

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

SBD 127 NEAR BAKER PAVEMENT REHAB (+IIJA)

Resolution **SHOPP-P-2627-01B**

(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 **August 20, 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 **SBD 127 NEAR BAKER PAVEMENT REHAB (+IIJA)**, 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 **[REDACTED]**, "Adoption of Program of Projects for the Active Transportation Program", dated **[REDACTED]**
- ☐ Resolution **[REDACTED]**, "Adoption of Program of Projects for the Local Partnership Program", dated **[REDACTED]**
- ☐ Resolution **[REDACTED]**, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated **[REDACTED]**
- ☒ Resolution **G 26 33**, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated **3/20/2026**
- ☐ Resolution **[REDACTED]**, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated **[REDACTED]**

- 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.)*

N/A

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 **SBD 127 NEAR BAKER PAVEMENT REHAB (+IJA)**

Resolution **SHOPP-P-2627-01B**

(to be completed by CTC)

Date

Project Applicant

Date

Implementing Agency

Catalino Pining Iii

Digitally signed by Catalino Pining Iii
Date: 2026.06.24 16:37:11 -07'00'

6/24/2026

Catalino A. Pining III

Date

District Director

California Department of Transportation



FOR

Dina El-Tawansy

Date

Director

California Department of Transportation



08/24/2026

Tanisha Taylor

Date

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:	06/19/26 02:45:35 PM
--------------	----------------------

District	EA	Project ID		PPNO	Project Manager
08	1G200	0815000173		3004C	GEORGES, SAMER
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SBD	127	10.5	37.7	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

SBD 127 NEAR BAKER PAVEMENT REHAB

Location/Description

Near Baker, from 2.3 miles north of Silver Lake Road to 3.8 miles south of the Inyo County line. Rehabilitate pavement, upgrade guardrail, construct shoulder backing and rumble strips, apply pavement delineation, replace sign panels, install warning signs and Rapid Rectangular Flashing Beacon (RRFB), and improve/construct pedestrian and bicycle infrastructure. (G13 Contingency)

Legislative Districts

Assembly:	33	Senate:	16	Congressional:	08
------------------	----	----------------	----	-----------------------	----

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	2.1	56.1	0		58.2	Lane-miles
Programmed Condition	Pavement	58.2	0	0		58.2	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	12/05/24	
Right of Way Certification Milestone		07/01/27
Ready to List for Advertisement Milestone		07/02/27
Begin Construction Milestone (Approve Contract)		05/02/29

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	22/23	1,749					1,749
PS&E	24/25	3,248					3,248
RW Support	24/25	2,117					2,117
Const Support	27/28	4,045					4,045
RW Capital	27/28	659					659
Const Capital	27/28	42,056					42,056
Total		53,874					53,874

Memorandum

To: Rich Stone
SHOPP
HQ Financial Programming

Date: June 19, 2026

File: 08-1G200
0815000173
08-SBd-127-L0.0/3.0 &
10.5/37.7

From: Samer Georges, PE, PMP
Project Manager
District 8



Subject: **PROJECT STATUS UPDATE**

This memorandum is written to accompany the Baseline Agreement for the referenced project.

The project was programmed into the 2022 State Highway Operation and Protection Program (SHOPP) for Fiscal Year (FY) 2025/2026 RTL delivery. Since the Project Report was prepared, the estimate has been revised by the District's Design Team. Project Change Reports (PCR) No. 1 and 2 changed support costs of multiple phases and construction and RW capitals and lowered the performance measure. Phase 1 and 2 support cost allocation were higher than programmed by 118% and 116% respectively. The project was then added to the rebalancing list and construction was delayed by 2 years. The project was amended into the 2026 SHOPP in March 2026 CTC meeting to approve the increase of construction capital and support by 5% yearly.

Currently Proposed Major Milestones:

Milestone	Current Schedule
R/W Cert M410	07/01/2027
RTL M460	07/02/2027
Approve Contract M500	05/02/2029

Current and Proposed Funds (\$K):

Component	Programmed	Allocated	PR Estimate	2026 SHOPP Amendment
PAED Support	\$1,749	\$1,749	\$2,124	\$1,749
PS&E Support	\$2,513	\$3,248	\$3,227	\$2,753
RW Support	\$949	\$2,117	\$2,148	\$1,825
Const. Support	\$3,427		\$4,150	\$4,045
RW Capital	\$92	\$659	\$659	\$659
Const. Capital	\$36212		\$36,710	\$42,056

Attachments: PCR #1 & 2; SHOPP CAR Allocation Request

Project Report For Project Approval

On Route State Route 127 (SR-127)

From SR-127/Interstate 15 (I-15) Separation and 2.3 miles north of Silver Lake Road

To 1.4 miles north of Airfield Road and 3.8 miles south of the San Bernardino/Inyo County Line

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:

CS Rebecca Guirado
REBECCA GUIRADO, Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

11/08/2024

AS SAMER GEORGES, Project Manager

SO Kurt Heidelberg
KURT HEIDELBERG, Deputy District Director, Environmental Planning

AB Haissam Yahya
HAISSAM YAHYA, Deputy District Director, Traffic Operations

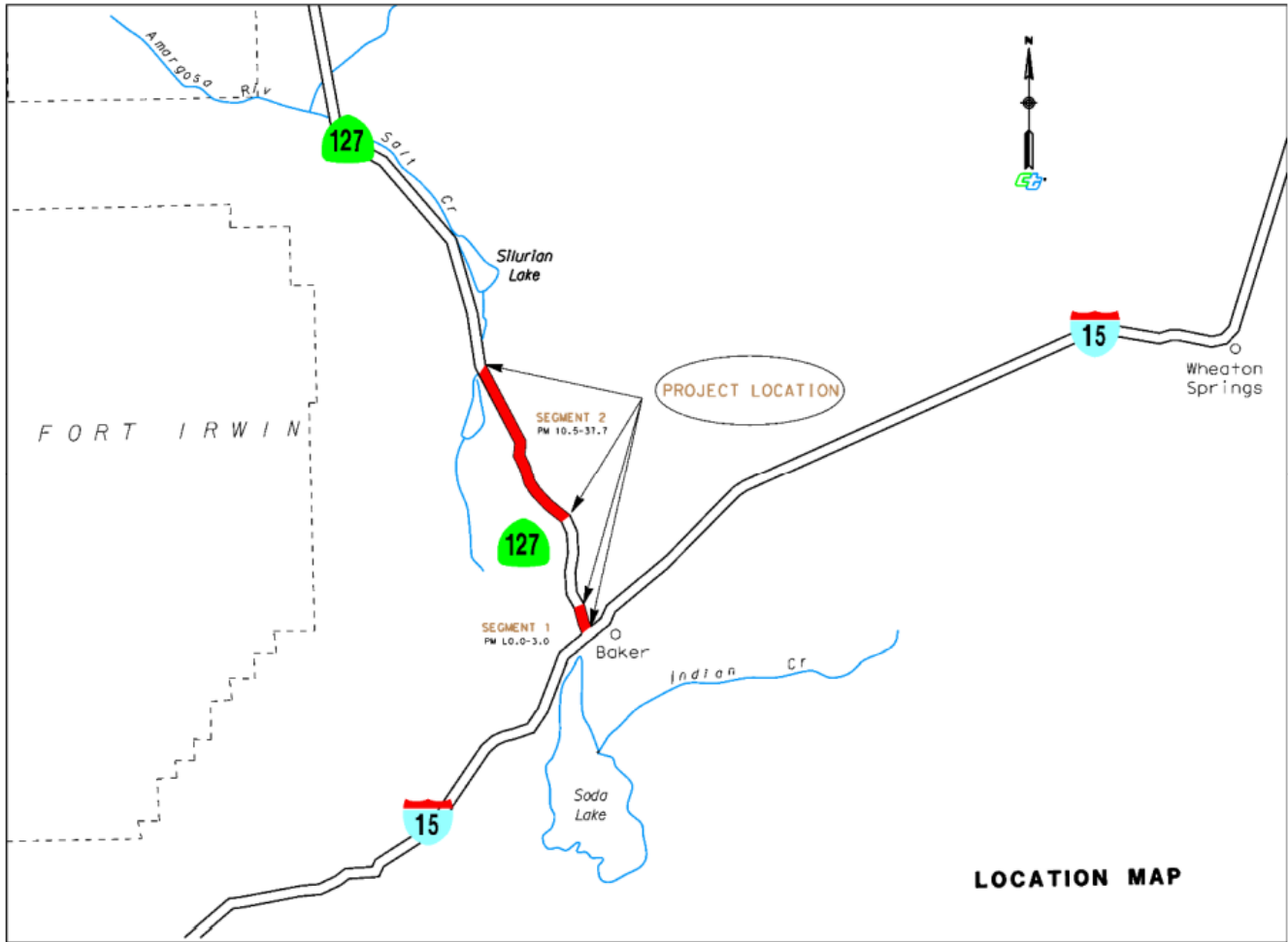
CG Jesus Galvan Jr
JESUS GALVAN, Deputy District Director, Design

PROJECT APPROVED:

Ray Desselle on behalf of
CATALINO A. PINING III, District Director

12/05/2024
Date

Vicinity Map



In and near Baker on SR-127 from SR-127/I-15 Separation to 1.4 miles north of Airfield Road (Segment 1) and from 2.3 miles north of Silver Lake Road to 3.8 miles south of the San Bernardino/Inyo County Line (Segment 2).

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 upon which recommendations, conclusions, and decisions are based.

P. Ariram

12/3/2024

PARAMESWARAN ARIRAM, REGISTERED CIVIL ENGINEER

DATE

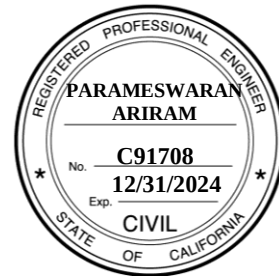


TABLE OF CONTENTS

1. INTRODUCTION.....	1
2. RECOMMENDATION.....	2
3. BACKGROUND.....	2
3.A. Project History.....	2
3.B. Community Interaction.....	3
3.C. Existing Facility.....	4
4. PURPOSE AND NEED.....	7
4A. PROBLEM, DEFICIENCIES, JUSTIFICATION.....	7
4B. REGIONAL AND SYSTEM PLANNING.....	8
4C. TRAFFIC.....	8
5. ALTERNATIVES.....	10
5A. Viable Alternative – Programmable Project Alternative.....	10
6. CONSIDERATIONS REQUIRING DISCUSSION.....	11
6A. HAZARDOUS WASTE.....	11
6B. VALUE ANALYSIS.....	12
6C. RESOURCE CONSERVATION.....	12
6D. RIGHT-OF-WAY ISSUES.....	12
6E. ENVIRONMENTAL COMPLIANCE.....	12
6F. AIR QUALITY CONFORMITY.....	12
6G. TITLE VI CONSIDERATIONS.....	12
6H. NOISE ABATEMENT DECISION REPORT.....	13
6I. LIFE-CYCLE COST ANALYSIS.....	13
6J. REVERSIBLE LANES.....	13
7. OTHER CONSIDERATIONS AS APPROPRIATE.....	13
8. FUNDING, PROGRAMMING AND ESTIMATE.....	16
9. DELIVERY SCHEDULE.....	17
10. RISKS.....	17
11. EXTERNAL AGENCY COORDINATION.....	18
12. PROJECT REVIEW.....	18
13. PROJECT PERSONNEL.....	19
14. ATTACHMENTS.....	19

1. INTRODUCTION

Project Description:

The project is located on State Route 127 (SR-127) in San Bernardino County. The Project's limits are shown in Attachment A Project Location Map, from PM (0.0/3.0) and PM (10.5/37.7). The proposed scope of work for the project will address multi-objective priorities for overall transportation needs in and near the City of Baker including the following Assets:

Pavement:

Implement the Capital Preventive Maintenance (CAPM) strategy to extend life of the existing pavement and to improve ride quality. The following pavement recommendations were made by District 8 maintenance.

The pavement between PM L0.0/L0.17 and PM 0.0/3.0 will be cold-planed and overlaid with Rubberized Hot Mix Asphalt – Gap graded (RHMA-G) (0.2 ft). The pavement between PM 10.5/29.9 will only be overlaid with RHMA-G (0.2 ft) with random dig out locations (determined by the resident engineer). The pavement between PM 31.1/37.7 will be the section to implement 0.35 ft of Partial Depth Recycling (PDR) and 0.20 ft of RHMA-G overlay. Pavement tapered edges and shoulder backing will be provided on both sides of the highway.

Safety:

Replace existing guardrail with concrete barrier type 60 and Midwestern Guardrail System (MGS) to protect the blunt ends of concrete barrier at the Amargosa River Bridge, Bridge No. 54-1170.

Multi-modal Supplementary Assets:

Construct two 6-foot-wide pedestrian sidewalks and 4-foot-wide shoulders from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) within the community of Baker. Construct two curb returns with four ADA curb ramps and install four enhanced visibility crosswalks at the SR-127/Baker Blvd intersection. With Infrastructure Investment and Job Act (IIJA) funds will add Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk at Schoolhouse Lane. Restripe the pavement, enhance traffic delineations and crosswalk at Schoolhouse Lane. Installing three enhanced high visibility crosswalks at SR-127/Schoolhouse Lane intersection. Constructing four at grade curb turns with detectable warning surface at SR-127/Schoolhouse Lane intersection. Provide lighting for pedestrians and cyclists along new sidewalks and bike lanes (solar power is an option). Bicycle and pedestrian signage shall be provided where appropriate. Replacing and upgrading damaged sign panels along SR-127 as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles, and pedestrians.

This project has been assigned Category 4A, according to Chapter 8, Section 5 of the Caltrans Project Development Procedures Manual (PDPM).

Project Limits	08-SBd-127	
	PM L0.0/3.0; PM 10.5/37.7	
Number of Alternatives	One Build Alternative and No-Build	
Capital Outlay Project Cost	Current Cost Estimate including Risk:(\$1000)	Escalated Cost Estimate:(\$1000)
Support		
PA&ED	2,124	2,124
PS&E	3,111	3,227
R/W (Right-of-Way)	1,903	2,148
CONS (Construction)	3,677	4,150
Capital		
R/W	659	659
CONS	32,682	36,710
Programmable Project Alternative	Build Alternative	
Funding Source	SHOPP (20.XX.201.121)	
Funding Year	2025/2026	
Type of Facility	Conventional Highway	
Number of Structures	1	
Anchor Asset SHOPP Project Output	58.3 lane miles	
Anticipated Environmental Determination or Document	Categorical Exemption (CE) for California Environmental Quality Act (CEQA) and Environmental Assessment (EA) with Finding of No Significant Impact (FONSI) for National Environmental Policy Act (NEPA)	
Legal Description	In San Bernardino County in and about Baker from Route 127/15 Separation to 1.4 miles north of Airfield Road and from 2.3 miles north of Silver Lake Road to 3.8 miles south of the Inyo County line.	
Project Development Category	4A	

2. RECOMMENDATION

It is recommended that this Project Report (PR) be approved, and authorization be granted to proceed with the Plans, Specifications, and Estimate (PS&E) for the build alternative.

3. BACKGROUND

3.A. Project History

District 8 Office of Maintenance initiated the project by the approval of a CAPM Project Initiation Document (PID), EA 1G200, on June 20, 2015, for programming in the 2016 SHOPP. In April 2018, the Office of Pre-Programming/Engineering Studies prepared a memorandum updating the project's cost, schedule and recommended the project to be programmed in 2018 SHOPP. Since the project was not programmed in the 2016, 2018 and 2020 SHOPP cycles, a revised Project Initiation Proposal (PIP) #4230 was prepared and approved on August 6, 2020. In this revised PIP a new segment (PM L0.0 – PM 3.0) was added to the previous project limits. Subsequently, the Supplemental Project Initiation Report (SPIR)

was prepared and approved on May 21, 2021, to request programing for the project in the 2022 SHOPP. Project Change Request (PCR) was submitted on October 3rd, 2023, with the following proposed changes.

The Infrastructure Investment and Jobs Act (IIJA) provided increased federal funding for transportation system projects in California. The PCR approved on January 24, 2024, documented the additional scope and associated cost to an existing 2022 State Highway Operation and Protection Program (SHOPP) project made possible by the IIJA funding for Safety Investments, and Complete Streets.

- (1) Safety Improvements – Allows rumble strips at the edge of traveled way, adds recessed reflective markers at the center line, roadway striping at unsignalized intersections, sign panels replacement, and adds warning signs.
- (2) Complete Streets - Allows the installation of Rapid Rectangular Flashing Beacon (RRFB), upgraded pedestrian paths and ADA curb ramps, adds a class II bike lane, and solar lighting and, partial acquisition of six additional parcels.
- (3) Incorporate complete streets and safety elements.

Tropical storm Hilary (August 16, 2023, to August 21, 2023) damaged the roadway within the project limits requiring immediate pavement rehabilitation in various locations under emergency project EA 1P700, which lowered the total area of pavement that needs rehabilitation.

3.B. Community Interaction

Caltrans always makes it a priority to engage the public, stakeholders, the media, and others on any project that the Department is developing. This generally includes one or more of the following actions: holding and attending public meetings, meeting with partner agencies, sending out virtual notifications via social media and email, and sending out notification letters to partner agencies.

On September 23, 2020, a letter notification was sent to the County of San Bernardino regarding the project scope which requesting their input. In early 2021, Planning contacted the Baker Valley Unified School District (BVUSD) to arrange a walk audit event. However, due to COVID-19 restrictions and changes in school reopening dates, the walk audit could not be held. Additionally, the 2022 SHOPP projects will be shared with the Regional Transportation Planning Agencies (RTPA).

In accordance with the Caltrans Equity Statement and District 8 Directive D08-16-01, Community Engagement, an Equity and Community Engagement Plan will be prepared and followed in subsequent phases of the project development. The project manager will send letters to local partners at the opening of each project development phase and will conduct outreach with local communities as appropriate. Caltrans District 8 External Affairs will develop a comprehensive outreach plan prior to construction to ensure that the public and our

partners are aware of the project and its impacts. These efforts will ensure an equitable delivery process by incorporating the input from those who are within the project limits.

3.C. Existing Facility

Right of Way

The width of existing Right of Ways (R/W) varies from 50' to 100' in segment 1 (PM L0.0/3.0). The state has prescriptive R/W in segment 2 (PM 10.5/37.7). This project is seeking federal land transfer from Bureau of Land Management (BLM) within these prescriptive right of way areas. There is no controlled access along the highway.

Utilities

Existing utilities within the project limits include the following: American Telephone & Telegraph (AT&T) – Transmission & Distribution, Sprint, Kern River Gas Transmission Company, Level 3/ Lumen, MCI (Verizon Business), Southern California Edison (SCE) – Distribution and Baker Community Services District (CSD).

Guardrail

There are existing guardrails at Amargosa River Bridge, Bridge No. 54-1170, PM 31.86 to 31.9. The existing guardrail at this location is not compliant with current standards. Thus, it was determined that a concrete barrier would be required to be installed at this location. As discussed with the Division of Engineering Services and Traffic Operations, a concrete barrier, type 60 will be constructed as part of this project to replace the existing guardrails at this location.

Signs

Existing signs within the project limits include single-post and double-post warning and regulatory signs. Some of them are damaged and will be replaced in this project.

Railroad Facilities

There is no railroad in the vicinity of the project.

Roadway Geometric Information and Condition

Traveled Way, Shoulders, and Median Geometric Information for PM L0.0 to 3.0.

		Existing	Proposed
Facility Location	Post mile range	L0.0 - 3.0	L0.0 - 3.0
Minimum Curve Radius	Radius (ft)	1,416'	1,416'
Through Traffic Lanes	Number of Lanes	2	2
	Lane Width (ft)	12'	12'
	Type (Flexible, Rigid, or	Flexible	Flexible
	Left (ft)	0'	0'

		Existing	Proposed
Paved Shoulder Width	Right (ft)	0' - 2'	0' - 4'
Shoulder is a Bicycle Lane	(Y/N)-Width (ft)	N	Y*
Other Bicycle Lane Width	Width (ft)	N/A	N/A
Bicycle Route	(Y/N)	N	N
Facilities Adjacent to the	Code-Width (ft)	N/A	N/A

*For PM 0.02 to 0.64

Traveled Way, Shoulders, and Median Geometric Information for PM 10.5 to 37.7

SR-127		Existing	Proposed
Facility Location	Post mile range	10.5 - 37.7	10.5 - 37.7
Minimum Curve Radius	Radius (ft)	1,900'	1,900'
Through Traffic Lanes	Number of Lanes	2	2
	Lane Width (ft)	12'	12'
	Type (Flexible, Rigid, or	Flexible	Flexible
Paved Shoulder Width	Left (ft)	0'	0'
	Right (ft)	0' - 2'	0' - 2'*
Shoulder is a Bicycle Lane	(Y/N)-Width (ft)	N	N
Other Bicycle Lane Width	Width (ft)	N/A	N/A
Bicycle Route	(Y/N)	N	N
Facilities Adjacent to the Roadbed	Code-Width (ft)	N/A	N/A

*Exclude paved aprons.

Mainline Pavement Condition

- General Information

Roadway Classification: Class 2

Item or Milestone	Year
Current Automated Pavement Condition Survey (APCS)	2021
Ten-Year Plan (TYP)	2019
PIR Completed and signed	2021
Planned Delivery (RTL)	2026

- Distress Types and Extents

The 2021 Caltrans Pavement Condition Report (PCR) for SR-127 from PM L0.0 to PM 3.0 indicates the following: Flexible Pavement Distress:

Type	Extent	
	Year 2021 (Current)	Year 2026 (Predicted)
Alligator B Cracking (%)	30.59	41.77
Rutting (inches)	0.12	0.14
International Roughness Index (IRI, inches/mile)	96	107

The 2021 Caltrans Pavement Condition Report (PCR) for SR-127 from PM 10.5 to PM 37.7 indicates the following: Flexible Pavement Distress:

Type	Extent	
	Year 2021 (Current)	Year 2026 (Predicted)
Alligator B Cracking (%)	0.61	7.12
Rutting (inches)	0.15	0.17
International Roughness Index (IRI, inches/mile)	120	136

- Pavement Performance Measures*

PM L0.0 – PM 3.0

Year	Pavement Type	Caltrans Performance Measures (lane-miles)					MAP-21 Condition (lane -miles)			Total Lane Mile	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness (Red + Orange/Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
Current ACPS (2021)	Flexible	0.000	0.000	0.000	2.470	3.824	0.000	6.294	0.000	6.294	100.000	60.756
RTL Delivery (2026)	Flexible	0.000	0.000	0.000	1.136	5.158	0.000	6.294	0.000	6.294	100.000	81.951

*Note: All lanes and both directions

PM 10.5 – PM 37.7

Year	Pavement Type	Caltrans Performance Measures (lane-miles)					MAP-21 Condition (lane -miles)			Total Lane Mile	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness (Red + Orange/Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
Current APCS (2021)	Flexible	2.357	51.983	0.000	0.000	0.000	11.647	42.693	0.000	54.340	0.000	0.000
RTL Delivery (2026)	Flexible	0.000	42.992	10.090	1.258	0.000	4.465	49.875	0.000	54.340	2.315	0.000

*Note: All lanes and both directions

Structure Geometric Information and Condition

Bridge Name	Existing	Proposed
Amargosa River (Br# 54-1170)		
Width	40'	40'
Vertical Clearance	N/A	N/A
Work Identified in Project EA Report (Y/N)	N	
Replace Bridge Approach Rail (Y/N)	N	
Replace Bridge Approach Slab (Y/N)	N	

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to preserve, repair, and extend the life of the existing pavement and to improve ride quality. Incorporate complete streets and safety elements from Baker Boulevard Intersection to Schoolhouse Lane.

Need:

The Pavement Condition Survey shows an overall Pavement Condition Survey/Pavement Management System (PCS/PMS) priority number 10 which characterizes the road as having minor pavement distress and acceptable ride. Bicycles and pedestrians are allowed on SR-127. However, there are no existing sidewalks or designated bicycle facilities within the project limits. To improve safety, complete streets improvements are being included from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) within the community of Baker section of the project. This portion of the highway serves as a rural main street connecting the community to key locations like schools, places of worships, stores, restaurants, and other services.

4A. PROBLEM, DEFICIENCIES, JUSTIFICATION

The existing pavement is showing signs of distress. As indicated in the 2021 Caltrans Pavement Condition Report (PCR) for SR-127 from PM L0.0 to PM 3.0, and from PM 10.5 to PM 37.7, there are increasing levels of cracking and ride quality is declining. The 2026 State Highway Operation and Protection Program (SHOPP) and Rehabilitation Effectiveness values are projected to be 100% and 81.95% (segment 1), 2.32% and 0.0% (segment 2), respectively. The proposed scope of work is expected to extend the life of the existing pavement and to improve ride quality.

4B. REGIONAL AND SYSTEM PLANNING

Identify Systems

SR-127 is a 2-lane north-south conventional highway providing for inter-regional and recreational travel as well as local traffic in Baker. It is classified as a Rural Minor Arterial and is part of the National Highway System (NHS). SR-127 is a major access route to Death Valley National Park.

Regional Planning

The project is addressing Regional Transportation Plan (RTP) needs for investments in preservation of existing highway systems, highway system improvements and improving accessibility. The proposed project is consistent with the San Bernardino County Transportation Authority Non-Motorized Transportation Plan (SBCTA NMTP) by constructing pedestrian/bicycle paths, crosswalks, and curb ramps.

Overlapping Projects

The following projects are on SR-127 and is within the project limits. Coordination with these projects may be needed.

EA	Project Limits	Scope of Work	Status	Milestone Date
1M920	SBd-127 PM 0.0/41.5	Broadband Middle Mile Network	PID	PA&ED: 07/01/24 RTL: 07/01/24 CCA: 03/01/26 EOP: 09/01/26

Notes:

PA&ED: Project Approval and Environmental Document
RTL: Ready to List

CCA: Construction Contract Acceptance
EOP: End of Project

4C. TRAFFIC

Current and Forecasted Traffic

Traffic forecasting data is not required per District Memorandum dated August 5, 2015 from the Division of Design, Traffic Operations, and Planning as this project does not propose to increase the capacity of the facilities.

Collision Analysis

The following Traffic Accident Surveillance and Analysis System (TASAS) Table B summarizes crash rates for the locations below in San Bernardino County. The studied locations are Segment 1: SR-127 PM L0.00-3.00 and Segment 2: SR-127 PM 10.50-37.70.

The crash rate history covers the most recent 36 months that data is available for, from the beginning date of 1/1/2021 to the ending date 12/31/2023. The TASAS Table B report identified below was generated on 09/19/2024 and it depicts crash rates per Million Vehicle Miles (MVM) for segments greater or equal to 0.5 miles. In addition, detailed analysis per the TASAS Selective Accident Retrieval (TSAR) for the types of collision and primary collision factors were tabulated for the locations shown below.

Table 1: TASAS Table B 36 months Crash Rates (1/1/2021-12/31/2023)									
Segment 1 Location			TOTAL No. of Collisions	ACTUAL Rates (MVM)			AVERAGE Rates (MVM)		
				Fatal	Fatal+ Injury	Total ⁽¹⁾	Fatal	Fatal+ Injury	Total ⁽¹⁾
SR-127 PM L0.00-3.00			6	0.00	0.00	1.08	0.039	0.45	1.03
Type of Collisions									
	Head-On	Side-swipe	Rear-End	Broad-side	Hit-Object	Over-turn	Auto-Ped	Other	Not Stated
No. of Collisions	0	2	0	1	3	0	0	0	0

The primary collision factors for segment SR-127 PM L0.0/3.0 were:

- Improper Turn,
- Failure To Yield,
- Speeding, and
- Influence Alcohol.

Table 2: TASAS Table B 36 months Crash Rates (1/1/2021-12/31/2023)									
Segment 2 Location			TOTAL No. of Collisions	ACTUAL Rates (MVM)			AVERAGE Rates (MVM)		
				Fatal	Fatal+ Injury	Total ⁽¹⁾	Fatal	Fatal+ Injury	Total ⁽¹⁾
SR-127 PM 10.50-37.7			12	0.101	0.17	0.40	0.048	0.56	1.26
Type of Collisions									
	Head-On	Side-swipe	Rear-End	Broad-side	Hit-Object	Over-turn	Auto-Ped	Other	Not Stated
No. of Collisions	2	2	0	0	3	5	0	0	0

Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS). Data were retrieved on 9/19/2024.

Note:

1. *All reported collisions (includes Property Damage Only (PDO) Collisions)*
2. *Shading denotes crash rates are higher than the statewide average for similar facilities.*

The primary collision factors for segment SR-127 PM 10.5/37.7 were:

- Improper Turn, and
- Other Violations,

The three-year traffic crash history shows that Segment 1 has higher total actual rates and Segment 2 has higher fatal actual rates compared to the statewide averages. In Segment 1, the most common collisions were hit-object and sideswipe, while in Segment 2, they were hit-object and overturn. The proposed project aims to reduce crash rates by improving pavement conditions, widening shoulders, and enhancing signage. Highway Safety Manual (HSM) analysis was performed and included with DSDD.

5. ALTERNATIVES

5A. Build Alternative

Under this alternative, the following improvements are proposed (Attachment B Layouts & Cross Sections):

- Cold-plane and overlay the pavement with 0.2 ft of RHMA-G between PM L0.0/L0.17 and PM 0.0/3.0. Between PM 10.5/29.9, overlay the pavement with 0.2 ft of RHMA-G with random dig out locations. Prior to overlaying, prepare the surface by sealing cracks wider than ¼ inch, removing bleeding seal coats or excessive crack sealant, and removing thermoplastic traffic striping. Between PM 31.1/37.7, implement 0.35 ft of partial depth recycling and a 0.2 ft RHMA-G overlay.
- Provide pavement tapered edges and shoulder backing on both sides of the highway.
- Replace the existing guardrail with a type 60 concrete barrier at the Amargosa River Bridge (Bridge No. 54-1170).
- Replace and upgrade damaged sign panels.
- Construct two 6-foot pedestrian concrete sidewalks from PM 0.02 to PM 0.64.
- Construct two 4-foot shoulders as Class II bike lanes from PM 0.02 to PM 0.64.
- Install four enhanced high-visibility crosswalks at the SR-127/Baker Boulevard intersection.
- Construct two curb turns with four ADA curb ramps and detectable warning surfaces on the south side of the SR-127/Baker Boulevard intersection.
- Construct four at-grade curb turns with detectable warning surfaces at the SR-127/Schoolhouse Lane intersection.
- Add lighting for pedestrians and cyclists along new sidewalks and bike lanes, with solar power as an option.
- Add a Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk next to Schoolhouse Lane.
- Restripe and enhance traffic delineations and a crosswalk at Schoolhouse Lane.
- Install three enhanced high-visibility crosswalks at the SR-127/Schoolhouse Lane

intersection.

- Construct new traffic monitoring systems at PM 0.1 and PM 2.0.

Nonstandard Design features:

A Design Standard Decision Document (DSDD) was approved on September 24, 2024.

5B. No-Build Alternative

This alternative would maintain the existing facilities in their current condition and no proposed improvements would be made. As a result, there are no capital costs associated with this alternative. This alternative does not meet the purpose and need.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. HAZARDOUS WASTE

An Initial Site Assessment (ISA) checklist revision (Attachment D) was submitted on May 16, 2024. This project has low risk of potentially hazardous waste involvement. Based on the ISA determination, the soil is unregulated, nonhazardous.

6B. VALUE ANALYSIS

A Value Analysis (VA) Study must be considered per the Memorandum dated February 5, 2019, "New Value Analysis Threshold," which states that a VA study must be considered for all projects over \$25 million. Design will coordinate with the Project Manager to schedule the VA during the development of the PS&E.

6C. RESOURCE CONSERVATION

This project preserves existing materials through Partial depth Recycling.

6D. RIGHT-OF-WAY ISSUES

The request for R/W Data Sheet for federal land transfer was submitted on March 11, 2024, and updated two times on April 15, 2024, and August 6, 2024. The total estimated Right of Way (R/W) cost for the project, including acquisitions, project permit fees, title and escrow fees, and condemnation costs, is \$658,259. There is no railroad involvement in this project. The Right of Way Data Sheet is attached in Attachment E.

6E. ENVIRONMENTAL COMPLIANCE

Caltrans is the CEQA Lead Agency for all improvements on the SHS and Caltrans is also the NEPA Lead Agency for the project. The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327

and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

The California Environmental Quality Act (CEQA) Categorical Exemption (CE) was approved on September 9, 2024. An Environmental Assessment (EA) with Finding of No Significant Impact (FONSI) was prepared and approved on December 5, 2024, in accordance with Caltrans' environmental procedures, as well as State and Federal environmental regulations. The EA-FONSI Cover Page and signed Title Sheet, and the approved CEQA CE are included in attachment F.

6F. AIR QUALITY CONFORMITY

In coordination with the District Environmental Engineering, an Air Quality Memo was prepared and approved on December 12, 2023. This project is listed in Table 1, Carbon Monoxide (CO) Protocol. It is exempt from all air emissions analyses. Therefore, no air quality study is required.

6G. TITLE VI CONSIDERATIONS

Caltrans' Title VI Policy Statement and related statutes ensures that no person in the State of California shall, on the grounds of race, color, national origin, gender, sexual orientation, age, disability, socioeconomic status, or religion, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity, it administers.

Implementation of this project will not result in any adverse impacts on minority or low-income neighborhoods, communities, or groups. The California Environmental Protection Agency (CalEPA) has designated the community of Baker as disadvantaged and low-income community for the purpose of implementing Senate Bill 335 (SB 335) and Assembly Bill 1550 (AB 1550). Construction of the pedestrian paths and widening of the roadway shoulders for bicycle use (PM 0.02 - PM 0.64) is to provide equitable access for all people within the community of Baker. The project is in alignment with Caltrans Equity Statement and its Statement of Commitment to a more equitable transportation system for all users by addressing issues in response to the community's need of a safe, reliable, and resilient transportation system.

6H. NOISE ABATEMENT DECISION REPORT

In coordination with the District Environmental Engineering, a Noise Study Memo was prepared and approved on December 12, 2023. This project falls under Type III project categories of 23 CFR 772.7 in the Traffic Noise Analysis Protocol dated April 2020. Per the Traffic Noise Analysis Protocol, "Type III projects do not require a noise analysis." Thus, it is considered an exempt project. Hence, no noise study is needed.

6I. LIFE-CYCLE COST ANALYSIS

Per the Life – Cycle Cost Analysis (LCCA) Procedures Manual, Section 1.4 “Caltrans’s Policy”, pavement work on the State Highway System for CAPM projects are exempted from LCCA.

6J. REVERSIBLE LANES

The purpose of this project is to preserve, repair, and extend the life of the existing pavement and to improve ride quality for all users. This project does not qualify as a capacity-increasing or a major street or highway realignment project and reversible lanes will not be considered. reversible lanes are not applicable for this project.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Route Matters

There are no new freeway agreements, new public road connection, new route adoptions or relinquishments required for this project.

Permits

The project must conform to the requirement of the Department’s Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 2022-0033-DWQ, NPDES No. CAS000003, in addition to the responsibilities specified in the Department’s Statewide Storm Water Management Plan. The project must also conform to the requirement of the Statewide General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities Order No.2022-0057-DWQ, NPDES No. CAS000002.

Cooperative Agreements

A cooperative agreement is not required for this project.

Transportation Management Plan

Transportation Management Plan (TMP) Data Sheet was prepared on November 6, 2024 (Attachment G). The primary objective of TMP is to develop the scope and cost for the potential strategies to be used to maintain safe traffic movement through construction zone, as well as minimize traffic delays. Inside shoulders and median could be used as temporary pavement. A detailed TMP will be prepared during the following phases, which will include Traffic Control, Construction Zone Enhanced Enforcement Program (COZEPP) and Public Awareness Campaign (PAC). The cost of the TMP strategies is currently estimated to be \$38,000 and is included in the total project cost estimate.

Stage Construction

It is anticipated that the project will be staged to minimize impacts to existing traffic. Detailed staging plans and traffic handling plans will be developed in the design phase.

Stormwater

Due to the project scope, it was determined that a Storm Water Data Report (SWDR) is acceptable at the PA&ED phase. SWDR was prepared and signature page is attached in Attachment H. If the project disturbs over an acre of soil, a long-form SWDR and a Stormwater Pollution Prevention Plan (SWPPP) will be needed. Otherwise, it will be a short-form SWDR and a Water Pollution Control Program (WPCP).

Accommodation of Oversize Loads

State Route 127 is part of the California “Truck Network” with a designation of National Network Advisory Route (STAA)

Graffiti Control

This project does not have any design features that require special design consideration for graffiti control.

Asset Management

The performance measures for this project are included in Attachment I (SHOPP Accomplishments).

Complete Streets

Bicycles and pedestrians are allowed on SR-127. However, there are no existing sidewalks or designated bicycle facilities within the project limits. Complete streets improvements are being included from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) within the community of Baker section of the project. This portion of the highway serves as a rural main street connecting the community to key locations like schools, places of worships, stores, restaurants and other services.

To improve safety, access and mobility for all users, 6-foot-wide concrete sidewalks and 4-foot shoulder widening for bicycle use will be constructed on both sides of the highway from Baker Boulevard to Schoolhouse Lane. Lighting will be provided for pedestrians and cyclists along new sidewalks and bike lanes (solar power is an option). Bicycle and pedestrian signage shall be provided where appropriate. Four new crosswalks and two curb returns with ADA ramps will be constructed at the SR-127/Baker Boulevard intersection. The Project Change Request (PCR) was approved on January 24, 2024 for Infrastructure Investment and Job Act (IIJA) funds. IIJA fund will add Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk at Schoolhouse Lane. A superseding Complete Streets Decision Document (CSDD) has been completed as part of CSDD revalidation at PA&ED to include scope change (Attachment J).

Climate Change Considerations

Reduce Greenhouse Gas (GHG) Emissions:

The purpose of the project is to restore the facility to a state of good repair, and it is not expected to result in increased operational emissions as no additional capacity will be added; however, GHG emissions would occur during the short-term construction process.

Based on the project information provided, Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction and GHG emissions. Overall construction emissions of GHGs would be 1945.5 metric tons CO₂ over the approximately 220-day construction period.

