

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

PCH Pavement Rehab & Complete Streets, Santa Monica to Malibu Lagoon (07-36150)

Resolution **SHOPP-P-2526-03B**
(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 4, 2025** (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 **State Highway Operation and Protection Program** and included in this program of projects the **PCH Pavement Rehab & Complete Streets, Santa Monica**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

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

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name PCH Pavement Rehab & Complete Streets, Santa Monica to Malibu Lagoon (07-36150)

Resolution **SHOPP-P-2526-03B**

(to be completed by CTC)



10/07/2025

Janice Lu

Date

Project Manager

Project Applicant



10/07/2025

David Yan

Date

Chief, Office of Program Management

Implementing Agency



10/15/2025

Gloria Roberts

Date

District Director

California Department of Transportation



11/17/2025

Dina El-Tawansy

Date

Director

California Department of Transportation



10/09/2025

Tanisha Taylor

Date

Executive Director

California Transportation Commission

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 10/06/25 01:17:55 PM

| District | EA | Project ID | | PPNO | Project Manager |
|----------|-------|----------------|--------------|---------------------|-----------------|
| 07 | 36150 | 0719000287 | | 5625 | LU, JANICE C |
| County | Route | Begin Postmile | End Postmile | Implementing Agency | |
| LA | 1 | 35.2 | 46.9 | PA&ED | Caltrans |
| | | | | PS&E | Caltrans |
| | | | | Right of Way | Caltrans |
| | | | | Construction | Caltrans |

Project Nickname

PCH Pavement Rehab & Complete Streets, Santa Monica to Malibu Lagoon

Location/Description

In and near the cities of Santa Monica, Los Angeles, and Malibu, from Colorado Avenue to south of Cross Creek Road. Rehabilitate pavement, upgrade guardrail, Transportation Management System (TMS) elements, and culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.

Legislative Districts

Assembly: 50 **Senate:** 26, 27 **Congressional:** 33

PERFORMANCE MEASURES

| | Primary Asset | Good | Fair | Poor | New | Total | Units |
|----------------------|---------------|------|------|------|-----|-------|------------|
| Existing Condition | Pavement | 0 | 55.3 | 1.9 | | 57.2 | Lane-miles |
| Programmed Condition | Pavement | 57.2 | 0 | 0 | 0 | 57.2 | Lane-miles |

| Project Milestone | Actual | Planned |
|---|----------|----------|
| Project Approval and Environmental Document Milestone | 06/30/25 | |
| Right of Way Certification Milestone | | 11/16/26 |
| Ready to List for Advertisement Milestone | | 11/30/26 |
| Begin Construction Milestone (Approve Contract) | | 07/07/27 |

FUNDING (Allocated amounts are shaded)

| Component | Fiscal Year | SHOPP | | | | | Total |
|---------------|-------------|--------|--|--|--|--|--------|
| PA&ED | 22/23 | 2,156 | | | | | 2,156 |
| PS&E | 23/24 | 5,150 | | | | | 5,150 |
| RW Support | 23/24 | 2,520 | | | | | 2,520 |
| Const Support | 26/27 | 4,226 | | | | | 4,226 |
| RW Capital | 26/27 | 2,360 | | | | | 2,360 |
| Const Capital | 26/27 | 38,537 | | | | | 38,537 |
| Total | | 54,949 | | | | | 54,949 |

Memorandum

To: Kelly Lamare
Deputy District Director
Program/Project Management
District 7

Date: September 30, 2025

File: 07-361501
07-LA-001
PID: 0719000287

From: JANICE LU
Project Manager
District 7

Subject: SB1 BASELINE AGREEMENT CLARIFICATION MEMORANDUM

This memorandum is written to accompany the SB-1 Baseline Agreement for this Pavement Rehab & Complete Streets project on State Route 001 Los Angeles County. The purpose of this memorandum is to update the Project Description, Performance Measures, and Funding table in the Project Report (PR):

- The Project Description is updated as shown in the PPR and PR as follows:
In Los Angeles County in Santa Monica from 0.1 mile north of Colorado Avenue to 0.2 mile south of Cross Creek Road in Malibu. Rehabilitate pavement, upgrade guardrail, Transportation Management System (TMS) elements, culverts, upgrade facilities to Americans with Disabilities Act (ADA) standards, and add segments of Class II bike lanes.
- The Performance Measures as shown in the PR as follows: 54.3 Lane Miles

| Fund Source | Programming by Fiscal Year | | | | | | | | Current Estimate (Escalated) |
|----------------------|-----------------------------------|-------|-------|---------------------|-------|-------|--------|------------------|------------------------------|
| | Prior | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | Future | Programmed Total | At PAED Total |
| 20.XX.201.121.XX | | | | | | | | | |
| Component | In thousands of dollars (\$1,000) | | | | | | | | |
| PA&ED Support | 2,156 | | | | | | | 2,156 | 4,085 ¹ 2,156 |
| PS&E Support | 3,140 | | | | | | | 3,140 | 5,150 ² |
| Right-of-Way Support | 1,159 | | | | | | | 1,159 | 2,520 ² |
| Construction Support | | | | 4,226 ³ | | | | 4,226 | 4,826 ³ |
| Right-of-Way Capital | | | | 2,360 ³ | | | | 2,360 | 2,120 |
| Construction Capital | | | | 38,537 ³ | | | | 38,537 | 65,615 |
| Total | 6,455 | | | 45,123 | | | | 51,578 | 84,316 82,387 |

If you have any questions, please contact me at (213) 215-2393.

Janice Lu

09/30/2025

Project Report

For Project Approval

On Route 1

Between 0.1 mile north of Colorado Avenue (PM 35.2)

And 0.2 mile south of Cross Creek Road (PM 46.9)

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:




DAN MURDOCH
DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY

APPROVAL RECOMMENDED:



JANICE LU, *Project Manager*

APPROVAL RECOMMENDED:



Greg Farr Jun 27, 2025 13:15 PDT

GREGORY FARR, *Deputy District Director*

PROJECT APPROVED:

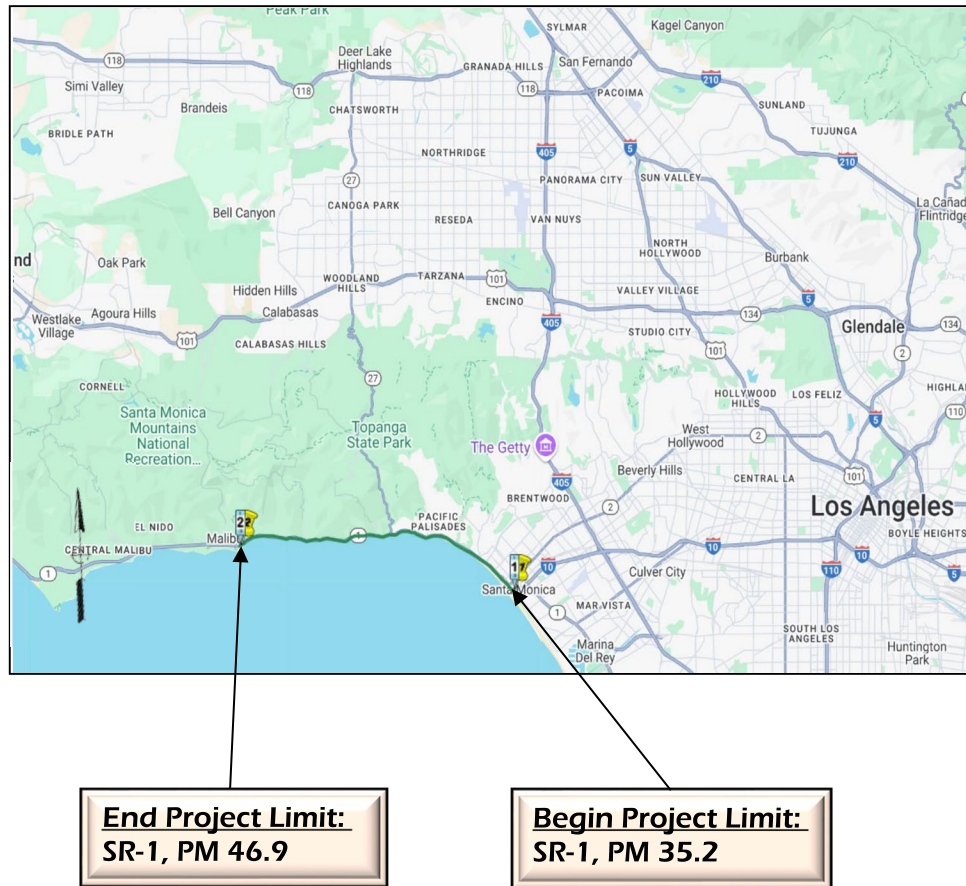


GLORIA ROBERTS, *DISTRICT DIRECTOR*

06/30/2025

Date

Vicinity Map



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.

