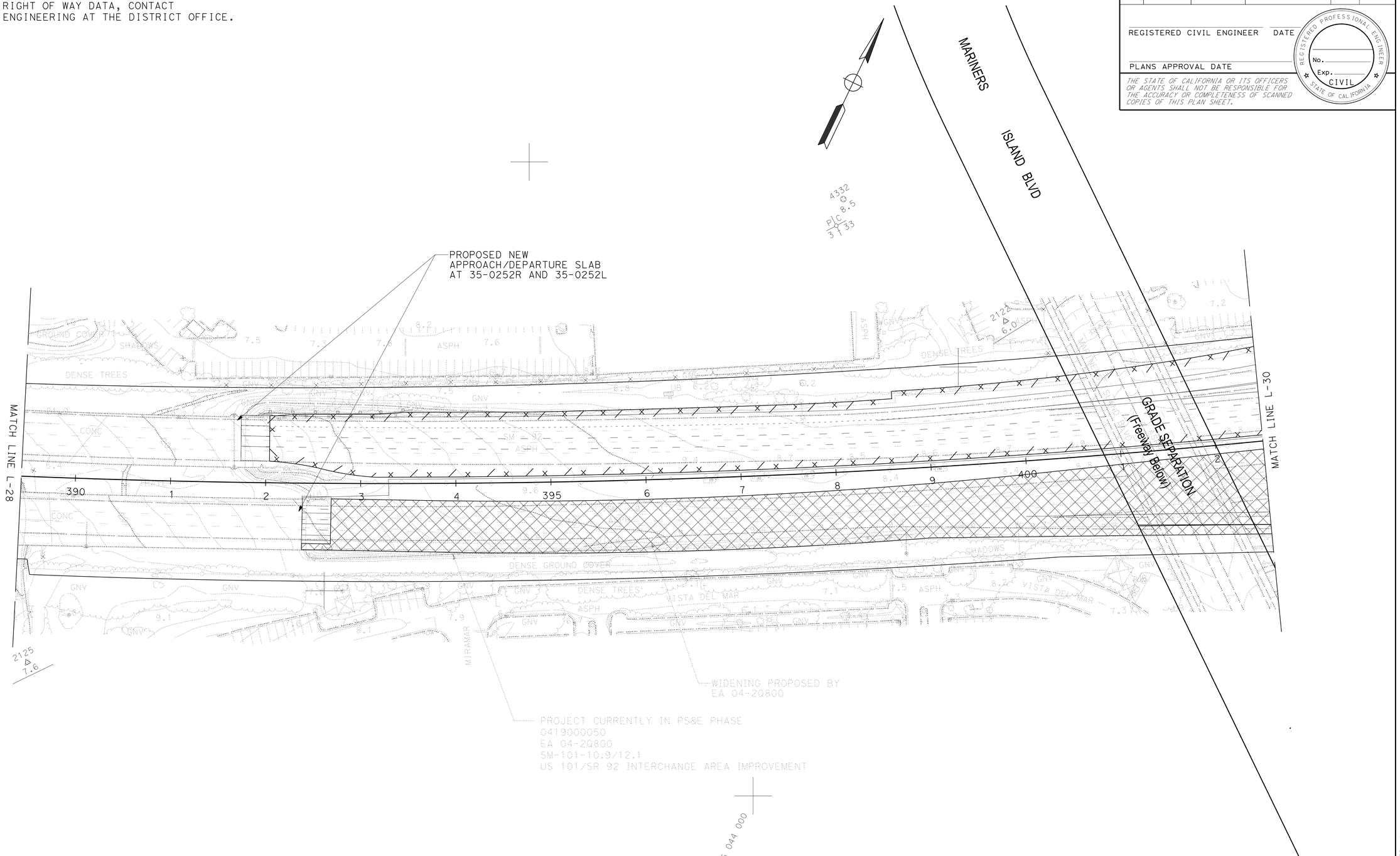

LAYOUT

SCALE: 1" = 50'

L-29

CALCULATED-
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A | A

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DESIGN

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LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:44

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea029.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

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REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
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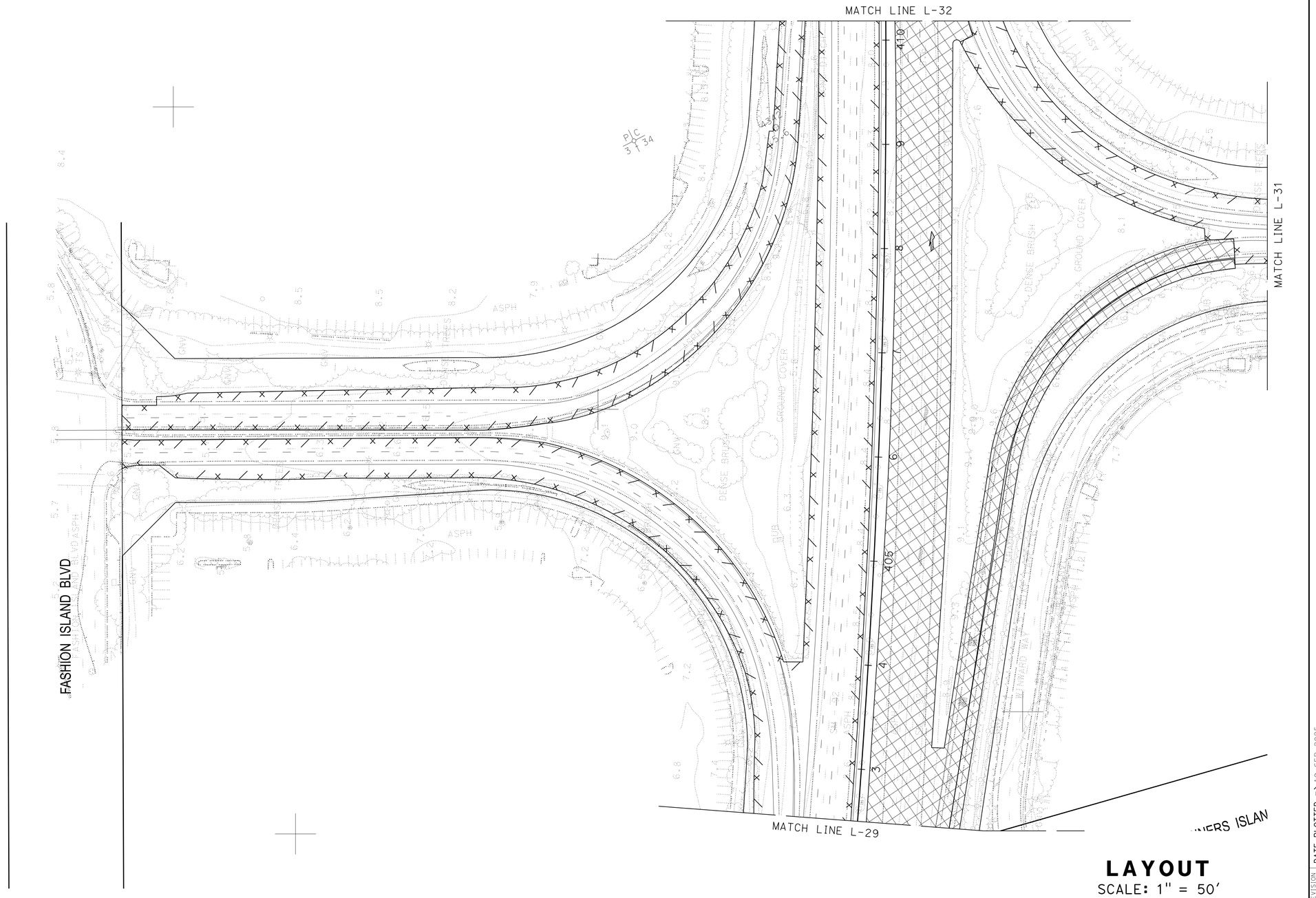

LAYOUT

SCALE: 1" = 50'

L-30

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A	A	A	A	A

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LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:47

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea030.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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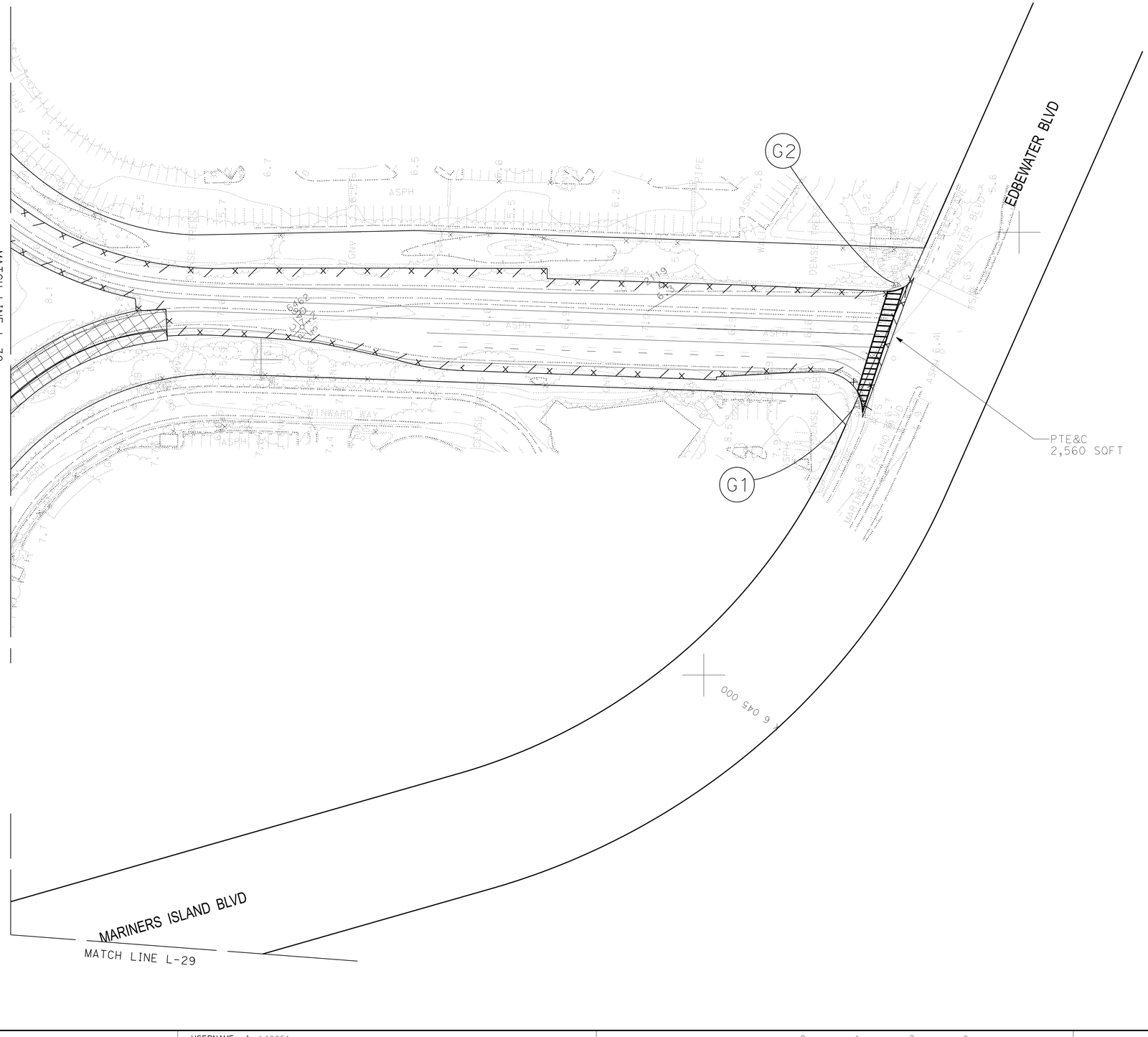

LAYOUT
SCALE: 1" = 50'

L-31

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A	A
A	A
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FUNCTIONAL SUPERVISOR	A

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:51

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea031.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

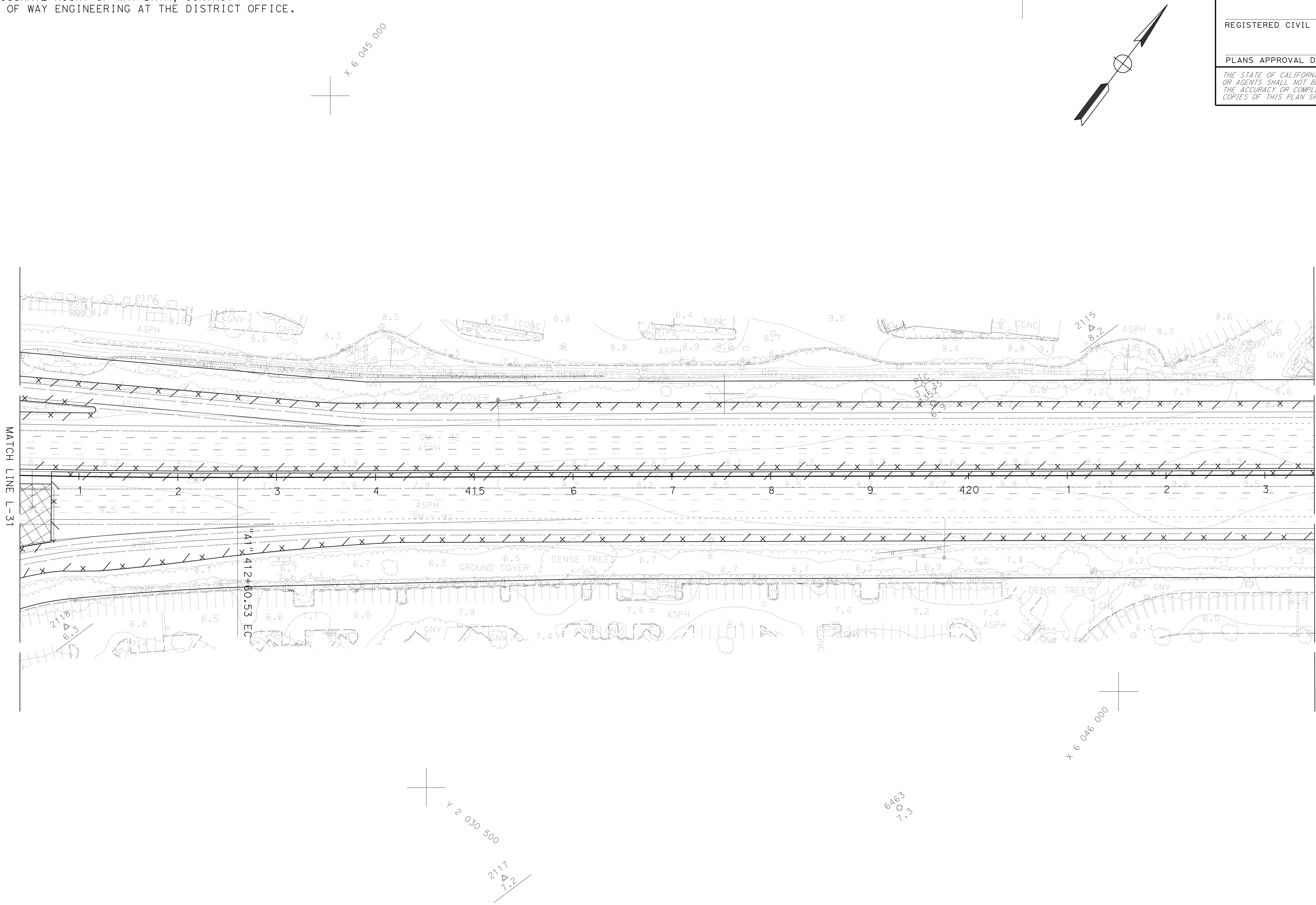
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

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DATE REVISED

LAYOUT

SCALE: 1" = 50'

L-32

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea032.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

LAST REVISION

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:53

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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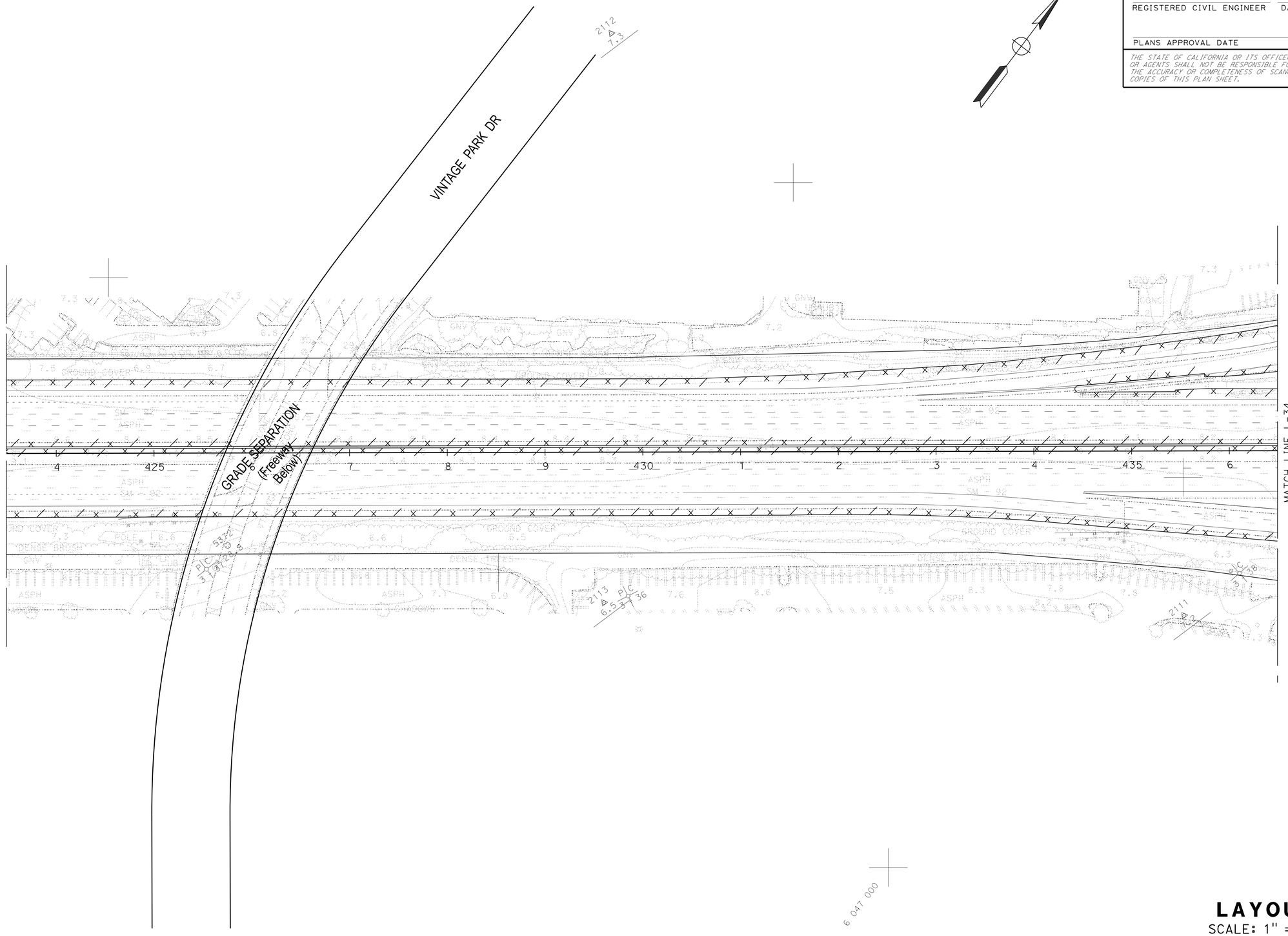

LAYOUT

SCALE: 1" = 50'

L-33

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:55

REVISED BY	DATE REVISED
A	A
CALCULATED-DESIGNED BY	CHECKED BY
A	A
FUNCTIONAL SUPERVISOR	
A	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea033.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LAYOUT

SCALE: 1" = 50'

L-34

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:57

LAST REVISION

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea034.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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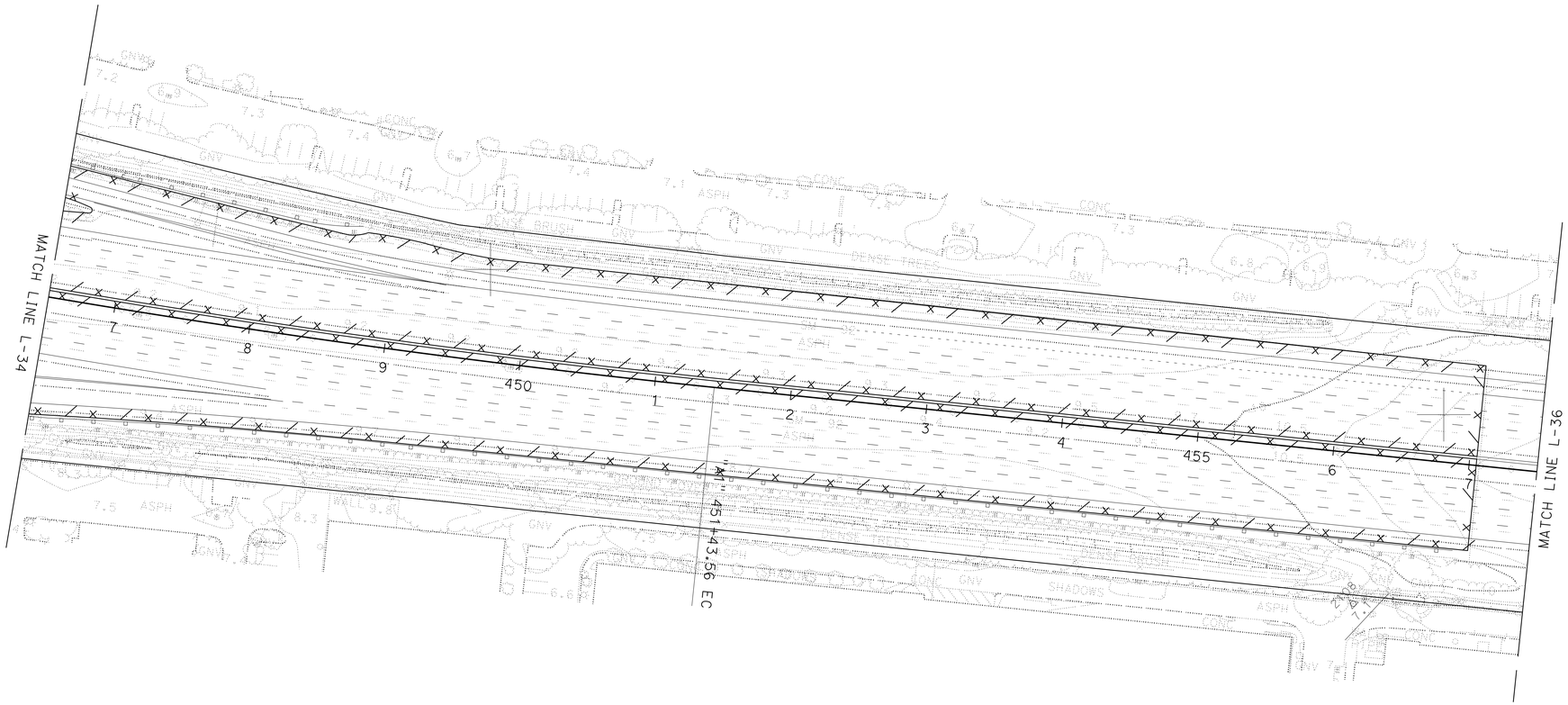
Y 2 033 500
X 6 048 000



P.I.C. 37+40

Y 2 033 000

LAYOUT

SCALE: 1" = 50'

L-35

CALCULATED-DESIGNED BY	REVISED BY	FUNCTIONAL SUPERVISOR
A	A	A
CHECKED BY	DATE REVISED	
A	A	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:59

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea035.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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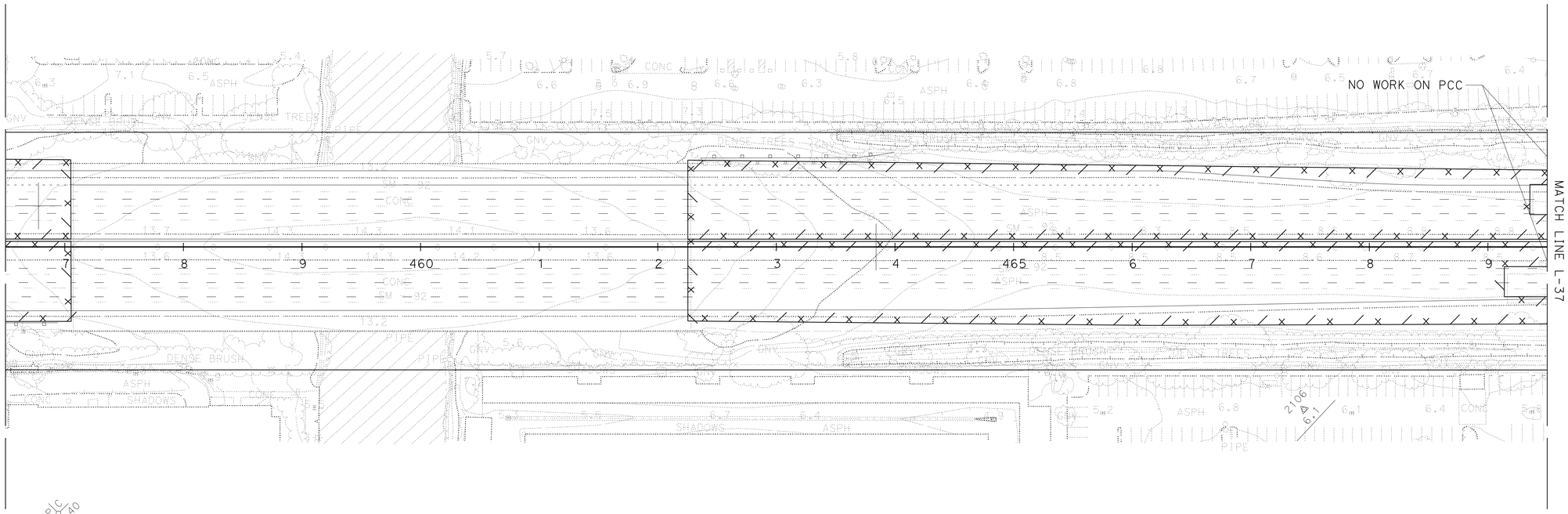
Y 2 034 000
X 6 048 500

Y 2 034 500



PLC
3 T 40

PLC
3 T 41

X 6 049 000
Y 2 033 500

X 6 047 412
Y 2 034 000
6.6

LAYOUT
SCALE: 1" = 50'

L-36

REVISED BY | DATE REVISED
A | A

CALCULATED-DESIGNED BY | CHECKED BY
A | A

FUNCTIONAL SUPERVISOR
A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 22:15

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea036.dgn

RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

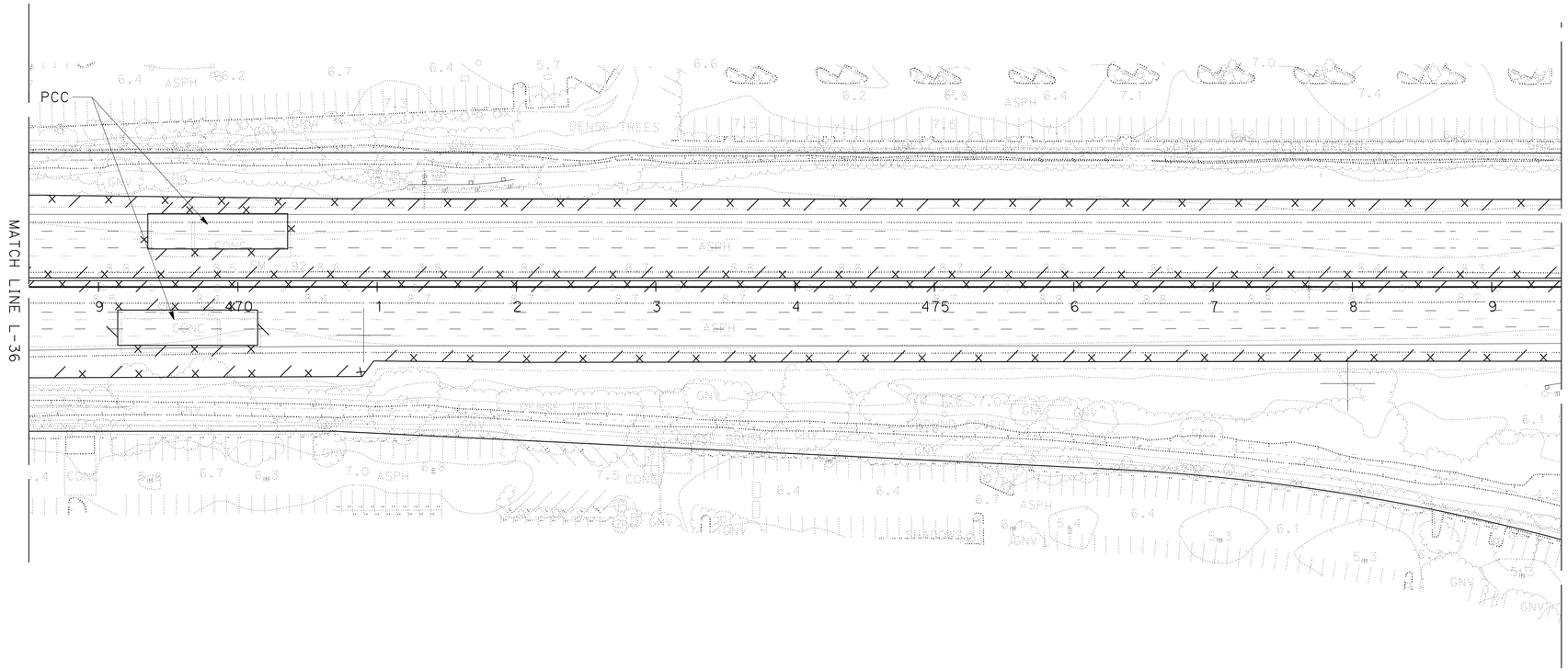
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

Y 2 035 000



PC
3+42
2105
Δ
5.9

X 6 050 000

Y 2 034 500

LAYOUT

SCALE: 1" = 50'

L-37

REVISED BY	DATE REVISED	CALCULATED-DESIGNED BY	CHECKED BY	FUNCTIONAL SUPERVISOR
A	A	A	A	A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 22:36

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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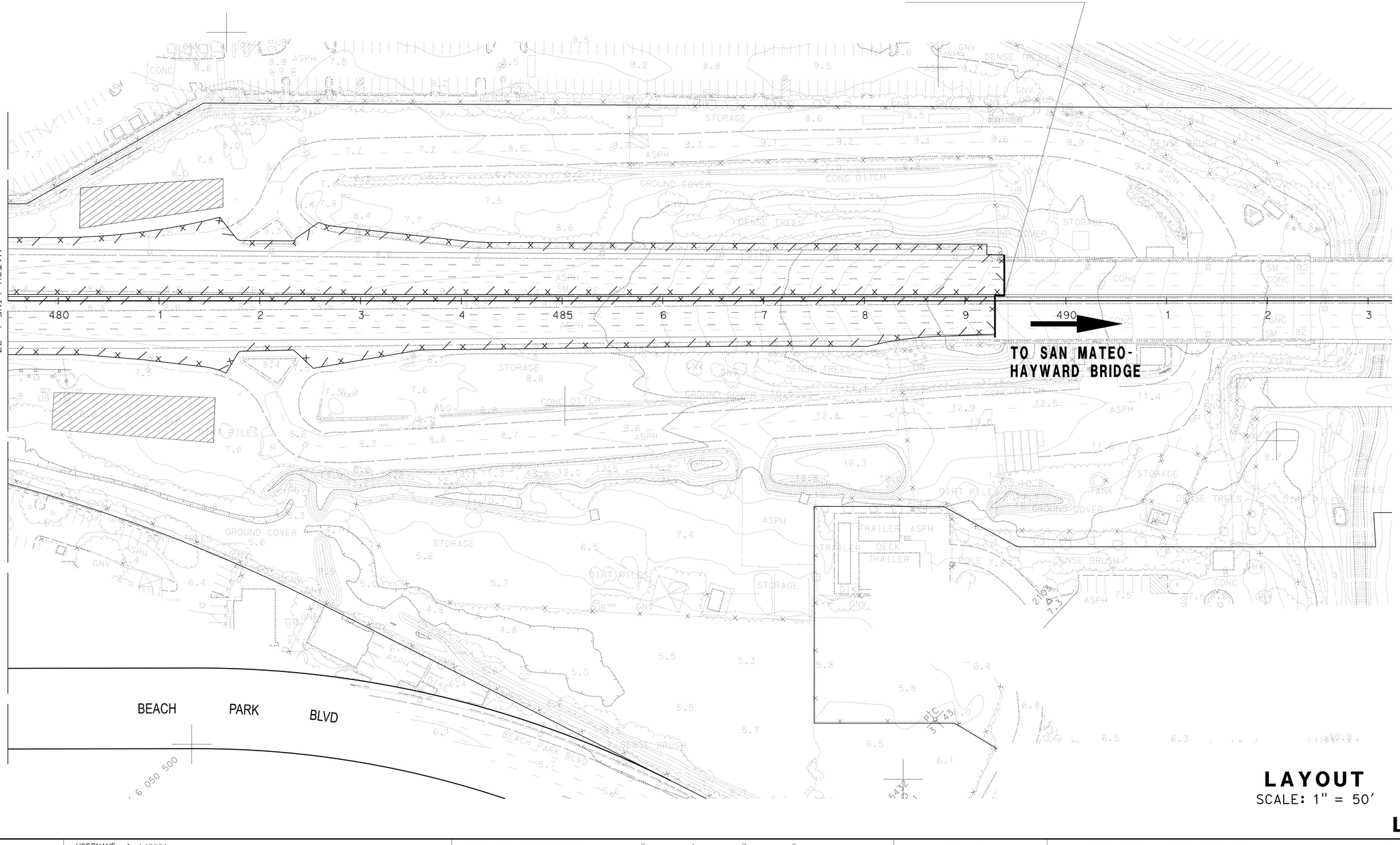
2104
Δ 12.1

END PROJECT
PM R14.44



LAYOUT
SCALE: 1" = 50'

L-38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: A
CALCULATED-DESIGNED BY: A
CHECKED BY: A

REVISED BY	DATE REVISED
A	A
A	A

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 23:01

BORDER LAST REVISED 8/27/2019
USERNAME => s149851
DGN FILE => 0422000112ea038.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0746
PROJECT NUMBER & PHASE 0422000112

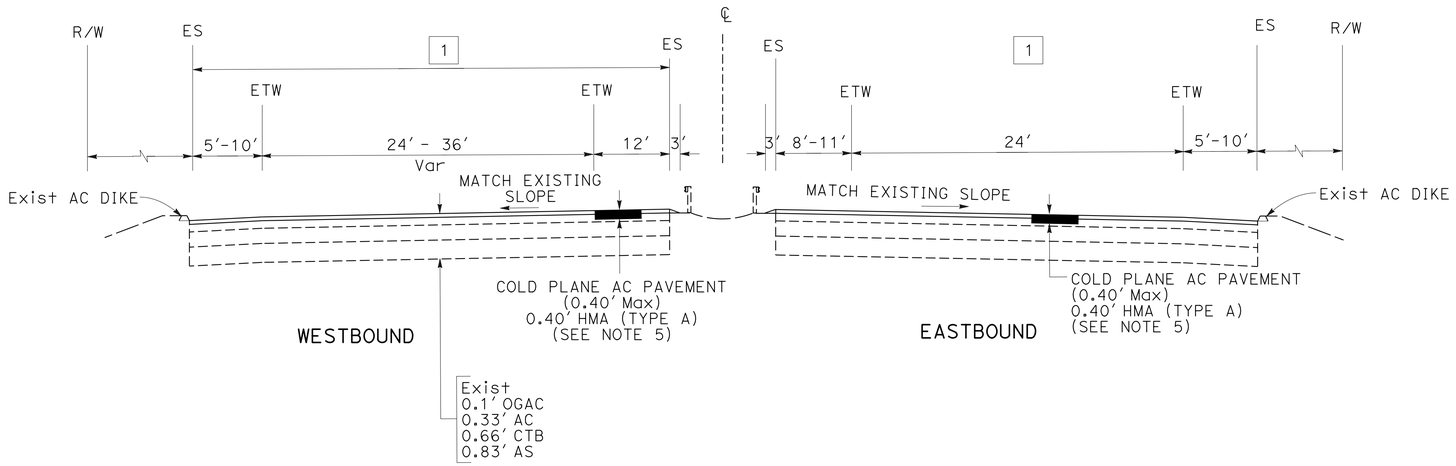
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	7.3/14.4	x	x

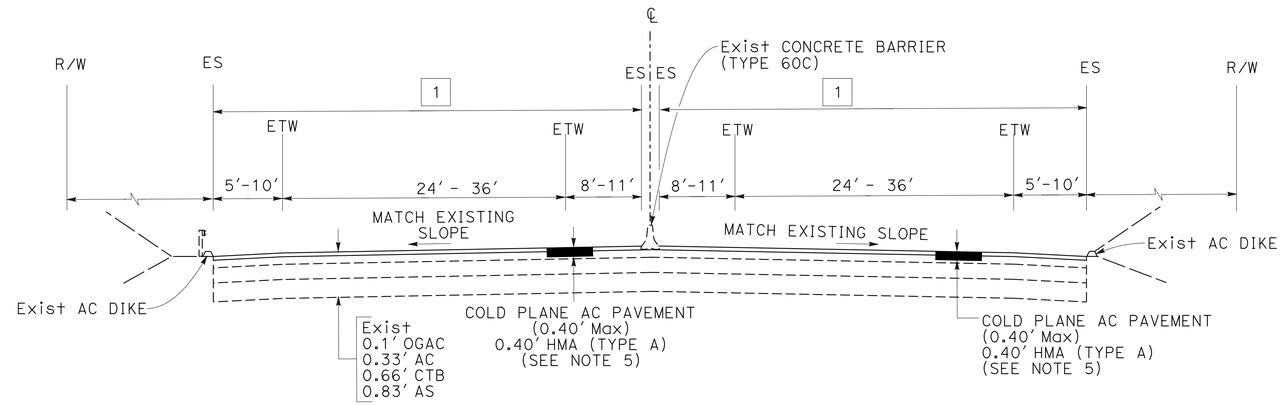
REGISTERED CIVIL ENGINEER DATE

xx-xx-xx
PLANS APPROVAL DATE

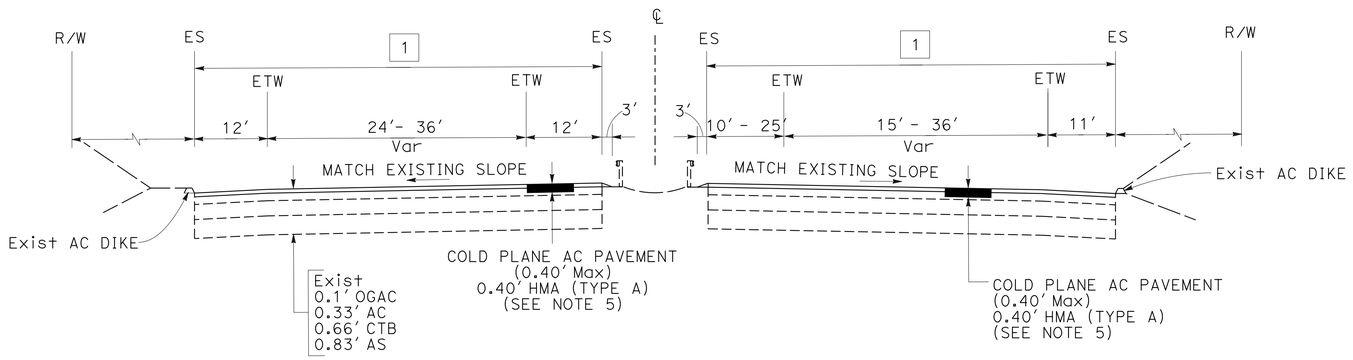
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.





PM 7.94 TO 9.54
PM 9.54 TO 10.17 (EB)
PM 10.40 TO 10.55 (EB)
PM 10.55 TO 11.10
PM 11.10 TO 11.32 (WB)



PM 7.30 TO 7.94

ABBREVIATION:

RHMA-G RUBBERIZED HOT MIX ASPHALT- GAP GRADED

LEGEND:

1 COLD PLANE AC PAVEMENT 0.15′
RHMA-G 0.15′

NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTION ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATION.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL PLACE IMPORTED MATERIAL (SHOULDER BACKING) WHERE THERE IS NO DIKE, CONCRETE BARRIER OR WALL.
4. FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
5. SEE Q-SHEET FOR LOCATION & DIMENSIONS.

DRAFT
Not For Construction

TYPICAL CROSS SECTIONS (MAINLINE)

NO SCALE

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

X-1

REVISED BY	DATE REVISED
A	A

CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans

LAST REVISION | DATE PLOTTED => 20-NOV-2025
07-17-25 | TIME PLOTTED => 10:27

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	7.3/14.4	3	x

REGISTERED CIVIL ENGINEER DATE

xx-xx-xx
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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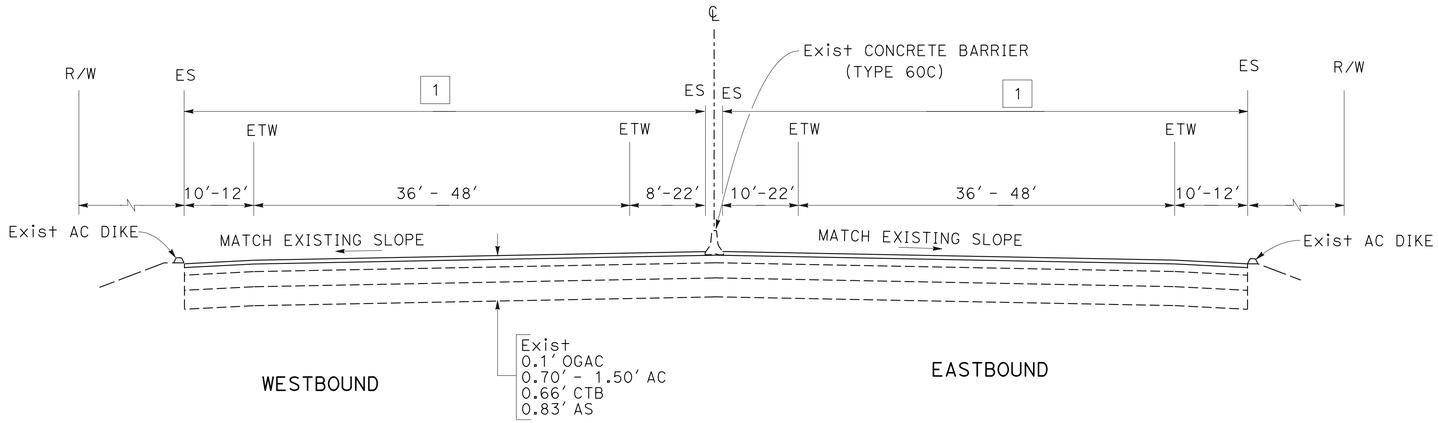


PM 12.60 TO 13.83

FOR NOTES, ABBREVIATION AND LEGEND, SEE SHEET X-1

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS (MAINLINE & RAMPS)

NO SCALE

X-2

REVISED BY | DATE REVISED: A

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION 07-17-25
DATE PLOTTED => 13-OCT-2025
TIME PLOTTED => 13:26

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s149851
DGN FILE => _Working_044W100-X2.dgn

CU 04705

EA 4W1004

ATTACHMENT C

PROJECT PRELIMINARY COST ESTIMATE

PROJECT

PRELIMINARY COST ESTIMATE©

EA: 04-4W1000 PID: 04-2200-0112

EA: 04-4W1000

PID: 04-2200-0112

District-County-Route: 04-SM-92

PM: R7.3/R14.4

Type of Estimate : Project Report Summary Report

Program Code : SHOPP 201.121

Project Limits : From Interstate 280/State Route 92 separation to San Mateo-Hayward Bridge

Project Description: Minor Roadway Rehabilitation

Scope : Minor Roadway Rehabilitation

Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 28,238,800	$ 31,581,903
TOTAL STRUCTURES COST	$ 5,600,000	$ 6,262,966
SUBTOTAL CONSTRUCTION COST	$ 33,838,800	$ 37,844,870
TOTAL RIGHT OF WAY COST	$ 889,500	$ 889,500
TOTAL CAPITAL OUTLAY COSTS	$ 34,729,000	$ 38,735,000
PA/ED SUPPORT	$ 2,064,000	$ 2,169,000
PS&E SUPPORT	$ 3,612,000	$ 3,909,000
RIGHT OF WAY SUPPORT	$ 202,000	$ 228,000
CONSTRUCTION SUPPORT	$ 4,136,000	$ 4,874,000
TOTAL SUPPORT COST	$ 10,014,000	$ 11,180,000
TOTAL PROJECT COST	$ 44,750,000	$ 49,950,000 *

Programmed Amount

	Month	Year
Date of Estimate (Month/Year)	11	2025
Estimated Construction Start (Month/Year)	5	2032
Number of Working Days =		350
Estimated Mid-Point of Construction (Month/Year)	1	2033
Estimated Construction End (Month/Year)	10	2033
Number of Plant Establishment Days		0

Estimated Project Schedule

PID Approval	6/26/2023
PA/ED Approval	1/30/2026
PS&E	2/1/2027
RTL	8/1/2028
Begin Construction	5/31/2032

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier	Date	Phone
	xx/xx/xxxx	(xxx) xxx-xxxx

Approved by Project Manager

Project Manager	Date	Phone
	xx/xx/xxxx	(xxx) xxx-xxxx

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	30,000
2	**Pavement Structural Section**	$	11,394,500
3	**Drainage**	$	352,000
4	**Specialty Items**	$	1,445,800
5	**Environmental**	$	1,107,500
6	**Traffic Items**	$	4,625,700
7	**Detours**	$	-
8	**Minor Items**	$	947,800
9	**Roadway Mobilization**	$	1,990,400
10	**Supplemental Work**	$	475,000
11	**State Furnished**	$	1,350,000
12	**Time-Related Overhead**	$	836,700
13	**Total Roadway Contingency**	$	3,683,400
	TOTAL ROADWAY ITEMS	**$**	**28,238,800**

Estimate Prepared By : Jesse Han Transportation Engineer 11/17/2025 (510) 362-4218

Name and Title Date Phone

Estimate Reviewed By : Abdol Dehghani, Senior Transportat 11/17/2025 (510) 908-9396

Name and Title Date Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY		x		=	$	-
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
17010X	Clearing & Grubbing	LS/ACRE	1	x	30,000.00	=	$	30,000
100100	Develop Water Supply	LS		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS	$	30,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	240	x	600.00	=	$	144,000
26020X	Class 2 Aggregate Base	TON/CY	132	x	380.00	=	$	50,160
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	41,586	x	175.00	=	$	7,277,550
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON	121	x	800.00	=	$	96,800
377501	Slurry Seal	TON		x		=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF	13,000	x	10.00	=	$	130,000
398100	Remove Asphalt Concrete Dike	LF	13,000	x	5.00	=	$	65,000
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY	3,470	x	300.00	=	$	1,041,000
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	415,600	x	4.00	=	$	1,662,400
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
374207	CRACK TREATMENT	LNMI	15	x	8,000.00	=	$	120,000
731627	MINOR CONCRETE (CURB, SIDEWALK AND CURB RAMP)	CY	110	x	1,900.00	=	$	209,000
832070	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	5,550	x	100.00	=	$	555,000
38080	SHOULDER RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS)	STA	1,100	x	35.00	=	$	38,500
200002	Roadside Clearing	LS	1	x	5,000.00	=	$	5,000
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	11,394,500

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
71013X	Remove Culvert	EA/LF		x		=	$	-
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	LF		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	132	x	2,000.00	=	$	264,000
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Insert Type)	LF		x		=	$	-
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thic	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS	1	x	88,000.00	=	$	88,000

TOTAL DRAINAGE ITEMS	**$**	**352,000**

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost	
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-	PRSM quantity input for Look Ahead report.
5100XX	Structural Concrete	CY		x		=	$	-	PRSM quantity input for Look Ahead report.
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-	PRSM quantity input for Look Ahead report.
5201XX	Bar Reinforcing Steel	LB		x		=	$	-	PRSM quantity input for Look Ahead report.
080050	Progress Schedule (Critical Path Method)	LS		x		=	$	-	
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-	
510530	Minor Concrete (Wall)	CY		x		=	$	-	
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-	
070030	Lead Compliance Plan	LS	1	x	10,000.00	=	$	10,000	
141120	Treated Wood Waste	LB	185,000	x	1.50	=	$	277,500	
839750	Remove Barrier	LF		x		=	$	-	
839752	Remove Guardrail	LF	12,817	x	10.00	=	$	128,170	
710167	Remove Flared End Section	EA		x		=	$	-	
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-	
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-	
832007	Midwest Guardrail System (Wood Post)	LF	12,817	x	50.00	=	$	640,850	
839301	Single Thrie Beam Barrier	LF		x		=	$	-	
839310	Double Thrie Beam Barrier	LF		x		=	$	-	
839521	Cable Railing	LF		x		=	$	-	
839566	Terminal System (Type CAT)	EA		x		=	$	-	
839584	Alternative In-line Terminal System	EA		x		=	$	-	
839585	Alternative Flared Terminal System	EA		x		=	$	-	
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-	
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-	
8331XX	Concrete Barrier (Insert Type)	LF		x		=	$	-	
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-	
511035	Architectural Treatment	SQFT		x		=	$	-	
780460	Anti-Graffiti Coating	SQFT		x		=	$	-	
780450	Rock Stain	SQFT		x		=	$	-	
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-	
83954X	Transition Railing (Insert Type)	EA		x		=	$	-	
780440	Prepare and Stain Concrete	SQFT		x		=	$	-	
839561	Rail Tensioning Assembly	EA		x		=	$	-	
83958X	End Anchor Assembly (Insert Type)	EA		x		=	$	-	
710208	ADJUST FRAME AND COVER TO GRADE	EA	33	x	2,000.00	=	$	66,000	
730070	DETECTABLE WARNING SURFACE	SQFT	495	x	70.00	=	$	34,650	
733000	PRE/POST CONSTRUCTION SURVEYS	EA	33	x	1,000.00	=	$	33,000	
90205	DISPUTE RESOLUTION BOARD ON-SITE MEETING	EA	6	x	6,000.00	=	$	36,000	
17515	TRANSITION RAILING (TYPE WB-31)	EA	12	x	4,500.00	=	$	54,000	
17362	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	46	x	3,600.00	=	$	165,600	