A reduction of GHG emissions could be achieved by reducing roadway construction waste, reducing the frequency of maintenance vehicle idle times, applying fuel efficient measures both for construction equipment and traffic management during delays or detours, using energy and water efficient construction methodologies, and recommending that locally available building material be utilized.

Broadband and Advance Technologies

Although no broadband and advance technologies are planned in this project, the proposed improvements will not impact the ability to include broadband and advanced technologies such as wired broadband facilities, fueling opportunities for zero-emission vehicles and vehicle to infrastructure (V2I) in the future.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

This project is programmed into the 2024 SHOPP under the 20.XX.201.121 – Minor Pavement Rehabilitation. It has been determined that this project is eligible for Federal-aid funding.

Programming

The table below shows the programmed amounts versus the escalated estimated cost for support and capital.

Fund Source	Fiscal Year Estimate for the Programmable Alternative									
20.XX.201.121	Current Estimate	Prior	24/25	25/26	26/27	27/28	28/29	Total Escalated Amount	Programmed/ Approved amount	Escalated Estimate Difference from Programmed/ approved Budget
Component	In thousands of dollars (\$1,000)									
PA&ED Support	2,124	2,124						2,124	2,124	0
PS&E Support	3,111		3,227					3,227	2,753	(474)
Right-of-Way Support	1,903		2,148					2,148	1,825	(323)
Construction Support	3,677			4,150				4,150	3,677	(473)
Total Support	10,815							11,649	10,379	(1,270)
Right-of-Way	659			659				659	405	(254)
Construction	32,682			36,710				36,710	38,492	1,782
Total Capital	33,341							37,369	38,897	1,528
Grand Total	44,156							49,018	49,276	258

Note: 4.89% annual escalation for capital construction cost in fiscal years FY 24/25 and beyond.

The support to capital ratio is 31.1% for this project. The statewide average ratio for last three fiscal years for this type of project under program 20.XX.201.121 is 26.1%. The support to capital ratio is higher for this project due to following reasons:

- Additional resources needed for the changes in pavement strategies.
- Increased escalation rates since SPIR signed on May 21, 2021.
- Project is located in a remote area in San Bernadino County.

PCR was approved by Head Quarters to capture the budget difference from approved amount of Right of Way capital and will be included in the December 2024, CTC meeting.

Estimate

For the cost estimate details, refer to PA&ED Cost Estimate (Attachment K)

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
CIRC DED	M120	9/4/2024	Actual
PA&ED	M200	12/2/2024	Target
R/W REQTS	M224	6/24/2024	Actual
REGULAR R/W	M225	12/3/2024	Target
PS&E TO DOE	M377	10/31/2025	Target
R/W CERT	M410	4/30/2026	Target
RTL	M460	5/1/2026	Target
FUND ALLOCATION	M470	7/3/2026	Target
CONST CONTR PACKAGE TO DES-OE	M475	7/31/2026	Target
HQ ADVERT	M480	8/8/2026	Target
BIDS OPEN	M490	10/30/2026	Target
AWARD	M495	12/31/2026	Target
APPROVE CONTRACT	M500	1/29/2027	Target
CONTRACT ACCEPT	M600	6/29/2028	Target
END PROJ EXP	M800	12/21/2029	Target
FINAL PROJ CLOSEOUT	M900	12/3/2030	Target

10. RISKS

This project is seeking federal land transfer from Bureau of Land Management (BLM) within the prescriptive right of way areas. In addition, a total of 14 parcels and 2 TCE (Temporary Construction Easement) are anticipated for R/W acquisitions from private owners. Any further delays on federal land transfer will cause a need for adjustments to milestones and will delay the project schedule.

Due to the location of this project work, any anticipated lane closures, full closures and traffic impacts should weigh impact of roadway work for local businesses and recreational areas. This will impact cost and schedule. All risks can be seen on the Risk Register (Attachment L).

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This PR has been reviewed by Caltrans' FHWA Liaison, Sergio Avila on April 25, 2024 and this project eligible for federal aid funding. Per the current Joint Stewardship and Oversight Agreement between the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA), dated May 28, 2015, this project is considered a Delegated Project. However, should any future situation/circumstance arise that will potentially classify the project for Risk-based Project Involvement (RBPI), Caltrans shall notify FHWA. FHWA will reassess this project to determine if project is selected for RBPI and identify the specific FHWA involvement activities.

Bureau of Land Management (BLM)

In segment 2 (PM 10.5/37.7) land is own by BLM and the state has prescriptive R/W. This project is seeking federal land transfer within these prescriptive right of way areas.

United States Fish and Wildlife Service (USFWS)

Coordination with the Department for Desert Tortoise Programmatic Biological Opinion (DTPBO)

12. PROJECT REVIEW

HQ Program Advisor: Ray Estakhri	Date 2/12/24
Maintenance Supervisor: Nhan Nguyen	Date 4/25/24
Project Manager: Samer Georges	Date 4/25/24
District Design Liaison/FHWA/ADA: Sergio Avila	Date 4/25/24
Constructability Review: Hector Guerrero	Date 4/25/24
Traffic Design: Oscar Alejandro	Date 4/25/24
Traffic Operations (COS & DTM): Siva Sivakulam	Date 4/25/24
Risk Coordinator: Md Shaheed	Date 4/25/24
Environmental: Diana DeGroot	Date 4/25/24
Hydraulics: Alan Bisi	Date 4/25/24
Landscape Architecture: Almabeth Anderson	Date 4/25/24
Performance Measures: Matthew Hall	Date 4/25/24
Independence Quality Assurance (IQA): F Abella Jr.	Date 4/25/24
Utility Engineering Workshop: Max Auyeung	Date 4/25/24
Construction SWPPP, WPCP, NPDES-Environmental: Jim Brands	Date 4/25/24
Construction Safety: Miguel Calixto	Date 4/25/24
Complete Street Coordinator: Alexa Pok	Date 4/25/24
Right of Way Coordinator: Gustavo Gutierrez	Date 4/25/24
Electrical Design: Ferdinand de la Cruz	Date 4/25/24
Right of Way Utility: V Lundblad	Date 4/25/24
Right of Way Eng. Surveyor: Staneli Versteeg	Date 4/25/24
Material Engineer: Sittampalam Sathiskumar	Date 4/25/24

13. PROJECT PERSONNEL

Name	Title	Division /Office	Phone Number
Sandra DeMiranda	Assistant PM	Project Management	(909) 501-9206
Francesca Castillo	Assistant RM	Risk Management	(909) 746-3561
Gita Tokhmafshan	Branch Chief	Environmental Planning	(909) 501-5742
Jabra Kawwa	Barstow Field Office	Construction	(951) 232-7638
Oscar Alejandro	Branch Chief	Traffic Design	(909) 665-3714
Siva Sivakkolunthar	Branch Chief	Traffic Operations - COS	(909) 255-2368
Ihab Boulos	Office Chief	Constructability	(951) 232-7582
Hector Guerrero	Reviewer	Constructability	(909) 519-3789
Cat Quach	Design Manager	Design	(909) 501-9333
Parameswaran Ariram	Project Engineer	Design	(909) 495-7680
Rudy Mislang	Trans Surveyor	R/W Engineering	(213) 310-2510
Gustavo Gutierrez	R/W Coordinator	R/W	(213) 310-2504
Alexa Pok	Complete Streets Coordinator	System Planning	(909) 963-9540

14. ATTACHMENTS (Number of pages)

- A. Location Map (1)
- B. Layouts & Cross Sections (63)
- C. Initial Site Assessment (ISA) Checklist (2)
- D. Right of Way Data Sheet (14)
- E. CEQA CE Form/ EA-FONSI Cover Page and Title Sheet (10)
- F. Transportation Management Plan (TMP) Data Sheet (5)
- G. Storm Water Data Report (SWDR) Signature Page (1)
- H. Performance measures (1)
- I. Superseding Complete Streets Decision Document (CSDD) (8)
- J. PA&ED Cost Estimate (10)
- K. Risk Register (2)
- L. PRSM Construction Quantities (1)

ATTACHMENT A

Location Map

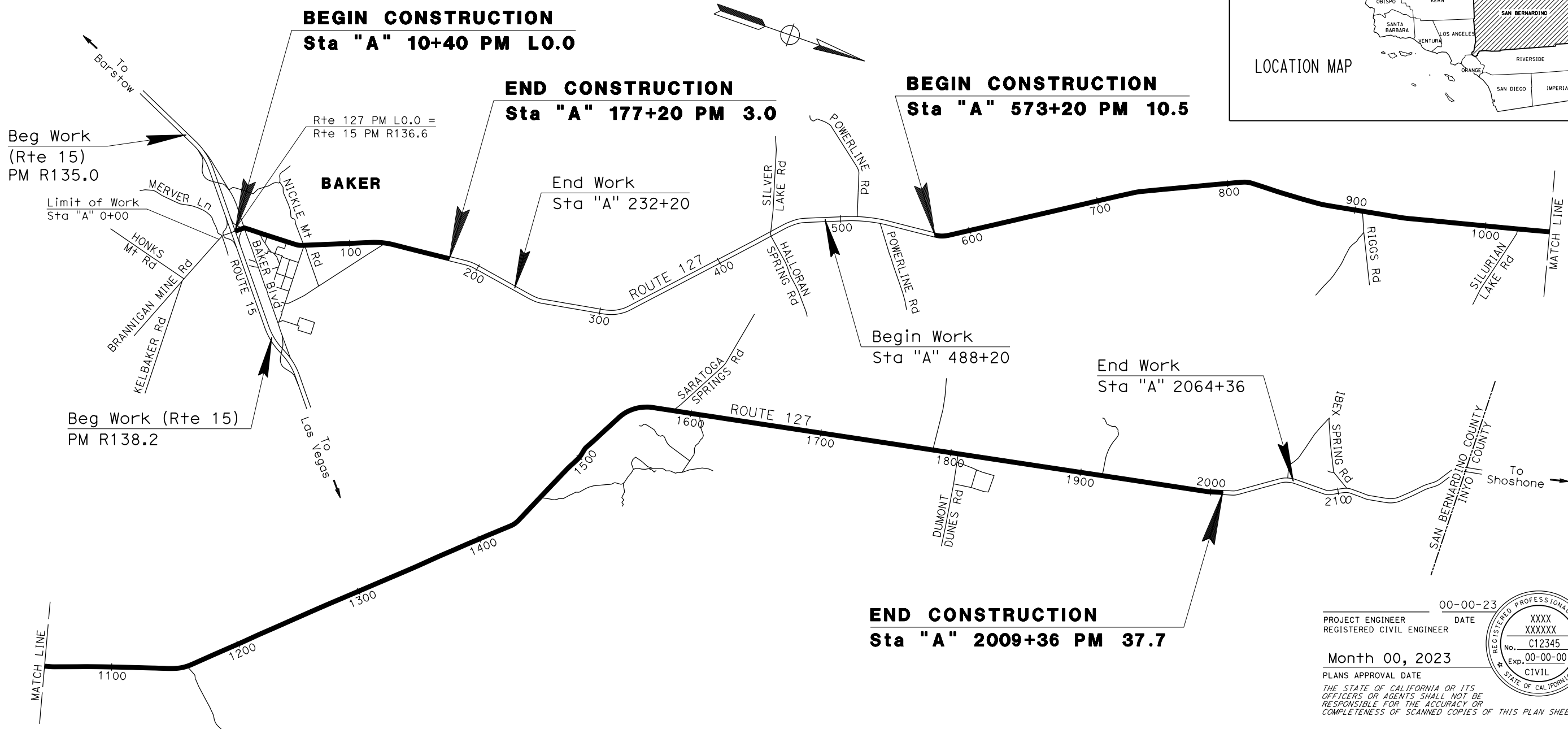
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SAN BERNARDINO COUNTY
IN AND NEAR BAKER
FROM ROUTE 15 TO 3.0 MILES NORTH OF ROUTE 15
AND FROM 2.3 MILES NORTH OF SILVER LAKE ROAD
TO 3.8 MILES SOUTH OF INYO COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	1	XXX



LOCATION MAP



PROJECT MANAGER	SAMER GEORGES
DESIGN MANAGER	DANNY PHENG

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

00-00-23

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

Month 00, 2023

PLANS APPROVAL DATE

XXXX
XXXXXX
No. C12345
Exp. 00-00-00
CIVIL

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.

CONTRACT No.	08-1G2004
PROJECT ID	0815000173

ATTACHMENT B

Layouts & Cross Sections

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CALIFORNIA HIGHWAYS

REVISOR BY
DATE

CALCULATED BY
DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

DATE

DATE

NOTE:

THE POST MILE RANGES ARE APPROXIMATE CORRELATIONS.
THESE LOCATIONS DO NOT REPRESENT OFFICIAL
LOCATIONS OF STATE ROUTE POST MILE MARKERS.

LEGEND

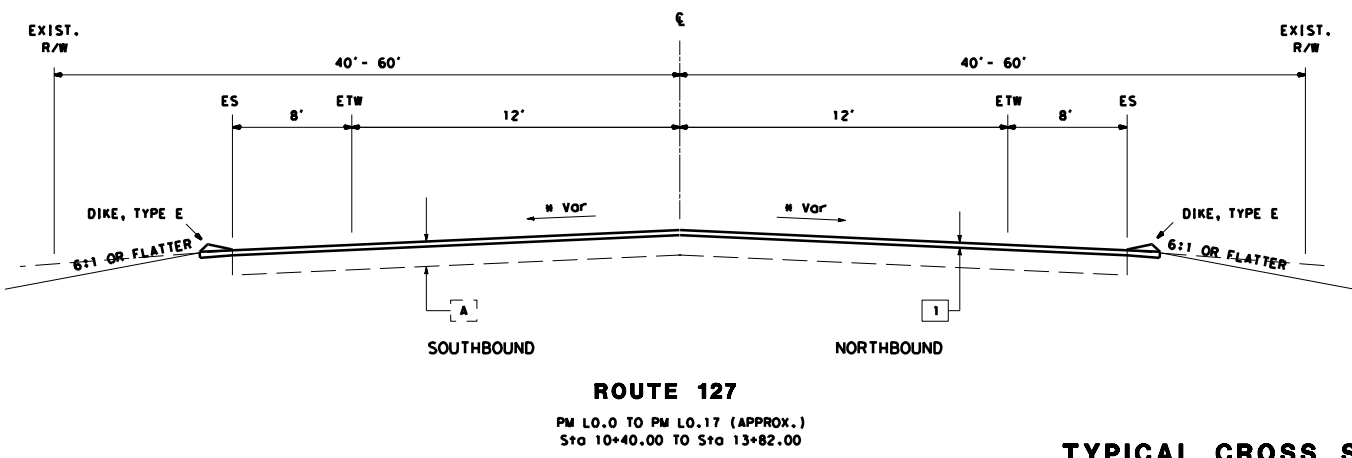
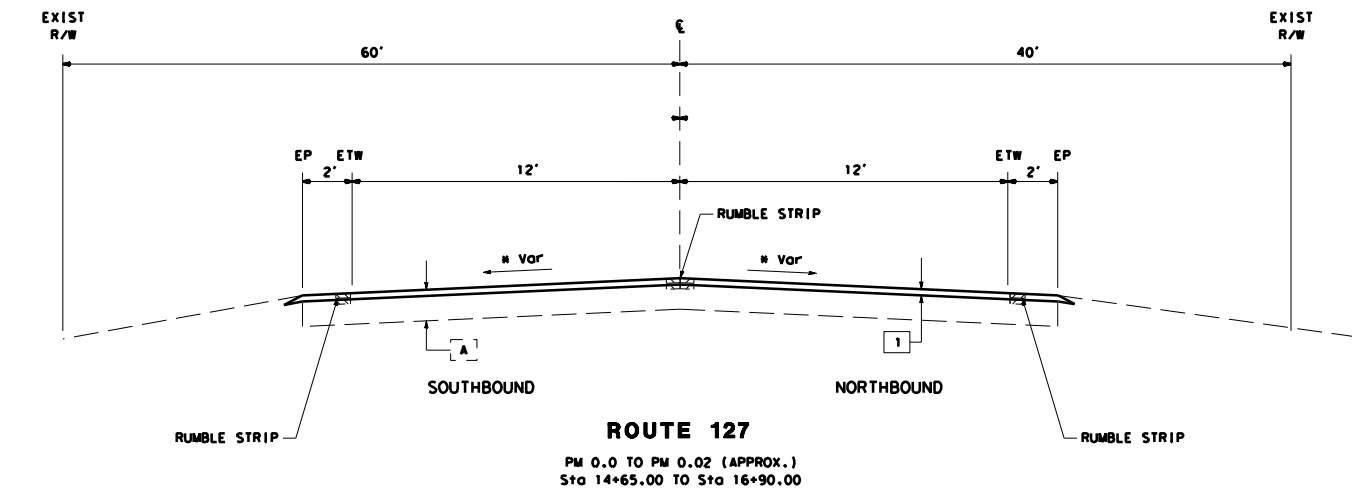
- CIR COLD IN-PLACE RECYCLING
RHMA-G RUBBERIZED HOT MIX ASPHALT (TYPE G)
Var MATCH EXISTING CROSS SLOPE

EXISTING STRUCTURAL SECTIONS

- [A] 0.35' - 0.89' AC
[B] 0.90' HMA-A
0.35' CI 2 AB
[C] 0.05' - 0.15' HMA
EXIST PETROMAT PAVING FABRIC
0.30' - 0.84' HMA

PROPOSED STRUCTURAL SECTIONS

- 1 0.20' COLD PLANE AC Pvmf
0.20' RHMA-G
2 0.20' RHMA-G
0.35' PDR
3 0.20' RHMA-G
0.70' HMA-A
0.35' AB
4 0.33' PCC
0.5' AB
5 0.20' RHMA-G OVERLAY



**TYPICAL CROSS SECTIONS
X-1**

NO SCALE

BORDER LAST REVISED 7/2/2010

USERNAME **BUSER
DWG FILE **REQUEST

RELATIVE BORDER SCALE
15 IN INCHES



UNIT 0000

PROJECT NUMBER & PHASE

00000000001

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBD	127	LO 0/3.0 TO 3/37.7	1	3
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.					

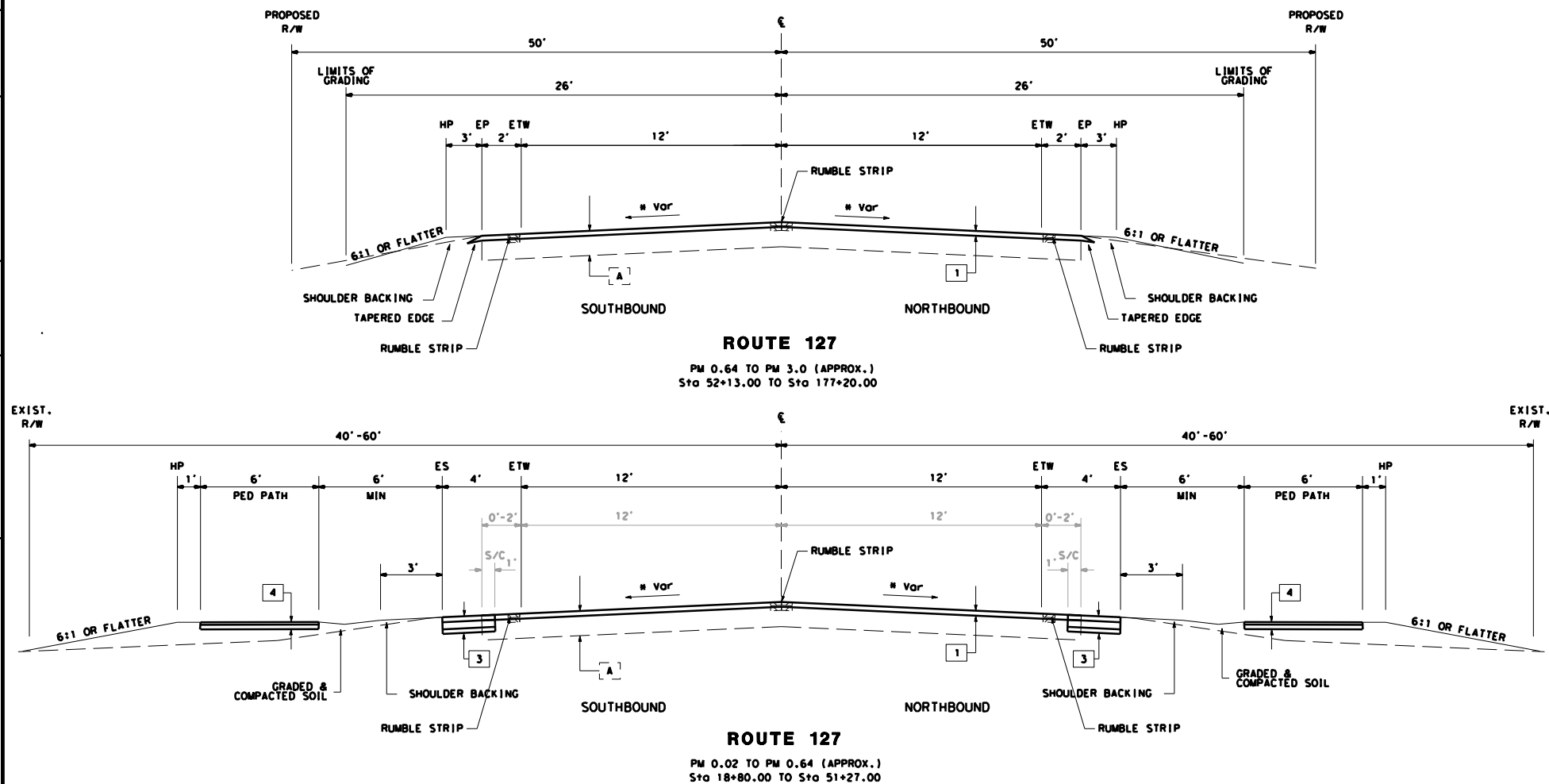


DATE PLOTTED ** DATE
00-00-00 TIME PLOTTED ** TIME

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

REGISTERED CIVIL ENGINEER



TYPICAL CROSS SECTIONS

NO SCALE

PROPOSED R/W

50'

26'

12'

6:1 OR FLATTER

SHOULDER BACKING

TAPERED EDGE

RUMBLE STRIP

SOUTHBOUND

C

5

NORTHBOUND

6:1 OR FLATTER

SHOULDER BACKING

TAPERED EDGE

RUMBLE STRIP

PROPOSED R/W

50'

26'

12'

HP

EP

ETW

RUMBLE STRIP

Var

Var

ROUTE 27

PM 27.0 TO PM 27.5 (APPROX.)

Sta 1444+92.00 TO Sta 1471+32



DATE PLOTTED => \$DATE	TIME PLOTTED => \$TIME
LAST REVISION	
00-00-00	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CALIFORNIA HIGHWAYS

REVISOR
DATE

CALCULATED
DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

DATE PLOTTED
TIME PLOTTED

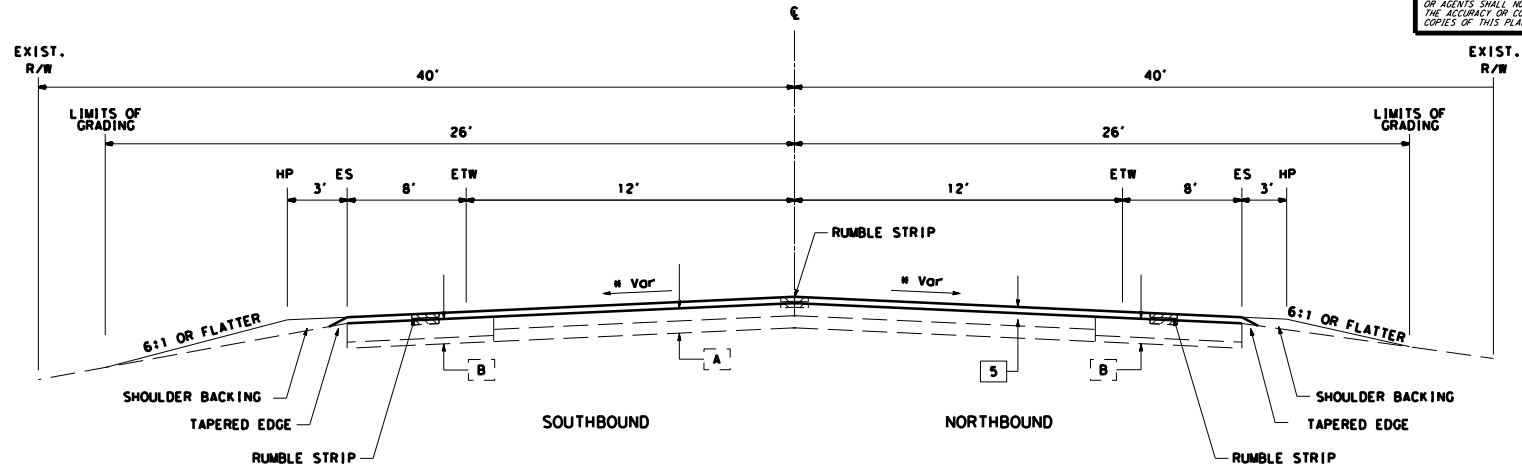
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Sbd	127	LO 0/3.0 TO 3/37.7	3	3

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

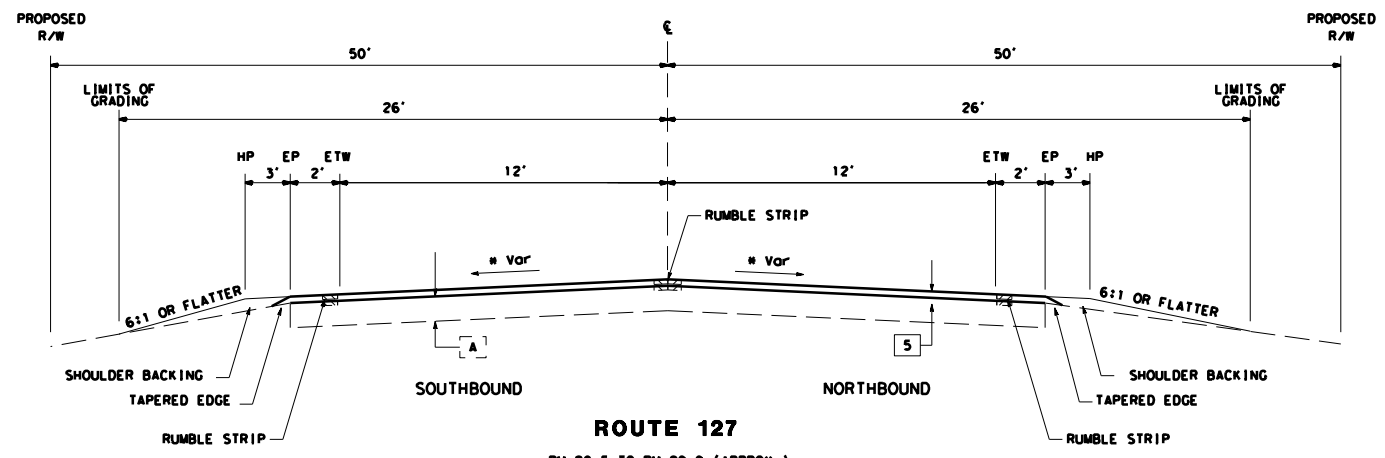
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA



ROUTE 127

PM 28.0 TO PM 28.5 (APPROX.)
Sta 1497+72.00 TO Sta 1524+12.00



ROUTE 127

PM 28.5 TO PM 29.9 (APPROX.)
Sta 1524+12.00 TO Sta 1592+75

PM 27.5 TO PM 28.0 (APPROX.)
Sta 1471+32 TO Sta 1497+72

**TYPICAL CROSS SECTIONS
X-4**

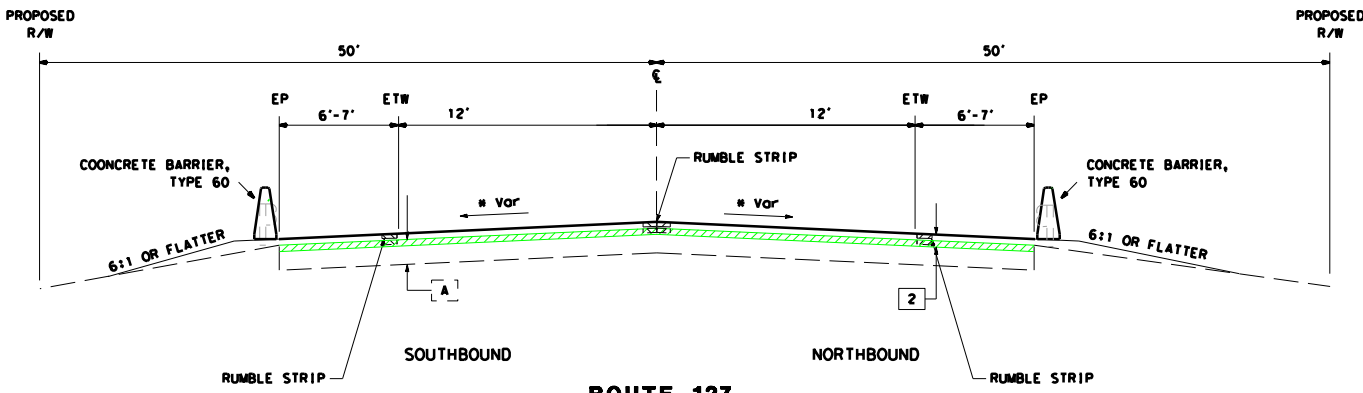
NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Sbd	127	LO 0+3.0 TO 3+7.7	3	3

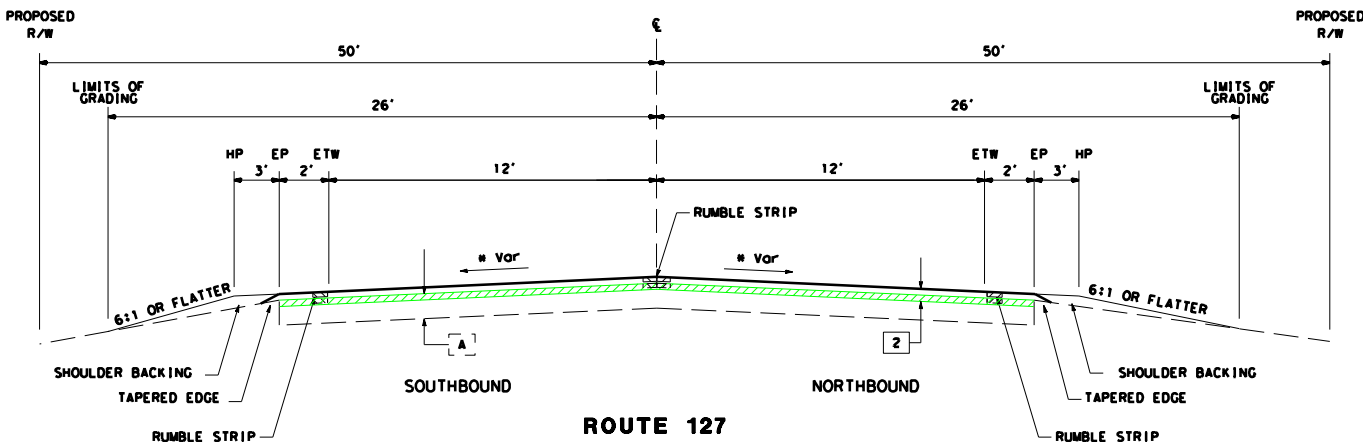
REGISTERED CIVIL ENGINEER DATE

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.



ROUTE 127
 PM 31.86 TO PM 31.9 (APPROX.)
 Sta 1701+0.00 To Sta 1703+12.00



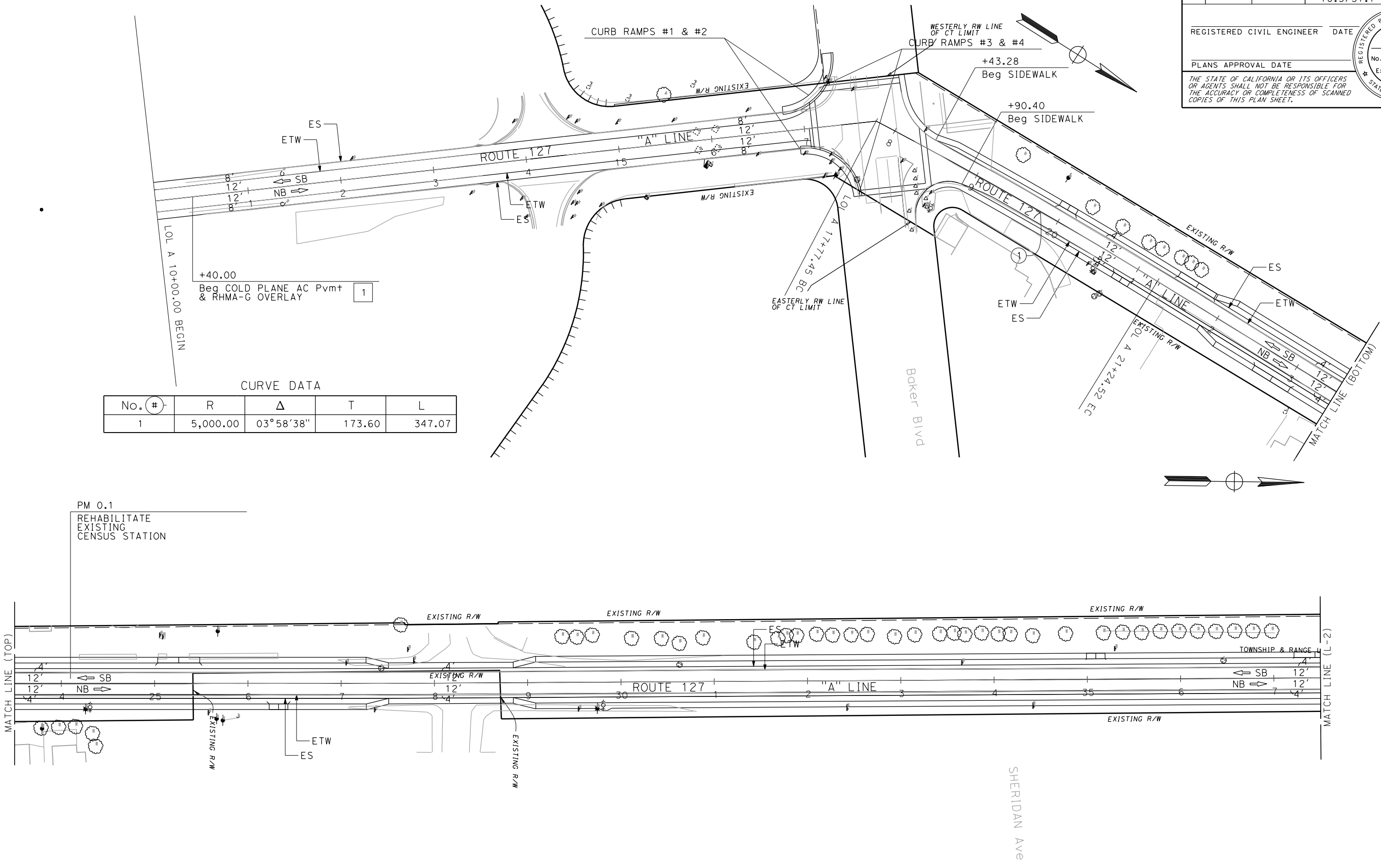
ROUTE 127
 PM 31.9 TO PM 37.7 (APPROX.)
 Sta 1703+12.00 To Sta 2009+36.00
 PM 31.1 TO PM 31.86 (APPROX.)
 Sta 1655+50 To Sta 1701+00.00

TYPICAL CROSS SECTIONS
X-5

NO SCALE

DATE PLOTTED 00-00-00 TIME PLOTTED 00:00

CURVE DATA					
No. (#)	R	Δ	T	L	
1	5,000.00	03°58'38"	173.60	347.07	



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

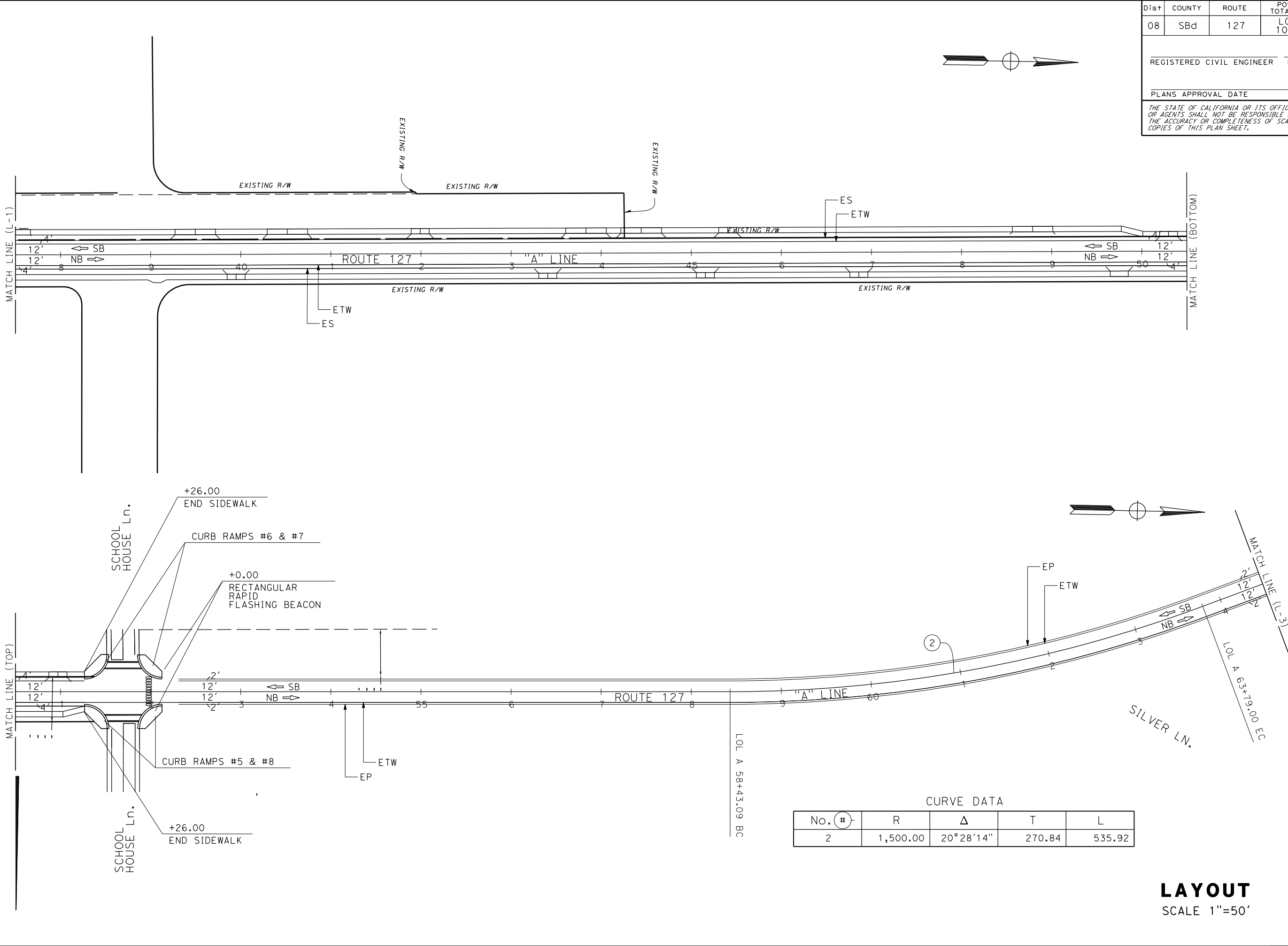
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