Refugio Dominguez

REGISTERED CIVIL ENGINEER

09/27/2025

DATE



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1. INTRODUCTION

This proposed project is within the cities of Santa Monica, Los Angeles, Malibu, and unincorporated community in Los Angeles County, on State Route 1 (SR-1-Pacific Coast Highway) from 0.1 mile north of Colorado Avenue (PM 35.2) to 0.2 mile south of Cross Creek Road (PM 46.9).

The project proposes two (2) alternatives. Alternative 1 is the no-build alternative. Alternative 2 originally proposes to rehabilitate the existing distressed Asphalt Concrete (AC) pavement with Rubberized Hot Mix Asphalt (RHMA). It also includes dig-outs and reconstruction of damaged pavement structural sections with high density of Alligator B cracking, upgrading the existing Metal Beam Guardrails (MBGR) to Midwest Guardrail System (MGS), installing Intelligent Transportation System (ITS) elements, replacing/repairing/cleaning out drainage culverts, upgrading existing non-standard Americans with Disabilities Act (ADA) curb ramps with Accessible Pedestrian Signals (APS), restriping the roadway to provide additional Class II Bike Lanes in both directions, and converting bus pads from AC to PCC (Portland Concrete Cement).

The segment of Pacific Coast Highway (PCH) has been identified as the top safety priority corridor in the district. A Roadside Safety Audit (RSA) was conducted in June 2024. Therefore, based on RSA findings additional safety scope has been incorporated into Alternative 2.

| | | |
|--|---|---------------------------------|
| Project Limits | <i>07-LA-1 PM 35.2/PM 46.9</i> | |
| Number of Alternatives | 2 | |
| | Current Cost Estimate: | Escalated Cost Estimate: |
| Capital Outlay Support | \$15,838,000 | \$16,581,000 |
| Capital Outlay Construction | \$54,315,800 | \$65,615,186 |
| Capital Outlay Right-of-Way | \$1,716,789 | \$2,119,698 |
| Funding Source | <i>20.XX.201.121</i> | |
| Funding Year | FY 2026/2027 | |
| Type of Facility | <i>4-6-lane conventional highway</i> | |
| Number of Structures | None | |
| SHOPP Project Output | <i>Pavement Preservation 57.2 lane miles</i> | |
| Environmental Determination or Document | Categorical Exemption / Categorical Exclusion (CE/CE) | |
| Legal Description | <i>In Los Angeles County in Santa Monica, Los Angeles and Malibu from 0.1 mile north of Colorado Avenue to 0.2 mile south of Cross Creek Road</i> | |
| Project Development Category | 5 | |

2. RECOMMENDATION

It is recommended that this project be approved using the build alternative and proceed to the Plans, Specifications, and Estimate (PS&E) phase of the project.

3. BACKGROUND

3A. Project Background:

State Route (SR) 1 is a north-south route that traverses through Los Angeles and Ventura Counties Coastal region and is used for inter-regional, intra-regional, recreational and commuter travel through highly urbanized areas in Los Angeles County and rural areas in Ventura County. SR-1 begins in Orange County at its junction with Interstate 5 (I-5) at the city boundaries of San Juan Capistrano and Dana Point in southern Orange County and continues northwesterly through the central and northern Mendocino/Humboldt County lines. Within the project limits, the segment consists of two mixed flow lanes in each direction with posted speed of 45 mph that provides vital access for residential and recreational land uses, and experiences high bicycle and traffic volumes year-round, with higher seasonal traffic during the summer months. The existing on-street parking is allowed in both directions in most locations within the project limit. According to the Los Angeles County Bicycle Master Plan, dated March 2012, SR-1 is a Class III Bike Route. Dedicated bike lanes are not provided throughout the project limits.

The 2018 Pavement Condition Summary Report (PaveM) indicates that cold plane and overlay would be the most effective strategy to address the distress levels observed, which would extend the service life of the roadway. The proposed improvements will not change the roadway configuration nor the roadway profile.

A Roadside Safety Audit (RSA) conducted in June 2024 identified several outdated safety hardware components. The audit recommended additional safety measures, including the installation of new crosswalks, new sidewalks, enhancement of lighting within pedestrian tunnels, installation of CCTV cameras around the pedestrian tunnels, upgrading of pedestrian push buttons, and the addition of new Class II bike lanes.

3B. Existing Facility:

- **Right of Way:**

Caltrans R/W width varies between 80 ft and 100 ft within the project limits. There is no controlled access on this segment of SR-1.

- **Landscape:**

There is existing landscaping (shrubs and trees) behind the back of sidewalk at

various locations along project limit. Most of the areas within the project limits include non-irrigated native plants beyond the roadbed but within the State right of way.

It is not anticipated that the proposed pavement rehabilitation and other improvement associated with this project will have a negative impact on the existing landscaping.

- **Traffic Management System:**

Some of the traffic signals will be relocated to provide sufficient clearance to meet ADA requirements.

There are no Changeable Message Signs (CMS) or other transportation management systems within the project limits. Due to the cold plane and overlay work, all the loop detectors will be replaced.

- **Lighting:**

Safety lights are located at intersections and within the project limits.

- **Signs:**

There are numerous roadside signs at various locations within the project limits, some will be replaced.

- **Median Barrier:**

Existing concrete median barriers not impacted by construction will remain in place. The raised curb median will be reconstructed for approximately 350 feet, starting south of Serra Rd.

- **Railroad Facility:**

There are no railroad facilities within the project limit.

- **Utilities:**

Any existing utility that may be impacted are identified in the R/W data sheet. Refer to Attachment G. Coordination with the identified utility companies and additional study will be carried on during the PS&E and construction phases. Due to the upgrading of MBGR to MGS and ADA curb ramps, the chance of impacting utilities is anticipated. Pothole of existing utilities will be performed during design phase.

- **Existing Nonstandard Features**

The table below shows all the nonstandard lane widths and shoulder widths. It is not within the scope of this CAPM project to upgrade all nonstandard features to current standards. This project does not modify the existing geometry of the roadway.

| Alternative | Standard (HDM index, DIB, TOPD, etc.) | Nonstandard feature | Justification for the approval risk rating and additional data/studies needed for approval |
|-------------|--|--|---|
| 2 | 301.1 (Lane Width) Standard = 12' Existing = 10'-11' Proposed = 10'-11' | Existing nonstandard lane widths | The existing nonstandard lane widths will remain. Project is not modifying any existing geometry. Additional lane width would potentially cause right-of-way acquisitions and utility relocation. |
| 2 | 302.1 (shoulder width) Standard= 8' Existing = 0'-16' Proposed= 0'-16' | Existing nonstandard right shoulder widths | The existing nonstandard shoulder widths will remain. Project is not modifying any existing geometry. Additional shoulder width would potentially cause right-of-way acquisitions and utility relocation. |

3C. Traffic and Collision Data

Traffic volumes

2023 Auto Volumes

| Post Mile | Description | Back Peak Hour | Back Peak MADT | Back AADT | Ahead Peak Hour | Ahead Peak MADT | Ahead AADT |
|-----------|----------------------|----------------|----------------|-----------|-----------------|-----------------|------------|
| 40.769 | Topanga Canyon Rd | 3200 | 53,000 | 49,500 | 3000 | 49,500 | 46,000 |
| 44.121 | Las Flores Canyon Rd | 2450 | 40,500 | 37,500 | 2500 | 41,000 | 38,000 |