TOTAL SPECIALTY ITEMS	**$**	**1,445,800**

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
	Biological Mitigation (on-site)	LS		x		=	$	-		
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-		
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-		
160110	Temporary High-Visibility Fence	LF	700	x	10.00	=	$	7,000		
								Subtotal Environmental Mitigation	$	*7,000*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
20XXXX	Highway Planting	LS	1	x	375,000.00	=	$	375,000		
20XXXX	Irrigation System	LS		x		=	$	-		
204099	Plant Establishment Work	LS	1	x	40,000.00	=	$	40,000		
20XXXX	Follow-up Landscape Project	LS		x		=	$	-		
206405	Remove Irrigation Facility	LS		x		=	$	-		
204096	Maintain Existing Planted Areas	LS	1	x	60,000.00	=	$	60,000		
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-		
21011X	Imported Topsoil	CY/TON		x		=	$	-		
200114	Rock Blanket	SQFT/SQYD		x		=	$	-		
200122	Weed Germination	SQYD		x		=	$	-		
995100	Water Meter Charges	LS		x		=	$	-		
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-		
20890X	Extend X" Conduit (Use for Extension of Irrigation x-	LF		x		=	$	-		
200052	Prune Existing Plans	LS	1	x	7,500.00	=	$	7,500		
205035	Wood Mulch	CY	400	x	120.00	=	$	48,000		
20XXX	Tree Protection	LS	1	x	5,000.00	=	$	5,000		
								Subtotal Landscape and Irrigation	$	*535,500*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost		
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-		
210010	Move-In/Move-Out (Erosion Control)	EA	8	x	1300.00	=	$	10,400		
210350	Fiber Rolls	LF	3,000	x	6.00	=	$	18,000		
210360	Compost Sock	LF		x		=	$	-		
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-		
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-		
210300	Hydromulch	SQFT	15,000	x	1.40	=	$	21,000		
210420	Straw	SQFT		x		=	$	-		
210430	Hydroseed	SQFT	15,000	x	0.60	=	$	9,000		
210610	Compost	CY		x		=	$	-		
066201	EROSION CONTROL	Unit	1	x	41,600.00	=		$41,600		
								Subtotal Erosion Control	$	*100,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost		
130300	Prepare SWPPP	LS		x		=	$	-		
130200	Prepare WPCP	LS		x		=	$	-		
130100	Job Site Management	LS		x		=	$	-		
130330	Storm Water Annual Report	EA		x		=	$	-		
130310	Rain Event Action Plan	EA		x		=	$	-		
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-		
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-		
130550	Temporary Hydroseed	SQYD		x		=	$	-		
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-		
130640	Temporary Fiber Roll	LF		x		=	$	-		
130900	Temporary Concrete Washout	LS		x		=	$	-		
130710	Temporary Construction Entrance	EA		x		=	$	-		
130610	Temporary Check Dam	LF		x		=	$	-		
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-		
130730	Street Sweeping	LS		x		=	$	-		
xxxxxx	Construction Site BMPs	LS	1	x	465,000.00	=	$	465,000		
								Subtotal NPDES	$	*465,000*

	TOTAL ENVIRONMENTAL	**$**	**1,107,500**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=				
066596	Additional Water Pollution Control**	LS		x		=				
066597	Storm Water Sampling and Analysis***	LS		x		=	$	-		
XXXXXX	Some Item	LS		x		=	$	-		
								Subtotal Supplemental Work for NDPS	$	*-*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)		Cost
870200	Lighting System	LS		x		= $	-
870300	Sign Illumination System	LS		x		= $	-
870400	Signal and Lighting System	LS		x		= $	-
870510	Ramp Metering System	LS		x		= $	-
87181X	Interconnection Conduit and Cable	LF/LS		x		= $	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		= $	-
5602XX	Install Sign Structure (Insert Type)	LB		x		= $	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		= $	-
87011X	Inductive Loop Detector	EA/LS		x		= $	-
870600	Traffic Monitoring Station System	LS		x		= $	-
56804X	Remove Sign Structure	EA/LS		x		= $	-
568054	Reconstruct Sign Structure	EA		x		= $	-
568060	Modify Sign Structure	EA		x		= $	-
870009	Elements During Construction	LS		x		= $	-
86XXXX	Fiber Optic Conduit System	LS		x		= $	-
037568	Rectangular Rapid Flashing Beacon Systems	LS	1	x	1,265,000.00	= $	1,265,000
872133	Modifying Signal and Lighting Systems	LS	1	x	853,000.00	= $	853,000
872135	Modifying Traffic Monitoring Station	LS	1	x	153,000.00	= $	153,000
XXXXX	Some Item	Unit		x		= $	-

Subtotal Traffic Electrical $ *2,271,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)		Cost
820840	Roadside Sign - One Post	EA		x		= $	-
820850	Roadside Sign - Two Post	EA		x		= $	-
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		= $	-
820890	Install Sign Panel on Existing Frame	SQFT		x		= $	-
846020	Remove Painted Traffic Stripe	LF		x		= $	-
141102	Remove Yellow Painted Traffic Stripe (Hazardous W	LF		x		= $	-
846025	Remove Painted Pavement Marking	SQFT		x		= $	-
820250	Remove Roadside Sign	EA		x		= $	-
820530	Reset Roadside Sign	EA		x		= $	-
820610	Relocate Roadside Sign	EA		x		= $	-
8101XX	Delineator (Insert Class)	EA		x		= $	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	289,955	x	2.00	= $	579,910
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	16,600	x	13.00	= $	215,800
120090	Construction Area Signs	LS	1	x	200,000.00	= $	200,000
84XXXX	Permanent Pavement Delineation	LS		x		= $	-
847218	6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY)	LF	2,850	x	18.00	= $	51,300
141103	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	88,010		0.80	$	70,408
810230	PAVEMENT MARKER (RETROREFLECTIVE	EA	3,600		20.00	$	72,000

Subtotal Traffic Signing and Striping $ *1,189,418*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)		Cost
12865X	Portable Changeable Message Sign	EA/LS	1	x	$ 300,000	= $	300,000

Subtotal Traffic Management Plan $ *300,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)		Cost
120198	Plastic Traffic Drums	EA		x		= $	-
12016X	Channelizer (Insert Type)	EA		x		= $	-
120116	Type II Barricade	EA		x		= $	-
120120	Type III Barricade	EA		x		= $	-
129100	Temporary Crash Cushion Module	EA		x		= $	-
120100	Traffic Control System	LS	1	x	750,000.00	= $	750,000
129110	Temporary Crash Cushion	EA		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		= $	-
8101XX	Delineator (Insert Class)	EA		x		= $	-
120320	TEMPORARY BARRIER SYSTEM	LF	1,200	x	56.00	= $	67,200
017089	TEMPORARY CRASH CUSHION (EA)	EA	12	x	4,000.00	= $	48,000

Subtotal Stage Construction and Traffic Handling $ *865,200*

TOTAL TRAFFIC ITEMS **$ 4,625,700**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x		= $	-
19801X	Imported Borrow	CY/TON		x		= $	-
390132	Hot Mix Asphalt (Type A)	TON		x		= $	-
26020X	Class 2 Aggregate Base	CY/TON		x		= $	-
250401	Class 4 Aggregate Subbase	CY		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
128601	Temporary Signal System	LS		x		= $	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
80010X	Temporary Fence (Insert Type)	LF		x		= $	-
XXXXXX	Some Item	LS		x		= $	-

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 18,955,500

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items					
	ADA Items	1.0%	$	189,555	
8B - Bike Path Items					
	Bike Path Items	1.0%	$	189,555	
8C - Other Minor Items					
	Other Minor Items	3.0%	$	568,665	

Total of Section 1-7 $ 18,955,500 x 5.0% = $ 947,775

TOTAL MINOR ITEMS **$ 947,800**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$ 19,903,300	x	10%	= $	1,990,330	

TOTAL ROADWAY MOBILIZATION **$ 1,990,400**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	20,000.00	= $	20,000
066094	Value Analysis	LS	1	x	20,000.00	= $	20,000
066070	Maintain Traffic	LS	1	x	200,000.00	= $	200,000
066919	Dispute Resolution Board	LS	1	x	20,000.00	= $	20,000
066921	Dispute Resolution Advisor	LS		x		= $	-
066015	Federal Trainee Program	LS	1	x	30,000.00	= $	30,000
066610	Partnering	LS	1	x	50,000.00	= $	50,000
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
066393	HOT MIX ASPHALT SMOOTHNESS INCENTI	LS	1	x	135,000.00	= $	135,000
XXXXXX	Some Item	Unit		x		= $	-

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ -

Total Section 1-8 $ 19,903,300 = $ -

TOTAL SUPPLEMENTAL WORK **$ 475,000**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	150,000.00	=	$150,000
066063	Traffic Management Plan - Public Information	LS	1	x	50,000.00	=	$50,000
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS	1	x	900,000.00	=	$900,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS	1	x	130,000.00	=	$130,000
066916	Annual Construction General Permit Fee	LS		x		=	$0
066871	ELECTRICAL SERVICE CONNECTIONS	LS	1	x	120,000.00	=	$120,000

Total Section 1-8	$	19,903,300	=	$	-

TOTAL STATE FURNISHED	**$1,350,000**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $23,903,300 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **4%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	350	X	$2,391	=	$836,700
090210	TIME-RELATED OVERHEAD (WDAY)	WD		X		=	$0

TOTAL TIME-RELATED OVERHEAD	**$836,700**

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)			0%		
Additional or Residual Contingency	(for Unknown/Undefined Risks)			15%		$3,683,310
Total Section 1-12	$	24,555,400	x	**15%**	=	$3,683,310

TOTAL CONTINGENCY*	**$3,683,400**

II. STRUCTURE ITEMS

Bridge 1-11

DATE OF ESTIMATE	08/13/25				
Bridge Name	xxxxxxxxxxxxxxxxxx				
Bridge Number	R, 35-0158L, 35-0158R, 35-016				
Structure Type	xxxxxxxxxxxxxxxxxx				
Width (Feet) [out to out]	0 LF				
Total Bridge Length (Feet)	0 LF				
Total Area (Square Feet)	0 SQFT				
Structure Depth (Feet)	0 LF				
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx				
Cost Per Square Foot	$150				
COST OF EACH	**$4,000,000**				

Building 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$300		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$4,000,000**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$400,000**
STRUCTURES MOBILIZATION	10%	**$400,000**
STRUCTURES CONTINGENCY*	25%	**$1,200,000**
TOTAL COST OF STRUCTURES		**$5,600,000**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ------ Division of Structures — Date

EA: 04-4W1000 PID: 04-2200-0112

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		*Escalated Value*
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	2,500	$	2,500
	A2)	Acquisition of Offsite Mitigation	$	0	$	0
	A3)	Railroad Acquisition	$	0	$	0
	A4)	Grantor's Appraisal Cost	$	5,000	$	5,000
B)	B1)	Utility Relocation (State Share)	$	82,000	$	82,000
	B2)	Potholing (Design Phase)	$	800,000	$	800,000
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	$	0	$	0
D)		RAP and/or Last Resort Housing	$	0	$	0
E)		Clearance & Demolition	$	0	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0	$	0
G)		Title and Escrow	$	0	$	0
H)		Environmental Review	$	0	$	0
I)		Condemnation Settlements 0%	$	0	$	0
J)		Design Appreciation Factor 0%	$	0	$	0
K)		Utility Relocation (Construction Cost)	$	0	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$889,500**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$889,500**
N)	**RIGHT OF WAY SUPPORT**	**$228,000**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

Utility Estimate Prepared By _____ Utility Coordinator[2] _____ Phone

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator[3] _____ Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

ATTACHMENT D

RIGHT OF WAY DATA SHEET

To: Design Special Projects

Date: 09/25/2025
Dist 04-SM-92- PM R7.3/R14.4

Attention: ABDOL DEHGHANI
Branch Chief
Design Special Projects

Project ID: 04-2200-0112 (EA 4W100)

From: MONA POON
Right of Way Resource Manager

D.S. 7938

Proj. Descr. Pavement Rehabilitation

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on July 23, 2025 and the following assumptions and limiting conditions.

[ ] 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
[ ] 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
[ ] 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
[ ] 4. This estimate does not include $_____right of way costs previously incurred on the project, which may affect the total project right of way costs for programming purposes.
[ ] 5. We have determined there are no right of way functional involvements in the proposed project at this time, as designed.
[ ] 6. This Data Sheet is being completed without an estimate for Environmental Permit Fees or Mitigation Costs.

Right of Way Lead Time will require a minimum of 24 months after we begin receiving final right of way requirements, necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements, we will require a minimum of 22 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

Right of Way Resource Manager

Attachments:

[ ] Right of Way Data Sheet – Page One (always required)
[☑] Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
[☑] Utility Information Sheet
[ ] Railroad Information Sheet

RIGHT OF WAY DATA SHEET

TO: Office of Design
Special Projects

Date 09/25/2025 D.S. # 7938
Dist. 04 Co. SM Rte 92 PM R7.3/R14.4
EA 4W100 (04-2200-0112)

ATTN: Abdol Dehghani
Branch Chief

Project Description: Pavement Rehabilitation

SUBJECT: Right of Way Data - Alternate No.

1. Right of Way Cost Estimate:

		Current Value (Future Use)	Escalation Rate		Escalated Value
A.	Acquisition, including Excess Lands, Damages, and Goodwill	$2,500.00		%/yr	$2,500.00
	Permits				$0.00
	Environmental Mitigation				$0.00
	Grantor's Appraisal Cost				$5,000.00
B.	Utility Relocation (State Share)	$882,000.00		%	$882,000.00
C.	Railroad (from page 6)				$0.00
D.	Relocation Assistance	$0.00		%	$0.00
E.	Clearance Demolition	$0.00		%	$0.00
F.	Title and Escrow Fees	$0.00		%	$0.00
G.	TOTAL ESCALATED VALUE				$889,500.00
H.	Construction Contract Work	$0.00			
I.	Railroad Phase 4 Costs	$0.00			
J.	Utility Phase 4 Costs	$15,000.00			

2. Anticipated Date of Right of Way Certification 4/1/2027

3. Parcel Data:

	Type	Dual/Appr
X		
A	1	
B		
C		
D		
E	XXXX	
F	XXXX	
Total	1	

Utilities Involvements	
Utility Verification	27+
Positive Identification	400
Utility Relocation	10
Other (Specify)	0

RR Involvements	
None	x
C&M Agrmt	
R/W Agrmt	
Design	
Const.	
Lic/RE/Clauses	
Misc R/W Work	
RAP Displ	0
Clear Demo	0
Const. Permits	0
Condemnation	0

Areas: Right of Way ____ No. Excess Parcels ___ Excess ____

4. Are there any major items of construction contract work?
Yes ☐ No ☑ (If yes, explain)

5. Provide a general description of the right of way and excess lands required(zoning, use, major improvements critical or sensitive parcels, etc.).
No right of way required. ☐
1 parcel with a Temporary Construction Easement (TCE). Parcel is agricultural land. TCE required for 12 months. Permit to Enter and Construct at 8 locations.

6. Is there an effect on assessed valuation? (If yes explain)
Yes ☐ Not Significant ☐ No ☑

7. Are utility facilities or rights of way affected? Yes ☑ No ☐
(If yes, attach Utility Information Sheet Exhibit 01-01-05)

8. Are railroad facilities or rights of way affected? Yes ☐ No ☑
(If yes, attach Railroad Information Sheet Exhibit 01-01-06)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None evident ☑
(If yes, attach memorandum per Procedural Handbook Volume 1, Section 101.011)

10. Are RAP displacements required? Yes ☐ No ☑
(If yes, provide the following information)

No. of personal property relocations _____

No. of single family _____ No. of business/non profit _____

No. of multi-family _____ No. of farms _____

Based on Draft / Final Relocation Impact Statement / Study dated _____, it is anticipated that sufficient replacement housing will / will not be available without Last Resort Housing.

11. Are material borrow and / or disposal sites required? Yes ☐ No ☑
(If yes, explain)

12. Are there potential relinquishments / abandonments? Yes ☐ No ☑
(If yes, explain)

13. Are there any existing and/or potential Airspace sites? Yes ☐ No ☑
(If yes, explain)

14. Are there Permit Fees? Yes ☐ No ☑
(If yes, explain)
No permit fees per email from Shelby Goss dated 8/28/25.

15. Are there Environmental Mitigation Costs? Yes ☐ No ☑
(If yes, explain)
No environmental mitigation costs per email from Shelby Goss dated 8/28/25.

16. Indicate the anticipated Right of Way schedule and lead time requirements.
Based on the R/W Requirements on Page 1 of this Data Sheet, R/W will require a lead time of 24 months from the date regular appraisals can begin to project certification.

17. Is it anticipated that all Right of Way work be performed by CALTRANS staff?
Yes ☑ No ☐ (If no, discuss)

Assumptions and Limiting Conditions

- This data sheet was completed without a hazardous waste/materials report.

- Information on this data sheet was based on maps provided by Jesse Han on 7/23/2025

Evaluation Prepared By: Kuyik Akpan

Right of Way: Name _____ Date 09/17/2025

Railroad: Name Alden Chalk Date 09/17/2025

Utilities: Name Latorya Young Date 09/17/2025

Recommended for Approval:

_____
Right of Way Capital Cost Coordinator

I have personally reviewed this Right of Way Data Sheet and all supporting information. It is my opinion that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set fourth, and find this Data Sheet complete and current.

_____
Chief, R/W Appraisal Services

09/24/2025
Date

cc: Program Manager
Project Manger

UTILITY INFORMATION SHEET

1. Utility owners located within project limits:
AT&T, Cal Water, City of San Mateo, Comcast, County of San mateo - (Sewer, Storm), Intermountain Infrastructure Group LLC, CVIN LLC, LUMEN CA, Wave Broadband-SF, MCI WorldCom CA, Crown Castle CA, Zayo Group, Mid-Peninsula Water District, PG&E (gas &

2. Facilities potentially impacted by project (if known, include Owners(s) & facility type(s)):
40 adjustments to grade or relocations at crosswalk areas, owners currently unknown.

3. Anticipated Workload:

27+	Utility Verification Required
400	Positive Identification
10	Utility Relocation
0	Other (Specify)

4. Additional information concerning anticipated utility involvements (include limiting conditions and a narative addressing likelihood that conflicts will occur);

_____ Involves possible relocation of electric transmission facilities
(If X'd, Data sheet should be forwarded to environmental)

_____ Utility agreements will be required for this project due to CCW on public utility facilities for all public utility relocations and adjustments, including but not limited to, manhole cover adjustments to grade (unless determined & specified in writing by the Utility Engineering Workgroup (UEW) that none are required for this project). A minimum lead-time of 12 months from PA&ED to RWC is needed to secure the utility agreement(s) and specifications as required for the RWC and PS&E milestones. Leadtime requires that UEW provide RW Utilities with a conflict memo and maps no later than the PA&ED milestone.

5. Estimated Costs:

Positive Identification $ 800,000.00

Estimate 400 POS-LOC

Utility Relocation $ 82,000.00

5 cover adjustments, 5 relocations; Owners currently unknown (PG&E, AT&T, Water, S

Phase 4* $ 15000.00

30 Cover adjustments owners unknown

*not apart of page 1 total

ESTIMATED STATE SHARE OF COSTS $ 897,000.00

Prepared by: Latorya Young

Latorya Young
Right of Way Utility Coordinator

09/17/2025
Date

ATTACHMENT E

TRANSPORTATION MANAGEMENT PLAN (TMP) DATA SHEET

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM SM – 92 – R7.3/R14.4 EA 4W1000 Project ID 0422000112 Engineer Jesse Han

Project Limit In San Mateo County, in San Mateo from Route 280/92 Separation to San Mateo-Hayward Bridge

Project Description Minor Pavement Rehabilitation

1) Public Information

- ☐ a. Brochures and Mailers $
- ☐ b. Press Release
- ☐ c. Paid Advertising $
- ☐ d. Public Information Center/Kiosk $
- ☐ e. Public Meeting/Speakers Bureau
- ☐ f. Telephone Hotline
- ☐ g. Internet, E-mail
- ☐ h. Notification to impacted groups (i.e. bicycle users, pedestrians with disabilities, others…)
- ☒ i. Others As determined by PIO $ 10,000

2) Traveler Information Strategies

- ☐ a. Changeable Message Signs (Fixed) $
- ☒ b. Changeable Message Signs (Portable) $ 100,000
- ☐ c. Ground Mounted Signs $
- ☐ d. Highway Advisory Radio $
- ☐ e. Caltrans Highway Information Network (CHIN)
- ☐ f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc)
- ☐ g. Revised Transit Schedules/maps
- ☐ h. Bicycle community information
- ☐ i. Others $

3) Incident Management

- ☒ a. Construction Zone Enhanced Enforcement Program (COZEEP) $ 481,000
- ☐ b. Construction Tow Services $
- ☐ c. Traffic Management Team
- ☐ d. Helicopter Surveillance $
- ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) $
- ☐ f. Others _____ $

4) Construction Strategies

- ☒ a. Lane Closure Chart
- ☐ b. Reversible Lanes
- ☐ c. Total Facility Closure
- ☐ d. Contra Flow
- ☐ e. Truck Traffic Restrictions $
- ☐ f. Reduced Speed Zone $
- ☒ g. Connector and Ramp Closures
- ☐ h. Incentive and Disincentive $
- ☐ i. Moveable Barrier $
- ☒ j. Maintain Traffic $ 6,000
- ☐ k. Others _____ $

5) Demand Management

- ☐ a. HOV Lanes/Ramps (New or Convert) $
- ☐ b. Park and Ride Lots $
- ☐ c. Rideshare Incentives $
- ☐ d. Variable Work Hours
- ☐ e. Telecommute
- ☐ f. Ramp Metering (Temporary Installation) $
- ☐ g. Ramp Metering (Modify Existing) $
- ☐ h. Others _____ $

6) Alternate Route Strategies

- ☐ a. Add Capacity to Freeway Connector $ _____
- ☐ b. Street Improvement (widening, traffic signal... etc) $ _____
- ☐ c. Traffic Control Officers $ _____
- ☐ d. Parking Restrictions
- ☐ e. Others _____ $ _____

7) Other Strategies

- ☐ a. Application of New Technology $ _____
- ☐ b. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $ 597,000

**Please note that any change in project scope, schedule, or cost will require re-submittal of TMP Data Sheet request.*

PREPARED BY Stan Kung DATE 4/2/2025

APPROVAL RECOMMENDED BY Lance Hall DATE 4/2/2025

ATTACHMENT F

ENVIRONMENTAL DOCUMENTS

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): SM-92 CAPM Minor Pavement Rehab

DIST-CO-RTE: 04-SM-092 **PM/PM:** R7.300/R14.443

EA: 04-4W100 **Federal-Aid Project Number:** 0422000112

Project Description

The project proposes to grind and resurface existing mainline traveled ways, shoulders, and ramps. Crosswalks, bike lanes and curb ramps will be provided, repaired, or upgraded where necessary at on/off ramps to meet complete streets requirements and standards. This project also proposes to install concrete barrier transitions, replace joint seal, install approach slabs, and replace bridge deck overlay. Minor tree and vegetation removal may be necessary where there is conflict with upgrades.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class 1**. (PRC 21084; 14 CCR 15300 et seq.)

- ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Zachary Gifford	Zachary Gifford (Nov 18, 2025 08:34:55 PST)	11/18/2025
Print Name	Signature	Date

Project Manager

Nandini Shridhar	Nandini Shridhar	11/18/2025
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(26)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Zachary Gifford	Zachary Gifford (Nov 18, 2025 08:34:55 PST)	11/18/2025
Print Name	Signature	Date

Project Manager/ DLA Engineer

Nandini Shridhar		11/18/2025
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 11/17/2025
Date of Environmental Commitment Record or equivalent: 11/17/2025

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

Purpose and Need
The purpose is to preserve and extend the life of the existing pavement and improve ride quality. The 2019 Automated Pavement Condition Survey indicates that there is minor to moderate pavement distress. If the existing condition is left uncorrected, the roadway will deteriorate requiring major rehabilitation.

Biological Resources
Any vegetation removal or trimming taking place within bird nesting season (February 1 through September 30) will require a Caltrans-approved biologist to survey for nesting birds within 72 hours prior to the start of work. If active nests are found, the biologist will establish a species-appropriate buffer until fledging is complete. See the attached Environmental Commitments Record (ECR) for further avoidance and minimization measures (AMM's) for this project.

Cultural Resources
Proposed project has no potential to affect historic properties and is exempt from further review. No further Archaeology or Architectural History studies are required at this time. However, if project plans change, further studies may be necessary. If previously unidentified cultural resources are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the discovery.

Air Quality & Noise
Use construction best management practices; regular vehicle and equipment maintenance, limit idling of vehicles and equipment onsite, if practicable, recycle nonhazardous waste and excess material, and use solar-powered signal boards, if feasible. Use tier 4 interim or tier 4 final engines. Standard Specifications section 14-8.02 Noise Control states "Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m."

Water Quality
Temporary construction impacts to receiving waterbodies should be addressed by adopting construction site Best Management Practices (BMPs). This could result from the discharge of sediment and cement beyond the site perimeter and construction material/equipment management. Construction site BMP that is applicable to this project that will be Water Pollution Prevention Program (WPCP), Job Site Management, Temporary Fiber Roll, Temporary Silt Fence, Temporary Hydraulic Mulch and Temporary Drainage Inlet Protection etc. whatever applicable.

Hazardous Waste
Per the scope of this project, soil disturbance will occur, and we do anticipate a soil site investigation in PSE if any of the soil will require off-haul. Regulated Aerially Deposited Lead (ADL) in the soil is anticipated within the project limits. Traffic striping removal and treated wood waste removal will be managed according to Hazardous Waste Branch's Special Provisions. Additionally, Geotracker was used to confirm several open site locations that are near the project limits, further assessment will be performed in PSE.

Visual Resources
Any disturbed, bare soil areas created because of construction activities will be treated with erosion control. See the attached Environmental Commitments Record (ECR) for further avoidance and minimization measures (AMM's) for this project.

Hydraulic Resources
There are no base floodplains within project limit. Impact to flood plain is not anticipated. The proposed work does not place additional fill or alter existing drainage pattern in any of the identified floodplains. Therefore, no impact on these floodplains is expected. In addition, there are no equity priority communities within the identified base floodplains within the project.

Non-Issue Resources
There are no Section 4(f), Geological, Mineral, or Paleontological Resource issues identified for this project. The Office of Environmental Analysis shall be notified regarding any changes to the scope of the project after the PAED phase, to determine if further environmental documentation may be needed.

Categorical Exclusion Checklist

PROJECT INFORMATION

DIST-CO-RTE: 04-SM-092

PM/PM: R7.300/R14.443

Fed. Aid Number (Local Project): 0422000112

EA/Project Number: 04-4W100

SECTION A: Type of CE

Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326 (activity must be listed in 23 CFR 771.117 (c) or (d) list (See Chapter 30 in the SER) or included in activities listed in Appendix A of the CE Assignment MOU to be eligible for 23 USC 326).

☒ Yes, **Activity:** C (26) ☐ No

Notes for specific activities:

- **If using (c)9,** distinguish between (c)9(i) or (c)9(ii) on the form and include copy of the emergency declaration in the file.
- **If using (c)22,** identify in the project description that all work is within operational right-of-way.
- **If using (c)23,** distinguish between (c)23(i) and (c)23(ii) on the form.
- **If using (c)26, (c)(27), or (c)(28),** ensure that the action DOES NOT include any of the constraints found in 23 CFR 771.117(e). If it does, it may not be processed under (c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13).

2. Project is a CE for a highway project under NEPA Assignment 23 USC 327 (Use only if project does not qualify under CE Assignment 23 USC 326 (activities not included in question 1)).

☐ Yes ☒ No

3. Independent Utility and Logical Termini

☒ The project complies with NEPA requirements related to connected actions and segmentation (i.e., the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.)

4. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

☒ Checking this box certifies that project meets the above definition for a Categorical Exclusion.

5. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Choose one)

☒ Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

☐ Checking this box certifies that unusual circumstances **are involved.** However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements[1] prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. [**NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.**]

FSTIP

☒ The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.

Air Quality

☒ Air Quality Conformity Findings Checklist has been completed and project meets all applicable AQ requirements.

☐ For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination:

☐ For 23 USC 327 projects, list date of FHWA concurrence on conformity determination:

Cultural Resources

☒ Section 106 compliance is complete.

☒ A Screened Undertaking Memo was prepared, or

☐ A Historic Properties Survey Report was prepared, and the following finding was made:

☐ No Historic Properties Affected ☐ No Adverse Effect with Standard Conditions

☐ No Adverse Effect ☐ Adverse Effect/MOA ☐ Phasing/Project PA

Noise

23 CFR 772

☐ Is this a Type 1 project? ☐ Yes ☒ No (skip this section.)

☐ Future noise levels with project either approach or exceed NAC or result in a substantial increase.

If yes: ☐ Abatement is reasonable and feasible

☐ Abatement is not reasonable or feasible

[1] Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Biology

USFWS

Species List[2]:

☐ Not required

☒ Required, Date: 1/30/2025

Effect Determination:

☒ No Effect Section 7 (Federal Endangered Species Act)

Consultation with USFWS Findings (Effect determination):

☐ Not Likely to Adversely Affect with USFWS Concurrence. Date: _____[3]

☐ Likely to Adversely Affect with Biological Opinion Date: _____[3]

NOAA Fisheries

Species List[2]:

☒ Not required

☐ Required, Date: _____

Effect Determination:

☒ No Effect Section 7 (Federal Endangered Species Act)

Consultation with NOAA Fisheries Findings (Effect determination):

☐ Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: _____[3]

☐ Likely to Adversely Affect with Biological Opinion Date: _____[3]

Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):

☒ Magnuson-Stevens Fishery Conservation and Management Act does not apply

☐ No Adverse Effect ☐ Adverse Effect and consultation with NOAA Fisheries

Floodplains

Floodplains (Executive Order #11988)

☒ No Floodplains ☐ No Significant Encroachment ☐ Significant Encroachment

[2] See the "Changes to Species List Requirements" memo (April 9, 2021) for decision tree and information on determining if a list is required and date requirements.

[3] If concurrence or BO is expected after PA&ED, enter "Pending" into this field.

Waters, Wetlands

Section 404 of the Clean Water Act

Impacts to Waters of the U.S.: ☒ No ☐ Yes; anticipated approval:

☐ Nationwide Permit ☐ Individual Permit ☐ Regional General Permit

☐ Letter of Permission

Section 401 of the Clean Water Act

☐ Exemption ☐ Certification ☒ Not Applicable

Wetland Protection (Executive Order #11990)

☒ No Wetland Impact

☐ Wetland Impact; Wetlands Only Practicable Alternative Finding is included in a separate document in the project file.

Section 4(f) Transportation Act (23 CFR 774)

Section 4(f) regulation was considered as a part of the review for this project and a determination was made:

☒ Section 4(f) does not apply

- ☐ There are no potential Section 4(f) properties in the project vicinity.
- ☒ The properties do not meet the definition of a Section 4(f) property, the project does not "use" a Section 4(f) property, or the project meets the criteria for an exception (e.g., temporary occupancy). Document in project file or CE.

☐ Section 4(f) applies

- ☐ De Minimis
- ☐ Programmatic: Type: List one of the five categories as defined in 23 CFR 774.3
- ☐ Individual:
  - ☐ Legal Sufficiency Review complete ☐ HQ Coordinator Review Complete

Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants

Was the above property purchased with grant funds from the Land and Water Conservation Fund?

☒ No, Section 6(f) does not apply. No additional documentation required.

☐ Yes: ☐ Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

☒ Not in Coastal Zone ☐ Qualifies for Exemptions ☐ Qualifies for Waiver

☐ Coastal Permit Required

☐ Consistent with Federal, State, and Local Coastal Plans ☐ Federal Consistency

Coast Guard – Bridge Over Navigable Waters of the U.S.

☒ Not applicable
☐ 23 USC 144(c) USCG Bridge Permit Exception
☐ 33 CFR 115.70 Advance Approval
☐ USCG Bridge Permit

Relocation and Right of Way

Relocations

☒ No Relocations
☐ Project involves Enter number relocations and will follow the provisions of the Uniform Relocation Act.

Right of Way Acquisitions/Easements

☒ No right of way acquisitions or easements
☐ Project involves Enter number acquisitions and Enter number easements.

Hazardous Waste and Materials

Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? ☐ Yes ☒ No
If yes, is the nature and extent of the hazardous materials or contamination fully known?
☐ Yes ☐ No
If no, briefly discuss the plan for securing information:

SECTION C: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

Prepared by:

Angel Chen	Angel Chen	11/17/2025
Environmental Scientist	Signature	Date

Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: SM-92 CAPM Minor Pavement Rehab

DIST-CO-RTE-PM: 04-SM-092- R7.300/R14.443

EA: 04-4W100 **Federal Aid Number:** 0422000112

Document Type: ☒ 23 USC 326 CE ☐ 23 USC 327 CE ☐ EA ☐ EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's Green Book listing of non-attainment areas?

☐ If no, go to Step 18. **Transportation conformity does not apply to the project.**

☒ If yes, go to Step 2.

Step 2. Is the project exempt from conformity per 40 CFR 93.126 or 40 CFR 93.128?

☒ If yes, go to Step 18. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).

☒ 40 CFR 93.126[1]

Project type from Table 2: Safety – Pavement resurfacing and/or rehabilitation.

☐ 40 CFR 93.128

☐ If no, **go** to Step 3.

Step 3. Is the project exempt from regional conformity per 40 CFR 93.127?

☐ If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type).
Project type: _____

☐ If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

☐ If yes, t**he project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

☐ If no and the project is located in an isolated rural area, go to Step 5.

☐ If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

---

[1] Please refer to Clarifications on Exempt Project Determinations to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under "projects that correct, improve, or eliminate a hazardous location or feature."

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

☐ If yes, go to Step 6.

☐ If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

☐ If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**

☐ If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

☐ **Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105).**[2] Go to Step 8.

Step 8. Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

☐ If no, go to Step 9. **CO conformity analysis is not required.**

☐ If yes, **hot-spot analysis requirements for CO per the** CO Protocol (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors[3]) **have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)**[4]. Go to Step 9.

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

☐ If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**

☐ If yes, go to Step 10.

[2] The analysis must support this conclusion before going to the next step.

[3] Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot.

[4] As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's Transportation Conformity Guidance for PM 10 and PM 2.5?

☐ If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____**. Go to Step 12.

☐ If yes, go to Step 11.

Step 11. The project is a POAQC.

☐ **The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards.** Go to Step 12.

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca.]

☐ If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).** Go to Step 14.

☐ If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered "yes")**.** Has a written commitment been made as part of the air quality analysis to implement the identified measures?

☐ If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)).** Go to Step 14.

☐ If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

☐ If yes, go to step 15.

☐ If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.

Step 15. Is any analysis required by steps 1-13 of this form?[5]

☐ If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.

☐ If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for **ozone only** and considered not regionally significant/non-exempt?

☐ If yes, go to Step 18.[6]

☐ If no, then **an AQCA is needed**. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and FHWA Submittal Package Checklist to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: _____

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

Angel Chen	Angel Chen	11/17/2025
Environmental Scientist	Signature	Date

[5] Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

[6] Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.

AVEMENT REHABILITATION

Chen **Phone:**

Phone:

Phone:

	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments

TMENTS

escription	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	
Worker Environmental Awareness he start of construction, a qualified uct an employee training that will include species and sensitive habitats with the within or near the project footprint and ng will include all avoidance measures e natural resources and what to do if cies are observed or harmed. The vided to all construction workers before the construction site. A log will be k which employees have received	NES		RE/ Contractors, Biologist					
Preconstruction and Clearance Surveys. e the start of construction activities, a will conduct preconstruction surveys t to (within 50 feet of) the project footprint ed environmentally sensitive areas gist will inspect any open holes, pipes, designated staging areas.	NES		RE/ Contractors, Biologist					
Preconstruction Surveys for Nesting on activities occur during bird nesting 1 – September 30), a qualified biologist nstruction surveys for nesting birds no s before the start of construction. If	NES		RE/ Contractors, Biologist					

escription	Source	PS&E Package	Branch/Staff	Action to Comply	Due Date	Completed by	Completed on	
rea within the buffer will be avoided until lged or the nest is no longer active. y occur within a buffer at the qualified on if constant biological monitoring ity will not impact the nest. No activity will tablished buffer without full-time ng and approval of the qualified biologist. gist will have authority, through the to order the cessation of all construction outside the buffer area if birds exhibit behavior that may cause reproductive donment and loss of eggs and/or young). behaviors that may cause reproductive de defensive flights/vocalizations directed n personnel, standing up from a brooding g away from the nest. Construction esume until the qualified biologist has e bird's behavior has normalized, or the e nest.								
trans will delineate the ESA with a t ESAs before the start of construction. ll be first order of work and remain in place on activities he work area.	NES	Std. Spec	RE/ Contractors, Biologist					
ones (TPZ) must be established before or trees with a DBH (diameter at breast s or higher to protect tree trunks and root vegetation outside of clearing and all be protected from the contractor's ment, and materials storage	Std. Spec	Std. Spec	RE/ Contractors					

escription	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	
n best management practices, would GHG emissions from construction g but not limited to: and equipment maintenance ehicles and equipment onsite ecycle nonhazardous waste and excess	Env Doc	Std. Spec	RE/ Contractors					

escription	Source	PS&E Package	Branch/Staff	Action to Comply	Due Date	Completed by	Completed on	
ly Sensitive Areas. All areas n of the hange will be delineated as an ESA on l defined in ions.	NES	Std. Spec	RE/ Contractors, Biologist					
Prohibition of Monofilament Netting. aterials made with plastic monofilament ll be prohibited to prevent wildlife from rapped, or injured.	NES		RE/ Contractors					
Replanting with Native Species. All areas y affected during construction will be an assortment of native plant species habitat that was disturbed in order to ues.	NES		RE/ Contractors					
Noxious and Invasive Plant Control. The tion of invasive or noxious plants will be aximum extent practicable, pursuant to 3112 (Invasive Species)	NES		RE/ Contractors					
Predesignated Staging Areas. All material e parking, and equipment staging areas nly in areas cleared by a qualified s of the designated staging area will be fore beginning construction. Staging n Caltrans' ROW at designated disturbed s. No staging will be allowed outside the ging areas.	NES		RE/ Contractors					
Best Management Practices. In he requirements of the San Francisco Bay uality Control Board (SFRWQCB), st management practices (BMPs) will be plemented to minimize any wind- or erial discharges. A Storm Water Pollution SWPPP) would provide guidance for ct ESAs and to prevent and minimize on-stormwater discharges. Protective ude the following, at a minimum: of pollutants into storm drains or vehicle and equipment cleaning will be nce and refueling areas for equipment will 50 feet from active stream channels in ging areas, except at an established	NES		RE/ Contractors					

Description	Source	PS&E Package	Branch/Staff	Action to Comply	Due Date	Completed by	Completed on	
ent. rol measures will include the use of water lliatives to control dust in areas, and to cover temporary stockpiles ditions warrant such action. or straw wattles that do not contain plastic filament netting will be installed along or es during construction to capture nt erosion control measures, such as and swales to receive stormwater e highway or other impervious surfaces, ed to the maximum extent practicable.								
Confined Work Areas. All construction restricted to operating within the existing tified construction footprint, or staging	NES		RE/ Contractors					
Trash Control. To avoid attracting cted species, all food-related trash items ns, bottles, and food scraps) will be closed containers (trash cans) and will be project footprint and vicinity at the end of	NES		RE/ Contractors					
Firearm Restriction. No firearms will be e construction site at any time.	NES		RE/ Contractors					
Pet Restriction. No pets will be allowed ction site at any time.	NES		RE/ Contractors					
ntified cultural resources are unearthed n, work shall be halted in that area until a ogist can assess the significance of the	Section 106	Std. Spec	RE/ Contractors					
and ground surfaces shall be restored rosion control	Std. Spec	Std. Spec	RE/ Contractors					
ities shall limit all construction lighting to work and avoid light trespass in hrough directional lighting, shielding, and s needed	Std. Spec	Std. Spec	RE/ Contractors					
n operations, unsightly material and ng areas shall be placed where they are covered where possible	Std. Spec	Std. Spec	RE/ Contractors					

Description	Source	PS&E Package	Branch/Staff	Action to Comply	Due Date	Completed by	Completed on
evaluated for replacement, modified,							
on removal shall be minimized, and l be located outside unpaved areas to the	Std. Spec	Std. Spec	RE/ Contractors				
ations section 14-8.02 Noise Control d monitor noise resulting from work xceed 86 dBA Lmax at 50 feet from the p.m. to 6:00 a.m.	Std. Spec	Std. Spec	RE/ Contractors				
uction impacts to receiving waterbodies sed by adopting construction site Best ctices (BMPs). This could result from the ment and cement beyond the site struction material/equipment nstruction site BMP that is applicable to ll be Water Pollution Prevention Program Management, Temporary Fiber Roll, nce, Temporary Hydraulic Mulch and ge Inlet Protection etc. whatever	Env Doc	Std. Spec	RE/ Contractors				

Resident Engineer (for Commitments During Construction)

Signature	Date	Print Name	Signature	Date
Zachary Gifford (Nov 18, 2025 08:34:55 PST)	11/18/2025			
		Project Manager SHRIDHAR, NANDINI		11/1
Signature	Date	Print Name	Signature	Date

4W100 CECE pkg

Final Audit Report 2025-11-18

Created:	2025-11-18
By:	Angel Chen (s160789@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAANL5XzJ_MelNuYU9_XAXbjKLWlhf4vjtp

"4W100 CECE pkg" History

Document created by Angel Chen (s160789@dot.ca.gov)
2025-11-18 - 0:17:11 AM GMT- IP address: 149.136.17.250

Document emailed to Zachary Gifford (zachary.gifford@dot.ca.gov) for signature
2025-11-18 - 0:37:44 AM GMT

Document emailed to Nandini Shridhar (nandini.shridhar@dot.ca.gov) for signature
2025-11-18 - 0:37:44 AM GMT

Email viewed by Nandini Shridhar (nandini.shridhar@dot.ca.gov)
2025-11-18 - 7:22:07 AM GMT- IP address: 72.159.151.16

Email viewed by Zachary Gifford (zachary.gifford@dot.ca.gov)
2025-11-18 - 4:33:56 PM GMT- IP address: 149.136.25.246

Document e-signed by Zachary Gifford (zachary.gifford@dot.ca.gov)
Signature Date: 2025-11-18 - 4:34:55 PM GMT - Time Source: server- IP address: 149.136.25.246

Document e-signed by Nandini Shridhar (nandini.shridhar@dot.ca.gov)
Signature Date: 2025-11-18 - 11:13:04 PM GMT - Time Source: server- IP address: 149.136.25.246

Agreement completed.
2025-11-18 - 11:13:04 PM GMT

ATTACHMENT G

STORM WATER DATA REPORT

Short Form - Stormwater Data Report

Dist-County-Route: 04-SM-92
Post Mile Limits: R7.3/R14.443
Project Type: Minor Pavement Rehab (CAPM)
Project ID (EA): 0422000112 (04-4W1000)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): San Francisco Bay (Region Number 2)

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Total Disturbed Soil Area: 0.04 ac New Impervious Surface: 0 ac
Estimated Const. Start Date: 02/01/2028 Estimated Const. Completion Date: 06/26/2029

Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is (M)WELO applicable? Yes ☐ No ☒

This Short Form – Stormwater Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Ganga Tripathi
Ganga Tripathi, Registered Professional Engineer *Date*

I have reviewed the stormwater quality design issues and find this report to be complete, current, and accurate:

[Stamp Required at PS&E only]

Cyrus Vafai 10/20/2025
Cyrus Vafai, District/Regional Design SW Coordinator *Date*

1. Project Description

- This project proposed minor pavement rehabilitation under CAPM in San Mateo County, in City of San Mateo from PM R7.3 (Route 280) to PM R14.4 (San Mateo-Hayward Bridge) in State Route (SR) 92. The purpose of this project is to rehabilitate roadway pavement along the existing mainline traveled way, shoulders, ramps, and some local roads within State Right of Way within the project limits.
- There are only two proposed project alternatives; (built & no-built). The construction of minor pavement rehabilitation (CAPM) is under built alternatives. The built alternative includes the following scopes of work:
    - Grind and resurface the existing mainline traveled ways, shoulders, ramps, and local roads.
    - Upgrade 33 existing ADA curb ramps to meet current standards.
    - Install concrete barrier transitions, replace joint seal, install approach slabs, and replace bridge deck overlay with Polyester Concrete.
    - Installation of Rectangular Rapid Flashing Beacons (RRFB) and High Visibility Crosswalk Markings.
    - Replace all existing metal beam guardrails to current standards.
    - Install Class II Buffered Bike Lanes and Class IV Separated Bikeways.
    - Dig-out repairs and spall repairs as needed.
    - Replace all existing AC dikes.
    - Install trash reduction devices.
    - Provide erosion control where necessary.
    - Extend signalization to onramp crossing.
- Based on the project information provided in Water Quality Information Form (PA/ED), this project may have about 0.04 ac of disturbed soil area (DSA) and about 0 ac of net new impervious (NNI) surface area & 0 ac of replaced impervious surface (RIS) area. The new impervious surface (NIS) area will be 0 ac because NIS is the sum of NNI & RIS. Since NIS is less than 10,000 SQFT treatment BMP is not required for this project. In addition, this project does not impact existing Treatment BMPs.

2. Site Data and Stormwater Quality Design Issues

- The job site is located within the jurisdiction of the San Francisco Bay (Region 2) Regional Water Quality Control Board & within the San Mateo County Municipal Separate Storm Sewer Systems (MS4).
- The job site is within Cordileras Creek-Frontal San Francisco Bay Estuaries Subwatershed San Mateo Creek-Frontal San Francisco Bay Estuaries Watershed. Average Annual Precipitation at this job site is about 19.67 inches. Additional Calwater Watershed information is given in Table -1 below.

Table-1: Additional Calwater Watershed information

Hydrologic Unit:	SOUTH BAY	**Hydrologic Area:**	San Mateo Bayside
Hydrologic Sub-Area Name:	undefined	**Planning Watershed:**	2204400400
Hydrologic Sub-Area #:	204.40	**HSA Area (acres):**	107918
Latitude, Longitude:	37.54741, -122.32154		

- Stormwater from job site drains to Upper Crystal Springs Reservoir, Lower Crystal Springs Reservoir, Laurel Creek (San Mateo County), San Mateo Creek, Lower & San Francisco Bay, Lower. Lower Crystal Springs Reservoir, Laurel Creek (San Mateo County), San Mateo Creek,

Lower & San Francisco Bay, Lower listed on 2020-2022 303(d) List. Laurel Creek is only Sediment-Sensitive Waterbody.

- The concerned pollutants & beneficial uses of the receiving waterbodies are given in Table-2 below.

Table-2: Pollutants & Beneficial Uses of Receiving Water Bodies

Receiving Water Body	Pollutants	Beneficial Uses*
Crystal Springs Reservoir, Upper:	None	COLD, MUN, RARE, REC2, SPWN, WARM, WILD
Crystal Springs Reservoir:	Mercury	COLD, MUN, RARE, REC2, SPWN, WARM, WILD
Laurel Creek (San Mateo County):	Diazinon	COLD, FRSH, MIGR, REC1, REC2, SPWN, WARM, WILD
San Mateo Creek, Lower:	Toxicity	COLD, FRSH, RARE, REC1, REC2, SPWN, WILD
San Francisco Bay, Lower:	Chlordane, Dieldrin, Dioxin & Furan Compounds, Invasive Species, Mercury, Polychlorinated biphenyls, Dichlorodiphenyltrichloroethane & Trash	COMM, EST, IND, MIGR, NAV, RARE, REC1, REC2, SHELL, WILD

* Beneficial Uses

COLD: Cold Freshwater Habitat, **MUN**: Municipal and Domestic Supply, **SPWN**: Fish Spawning
MIGR: Fish Migration, **GWR**: Groundwater Recharge **NAV**: Navigation
AGR: Agricultural Supply **WILD**: Wildlife Habitat **EST**: Estuarine Habitat
SHELL: Shellfish Harvesting **WARM**: Warm Freshwater Habitat **IND**: Industrial Service Supply
REC1: Water Contact Recreation **REC2**: Noncontact Water Recreation **FRESH**: Freshwater Replenishment
RARE: Preservation of Rare and Endangered Species **COMM**: Commercial and Sport Fishing

- Construction impacts to receiving water bodies that should be addressed by the Department include sediment, turbidity, and pH during construction. To prevent/reduce temporary impacts, temporary Construction Site Best Management Practices (BMPs) will be deployed for sediment control and material management.
- Permanent impacts to water quality result from the addition of impervious area; this additional impervious area prevents runoff from naturally dispersing and infiltrating into the ground, resulting in increased concentrated flow.
- Trash Generation Rating Assessment has been completed within project limits from PM R7.3 to R14.4 on Route 92. Based on the Caltrans District 04 Regional Water Board 2 Trash Generation Map, PM 9.84/10.36 (EB) & PM 9.86/10.37 (WB) locations are in Moderate Trash Generation Area.
- ADL from the historical use of leaded gasoline, exists along roadways throughout California however minimum soil disturbance (about 0.04 ac) is expected.
- There would be no increment in stormwater runoff associated with the proposed scope of work.
- The existing drainage inlets and system will remain same & there will not changes on the existing drainage patterns.
- The groundwater & dewatering requirements aren't applicable for the scoped work.
- Temporary construction easements (TCEs) may be needed for the proposed scope of work.
- The 401-permit certification may not be applicable for the proposed scope of work.
- Right-of-way acquisition may not be required for the proposed scope of work.

3. Construction Site BMPs

- The construction work for this project is scheduled for 2 rainy seasons. Potential temporary impacts to existing water quality would result from staging and active construction areas, which could result in the release of fluids (bonding emulsion), construction debris, sediment, and litter beyond the perimeter of the site. Impacts may include a change in localized sediment, pH and turbidity to tributaries of receiving waterbodies. This can occur by a variety of means, including, but not exclusive to un-stabilized land surface, uncovered stockpiles, existing poor equipment maintenance, careless material handling, and lack of perimeter control.
- As stated above, the anticipated DSA is a little (0.04 ac). Since DSA is less than 1.0 acre, a Water Pollution Control Program (WPCP) will be required. Prior to commencement of construction activities, a WPCP must be prepared by the Contractor and approved by the Department, pursuant to Department 2022 Standard Specification 13-2. The WPCP addresses potential temporary impacts via implementation of appropriate Best Management Practices (BMPs) to the Maximum Extent Practicable (MEP).
- The primary concern of temporary impacts is unintended discharge beyond the perimeter of the construction site. Temporary construction site BMPs will be deployed for sediment control, pH control and material management to minimize temporary impacts to the receiving waterbodies.
- Following items are included in Job Site Management as lump sum items:
    - Wind Erosion Control (WE-1)
    - Materials Delivery and Storage (WM-1)
    - Material Use (WM-2)
    - Stockpile Management (WM-3)
    - Spill Prevention and Control (WM-4)
    - Sanitary/Septic Waste Management (WM-9)
- The PA/ED phase estimate for temporary construction site BMPs (water pollution control measures) will be about $265,000 (1.25 % of roadway item cost $ 21.23M. This cost will be separated into different for temporary construction site BMPs in PS&E phase as required for the project.