PM 0.1
REHABILITATE
EXISTING
CENSUS STATION

LAYOUT
SCALE 1"=50'

L-1



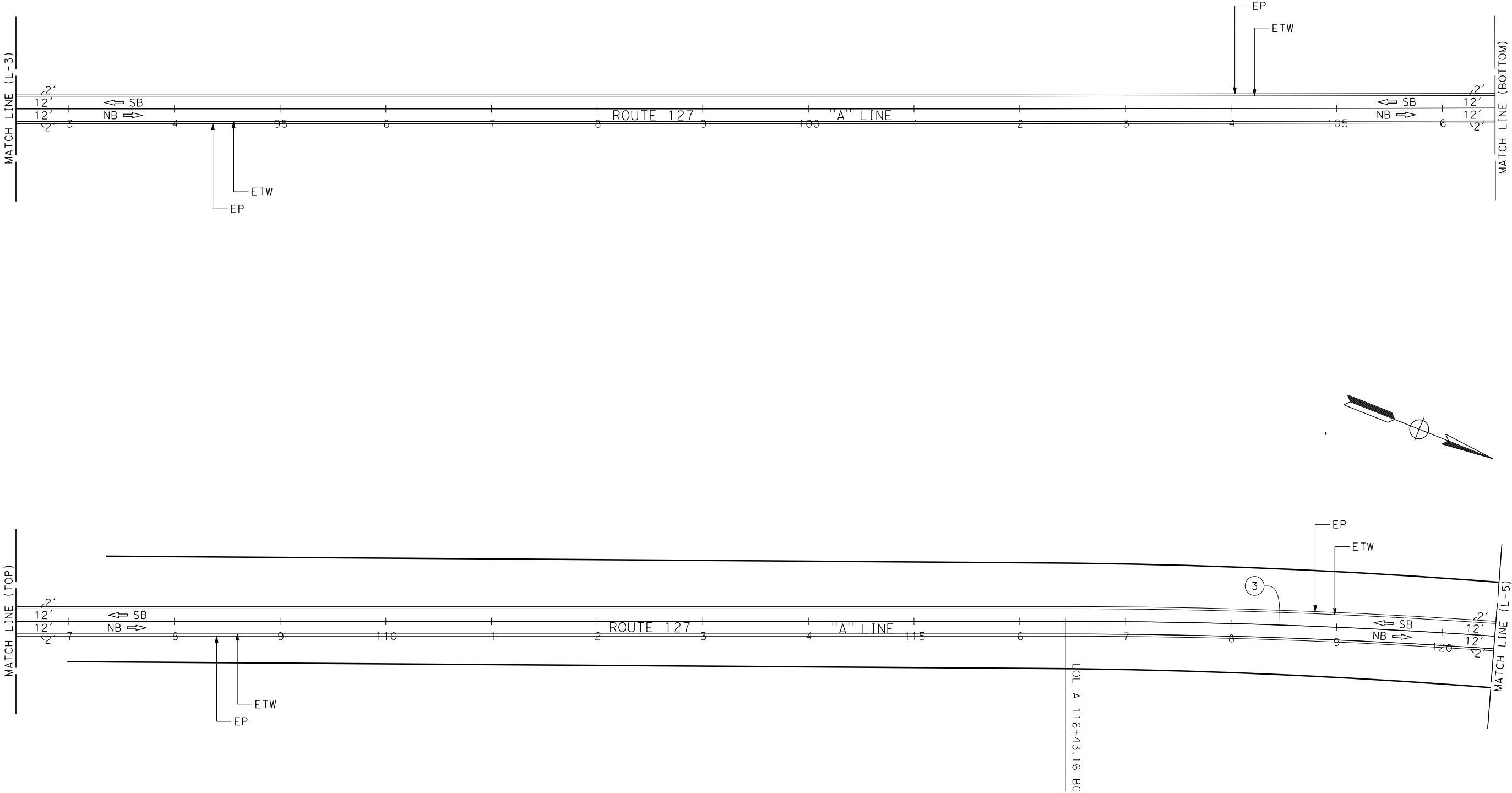
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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



CURVE DATA				
NO. (#)	R	Δ	T	L
3	5,900.00	16°46'47"	870.17	1,727.88

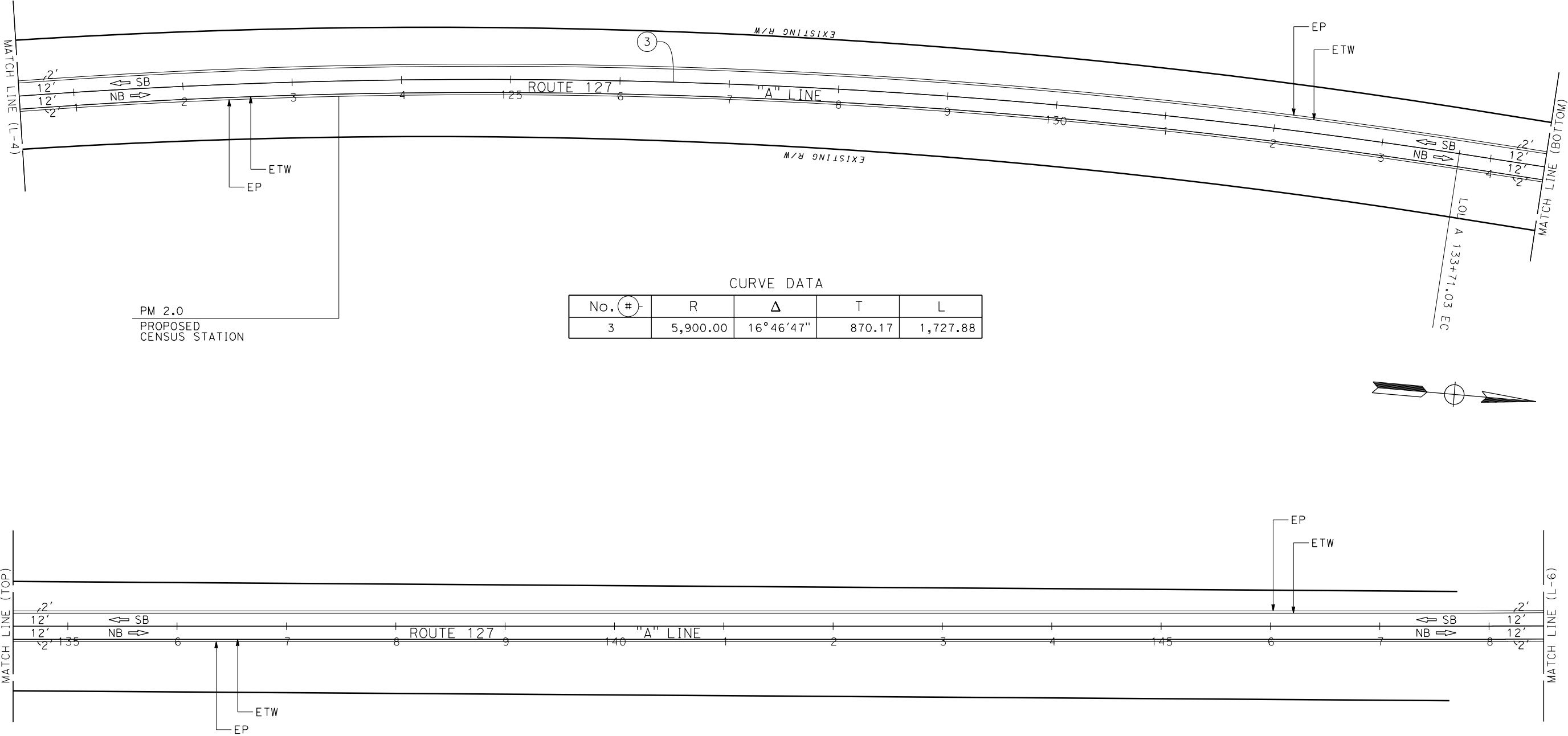
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.





CURVE DATA				
No. (#)	R	Δ	T	L
3	5,900.00	16°46'47"	870.17	1,727.88

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.



LAYOUT
SCALE 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

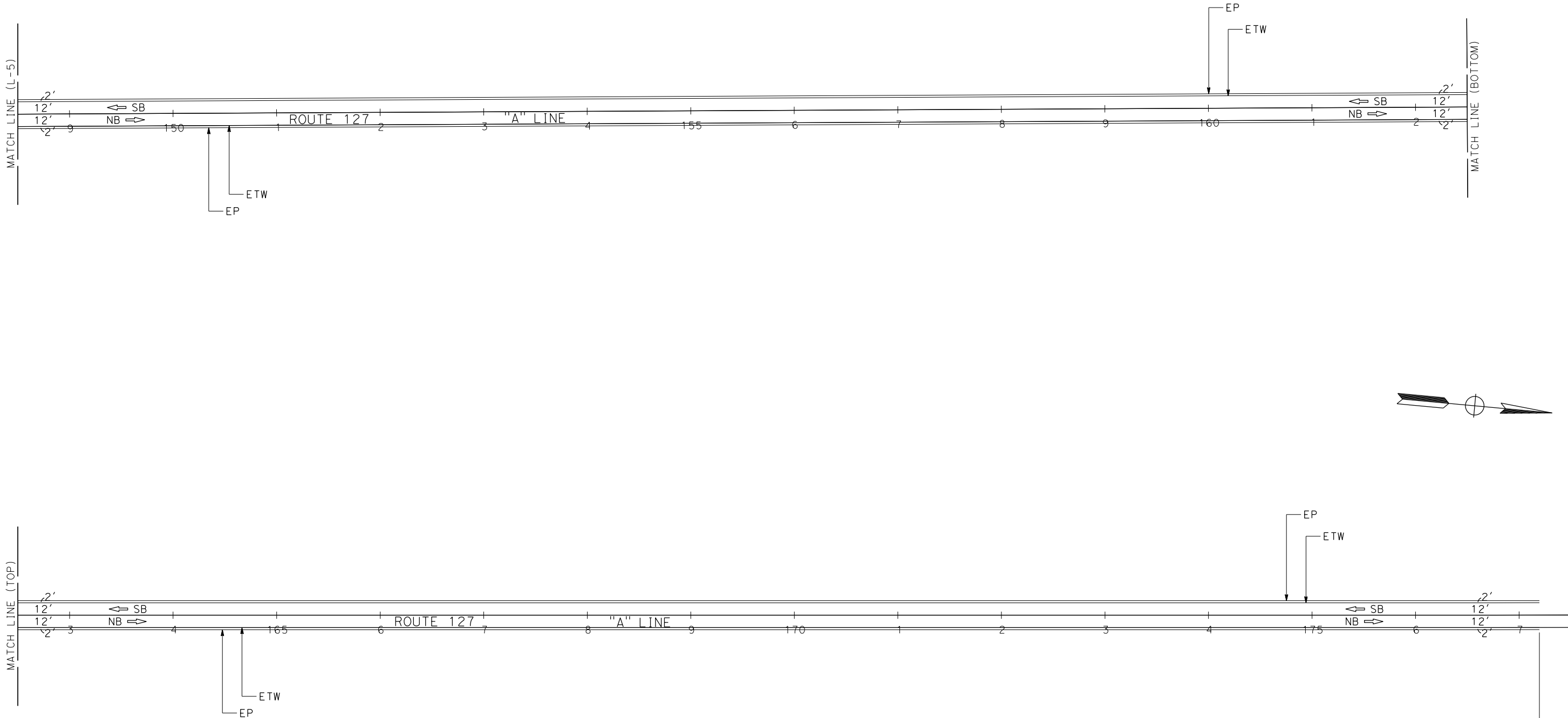
CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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

+19.65
END COLD PLANE AC Pvm+
& RHMA-G OVERLAY

LAYOUT
SCALE 1"=50'
L - 6

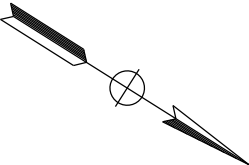
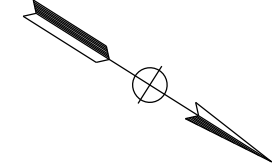
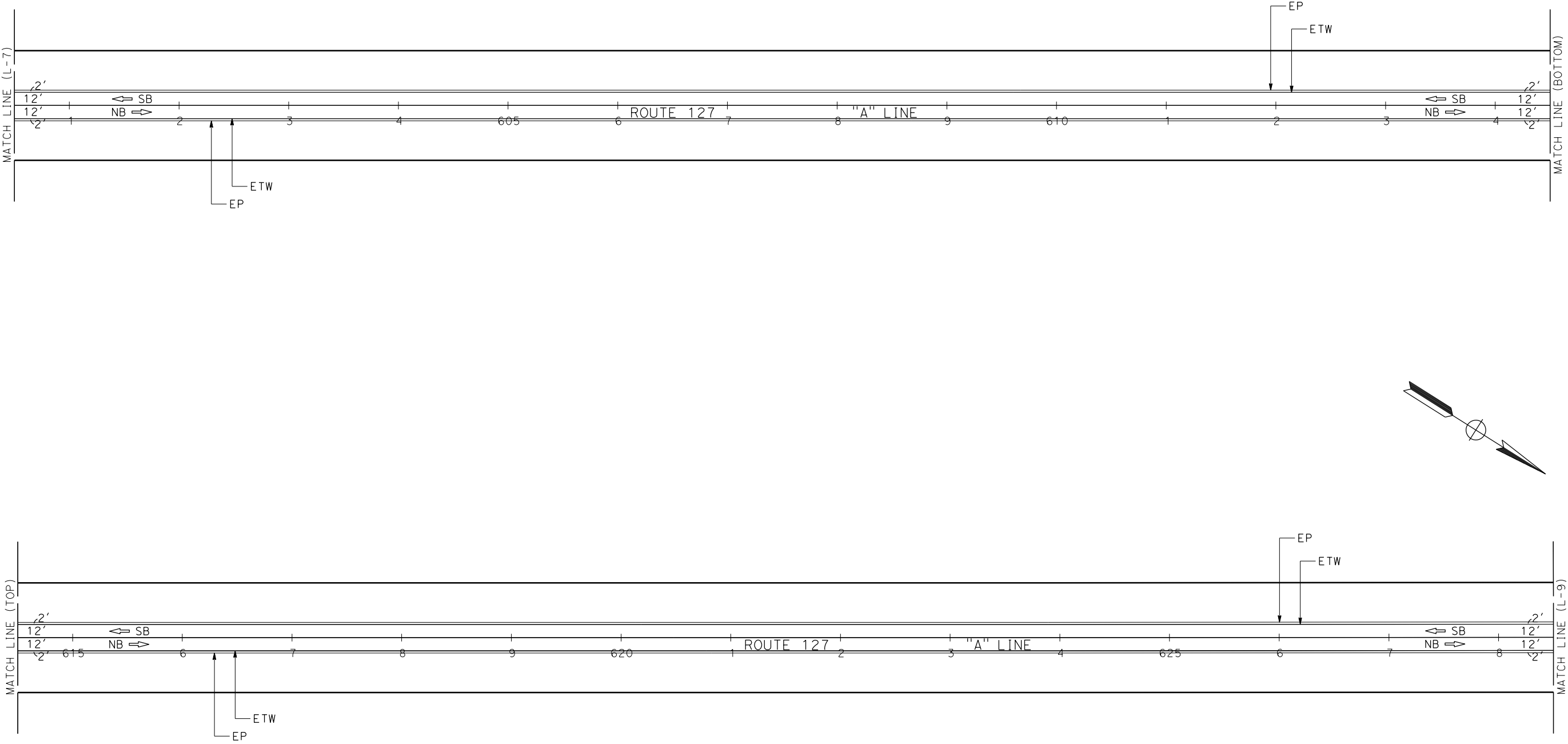
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

08

COUNTY

ROUTE

POST MILES
TOTAL PROJECT

SHEET
No.

TOTAL
SHEETS

08

SBd

127

L0.0/3.0
10.5/37.7

XX

XX

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

ROUTE 127

"A" LINE

ETW

EP

SB

NB

12'

2'

630

635

640

645

650

655

0

1

2

3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

00-00-00

DATE PLOTTED => 4/9/2024

TIME PLOTTED => 9:46:10 AM

LAYOUT
SCALE 1"=50'

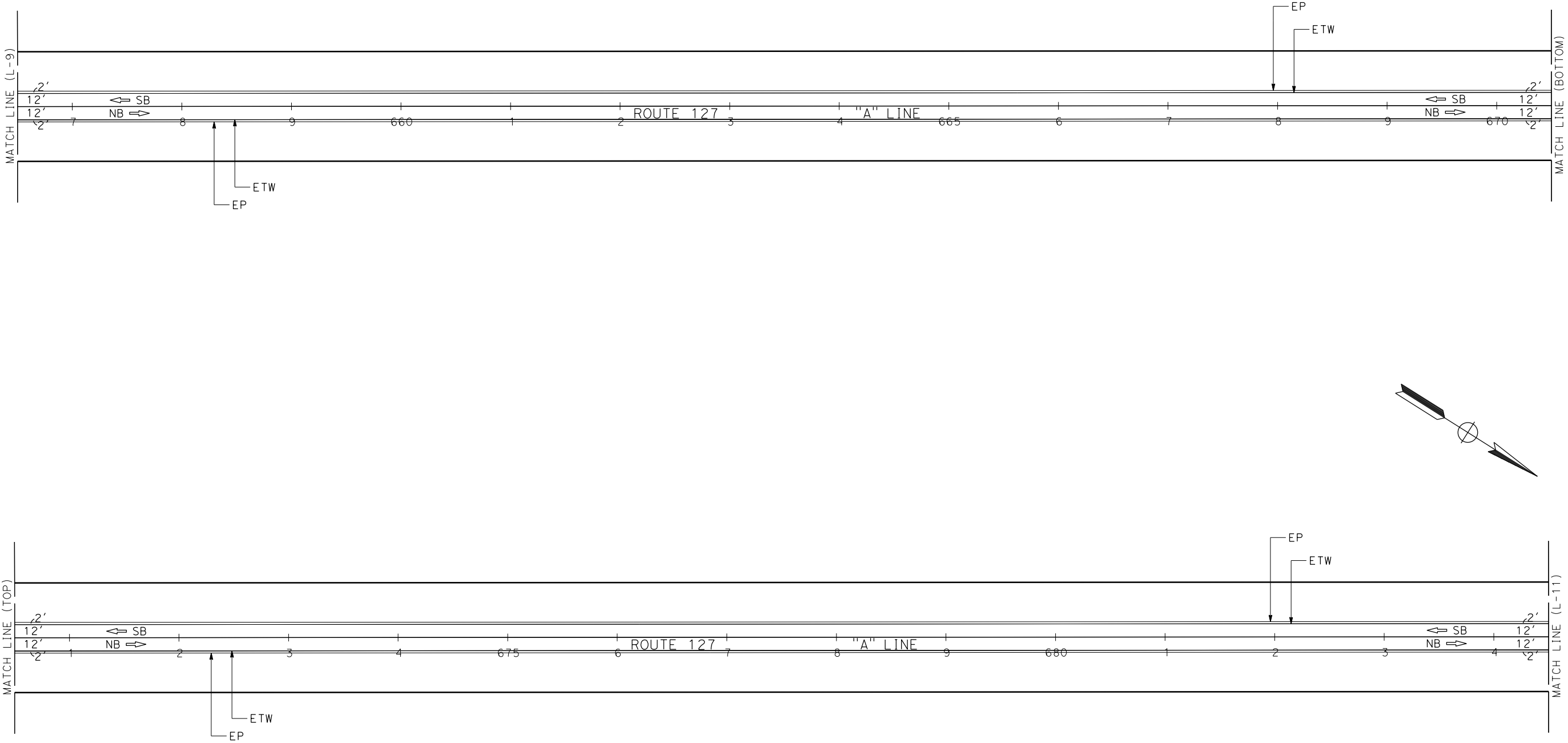
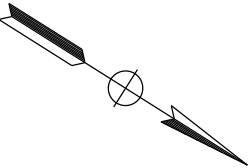
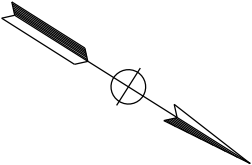
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.





LAYOUT
SCALE 1"=50'

L-10



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

08

SBd

127

POST MILES
TOTAL PROJECT
L0.0/3.0
10.5/37.7

SHEET
No.
XX

TOTAL
SHEETS
XX

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.

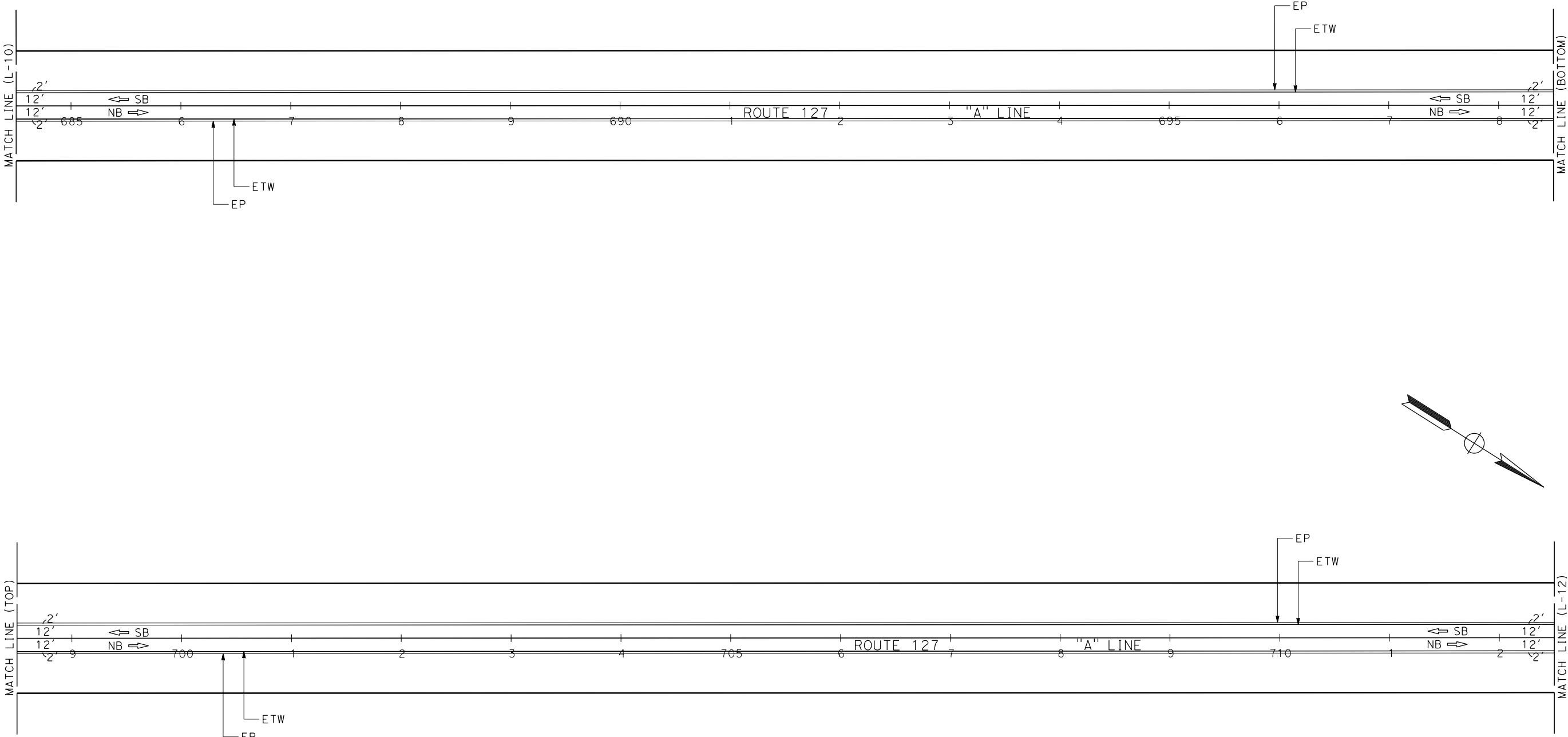
REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE 1"=50'

L-11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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

The diagram shows a plan view of Route 127, labeled as the "A" LINE. It features two travel lanes: Northbound (NB) and Southbound (SB). The stationing starts at station 715 on the left and ends at station 740 on the right. Key features include: Match Line (L-11) at station 715 and Match Line (L-13) at station 740. Edge of Pavement (EP) and Edge of Travelway (ETW) lines are shown. Vertical curve data is indicated with labels: "LOL A 729+09.50 BC" and "LOL A 733+48.45 EC". A circled number 7 is placed above the road alignment. Two north arrows are present: one at the top right and one at the bottom right.

CURVE DATA				
No. (#)	R	Δ	T	L
7	3,600.00	06°59'10"	219.75	438.95

LAYOUT
SCALE 1"=50'

L-12

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq12.dgn

RELATIVE BORDER SCALE
IS IN INCHES

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:46:25 AM

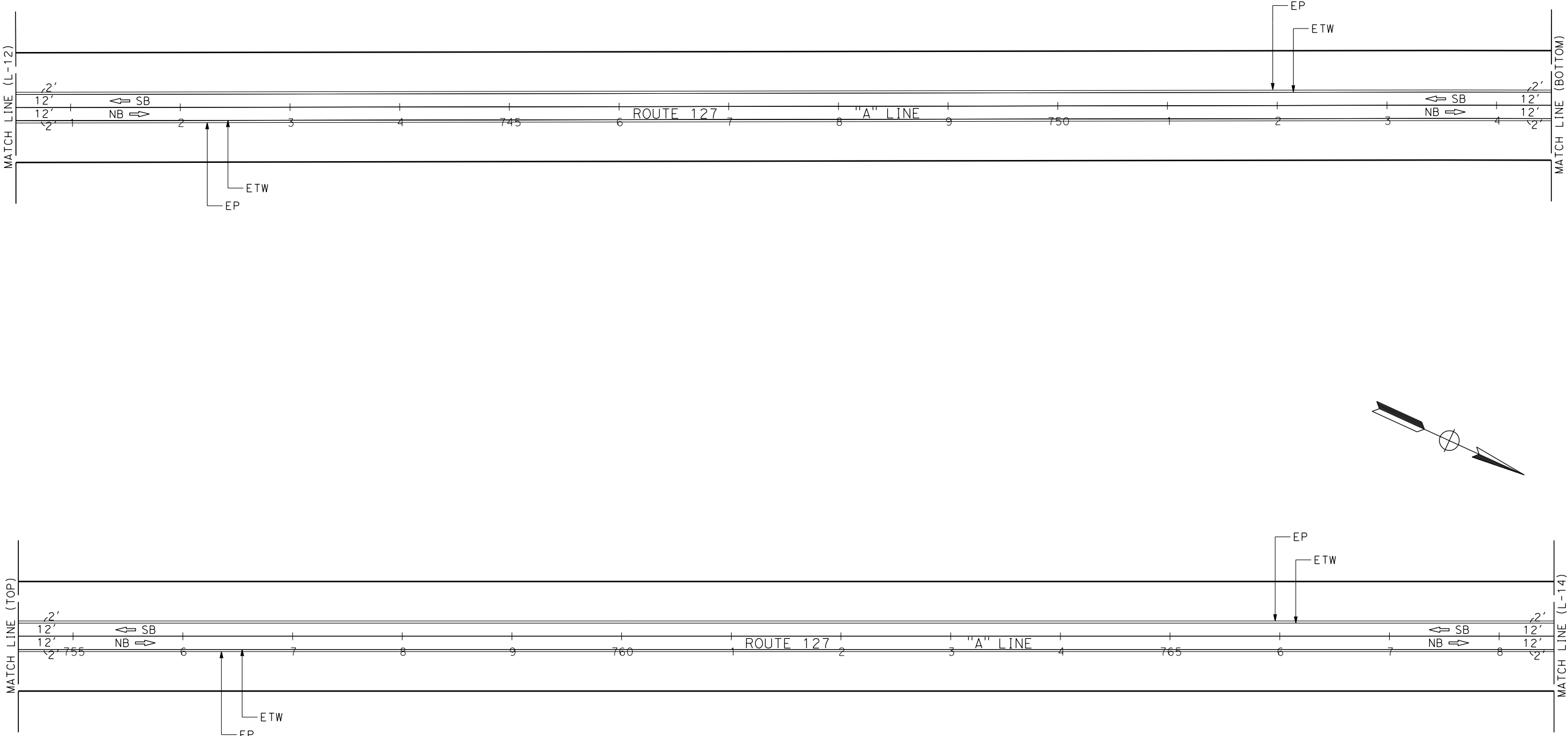
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.





LAYOUT
SCALE 1"=50'

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq14.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

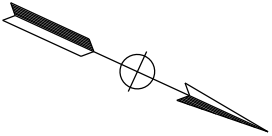
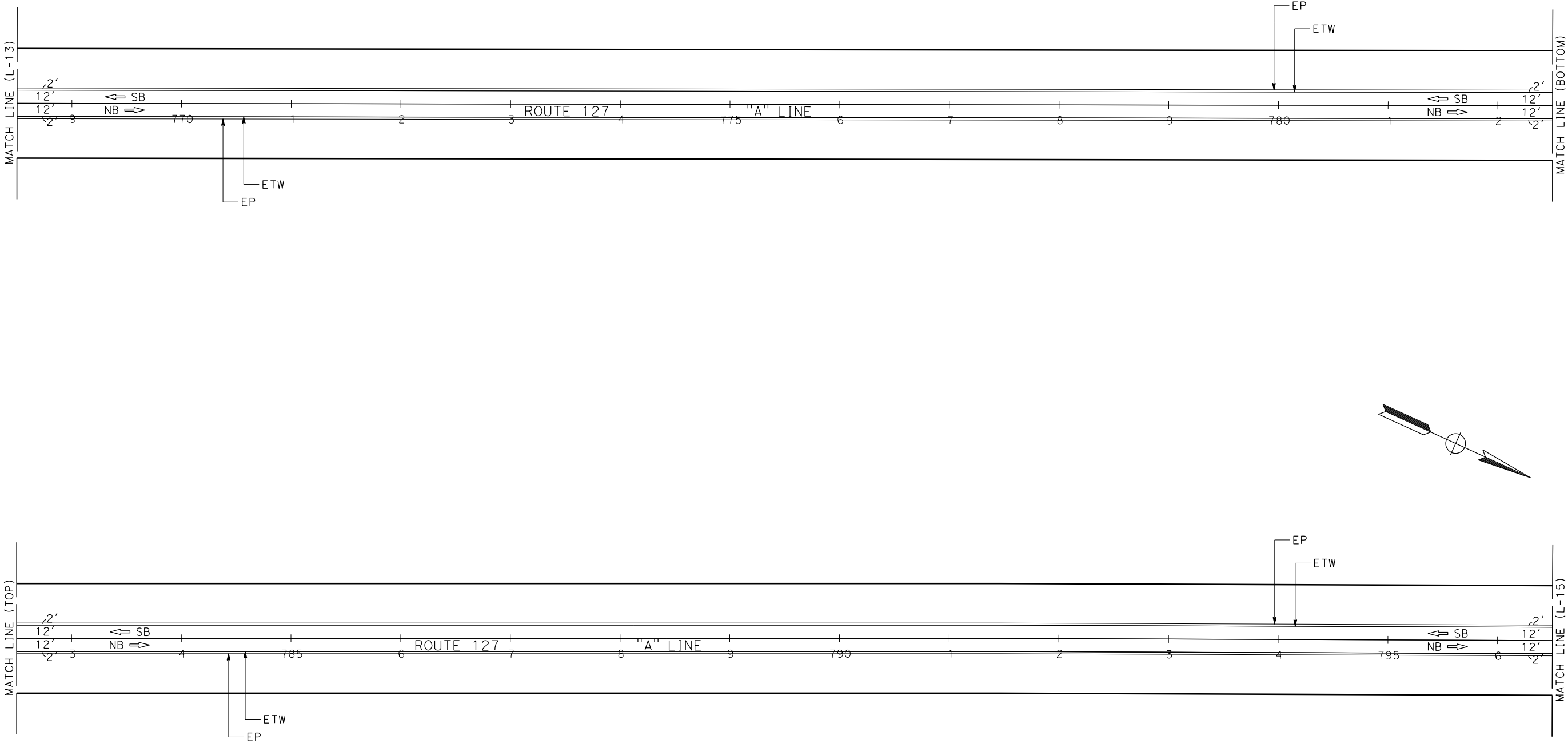
2

3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

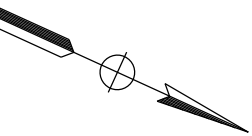
PLANS APPROVAL DATE

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.

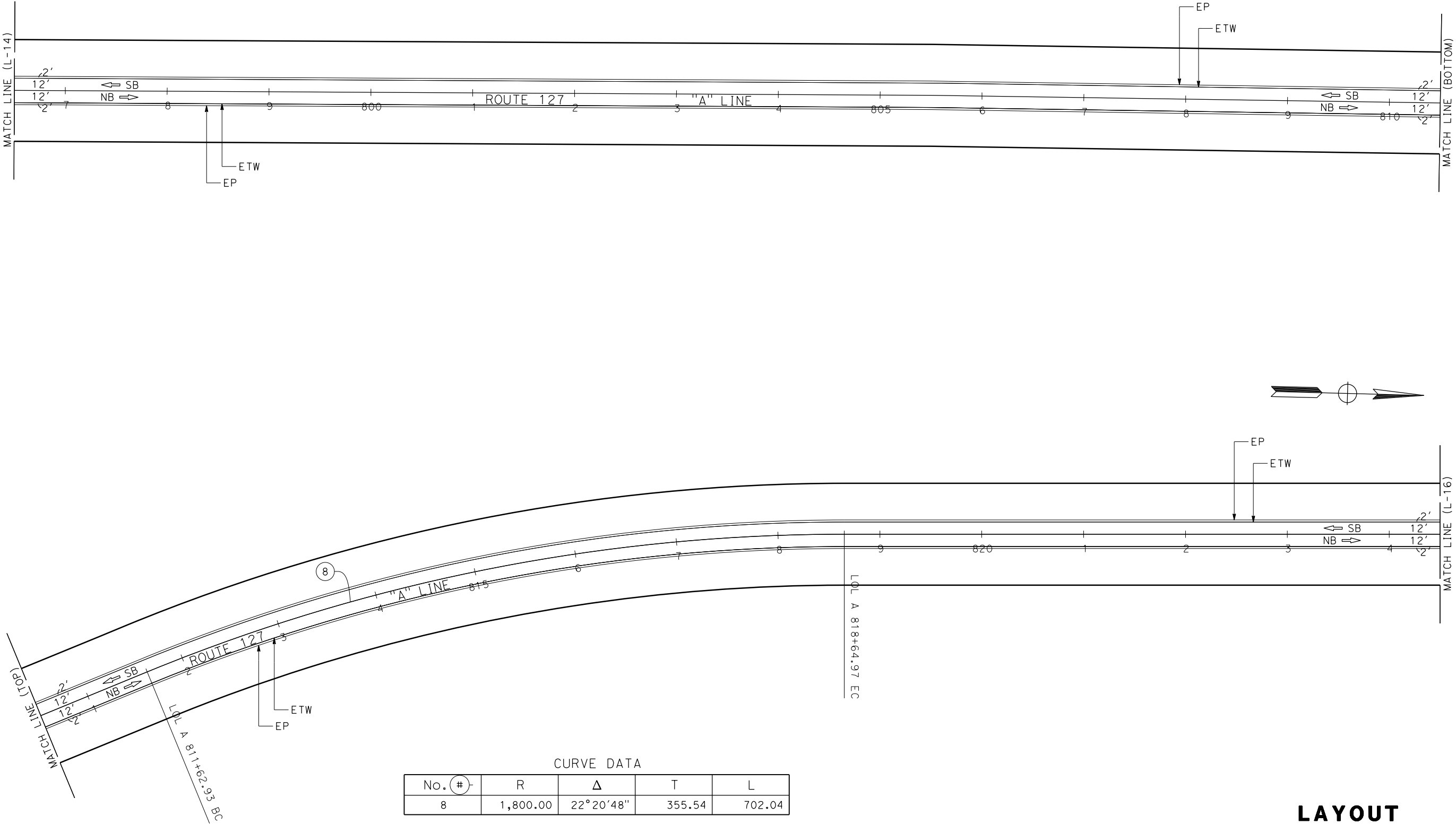
REGISTERED PROFESSIONAL ENGINEER

No. Exp. CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE 1"=50'



CURVE DATA				
No. (#)	R	Δ	T	L
8	1,800.00	22°20'48"	355.54	702.04

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.