2023 Truck Volumes

| Post Mile | Description | Total Truck AADT | Total Truck Percentage |
|-----------|-------------------|------------------|------------------------|
| 35.17 | McClure Tunnel | 3367 | 5.43 |
| 40.77 | Topanga Canyon Rd | 1332 | 2.69 |
| 40.77 | Topanga Canyon Rd | 1398 | 3.04 |

Collision Rates:

The five-year period from 10/01/2018 to 09/30/2023:

| County-Route (post mile range) | Number of Collisions | | | Actual Rate (Acc/Million Vehicle Miles) | | | Average Rate (Acc/Million Vehicle Miles) | | |
|-----------------------------------|----------------------|------------------|--------------------|---|------------------|--------------------|--|------------------|--------------------|
| | F ¹ | F+I ² | Total ³ | F ¹ | F+I ² | Total ³ | F ¹ | F+I ² | Total ³ |
| LA - 1 | 16 | 444 | 460 | 0.012 | 0.47 | 1.06 | 0.013 | 0.41 | 0.93 |

Notes:

1. Fatal collisions
2. Fatal collisions plus injury collisions
3. All reported collisions

Types of collisions were as follow: 34.4% Rear End, 27.9% Sideswipe, 17.7% Broadside, 5.8% Hit Object, 5.2% Head-on, and others.

Primary collision factors were as follow: 66-driving under the influence of alcohol (7.1%), 67-following too close (7.2%), 109-failure to yield (11.7%), 263-improper turn (28.2%), 222- speeding (23.8%), 170- other violations (18.2%), 1-improper driving (0.1%), 12-other than driver (1.3%), 20-unknown (2.1%), and 4-not stated (0.4%)

The weather conditions were as follow: 833-clear (89.2%), 68-cloudy (7.3%), 23-raining (2.5%), 2-fog (0.2%), 2-other (0.2%), 2-wind (0.2%) and 4-not stated (0.4%).

The lighting conditions were as follow: 602-daylight (64.5%), 35-dusk/dawn (3.7%), 260-dark with streetlights (27.8%), 27-dark no streetlights (2.9%), 1-dark inoperative streetlight (0.1%), and 9-not stated (1.0%).

Roadway surface conditions were as follow: 876-dry pavement (93.8%), 38-wet (4.1%), 2-slippery (0.2%), and 18-not stated (1.9%).

Roadway conditions were as follow: Most of the collisions occurred with no unusual roadway conditions listing 901-(96.5%), 4-other (0.4%) and 19-not stated (2.0%). The highest concentration of collisions was from 8 am to 10 pm continuously. PCH is congested throughout the day and therefore, congestion is a contributing factor for most of the collisions.

The roadway will be cold-planed and overlaid, and striping and signs will be enhanced, which will help to reduce and/or mitigate these types of accidents. Furthermore, the existing MBGRs will be upgraded to MGS throughout the project limits. With these proposed improvements in place, it is expected that collisions would be reduced.

3D. Roadway Geometric Information:

The proposed alternative will maintain the existing sight distances and cross slope within the project limits. There are no railroad facilities within the project limits. Based on DIB 81-01 dated March 15, 2011, CAPM strategies are considered non-structural overlay; therefore, a Traffic Index and Deflection Study are not required for this type of project. Overlay thicknesses are fixed and are based on rideability and pavement condition only. The performance output proposed by this project is 57.2 lane miles and safety assets improvement.

The existing roadway geometry includes 4 through traffic lanes (2 lanes on each side), approximately 500ft of raised median, and Class III bike lanes on both sides. There are no proposed changes of the existing geometry, cross slope and profile associated with this project. The vertical clearance will be maintained.

| | | Existing | Proposed |
|----------------------------------|---|---|---|
| Facility Location | LA-1 PM 35.2/46.9 | | |
| Minimum Curve Radius | Radius (ft) | Min: 550' Max: 5,750' | Min: 550' Max: 5,750' |
| Through Traffic Lane | No. of Lanes | 2 (each direction) | 2 (each direction) |
| | Lane Width | Varies, 10'-12' | Varies, 10'-12' |
| | Pavement Type | Flexible, Rigid | Flexible, Rigid |
| Paved Shoulder Width | Left | Varies, 0'-2' (NB/SB) | Varies, 0'-2' (NB/SB) |
| | Right | Varies, 0'-16' (NB/SB) | Varies, 0'-16' (NB/SB) |
| Median | Type | Varies, Raised landscaped, paved and unpaved median | Varies, Raised landscaped, paved and unpaved median |
| | Width | Varies, 0'-12' | Varies, 0'-12' |
| Bicycle Route | Designated Bike Route | Yes | Yes |
| | Width | Varies | Varies |
| | Other Bike Lane Width (1) | N/A | N/A |
| Facility Adjacent to the Roadbed | Width (ft) | N/A | Bicycle path - 6' |
| Notes: | (1): "Other Bike Lane Width" is the width of a bicycle lane that is not within the shoulder and is part of the travel way | | |

3E. Pavement Condition:

- General Information

*Road Class: Class 2 between PM: 35.2 to 46.9

Note: *Roadway Class was extracted from Caltrans Pavement Program (Pavement Condition Detailed Report)

| Item or Milestone | Year |
|--|----------|
| Current Automated Pavement Condition Survey (APCS) | 2016 |
| Ten-Year Plan (TYP) | 2017 |
| PIR Completed and signed (Current) | 2020 |
| Planned Delivery (RTL) | FY 25/26 |

Distress Types and Extents:

Flexible Pavement Distress:

| Type | Extent | |
|--|----------------------------------|----------------------|
| | Current APCS 2018 Yr (actual) | RTL 2026 (predicted) |
| Alligator A Cracking (%) | 8.78 | 26.62 |
| Alligator B Cracking (%) | 2.98 | 15.31 |
| Rutting (inches) | 0.08 | 0.08 |
| International Roughness Index (IRI, inches/mile) | 128 | 147 |
| Patching* (%) | | Not applicable |
| Nonstructural Cracking* (Longitudinal, Transverse, or Block) | 4.7 | Not applicable |
| Other* (raveling, bleeding, pumping etc.) | None observed | Not applicable |

Pavement Performance Measures:

| Pavement Condition Summary Report (PaveM) | | | | | | | | | | | | |
|---|---------------|--|--------|-------|--------|-------|-------------------------------|--------|-------|------------------|---|--|
| BOTH DIRECTIONS; ALL LANES | | | | | | | | | | | | |
| District: 7; County: Los Angeles (LA); Route: 1 | | | | | | | | | | | | |
| From PM: 35.200 To PM46.900 | | | | | | | | | | | | |
| L-Length: 11.895. R-Length: 11.895 | | | | | | | | | | | | |
| L-Lane Miles: 28.722. R-Lane Miles: 28.722 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Year | Pavement Type | Caltrans Performance Measures (lane-miles) | | | | | MAP-21 Condition (lane-miles) | | | Total Lane Miles | Effectiveness (%) | |
| | | Green | Yellow | Blue | Orange | Red | Good | Fair | Poor | | SHOPP Effectiveness ((Red + Orange) / Total Lane Miles) % | Rehab Effectiveness (Red / Total Lane Miles) % |
| Current APCS (2018) | Flexible | 18.887 | 26.775 | 3.033 | 4.704 | 1.563 | 4.301 | 50.661 | 0.000 | 54.962 | 11.40 | 2.84 |
| | Rigid | | | | | | | | | | | |
| RTL Delivery (2026) | Flexible | 0.000 | 15.146 | 1.622 | 31.927 | 6.267 | 0.000 | 53.399 | 1.563 | 54.962 | 69.49 | 11.40 |
| | Rigid | | | | | | | | | | | |

4. PURPOSE AND NEED**Purpose:**

The purpose of this project is to restore the facility to a state of good condition that requires minimal maintenance, extend the service life of the existing pavement by a minimum of five years, improve ride quality, and enhance safety for all facility users by upgrading existing safety items, rehabilitating distressed AC pavement, replacing damaged concrete slabs/pavement panels, upgrading ADA facilities and improving mobility for pedestrians.