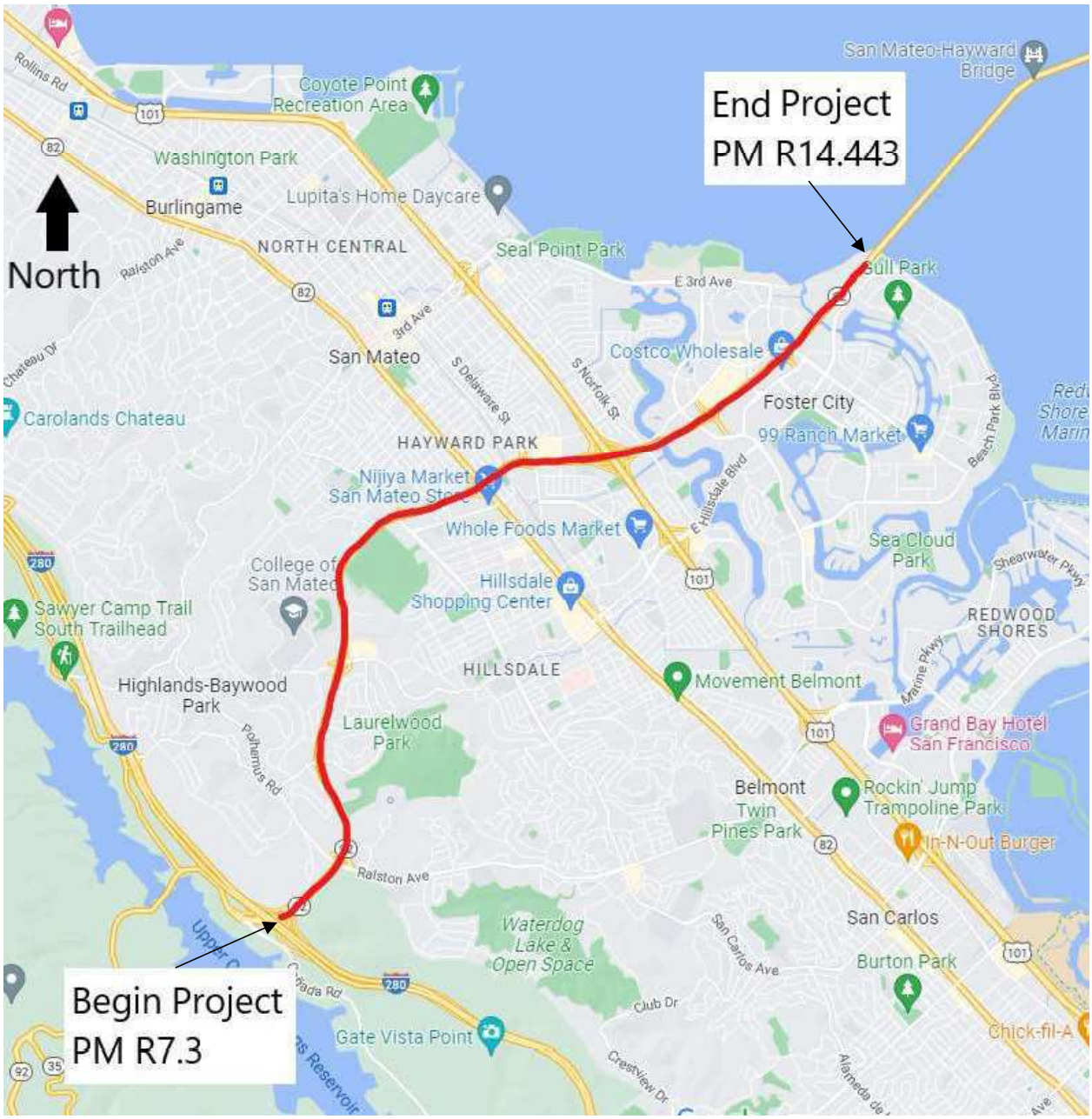
4. Full Trash Capture Devise

- Caltrans must place full trash capture devices for projects that are within a Significant Trash Generating Area (STGA) map. Full trash capture devices need to be installed at Moderate, High and Very High Trash Generation Rating Area identified in the STGA map.
- Based on the STGA map; SM-92-R8.4/9.85 (EB & WB ramps @ De Anza Blvd), SM-92-R10.9/11.85 (EB & WB @ SR-82/El Camino), SM-92-R12.4/R12.8 (WB) & SM-92-R12.8/R13.0 (EB) locations were identified as Moderate Trash Generation Rating Area.
- 8 suitable locations at EB/WB @ SR-82/El Camino (SM-92-R11.1/R11.3) were proposed in as-built drainage plans for full trash capture devices (4 trash nets and 4 GSRD). However, these locations were dropped because this location is San Mateo City's scenic area and is recently completed land scaped area which is under plant establishment period (PEP).
- The next available as-built drainage plans (from early 1966) at EB/WB ramps @ De Anza Blvd (SM-92-R8.7) does not have enough drainage information to locate full trash capture locations. No other as built plans were available for other location to study for the full trash capture devices.
- If there are any opportunities are available for full trash capture it will be proposed during PS&E phase.

Required Attachments

- Vicinity Map & Project Title sheet
- Evaluation Documentation Form
- Water Quality Form
- STGA Map & Job Site & As-built plan showing proposed Trash Capture Devise locations
- Layout Plans (PA/ED) & Proposed Curb Ramp Upgrade Locations

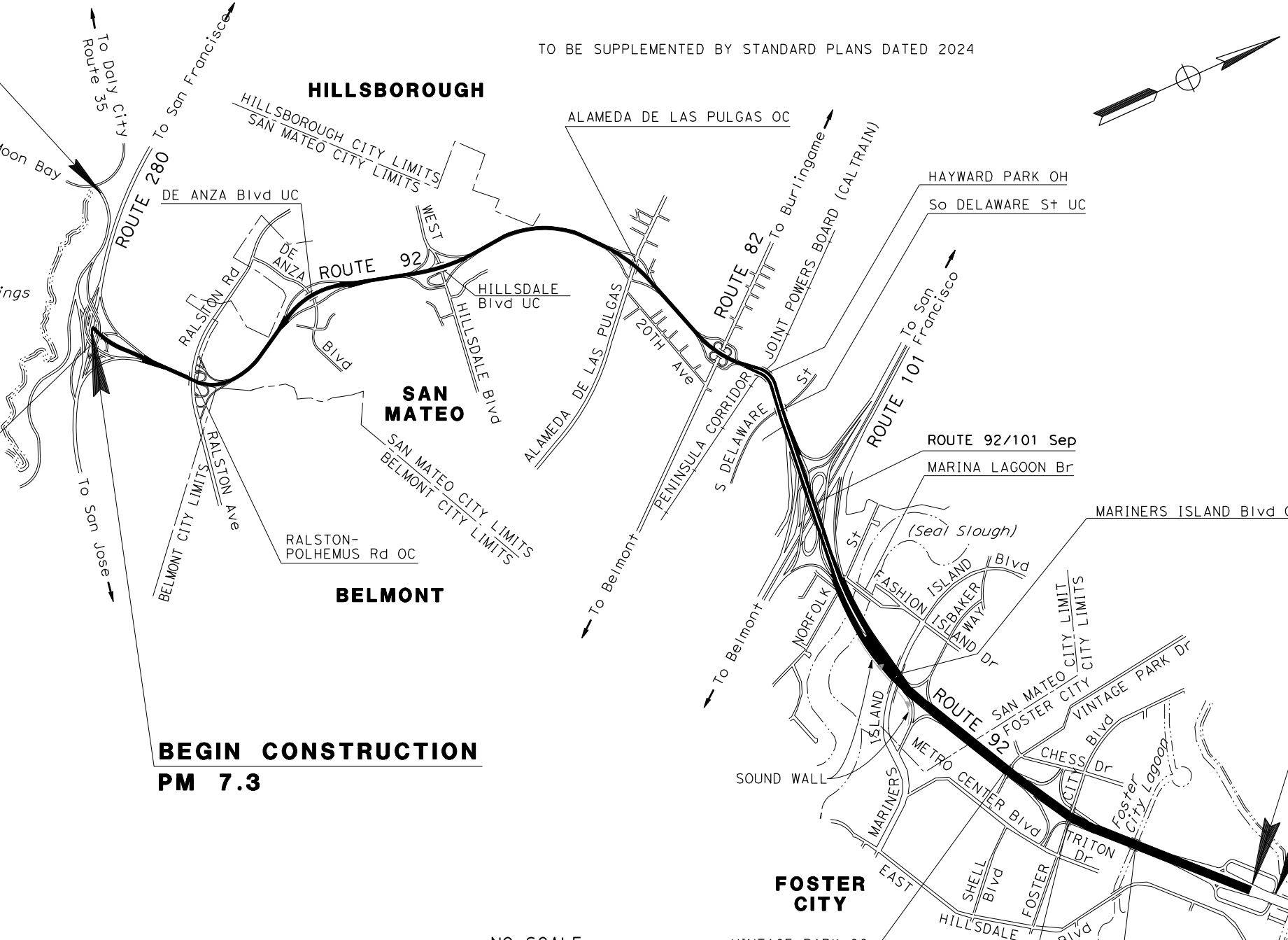
VICINITY MAP



T APPLICABLE TO THIS
N THE NOTICE TO
OVISIONS BOOK.

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SAN MATEO COUNTY
IN SAN MATEO AND FOSTER CITY
FROM ROUTE 280/92 SEPARATION TO
SAN MATEO-HAYWARD BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024



NO SCALE

Evaluation Documentation Form

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?		✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. CV _____*(Dist./Reg. Coordinator initials)* If **No** to all, continue to 5.
		✓		
			✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft² or more of new impervious surface (NIS)?	✓		If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. CV _____ *(Dist./Reg. Design SW Coord. Initials)* GT _____ *(Project Engineer Initials)* _____ *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

A-County-Route	04-4W1000 SM-092
M (Begin/End)	PM R7.3/R14.4
roject Type	
roject Description	Minor Pavement Rehabilitation CAPM
U *(CT Requesting Unit Number)*	705
rogram ID	422000112
hase *(PID, PA/ED, PS&E)*	PAED
roject Engineer or Oversight Engineer *(Name / Phone #)*	Jesse Han (510) 362-4218
roject Manager *(Name / Phone #)*	Nandini Shridhar (510) 290-7039
iologist *(Name / Phone #)*	Shelby Goss 510-549-6814
ydraulics Contact *(Name / Phone #)*	Irene Liu (510) 846-0237
eotechnical Contact *(Name / Phone #)*	
azardous Waste Contact *(Name / Phone #)*	C. Mora (510) 725-2500, B. C. Young (510) 858-7727
ID Due Date *(MM/DD/YYYY)*	6/30/2023
A/ED Due Date *(MM/DD/YYYY)*	11/3/2025
S&E Due Date *(MM/DD/YYYY)*	2/1/2027
TL Due Date *(MM/DD/YYYY)*	5/1/2027
onstruction Start Date *(MM/DD/YYYY)*	2/1/2028
onstruction Completion Date *(MM/DD/YYYY)*	6/26/2029
umber Working Days	350
roject Brokered? *(Y/N)* **If Yes, which District?**	N
altrans responsible for only Oversight? *(Y/N)* **If Yes, which Agency is the sponsor?**	N
onstruction Managed & Administered by Caltrans? *(Y/N)*	Y
otal Roadway Item Cost ($)	$26 M
otal Structure Item Cost ($)	$3.3 M
et New **Impervious Area (ac)-** area of added impervious excluding eliminated mpervious areas	0
ny Deep Excavation & Dewatering required? *Y/N*	N
eplaced Impervious Surface **-RIS (ac)** *Area of entire structural Section totally emoved* & replaced	0
xisting Impervious Area (ac)	Approx. 99.1 ac.
404 Permit Required? *(Y/N)* **Reporting or Non-Reporting?*(Check w/ Biologist)***	TBD
602 Permit Required? *(Y/N) (Check w/ Biologist)*	TBD
otice of *ADL* Reuse *(Date)*	TBD
houlder Backing Proposed? *(Y/N)*	Y
oncrete Work Involved?(*Y/N) If yes, provide the volume*	Y, Approx. 880 cy
CC Grinding Involved? *If yes, how much?*	N
otal Disturbed Soil Area (DSA) (ac)	0.04
otal Construction Site Area (ac)	
s there any Landscape Work Involved? *(Y/N)*	N
ontractor's Staging Areas *(Y/N), Area(sqft)*	Y, Approx. 25,300 Sq.ft
ontractor's Stockpiling Areas *(Y/N), Area(sqft)*	Y, Approx. 25,300 Sq.ft
umber Drainage Inlets within Project Limits	Approx. 104
ny bridge widening/replacement over a waterbody required? Y/N	N

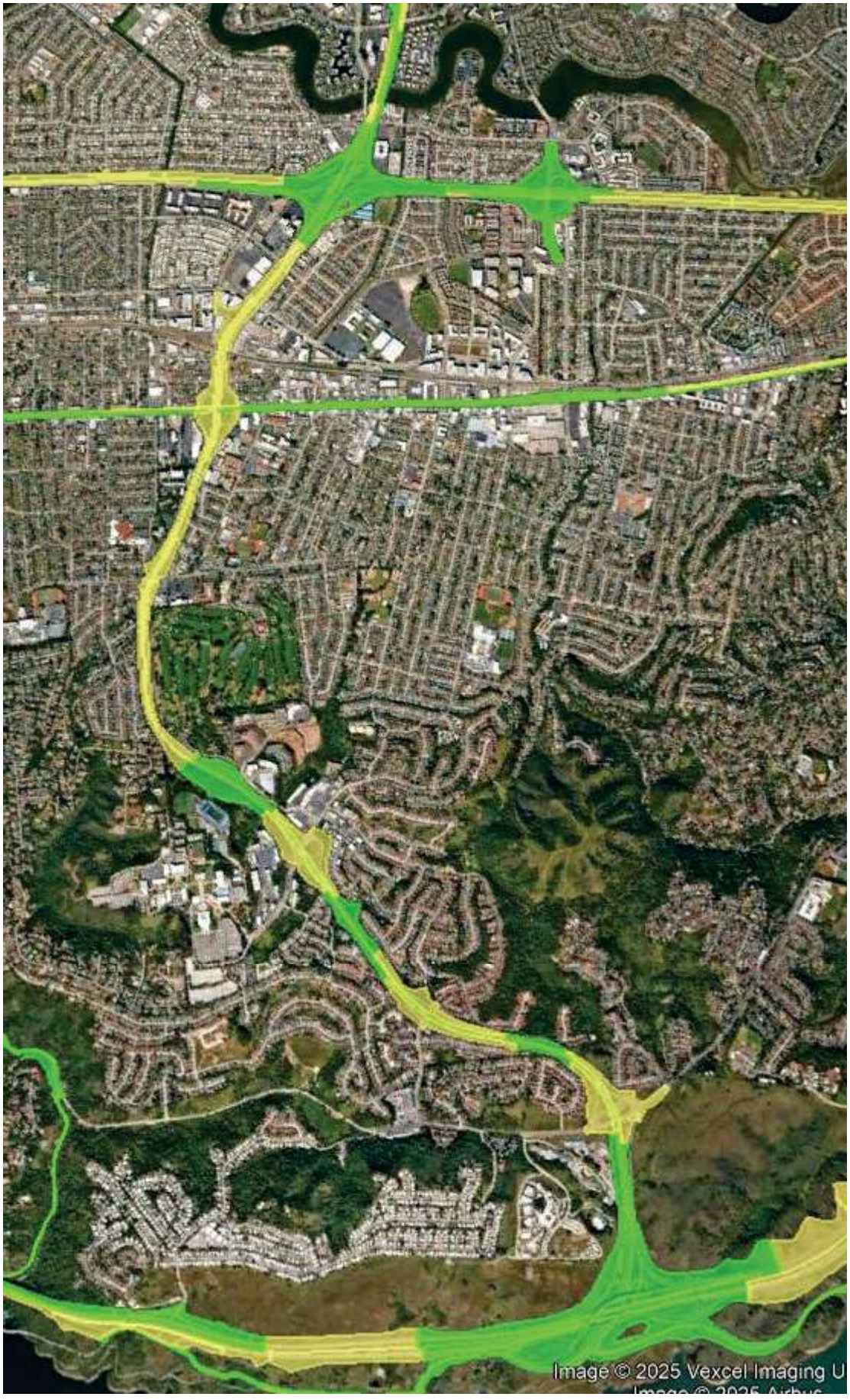


Image © 2025 Vexcel Imaging U

Proposed Curb Ramp Upgrade Locations			
Number	Callout	Layout	Curb Ramp or Passageway
1	A1	7	Curb Ramp
2	A2	7	Passageway
3	A3	7	Curb Ramp
4	A4	7	Curb Ramp
5	A5	7	Passageway
6	A6	7	Curb Ramp
7	B1	7	Curb Ramp
8	B2	7	Passageway
9	B3	7	Curb Ramp
10	B4	7	Curb Ramp
11	B5	7	Passageway
12	B6	7	Curb Ramp
13	C1	10	Curb Ramp
14	C2	10	Curb Ramp
15	C3	10	Curb Ramp
16	C4	10	Curb Ramp
17	C5	10	Curb Ramp
18	C6	10	Curb Ramp
19	D1	10	Curb Ramp
20	D2	10	Curb Ramp
21	E1	15	Curb Ramp
22	E2	15	Passageway
23	E3	15	Curb Ramp
24	E4	15	Curb Ramp
25	E5	15	Curb Ramp
26	F1	15	Curb Ramp
27	F2	15	Curb Ramp
28	F3	15	Curb Ramp
29	F4	15	Passageway
30	F5	15	Curb Ramp
31	G1	25	Curb Ramp
32	G2	25	Curb Ramp
33	H1	27	Curb Ramp

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

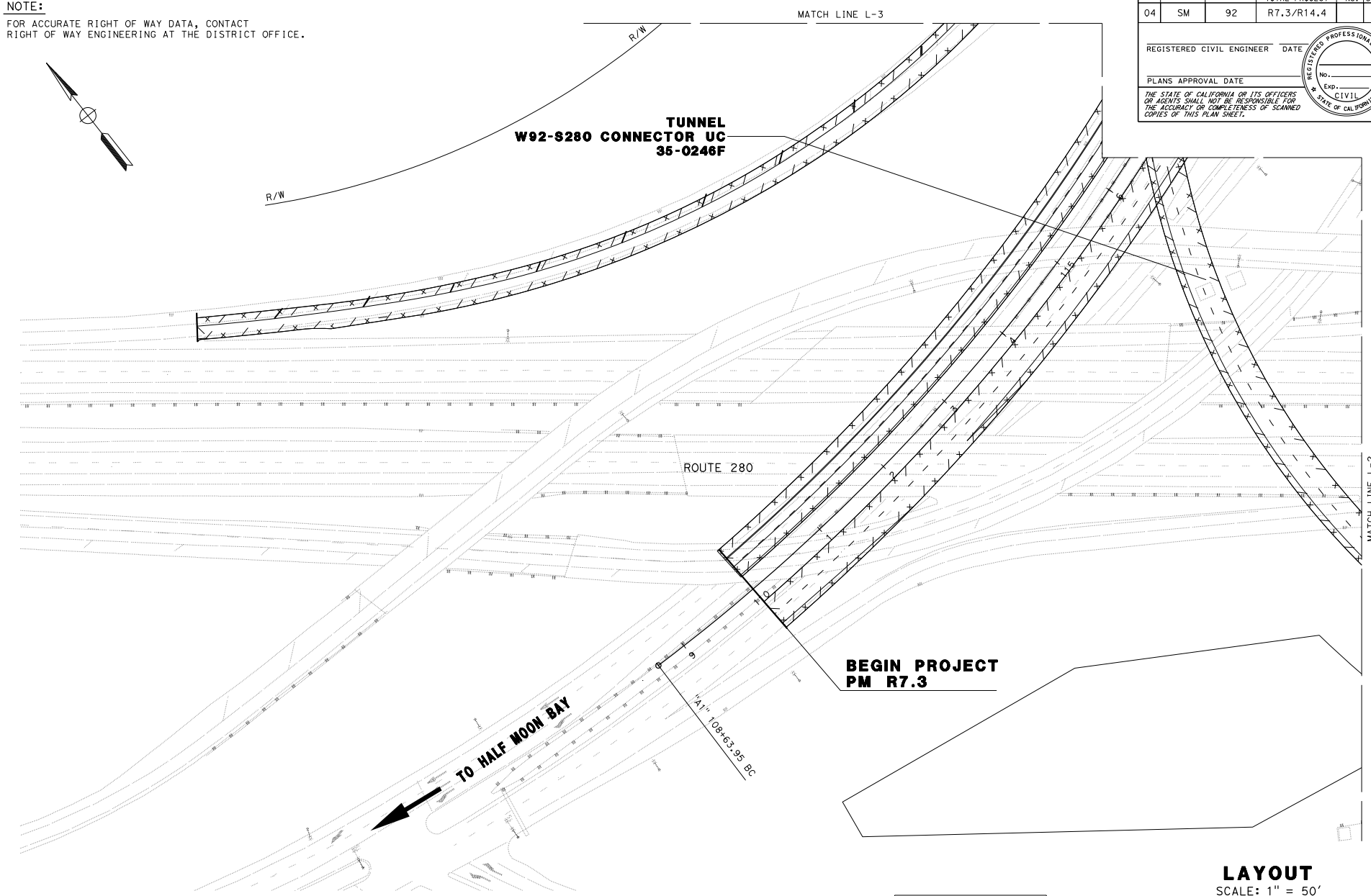
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEET L-1

LAYOUT

SCALE: 1" = 50'

L-1

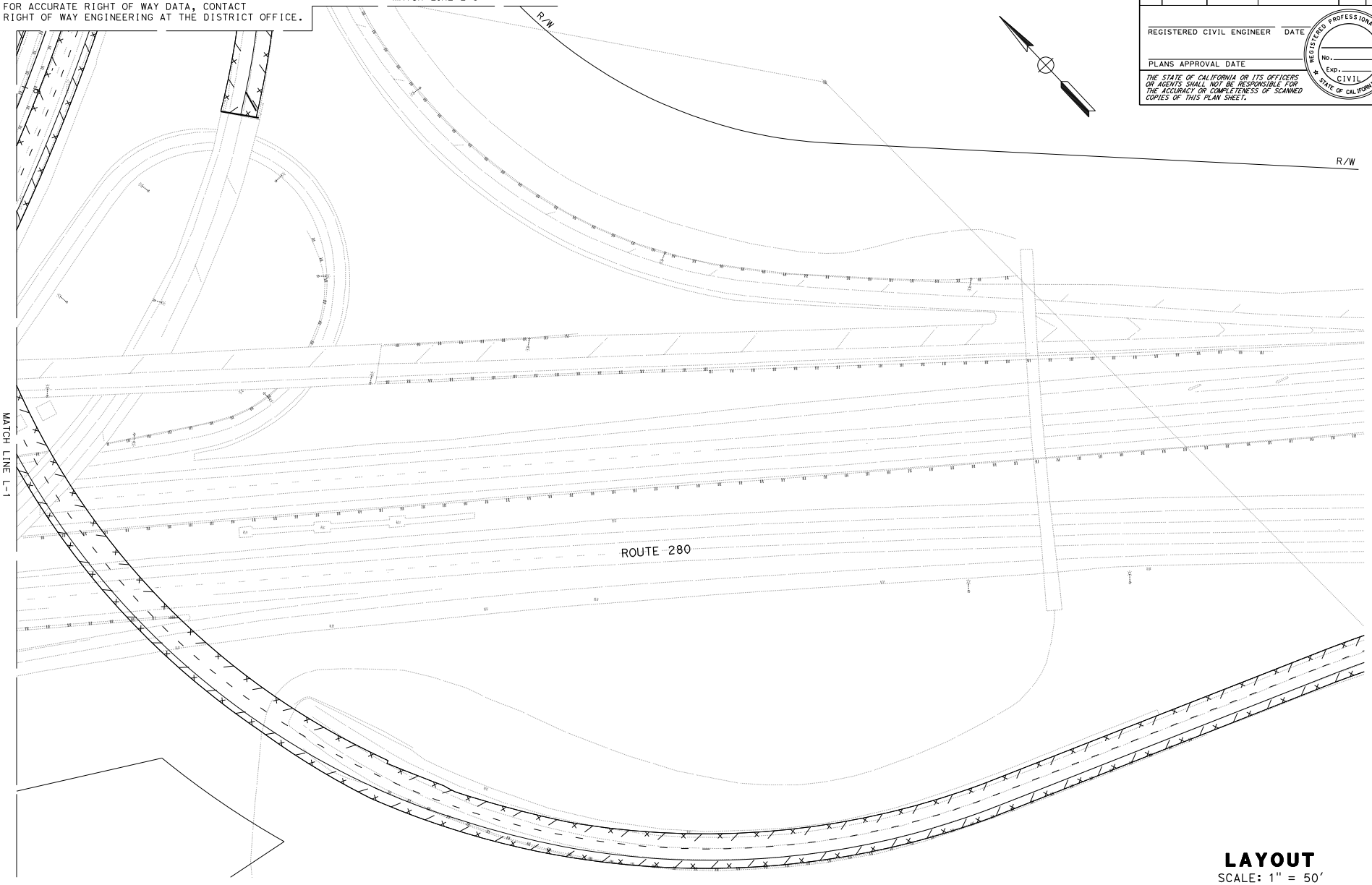
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY A	DATE REVISED A	

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 17:46

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 DGN FILE => 0422000112ea001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REVISED BY	A
DATE REVISED	A
CALCULATED-DESIGNED BY	A
CHECKED BY	A
FUNCTIONAL SUPERVISOR	A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

LAYOUT

SCALE: 1" = 50'

L-2

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 17:52

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea002.dgn

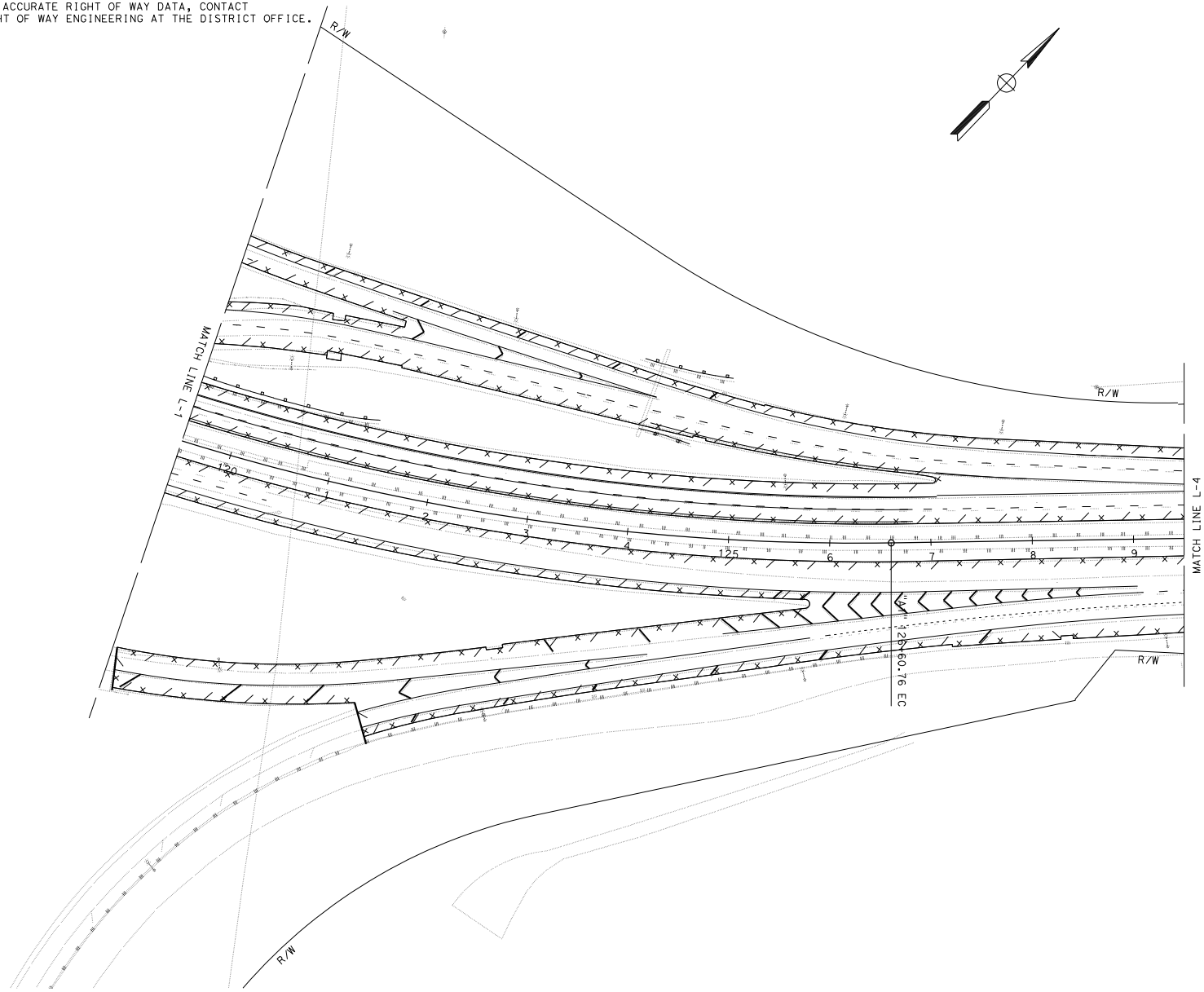
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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	REVISED BY	DATE REVISED
	A	A

CALCULATED-DESIGNED BY	CHECKED BY
A	A

FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAYOUT

SCALE: 1" = 50'

L-3

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 18:29

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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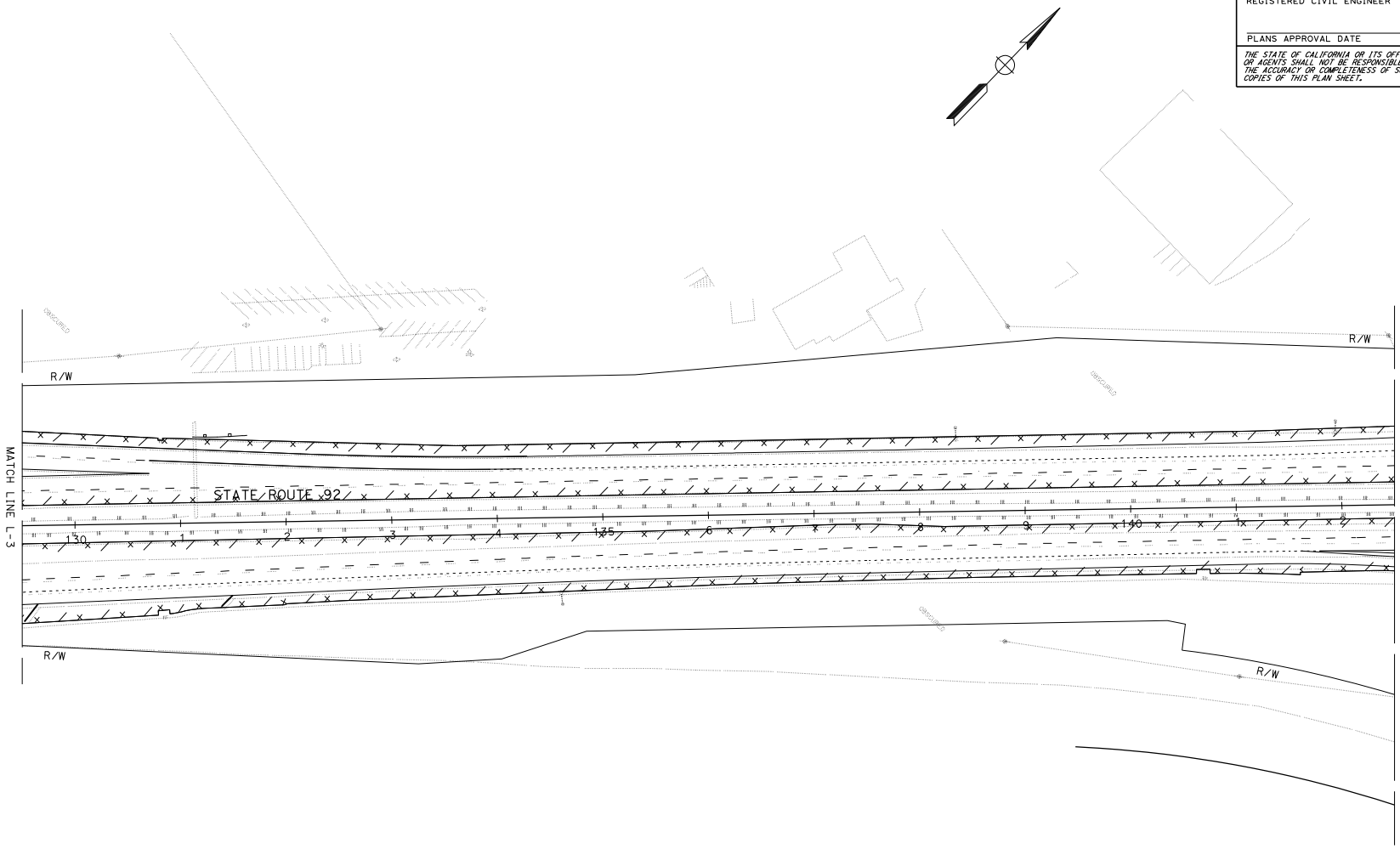


REVISED BY	A	A
DATE REVISED	A	A

CALCULATED-DESIGNED BY: A
CHECKED BY: A

FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

LAYOUT

SCALE: 1" = 50'

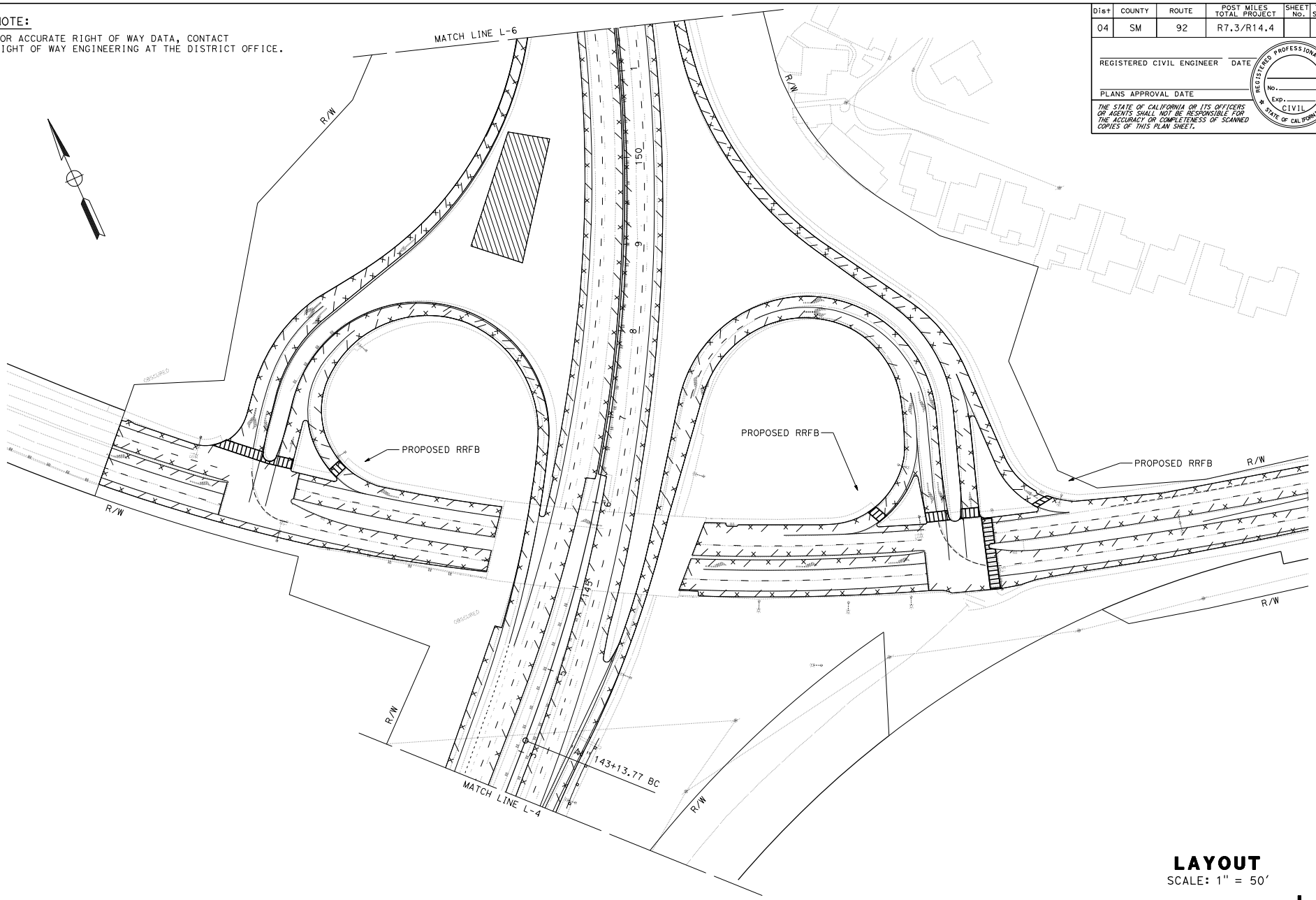
L-4

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 18:36

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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	REVISED BY	CALCULATED-DESIGNED BY	FUNCTIONAL SUPERVISOR
	DATE REVISED	CHECKED BY	
	A	A	A
	A	A	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

LAYOUT

SCALE: 1" = 50'

L-5

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 18:41

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea005.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

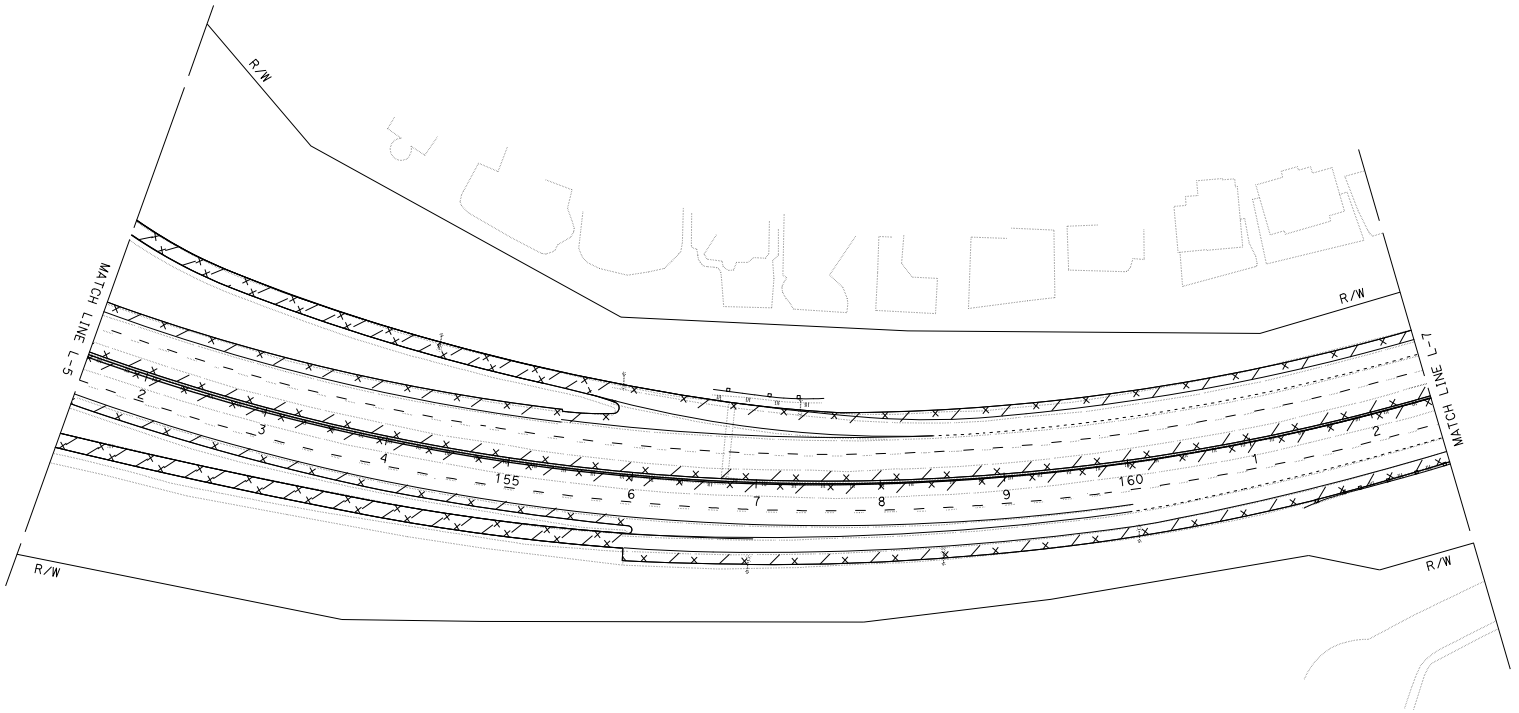
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
Caltrans DESIGN	A	A	A	A
		CHECKED BY	DATE REVISED	

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 18:49

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea006.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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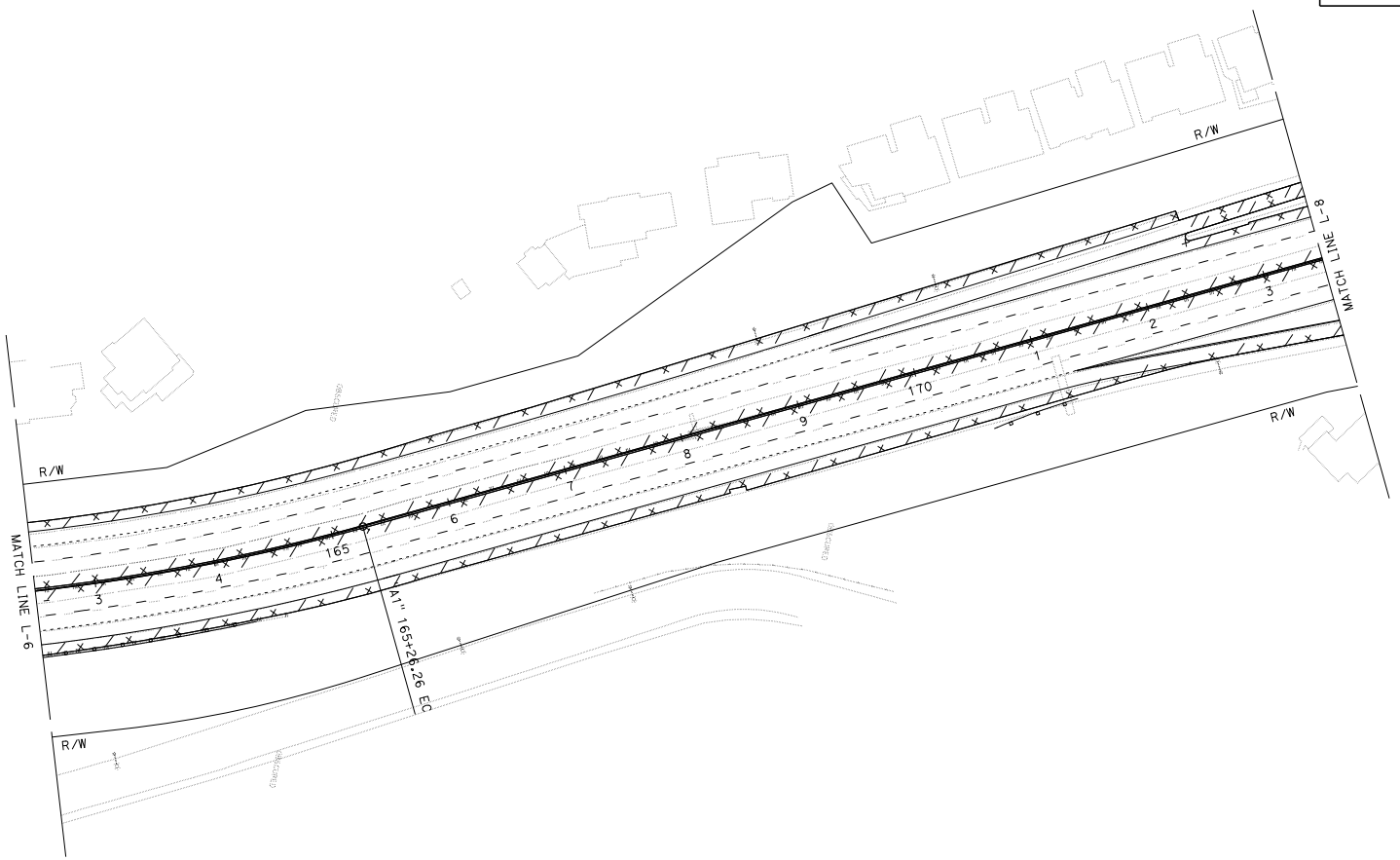

LAYOUT
SCALE: 1" = 50'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	LAST REVISION
Caltrans DESIGN	A	A	A	DATE PLOTTED => 19-SEP-2025
		CHECKED BY	DATE REVISED	TIME PLOTTED => 19:02

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea007.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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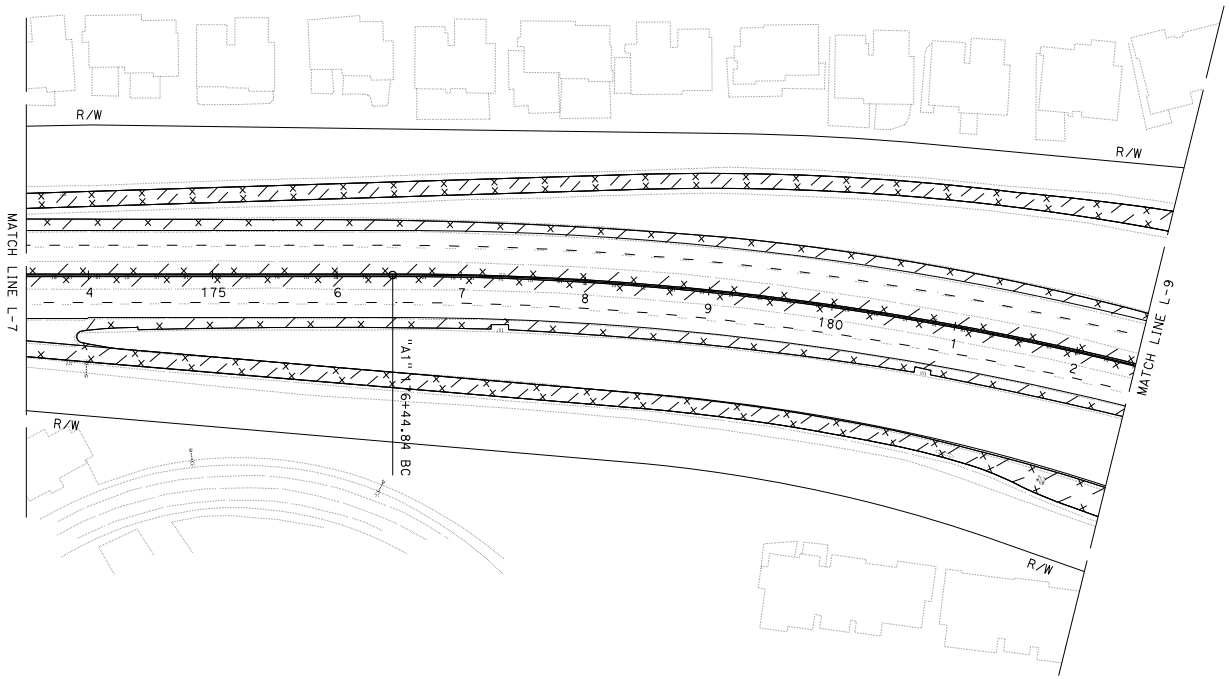

LAYOUT

SCALE: 1" = 50'

L-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A
Caltrans DESIGN	A	CHECKED BY	A
		REVISED BY	A
		DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:04

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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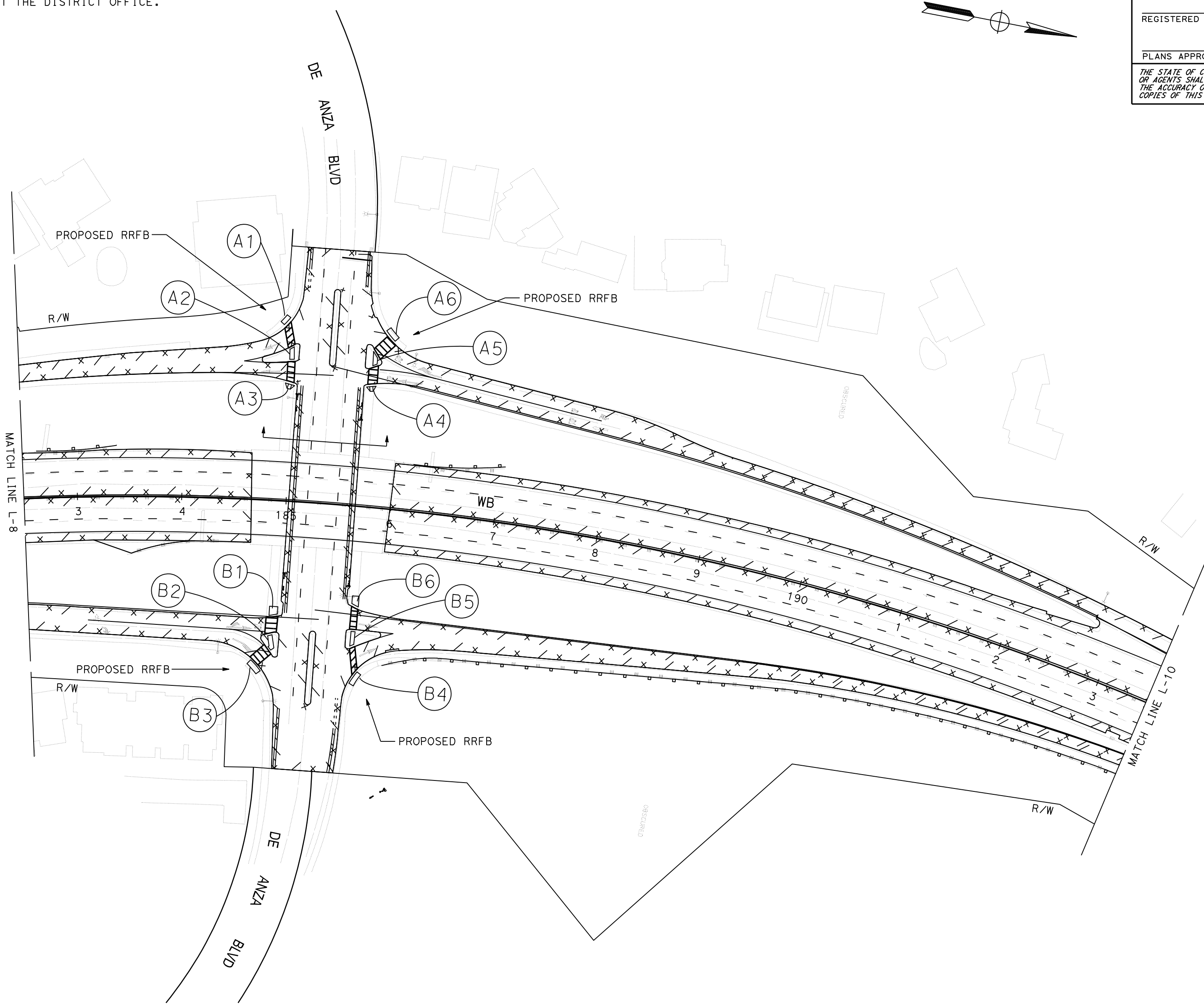
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans® DESIGN
FUNCTIONAL SUPERVISOR	A
CALCULATED-DESIGNED BY	A
CHECKED BY	A
REVISED BY	A
DATE REVISED	A

LAST REVISION

DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:08

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea009.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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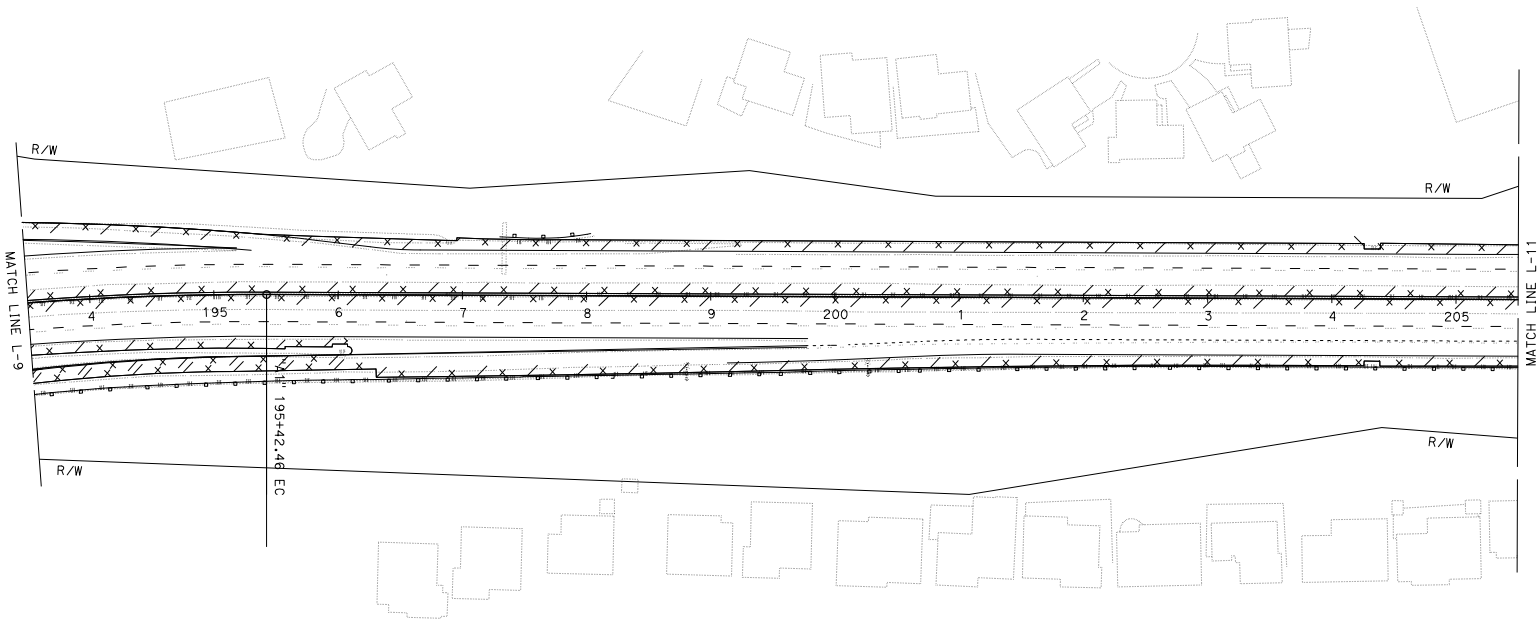


