

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

SBD 15 PAVEMENT REHAB

Resolution SHOPP-P-2425-03B

(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 December 5, 2024 (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 3/22/2024 meeting the Commission approved the SHOPP and included in this program of projects the SBD 15 PAVEMENT REHAB, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☐ Resolution , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-24-34, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/22/2024
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a 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.

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 **I-15 MOJAVE WILDLIFE CROSSINGS**

Resolution **SHOPP-P-2425-03B**

(to be completed by CTC)



Nader Naquib
Project Manager
Project Applicant

10/22/24

Date

Signed by:


1CF1C2B8D9C5418...
President
BLW
Implementing Agency

10/14/2024

Date



Catalino A. Pining III
District Director
California Department of Transportation

10/14/2024

Date



FOR **Tony Tavares**
Director
California Department of Transportation

11/14/2024

Date



Tanisha Taylor
Executive Director
California Transportation Commission

10/31/2025

Date

December CTC SB1 SHOPP Baseline Agreement Review

Final Audit Report

2024-11-14

Created:	2024-11-14
By:	Lauren Applegate (s147989@dot.ca.gov)
Status:	Signed
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"December CTC SB1 SHOPP Baseline Agreement Review" History

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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:	10/15/24 09:59:23 AM
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District	EA	Project ID		PPNO	Project Manager
08	1L150	0819000152		3015J	ABUELHASSAN, AMR
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SBD	15	R 121.0	144.0	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

SBD 15 PAVEMENT REHAB

Location/Description

Near Baker, from 0.6 mile north of Basin Road to 7.4 miles north of Route 127. Rehabilitate pavement, drainage systems, and lighting, upgrade guardrail, replace sign panels, and install fiber optic cable, high tension cable barrier, and guardrail.

Legislative Districts

Assembly:	33	Senate:	16	Congressional:	08
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement		50.6			50.6	Lane-miles
Programmed Condition	Pavement	50.6				50.6	Lane-miles

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	06/28/24	
Right of Way Certification Milestone		11/03/25
Ready to List for Advertisement Milestone		12/01/25
Begin Construction Milestone (Approve Contract)		08/06/26

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	22/23	2,211					2,211
PS&E	23/24	2,586					2,586
RW Support	23/24	29					29
Const Support	25/26	5,582					5,582
RW Capital	25/26	202					202
Const Capital	25/26	42,424					42,424
Total		53,034					53,034

Memorandum

To: RICH STONE
SHOPP
HQ Financial Programming

Date: October 7, 2024

File: 08-1L150 0819000152
08-SBD-15 R121/144

From: 
Amr Abuelhassan, PE
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 2024 SHOPP Program for FY 25/26 RTL delivery. Since the Project Report was prepared, the estimate has been revised by the District Design Team (see attached). PCR #3 to increase construction capital by \$2,832K and RW Capital by \$123K has been submitted for the December 2024 CTC meeting. The District has identified available variance in 25/26 FY to accomplish this increase through the opportunity to transfer funds variance from EA 08-1L100.

Currently Proposed Major Milestones:

Milestone	Current Schedule
R/W Cert M410	11/03/25
RTL M460	12/01/25
Approve Contract M500	08/06/26

Current and Proposed Funds (in thousands):

Component	Programmed	Allocated	PR Estimate	PCR #3 Proposed Addition	Current Estimate
PAED Support	\$2,211	\$2,211	\$2,329		\$2,211
PS&E Support	\$2,543	\$2,586	\$2,586		\$2,586
RW Support	\$25	\$29	\$65		\$29
Const. Support	\$5,582		\$5,931		\$5,582
RW Capital	\$79		\$202	\$123	\$202
Const. Capital	\$39,592		\$46,393	\$2,832	\$42,424

Note: Details of the funding changes and reasons can be found in PCR #3 and draft amendment.

October 7, 2024
Page 2 of 2

C: Martha Santana
Martin Villanueva
Md Shaheed

Project Report

For Project Approval

On Route Interstate 15 (I-15)
Between 1 Mile North From Basin Road Overcrossing
And 5.5 Miles North of East Baker Overcrossing

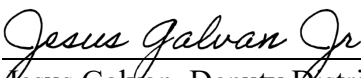
I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current, and accurate:

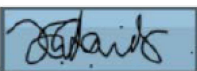

gg For CS Rebecca Guirado, Deputy District Director, Right-of-Way

APPROVAL RECOMMENDED:

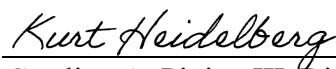

MS Amr Abuelhassan, Project Manager


for Kurt Heidelberg, Deputy District Director, Environmental Planning

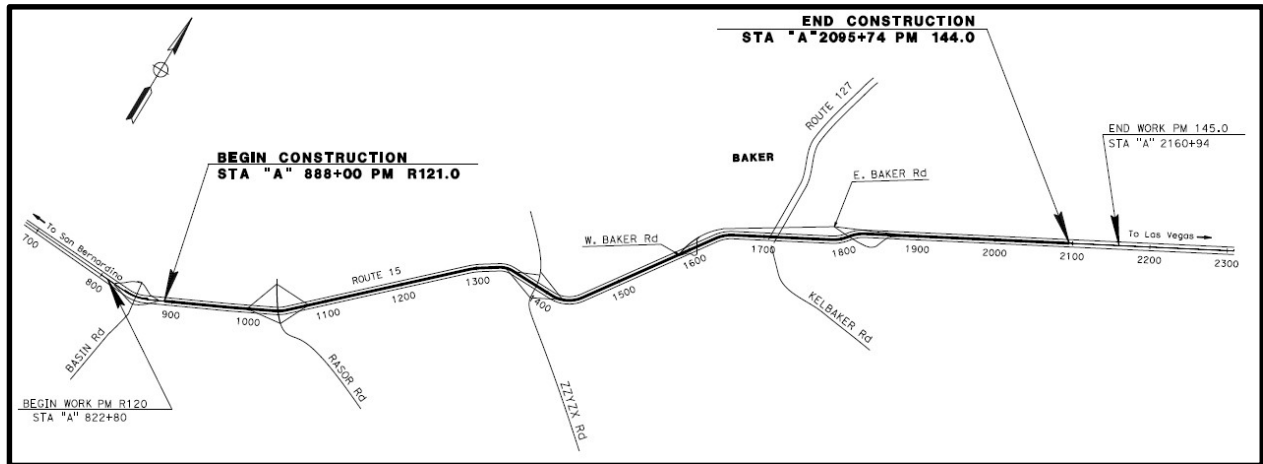

CQ Jesus Galvan, Deputy District Director, Design


TA Haissam Yahya, Deputy District Director, Traffic Operations

PROJECT APPROVED:


for Catalino A. Pining III, District 8 Director 6/28/2024
Date

VICINITY MAP



In San Bernardino County, on I-15 near Baker 1 mile north of Basin Road Overcrossing to 5.5 miles north of East Baker Overcrossing

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.

CAT VU QUACH

06/27/2024

DATE



TABLE OF CONTENTS

1. INTRODUCTION	1
2. RECOMMENDATION.....	1
3. BACKGROUND	2
4. PURPOSE AND NEED.....	3
5. ALTERNATIVES	6
6. CONSIDERATIONS REQUIRING DISCUSSION	7
7. OTHER CONSIDERATIONS AS APPROPRIATE.....	8
8. FUNDING, PROGRAMMING, AND ESTIMATE.....	10
9. DELIVERY SCHEDULE	12
10. RISKS	12
11. EXTERNAL AGENCY COORDINATION.....	13
12. PROJECT REVIEWS	13
13. PROJECT PERSONNEL	14
14. ATTACHMENTS	14

1. INTRODUCTION

This is a multi-asset project involving minor pavement rehabilitation, including a 0.15-foot cold planing, 0.25-foot overlay, and 2-foot shoulder backing on both sides of the mainline, shoulders, and on/off ramps, from PM R124.4 to PM R137.2. This project is located in San Bernardino County, on I-15 near Baker 1 mile north of Basin Road Overcrossing (OC) to 5.5 miles north of East Baker OC (See Project Location Map – Attachment B). Project assets from PM R121.0 to PM 144.0 are the following:

- Upgrade guardrail
- Replace AC dikes
- Sleeve-lining 6 culverts
- Rock Slope Protection and guardrail installation at PM R137.67
- 18 Sign panels (type 11) will be upgraded to the current standard
- Rehabilitate 12 Freeway Lighting Type 10, 15, 30, and 31.
- Remove vegetation

All work will be performed within the existing Caltrans right-of-way.

Project Limits	08-SBd-15 PM R121.0/144.0	
Number of Alternatives	2 Alternatives: 1 Build and 1 No Build	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$10,371,000	\$ 10,911,000
Capital Outlay Construction	\$41,400,400	\$46,393,000
Capital Outlay Right-of-Way	\$201,400	\$201,400
Funding Source	SHOPP Pavement (20.XX.201.121)	
Funding Year	2026	
Type of Facility	4-Lane Highway	
Number of Structures	None	
SHOPP Project Output	50.604 Lane Miles	
Environmental Determination or Document	Initial Study (IS) with Mitigated Negative Declaration (MND) for California Environmental Quality Act (CEQA) and Categorical Exclusion (CE) for National Environmental Policy Act (NEPA)	
Legal Description	In San Bernardino County, on I-15 near Baker 1 mile north of Basin Road OC to 5.5 miles North of East Baker OC	
Project Development Category	4B	

2. RECOMMENDATION

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

3. BACKGROUND

Project History

Project Initiation Proposal (PIP) No. 4646 (Attachment F), initiated and prepared by the District 8 Office of Maintenance Engineering, was approved on April 24, 2019 which identified the need to cold plane and overlay pavement, replace/rehabilitate culverts, lighting, and sign panel replacement, and improve roadside safety.

A Project Initiation Report (PIR), EA 1L150, for minor pavement rehabilitation was approved on February 4, 2021 (Attachment G). The original project limits of EA 1L150 were on I-15, from PM R120.0 to PM 144.0, near Baker, 1 mile north of Basin Road OC to 5.5 miles north of East Baker OC.

Based on field and maintenance reviews, pavement is in fair condition from PM R120.0 to PM R121.0, Project Development Team (PDT) decided to adjust the beginning of the project limits to PM R121.0.

Community Engagement

The San Bernardino County Department of Public Works was notified by letter dated November 19, 2020 about the scope of the project and their input was requested. Follow up communication with the County of San Bernardino will take place during the Design Phase with the updated design plans and specifications. To date no public outreach events have been scheduled. Projects listed for the 2022 SHOPP will be shared with the Regional Transportation Planning Agencies (RTPAs) and the Project Manager will send letters to the local cities and agencies at the opening of each project development phase. Prior to the contract bid, Public Affairs will coordinate a community outreach effort to inform the public of the project and any impacts.

Existing Facility

Within the project limits, I-15 traverses a rural and undeveloped area near Baker with rural residential and resource conservation land uses. There are two 12 feet wide lanes in each direction. Outside shoulders are 10 feet, and inside shoulders are 5 feet wide throughout the segment.

Traveled Way, Shoulders, and Median Geometric Information

		Northbound	Southbound
Facility Location	Post mile range	R121.0/144.0	R121.0/144.0
Minimum Curve Radius	Radius (ft)	N/A	N/A
Through Traffic Lanes	Number of Lanes	2	2
	Lane Width (ft)	12'	12'

		Northbound	Southbound
	Type (Flexible, Rigid, or Composite)	Flexible	Flexible
Paved Shoulder Width	Left (ft)	5'	5'
	Right (ft)	10'	10'

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to restore this segment of I-15 to a state of good repair so that the roadway is in a condition that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway appurtenances and facilities that are worn out or functionally obsolete.

Need:

This proposed project is needed to address pavement deficiencies. Due to heavy and continuous traffic- the existing pavement is showing distress and deterioration. There are areas of excessive cracking and poor ride quality that are now beyond routine maintenance. Other deficiencies in need of being addressed include nonstandard guardrail, lighting rehabilitation, culvert sleeve-lining, sign panel replacement, and installment of rock slope protection (RSP).

4A. Problem, Deficiencies, Justification

Based on field observation, the existing pavement of the main lines, shoulders, and ramps has some damages such as extensive cracking, pot holing, faulting, and generalized poor ride quality, which is evidence of pavement deterioration. The roadway will continue to deteriorate due to high traffic and truck loads. This will increase future maintenance costs and exposure of maintenance personnel to traffic. The traveling public will continue to experience poor ride quality.

I-15 is a major interstate goods-movement commuter corridor, which links to the Los Angeles Metropolitan area. It is a primary link between major economic centers and geographic regions. Weekend and holiday recreational traffic volumes on the route are exceptionally high since it serves as a connection to the city of Las Vegas and to the Colorado River area via connection with Interstate 40 (I-40). Traffic data is not required as this project is not capacity increasing.

4B. Regional and System Planning

State Planning

The proposed project that includes Capital Preventative Maintenance (CAPM) and replacing sign panel and guardrail, is consistent with stated goals and strategies in State transportation plans, modal plans, and planning activities. These include the California Transportation Plan

2040 (CTP), Caltrans Strategic Management Plan (CSMP), Toward an Active California (the State Bicycle and Pedestrian Plan), California Transportation Asset Management Plan (CTAMP), and State Highway System Management Plan (SHSMP). The proposed project scope addresses the goals outlined in the CTP 2040 including improving multimodal mobility and accessibility for all people, preserving the multimodal transportation system, improving public safety and security and fostering livable and healthy communities and promoting social equity. These goals are supported by objectives within the State Bicycle and Pedestrian Plan, Toward an Active California, including increasing walking and bicycling in California, and maintaining a high-quality active transportation system.

Regional Planning

The Southern California Association of Governments (SCAG) coordinates and consults with local and regional partners including Caltrans, local governments, county transportation commissions, tribal governments, non-profit organizations, and stakeholders throughout Los Angeles, Imperial, Orange, San Bernardino, and Riverside counties to prepare the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Plan). The Plan, currently being updated from the 2016-2040 version, provides a long-range vision for the region as it outlines strategies and planned transportation investments. The proposed project for CAPM and replacing sign panel and guardrail is consistent with and furthers the plan's goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability for all people and goods in the region, and maximize the productivity of our transportation system.

System Planning Route Designations

I-15 is part of the Freeway system, National Highway System, Strategic Highway Network, has a truck network designation of National Network, and is part of the Interregional Road System.

4C. Traffic Data

Current and Forecasted Traffic Data

The project does not propose to increase capacity or improve operations of a facility to carry traffic, therefore traffic forecasting is not required.

Collision Data Analysis

Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) Table B indicates the following summaries for I-15, segment from PM R120.0 to PM 144.0, during the three-year period from 10/01/2019 to 9/30/2022.

The actual accident rates for I-15 during the three-year period were compared to the statewide average for similar type of facilities. The fatal plus injury and total accident

actual rates are lower than the state average rates for I-15. The predominant type of collision for northbound is hit-object (33.9%), followed by rear-end (27.5%), sideswipe (22.3%) and overturn (12.9%). The upgrade of the guardrails and rehabilitation of the lighting system, along with the pavement repair are expected to reduce those type of collisions, by improving the ride quality and general safety to the traveling public. A summary of the TASAS, TASAS Selective Accident Retrieval (TSAR), and Selective Accident Rate Calculation (Table B) for collision rates (Fatal, Fatal + Injury, Total) for the proposed project were retrieved on 06/20/2023 and are shown in the tables below:

Table 1: TASAS Table B 36 months Collision Rates NB (10/1/2019-9/30/2022)							
Location	TOTAL No. of Collisions	ACTUAL Rates (MVM)			AVERAGE Rates (MVM)		
		Fatal	Fatal+ Injury	Total ⁽¹⁾	Fatal	Fatal+ Injury	Total ⁽¹⁾
I-15 NB PM R120 -144	233	0.009	0.12	0.43	0.009	0.19	0.57
Type of Collisions							
Head-On	Hit-Object	Rear-End	Sideswipe	Overturn	Broadside	Other	Not Stated
1	79	64	52	30	5	2	0

1. All reported collisions [includes Property Damage Only (PDO) Collisions].

Table 1 shows a total of 233 collisions for the NB segment along the project limits. The primary collision factors for the NB segment were improper turn, speeding, other violations, other than driver, influence alcohol, and unknown.

Table 2: TASAS Table B 36 months Collision Rates SB (10/1/2019-9/30/2022)							
Location	TOTAL No. of Collisions	ACTUAL Rates (MVM)			AVERAGE Rates (MVM)		
		Fatal	Fatal+ Injury	Total ⁽¹⁾	Fatal	Fatal+ Injury	Total ⁽¹⁾
I-15 SB PM R120 -144	201	0.009	0.11	0.37	0.009	0.19	0.57
Type of Collisions							
Head-On	Hit-Object	Rear-End	Sideswipe	Overturn	Broadside	Other	Not Stated
0	53	48	47	48	1	4	0

1. All reported collisions [includes Property Damage Only (PDO) Collisions].

Table 2 shows a total of 201 collisions for the SB segment along the project limits. The primary collision factors for the SB segment were improper turn, speeding, other violations, influence alcohol, other than driver, and failure to yield.

Safety Analysis

Caltran's memorandum "Performance Based Decision-Making using Highway Safety Manual," dated April 4, 2022, provides guidance for performance-based safety analysis for highway design using the AASHTO Highway Safety Manual (HSM). The HSM was

considered and determined to be not applicable for this project because of the following reasons:

- There are no nonstandard design features proposed.
- There are no geometric or operational features that varies from the existing condition or from other project alternatives.
- There are no new interchanges or modification to existing interchanges.

5. ALTERNATIVES

5A. Build Alternative A - Programmable Project Alternative

The scope of this alternative includes the following:

1. Cold planing 0.15-foot and overlaying 0.15-foot Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G) over 0.10-foot of Hot Mix Asphalt Type A (HMA-A) on mainline, shoulders and on/off ramps, installing 2-foot shoulder backing on both sides of the mainline, from PM R124.4 to PM R137.2. Existing distressed pavement locations will be repaired with localized Replace AC Surfacing at PM R130, R133, R135 in the northbound direction and at PM R138.6 in the southbound direction before cold planing and overlaying the pavement.
2. Sleeve-lining 6 culverts at post miles: 142.97, R133.27, R130.31, R133.94, R126.11, and R122.23.
3. Installing Midwest Guardrail System (MGS) barrier and Rock Slope Protection at PM R137.67 in the northbound direction.
4. Upgrading all guardrail systems and crash cushion to current standards.
5. Replacing sign panels to the new reflectivity standard.
6. Replacing AC dikes.
7. Restriping.
8. Lighting rehabilitation.
9. Remove vegetation.

Nonstandard Design Features

As discussed with the District Design Liaison Sergio Avila, this project consists of mainline minor pavement rehabilitation, guardrail upgrade, and repair of deteriorated culverts within the project limits and will not alter or introduce new roadway geometric features and no new nonstandard features are proposed. A Design Standard Decision Document will not be required.

Utility and Other Owner Involvement

All utilities will be protected in place. The utility companies involved in the project are as follows:

AT&T Transmission, AT&T Distribution, Baker Community Services, Kinder Morgan Energy Partner, Cogent Communications, Southern California Edison.

5B. Alternative B – No Build Alternative

No improvement to I-15 is proposed under this alternative. The No Build Alternative would not enhance the pavement condition in the area, or upgrade the existing guardrail, and would not address drainage issues.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

In the Initial Site Assessment (ISA) Checklist dated October 23, 2023 (Attachment H), the proposed project has a low risk for potentially hazardous waste involvement. SSP 84-9.03B for the removal of traffic stripes and pavement markings containing lead would be applicable to the project.

6B. Value Analysis

A value analysis (VA) study will be conducted due to the estimated total capital and support cost being more than \$25 million. The VA study is planned to be completed on July 03, 2024.

6C. Resource Conservation

The existing asphalt pavement that is removed as a result of the proposed improvements is expected to be recycled and reused in the construction to the extent possible. The existing guardrails that are removed as a result of the proposed improvement are expected to be salvaged and some end treatments will be repurposed for future project. Maintenance will confirm acceptance of material at the next phase.

6D. Right-of-Way Issues

The R/W Data Sheet was approved on March 15, 2024 (Attachment J) and the R/W cost has been estimated at \$201,329 for the programmable project alternative. The fee/bank credits have increased due to the acres/credit going up from 0.22 to 0.38 acres, at \$233,000 per acre. There is also a Jurisdictional Delineation task order for \$24,000 for Mitigation and Compliance Cost Estimate (MCCE) in phase 0.

6E. Environmental Compliance

The environmental approval for California Environmental Quality Act (CEQA) is an Initial Study (IS) with Mitigated Negative Declaration (MND). For the National Environmental Policy Act (NEPA), it is a Categorical Exclusion (CE). The IS/CE has been prepared in

accordance with Caltrans' environmental procedures, as well as State CEQA and Federal NEPA guidelines. Under Caltrans' assumption of responsibility pursuant to 23 U.S.C. 326, this Project has been determined eligible for a 23 CFR USC 326 Categorical Exclusion (CE) in compliance with NEPA. The IS/CE was approved on June 26, 2024 and is included as Attachment A.

6F. Air Quality Conformity

This project falls under the categories of project “Pavement resurfacing and/or rehabilitation” in Table 1 of Caltrans Carbon Monoxide (CO) Protocol or Table 2 of 40 CFR 93.126 and is exempt from all emissions analyses. Thus, project level air quality analysis is not required.

6G. Title VI Considerations

Implementation of the project will not result in any adverse impacts on minority or low-income neighborhoods, communities, or groups. It will not have adverse effects on public transit, pedestrian traffic, or low mobility groups. There is no development within or near the project area. This project will comply with Title VI of the Civil Rights Act of 1964. 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, sex, disability, or age, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

6H. Noise Abatement Decision Report

This is a Type III project per Traffic Noise Analysis Protocol under 23 CFR 772.7. It is exempt from traffic noise analysis. Therefore, a noise study is not required.

6I. Life-Cycle Cost Analysis (LCCA)

Per LCCA Procedures Manual, Section 1.4 “Caltrans’s Policy”, pavement work on the State Highway System for Minor Pavement Rehabilitation projects are exempted from LCCA.

6J. Reversible Lanes

This project does not qualify as a capacity increasing or a major street or highway realignment project and reversible lanes have not been considered.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Public Hearing Process

The Draft Environmental Document has been prepared for the project and was circulated for public review and comment from May 9 to June 10, 2024. In conjunction with the public circulation and review process, an opportunity for a public hearing was offered. During the

public review period, comments were received from CA Dept. of Fish and Wildlife and California Highway Patrol. The comments were addressed in the Final Environmental Document.

7B. Stage Construction

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.

7C. Recycled Materials

Additional opportunities to recycle materials, such as the use of up to 40% Recycled Asphalt Pavement (RAP) will be evaluated in the design phase.

7D. Greenhouse Gas Reduction Measures

The environmental determination or document of this project will be an IS/CE. Therefore, the Greenhouse Gas (GHG) emission analysis were completed as part of the IS/CE. Construction emissions will be reduced to the maximum extent through planning and implementation of best practices throughout the project delivery process. Measures implemented for the reduction of GHG include, using energy and water efficient construction methodologies; recommending that locally available building materials are utilized; applying fuel efficiency measures for both construction equipment and traffic management during delays; reducing roadway construction waste and the frequency of maintenance vehicles idle times associated with traffic control. Opportunities to recycle materials, include RHMA where the crum rubber from recycled tires is incorporated into the mix design, and HMA leveling courses with up to 25% RAP.

7E. Vulnerability Assessment

A climate change vulnerability assessment was conducted for the Department in 2019. Among the climate stressors District 8 is expected to be vulnerable to area precipitation, wildfire, and temperature. The Caltrans Climate Change Vulnerability Assessment – District 8 Technical Report indicates that within the project limits: the percentage change in 100-year storm precipitation depth is expected to be low (less than 5%); the level of wildfire concern is low; and a moderate increase in minimum and maximum air temperatures is expected. The project limits fall within the Desert Pavement Climate Region and the selection of pavement binder could be affected by the minimum and maximum air temperatures.

7F. Route Matters

No highway agreement, adoptions, or relinquishments are required for this project.

7G. Adaptation Measures

The Caltrans Adaptation Priorities Report – District 8 indicates that the roadway within the project limits is either priority 3 or 4 for Detailed Adaptation Assessment due to pavement degrading temperature changes. The proposed project site is not located within the coastal zone and is not situated in an area prone to sea level rise. Thus, adaptation measures are not anticipated to be required.

7H. Stormwater

A Storm Water Data Report (SWDR) was prepared for this project to meet the demands of the storm water management process regarding controlling pollutant discharges and meeting permits requirements (Attachment K). The SWDR will be revised during the PS&E phase of the project. All applicable construction activities will be reviewed in the development and preparation of the Water Pollution Control Program. There plans and specification will be developed for consideration during the design phase.

7I. Transportation Management Plan

Transportation Management Plan (TMP) Data Sheet was prepared on January 02, 2024 (Attachment I). TMP elements include Public Information and Incident Management such as Construction Zone Enhanced Enforcement Program (COZEEP). The cost of the TMP elements are estimated at \$405,200.

7J. 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 in the future.

7K. Complete Streets

Nonmotorized and Pedestrian Features

Bicycle and pedestrian access are not allowed on this segment of the State Highway System.

Park-and-Ride Facilities:

There are no Park-and-Ride facilities within the project limits.

8. FUNDING, PROGRAMMING, AND ESTIMATE

Funding

This project is a candidate for programming in the 2022 SHOPP under the Minor Pavement Rehabilitation [201.121 (Anchor Asset)] and the following Satellite Assets:

- Roadside Safety Improvements (201.235)
- Lighting and Sign Panel (201.170)
- Storm Water Mitigation (201.235)

Federal-aid Funding

It has been determined that this project is eligible for Federal-aid funding.

Programming

The project programming schedule is provided in the following table. Increased support cost and capital cost will be requested at the time of fund allocation and are within the allowed thresholds. Increased right of way capital needs may be covered through District Variance or Right of Way yearly allocation, as applicable.

Fund Source	Fiscal Year Estimate for the Programmable Alternative								
	Current Estimate	23/24	24/25	25/26	26/27	27/28	Total Escalated/ Current Amount	Programmed Amount	Amount Needed (Programmed Less Escalated)
20.XX.201.1 21									
Component	<i>In thousands of dollars (\$1,000)</i>								
PA&ED Support	\$2,329						\$2,329	\$2,211	(\$118)
PS&E Support	\$2,586	\$2,586					\$2,586	\$2,543	(\$43)
Right-of-Way Support	\$65	\$65					\$65	\$25	(\$40)
Construction Support	\$5,391			\$5,931			\$5,931	\$5,582	(\$349)
TOTAL Support	\$10,371						\$10,911	\$10,361	(\$550)
Construction	\$41,400			\$46,393			\$46,393	\$39,592	(\$6,801)
Right-of-Way	\$202	\$202					\$202	\$79	(\$123)
TOTAL Capital	\$41,602						\$46,595	\$39,671	(\$6,924)
GRAND TOTAL	\$51,973						\$57,506	\$50,032	(\$7,474)

Support/capital ratio: 23.0%

The support to capital cost ratio is 23.0 %, compared to statewide historical ratio of 21% for the same category, minor pavement rehabilitation, due to the following reasons:

- Project includes upgrading MBGR to MGS and upgrade guardrail terminal system to MASH standards.
- Project includes rehabilitation 12 Freeway Lighting.

Estimate

The project cost estimate has been prepared using Caltrans cost estimate template. The Caltrans cost database was used in establishing unit prices. For cost estimate details, refer to Attachment D, Preliminary Cost Estimate.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
BEGIN ENVIRONMENTAL	M020	01/09/2023	Actual
CIRCULATE DPR & DED EXTERNALLY	M120	05/03/2024	Actual
PA & ED	M200	06/26/2024	Target
PS&E TO DOE	M377	05/01/2025	Target
RIGHT-OF-WAY CERTIFICATION	M410	11/03/2025	Target
READY TO LIST	M460	12/01/2025	Target
PACKAGE TO DES-OE	M475	02/20/2026	Target
HEADQUARTERS ADVERTISE	M480	03/16/2026	Target
AWARD	M495	07/06/2026	Target
APPROVE CONTRACT	M500	08/06/2026	Target
CONTRACT ACCEPTANCE	M600	12/06/2027	Target
END PROJECT EXPENDITURES	M800	07/06/2029	Target
FINAL PROJECT CLOSEOUT	M900	04/04/2031	Target

10. RISKS

Risks have been identified and a qualitative risk analysis has been performed for this project. These risks should be monitored and updated during the entire project development phase (Attachment L, Qualitative Risk Register). The risks are summarized below:

Construction

The minor rehab strategy for the project may need to be revised to full replacement if the pavement's condition is expected to significantly deteriorate by the time it goes to construction (August 2026).

Environmental

If a Desert Tortoise (DT) is discovered within the project impact area, then construction work may have to be stopped until the DT moves on its own accord out of the project area; otherwise, a 2081 permit will be required from California Department of Fish & Wildlife (CDFW). This may increase both capital and support cost, and delay the project schedule.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This PR has been reviewed by Caltrans' Federal Highway Administration (FHWA) Liaison, Sergio Avila, on 03/19/2024 and is eligible for federal aid funding.

Per the current Joint Stewardship and Oversight Agreement (Agreement) between Caltrans and the FHWA, dated May 28, 2015, this project is considered to be a Delegated Project. However, should any future situation or circumstance that will potentially classify the project for Risk-Based Project Involvement (RBPI), Caltrans shall notify FHWA. FHWA will reassess this project to determine if this project is selected for RBPI and identify the specific FHWA involvement activities.

California Department of Fish and Wildlife

1602 Agreement for Streambed Alteration

California Regional Water Quality Control Board

Water Discharge Permit

12. PROJECT REVIEWS

Scoping team field review: Ahmad Shah, Jin Seob Kim, Michael Calixto	Date 04/13/2023
District Program Advisor for Pavement: Mike Ristic	Date 08/21/2023
District Maintenance- Maintenance Asset Manager: Mike Ristic	Date 08/21/2023
Headquarters Project Delivery Coordinator: Amy Fong	Date 09/07/2023
Project Manager: Amr Abuelhassan	Date 08/21/2023
District Design Liaison/FHWA/ADA: Sergio Avila	Date 08/21/2023
District Safety Review: Kevin Chen	Date 08/21/2023
Constructability Review: Ihab Boulos	Date 03/19/2024

13. PROJECT PERSONNEL

Name	Title	Function Unit	Phone Number
Amr Abuelhassan	Project Manager	Project Management	(909) 262-7858
Danny Pheng	Office Chief (Acting)	Design “B”	(909) 501-9389
Hung D. Pham	Project Engineer	Design “B”	(909) 501-8000
Christine Senteno	Office Chief	Right-of-Way	(909) 693-9087
Malisa Lieng	Branch Chief	Environmental	(909) 261-3955
Shawn Oriaz	Office Chief	Environmental	(909) 501-5743
Kourtney Graves	Environmental Scientist	Environmental	(909) 472-1362
Siva Sivakulam	Office Chief	Traffic Operations-COS	(909) 255-2368
Max Lin	Right-of-Way Agent	Right-of-Way	(909) 518-3887
Ferdinand Delacruz	Office Chief	Design Electrical B	(909) 501-9180
Oscar Alejandre	Office Chief	Design-Traffic	(909) 665-3714
Sittampalam	Office Chief (Acting)	Materials	(213) 605-5538
Sathiskumar		Engineering	
Max Auyeung	Office Chief	Utility Engineering Workgroup	(909) 518-7084

14. ATTACHMENTS

- A. Final Environmental Document (52)
- B. Project Location Map (1)
- C. Preliminary Layouts and Typical Cross Section (105)
- D. Preliminary Cost Estimate (10)
- E. Category Assignment Approval (1)
- F. Project Initiation Proposal (PIP) (2)
- G. Project Initiation Report (PIR) (Signed Cover Sheet) (1)
- H. Initial Site Assessment (ISA) Checklist (2)
- I. Traffic Management Plans (TMP) (5)
- J. Right-of-Way Data Sheet (10)
- K. Storm Water Data Report (Signature Sheet) (1)
- L. Risk Register (3)
- M. Joint Field Review (1)

Attachment A
Final Environmental Document

SBD 15 PAVEMENT REHAB

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 08-SBD-15 - Post Miles (PM) R121.0 to PM 144.0
EA 08-1L150 / PN 0819000152

Initial Study with Mitigated Negative Declaration



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



June 2024

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans), has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in San Bernardino County on Interstate 15 (I-15) at Post Miles (PM) R121.0 to PM 144.0. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document describes why the project is being proposed, which alternatives are being considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Draft Initial Study circulated to the public for 30 days between May 9, 2024 and June 10, 2024. Comments received during this period are included in Chapter 3. Changes to the document made since the draft document circulation are shown with a vertical line in the margin. Minor editorial changes and clarifications are not shown. Additional copies of this document and the related technical studies are available for review at 464 W. 4th Street, San Bernardino, CA 92401-1400.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans District 8, Attn: Malisa Lieng, 464 W. 4th Street, 6th Floor - MS 823, San Bernardino, CA. 92401-1400, (909) 261-3955 (Voice); or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

SCH# 2024050406
08-SBD-15-PM R121.0/144.0
EA 08-1L150
PN 0819000152

Multi-asset project with minor pavement rehabilitation improvements on Interstate 15 (I-15), between post mile
(PM) R121.0 and PM 144.0 in San Bernardino County.

Initial Study with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Kurt Heidelberg

Kurt Heidelberg
Deputy District Director, District 8
Division of Environmental Planning
California Department of Transportation
CEQA Lead Agency

6/26/2024

Date

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

Malisa Lieng
464 W. 4th Street, 6th Floor - MS 823
San Bernardino, CA. 92401-1400
(909) 261-3955

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) plans a multi-asset project with minor pavement rehabilitation improvements on Interstate 15 (I-15). The limits of work for this project are along I-15 between post mile (PM) R121.0 and PM 144.0 in San Bernardino County. The improvements include 0.15' mill and 0.15' overlay, and 2' shoulder backing on each side of the roadway on the mainline, shoulders, and on/off ramps, from PM R124.4 to PM R137.2. The project would also include upgrading the guardrails, replacing AC dikes, restriping (all lanes), sleeve-lining 6 culverts, rock slope protection (RSP) and guardrail installation at PM R137.67, upgrading 18 sign panels (Type 11), rehabilitating 12 freeway lighting Type 10, 15, 30, and 31, and removing vegetation. All work would be performed within existing Caltrans right of way (ROW). However, Temporary Construction Easements (TCE) would be required for each culvert and guardrail location to facilitate the upgrades.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons:

The project would have no effect on: Aesthetics, Agriculture and Forest Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Wildfire, Mandatory Findings of Significance. In addition, the project would have less than significant effects to: Air Quality, Greenhouse Gas Emissions.

With the following mitigation measures incorporated, the project would have less than significant effects to: Biological Resources.

- **BIO-Waters 1:** Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.
- **BIO-Waters 2:** On-site habitat restoration for temporary impacts for native communities through revegetation and reseeding with vegetation native to the impacted area immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion.
- **BIO-Waters 3:** Off-site mitigation banking at a ratio of 3:1 for permanent impacts to native communities.

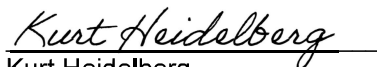
- **BIO-Waters 4:** Compensatory Mitigation: Any additional permanent impacts to jurisdiction areas will be mitigated with appropriate mitigation measures to be identified during the regulatory permitting process.
- **BIO-General 2:** Temporary Artificial Lighting Restrictions: To address potential impacts to desert tortoise, fringed myotis, pallid bat, spotted bat, Townsend's bat, desert bighorn sheep, burrowing owl, and other bat species, artificial lighting must be directed at the job site to minimize light spillover onto habitat areas, if project activities occur at night.
- **BIO-General 4:** Pre-construction Surveys: Pre-construction surveys for desert tortoise, desert bighorn sheep, burrowing owl, fringed myotis, pallid bat, Townsend's big-eared bat, spotted bat and other bat species must be conducted by a qualified biologist within the Project Impact Area within 14 days prior to project activities and following a bat roosting habitat suitability assessment. If one of the species listed above or other special status species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
- **BIO-General 6:** Species Avoidance: If during project activities a, bighorn sheep, desert tortoise, or special status plant species is discovered within the project site, all construction activities must stop within 100 feet for bighorn sheep, 100 feet for birds, 50 feet for desert tortoise, and 20 feet for special status plants, and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and USFWS may be required prior to restarting activities.
- **BIO-General 7:** Worker Environmental Awareness Program (WEAP): A Qualified Biologist must present a biological resource information program/WEAP for desert bighorn sheep, mountain lion, fringed myotis, pallid bat, spotted bat, Townsend's big-eared bat, vermilion flycatcher, tortoise, Mojave fringe-toed lizard, monarch butterfly, and special status plant species, prior to project activities to all personnel that would be present within the project limits for longer than 30 minutes at any given time.
- **BIO-General 8:** A qualified biologist must monitor project activities to ensure that measures intended to protect desert tortoise, desert bighorn sheep, burrowing owl, Townsend's big-eared bat, fringed myotis, pallid bat, spotted bat, Mojave fringe-toed lizard, and other special status species during construction are being implemented and documented.
- **BIO-General 10:** Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Environmentally Sensitive Area (ESA) fencing, desert tortoise temporary fencing, and rare or special status plant fencing and enclosures must occur throughout the duration of the project prior to commencing project activities and after activities are completed. If during construction the fence fails, work must stop until it is repaired, and the qualified Biologist inspects (and clears) the job site.
- **BIO-General 11:** Environmentally Sensitive Area (ESA) Fence Removal: All Environmentally Sensitive Area (ESA) fencing, desert tortoise temporary fencing, and rare or special status plant

fencing and enclosures must be removed as a last order of work. During removal, a qualified biologist must be present.

- **BIO-General 12:** Animal Entrapment: To prevent inadvertent entrapment of desert tortoise during project activities, all excavated steep-walled holes or trenches more than 6 inches deep 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.
- **BIO-Reptile 1:** Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment (including all vehicles, i.e., cars and trucks) for special status reptile species desert tortoise and Mojave fringe-toed lizard before operating equipment at any time.
- **BIO-Reptile 6:** Temporary Demarcation: Temporary demarcation in the form of temporary desert tortoise fencing must be installed following the most recent USFWS guidelines for construction fencing, to delineate both sides of the PIA at the culvert and RSP work locations (PM R122.23, R126.11, R130.31, R133.27, R133.94, 142.97, and R137.67), with a 50-foot buffer as shown on the plans and/or described in the specifications, to exclude desert tortoise from these areas. Temporary desert tortoise fencing must also be installed at any equipment staging, storage, and borrow sites prior to construction, as shown on the plans, to exclude desert tortoise from these areas. All temporary demarcation materials must be removed once construction has been completed.
- **BIO-Reptile 8:** Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be partially filled with concrete grout or sand.
- **BIO-DT 1:** Agency Notification & Reporting Requirements: Any worker who observes desert tortoises within or near the job site found alive, injured, or dead during the implementation of the Project must provide immediate notification to the Resident Engineer and Caltrans biologist. The Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.
- **BIO-DT 2:** Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current USFWS Biological Opinion guidelines and BLM guidelines as applicable. Due to the presence of desert tortoise Designated Critical Habitat adjacent to the project site, and the existence of primary constituent elements for desert tortoise within the BSA and parts of the PIA, a presence/absence survey must be conducted in the PA&ED phase to determine if desert tortoise is active in the project area. Measures would be needed to avoid and minimize any impact on desert tortoise and Desert Tortoise Designated Critical Habitat. If the presence of desert

tortoise is confirmed, additional measures may be needed, and must be authorized by appropriate CESA authorization.

- **BIO-DT 6:** Biological Monitoring: An Acceptable Biologist shall oversee construction activities to ensure compliance with the protective stipulations for desert tortoise and Mojave fringed-toed lizard.
- **BIO-General-PSM 2:** Agency Notification & Reporting Requirements: Any listed species within or near the job site, or as specified in BIO-General-6, found alive, injured, or dead during the implementation of the Project must be immediately reported to the Resident Engineer and Caltrans Biologist. The Caltrans Biologist must then notify the Resource Agencies. Veterinary treatment and/or final deposition must follow Resource Agencies' approval. Monitoring reports must include WEAP Training and be submitted to the Resources Agencies on a timeframe to be determined.


Kurt Heidelberg
Deputy District Director, District 8
Division of Environmental Planning
California Department of Transportation
CEQA Lead Agency

6/26/24
Date



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

Project Information

Project Name (if applicable): SBD 15 Pavement Rehab

DIST-CO-RTE: 08-SBD-15

PM/PM: R121.0 to 144.0

EA: 08-1L150/ PN 0819000152

Federal-Aid Project Number: N/A

Project Description

Caltrans plans a multi-asset project with minor pavement rehabilitation improvements on Interstate 15 (I-15). The purpose of this project is to restore this segment of I-15 to a state of good repair so that the roadway is in a condition that requires minimal maintenance, extend the life of the facility, improve the ride quality, and upgrade other highway appurtenances and facilities that are worn out or functionally obsolete. The existing pavement is showing distress, deterioration, and areas of excessive cracking which exhibits poor ride quality that need repair. Other deficiencies in need of being addressed include non-standard guardrail, lighting rehabilitation, sign panel replacement, and rock slope protection (RSP). (Continued on Page 3).

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 ____.** (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

N/A

Print Name

N/A

Signature

N/A

Date

Project Manager

N/A

Print Name

N/A

Signature

N/A

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)(26)**

☐ **23 CFR 771.117(d): activity (d)()**

☐ **Activity () 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

Malisa Lieng

Print Name

Malisa Lieng

Signature

6-26-2024

Date

Project Manager/ DLA Engineer

Amr Abuelhassan

Print Name

Amr Abuelhassan

Signature

6-26-24

Date

Date of Categorical Exclusion Checklist completion (if applicable): 6/26/2024

Date of Environmental Commitment Record or equivalent: 6/24/2024



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Project Description Continued:

The limits of work for this project are along I-15 between post mile (PM) R121.0 and PM 144.0 in San Bernardino County. The improvements include:

- 0.15' mill and 0.15' overlay
- 2' shoulder backing on each side of the roadway on the mainline, shoulders, and on/off ramps, from PM R124.4 to PM R137.2
- upgrading all guardrail systems and crash cushion to current standards
- replacing AC dikes
- restriping (all lanes)
- sleeve-lining 6 culverts at PM 142.97, R133.27, R130.31, R133.94, R126.11, and R122.23
- RSP and Midwest Guardrail System (MGS) barrier installation at PM R137.67 (northbound direction)
- replace 18 sign panels (Type 11)
- rehabilitating 12 freeway lighting Type 10, 15, 30, and 31
- removing vegetation

All work would be performed within existing Caltrans right of way (ROW). However, Temporary Construction Easements (TCE) would be required for each culvert and guardrail location to facilitate the upgrades.

The following technical documentation was prepared in conjunction with determining and addressing applicable National Environmental Policy Act (NEPA) documentation and compliance requirements.

CULTURAL RESOURCES

Historic Property Survey Report (HPSR): December 6, 2023.

In coordination with District Cultural Studies, Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties present within the APE.

Avoidance, Minimization, and/or Mitigation Measures

- **CUL 1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- **CUL 2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gary Jones, Acting Senior DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

PALEONTOLOGICAL RESOURCES

Email to File: April 2, 2024.

In coordination with District Paleontology, this project is within previously disturbed area; therefore, no paleontological studies will be required for this project.

BIOLOGICAL RESOURCES

Natural Environment Study, Minimal Impacts (NES-MI): December 12, 2023.

In coordination with District Biological Studies, the Biological Study Area (BSA) includes the Project Impact Area (PIA, area of direct impacts) plus a 500-foot buffer to account for listed species and habitat that may be directly adjacent to the project site and could be affected by noise, ground disturbance, vibrations, traffic, and light. The BSA includes the freeway facility itself, including any shoulders, signage, landscaping, culverts, retention basins, and utilities. It also includes the surrounding open desert land including but not limited to irrigation channels, drainages, trees, animal burrows, nearby buildings, and utility poles, up to the buffer distance of 500 feet.

An official USFWS species list (generated through IPaC) was requested and received on November 29, 2023. Caltrans has determined that the project “May Affect, *Not* Likely to Adversely Affect” desert tortoise, and will have “*No Effect*” on Desert Tortoise Designated Critical Habitat. Caltrans has requested concurrence from the U.S. Fish and Wildlife Service (USFWS) to ensure that the project is consistent with the programmatic biological opinion (PBO) agreement between Caltrans and the USFWS dated February 17, 2021. Concurrence with the PBO was received on May 21, 2024.

The project anticipates “No Effect” to any other federally-listed threatened, endangered, or protected species under the Federal Endangered Species Act (FESA) with the implementation of the Avoidance, Minimization and/or Mitigation.

Informal Section 7 consultation with the USFWS will be required. The project is not within National Oceanographic and Atmospheric and Administration (NOAA), National Marine Fisheries Service (NMFS) jurisdiction, and will therefore result in “No Effect” to any NOAA/NMFS species or Essential Fish Habitat.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Assessments of the project area determined that the project would impact jurisdictional Waters of the State (WOS). A Regional Water Quality Control Board (RWQCB) Waste Discharge Requirement (WDR) Permit will therefore be required. A California Fish and Game Code (CFGF) 1602 (Lake and Streambed Alteration Agreement) will also be required. No CWA 404 Permit or CFGF 2081 Incidental Take Permit is anticipated.