Need:

In accordance with the 2018 Pavement Condition Report (PaveM) and as seen during a recent field review in 2019, the existing pavement within the project limits is showing minor distress (alligator cracking, longitudinal cracking and rutting) and deterioration due to heavy and continuous traffic. The continued deterioration of the pavement will decrease the ride quality of existing roadway.

This project also identifies some areas of drainage, roadside safety, and ADA improvements. MBGR are non-standard and need to be upgraded to MGS.

5. ALTERNATIVES

This project has two viable alternatives:

Alternative 1 – No Build

Under this alternative, no reconstruction or improvements would be made to the existing SR-1 corridor aside from other than routine roadway maintenance and currently approved improvements from other project. The pavement would exhibit more distress associated with aging and ongoing traffic demand, leading to more extensive rehabilitation in the future. CAPM strategies would become insufficient to address the level of pavement stress, and the segment would require more extensive repairs, resulting in elevation to the Resurfacing, Rehabilitation and Restoration (RRR) program. This would result in significantly higher costs and longer construction period. This alternative does not address the purpose and need of this project.

Alternative 2 – Rehabilitate Roadway to Preserve/Extend Life of Pavement

This build alternative proposes to preserve and extend existing pavement life, as well as to improve the ride quality, enhance public safety by upgrading safety devices, pedestrian accessibility, and pavement conditions, and reduce roadway maintenance activities in according to the specifications described below:

Pavement Strategy:

- Cold plane 0.15' of the existing pavement and overlay with 0.15' Rubberized Hot Mix Asphalt, Type G (RHMA-G) on the travel way, bike lanes and shoulders.
- Use rapid-set JPCP and rapid-set LCB in place of regular JPCP and LCB to reduce construction duration.
- Perform targeted dig-outs to remove and reconstruct failed pavement structural sections in areas with high densities of Alligator B cracking. Final dig-out locations will be determined during the design and construction process.

ADA Curb Ramps:

- This project will upgrade 22 curb ramps at 11 intersections listed below. The 6 curb ramps to be eliminated from the Project Initiation Report (PIR) include the NB and SB directions at Carbon Beach Terrace (pending cultural studies), NB and SB directions at mid-crossing (PM 45.856)(covered under EA 340904), and the NB and SB directions at Malibu Pier mid-crossing (PM 46.544) (covered under EA 340904).

| Loc # | Location | Street Name |
|--------------|-----------------|---------------------------------------|
| 1 | SW | Entrada Dr |
| 2 | SE | Entrada Dr |
| 3 | NE | Entrada Dr |
| 4 | NE | Channel Rd |
| 5 | NW | Chautauqua Blvd |
| 6 | SW | Temescal Canyon Rd |
| 7 | SE | Temescal Canyon Rd |
| 8 | NW | Temescal Canyon Rd |
| 9 | NE | Temescal Canyon Rd |
| 10 | NE | Bay Club Dr |
| 11 | SE | Sunset Blvd |
| 12 | NE | Sunset Blvd |
| 13 | SE | Porto Marina Way |
| 14 | SE | Coastline Dr |
| 15 | SE | Topanga Canyon Blvd |
| 16 | NE | Topanga Canyon Blvd |
| 17 | SB | PM 43.1 (Moonshadows) - Mid Crosswalk |
| 18 | NB | PM 43.1 (Moonshadows)-Mid Crosswalk |
| 19 | NE | Rambla Vista |
| 20 | NW | Carbon Canyon Rd |
| 21 | NE | Carbon Canyon Rd |
| 22 | NB | PM 46.098 - Mid Crosswalk |

Traffic Signs and Striping:

- Upgrade all pavement striping and marking to meet current standard.
- Replace or upgrade all damaged or missing signs to current standard. New signs will be added as part of safety improvement.
- Restripe the roadway to provide additional Class II bike lanes in both directions at five (5) specific segments.
- Add/relocate two new Overhead Signs at Pacific Coast Highway and Sunset Avenue Intersection.
- Reconstruct existing Qwick Kurb and install new Qwick Kurb at the listed locations that currently do not have such safety devices: NB & SB Temescal Canyon Rd, NB & SB Bay Club Drive, SB Topanga Canyon Blvd, and NB & SB at PM 46.11.

Traffic Electrical:

- The existing loop detectors within the project limits that will be removed during cold plane operation, will be replaced.
- Add / relocate traffic signal/light poles and respective cabinets within the project limits.
- 40 pedestrian push buttons will be upgraded or added at various locations. This number may change during PS&E phase.
- Intelligent Transportation System (ITS) upgrade from McClure Tunnel to California Incline.

Guardrail:

- Upgrade approximately 7,980 feet of existing MBGR to current standard MGS and Inline/Flare terminal system and End Treatment at various locations. A 290 LF stretch of MGS at Sunset Blvd proposed in the PIR is eliminated because it is located within an Environmentally Sensitive Area (ESA).
- Provide rubber or fiber mats for vegetation control.
- Replace/install temporary crash cushion with permanent Smart Crash Cushion at Entrada Drive (PM37.01) similar to the Crash Cushion at the intersection of Channel Road and LA-1 (PM 37.048).

Other Improvements:

- Replace existing AC dikes.
- Improve lighting inside the Roosevelt Pedestrian Tunnel and Will Rogers Parking Lot Pedestrian Tunnel.
- Install 4 new CCTVs near Roosevelt Pedestrian Tunnel and Will Rogers Parking Lot Pedestrian Tunnel.
- Reconstruct existing raised median from Malibu Pier to Serra Road to provide a

typical curb height of 4 inches.

- Convert 26 out of 30 existing bus pads to PCC. The remaining 4 are already constructed in concrete.
- Construct approximately 150 LF of retaining wall along Northbound PCH, about 0.63 miles North of Big Rock Drive.
- Repair, replace or clean drainage systems listed below:

| System No. | CIPP Recommendation (2022 SHOP, ID 15934, EA 36150) |
|--------------|--|
| 530010003730 | CIPP liner 18"x8' |
| 530010003793 | Concrete Invert Paving/ Pipe replacement 10' @55'-65'/ CIPP 48"x205' |
| 530010003868 | Replace 18"x35' & CIPP 18"x125' |
| 530010003890 | Replace 18" x 94' CMP |
| 530010003985 | Replace 36"x10' CSP & CIPP Liner 36"x110' |
| 530010004003 | Culvert Contact Grouting; CIPP Liner 18"x65'; Install 18"x16' RCP |
| 530010004064 | Replace 24"x36.0' RCP fr. SB to outfall. |
| 530010004117 | Replace 18"x8' RCP/CIPP Liner 18"x236' |
| 530010004134 | Culvert Contact Grouting & CIPP 24"x125' |
| 530010004153 | Replace 24" RCP/ CIPP Liner 24"x78' |
| 530010004169 | Replace 24"x8' RCP @ 35'-43' portion. CIPP Liner 24"x120' |
| 530010004182 | Replace 18"x20' RCP (N-S); CIPP Liner 18"x53' |
| 530010004189 | CIPP liner 24" x 118' |
| 530010004236 | CIPP liner 30" x 25' |
| 530010004244 | CIPP liner 24" x 76' |
| 530010004248 | CIPP liner 24" x 79' |
| 530010004274 | CIPP Liner 24"x71' |
| 530010004295 | Replace 18"x10' RCP |
| 530010004333 | CIPP Liner 24"x78' |
| 530010004362 | Culvert Contact Grouting & CIPP Liner 36"x70' |
| 530010004384 | Culvert Contact Grouting & CIPP Liner 24"x89' |
| 530010004463 | Replace 18"x15' RCP; CIPP Liner 18"x72' |
| 530010004513 | CIPP Liner 18"x85' |
| 530010004544 | CIPP Liner 18"x82' and 18"x77' |
| 530010004647 | CIPP Liner 18"x84' |

Complete Streets:

This CAPM project proposes to upgrade 22 existing curb ramps within the project limits to current ADA standards. These improvements will make this route more accessible to pedestrians and persons with disabilities. One new sidewalk will be constructed at the northeast corner of PCH and Topanga Canyon Blvd which leads to a bus stop for pedestrians. An existing sidewalk will be reconstructed at the southeast corner of PCH and Porto Marina Way which leads to an existing bus stop. Additionally, two new crosswalks will be added. One will be incorporated at the existing Entrada Drive intersection, and another will be installed with a Pedestrian Hybrid Beacon (PHB) and at 20356 PCH. All 32 existing crosswalks will be enhanced/restriped to current high visibility standards.