LAYOUT

SCALE: 1" = 50'

L-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	LAST REVISION
Caltrans DESIGN	A	A	A	DATE PLOTTED => 19-SEP-2025
		CHECKED BY	DATE REVISED	TIME PLOTTED => 19:14
		A	A	

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea010.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

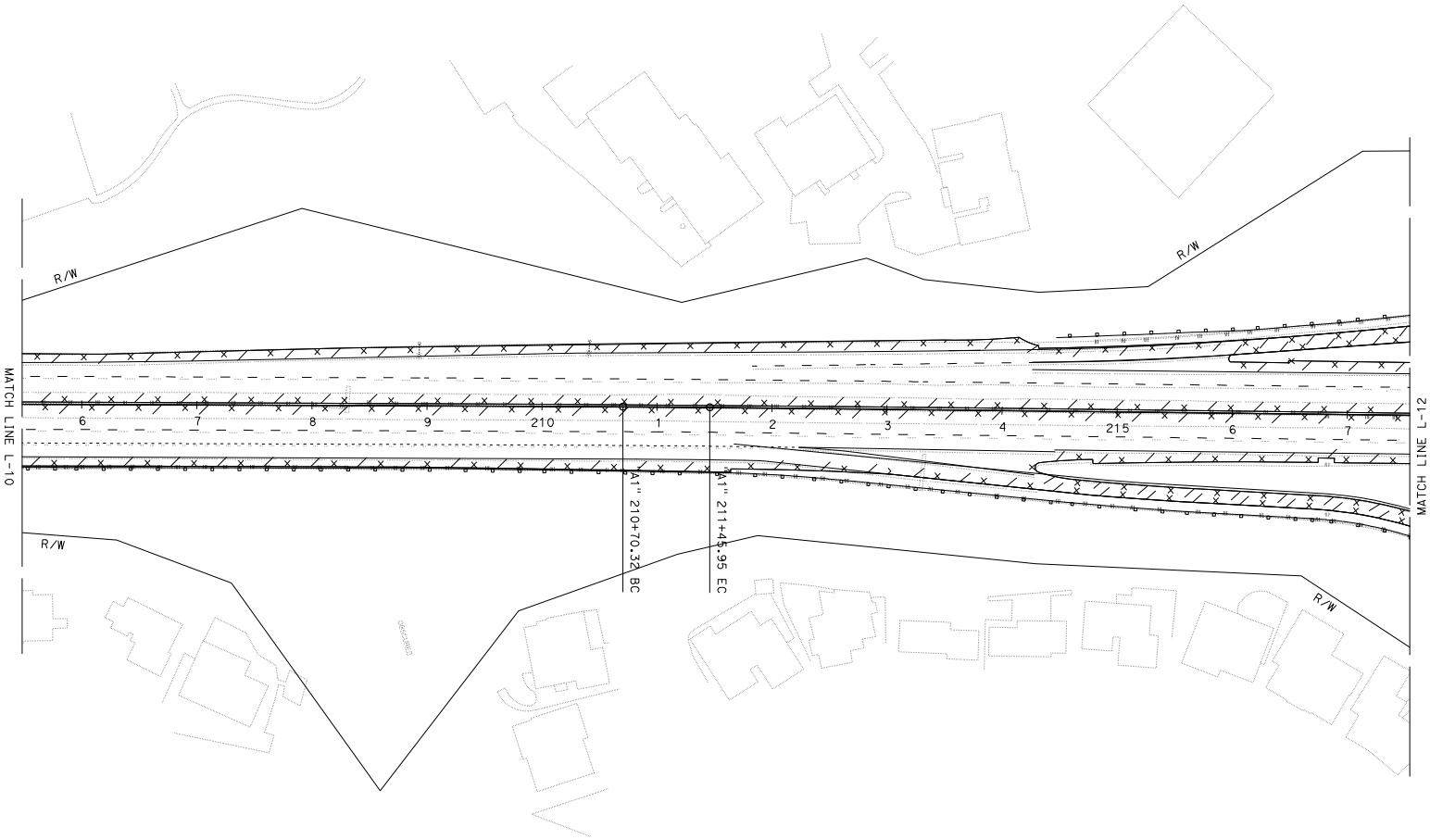
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
Caltrans DESIGN	A	A	A	A
		CHECKED BY	DATE REVISED	

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 19:18

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

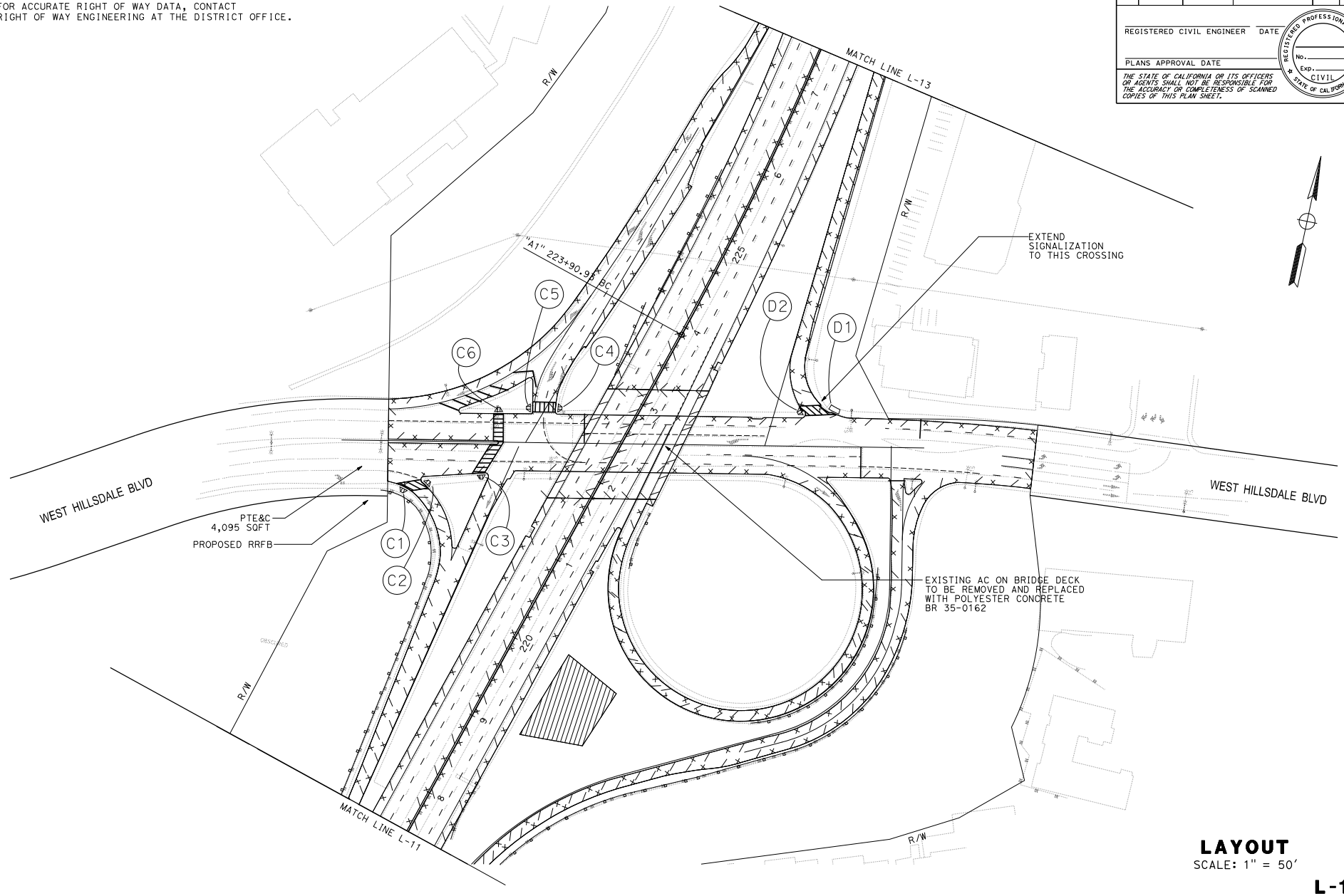
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans DESIGN	A	A	A	A	A

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:30

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 DGN FILE => 0422000112ea012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

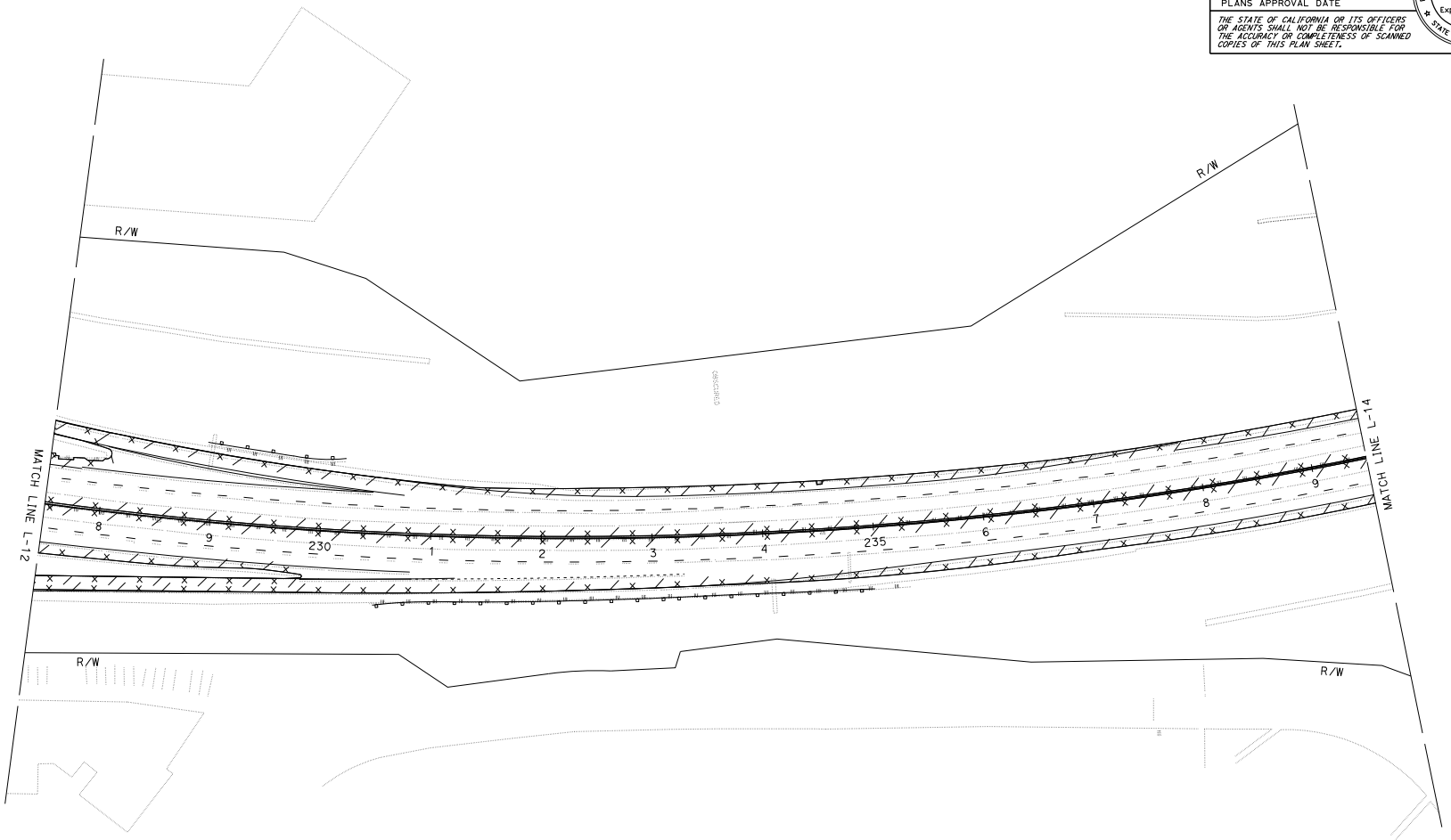
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	LAST REVISION
Caltrans DESIGN	A	A	A	DATE PLOTTED => 19-SEP-2025
		CHECKED BY	DATE REVISED	TIME PLOTTED => 19:39
		A	A	

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 DGN FILE => 0422000112ea013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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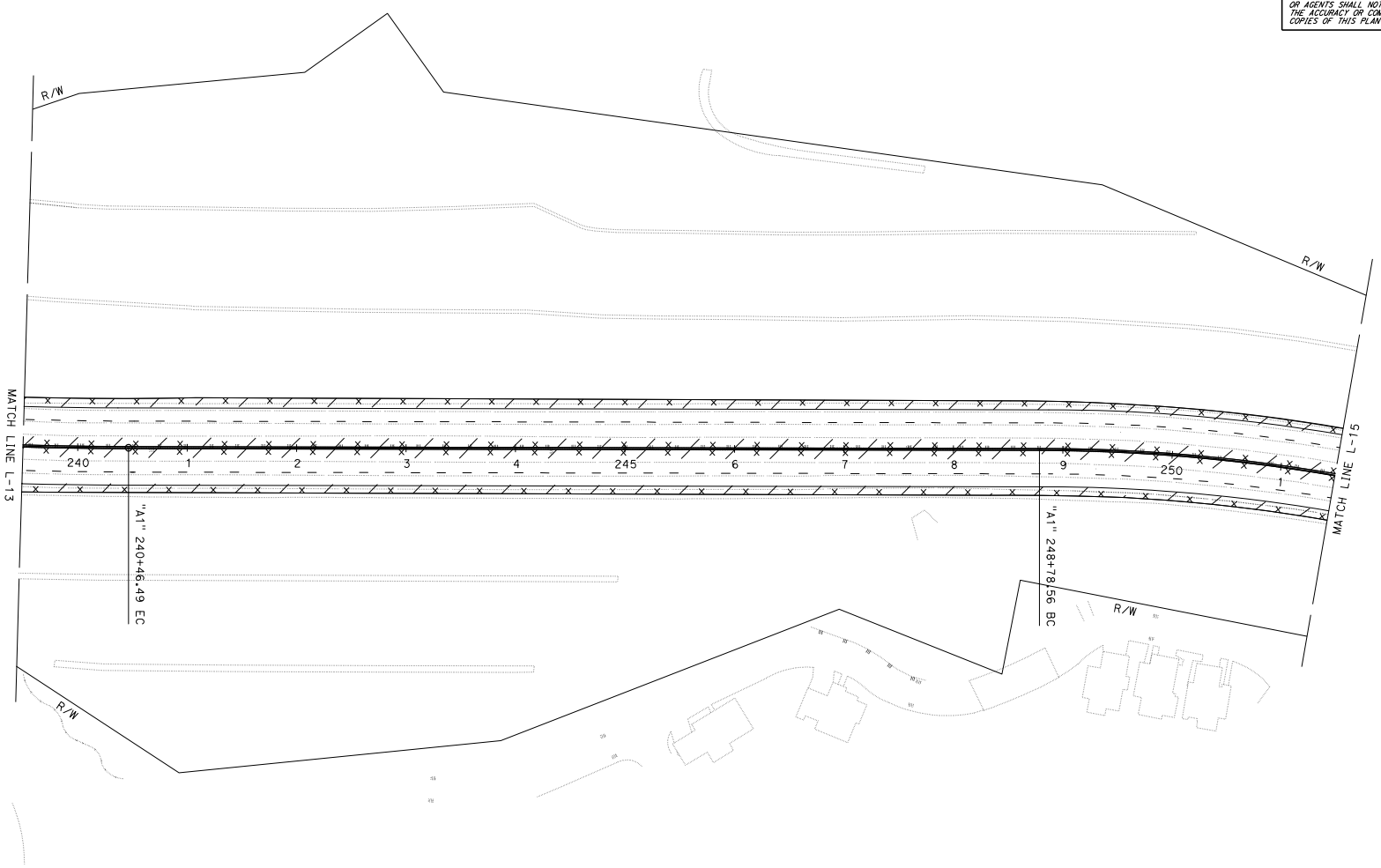

LAYOUT

SCALE: 1" = 50'

L-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
Caltrans DESIGN	A	A	A	A
		CHECKED BY	DATE REVISED	

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:41

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea014.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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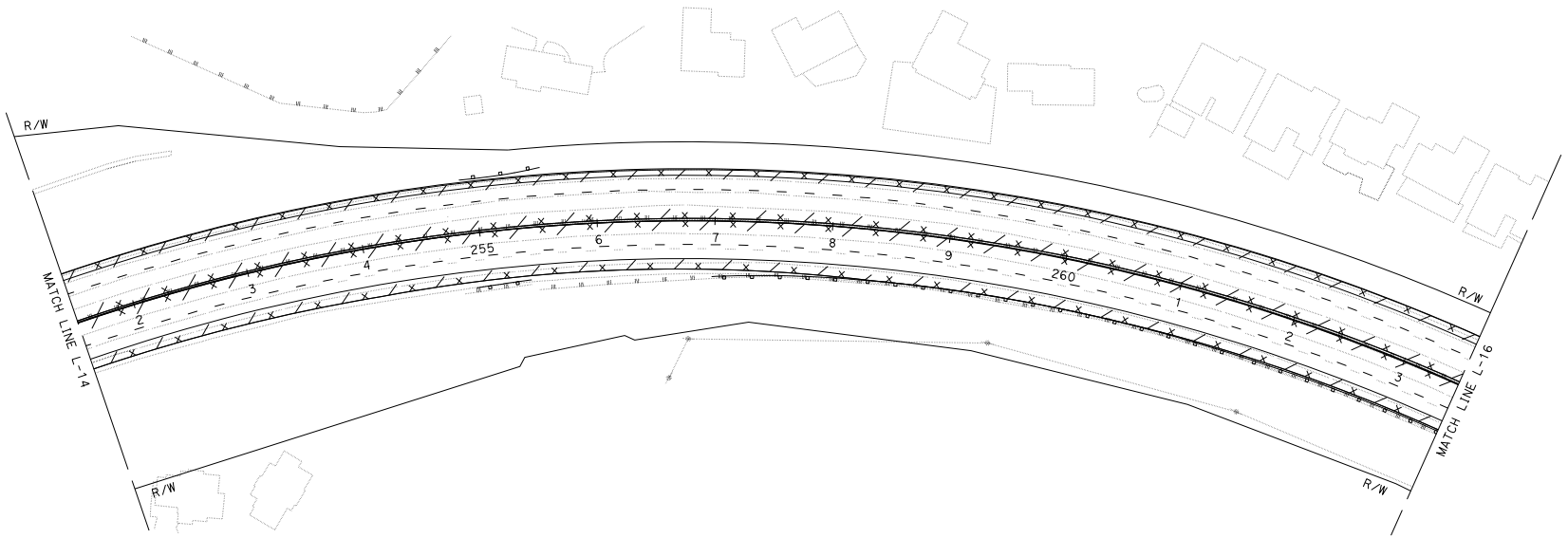

LAYOUT

SCALE: 1" = 50'

L-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:43

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 DGN FILE => 0422000112ea015.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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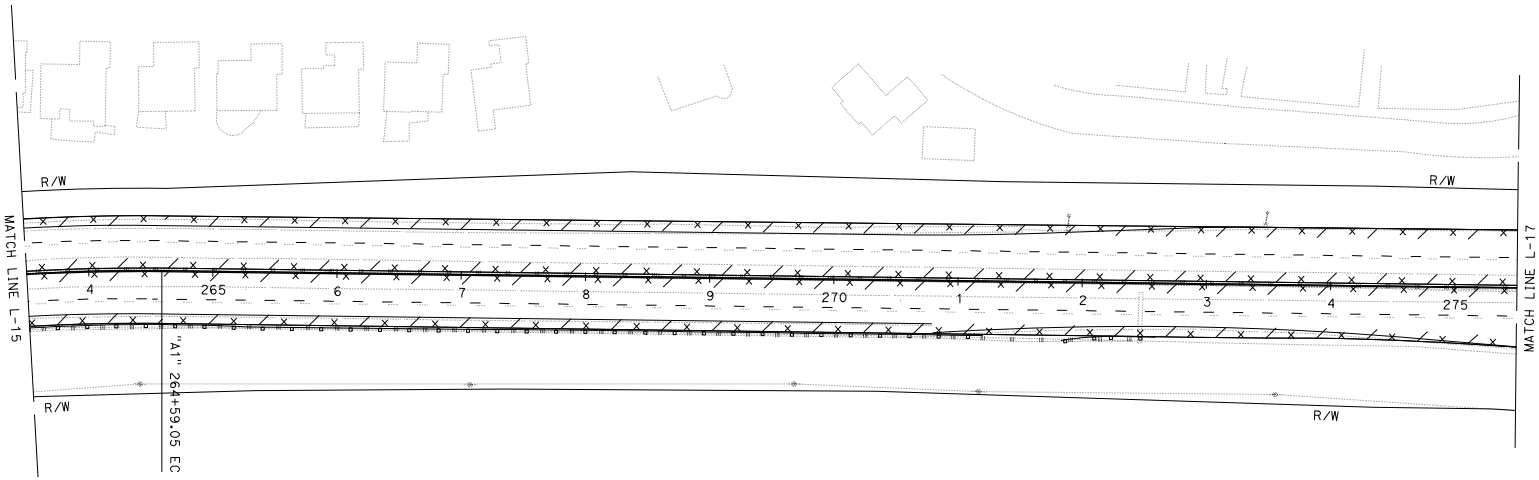


LAYOUT

SCALE: 1" = 50'

L-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A	A
Caltrans	A	A	DATE REVISED	A	A
DESIGN		CHECKED BY			

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:48

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

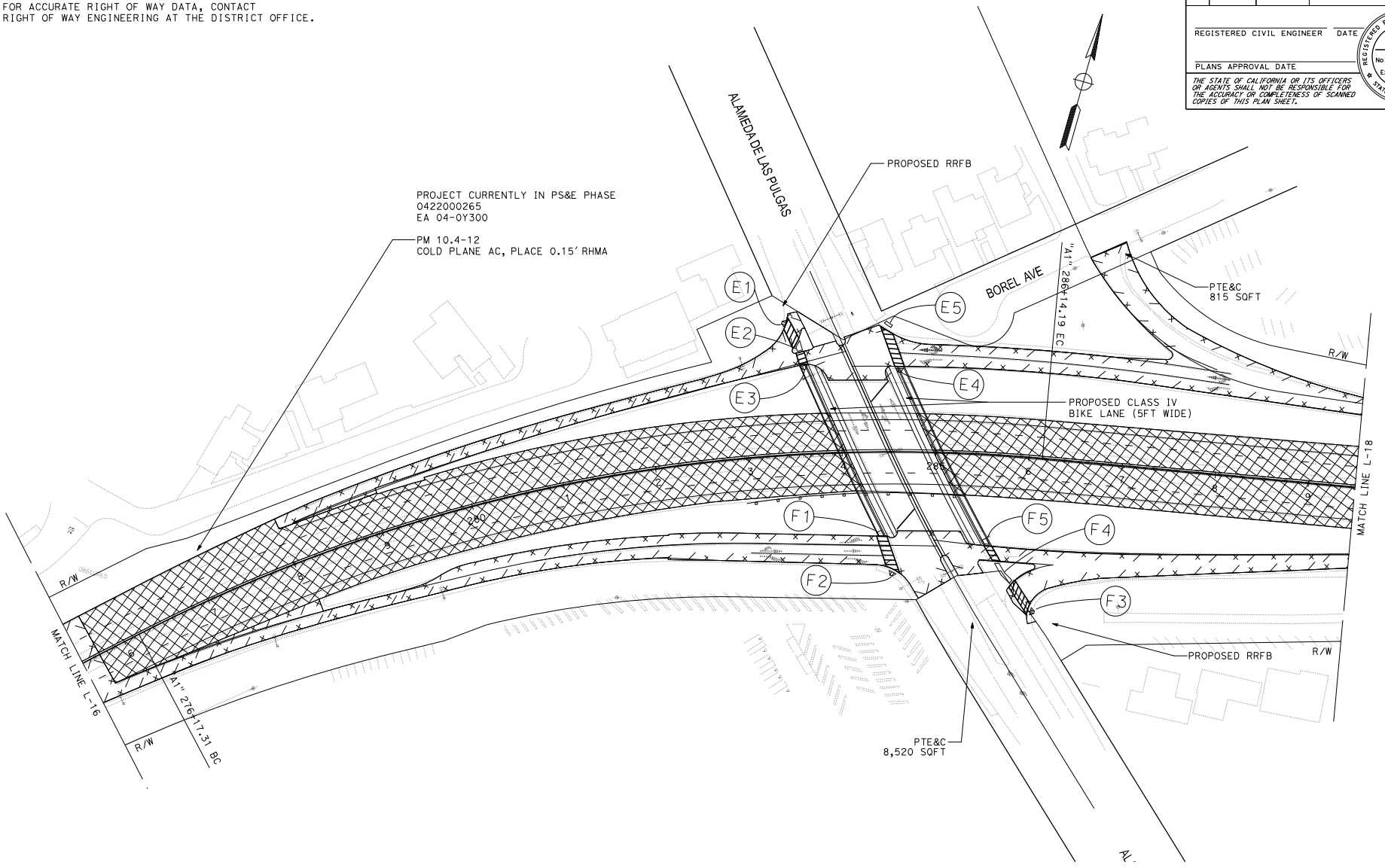
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



LAYOUT

SCALE: 1" = 50'

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A
Caltrans	A	A	DATE REVISED	A
DESIGN		CHECKED BY		

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:50

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LAYOUT

SCALE: 1" = 50'

L-18

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
Caltrans DESIGN	A	A	A	A
		CHECKED BY	DATE REVISED	

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 19:54

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea018.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

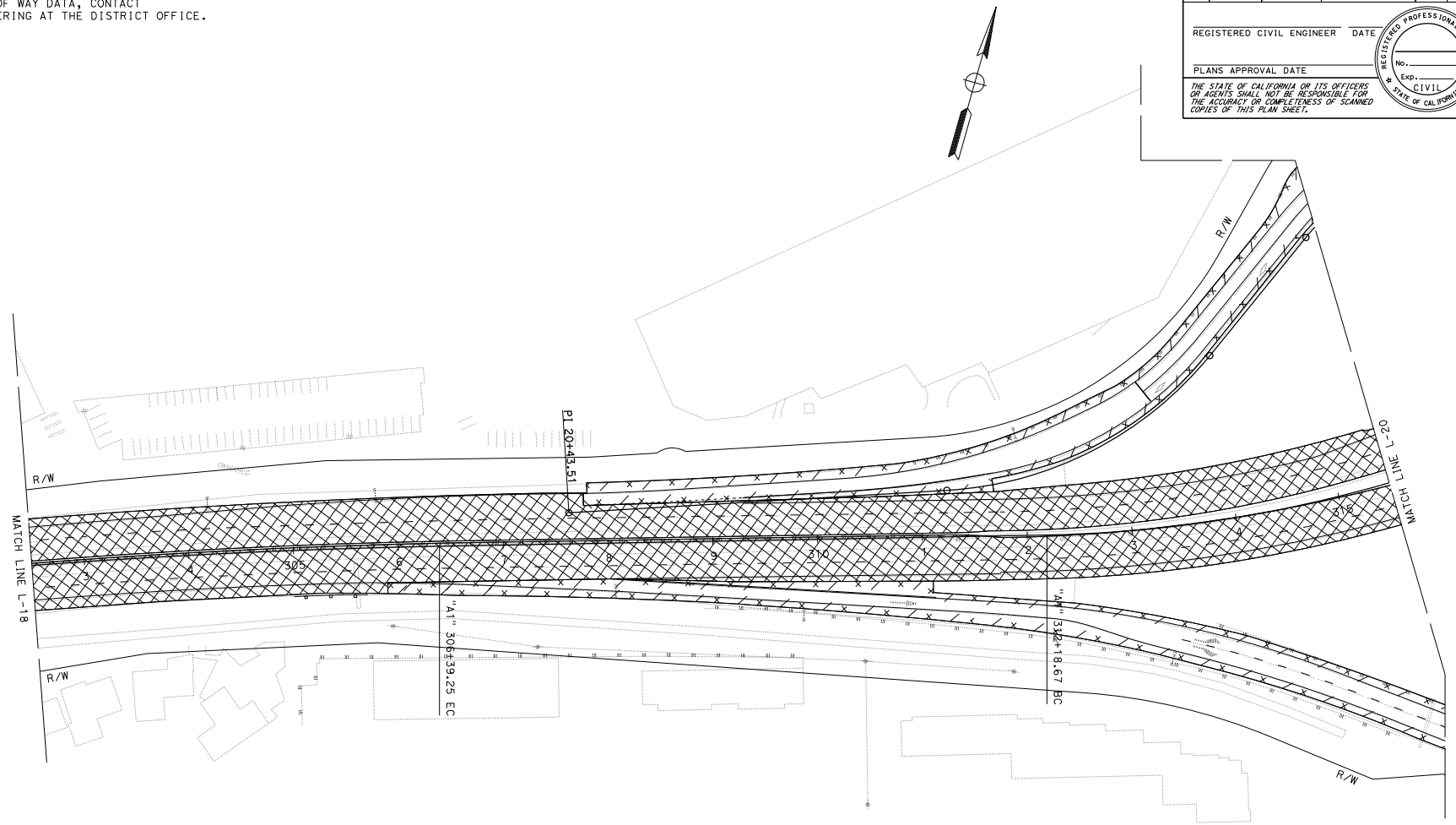
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 19:55

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea019.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

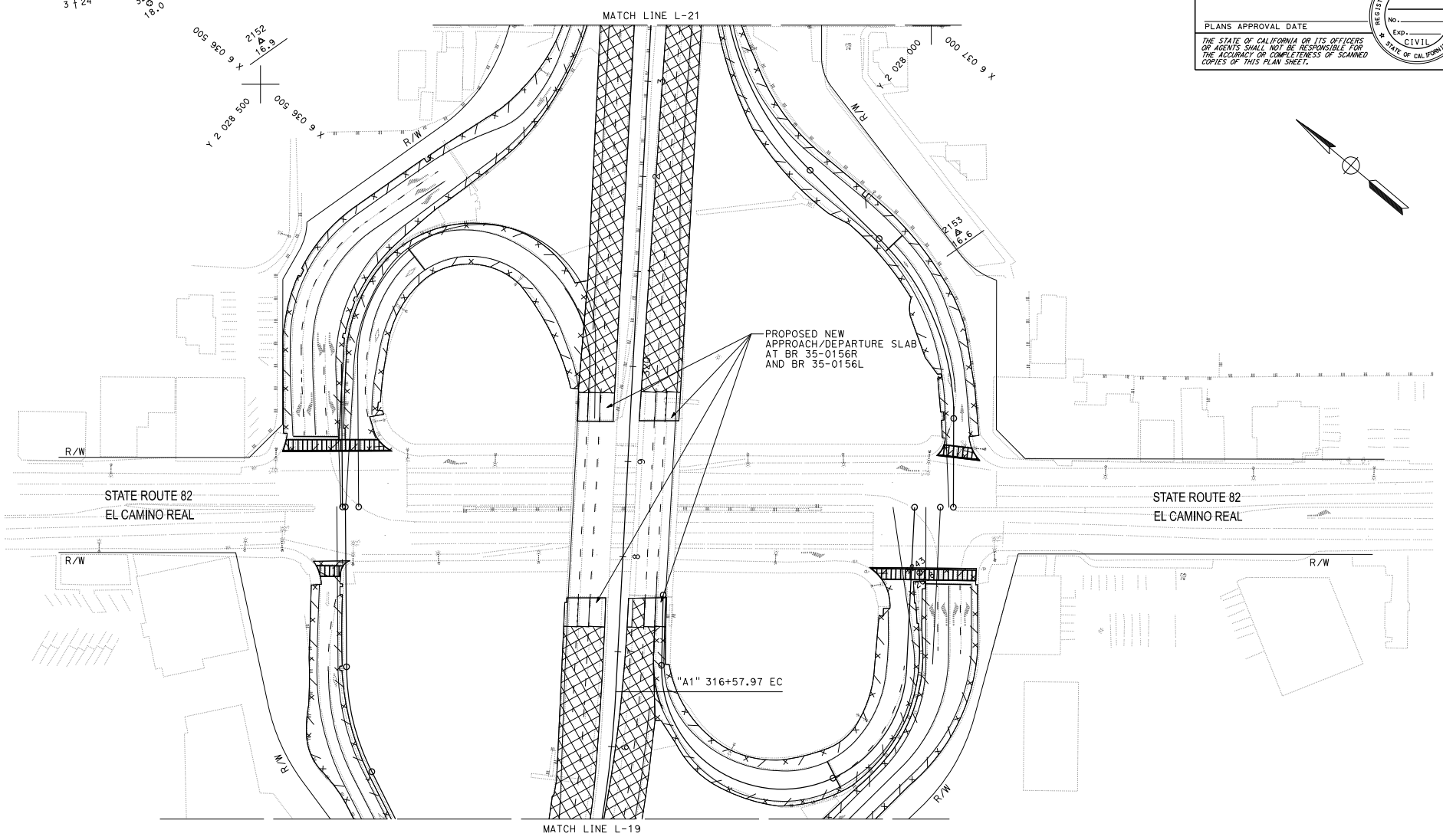
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	LAST REVISION
Caltrans DESIGN	A	A	A	DATE PLOTTED => 19-SEP-2025
		CHECKED BY	DATE REVISED	TIME PLOTTED => 20101
		A	A	

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

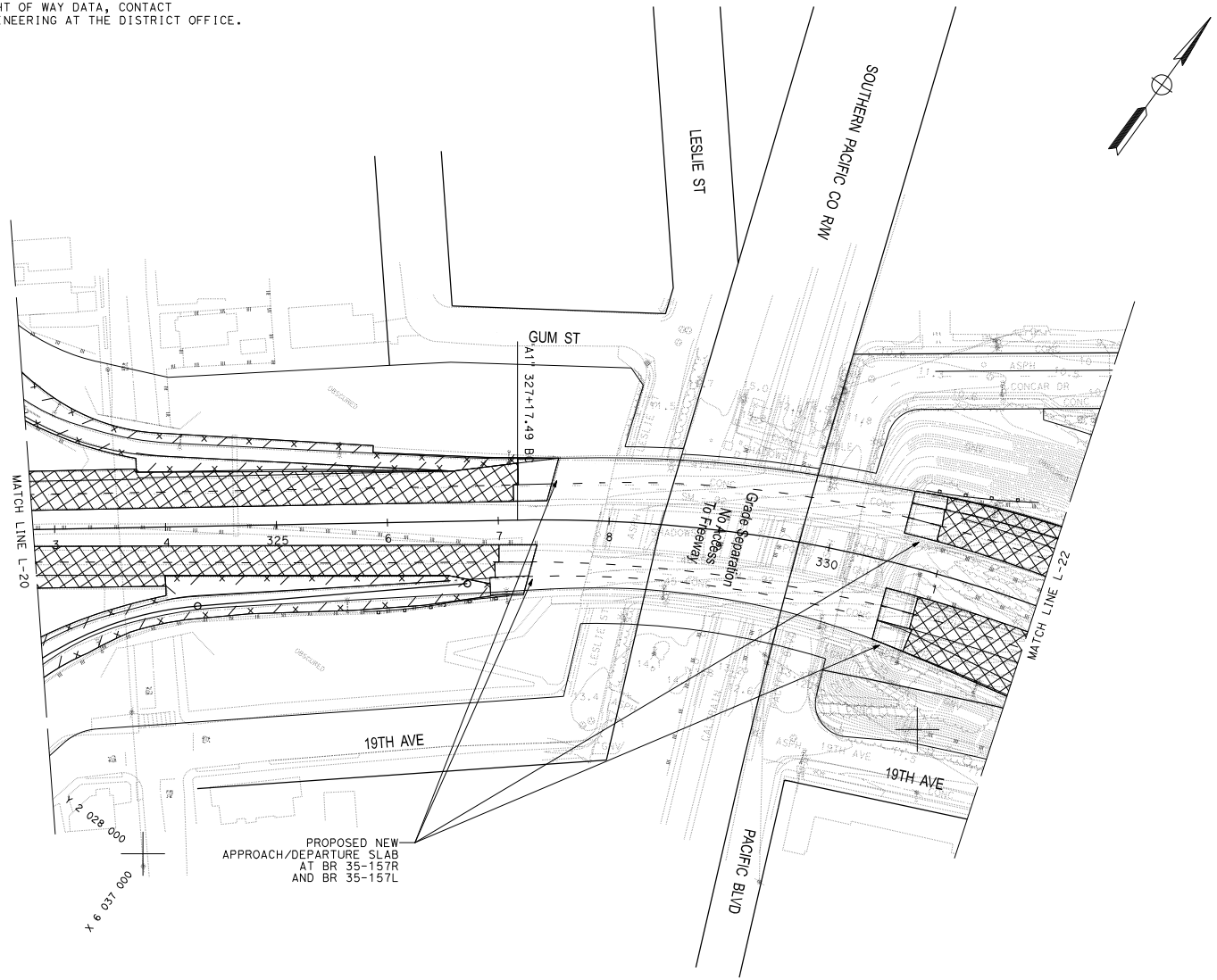
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-21

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20109

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea021.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

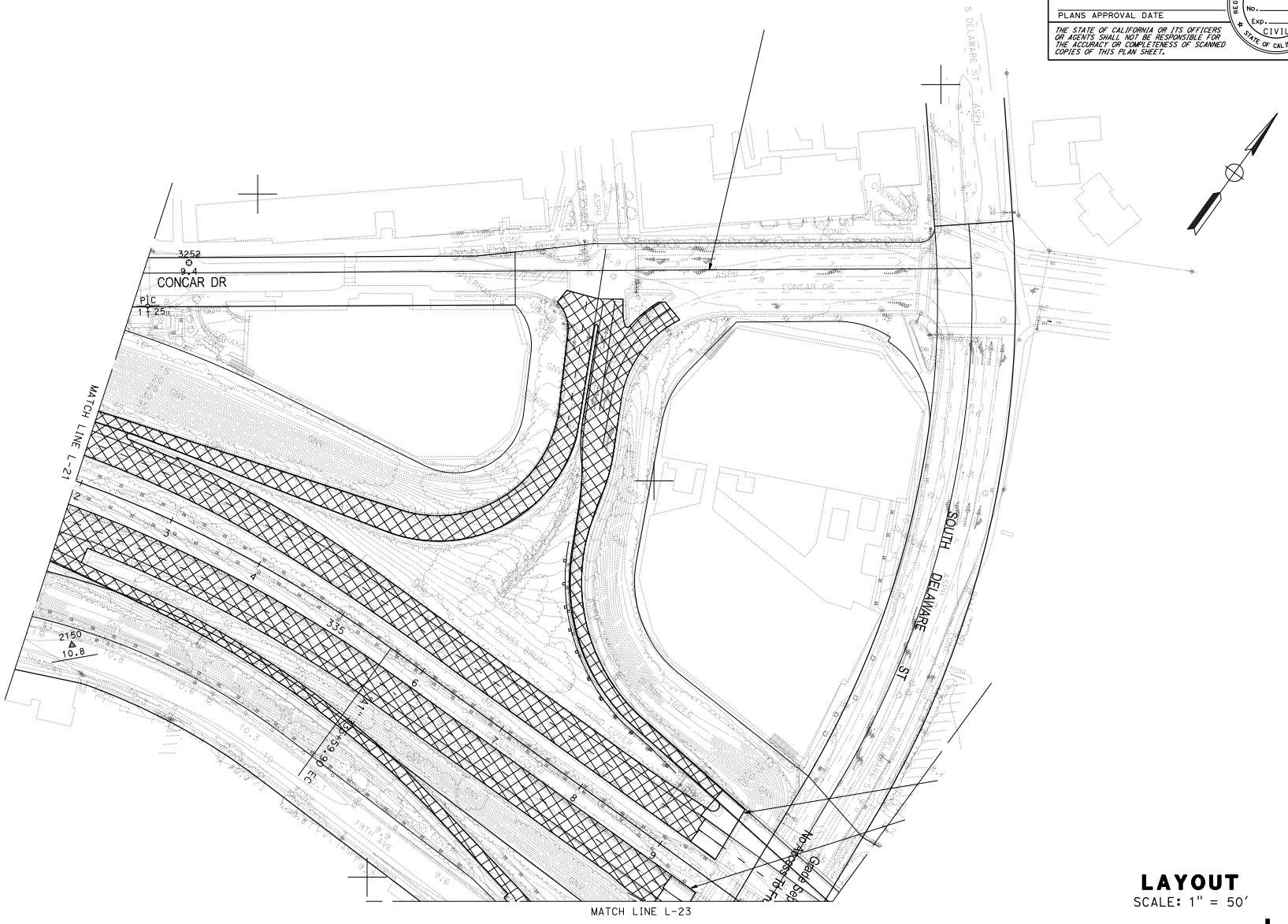
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE: 1" = 50'

L-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20115

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea022.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

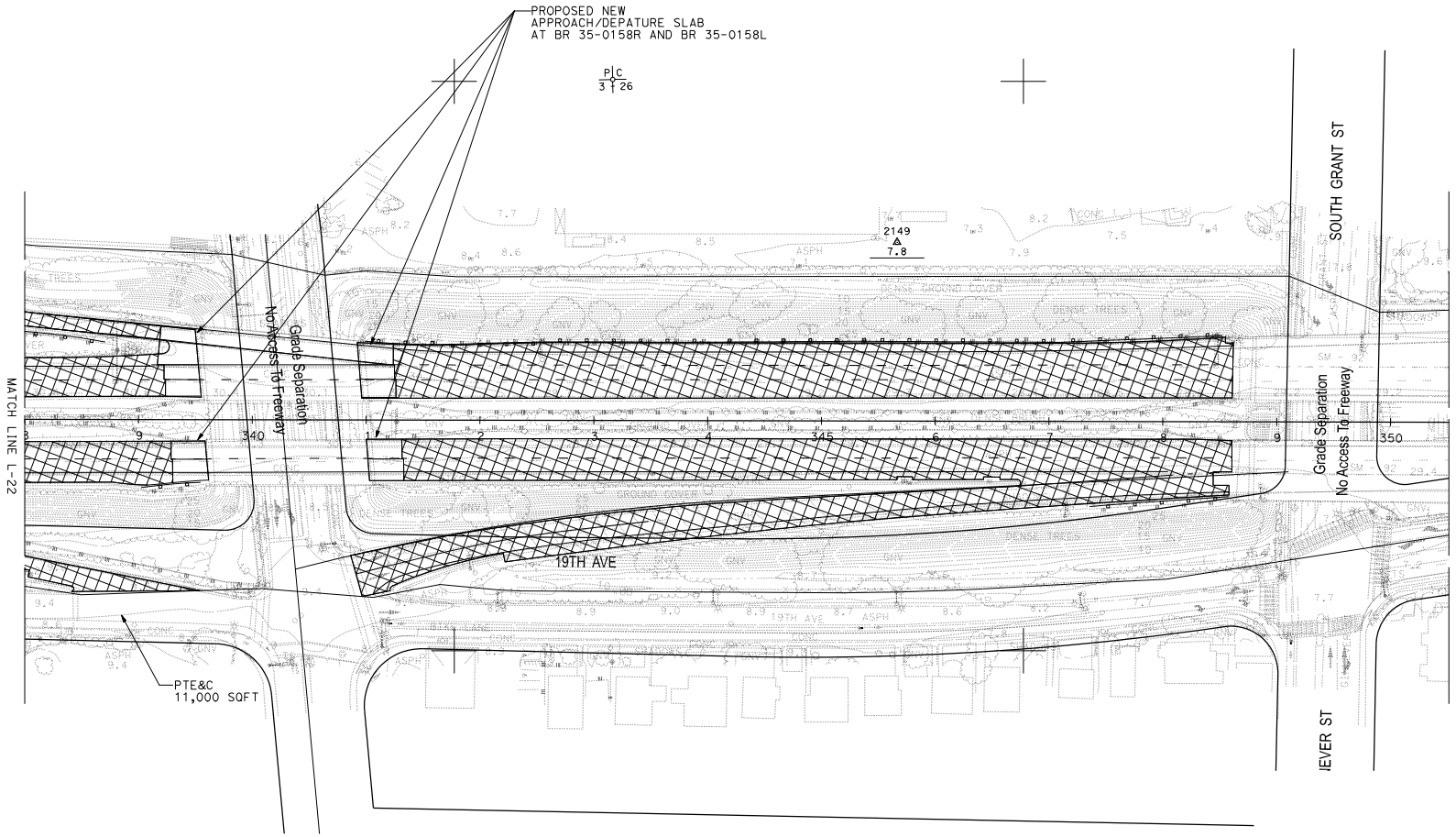
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:21

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 DGN FILE => 0422000112ea023.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

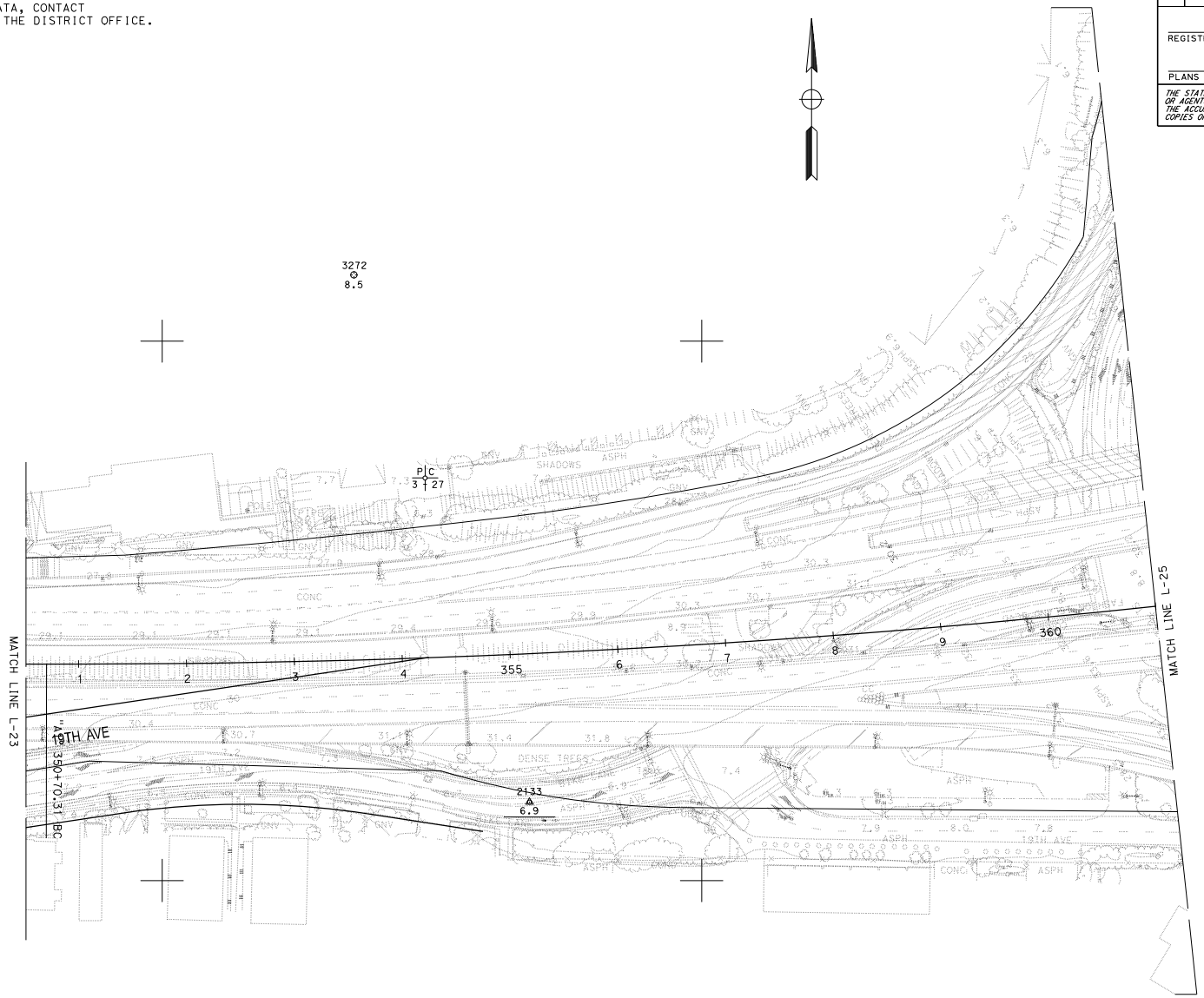
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
Caltrans DESIGN	A	A	A	A
		CHECKED BY	DATE REVISED	

LAST REVISION DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20124

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 DGN FILE => 0422000112ea024.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REVISED BY	A				
DATE REVISED	A				
CALCULATED-DESIGNED BY		A			
CHECKED BY		A			
FUNCTIONAL SUPERVISOR			A		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAYOUT

SCALE: 1" = 50'

L-25

LAST REVISION
DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20:29

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea025.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

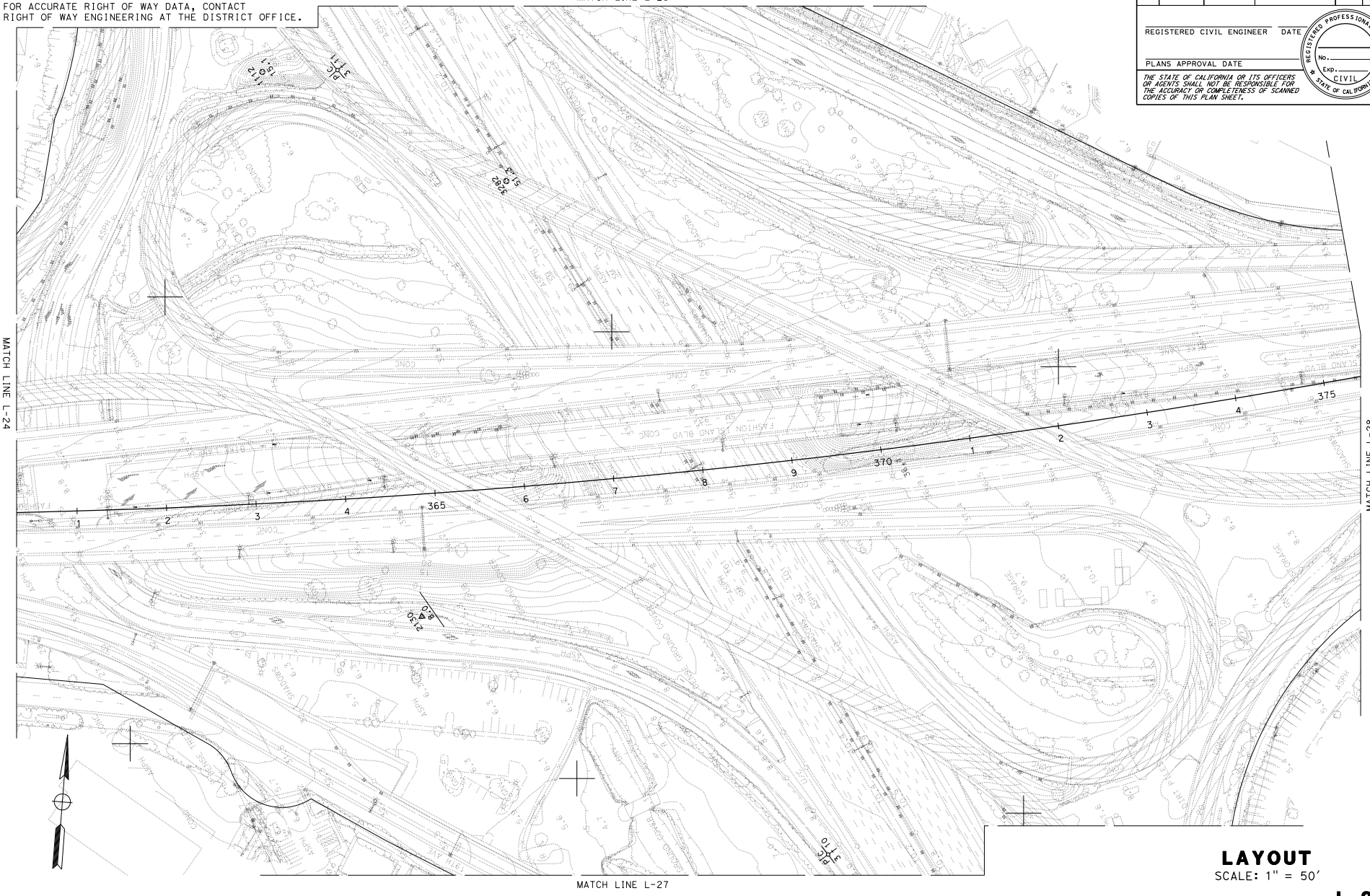
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-26