Avoidance, Minimization, and/or Mitigation Measures

- **BIO-Waters 1:** Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.
- **BIO-Waters 2:** On-site habitat restoration for temporary impacts for native communities through revegetation and reseeding with vegetation native to the impacted area immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion.
- **BIO-Waters 3:** Off-site mitigation banking at a ratio of 3:1 for permanent impacts to native communities.
- **BIO-Waters 4:** Compensatory Mitigation: Any additional permanent impacts to jurisdiction areas would be mitigated with appropriate mitigation measures to be identified during the regulatory permitting process.
- **BIO-General 1:** Equipment Staging, Storing, & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.
- **BIO-General 2:** Temporary Artificial Lighting Restrictions: To address potential impacts to desert tortoise, fringed myotis, pallid bat, spotted bat, Townsend's bat, desert bighorn sheep, burrowing owl, and other bat species, artificial lighting must be directed at the job site to minimize light spillover onto habitat areas, if project activities occur at night.
- **BIO-General 4:** Pre-construction Surveys: Pre-construction surveys for desert tortoise, desert bighorn sheep, burrowing owl, fringed myotis, pallid bat, Townsend's big-eared bat, spotted bat and other bat species must be conducted by a qualified biologist within the Project Impact Area within 14 days prior to project activities and following a bat roosting habitat suitability assessment. If one of the species listed above or other special status species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
- **BIO-General 5:** Work Avoidance: To address impact to fringed myotis, pallid bat, spotted bat, Townsend's big-eared bat, and other bat species, avoid project activities from April 1 to August 31 within 300 feet of all potential roosting structures in the project impact area.



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- **BIO-General 6:** Species Avoidance: If during project activities a, bighorn sheep, desert tortoise, or special status plant species is discovered within the project site, all construction activities must stop within 100 feet for bighorn sheep, 100 feet for birds, 50 feet for desert tortoise, and 20 feet for special status plants, and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and USFWS may be required prior to restarting activities.
- **BIO-General 7:** Worker Environmental Awareness Program (WEAP): A Qualified Biologist must present a biological resource information program/WEAP for desert bighorn sheep, mountain lion, fringed myotis, pallid bat, spotted bat, Townsend's big-eared bat, vermilion flycatcher, tortoise, Mojave fringe-toed lizard, monarch butterfly, and special status plant species, prior to project activities to all personnel that would 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 to ensure that measures intended to protect desert tortoise, desert bighorn sheep, burrowing owl, Townsend's big-eared bat, fringed myotis, pallid bat, spotted bat, Mojave fringe-toed lizard, and other special status species during construction are being implemented and documented.
- **BIO-General 10:** Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Environmentally Sensitive Area (ESA) fencing, desert tortoise temporary fencing, and rare or special status plant fencing and enclosures must occur throughout the duration of the project prior to commencing project activities and after activities are completed. If during construction the fence fails, work must stop until it is repaired, and the qualified Biologist inspects (and clears) the job site.
- **BIO-General 11:** Environmentally Sensitive Area (ESA) Fence Removal: All Environmentally Sensitive Area (ESA) fencing, desert tortoise temporary fencing, and rare or special status plant fencing and enclosures must be removed as a last order of work. During removal, a qualified biologist must be present.
- **BIO-General 12:** Animal Entrapment: To prevent inadvertent entrapment of desert tortoise during project activities, all excavated steep-walled holes or trenches more than 6 inches deep 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.
- **BIO-General 16:** Invasive Weed Control: To address potential impacts to Lower Bajada and Fan Mojave and Sonoran Desert Scrub, Mojave and Great Basin Upper Bajada and Toe slope, and Shadscale- Saltbush Cool Semi-Desert Scrub communities, Desert Tortoise Designated Critical Habitat, Booth's evening primrose, desert pincushion, Emory's crucifixion-thorn, flat-seeded spurge, Harwood's seriatrum,



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

and Wright's jaffueliobryum moss, or other rare plant species, a qualified biologist must identify invasive plant species at the culvert and RSP work locations (PM 142.97, R133.27, R130.31, R133.94, R126.11, R122.23, and R137.67) within the PIA and a 50-foot buffer, within 30 days prior to project activities. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

- **BIO-Bat 1:** Bat Management & Mitigation Plan. A bat habitat assessment of the Project Impact Area will be conducted by a qualified biologist. Should the bat habitat assessment warrant further surveys and require a BMMP, then a BMMP will be developed and implemented in accordance with CDFW guidelines.
- **BIO-Avian 1:** Pre-Construction Nesting Bird Survey: If project activities cannot avoid the nesting bird season, February 1 – September 30, then preconstruction nesting bird surveys must be conducted by a qualified biologist in areas of suitable habitat within the projects limits and up to the limit of the BSA, no more than 3 days prior to construction to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) would be established and Monitored by a qualified biologist.
- **BIO-Avian 2:** Pre-Construction Burrowing Owl (BUOW) Survey: Two burrowing owl pre-construction surveys must be performed by a qualified biologist: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities. The surveys will be conducted within the area of suitable BUOW habitat within State right-of-way and within the project limits, as identified in the Burrowing owl Habitat Assessment. If pre-construction surveys confirm occupied burrowing owl habitat within this area, the qualified biologist will coordinate with CDFW on additional measures that may be needed to ensure that no take of burrowing owl occurs.
- **BIO-Reptile 1:** Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment (including all vehicles, i.e., cars and trucks) for special status reptile species desert tortoise and Mojave fringe-toed lizard before operating equipment at any time.
- **BIO-Reptile 5:** Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to common raven, and other predators and scavengers by controlling trash and educating workers.
- **BIO-Reptile 6:** Temporary Demarcation: Temporary demarcation in the form of temporary desert tortoise fencing must be installed following the most recent USFWS guidelines for construction fencing, to delineate both sides of the PIA at the culvert and RSP work locations (PM R122.23, R126.11, R130.31, R133.27, R133.94, 142.97, and R137.67), with a 50-foot buffer as shown on the plans and/or described in the specifications, to exclude desert tortoise from these areas. Temporary desert tortoise fencing must also be installed at any equipment staging, storage, and borrow sites prior to construction, as shown on the plans, to exclude desert tortoise from these



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

areas. All temporary demarcation materials must be removed once construction has been completed.

- **BIO-Reptile 8:** Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be partially filled with concrete grout or sand.
- **BIO-DT 1:** Agency Notification & Reporting Requirements: Any worker who observes desert tortoises within or near the job site found alive, injured, or dead during the implementation of the Project must provide immediate notification to the Resident Engineer and Caltrans biologist. The Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.
- **BIO-DT 2:** Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current USFWS Biological Opinion guidelines and BLM guidelines as applicable. Due to the presence of desert tortoise Designated Critical Habitat adjacent to the project site, and the existence of primary constituent elements for desert tortoise within the BSA and parts of the PIA, a presence/absence survey must be conducted in the PA&ED phase to determine if desert tortoise is active in the project area. Measures will be needed to avoid and minimize any impact on desert tortoise and Desert Tortoise Designated Critical Habitat. If the presence of desert tortoise is confirmed, additional measures may be needed.
- **BIO-DT 6:** Biological Monitoring: An Acceptable Biologist shall oversee construction activities to ensure compliance with the protective stipulations for desert tortoise and Mojave fringed-toed lizard.
- **BIO-Arthropod 1:** Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 30 days prior to project activities, a qualified biologist must perform a preconstruction survey for rare insect host plants (milkweed) at PM 142.97, R133.27, R130.31, R133.94, R126.11, R122.23 and R137.67 within the PIA and a 50-foot buffer. Should any rare insect host plants be found, the Resident Engineer and Caltrans biologist must be contacted, and host plants must be flagged by the qualified biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.
- **BIO-Plant 1:** Rare Plant Surveys, Flagging and Fencing: Within 30 days prior to construction, a preconstruction survey must be conducted by a qualified biologist for Booth's evening primrose, desert pincushion, Emory's crucifixionthorn, flat-seeded spurge, Harwood's eriastrum, and Wright's jaffueliobryum moss in areas of suitable habitat, within 50 feet of the PIA. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Any rare plant



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species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

- **BIO-Plant 2:** Rare Plant Translocation: If Booth's evening primrose, desert pincushion, Emory's crucifixion-thorn, flat-seeded spurge, Harwood's eriastrum, Wright's jaffueliobryum moss, or other rare plant species is found within the job site and cannot be fenced but can survive transplantation, the qualified biologist/botanist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time such a situation occurs.
- **BIO-General-PSM 1:** Vehicle Washing: Comply with 2022 SSP or latest version. It would be required that the contractor would wash equipment prior to entering the project site. The biologist would coordinate with the resident engineer and contractor in order to inspect the vehicles and equipment prior to the initiation work to verify that they have been washed.
- **BIO-General-PSM 2:** Agency Notification & Reporting Requirements: Any listed species within or near the job site, or as specified in BIO-General-6, found alive, injured, or dead during the implementation of the Project must be immediately reported to the Resident Engineer and Caltrans Biologist. The Caltrans Biologist must then notify the Resource Agencies. Veterinary treatment and/or final deposition must follow Resource Agencies' approval. Monitoring reports must include WEAP Training and be submitted to the Resource Agencies on a timeframe to be determined.

HYDROLOGY/FLOODPLAIN

Summary Floodplain Encroachment Report: June 6, 2023:

In coordination with District Hydraulics, the project rests within two non-printed Flood Insurance Rate Maps (FIRM); panels 06071C4625H & 06071C4650H. The project is located within a 100-year floodplain and will not result in a significant encroachment in the 100-year floodplain. Since the project will have no effect on any water surfaces, a Location Hydraulic Study (LHS) is not required.

WATER QUALITY AND STORMWATER RUNOFF

Per Memorandum to File: November 28, 2023:

In coordination with District Stormwater Quality, no new impervious area (NIS) or Post Construction Treatment Area (PCTA) will be added; therefore, new treatment Best Management Practices will not be required.

Avoidance, Minimization, and/or Mitigation Measures

- **SWQ 1:** Order No. 2022-0033-DWQ, NPDES No. CAS000003, NPDES Statewide Storm Water Permit for the State of California, Department of Transportation (Caltrans Permit) issued by the California State Water Resources Control Board (SWRCB). This



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permit regulates stormwater and non-stormwater discharges from Caltrans properties and facilities, and discharges associated with operations and maintenance of the statewide State highway system.

- **SWQ 2:** Caltrans Statewide Stormwater Management Plan (SWMP). The SWMP is the document that describes how Caltrans plans to implement the "Caltrans Permit" requirements.
- **SWQ 3:** During phases "0" and "1", a Storm Water Data Report (SWDR) will be developed for each phase. The SWDR is a planning document prepared by the Project Engineer that documents stormwater design information associated with the project. It is used to document stormwater-related decisions to assure compliance throughout all phases of project delivery.
- **SWQ 4:** During the construction phase, a Water Pollution Control Document (WPCD) will be developed by the contractor. The WPCD is a project-specific plan that includes a site map(s), identifies construction and contractor activities that could cause pollutants in stormwater, and a description of measures or practices to control these pollutants.

VISUAL RESOURCES / AESTHETICS

Questionnaire to Determine Visual Impact Assessment Level: June 19, 2023.

In coordination with District Landscape, according to the "Questionnaire to Determine Visual Impact Assessment (VIA) Level" this project results in a score of 7. A total score of 7 ranks this project as a "No noticeable visual changes to the environment are proposed and no further visual impact resource studies are required."

TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE FACILITIES

With appropriate traffic detours, as needed, the project is not anticipated to result in any inadequate emergency access. The Caltrans District 8 State Highway System Bicycle Access Map indicates that bicyclists can ride on the shoulder of this segment of I-15. "Share the Road" and bicycle signs would be posted at the construction areas. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

COASTAL ZONE

The project is not located within a coastal zone.

FARMLANDS AND TIMBERLAND

According to the California Department of Conservation Map, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use within the project limits. The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

There is no Forest/Timberland within the project limits, and would not cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

PARKS AND RECREATIONAL FACILITIES

The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project also does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

GROWTH

The project would not induce substantial unplanned population growth in an area, either directly or indirectly, as work is occurring on the existing pavement, and would not induce growth within the project limits. The project would also not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

LAND USE

According to the San Bernardino County Land Use Plan, Land Use Zoning Districts Map, the project locations fall within Resource Conservation (RC), General Commercial (CG), and Regional Industrial (IR) areas. The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

COMMUNITY IMPACTS AND ENVIRONMENTAL JUSTICE

The project would not physically divide the established community of Baker, as the project location is already disturbed and located on the Interstate to the south of the community. No relocations and/or property acquisitions are necessary. No minority or low-income populations what would be adversely affected by the proposed project. Therefore, this project is not subject to the provisions of Executive Order 12898. The project is located on the Interstate so there will be no impacts to the surrounding communities. A Transportation Management Plan will be developed to identify measures to be implemented during construction.

The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, to include fire and police protection, schools, parks, or other public facilities. The project would not substantially impair and adopted emergency response plan or evacuation plan.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

UTILITIES/ EMERGENCY SYSTEMS

The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, as applicable.

The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, electric power, natural gas, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

WILD AND SCENIC RIVERS

There are no wild and scenic rivers in the project vicinity.

GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. According to the California Department of Conservation Earthquake Zones of Required Investigation Maps, the proposed project is not located on an Alquist-Priolo Earthquake Fault Zone. The nearest identified fault is Manix Fault which is approximately 5 miles southwest of PM 110.4.

The project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

According to the San Bernardino County General Plan, Mineral Resources, the proposed project is located within the North Desert Region; however, there are no mineral resources classified as "Identified Significant Resources" or as "Potential Significant Resources" within the project limits. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

HAZARDOUS WASTE

Initial Site Assessment (ISA) Checklist: October 23, 2023.

In coordination with District Environmental Engineering, the hazardous waste potential for the project area is Low Risk.

Avoidance, Minimization, and/or Mitigation Measures



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- **HAZ 1:** Include SSP 84-9.03B Non-Hazardous Striping/Marker

NOISE

Per Memorandum to File dated April 5, 2024.

In coordination with District Environmental Engineering, this project falls under Type III project categories of 23 CFR 772.7 in the Traffic Noise Analysis Protocol. Per Traffic Analysis Protocol "Type III projects do not require a noise analysis." This is considered an exempt project. Hence, no noise study is required.

AIR QUALITY

Per Memorandum to File: April 3, 2024.

Transportation Air Quality Conformity Findings Checklist: October 23, 2023.

In coordination with District Environmental Engineering, it was determined that this is an exempt project as it falls under one of the categories of exempt projects listed in Table 1 of Caltrans Carbon Monoxide Protocol, or Table 2 of 40 CFR §93.126 "*pavement resurfacing and/or rehabilitation*." Such Projects listed in Table I of the Carbon Monoxide Protocol are exempt from all emissions analyses. Thus, an Air Quality Study Report is not required for this project.

Permits:

According to the Natural Environment Study – Minimal Impacts (NES-MI), the following permits are required:

- California Department of Fish and Wildlife (CDFW) 1602 Permit
- California Regional Water Quality Control Board (RWQCB) Waste Discharge Requirement (WDR) Permit

In conjunction with the results of the above technical documentation, the Avoidance, Minimization, and/or Mitigation Measure(s) included in the Environmental Commitments Record (ECR), are expected to be implemented, as applicable. Changes to the project's scope of work, will require that the District's Division of Environmental Planning be notified in a timely manner, to determine if an Environmental Re-Evaluation will be required to confirm that the environmental documentation for NEPA compliance, remains valid.

Updates to the original Technical Studies, or preparation of new Technical Studies may be required, and/or a new CE Determination Form may need to be completed, and/or an Environmental Document may need to be prepared and approved, to document the project's compliance with all applicable NEPA requirements.

Attachment B
Project Location Map

x

x

x

x

x

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

IN SAN BERNARDINO COUNTY ON INTERSTATE 15 (I-15)
NEAR BAKER 1 MILE NORTH FROM BASIN ROAD OVERCROSSING
TO 5.5 MILES NORTH OF EAST BAKER OVERCROSSING

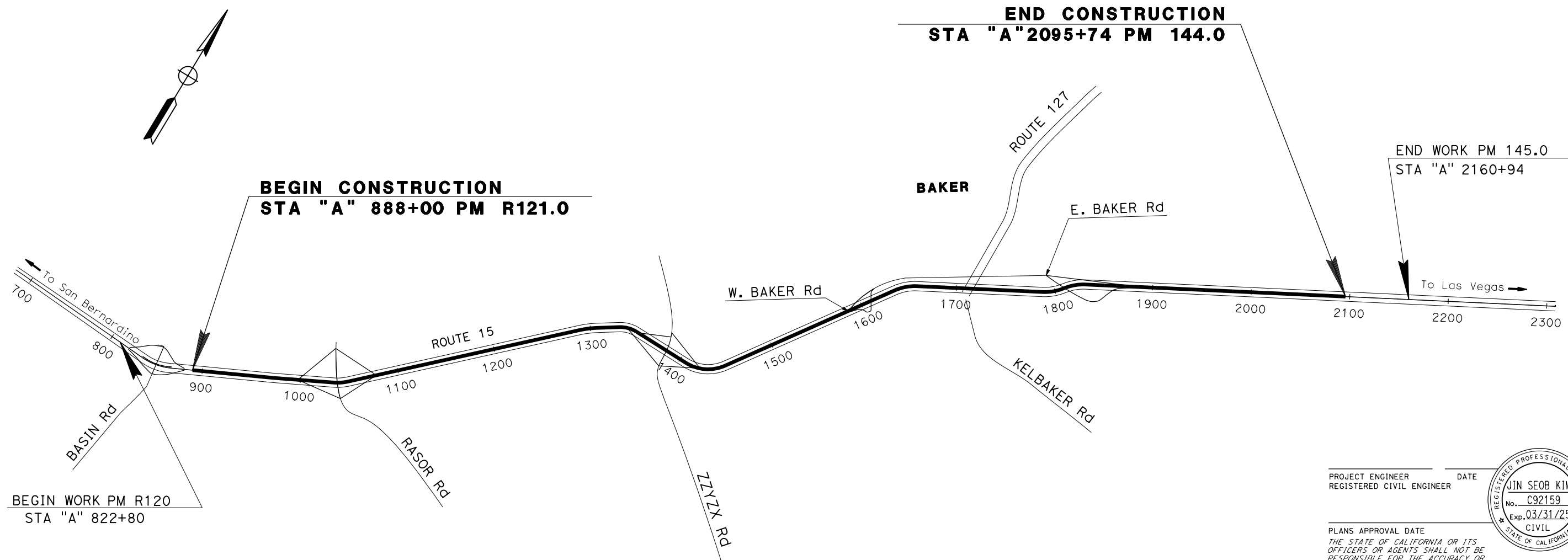
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBd	15	R121.0/144.0	1	



LOCATION MAP

PROJECT MANAGER
DESIGN MANAGER



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

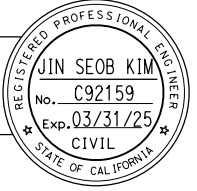
NO SCALE

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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CONTRACT No.	08-1L150
PROJECT ID	0819000152

Attachment C

Preliminary Layouts and

Typical Cross Section

NOTE:

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

LEGEND

RHMA-G RUBBERIZED HOT MIX ASPHALT (TYPE G)
HMA-A HOT MIX ASPHALT (TYPE A)

EXISTING STRUCTURAL SECTIONS

- A0.33' AC
0.50' BASE
0.50' SUBBASE
- B0.04' OGAC
0.33' AC
0.50' BASE
0.50' SUBBASE
- C0.54' AC
0.67' BASE
0.75' SUBBASE

PROPOSED STRUCTURAL SECTIONS

- 10.15' RHMA-G OVERLAY
0.10 HMA-A OVERLAY
0.15' COLD PLANE AC Pvm+
REPLACE PARTIAL STRUCTURAL SECTION AT VARIOUS LOCATION
- 20.15' RHMA-G OVERLAY
0.10 HMA-A OVERLAY
0.25' COLD PLANE AC Pvm+

DESIGN DESIGNATION

ADT (2023) 37,200 D 51%
ADT (2043) 41,900 T 20%
DHV 3,280 V 70 mph
ESAL 60,246,990 TI₂₀ 14.5

PAVEMENT CLIMATE REGION

DESERT

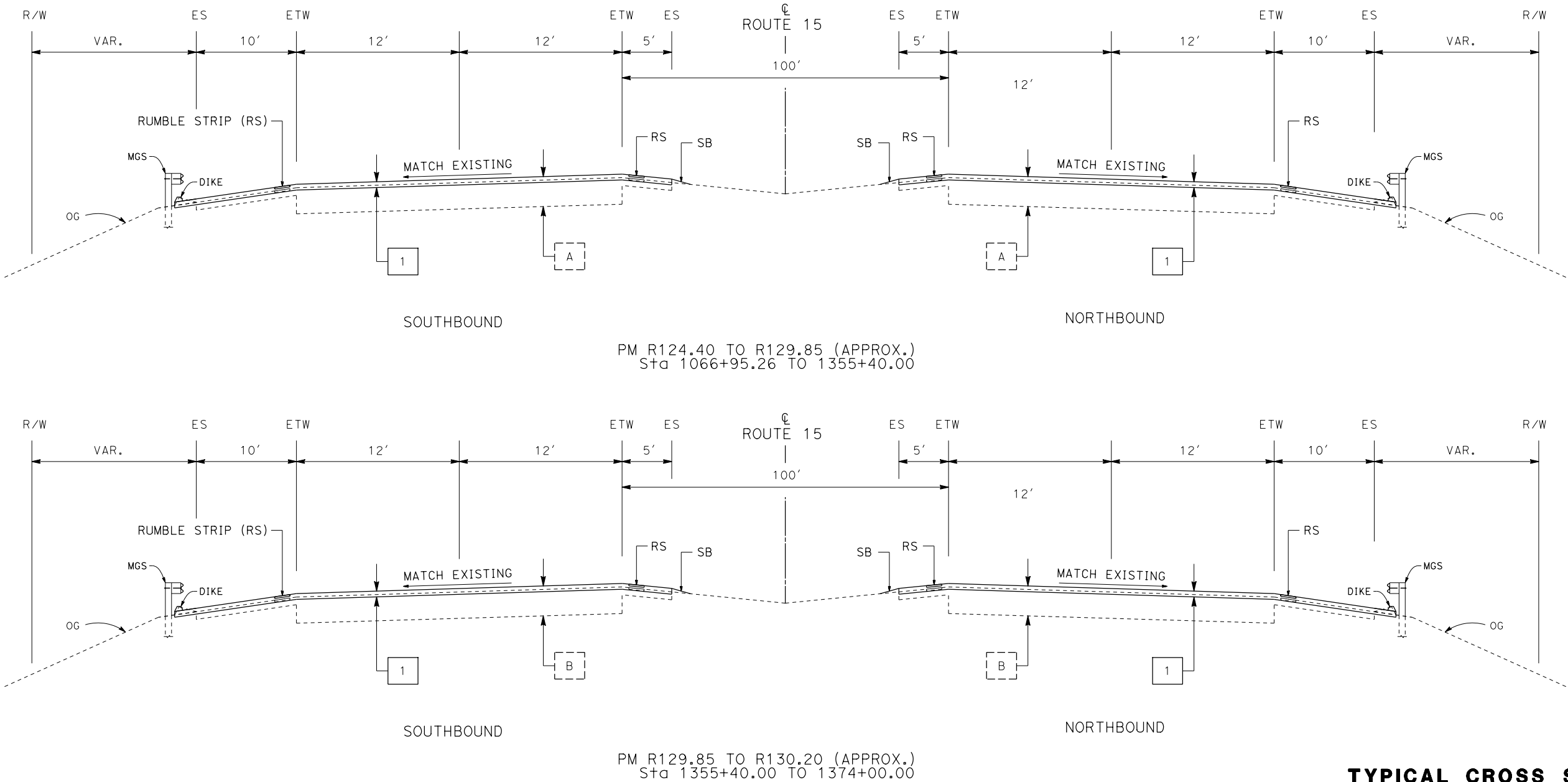
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	15	R121.0/144.0	1	3

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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No.
Exp.
CIVIL
STATE OF CALIFORNIA



TYPICAL CROSS SECTION

NO SCALE

X-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	15	R121.0/144.0	2	3

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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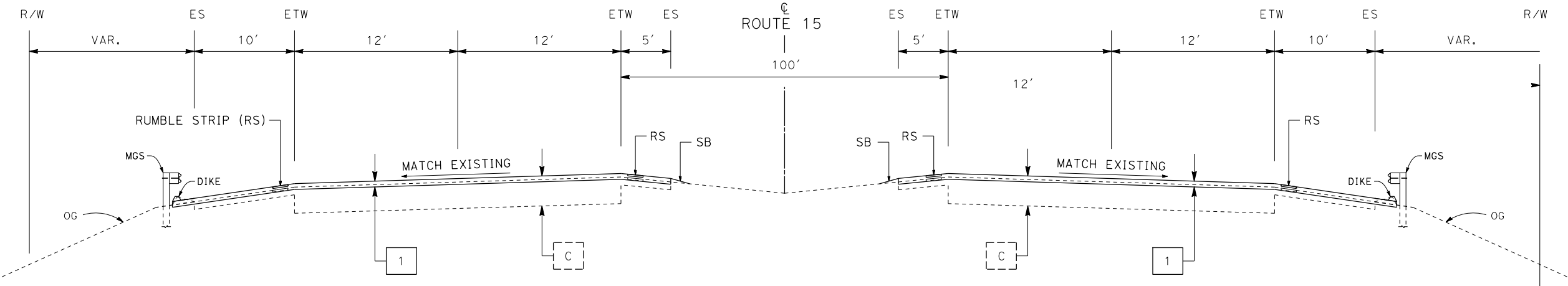
REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

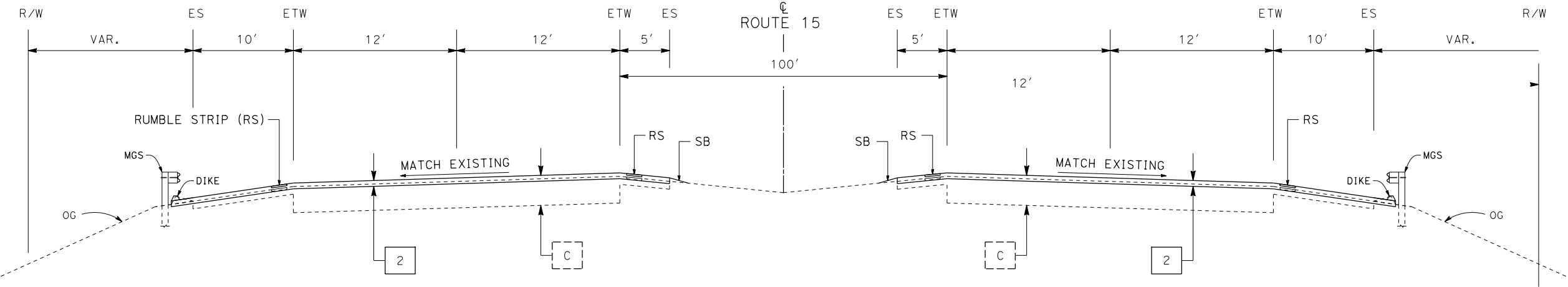
STATE OF CALIFORNIA



SOUTHBOUND

NORTHBOUND

PM R130.20 TO 137.20 (APPROX.)
Sta 1374+00.00 TO 1744+00.00



SOUTHBOUND

NORTHBOUND

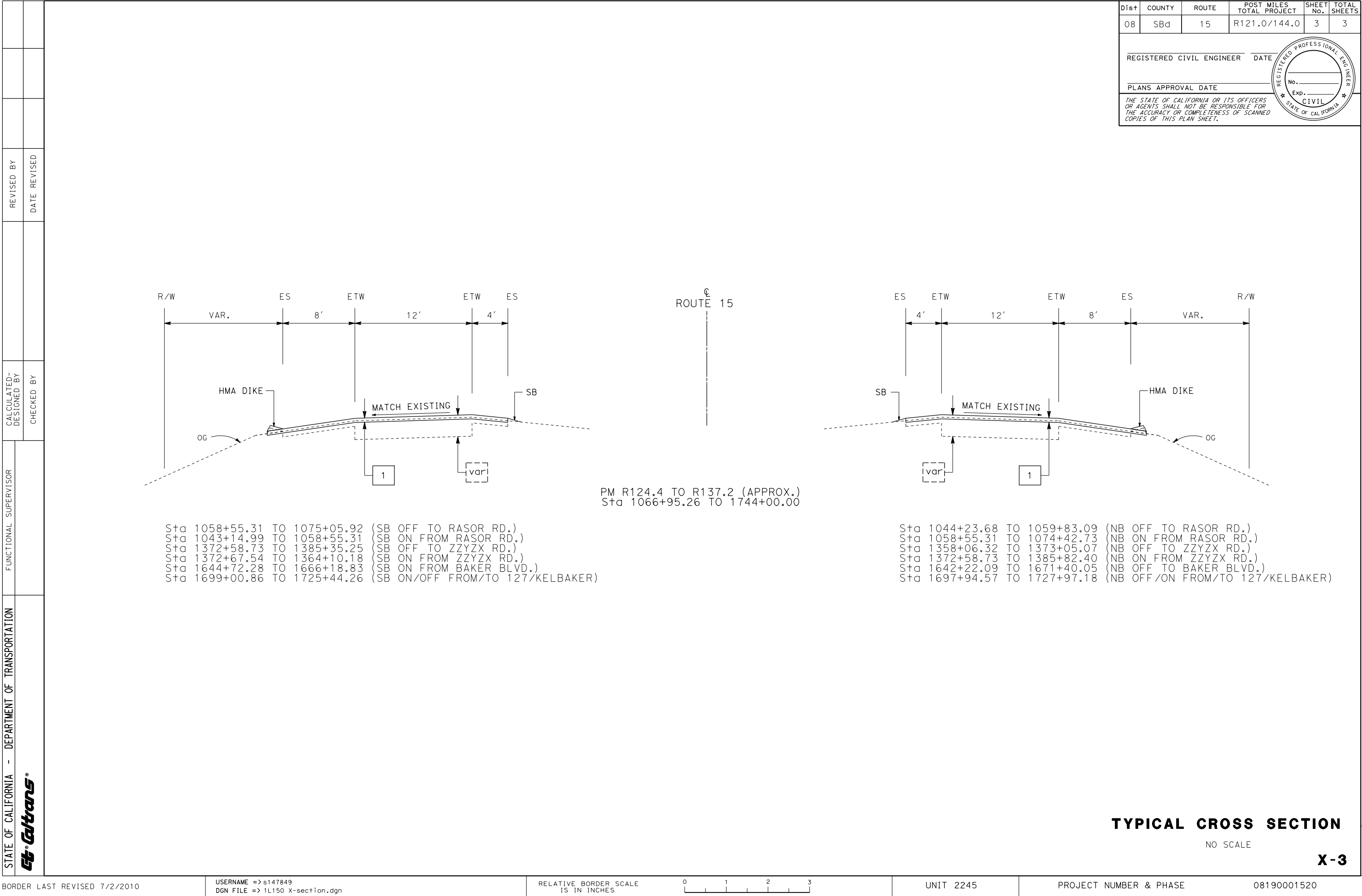
Sta 1371+40.00 TO 1373+80.00
Sta 1668+80.00 TO 1671+60.00
Sta 1709+40.00 TO 1711+60.00

Sta 1371+40.00 TO 1373+80.00
Sta 1668+20.00 TO 1671+00.00
Sta 1709+40.00 TO 1711+60.00

TYPICAL CROSS SECTION

NO SCALE

X-2



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

NOTE:

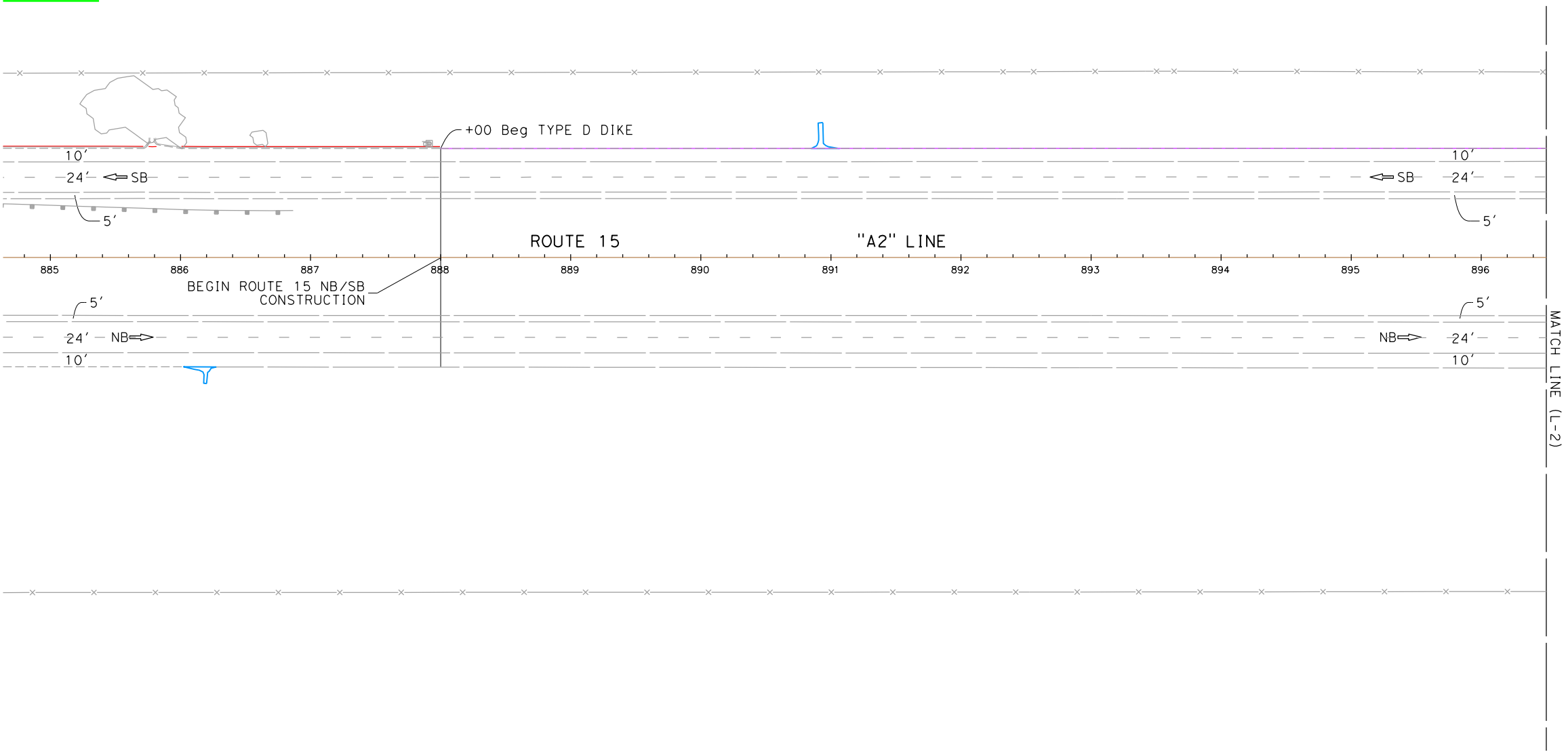
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- 1

0.15' RHMA-G OVERLAY
0.10 HMA-A OVERLAY
0.15' COLD PLANE AC Pvm+
- 2

0.15' RHMA-G OVERLAY
0.10 HMA-A OVERLAY
0.25' COLD PLANE AC Pvm+
- SHOULDER BACKING
- CONFORM INTO EXISTING PAVEMENT/BRIDGE DECK
- REPLACE AC SURFACING (DIG-OUT)



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

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LAYOUT
SCALE: 1" = 50'

L-1

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT

SCALE: 1" = 50'

L-2

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq002.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:34:57 AM

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The figure is a plan view of a road intersection and bridge structures. It shows Route 15 running horizontally across the middle, with stationing from 907 to 919. Above Route 15 is the "A2" Line, also running horizontally. Two Dock Ditch Bridges are shown: Br. No. 54-0246L crossing the "A2" Line and Br. No. 54-0246R crossing Route 15. A "REMOVE MGS" label points to a section of the "A2" Line. Right-of-way (R/W) lines are indicated with green 'x' marks. Match lines are labeled "MATCH LINE (L-2)" on the left and "MATCH LINE (L-4)" on the right. Arrows indicate traffic flow: SB (Southbound) for the "A2" Line and NB (Northbound) for Route 15. Dimensions of 10', 24', and 5' are shown for various sections. A north arrow is located in the upper right quadrant.

LAYOUT

SCALE: 1" = 50'

L-3

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq003.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00
DATE PLOTTED => 3/27/2024
TIME PLOTTED => 10:34:58 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

 **DESIGN**

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE

REVISED BY

DATE

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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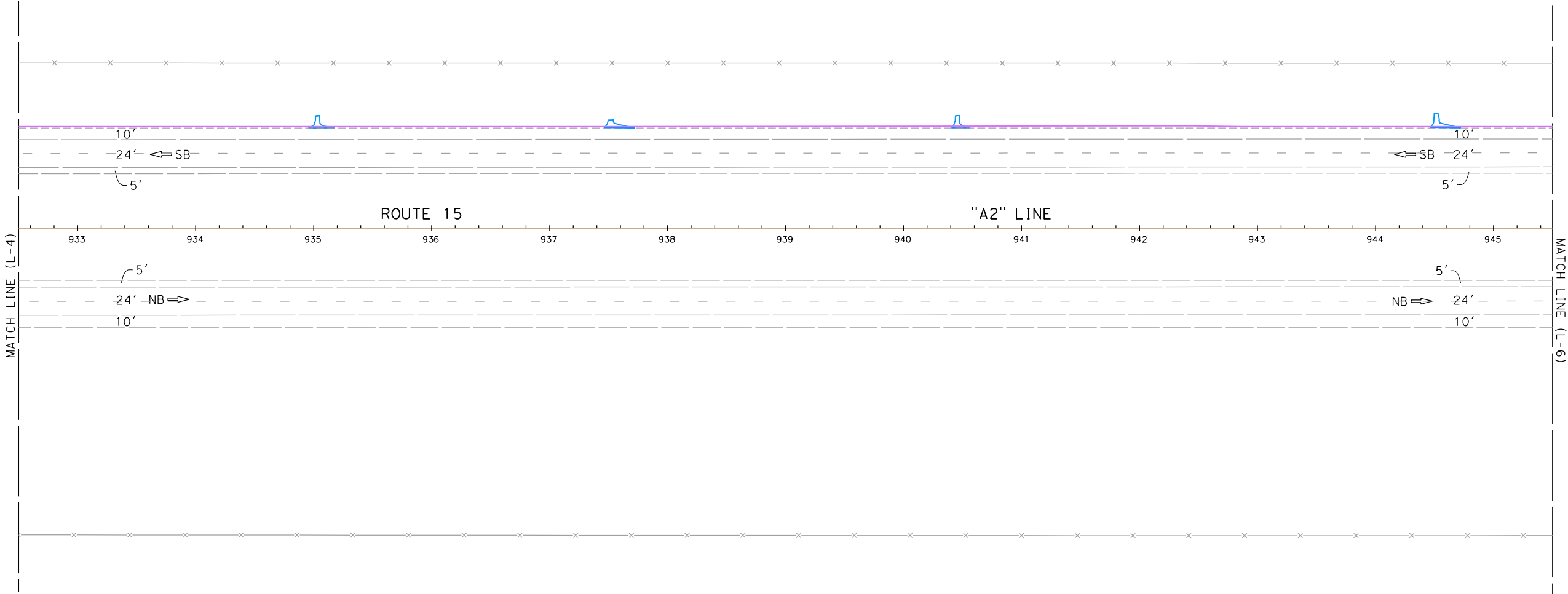
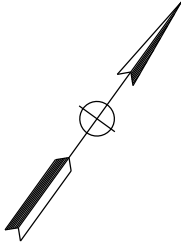
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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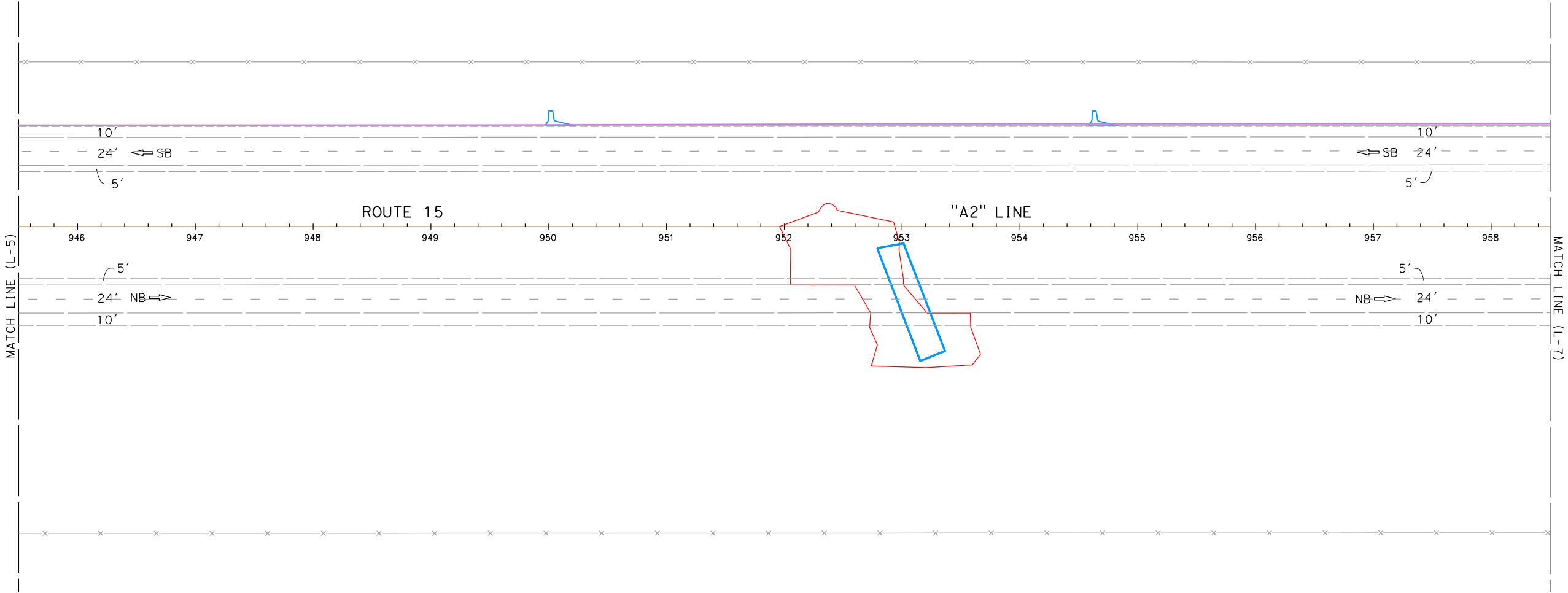
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-6

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

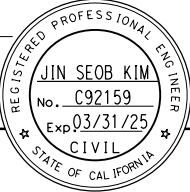
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

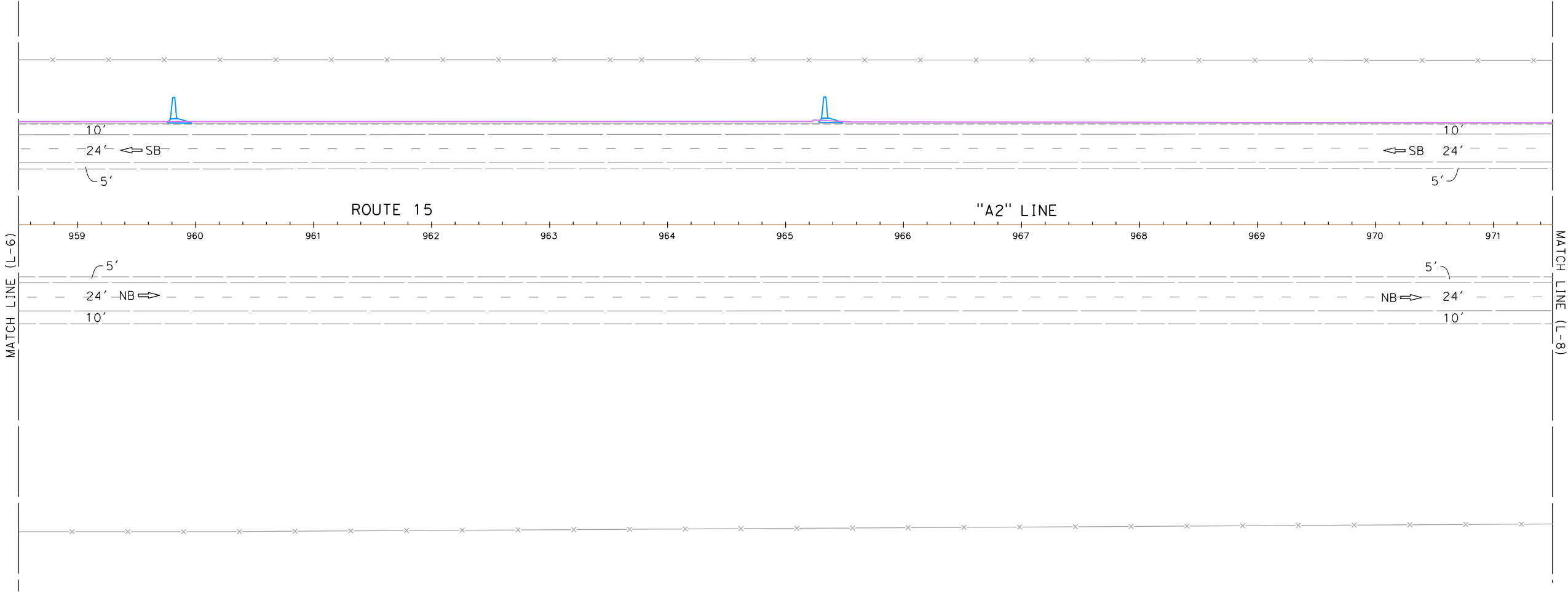
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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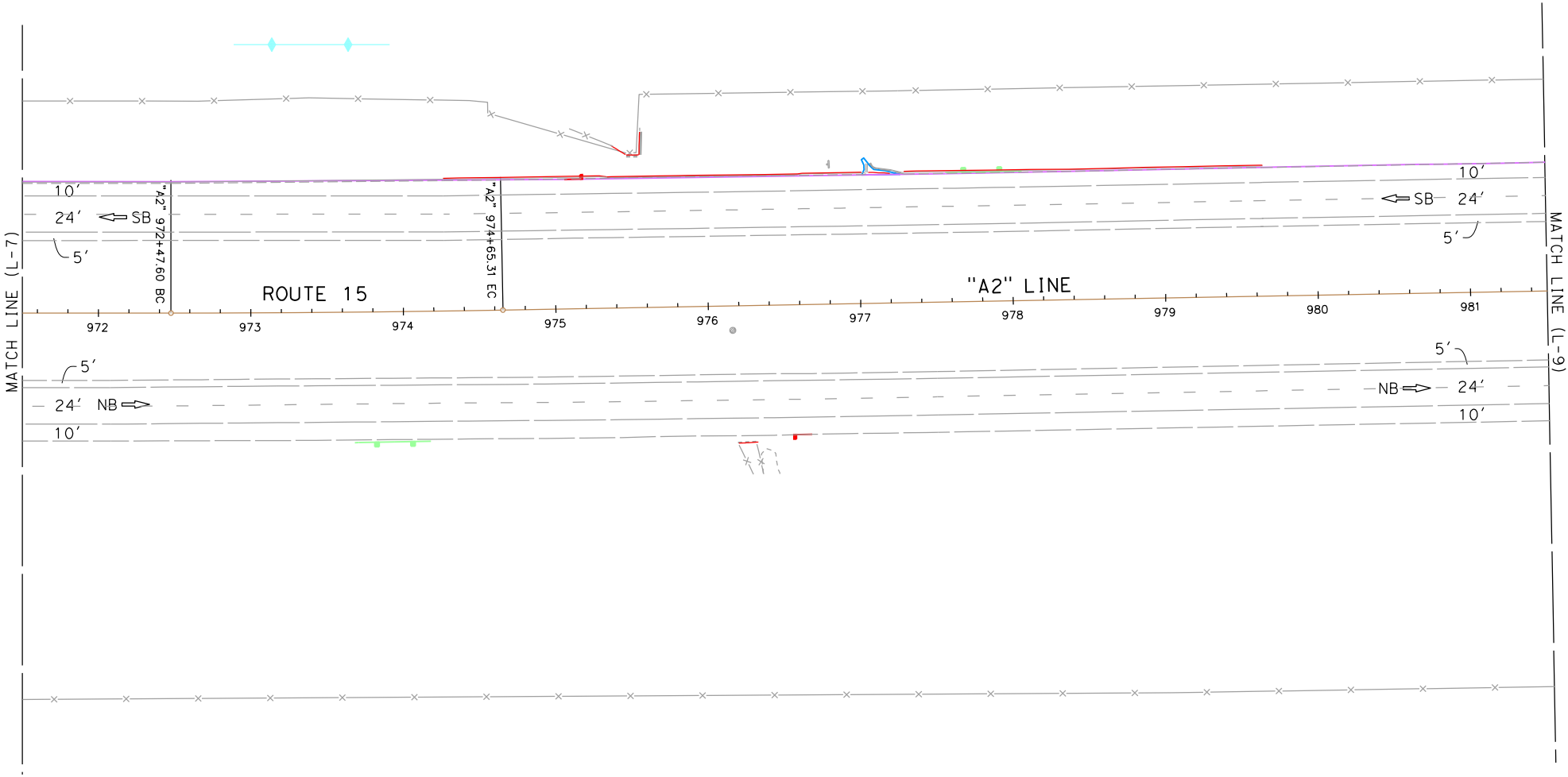




STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHUCK FAVEL	REVISED BY	
CDOTrans	DESIGN	CHECKED BY	JIN KIM	DATE	REVISED

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

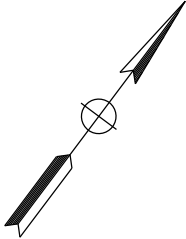
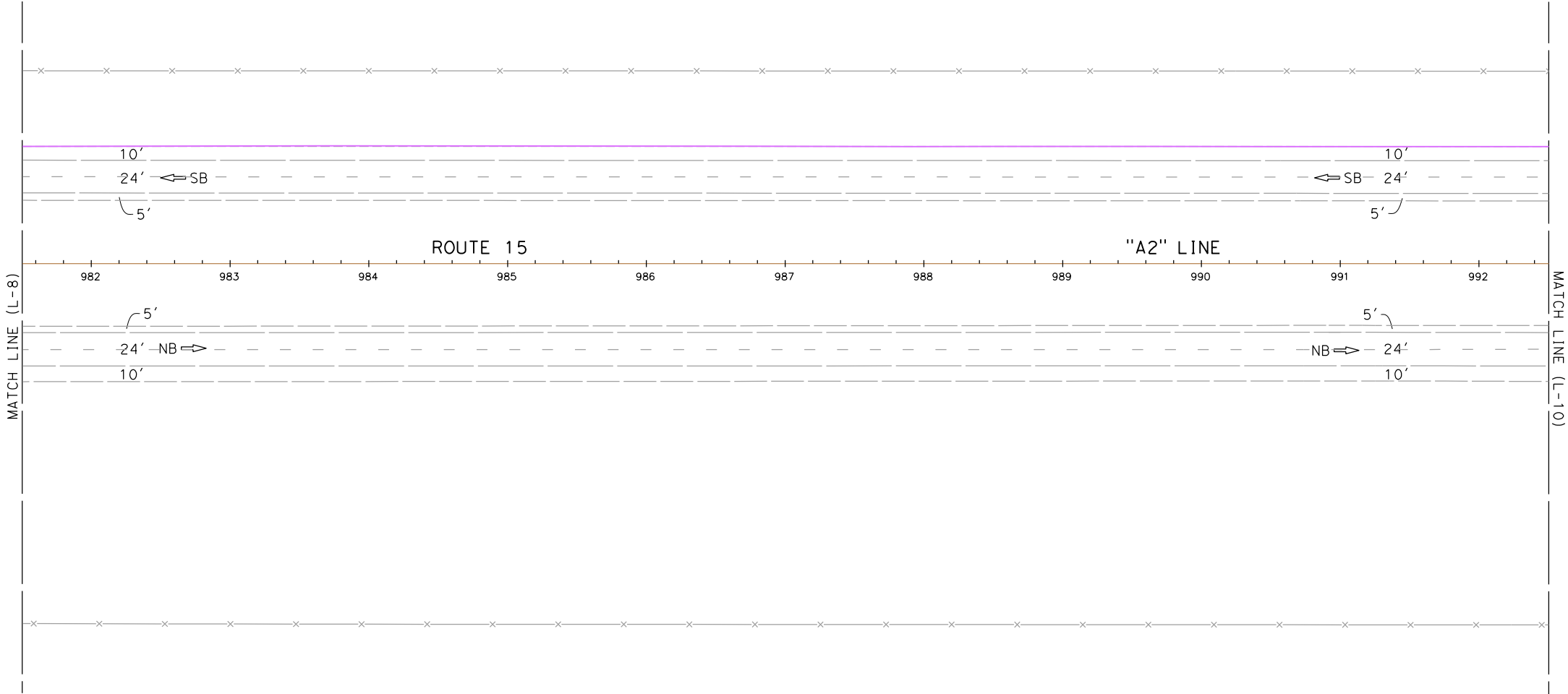
LAYOUT
SCALE: 1" = 50'

L-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHUCK FAVEL	REVISED BY	
Caltrans®	DESIGN	CHECKED BY	JIN KIM	DATE REVISED	

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08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L - 9

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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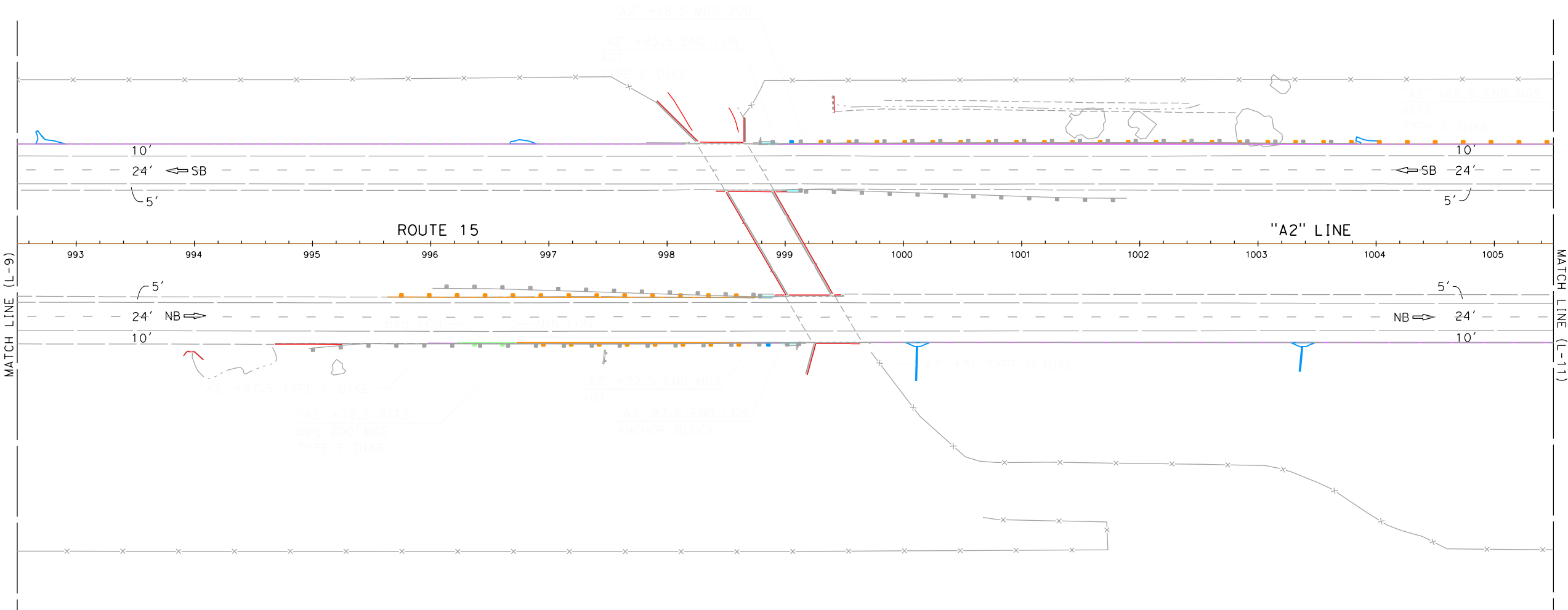
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

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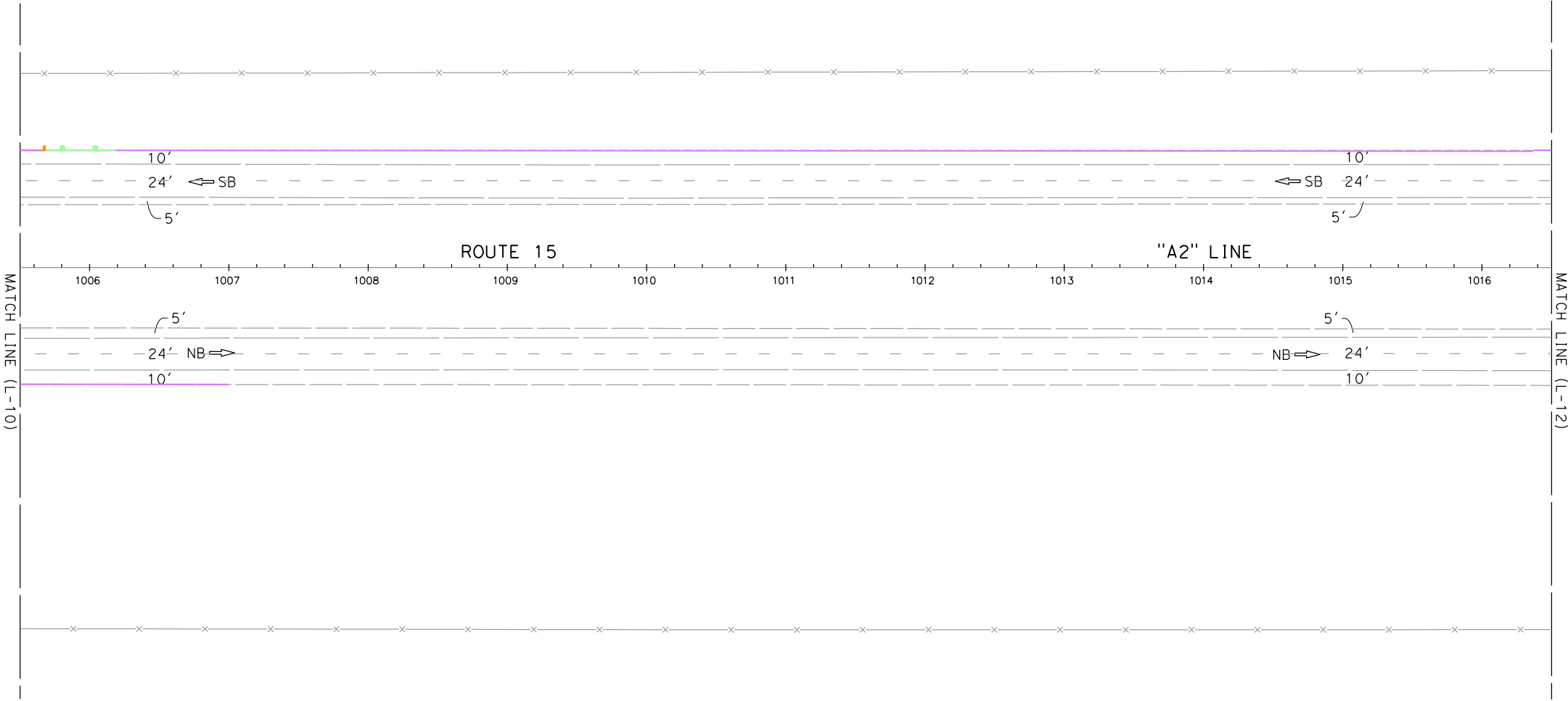
JIN SEOB KIM

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CIVIL

STATE OF CALIFORNIA



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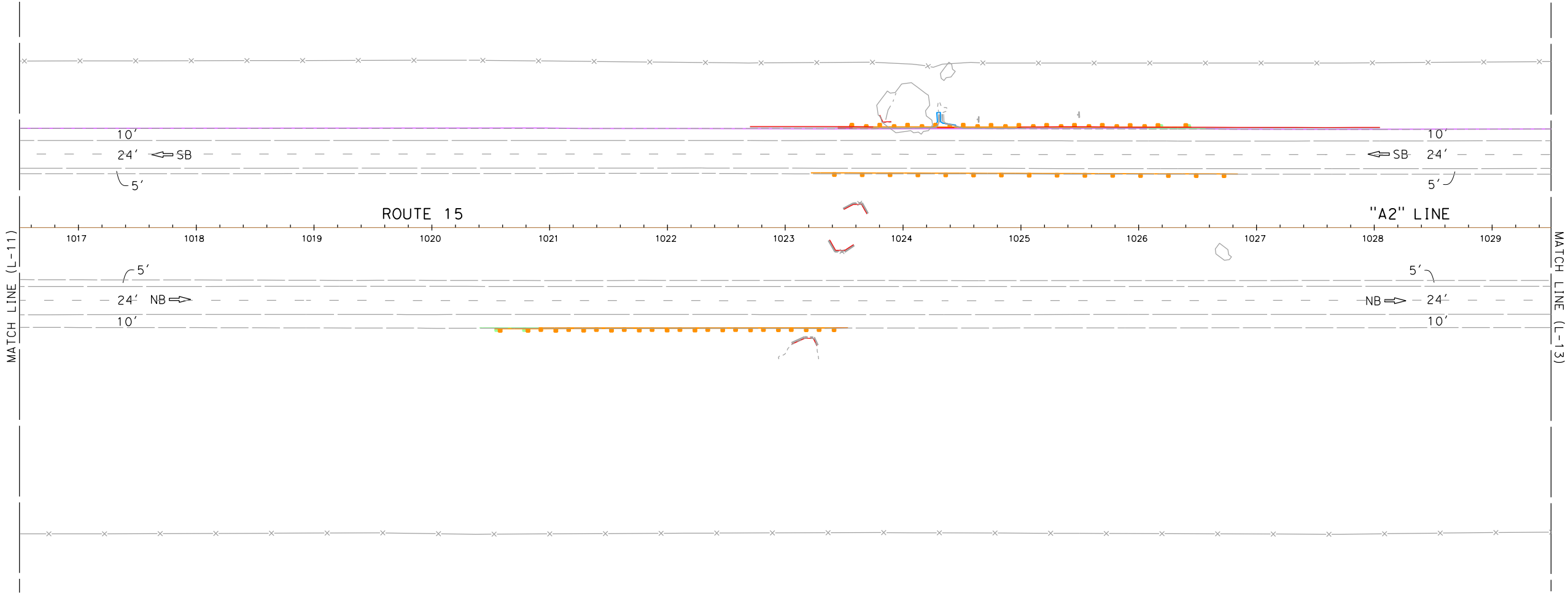
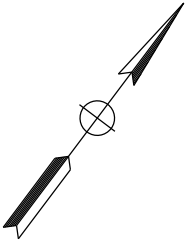
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT

SCALE: 1" = 50'

L-13

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq013.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:08 AM

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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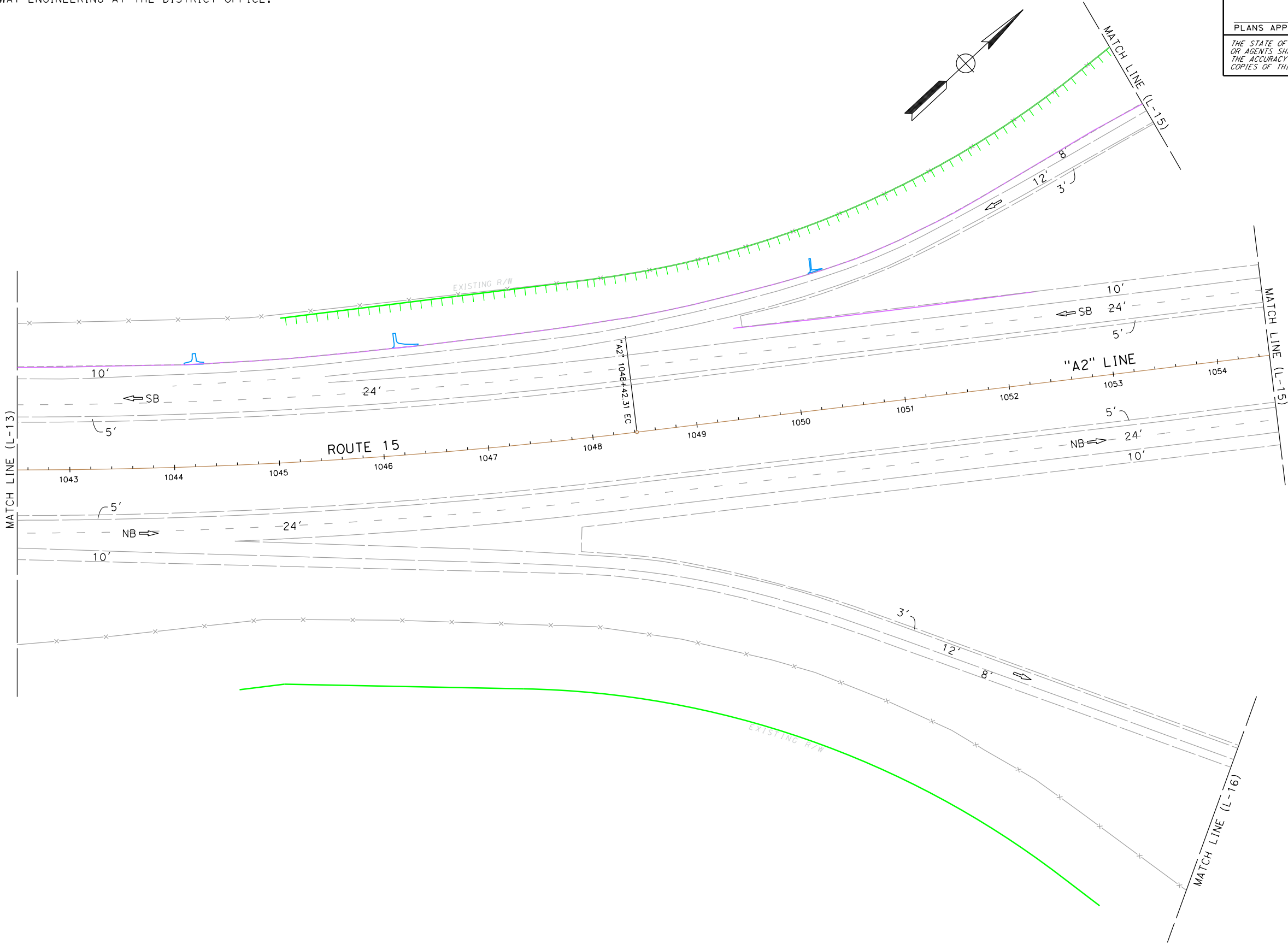
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-14

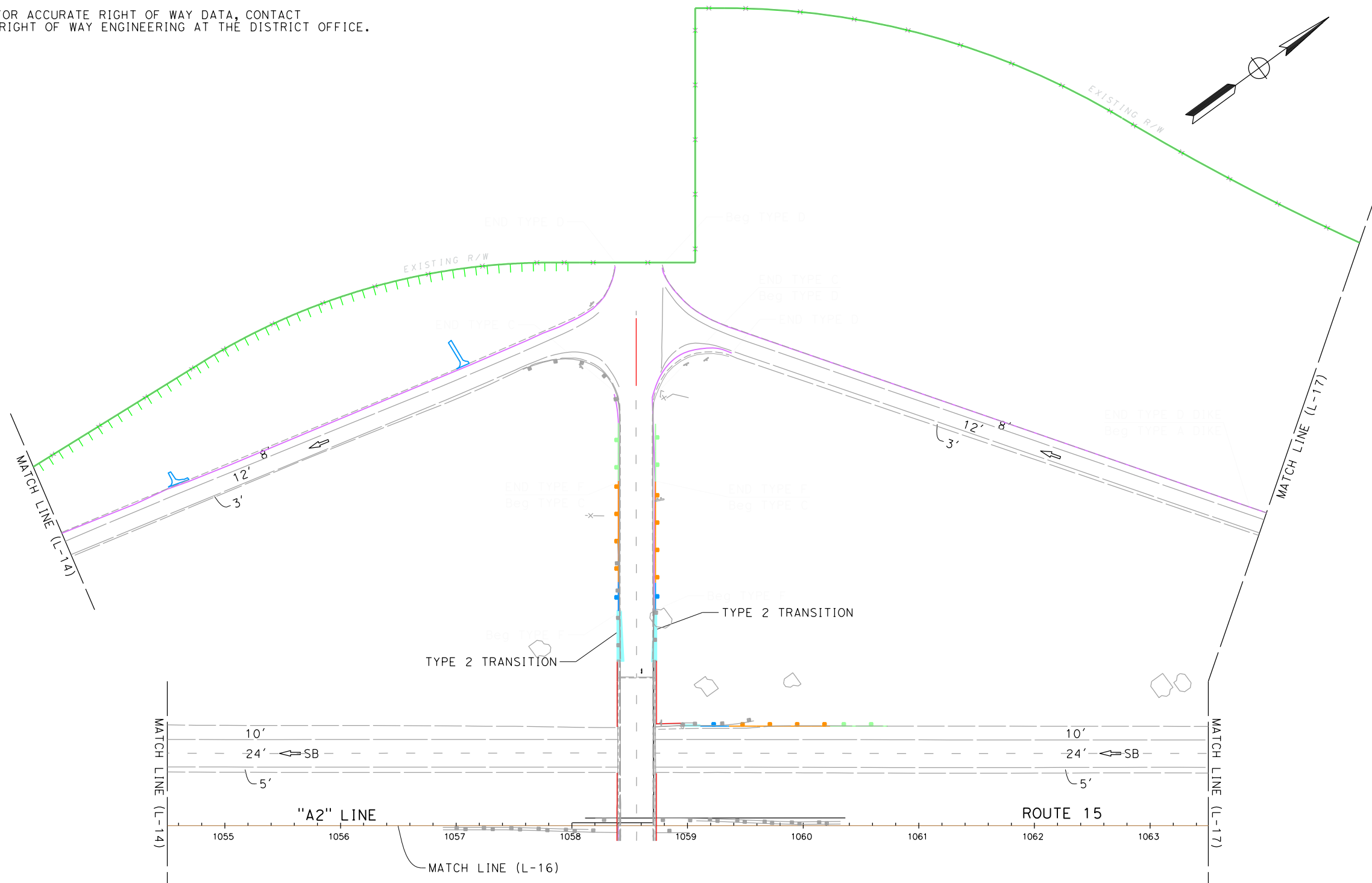
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

_____ REGISTERED CIVIL ENGINEER	_____ DATE
_____ PLANS APPROVAL DATE	

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LAYOUT
SCALE: 1" = 50' **L-15**

BORDER LAST REVISED 7/2/2010

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DGN FILE => ...\\0819000152ea015.dgn

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RELATIVE BORDER SCALE
IS IN INCHES



UNIT 0000

PROJECT NUMBER & PHASE

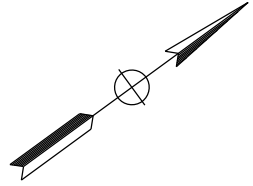
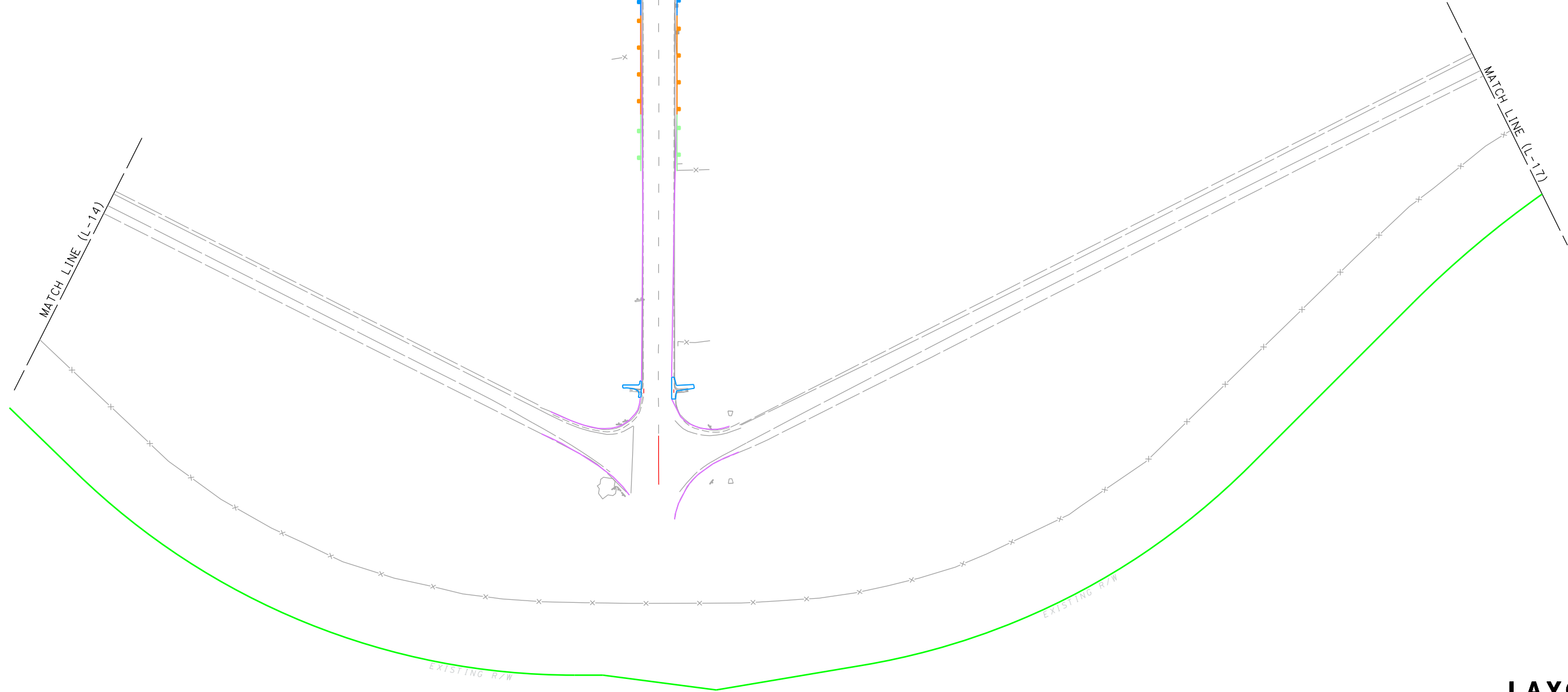
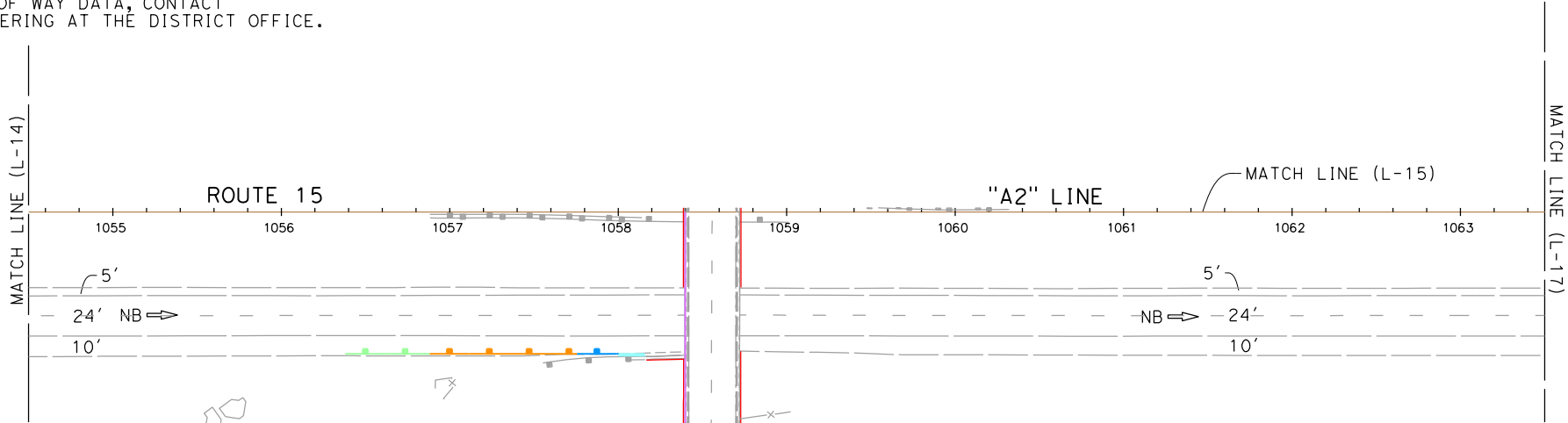
08190001521

DATE PLOTTED => 3/27/2024	LAST REVISION
TIME PLOTTED => 10:35:10 AM	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY	CHUCK FAVEL	REVISOR	DATE
	DANNY PHENG					
	DESIGN					

	JIN KIM		DATE	REVISED
	JIN KIM		DATE	REVISED

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

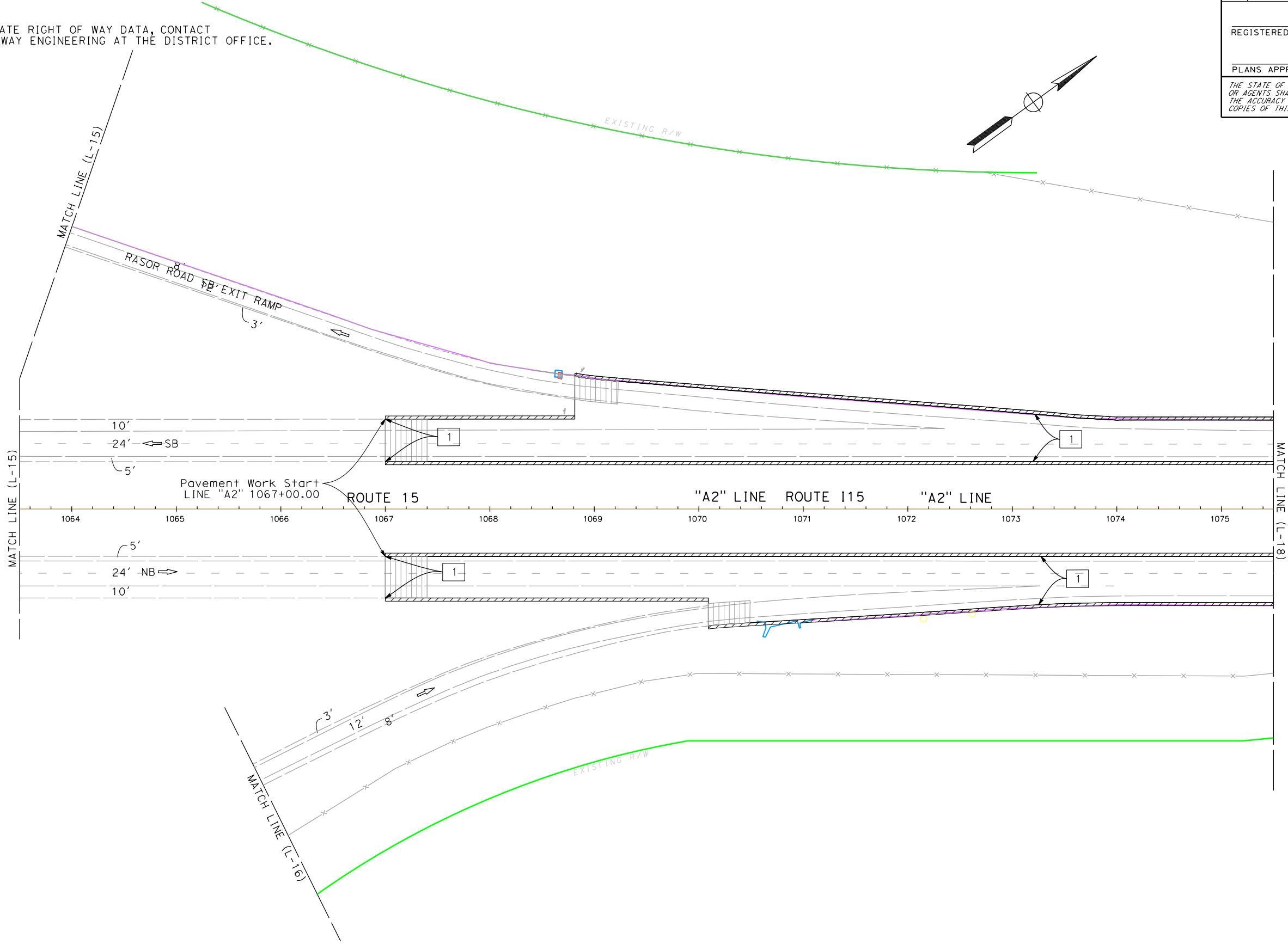
JIN SEOB KIM
No. C92159
Exp 03/31/25
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE
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LAYOUT
SCALE: 1" = 50'
L-16

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The diagram shows a plan view of a road section. At the top, a north arrow points towards the upper right. Below it, a horizontal line with 'x' markers represents a boundary or easement. The main road section is bounded by two vertical dashed lines labeled 'MATCH LINE (L-17)' on the left and 'MATCH LINE (L-19)' on the right. The road has two main lanes: 'ROUTE 15' and '"A2" LINE'. The 'ROUTE 15' lane is wider, with a centerline and two 24-foot side lanes. The '"A2" LINE' lane is narrower, with a centerline and two 24-foot side lanes. Stationing is marked along the bottom of the road, ranging from 1076 to 1088. Lane markings include solid lines for the outer edges and dashed lines for the centerline. Dimensions are indicated: 10' for the outer edge to the centerline, 24' for the side lanes, and 5' for the centerline to the inner edge. A green line is shown at the bottom left, and a blue line is shown at the top center.

LAYOUT

SCALE: 1" = 50'

L-18

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq018.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:13 AM

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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CIVIL

STATE OF CALIFORNIA

The plan view shows a section of Route 15 with two travel lanes: Southbound (SB) and Northbound (NB). The SB lanes are at the top, and the NB lanes are at the bottom. Stationing is marked along the bottom of the plan, ranging from 1089 to 1101. Match lines are indicated at both ends: MATCH LINE (L-18) on the left and MATCH LINE (L-20) on the right. The SB lanes have a width of 24 feet, and the NB lanes have a width of 24 feet. There are 10-foot shoulders on both sides. A centerline is shown between the SB and NB lanes. The plan includes various survey points, including a red 'V' shape near station 1097 and a blue 'V' shape near station 1090. A north arrow is located in the upper right corner of the plan area.

LAYOUT

SCALE: 1" = 50'

L-19

BORDER LAST REVISED 7/2/2010

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DGN FILE => ...\\0819000152eq019.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:14 AM

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

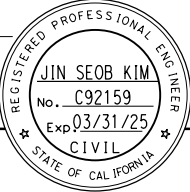
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08	SBD	15	R121.0/144.0		

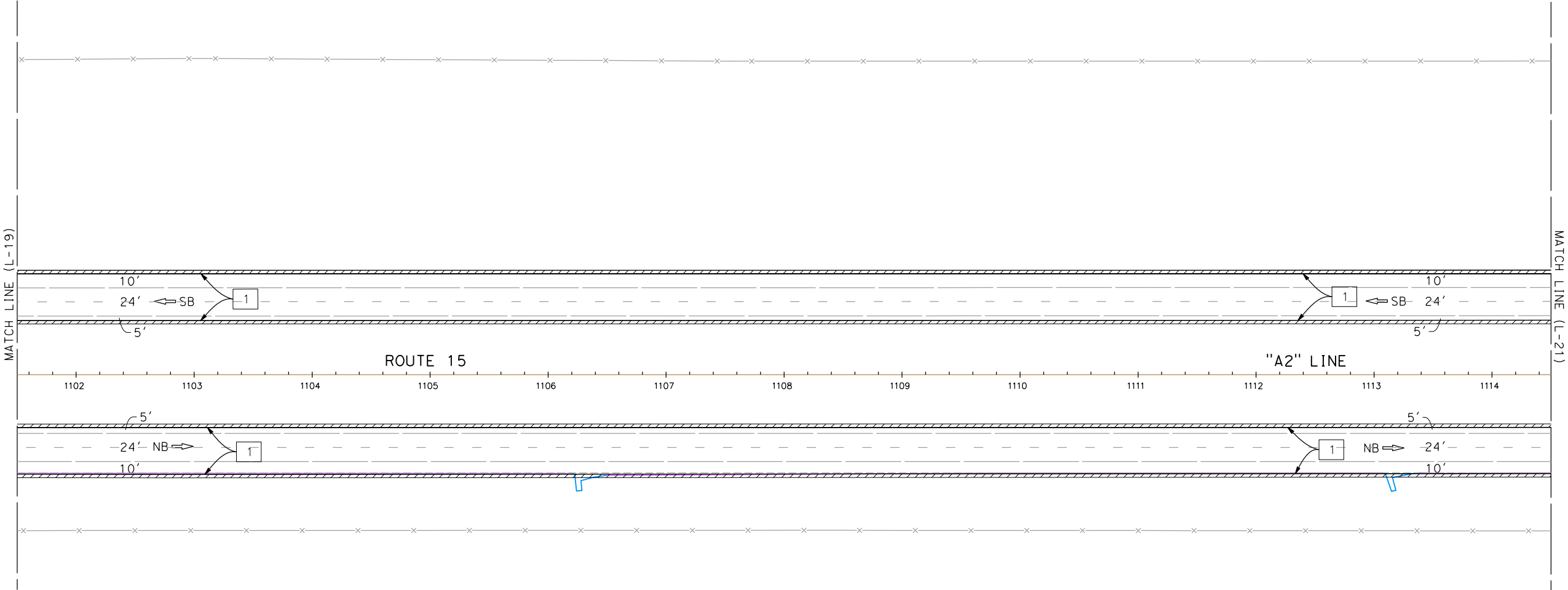
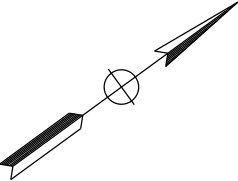
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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LAYOUT
SCALE: 1" = 50'
L-20

NOTE:
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08	SBD	15	R121.0/144.0		

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REGISTERED PROFESSIONAL ENGINEER

JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L-21

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq021.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

00-00-00

TIME PLOTTED => 10:35:16 AM

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The diagram shows a plan view of a two-lane road, Route 15, with stationing from 1128 to 1140. The road is divided into two main sections by match lines L-21 and L-23. The top section shows the SB (Southbound) lane with a 24' width and a 10' shoulder. The bottom section shows the NB (Northbound) lane with a 24' width and a 10' shoulder. A green line indicates the existing right-of-way (R/W). A blue line shows the proposed centerline. A north arrow is located in the upper right corner of the sheet.

LAYOUT

SCALE: 1" = 50'

L-22

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq022.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

00-00-00

TIME PLOTTED => 10:35:17 AM

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

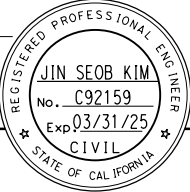
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08	SBD	15	R121.0/144.0		

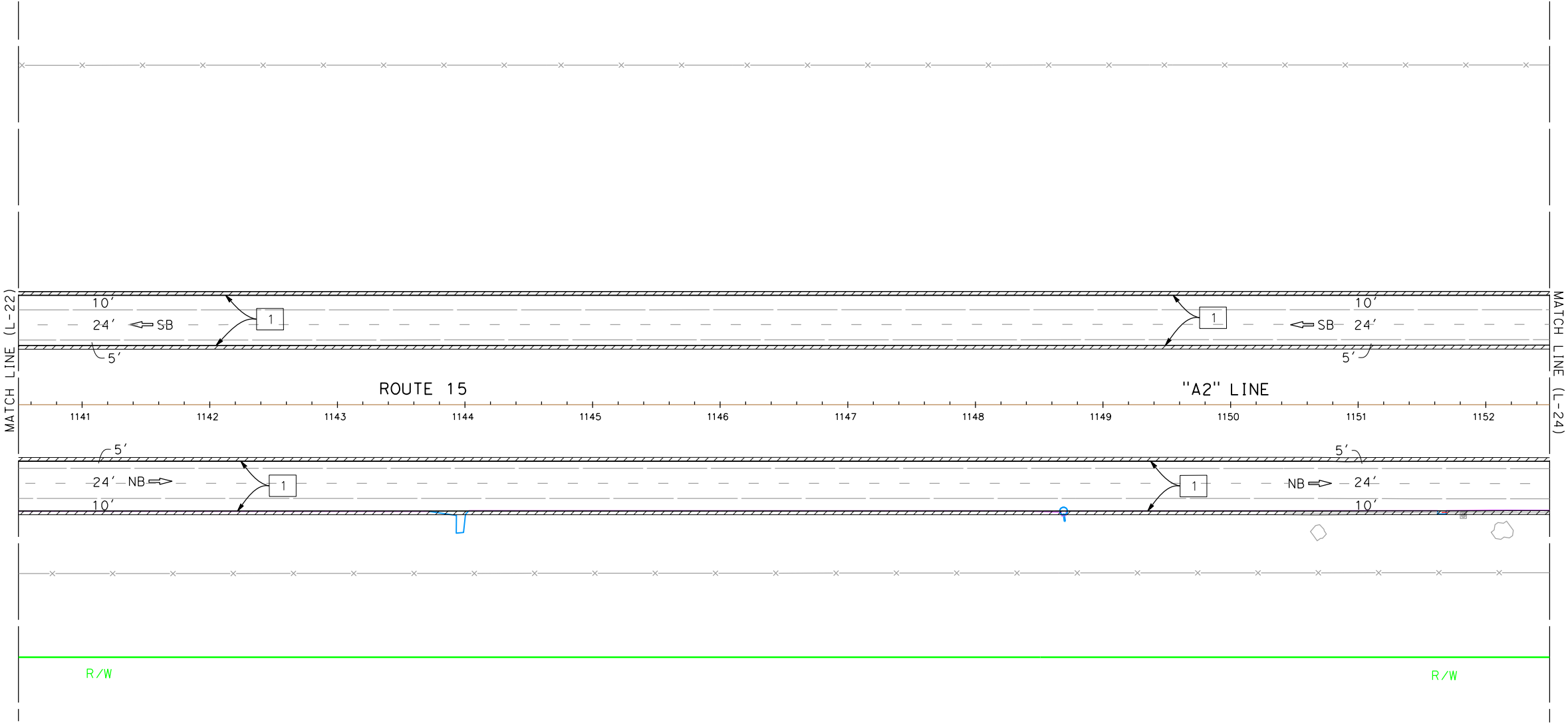
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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LAYOUT
SCALE: 1" = 50'
L-23

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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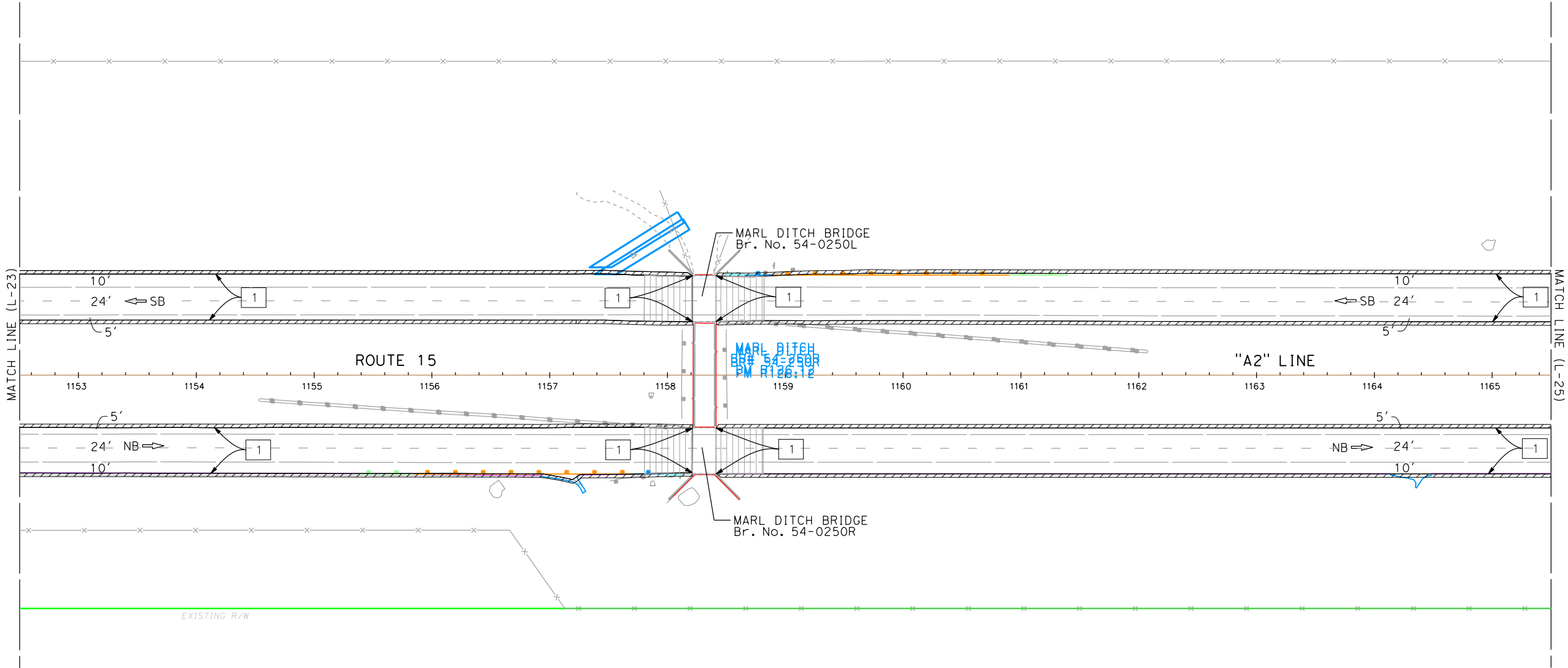
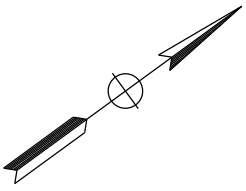
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-24

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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No. C92159

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CIVIL

STATE OF CALIFORNIA

MATCH LINE (L-24)

ROUTE 15

"A2" LINE

MATCH LINE (L-26)

EXISTING R/W

LAYOUT
SCALE: 1" = 50'

L-25

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq025.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:19 AM

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT

SCALE: 1" = 50'

L-26

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq026.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:20 AM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-27

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq027.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:25 AM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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CIVIL

STATE OF CALIFORNIA

The diagram shows a plan view of a road section. At the top, a north arrow points towards the upper right. Below it, a horizontal line with 'x' markers represents a boundary. The main road section is bounded by two vertical dashed lines labeled 'MATCH LINE (L-27)' on the left and 'MATCH LINE (L-29)' on the right. The road has two main travel lanes: a top lane labeled 'ROUTE 15' and a bottom lane labeled '"A2" LINE'. The top lane has a centerline and two 10-foot shoulders, with a 24-foot wide section marked 'SB' (Southbound) and a '1' in a box. The bottom lane has a centerline and two 10-foot shoulders, with a 24-foot wide section marked 'NB' (Northbound) and a '1' in a box. Stationing is marked along the bottom of the road from 1205 to 1217. A scale bar at the bottom right indicates 'SCALE: 1" = 50'.