LAYOUT
SCALE 1"=50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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 - 16

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq16.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:46:44 AM

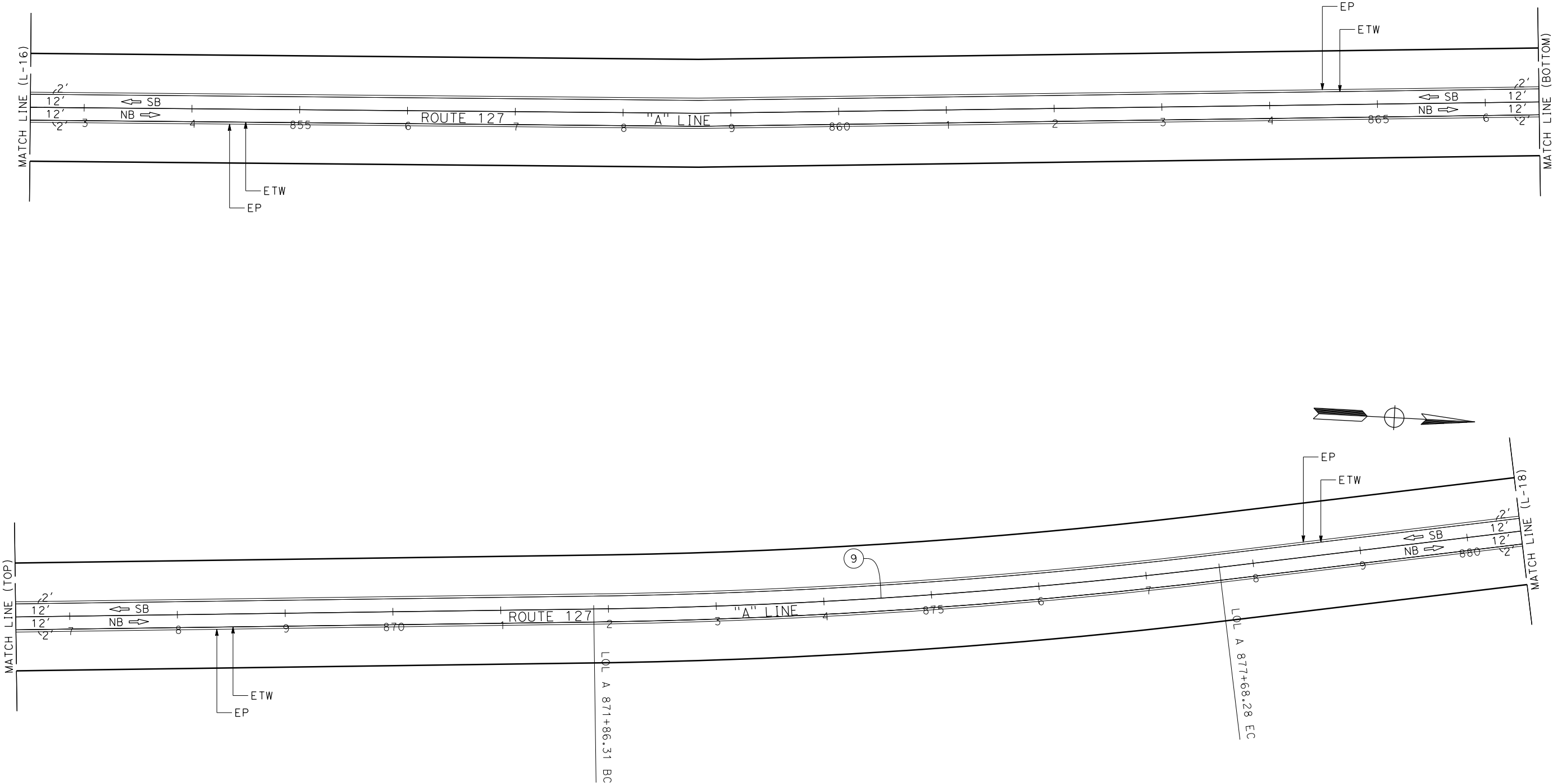
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.





CURVE DATA				
No. (#)	R	Δ	T	L
9	5,500.00	06°03'46"	291.26	581.97

LAYOUT
SCALE 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

08

SBD

127

POST MILES
TOTAL PROJECT
L0.0/3.0
10.5/37.7

SHEET
No.
XX

TOTAL
SHEETS
XX

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

ROUTE 127

"A" LINE

885

6

7

8

9

890

2

3

4

2

12'

12'

2'

2'

← SB

NB →

ETW

EP

ROUTE 127

"A" LINE

895

6

7

8

9

900

2

3

4

905

6

7

8

2

12'

12'

2'

2'

← SB

NB →

ETW

EP

LAYOUT

SCALE 1"=50'

L - 18

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq18.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION

DATE PLOTTED => 4/9/2024

00-00-00

TIME PLOTTED => 9:46:54 AM

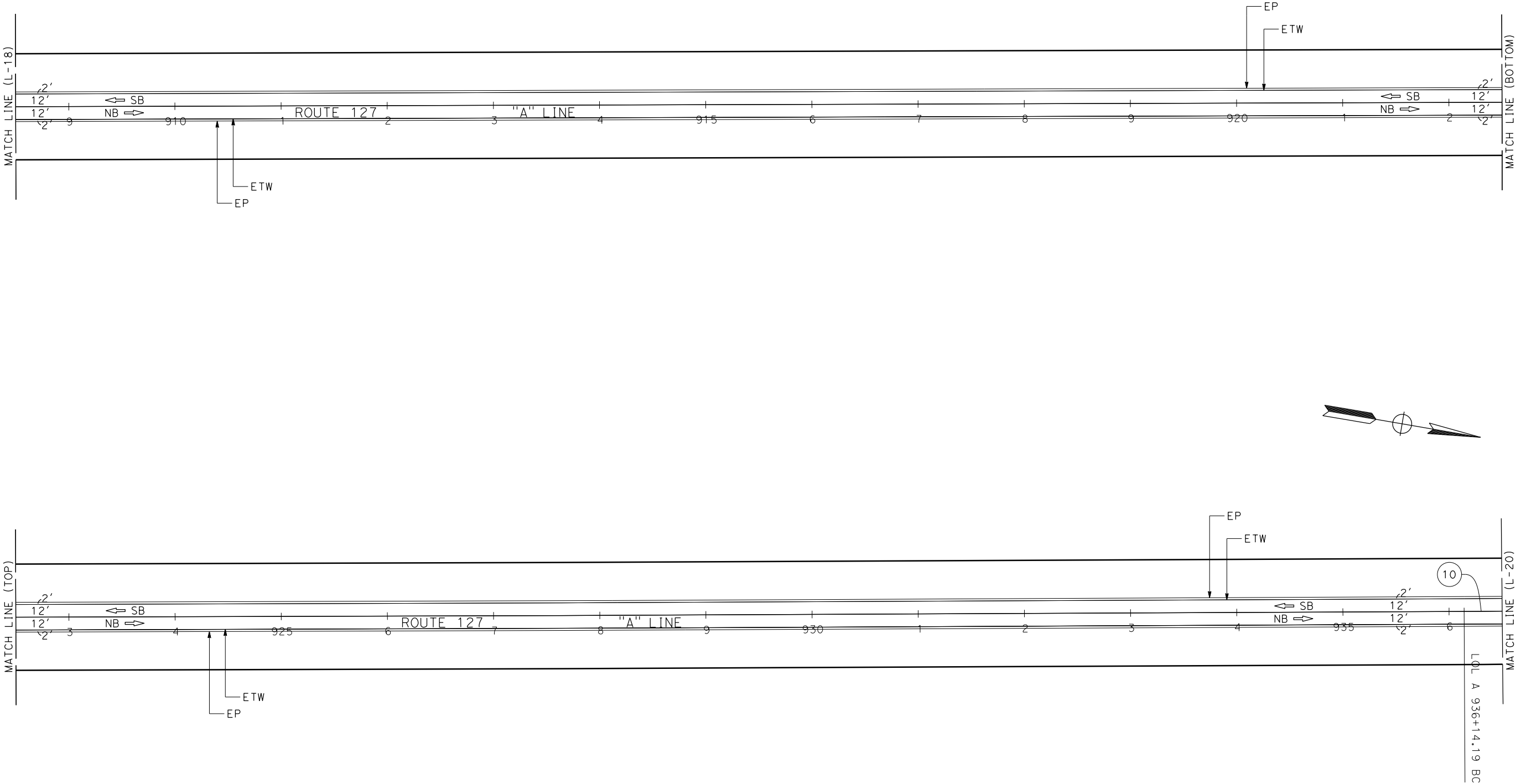
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

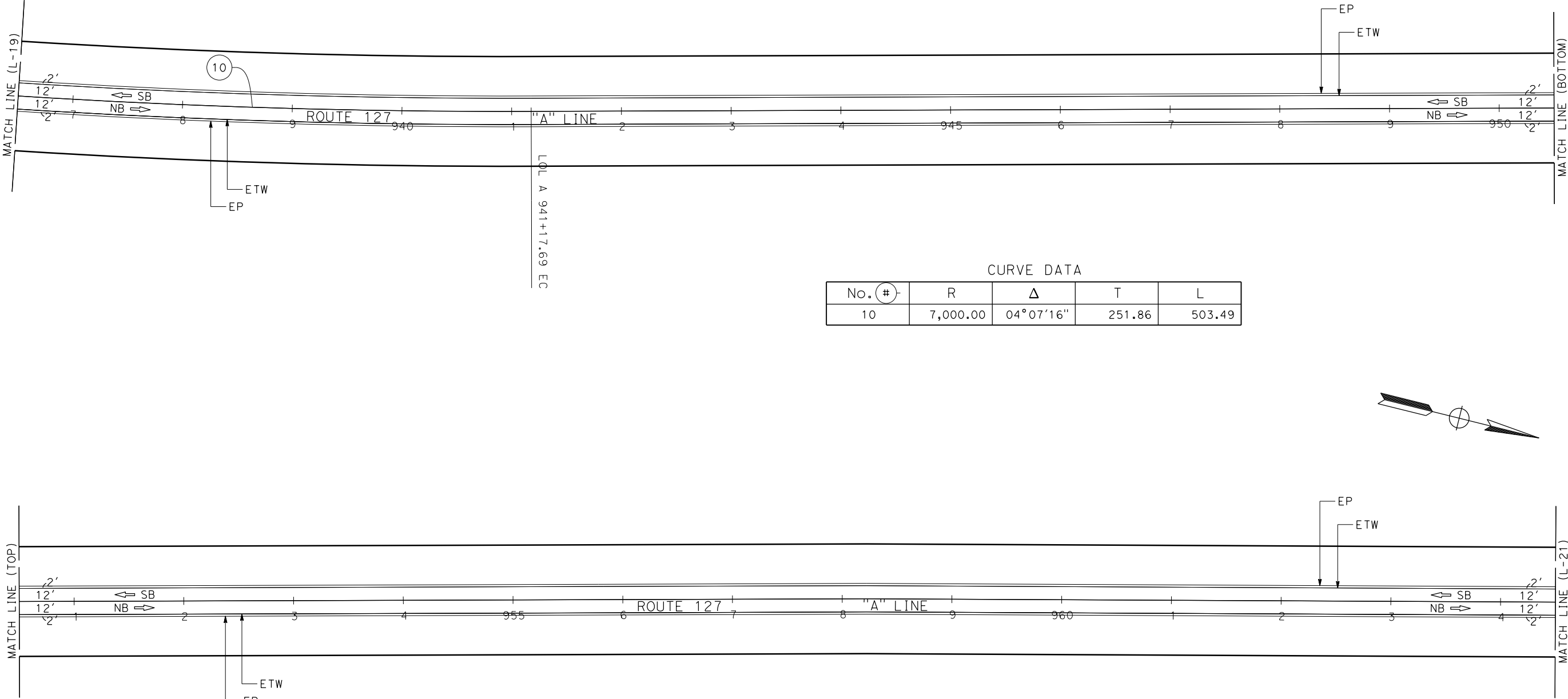
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA



CURVE DATA				
No. (#)	R	Δ	T	L
10	7,000.00	04°07'16"	251.86	503.49

LAYOUT
SCALE 1"=50'



CURVE DATA				
No. (#)	R	Δ	T	L
10	7,000.00	04°07'16"	251.86	503.49

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ... \0815000173eq20.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAYOUT
SCALE 1"=50'

L-20

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:47:03 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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-22

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq22.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:47:13 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

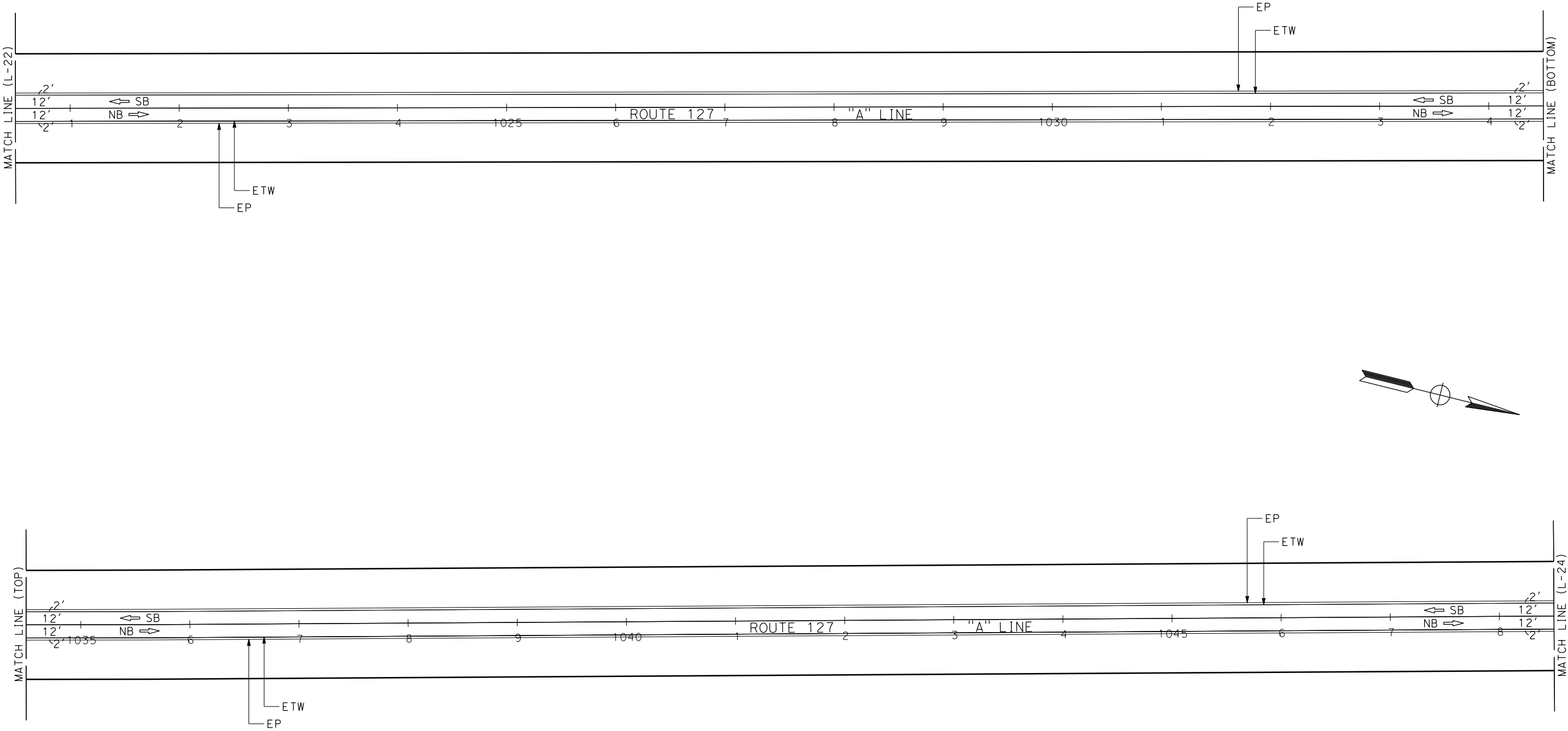
REGISTERED PROFESSIONAL ENGINEER

No.

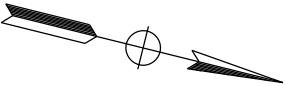
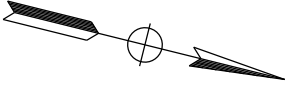
Exp.

CIVIL

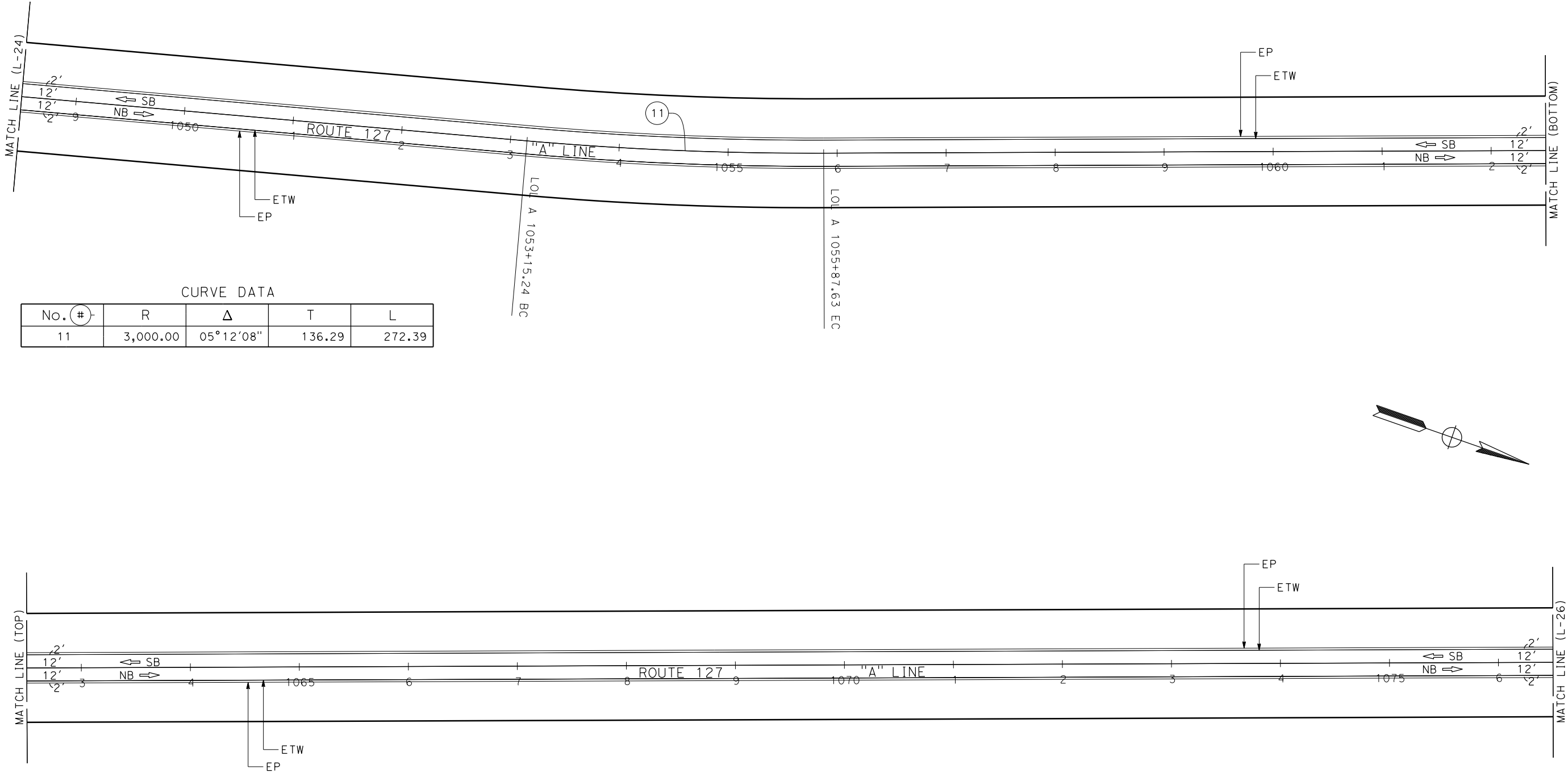
STATE OF CALIFORNIA



LAYOUT
SCALE 1"=50'



L - 24



CURVE DATA				
No. (#)	R	Δ	T	L
11	3,000.00	05°12'08"	136.29	272.39

LAYOUT
SCALE 1"=50'

L - 25

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

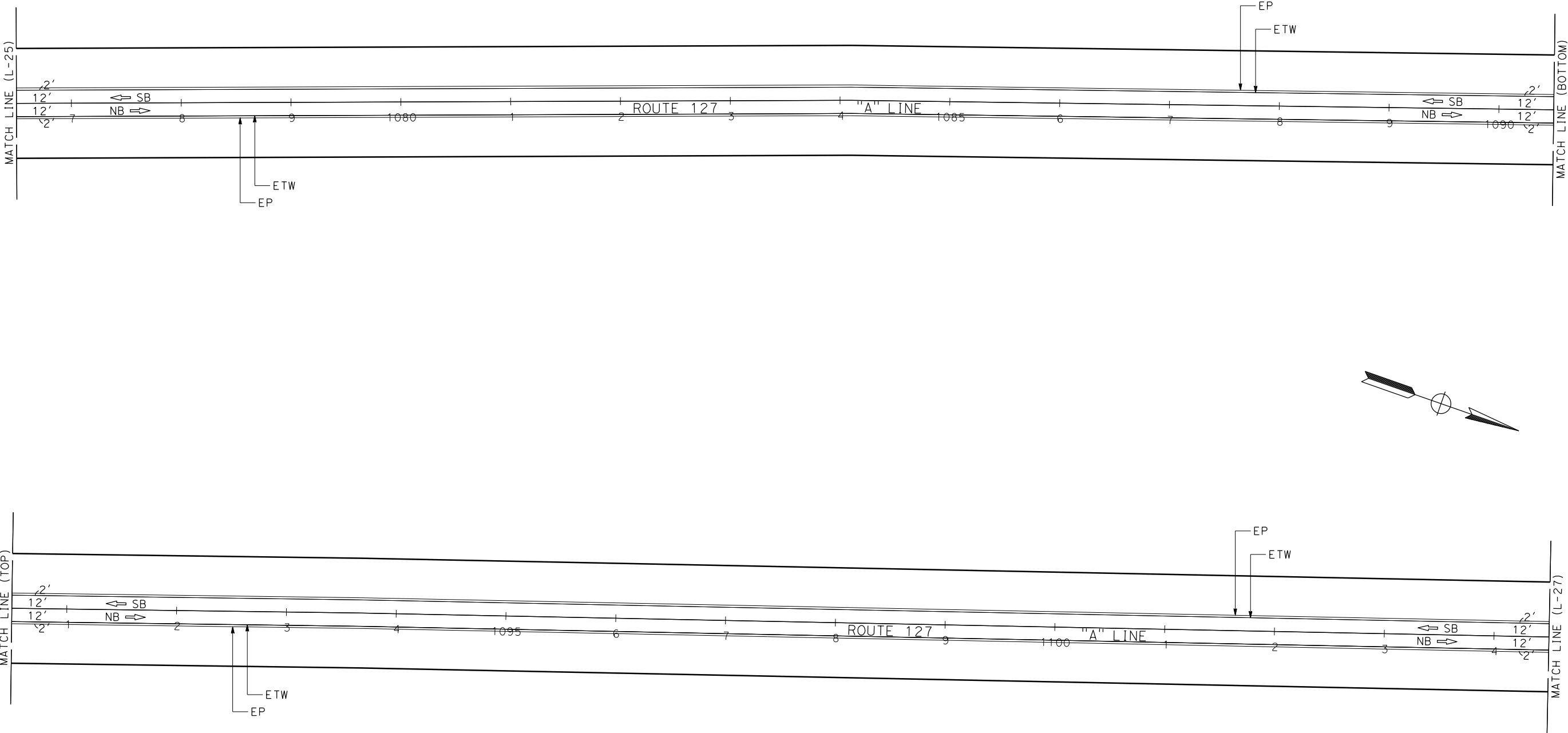
REGISTERED PROFESSIONAL ENGINEER

No.

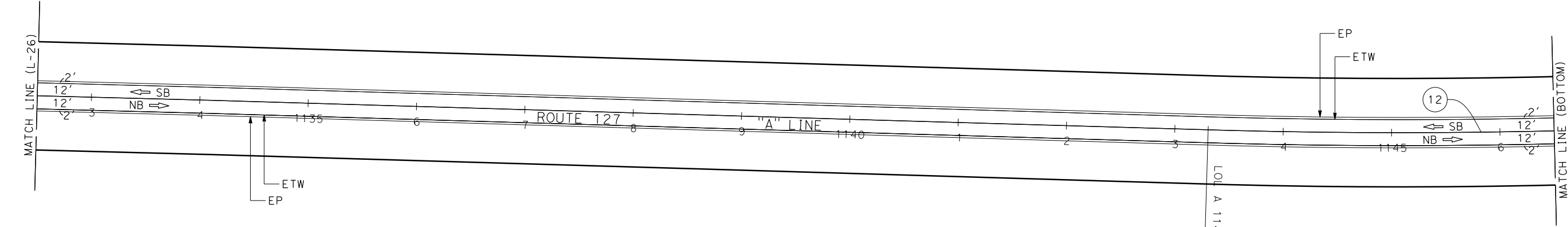
Exp.

CIVIL

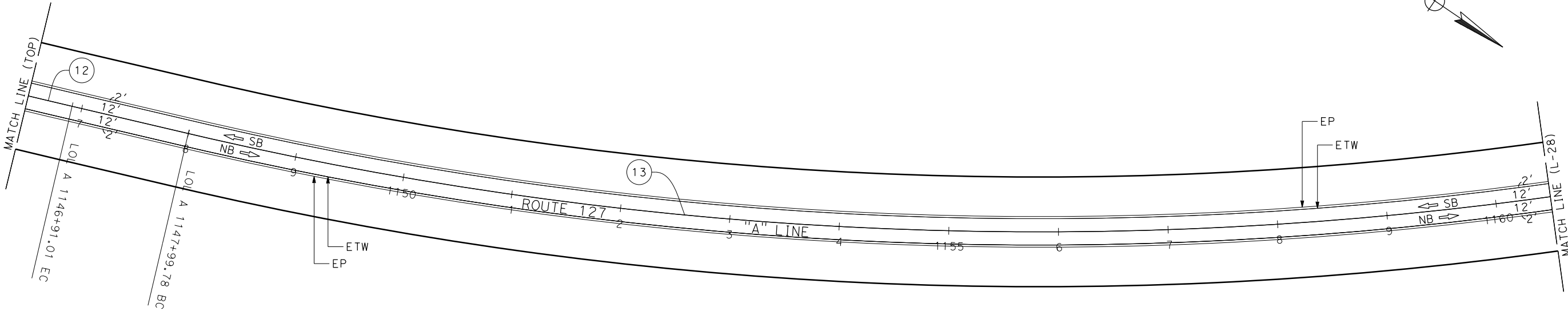
STATE OF CALIFORNIA



LAYOUT
SCALE 1"=50'



CURVE DATA				
No. (#)	R	Δ	T	L
12	6,000.00	03°26'24"	180.17	360.24



CURVE DATA				
No. (#)	R	Δ	T	L
12	6,000.00	03°26'24"	180.17	360.24
13	3,400.00	22°13'55"	668.04	1,319.28

LAYOUT
SCALE 1"=50'

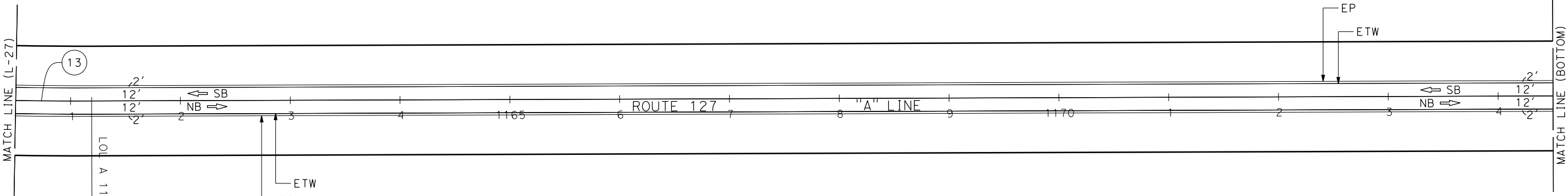
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

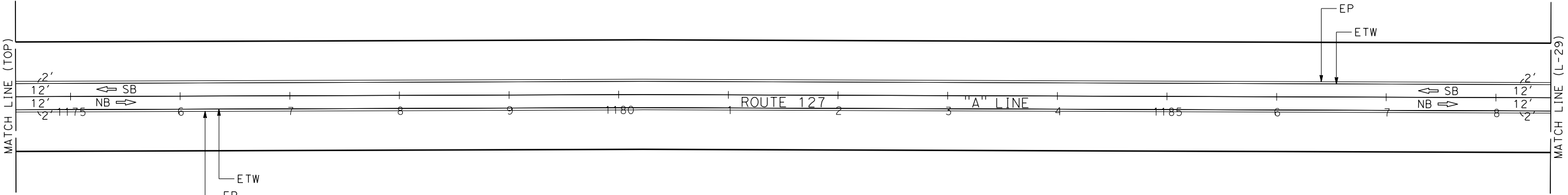
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.





CURVE DATA

No. (#)	R	Δ	T	L
13	3,400.00	22°13'55"	668.04	1,319.28



LAYOUT
SCALE 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq32.dgn

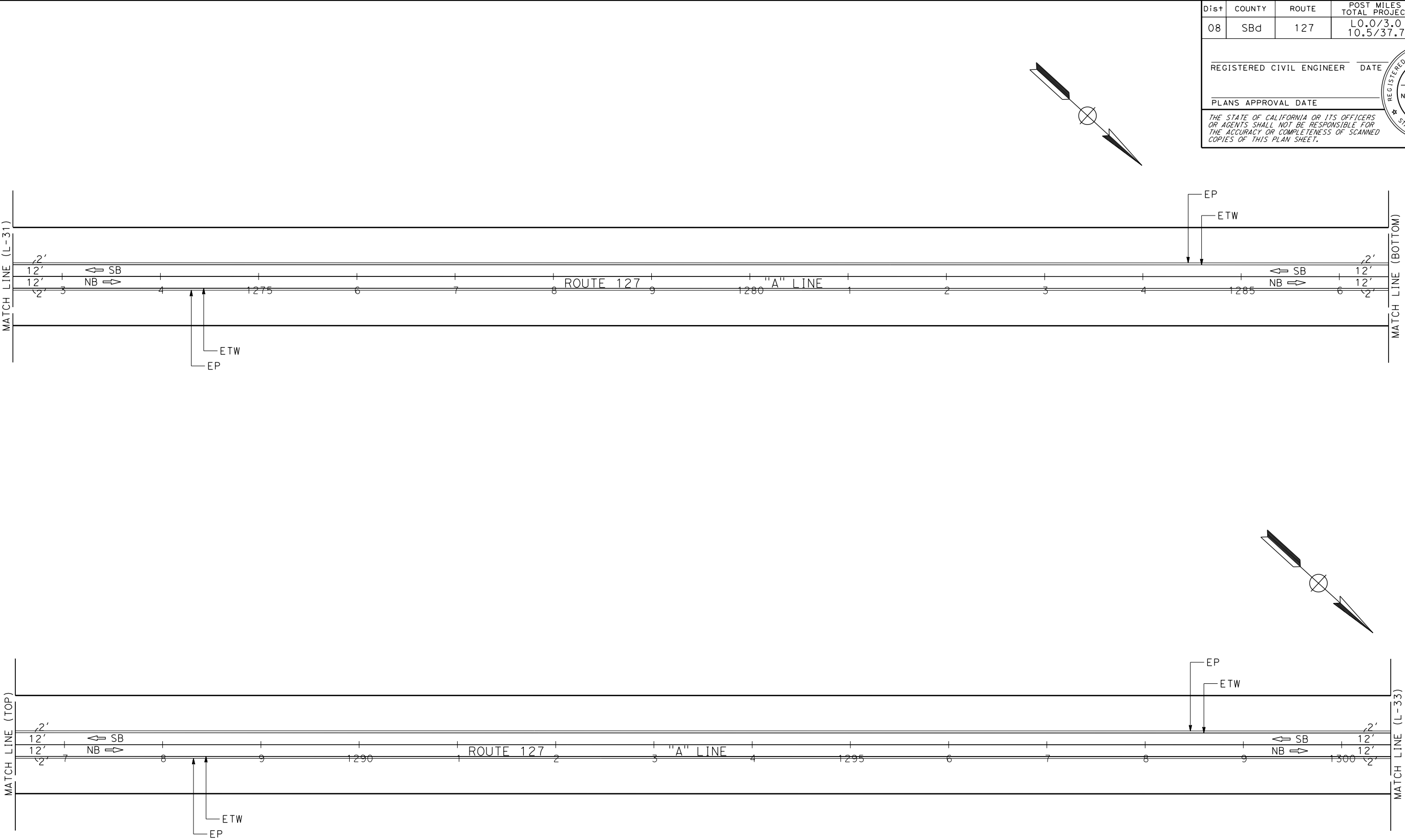
RELATIVE BORDER SCALE
IS IN INCHES

0123

UNIT 2245

PROJECT NUMBER & PHASE

08150001730



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

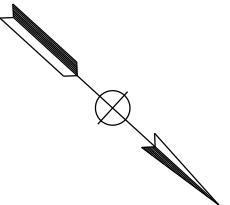
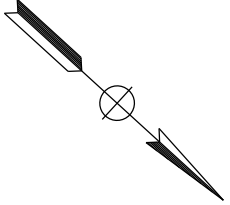
Exp.