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

FUNCTIONAL SUPERVISOR: A

CALCULATED-DESIGNED BY: A

CHECKED BY: A

	REVISED BY	DATE REVISED
	A	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20:33

BORDER LAST REVISED 8/27/2019

USERNAME => s149851
DGN FILE => 0422000112ea026.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

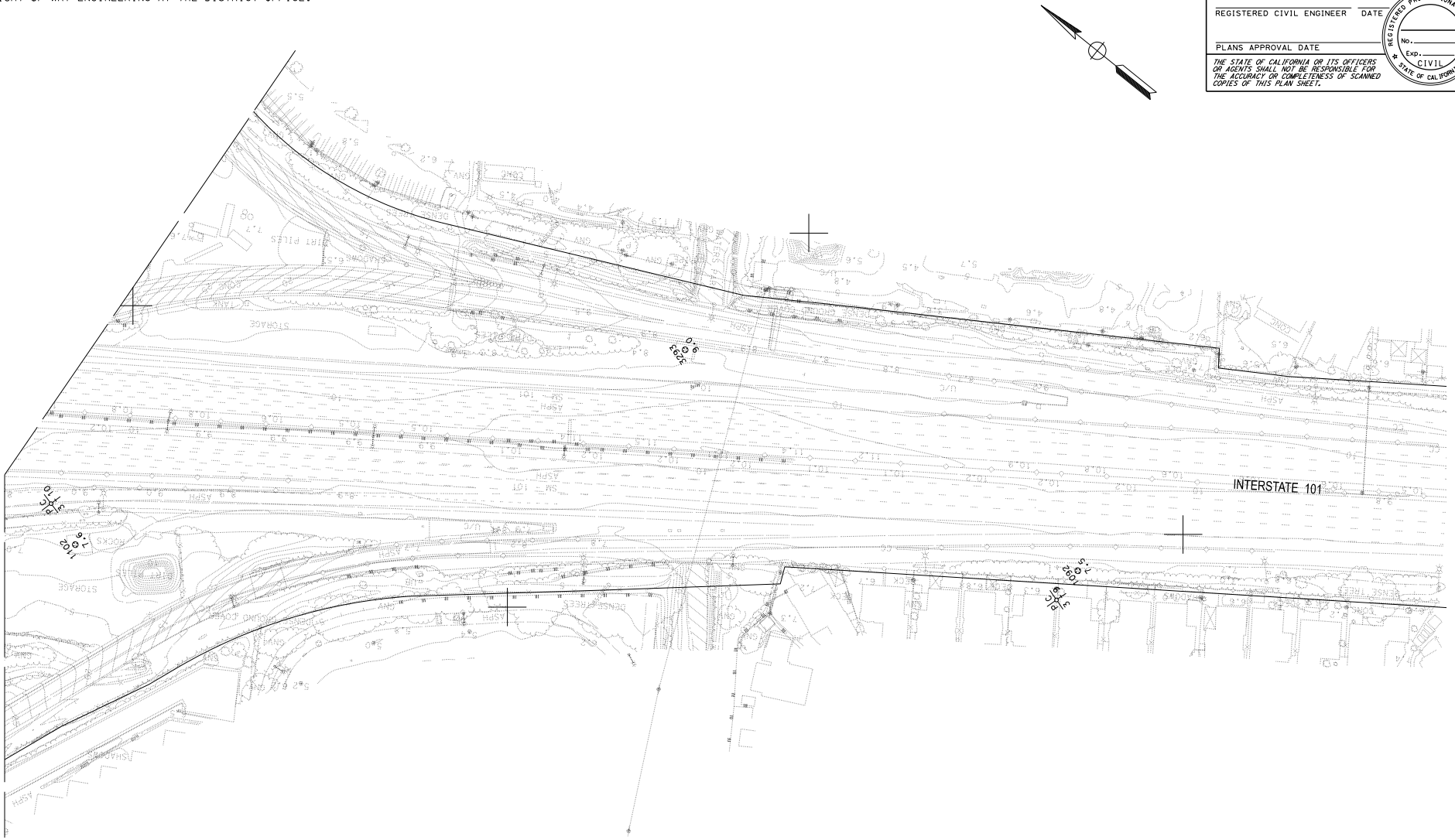
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
A	A	A	A
	CHECKED BY	DATE REVISED	
	A		

LAYOUT

SCALE: 1" = 50'

L-27

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20:38

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea027.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

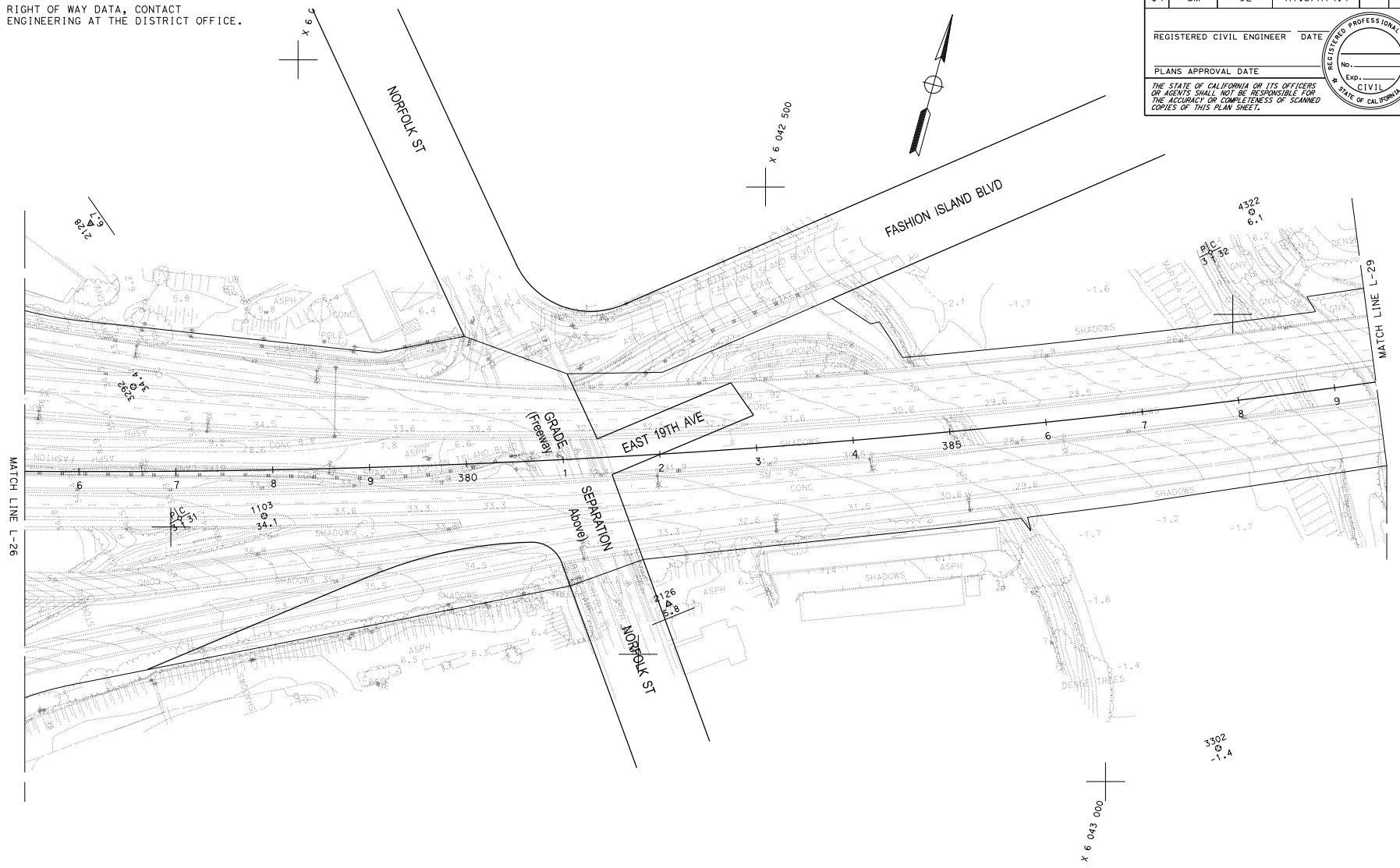
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20141

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea028.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

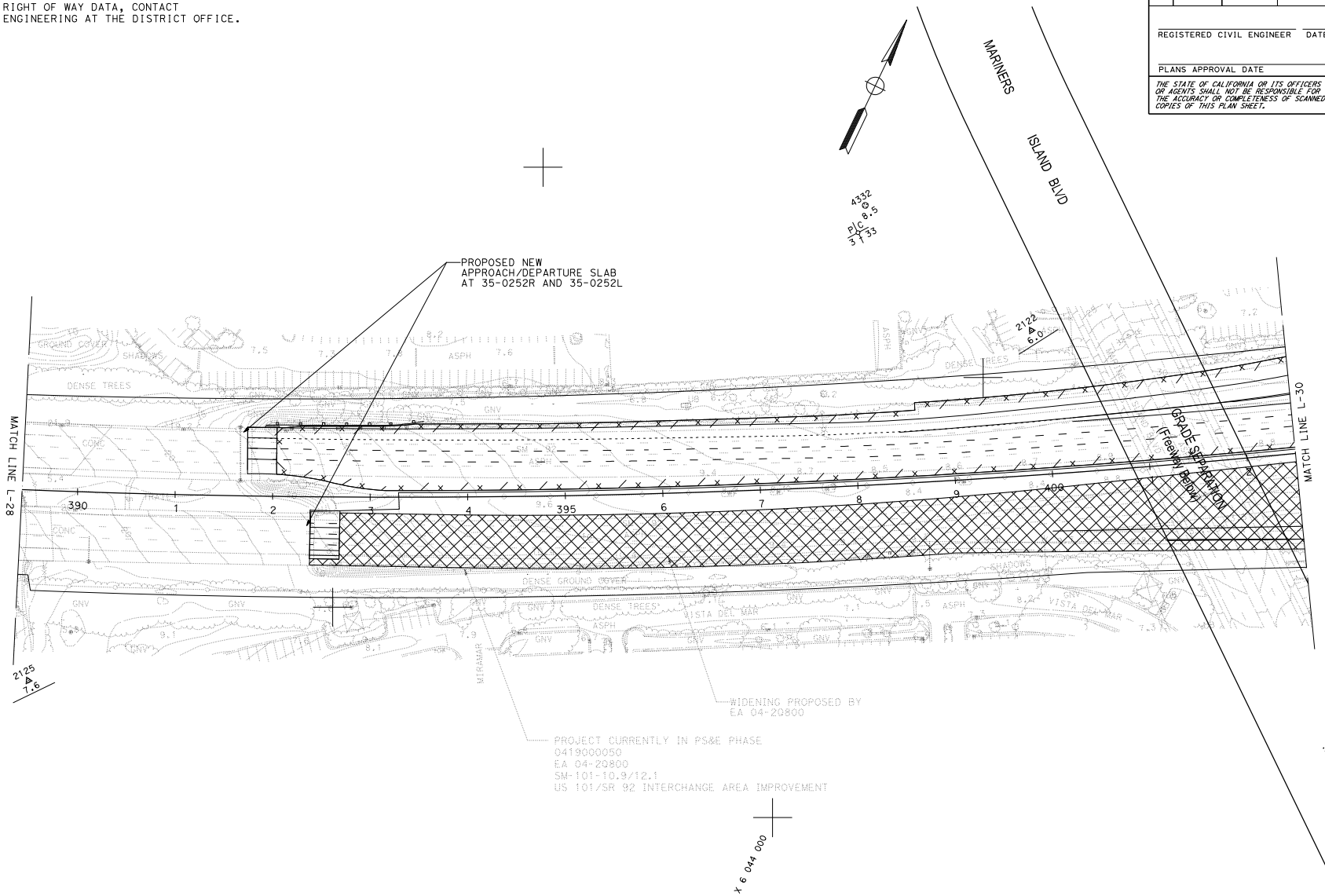
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-29

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20144

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea029.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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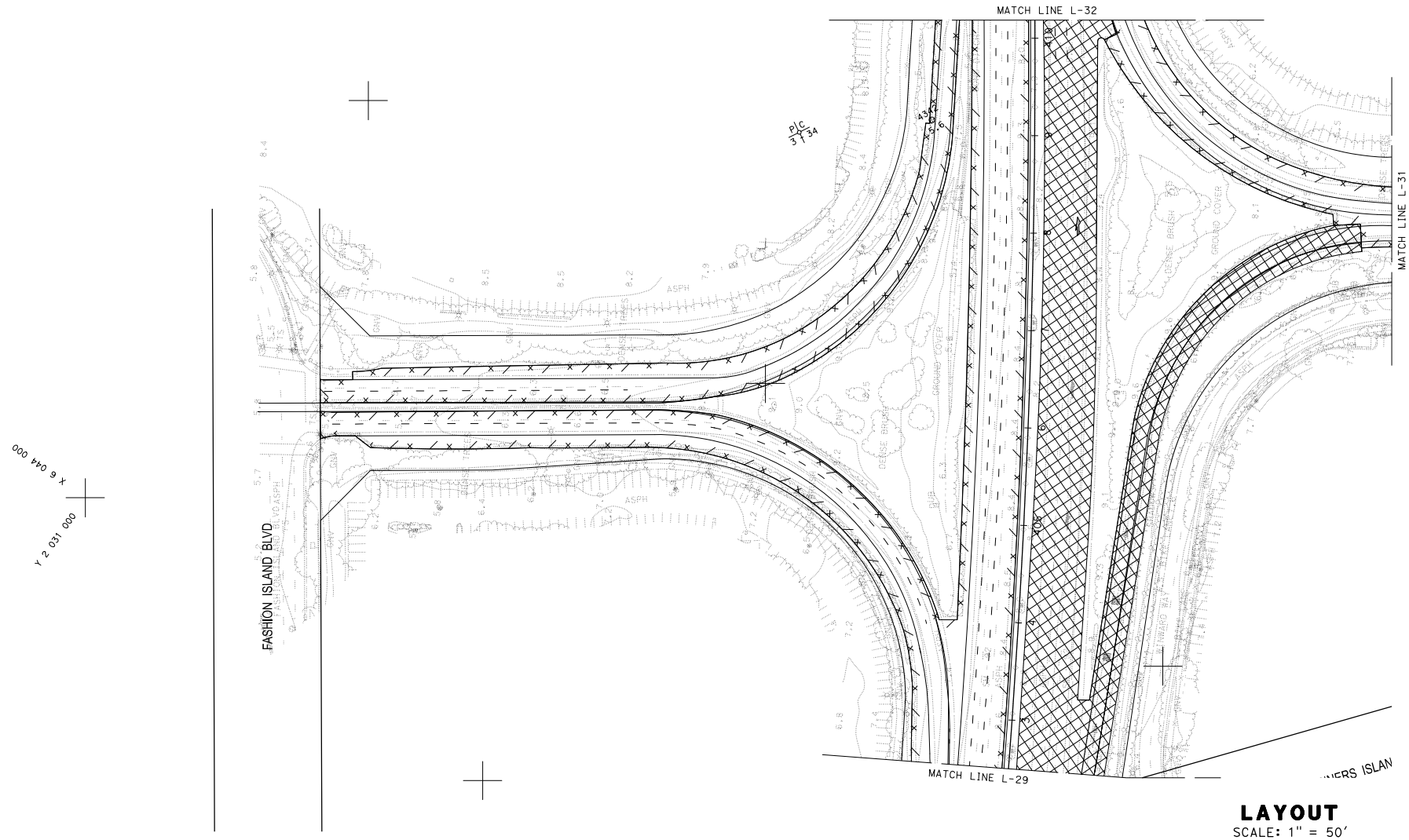


LAYOUT

SCALE: 1" = 50'

L-30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20:47

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea030.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

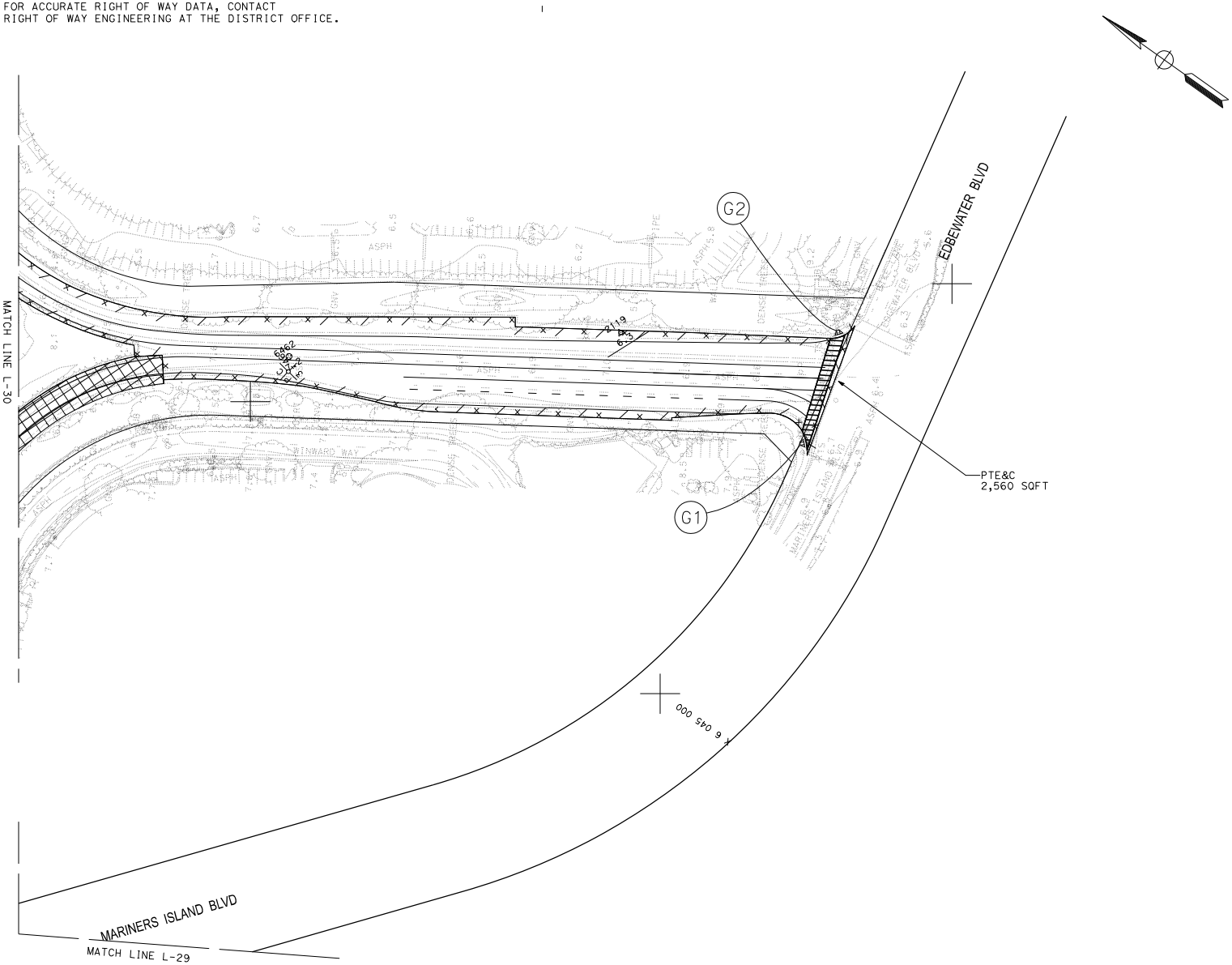
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT

SCALE: 1" = 50'

L-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	A	REVISED BY	A
DESIGN	A	CHECKED BY	A	DATE REVISED	A

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20151

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851 | DGN FILE => 0422000112ea031.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

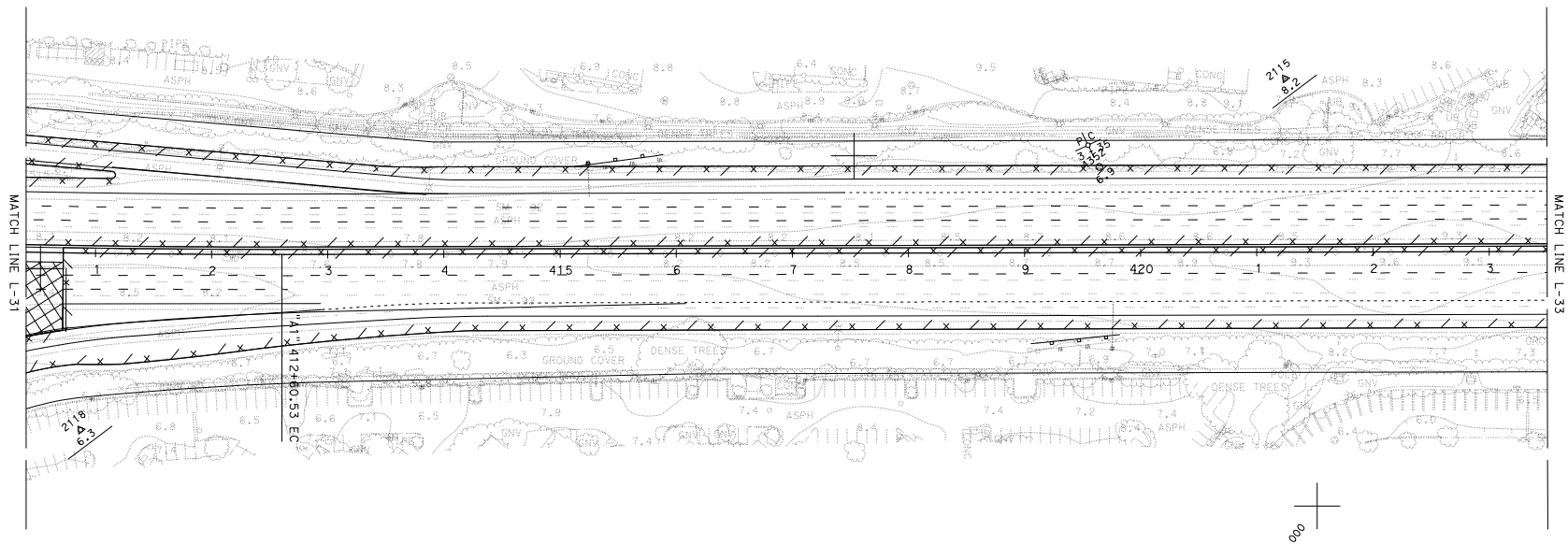
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A
DESIGN	A	A	DATE REVISED	A
		CHECKED BY		

LAYOUT

SCALE: 1" = 50'

L-32

LAST REVISION | DATE PLOTTED => 19-SEP-2025
TIME PLOTTED => 20153

BORDER LAST REVISED 8/27/2019 | USERNAME => s149851
DGN FILE => 0422000112ea032.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0746 | PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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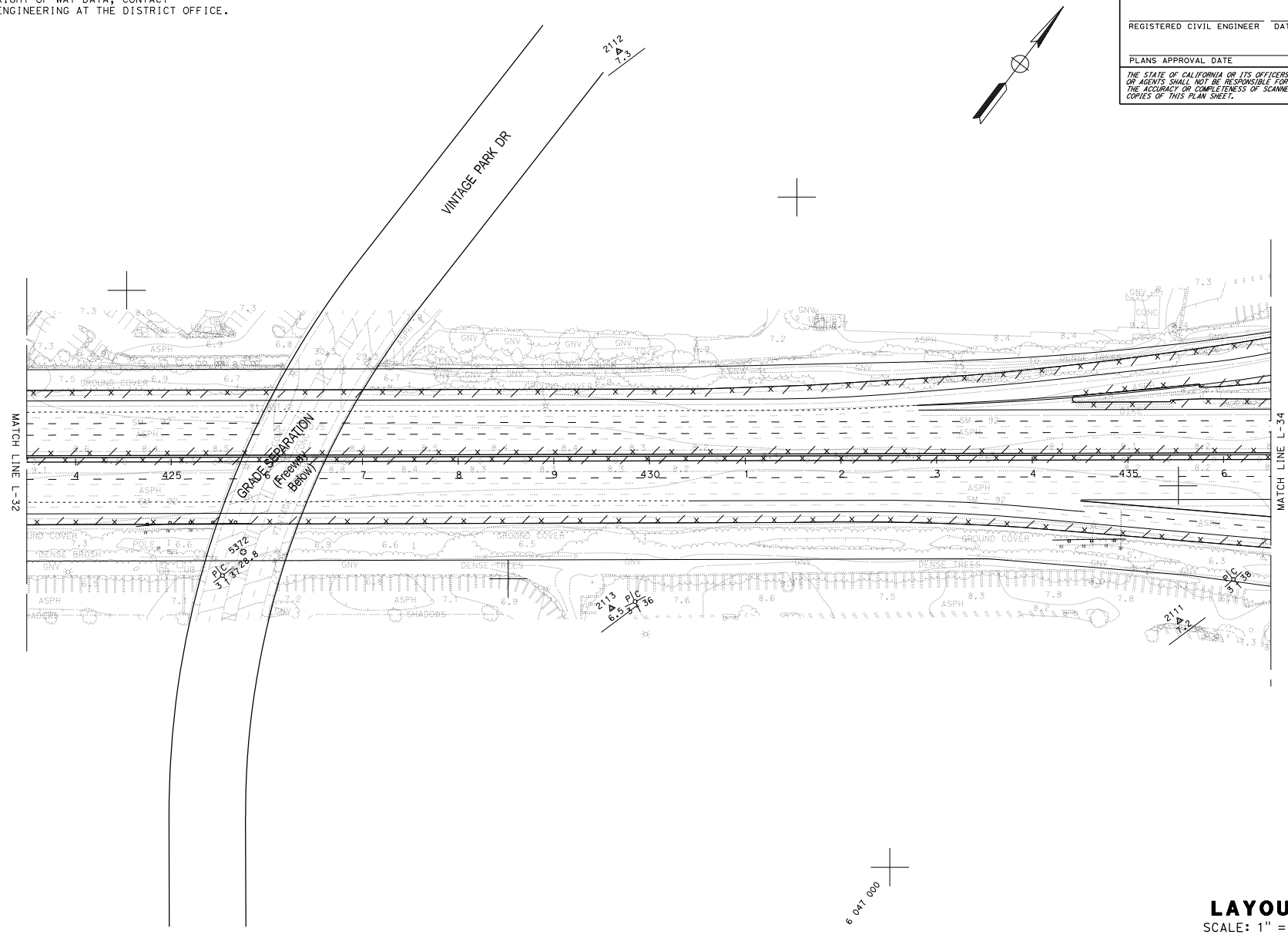

LAYOUT

SCALE: 1" = 50'

L-33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A
Caltrans DESIGN	A	A	DATE REVISED	A
		CHECKED BY		

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20155

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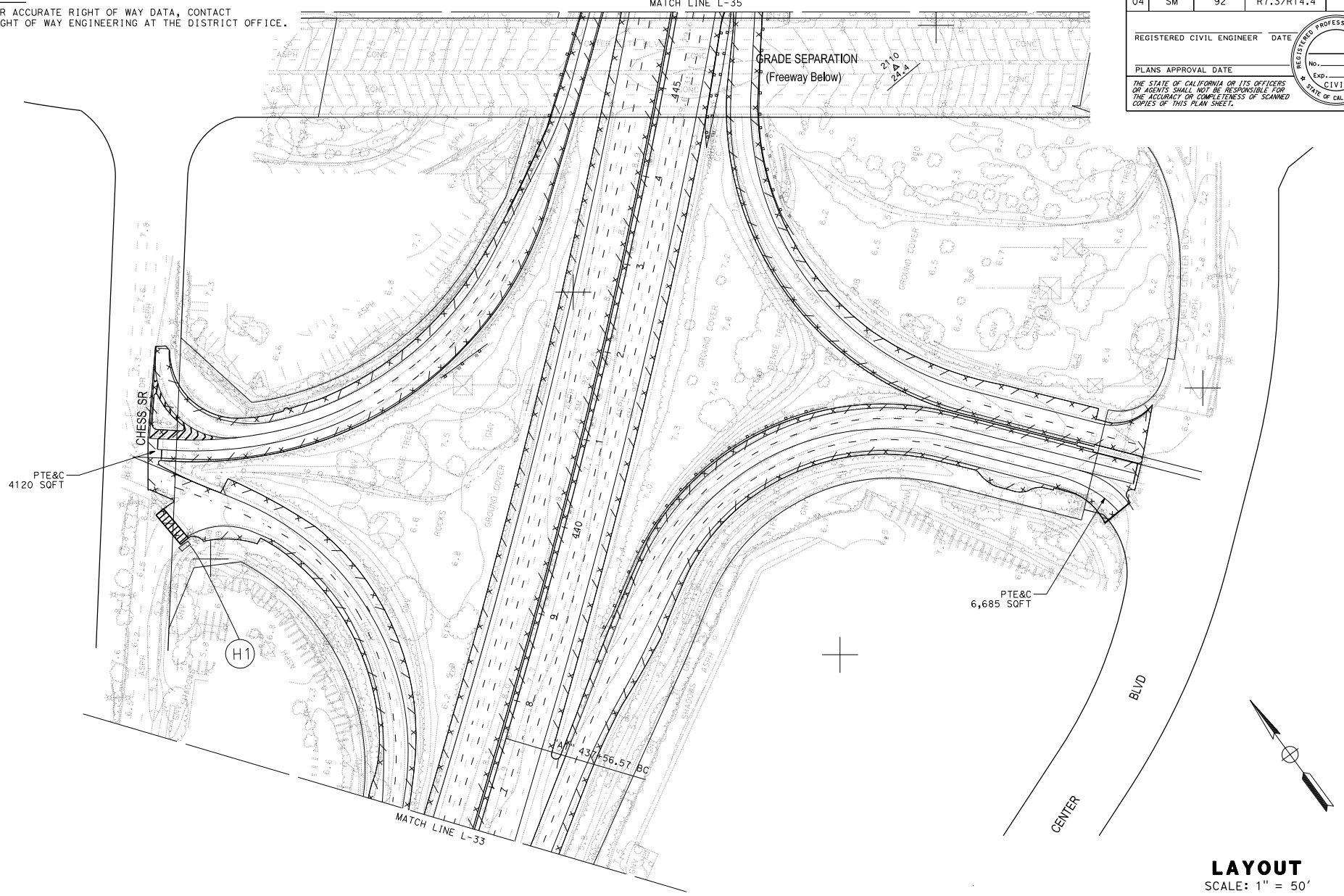
NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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DATE REVISED	A				

CALCULATED-DESIGNED BY: A

CHECKED BY: A

FUNCTIONAL SUPERVISOR: A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

LAYOUT

SCALE: 1" = 50'

L-34

LAST REVISION | DATE PLOTTED => 19-SEP-2025 | TIME PLOTTED => 20:57

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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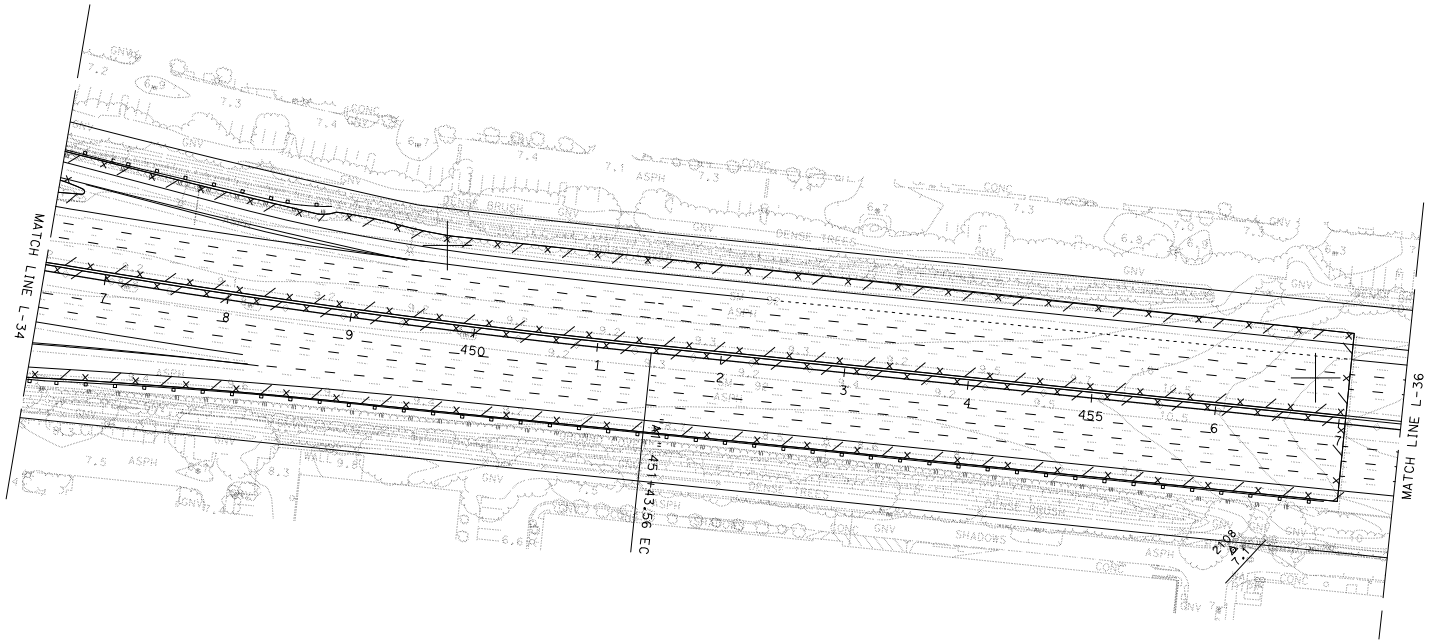
Y 2 033 500 X 6 048 000



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	A
A	CHECKED BY	DATE REVISED	A

LAYOUT

SCALE: 1" = 50'

L-35

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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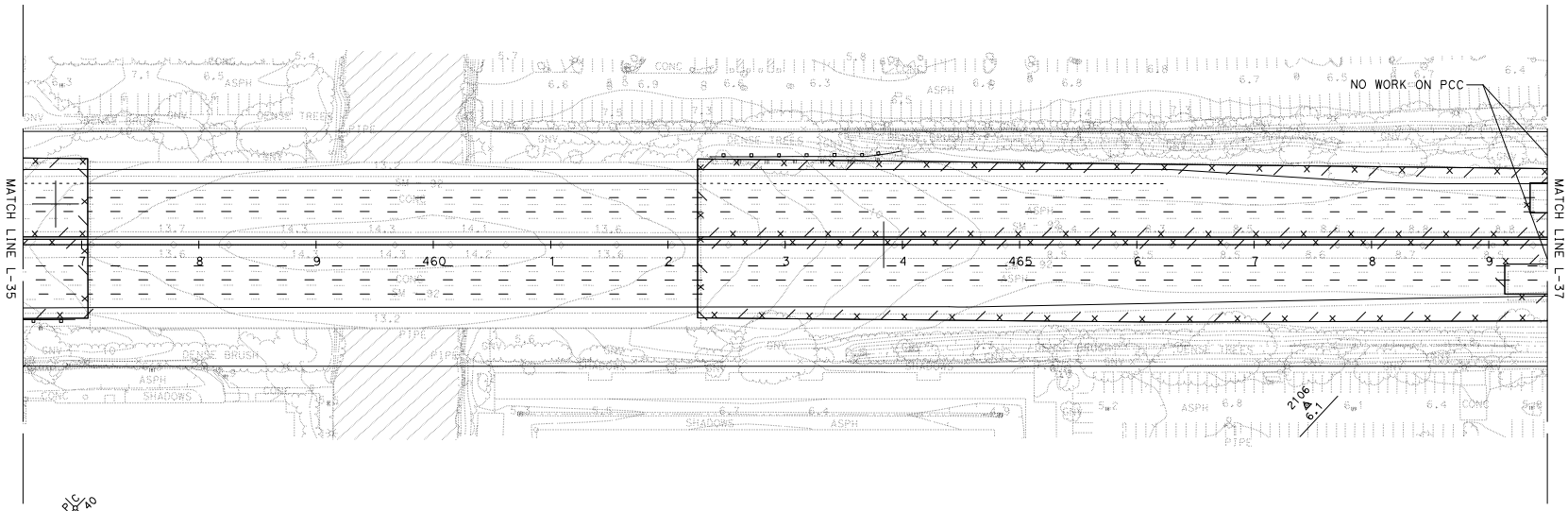
X 6 048 500

Y 2 034 500



P.I.C. 3+40

P.I.C. 3+41

X 6 049 000
Y 2 033 500

X 6 048 500
Y 2 034 000

LAYOUT

SCALE: 1" = 50'

L-36

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
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LAST REVISION
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TIME PLOTTED => 22:15

BORDER LAST REVISED 8/27/2019

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UNIT 0746

PROJECT NUMBER & PHASE 0422000112

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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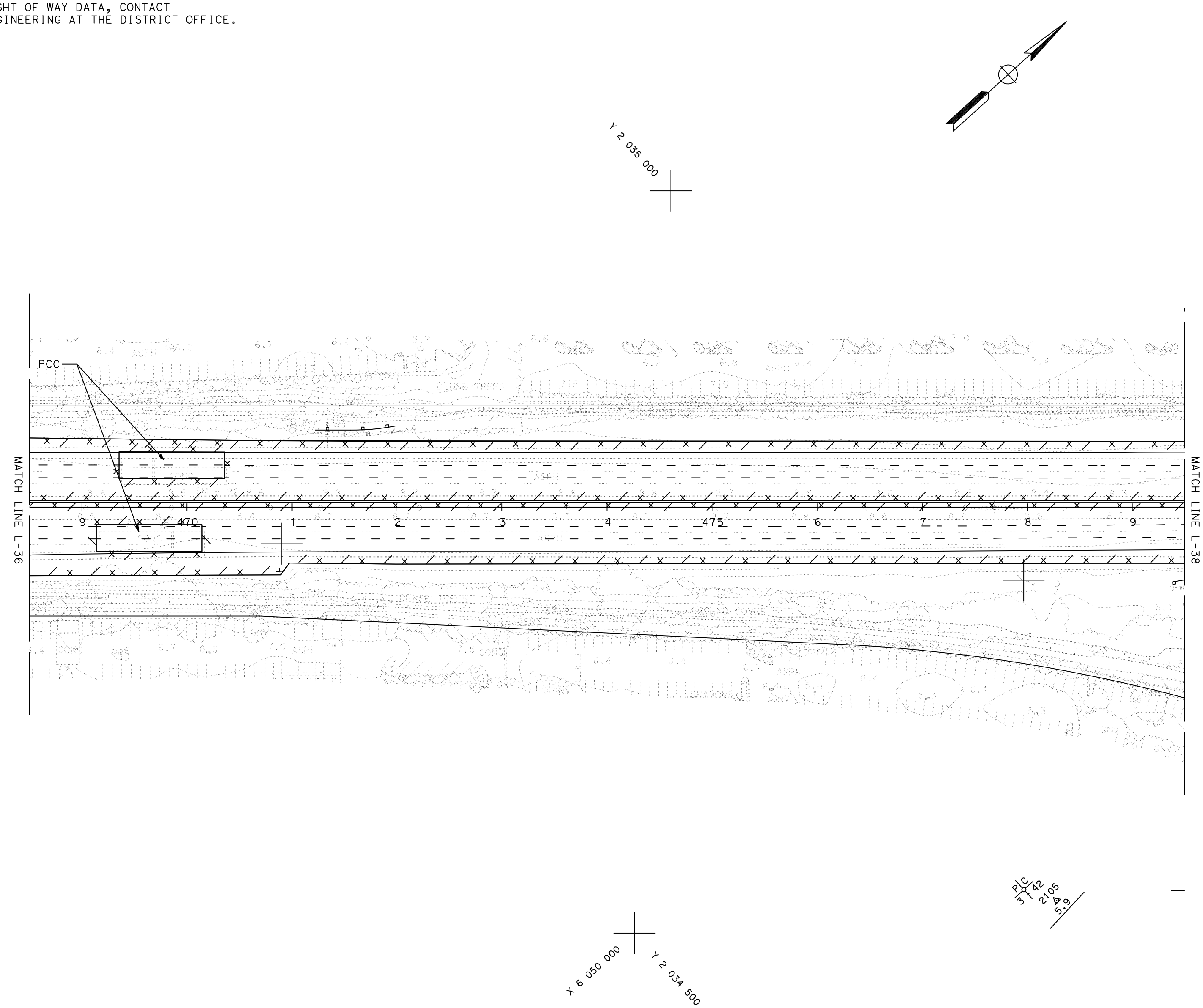
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-37

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TIME PLOTTED => 22:36

LAST REVISION

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Caltrans DESIGN	A	CHECKED BY	A	DATE REVISED	A

BORDER LAST REVISED 8/27/2019

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DGN FILE => 0422000112ea037.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0746

PROJECT NUMBER & PHASE 0422000112

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	R7.3/R14.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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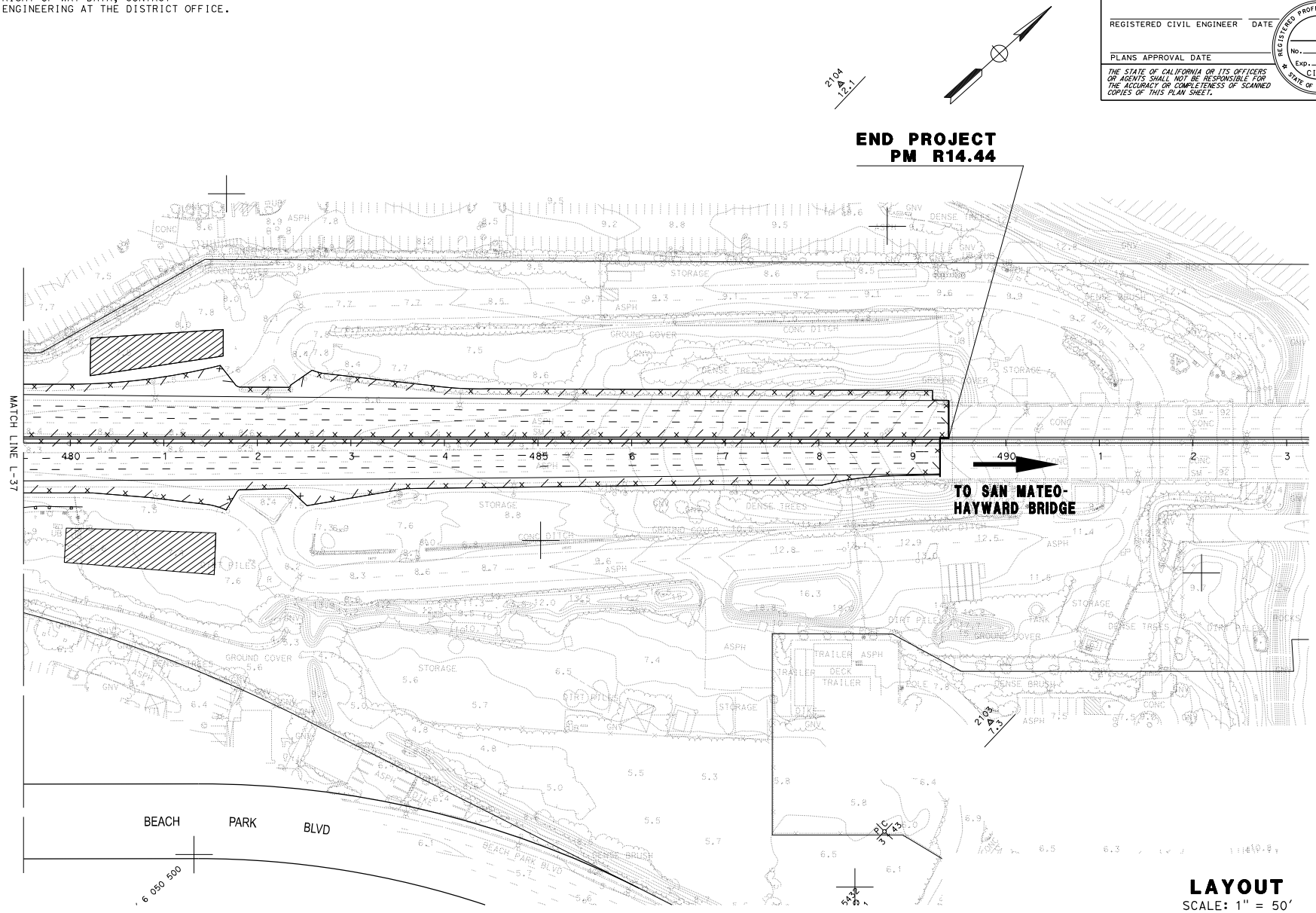
REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

REVISED BY	A		
DATE REVISED	A		
CALCULATED-DESIGNED BY	A		
CHECKED BY	A		
FUNCTIONAL SUPERVISOR	A		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN



LAYOUT
SCALE: 1" = 50'

L-38

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TIME PLOTTED => 23:01

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	7.3/14.4	x	x

REGISTERED CIVIL ENGINEER DATE

xx-xx-xx
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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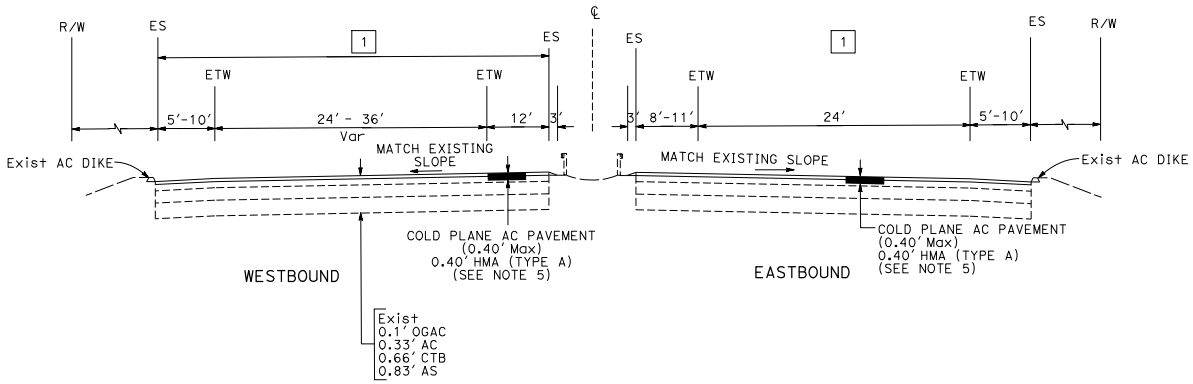
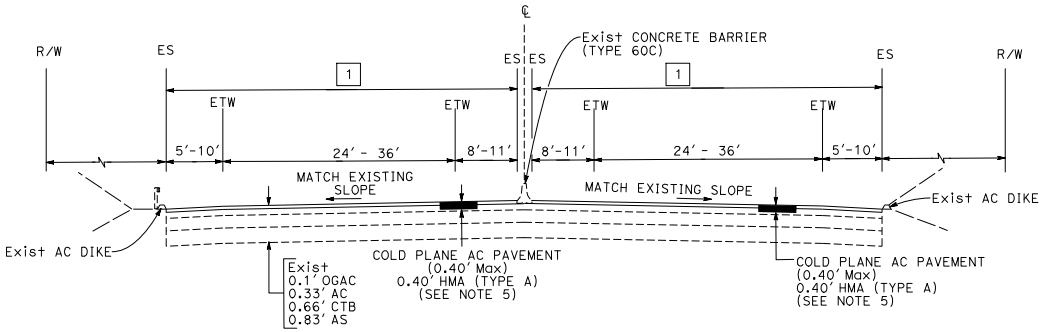
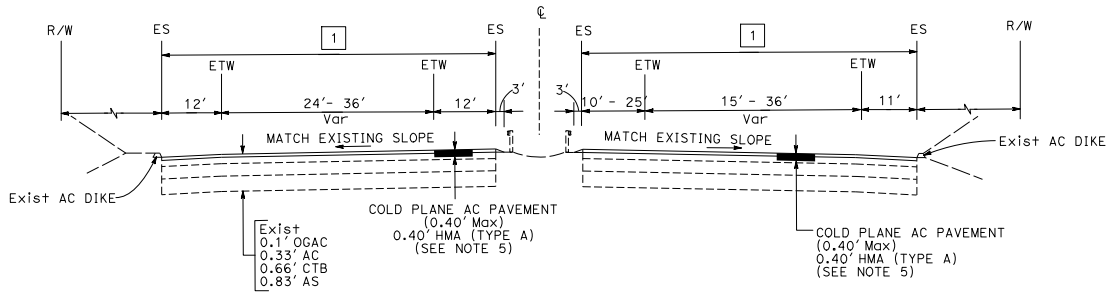




PM 7.94 TO 9.54
PM 9.54 TO 10.17 (EB)
PM 10.40 TO 10.55 (EB)
PM 10.55 TO 11.10
PM 11.10 TO 11.32 (WB)



PM 7.30 TO 7.94

ABBREVIATION:

RHMA-G RUBBERIZED HOT MIX ASPHALT- GAP GRADED

LEGEND:

1 COLD PLANE AC PAVEMENT 0.10'
RHMA-G 0.10'

NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTION ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATION.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL PLACE IMPORTED MATERIAL (SHOULDER BACKING) WHERE THERE IS NO DIKE, CONCRETE BARRIER OR WALL.
4. FOR COMPLETE RIGHT OF WAY DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
5. SEE Q-SHEET FOR LOCATION & DIMENSIONS.