LAYOUT

SCALE: 1" = 50'

L-28

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq028.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

00-00-00

TIME PLOTTED => 10:35:26 AM

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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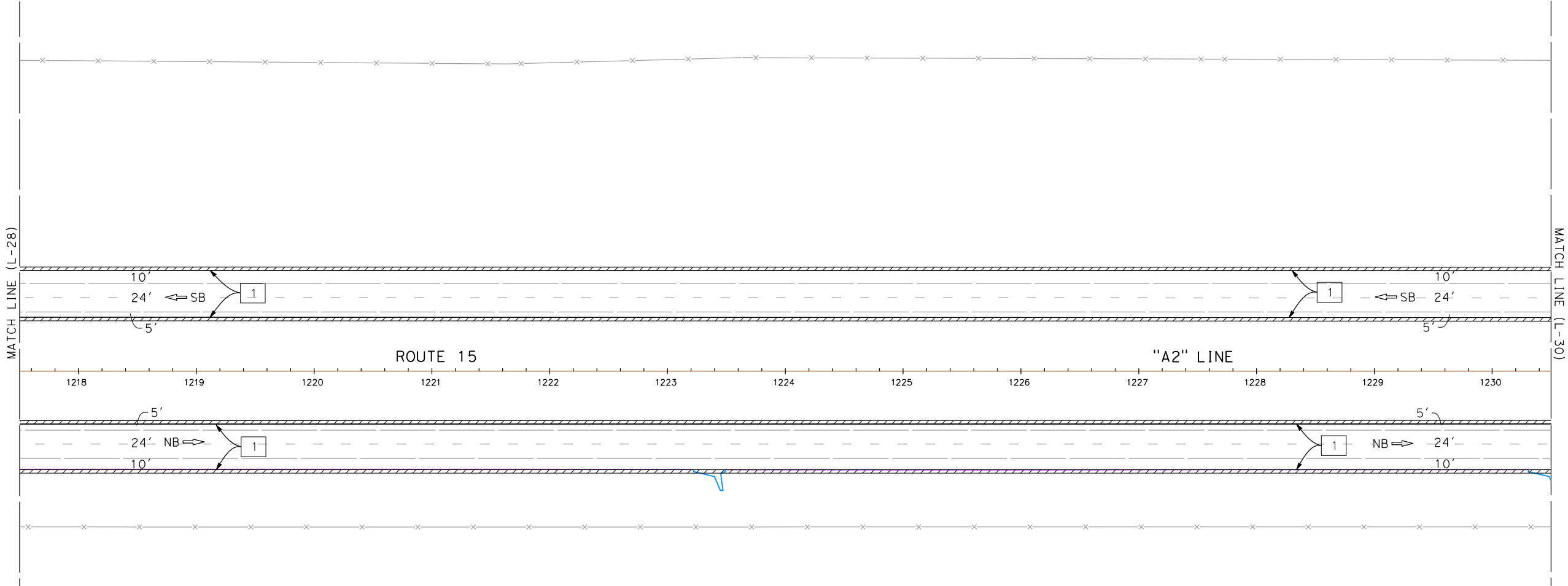
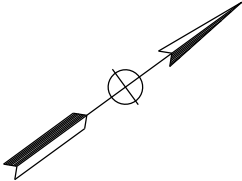
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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LAYOUT
SCALE: 1" = 50'
L-30

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq030.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:28 AM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-31

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq031.dgn

RELATIVE BORDER SCALE
IS IN INCHES



UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:29 AM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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STATE OF CALIFORNIA

LAYOUT

SCALE: 1" = 50'

L-32

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq032.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:29 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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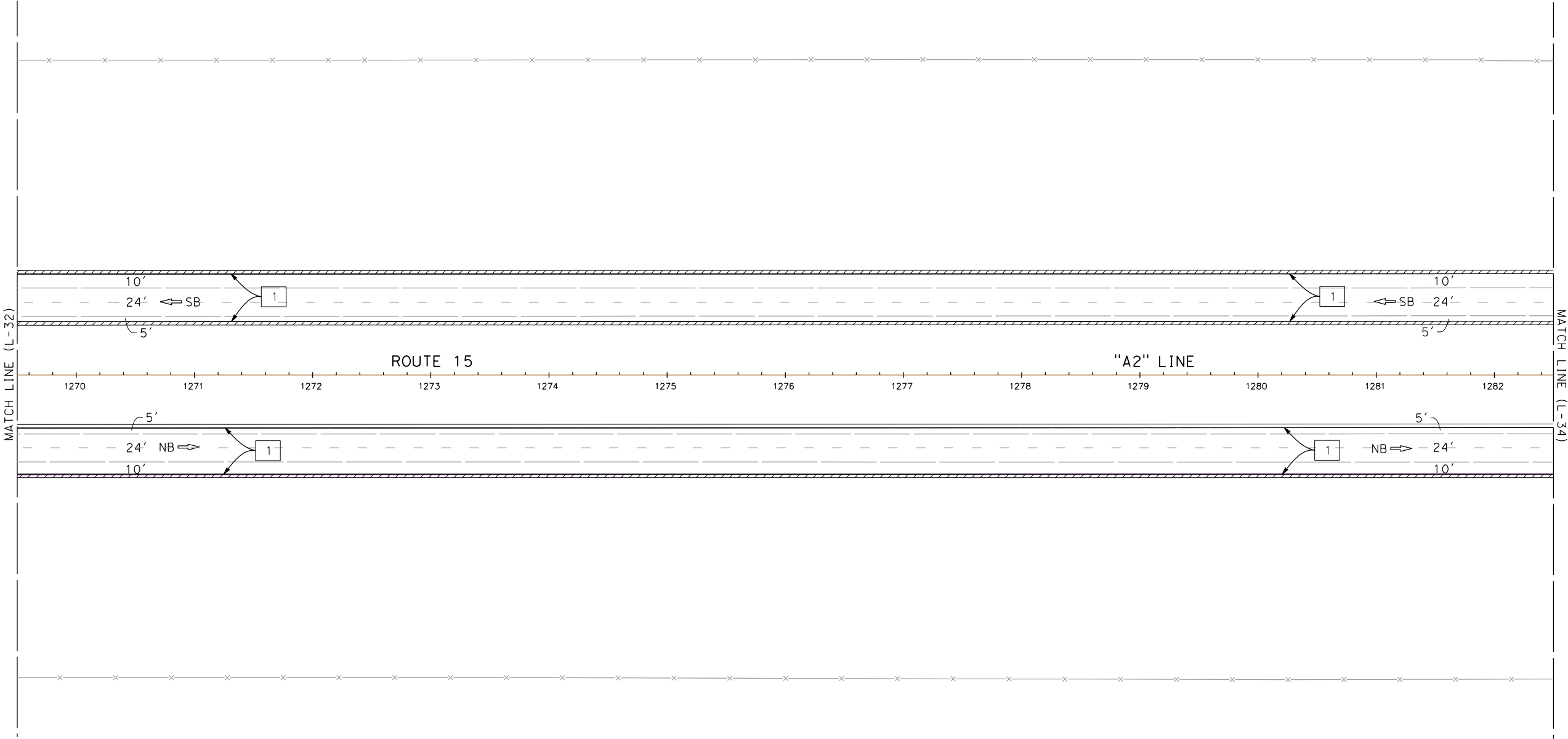
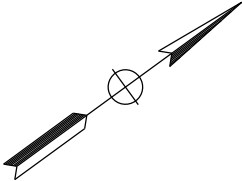
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No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

L-33

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-34

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq034.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:32 AM

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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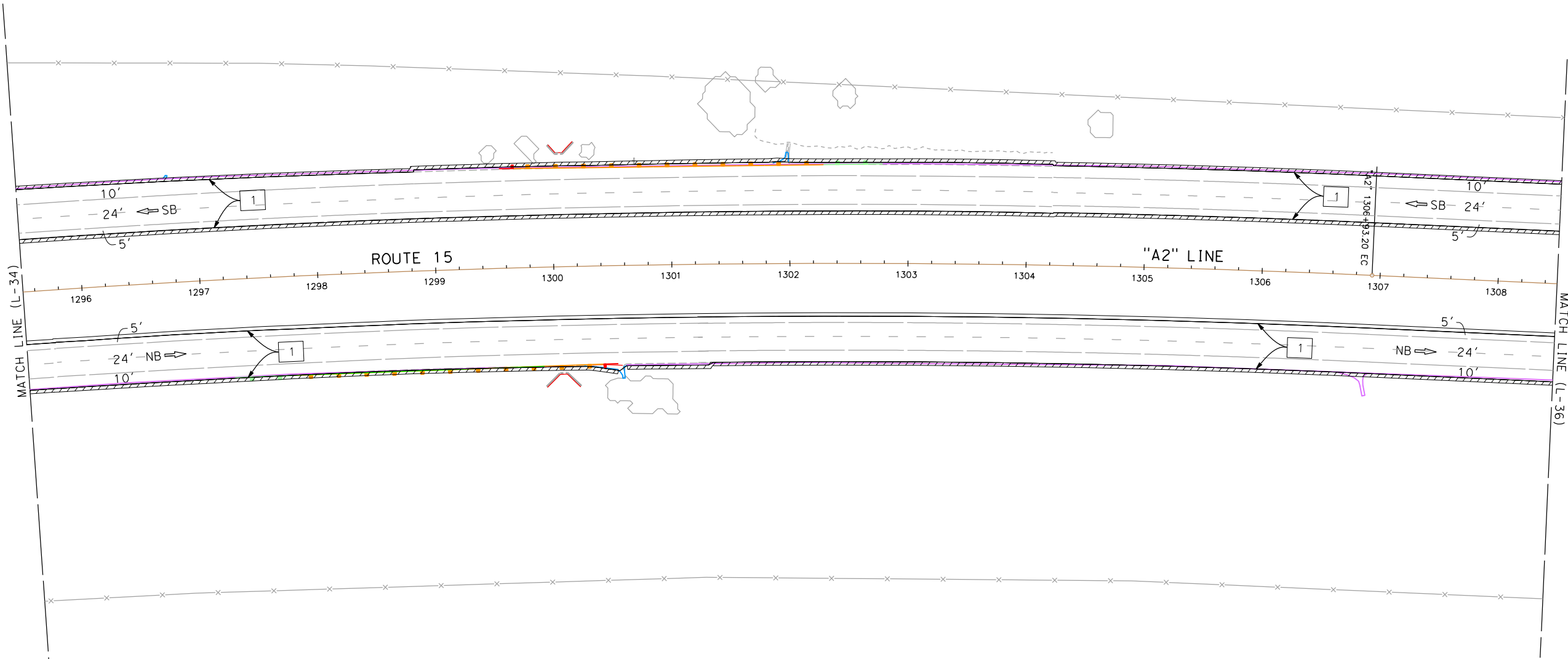
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Exp 03/31/25

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STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-35

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08	SBD	15	R121.0/144.0		

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LAYOUT

SCALE: 1" = 50'

L-36

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq036.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:33 AM

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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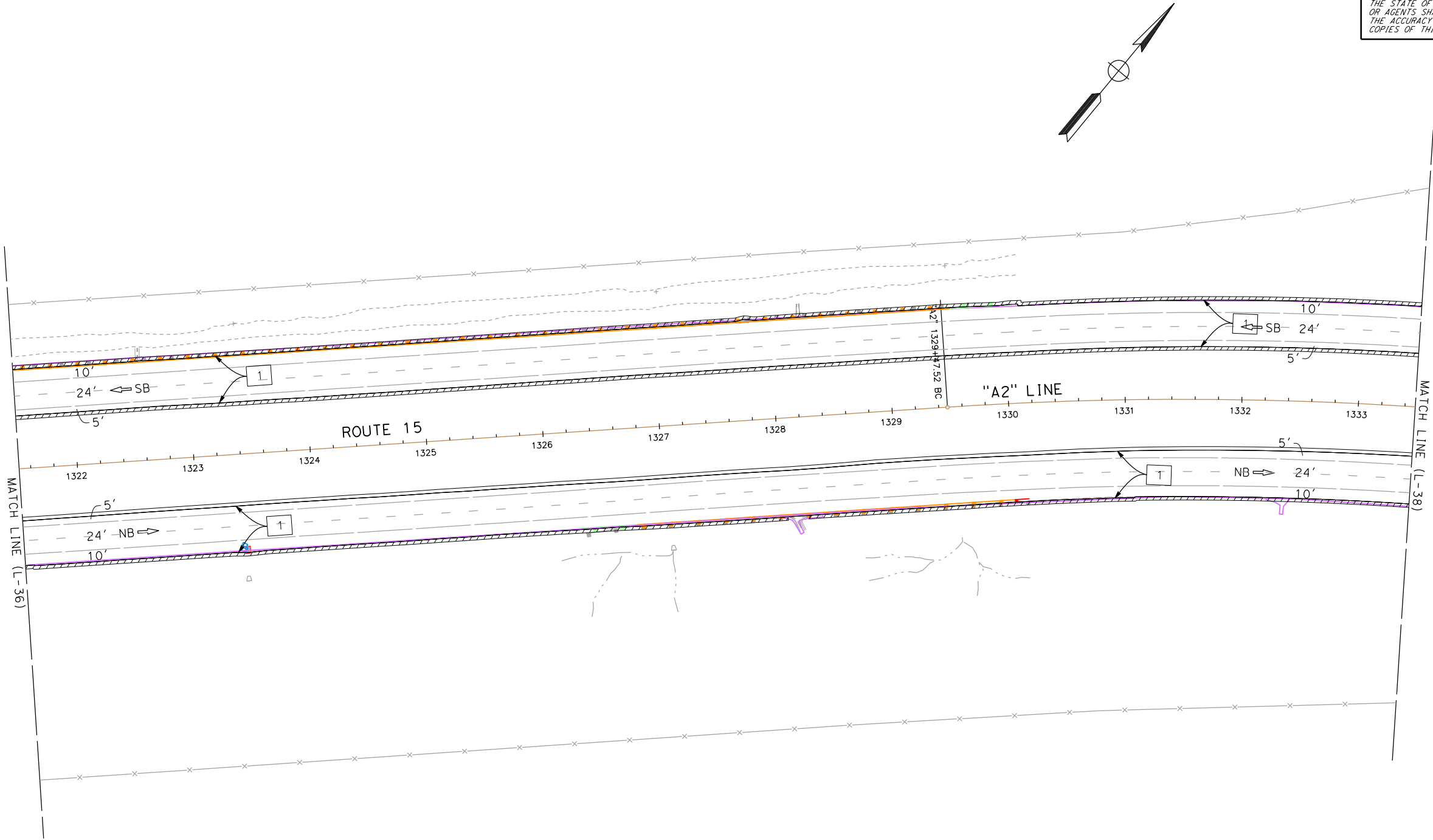
JIN SEOB KIM

No. C92159

Exp 03/31/25

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STATE OF CALIFORNIA

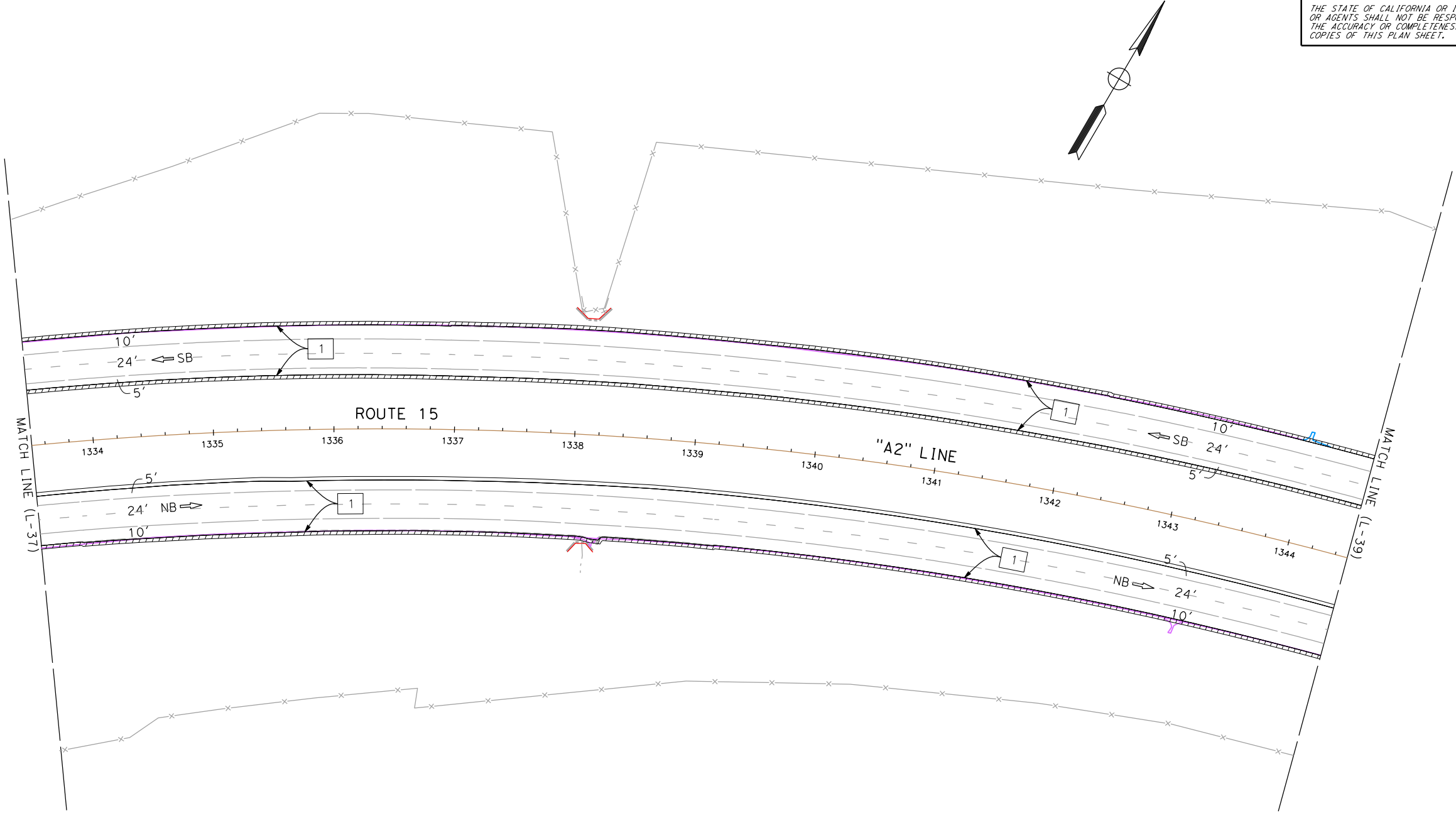


LAYOUT
SCALE: 1" = 50'
L-37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR		CALCULATED- DESIGNED BY	CHUCK FAVEL	REVISED BY		
		DANNY PHENG						
DESIGN				CHECKED BY	JIN KIM	DATE	REVISED	
Et. Caltrans®								

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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LAYOUT
SCALE: 1" = 50'

L-38

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The plan view shows a section of Route 15 with stationing from 1345 to 1356. It includes two travel lanes: Southbound (SB) and Northbound (NB). The SB lanes are at the top, and the NB lanes are at the bottom. Match lines are shown at both ends, labeled 'MATCH LINE (L-38)' and 'MATCH LINE (L-40)'. A green line represents the Right of Way (R/W). A north arrow is located in the upper right. A vertical line at station 1347.71.87 is labeled 'A2" 1347.71.87 EC'. Dimensions of 10', 24', and 5' are indicated for the lane widths and shoulders. A box with the number '1' is present in each travel lane. A scale bar at the bottom right indicates 1" = 50'.

LAYOUT

SCALE: 1" = 50'

L-39

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq039.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:36 AM

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The figure is a plan view of a road section. At the top, a north arrow points towards the upper right. The main section shows two horizontal roadways. The upper roadway is labeled 'ROUTE 15' and the lower roadway is labeled '"A2" LINE'. Both roadways have a centerline and dashed lane lines. Lane widths are indicated as 24' for the main lanes and 10' for the shoulders. Match lines are shown at the top and bottom edges, labeled 'MATCH LINE (L-39)', 'MATCH LINE (L-41)', and 'MATCH LINE (L-42)'. A proposed 'ZZYZX ROAD NB EXIT RAMP' is shown as a blue hatched area branching off the 'A2' line. A green line at the bottom represents the 'EXISTING R/W'. Stationing markers are present along the top of the roadways, ranging from 1357 to 1366. A scale bar at the bottom right indicates 0 to 3 inches.

LAYOUT

SCALE: 1" = 50'

L-40

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq040.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

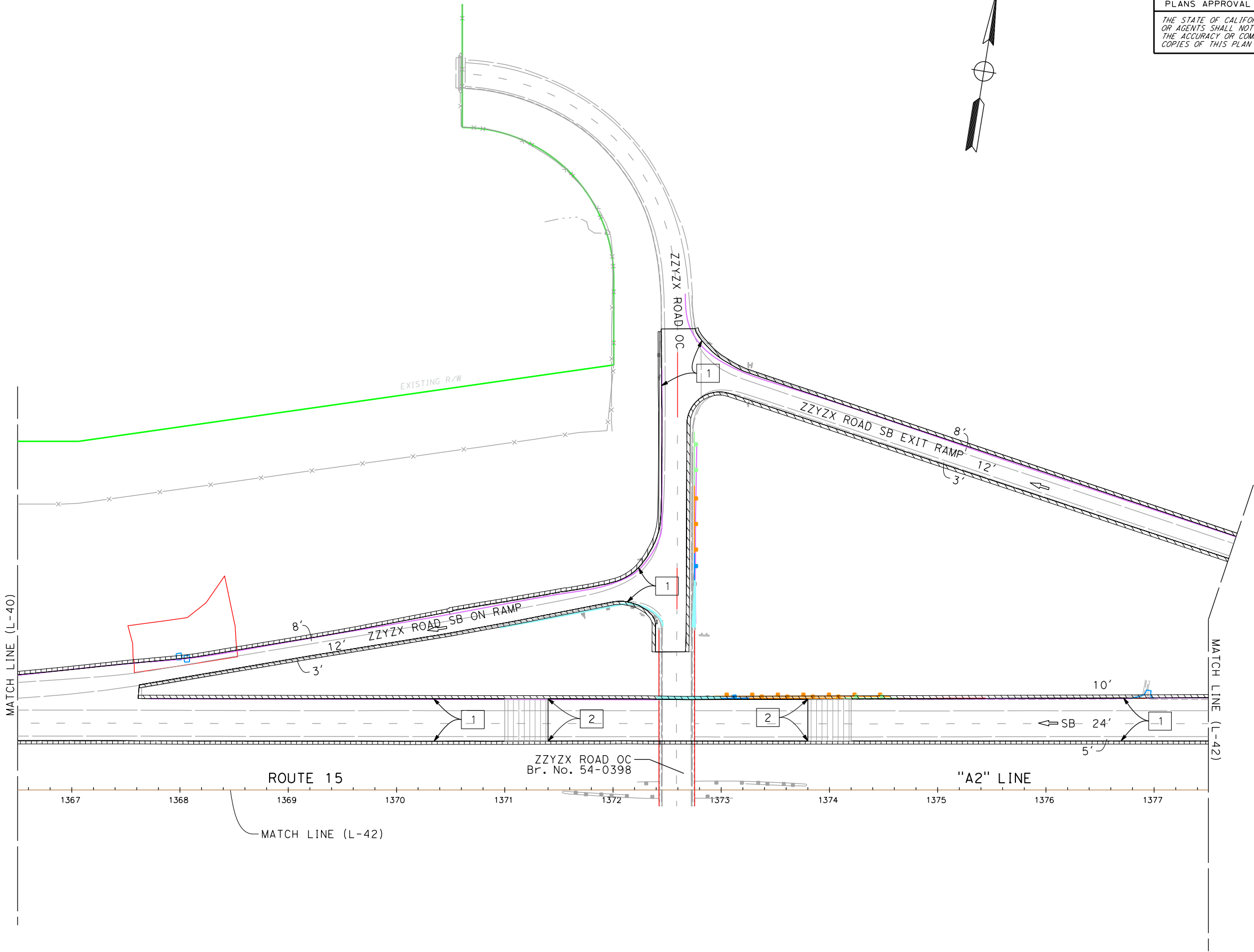
DATE PLOTTED => 3/27/2024

00-00-00

TIME PLOTTED => 10:35:38 AM

NOTE:

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LAYOUT
SCALE: 1" = 50'
L-41

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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08	SBD	15	R121.0/144.0		

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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT

SCALE: 1" = 50'

L-42

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq042.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

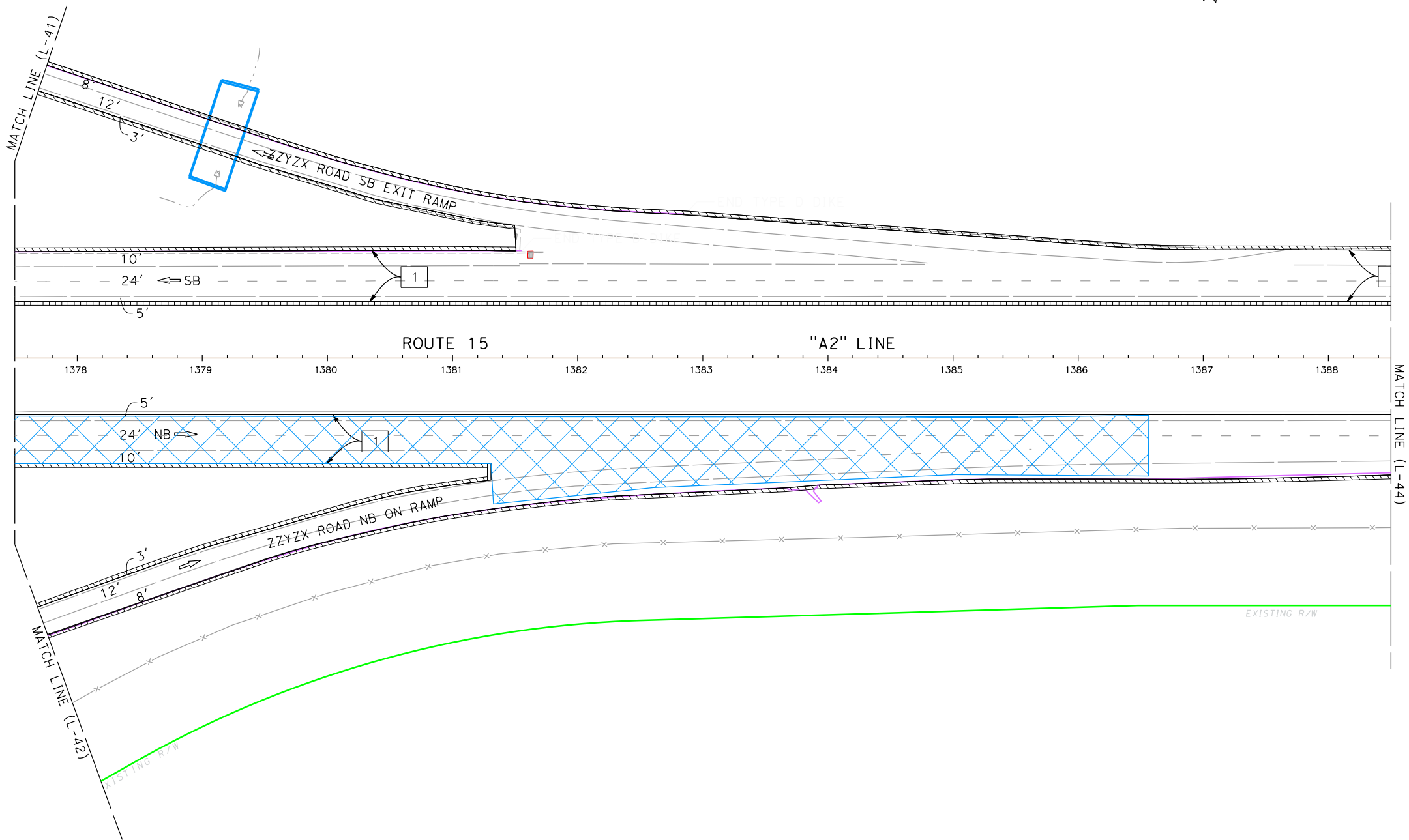
08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:40 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	DANNY PHENG	CALCULATED- DESIGNED BY	CHECKED BY	CHUCK FAVEL	JIN KIM	REVISED BY	DATE	REVISED	DATE

NOTE:

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

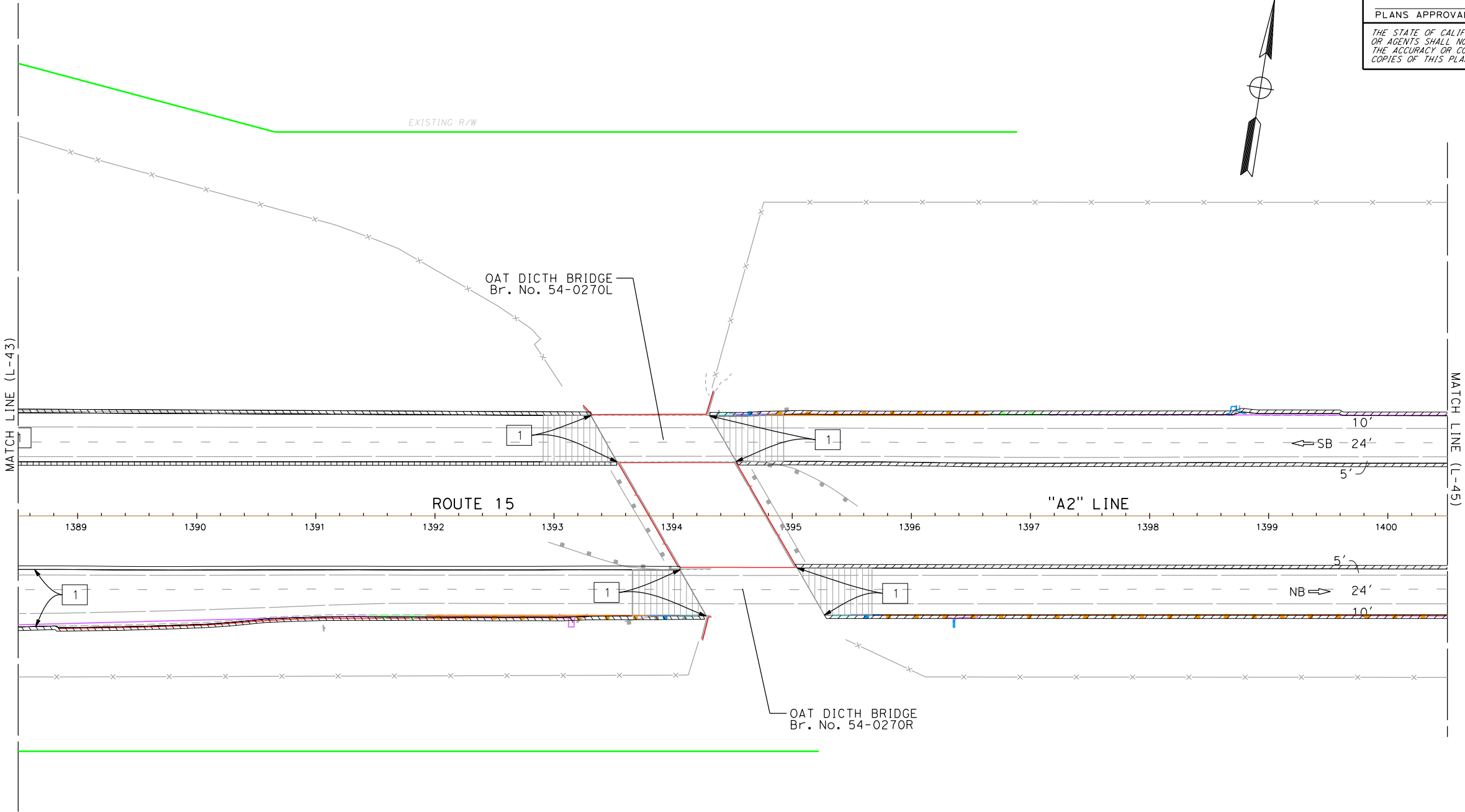


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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LAYOUT
SCALE: 1" = 50'

L-43

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

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CIVIL

STATE OF CALIFORNIA

The figure is a plan view of a section of Route 15. It shows a central alignment labeled "ROUTE 15" with stationing from 1401 to 1411. A dashed line labeled "A2" LINE runs parallel to the route. On either side of the route, there are dike structures. The top dike is labeled "A2" +69 TYPE A DIKE and the bottom dike is labeled "A2" +70 END TYPE F DIKE. The plan view includes match lines at both ends, labeled "MATCH LINE (L-44)" on the left and "MATCH LINE (L-46)" on the right. The plan view also shows a north arrow pointing towards the top right. The plan view includes stationing markers at 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, and 1411. The plan view also shows a "A2" +74.55 BC marker. The plan view includes a scale bar at the bottom right indicating 1" = 50'.

LAYOUT

SCALE: 1" = 50'

L-45

BORDER LAST REVISED 7/2/2010

USERNAME => ...\\0819000152eq045.dgn

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:42 AM

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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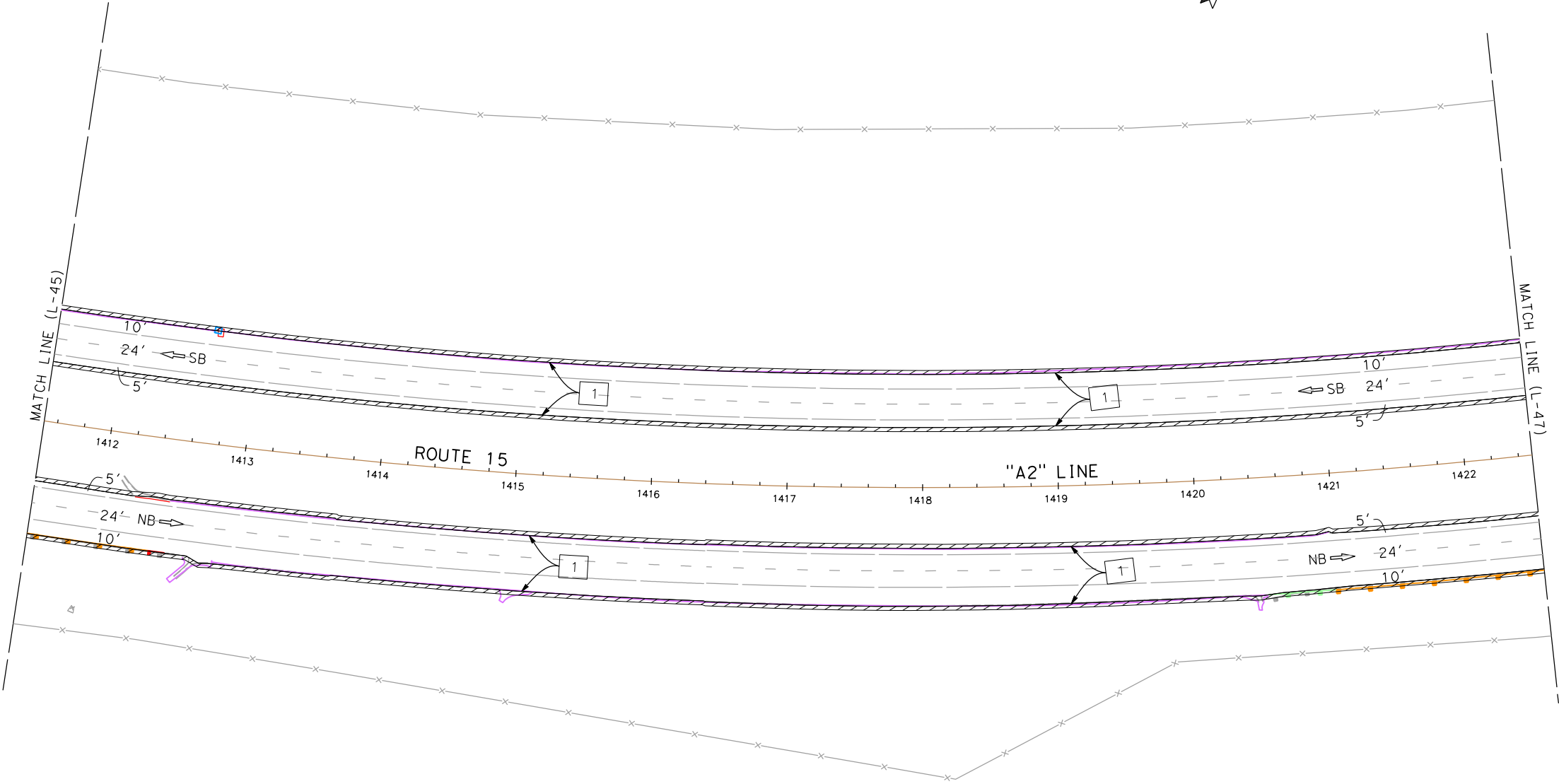
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

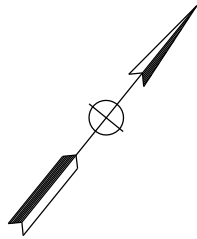
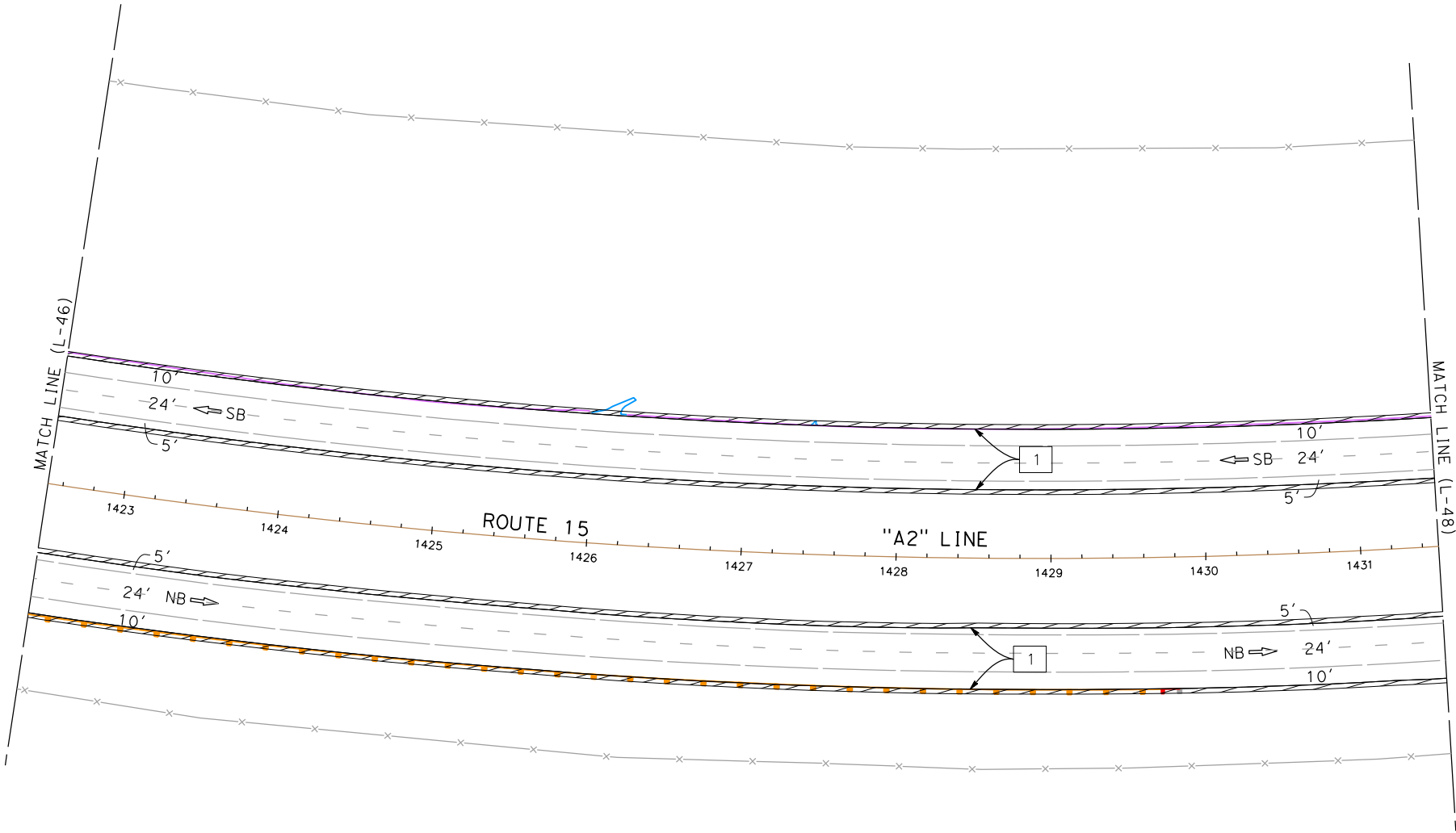


LAYOUT
SCALE: 1" = 50'
L-46

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CdTRANS		DANNY PHENG		CHECKED BY		JIN KIM		DATE		REVISED	
DESIGN											

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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LAYOUT
SCALE: 1" = 50'
L-47

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-48

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq048.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

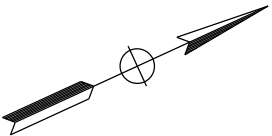
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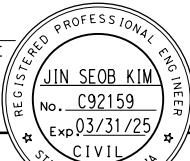
LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:45 AM

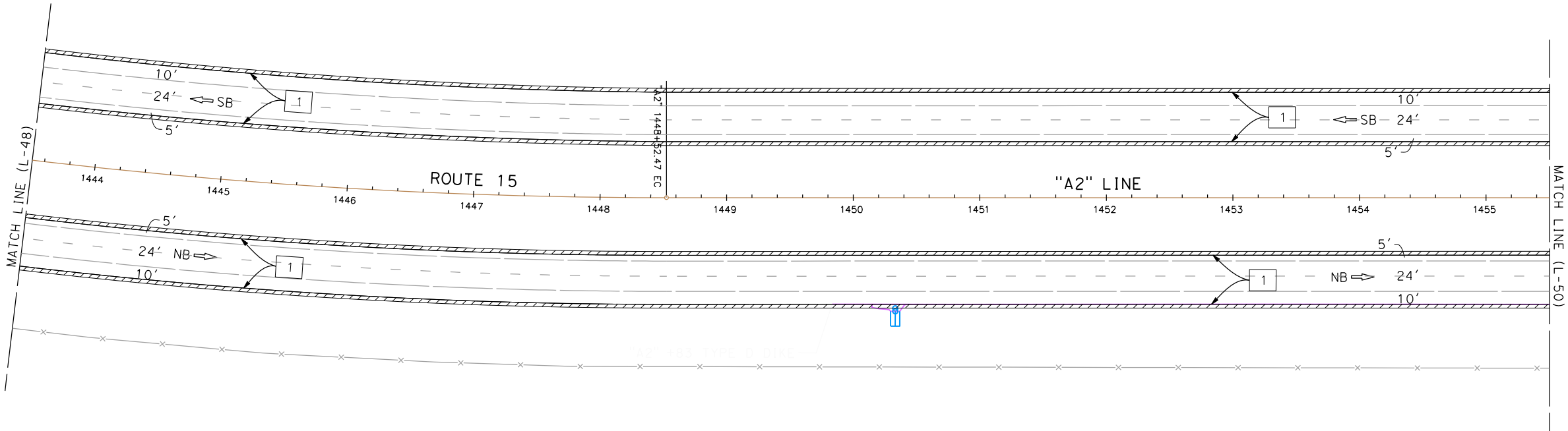
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY	CHUCK FAVEL	REVISED BY		
	DANNY PHENG						
CdTrans®	DESIGN		CHECKED BY	JIN KIM	DATE REVISED		