Per SB1216, the introduction of new “Sharrow” pavement marking in locations above 30 mph is no longer permitted. Locations with existing sharrows that are not receiving new bike lanes will be refreshed, and new bike route signage will be added.

As part of this project, five (5) Class II bike lane segments will be added to the project. One segment in the northbound direction and four segments in the southbound direction. At these locations, the existing roadway width is wide enough to accommodate new bike lanes and maintain 11-foot traveled lanes and a standard shoulder. Locations are listed below and reflected in the strip map in Attachment I:

1. Seaview Dr to North of Bay Club Dr, SB side of PCH (0.45 mile)
2. Pena Creek to North of Budwood Mountain Way, SB side of PCH (0.26 mile)
3. Segment between Big Rock Dr and Las Flores Canyon Rd, SB of PCH (0.34 mile)
4. Carbon Canyon Rd to Serra Rd, SB of PCH (1.84 mile)
5. Rambla Vista to Serra Rd NB, side of PCH: (1.97 mile)

The following locations were also reviewed by the Project Development Team and will not be incorporated into the design phase. Listed justifications for their removal have been noted with their respective segments.

| | |
|--|--|
| Temescal Canyon Rd to Bay Club Dr (NB): 0.6 mile stretch | Traffic Safety and Maintenance concerns with landslide risk and maintenance of the shoulder area. |
| North of Bay Club to Sunset Blvd Lane (NB&SB): 0.4 mile stretch | Traffic Safety and Maintenance concerns with landslide risk and maintenance of the shoulder area. |
| North of Porto Marina Way to South of Coastline Dr (NB&SB): 0.4 mile stretch | Design and Mobility concerns due to required median narrowing to accommodate features. |
| North of Coastline Dr to Topanga Canyon Blvd (NB&SB): 1.2 mile stretch | Design and Mobility concerns due to required median narrowing and additional study on sight distance for vehicles. |

The remainder of the project's postmiles were reviewed for bike facility feasibility but were determined to be unviable for this project scope. This was primarily due to the necessity for implementation of roadway redesign efforts outside of the pavement rehabilitation scope to manage conflict points with businesses or residential traffic. The PCH Master Plan (to be finalized June 2025), conceptualizes roadway designs that future projects can consider connecting stretches of bike lanes established in this project.

This project proposes to upgrade all existing ADA curb ramps to standard within the project limits wherever there are existing sidewalks and no restrictions to pedestrians to use walkways.

Intermodal Transit Centers and Stations Located on or Near SR-1 Corridor

Transit facilities: SR-1 TCR TRANSIT INFORMATION – D7

| From /To | Operator | Route | Name Description | Service Type | Service Span | Notes |
|------------------------------|----------|-------|---------------------------------|--------------|--------------|-------------------------|
| Trancas Cyn Rd- Ocean Ave | LACMTA | 534 | Malibu-Washington Fairfax TC | Express | 7 Day | 30 minutes frequency |

Pedestrian facilities and existing nonstandard ADA curb ramps will be upgraded in compliance with ADA. A list of the locations is described in Section 5. Additionally, pedestrian push buttons will be installed at locations where they do not currently exist.

The majority of PCH within the project limits is part of the Pacific Coast Bike Route and is designated within the Adventure Cycling Association's Route Network as the Pacific Coast Route. Bicyclists are prohibited along the portion of I-10/McClure Tunnel. Although Class II or Class IV Bike Lanes are recommended per Design Memorandum for Bikeway Facility Selection Guidance in both directions where bicyclists are permitted within project limits, due to right-of-way, geometric, geologic, parking and operational constraints, it appears that continuous bike lanes cannot be fully implemented with this project at this time. Existing shared-use facilities that were not feasible for Class II bike lanes in this project will be enhanced with 6" edge lines and improved signage.

Non-standard Features:

It is not within the scope of this CAPM project to upgrade features to current standard. This project does not introduce new non-standard features, and all existing geometric features will be maintained as part of the project. Therefore, a Design Standard Decision Document (DSDD) is not required.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

An evaluation of hazardous waste or contamination assessment dated 2/26/2025 confirms a project-specific lead compliance plan (LCP) is needed for removing of existing MBGR.

Upgrading of existing guardrails and damaged roadway sign involves removal of wood posts, potential asbestos-containing material (ACM) shims and disturbance of aerially deposited lead (ADL) containing soil. The existing guardrail wood posts are treated wood waste (TWW) which are subjected to hazardous waste regulation. ACM may be encountered during the removal of existing MBGRs. The shim between the metal railing and wood blocks have been found to contain asbestos. An asbestos survey should be required to identify ACM. The proper safety and health practices for handling TWW and ACM should be included in the Contractor's Project Code of Safety and Health Practices.

Minimal disturbance of ADL soil during removal of TWW and upgrading of guardrail barrier posts may be spread at and near the soil disturbance area.

The removal of yellow thermoplastic stripe and pavement marking material will need to be tested first during construction. A Standard Special Provision (SSP) shall be written and included in the construction contract specifications to require testing to determine whether the removed yellow thermoplastic stripe is hazardous or not and to dispose of the material properly.

6B. Value Analysis

The Value Analysis (VA) study was conducted in July 2024 (For details, see Attachment K). The study concluded the following six (6) VA Alternatives:

| Alternative | Description |
|--------------------|--|
| Alt-1 | Install additional ADA sidewalks and curb ramps |
| Alt-2 | Construct Qwick Kurb between opposite directions of travel |
| Alt-3 | Provide buffered Class II lanes |
| Alt-4 | Upgrade existing lighting at additional locations |
| Alt-5 | Use rapid set JPCP in lieu of regular JPCP |
| Alt-6 | Use rapid set LCB in lieu of regular LCB |

In VA Alternative 1, a new sidewalk and a new ADA curb ramp will be added at the northeast corner of PCH and Topanga Canyon Rd. This pedestrian travel will connect to an existing bus stop. Also, an existing sidewalk and ADA curb ramp will be reconstructed at the southeast corner of PCH and Porto Marina Way, which leads to an existing bus stop. VA Alternative 2 will be implemented, but the exact locations will be determined at PS&E. VA Alternatives 3 and 4 will be further evaluated during PS&E. In VA Alternatives 5 and 6, rapid set JPCP and rapid set LCB will be implemented, respectively.

6C. Resource Conservation

Any material that cannot be properly disposed or salvaged shall become property of the contractor and shall be disposed of outside the State Right of Way in accordance with all applicable federal, state, and local laws and regulations.

This project will recycle all applicable material on site.

6D. Right-of-Way Issues

There are several highway easements, temporary construction easements, drainage easements and a footing easement that need to be obtained to construct ADA curb ramps, drainage systems and a retaining wall for this project. Encroachment permits will also be needed to construct the other ADA curb ramps and drainage systems for the remaining areas in City, County or other State agencies Right-of-way. Right-of-way Engineering will need to further investigate by obtaining title reports. The utility conflicts will be further investigated during PS&E. See Attachment G.

6E. Environmental Compliance

The environmental document for this project is a Categorical Exemption [Class 1] and Categorical Exclusion under California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) guidelines respectively. Caltrans is the CEQA and NEPA Lead Agency for this project. (See Attachment D)

Appropriate special provisions will be prepared and provided during the PS&E phase of the project.

6F. Air Quality Conformity

The proposed project is exempt from conformity determination because it falls under the exempt projects (pavement resurfacing and/or rehabilitation) listed in (40CFR) 93.126. Therefore, an Air Quality Assessment is not required. The proposed project will not impact any changes to traffic volumes, vehicle mix, locations of the existing facility,

or any other factors that would cause an increase in emissions impacts relative to the existing condition.