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE 1"=50'

X



L - 33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq35.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

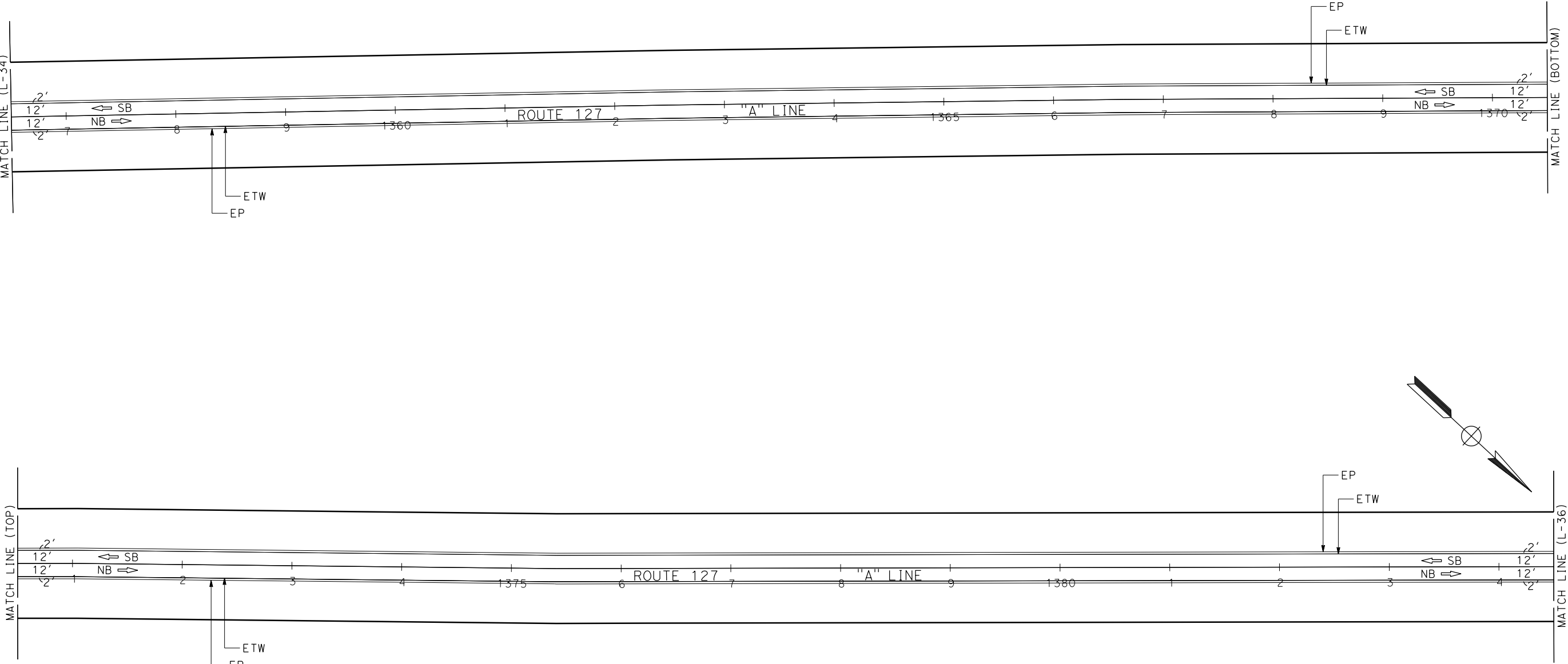
2

3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730



LAYOUT
SCALE 1"=50'

L - 35

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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 - 36

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq36.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:48:20 AM

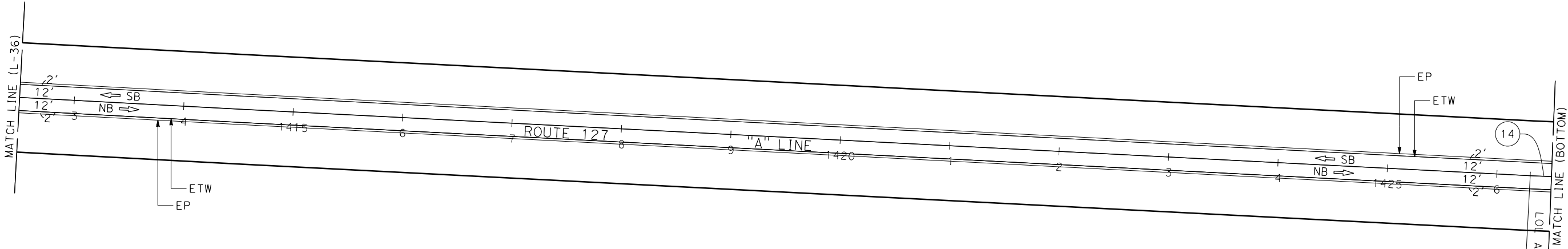
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

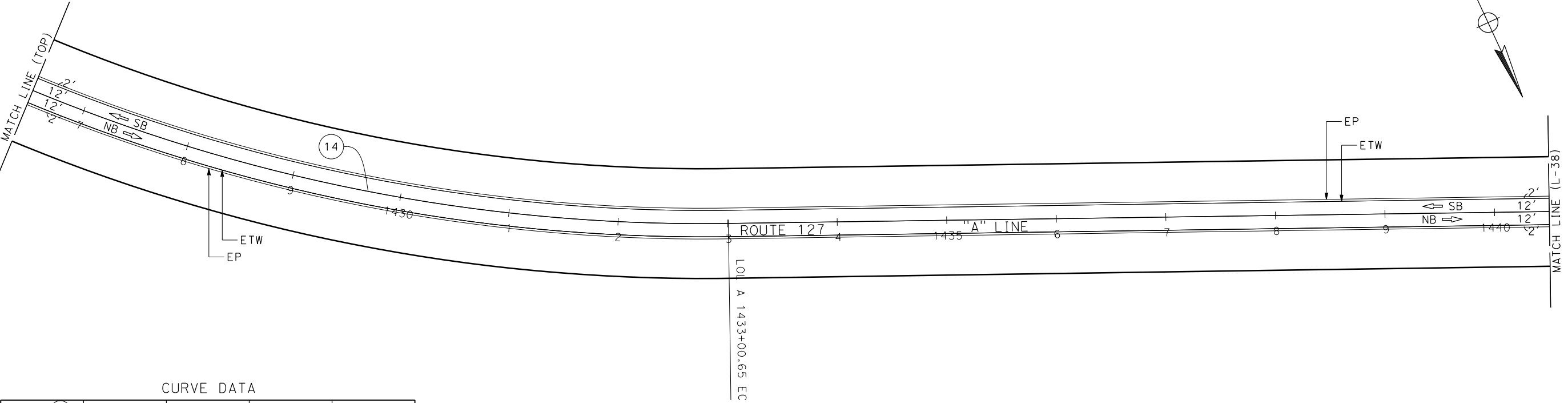
PLANS APPROVAL DATE

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



CURVE DATA				
No. (#)	R	Δ	T	L
14	1,600.00	23°59'56"	340.07	670.17



CURVE DATA				
No. (#)	R	Δ	T	L
14	1,600.00	23°59'56"	340.07	670.17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

08

SBd

127

POST MILES
TOTAL PROJECT
L0.0/3.0
10.5/37.7

SHEET
No.
XX

TOTAL
SHEETS
XX

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

ROUTE 127

"A" LINE

1445

6

7

8

9

1450

2

3

4

12'

12'

2'

12'

12'

2'

EP

ETW

EP

ETW

EP

ETW

EP

ETW

ROUTE 127

"A" LINE

1455

6

7

8

9

1460

2

3

4

6

7

8

12'

12'

2'

12'

12'

2'

EP

ETW

EP

ETW

EP

ETW

EP

ETW

LAYOUT

SCALE 1"=50'

L-38

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq38.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION

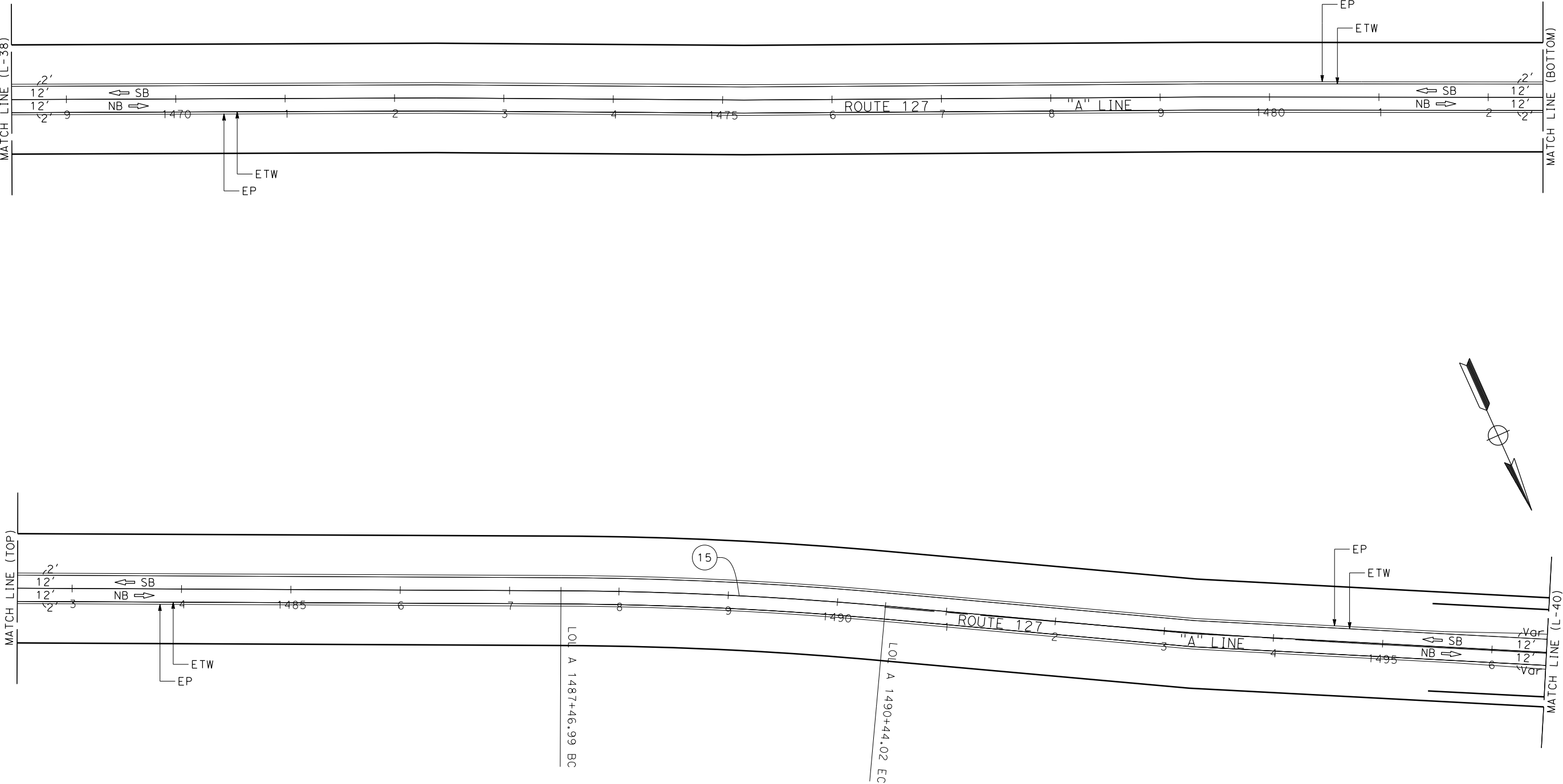
DATE PLOTTED => 4/9/2024

00-00-00

TIME PLOTTED => 9:48:30 AM

No. (#)	R	Δ	T	L
15	3,500.00	04° 51' 44"	148.60	297.02

CURVE DATA



LAYOUT

SCALE 1"=50'

L - 39

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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

The diagram illustrates the horizontal alignment of Route 127. Key features include:

- Stationing:** The main section covers stations 1498 to 1510. A secondary section at the bottom shows stations 1515 to 1520.
- Lane Markings:** SB (Southbound) and NB (Northbound) lanes are clearly marked with arrows.
- Alignment Lines:** The 'A' LINE represents the proposed centerline, while 'EXISTING R/W' indicates the current right-of-way boundaries.
- Match Lines:** The plan is bounded by 'MATCH LINE (L-39)' on the left and 'MATCH LINE (BOTTOM)' on the right, with a 'MATCH LINE (TOP)' at the bottom of the lower section.
- Labels:** Specific points are labeled, such as 'LDL A 1498+49.73 BC' and 'LDL A 1502+71.48 EC'.

LAYOUT
SCALE 1"=50'

L - 40

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:48:40 AM

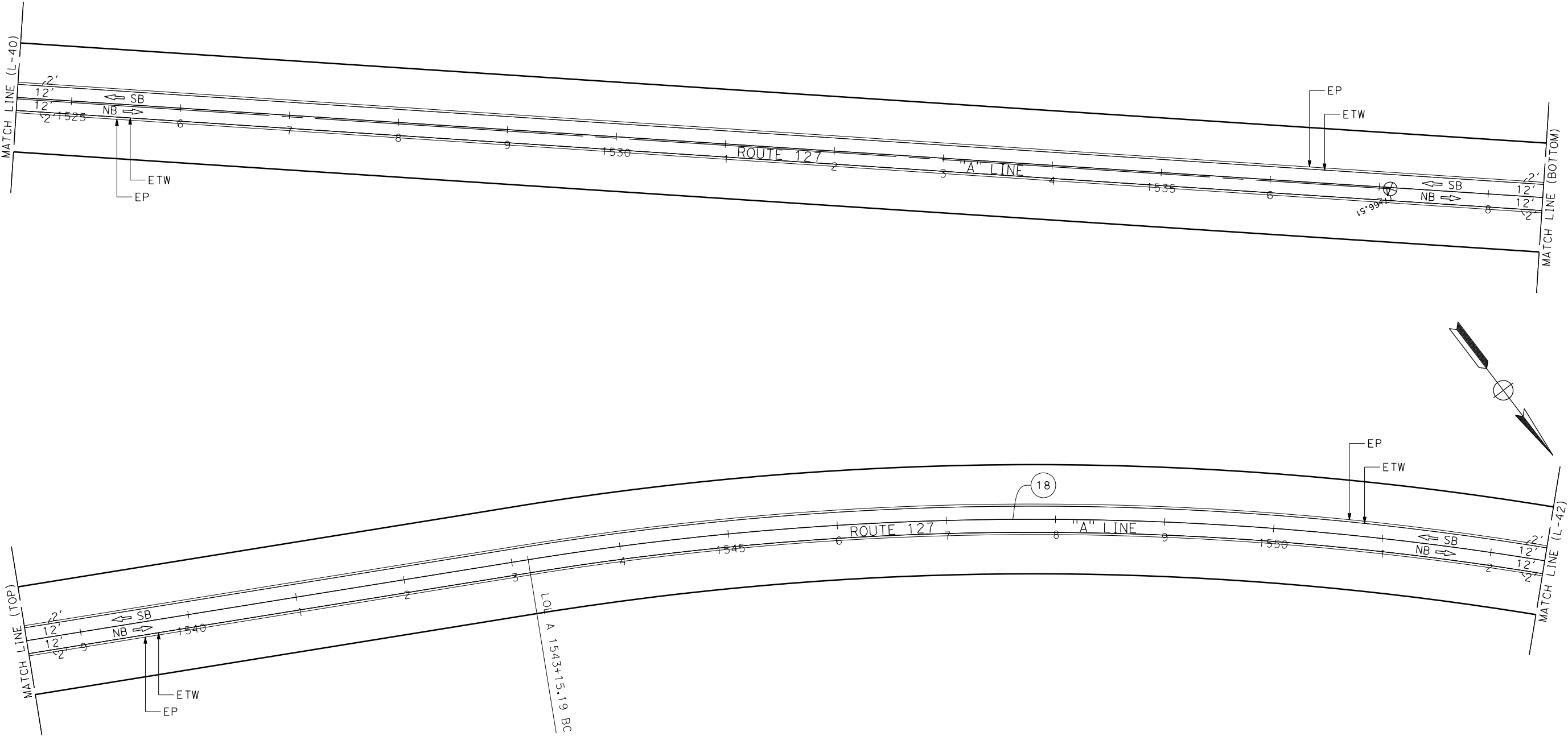
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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



CURVE DATA				
No. (#)	R	Δ	T	L
18	2,900.00	25°53'42"	666.72	1,310.66

LAYOUT
SCALE 1"=50'

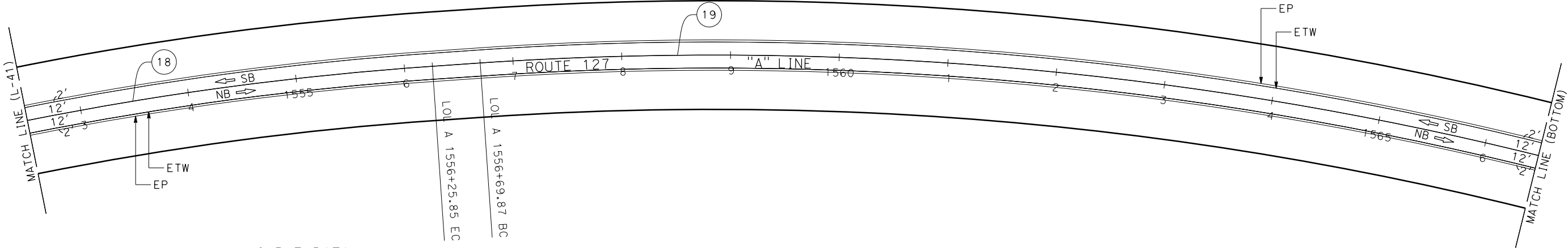
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

REGISTERED CIVIL ENGINEER DATE

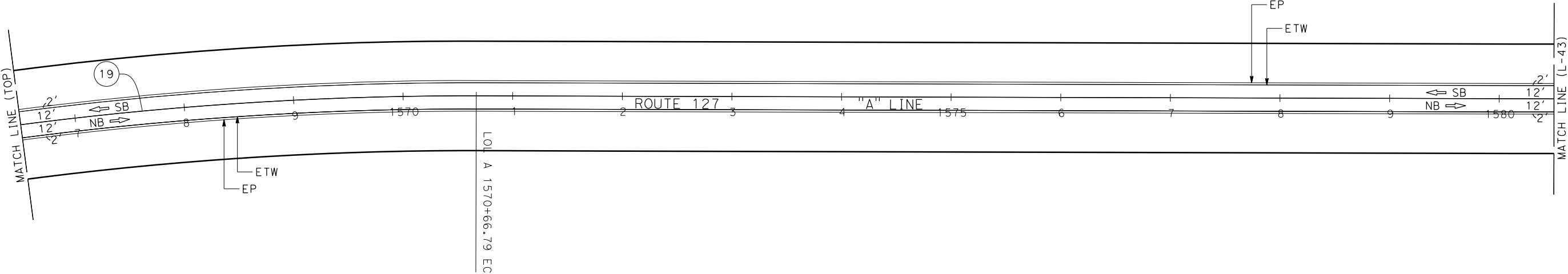
PLANS APPROVAL DATE

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



CURVE DATA				
No. (#)	R	Δ	T	L
18	2,900.00	25°53'42"	666.72	1,310.66
19	3,150.00	25°24'32"	710.14	1,396.92



CURVE DATA				
No. (#)	R	Δ	T	L
19	3,150.00	25°24'32"	710.14	1,396.92

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

08

SBD

127

POST MILES
TOTAL PROJECT
L0.0/3.0
10.5/37.7

SHEET
No.
XX

TOTAL
SHEETS
XX

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

MATCH LINE (L-42)

12'

12'

2

3

4

1585

6

ROUTE 127

7

8

"A" LINE

9

1590

1

2

3

4

12'

12'

← SB

→ NB

ETW

EP

EP

ETW

+75.00

END DIGOUTS
& RHMA-G OVERLAY

5

MATCH LINE (BOTTOM)

MATCH LINE (TOP)

12'

12'

2

3

4

1595

6

7

8

1600

1

ROUTE 127

2

3

"A" LINE

4

1605

6

7

8

12'

12'

← SB

→ NB

ETW

EP

EP

ETW

MATCH LINE (L-44)

LAYOUT

SCALE 1"=50'

L-43

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq43.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 2245

PROJECT NUMBER & PHASE

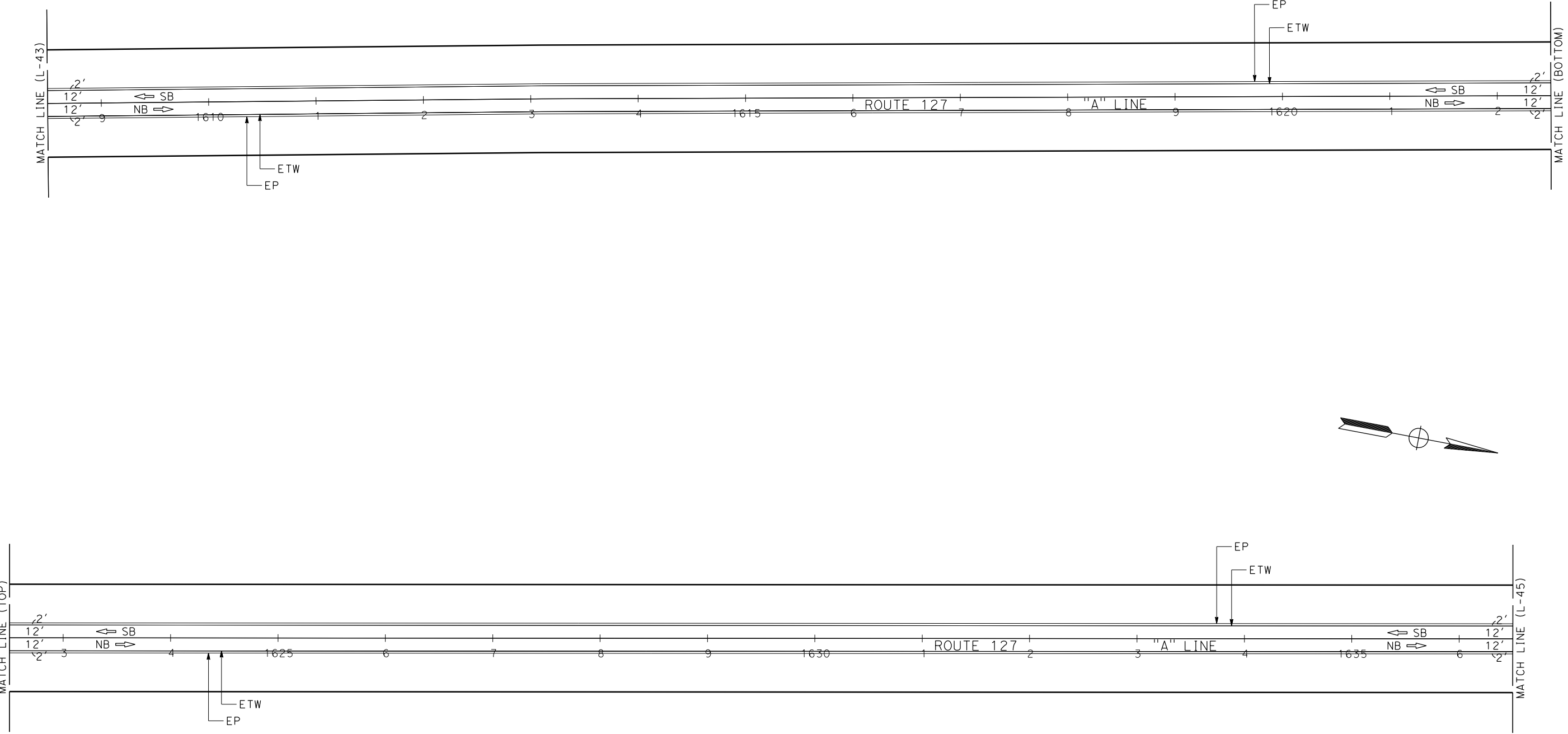
08150001730

LAST REVISION

DATE PLOTTED => 4/9/2024

00-00-00

TIME PLOTTED => 9:48:54 AM



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

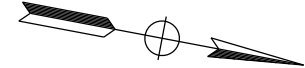
REGISTERED PROFESSIONAL ENGINEER

No.

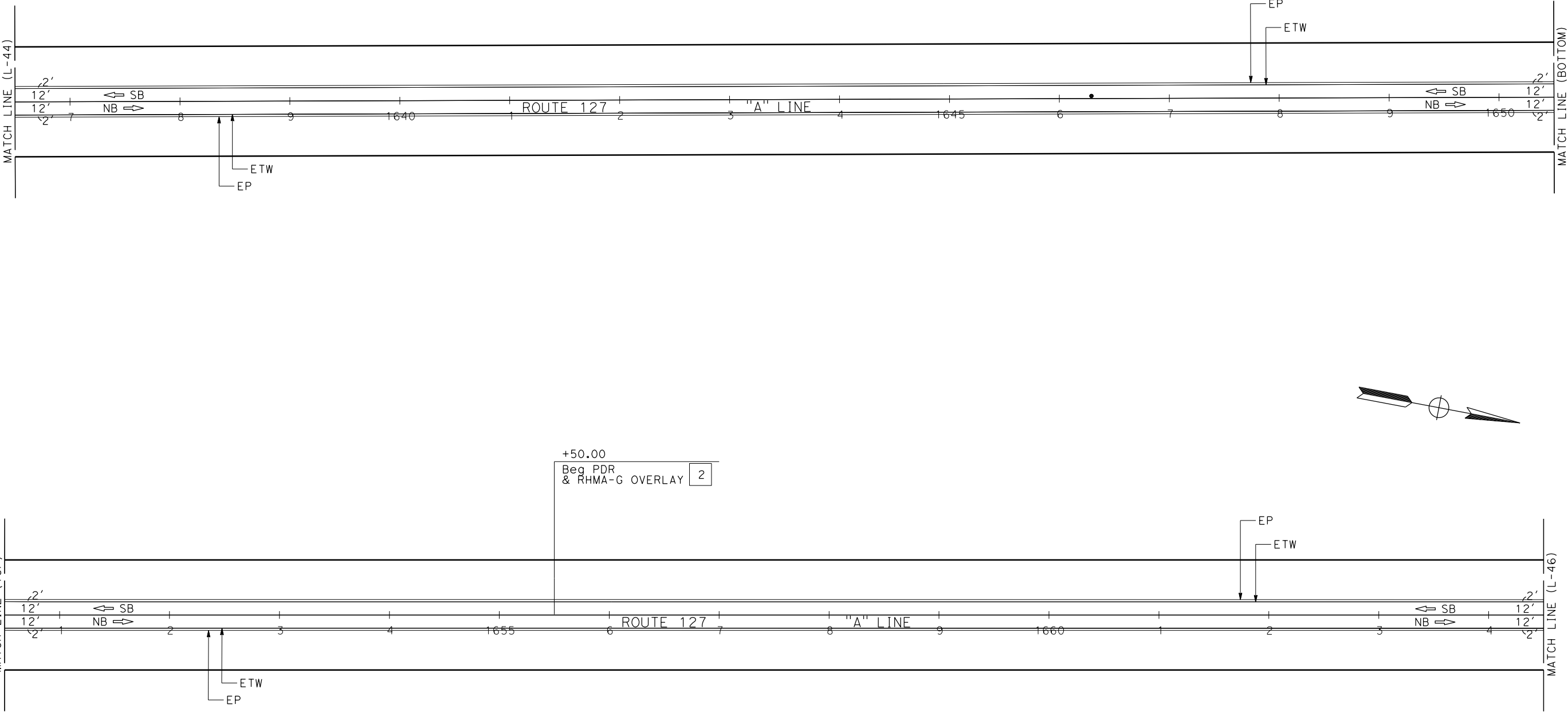
Exp.

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE 1"=50'



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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 - 45

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq45.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 2245

PROJECT NUMBER & PHASE

08150001730

LAST REVISION | DATE PLOTTED => 5/1/2024
00-00-00 | TIME PLOTTED => 11:26:50 AM

X

DATE PLOTTED => 4/9/2024
TIME PLOTTED => 9:49:09 AM
LAST REVISION
00-00-00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0815000173eq47.dgn

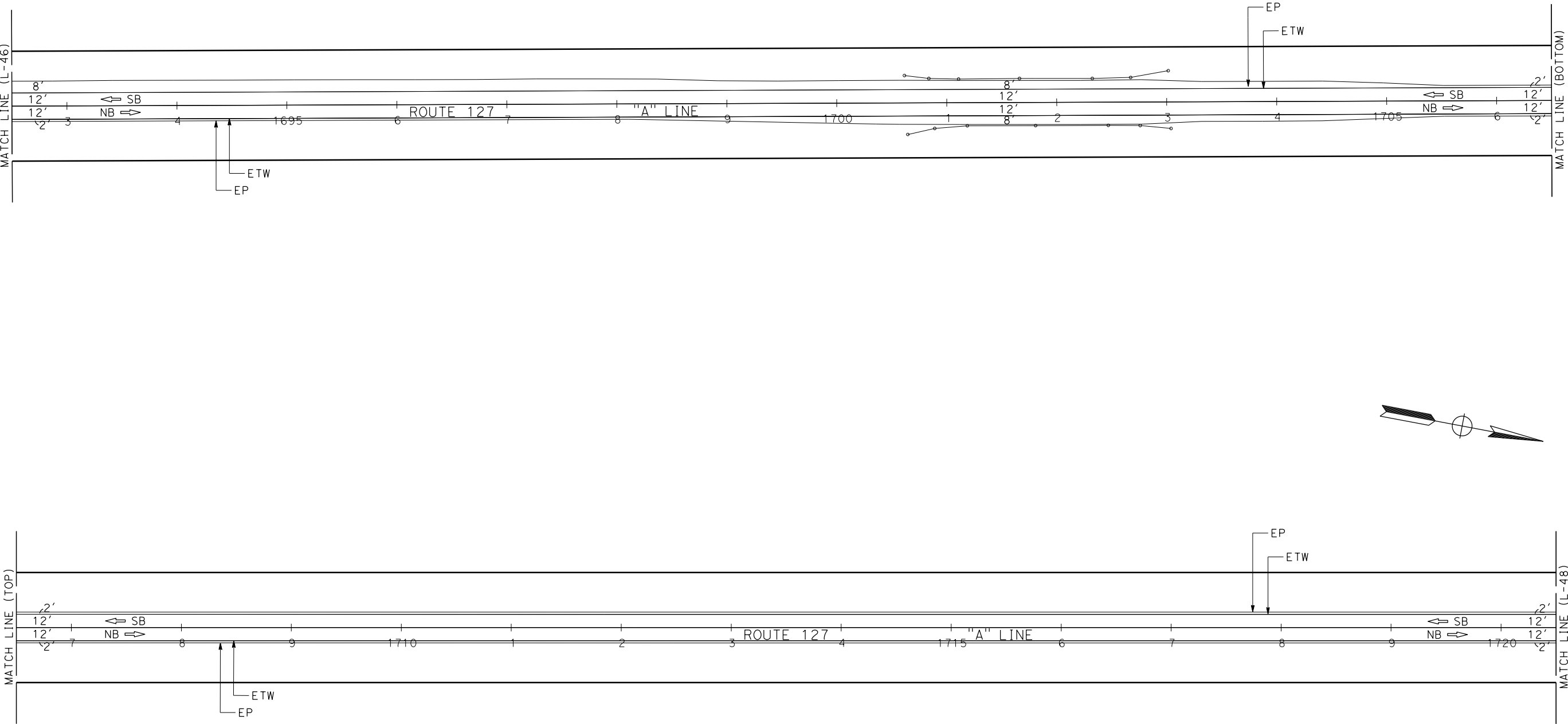
RELATIVE BORDER SCALE
IS IN INCHES

0123

UNIT 2245

PROJECT NUMBER & PHASE

08150001730



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

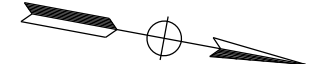
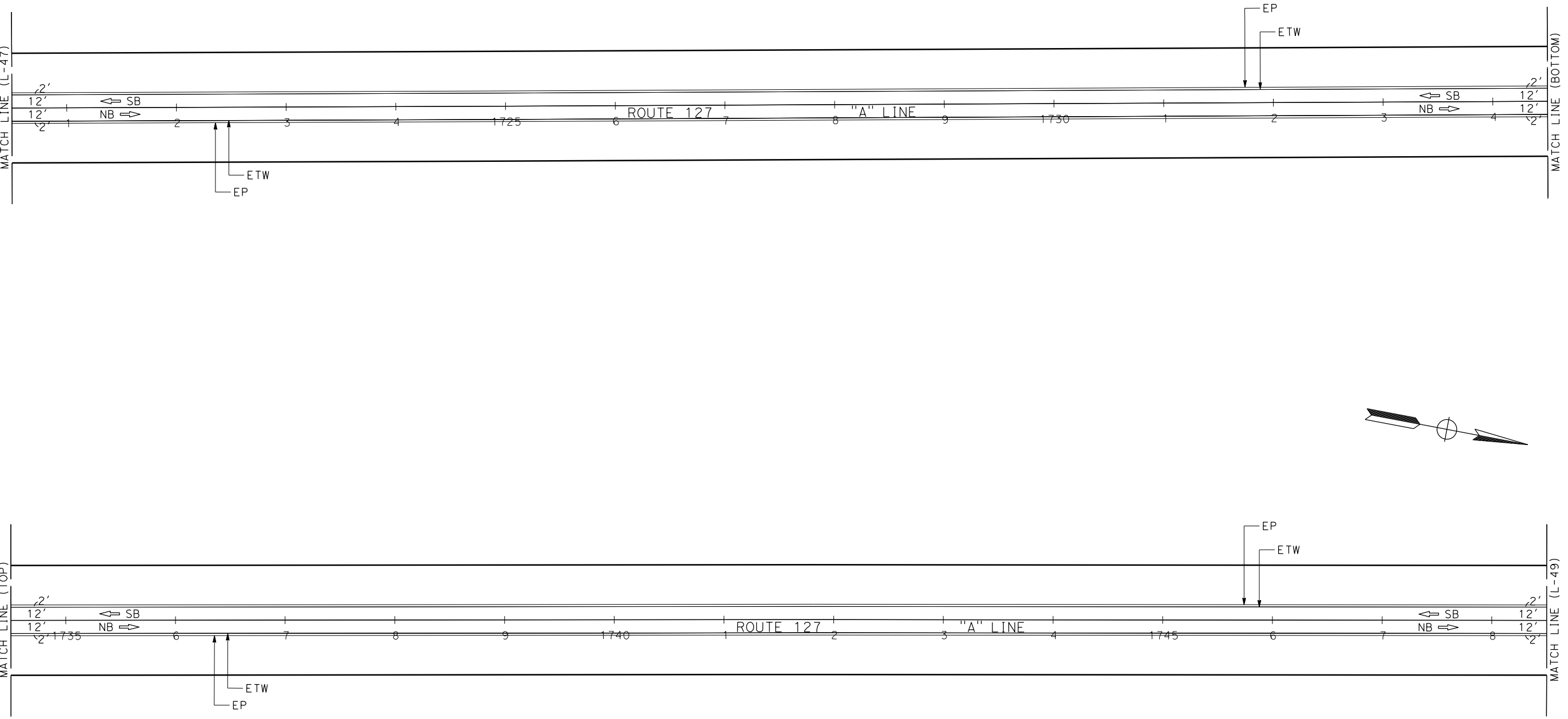
CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE 1"=50'

L-47

LAST REVISION | DATE PLOTTED => 4/9/2024
00-00-00 | TIME PLOTTED => 9:49:14 AM



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

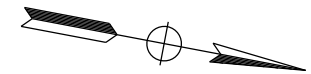
REGISTERED PROFESSIONAL ENGINEER

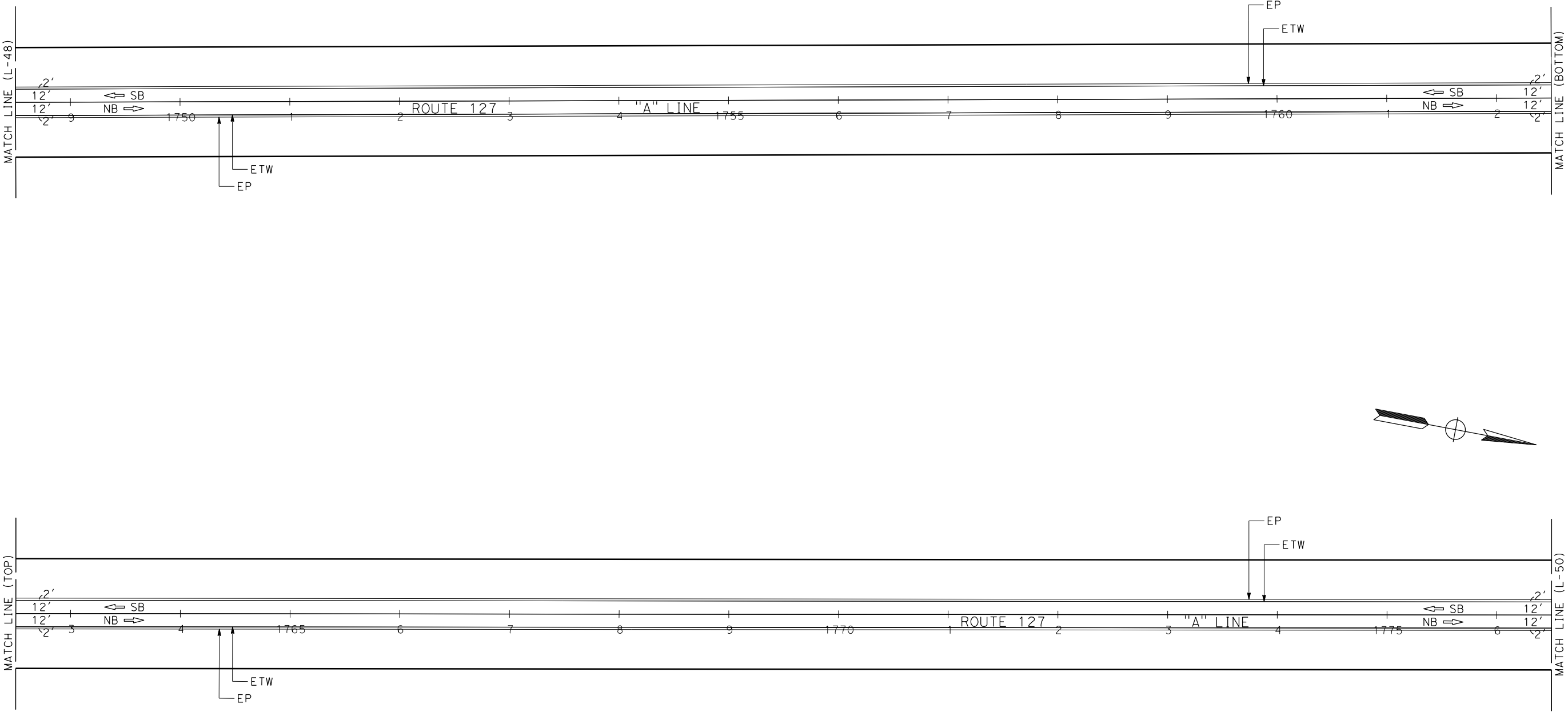
No.

Exp.

CIVIL

STATE OF CALIFORNIA





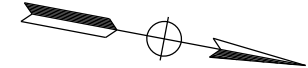
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.