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

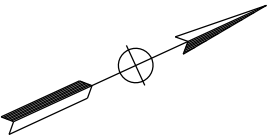


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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LAYOUT
SCALE: 1" = 50'
L - 49

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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DATE

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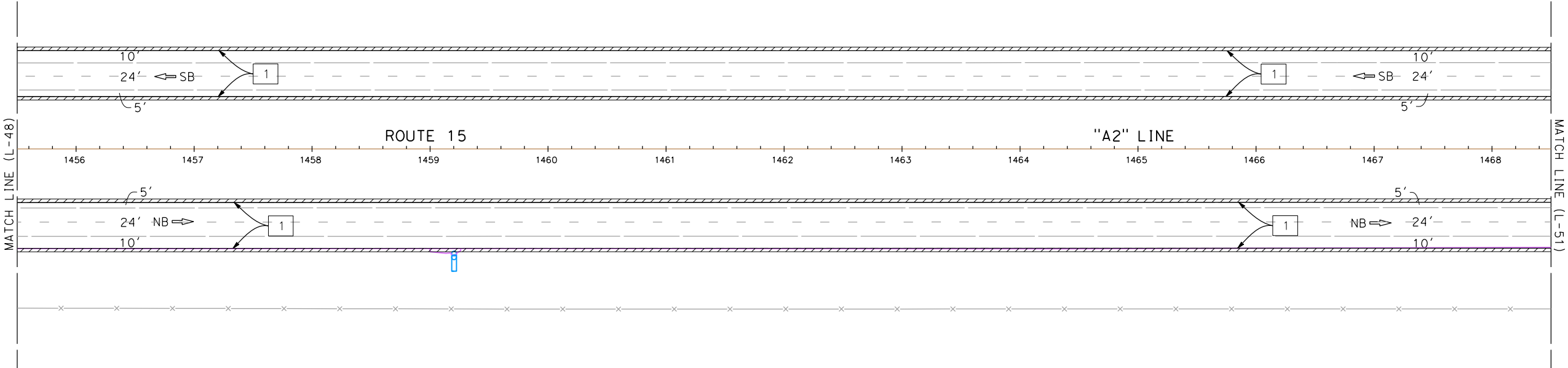
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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-50

NOTE:
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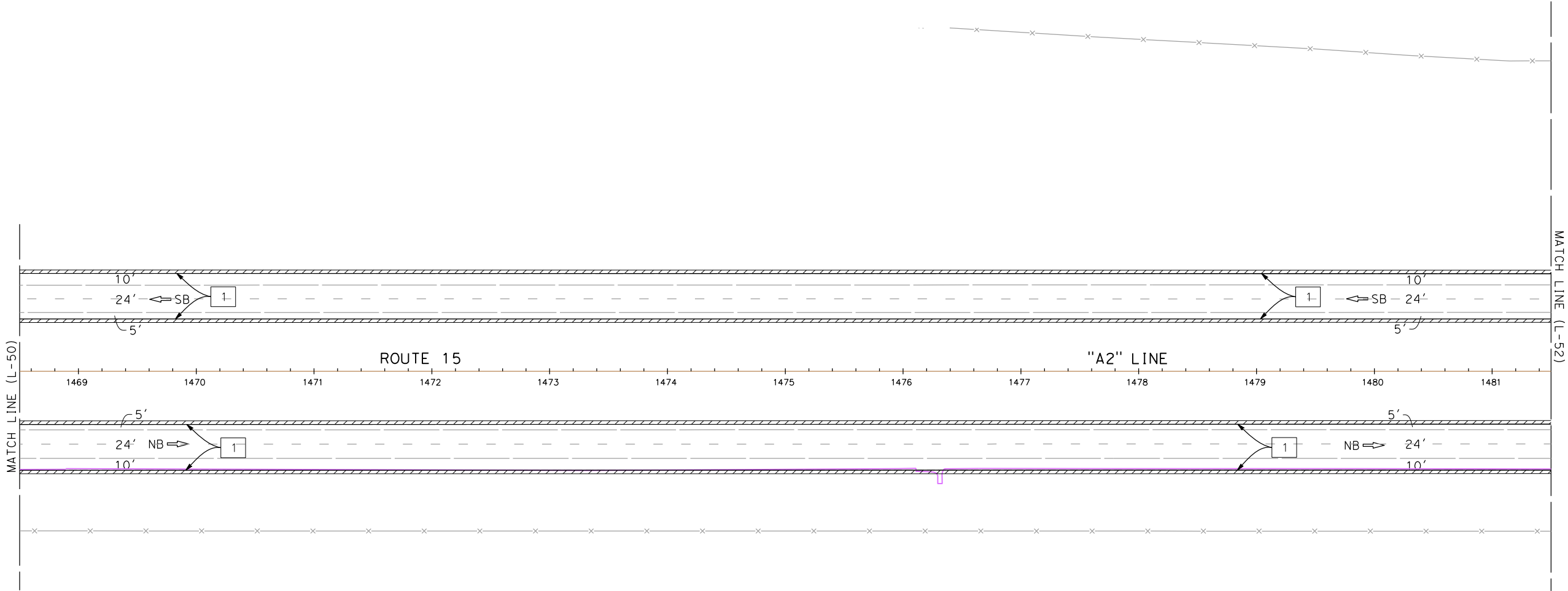
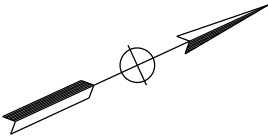
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CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-51

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

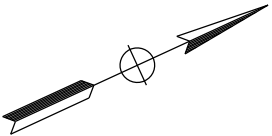
CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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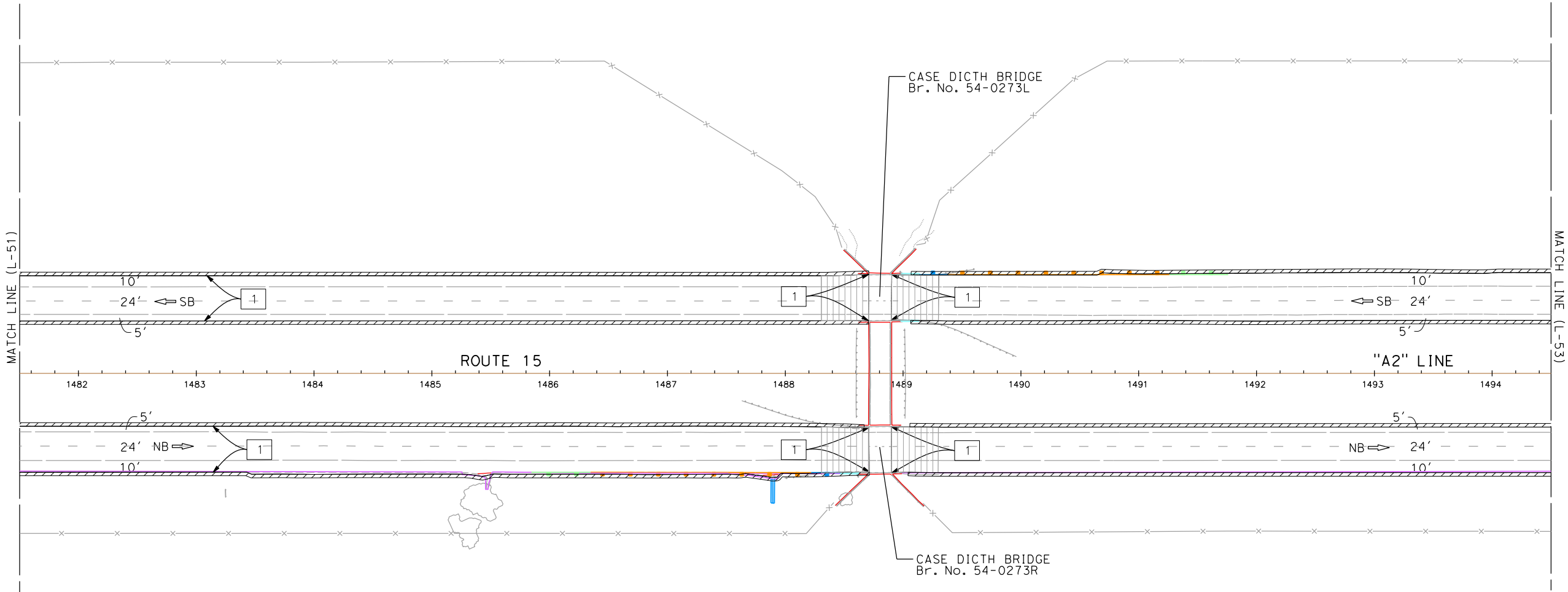
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No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-52

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CDTtrans®

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

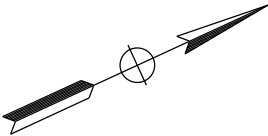
CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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CIVIL

STATE OF CALIFORNIA

The figure is a plan view of a section of Route 15, specifically the 'A2' line. It shows a two-lane road with a centerline and shoulder widths. The road is flanked by match lines on both ends, labeled 'MATCH LINE (L-52)' on the left and 'MATCH LINE (L-54)' on the right. The stationing along the road ranges from 1495 to 1507. The road has a 10-foot shoulder on each side, a 24-foot travel lane, and a 5-foot shoulder. The road is labeled 'ROUTE 15' and '"A2" LINE'. There are two callouts labeled '1' pointing to the road centerline. The road is shown with a dashed centerline and solid edge lines. The road is flanked by a 10-foot shoulder on each side, a 24-foot travel lane, and a 5-foot shoulder. The road is labeled 'ROUTE 15' and '"A2" LINE'. There are two callouts labeled '1' pointing to the road centerline. The road is shown with a dashed centerline and solid edge lines.

LAYOUT
SCALE: 1" = 50'
L-53

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq053.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

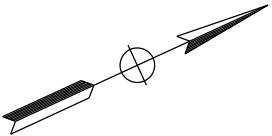
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LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:35:49 AM

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08	SBD	15	R121.0/144.0		

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CIVIL

STATE OF CALIFORNIA

MATCH LINE (L-53)

ROUTE 15

"A2" LINE

SHEEP DICHT BRIDGE
Br. No. 54-0274L

SHEEP DICHT BRIDGE
Br. No. 54-0274R

MATCH LINE (L-55)

LAYOUT
SCALE: 1" = 50'
L-54

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq054.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:50 AM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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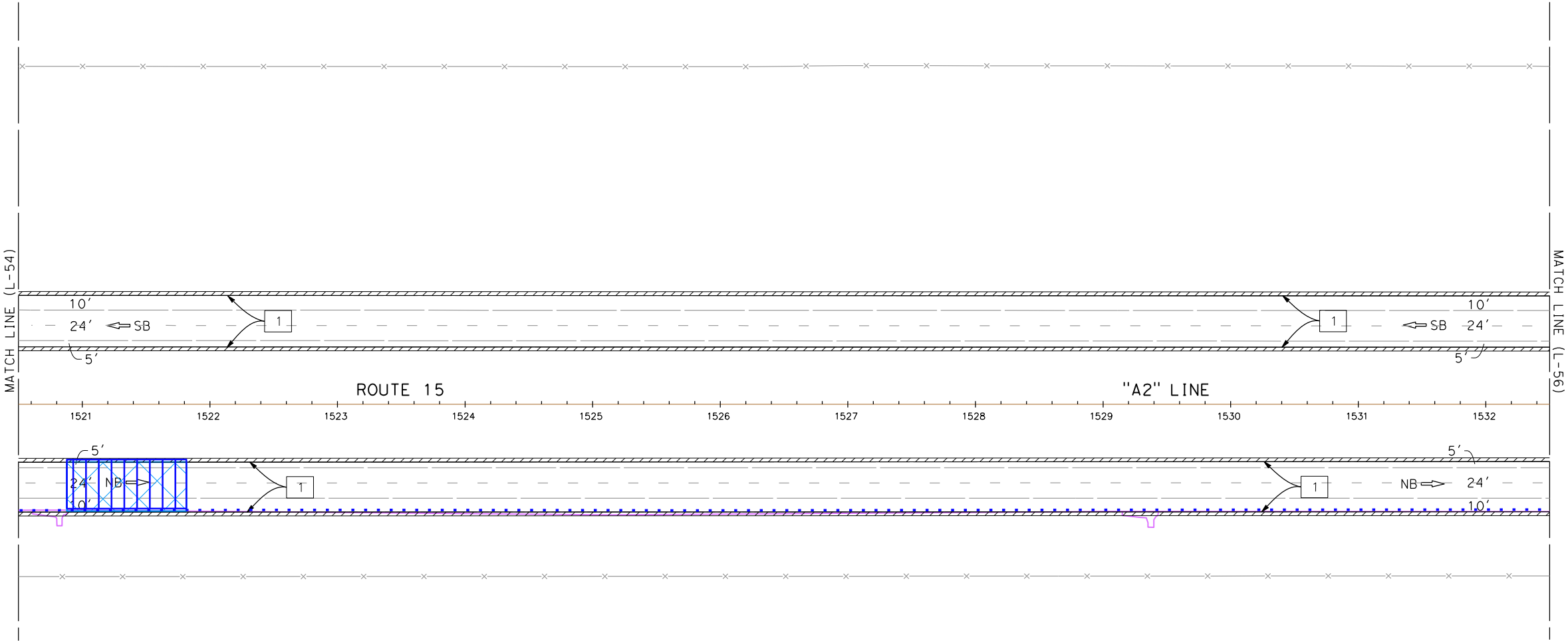
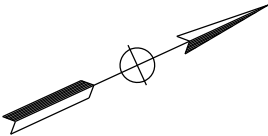
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LAYOUT
SCALE: 1" = 50'
L-55

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Et ® Caltrans ®	DANNY PHENG		CHECKED BY	JIN KIM	DATE	REVISED	

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
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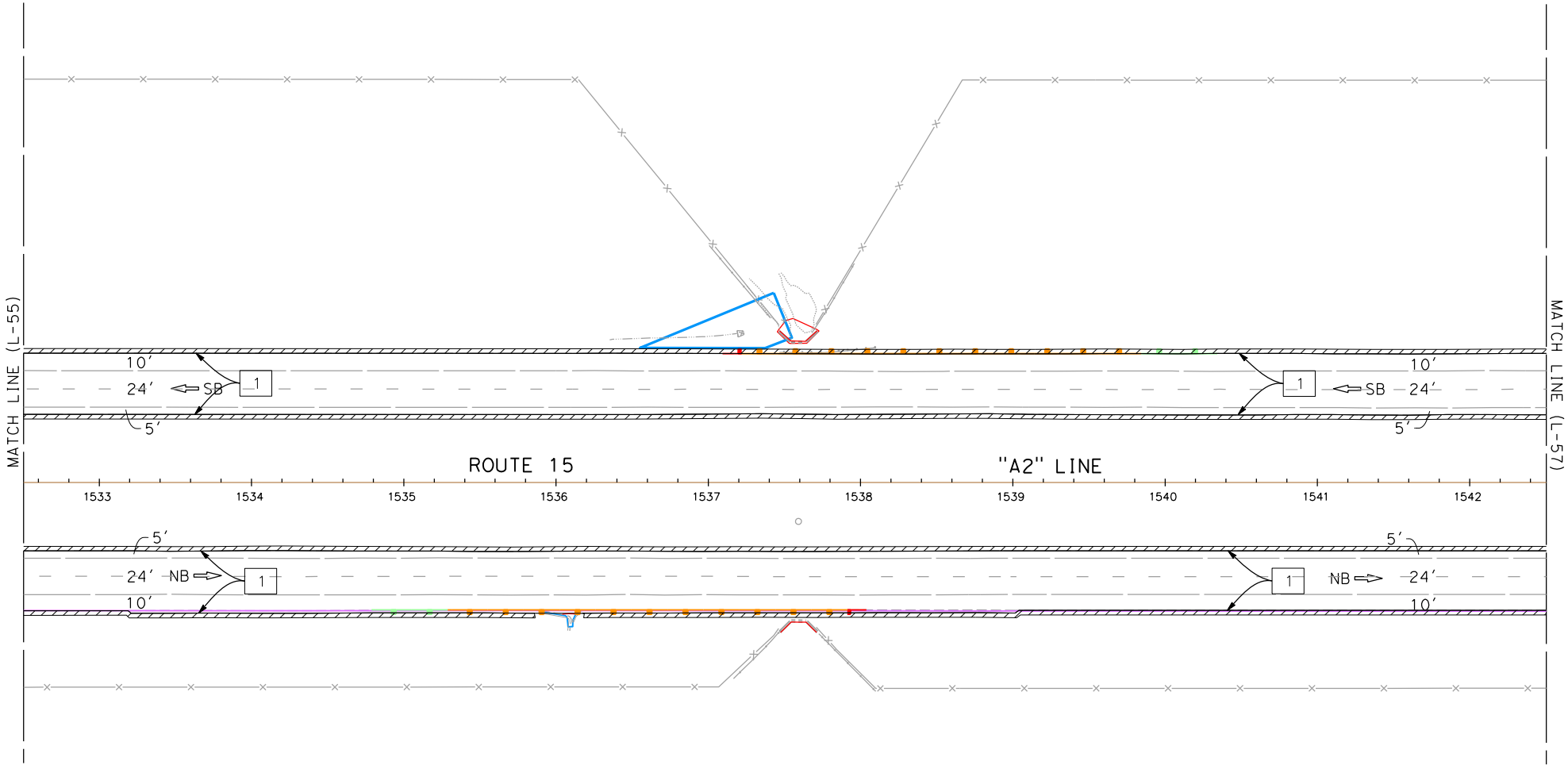
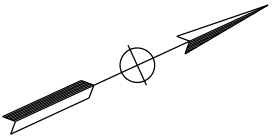
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CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

L-56

NOTE:
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08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

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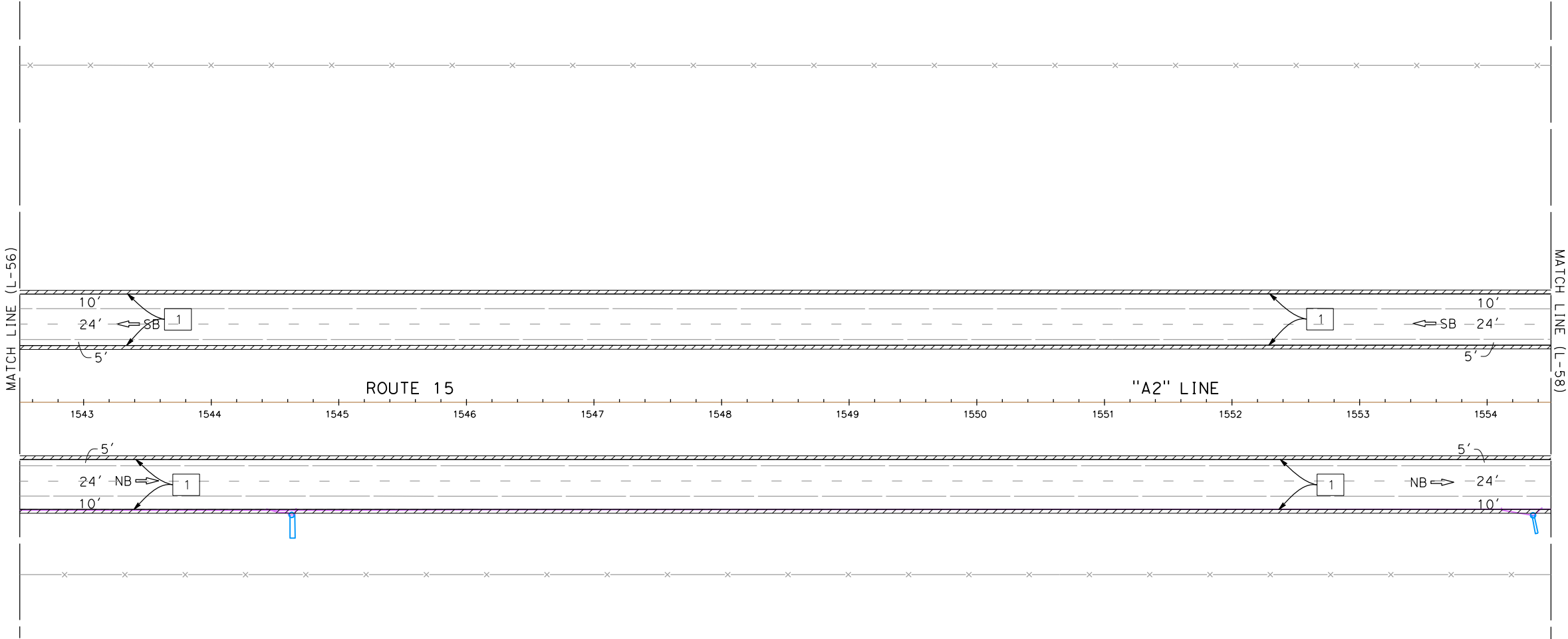
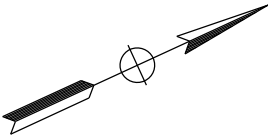
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LAYOUT
SCALE: 1" = 50'
L-57

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08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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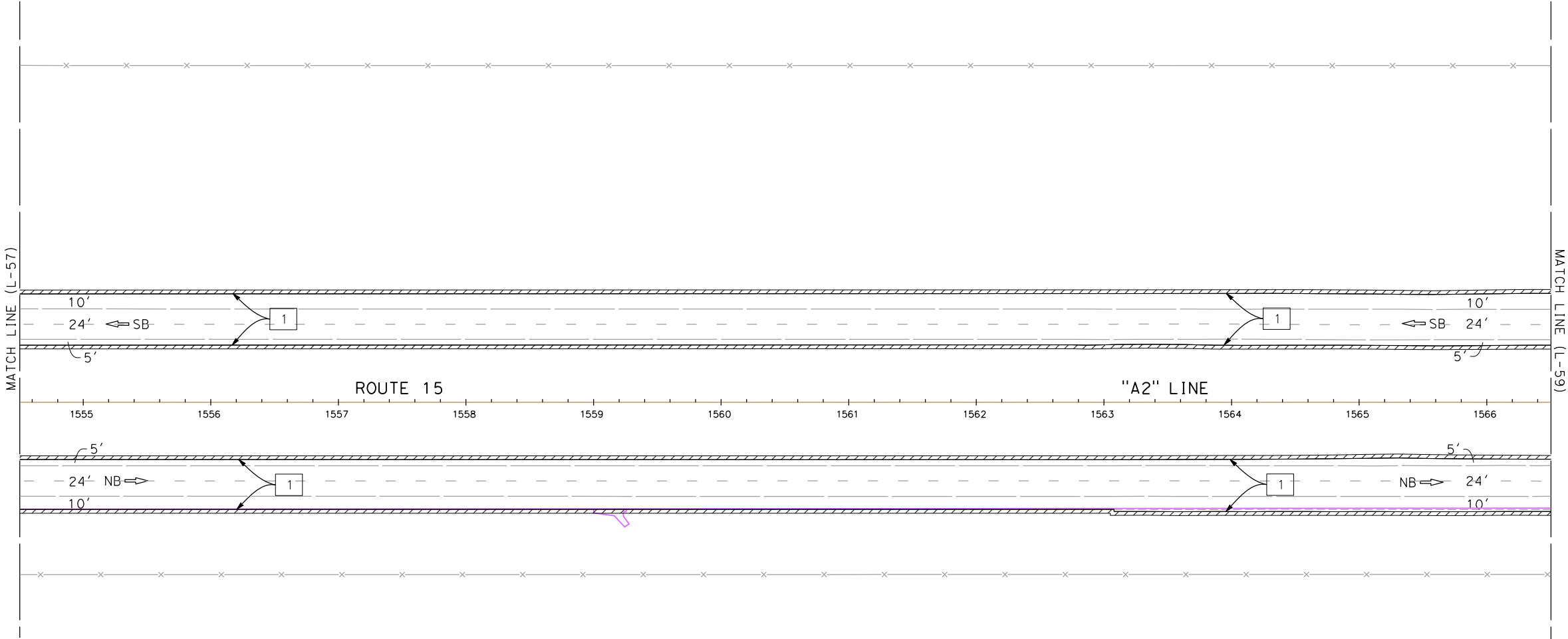
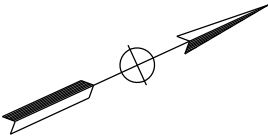
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No. C92159

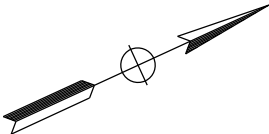
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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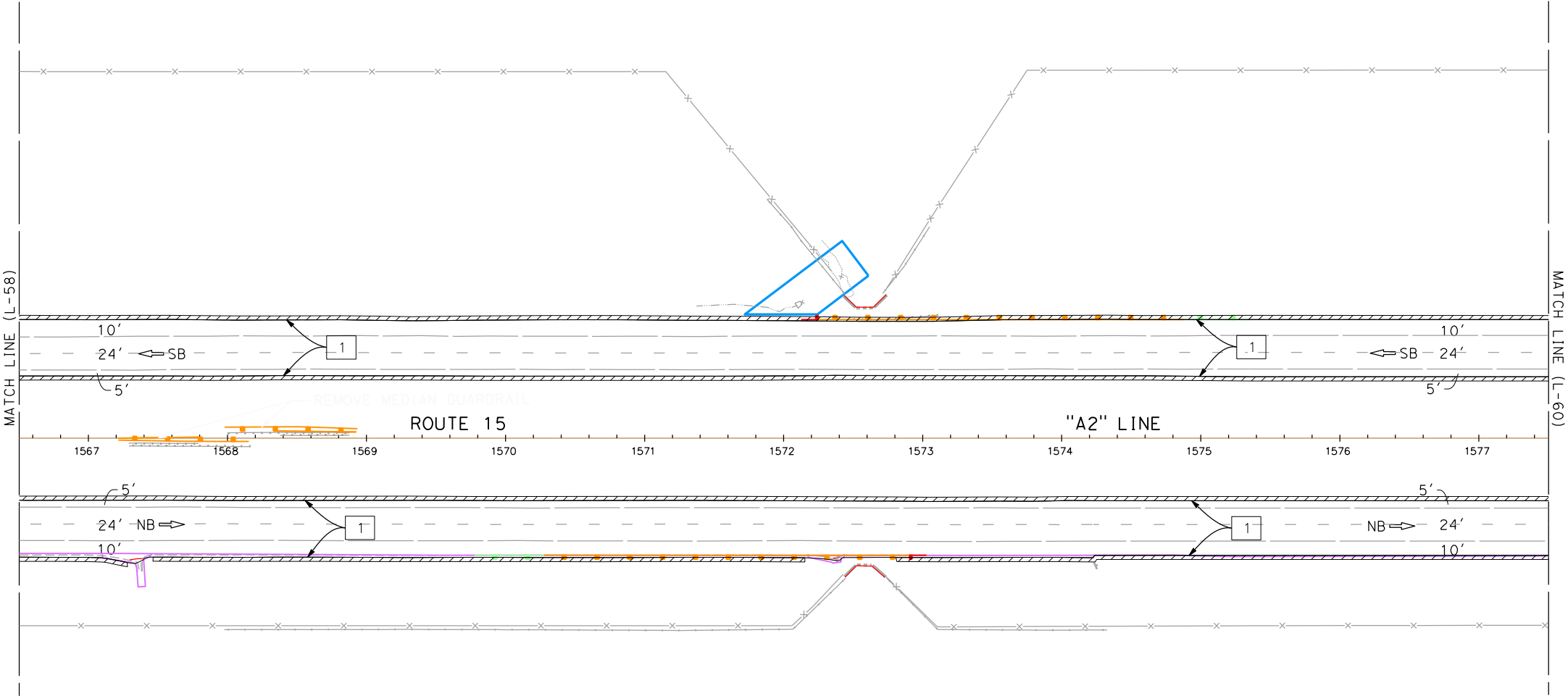
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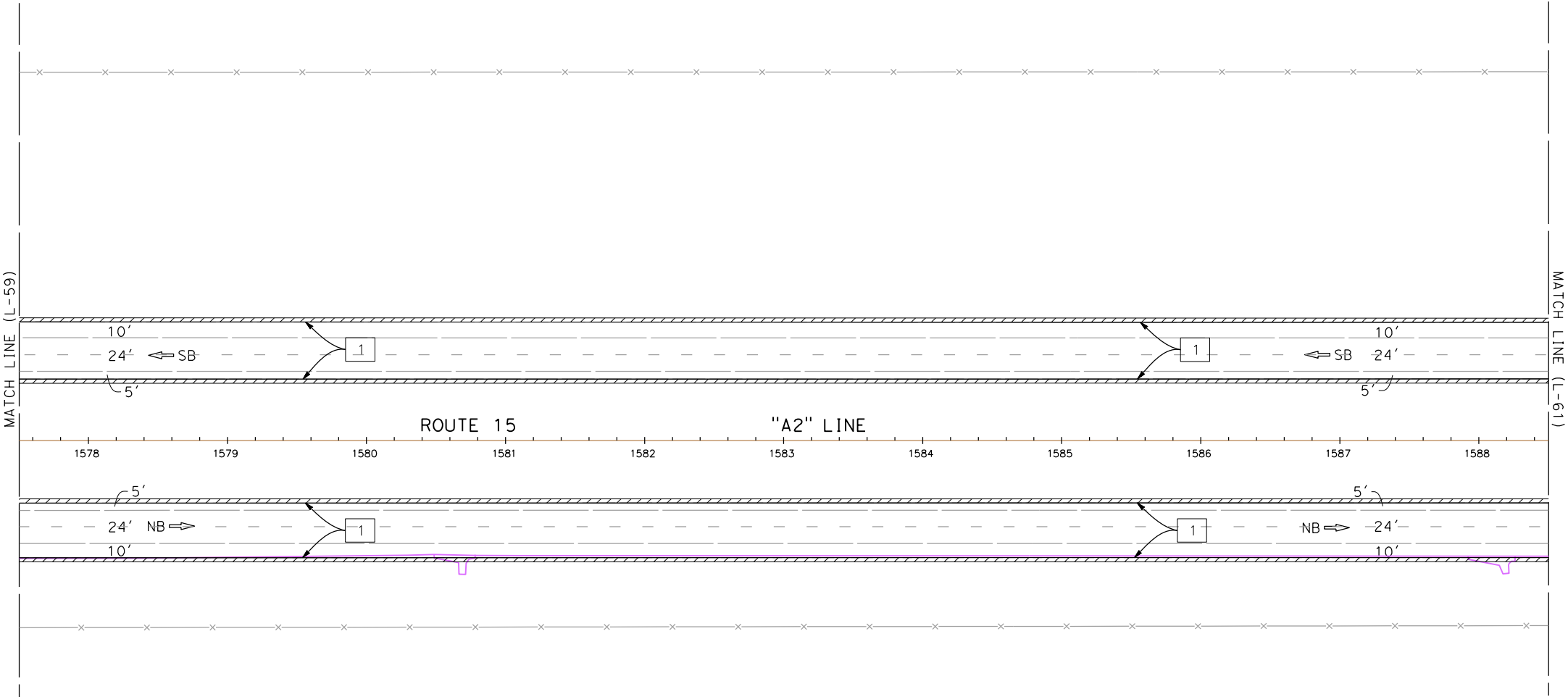
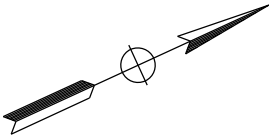


LAYOUT
SCALE: 1" = 50'
L-59

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	DANNY PHENG						
Caltrans®	DESIGN		CHECKED BY	JIN KIM	DATE	REVISED	

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
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LAYOUT
SCALE: 1" = 50'

L-60

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CDTtrans®

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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08	SBD	15	R121.0/144.0		

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CIVIL

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LAYOUT
SCALE: 1" = 50'
L-61

BORDER LAST REVISED 7/2/2010

USERNAME => ...\\0819000152eq061.dgn

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

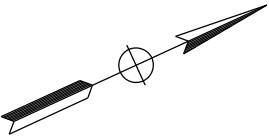
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CDOT		DANNY PHENG		CHECKED BY		JIN KIM	DATE			
DESIGN										

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



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No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L-62

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq062.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

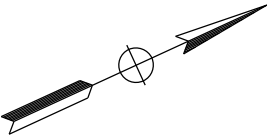
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LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:58 AM

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CDOTrans®		DANNY PHENG		CHECKED BY		JIN KIM		DATE		REVISED	
DESIGN											

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REGISTERED CIVIL ENGINEER DATE

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REGISTERED PROFESSIONAL ENGINEER

JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L-63

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq063.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

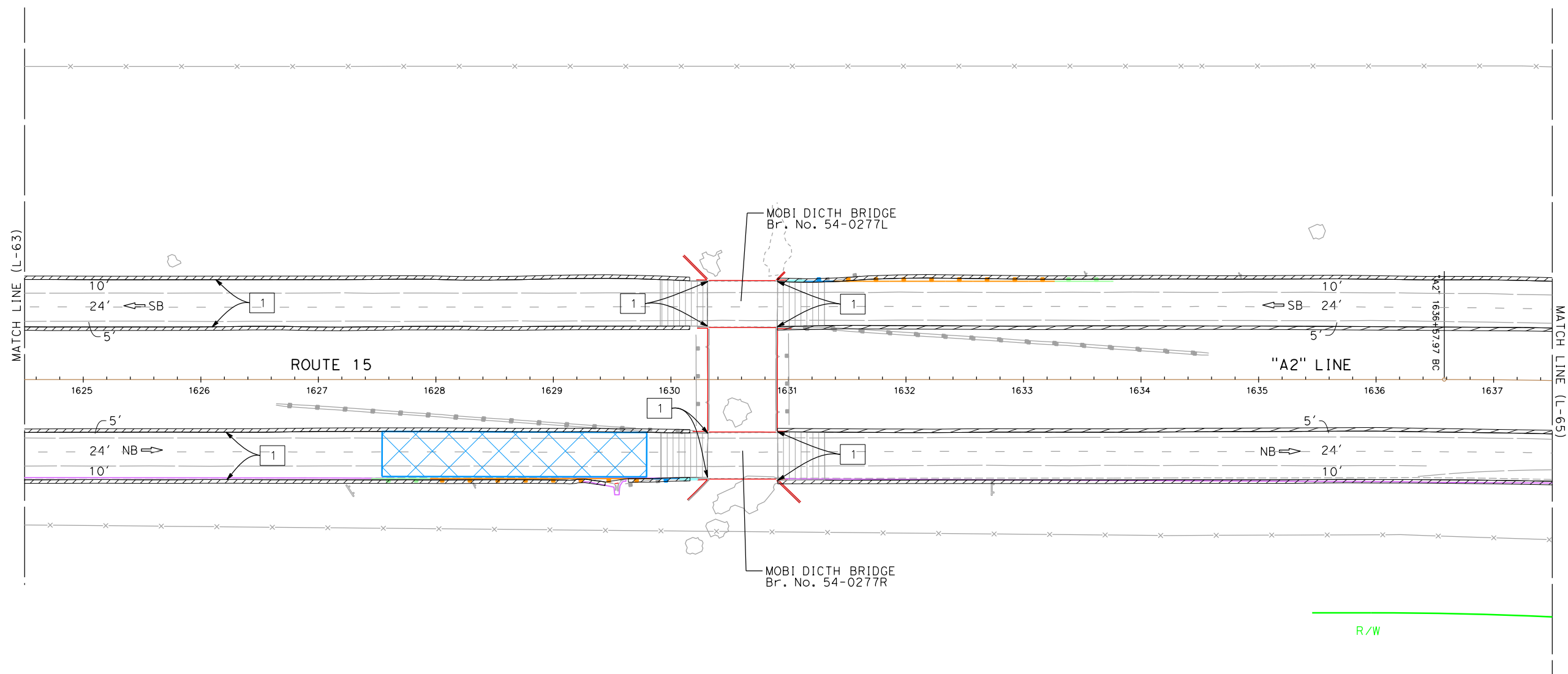
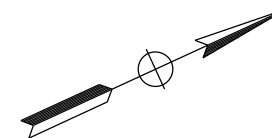
08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:35:59 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER DATE PLANS APPROVAL DATE  <i>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.</i>					

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LAYOUT
SCALE: 1" = 50' **L-64**

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The plan view shows a section of Route 15 with a proposed 'A2' LINE. The road has three lanes: a 10-foot wide shoulder (SB), a 24-foot wide travel lane (SB), and a 5-foot wide shoulder (NB). The stationing along the route ranges from 1638 to 1650. Match lines are indicated at L-64, L-66, and L-67. An 'EXISTING R/W' (Right of Way) line is shown as a green line above the proposed road. A north arrow is located in the upper right corner of the plan view.

LAYOUT
SCALE: 1" = 50'
L-65

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq065.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:01 AM

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	DANNY PHENG					
Caltrans®	DESIGN		CHECKED BY	JIN KIM	DATE REVISED	

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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REGISTERED PROFESSIONAL ENGINEER

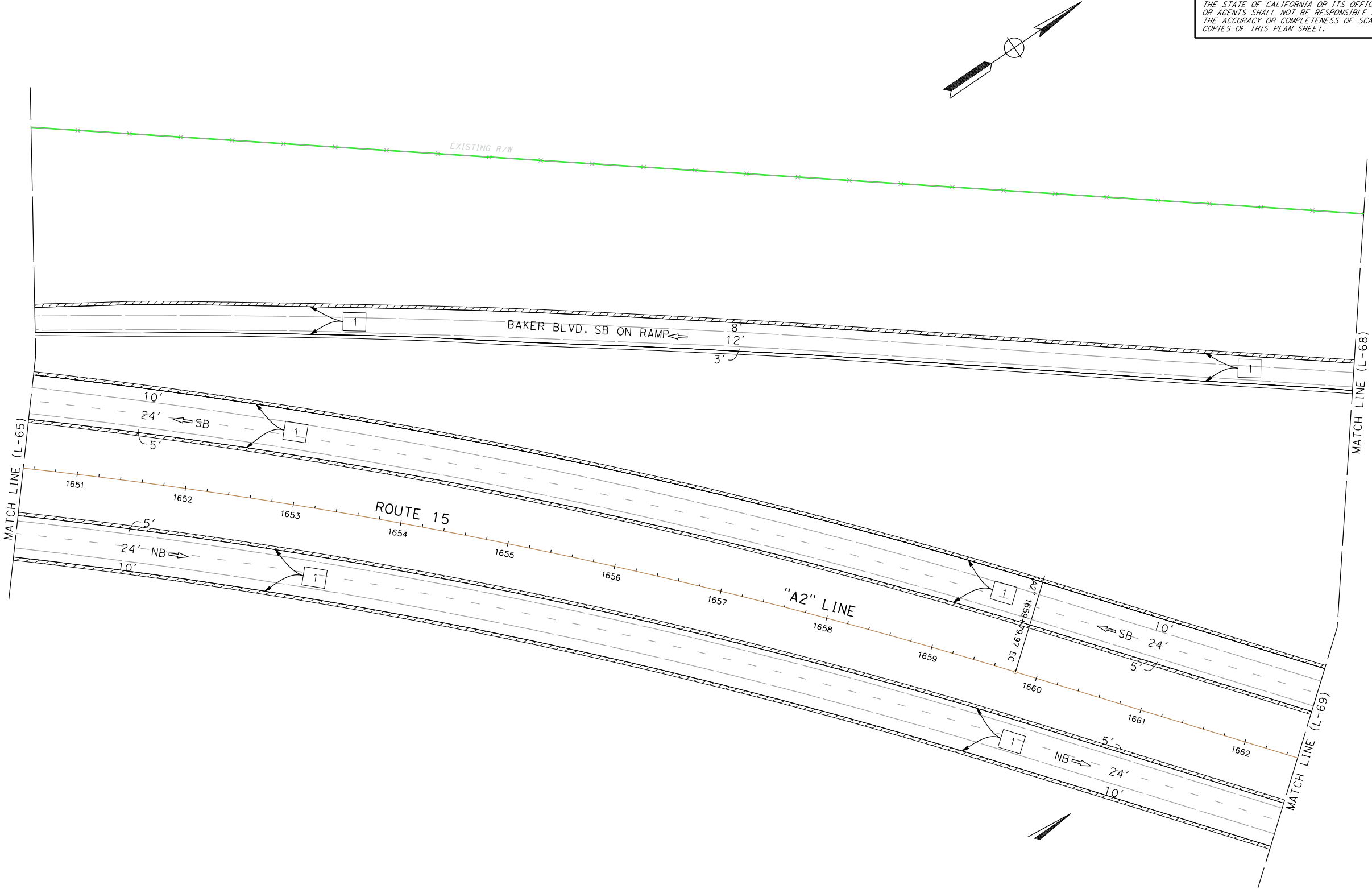
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-66

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DANNY PHENG						

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

MATCH LINE (L-65)

BAKER BLVD. NB EXIT RAMP

EXISTING R/W

MATCH LINE (L-69)

LAYOUT
SCALE: 1" = 50'
L-67

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq067.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:03 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CDTtrans

DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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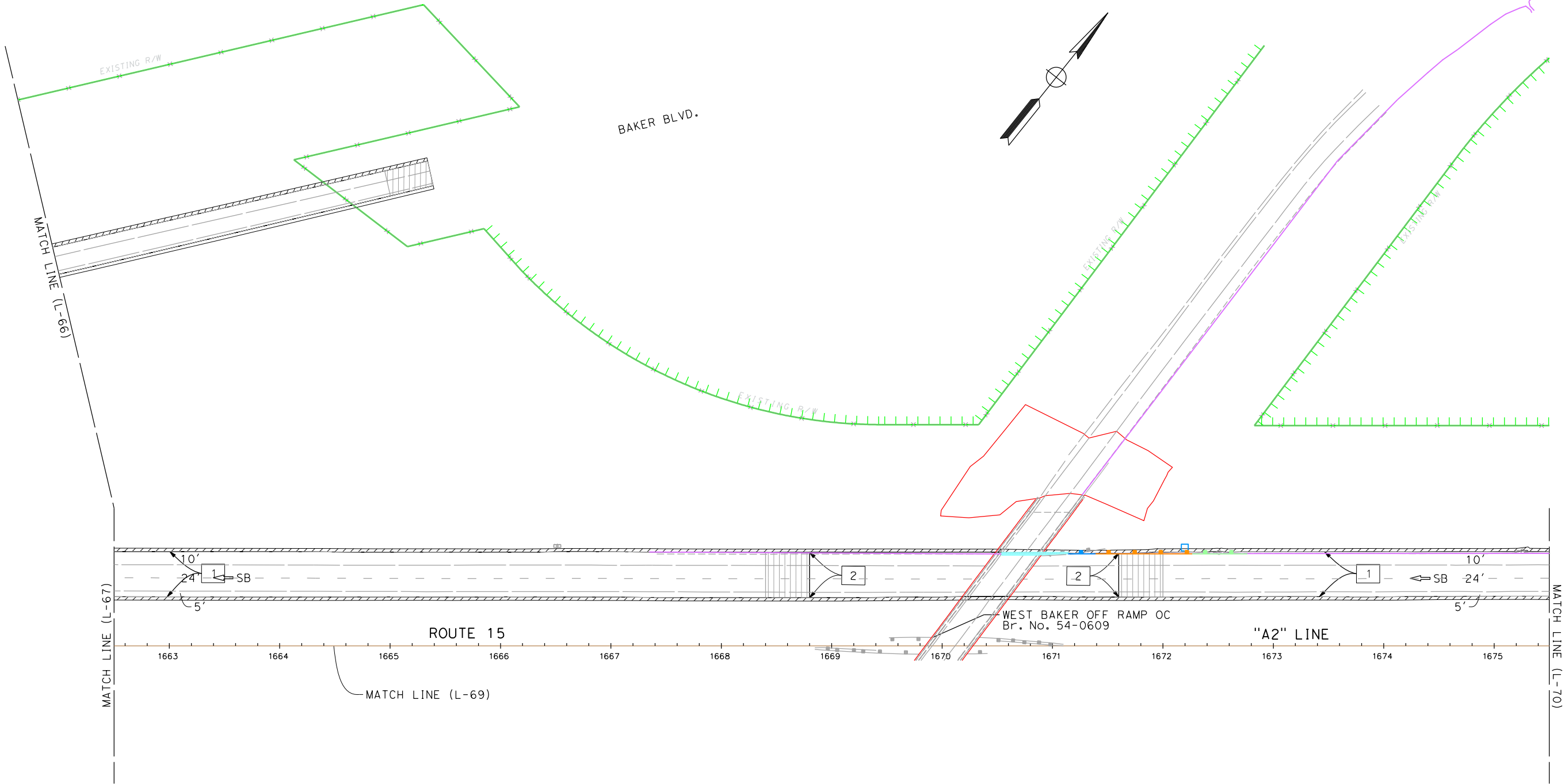
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-68

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY		CHUCK FAVEL		REVISED BY	
Caltrans®		DANNY PHENG		CHECKED BY		JIN KIM		DATE	
DESIGN									

NOTE:

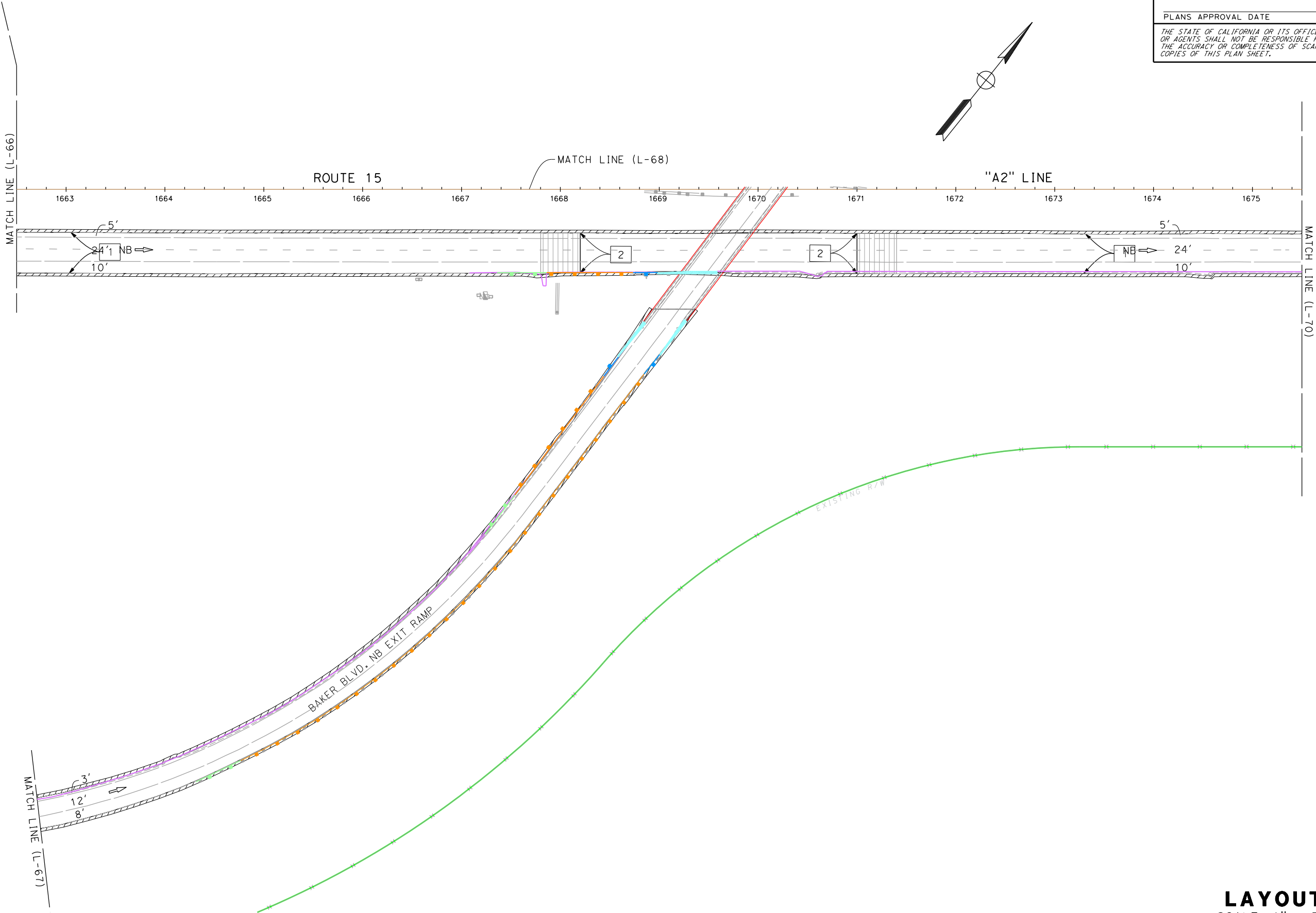
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE
JIN SEOB KIM
No. C92159
Exp 03/31/25
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

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LAYOUT
SCALE: 1" = 50'
L-69

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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CIVIL

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LAYOUT
SCALE: 1" = 50'
L-70

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq070.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:36:06 AM

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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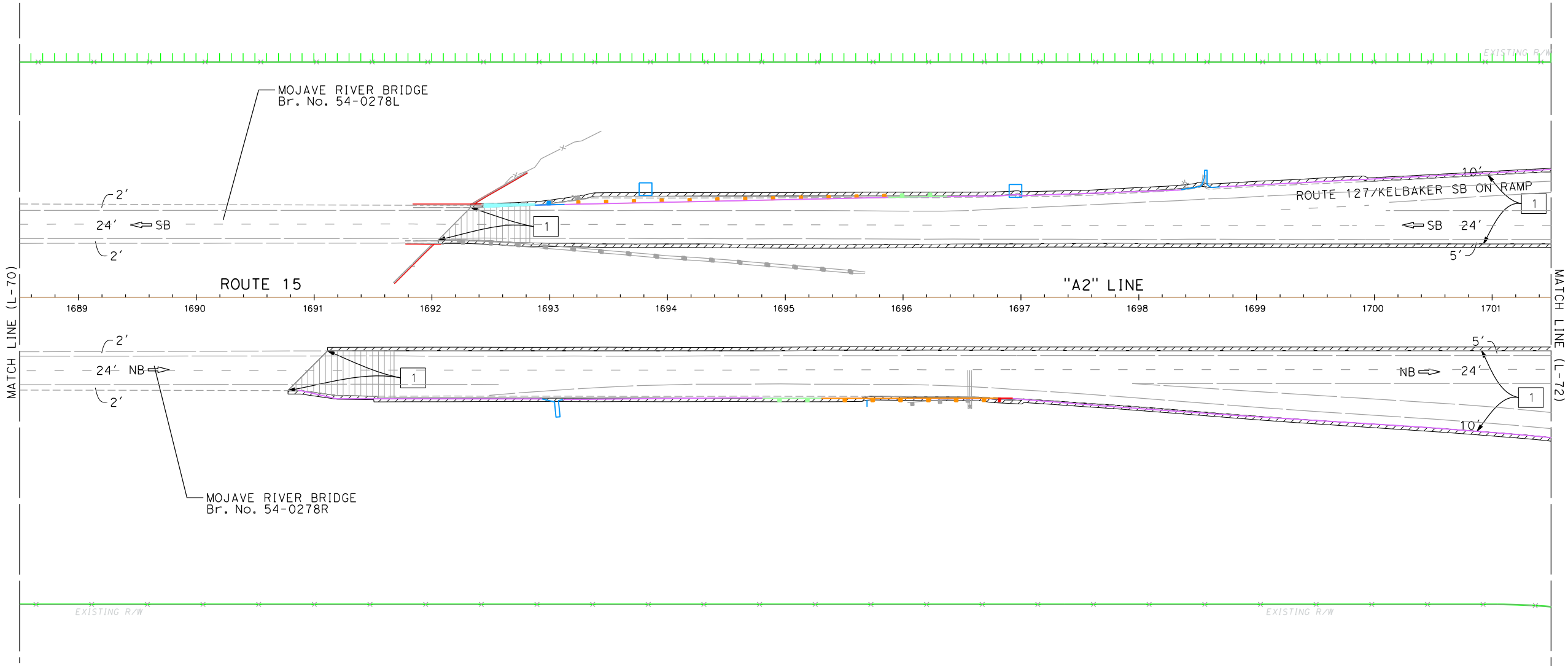
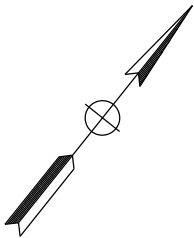
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No. C92159

Exp. 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-71

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	DANNY PHENG					
Caltrans®			CHECKED BY	JIN KIM	DATE	REVISED

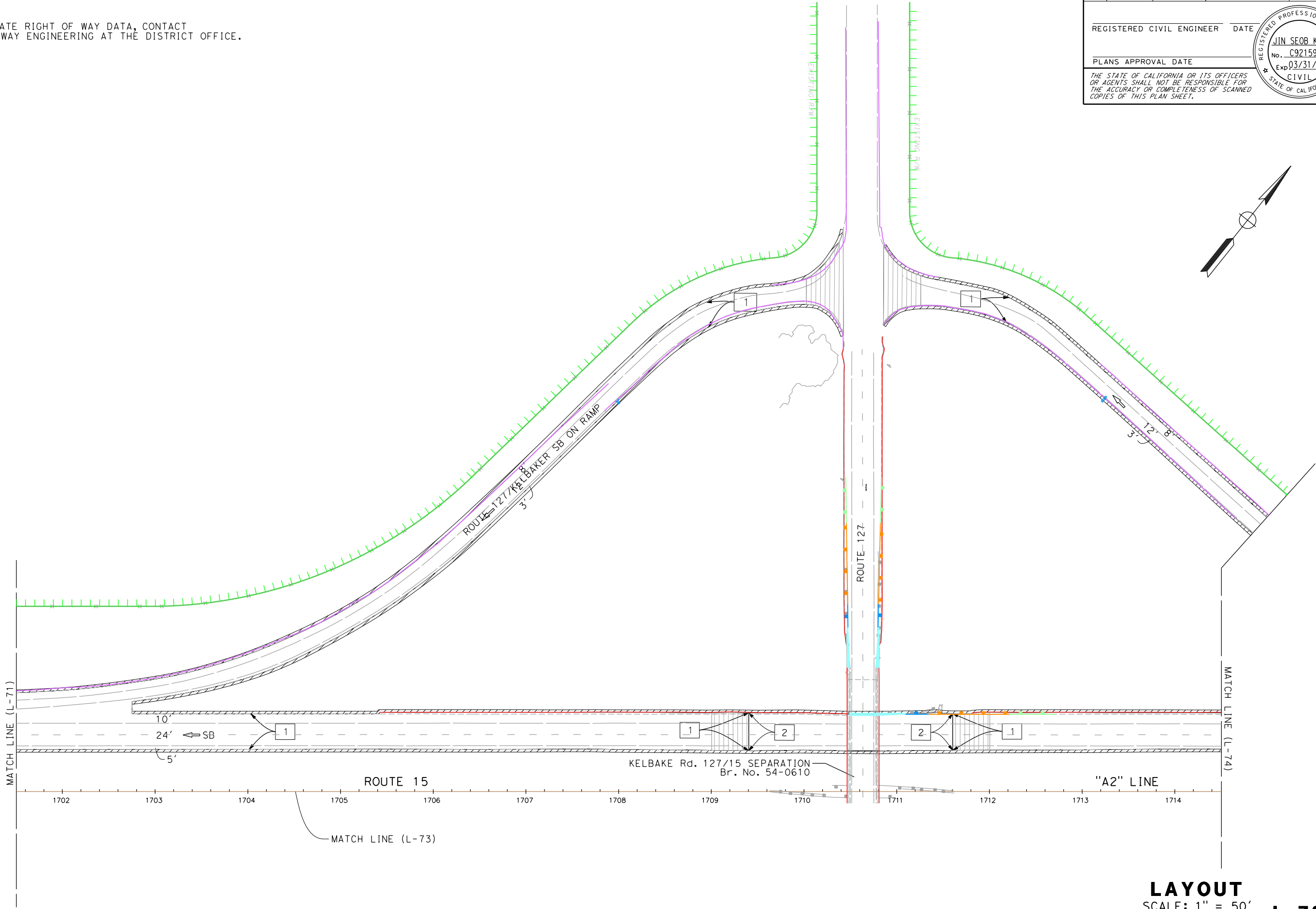
NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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No. C92159
Exp 03/31/25
CIVIL
STATE OF CALIFORNIA

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LAYOUT
SCALE: 1" = 50'
L-72

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

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No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-73

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq073.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:09 AM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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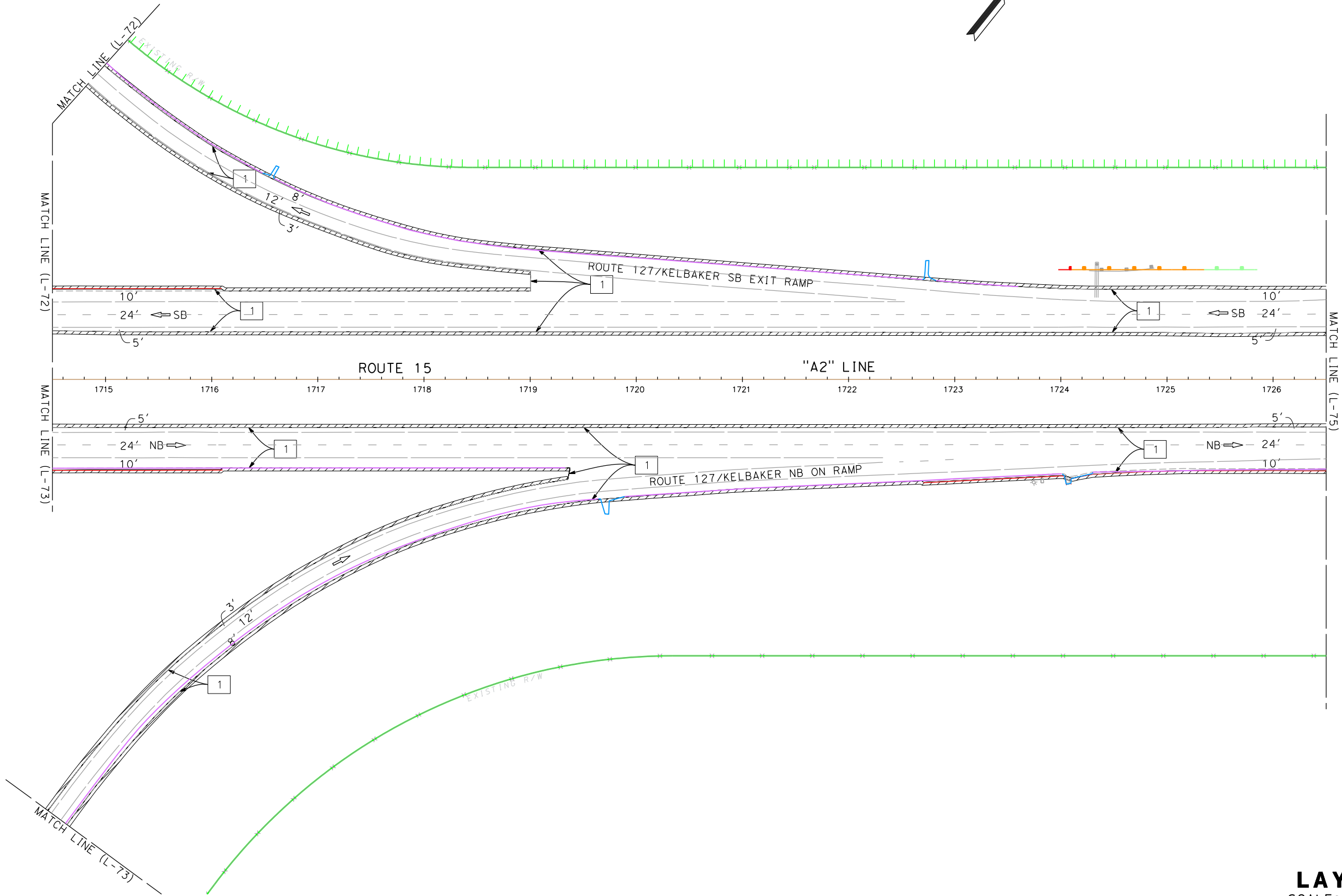
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-74

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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Exp 03/31/25

CIVIL

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The figure is a plan view of a road project. It shows two main roadways: 'ROUTE 15' and '"A2" LINE'. 'ROUTE 15' is a two-lane road with a centerline and 24-foot lanes. 'A2' LINE is a single-lane road with a 24-foot lane. Both roads have 10-foot shoulders. A 'BAKER INN DITCH' is shown crossing both roads. The ditch is labeled 'Br. No. 54-0279L' and 'Br. No. 54-0279R'. The plan view includes stationing from 1727 to 1739. Match lines are shown at both ends, labeled 'MATCH LINE (L-74)' and 'MATCH LINE (L-76)'. The plan view also shows 'EXISTING R/W' (Right of Way) lines. A north arrow is located in the upper right corner.

LAYOUT
SCALE: 1" = 50'
L-75

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq075.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00
DATE PLOTTED => 3/27/2024
TIME PLOTTED => 10:36:10 AM

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	DANNY PHENG					
CdTRANS®	DESIGN		CHECKED BY	JIN KIM	DATE	REVISED

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

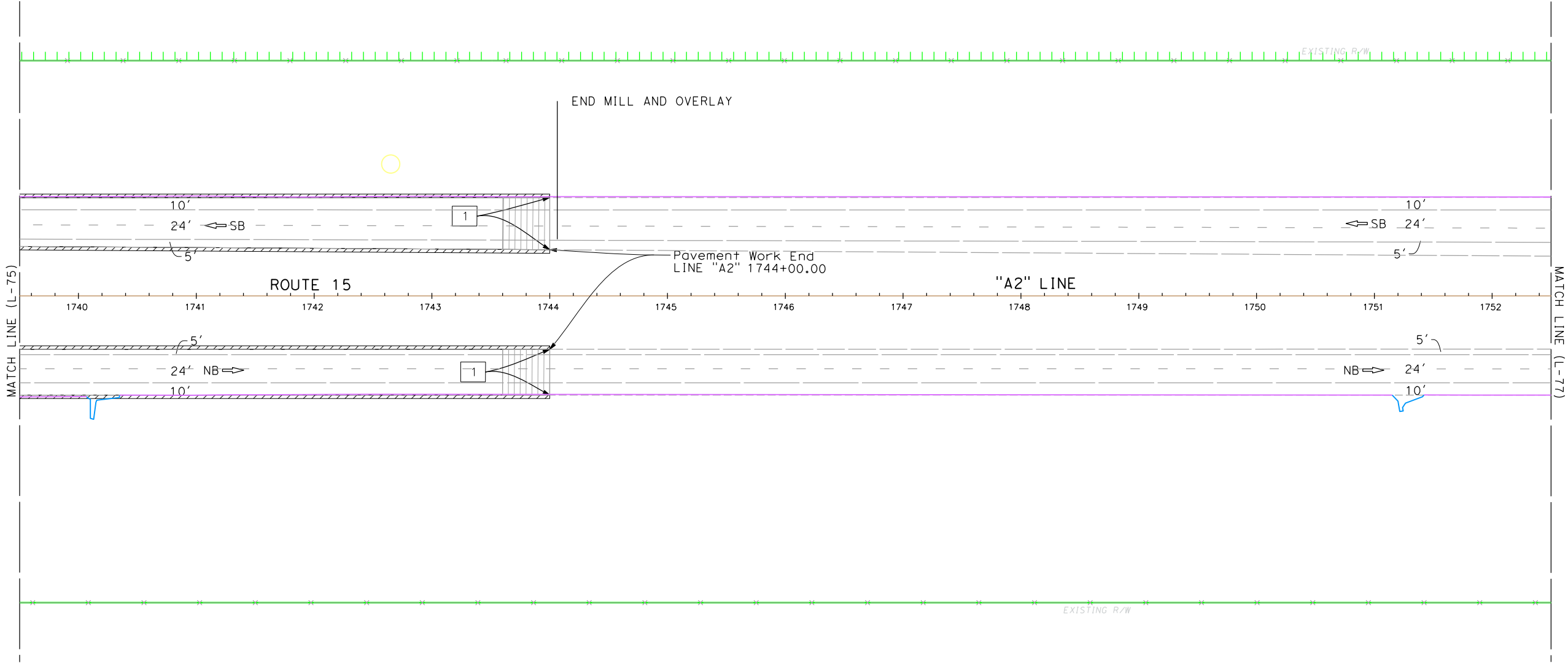
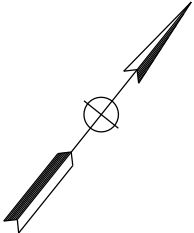
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

JIN SEOB KIM
No. C92159
Exp. 03/31/25
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

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LAYOUT
SCALE: 1" = 50'
L-76

NOTE:
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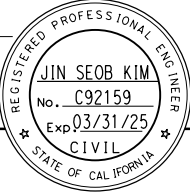
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

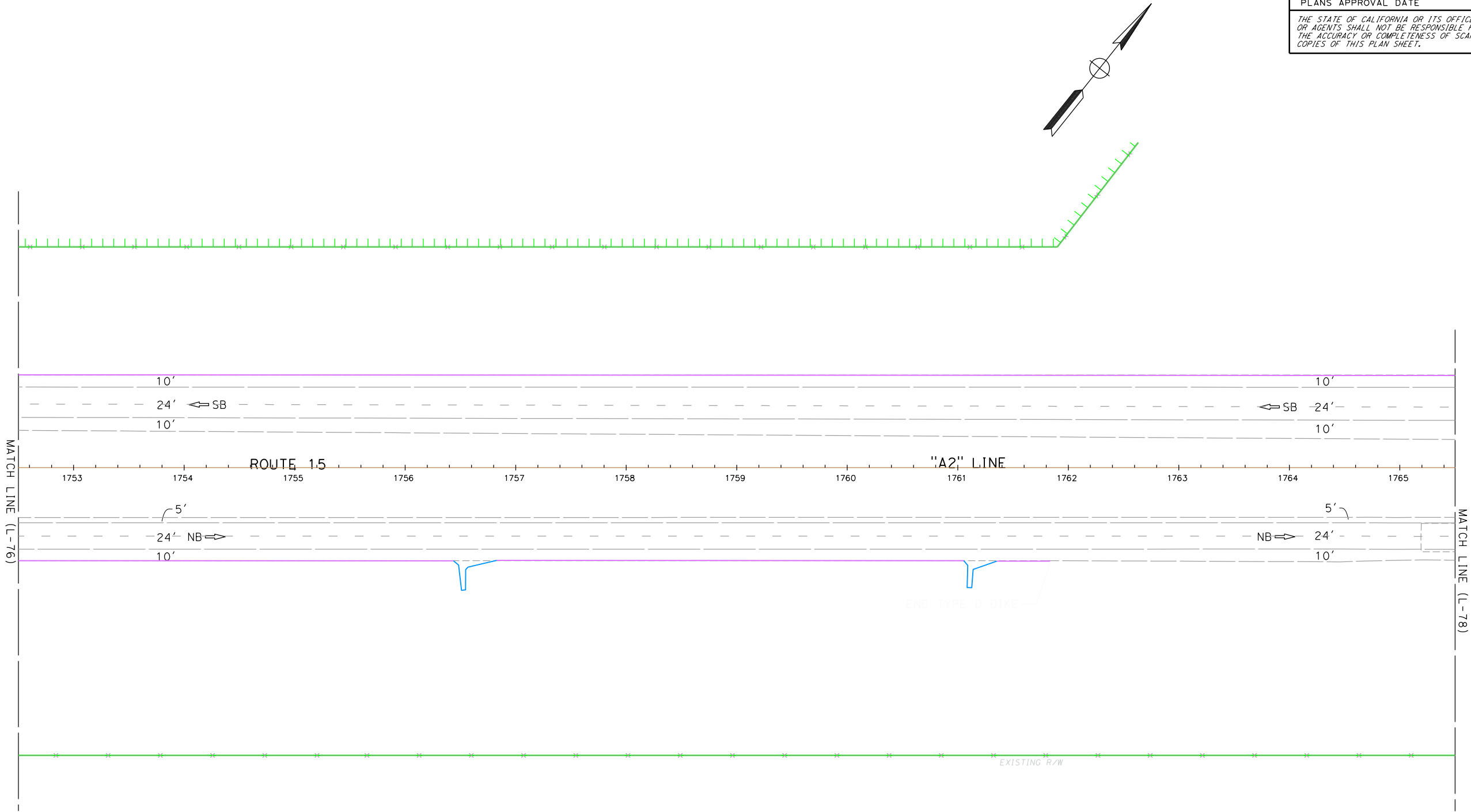
REGISTERED CIVIL ENGINEER

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NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

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JIN SEOB KIM

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Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

The figure is a plan view of a road segment, identified as ROUTE 15. It shows a horizontal alignment with stationing from 1779 to 1791. A dashed line represents the 'A2' LINE. A solid line represents the 'EXISTING R/W' (Right of Way). A purple line indicates the 'END TYPE D DIKE'. Match lines are shown at both ends, labeled 'MATCH LINE (L-77)' and 'MATCH LINE (L-79)'. Dimensions are provided for various sections: 10' and 36' for the top section, 10' and 36' for the middle section, and 5', 24', and 10' for the bottom section. A north arrow is located in the upper right corner. A scale bar is located in the lower right corner.

LAYOUT
SCALE: 1" = 50'
L-78

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq078.dgn

RELATIVE BORDER SCALE
IS IN INCHES

UNIT 0000

PROJECT NUMBER & PHASE

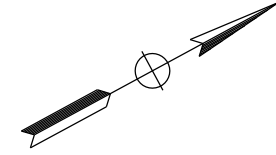
08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:13 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
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LAYOUT
SCALE: 1" = 50' **L-79**

NOTE:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

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JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-80

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq080.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0

1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

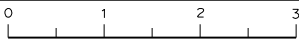
LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:15 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR		CALCULATED- DESIGNED BY	CHUCK FAVEL	REVISED BY		
	DANNY PHENG						
	DESIGN						

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq081.dgn

RELATIVE BORDER SCALE
IS IN INCHES



UNIT 0000

PROJECT NUMBER & PHASE

08190001521

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

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REGISTERED PROFESSIONAL ENGINEER

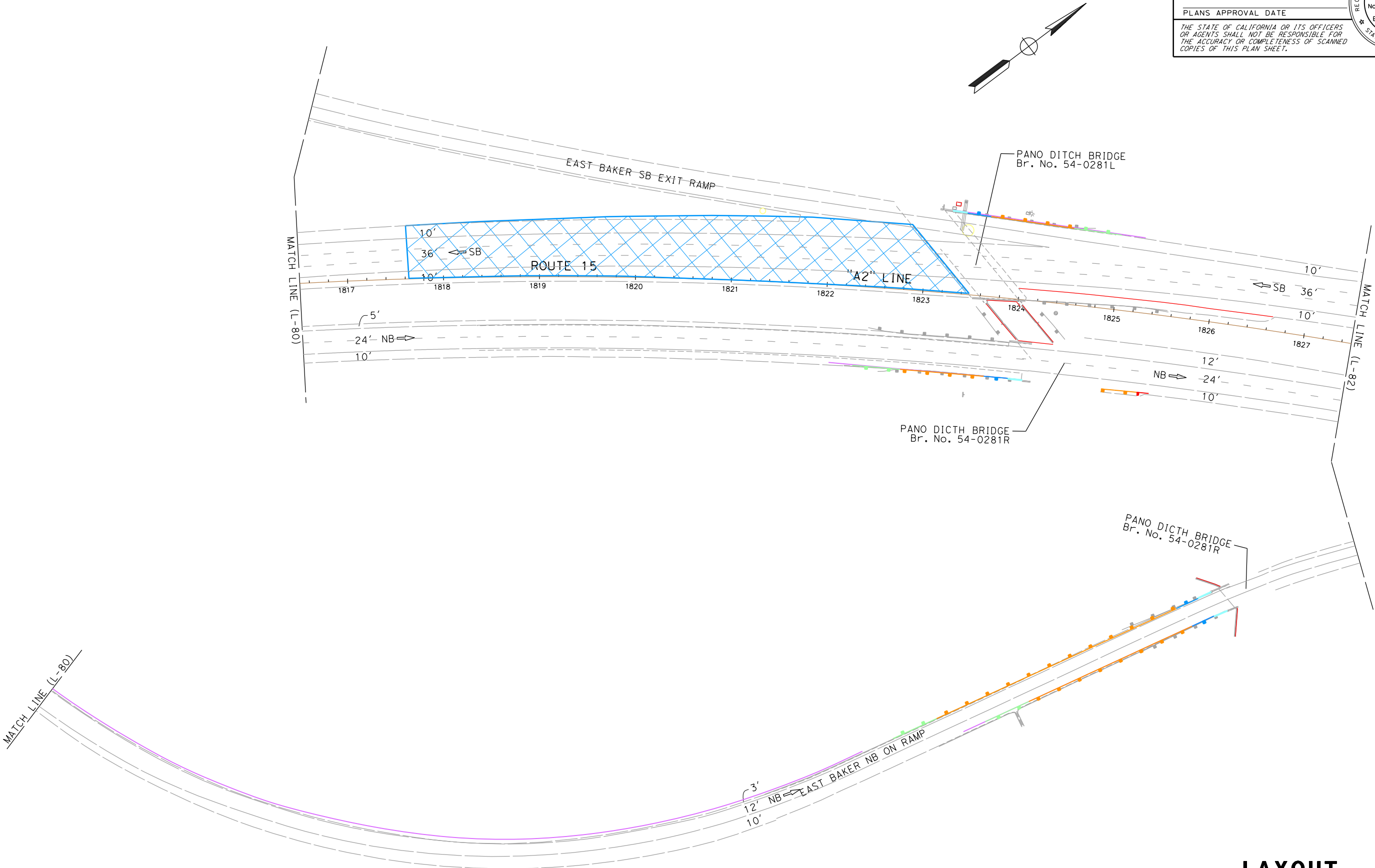
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



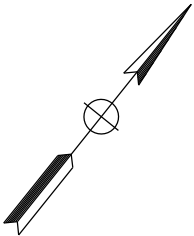
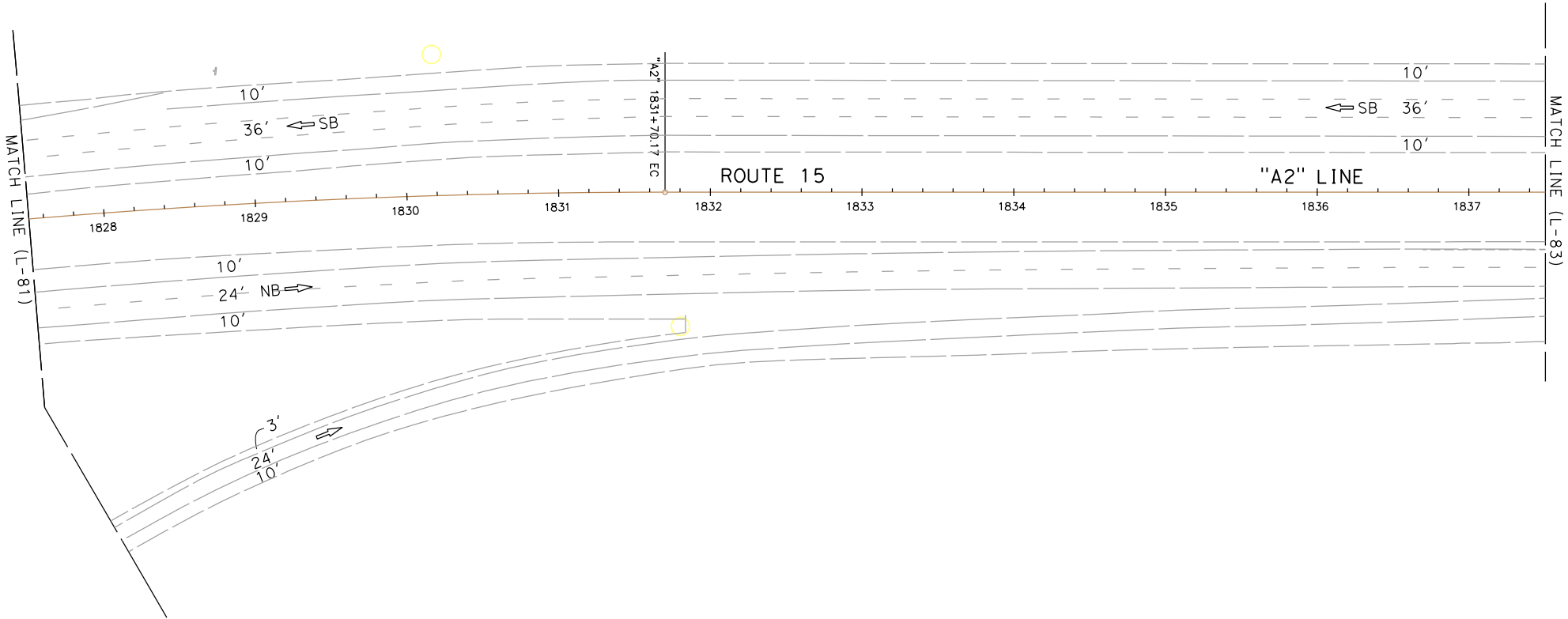
LAYOUT
SCALE: 1" = 50'
L-81

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:16 AM

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	DANNY PHENG					

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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REGISTERED PROFESSIONAL ENGINEER

JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L-82

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER

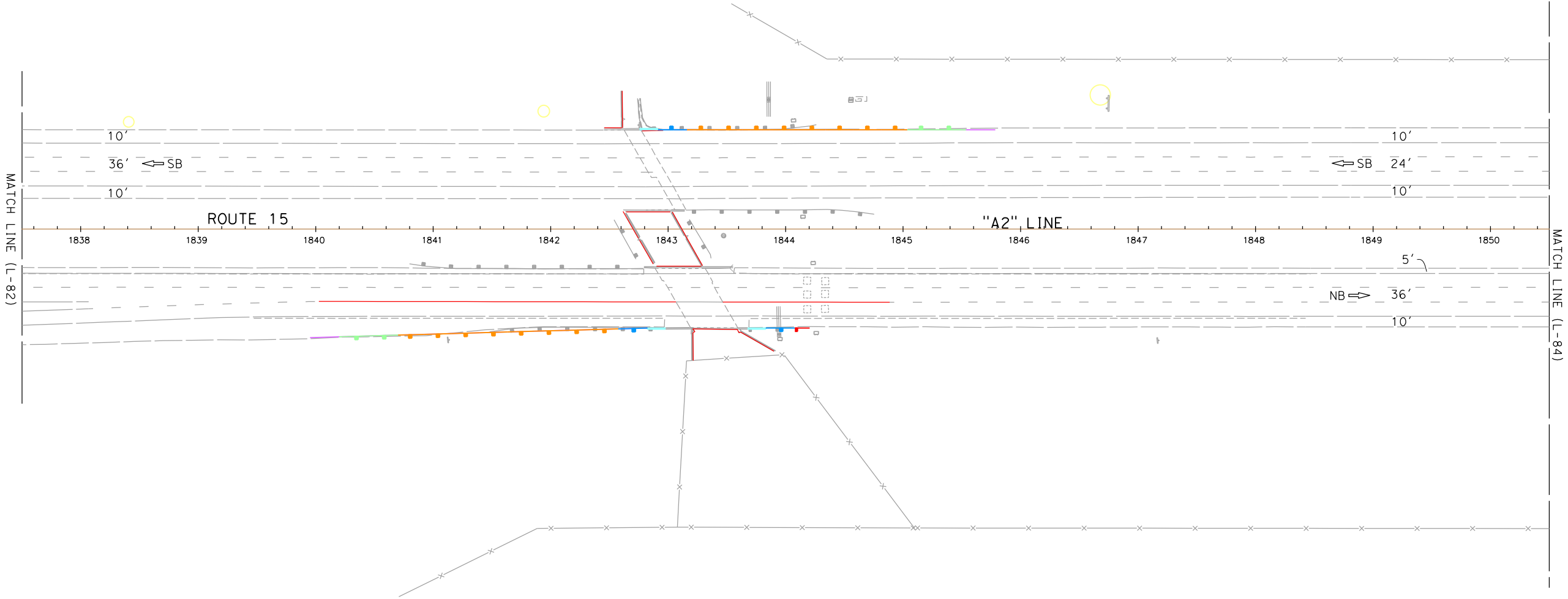
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L-83

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	15	R121.0/144.0		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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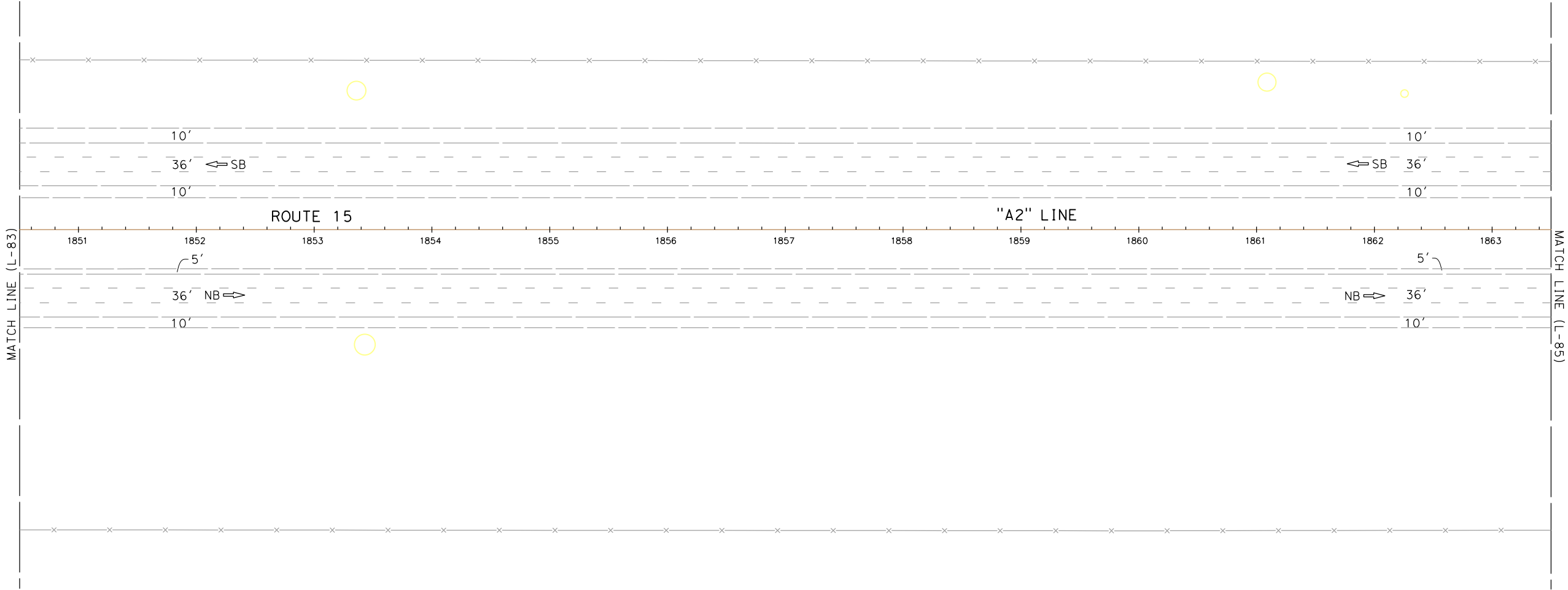
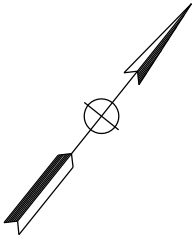
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

 **DESIGN**

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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The diagram shows a plan view of a road section. The top portion is labeled "ROUTE 15" and the bottom portion is labeled "'A2' LINE". A horizontal stationing line runs across the middle, with station numbers from 1864 to 1876. On the left, a vertical line is labeled "MATCH LINE (L-84)" and on the right, a vertical line is labeled "MATCH LINE (X-XX)". Lane markings include "SB" (Southbound) and "NB" (Northbound) with arrows. Lane widths are indicated as 10', 36', and 5'. Yellow circles are placed at stations 1867 and 1871. A north arrow is located in the upper right quadrant.

LAYOUT
SCALE: 1" = 50'
L-85

BORDER LAST REVISED 7/2/2010

USERNAME => ...\\0819000152eq085.dgn

RELATIVE BORDER SCALE IS IN INCHES

0

1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

00-00-00

TIME PLOTTED => 10:36:20 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

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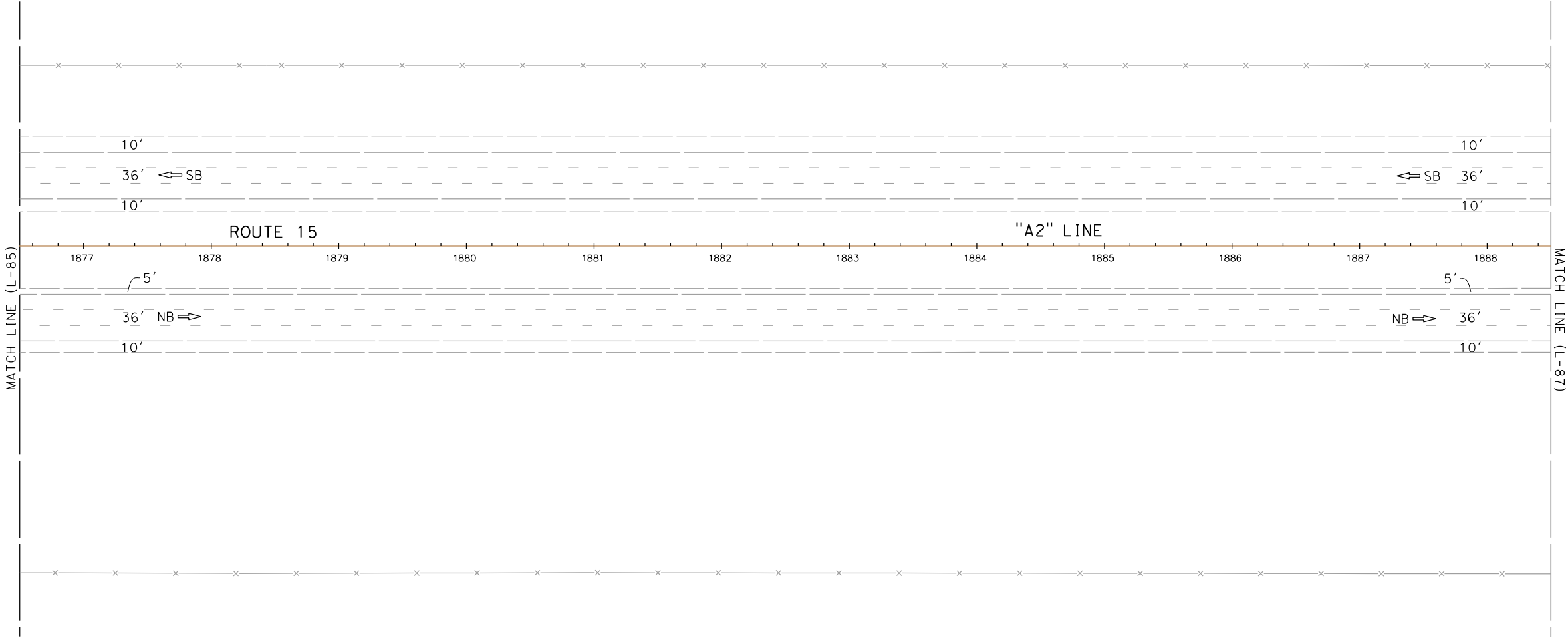
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'
L - 86

NOTE:
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

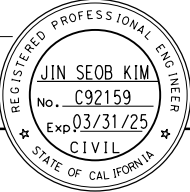
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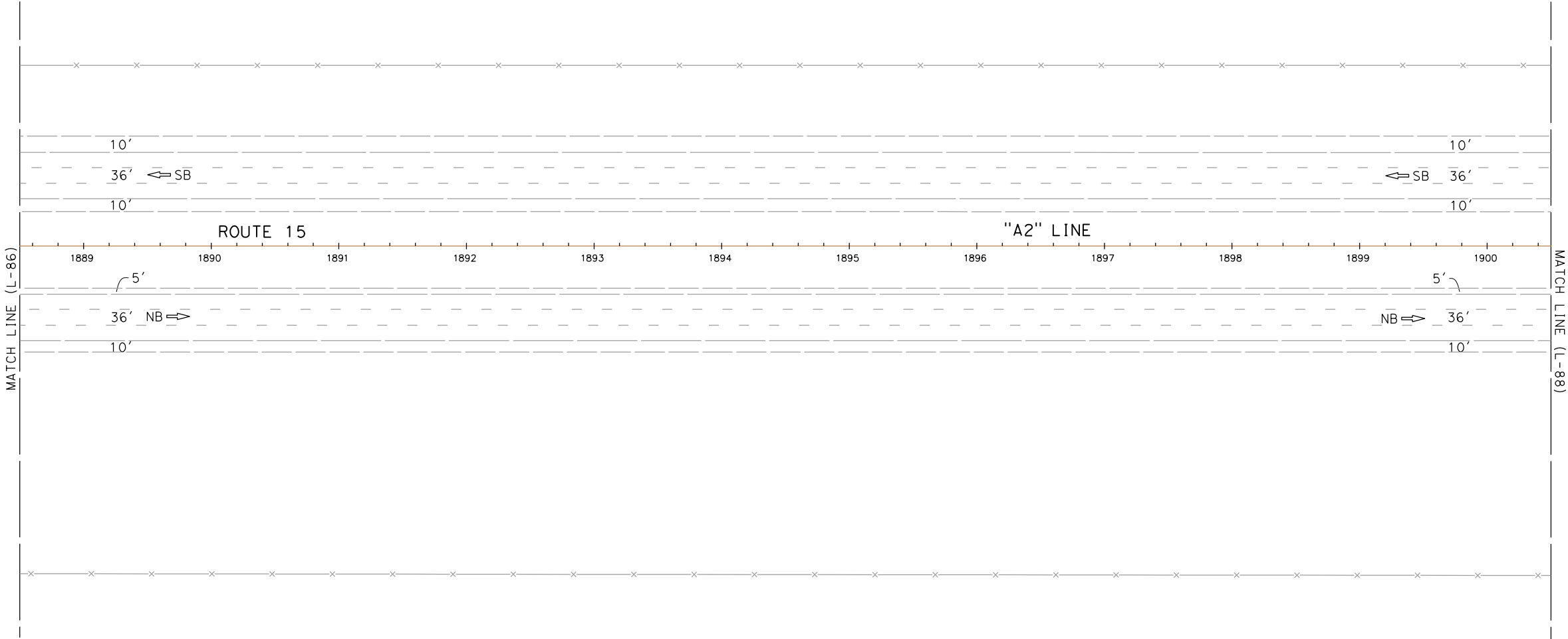
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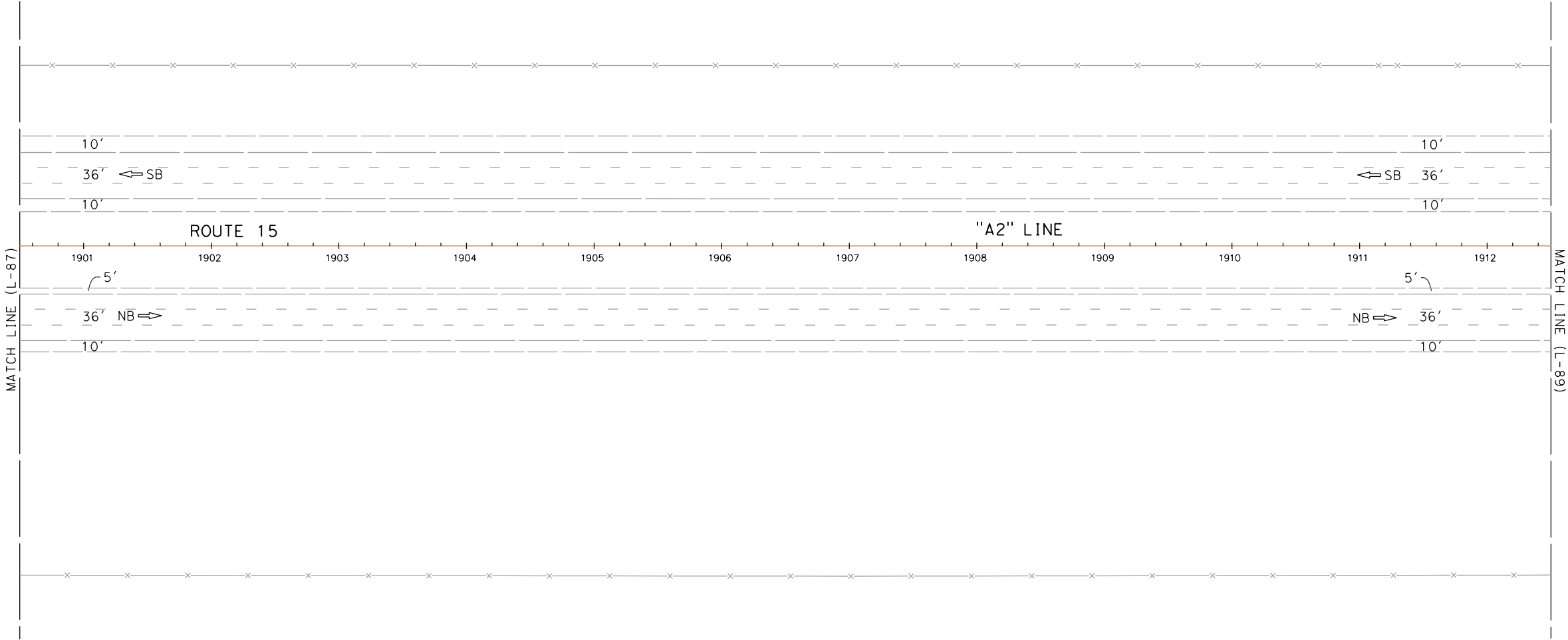
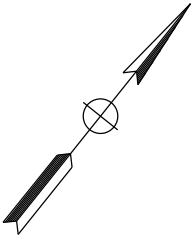
JIN SEOB KIM