6G. Title VI Considerations

Caltrans policies demonstrate a commitment to Title VI of the Civil Rights Act, which provides that no person in the United States shall, on the grounds of race, color, religion, national origin, gender, disability, or age be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

6H. Noise Abatement Decision Report

This is a Type III project under 23 CFR 772.7. A noise study is not needed. A Noise Abatement Decision Report is not required for this project.

6I. Life-Cycle Cost Analysis

A Life Cycle Cost Analysis is not required for this project.

6J. Reversible Lanes

Reversible lanes are not applicable for this project.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Transportation Management Plan

A preliminary Transportation Management Plan (TMP) data sheet is provided in the Attachment C “Transportation Management Plan Data Sheet” to recommend method of reducing construction impacts. The key elements of the TMP are the press release, fixed changeable message signs, internet, lane closure and COZEEP. It is anticipated that during paving operations, lane closures will be utilized along with temporary construction area signs, channelizers, traffic cones, and barricades during low traffic volumes. Also, existing parking facilities may not be available during this time.

Construction and pedestrian detour signs will be used to direct pedestrian traffic to safe crossing zones during construction of ADA curb ramps. Stage construction plans will be developed, in coordination with the City and stakeholders, during PS&E phase to minimize the impacts to traffic, local businesses, residences, and on-street parking unavailability during construction. Lane Closure Charts and Traffic Handling Plans will be developed during the PS&E phase to minimize public inconvenience. A detail work zone protection determination will be conducted during PS&E phase and the appropriate mitigation strategies will be taken if necessary.

During the summer months, Caltrans does not allow long term lane closures on this segment of SR-1 due to high traffic volumes. With the City's moratorium on all construction between Memorial Day and Labor Day, the construction window will be scheduled from September to May except for light construction work during evenings only. Most construction activities will be scheduled outside summer months.

7B. Stormwater Compliance

Construction Best Management Practices (BMPs) will not be included as part of this project. The Total Disturb Soil Area (DSA) is less than 1 acre since most of the scope of work is cold plane and overlay existing pavement. A short form Storm Water Data Report is provided in the Attachment B.

7C. Corridor and System Coordination:

There are 9 planned/programed projects occurring within or near this project's limit. Therefore, the coordination with the following project will be required:

| EA | Scope | Postmile | RTL | CCA |
|-----------|---|-----------------|------------|------------|
| 07-34090 | Traffic Signal and ADA curb ramp improvements by City of Malibu | 40.8/48.5 | Mar-23 | Aug-25 |
| 07-31350 | Drainage Improvement and Culvert Replacement | 37.7/62.9 | Dec-22 | Sep-29 |
| 07-35420 | Pavement Rehab | 46.9/62.9 | Oct-25 | Dec-29 |
| 07-36680 | PCH Las Flores LL Proactive Safety | 44.2/44.2 | Jan-31 | Sep-33 |
| 07-38720 | Potrero Canyon PCH Ped/Bike Bridge | 37.5/37.5 | - | - |
| 07-37680 | Malibu Lagoon Wastewater Line | 47.0/47.0 | March-24 | Sep-25 |
| 07-23930 | Topanga lagoon Restoration (OS) | 40.6/41.2 | Nov-26 | Jun-32 |
| 07-50480 | PCH Tramonto Slide | 39.5/39.6 | Dec-28 | Nov-29 |
| 2XS104 | Restore Retaining Getty Villa Wall | 39.9/40.0 | - | July-25 |
| 2XR20 | Fire Damaged Retaining Wall | 42.2/42.4 | - | Aug-27 |
| 2XS30 | Palisades Fire South | 36.1/41.0 | - | May-26 |
| 2XS40 | Repair Fire Damaged State Assets | 41.2/45.6 | - | May-26 |

Recycled Materials

The contractor may produce Hot Mixed Asphalt (HMA) using reclaimed asphalt pavement (RAP) in conformance with the SSP 39-010 and the requirements in California Test 367, amended by Lap Procedure-9 (LP-9). RAP shall be processed from AC removed from pavement surfaces and stored in stockpiles on smooth surfaces free of debris and organic material. Processing and stockpiling operations shall prevent material contamination and segregation. The Resident Engineer must approve the mix-design using RAP and be notified of any changes in the RAP substitution rate.

Climate Change

This project will generate the following Construction & Maintenance GHG Emissions: 1. 13,668 MT CO₂e for No-Build routine maintenance. 2. 7.318 MT CO₂e Unmitigated GHG Emission. 3. 5.070 MT CO₂e Proposed Mitigated GHG Emission, 0 % reduction in GHG Emission due to alternative construction and maintenance techniques. Disclaimer: The resulting GHG emission calculation was obtained using the FHWA Carbon Estimator Tool. This is an estimate using data inputs in the planning phase, before details about specific facility dimensions, materials and construction practices are known. The tool may not be appropriate to inform engineering analysis and pavement selection. Although Caltrans will continue considering the benefits of utilizing the FHWA Carbon Estimator Tool, at this time this estimate should not be used as a benchmark for GHG calculations in future phases of project development beyond the PID phase. The term mitigation relates to only the limited amount of items used in the FHWA ICE tool as GHG reduction measures and does not necessarily reflect all measures that could be included in the development process to reduce greenhouse gas emissions. Nor does the use of the word mitigation apply to the CEQA or NEPA process/determination for the proposed project. However, the project will reduce the greenhouse gas emission in the long run due to the improvement in ride quality.

Asset Management

The PIR approved on 10/1/2020 proposed the following performance measures: 57.16 LM Pavement Class II, 3,021 LF Drainage System Restoration, 2 Fatal/Serious Injury Collision Reduction, 2 TMS, 19 ADA Pedestrian Infrastructures, and 3.43 Compliance Units of Storm Water Mitigation. As a result of Caltrans' field investigations and concurrence with various functional units, new performance objectives were developed and have been updated in SHOPP Tool (Attachment J). The performance measures proposed in this PR generally exceed the performance objectives identified in the PIR. No Treatment Best Management Practices (BMPs) are proposed in this project since existing BMPs within the project limits will not be removed or altered. Furthermore, this project does not require permanent BMPs since the increase of new impervious surface (NIS) is less than 10,000 square feet. Additional performance goals were added such as Collision Severity Reduction, ADA curb ramps, crosswalks, bike lane segments, and sidewalks. This PR is proposing the following performance measures: 57.16 LM Pavement Class II, 2,420 LF Drainage System Restoration, 12 Fatal/Serious Injury Collision Reduction, 6 TMS, 22 ADA Pedestrian Infrastructures, 25,660 LF class II bike lanes, 490 LF sidewalks, and 2359 LF Crosswalks.

Potential Scope

Three (3) potential proposed improvements in the City of Santa Monica were investigated in the PA&ED phase and will be studied further in the PS&E Phase. The community of the City of Santa Monica requested to investigate these improvements during a public engagement. This new scope is not included in this PR because it will require

environmental clearance and additional studies by Design in the next Phase. The three (3) potential improvements are the following:

1. Pair Bus stops at Entrada Drive: potential scope includes bus pads on most right lanes on both SB/NB direction near the new crosswalk on the south leg, additional loops, and may need signal pole/pull box relocation.
2. New Bus Stops and Crosswalk by Annenberg Community Beach House: potential scope includes new crosswalk on the south leg, retaining wall and sidewalk widening with ADA curb ramp on the NB sloped side, ADA curb ramp on the SB side, potential signal pole and pull box relocations, new pedestrian push buttons and poles, and bus pads.
3. PCH Parking lot 1N (1550 PCH): potential new signal intersection for drivers exiting the parking lot. The parking lot is located on the SB direction of PCH just adjacent to Ocean Front Walk.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

Programming

The table below provides the current programmed information for the project cost component, and the current cost estimate by component. The current cost estimate for support is escalated to the middle of each component at a rate of 3.7% per year for each component. The construction capital cost is escalated to mid construction at a rate of 4.98% for FY 25/26 and 3.8% for FY 26/27 and beyond. The Right of Way capital is escalated at 8% to the end of construction at a rate of 8% per year.