LAYOUT
SCALE 1"=50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

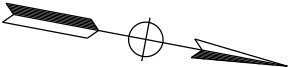
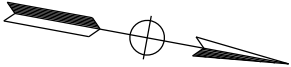
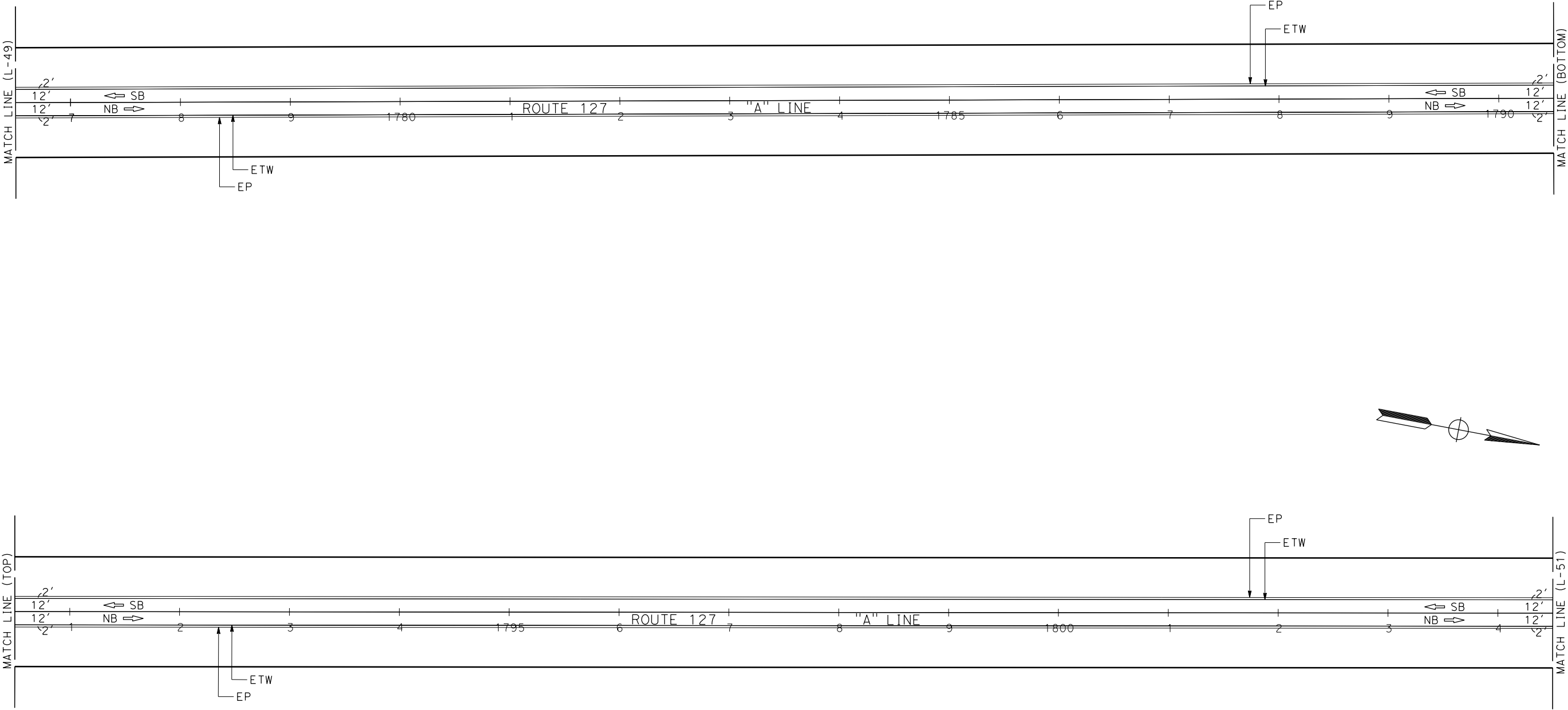
REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE 1"=50'

L - 50

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

08

SBD

127

POST MILES
TOTAL PROJECT
L0.0/3.0
10.5/37.7

SHEET
No.
XX

TOTAL
SHEETS
XX

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

ROUTE 127

"A" LINE

1805

1810

1815

1820

1825

1830

2

3

4

6

7

8

12'

12'

12'

12'

NB

SB

NB

SB

ETW

EP

ETW

EP

MATCH LINE (L-50)

MATCH LINE (BOTTOM)

ROUTE 127

"A" LINE

1820

1825

1830

1835

1840

1845

1

2

3

6

7

8

12'

12'

12'

12'

NB

SB

NB

SB

ETW

EP

ETW

EP

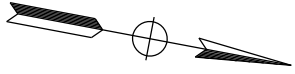
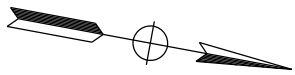
MATCH LINE (TOP)

MATCH LINE (L-52)

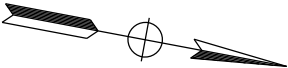
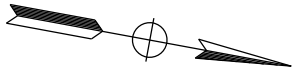
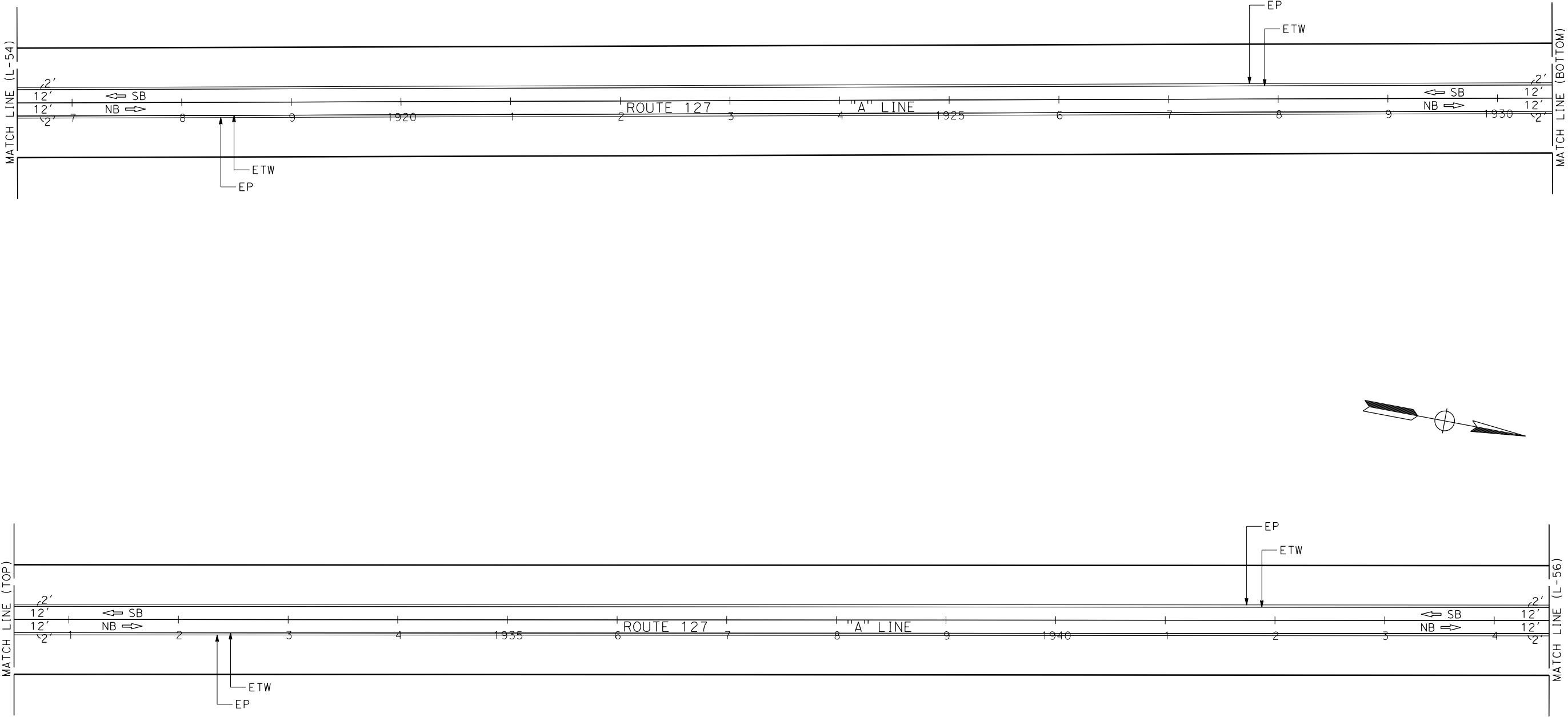
DATE PLOTTED => 4/9/2024

TIME PLOTTED => 9:49:33 AM

X



L - 54



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.



LAYOUT
SCALE 1"=50'

L-55

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

SAMMY KORANI

-

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME =>

DGN FILE => ...\\0815000173eq56.dgn

RELATIVE BORDER SCALE

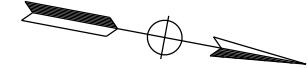
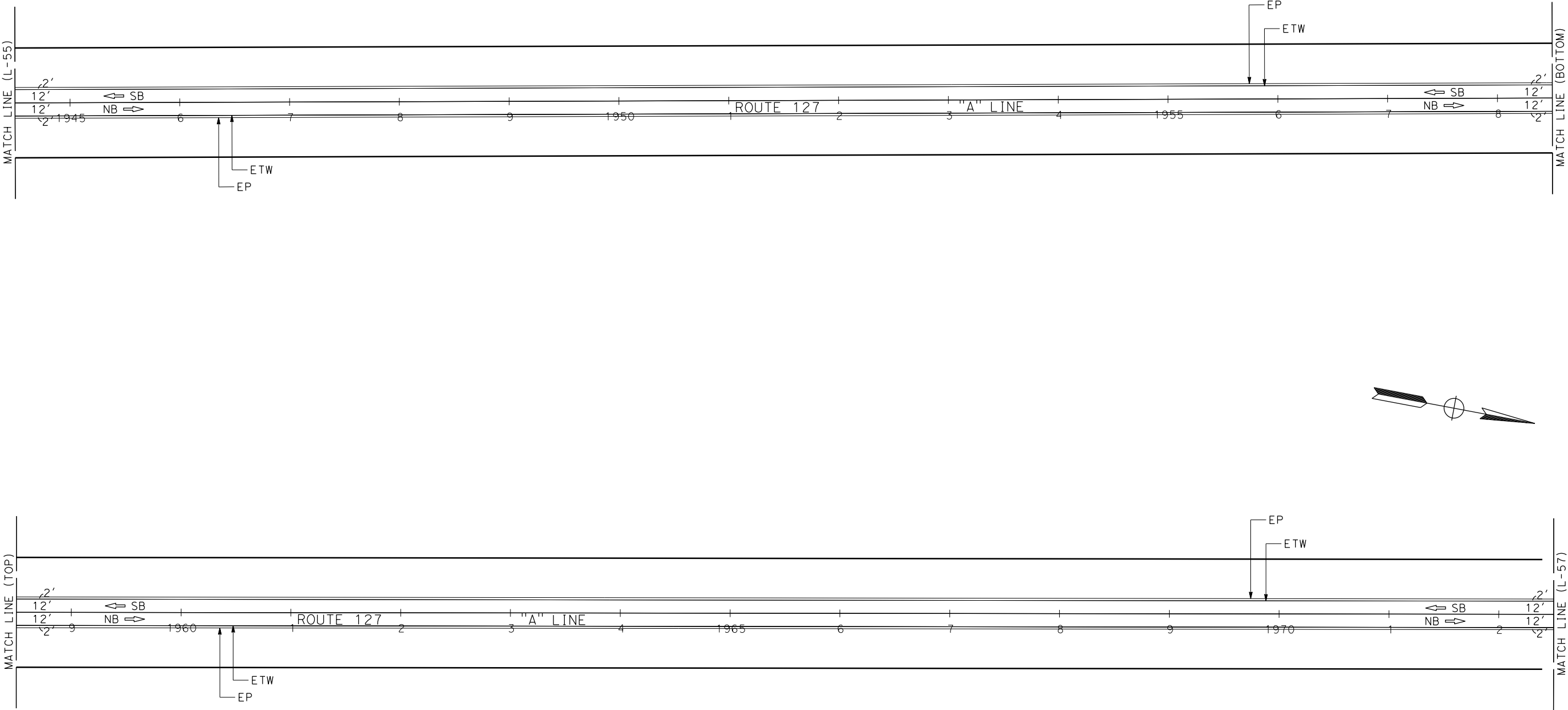
IS IN INCHES



UNIT 2245

PROJECT NUMBER & PHASE

08150001730



LAYOUT
SCALE 1"=50'

L-56

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

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.

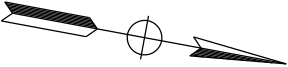
REGISTERED PROFESSIONAL ENGINEER

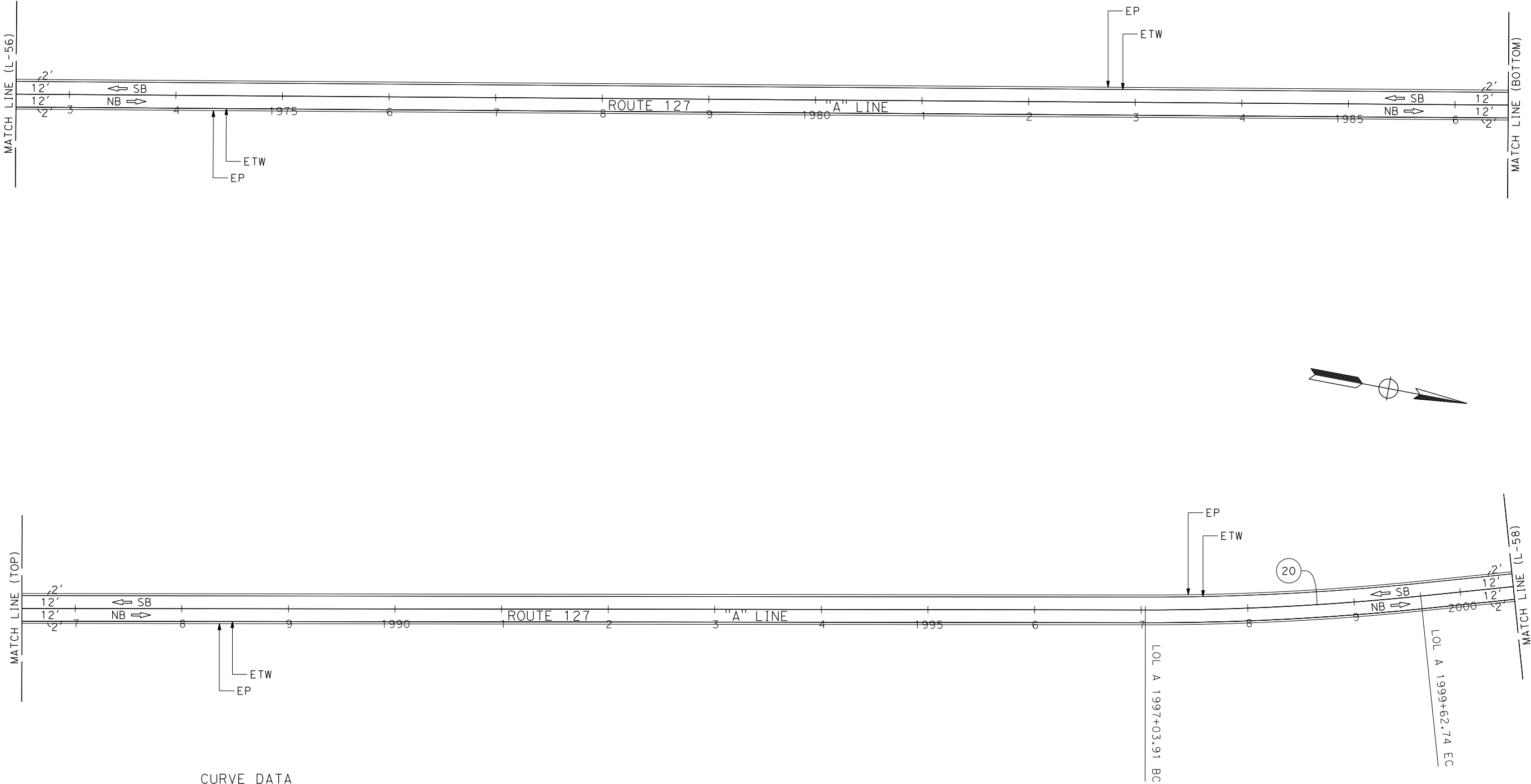
No.

Exp.

CIVIL

STATE OF CALIFORNIA





CURVE DATA				
No. (#)	R	Δ	T	L
20	2,500.00	05° 55' 55"	129.53	258.82

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	127	L0.0/3.0 10.5/37.7	XX	XX

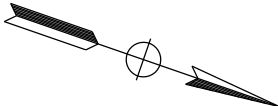
REGISTERED CIVIL ENGINEER DATE

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.



X



L - 58

ATTACHMENT C
Initial Site Assessment (ISA)
Check List

INITIAL SITE ASSESSMENT (ISA) CHECKLIST - Phase 0, Update

DATE: 5/16/2024

PROJECT INFORMATION

District 08 County SBd Route 127 Post Mile L0.0/3.0 & 10.5/37.7 E.A. 1G200

DESCRIPTION OF WORK:

The scope of the project proposes to Cold-In-place Recycle (CIR) existing asphalt pavement, provide pavement tapered edges and to replace sign panels on both sides of SR-127 in and near Baker in San Bernardino County. At the southern side of the Baker Blvd intersection, 2 curb ramps will be constructed. A Rectangular Rapid Flashing Beacon (RRFB) will be constructed at School House Lane with 4 curb ramps. The project also proposes to construct two 6-foot pedestrian pathways and 4-feet shoulders for bicycle use from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) within the community of Baker. By combining scope from another project, an existing census station at approx. PM 0.0/0.1 will be rehabilitated and a new census station will be constructed at approx. PM 2.0.

Revision 1:

1. Available Infrastructure Investment and Jobs Act (IIJA) funds were applied for and approved for existing scope, and safety enhancements. As a result, a Rectangular Rapid Flashing Beacon (at PM 0.63) and four curb ramps at the SR-127 & Schoolhouse Lane intersection have been added to the existing scope.
2. Existing census station, at PM 0.1, will be rehabilitated and a census station will be added at approximately PM 2.0.
3. Storm events from August 15, 2023, through September 2, 2023, have created emergency response conditions along SR-127. Emergency project 1P700 has multiple segment repairs that are still evolving currently. SR127 has received full lane replacement between PM 29.9 to PM 31.1 (1.2 mi). This segment might be omitted from the current project scope depending on work completed per 1P700.
4. Due to an existing layer of petromat fabric within the pavement structural section between PM 10.5/27.5, and emergency storm response activities; the available pavement rehabilitation and maintenance improvements will account for these factors. The pavement between PM L0.0/L0.17 and PM 0.0/3.0 will be cold-planed and overlaid with RHMA-G (0.2 ft). The pavement between PM 10.5/29.9 will only be overlaid with RHMA-G (0.2 ft) with some random digout locations (determined by the resident engineer). The pavement between PM 31.1/37.7 will now be the only section to implement 0.35 ft of Cold In-Place Recycling and 0.20 ft of RHMA-G overlay.
5. Federal Land Transfer, Bureau of Land Management (BLM) from PM 0.84 to PM 3.0 and PM 10.5 to 37.7.

The Federal Land Transfer will account for the areas 50' to the left and right of the Centerline for State Route 127. The total area of both federal land transfer and other private/county land transfer is now 359.61 acres.

Original Scope:

The proposed scope of work for the project will address multi-objective priorities for overall transportation needs in and near the City of Baker including the following Assets:

- The width of existing R/W varies from 50' to 100' in segment 1 (PM L0.0/3.0). Some FEE & TCE needed.

The state has prescriptive R/W in segment 2 (PM 10.5/37.7).

There is no controlled access along the segment 2 of SR-127.

1. Pavement -

Capital Preventive Maintenance (CAPM) strategy to extend life of the existing pavement and to improve ride quality by

(i) implement pavement rehabilitation and maintenance activities to improve existing pavement conditions.

(ii) providing pavement tapered edges &

(iii) 3' wide shoulder backing on both sides of the highway.

2. Safety -

Replace existing guardrail with concrete barrier, type 60 at the Amargosa River Bridge, Bridge No. 54-1170.

3. Multi-modal Supplementary Assets -

(i) Construct (2) 6-foot-wide pedestrian pathways and 4-foot-wide shoulders for bicycle use (Class II Bike Lane) from Baker Boulevard (PM 0.02) to Schoolhouse Lane (PM 0.64) within the community of Baker. Construction of the pedestrian pathway may involve utility relocation of fire hydrants, etc. Future field investigations are required to clarify this issue.

(ii) Construct (2) ADA curb ramps and install four enhanced visibility crosswalks at the SR-127/Baker Blvd intersection. As a result of right of way encroachments and adherence to the approved PIR, two ADA curb ramps on the southern quadrants of SR-127/Baker Blvd intersection

will be updated.

(iii) Restripe the pavement, enhance traffic delineations, and replace and upgrade damaged sign panels along SR-127 as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles and pedestrians.

Project Engineer	<u>Danny Pheng</u>	Telephone	<u>(909) 501-9389</u>
Environmental Coordinator	<u>Kourtney Graves</u>	Telephone	<u>(909) 472-1362</u>
DATE ISA NEEDED	<u>10/3/2024</u>		

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

- Project Features: New R/W? **YES** Excavation? **YES** Railroad Involvement? **NO**
Structure Demolition/Modification? **NO** Utility Relocation? **NO**
- Project Setting: Rural - X Urban -
Current Land Uses: **State Highway**
Adjacent Land Uses: _____
(Industrial light industry, commercial, agriculture, residential, other)
- Check Federal, State, and local environmental and health regulatory agency records as necessary to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets as needed to provide all information available pertinent to the proposed project. IS PROJECT
- AFFECTING SITES LISTED ON CORTESE LIST? **NO** IF YES, DESCRIBE SITE: _____
- Conduct Field Inspection Geotracker, EnviroStor, Mineral hazards Info Maps Date 5/16/2024

Storage Structures/Pipelines:

UST's	<u>NO</u>		
Surface tanks	<u>NO</u>		
Sumps	<u>NO</u>	Ponds	<u>NO</u>
Drums	<u>NO</u>	Basins	<u>NO</u>
Transformers	<u>NO</u>		
Landfill	<u>NO</u>		
Other			

Contamination: (spills, leaks, illegal dumping, etc)

Surface Staining	<u>NO</u>
Oil Sheen	<u>NO</u>
Odors	<u>NO</u>
Vegetation damage	<u>NO</u>
Other	

Hazardous Materials: (asbestos, lead, etc.)

Buildings	<u>NO</u>
Sprayed-on Fireproofing	<u>NO</u>
Pipe Wrap	<u>NO</u>
Friable Tile	<u>NO</u>
Acoustical Plaster	<u>NO</u>
Serpentine Paint	<u>NO</u>
Other	

Other comments and/or observations:

Task order No. 64 was conducted and completed for this project on February 8, 2024. Task order concluded that the soil is unregulated, non-hazardous.

Use the following SSPs in the PS&E package:

SSP 7-1.02K(6)(j)(iii): Earth Material Containing Lead – Requires a Lead Compliance Plan (LCP) for soil disturbance when lead concentrations are non-hazardous.

SSP 14-11.14: Treated Wood Waste

SSP 36-4: Residue contain lead from grinding or cold planning from paint and thermoplastic – Requires a Lead Compliance Plan (LCP).

This ISA checklist will be updated during Phase 1 of the project.

ISA DETERMINATION:

Does the project have potential hazardous waste involvement? Low Risk

If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? **NO** If yes, explain, and give estimate of additional time required:

ISA CONDUCTED BY: Christian Duran
CHRISTIAN DURAN, ENVIRONMENTAL ENGINEERING, MS-824
DISTRICT 08 TRANSPORTATION ENGINEER – CIVIL

DATE: 5-16-2024

ATTACHMENT D

Right of Way Data Sheet

M E M O R A N D U M

To: DANNY PHENG
Design B

From: CHRISTINE SENTENO
RW Project Coordination

Date: August 21, 2024 - Revision
File: 08-SBd127 PM – L0.0/3.0
08-SBd 127 PM – 10.5/37.7
Project: Pavement Rehabilitation
E.A./P.N.: 1G2000 / 0815000173

We have completed an estimate of the right of way costs for the above-referenced project based on the request received on **August 29, 2023**, and the following assumptions and limiting conditions:

- ☐ Mapping received did not provide sufficient detail to determine the limits of the right of way requirements and/or to determine damages to the remainder parcels impacted by the project.
- ☒ Additional right of way requirements may be anticipated but are not defined due to the preliminary nature of the early design requirements.
- ☐ We have determined that there are no right of way functional involvements in the proposed project at this time as currently designed.
- ☒ Due to the preliminary nature of the project scope/mapping, utility estimate was provided without the benefit of As-Built maps or potholing.
- ☒ Other: **BLM affected PM 0.9-3.0, 10-19.11, 19.7-37.7. State Lands Commission affected at PM 19.13-19.66. Courtesy letters will be provided at PAED.**

Right of Way Engineering will require a minimum of 6 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping (M224).

Right of Way will require a minimum of 18 months prior to certification of the subject project after receiving final Right of Way Appraisal maps, necessary environmental clearances, and approved freeway agreements (M225).

Shorter lead times may lead to additional Right of Way resources, an increased number of eminent domain actions and possibly result in missing the certification date. Any of these actions may reflect adversely on the District's other programs or the Department's and/or District's public image.

*NOTE: THE WORKPLAN WILL BE SENT SEPARATELY AND ARE BASED ON THE INFORMATION PROVIDED WITH THE DATA SHEET REQUEST. IF THERE IS A CHANGE IN SCOPE, A REVISED DATA SHEET AND WORKPLAN WILL BE PROVIDED.

Attachments:

- [XX] Right of Way Data Sheet
[XX] Utility Information Sheet
[XX] Railroad Information Sheet
[XX] Government Lands Information Sheet
[] M.C.C.E.

EVNT RW	_____
COST RW1 - 6	_____
TEXT TI	_____
SCAN	04/15/24
CLASS	_____
AGRE	_____
TPRC	_____

RIGHT OF WAY DATA SHEET

(Form #)

Current 9-Phase Programming: \$ 405,000.00

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Permits to Enter	\$ 463,584.00
Railroad	\$ 0.00
Federal Lands – Special Use	\$ 0.00
B. Acquisition of Offsite Mitigation.	\$ 0.00
C. Utility - Relocation (State share)	\$ 12,5000.00
- Potholing (6 Potholes @ \$600)	\$ 3,600.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 19,500.00
G. Project Permit Fees	\$ 20,000.00
H. Condemnation Costs	\$ 139,075.00
Total R/W Estimate:	\$ 658,259.00

2. Anticipated Date of Right of Way Certification March 02, 2026

3. Parcel Data:

Type	Dual/Appr	Utility Involvement	RR Involvement	No
X _____	_____	U4-1 _____	C&M Agreement	_____
A _____	_____	-2 _____	Svc Contract	_____
B <u>14</u> _____	_____	-3 _____	OE Clearances/	_____
C _____	_____	-4 _____	Clauses	_____
D _____	_____	U5-7 <u>7</u> _____	LIC/ROE	_____
		-8 _____		
Total Parcels <u>14</u> _____		-9 <u>1</u> _____	Federal Lands	Yes
			Number of Parcels	_____

Areas: Right of Way: S.F. 114,771s.f. (Fee), 11,143 s.f. (TCE)
 Excess: S.F. _____
 No. Excess Land Parcels: _____

Misc. R/W Work
 RAP Displacement _____
 Clear/Demo _____
 Const Permits _____
 Condemnation 4 _____
 Permits to Enter-ENV _____

RIGHT OF WAY DATA SHEET

(Form #)

4. Are there major items of Construction Contract Work?
Yes ____ No X (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.).

Type and Number of Parcels: Total Number of Larger Parcels 14

Fee	<u>14</u>
Easements	<u>2</u>

6. Is there an effect on assessed valuation?
Yes ____ Not Significant ____ No X (If yes, explain.)
7. Are utility facilities or rights of way affected?
Yes ____ No X (See attached Utility Information Sheet)

The following checked items may seriously impact lead time for utility relocation:

- ☐ Longitudinal policy conflict(s).
☐ Environmental concerns impacting acquisition of potential easements.
☐ Power lines operating in excess of 50 KV and substations.

8. Are railroad facilities or rights of way affected? Yes ____ No X
(See attached Railroad Information Sheet)
9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ____ None Evident X
(If yes, attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)
10. Are State or Federal rights of way affected?
Yes X No ____ (See attached Government Lands Information Sheet)
Agencies Involved: Bureau of Land Management & State Lands Commission
Rights/Permissions Required: Courtesy Letter

11. Are RAP displacements required? Yes ____ No X
No. of single family ____ No. of business/nonprofit ____
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.
12. Are there material borrow and/or disposal sites required?
Yes ____ No X (If yes, explain.)
13. Are there potential relinquishments and/or abandonments?
Yes ____ No X (If yes, explain.)
14. Are there existing and/or potential Airspace sites?
Yes ____ No X (If yes, explain.)

RIGHT OF WAY DATA SHEET

(Form #)

15. Is it anticipated that all Right of Way work will be performed by CALTRANS staff?

Yes X No (If no, discuss.)

Evaluations prepared by:

Right of Way Estimator: STEPHEN HENSLEY, Associate Right of Way Agent

Railroad Coordinator: LYND SAY CAMPANELLA, Associate Right of Way Agent

Utility Coordinator: JAMES DAVIS, Associate Right of Way Agent

Federal Lands: KRISTINE FLINT, Associate Right of Way Agent

Right of Way Engineering: BRIAN CEBALLOS, Transportation Land Surveyor

Reviewed By:

Gustavo Gutierrez
GUSTAVO GUTIERREZ
Project Coordinator
District 8, Right of Way

Date: 09/13/2023

Reviewed By:

Christine Senteno
CHRISTINE SENTENO
Senior-RW Agent, Project Coordination
District 8, Right of Way

Date: 09/18/2023

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

Susan Esparza
SUSAN ESPARZA
Project Delivery Manager
District 8, Right of Way

Date: 09/18/2023

Rebecca Guirado
REBECCA GUIRADO,
Deputy District Director
District 8, Right of Way and Land Survey

Date: 09/19/2023

REVISIONS			APPROVAL	
No.	Date	Reason for Revision	Project Coordinator	Sr. RW Agent
1	04/09/2024	Updated cost estimate due to additional acquisitions	<u>gg</u>	<u>CS</u>
2	08/21/2024	Updated cost estimate due to revised requirements.	<u>gg</u>	<u>ooc gg</u>

RIGHT OF WAY DATA SHEET

(Form #)

This utility estimate was prepared using “project specific” data and unit values. This information is not to be utilized for the updating or preparation of this, or any other Right of Way Cost Report or Utility Information Sheet.

UTILITY INFORMATION SHEET

1. List of utility companies in the project area:

AT&T-transmission-distribution, Baker CSD, Kern River Gas Transmission Company, Level 3/Lumen, MCI (Verizon Business), Sprint, SCE-distribution

2. Type and name of utilities in conflict and agreements required:

Baker CSD- manhole

Notice to owners and utility agreements are expected.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain

Disposition of longitudinal encroachment(s):

- ☒ None
☐ Relocation required.
☐ Exception to policy needed.
☐ Other. Explain

4. Additional information concerning utility involvement on this project. Is there any special circumstances/facilities requiring additional lead time?

UEW has removed SCE pole relocation as possible conflict.

5. Potholing costs: **\$3,600** (6PH x \$600)

Total estimated cost of State's obligation for utility relocation on this project:
(Phase 9 funding) **\$12,500**

Facility Owner	Type of Relocation (facility)	Quantity (i.e., LF of waterline, # of manholes, # poles, etc.)	Cost of Each relocation	Total Cost of relocations	Estimated Grand Total including contingency
Baker CSD	Manhole	1	\$10,000	\$10,000	\$12,500

Utility Involvement

U4-1 ____ total number of expected owner expense involvements

-2 ____ total number of expected State expense involvements-conventional highway, no Federal aid

-3 ____ total number of expected State expense involvements-freeway, no Federal aid

-4 ____ total number of expected State expense involvements-conventional or freeway, with Federal aid

U5-7 7 total number of expected utility verifications, which will not result in involvements

RIGHT OF WAY DATA SHEET

(Form #)

-8____ total number of expected utility verifications, 50% which will result in involvements, and 50% will not

-9 1 total number of expected utility verifications, which will result in involvements

Prepared By: James Davis

Date: 8/21/2024

Right of Way Utility Estimator

Reviewed By: Lisa Chavez for

Date: 8/21/2024

James Davis

Acting Senior Right of Way Agent, Utilities

RIGHT OF WAY DATA SHEET

(Form #)

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
Per the scope of work, there is no railroad involvement anticipated. There is no railroad within the vicinity.
2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes ____ No **X** (If yes, explain.)
3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring service contracts, or grade separations requiring construction and maintenance agreements involved?
None
4. Remarks (non-operating railroad right of way involved?):
None
5. 4-Phase Cost: \$ 0
Explanation: (Flagging)

9-Phase Cost: \$ 0
Explanation: (ROE, Svc Contract)
6. PMCS Input Information
RR Involvement **NO**
C&M Agreement _____
SVC Contract _____
OE Clearances/
Clauses _____
LIC/ROE _____

Anticipated Lead time: **No additional anticipated lead time.**Prepared By: Lyndsay Campanella
LYNDSAY CAMPANELLA
Right of Way Railroad CoordinatorDate: 09/11/2023Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, AcquisitionsDate: 9/11/2023

RIGHT OF WAY DATA SHEET

(Form #)

FEDERAL LANDS INFORMATION SHEET

Are Federal Lands involved?Yes ☒ No ☐ (If "Yes," provide the following information.)

Agencies Involved:

_____ Army Corps of Engineers	_____ GSA	_____ US Postal Service
_____ BIA	_____ National Parks	_____ Veterans Administration
<u>X</u> _____ BLM	_____ US Fish & Wildlife	<u>X</u> _____ Other <u>State Lands Commission</u>
_____ Dept. of Parks & Recreation	_____ US Forest Service	_____ Other _____

Rights/Permissions Required:

_____ Cooperative Work Agreement	_____ Letter of Concurrence	_____ Right of Way Grant
_____ Cost Recovery	_____ Letter of Consent	_____ Special Use Permit
<u>X</u> _____ Courtesy Letter	_____ Mineral Agreement	_____ Timber Sale
_____ Easement	_____ Perfection of Title	_____ Transfer of Jurisdiction
_____ Highway Easement	_____ Right of Entry	_____ Other _____

9-Phase Cost Anticipated (if any) _____

Explanation:

Remarks:

BLM affected PM 0.9-3.0, 10-19.11, 19.7-37.7. State Lands Commission affected 19.13-19.66. Courtesy letters will be provided at PAED. All work is to be completed within current Right of Way, if scope of work changes, letter of concurrence will be requested from BLM and SLC.

Anticipated Lead time: 18-24 months if additional RW is required.Prepared By: Kristine Flint
KRISTINE FLINT
Right of Way Federal Lands CoordinatorDate: September 12, 2023Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, AcquisitionsDate: 9/12/2023

	Right of Way Table Chart: Areas to be Acquired							
ID Count	Sheet #	Side	APN	Owner	Notes	Reason for RW need	Quantity	
1	RE-1		54431125	SAN BERNARDINO CO FLOOD CONTROL DIST	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	5,650.00	SQFT
2	RE-1		54431127	DABOUR, LARRY	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	12,968.00	SQFT
3	RE-2		54428109	ANDERSON, JAMES STEPHEN	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	949.97	SQFT
4	RE-2		54428108	DABOUR, LARRY L	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	3,143.74	SQFT
5	RE-2		54428106	JENKINS, JESSIE RAY	FEE	Partially in IIJA scope and needed for roadway rehab	4,003.18	SQFT
X-6	RE-2		54428105	HOUSING AUTHORITY OF THE COUNTY OF SAN BERNARDINO	FEE	Curb Return/Ramp improvements for RRFB Area (IIJA Location) Existing Easement given to county for roadway purposes per DOC. #2001-0061237	902.40	SQFT
X-7	RE-2		54428105	HOUSING AUTHORITY OF THE COUNTY OF SAN BERNARDINO	FEE	Curb Return/Ramp improvements for RRFB Area (IIJA Location) Existing Easement given to county for roadway purposes per DOC. #2001-0061237	10,883.66	SQFT
6	RE-2		54428104	AUJLA, GURVINDER SINGH	FEE	R/W needed to perform roadway rehab	8,387.15	SQFT
X-8	RE-2		54429101	BAKER VALLEY UNIFIED SCHOOL DISTRICT	FEE	Curb Return/Ramp improvements for RRFB Area (IIJA Location)	1,868.68	SQFT
7	RE-2		54429101	BAKER VALLEY UNIFIED SCHOOL DISTRICT	FEE	Curb Return/Ramp improvements for RRFB Area (IIJA Location)	49,731.27	SQFT
8	RE-2		54430128	ROMO, RODIMIRO	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	1,185.00	SQFT
9	RE-2		54430128	ROMO, RODIMIRO	TCE	Curb Return/Ramp improvements for RRFB Area (IIJA Location)	9	SQFT
10	RE-2		54430103	BAKER VALLEY UNIFIED SCHOOL DISTRICT	FEE	Curb Return/Ramp improvements for RRFB Area (IIJA Location)	3,399.91	SQFT
11	RE-2		54428140	PATRICIA V MCKEN	FEE	R/W needed to perform roadway rehab	20,234.41	SQFT
12	RE-2		54428140	PATRICIA V MCKEN	TCE	To perform roadway rehab	11,134.46	SQFT
13	RE-2		54430120	ROMAN CATHOLIC BISHOP & SAN BERNARDINO	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	1,874.00	SQFT
14	RE-2		54430116	CLARK LOIS-EST, OF, CLARK, GARY RALPH	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	1,250.00	SQFT
15	RE-2		54430101	PRICE, ANN L	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	1,250.00	SQFT
16	RE-2		54430138	MACIAS-LOPEZ, TEOFILO F	FEE	Existing R/W in roadway - R/W needed to perform roadway rehab	1,996.00	SQFT

Milestones		
	Planned	Actual
PIP		05/17/19
PID M010	05/21/21	06/20/15
Beg Env M020	11/09/22	11/09/22
Cir DED M120	08/23/24	
PAED M200	10/03/24	
DOE M377	09/02/25	
Str PSE M378		
RW Cert M410	03/02/26	
RTL M460	03/06/26	
CCP_DES M475	06/03/26	
Adv M480	07/03/26	
Award M495	11/02/26	
App Con M500	12/02/26	
CCA M600	12/02/27	
PED M800	12/03/29	
F Voucher M900	12/03/30	
Updated: 8/18/2024 9:48 PM		

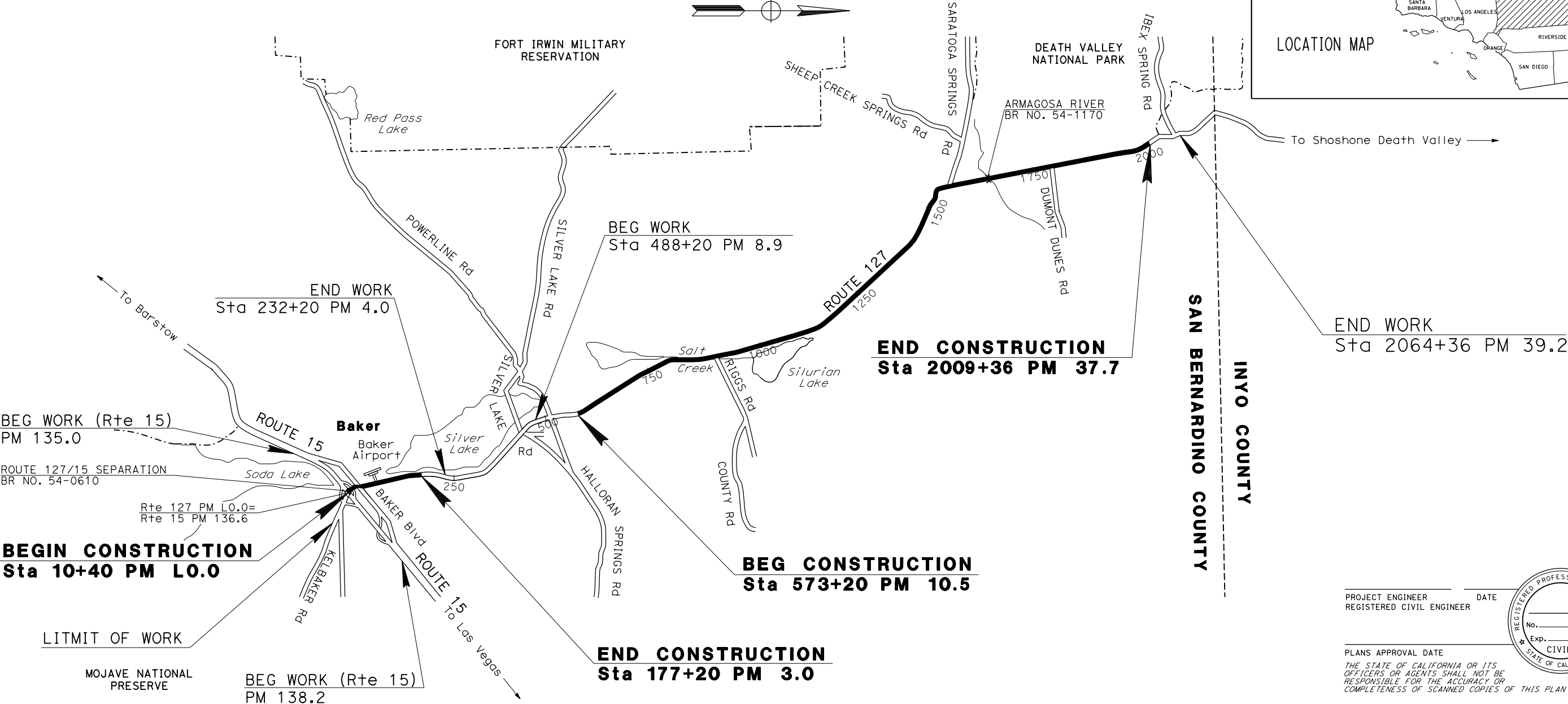
Milestone table form WPS 08/19/2024

Right of Way Table Chart: Areas to be Acquired								
ID Count	Sheet #	Side	APN	Owner	Notes	Reason for RW need	Quantity	
11	RE-2 to RE-4		54424119	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	558,062.71	SQFT
12	RE-4 to RE-6		54424115	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	530,979.40	SQFT
13	RE-6		54424102	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	30,232.89	SQFT
14	RE-10 to RE-11		54421111	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	239,639.51	SQFT
15	RE-11 to RE-13		54421103	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	683,044.50	SQFT
16	RE-13 to RE-16		54530115	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	615,871.13	SQFT
17	RE-15 to RE-16		54530112	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	292,198.27	SQFT
18	RE-16 to RE-17		54530113	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	287,223.09	SQFT
19	RE-17 to RE-19		54530101	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	551,781.14	SQFT
20	RE-19 to RE-21		54529112	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	534,410.79	SQFT
21	RE-21 to RE-23		54529111	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	538,112.67	SQFT
22	RE-23 to RE-25		54529101	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	543,253.15	SQFT
23	RE-25 to RE-26		54526114	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	258,514.22	SQFT
24	RE-26 to RE-27		54523118	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	288,494.86	SQFT
25	RE-27 to RE-28		54523107	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	555,251.97	SQFT
26	R-28 to RE-30		54523106	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	588,670.02	SQFT
27	RE-30 to RE-31		54524118	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	91,635.96	SQFT
28	RE-31 to RE-33		54524117	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	618,450.76	SQFT
29	RE-33		54524108	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	177,772.89	SQFT
30	RE-33 to RE-35		54524109	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	528,082.04	SQFT
31	RE-35 to RE-36		54524104	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	285,242.71	SQFT
32	RE-36 to RE-37		54524103	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	404,323.89	SQFT
33	RE-37 to RE-39		54621115	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	376,326.54	SQFT
34	RE-39 to RE-40		54621114	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	475,427.54	SQFT
35	RE-40 to RE-41		54621111	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	134,373.13	SQFT
36	RE-41 to RE-43		54621112	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	569,519.71	SQFT
37	RE-43 to RE-44		54620107	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	323,558.04	SQFT
38	RE-44 to RE-46		54620106	Bureau of Land Management	To Be Acquired Via Transfer (Little Dumont Dunes)	Maintain Facility	534,175.56	SQFT
39	RE-46 to RE-47		54619118	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	537,293.29	SQFT
40	RE-47 to RE-49		54619107	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	536,715.11	SQFT
41	RE-49 to RE-50		54619106	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	318,359.59	SQFT
42	RE-50 to RE-51		54619105	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	216,483.05	SQFT
43	RE-51 to RE-53		54618120	Bureau of Land Management	To Be Acquired Via Transfer (Big Dumont Dunes)	Maintain Facility	535,067.66	SQFT
44	RE-53 to RE-55		54618117	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	536,571.07	SQFT
45	RE-55 to RE-56		54618108	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	534,755.31	SQFT
46	RE-56 to RE-58		54618105	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	538,733.83	SQFT
47	RE-58		54617120	Bureau of Land Management	To Be Acquired Via Transfer	Maintain Facility	111,739.11	SQFT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN SAN BERNARDINO COUNTY
ON ROUTE 127
FROM ROUTE 127/15 SEPARATION TO 1.4 MILES NORTH OF AIRFIELD ROAD
AND FROM 2.3 MILES NORTH OF SILVER LAKE ROAD TO 3.8 MILES
SOUTH OF THE SAN BERNARDINO/INYO COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2023



PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

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.