No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA



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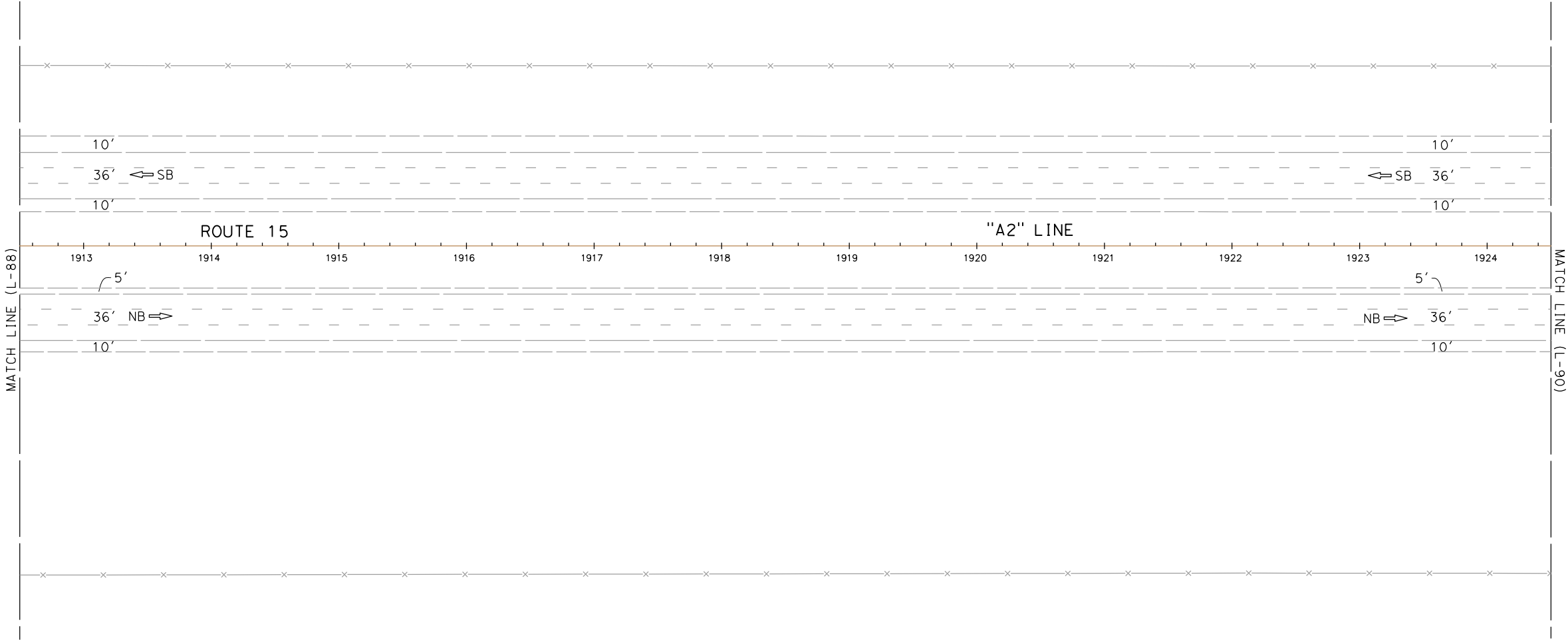
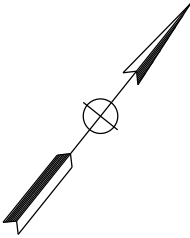
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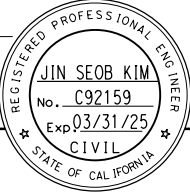
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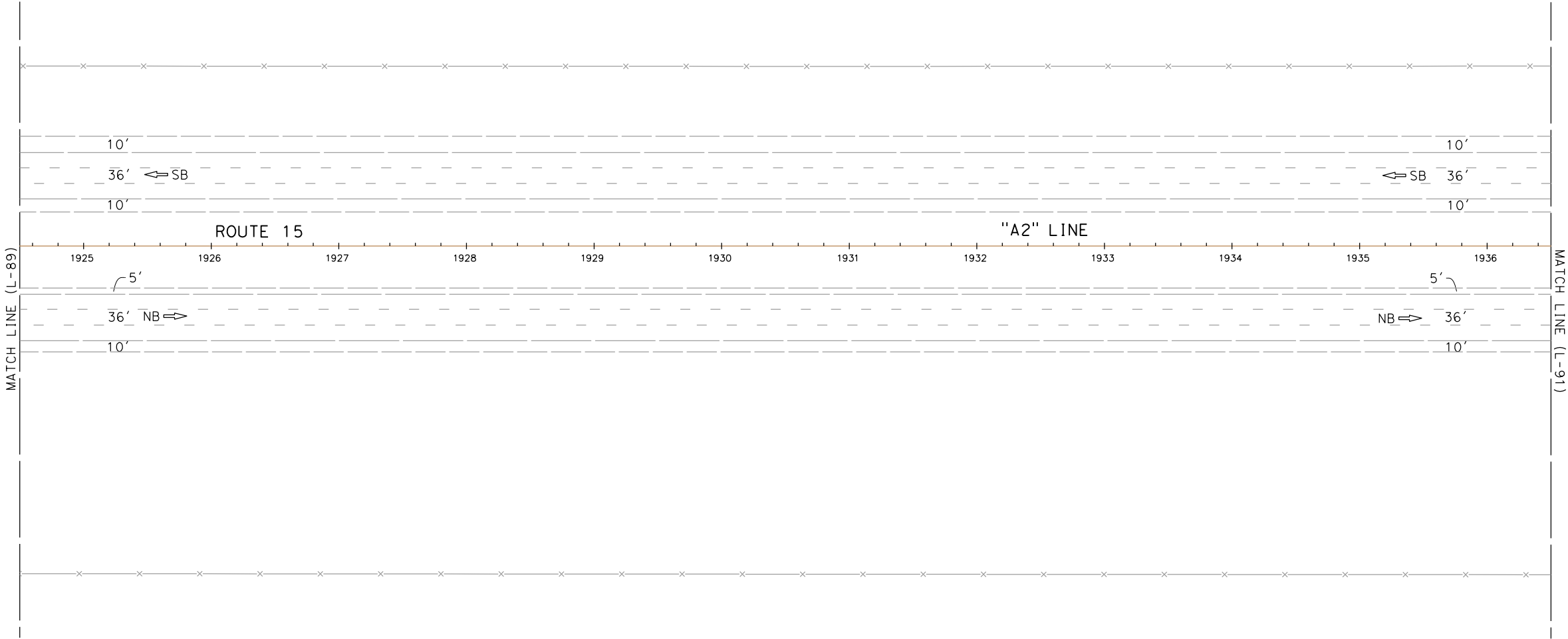
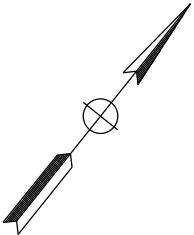
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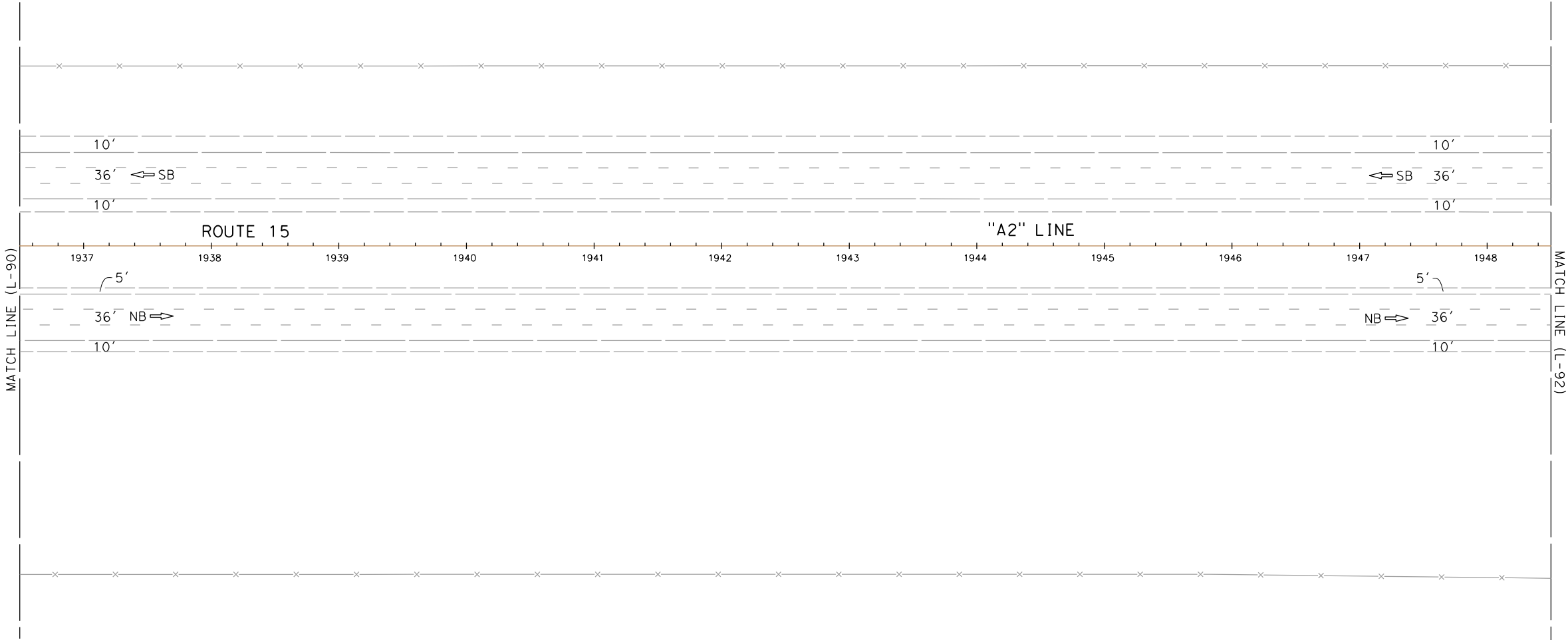
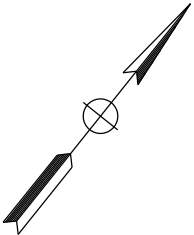
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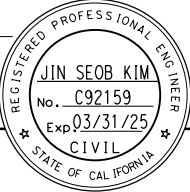
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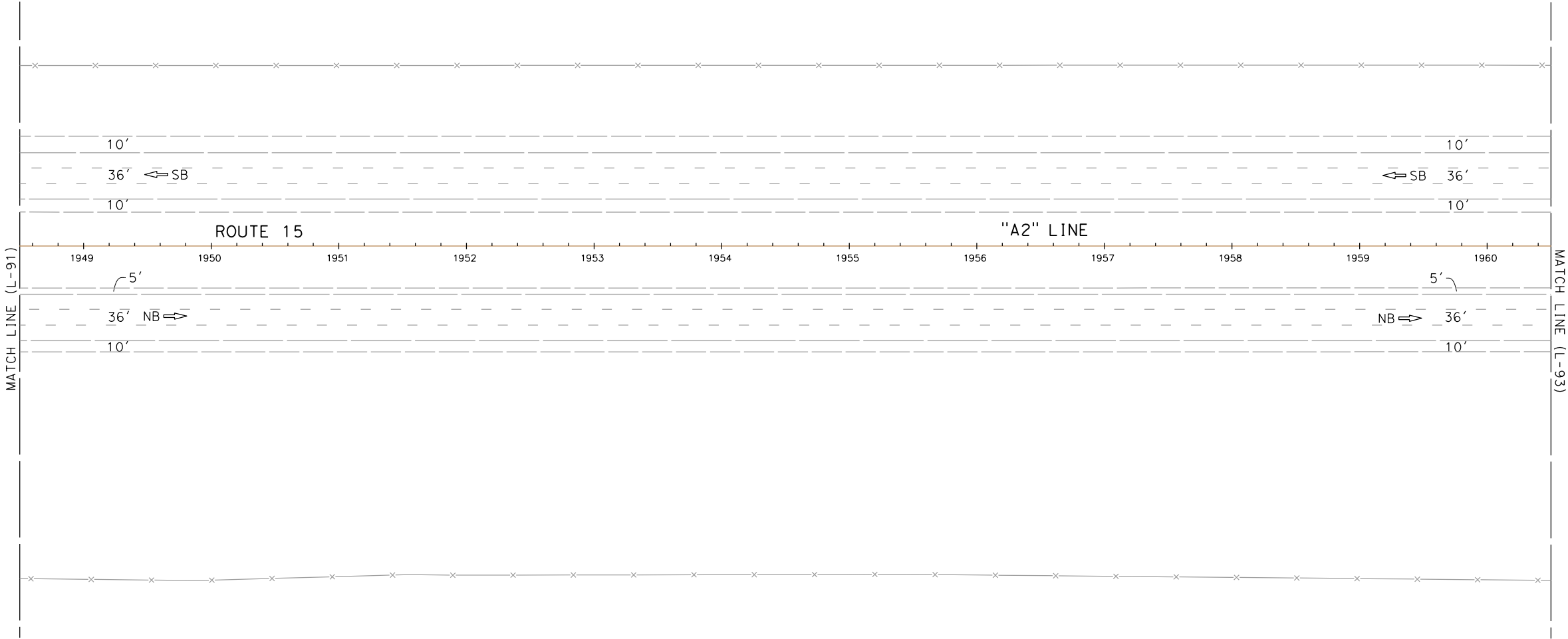
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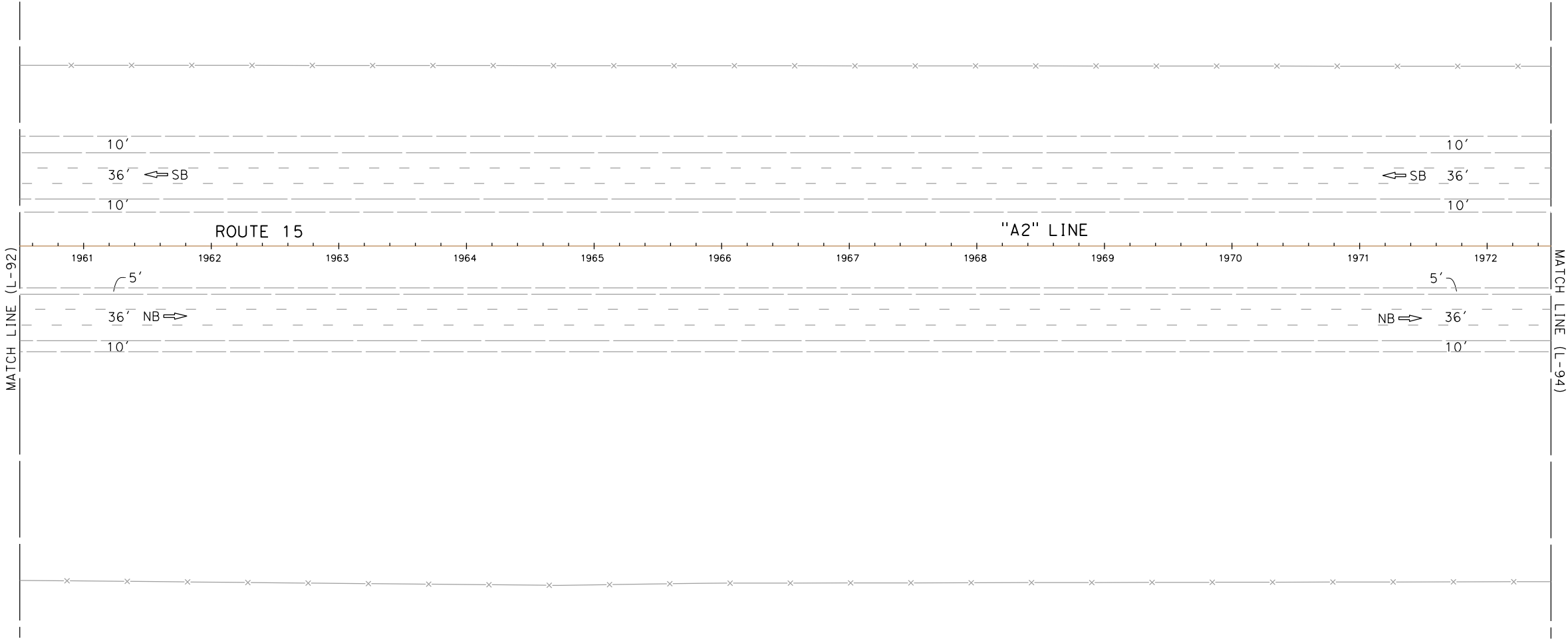
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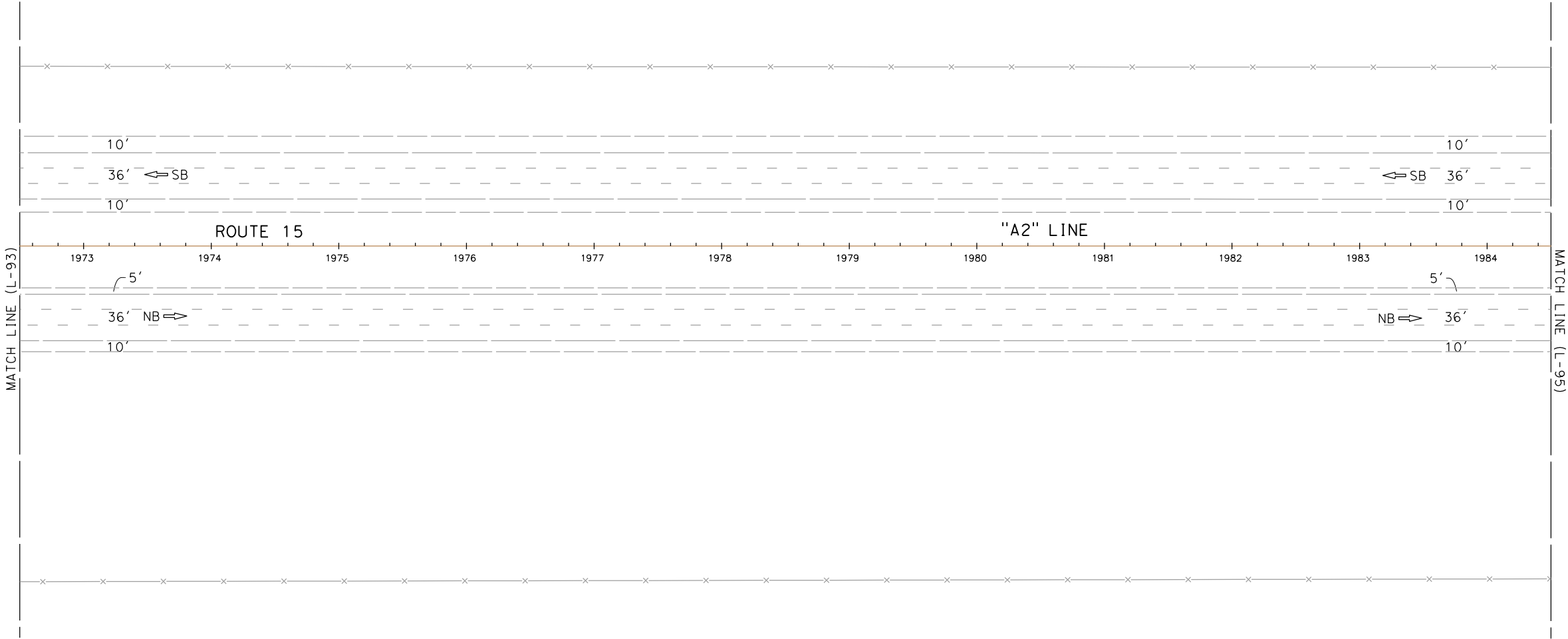
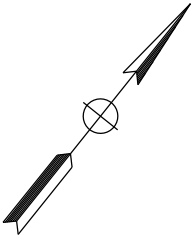
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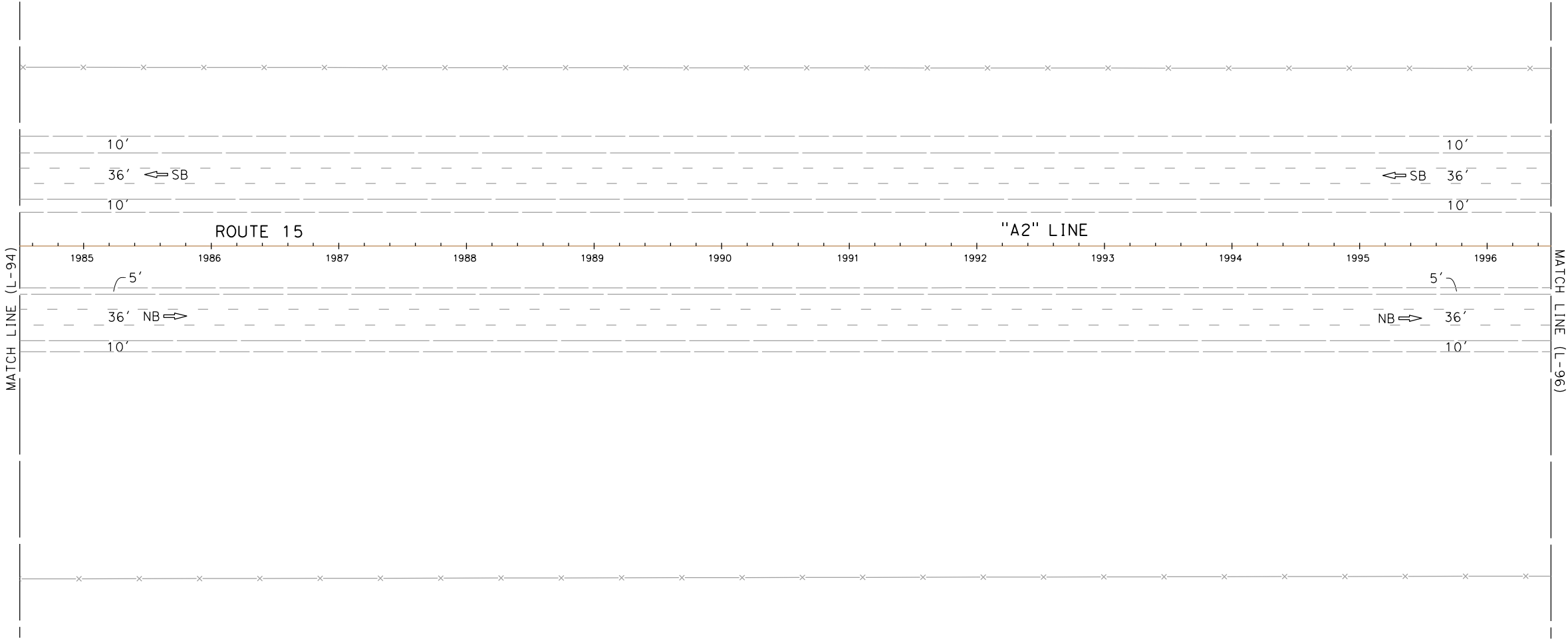
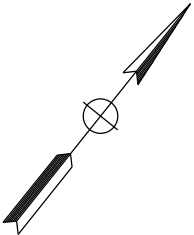
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No. C92159

Exp 03/31/25

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L-96

BORDER LAST REVISED 7/2/2010

USERNAME =>
DGN FILE => ...\\0819000152eq096.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

TIME PLOTTED => 10:36:38 AM

NOTE:
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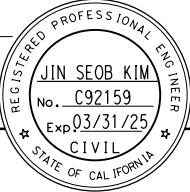
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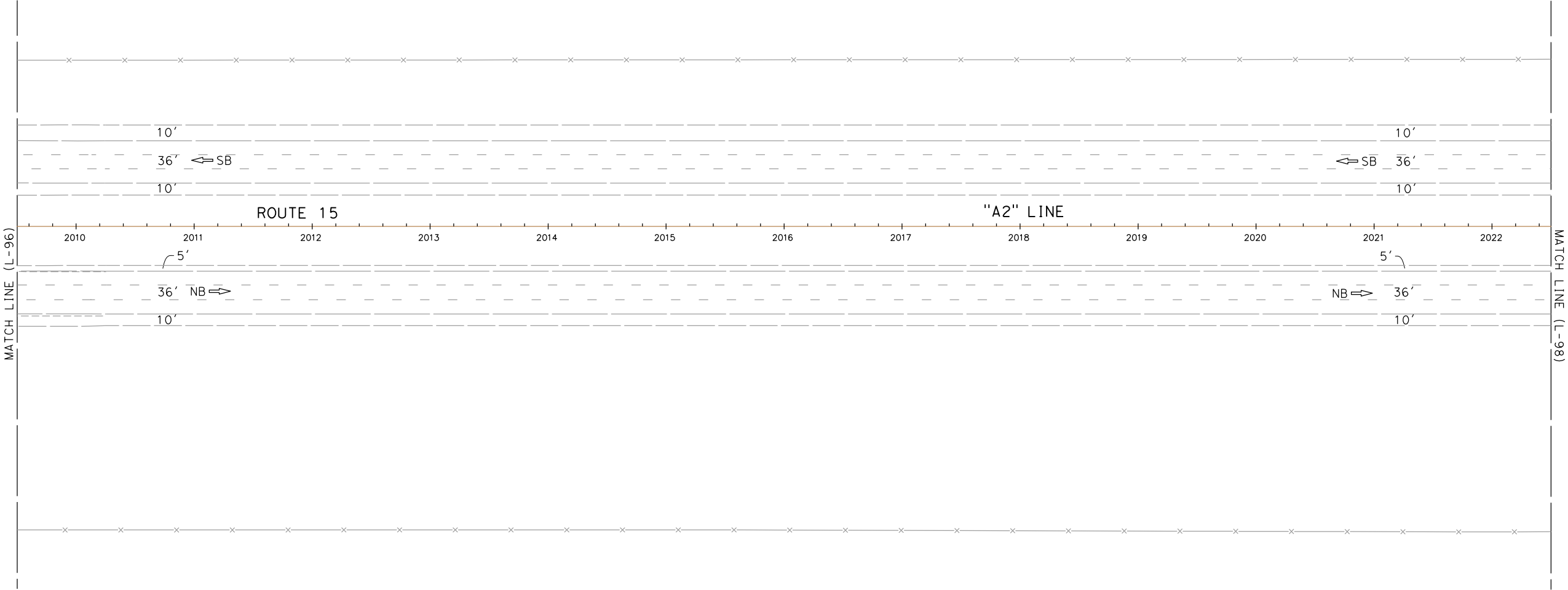
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LAYOUT
SCALE: 1" = 50'
L-97

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CIVIL

STATE OF CALIFORNIA

LAYOUT

SCALE: 1" = 50'

L-98

BORDER LAST REVISED 7/2/2010

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DGN FILE => ...\\0819000152eq098.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION | DATE PLOTTED => 3/27/2024
00-00-00 | TIME PLOTTED => 10:36:39 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



DESIGN

FUNCTIONAL SUPERVISOR

DANNY PHENG

CALCULATED-DESIGNED BY

CHECKED BY

CHUCK FAVEL

JIN KIM

REVISED BY

DATE REVISED

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CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'
L - 99

BORDER LAST REVISED 7/2/2010

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DGN FILE => ...\\0819000152eq099.dgn

RELATIVE BORDER SCALE
IS IN INCHES

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1

2

3

UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION
00-00-00

DATE PLOTTED => 3/27/2024

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



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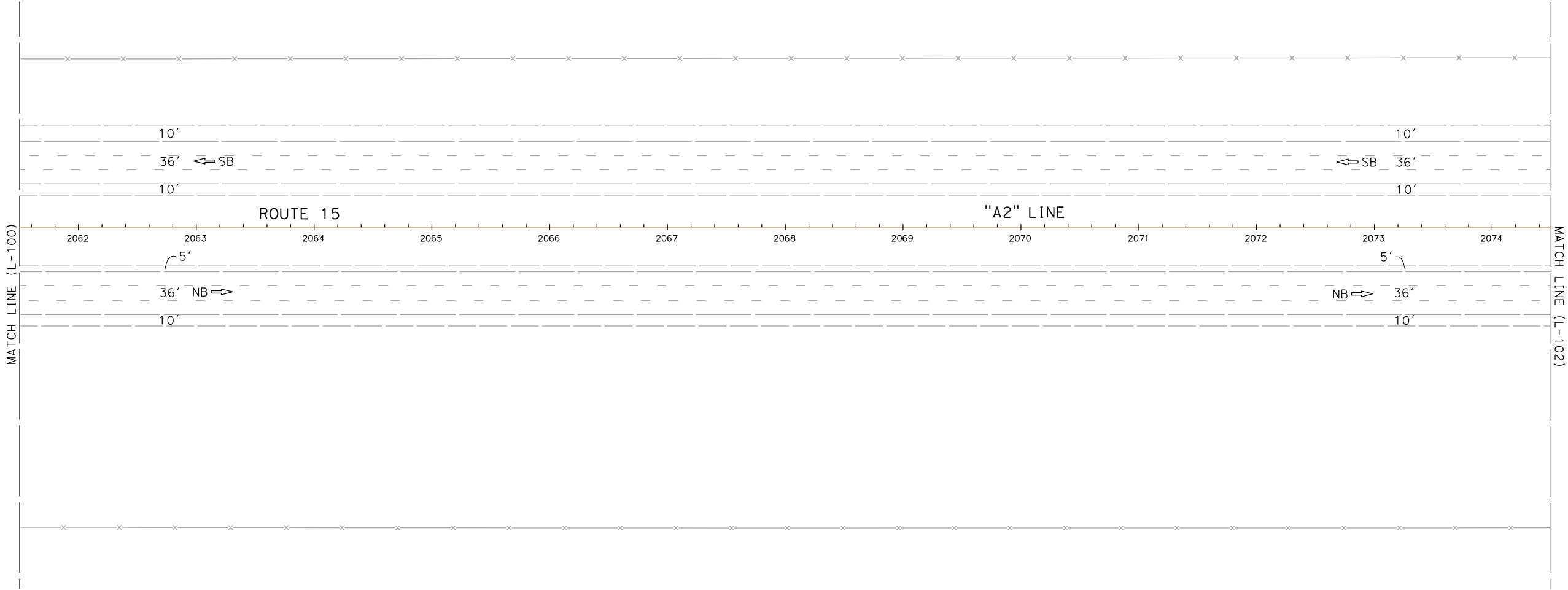
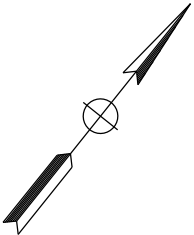
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LAYOUT
SCALE: 1" = 50'
L-101

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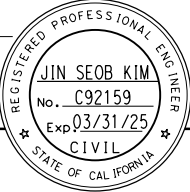
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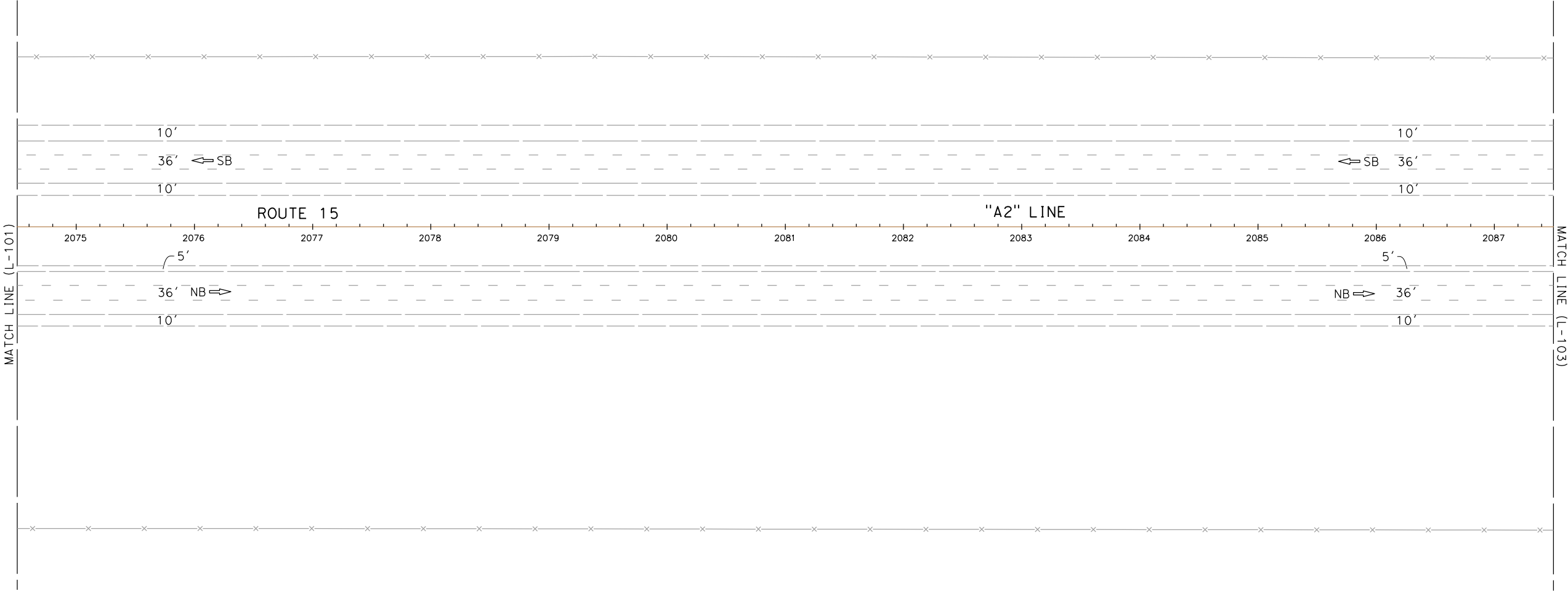
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CIVIL

STATE OF CALIFORNIA

MATCH LINE (L-102)

ROUTE 15

"A2" LINE

SB

NB

36'

10'

5'

2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100

LAYOUT

SCALE: 1" = 50'

L-103

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE
IS IN INCHES

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UNIT 0000

PROJECT NUMBER & PHASE

08190001521

LAST REVISION

DATE PLOTTED => 3/27/2024

00-00-00

TIME PLOTTED => 10:36:43 AM

Attachment D
Preliminary Cost Estimate

PROJECT

PAED COST ESTIMATE

EA: 1L150 PID: 0819000152

EA: 1L150

PID: 0819000152

District-County-Route: 08-SBD-15

PM: R121.0 - 144.0

Type of Estimate : Draft Project Report

Program Code : 201.121

Project Limits : In San Bernardino County, on Interstate 15 (I-15) near Baker 1 mile north of Basin Road Overcrossing to 5.5 miles north of East Baker Overcrossing

Project Description: Minor Pavement Rehabilitation formerly known as CAPM, guardrail upgrade, sign panel replacement, lighting rehabilitation, rock slope protection

Scope : The project scope includes 1) upgrade guardrails 2) replace ac dikes 3) restripe 4) replace/repair culverts 5) rock slope proection 6) sign panel replacement 7) lighting rehabilitation

Alternative : Programmable Project Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 41,400,400	\$ 46,391,216
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 41,400,400	\$ 46,391,216
TOTAL RIGHT OF WAY COST	\$ 201,400	\$ 201,400
TOTAL CAPITAL OUTLAY COSTS	\$ 41,602,000	\$ 46,593,000
PA/ED SUPPORT	\$ 2,329,000	\$ 2,329,000
PS&E SUPPORT	\$ 2,586,000	\$ 2,586,000
RIGHT OF WAY SUPPORT	\$ 65,000	\$ 65,000
CONSTRUCTION SUPPORT	\$ 5,391,000	\$ 5,931,000
TOTAL SUPPORT COST	\$ 10,371,000	\$ 10,911,000
TOTAL PROJECT COST	\$ 52,000,000	\$ 57,600,000

Programmed Amount

Date of Estimate (Month/Year) 6 / 2024

Estimated Construction Start (Month/Year) 8 / 2026

Number of Working Days = 164

Estimated Mid-Point of Construction (Month/Year) 4 / 2027

Estimated Construction End (Month/Year) 12 / 2027

Number of Plant Establishment Days

Estimated Project Schedule	
PID Approval	2/4/2021
PA/ED Approval	5/1/2024
PS&E	5/1/2025
RTL	12/1/2025
Begin Construction	8/6/2026

Estimate Concurred by: (909) 383-1026

Michael Ristic- Program AdvisorDatePhone

Estimate Concurred by: (909) 383-4580

Arm Abuehlhassan Project ManagerDatePhone

PROJECT COST ESTIMATE

EA: 1L150 PID: 0819000152

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 670,000
2	Pavement Structural Section	\$ 18,053,000
3	Drainage	\$ 350,200
4	Specialty Items	\$ 3,836,100
5	Environmental	\$ 656,100
6	Traffic Items	\$ 3,799,600
7	Detours	\$ -
8	Minor Items	\$ 1,368,300
9	Roadway Mobilization	\$ 2,873,400
10	Supplemental Work	\$ 1,892,400
11	State Furnished	\$ 1,639,200
12	Time-Related Overhead	\$ 862,000
13	Total Roadway Contingency	\$ 5,400,100
TOTAL ROADWAY ITEMS		\$ 41,400,400

Estimate Prepared By : Hung Do Pham 6/26/2024 (909) 501-8000
Hung D. Pham Date Phone

Estimate Reviewed By : Cat Quach 6/26/2024 (909) 501-9389
Cat Quach Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
170103	CLEARING & GRUBBING (LS)	LS	1	x	100,000	= \$	100,000
190185	SHOULDER BACKING	TON	10,000	x	25.00	= \$	250,000
198010	IMPORTED BORROW	CY	4,000	x	80.00	= \$	320,000

TOTAL EARTHWORK SECTION ITEMS	\$	670,000
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
390132	HOT MIX ASPHALT (TYPE A)	TON	0	x	135.00	= \$	-
390136	MINOR HOT MIX ASPHALT	TON	4,570	x	150.00	= \$	685,500
390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	71,000	x	155.00	= \$	11,005,000
394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	11,600	x	3.30	= \$	38,280
394074	PLACE HOT MIX ASPHALT DIKE (TYPE C)	LF	2,380	x	2.50	= \$	5,950
394075	PLACE HOT MIX ASPHALT DIKE (TYPE D)	LF	69,300	x	4.00	= \$	277,200
394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	4,460	x	3.00	= \$	13,380
397005	TACK COAT	TON	250	x	850.00	= \$	212,500
390095	REPLACE ASPHALT CONCRETE SURFACING	CY	8,520	x	380.00	= \$	3,237,600
398100	REMOVE ASPHALT CONCRETE DIKE	LF	123,000	x	3.30	= \$	405,900
398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	639,000	x	3.25	= \$	2,076,750
846051	12" RUMBLE STRIP (ASPHALT CONCRETE PAVEMENT)	STA	2,710	x	35.00	= \$	94,850

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	18,053,000
--	-----------	-------------------

SECTION 3: DRAINAGE

Item code	Unit	Quantity		Unit Price (\$)		Cost
710360 CLEANING, INSPECTING, AND PREPARING CULVERT (LF)	LF	630	x	35.00	= \$	22,050
710384 24" CURED-IN-PLACE PIPELINER	LF	480	x	300.00	= \$	144,000
710388 30" CURED-IN-PLACE PIPELINER	LF	150	x	1,000.00	= \$	150,000
723050 ROCK SLOPE PROTECTION (1/4 T, CLASS V, METHOD B)	CY	50	x	240.00	= \$	12,000
729011 ROCK SLOPE PROTECTION FABRIC (CLASS 8)	SQYD	70	x	30.00	= \$	2,100
XXXXXX ADDITIONAL DRAINAGE	LS	1	x	20,000.00	= \$	20,000

TOTAL DRAINAGE ITEMS	\$	350,200
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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	10,000.00	= \$	10,000
141120 TREATED WOOD WASTE	LB	425,000	x	0.50	= \$	212,500
153121 REMOVE CONCRETE (CY)	CY	150	x	180.00	= \$	27,000
510502 MINOR CONCRETE (MINOR STRUCTURE)	CY	296	x	2,000.00	= \$	592,000
832006 MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	21,500	x	35.00	= \$	752,500
832070 VEGETATION CONTROL (MINOR CONCRETE)	SQYD	12,800	x	80.00	= \$	1,024,000
016055 TRANSITION RAILING (TYPE AGT)	EA	49	x	6,000.00	= \$	294,000
8395XX END CAP (TYPE TC-M)	EA	8	x	450.00	= \$	3,600
839580 END ANCHOR ASSEMBLY (TYPE SFT-M)	EA	37	x	2,000.00	= \$	74,000
013815 ALTERNATIVE IN-LINE TERMINAL SYSTEM (TL-3)	EA	85	x	6,000.00	= \$	510,000
024261 CONCRETE BARRIER TYPE 60G MODIFIED	LF	490	x	300.00	= \$	147,000
839752 REMOVE GUARDRAIL	LF	20,500	x	9.00	= \$	184,500

TOTAL SPECIALTY ITEMS	\$	3,836,100
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Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200).