| Fund Source | Programming by Fiscal Year | | | | | | | | Current Estimate (Escalated) |
|----------------------|-----------------------------------|-------|-------|---------------------|-------|-------|--------|------------------|------------------------------|
| | Prior | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | Future | Programmed Total | At PAED Total |
| Component | In thousands of dollars (\$1,000) | | | | | | | | |
| PA&ED Support | 2,156 | | | | | | | 2,156 | 4,085 ¹ |
| PS&E Support | 3,140 | | | | | | | 3,140 | 5,150 ² |
| Right-of-Way Support | 1,159 | | | | | | | 1,159 | 2,520 ² |
| Construction Support | | | | 4,226 ³ | | | | 4,226 | 4,826 ³ |
| Right-of-Way Capital | | | | 2,360 ³ | | | | 2,360 | 2,120 |
| Construction Capital | | | | 38,537 ³ | | | | 38,537 | 65,615 |
| Total | 6,455 | | | 45,123 | | | | 51,578 | 84,316 |

¹ Supplemental Fund in the amount of \$1,929,000 was approved in October 2024 CTC.

² Greater than 120% fund allocation being requested in the June 2025 CTC meeting.

³ PCR has been approved for moving the delivery year from FY 25/26 to FY26/27. Construction support and capital increase will be adjusted through a PCR and SHOPP amendment in October 2025.

The support to capital cost ratio is 24.5%. See Attachment H for Cost Estimate.

9. DELIVERY SCHEDULE

| Project Milestones | | Milestone Date (Month/Day/Year) | Milestone Designation (Target/Actual) |
|----------------------------|------|---------------------------------|---------------------------------------|
| PROGRAM PROJECT | M015 | 03/16/2022 | A |
| BEGIN PAED | M020 | 07/26/2022 | A |
| PA & ED | M200 | 06/30/2025 | T |
| START PS&E | M210 | 07/01/2025 | T |
| PRE-60% PS&E | | 12/19/2025 | T |
| 60% PS&E | M313 | 02/28/2026 | T |
| PRE-95% PS&E | | 05/04/2026 | T |
| 95% PS&E | M315 | 06/15/2026 | T |
| PS&E TO DOE | M377 | 07/15/2026 | T |
| DRAFT STRUCTURES PS&E | M378 | 05/04/2026 | T |
| PROJECT PS&E | M380 | 09/14/2026 | T |
| RIGHT OF WAY CERTIFICATION | M410 | 11/16/2026 | T |
| READY TO LIST | M460 | 11/30/2026 | T |
| FUND ALLOCATION | M470 | 01/29/2027 | T |
| HEADQUARTERS ADVERTISE | M480 | 03/09/2027 | T |
| AWARD | M495 | 06/09/2027 | T |
| APPROVE CONTRACT | M500 | 07/07/2027 | T |
| CONTRACT ACCEPTANCE | M600 | 03/21/2030 | T |
| END PROJECT | M800 | 09/21/2031 | T |

10. RISKS

Risk management activities has been conducted to develop and maintain a risk register for this project. The details of the risk register are shown in the Attachment F.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project is an Assigned Project in accordance with the current FHWA and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

The project requires the following coordination:

California Coastal Commission and/or Local Coastal Program California
Public Resources Code Division 20 (California Coastal Act) Coastal
Development Permit

Regional Water Quality Control Board – Region 4
Clean Water Act Section 401
Water Quality Certification

12. PUBLIC ENGAGEMENT

Four (4) public engagements were held by the PDT during the PA&ED Phase of this project. In person public engagements were held with the City of Santa Monica on March 27, 2025, and with the City of Malibu on April 9, 2025. Two (2) virtual meetings were held on April 16 and May 12, 2025.

13. PROJECT REVIEWS

District Program Advisor _____ MD Musa _____ Date 4/15/2025

Headquarters SHOPP Program Advisor Long Huynh _____ Date 4/15/2025

District Maintenance _____ Scott Sylvan _____ Date 4/15/2025

Headquarter Project Delivery Coordinator Sunil Gandrathi _____ Date 4/15/2025

Project Manager _____ Janice Lu _____ Date 4/15/2025

District Safety Review _____ Osama Assaad _____ Date 4/15/2025

Mobility Programs _____ Danny Luong _____ Date 4/15/2025

Complete Streets _____ Nick Carmona _____ Date 4/15/2025

Environmental Planning _____ Karl Price _____ Date 4/15/2025

Traffic Design _____ Anh Nguyen _____ Date 4/15/2025

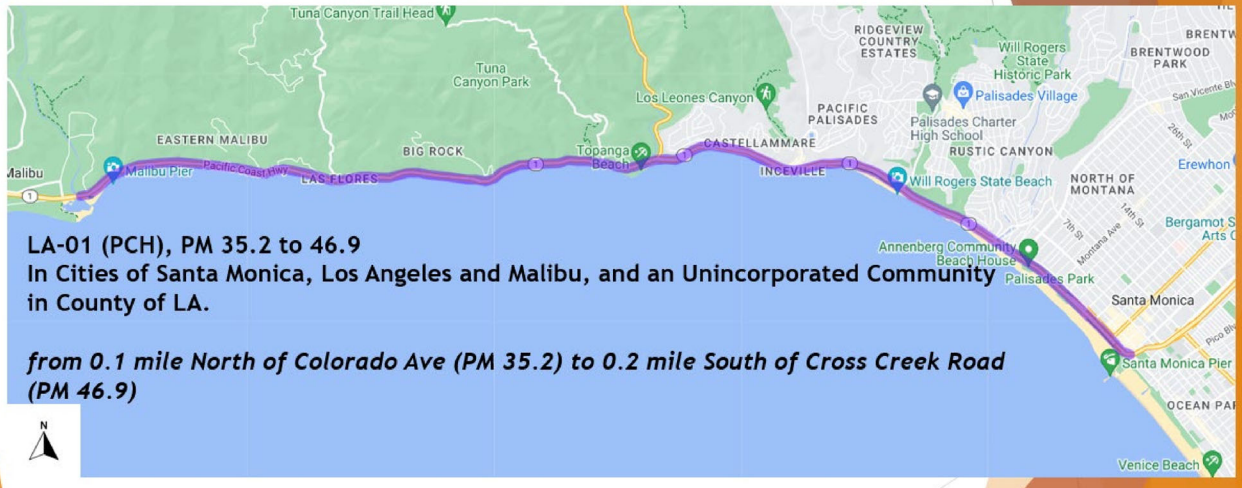
14. PROJECT PERSONNEL

| | | |
|-----------------------------------|--------------------------|----------------|
| Janice Lu, Project Manager | Project Management | (213) 215-2393 |
| Refugio Dominguez, Design Manager | Office of Design C | (213) 269-6712 |
| Anthony Hughes, Project Engineer | Office of Design C | (213) 269-0850 |
| Nick Carmona | Complete Streets | (213) 808-4826 |
| Nader Gobran | Material | (213) 269-1357 |
| Danny Luong | Mobility Programs | (213) 628-6102 |
| Xu Yang | Traffic DTM | (213) 266-3999 |
| Anh Nguyen | Traffic Design | (213) 269-1753 |
| Cecilio Burciaga | Traffic Electrical | (213) 626-9256 |
| Min Kim | Utilities | (213) 269-0989 |
| Cesar Hernandez | ITS | (213) 266-6861 |
| Garrett Shay | Geotech | (213) 434-0172 |
| Lupe Tamayo | Safety | (213) 269-1276 |
| Kyle Hwang | Safety | (213) 317-0626 |
| Karl Price | Environmental | (213) 266-3822 |
| Rocky Rojas | Environmental | (213) 266-3772 |
| Anna Johnson | Environmental/CDP | (213) 310-2536 |
| Diana Valadez | Environmental/Cultural | (213) 266-6916 |
| Andrew Johnstone | Environmental/Biologist | (213) 335-0056 |
| Andrew Yoon | Air Quality | (213) 266-6892 |
| Henry Jones | Hazardous Waste | (213) 269-1118 |
| Wing Yan Lee | Hydraulics | (213) 269-1861 |
| Shao-Chiang Liu | Stormwater | (213) 269-1662 |
| Kevin Tan | Stormwater | (213) 269-0988 |
| Scott Sylvan | Maintenance | (213) 216-6068 |
| Wayne Lee | Right of Way | (213) 897-0117 |
| Michele Graves | R/W Utilities | (213) 269-0486 |
| Alice Zhong | R/W Engineering | (213) 310-2579 |
| George Olguin | Design/Landscape | (213) 266-6588 |
| Cardiel Bugarin | Project Management, Risk | (323) 240-1912 |