DRAFT
Not For Construction

TYPICAL CROSS SECTIONS (MAINLINE)

NO SCALE

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

X-1

REVISED BY	DATE REVISED
A	A

CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAST REVISION 07-17-25
DATE PLOTTED => 13-OCT-2025
TIME PLOTTED => 13:22

BORDER LAST REVISED 4/11/2008
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
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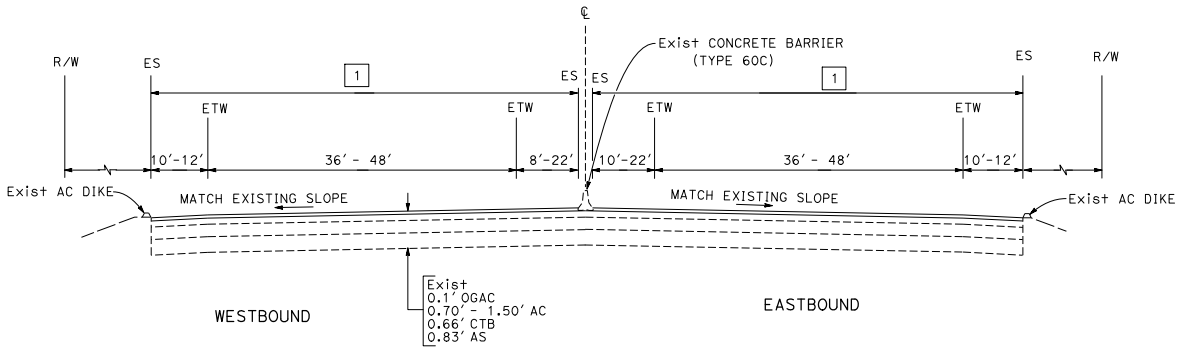
DGN FILE => _Working_044W100-X1.dgn
CU 04705
EA 4W1004



PM 12.60 TO 13.83

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	7.3/14.4	3	x

REGISTERED CIVIL ENGINEER DATE

xx-xx-xx
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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REVISED BY	DATE REVISED
A	A

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans **DESIGN**

TYPICAL CROSS SECTIONS
(MAINLINE & RAMPS)

NO SCALE

X-2

FOR NOTES, ABBREVIATION AND LEGEND, SEE SHEET X-1

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

LAST REVISION 07-17-25
DATE PLOTTED => 13-OCT-2025
TIME PLOTTED => 13:26

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s149851
DGN FILE => _Working_044W100-X2.dgn

CU 04705

EA 4W1004

4W100_SWDRShortForm_PAED_updated_10.16.2025

Final Audit Report 2025-10-20

Created:	2025-10-16
By:	Ganga Tripathi (s136558@dot.ca.gov)
Status:	Approved
Transaction ID:	CBJCHBCAABAAvWh2LOW43BDyKrvkutl0pfzf_AQTBP6C

"4W100_SWDRShortForm_PAED_updated_10.16.2025" History

Document created by Ganga Tripathi (s136558@dot.ca.gov)
2025-10-16 - 11:07:34 PM GMT- IP address: 149.136.25.245

Document emailed to Cyrus Vafai (cyrus.vafai@dot.ca.gov) for approval
2025-10-16 - 11:12:44 PM GMT

Email viewed by Cyrus Vafai (cyrus.vafai@dot.ca.gov)
2025-10-20 - 10:42:53 PM GMT- IP address: 149.136.25.246

Document approved by Cyrus Vafai (cyrus.vafai@dot.ca.gov)
Approval Date: 2025-10-20 - 10:56:08 PM GMT - Time Source: server- IP address: 149.136.25.246

Agreement completed.
2025-10-20 - 10:56:08 PM GMT

ATTACHMENT H

RISK REGISTER

Risk Register LvL2 | Risk Register LvL3 | Analyze Risk Register | PID Risk Tool (HQ) | Format Risk Cells

RISK REGISTER LEVEL	2	PROJECT NAME	SM 92 - Rehabilitate pavement	DIST-EA	04-4W100 (0422000112)	Project Manager	Nandini Shridhar	RISK MANAGER	Gurmukh Thiara	TOTAL COST (Capital +Support)	$47,625,000.00
PROJECT PHASE	PA&ED	PDT MEMBERS		RISK ASSESSMENT INFORMATION						TOTAL DAYS (Construction + Initial review (30 days)+ Closeout (60 days))	490

Risk Identification						Probability	Cost Impact		Time Impact		Phase	Capital / Support	Individual Risk	Risk Response				
Status	ID #	Category	Title	Risk Statement	Current Status/ Assumptions	Rating	Rating	Score	Rating	Score	ENG/ CON	C/S	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Construction	Unidentified Utility Conflicts	Unanticipated utilities may be encountered during construction leading to extra work for relocation or mitigation resulting to additional project costs and schedule delays.	Unanticipated utilities may be found during underground construction activities.	2-Low	02-Low	4	02-Low	4	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Accept	Known existing utilities will be verified during design phase and accounted for in the project plans. If unanticipated utilities are encountered in the field contractor will notify the construction manager / field engineer and take appropriate step as directed.	ROW	10/15/2025
Active	2	Construction	Extra Dig-outs	During construction, new distressed locations that are not called out on plans may be found or increased deterioration of existing locations may occur. This would lead to additional work resulting in additional costs and time.	More pavement damage may appear since pavement was evaluated for improvement.	3-Moderate	04-Moderate	12	02-Low	6	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Accept	Field reviews will be conducted to identify potential dig out locations during design. Distressed areas will be identified and addressed in plans and AWP. This risk captures unanticipated potential dig-outs and asphalt repairs that may materialize in construction. The project contingency should cover additional cost of repairs during construction.	Construction	10/15/2025
Active	3	Construction	Asphalt Price Index Fluctuations	Oil price fluctuation may increase amount of oil based products leading to increase in Bid Item amount over and above originally estimated resulting in additional cost to the project.	Engineer's estimate may have been put together during time of lower petroleum pricing. Uptrending oil rates may affect pricing on a paving project of this magnitude.	2-Low	02-Low	4	01-Very Low	2	CON	C	Supplemental Work Item will cover a limited increase in California Crude Oil Price Index, risk covers any extra cost increase.	Accept	Project cost estimate will account for Adjustments for Price Index Fluctuations in the Supplemental Work Item.This risk will capture additional cost of price fluctuations over and above the amount set aside in Supplemental Work as oil price is on a rising trend.	Construction	10/15/2025
Active	4	Design	Higher Bids	Incoming project's bid may be higher than expected due to an improving economy, leading to funding shortfall, resulting in additional cost and schedule delays.	Bid item prices may increase beyond the amount estimated during the PA&ED phase. Prices tend to go up during improving economy.	2-Low	04-Moderate	8	04-Moderate	8	ENG	C	Based on input of PDT and Department's experience with past projects of similar nature.	Avoid	Design to use the price data currently available and revise cost estimate based on the available data during PS&E. If bids come in at higher price than estimate, PM to consult management and handle the funding shortfall by exploring available options.	Design	10/15/2025
Active	5	Construction	Drainage Modifications	Drainage modification to the existing systems shown on the plans may occur in the field during construction, leading to extra work and resulting in additional costs and time.	Modifications to drainage inlets may be needed beyond what the plans call for during construction	2-Low	02-Low	4	02-Low	4	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Accept	Construction may encounter unanticipated drainage work that are not accounted for during PS&E phase. This additional work should be covered by contingency if occurred.	Construction	10/15/2025
Active	6	Construction	Additional Traffic Control	Traffic Management Plan (TMP) may need to be revised due to significant traffic delays from project site leading to need for additional traffic control measures resulting in additional costs to the project.	TMP (Traffic Management Plan) may be underestimated during PS&E phase.	3-Moderate	02-Low	6	01-Very Low	3	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Mitigate	TMP will be developed during PS&E phase. If any need for additional traffic measures is determined during construction, RE to use contingency funds to cover any additional cost.	Design	10/15/2025
Active	7	Environmental	Critical / Protected Habitat Areas	If project foot print can not avoid critical / protected species habitat, additional regulatory permit and mitigation may be required, resulting in additional costs and schedule delay.	The plan is to avoid areas within the critical / protected species habitat. But these areas may not be avoidable if additional project needs arise.	2-Low	04-Moderate	8	04-Moderate	8	ENG	S	Based on the input from PDT.	Mitigate	Perform early field reviews to evaluate and investigate potential presence of special species. Any work that extends into the habitat of active migratory & other protected species will require species exclusion plan and pre-construction surveys.	Environmental	10/15/2025
Active	8	Environmental	Nesting Birds	Nesting birds are protected from harassment under the Migratory Bird Treaty Act and California Fish and Game Code. Nesting birds within or adjacent to the project locations may delay construction during the nesting season, resulting in additional project cost and schedule delays.	The project is situated in a mixed used/commercial/urban area. Birds and bats may be nesting and roosting within the project footprint.	3-Moderate	02-Low	6	02-Low	6	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Accept	If construction activities need to take place during the nesting season, preconstruction surveys will need to be conducted prior to the start of construction activities. If nesting birds are encountered near construction activity, contractor will need to stop all nearby construction activities and notify the biologist. Construction activities will only proceed when the area is cleared by the biologist and field engineer.	Environmental	10/15/2025
Active	9	ROW	Additional ROW Needs	Upon receipt of the Right of Way (ROW) Surveys, the project may need additional temporary construction easement (TCE) or PTEC to complete project activities resulting in additional cost and schedule delays.	Contractor may need to encroach adjacent properties to perform certain work activities.	2-Low	02-Low	4	02-Low	4	ENG	S	Based on input of PDT and Department's experience with past projects of similar nature.	Mitigate	Design to work with Surveys to verify project's ROW. PDT will need to identify areas where TCEs / PTECs are required early on in the PS&E phase of the project. ROW to start early coordination with respective agencies/owners to obtain owner approval in timely manner.	ROW	10/15/2025
Active	10	Construction	Unidentified Facilities Conflicts	Unanticipated existing State facilities may be encountered and may lead to conflicts during construction. The unanticipated conflicts may result in additional costs and schedule delays.	Unanticipated state facilities may be encountered during excavation for curb ramp & drainage improvements.	2-Low	02-Low	4	02-Low	4	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.		Known existing utilities including Electrical and Irrigation facilities will be included in the project plans. If any unidentified facilities are encountered during construction, RE to tap into contingency funds to resolve it with contractor.	Construction	10/15/2025
Active	11	Construction	Unsound Concrete	Unanticipated unsound concrete may be discovered during bridge grinding activities leading to additional required repair work resulting to an increase of project cost not accounted for in the project estimates.	Additional concrete spalling may be found during construction.	2-Low	02-Low	4	02-Low	4	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Mitigate	Design to perform field inspections to determine the condition of the existing structures and include any needed repairs in contract plans. If any unanticipated unsound concrete is encountered during construction, contingency funds will be utilized to cover the additional cost.	Design	10/15/2025
Active	12	Landscape	Damage to Existing Landscape	Unanticipated damage to existing landscape encountered on the project site may lead to additional work or repairs resulting in additional cost.	Excavation during installation of curb ramps may cause damage to existing landscape and irrigation system.	2-Low	02-Low	4	02-Low	4	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Mitigate	Design to include all known foreseeable landscape work into contract plans during PS&E phase. If any unanticipated facilities / landscape damage are encountered during construction, RE to work with Landscape to resolve and use contingency funds to cover the additional cost.	Construction	10/15/2025
Active	13	PM	Public Complaints / Concerns	The project may experience public concerns or complaints during the life of the project, leading to delays or additional work to mitigate concerns or complaints, resulting in additional cost and schedule delays.	Users may complaint about inconveniences caused due to construction activities.	3-Moderate	02-Low	6	02-Low	6	CON	S	Based on the input from PDT.	Accept	Coordinate with Public Information Officer (PIO) to facilitate public meetings and provide sufficient information when needed.	PM	10/15/2025
Active	14	Design	Trash Capture Devices	Upon receipt of further information during design phase, team may decide to add trash capture devices at some locations resulting in additional cost and schedule delays.	Area at the intersection of Route 92 & 82 will be assessed during PS&E for trash control measures.	3-Moderate	02-Low	6	02-Low	6	ENG	C	Based on the input from PDT.	Accept	Design to coordinate with Environmental to determine the need for trash capture devices during PS&E phase.	Design	1/21/2026

Printed Date: 1/21/2026

PROJECT RISKS REGISTER LEVEL 2 INFORMATION SUMMARY SHEET

Item	Cost	Schedule or Activity			EA: 04-4W100 (0422000112)
		Start Date	End Date	Total Days	Remarks
Project Construction Capital Costs	$35,899,000				Based on CTIPS
Project ROW Capital Costs	$148,000				Based on CTIPS
Project Capital Costs	**$36,047,000**				**Based on CTIPS**
PA&ED support costs (Total)	$2,169,000			0	Based on CTIPS, Total days is just working days.
PS&E support costs (Total)	$3,909,000			0	Based on CTIPS, Total days is just working days.
R/W support costs (Total)	$228,000				Based on CTIPS.
Construction Support (Total)	$5,272,000				Based on CTIPS.
Project Support Costs(Total)	**$11,578,000**				**Based on CTIPS**
Total Project Costs	$47,625,000				Based on CTIPS
Initial Review time (In days)	30				Based on common practices
Construction allocated time (days)	400				Based on Engineers Estimate
Project Closeout (In days)	60				Based on common practices
Total Project days (Construction +Initial review+ Closeout)	490				Based on Construction days+ Initial review of 30 days+ Project close out of 60 days
Design Actual Burn Rate/ Month	$50,000				Enter the actual burn rate/month. Provided by the PM

RISK REGISTER LEVEL COS COSTS

Design COS costs due to Delays / Day (Based on PM input)	$2,273				This is the actual design burn rate per month/22
Design COS costs due to Delays / Day (Based on PA&ED support allocation)	$0				This is the average design burn rate per day based on PA&ED allocation.
Design COS costs due to Delays / Day (Based on PS&E support allocation)	$0				This is the average design burn rate per day based on PS&E allocation.
Design COS costs (Greater of Actual or Average)	$2,273				This is greater of Actual or Programmed COS costs. This will change based on phase of the project.
Construction COS costs due to Delays /Day	$13,180				Total Construction allocated costs/ No. of Construction days

RISK REGISTER LEVEL 2 IMPACT FACTOR TABLE

PROBABILITY		COST IMPACT		TIME IMPACT	
IMPACT RATING	AVG PROB	RATING	WITH RESPECT TO CAPITAL	RATING	CONST
1-Very Low	0.045	01-Very Low	0.010	01-Very Low	0.010
2-Low	0.145	02-Low	0.025	02-Low	0.020
3-Moderate	0.295	04-Moderate	0.075	04-Moderate	0.040
4-High	0.495	08-High	0.150	08-High	0.080
5-Very High	0.795	16-Very High	0.200	16-Very High	0.125

RISK REGISTER LEVEL 2 QUANTIFYING THE QUALITATIVE RISKS

Total Risk (Capital + COS)	**$2,473,094**				Based On Impact Factor and Capital Cost
Total Capital Risk	**$2,446,734**				Its Subtracting Total COS Risk from Total Risk.
Delay days in P4	**2**				Delay days during Construction (P4) (use 2/3 factor)
Delay days in P1	**0**				Delay days during Design (P4) (use 2/3 factor)
Total Days of Delay From Risk	**6**				Based On Impact Factor and Construction Allocated Days (use a 2/3 factor- assuming 1/3 of risks to be concurrent)
COS costs due to delays in P4	**$26,360**				This is Total COS cost based in P4 based on P4 delays
COS costs due to delays in P1	**$0**				This is Total COS cost based in P4 based on P1 delays
COS costs increase due to Capital Cost Increase(Based on Risk based Estimating)	**$0**				The Support costs are based on Top down approach. CT uses a S/C ratio. This accounts for any Quantity changes and Cost increase by the Bid time.
Total COS Risk	**$26,360**				Total COS cost (P1+P4)
Total Capital Risk W.R.T Total Cost (%)	**5%**				Based Total Risk Cost / Total Project Cost (CO + COS)
Total Days of Delay (%)W.R.T Construction Allocated Time (%)	**2%**				Based Total Days of Delay / Construction Days

Impact Definitions

Rating -->	Very Low	Low	Moderate	High	Very High
Cost Impact of Threat (CO + COS)	0-2.5% cost increase	2.5-5% cost increase	5-10% cost increase	10-20% cost increase	>20% cost increase
Cost Impact of Opportunity (CO + COS)	0-2.5% cost increase	2.5-5% cost increase	5-10% cost increase	10-20% cost increase	>20% cost increase
Schedule Impact of Threat	0-2.5% of Construction time	2.5-5% of Construction time	5-10% of Construction time	10-20% of Construction time	>20% of Construction time
Schedule Impact of Opportunity	0-2.5% of Construction time	2.5-5% of Construction time	5-10% of Construction time	10-20% of Construction time	>20% of Construction time
Probability	0–19%	20–39%	40–59%	60-79%	80-100%

Risk Matrix

Probability Rating	**5 – Very High**	**5**	**10**	**20**	**40**	**80**
	4 – High	**4**	**8**	**16**	**32**	**64**
	3 – Moderate	**3**	**6**	**12**	**24**	**48**
	2 – Low	**2**	**4**	**8**	**16**	**32**
	1 – Very Low	**1**	**2**	**4**	**8**	**16**
		1	**2**	**4**	**8**	**16**
		Very Low	**Low**	**Moderate**	**High**	**Very High**
		Impact Rating				

Low Risk
Moderate Risk
High Risk

ATTACHMENT I

PERFORMANCE MEASURES

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 04 **Tool ID:** 23032 **Project ID:** 0422000112 **EA:** 4W100 **Co-Rte-PM:** SM-092-R7.3/R14.443 (Primary Location)

Res In PID WP: 07/22/22 **Project Manager:** Nandini Shridhar

Save to Excel

Bridge	Pavement	Drainage	Facilities	Signs and Lighting	Mobility	Roadside	Bicycle and Pedestrian Infrastructure	Sustainability /Climate Change	Advance Mitigation /Mitigation	Major Damage & Betterments	Green-house Gases	Relinquishment
☑	☑	☐	☐	☐	☑	☐	☑	☐	☐	☐	☑	☐

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	A01	Bridge Preservation	Bridge and Tunnel Health	Square Feet	15016.000	15,016.000				15,016.000					06/05/23		
2	A08	Number of Bridges	No Performance Objective in the SHSMP	Each	11.000										06/05/23		
3	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	29.105	6.650	22.417	0.038		29.105						08/08/25	
4	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class III	Lane Miles	0.040	0.010	0.030			0.040						08/08/25	
5	F24	ADA - Repair/Upgrade Curb Ramp	No Performance Objective in the SHSMP	Each	33.000			33.000		33.000			Yes		06/19/23		
6	F43	ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	33.000			33.000		33.000							
7	H08	Bikeway Class IV	No Performance Objective in the SHSMP	Linear Feet	420.000				420.000					In CSDD connected to PID		08/15/25	
8	H12	Enhanced Crosswalk Visibility	No Performance Objective in the SHSMP	Each	32.000			7.000	25.000	7.000			Yes	In CSDD connected to PID	06/14/23		
9	H13	Crosswalks	No Performance Objective in the SHSMP	Linear Feet	1300.000			525.000	775.000	525.000							
10	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes								Yes		04/27/23		Ramp intersections
11	H33	Bikeway Class II Buffered	No Performance Objective in the SHSMP	Linear Feet	630.000				630.000								
12	H43	Rectangular Rapid Flashing Beacon	No Performance Objective in the SHSMP	Each	10.000				10.000				Yes	In CSDD connected to PID	06/14/23		
13	H60	Crosswalk with RRFB	No Performance Objective in the SHSMP	Linear Feet	60.000				60.000								
14	H63	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Linear Feet	2410.000			525.000	1885.000	525.000							
15	N02	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	597.000												
16	N03	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	783.000												

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 04 **Tool ID:** 23032 **Project ID:** 0422000112 **EA:** 4W100 **Co-Rte-PM:** SM-092-R7.3/R14.443 (Primary Location)

Res In PID WP: 07/22/22 **Project Manager:** Nandini Shridhar

Save to Excel

Bridge	Pavement	Drainage	Facilities	Signs and Lighting	Mobility	Roadside	Bicycle and Pedestrian Infrastructure	Sustainability /Climate Change	Advance Mitigation /Mitigation	Major Damage & Betterments	Green-house Gases	Relinquishment
☑	☑	☐	☐	☐	☑	☐	☑	☐	☐	☐	☑	☐

Performance & Accomplishments (PRG)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	A01	Bridge Preservation	Bridge and Tunnel Health	Square Feet	15016.000	15,016.000				15,016.000					06/05/23		
2	A08	Number of Bridges	No Performance Objective in the SHSMP	Each	11.000										06/05/23		
3	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	29.105	6.650	22.417	0.038		29.105						08/08/25	
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5	F24	ADA - Repair/Upgrade Curb Ramp	No Performance Objective in the SHSMP	Each	33.000			33.000		33.000			Yes		06/19/23		
6	F43	ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	33.000			33.000		33.000							
7	H08	Bikeway Class IV	No Performance Objective in the SHSMP	Linear Feet	420.000				420.000					In CSDD connected to PID		08/15/25	
8	H12	Enhanced Crosswalk Visibility	No Performance Objective in the SHSMP	Each	32.000			7.000	25.000	7.000			Yes	In CSDD connected to PID	06/14/23		
9	H13	Crosswalks	No Performance Objective in the SHSMP	Linear Feet	1300.000			525.000	775.000	525.000							
10	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes								Yes		04/27/23		Ramp intersections
11	H33	Bikeway Class II Buffered	No Performance Objective in the SHSMP	Linear Feet	630.000				630.000								
12	H43	Rectangular Rapid Flashing Beacon	No Performance Objective in the SHSMP	Each	10.000				10.000				Yes	In CSDD connected to PID	06/14/23		
13	H60	Crosswalk with RRFB	No Performance Objective in the SHSMP	Linear Feet	60.000				60.000								
14	H63	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Linear Feet	2410.000			525.000	1885.000	525.000							
15	N02	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	597.000												
16	N03	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	783.000												

ATTACHMENT J

HYDRAULICS RECOMMENDATIONS

M e m o r a n d u m

To: Abdol Dehghani
Senior Transportation Engineer
Office South Special Projects

Attn: Jesse Han

Date: May 23, 2025

File No: 04-SM-92
PM R7.3/R14.443

EA: 4W1000 (0422000122)
Minor Pavement
Rehab (CAPM)

From: PoTin Leung
Transportation Engineer
Office of Hydraulic Engineering

Subject: District Hydraulic Recommendations for PA&ED

Per your request, Hydraulics has completed a preliminary drainage study for the above project on Route 92, from I 280 (PM7.3) to San Mateo-Hayward bridge (PM R14.443) in San Mateo County

The project proposes to rehabilitate roadway pavement on the existing mainline traveled way, shoulders, ramps and some local roads within project limit SM 92 PMR7.3to PMR14.443

The Project scope will include the following work:

- Grind and resurface the existing mainline traveled ways, shoulders, ramps, and local roads within Project limit.
- Upgrade 33 existing ADA curb ramps to meet current standards
- Install concrete barrier transitions, replace joint seal, install approach slabs, replace bridge deck overlay with Polyester Concrete
- Installation of Rectangular Rapid Flashing Beacons (RRFB) and High Visibility Crosswalk Markings
- Replace all existing metal beam guardrails to current standards
- Install Class II Buffered Bike Lanes and Class IV Separated Bikeways
- Dig-out repairs and spall repairs as needed.
- Replace all existing AC dikes
- Install trash reduction devices
- Provide erosion control where necessary.
- Extend signalization to onramp crossing

Based on your preliminary Project Initiation Report (approved 6-26-23), Proposed Curb Ramp Upgrade location sheet (received on 3-13-25) and PIR Layout with Bridge no. (received on 3/13/2025), we have the following preliminary recommendations.

Resurfacing Mainline/ On-Off Ramps

- No drainage work at this stage since no relevant data is available from the Culvert Inspection Program (CIP)within project limit of SM 92 PM R7.3/14.4. The Office of Hydraulic submitted an inspection request in April 2025, and the Hydraulic Recommendation will be updated as CIP data become available.
  Cost of above work: N/A

Upgrade ADA Curb ramps

- At location A6, B6, C3, C6, E1 and E5, the existing drainage inlets may need to be relocated and reconnected to the existing drainage system depending on the proposed ADA curb ramp layout.
- At locations A1-A5, B1-B5, C1, C2, C4, C5, D1, D2, E1-E5, F1, F5, G1, G2 and H1 would not require drainage improvement.
  Cost of above work $88,000

All recommendations are preliminary and subject to change based on the final plans.

The total estimate cost of the proposed drainage work at PAED phase is approximately $88,000

If you have any questions or require addition information, please contact me at (510) 833-0495 or Irene Liu at (510) 846-0237.

ATTACHMENT K

MATERIALS RECOMMENDATIONS

M e m o r a n d u m

Serious drought
Help Save Water!

To: ABDOL DEHGHANI
District Branch Chief
Design South-Special Projects

Date: May 8, 2025

File: 04-SM-92-PM R7.3/R14.44
EA 04-4W1000
Proj. ID 0422000112
CAPM

Attn: Jesse Han

Richard M. D'Onofrio

From: RICK D'ONOFRIO, P.E.
Materials Design Engineer
Office of Materials and Pavements-West

Subject: **CAPM Materials Recommendations**

This memo is in response to your March 10, 2025 memo requesting a Materials recommendation for the PA&ED phase for minor pavement rehabilitation (CAPM) on Route 92 between Routes 280/92 separation and the San Mateo-Hayward bridge in San Mateo County.

The scope includes grinding and resurfacing the existing mainline travel ways, shoulders, ramps and local roads within the State Right of Way on Route 92 from PM R7.3/R 14.44. Also, dig-outs and spall repairs as needed, replacing all existing AC dikes, installing Class II Buffered Bike Lanes and Class IV Separated Bikeways, and installing approach slabs.

Existing Conditions

Route 92 within this PM limit is a 2-lane AC freeway with 4'-6' wide AC shoulders and a concrete median. The roadway was virtually inspected recently using the Caltrans Postmile Program and a site visit may be conducted during the PS&E phase.

Mainline
Overall, the pavement is in generally Fair to Good condition. There is a short section west of Alameda de Las Pulgas that is in worse condition, and the W/B lanes from W. Hillsdale Blvd to Alameda de las Pulgas appear to be newer than the E/B lanes. Also, the pavement just before the bridge has a great deal of crack sealing.

Ramps
- Ralston Interchange: High amount of crack sealing.
- De Anza Blvd. Interchange: High amount of crack sealing.
- W. Hillsdale Blvd.: High amount of crack sealing.
- Alameda de las Pulgas: E/NB on/off ramps have high amount of crack sealing.

- Route 82 Interchange: Fair/Good condition, no cracking/sealing.
- Mariners Island Blvd.; Some crack sealing.
- Foster City Blvd: Some crack sealing on W/SB off-ramp.

According to the 2025 Caltrans Pavement Condition Detailed Report, the average (mainline) IRI is 107, average rutting is 0.12", Alligator A% = 15.50% and Alligator B% = 7.10%. Also, the project pavement was described as being either in *Good* or *Fair* condition.

As-Builts

The most recent and relevant As-Builts are shown below.

1) PM R10.4/R12.0, Contract # 04-0Y3004 2/8/24:
   ***New*: 0.15' Cold Plane AC Pavement/0.15' RHMA-G**
   ***Existing:* 0.10' OGAC/0.33' AC/0.66' CTB/0.83' AS**

2) PM R9.5/R10.4, Contract No. 04-0W3804, 1/21/22:
   ***New:* 0.15' Cold Plane AC Pavement/0.15' RHMA-G**
   ***Existing:* 0.10' OGAC/0.33' AC/0.66' CTB/0.83' AS**
   ***Repair:* 0.43' Cold Plane AC Pvmt/0.43' HMA(A) Var. Locations**

Recommendations

The HDM Section 634.2, CAPM Requirements, states that for projects with an IRI less than 170 (which would include the IRI=107 for this project), the preferred alternative is 0.15' of RHMA-G. Partial Depth Recycling (PDR), previously called cold in-place recycling (CIR), is an acceptable CAPM strategy for pavement where the cracking is top-down (determined from coring) with little to no base failure regardless of MRI. Recycle between 0.25 foot and 0.4 foot of the existing asphalt pavement and then cap with a 0.15 foot HMA overlay or preferably 0.15 foot RHMA-G overlay. PDR is more often used on smaller volume roadways. During the curing period, before the final wearing course is constructed, vehicles must traverse the PDR surface at controlled speeds. Supplemental compaction at the end of the PDR-EA curing period is required. This may require detours for this project that may not be feasible.

The As-Builts cited above do *not* indicate OGFC, so no OGFC top layer will be recommended. Also note that the latest project (0Y3004, PM R10.4/R12.0) was completed only last year, so this section may not need to be replaced.

We therefore recommend for *existing mainline, shoulders and ramps,* **remove 0.15' of existing pavement and replace with 0.15' RHMA-G using PG 64-16 asphalt binder.**

- Approach slab investigation/replacement is handled by Headquarters.

- AC dikes shall be in accordance with Standard Plans, sheet A87B.

- Also, include Safety Edges where required.

Preparation of Existing Pavement

Prior to the above CAPM strategy, the following pavement AC surface preparatory works are required.

Dig-outs

- Dig-outs are recommended in areas with localized intermediate to advanced distress/ pavement failures accompanied with or without base failures. Higher priority dig-outs location typically includes alligator cracking in wheel paths, potholes, shoving, rutting greater than 0.08', and longitudinal cracking with transverse cracking or bleeding.
- As a part of the dig-outs, partial/ full depth repairs (i.e., dig-outs) are recommended at the distressed localized areas where pavement layers need to be removed and repaired to the bottom of the AC layer until it reaches firm support or up to a maximum depth of 0.50', whichever is less. Keep in mind that the minimum AC to remain is 0.15' after 0.50' deep dig-outs. If this is not possible, remove the full depth of the existing AC. The excavation for dig-outs should extend at least a foot beyond the pavement surrounding the area to be patched.
- Refer to Standard Specifications (Section 39-3.02) for replacing asphalt concrete surfacing.
- Prime coat (not tack coat) shall be applied on top of the base layer prior to placing the first lift of HMA according to Standard Special Provisions (SSP) 39-2.01C(10).
- Tack coat shall be applied in-between the HMA lifts.

Crack Treatment

Cracks wider than ¼ inch should be sealed prior to overlays. Existing thermoplastic traffic stripping and raised pavement markers should be removed. Undesirable material such as bleeding seal coats or excessive crack sealant should be removed before paving. In order to alleviate the potential bump in the overlay from the crack sealant, leave the crack sealant ¼ inch below grade to allow for expansion (i.e. recess fill).

Smoothness Requirements

1. Include HMA and/or concrete "Incentive" pay in the project cost estimate for MRI Smoothness Design projects only. The incentive pay can be calculated using the Construction Contract Development Guide (CCDG), for the applicable pavement types and thicknesses. **These costs should be added under the Supplemental Work Items.**

2. Within six months of the RTL date of the project, submit a request to Construction Support to perform IP test data collection for the project. When you receive the IP

test results, submit the test results to the Materials office. Materials Office will perform the ProVAL analysis and provide smoothness design recommendations. Any segment correction as the result of smoothness analyses will be included under the project-specific bid items**. Please note that the project quantities and estimates may change as a result of this work before it gets ready to list (RTL).**

1. MRI (Mean Roughness Index) smoothness design analysis using ProVAL FHWA software is required for all areas except the areas noted under section 3 below.

2. Refer to Standard Specification 36-3.01D(3)(b) for areas excluded from smoothness measurement with an IP but subject to the 12-foot straight edge measurement.

3. Ramps, continuous pavement less than 1000 feet, turn lanes, acceleration, and deceleration lanes are excluded from MRI smoothness requirements but are subject to ALR (Areas of Localized Roughness) smoothness requirements. Therefore, IP data collection is still needed for areas with only ALR requirements. The reason is to provide the existing pavement condition to all the bidders so they understand how rough the existing pavement is when they want to bid on the project to meet the minimum ALR requirements as per the Standard Specifications. Therefore, smoothness IP data is still required for projects that fall under ALR requirements, but there is no need for any data analysis or supplemental funds for incentives.

Please contact Rick D'Onofrio at 510 691-2819 if you have any questions.
c: Route File, Daily File R. D'Onofrio/

ATTACHMENT L

TRAFFIC SAFETY RECOMMENDATIONS

Memorandum

Serious drought.
Help Save Water!

To: Yanzhi Zhai
District Branch Chief
Office of Advance Planning – PID II

Date: February 2, 2023

File: **EA: 4W100K**
04-SM-92-PM
R7.3/14.4
EFIS: 0422000112
Pavement Preservation
(CAPM)

From: Rick Yeung
Senior Transportation Engineer
Office of Corridor Management
Traffic Engineering, South-West

Subject: **Traffic Safety Recommendations**

In accordance with the Traffic Safety Systems Guidance Manual, the Standard Plans, the CA Manual on Uniform Traffic Control Devices (MUTCD), and the Highway Design Manual (HDM), the following are traffic safety recommendations. **Please note: Project Engineer is responsible to update references when new versions are available.**

1. The Traffic Safety Systems Guidance Manual (see link below) provides traffic safety system standards for use in project design. Deviations from these standards require either headquarters or district approval as listed in Table 2, 3 and 4 in the guidance manual.

   http://www.dot.ca.gov/trafficops/safety-devices/docs/Traffic-Safety-Systems- Guidance.pdf

2. Replace all existing double metal beam barriers with either concrete barrier or thrie beam barrier, where applicable. Hydraulics should be consulted for flood plain locations.

3. When Hydraulics requests placement of dike adjacent to MGS rail, refer to Revised Standard Plan, A77N4.

4. Type 60M (42” height) is the current standard for concrete barrier. All new or re- constructed concrete barrier should be type 60M.

5. For bridge structure barrier/railing within the limits of proposed project, provide Type WB-31 transition railing (see Caltrans Standard Plan A77U4). For WB-31 transition railing connection to existing

bridge barrier/railing, Project Engineer (PE) should consult with DES for anchor block design. Project Engineer should also consult with DES to evaluate if existing bridge barrier/railing should be replaced. To determine how far Midwest Guardrail System (MGS) should be extended along the embankment, refer to Traffic Safety Systems Guidance Section 3.4 - Guardrail at Embankments Slopes. Do not install Drainage Inlet (DI) or culverts at/near WB-31 transition railing.

6. Replace all existing metal beam guardrail to current standards where applicable. Extend guardrail should site conditions justify. For guardrails approach end, replace with terminal system end treatment from the "Latest Approved Traffic Devices", see directly at; (http://traffic.onramp.dot.ca.gov/safety-devices- approved-products). For guardrail trailing ends, replace with end anchor assembly (Type SFT). Install L-1 Markers at guardrail approach end where applicable.

7. For new MGS installation, Project Engineer should consult with Maintenance during PID phase regarding the use of vegetation control.

8. The cross slope from edge of shoulder to guardrail shall be 10:1 or flatter, except when conforming to the cross slope of the roadway.

9. For Midwest Guardrail System (MGS) transition to existing Metal Beam Guardrail, please include detail shown on Caltrans Std. Plan A77U5.

10. All fixed objects (including trees 4" or larger in diameter and spaced less than 100' apart) within the recommended clear recovery zone (30 feet for Freeways and Expressways or 20 feet for State Highways) should be removed, relocated or shielded. For shielding fixed objects, please refer to Traffic Safety Systems Guidance Manual, March 2019, Section 3.5.

11. If guardrail is to be installed, a 3'-0" minimum clearance is required between the back of post and the face of a fixed object. Where the clearance between the back of post and the face of a fixed object is less than 3'-0", but not less than 1'-6", use strengthened MGS section and where the clearance is less than 1'-6", construct a concrete wall or barrier. See Revised Standard Plan, A77R1 thru A77R8.

12. Overlay and rehabilitation projects, including any maintenance activities, which will impact the effective height of rail elements, shall include the required actions in accordance with the guidelines in Table 6 - Railing and Barrier Restoration Practice, Traffic Safety System Guidance. If an overlay results in a barrier height out of the indicated tolerances, then the barrier shall be reconstructed or replaced.

13. All existing curb ramps impacted by the project will need to meet current standards.

14. For proposed guardrail system installed at “hinge points”, see Caltrans RSP A77N3 and Traffic Safety Systems Guidance Manual, March 2019, Figures 10 and 11.

15. Place roadside delineators, guardrail delineators, concrete barrier markers/delineators, and object markers, if missing and as needed, per CA MUTCD Chapter 3F and the Traffic Safety Systems Guidance Manual. This statement applies to mainline and/or ramp segments.

16. Inlets protruding at least 6 inches above ground level within the recommended clear recovery area (30 feet for Freeways and Expressways or 20 feet for State Highways) should be made traversable or removed.

17. For new construction, widening, or where slopes are otherwise being modified, embankment (fill) slopes should be 4:1 or flatter. See Highway Design Manual, Section 304.1.

18. Upgrade traffic stripes (including shadow stripes on PCC pavement) to current standards (see Caltrans Std. Plan A20B, A20C and RSP A20A, A20D, A20E). All permanent stripes shall be thermoplastic with high-performance glass beads with enhanced wet-night visibility.

19. Upgrade sign panels to current standards (contact Traffic Signing).

20. Install curve warning signs per standard (see Chapter 2C of CA MUTCD).

21. Upgrade/Install lighting on-ramps, off-ramps, auxiliary lanes per standards (contact Electrical Design, see also Chapter 9 of Traffic Manual).

22. Install Audible Pedestrian Signal (APS), leading pedestrian interval, and pedestrian countdown on existing signal system (contact Electrical Design).

23. Install Shoulder Rumble Strip – refer to Caltrans Std. Plan A40B.
24. Install Edge Line Rumble Strip – refer to RSP A40C.
25. Install Centerline Rumble Strip – refer to RSP A40D.

26. Exit ramps must comply with the latest wrong way pavement markings as shown on Caltrans RSP A24G, A20G.

27. Upgrade existing basic crosswalk to higher visibility crosswalk ladders, refer to Standard Plan A24F.

28. Install 12” stripe and 18” chevron pavement markings at 45 degrees at 50’ spacing at all on and off-ramp neutral gore areas per Standard Plan A20C.
29. All off-ramps must comply with RSP A20G "Exit ramp with Enhanced Pavement Markers for Wrong Way Details.

30. Upgrade existing permanent crash cushions to standard. Refer to and comply with Authorized Materials List for Highway Safety Features. Install as in the manufacturing guidelines/recommendations: https://dot.ca.gov/programs/engineering-services/authorized-materials-lists

Should you have any questions or need additional information, please contact Clinton Suen at clinton.suen@dot.ca.gov

ATTACHMENT M

STRUCTURE RECOMMENDATIONS

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES

ADVANCE PLANNING STUDY TRANSMITTAL

BD-0120 (REV 12/17/2024)

BRIDGE DESIGN

EFIS:	EA:	PROJECT NAME:	DATE:
0422000112	04-4W100	MINOR PAVEMENT REHABILITATION	8/13/2025

The Advance Planning Study is submitted for your review for the above referenced project.

If you have any questions or if you need additional information, please contact the Structure Project Engineer or the Bridge Design Branch Chief.

Project Information

See Vision for project information, staff assignments, and project milestone dates.

Location/Job Description

Install concrete barrier transitions, replace joint seals, install approach slabs, and replace bridge deck overlay on various bridges on SR 92 from I280 to San Mateo-Hayward Bridge (PM R14.443).

The estimated cost, including 10% time related overhead, 10% mobilization, and 25% contingencies, is as follows:

Structure Name	Structure Number	Structure Construction Duration Schedule	Estimated Structure Cost
ROUTE 92/82 SEPARATION	35-0156R	5	$592,000
ROUTE 92/82 SEPARATION	35-0156L		$593,000
HAYWARD PARK OVERHEAD	35-0157R	9	$695,000
HAYWARD PARK OVERHEAD	35-0157L		$767,000
SOUTH DELAWARE STREET UC	35-0158R	9	$854,000
SOUTH DELAWARE STREET UC	35-0158L		$576,000
WEST HILLSDALE BLVD UC	35-0162	2	$903,000
FOSTER CITY LAGOON	35-0189	1	$92,000
DE ANZA BOULEVARD UC	35-0203	1	$129,000
ROUTE 92/101 SEPARATION	35-0252R	9	$477,000
ROUTE 92/101 SEPARATION	35-0252L		$436,000

The Advance Planning Study and associated cost estimate are based on the following assumptions:

1. AC overlay removal, unsound concrete removal, rapid-setting concrete patch, paving notch, approach slab, and polyester work require 55-hour full or partial closures for the duration of construction. For the purposes of this cost estimate and working day schedule, it is assumed that full closures are used for this work.
2. AGT upgrade locations require shoulder closure for the duration of construction. Joint seal cleaning and install work locations require night closures.
3. A complete bridge site submittal is received at M221. Changes made to scope, locations etc. after M221 could require additional resources and design duration.
4. Estimated working days are considered to be a preliminary level of accuracy and with our regard to specific information related to construction staging, procurement of material, existing or future utilities, permits, traffic information, environmental constraints, specific seasonal work, etc., unless indicated on the estimated working days.

Bridge Design Branch Chief signature

Kimberly Mori

Kimberly Mori for Marc Friedheim

TRANSMITTAL RECIPIENTS

Title	Name	Email
SC Office Associates		sc.office.associates@dot.ca.gov
Task Management Support Unit		des.sd.task.management@dot.ca.gov
District Project Manager	Nandini Shridhar	nandini.shridhar@dot.ca.gov
District Project Engineer	Jesse Han	jesse.han@dot.ca.gov
District Design Senior	Abdol Dehghani	abdol.dehghani@dot.ca.gov
Structure Project Engineer	Daniel Eggers	daniel.eggers@dot.ca.gov
Bridge Design Branch Chief	Marc Friedheim	marc.friedheim@dot.ca.gov
Bridge Design Office Chief	Traci Menard	traci.menard@dot.ca.gov
SM&I Program Advisor	Long Ly	long.ly@dot.ca.gov
Technical Liaison Engineer	Rosa Maria Candiotti	rosa.maria.candiotti@dot.ca.gov
Project Liaison Engineer	Tirthkumar Patel	tirthkumar.patel@dot.ca.gov
Geotechnical Services Office Chief	N/A	
Structure Hydraulics & Hydrology	N/A	
Bridge Architecture & Aesthetics BC	N/A	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

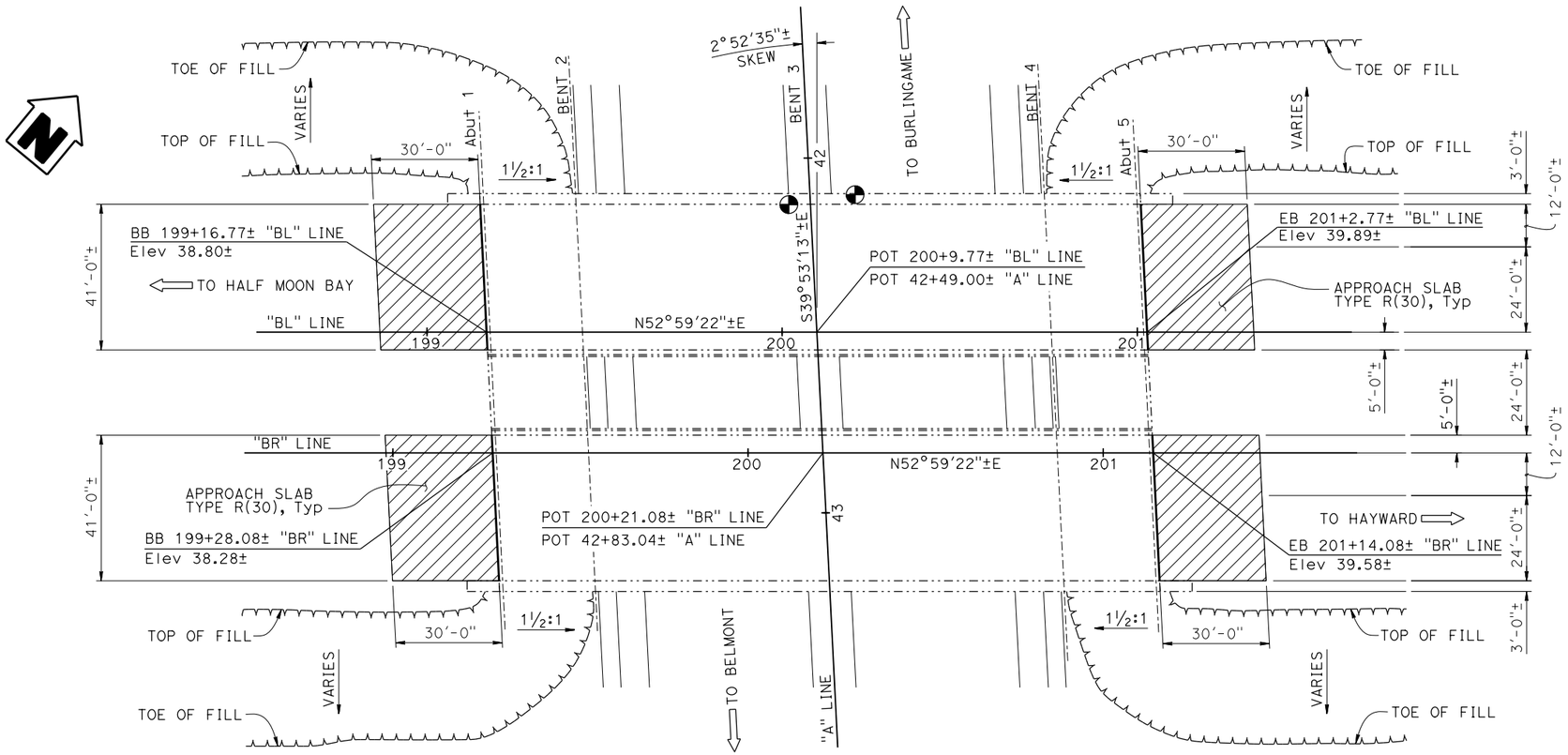
Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.19

LEGEND:

- Existing Structure
- Limits of clean expansion joint and place new joint seal (MR = 2")
- Limits of place New Approach Slab Type R (30)
- Point of Minimum Vertical Clearance

NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.



PLAN
1" = 20'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		ROUTE 92/82 SEPARATION
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0156L/R
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 17:06
FILE => 04-4w100_35-0156lr-aps.dgn USERNAME => s152657

PROBABILISTIC STRUCTURE COST ESTIMATE

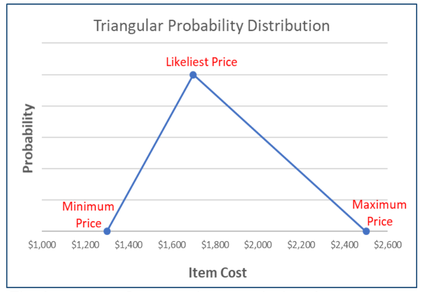
INPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ROUTE 92/82 SEPARATION
BRIDGE NUMBER:	35-0156L
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	83	$150.00	$180.00	$200.00	$14,940
2	CLEAN EXPANSION JOINT		LF	83	$45.00	$51.00	$60.00	$4,233
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	114	$2,200.00	$2,800.00	$3,200.00	$319,200
4	PAVING NOTCH EXTENSION		CF	62	$485.00	$550.00	$700.00	$34,100
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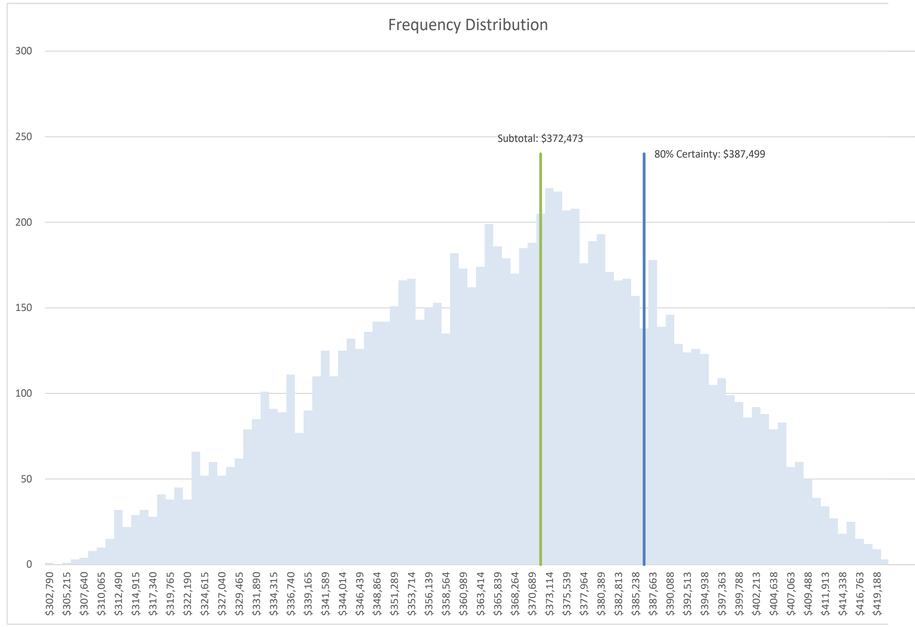
30								
							SUBTOTAL	$372,473

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$302,790
10%	$333,581
20%	$345,003
30%	$353,364
40%	$361,074
50%	$367,853
60%	$373,959
70%	$380,117
80%	**$387,499**
90%	$397,113
100%	$424,037

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$387,000
TOTAL	$592,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

PROBABILISTIC STRUCTURE COST ESTIMATE

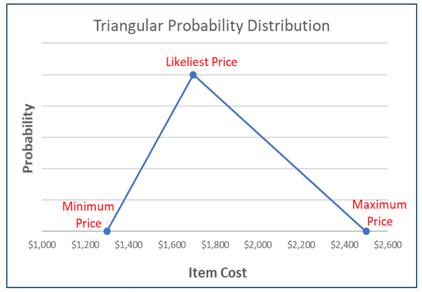
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ROUTE 92/82 SEPARATION
BRIDGE NUMBER:	35-0156R
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	83	$150.00	$180.00	$200.00	$14,940
2	CLEAN EXPANSION JOINT		LF	83	$45.00	$51.00	$60.00	$4,233
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	114	$2,200.00	$2,800.00	$3,200.00	$319,200
4	PAVING NOTCH EXTENSION		CF	62	$485.00	$550.00	$700.00	$34,100
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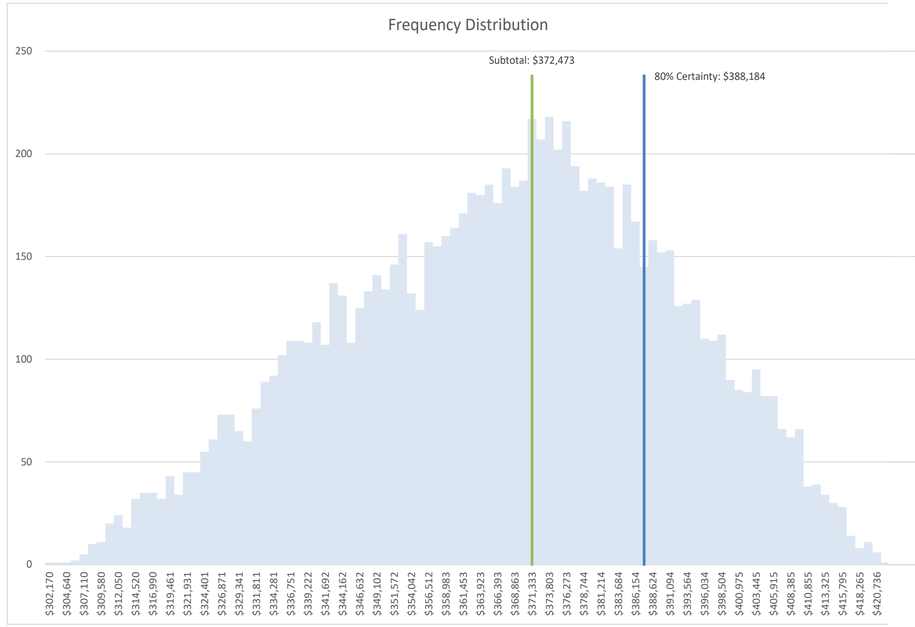
30								
							SUBTOTAL	$372,473

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$302,170
10%	$333,805
20%	$344,656
30%	$353,649
40%	$361,643
50%	$368,407
60%	$374,393
70%	$380,773
80%	**$388,184**
90%	$397,608
100%	$425,676

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$388,000
TOTAL	$593,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.19

NOTES:

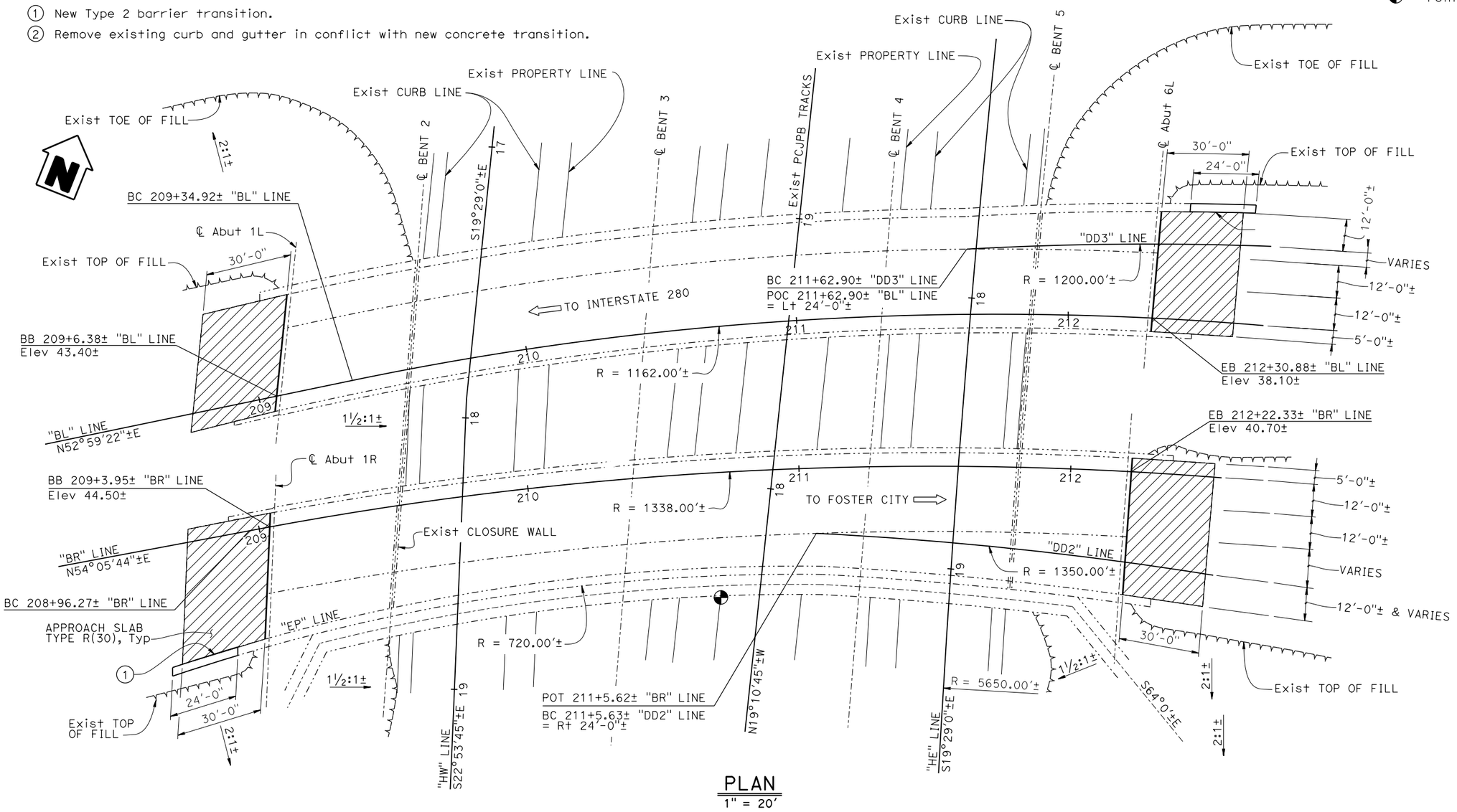
1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.