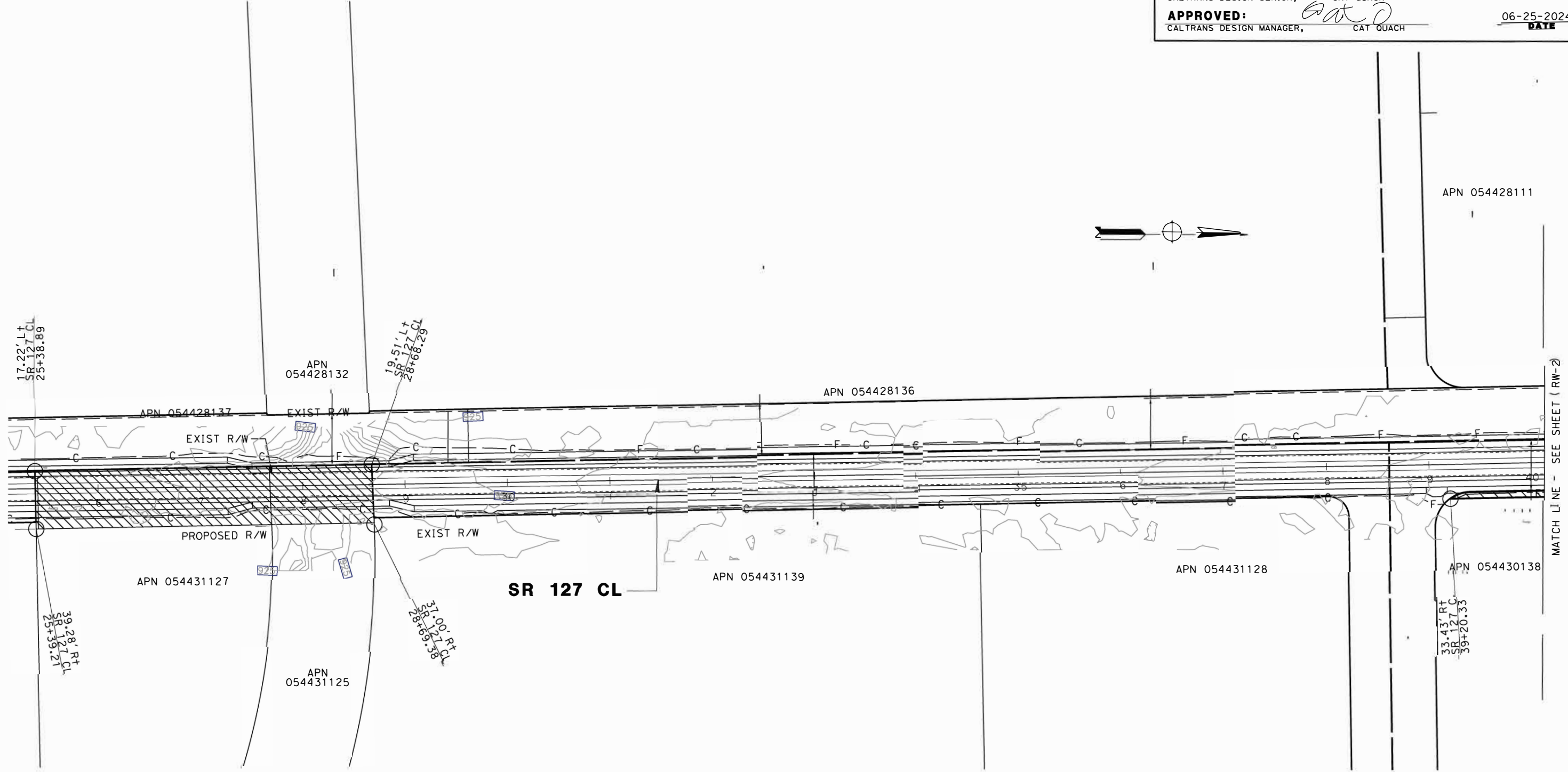
CONTRACT No.	08-1G200
PROJECT ID	0815000173

NOTES:

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

LEGEND:

- F DAYLIGHT (FILL)
- C DAYLIGHT (CUT)
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TCE
- RIGHT OF WAY ACQUISITION = FEE



RIGHT OF WAY REQUIREMENT EXHIBIT

1G200	08-SBD-127-0.0/3.0 10.5/37.7	06-20-2024	1"=50'
EA	DIST-CO-RTE-PM	DATE	SCALE
SR-127 COLD IN PLACE (CIP) RECYCLING			1 OF 2
PROJECT DESCRIPTION			SHEET

SUBMITTED:	P. Aram	06-20-2024
CALTRANS PROJECT ENGINEER, PARAMESWARAN ARIRAM		DATE
CONCURRED:	at	06-25-2024
CALTRANS DESIGN SENIOR, CAT OUACH		DATE
APPROVED:	at	06-25-2024
CALTRANS DESIGN MANAGER, CAT OUACH		DATE

Right of Way Data Sheet Exhibit

SCALE: 1"= 50'

RE-1

THIS PLAN IS FOR PRELIMINARY USE.

NOTES:

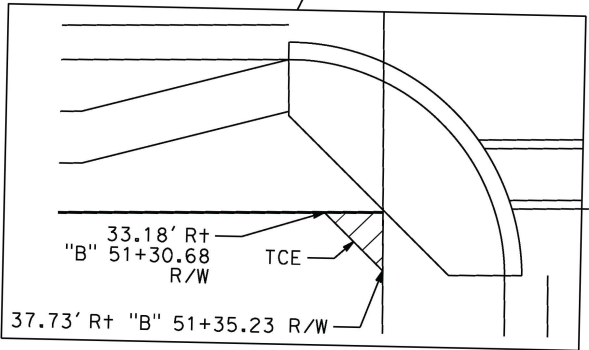
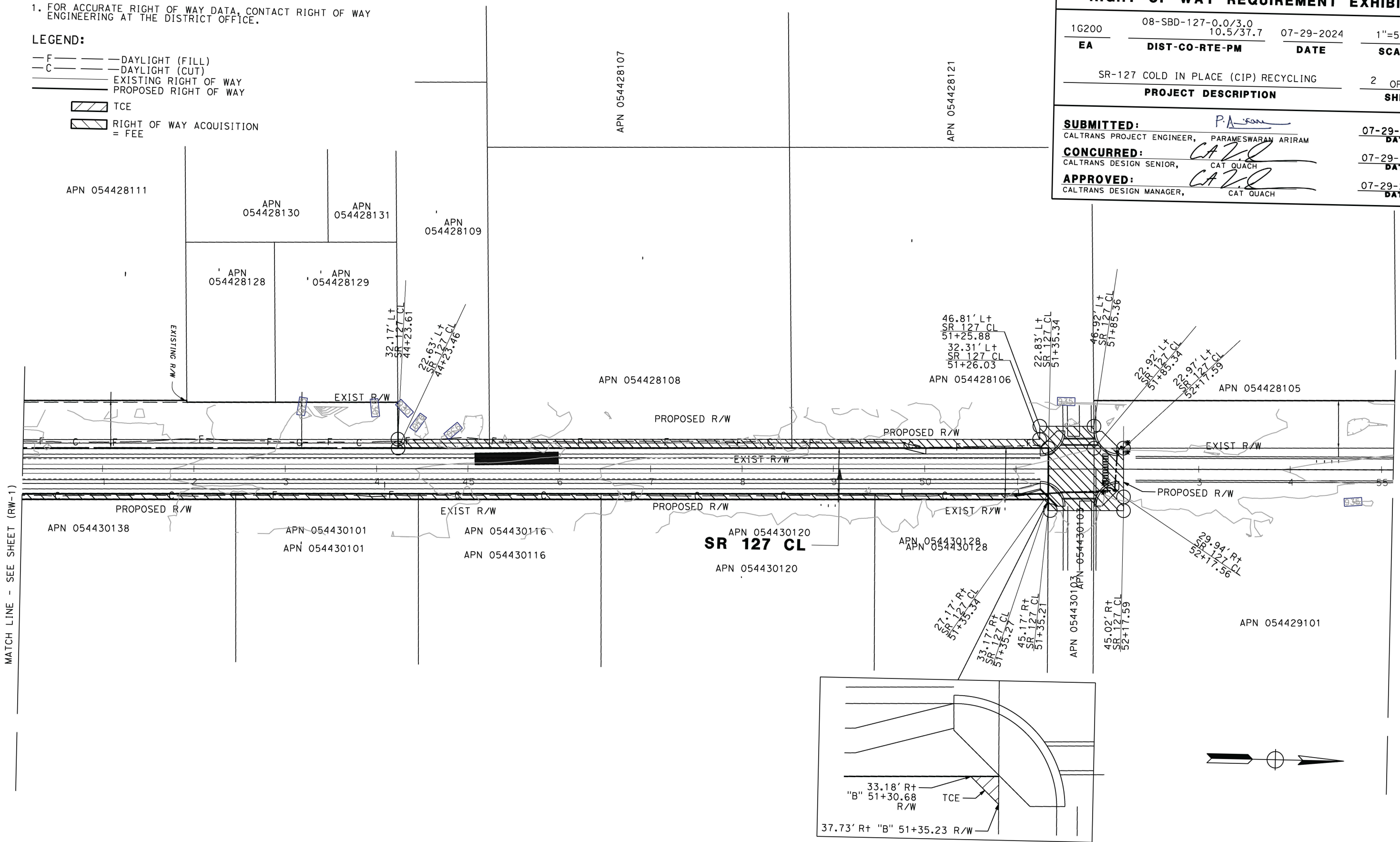
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

F — DAYLIGHT (FILL)
C — DAYLIGHT (CUT)
— EXISTING RIGHT OF WAY
— PROPOSED RIGHT OF WAY

TCE
RIGHT OF WAY ACQUISITION = FEE

RIGHT OF WAY REQUIREMENT EXHIBIT			
1G200	08-SBD-127-0.0/3.0 10.5/37.7	07-29-2024	1"=50'
EA	DIST-CO-RTE-PM	DATE	SCALE
SR-127 COLD IN PLACE (CIP) RECYCLING			2 OF 2
PROJECT DESCRIPTION			SHEET
SUBMITTED:		07-29-2024	
CALTRANS PROJECT ENGINEER, PARAMESWARAN ARIRAM		DATE	
CONCURRED:		07-29-2024	
CALTRANS DESIGN SENIOR, CAT QUACH		DATE	
APPROVED:		07-29-2024	
CALTRANS DESIGN MANAGER, CAT QUACH		DATE	



Right of Way Data Sheet Exhibit

SCALE: 1"= 50'

RE-2

NOTES: CURRENT DESIGN GEOGRAPHIC COORDINATE SYSTEM = NSR2007, CA-VF

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

2. THE DELINEATED (GIS DATA) "APN" BOUNDARIES ARE COMPILED FROM MANY DIFFERENT SOURCES, ACCURACIES ARE VARIED AND SHOULD NOT BE USED IN PLACE OF SURVEY DATA.

- LEGEND:
- PROPOSED RIGHT OF WAY

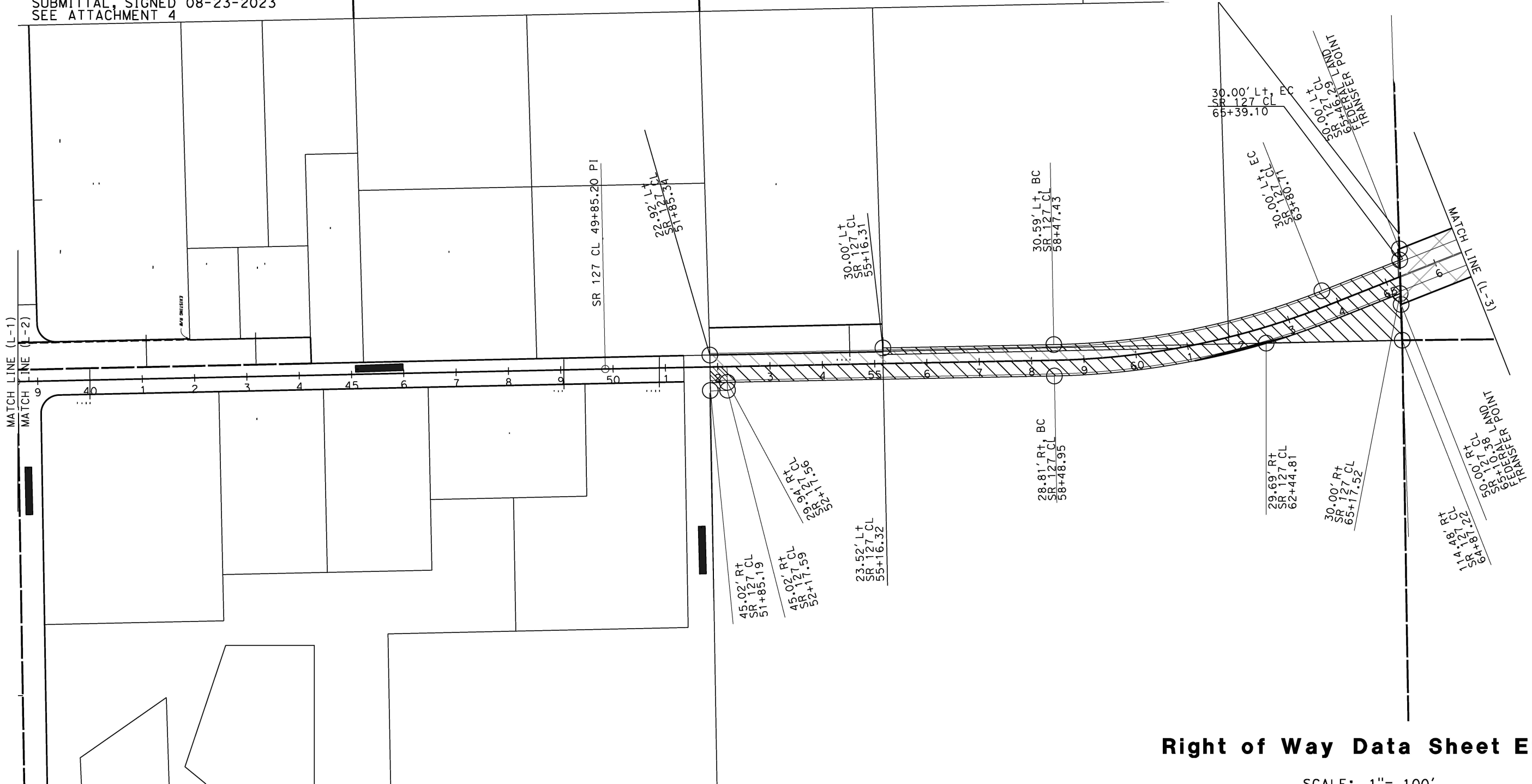
(GIS Data) EXISTING "BLM" RIGHT OF WAY

(RECORD) EXISTING CONVENTIONAL RIGHT OF WAY
- RIGHT OF WAY ACQUISITION = FEE (PM 0.64-PM 0.88)

RIGHT OF WAY ACQUISITION BUREAU OF LAND MANAGEMENT (BLM) (PM 0.88-PM 3.00) (PM 10.50-PM 37.70)

NOTE:

FOR INFORMATION RELATED TO A 1G200 RIGHT OF WAY DATA SHEET REQUEST SUBMITTAL, SIGNED 08-23-2023 SEE ATTACHMENT 4



RIGHT OF WAY REQUIREMENT EXHIBIT

1G200	08-SBD-127- 0.0/3.0 10.5/37.7	7/29/2024	1"=100'
EA	DIST-CO-RTE-PM	DATE	SCALE
SR-127 COLD IN PLACE (CIP) RECYCLING			2 OF 58
PROJECT DESCRIPTION			SHEET

SUBMITTED:

CALTRANS PROJECT ENGINEER, PARAMESWARAN ARIRAM

7/29/2024

DATE

CONCURRED:

CALTRANS DESIGN SENIOR, CAT QUACH

7/29/2024

DATE

APPROVED:

CALTRANS DESIGN MANAGER, CAT QUACH

7/29/2024

DATE

ATTACHMENT E
CEQA CE Form/ EA-FONSI Cover Page
and Title Sheet



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

Project Information

Project Name (if applicable): SBD-127 Near Baker Pavement Rehab

DIST-CO-RTE: 08-SBD-127

PM/PM: L0.0/3.0, 10.5/37.7

EA: 08-1G200

Federal-Aid Project Number: PN: 0815000173

Project Description

The proposed project consists of multi-asset Capital Preventative Maintenance (CAPM) on State Route (SR-127). The limits of work for this project are along SR-127 at PM L0.0 to 3.0 & 10.5 to 37.7 in San Bernardino County. The improvements include cold-planing and overlaying with RHMA-G (0.2 ft). the pavement between PM L0.0/L0.170 and PM 0.0/3.0. See continuation sheet.

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 1c.** (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

Gita Tokhmashan

Print Name


Signature

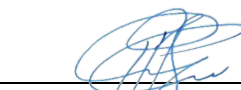
09/09/2024

Date

Project Manager

Samer Georges

Print Name


Signature

09/09/2024

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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)(Enter activity number)**

☐ **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

N/A

Print Name

N/A

Signature

Date

Project Manager/ DLA Engineer

N/A

Print Name

N/A

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 08/20/2024

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).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Project Description (Continued)

The improvements include cold-planing and overlaying with RHMA-G (0.2 ft) the pavement between PM L0.0/L0.170 and PM 0.0/3.0. The pavement between PM 10.5/29.9 will only be overlaid with RHMA-G (0.2 ft) at random dig-out locations. The pavement between PM 31.100/37.700 will be the only section to implement 0.35 ft of Cold In-Place Recycling and 0.20 ft of RHMA-G overlay. The project also includes 3' shoulder backing on each side of the roadway on the mainline, installing pavement tapered edges, replacing existing guardrail with concrete barrier type 60 at the Amargosa River Bridge No. 54-1170, and constructing two 6-foot (ft) wide pedestrian pathways and 4-ft. wide shoulders for bicycle use (Class II Bike Lane) from Baker Boulevard (Blvd) (PM 0.020) to Schoolhouse Lane (PM 0.640).

The project also includes installing a Rectangular Rapid Flashing Beacon at PM 0.630 and four curb ramps at the SR-127/Schoolhouse Lane intersection, constructing two Americans with Disabilities Act (ADA) compliant curb ramps (Southern quadrants) and installing four enhanced visibility crosswalks at the SR-127/Baker Blvd. intersection. Furthermore, the project will include rehabilitating and existing census station at PM 0.100, and constructing a new census station at PM 2.0. In addition, the project would include restriping the pavement, enhancing traffic delineations, and replacing and upgrading damaged sign panels along SR-127 as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles, and pedestrians.

The purpose of the project is to preserve, repair, and extend the life of the existing pavement and to improve ride quality for all users.

The project need is that the existing pavement is showing signs of distress. As indicated in the 2018 Caltrans Pavement Condition Report (PCR) for SR-127 from PM L0.0 to PM 3.0, and from PM 10.5 to PM 37.7, there are increasing levels of cracking and ride quality is declining.

This project is a candidate for Infrastructure Investment and Jobs Act (IIJA) funds for project scope and safety enhancements. The project is programmed in the 2022 SHOPP Amendment #22H-016 under the Minor Pavement Rehabilitation (20.XX.201.121).

The following technical documentation were prepared in conjunction with determining and addressing applicable California Environmental Quality Act (CEQA) documentation and compliance requirements.

Aesthetics – Visual Impact Assessment Memorandum Dated June 26, 2024

The tapered edges and shoulder backing on both sides of the highway, the ADA curb ramps and the shoulders to be used as bike lanes will require grading and potential



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

vegetation removal. The visual quality/character of the corridor will become not change as most of the proposed visual changes will be within an area of existing intrusion and rural development in Baker.

Vegetation removal will be a temporary visual impact because disturbed sites will be hydroseeded with a California native seed mix. There may be ornamental large shrubs or trees removed to construct the bike lanes.

The project is expected to require 220 working days. It is anticipated that the project will be staged to minimize impacts to existing traffic. Inside shoulders and medians could be used as temporary pavement for traffic movement and construction equipment throughout the work zone. Detailed staging plans and traffic handling plans will be developed in the design phase of the project.

Due to the quantity of viewers experiencing the project, the viewer exposure is considered low. Due to the project occurring in a rural area on highway that is determined to be scenic route eligible, viewer sensitivity and response to the anticipated visual change is considered high. The 'low' change in visual resources combined with the 'high' viewer response to changes indicates the Project will cause a 'low' visual impact with the inclusion of impact avoidance measures.

Avoidance and Minimization Measures

VIS-1 Replace large shrubs and trees removed due bike lane work at a 3:1 ratio.

VIS-2 Avoid work under tree canopies to preserve existing trees.

VIS-3 No equipment, material storage, or vehicles are allowed under tree dripline.

VIS-4 Disturbed soil shall be seeded with a California native seed mix.

VIS-5 Protect vegetation outside of grading limits and contractor use areas with temporary fencing.

Biological Resources – Natural Environment Study (Minimal Impacts) Revised June 14, 2024

In coordination with the District Biological Studies, a Natural Environment Study (NESMI) was revised and approved on June 14, 2024.

The Project would not impact any jurisdictional water features and would not require water quality permits such as the RWQCB Section 401 of the Clean Water Act (CWA), USACE Section 404 of the CWA, or the CDFW Section 1602 Lake and Streambed Alteration Agreement.

The Biological Study Area (BSA) encompasses the Project limits and a 300-ft buffer. The rationale behind the set back or buffer is to account for potential indirect project-



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

related impacts (noise, vibrations, human presence, artificial lighting, water quality impacts etc.) as well as areas within the Project limits that will result in direct impacts (staging, work on paved roadway, shoulder backing, etc.) also known as the project impact area (PIA).

Biological conditions within the BSA consist of primarily of creosote bush scrub (*Larrea tridentata*); roadway and shoulders comprise of disturbed/developed land. One (1) historical occurrence for habitats and natural communities of special concern occur within the respective USGS 7.5-minute quadrangles as described by the California Natural Diversity Database (CNDDB) occurrence report. However, no natural communities of special concern occur within the Biological Study Area.

Caltrans has determined that the project poses no take to species listed under the California Endangered Species Acts and will not cause species of special concern or rare species to trend towards becoming listed.

Avoidance and Minimization Measures

Bio-General-1 Equipment Staging, Storing & Borrow Sites All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.

Bio-General-7 Worker Environmental Awareness Program (WEAP) A qualified biologist must present a biological resource information program/WEAP prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

Bio-General-8 Biological Monitor A qualified biologist must monitor project activities daily to ensure measures are being implemented and documented.

Bio-General-12 Animal Entrapment To prevent inadvertent entrapment of special status reptile species during project activities, all excavated steep-walled holes or trenches more than 12 inches in depth must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist.

Cultural Resources – Supplemental HPSR/ASR Dated June 18, 2024

The cultural resources records search documented 43 archaeological resources, comprising 41 prehistoric or historic archaeological sites, two bridges, and one historic trail.

None of the resources identified in or near the APE required NRHP eligibility evaluation or required any measures toward avoidance or protection. Pursuant to Section 106 PA



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Stipulation IX.A, Caltrans made a determination of a Finding of No Historic Properties Affected for the undertaking.

The Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) concluded that no Historic Properties are present in the Area of Potential Effects, or there are properties within the Area of Potential Effects that are exempt from evaluation.

Avoidance and Minimization Measures

CR-1 During construction, it is possible that previously undiscovered cultural resources could be encountered by construction activities. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2 If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, who, pursuant to Public Resources Code Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Julie Scrivner, District Native American Coordinator at (909) 260-8265, julie.scrivner@dot.ca.gov and Steven Holm, Principal Historic Archaeologist at (909) 292- 3856, steven.holm@dot.ca.gov, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

Paleontology - Email Dated March 4, 2024

Due to the nature of project activities, no paleontological studies will be required for this project.

Hazardous Waste/Material - ISA Checklist Dated May 16, 2024

In coordination with the District Environmental Engineering, an ISA Checklist was prepared on May 16, 2024.

The Initial Site Assessment (ISA) Checklist was prepared and approved May 16, 2024. According to the ISA Checklist, this project has a "LOW RISK" for potentially hazardous waste involvement. Soil on the project site is unregulated and non-hazardous.

Avoidance and Minimization Measures

HAZ-1 Earth Material Containing Lead – Requires a Lead Compliance Plan (LCP) for soil disturbance when lead concentrations are non-hazardous.

HAZ-2 Treated Wood Waste Wood removed from guardrail, thrie beam barrier, or roadside sign is treated wood waste. Use if project will generate treated wood waste.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

HAZ-3 Residue contain lead from grinding or cold planning from paint and thermoplastic – Requires a Lead Compliance Plan (LCP).

Noise – Noise Study Memorandum Dated December 12, 2023

In coordination with the District Environmental Engineering, a Noise Study Memo was prepared and approved on December 12, 2023.

This project falls under Type III project categories of 23 CFR 772.7 in the Traffic Noise Analysis Protocol dated April 2020. Per the Traffic Noise Analysis Protocol, “Type III projects do not require a noise analysis.” Thus, it is considered an exempt project. Hence, no noise study is needed.

Avoidance and Minimization Measures

NOI-1 Construction of the project will be conducted in accordance with Section 14- 8.02, “Noise Control,” of Caltrans’ Standard Special Provisions (SSP) and any local noise ordinances, which may be more restrictive than the requirements stated in SSP-14-8.02.

NOI-2 Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommend by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

Air Quality – Air Quality Memorandum Dated December 12, 2023

In coordination with the District Environmental Engineering, an Air Quality Memo was prepared and approved on December 12, 2023.

This project is listed in Table 1, Carbon Monoxide (CO) Protocol. It is exempt from all air emissions analyses. Therefore, no air quality study is required.

Greenhouse Gas Analysis - Memo Dated May 13, 2024

The project is not capacity increasing and would not increase the vehicle capacity of SR-127. Because the project would not increase the number of travel lanes on SR-127, no increase in vehicle miles traveled (VMT) would occur. Therefore, no increase in operational GHG emissions is anticipated.

Construction of the project would temporarily increase GHG emissions during the construction phase of the project. Per memo from Caltrans Environmental Engineering, dated May 13, 2024, the Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction GHG emissions for the project. Construction of the project is estimated to last 220 working days and generate a total of 1945.2 Tons CO₂e.

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, the project will have a less than significant impact and no further analysis is needed.

SBD 127 Near Baker Pavement Rehabilitation

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 08 –SBD–127(PM L0.0 to 3.0 & 10.5 to 37.7)
EA 08-1G200 / PN 0815000173

Environmental Assessment with Finding of No Significant Impact



**Prepared by the
State of California, Department of Transportation**

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.



December 2024

08-SBD-127 – PM L0.0 to 3.0 & 10.5 to 37.7
EA 08-1G200 / PN 0815000173

Multi-asset Capital Preventative Maintenance (CAPM) project on State Route 127 (SR-127) at PM L0.0 to 3.0 & 10.5 to 37.7 in San Bernardino County.

Environmental Assessment with Finding of No Significant Impact

Submitted Pursuant to: (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Kurt Heidelberg

KURT HEIDELBERG

Deputy District Director, Environmental Planning
California Department of Transportation, District 8
NEPA Lead Agency

12/05/2024

Date

The following persons may be contacted for more information about this document:

Shawn Oriaz
464 W. 4th Street, 6th Floor – MS 824
San Bernardino, CA 92401-1400
(909) 501-5743

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

FOR

SBD 127 Near Baker Pavement Rehabilitation

The California Department of Transportation (Caltrans) has determined that the build alternative will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and other documents as appropriate.

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.

Kurt Heidelberg

12/5/2024

50 KURT HEIDELBERG
Deputy District Director
D8 Division of Environmental Planning
CA Department of Transportation
NEPA Lead Agency

Date

ATTACHMENT F
**Transportation Management Plan
(TMP) Data Sheet**

For DTM use		Caltrans District 8 (Riverside & San Bernardino)								
Developer		Saleh		TMP Data Sheet (Ver.Nov. 2024)						
Transportation Management Plan (TMP) Data Sheet is for PID, PSR, PR and PS&E considering DTM's requirements. The validity of this TMP expires at the same time the associated LRCs expires.										
The TMP Data Sheet includes background & signature, TMP elements & TMP estimate										
Requester: Complete section (A) & (B) of this page only										
Requester: Submit separate request for each roadway (Type the information in the cells below with yellow background ONLY)										
				TMP receiver: Please note that						
Project shall not be certified without the approval of the Lane Requirement Charts (LRCs) & the TMP by the DTM										
(A) Requester's info.										
1 - Date of request		11/2/2024			2 - Department		Design			
3 - Full name		Ariam Parameswaran			4 - Phone No.		909 495 7680			
5 - email address		ram.parame@dot.ca.gov								
6 - Project Manager's name		Samer Georges								
7 - Project Manager's email		samer.georges@dot.ca.gov								
(B) Project information				1-EA#/ID#		1G200/08 1500 0173				
2-County/Route		Sbd/SR127			3-phase/sub object		0/160			
4-Post mile (From-To)		L0.0/3.0 and 10.5/37.7								
5-Short description of job		Construction of pedestrian pathways,shoulders, ADA curb ramps, etc.								
Construction period per WPS										
6-Estimated start date				8-# of working days		220				
7-Estimated end date				9-Estimated Proj. cost		\$ 36,800,000				
10- Requester: Use section (H), in the bottom of the page, to add any other information that helps developing the TMP										
11- Documents to send		Requester: Please attach the location map in jpeg/pdf format to your E-mail								
12- If hard copies are requested, Send or bring them to the DTM office located on the 7th. Floor, Attn: George Ebrahim.								?s : 909 665 3365		
13- E-mail the request to: al_afaneh@dot.ca.gov										
Following is for DTM use >>>>>>>>>				Developer: Fill info in green cells only						
(C) BACKGROUND INFORMATION				Date request received		11/02/24		Job assigned to		Saleh Yadegari
# of working days		220		Per E-mail dated Equal to 0.08% Of the project cost		11/02/24				
Estimated Project cost (\$)		36,800,000								
TMP estimate(\$)		\$30,000								
(D) IMPACT				High	Medium	Low	N/A	Developer: (Briefly, explain the high impact/mitigation):		
State Hwy.		x								
Local road				x						
Ramp/connector						x				
(E) Developer: Complete the info										
Developed by		Saleh Yadegari			Original signed by:		Saleh Yadegari		Date	11/6/2024
Title		Transportation Engineer								
E-mail		saleh.yadegari@dot.ca.gov								
Phone/Fax		909 746 3536								
(F) Approved by										
Name:		George Ebrahim			Original signed by:		George Ebrahim		Date	11/06/24
Title		District Traffic Manager								
E-mail		george.ebrahim@dot.ca.gov								
Phone/Fax		909-665-3365								
(G) District's info:										
Department of Transportation										
District:		8								
Address:		464 W. Fourth St., San Bernardino, Ca., 92401-1400								
Operations, DTM, MS >>>>		711								
DTM is located on the south side of 7th. Fl. MS: 711										
(H) Remarks										

TMP Elements	EA #/ID#	1G200/08 1500 0173	Date	11/6/2024
---------------------	----------	--------------------	------	-----------

Note: A checkmark in the box means you need to include this in the project unless staging, material, or work hour changes eliminate the need for the item. A ? in front means TMP anticipates this - please check into this. A blank box means the item is not needed at this time based on the information received.

Public Affairs officer's 1st. & last name	Phone number	
---	--------------	--

1 **Public Information/Public Awareness Campaign (PAC).**
Developer: Remember to obtain the estimate from Public affairs by contacting Terri Kasinga. Procedure is in the file under 3- TMP matters

BEES 066063 (Traffic Management Plan-Public Information). Cost to be reduced by Public Affairs (PA) and Construction Liaison (CL) only. Show under **State Furnished** as the **total** of PA+CL.

1.1 ☒ Include Rideshare information in PA/CL project material to encourage vehicles reduction in work area
1.2 ☐ Brochures and Mailers
1.3 ☐ Media Releases (& minority media sources)
1.4 ☐ Paid Advertising
1.5 ☒ Public Meetings/PAC Mtgs./Speakers Bureau (show cost also for room rental)
1.6 ☐ Hand deliver notices to vicinity
1.7 ☐ Broadcast fax service
1.8 ☐ Telephone Hotline OR
1.9 ☒ 1-800-COMMUTE (The telephone number is shown on CS-Info signs) -
1.10 ☐ Visual Information (videos, slide shows, etc.)
1.11 ☐ Local cable TV and News
1.12 ☒ Traveler Information System (Internet)
1.13 ☐ Internet, E-mail, Social Media
1.14 ☐ Notification to targeted groups:

☐ Revised Transit Schedules/maps
☐ Rideshare organizations
☒ schools
☐ organizations representing people with disabilities
☐ bicycle organizations

1.15 ☐ Include PA/CL/Consultant resources in WPS
1.16 ☒ Commercial traffic reporters/feeds - e.g. brief Traffic Information people (TIP) group
1.17 ☐ Insert SSP's

"A representative of the Contractor, at Superintendent level or higher, and authorized to commit the Contractor, shall attend and participate in all Public Awareness Campaign meetings. Time commitment for the meeting(s) varies from two to four hours per month."

1.18 ☐ Other

Estimated Cost

\$ 10,000

Section 1 Total	\$ 10,000
------------------------	-----------

2 **Motorist Information Strategies**
Project team needs to coordinate with Traffic Design!

2.1 ☒ Existing Overhead Changeable Message Signs (Stationary)

New Installation (Stationary) - **BEES 860532** CHANGEABLE MESSAGE SIGN SYSTEM - list locations

2.2 ☐ Portable Changeable Message Signs (PCMS) - **BEES 066578**

This strategy is in addition to Traffic Design's PCMS for regular traffic handling within the project limits and is used for advising motorists to divert at remote advance decision points - outside the usual project limits. This also allows for advanced motorist information - e.g. a week ahead. Their placement may need to be cleared **environmentally**. Placement should be of sufficient distance prior to decision points as determined by the Resident Engineer.

of PCMS 2 Unit cost/month \$ 1,000.00 Months needed \$ -

2.3 ☒ Lane Closure System Website
2.4 ☒ Caltrans Highway Information Network (CHIN)
2.5 ☐ Radar Speed Message Sign (Specter sign) **BEES 066064** (approx. EA @ \$30,000)
2.6 ☐ Bicycle and pedestrian information, e.g. Detour maps
2.7 ☐ Automated Workzone Information System (AWIS) **BEES 120105**
- consult with TMP Developer prior to updating SSP 12-3.35A(1) for AWIS
- refer to Section 12-3.35, page 156 to 158 of the 2015 Standard Spec.