[Link to Design Memo.](#)

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

Item code	Unit	Quantity		Unit Price (\$)		Cost
800XXX Biological Mitigation (on-site)	LS	1	x	228,000.00	= \$	228,000
80010X Temporary Tortoise Fence	LS	1	x	38,000.00	= \$	38,000
80010X High Visibility Temporary Fence	LS	1	x	7,800.00	= \$	7,800
<i>Subtotal Environmental Mitigation</i>						\$ 273,800

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity		Unit Price (\$)		Cost
XXXXXXX Some Item	Unit		x		= \$	-
<i>Subtotal Landscape and Irrigation</i>						\$ -

5C - EROSION CONTROL

Item code	Unit	Quantity		Unit Price (\$)		Cost
XXXXXXX SOME ITEM	Unit					
210010 Move-In/Move-Out (Erosion Control)	EA	5	x	1000.00	= \$	5,000
210430 Hydroseed	LS	1	x	85000.00	= \$	85,000
<i>Subtotal Erosion Control</i>						\$ 90,000

5D - NPDES

Item code	Unit	Quantity		Unit Price (\$)		Cost
130100 JOB SITE MANAGEMENT	LS	1	x	126,000.00	= \$	126,000
130301 STORM WATER POLLUTION PREVENTION PLAN (SWPPF)	LS	1	x	10,000.00	= \$	10,000
130330 STORMWATER ANNUAL REPORT	EA	2	x	2,000.00	= \$	4,000
130560 TEMPORARY SOIL BINDER	SQYD	35,000	x	0.75	= \$	26,250
130620 TEMPORARY DRAINAGE INLET PROTECTION	EA	110	x	200.00	= \$	22,000
130640 TEMPORARY FIBER ROLL	LF	18,000	x	4.00	= \$	72,000
130650 TEMPORARY GRAVEL BAG BERM	LF	2,000	x	10.00	= \$	20,000
130900 TEMPORARY CONCRETE WASHOUT	LS	1	x	12,000.00	= \$	12,000
<i>Subtotal NPDES</i>						\$ 292,250

TOTAL ENVIRONMENTAL	\$ 656,100
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Supplemental Work for NPDES

066595 WATER POLLUTION CONTROL MAINTENANCE SHARING	LS	1	x	7,000.00	= \$	7,000
066596 ADDITIONAL WATER POLLUTION CONTROL	LS	1	x	6,000.00	= \$	6,000
<i>Subtotal Supplemental Work for NDPS</i>						\$ 13,000

*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
820710	FURNISH LAMINATED PANEL SIGN (1"-TYPE A)	SQFT	420	x	32.00	= \$	13,440
820720	FURNISH LAMINATED PANEL SIGN (1"-TYPE B)	SQFT	800	x	36.00	= \$	28,800
872131	MODIFYING LIGHTING SYSTEMS	LS	1	x	280,000.00	= \$	280,000
872135	MODIFYING TRAFFIC MONITORING STATIONS	LS	1	x	120,000.00	= \$	120,000
Subtotal Traffic Electrical							\$ 442,240

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
120090	CONSTRUCTION AREA SIGNS	LS	1	x	50,000.00	= \$	50,000
810120	REMOVE PAVEMENT MARKER	EA	6,550	x	1.00	= \$	6,550
810190	GUARD RAILING DELINEATOR	EA	600	x	35.00	= \$	21,000
810230	PAVEMENT MARKER (RETROREFLECTIVE)	EA	6,550	x	7.00	= \$	45,850
820270	REMOVE ROADSIDE SIGN (WOOD POST)	EA	7	x	250.00	= \$	1,750
820360	REMOVE SIGN PANEL	EA	3	x	300.00	= \$	900
820840	ROADSIDE SIGN - ONE POST	EA	6	x	400.00	= \$	2,400
820850	ROADSIDE SIGN (TWO-POST)	EA	8	x	600.00	= \$	4,800
820890	INSTALL SIGN PANEL ON EXISTING FRAME	SQFT	420	x	33.00	= \$	13,860
820790	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	SQFT	40	x	25.00	= \$	1,000
840516	THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	3,600	x	5.00	= \$	18,000
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	441,950	x	2.10	= \$	928,095
846013	12" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	7,520	x	3.16	= \$	23,763
847200	REMOVE 6" TRAFFIC STRIPE	LF	4,800	x	1.00	= \$	4,800
847218	6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY)	LF	3,200	x	11.00	= \$	35,200
847222	6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY) (BROKEN 36-12)	LF	1,600	x	6.00	= \$	9,600
Subtotal Traffic Signing and Striping							\$ 1,167,568

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
120204	RADAR SPEED FEEDBACK SIGN SYSTEMS	EA	330	x	130.00	= \$	42,900
128651	PORTABLE CHANGEABLE MESSAGE SIGN	EA	8	x	6,000.00	= \$	48,000
Subtotal Traffic Management Plan							\$ 90,900

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
014105	TEMPORARY CRASH CUSHION (TL-3)	EA	58	x	5500.00	= \$	319,000
120320	TEMPORARY BARRIER SYSTEM	LF	11,600	x	35.00	= \$	406,000
120100	TRAFFIC CONTROL SYSTEM	LS	1	x	1230000	=	\$1,230,000
120103	STATIONARY IMPACT ATTENUATOR VEHICLE	DAY	164	x	750.00	= \$	123,000
120165	CHANNELIZER (SURFACE MOUNTED)	EA	520	x	40.00	= \$	20,800
Subtotal Stage Construction and Traffic Handling							\$ 2,098,800
TOTAL TRAFFIC ITEMS							\$ 3,799,600

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXXX SOME ITEM	LS	x	= \$	-
TOTAL DETOURS				\$ -

SUBTOTAL SECTIONS 1 through 7 \$ 27,365,000

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

ADA ITEMS

0.0% \$ -

8C - Other Minor Items

OTHER MINOR ITEMS

5.0% \$ 1,368,250

8D - Temporary BMPs

TEMPORARY BMPS

0.0% \$ 12,998

8E - Permanent BMPs

TEMPORARY BMPS

1.2% \$ 328,380

Total of Section 1-7 \$ 27,365,000 x 5.0% = \$ 1,368,250

TOTAL MINOR ITEMS \$ 1,368,300

SECTIONS 9: ROADWAY MOBILIZATION

*

999990 TOTAL SECTION 1-8 \$ 28,733,300 x 10% = \$ 2,873,330

TOTAL ROADWAY MOBILIZATION \$ 2,873,400

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066070 MAINTAIN TRAFFIC	LS	1	x 82,500.00 = \$	82,500
066094 VALUE ANALYSIS	LS	1	x \$10,000 \$	10,000.00
066393 HOT MIX ASPHALT SMOOTHNESS INCENTIVE	LS	1	x 234,000.00 = \$	234,000
066610 PARTNERING	LS	1	x 50,000.00 = \$	50,000
066670 PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS	LS	1	x 331,000 = \$	331,000
066861 MAINTAIN EXISTING ELECTRICAL SYSTEM	Unit	1	x 15,000.00 = \$	15,000
066919 DISPUTE RESOLUTION BOARD	LS	1	x 7,500.00 = \$	7,500

Cost of **NPDES** Supplemental Work specified in Section 5D = \$ 13,000

Total Section 1-8 \$ 28,733,300 4.0% = \$ 1,149,332

TOTAL SUPPLEMENTAL WORK \$ 1,892,400

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	RESIDENT ENGINEERS OFFICE	LS	1	x	397,000.00	=	\$397,000
066063	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATI	LS	1	x	10,000.00	=	\$10,000
066062	COZEEP CONTRACT	LS	1	x	656,000.00	=	\$656,000
066916	ANNUAL CONSTRUCTION GENERAL PERMIT FEES	LS	1	x	1,480.00	=	\$1,480
XXXXXX	SOME ITEM	Unit		x		=	\$0
Total Section 1-8		\$	28,733,300		2%	= \$	574,666
TOTAL STATE FURNISHED							\$1,639,200

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$28,733,300	(used to calculate total TRO)
Total Construction Cost (excluding TRO and Contingency)	\$35,138,300	(used to check if project capital cost is greater than \$5 million including contingency)
Estimated Time-Related Overhead (TRO) Percentage (0% to 10%)	=	3%

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	TIME-RELATED OVERHEAD	WD	164	X	\$5,256	=	\$862,000
TOTAL TIME-RELATED OVERHEAD							\$862,000

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)	0%	\$0
Additional or Residual Contingency	(for Unknown/Undefined Risks)	15%	\$5,400,045
Total Section 1-12	\$ 36,000,300	x 15%	= \$5,400,045
TOTAL CONTINGENCY*			\$5,400,100

II. STRUCTURE ITEMS

Bridge 1					
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	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

Building 1					
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building 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 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	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$0
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TOTAL COST OF BUILDINGS	\$0
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Time-Related Overhead	10%	\$0
STRUCTURES MOBILIZATION	10%	\$0
STRUCTURES CONTINGENCY*	25%	\$0

TOTAL COST OF STRUCTURES	\$0
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Estimate Prepared By:XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

Date

PROJECT COST ESTIMATE

EA: 1L150 PID: 0819000152

III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$	0	\$ 0
	A2)	Acquisition of Offsite Mitigation	\$	145,000	\$ 145,000
	A3)	Railroad Acquisition	\$	0	\$ 0
B)	B1)	Utility Relocation (State Share)	\$	0	\$ 0
	B2)	Potholing (Design Phase)	\$	5,000	\$ 5,000
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$	0	\$ 0
D)		RAP and/or Last Resort Housing	\$	0	\$ 0
E)		Clearance & Demolition	\$	0	\$ 0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0	\$ 0
G)		Title and Escrow	\$	0	\$ 0
H)		Project Permit Fees	\$	51,329	\$ 51,329
I)		Condemnation Settlements <u>0%</u>	\$	0	\$ 0
J)		Design Appreciation Factor <u>0%</u>	\$	0	\$ 0
K)		Utility Relocation (Construction Cost)	\$	0	\$ 0

L) **TOTAL RIGHT OF WAY ESTIMATE \$201,400**

M) **TOTAL R/W ESTIMATE: Escalated \$201,400**

N) **RIGHT OF WAY SUPPORT \$65,000**

Support Cost Estimate
Prepared By _____ Project Coordinator¹ _____ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² _____ Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ _____ Phone _____

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

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

Attachment E
Category Assignment Approval

Memorandum

*Making Conservation
a California Way of Life.*

To: JAMAL ELSALEH
DEPUTY DISTRICT DIRECTOR
DESIGN

Date: June 29, 2020

File: 08-SBd-15-PM 120.0/144.0
Minor Pavement
Rehabilitation
EA 1L150K/0819000152
201.121 & 201.170

From:  MATTHEW MAESTAS
Office Chief
Pre-Programming/Engineering Studies

Subject: **REQUEST FOR CATEGORY 4B APPROVAL**

A Project Initiation Report (PIR) is being prepared for the above multi-objective project on Interstate 15 (I-15) near the City of Barstow from Razor Road overcrossing to 5.5 miles north of east Baker overcrossing in San Bernardino County. The following work with pavement as the anchor asset, is being proposed:

- Mill and overlay pavement
- Restore culverts
- Upgrade guardrails
- Replace Aggregate Concrete (AC) dikes
- Restriping (All lanes)
- Restore Culverts
- Sign panel and lighting rehabilitation

In accordance with Chapter 8, section 5 of the Project development Procedures Manual, your approval is requested to assign the above-referenced project to Category 4B.

Category 4B is recommended based on the following project considerations:

1. This project has minimal economic, social and environmental significance and does not increase traffic capacity.
2. The environmental document is an Initial Study/Categorical Exclusion (IS/CE)

Approved by:


JAMAL ELSALEH
Deputy District Director
Design

6/29/2020

Date

Attachment F
Project Initiation Proposal
(PIP)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT INITIATION PROPOSAL (PIP)
DIVISION OF TRANSPORTATION PLANNING
Rev 12/22/2018

Date	4/24/2019	
	URBAN	RURAL
DISTRIBUTION %	0	100

SECTION 1: PROJECT INFORMATIONPIP # **4646**

EA		SHOPP ID			PPNO		EFIS ID		
1L150		20071			3015J		0819000152		
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
A	08	SBD	15		124.2			137.2	
S1	08	SBD	15		120.0			144.0	
S2	08	SBD	15		120.0			144.0	

NOTE A: FOR ADDITIONAL POSTMILES, USE PAGE 2 OF FORM. DO NOT USE "VARIOUS"

PROJECT NICKNAME

SBD 15 CAPM PAVEMENT

LOCATION DESCRIPTION

NEAR BARSTOW FROM RASOR ROAD OC TO 5.5 MILES N/O EAST BAKER OC

WORK DESCRIPTION

CAPM pavement, rehabilitating lighting & sign panel replacement

Assignments

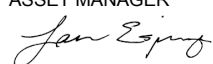
PROJECT MANAGER (PM) Prakash Gowda	DES-TECH. LIAISON ENGINEER (TLE)
DISTRICT ASSIGNMENT	PROJECT ENGINEER/DESIGN MANAGER

SECTION 2: RESOURCE ESTIMATE FOR K-PHASE

FY	DISTRICT (PYs)	DES (PYs)	TOTAL (PYs)
19/20	1.20		1.20
GRAND TOTAL	1.20		1.20

NOTE B: FOR ADDITIONAL K-PHASE RESOURCE BREAKDOWN, USE PAGE 2 OF FORM

SECTION 3: SIGNATURE BLOCK

PROGRAM ADVISOR/NOMINATION COORDINATOR  Catherine Barron	DATE 6/12/2019
DISTRICT ASSET MANAGER  Laura Espinoza	DATE 5/17/2019
	DATE

SECTION 4: PROJECT INITIATION DOCUMENT (PID)

SHOPP ☒ MAJOR ☐ Long Lead	NON-SHOPP
ACTIVITY CATEGORY Pavement	Caltrans ☐ Oversight
10 YEAR SHOPP PLAN 2017	Funding
PROPOSED SHOPP CYCLE 2022	☐ Maintenance
PID CYCLE 2022	Program
PID TYPE PIR LEVEL 2	☐ A&E/ CONSULTANTS
☐ Stand Alone ☒ Multi-Asset NOTE C: FOR ADDITIONAL SATELLITES, USE PAGE 2 OF FORM	

Assets	Program	Performance	Class	Quantities	Unit
Anchor (A)	SHOPP	201.121 Pavement		51.4	LM
Satellite (1)	SHOPP	201.170 Lighting		12	EA
Satellite (2)	SHOPP	201.170 Sign Panel		8	EA
Satellite (3)					

SECTION 5: PRELIMINARY PROJECT SCHEDULE

M000 BEGIN PID 10/14/2019	☐ Accelerated PID ☒ SB 1 (3290)
M03 BEGIN FUNCT PID COMPONENTS 12/2/2019	TARGET RTL FY 2024/25
M006 DRAFT FOR DIST CIRC & REVIEW 3/13/2020	CTC MEETING SCHEDULE
M009 FINAL DRAFT FOR EXEC REVIEW 4/17/2020	
M010 APPROVE PID 5/15/2020	

SECTION 6: PRELIMINARY COST ESTIMATE (x1000)

NOTE THAT ALL COSTS ARE ESCALATED	CONST. CAP		R/W CAP	
	ROADWAY	STRUCTURE	R/W CAP	
CONST. CAPITAL	\$32,257		\$20	
	PA&ED	PS&E	CONST.	R/W
SUPPORT	\$927	\$1,891	\$3,472	\$63
	R/W CAP	CONST CAP	SUPPORT	TOT. COST
TOTAL PROJ COST	\$20	\$32,257	\$6,353	\$38,630

Environmental Assumption	Right of Way Assumption
CEQA ☐ NEPA ☐	☐ RR ☐ ADA ☐ UTIL ☐ ACQUISITION
RISKS & ASSUMPTIONS	

SECTION 7: ATTACHMENTS

☒ TPSIS	☒ SHOPP PERFORMANCE MEASURES REPORT (TYP)
☐ EXEC COOP	☒ CONCEPTUAL COST ESTIMATE
☐ PHOTOS	
☐ LAYOUT	☒ VICINITY MAP  OTHER:
	☐ TYP X-SECTION

[illegible]

M015 PROGRAM PROJECT
M020 BEGIN ENVIRON
M200 PA&ED
M460 RTL
7/1/2024
M500 APPROV
M600 CCA

District Functional Units	Hours	PY's
TOTAL DISTRICT (PYs)		

Assets	Program	Performance	Class	Quantities	Unit
Satellite (4)					
Satellite (5)					
Satellite (6)					
Satellite (7)					
Satellite (8)					
Satellite (9)					
Satellite (10)					
Satellite (11)					
Satellite (12)					

Page 2

Attachment G
Project Initiation Report
(PIR)
(Signed Cover Sheet)

Project Initiation Report
To
Request Programming in the 2022 SHOPP

On Route Interstate 15
Between Basin Rd OC
And 5.5 Miles N/O East Baker OC

APPROVAL RECOMMENDED:

Xiao Zhang
AS _____
XIAO ZHANG, PROJECT MANAGER

APPROVAL RECOMMENDED:

Ray I. Dessel

RAY I. DESSELLE, DEPUTY DISTRICT DIRECTOR PLANNING

APPROVED:

Michael D. Beauchamp

MICHAEL D. BEAUCHAMP, DISTRICT DIRECTOR

02/04/2021

DATE

Attachment H
Initial Site Assessment (ISA) Checklist

INITIAL SITE ASSESSMENT (ISA) CHECKLISTDATE: **10/23/23**Description of Work:

Revision #1: Reason for revision are due to the following changes:

1) Starting limit change from PM R120.0 to PM R121.0.

2) Updated Project Description:

This is a multi-asset project with minor pavement rehabilitation consisting of 0.15' mill and 0.25' overlay and 2' shoulder backing on each side of the roadway on mainline, shoulders and on/off ramps, from PM R124.4 to PM R137.2. Project asset from PM R121.0 to PM 144.0 are the following:

- Upgrade guard rails
- Replace AC dikes
- Restriping (All Lanes)
- Replace/repair 6 culverts
- Rock Slope Protection with approximate dimension of 45 CY (subject to change) and guardrail installation at PM R137.67
- 18 Sign panels (type 11) that will be upgraded to the current standard
- Rehabilitate 12 Freeway Lighting Type 10, 15, 30, and 31.

All work will be performed within the existing Caltrans right of way.

Original ESR Project Description:

This is a multi-asset project with minor pavement rehabilitation consisting of 0.15' mill and 0.25' overlay and 2' shoulder backing on each side of the roadway on mainline, shoulders and on/off ramps, from PM R124.4 to PM R137.2, as the anchor asset. Satellite assets from PM R120.0 to PM 144.0 are the following:

- Upgrade guard rails
- Replace AC dikes
- Restriping (All Lanes)
- Replace/repair 6 culverts
- Rock Slope Protection and guardrail installation at PM R137.67
- Sign panel replacement
- Lighting rehabilitation

All work will be performed within the existing Caltrans right of way.

Project Engineer

Danny PhengTelephone: 909 501-9389

Environmental Coordinator

Kourtney GravesTelephone: 909 472-1362

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.

1. Project Features: New R/W? **NO** Excavation? **NO** Railroad Involvement? **NO**
Structure Demolition/Modification? **NO** Utility Relocation? **NO**

2. Current Land Uses: Existing State Route
Adjacent Land Uses: Highways
(Industrial light industry, commercial, agriculture, residential, other)
3. 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? IF YES, DESCRIBE SITE: _____
4. _____

PROJECT INFORMATION:

District 8 County SBD Route 15 Postmile 120-144 EA 1L150 PN 08190001525. Conduct Field Inspection GeoTracker, EnviroStor Date 10/23/23**Storage Structures/Pipelines:**

USTs	<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	<u>N/A</u>		

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	<u>N/A</u>

Hazardous Materials: (asbestos, lead, etc.)

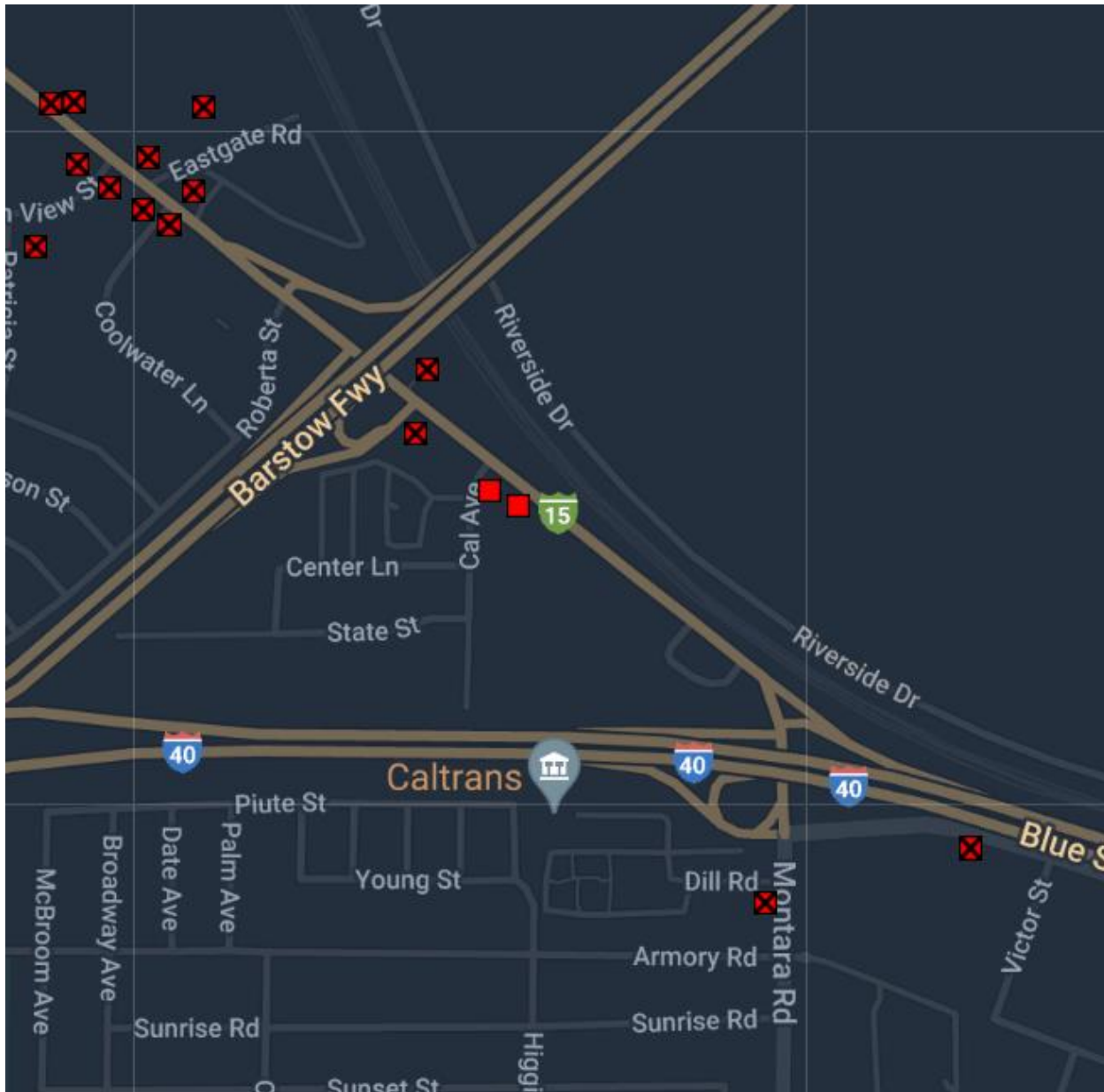
Buildings	<u>NO</u>
Sprayed-on	<u>NO</u>
Fireproofing	
Pipe Wrap	<u>NO</u>
Friable Tile	<u>NO</u>
Acoustical Plaster	<u>NO</u>
Serpentine	<u>NO</u>
Paint	<u>NO</u>
Other	<u>N/A</u>

Other comments and/or observations:

Use 84-9.03B

ISA DETERMINATION:Does the project have potential hazardous waste involvement? LOW RISKIf 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:***Donald Cheng***DATE:** 10/23/23

Hazardous Waste Coordinator



E-Z SERVE #100825 (FORMER) (T0607100670)

1700 MAIN ST E
BARSTOW, CA 92311

TERRIBLE HERBST STATION # 74 (T0607100946)

1710 MAIN STREET E
BARSTOW, CA 92311

Attachment I
Traffic Management Plan
(TMP)

TMP Elements	EA #/ID#	1L150/0819000152	Date	1/2/2024
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 Emily Leinen. Procedure is in the file under 3- TMP matters	Estimated Cost
	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.	

\$ 10,000

- 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."

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 ☒ Lane Closure System Website
- 2.3 ☒ Caltrans Highway Information Network (CHIN)
- 2.4 ☐ Portable Radar Speed Feedback Sign System Day BEES 120204 (approx. EA @ \$50,000)
- 2.5 ☐ Bicycle and pedestrian information, e.g. Detour maps
- 2.6 ☐ Automated Workzone Information System (AWIS) BEES 120105

Section 2 Total	\$ -
------------------------	------

3 Incident Management

TMP Elements	EA #/ID#	1L150/0819000152	Date	1/2/2024
---------------------	----------	------------------	------	----------

- 3.1 ☐ CHP's Construction or Maintenance Zone Enhanced Enforcement Program – COZEED or MAZEED. 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 COZEED: To protect active closures

# of days	hours/day	CHP vehicles	# of officers.	Rate/Hr.
0	0	1	1	\$ 190

\$ -

Night COZEED: To protect active closures

# of nights	hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.
130	8	1	2	\$ 190

\$ 395,200

- 3.2 ☐ **Tow Truck Service for Construction**
BEES 120100 - Traffic Control System

\$/hr./truck

\$70

A For service within the regular Tow Truck hours

# of trucks	# of days	Hours per day

\$0

B For service outside the regular Tow Truck hours

# of trucks	# of days	Hours per day

\$0

Section 3 Total	\$ 395,200
-----------------	------------

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.

- ☒ Day
- ☒ Night
- ☒ Weekend

- 4.2 Expected facility closures and requirements

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

*Consult with TMP developer and the DTM regarding COZEED & 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 ☐ BEES 066008 Incentives
- 4.4 ☒ Strictly enforce construction CPM schedule
- 4.5 ☒ 10-Min. Delay Penalty Contact DTM at 909-838-6262 for 10 Min. Delay Penalty Calculations.

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

5 Demand Management (DM)

Project team needs to coordinate with RCTC/SBCTA

- 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

TMP Elements	EA #/ID#	1L150/0819000152	Date	1/2/2024
---------------------	----------	------------------	------	----------

through the contractor.

Instead of a co-op, the local agency will make their own arrangements with RCTC/SBCTA.

PA/CL or local agency need to inform commuters through RCTC/SBCTA. 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

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.

- 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 COZEPP)
- 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

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

TMP Estimate					
Developed by	William Uribe	EA#/ID#	1L150/0819000152	Date	1/2/2024
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				\$395,200	
4. Construction Strategies				\$0	
5. Demand Management (DM)				\$0	
6. Alternate Route Strategies				\$0	
Total TMP Estimate				\$ 405,200	

Attachment J
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: March 15, 2024 Revised
File: 08-SBd 15 PM – R121.0/144.0
Project: Pavement Rehabilitation
E.A./P.N.: 1L1500 / 0819000152

We have completed an estimate of the right of way costs for the above-referenced project based on the request received on **October 10, 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 and NPS are affected within project limits. State has rights as shown in record maps 52405, 52501 and 52502.

Right of Way Engineering will require a minimum of 0 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping (M224).

Right of Way will require a minimum of 6 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
[XX] M.C.C.E.

EVNT RW	_____
COST RW1 - 6	_____
TEXT TI	_____
SCAN	03/19/24
CLASS	_____
AGRE	_____
TPRC	_____

RIGHT OF WAY DATA SHEET

Pavement Rehabilitation

1L1500 / 0819000152

(Form #)

Current 9-Phase Programming: \$ 79,000.00

1. Right of Way Cost Estimate:

	Value
A. Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Permits to Enter	\$ 0.00
Railroad	\$ 0.00
Federal Lands – Special Use	\$ 0.00
B. Acquisition of Offsite Mitigation.	\$ 145,000.00
C. Utility - Relocation (State share)	\$ 0.00
- Potholing (10 Potholes @ \$500)	\$ 5,000.00
D. RAP	\$ 0.00
E. Clearance/Demolition	\$ 0.00
F. Title and Escrow Fees	\$ 0.00
G. Project Permit Fees	\$ 51,329.00
H. Condemnation Costs	\$ 0.00
Total R/W Estimate:	\$ 201,329.00

2. Anticipated Date of Right of Way Certification November 3, 2025

3. Parcel Data:

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

Areas: Right of Way: S.F. _____
 Excess: S.F. _____
 No. Excess Land Parcels: _____

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

RIGHT OF WAY DATA SHEET

Pavement Rehabilitation

1L1500 / 0819000152

(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 0Fee ____
Easements ____

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 and National ParksRights/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 #)

08-SBd 15 PM – R121.0/144.0

Pavement Rehabilitation

1L1500 / 0819000152

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: DANIEL FERNANDEZ, Right of Way Agent

Federal Lands: KRISTINE FLINT, Associate Right of Way Agent

Right of Way Engineering: AARON PEPATPHONG, Transportation Land Surveyor

Reviewed By:

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

Date: 11/13/2023

Reviewed By:

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

Date: 11/20/2023

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.

Shen
 for SUSAN ESPARZA
 Project Delivery Manager
 District 8, Right of Way

Date: November 20, 2023

p.p. Trent Lenfestay
 REBECCA GUIRADO,
 Deputy District Director
 District 8, Right of Way and Land Survey

Date: 11/21/2023

REVISIONS			APPROVAL	
No.	Date	Reason for Revision	Project Coordinator	Sr. RW Agent
1	12/21/2023	Received updated MCCE. Updated R/W estimate.	<i>ML</i>	<i>gg</i> For CS
2	03/15/2024	Revised Utility Agreement to add 10 potholes per UDA.	<i>ML</i>	

RIGHT OF WAY DATA SHEET

Pavement Rehabilitation

1L1500 / 0819000152

(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, AT&T Distribution, Baker Community Services, Kinder Morgan Energy Partners, Cogent Communications, Southern California Edison

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

There are no utilities in conflict.

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?

If there is any change in scope, please contact the UEW to re-evaluate for potential conflicts.

Should Design need pre-construction utility(ies) verification, positive location or relocation of utility(ies). The Utility Engineering Workgroup (UEW) must be contacted and provided with geometric base maps and a written request for utility verification [see Design Task D282 (220.D)]. The UEW will then contact all appropriate Utility Owners (UO's) for verification and corrections. The UEW will then provide Design with the updated information and/or UO As-Builts and Design can then prepare accurate utility location maps or U-Sheets. Design will then determine all utility conflicts that require positive location and/or relocation [see Design Task D283 (220.D)].

5. Potholing costs: **\$5,000.00**

10 POTHOLES AT \$500.00

Total estimated cost of State's obligation for utility relocation on this project:
 (Phase 9 funding) \$ **0.00**

Facility Owner	Type of Relocation (facility)	Quantity (ie., LF of waterline, # of manholes, # poles, etc)	Cost of Each relocation	Total Cost of relocations	Estimated Grand Total including contingency
N/A					

RIGHT OF WAY DATA SHEET

Pavement Rehabilitation

1L1500 / 0819000152

(Form #)

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 2 _____ total number of expected utility verifications, which will not result in involvements

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

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

Prepared By: Daniel R FernandezDate: 03/14/2024**Daniel R. Fernandez****Right of Way Agent, Utility Estimator**Reviewed By: James DavisDate: 3/14/24

for VINCENT LUNDBLAD

Senior Right of Way Agent, Utilities

RIGHT OF WAY DATA SHEET

Pavement Rehabilitation

1L1500 / 0819000152

(Form #)

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.
Per the scope of work, there is no railroad work anticipated or railroad located within the vicinity of the project.
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 lead time is needed.**Prepared By: Lyndsay Campanella
LYNDSAY CAMPANELLA
Right of Way Railroad CoordinatorDate: 10/27/2023Reviewed By: Aidee Arpon
AIDEE ARPON
Senior Right of Way Agent, AcquisitionsDate: 10/27/2023

RIGHT OF WAY DATA SHEET

(Form #)

08-SBd 15 PM – R121.0/144.0

Pavement Rehabilitation

1L1500 / 0819000152

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
☒ BLM	_____ US Fish & Wildlife	_____ Other _____
_____ 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
☒ 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:

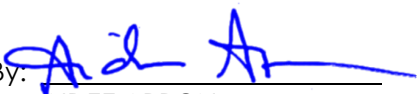
Remarks:

BLM and NPS are affected within project limits. State has rights as shown in record maps 52405, 52501 and 52502. All work is to be completed within State right of way. Courtesy Letters will be sent at PAED 5/2024.

Anticipated Lead time: 18-24 months if additional R/W is required.

Prepared By: Kristine Flint
KRISTINE FLINT
Right of Way Federal Lands Coordinator

Date: November 6, 2023

Reviewed By: 
AIDEE ARPON
Senior Right of Way Agent, Acquisitions

Date: 11/6/2023



Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 08 - SBD - 015 **PM/PM:** 120.000/144.000

EA/Project Number: 08-1L150_ / 0819000152

Project Name: SBD 15 PAVEMENT REHAB

Form Completed by: Ronn Knox

Project Manager: Abuelhassan, Amr **Phone:**

Date: 12/19/2023

MCCE Phase prepared for: FED

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative: 1

Commitment	Design \$	FY	Ac/Crd	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
Biological									
Monitoring							☐	\$228,800	26/27
Temporary Tortoise Fence							☐	\$38,000	26/27
High Visibility Temporary Fence							☐	\$7,800	26/27
JD Task Order	\$24,000	24/25					☐		
Bank Credits			0.38	\$145,000	24/25		☐		

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW \$ Planned	FY	ROW \$ Actual	Pd	Construction \$	FY
CEQA Review	\$2,764	24/25		☐		
1600	\$17,008.5	24/25		☐		
Report of Waste Discharge	\$9,259	24/25		☐		
Water Discharge Requirement (WDR)	\$2,297	25/26		☐		
TOTAL	\$24,000		\$176,328.5		\$274,600	

Approved by:

Malisa Lieng

Environmental Branch Chief (Print Name)

Malisa Lieng

Signature

12/21/2023

Date

If Right of Way Capital is needed:

Christine Senteno

Right-of-Way Office Chief (Print Name)

Christine Senteno

Signature

12/22/2023

Date

If cultural and biology mitigation totals more than \$500,000:

Environmental Office Chief (Print Name)

Signature

Date

Submitted to PM on: _____ Initial _____

Comments (explanation and risk management plan attached)

1. ESA Fence 160110:

a) Rare insect host plant ESA = 200 lf

1 b) Rare plant ESA = 400 lf

Total ESA fence: 600 lf

ESA FENCE (\$13/LF) X 600 feet = \$7,800.

2. Temporary DT Fence 803210:

2 a) 6 culvert locations x 100 feet per location x 2 sides per location = 1,200 lf

2 b) 1 RSP location x 200 feet = 200 lf.

2 c) Staging, Storage, & Borrow Sites = 500 lf

Total DT Temp Fence: 1,900 lf

DT TEMP FENCE (\$20/LF) X 1,900 feet = \$38,000.

3. Contractor-supplied Biologist 146001:

3a) Pre-con bat surveys: 2 days x \$1,300/day = \$2,600

3 b) Biological resource information program/WEAP: 1 day x \$1,300/day = \$1,300

3 c) Monitor project activities: 164 working days x \$1,300/day = \$213,200

3 d) Invasive plant species survey (combined w/3 e): 2 days x \$1,300/day = \$2,600

3 e) Pre-con survey for rare plants and rare insect host plants (combined w/3 d): 0 days x \$1,300/day = \$0

3 f) Pre-con nesting bird surveys: 5 days x \$1,300/day = \$6,500

3 g) Desert tortoise presence/absence survey: 2 days x \$1,300/day = \$2,600

TOTAL CSB = 176 working days x \$1,300/day = \$228,800

Mitigation:

Assuming the impact areas for 1L150 culvert & RSP work are: Permanent = 0.10 acres; Temporary = 0.28 acres.

Assuming 3:1 mitigation ratio for permanent impacts to WSC/WUS (\$233,000/acre)

0.10 x 3 = 0.30 acres x \$233,000.00 = \$69,900.00; round up to \$75,000

Assuming 1:1 mitigation ratio for permanent impacts to WSC/WUS (\$233,000/acre)

0.28 x 1 = 0.28 x \$233,000 = \$65,240; round up to \$70,000

Total = \$145,000

Memorandum

To: CHRISTINE SENTENO
CHIEF PROJECT COORDINATION
RIGHT OF WAY

Date: October 12, 2023

File: 08-SBD-15 PM
R121.0/144.0 Near Baker,
between Basin Rd. O/C
and 5.5 Mi. N/O East
baker OC Pavement
rehabilitation, upgrade
guardrail, RSP, sign
panels & lighting rehab
08-2245 EA 1L150
PN: 0819000152
201.121 HA22

From: DANNY PHENG (ACTING) D.P.
Division Of Design

Subject: **RIGHT OF WAY DATA SHEET UPDATE REQUEST**

Division of Design is requesting an updated Right of Way data sheet for PA&ED phase. The latest Right of Way Data Sheet was prepared on March 21, 2023.

The project is located on Interstate 15 (I-15) near Barstow from Razor Road OC to 5.5 miles N/O East Baker OC, in San Bernardino County. The following work, with minor pavement as the anchor asset, is being proposed:

- 0.25' mill and overlay on mainline, shoulders and ON/OFF ramps, paving only from PM R124.4 to PM R137.2
- Shoulder backing
- Upgrade guard rails
- Replace AC dikes
- Restriping (All Lanes)
- Upgrade/replace 6 culverts
- Sign panels and lighting rehabilitation

All project work will be within the Caltrans Right of Way.

Please provide the Right of Way Data Sheet by **November 17, 2023 or sooner if possible.**

CHRISTINE SENTENO

October 12, 2023

Page 2 of 2

If you have any questions or need additional information, please contact Jin Seob Kim at (840) 587-2260.

Attachments

1. Right of Way Data Sheet Request
2. Utility Data Assessment
3. Exhibit for Existing Right of Way Data Request
4. Title Sheet

Attachment K
Storm Water Data Report
(Signature Sheet)



Dist-County-Route: - 08-SBd-15

Post Mile Limits: R121.0/144.0

Type of Work: Pavement Rehabilitation

Project ID (EA): 0819000152 (1L1500)

Phase: ☐ PID ☒ PA/ED ☐ PS&EApplicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒

Regional Water Quality Control Board(s): Lahontan (Region 6)

Total Disturbed Soil Area: 18.80 acres PCTA: 0.0

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

Estimated Const. Start Date: 08/06/26 Estimated Const. Completion Date: 12/06/27

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 ☒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. Professional Engineer or Landscape Architect stamp required at PS&E only.

Behzad Sedighi

3/27/2024

Behzad Sedighi, Registered Project Engineer

Date

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

Amr Abuelhassan

3-27-24

Amr Abuelhassan, Project Manager

Date

William Decoursey

3/23/24

William Decoursey, Acting Maintenance Representative

Date

Almabeth Anderson

3/28/2024

Almabeth Anderson, Landscape Architect Representative

Date

Gregory Clark

06/14/2024

[Stamp Required at PS&E only]

Greg Clark, District SW Coordinator

Date

TT 06/14/2024

Attachment L

Risk Register



EA 1L150 QUALITATIVE RISK REGISTER

EA 1L150			Phase: 0			SBD 015 PM: R 120.0/ 144.0			PM: Amr Abuelhassan			Const Capital Estimate: \$37,878K			Project Description: PAVEMENT REHABILITATON, UPGRADE GUARDRAIL, RSP, SIGN PANELS & LIGHTING REHABILITATION				Project Location: NEAR BAKER, BETWEEN BASIN ROAD OC AND 5.5 MILES N/O EAST BAKER OC			
Program Code: 201.121 / HA22			M200 Target: 6/7/24						ARM: Christina Agustin			R/W Capital Estimate: \$202K										
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	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	5/13/2020	3/21/2024	Design	High-speed rail project	Proposed alignment of the California High Speed Rail (XpressWest Victorville-Las Vegas, EA 0P400) will have some conflict with this project. There could be conflict with two different survey datum. Thereby, the schedule and cost may be impacted.	It appears that within the project limits, part of the high-speed train alignment will be in I-15 median. If the high-speed train schedule is delayed (expected to CCA in 2028), then it may conflict with construction of this project. Also, the railroad right of way is proposed to be in the median; thereby, some of the proposed culvert work which may need to be performed in the median may be in conflict. We have some transverse culverts. We still do not know any update on vertical survey from Brightline West.	Moderate	0				0		Mitigate	Early coordination with the high-speed train project will be done by the PM, to avoid any possible conflict not only in schedule, but also R/W issues. The design PE to contact Tuan Truong to inform him about the project details so we can account for it.	Danny Pheng				
			1							Low			1	Low								
			2								9		2									
			3							Low	4	Low	3	Low								
2	Active	Threat	5/13/2020	3/21/2024	Construction	Flooding Hazard	Additional drainage facilities may be required to mitigate flood hazard. This may increase project cost and may delay schedule. Most of the project is located in a flat area susceptible to flooding. Flooding will cause damage to the pavement. Since this project is scheduled to go to construction in August 2026, there is chance that the project may experience some flooding. Pavement, culverts, and other drainage facilities may need to be repaired increasing the project cost. Evidence of flooding was seen at the joint field review at the headwall location. Project currently proposes RSP. However, continuous active erosion may undermine freeway.	Very Low	0				0		Mitigate	In consultation with Maintenance and Construction, Design will evaluate any drainage issues and include repairs in project if feasible. PM may have to adjust project cost and schedule.	Danny Pheng					
			1						Low			1	Low									
			2							9		2										
			3						Low	4	Low	3	Low									
3	Active	Threat	5/13/2020	3/21/2024	Construction	Pavement Condition	If pavement conditions worsen by construction start, then digout quantities may need to be increased, increasing project cost. Project is located in an area that is exposed to extreme temperature fluctuation, which leads to faster pavement deterioration on AC. Additional digouts may be needed. Current estimate includes 10% digouts. M500 App Con: ~8/06/26 M600 CCA: ~12/06/27	Low	0				0		Mitigate	In consultation with Materials Engineering during the field reviews, Design will evaluate existing pavement conditions and incorporate recommendations during PSE. PM may have to adjust project cost based on any revised estimate.	Danny Pheng					
			1									1										
			2							9		2										
			3						Very Low	4	Very Low	3	Very Low									
4	Active	Threat	5/13/2020	3/21/2024	Construction	Rehab Strategy	The minor rehab strategy for the project may need to be revised to full replacement if the pavement's condition is expected to significantly deteriorate by the time it goes to construction (August 2026). This is a CAPM project, which has limitations since it is mostly a preventive strategy to extend pavement life to 5-10 years max. If pavement is very deteriorated, the current project CAPM strategy may not be effective. It may require rehabilitation. Currently, PaveM is not showing any poor pavement in the RTL year. Due to the location of the project, the pavement is exposed to temperature extremes, which accelerates the deterioration. M460 RTL: 12/01/25 M500 App Con: ~8/06/26 M600 CCA: ~12/06/27	Very Low	0				0		Mitigate	The PDT will evaluate field conditions during field reviews in subsequent phases and confirm the rehab strategy. The preliminary materials report will be performed in the next phase. The cost estimate and schedule may need to be adjusted.	Sittampalam Sathiskumar					
			1						Moderate			1	Low									
			2							9		2										
			3						Moderate	4	High	3	High									



EA 1L150 QUALITATIVE RISK REGISTER

EA 1L150				Phase: 0			SBD 015 PM: R 120.0/ 144.0			PM: Amr Abuelhassan		Const Capital Estimate: \$37,878K		Project Description: PAVEMENT REHABILITATON, UPGRADE GUARDRAIL, RSP, SIGN PANELS & LIGHTING REHABILITATION				Project Location: NEAR BAKER, BETWEEN BASIN ROAD OC AND 5.5 MILES N/O EAST BAKER OC			
Program Code: 201.121 / HA22				M200 Target: 6/7/24						ARM: Christina Agustin		R/W Capital Estimate: \$202K									
Risk No.	Status	Type	Date of Origin	Updated	Category	Title	Risk Statement	Relevancy/Current Status/Assumptions/Comments/Triggers	Probability	Cost Impact				Schedule Impact		Response Strategy	Response Actions	Risk Owner			
			Originator							Ph	Impact	Ph	Impact	Ph	Impact						
9	Active	Threat	5/18/2020	3/25/2024	Environmental	Regulatory Agency Permit Requirements	As a result of permit requirements from CDFW and RWQCB, and Section 7 consultation with USFWS, additional avoidance, minimization, and/or mitigation measures may be required from the project to protect State and Federal listed species and habitat. This may affect project cost and schedule.	This risk is dependent on the outcome of coordination with CDFW, RWQCB, and USFWS regarding potential impacts of the project to State and Federal listed species and habitat, particularly desert bighorn sheep and desert tortoise, and State jurisdictional waters The coordination will determine if any additional environmental commitments will be required to mitigate potential impacts to State and Federal listed species and habitat. Plans were sent to USFWS beginning of March '24. This project will require a 1600 permit and a WDR; we are unsure about the 2081 at this time.	Low	0				0		Mitigate	The biologist in the Environmental Regulatory Permits unit will work with CDFW and RWQCB to determine if any additional biological measures are needed per the requirements of the 1602, WDR, and (if necessary) 2081 permits. The biologist will also coordinate with USFWS to determine if any additional biological measures are needed per Section 7 of the Federal ESA. Any additional measures required by CDFW, RWQCB, and /or USFWS will be incorporated into the Environmental Commitments Record, and the MCCE will be updated accordingly. The PM may have to adjust project cost and schedule.	Craig Wentworth			
			1							Low			1	Low							
			2								9	Moderate	2								
			3							Very Low	4	Low	3	Low							
17	Active	Threat	3/19/2024	3/21/2024	Environmental	2081 Permit	If a Desert Tortoise (DT) is discovered within the project impact area, then construction work may have to be stopped until the DT moves on its own accord out of the project area; otherwise, a 2081 permit will be required from CDFW. This may increase both capital and support cost, and delay the project schedule.	The project impact area is adjacent to DT Designated Critical Habitat and DT suitable habitat. Biology did not pursue a CDFW 2081 permit for this project due to the low risk of DT on the project site and the high cost of mitigation as required by the permit; therefore, the project cannot have "take" of DT, hence the risk. If a DT appears on the project site, the following may apply: 1) If the DT is not in immediate danger and is able to move of its own accord, the project delay would likely range 24 hours to 2 weeks, or 2) If the DT does not move and a 2081 permit is needed, the project delay would likely range 150 - 210 days, permit cost would be around \$45,000. Biological monitoring and CSB cost are included in the MCCE.	Low	0				0		Mitigate	A biological monitor will conduct pre-construction surveys before and during construction to monitor the work area for presence of DT and will notify the RE if a DT is observed. The monitor will provide employee training to ensure no State take of DT and lower the risk during construction. Temporary desert tortoise fencing around the culvert locations, RSP work locations, and staging areas will reduce the risk. Cost and schedule adjustment are contingent on whether a DT is discovered on the project site, or a 2081 permit is needed.	Craig Wentworth			
			1										1								
			2								9	Low	2								
			3							Low	4	Moderate	3	Moderate							

Attachment M
Joint Field Review

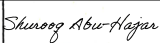
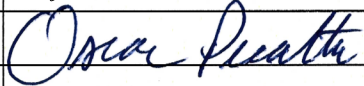
STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
DISTRICT 8 • DIVISION OF DESIGN
FIELD REVIEW MEETINGS

CLEAR

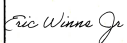
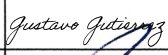
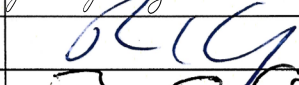
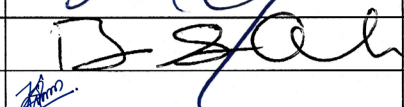
Contract Number-Project I.D. Number 08-1L150/0819000152	County, Route, Post Mile SBD, 015, R120.0/144.0	Federal Aid Number
Project Description Pavement rehabilitation, upgrade guardrail, RSP, sign panel & lighting rehabilitation		

Instructions: The Project Engineer (PE) shall coordinate with the Project Manager to facilitate the field meetings with representatives from the eight Divisions. The joint field meetings shall be held pre-design/Phase 0 and within 2 weeks of the 60% design plans in Phase 1. The PE shall submit the completed sign-in sheet(s) with the design package to the District Office Engineer (DOE). Incomplete submittals will not proceed and DOE will forward to the Design Manager.

Phase K ☒

Division	Print Name	Signature	Date
Planning			
Design			
Maintenance			
Construction	Thanh H Pham		5/30/23
Right of Way			
Environmental	Shuroog Abu-Hajar		5/30/23
A.PPM	Oscar Peralta		5/30/23
Traffic Operations			

Phase 0

Division	Print Name	Signature	Date
Design	Jim S. Kim		5/30/23
	Aaron Brady		5/30/23
Const.	Ihab Boulos		5/30/23
Maintenance	Hector Guerrero		5/30/23
Construct.	Eric Winne		5/30/23
Maintenance			
Construction			
Right of Way	Gustavo Gutierrez		
Environmental	Ronn Knox		5/30/2023
PPM	Bacson Quach		5/30/23
Traffic Operations	Siva Sivakkolurthar		5/30/23

EA 1L150_VJFR Sign-in Sheet

Final Audit Report

2023-06-01

Created:	2023-05-30
By:	Oscar Peralta Gomez (s152056@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAARa3zrBzFGI5EXJRJx6piOStAJvValYlj

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2023-06-01 - 11:56:16 PM GMT

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Signature Date: 2023-06-01 - 11:57:02 PM GMT - Time Source: server

 Agreement completed.

2023-06-01 - 11:57:02 PM GMT



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Attachment N
Value Study Report
(pending)