(1) New Type 2 barrier transition.

(2) Remove existing curb and gutter in conflict with new concrete transition.

LEGEND:

- Existing Structure
- Limits of clean expansion joint and place new joint seal (MR = 2")
- Limits of place new Approach Slab Type R (30)
- Point of Minimum Vertical Clearance



PLAN
1" = 20'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		HAYWARD PARK OVERHEAD
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0157L/R
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 17:06
FILE => 04-4w100_35-0157lr-aps.dgn USERNAME => s152657

PROBABILISTIC STRUCTURE COST ESTIMATE

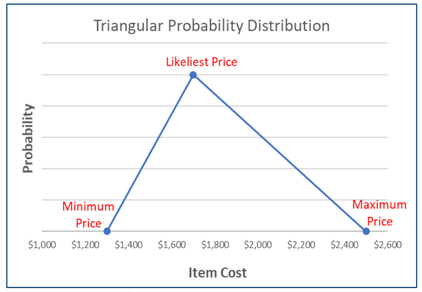
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	HAYWARD PARK OVERHEAD
BRIDGE NUMBER:	35-0157L
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	88	$150.00	$180.00	$200.00	$15,840
2	CLEAN EXPANSION JOINT		LF	88	$45.00	$51.00	$60.00	$4,488
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	120	$2,200.00	$2,800.00	$3,200.00	$336,000
4	PAVING NOTCH EXTENSION		CF	71	$485.00	$550.00	$700.00	$39,050
5	CONCRETE BARRIER (TRANSITION)		LF	24	$1,350.00	$1,750.00	$2,350.00	$42,000
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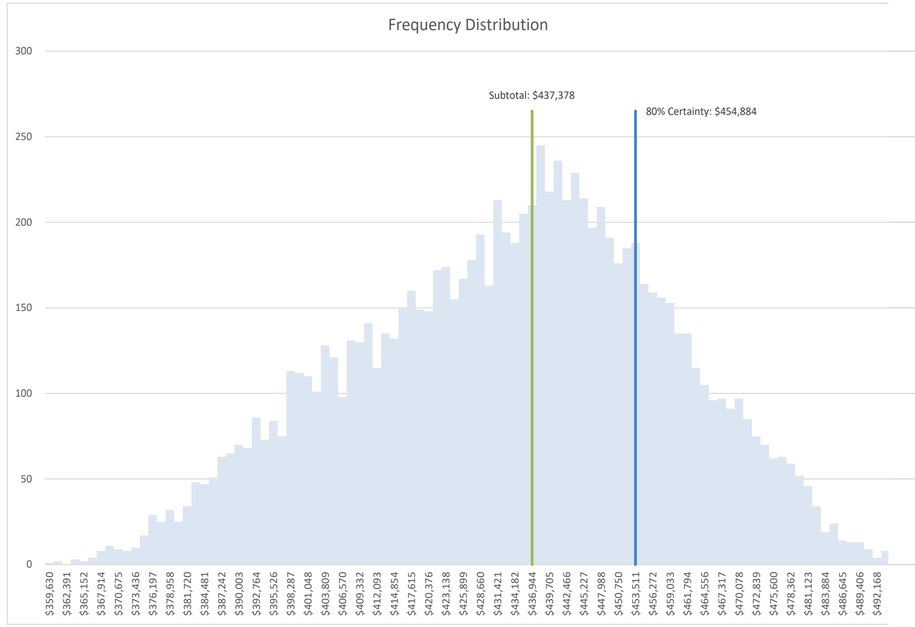
							SUBTOTAL	$437,378

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$359,630
10%	$397,587
20%	$409,368
30%	$419,260
40%	$427,455
50%	$434,704
60%	$440,933
70%	$447,361
80%	**$454,884**
90%	$465,044
100%	$497,690

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$455,000
TOTAL	$695,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

PROBABILISTIC STRUCTURE COST ESTIMATE

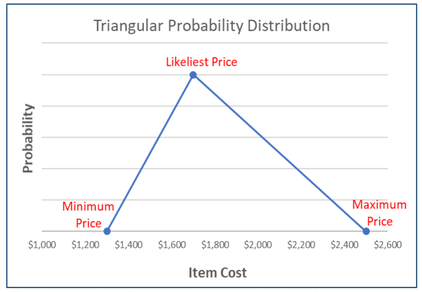
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	HAYWARD PARK OVERHEAD
BRIDGE NUMBER:	35-0157R
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	1459
COST INDEX:	



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	97	$150.00	$180.00	$200.00	$17,460
2	CLEAN EXPANSION JOINT		LF	97	$45.00	$51.00	$60.00	$4,947
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	135	$2,200.00	$2,800.00	$3,200.00	$378,000
4	PAVING NOTCH EXTENSION		CF	73	$485.00	$550.00	$700.00	$40,150
5	CONCRETE BARRIER (TRANSITION)		LF	24	$1,350.00	$1,750.00	$2,350.00	$42,000
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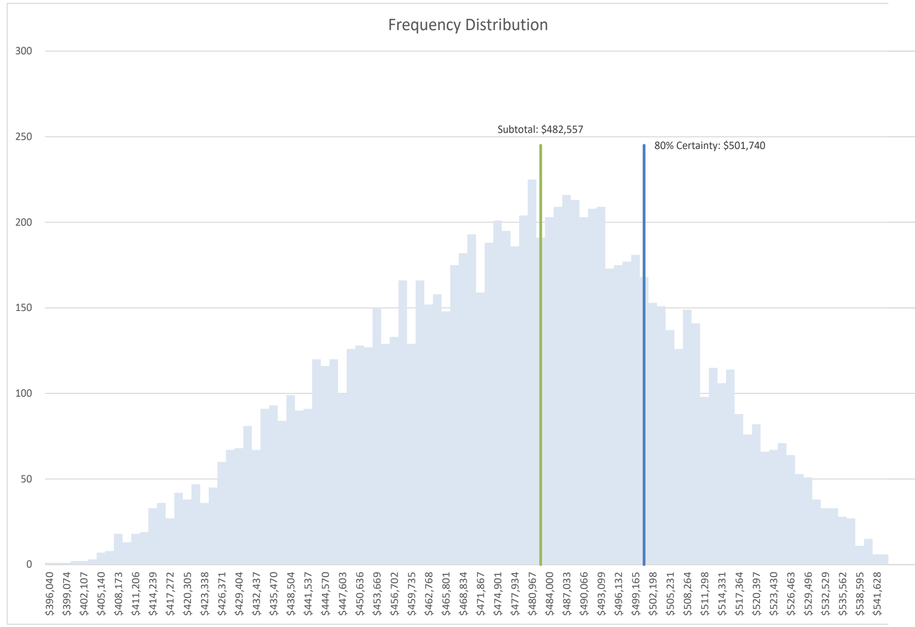
							SUBTOTAL	$482,557

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$396,040
10%	$436,785
20%	$450,676
30%	$461,278
40%	$470,298
50%	$478,478
60%	$485,801
70%	$492,979
80%	**$501,740**
90%	$513,322
100%	$547,695

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$502,000
TOTAL	$767,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.61

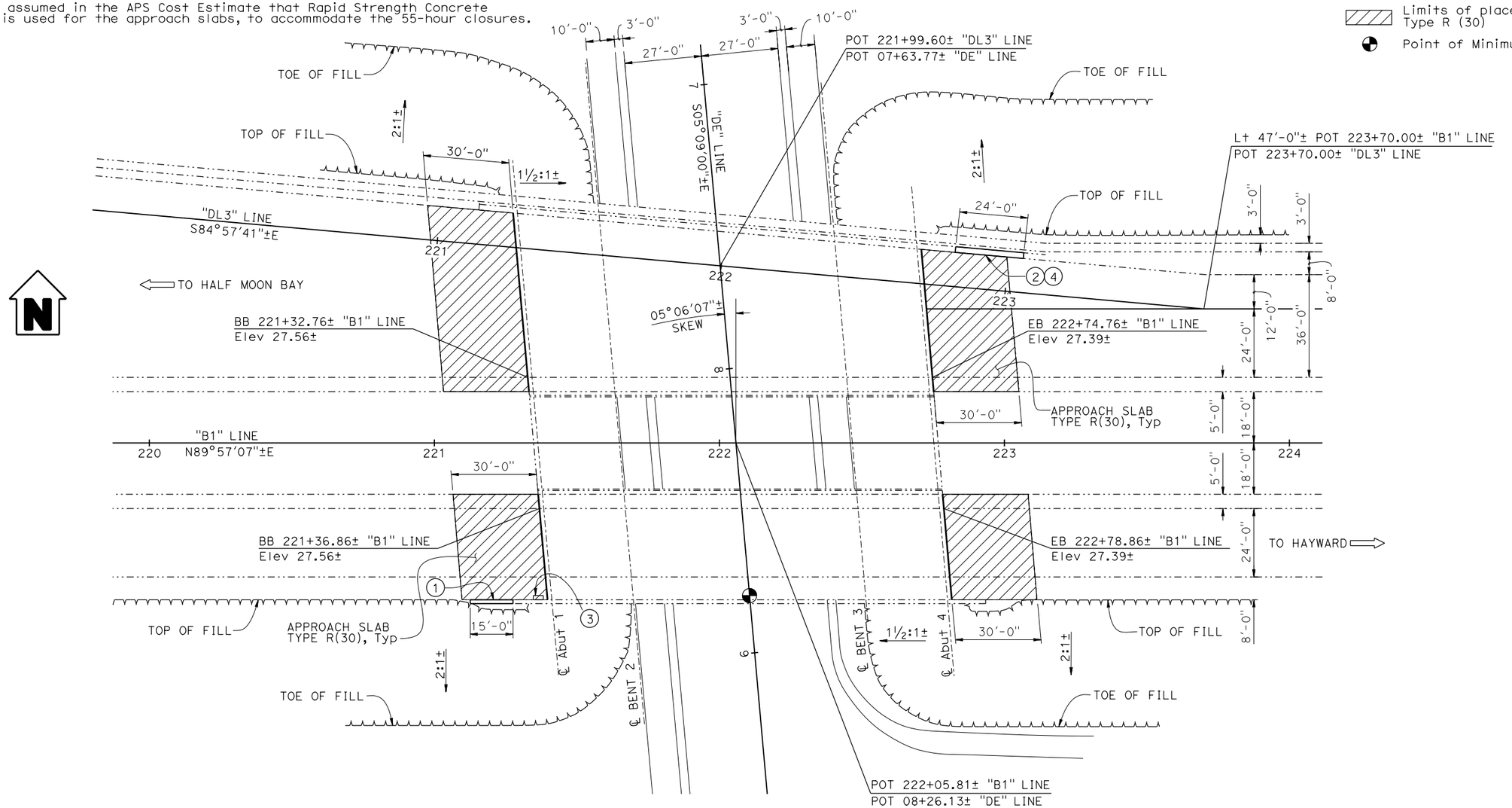
NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.

(1) New Type 1barrier transition.
(2) New Type 2 barrier transition.
(3) Existing DI box to be protected in place.
(4) Remove existing curb and gutter in conflict with new barrier transition.

LEGEND:

- Existing Structure
- Limits of clean expansion joint and place new joint seal (MR = 2")
- Limits of place New Approach Slab Type R (30)
- Point of Minimum Vertical Clearance



PLAN
1" = 20'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		SOUTH DELAWARE STREET UC
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0158L/R
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 17:06
FILE => 04-4w100_35-0158lr-aps.dgn USERNAME => s152657

PROBABILISTIC STRUCTURE COST ESTIMATE

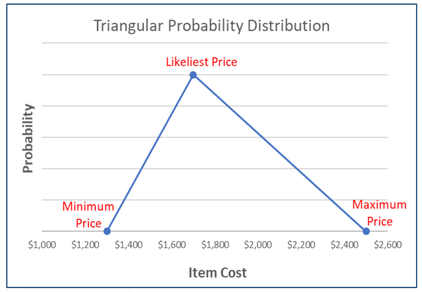
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	SOUTH DELAWARE STREET UC
BRIDGE NUMBER:	35-0158L
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	112	$150.00	$180.00	$200.00	$20,160
2	CLEAN EXPANSION JOINT		LF	112	$45.00	$51.00	$60.00	$5,712
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	151	$2,200.00	$2,800.00	$3,200.00	$422,800
4	PAVING NOTCH EXTENSION		CF	85	$485.00	$550.00	$700.00	$46,750
5	CONCRETE BARRIER (TRANSITION)		LF	24	$1,350.00	$1,750.00	$2,350.00	$42,000
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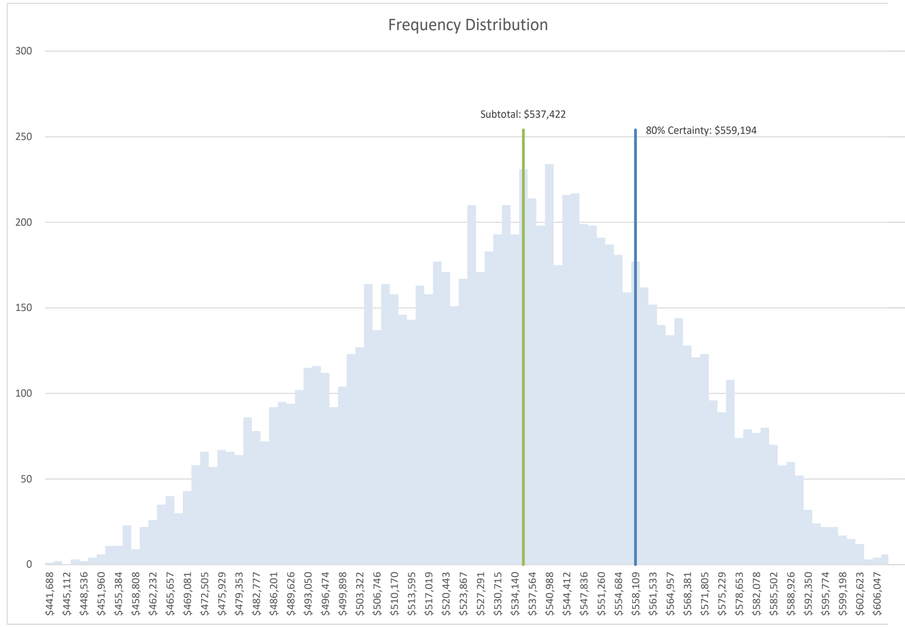
							SUBTOTAL	$537,422

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$441,688
10%	$486,736
20%	$502,577
30%	$513,904
40%	$524,284
50%	$533,107
60%	$541,076
70%	$549,601
80%	**$559,194**
90%	$571,910
100%	$612,895

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$559,000
TOTAL	$854,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	SOUTH DELAWARE STREET UC
BRIDGE NUMBER:	35-0158R
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
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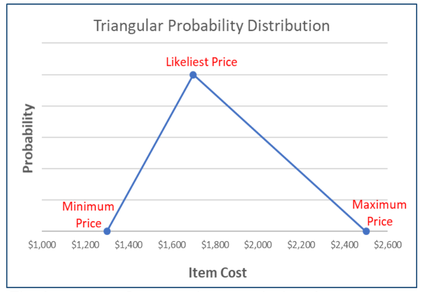
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	75	$150.00	$180.00	$200.00	$13,500
2	CLEAN EXPANSION JOINT		LF	75	$45.00	$51.00	$60.00	$3,825
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	103	$2,200.00	$2,800.00	$3,200.00	$288,400
4	PAVING NOTCH EXTENSION		CF	56	$485.00	$550.00	$700.00	$30,800
5	CONCRETE BARRIER (TRANSITION)		LF	15	$1,350.00	$1,750.00	$2,350.00	$26,250
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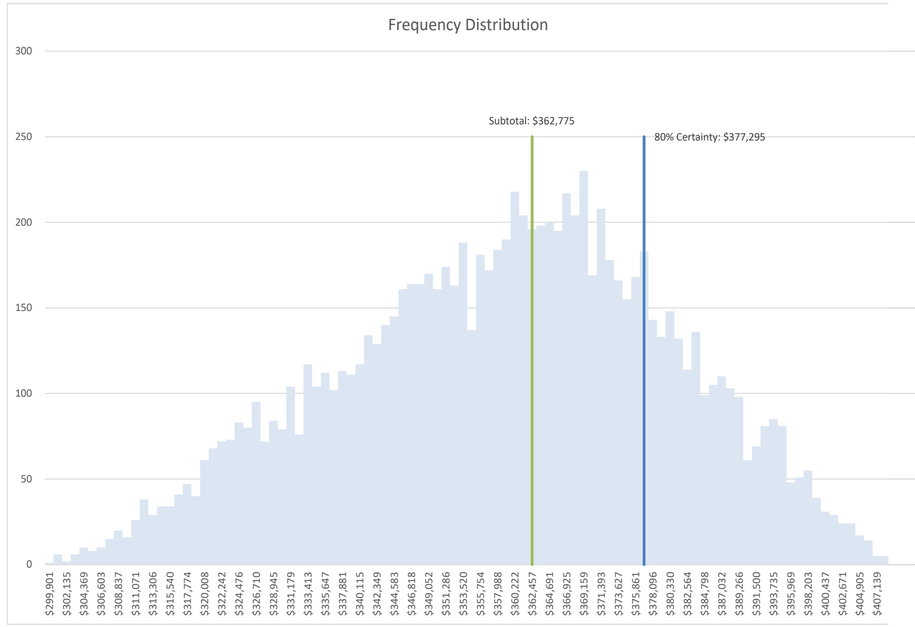
							SUBTOTAL	$362,775

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$299,901
10%	$328,018
20%	$339,119
30%	$346,934
40%	$353,532
50%	$359,826
60%	$365,388
70%	$370,768
80%	**$377,295**
90%	$386,282
100%	$411,608

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

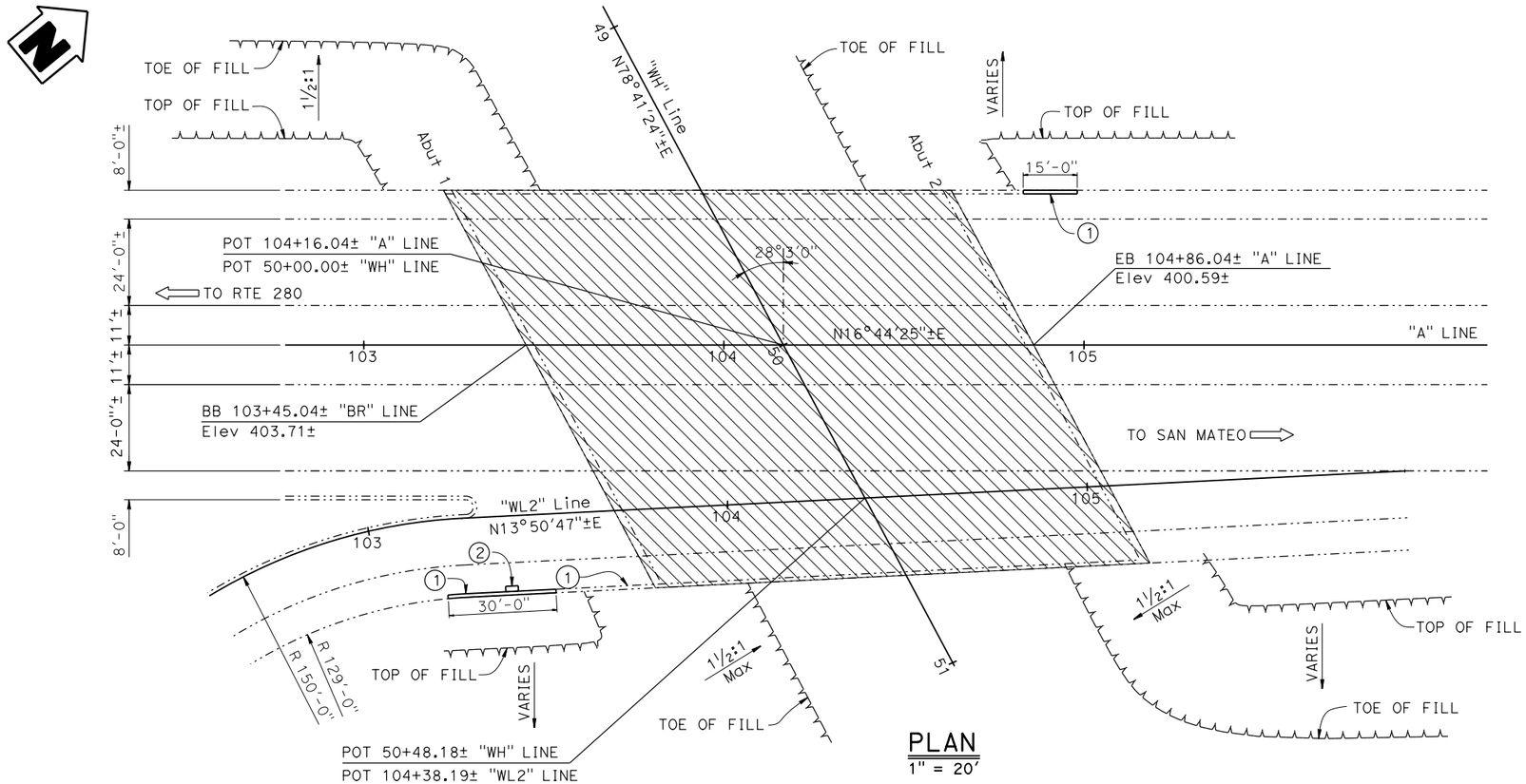
BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$377,000
TOTAL	$576,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.19



LEGEND:

Existing Structure

Limits of remove 2" AC overlay and place 2" polyester concrete overlay. Prior to placing polyester concrete, remove unsound concrete, place rapid setting concrete patch, and prepare concrete deck surface

NOTES:

1. It is assumed in the APS Working Schedule that all remove AC overlay, remove unsound concrete, place rapid setting concrete patch, prepare concrete deck surface, and place polyester concrete overlay work is to be performed under one 55-hour full closure.
2. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.

(1) New Type 1 barrier transition.

(2) Existing DI box to be protected in place.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 17:07
FILE => 04-4w100_35-0162_aps.dgn USERNAME => s152657

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Akhmadeeva/C.Cancino	DATE 07-09-25		WEST HILLSDALE BLVD UC
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0162
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

PROBABILISTIC STRUCTURE COST ESTIMATE

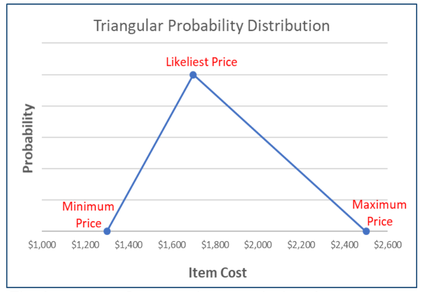
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	WEST HILLSDALE BLVD UC
BRIDGE NUMBER:	35-0162
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	189	$160.00	$195.00	$230.00	$36,855
2	RAPID SETTING CONCRETE (PATCH)		CF	189	$130.00	$160.00	$190.00	$30,240
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	15090	$1.00	$1.10	$1.25	$16,599
4	FURNISH POLYESTER CONCRETE OVERLAY		CF	2520	$95.00	$100.00	$105.00	$252,000
5	PLACE POLYESTER CONCRETE OVERLAY		SQFT	15090	$6.00	$8.00	$10.00	$120,720
6	CONCRETE BARRIER (TRANSITION)		LF	45	$1,350.00	$1,750.00	$2,350.00	$78,750
7	REMOVE ASPHALT CONCRETE SURFACING		SQFT	15088	$2.00	$2.50	$3.00	$37,720
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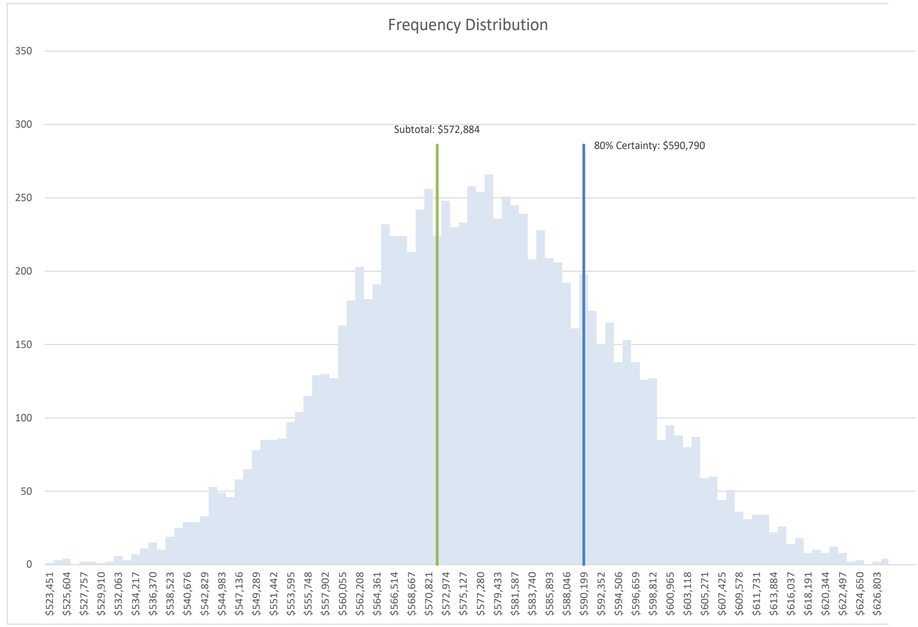
							SUBTOTAL	$572,884

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$523,451
10%	$554,610
20%	$561,851
30%	$567,089
40%	$571,669
50%	$576,177
60%	$580,423
70%	$585,145
80%	**$590,790**
90%	$598,141
100%	$631,110

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$591,000
TOTAL	$903,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

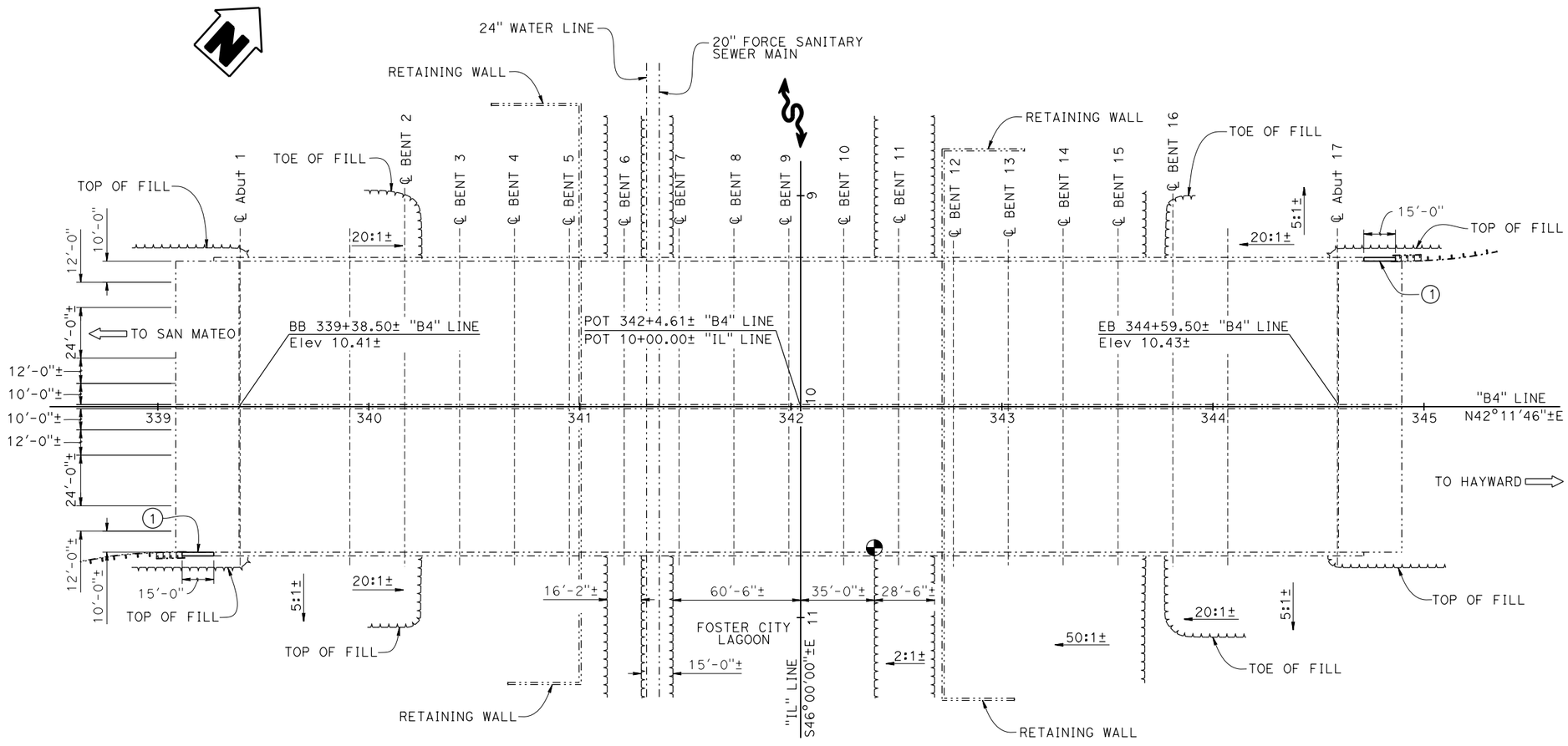
INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	13.83

NOTE:
(1) New Type 25 barrier transition.

LEGEND:
Existing Structure
Point of Minimum Vertical Clearance



PLAN
1" = 30'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		FOSTER CITY LAGOON BRIDGE
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0189
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)
DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 17:07
FILE => 04-4w100_35-0189-aps.dgn USERNAME => s152657

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

IN EST:	7/14/2025
OUT EST:	

BRIDGE NAME:	FOSTER CITY LAGOON
BRIDGE NUMBER:	35-0189
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
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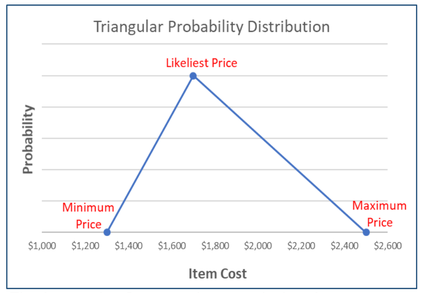
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	CONCRETE BARRIER (TRANSITION)		LF	30	$1,350.00	$1,750.00	$2,350.00	$52,500
2								
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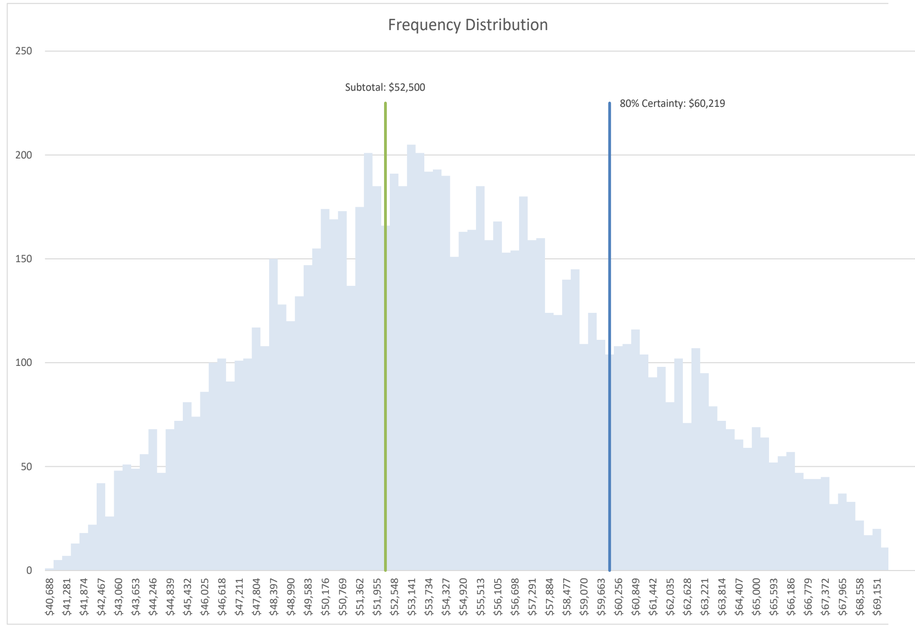
							SUBTOTAL	$52,500

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$40,688
10%	$46,512
20%	$49,126
30%	$50,973
40%	$52,613
50%	$54,136
60%	$55,886
70%	$57,778
80%	**$60,219**
90%	$63,275
100%	$70,337

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$60,000
TOTAL	$92,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	8.67

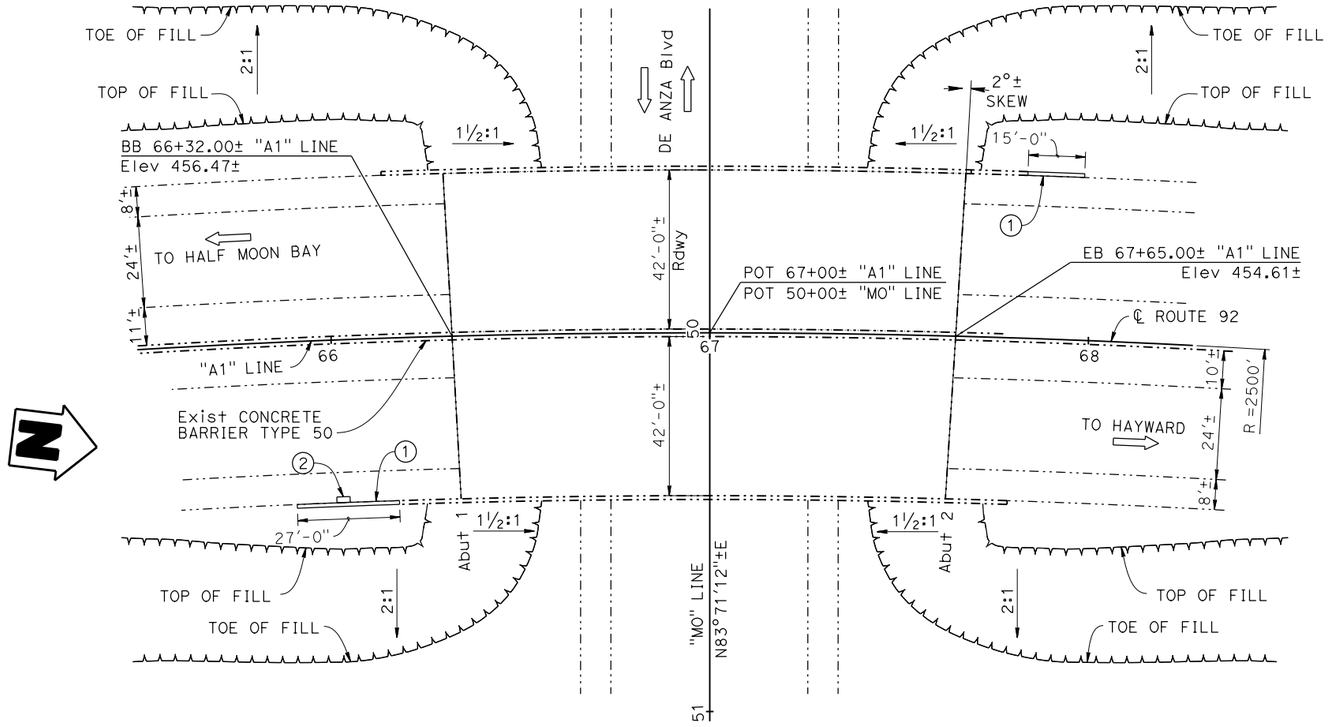
LEGEND:

-·-·-·- Existing Structure

NOTES:

(1) New Type 1 barrier transition.

(2) Existing DI box to be protected in place.



PLAN
1" = 20'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 11-AUG-2025 TIME PLOTTED => 17:07
FILE => 04-4w100_35-0203-aps.dgn USERNAME => s152657

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Akhmadeeva/C.Cancino	DATE 07-09-25		DE ANZA BOULEVARD UC
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0203
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	DE ANZA BOULEVARD UC
BRIDGE NUMBER:	35-0203
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
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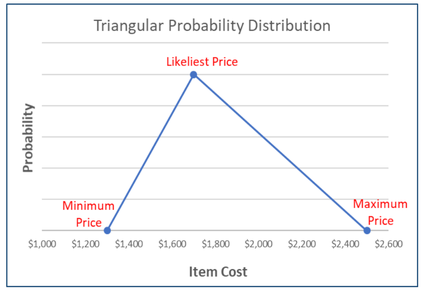
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	CONCRETE BARRIER (TRANSITION)		LF	42	$1,350.00	$1,750.00	$2,350.00	$73,500
2								
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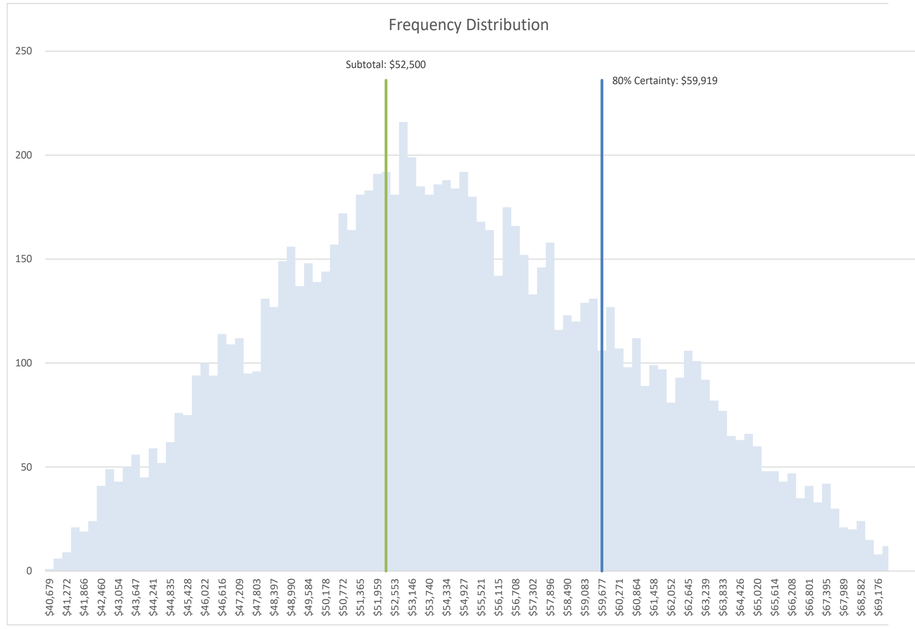
30								
							SUBTOTAL	$73,500

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$56,795
10%	$65,245
20%	$68,703
30%	$71,361
40%	$73,696
50%	$75,788
60%	$78,372
70%	$81,118
80%	**$84,373**
90%	$88,546
100%	$98,370

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$84,000
TOTAL	$129,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	R11.8/ R12.6

NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.

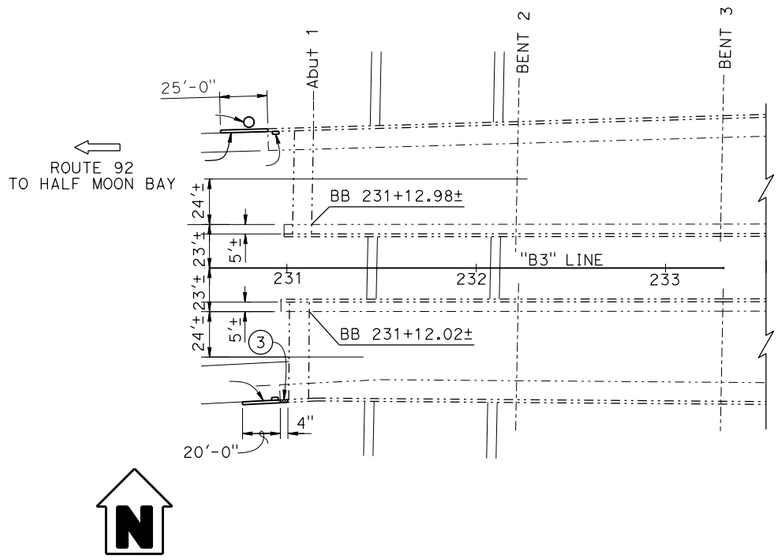
(1) New Type 27 barrier transition.
(2) New Type 9 barrier transition.
(3) Remove and replace existing bridge rail end block.
(4) Existing DI box to be protected in place.
(5) Existing sign post to be protected in place.

LEGEND:

-·-·-·- Existing Structure

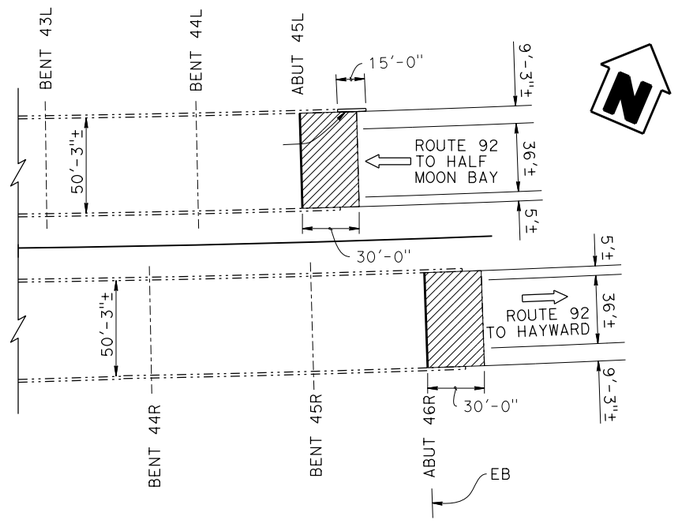
——— Limits of clean expansion joint and place new joint seal (MR = 2")

▨ Limits of place New Approach Slab Type R (30)



PART PLAN
1" = 40'

NOTE: Existing structures not all shown.