2.8	TMP Elements		EA #/ID#	1G200/08 1500 0173	Date	11/6/2024
	☐ Other					
					Section 2 Total	\$ -

3 Incident Management

3.1 CHP's Construction or Maintenance Zone Enhanced Enforcement Program – COZEEP or MAZEEP. BEES 066062 - show under "State or Agency furnished" in the Cost Estimate.

Make sure to consider the LC hours and add CHP driving time to/from their office

Day COZEEP: To protect active closures

hours/day	CHP vehicles	# of officers.	Rate/Hr.	
10	8	1	\$ 250	\$ 20,000

Night COZEEP: To protect active closures

# of nights	hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.	
0	0	0	2	\$ 190	\$ -

3.2 Freeway Service Patrol (FSP) for Construction (CFSP) \$/hr./truck \$55

BEES 066065 - show under "State or Agency furnished" in the Cost Estimate

Short duration or remote area CFSP usually is bid with much higher hourly rates. If enhancement of program FSP feasible, CFSP could tie into the lower long-term FSP rates.

# of trucks	# of days	Hours per day	
A For service within the regular FSP hours			\$0

For service outside the regular FSP hours

B Extended Peak hour coverage			\$0
-------------------------------	--	--	-----

C Support during night closures			\$0
---------------------------------	--	--	-----

D Weekend support			\$0
-------------------	--	--	-----

Local agency (SAFE) support 8% of truck cost	8%	\$0
---	----	-----

CFSP CHP support 5% of truck cost only if within regular FSP and area	5%	\$0
--	----	-----

Equipment/Supplies % of truck cost unless more detail available	10%	\$0
--	-----	-----

Consult with the Inland Empire division of CHP or the border division in the southern Riverside county to select the method which is acceptable for the B,C,D that are outside the regular FSP hours or area.

Method 1

CFSP/CHP support 20% of truck cost or	20%	\$0
--	-----	-----

CFSP Dispatcher @

# of days	# of nights	hours	# of FSP	Rate	# of FSP vehicles	
		0		\$ 45.00		\$ -
		0				

CFSP CHP Officers (See Cozeep rate)

# of days	# of nights	hours	# of officers	Rate	# of CHP vehicles	
0	0	0	1	\$ 45.00	0	\$ -
0	0	0	2	0	0	\$ -

- ☐ Cooperative Agreement or Task Order with SAFE for \$0
- ☐ Task Order with CHP (State-wide Master Agreement for FSP support). for \$0
- ☐ Contact District FSP Coordinator for task orders.
- ☐ Service Contract
- ☐ Local Agency will arrange CFSP with SAFE
- ☐ Local Agency will arrange CFSP administration with CHP

TMP Elements	EA #/ID#	1G200/08 1500 0173	Date	11/6/2024
---------------------	----------	--------------------	------	-----------

3.3 ☐ Other 3.2 Total \$0

Section 3 Total	\$ 20,000
------------------------	------------------

4 Construction Strategies

Contact DTM, at 909-383-6262, to get Delay Calculations, Lane Requirement Charts (LRC), Table Z and Special events list. Inform DTM of any concerns/commitments regarding special LC days, times, seasons, events; environmental restrictions; if work may be affected by snow and low or high temperatures. E.g. excessive heat may delay HMA operations lane openings which may increase traffic impact when vehicles overheat in the queue; etc. If traffic volumes vary significantly between seasons, consider 2 sets of LRCs to avoid CCOs.

4.1 This TMP presumes that work is planned as below. If different, TMP needs to be revised. The Project Engineer shall ensure all appropriate lane requirement charts are included.

- ☐ Off peak
☐ Night
☒ Weekend

4.2 Expected facility closures and requirements

- ☒ Flagging
☒ Shoulder
☒ Lane
☐ Street
☐ Ramp
☐ Connector*
☐ Extended Weekend Closures*
☐ Total Facility Closures*

*Consult with TMP developer and the DTM regarding COZEEP & other costs. Provide proposed detour and traffic diversion plans for review.

CAUTION: If the Lane Requirement Chart (LRC) for full mainline closures, of one or both directions on a highway or freeway, does not show the maximum number of allowable closures, the PS&E shall not be certified by DTM/TMP.

- 4.3 ☒ Coordinate with adjacent ongoing and planned construction projects - also on detour routes.
4.4 ☐ BEES 066008 Incentives
4.5 ☒ Strictly enforce construction CPM schedule
4.6 ☒ 10-Min. Delay Penalty Contact DTM at 909-838-6262 for 10 Min. Delay Penalty Calculations.
4.7 ☐ Other

Section 4 Total	\$ -
------------------------	-------------

5 Demand Management (DM)

Project team needs to coordinate with RCTC/SANBAG/CVAG

Traffic diversion may increase available work hours.

- 5.1 ☐ A co-op will be executed - mentioned in PSR or PR.
☐ Instead of a co-op, 15% is added to the cost of DM elements since the payment to the local agency will be routed through the contractor.
Instead of a co-op, the local agency will make their own arrangements with RCTC/SANBAG/CVAG.
PA/CL or local agency need to inform commuters through RCTC/SANBAG. Funds part of PA/CL.
5.2 ☐ HOV Lanes/Ramps (New or Convert)
5.3 ☐ Park-and-Ride Lots
5.4 ☐ Parking Management/Pricing (Coordination with local agency is required)
5.5 ☐ BEES 066067 Rideshare Promotion
5.6 ☐ Other

Section 5 Total	\$ -
------------------------	-------------

6 Alternate Route Strategies

Caution - signed detours may require environmental clearance. Traffic diversion may increase available work hours. Please work with Traffic Design. BEES 066060 - ADDITIONAL TRAFFIC CONTROL

- 6.1 ☐ Add Capacity to Freeway connector
6.2 ☐ Ramp Closures
6.3 ☐ Temporary Highway Lanes or Shoulder Use
6.4 ☐ Parking Restrictions
6.5 ☐ Street Improvements
☐ State R/W - Signals, Widen, etc.
☐ Local R/W - Signals, Widen, etc. co-op or permit may be needed
6.6 ☐ Local Street USE - co-op or Permit may be needed
6.7 ☐ Traffic Control Officers (see 3.1 COZEEP)
6.8 ☐ Signed detour - using State routes
6.9 ☐ Signed detour - using local streets and roads. Coordinate with corresponding local agency.
6.10 ☐ Adjust signals
6.11 ☐ Temporary bicycle or pedestrian facilities
6.12 ☐ Other

Section 6 Total	\$ -
------------------------	-------------

TMP Estimate					
Developed by	Saleh Yadegari	EA#/ID#	1G200/08 1500 0173	Date	11/6/2024
TMP developer: Amounts under the cost column will automatically be copied from the TMP elements					
TMP Elements				Cost	
1. Public Information				\$10,000	
2. Motorist Information Strategies				\$0	
3. Incident Management				\$20,000	
4. Construction Strategies				\$0	
5. Demand Management (DM)				\$0	
6. Alternate Route Strategies				\$0	
Total TMP Estimate				\$ 30,000	

ATTACHMENT G
Storm Water Data Report (SWDR)
Signature Page

Long Form – Stormwater Data Report Template



Dist-County-Route: 08-SBd-127

Post Mile Limits: 0.0/3.0 & 10.5/37.7

Type of Work: Cold-planed and Overlaid Pavement

Project ID (EA): 0815000173 (EA 1G2000)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒

Regional Water Quality Control Board(s): Lahontan (R6)

Total Disturbed Soil Area: 43.36 acres PCTA: 0.6 acres

Alternative Compliance (acres): ATA 2 (50% Rule)? Yes ☐ No ☒

Estimated Const. Start Date: 10/01/2026 Estimated Const. Completion Dte: 12/20/2027

Risk Level: RL 1 ☒ RL 2 ☐ RL 3 ☐ WPCP ☐ Other: _____

Is (M)WELo applicable? Yes ☐ No ☒

Is the Project within a TMDL watershed? Yes ☐ No ☒

Does the project require trash treatment? Yes ☐ No ☒ (SGTA)

Notification of ADL reuse (if yes, provide date): Yes ☐ Date: _____ No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. A professional Engineer or Landscape Architect stamp is required at PS&E only.

Alan R. Bisi

09/26/2024

Alan R. Bisi, Registered Project Engineer

Date

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

9/27/2024

Samer Georges, Project Manager

Date

Donald Larson

09/27/2024

Donald Larson, Maintenance Coordinator

Date

Almabeth Anderson

10/02/2024

Almabeth Anderson, Designated Landscape Architect Representative

Date

[Stamp Required at PS&E only]

Gregory Clark

10/03/2024

Greg Clark, District Stormwater Coordinator

Date

ATTACHMENT H

Performance Measures

District:08

Tool ID:

16963

Project ID:

0815000173

EA:

1G200

Co-Rte-PM:

All Locations

View/Print PIR (Performance) Report

Multi-Objective Worksheet

MO

☐ Bridge

☒ Pavement

P

☐ 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	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class II	Lane Miles	58.234	4.265	53.969			58.234							
2	E05	Flashing Beacons (201.010, .015)	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							
3	E16	Rumble Strips (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	459360.000				459360.000								
4	E23	Collisions Reduced (201.015)	Collision Severity Reduction	Fatal/Serious Injury Collisions	1.000			1.000		1.000							Flashing Beacon
5	E55	Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.040			0.040		0.040							
6	F23	ADA - New Curb Ramp Installed (201.361)	No Performance Objective in the SHSMP	Each	8.000				8.000								
7	F32	ADA - Install New Detectable Warning Surface (201.361)	No Performance Objective in the SHSMP	Square Feet	156.000				156.000								
8	F43	ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	8.000				8.000								
9	H13	Crosswalks	No Performance Objective in the SHSMP	Linear Feet	43.000	43.000				43.000							
10	H17	Bike and Pedestrian Lighting	No Performance Objective in the SHSMP	Each	66.000				66.000								solar lighting along pedestrian pathway (both sides)
11	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes												Yes
12	H43	Rectangular Rapid Flashing Beacon	No Performance Objective in the SHSMP	Each	1.000			1.000		1.000							
13	H63	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Linear Feet	43.000	43.000				43.000							
14	H99	Other Bicycle and Pedestrian Infrastructure Activity	No Performance Objective in the SHSMP	-	6547.000				6547.000								total 6547 ft of new pedestrian pathway (total for both sides)
15	I02	Roadway Adapted to Address Climate Change Threats/Vulnerability	No Performance Objective in the SHSMP	Centerline Miles	30.200			3.000	27.200	3.000							pavement strategy CIR and RHMA
16	I11	Use of Recycled/Reclaimed Materials	No Performance Objective in the SHSMP	Linear Miles	60.634			6.294	54.340	6.294							pavement strategy CIR and RHMA
17	I12	Use of Locally Available Building Materials	No Performance Objective in the SHSMP	Linear Miles	60.634			6.294	54.340	6.294							if available, use local materials
18	N04	Defer	No Performance Objective in the SHSMP	-													Environmental document higher than CE/CE

(Last Saved - 07/16/24 @ 7:44 AM by Matthew Hall)

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.121	Pavement - Pavement Preservation	Primary	Pavement	58.2	Lane mile(s)	Lane mile(s)	4.3	54.0	0.0	58.2	58.2	0.0	58.2	0.0	0.0	58.2

- Notes:
- The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
 - The data summarized in the table represents the performance reported or to be reported in CTIPS.
 - Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
 - Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
 - Reporting drainage pre-total and post good may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
 - Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
 - During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

ATTACHMENT I
**Complete Street Decision
Document (CSDD) Signature Page**

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?

X 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.
____ 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:

P. Ariram

03/06/2024

Ariram Parameswaran, Project Engineer
Division of Design/Group B

Date

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

Alexa Pok

03/19/2024

Alexa Pok
District Complete Streets Coordinator

Date

Ray Desselle

03/27/2024

M Q _____
Ray I. Desselle
Deputy District Director, Planning

Date

Jesus Galvan

acting for DDD Jesus

4/3/24

Jesus Galvan
Deputy District Director, Design

Date

Catalino A. Pining III

04/03/2024

Catalino A. Pining III
District Director

Date

ATTACHMENT J

PA&ED Cost Estimate

**PROJECT
COST ESTIMATE**

EA: 1G200

EA: 1G200 PA&ED: 0815000173

PA&ED: 0815000173

District-County-Route: 08-SBd-127

PM: L0.0/3.0 & 10.5/37.7

Type of Estimate : PA&ED

Program Code : SHOPP

Project Limits : L0.0/3.0 & 10.5/37.7

Project Description: Capital Preventive Maintenance (CAPM) strategy to extend life of the existing pavement and to improve ride quality

Scope : Partial Depth Recycling (PDR) with pavement tapered edges.

Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 32,682,000	\$ 36,710,000
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 32,682,000	\$ 36,710,000
TOTAL RIGHT OF WAY COST	\$ 659,000	\$ 659,000
TOTAL CAPITAL OUTLAY COSTS	\$ 33,341,000	\$ 37,369,000
PA/ED SUPPORT	\$ 2,124,000	\$ 2,124,000
PS&E SUPPORT	\$ 3,111,000	\$ 3,227,000
RIGHT OF WAY SUPPORT	\$ 1,903,000	\$ 2,148,000
CONSTRUCTION SUPPORT	\$ 3,677,000	\$ 4,150,000
TOTAL SUPPORT COST	\$ 10,815,000	\$ 11,649,000

TOTAL PROJECT COST	\$ 44,156,000	\$ 49,018,000
---------------------------	----------------------	----------------------

Programmed Amount

Month / Year

Date of Estimate (Month/Year) 1 / 2024

Estimated Construction Start (Month/Year) 9 / 2026

Number of Working Days = 220

Estimated Mid-Point of Construction (Month/Year) 1 / 2027

Estimated Construction End (Month/Year) 7 / 2027

Number of Plant Establishment Days NA

Estimated Project Schedule

PID Approval	5/24/2021
PA/ED Approval	10/7/2024
PS&E	9/2/2025
RTL	3/6/2026
Begin Construction	12/2/2026

Estimate Concurred By

Mike Ristic, District Program Advisor

Date

Phone

Estimate Concurred By

Samer Georges, Project Manager

Date

Phone

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
170103	CLEARING AND GRUBBING (LS)	LS	1	x	75,000	= \$	75,000
190101	ROADWAY EXCAVATION	CY	2,690	x	50	= \$	134,500

TOTAL EARTHWORK SECTION ITEMS**\$209,500.00****SECTION 2: PAVEMENT STRUCTURAL SECTION**

Item code		Unit	Quantity		Unit Price (\$)		Cost
190185	SHOULDER BACKING	TON	12,500	x	30.0	= \$	375,000
260203	CLASS 2 AGGREGATE BASE (CY)	CY	680	x	150.0	= \$	102,000
390095	REPLACE ASPHALT CONCRETE SURFACING	CY	4,300	x	250.0	= \$	1,075,000
390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	69,400	x	160.0	= \$	11,104,000
390132	Hot Mix Asphalt (Type A)	TON	1,740	x	160.0	= \$	278,400
394060	DATA CORE	LS	1	x	15,000.0	= \$	15,000
394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	1,050	x	3.6	= \$	3,780
039441	COLD IN PLACE RECYCLING	SQYD	110,000	x	8.0	= \$	880,000
039442	CEMENT (PDR)	TON	260	x	180.0	= \$	46,800
039443	EMULSIFIED AGENT (PDR)	TON	1,040	x	720.0	= \$	748,800
039444	ASPHALTIC EMULSION (PDR)	TON	61	x	800.0	= \$	48,800
039445	SAND COVER (PDR)	TON	330	x	96.0	= \$	31,680
039446	INTELLIGENT COMPACTION (COLD-IN-PLACE RECYCLING)	LS	1	x	250,000.0	= \$	250,000
397005	TACK COAT	TON	210	x	1,500.0	= \$	315,000
398100	REMOVE ASPHALT CONCRETE DIKE	LF	980	x	3.6	= \$	3,528
398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	52,100	x	4.4	= \$	229,240
731521	MINOR CONCRETE (SIDEWALK)	TON	480	x	922.0	= \$	442,560
731632	MINOR CONCRETE (CURB RAMP)	TON	30	x	2,000.0	= \$	60,000
731627	MINOR CONCRETE (CURB)	TON	21	x	1,500.0	= \$	31,500
846046	6" RUMBLE STRIP (ASPHALT CONCRETE PAVEMENT)	STA	4,820	x	55.0	= \$	265,100

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS**\$16,306,200.00**

SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)		Cost
xxx	TBD	LS	1	300,000	\$	300,000
TOTAL DRAINAGE ITEMS						\$300,000.00

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)		Cost
070030	LEAD COMPLIANCE PLAN	LS	1 x	5,000	= \$	5,000
080050	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1 x	1.00	= \$	1
141120	TREATED WOOD WASTE	LB	9,210 x	0.50	\$	4,605
839640	CONCRETE BARRIER (TYPE 60M)	LF	480 x	360	= \$	172,800
TOTAL SPECIALTY ITEMS						\$182,500.00

SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
800401A TEMPORARY FENCE (TYPE DESERT TORTOISE)	LS	1	420,000.00	\$ 420,000

Subtotal Environmental Mitigation **\$420,000.00**

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
				<i>Subtotal Landscape and Irrigation</i> \$0.00

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
				<i>Subtotal Erosion Control</i> \$0.00

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130100 JOB SITE MANAGEMENT	LS	1	x 436,555 = \$	436,555
130560 TEMPORARY SOIL BINDER	SQ YDS	2,420	x 1 = \$	2,420
130301 PREPARE STORM WATER POLLUTION PREVENTION	LS	1	x 12,600 = \$	12,600
130330 STORM WATER ANNUAL REPORT	EA	2	x 2,000 = \$	4,000
066596 ADDITIONAL WATER POLLUTION CONTROL	LS	1	x 12,600 = \$	12,600
066595 WATER POLLUTION CONTROL MAINTENANCE SHARING	LS	1	X 12,600 = \$	12,600
66916 CONSRUCTION GENERAL PERMIT ANNUAL FEES	EA	1	x 756 = \$	756

Subtotal NPDES **\$481,531.00**

TOTAL ENVIRONMENTAL	\$901,600.00
----------------------------	---------------------

Supplemental Work for NPDES

Subtotal Supplemental Work for NDPS **\$0.00**

*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 (pedestrians and cyclists along new sidewalks and bike lanes/ solar is an option) including the light post relocation on Baker Blvd intersection	1	LS	x	\$750,000.00	= \$	750,000
0377568	Rectangular Flashing Beacon Systems	1	LS	x	\$50,000.00	= \$	50,000
870600	Traffic Monitoring Station Systems	2	LS	x	\$50,000.00	= \$	100,000
Subtotal Traffic Electrical							\$900,000.00

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
810250	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	7,000	x	14.50	=	\$101,500.00
820270	REMOVE ROADSIDE SIGN	EA	20	x	350.00	=	\$7,000.00
820760	FURNISH SINGLE SHEET ALUMINUM SIGN (0.08"-UNFRAMED)	EA	500	x	30.00	=	\$15,000.00
820840	ROADSIDE SIGN (ONE-POST)	EA	35	x	450.00	=	\$15,750.00
840516	THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	1,000	x	10.00	=	\$10,000.00
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	481,080	x	2.00	=	\$962,160.00
Subtotal Traffic Signing and Striping							\$1,111,410.00

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
128651	PORTABLE CHANGEABLE MESSAGE SIGN	EA	6	x	\$7,000	=	\$42,000.00
128658	END OF QUEUE MONITORING AND WARNING WITH TRUCK MOUNTED CHANGEABLE MESSAGE SIGN DAY	EA	10	x	\$1,110	=	\$11,100.00
120103	Stationary Impact Attenuator Route	Day	220	x	\$750	=	\$165,000.00
Subtotal Traffic Management Plan							\$218,100.00

6D - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120090	CONSTRUCTION AREA SIGNS	LS	1	x	10,000.00	=	\$10,000.00
120100	TRAFFIC CONTROL SYSTEM	LS	1	x	1,480,000.00	=	\$1,480,000.00
124000	TEMPORARY PEDESTRIAN ACCESS ROUTE	LS	1	x	20,000.00	=	\$20,000.00
Subtotal Stage Construction and Traffic Handling							\$1,510,000.00

Contingency 10%

Total

TOTAL TRAFFIC ITEMS**\$3,739,600.00****\$373,960.00****\$4,113,560.00**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
TOTAL DETOURS				\$0.00

SUBTOTAL SECTIONS 1 through 7 \$21,639,400.00

SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items 0.5% \$ 108,197

8B - Bike Path Items

Bike Path Items 0.0% \$ -

8C - Other Minor Items

Other Minor Items 5.0% \$1,081,970.00

Total of Section 1-7 \$21,639,400 x 5.5% = \$1,190,167.00

TOTAL MINOR ITEMS \$1,190,200.00

SECTIONS 9: ROADWAY MOBILIZATION

Item code 999990 Total Section 1-8 \$22,829,600 x 10% = \$2,282,960.00

TOTAL ROADWAY MOBILIZATION \$2,283,000.00

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066070 MAINTAIN TRAFFIC	LS	1	\$270,000	\$ 270,000.00
066094 VALUE ANALYSIS	LS	1	\$25,000	\$ 25,000.00
066393 HMA SMOOTHNESS INCENTIVE	LS	1	\$321,000	\$ 321,000.00
066595 WATER POLLUTION CONTROL MAINTENANCE SHARING	LS	1	\$5,000	\$ 5,000.00
066596 ADDITIONAL WATER POLLUTION CONTROL	LS	1	\$1,200	\$ 1,200.00
066610 PARTNERING	LS	1	\$50,000	\$ 50,000.00
066670 PAYMENT ADJUSTMENT FOR PRICE INDEX FLUCTUATION	LS	1	\$394,000	\$ 394,000.00
066919 DISPUTE RESOLUTION BOARD	LS	1	\$7,500	\$ 7,500.00
			\$	-

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

Total Section 1-8 \$22,829,600.00 0% = \$0.00

TOTAL SUPPLEMENTAL WORK \$1,073,700.00

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
				x		=	\$0
66062	COZEEP	LS	1	x	0.00	=	\$0
66063	TRAFFIC MANAGEMENT PLAN-PUBLIC INFORMATION	LS	1	x	10,000.00	=	\$10,000
66105	RE OFFICE	LS	1	x	272,000.00	=	\$272,000
066578	Portable Changeable Message Signs (PCMS)/ 14 months	No	2	x	14,000.00		\$28,000
Total Section 1-8			\$ 22,829,600		2%	= \$	456,592
TOTAL STATE FURNISHED							\$766,600

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$22,829,600	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$26,952,900	(used to check if project is greater than \$5 million excluding contingency)
Estimated Time-Related Overhead (TRO) Percentage (0% to 10%)	=	5%

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	220	X	\$5,189	=	\$1,141,480.00
TOTAL TIME-RELATED OVERHEAD							\$1,141,480

SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)	0%	\$0
Additional or Residual Contingency		(for Unknown/Undefined Risks)	15%	\$4,214,157
Total Section 1-12	\$	28,094,380	x 15%	= \$4,214,157
TOTAL CONTINGENCY*				\$4,214,200

II. STRUCTURE ITEMS

	<u>Bridge 1</u>		<u>Bridge 2</u>		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge 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)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$150		\$150		\$0
COST OF EACH	\$0		\$0		\$0

	<u>Building 1</u>				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Building Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
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)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$0
------------------------------	------------

TOTAL COST OF BUILDINGS	\$0
--------------------------------	------------

STRUCTURES MOBILIZATION	10%	\$0
--------------------------------	-----	------------

STRUCTURES CONTINGENCY*	25%	\$0
--------------------------------	-----	------------

TOTAL COST OF STRUCTURES	\$0
---------------------------------	------------

Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

 Date

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	463,584.00
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	12,500
	C2)	Potholing (Design Phase)	\$	3,600
D)		Project Permit Fees	\$	20,000.00
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	19,500.00
H)		Environmental Review	\$	0
I)		Condemnation Costs	\$	139,075.00
J)		Design Appreciation Factor	\$	0
		0%		
K)		Utility Relocation (Construction Cost)	\$	0

L)

TOTAL RIGHT OF WAY ESTIMATE**\$659,000.00**

M)

TOTAL R/W ESTIMATE: Escalated**\$659,000.00**

N)

RIGHT OF WAY SUPPORT**\$1,615,000.00**Support Cost Estimate
Prepared ByProject Coordinator¹

Phone

Utility Estimate Prepared
ByUtility Coordinator²

Phone

R/W Acquisition Estimate
Prepared ByRight of Way Estimator³

Phone

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

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

ATTACHMENT K

Risk Register

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 03/2016)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

<u>Project Information</u> ☐ Capital Project ☐ Major Maintenance Project (Check One)		Total Estimated Const Cost:	\$33,877,000
Project ID/District-EA	0815000173	1G200	
Project Description	COLD-IN-PLACE RECYCLING WITH TAPERED PAVEMENT EDGE FOR BOTH DIRECTIONS OF TRAFFIC,		
Project Manager (PM)	Samer Georges		
Risk Management Coordinator	Md Shaheed		
☐ No Risk Register Certification Required -- Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittals, and RE Handoff Files (as applicable).			
Project Manager Signature			

<u>PID (Recommended for Capital Projects Only excluding Minor Projects)</u>			
Project Manager	<u>Electronically signed by Ashraf Habbak</u>	Date:	April 8, 2021
Deputy District Director, Planning	<u>Electronically signed by DESSELLE, RAY I</u>	Date:	April 8, 2021
Deputy District Director, Design	<u>Electronically signed by ELSALEH, JAMAL M</u>	Date:	April 15, 2021
Deputy District Director, Construction	<u>Electronically signed by CONNORS, CHRISTY</u>	Date:	April 9, 2021
Deputy District Director, Right of Way	<u>Electronically signed by LENFESTEY, TRENT E</u>	Date:	April 15, 2021
Deputy District Director, Environmental	<u>Electronically signed by BRICKER, DAVID P</u>	Date:	April 23, 2021
Deputy District Director, Project Management	<u>Electronically signed by MORALES, DIANE N</u>	Date:	April 12, 2021

<u>PA&ED (Required for Capital Projects Only)</u>			
Project Manager	<u>Sign</u>	<u>Electronically signed by SAMER GEORGES</u>	Date: October 8, 2024
Deputy District Director, Design	<u>Sign</u>	<u>Electronically signed by JESUS GALVAN JR</u>	Date: October 9, 2024
Deputy District Director, Construction	<u>Sign</u>	<u>Electronically signed by CHRISTY CONNORS</u>	Date: October 10, 2024
Deputy District Director, Right of Way	<u>Sign</u>	<u>Electronically signed by Rebecca GUIRADO</u>	Date: October 10, 2024
Deputy District Director, Environmental	<u>Sign</u>	<u>Electronically signed by KURT HEIDELBERG</u>	Date: October 10, 2024
Deputy District Director, Project Management	<u>Sign</u>	<u>Electronically signed by ANTHONY LIAO</u>	Date: October 9, 2024

<u>Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)</u>	
Project Manager	Date:
Deputy District Director, Design	Date:
Deputy District Director, Construction	Date:
Deputy District Director, Right of Way	Date:
Deputy District Director, Environmental	Date:
Deputy District Director, Project Management	Date:

<u>RE File Hand-off (Recommended for Capital Projects and Major Maintenance Projects)</u>	
Project Manager	Date:
Deputy District Director, Construction	Date:



EA 1G200 QUALITATIVE RISK REGISTER

EA 1G200			Phase: 0			SBD 127 PM: L 0.0/ 3.0 SBD 127 PM: 10.5/ 37.7			PM: Samer Georges		Const Capital Estimate: \$33,877K		Project Description: COLD-IN-PLACE RECYCLING WITH TAPERED PAVEMENT EDGE FOR BOTH DIRECTIONS OF TRAFFIC, INSTALL RUMBLE STRIPS, APPLY PAVEMENT DELINEATION, REPLACE SIGN				Project Location: NEAR BAKER, FROM 2.3 MILES NORTH OF SILVER LAKE ROAD TO 3.8 MILES SOUTH OF THE INYO COUNTY LINE			
Program Code: 201.121 / HA22			M200 Target: 12/2/24						ARM: Francesca Castillo		R/W Capital Estimate: \$659K									
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner		
			Originator							Ph	Impact	Ph	Impact	Ph	Impact					
1	Active	Threat	11/3/2020	10/3/2024	Right of Way	Right of Way Acquisitions	As a result of a federal involvement (BLM) and number of parcels needing to be acquired (14 from private owners), it is possible that the R/W certification date may be delayed if any parcels go to condemnation. There may be an increase in support and/or capital cost; additionally, there may be a schedule delay.	The current R/W schedule for this project includes 17 months from PA&ED to right of way certification. R/W is anticipating 14 parcels needed to be acquired, along with seeking additional rights from BLM (See risk #5). R/W Data Sheet shows the need for 18-24 months. If condemnation is initiated, the schedule may not allow R/W to certify on time. Delays with opening of phase 1 and phase 2 may contribute to the challenges with the schedule. M224: 07/01/2024 M225: 10/01/2024 M410: 03/02/2026	Moderate	0				0		Mitigate	Negotiations will be pursued as soon as appraisals are completed to minimize the chances for condemnation, otherwise 3W Certification process will be used. PM may need to adjust cost and schedule as necessary.	Gustavo Gutierrez		
			1										1	Low						
			2							Very Low	9		2	Low						
			3								4		3							
									31-50%											
2	Active	Threat	2/25/2021	10/3/2024	Environmental	Nesting Birds	The project limits feature suitable habitat for nesting birds, protected by the Migratory Bird Treaty Act. If during construction, active nests are identified near the work area, this may require avoidance buffer or work restrictions resulting in potential schedule delay or additional costs.	The project limits contain suitable nesting bird habitat. No work may occur within the designated avoidance buffer of an active nest. Nesting season extends from February 1 to September 30, also noted in Caltrans Standard Special Provisions.	Very Low	0				0		Accept	Environmental will provide SSP 14-6.03A, to include measures for Contractor Supplied Biologist (CSB) conduct pre-construction surveys, daily construction monitoring, and address potential biological resource issues during construction. Construction capital includes \$410K for CSB costs. If an active nest occurs within the required avoidance buffer during construction, The CSB will coordinate with the RE and also determine if construction windows or buffers are needed. Work my proceed outside avoidance buffer areas.	Craig Wentworth		
			1										1							
			2								9		2							
			3							Low	4	Low	3	Low						
									1-10%											
5	Active	Threat	3/4/2021	10/7/2024	Right of Way	BLM Coordination	The project may require Bureau of Land Management (BLM) land and significant coordination may become necessary for the area PM 10.5/37.7, specially if we go outside the existing pavement. State is seeking 50' from centerline to establish clear defined recorded rights along SR127. State currently does not have recorded rights. This may affect the project schedule.	To be able to construct the project improvements for all the project limits except P.M. 28.0/28.5 (that were acquired for a previous project), Right of Way Engineering will need to prepare Appraisal/Federal Application Maps. The R/W Federal Lands Transfer (FLT) Coordinator will need to forward these maps to the BLM, for their approval. BLM will then provide a Letter of Consent by the Right of Way Certification date, and then the FLT process can occur after RTL.	Moderate	0				0		Mitigate	The Federal Land Coordinator will submit the request as soon as RWE can complete the HED and FAM, the LOC Package will also need to submit the Environmental Document and other pertinent supporting documents. The risk will be further evaluated early during PSE. PM may need to adjust schedule as necessary.	Aidee Arpon/Kristine Flint		
			1										1	Low						
			2							Low	9		2	Low						
			3								4		3							
									31-50%											
10	Active	Threat	3/30/2021	10/7/2024	Design	Drainage	Due to limited information and inclusion of complete street elements in this project, further evaluation by the PDT in Phase 1 will be needed to determine the impact to the existing drainage pattern, as a result of adding bike lanes, and other complete street elements (e.g. sidewalks). The project scope and cost may increase if hydraulic assets are required to mitigate changes in the existing drainage pattern. This may impact cost and schedule.	Currently no existing drainage system is available within the limit of complete street section of the project (PM0.0 to 0.6). Addition of sidewalk and elevated bicycle path will create a graded area between the edge of pavement and the sidewalk which will require a drainage system. Also, surface runoff from adjacent properties may no longer be able to drain to the highway. Additional TCE or Easements may be required to accommodate surface runoff.	High	0				0		Mitigate	District Hydraulics will study existing drainage pattern and work with Roadway design to propose mitigation to any impact during PSE. Design will identify work not consistent with project program (CAPM), if any. PM may have to adjust project cost and schedule as necessary. The risk will be further evaluated early in the PS&E phase.	Ahmad Shah / Alan Bisi		
			1							Very Low			1							
			2								9		2							
			3							Very Low	4	Very Low	3	Very Low						
									51-70%											



EA 1G200 QUALITATIVE RISK REGISTER

EA 1G200			Phase: 0			SBD 127 PM: L 0.0/ 3.0 SBD 127 PM: 10.5/ 37.7			PM: Samer Georges		Const Capital Estimate: \$33,877K		Project Description: COLD-IN-PLACE RECYCLING WITH TAPERED PAVEMENT EDGE FOR BOTH DIRECTIONS OF TRAFFIC, INSTALL RUMBLE STRIPS, APPLY PAVEMENT DELINEATION, REPLACE SIGN				Project Location: NEAR BAKER, FROM 2.3 MILES NORTH OF SILVER LAKE ROAD TO 3.8 MILES SOUTH OF THE INYO COUNTY LINE			
Program Code: 201.121 / HA22			M200 Target: 12/2/24						ARM: Francesca Castillo		R/W Capital Estimate: \$659K									
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Root Cause/Relevancy/Current Status /Assumptions/Comments/Triggers			Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner
			Originator								Ph	Impact	Ph	Impact	Ph	Impact				
11	Active	Threat	1/10/2024	10/7/2024	PIO	Traffic Plan/Coordination	Due to the location of this project work, any anticipated lane closures, full closures and traffic impacts should weigh impact of roadway work for local businesses and recreational areas. This will impact cost and schedule.	SR-127 is a major corridor for delivery of goods between CA and NV, as well as essential connecting route for residents from Tecopa to Baker. This route has recently been impacted by severe weather, including a tropical storm, which should be considered in planning project work and a traffic plan. Flagging operations and piloting are the preferred alternative for any closures required, to allow for access throughout the route. Based on the LRC and TMP request, the developed LRC and TMP are adequate for the performance of the job and DTM does not anticipate much problem at this time.	Low	0				0		Mitigate	Public affairs will do early coordination with partnering agencies. During peak travel periods and major holidays, limited work and less impact to traffic is preferred. PM may have to adjust cost and schedule as necessary.	Carolina Rojas		
			1										1							
			2								9		2							
			3							Low	4	Low	3	Low						
										11-30%										
13	Active	Threat	9/9/2024	10/7/2024	Construction	Oil Price Index	Due to uncertainty in oil price, crude oil index fluctuation could impact asphalt concrete prices. This may lead to an increase in construction capital cost.	Price index fluctuations were factored into the project estimate. However, the factored cost was based on the oil index of present month. The actual cost may vary substantially since the crude oil prices for 2026 cannot be predicted with accuracy. Current political situation puts quite a bit of uncertainly on future oil prices. The oil price index may impact the following items: - RHMA-G: 66,972 tons - HMA-A: 1,989 tons - Tack Coat: 192 tons	Low	0				0		Mitigate	The current project estimate includes an amount to account for oil price index fluctuation based on the current month. Revised estimates will be done in PSE phase. PM may need to adjust project cost through Fund Request.	Jabra Kawwa		
			1										1							
			2								9		2							
			3								4	Low	3							
										11-30%										
15	Active	Threat	9/9/2024	10/8/2024	Materials	Replace Asphalt Concrete Pavement	Majority of pavement on Route 127 is expected to be fair by 2027. There are areas of longitudinal and transverse cracking, alligator cracking and patching. The cold plane activity may cause portions of the remaining pavement to become delaminated. This can cause a risk to construction cost.	The pavement condition can be checked by field observation. The local Maintenance field office should be consulted about where locations for digouts would do the most good. Design is currently considering 7.5% of pavement cost for digout. Digout up to 10% may be required.	Low	0				0		Mitigate	This risk will be further evaluated during PS&E following Joint Field Review (JFR). PM may need to adjust project cost as necessary.	Sittampalam Sathiskumar		
			1										1							
			2								9		2							
			3								4	Low	3							
										11-30%										
16	Active	Threat	9/9/2024	10/7/2024	Materials	Thin Pavement	It is possible the existing pavement thickness of roadway could be inadequate in places for 0.35' Partial Depth Recycling (PDR). 0.20' intact pavement should remain in place to support the weight of the paving machinery. There may be delays in the schedule if mitigation measures are needed and might impact the project cost.	Available iGPR (Ground Penetrating Radar) information within the project limits is in the northbound (NB) direction. The iGPR shows 0.50' AC on the majority of the roadway. As built plans show majority of pavement being 0.35' to 0.90' AC. As part of EA 1P700 (PM 10.5/27.5), dig outs were performed and the pavement thickness was found to vary from 0.35' to 0.70' AC.	Moderate	0				0		Mitigate	Materials Engineering will request coring to verify pavement thickness for every 1/2 mile of the project during early PS&E. If there are locations with thinner pavement than necessary, the strategy can be changed to 0.25' PDR. Also, 0.20' cold plane and 0.40' overlay could be an alternative. Digouts may be performed to address localized thin areas. PM may have to adjust the project cost and schedule as needed.	Sittampalam Sathiskumar		
			1										1							
			2								9		2							
			3							Very Low	4	Low	3	Very Low						
										31-50%										

ATTACHMENT L

PRSM Construction Quantities

PRSM PRODUCTION

[HOME](#)[FAVORITES](#)[Properties ▾](#)[Team](#)[Tasks](#)[Risks/Issues/Changes](#)[Hierar](#)

Project: 0815000173 - 1G200 Pavement Treatment - *Properties - Main - C*

General

M200 Note : Must enter values for these fields when M200 is reached

Aggregate Base (CY)

Asphalt Concrete (TON)

Bar Reinforcing Steel (LB)

Imported Borrow (CY)

Cement Concrete (CY)

Roadway Excavation
(CY)

Structural Concrete (CY)

Structural Steel (LB)

[Save](#)[Save And Return](#)[Return](#)