PART PLAN
1" = 40'

NOTE: Existing structures not all shown.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A.Akhmadeeva/C. Cancino	DATE 07-09-25		ROUTE 92/101 SEPARATION
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0252R/L
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

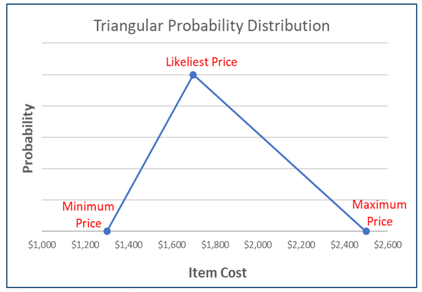
	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

IN EST:	7/14/2025
OUT EST:	

BRIDGE NAME:	ROUTE 92/101 SEPARATION
BRIDGE NUMBER:	35-0252L
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	51	$150.00	$180.00	$200.00	$9,180
2	CLEAN EXPANSION JOINT		LF	51	$45.00	$51.00	$60.00	$2,601
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	70	$2,200.00	$2,800.00	$3,200.00	$196,000
4	PAVING NOTCH EXTENSION		CF	38	$485.00	$550.00	$700.00	$20,900
5	CONCRETE BARRIER (TRANSITION)		LF	40	$1,350.00	$1,750.00	$2,350.00	$70,000
6								
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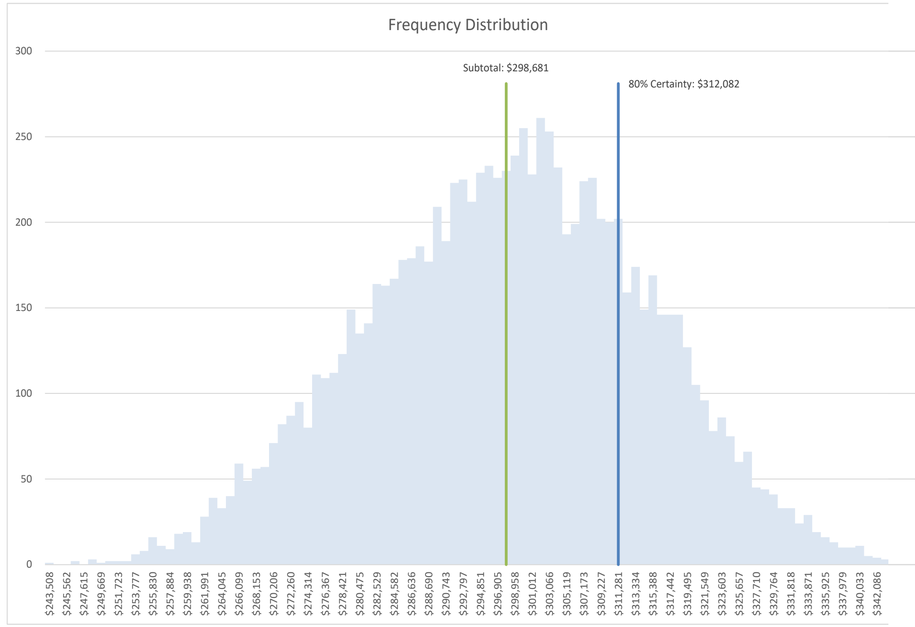
27								
28								
29								
30								
							SUBTOTAL	$298,681

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$243,508
10%	$275,345
20%	$282,986
30%	$288,747
40%	$293,663
50%	$298,111
60%	$302,239
70%	$306,883
80%	**$312,082**
90%	$318,789
100%	$346,194

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$312,000
TOTAL	$477,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

PROBABILISTIC STRUCTURE COST ESTIMATE

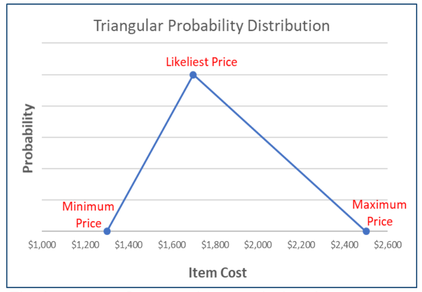
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ROUTE 92/101 SEPARATION
BRIDGE NUMBER:	35-0252R
TYPE:	
EA:	04-4W100
PROJECT ID:	04220001120
ACCELERATED BRIDGE PROJECT	
DESIGN BRANCH:	08
NO. OF STRUCTURES IN PROJECT :	VARIOUS
PRICES BY :	CB
PRICES CHECKED BY :	
QUANTITIES BY:	DANIEL EGGERS

IN EST:	7/14/2025
OUT EST:	
DISTRICT:	04
CO:	SM
RTE:	92
PM:	R7.3/R14.4
DEPTH	
LENGTH	
WIDTH	
AREA	
EST. NO.	
COST INDEX:	1459



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	JOINT SEAL (MR 2")		LF	51	$150.00	$180.00	$200.00	$9,180
2	CLEAN EXPANSION JOINT		LF	51	$45.00	$51.00	$60.00	$2,601
3	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R	R30	CY	70	$2,200.00	$2,800.00	$3,200.00	$196,000
4	PAVING NOTCH EXTENSION		CF	38	$485.00	$550.00	$700.00	$20,900
5	REMOVE CONCRETE BARRIER		LF	4	$750.00	$900.00	$1,200.00	$3,600
6	CONCRETE BARRIER (TRANSITION)		LF	24	$1,350.00	$1,750.00	$2,350.00	$42,000
7								
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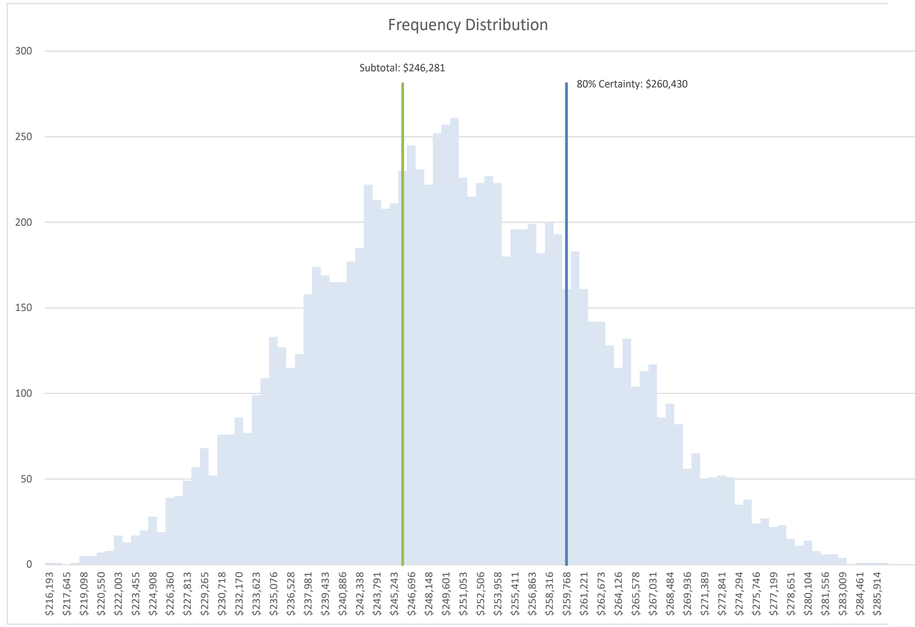
28								
29								
30								
							SUBTOTAL	$274,281

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT					

Comments
Note: Approach Slab to use Rapid Setting Concrete

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$225,983
10%	$251,594
20%	$258,705
30%	$264,262
40%	$268,810
50%	$272,929
60%	$276,947
70%	$280,892
80%	**$285,398**
90%	$291,396
100%	$314,741

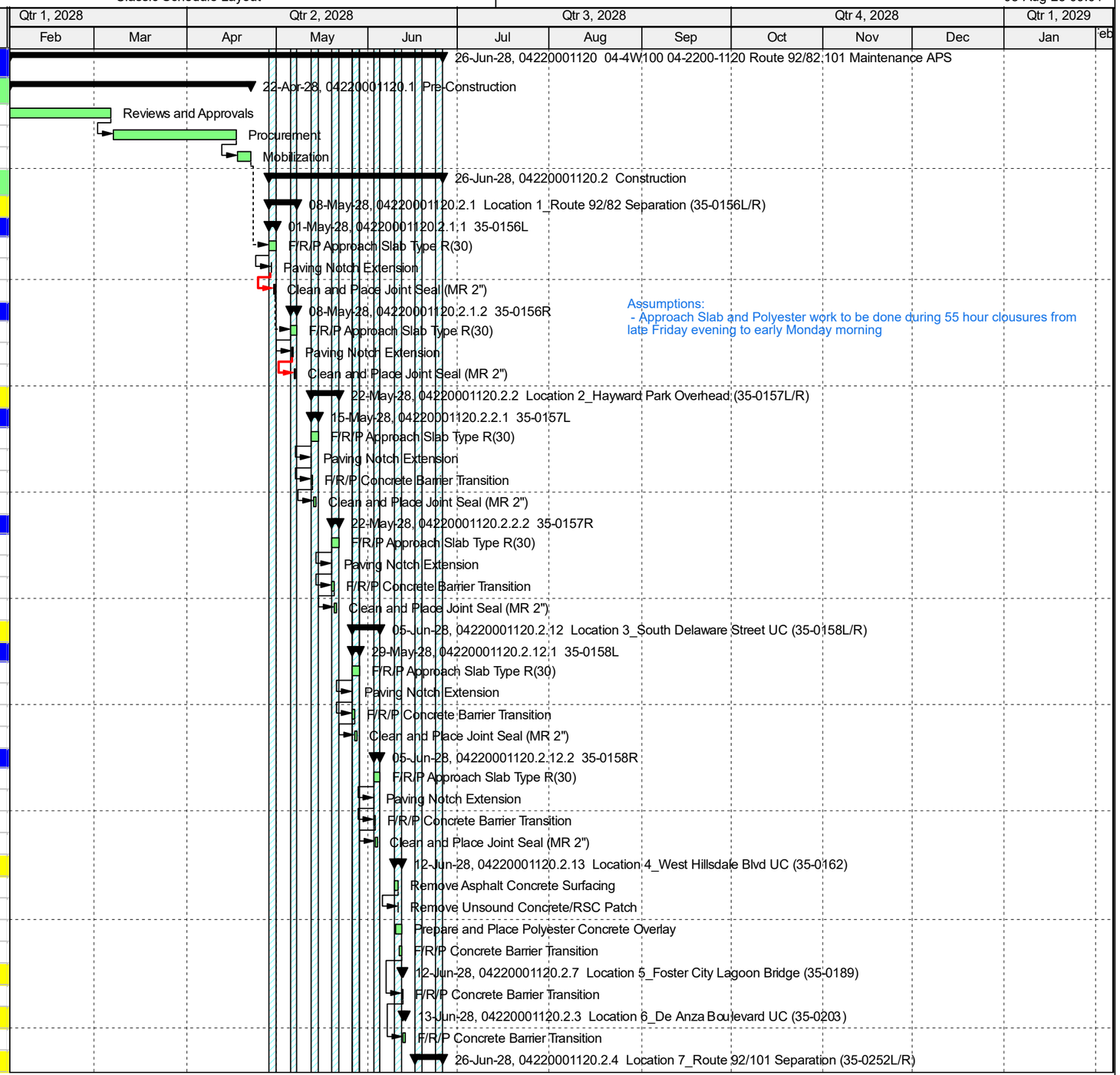
BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$285,000
TOTAL	$436,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

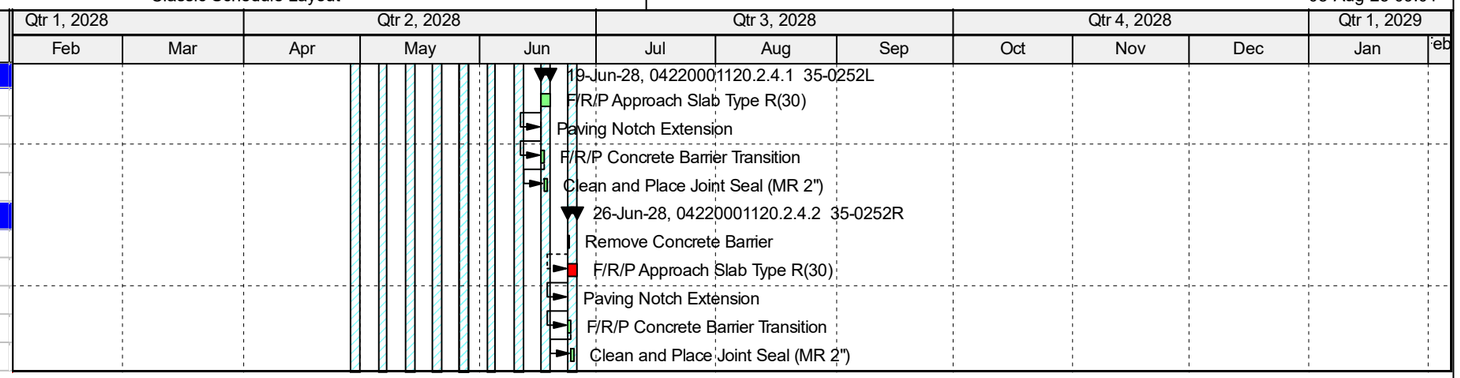
Activity ID	Activity Name	Original Duration	Start	Finish
04220001120	04-4W100 04-2200-1120 Route 92/82.101 Ma	104	01-Feb-28	26-Jun-28
04220001120.1	Pre-Construction	59	01-Feb-28	22-Apr-28
A10010	Reviews and Approvals	25	01-Feb-28	06-Mar-28
A10020	Procurement	30	07-Mar-28	17-Apr-28
A10030	Mobilization	5	18-Apr-28	22-Apr-28
04220001120.2	Construction	40	28-Apr-28	26-Jun-28
04220001120.2.1	Location 1_Route 92/82 Separation (35-0156L/R)	5	28-Apr-28	08-May-28
04220001120.2.1.1	35-0156L	0	28-Apr-28	01-May-28
A10040	F/R/P Approach Slab Type R(30)	2	28-Apr-28*	01-May-28
A10050	Paving Notch Extension	1	29-Apr-28	29-Apr-28
A10060	Clean and Place Joint Seal (MR 2")	1	30-Apr-28	30-Apr-28*
04220001120.2.1.2	35-0156R	0	05-May-28	08-May-28
A10410	F/R/P Approach Slab Type R(30)	2	05-May-28*	08-May-28
A10420	Paving Notch Extension	1	06-May-28	06-May-28
A10430	Clean and Place Joint Seal (MR 2")	1	07-May-28	07-May-28
04220001120.2.2	Location 2_Hayward Park Overhead (35-0157L/R)	9	12-May-28	22-May-28
04220001120.2.2.1	35-0157L	2	12-May-28	15-May-28
A10100	F/R/P Approach Slab Type R(30)	2	12-May-28*	15-May-28
A10110	Paving Notch Extension	0	12-May-28	12-May-28
A10120	F/R/P Concrete Barrier Transition	1	12-May-28	13-May-28
A10130	Clean and Place Joint Seal (MR 2")	1	13-May-28	14-May-28
04220001120.2.2.2	35-0157R	2	19-May-28	22-May-28
A10440	F/R/P Approach Slab Type R(30)	2	19-May-28*	22-May-28
A10450	Paving Notch Extension	0	19-May-28	19-May-28
A10460	F/R/P Concrete Barrier Transition	1	19-May-28	20-May-28
A10470	Clean and Place Joint Seal (MR 2")	1	20-May-28	21-May-28
04220001120.2.12	Location 3_South Delaware Street UC (35-0158L/R)	9	26-May-28	05-Jun-28
04220001120.2.12.1	35-0158L	2	26-May-28	29-May-28
A10480	F/R/P Approach Slab Type R(30)	2	26-May-28*	29-May-28
A10490	Paving Notch Extension	0	26-May-28	26-May-28
A10500	F/R/P Concrete Barrier Transition	1	26-May-28	27-May-28
A10510	Clean and Place Joint Seal (MR 2")	1	27-May-28	28-May-28
04220001120.2.12.2	35-0158R	2	02-Jun-28	05-Jun-28
A10520	F/R/P Approach Slab Type R(30)	2	02-Jun-28*	05-Jun-28
A10530	Paving Notch Extension	0	02-Jun-28	02-Jun-28
A10540	F/R/P Concrete Barrier Transition	1	02-Jun-28	03-Jun-28
A10550	Clean and Place Joint Seal (MR 2")	1	03-Jun-28	04-Jun-28
04220001120.2.13	Location 4_West Hillsdale Blvd UC (35-0162)	2	09-Jun-28	12-Jun-28
A10260	Remove Asphalt Concrete Surfacing	1	09-Jun-28*	10-Jun-28
A10270	Remove Unsound Concrete/RSC Patch	0	10-Jun-28*	11-Jun-28
A10280	Prepare and Place Polyester Concrete Overlay	2	10-Jun-28*	12-Jun-28
A10290	F/R/P Concrete Barrier Transition	0	11-Jun-28*	12-Jun-28
04220001120.2.7	Location 5_Foster City Lagoon Bridge (35-0189)	1	12-Jun-28	12-Jun-28
A10300	F/R/P Concrete Barrier Transition	1	12-Jun-28	12-Jun-28
04220001120.2.3	Location 6_De Anza Boulevard UC (35-0203)	1	12-Jun-28	13-Jun-28
A10310	F/R/P Concrete Barrier Transition	1	12-Jun-28	13-Jun-28
04220001120.2.4	Location 7_Route 92/101 Separation (35-0252L/R)	9	16-Jun-28	26-Jun-28



Actual Level of Effort | Actual Work | Remaining Work | Critical Remaining Work | Milestone | summary

TASK filter: All Activities

Activity ID	Activity Name	Original Duration	Start	Finish
04220001120.2.4.1 35-0252L		2	16-Jun-28	19-Jun-28
A10560	F/R/P Approach Slab Type R(30)	2	16-Jun-28*	19-Jun-28
A10570	Paving Notch Extension	0	16-Jun-28	16-Jun-28
A10580	F/R/P Concrete Barrier Transition	1	16-Jun-28	17-Jun-28
A10590	Clean and Place Joint Seal (MR 2")	1	17-Jun-28	18-Jun-28
04220001120.2.4.2 35-0252R		2	23-Jun-28	26-Jun-28
A10360	Remove Concrete Barrier	0	23-Jun-28*	24-Jun-28
A10600	F/R/P Approach Slab Type R(30)	2	23-Jun-28*	26-Jun-28
A10610	Paving Notch Extension	0	23-Jun-28	23-Jun-28
A10620	F/R/P Concrete Barrier Transition	1	23-Jun-28	24-Jun-28
A10630	Clean and Place Joint Seal (MR 2")	1	24-Jun-28	25-Jun-28



Actual Level of Effort
Actual Work
Remaining Work
Critical Remaining Work
Milestone
summary

TASK filter: All Activities

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.19

INCOMPLETE PLAN
FOR DESIGN STUDY

PRINTED
DATE: 14-AUG-2025

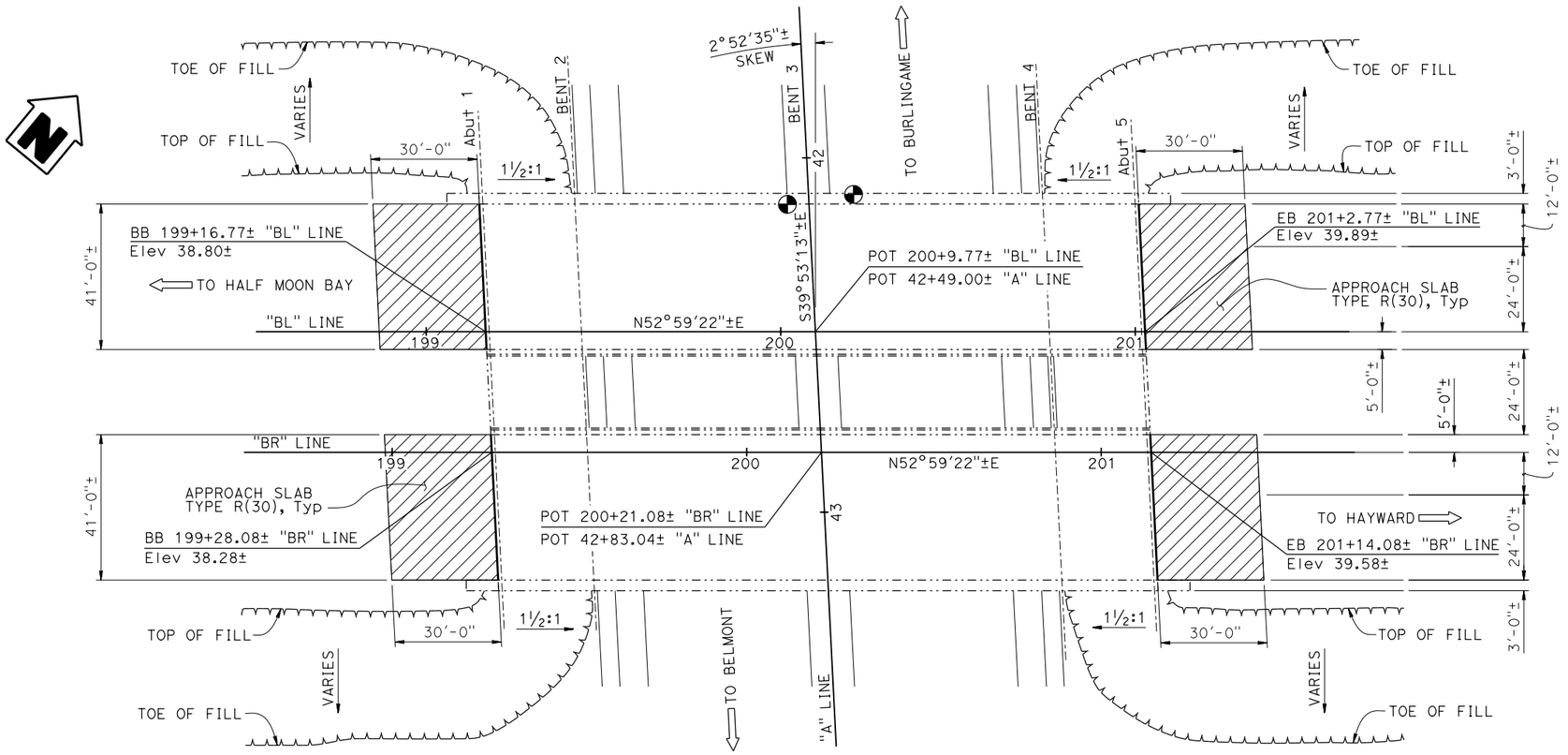
Office of
Structure Design
STATE OF CALIFORNIA

LEGEND:

- Existing Structure
- Limits of clean expansion joint and place new joint seal (MR = 2")
- Limits of place New Approach Slab Type R (30)
- Point of Minimum Vertical Clearance

NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.



PLAN
1" = 20'

DATE OF ESTIMATE		08-13-2025
BRIDGE REMOVAL	=	-
STRUCTURE DEPTH	=	-
LENGTH	=	-
WIDTH	=	-
AREA	=	-
COST/ft²	=	-
SUBTOTAL + BRIDGE REMOVAL	=	$775,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	=	$1,185,000
WORKING DAYS	=	5

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY: Daniel Eggers	DATE: 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY: A. Boufnar/C. Cancino	DATE: 07-09-25		ROUTE 92/82 SEPARATION
CHECKED BY: Marc Friedheim	DATE: 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0156L/R
APPROVED: Marc Friedheim	DATE: 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 14-AUG-2025 TIME PLOTTED => 09:40
FILE => 04-4w100_35-0156lr-aps.dgn USERNAME => s150766

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.19

NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.

(1) New Type 2 barrier transition.

(2) Remove existing curb and gutter in conflict with new concrete transition.

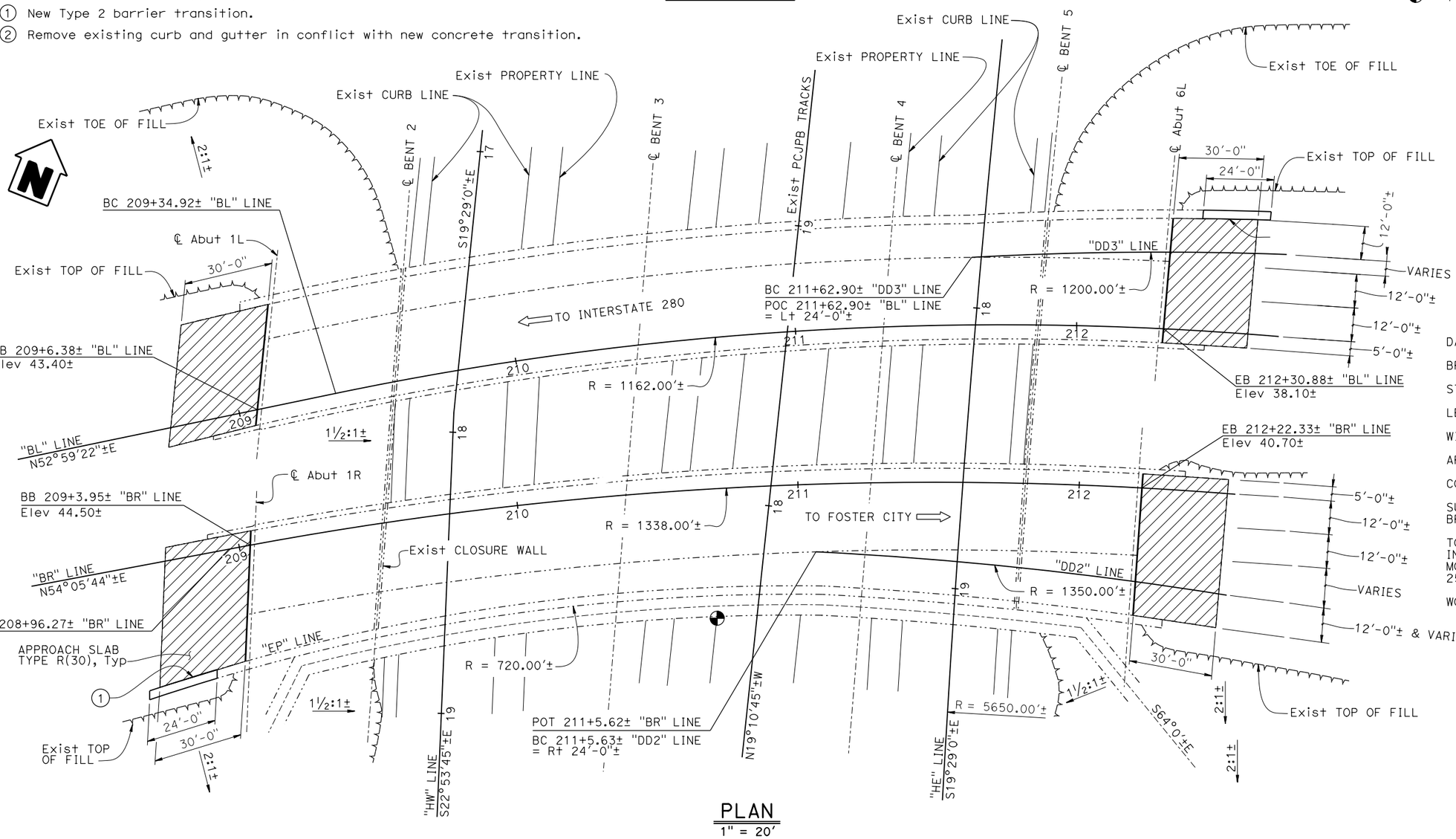
INCOMPLETE PLAN
FOR DESIGN STUDY

PRINTED
DATE: 14-AUG-2025

Office of
Structure Design
STATE OF CALIFORNIA

LEGEND:

- Existing Structure
- Limits of clean expansion joint and place new joint seal (MR = 2")
- Limits of place new Approach Slab Type R (30)
- Point of Minimum Vertical Clearance



PLAN
1" = 20'

DATE OF ESTIMATE	08-13-2025
BRIDGE REMOVAL	= -
STRUCTURE DEPTH	= -
LENGTH	= -
WIDTH	= -
AREA	= -
COST/ft²	= -
SUBTOTAL + BRIDGE REMOVAL	= $957,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	= $1,462,000
WORKING DAYS	= 9

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 14-AUG-2025 TIME PLOTTED => 09:40
FILE => 04-4w100_35-0157lr-aps.dgn USERNAME => s150766

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		HAYWARD PARK OVERHEAD
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0157L/R
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.61

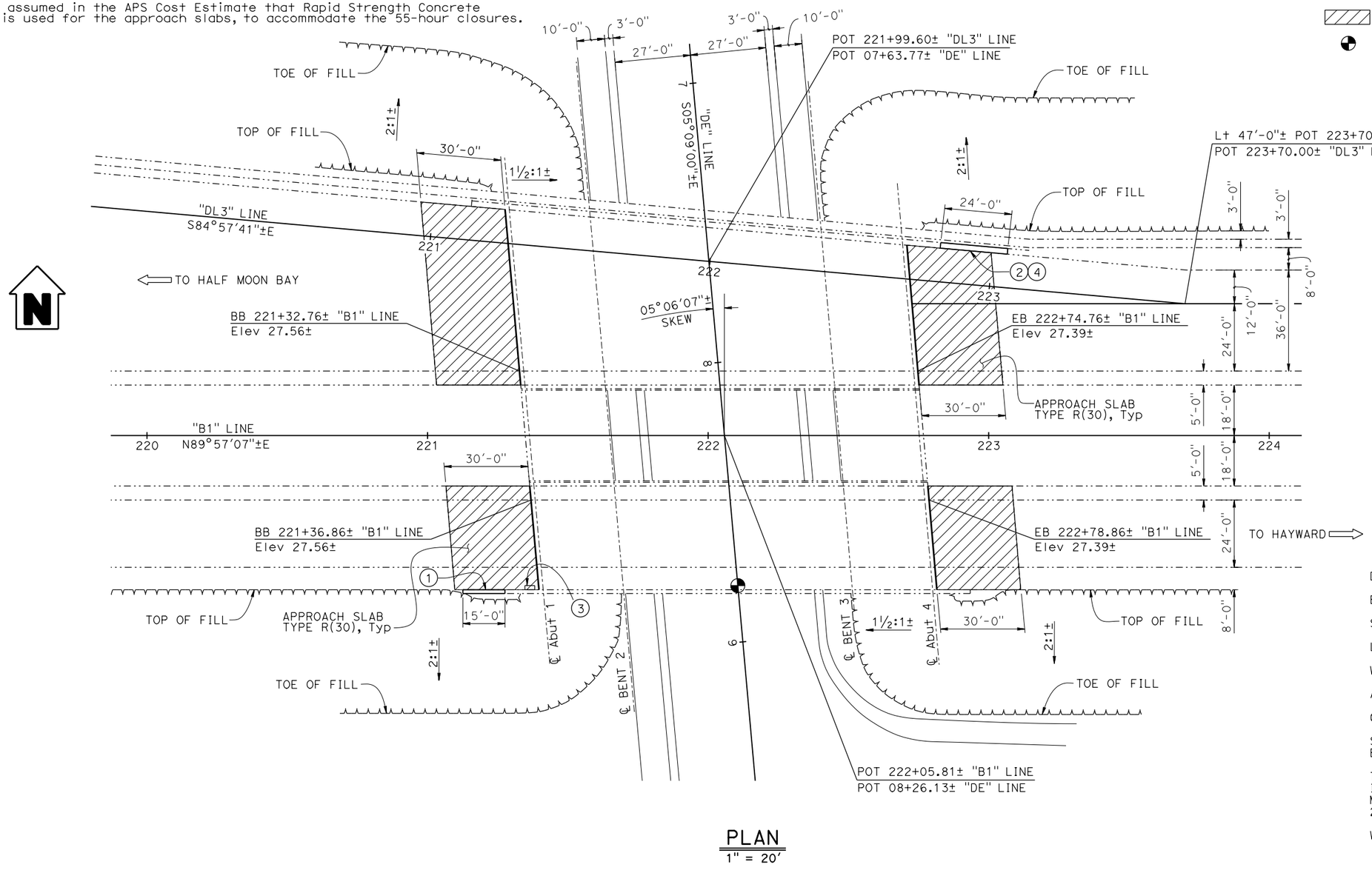
NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.

(1) New Type 1barrier transition.
(2) New Type 2 barrier transition.
(3) Existing DI box to be protected in place.
(4) Remove existing curb and gutter in conflict with new barrier transition.

LEGEND:

- Existing Structure
- Limits of clean expansion joint and place new joint seal (MR = 2")
- Limits of place New Approach Slab Type R (30)
- Point of Minimum Vertical Clearance



PLAN
1" = 20'

INCOMPLETE PLAN FOR DESIGN STUDY
PRINTED DATE: 14-AUG-2025
Office of Structure Design
STATE OF CALIFORNIA

DATE OF ESTIMATE	08-13-2025
BRIDGE REMOVAL	= -
STRUCTURE DEPTH	= -
LENGTH	= -
WIDTH	= -
AREA	= -
COST/ft²	= -
SUBTOTAL + BRIDGE REMOVAL	= $936,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	= $1,430,000
WORKING DAYS	= 9

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		SOUTH DELAWARE STREET UC
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0158L/R
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

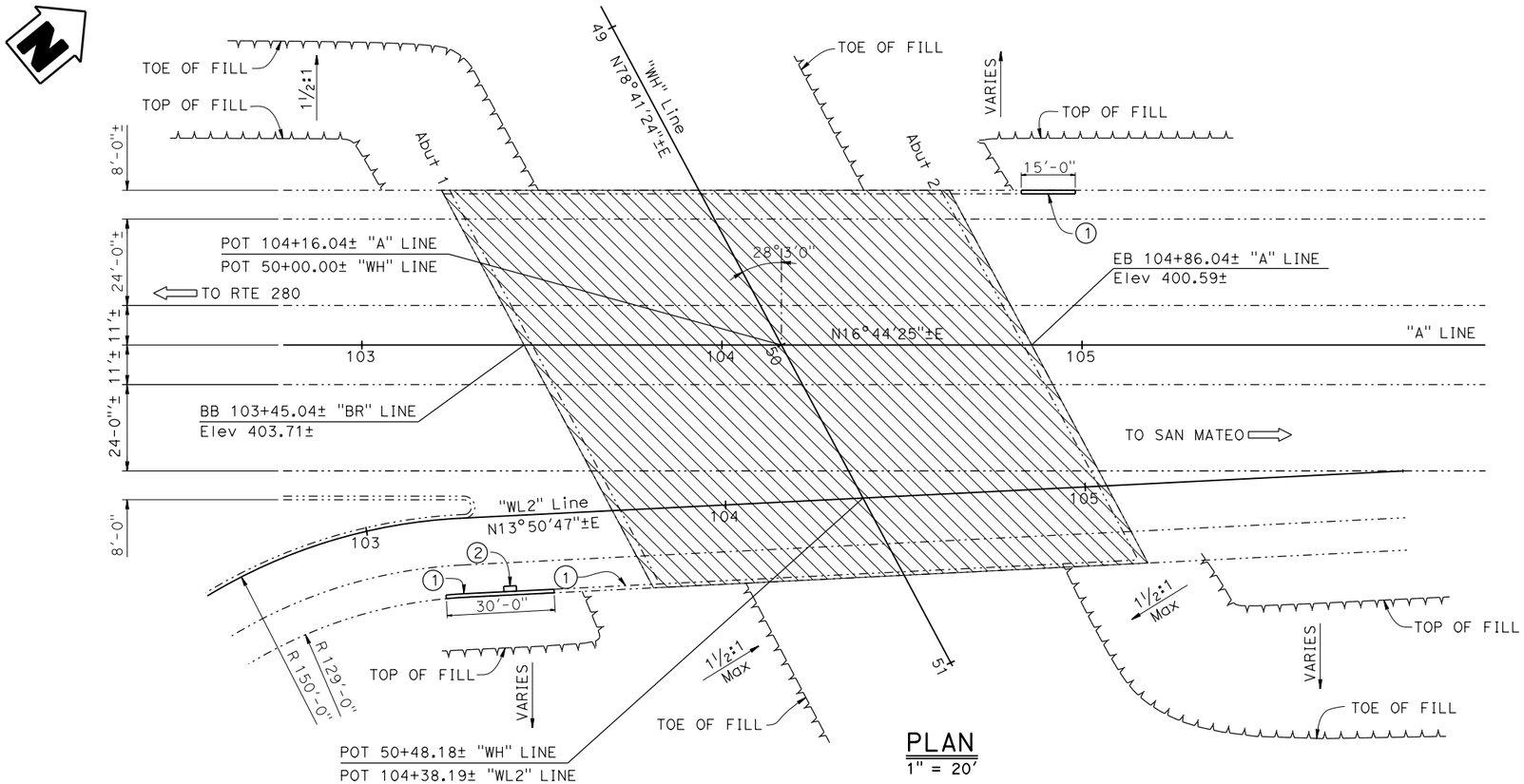
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	11.19

INCOMPLETE PLAN
FOR DESIGN STUDY

PRINTED
DATE: 14-AUG-2025

Office of
Structure Design
STATE OF CALIFORNIA



PLAN
1" = 20'

LEGEND:

Existing Structure

Limits of remove 2" AC overlay and place 2" polyester concrete overlay. Prior to placing polyester concrete, remove unsound concrete, place rapid setting concrete patch, and prepare concrete deck surface

NOTES:

1. It is assumed in the APS Working Schedule that all remove AC overlay, remove unsound concrete, place rapid setting concrete patch, prepare concrete deck surface, and place polyester concrete overlay work is to be performed under one 55-hour full closure.
2. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.

(1) New Type 1 barrier transition.

(2) Existing DI box to be protected in place.

DATE OF ESTIMATE	08-13-2025
BRIDGE REMOVAL	= -
STRUCTURE DEPTH	= -
LENGTH	= -
WIDTH	= -
AREA	= -
COST/ft²	= -
SUBTOTAL + BRIDGE REMOVAL	= $591,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	= $903,000
WORKING DAYS	= 2

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 14-AUG-2025 TIME PLOTTED => 09:40
FILE => 04-4w100_35-0162_aps.dgn USERNAME => s150766

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Akhmadeeva/C.Cancino	DATE 07-09-25		WEST HILLSDALE BLVD UC
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0162
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	13.83

INCOMPLETE PLAN
FOR DESIGN STUDY

PRINTED
DATE: 14-AUG-2025

Office of
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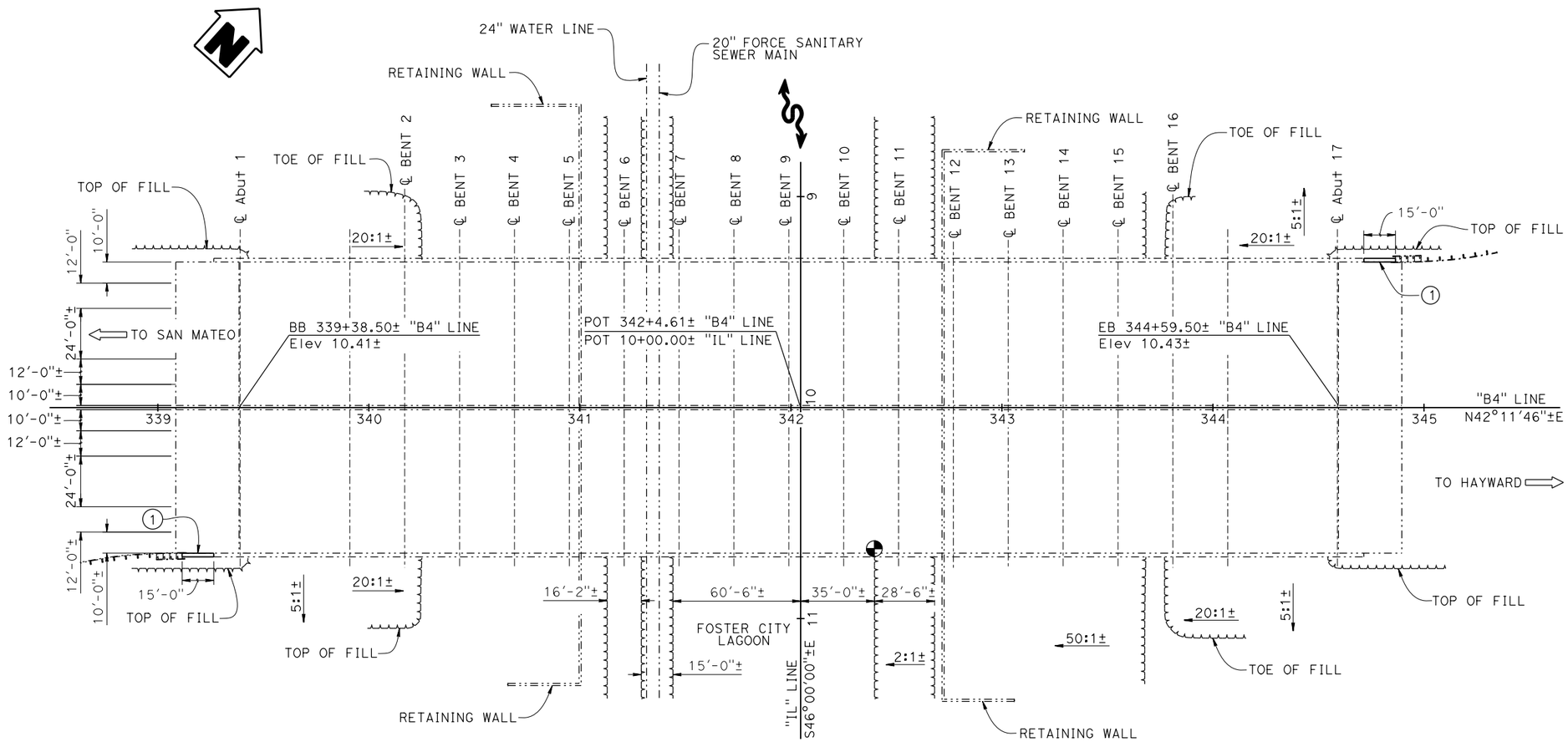
STATE OF CALIFORNIA

NOTE:
(1) New Type 25 barrier transition.

LEGEND:
Existing Structure
Point of Minimum Vertical Clearance



PLAN
1" = 30'

DATE OF ESTIMATE	08-13-2025
BRIDGE REMOVAL	= -
STRUCTURE DEPTH	= -
LENGTH	= -
WIDTH	= -
AREA	= -
COST/ft^2	= -
SUBTOTAL + BRIDGE REMOVAL	= $60,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	= $92,000
WORKING DAYS	= 1

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 14-AUG-2025 TIME PLOTTED => 09:40
FILE => 04-4w100_35-0189-aps.dgn USERNAME => s150766

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Boufnar/C. Cancino	DATE 07-09-25		FOSTER CITY LAGOON BRIDGE
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0189
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

INCOMPLETE PLAN
FOR DESIGN STUDY

PRINTED
DATE: 14-AUG-2025

Office of
Structure Design
STATE OF CALIFORNIA

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	8.67

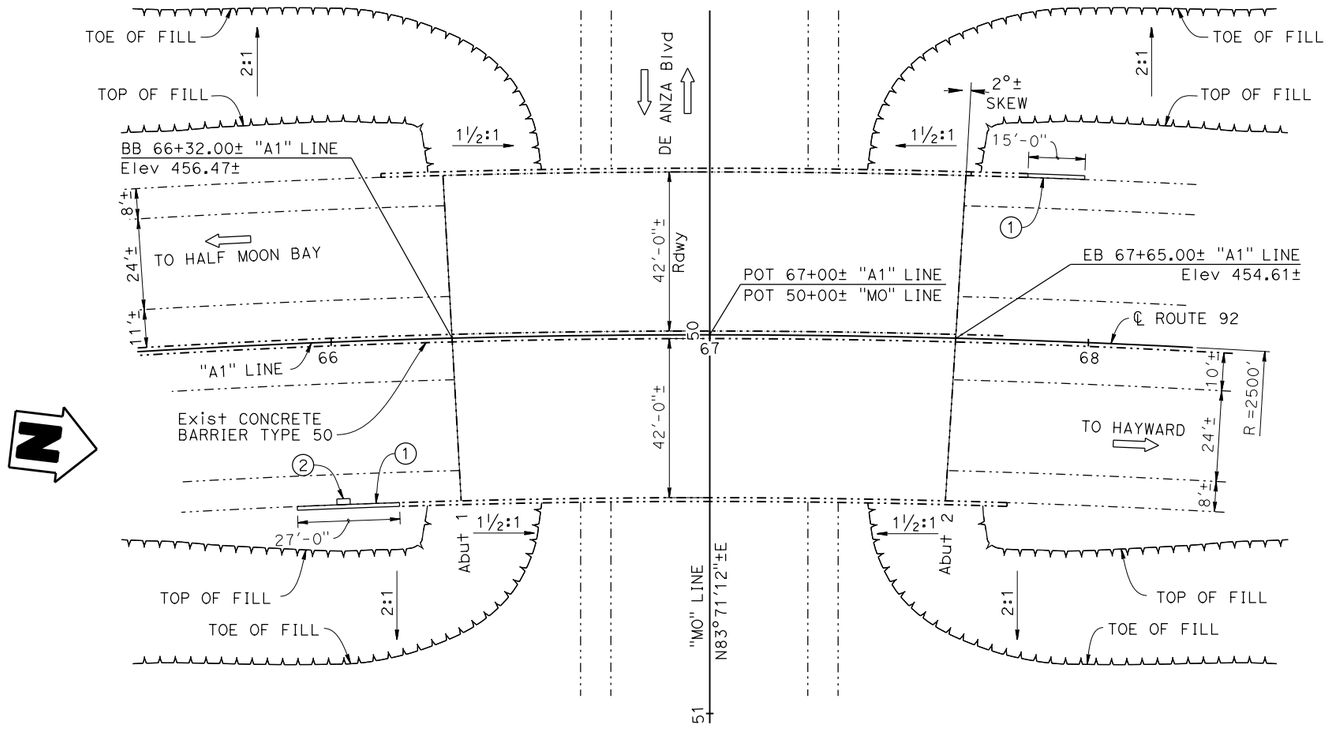
LEGEND:

–··–··– Existing Structure

NOTES:

(1) New Type 1 barrier transition.

(2) Existing DI box to be protected in place.



PLAN
1" = 20'

DATE OF ESTIMATE		08-13-2025
BRIDGE REMOVAL	=	-
STRUCTURE DEPTH	=	-
LENGTH	=	-
WIDTH	=	-
AREA	=	-
COST/ft^2	=	-
SUBTOTAL + BRIDGE REMOVAL	=	$775,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	=	$1,185,000
WORKING DAYS	=	1

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A. Akhmadeeva/C.Cancino	DATE 07-09-25		DE ANZA BOULEVARD UC
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0203
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

Zone	Dist	COUNTY	ROUTE	POST MILE
03	04	SM	92	R11.8/ R12.6

NOTES:

1. It is assumed in the APS Working Schedule that all paving notch and approach slab work is to be performed under 55-hour full closures.
2. It is assumed in the APS Working Schedule that one 55-hour closure is necessary to complete the paving notch and approach slab work for each of the left and right bridges.
3. It is assumed in the APS working schedule that all other work may be done under shoulder closures or under 8-hour partial night closures.
4. It is assumed in the APS Cost Estimate that Rapid Strength Concrete (RSC) is used for the approach slabs, to accommodate the 55-hour closures.

(1) New Type 27 barrier transition.
(2) New Type 9 barrier transition.
(3) Remove and replace existing bridge rail end block.
(4) Existing DI box to be protected in place.
(5) Existing sign post to be protected in place.

INCOMPLETE PLAN
FOR DESIGN STUDY

PRINTED
DATE: 14-AUG-2025

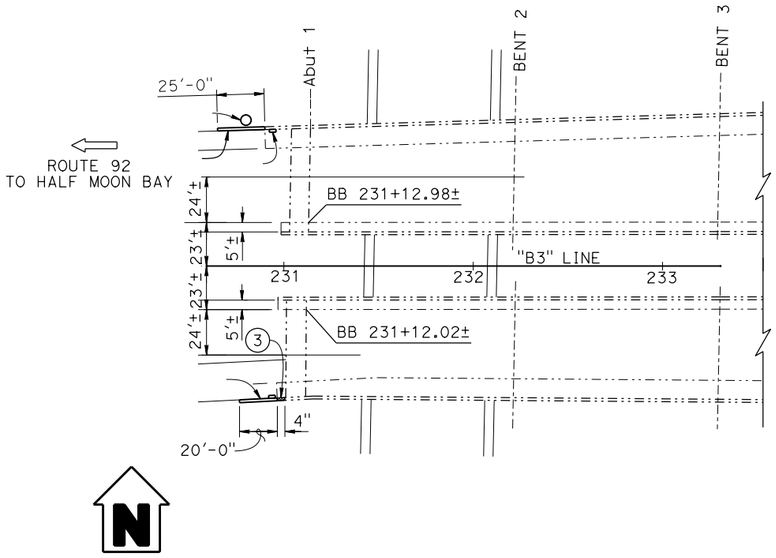
Office of
Structure Design
STATE OF CALIFORNIA

LEGEND:

-·-·-·- Existing Structure

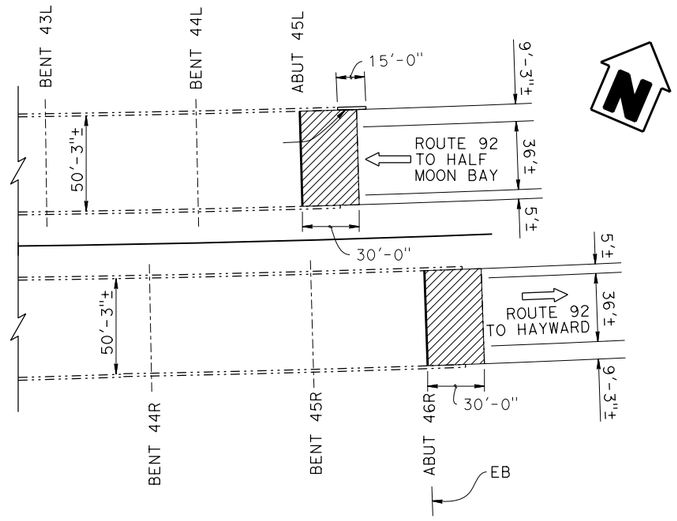
——— Limits of clean expansion joint and place new joint seal (MR = 2")

▨ Limits of place New Approach Slab Type R (30)



PART PLAN
1" = 40'

NOTE: Existing structures not all shown.



PART PLAN
1" = 40'

NOTE: Existing structures not all shown.

DATE OF ESTIMATE		08-13-2025
BRIDGE REMOVAL	=	-
STRUCTURE DEPTH	=	-
LENGTH	=	-
WIDTH	=	-
AREA	=	-
COST/ft^2	=	-
SUBTOTAL + BRIDGE REMOVAL	=	$597,000
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	=	$913,000
WORKING DAYS	=	9

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGNED BY Daniel Eggers	DATE 07-09-25	BRIDGE DESIGN BRANCH 8	PLANNING STUDY
DRAWN BY A.Akhmadeeva/C. Cancino	DATE 07-09-25		ROUTE 92/101 SEPARATION
CHECKED BY Marc Friedheim	DATE 07-09-25		UNIT: 3593 / BRIDGE No.: 35-0252R/L
APPROVED Marc Friedheim	DATE 07-09-25		PROJECT EA: 04-4W100 / PROJECT No. & PHASE: 04220001120

ATTACHMENT N

LIST OF CURB RAMPS

Proposed Curb Ramp Upgrade Locations			
Number	Callout	Layout	Curb Ramp or Passageway
1	A1	7	Curb Ramp
2	A2	7	Passageway
3	A3	7	Curb Ramp
4	A4	7	Curb Ramp
5	A5	7	Passageway
6	A6	7	Curb Ramp
7	B1	7	Curb Ramp
8	B2	7	Passageway
9	B3	7	Curb Ramp
10	B4	7	Curb Ramp
11	B5	7	Passageway
12	B6	7	Curb Ramp
13	C1	10	Curb Ramp
14	C2	10	Curb Ramp
15	C3	10	Curb Ramp
16	C4	10	Curb Ramp
17	C5	10	Curb Ramp
18	C6	10	Curb Ramp
19	D1	10	Curb Ramp
20	D2	10	Curb Ramp
21	E1	15	Curb Ramp
22	E2	15	Passageway
23	E3	15	Curb Ramp
24	E4	15	Curb Ramp
25	E5	15	Curb Ramp
26	F1	15	Curb Ramp
27	F2	15	Curb Ramp
28	F3	15	Curb Ramp
29	F4	15	Passageway
30	F5	15	Curb Ramp
31	G1	25	Curb Ramp
32	G2	25	Curb Ramp
33	H1	27	Curb Ramp

ATTACHMENT O

LIST OF ON- AND OFF-RAMPS

ON-OFF RAMPS				
SR-92 - County San Mateo				
PM R7.4 - R14.3				
04-4W100 EFIS 0422000112				
No.	**Post Mile**	**Ramps**		
		From	**To**	**Notes**
1	7.36	I-280 NB	SR 92 EB Junc	
2		I-280 SB	SR 92 EB Junc	
3		SR 92 EB Loop-On	I-280 NB	
4		SR 92 EB On	I-280 SB	
5		SR 92 WB	I-280 NB Junct	
6		SR 92 WB	I-280 SB Junct	
7	R7.93	SR 92 EB Loop-Off	Ralston Ave	
8		Ralston Ave	SR 92 EB On	
9		Ralston Ave	SR 92 WB Loop-On	
10		SR 92 WB Off	Ralston Ave	
11	R8.67	SR 92 EB Off	De Anza Blvd	
12		De Anza Blvd	SR 92 EB On	
13		SR 92 WB Off	De Anza Blvd	
14		De Anza Blvd	SR 92 WB On	
15	R9.38	SR 92 EB Off	W. Hillsdale Blvd	
16		W. Hillsdale Blvd	SR 92 EB On	
17		SR 92 WB Off	W. Hillsdale Blvd	
18		W. Hillsdale Blvd	SR 92 WB On	
19	R10.55	SR 92 EB Off	Alameda de la Pulgas	
20		Alameda de la Pulgas	SR 92 EB On	
21		SR 92 EB Off	Alameda de la Pulgas	
22		Alameda de la Pulgas	SR 92 WB On	
23		SR 92 WB Off	Borel Ave	
24	R11.21	SR 92 EB Off	SR 82	

25		SR 82	SR 92 EB On	
26		SR 92 WB Off	SR 82	
27		SR 82	SR 92 WB On	
28		SR 82 Loop-On	SR 92 WB	
29		SR 82 Loop-On	SR 92 EB	
30	R11.62	SR 92 EB Off	S. Delaware St	
31		S. Delaware St	SR 92 EB On	
32		SR 92 WB Off	Concar Dr	
33		Concar Dr	SR 92 WB On	
34	12.17	SR 92 EB Off	SR 101 SB On	
35		Fashion Island Blvd	SR 101 SB On	
36		SR 101 NB Off	SR 92 EB On	
37		SR 101 NB Off	SR 92 WB Off	
38		SR 101 SB Off	SR 92 EB On	
39		SR 92 EB Loop Off	SR 101 NB On	
40		SR 101 SB Off	SR 92 EB On	
41		SR 101 SB Off	Fashion Island Blvd	
42		SR 101 SB Off	SR 92 WB On	
43		SR 92 WB Loop Off	SR 101 SB On	
44		SR 92 WB Off	SR 101 NB On	
45		Fashion Island Blvd	SR 101 NB On	
46	12.88	SR 92 EB Off	Edgewater Blvd	
47		Edgewater Blvd	SR 92 EB On	
48		SR 92 WB Off	Fashion Island Blvd	
49		Fashion Island Blvd	SR 92 WB On	
50	R13.53	SR 92 EB Off	Metro Center Blvd	
51		Metro Center Blvd	SR 92 EB On	
52		SR 92 WB Off	Chess Dr	
53		Chess Dr	SR 92 WB On	

ATTACHMENT P

COMPLETE STREETS DECISION DOCUMENT

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

__X__ NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

__X__ NO - Continue to Question 3
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
__X _ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
__X__ YES – Describe them here and proceed to Question 6: _____
1. ADA curb ramps: Upgrade to standard.
2. Provide new Rectangular Rapid Flashing Beacon (RRFB) and High-Visibility Crosswalk Markings at uncontrolled ramp crossings.
3. Provide Class II Buffered Bike Lanes at De Anza Blvd.
4. Provide Class IV Separated Bikeways at Alameda de las Pulgas.
5. Upgrade crosswalk with high-visibility striping

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility

Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
ADA Curb Ramps Upgrade	*EA*	*33*	*$332,400*
Rectangular Rapid Flashing Beacon	*EA*	*10*	*$1,000,000*
Crosswalks (New)	*LF*	*800*	*$59,880*
Crosswalks (Fix Existing)	*LF*	*500*	*$37,430*
Class II Buffered Bike Lanes	*LF*	*630*	*$850*
Class IV Separated Bikeways	*LF*	*420*	*$9,030*

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

__X__ NO
_____ YES – Describe the opposition position here: _____
_____
_____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO - Proceed to Question 9
__X__ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:

Anthony Wong

Anthony Wong, PID Preparer in responsible charge
Office of Advance Planning Branch/Caltrans

Concurred by:

Sergio Ruiz — Date: 6/7/2023
District Complete Streets Coordinator

Tanzeeba Kishwar — Date: 6/16/2023
Acting Deputy District Director,
Transportation Planning and Local Assistance

For Helena "Lenka" Culik-Caro — Date: 6/20/23
Deputy District Director, Design

Dina El-Tawansy — Date: 06/26/2023
District Director

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
__X__ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

Abdul M. Dadfarmai — 12/26/2025

Name, Project Engineer — Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

Name — Date
District Complete Streets Coordinator

Name — Date
Deputy District Director, Planning

Name — Date
Deputy District Director, Design or
Division Chief, Design/Project Development

Name — Date
District Director

Revalidation of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the CSDD (or Superseding CSDD, if applicable) certified at the PA&ED revalidation and the project approval document?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the CSDD that was approved at PA&ED revalidation, obtain all certified and concurrence signatures below, and attach to the Supplemental PR. If a Supplemental PR is not required, place in the project history file. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was approved at PA&ED revalidation and place the CSDD in the project history file. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Name Date
District Complete Streets Coordinator

_____ _____
Name Date
Deputy District Director, Planning

_____ _____
Name Date
Deputy District Director, Design or
Division Chief, Design/Project Development

_____ _____
Name Date
District Director