15. ATTACHMENTS (Number of Pages)

- A. Location Map (1)
- B. Storm Water Data Report-Signed Cover Sheet (1)
- C. Transportation Management Plan Data Sheet (4)
- D. Environmental Document (8)
- E. Hazardous Waste Assessment (4)
- F. Risk Register (9)
- G. Right of Way Data Sheet (6)
- H. Project Cost Estimate (11)
- I. Bike Lane Class II Strip Map (1)
- J. SHOPP Project Performance Measures Output (1)
- K. Value Analysis (8)
- L. Preliminary Layout Plans
- M. Complete Street Decision Document (CSDD) (7)

ATTACHMENT A LOCATION MAP



LA-01 (PCH), PM 35.2 to 46.9

In Cities of Santa Monica, Los Angeles and Malibu, and an Unincorporated Community in County of LA.

from 0.1 mile North of Colorado Ave (PM 35.2) to 0.2 mile South of Cross Creek Road (PM 46.9)

ATTACHMENT B

STORM WATER DATA REPORT



Dist-County-Route: 07-LA-1
Post Mile Limits: 35.2/46.9
Project Type: Pavement Rehabilitation
Project ID (EA): 0719000287 (361500)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Los Angeles, Region 4

- | | | |
|--|------------------------------|--|
| 1. Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. Is the project required to implement Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. Does the project impact existing Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

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

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Total Disturbed Soil Area: 0.93 acre New Impervious Surface: 0.0 acre
Estimated Const. Start Date: 7/12/2028 Estimated Const. Completion Date: 1/11/2030

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

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



[Stamp Required at PS&E only]

Anthony Z. Hughes 4/22/2025
Anthony Hughes, Registered Project Engineer Date

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

S Lin 05/07/2025
Shao-Chiang Liu, District/Regional Design SW Coordinator or Design

ATTACHMENT C
TRANSPORTATION MANAGEMENT
PLAN

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

07-361501

Co/Rte/PM LA -1 - PM 35.2/46.8 EA 0719000287 Alternative No. PIR
 Project Limit From McClure Tunnel to Serra Rd in the cities of Santa Monica, Los Angeles and Malibu in Los Angeles County
 Project Description Rehabilitate pavement, upgrade guardrail, transportation Management System (TMS) elements and culverts and upgrade facilities to Americans With Disabilities (ADA) standards.

1) Public Information

- | | |
|---|----------|
| <input type="checkbox"/> a. Brochures and Mailers | \$ |
| <input type="checkbox"/> b. Press Release | |
| <input checked="" type="checkbox"/> c. Paid Advertising | \$25,000 |
| <input type="checkbox"/> d. Public Information Center/Kiosk | \$ |
| <input type="checkbox"/> e. Public Meeting/Speakers Bureau | |
| <input type="checkbox"/> f. Telephone Hotline | |
| <input checked="" type="checkbox"/> g. Internet | |
| <input type="checkbox"/> h. Others _____ | \$ |

2) Motorists Information Strategies

- | | |
|---|----|
| <input checked="" type="checkbox"/> a. Changeable Message Signs (Fixed) | \$ |
| <input type="checkbox"/> b. Changeable Message Signs (Portable) | \$ |
| <input type="checkbox"/> c. Ground Mounted Signs | \$ |
| <input type="checkbox"/> d. Highway Advisory Radio | \$ |
| <input type="checkbox"/> e. Caltrans Highway Information Network (CHIN) | |
| <input type="checkbox"/> f. Others _____ | \$ |

3) Incident Management

- | | |
|--|-----------|
| <input checked="" type="checkbox"/> a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$515,000 |
| <input type="checkbox"/> b. Freeway Service Patrol | \$ |
| <input type="checkbox"/> c. Traffic Management Team | |
| <input type="checkbox"/> d. Helicopter Surveillance | \$ |
| <input type="checkbox"/> e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ |
| <input type="checkbox"/> f. Others _____ | \$ |

4) Construction Strategies

| | | |
|-------------------------------------|-----------------------------------|----|
| <input checked="" type="checkbox"/> | a. Lane Closure Chart | |
| <input type="checkbox"/> | b. Reversible Lanes | |
| <input type="checkbox"/> | c. Total Freeway Mainline Closure | |
| <input type="checkbox"/> | d. Extended Weekend Closure | |
| <input type="checkbox"/> | e. Contra Flow | |
| <input type="checkbox"/> | f. Truck Traffic Restrictions | \$ |
| <input checked="" type="checkbox"/> | g. Reduced Speed Zone | \$ |
| <input type="checkbox"/> | h. Connector and Ramp Closures | |
| <input type="checkbox"/> | i. Incentive and Disincentive | \$ |
| <input type="checkbox"/> | j. Moveable Barrier | \$ |
| <input type="checkbox"/> | k. Others _____ | \$ |

5) Demand Management

| | | |
|--------------------------|---|----|
| <input type="checkbox"/> | a. HOV Lanes/Ramps (New or Convert) | \$ |
| <input type="checkbox"/> | b. Park and Ride Lots | \$ |
| <input type="checkbox"/> | c. Rideshare Incentives | \$ |
| <input type="checkbox"/> | d. Variable Work Hours | |
| <input type="checkbox"/> | e. Telecommute | |
| <input type="checkbox"/> | f. Ramp Metering (Temporary Installation) | \$ |
| <input type="checkbox"/> | g. Ramp Metering (Modify Existing) | \$ |
| <input type="checkbox"/> | h. Others _____ | \$ |

6) Alternative Route Strategies

| | | |
|--------------------------|---|----|
| <input type="checkbox"/> | a. Add Capacity to Freeway Connector/Ramps | \$ |
| <input type="checkbox"/> | b. Street Improvement (widening, traffic signal... etc) | \$ |
| <input type="checkbox"/> | c. Traffic Control Officers | \$ |
| <input type="checkbox"/> | d. Parking Restrictions | |
| <input type="checkbox"/> | e. Others _____ | \$ |

7) Other Strategies

| | | |
|--------------------------|----------------------------------|----|
| <input type="checkbox"/> | a. Application of New Technology | \$ |
| <input type="checkbox"/> | e. Others _____ | \$ |

TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$540,000

Project Notes:

02/06/2025

1. The TMP was developed based on information provided by the Office of Design C on 04/03/2023.
2. A Public Awareness Campaign (PAC) strategy was prepared by Media Affairs on 02/05/2025. PAC cost amount of \$25,000 shall be included in the BEES list item # 066063.
3. Construction shall notify Caltrans' Office of Media Relations/Public Affairs at least one month prior to the start of construction in order to begin the PAC.
4. COZEEP cost estimate was provided by Construction Traffic Advisor on 02/06/2025. COZEEP cost amount of \$515,000 shall be included in the BEES list item 066062.
5. All work shall be done within Caltrans Right-of-Way.
6. Work shall conform to the lane closure charts included in the Maintaining Traffic Specification.
7. Any change to the scope of the work of project will require a re-evaluation of the TMP Data Sheet.

PREPARED BY

Duc Tran

Duc Tran, T. E.

DATE 02/06/2025

APPROVAL RECOMMENDED BY

Dyari Ahmed

Dyari Ahmed, S. T. E

DATE 02/06/2025

APPROVED BY

Kenneth Young

Kenneth Young,
District Traffic Manager

DATE 02/10/2025

ATTACHMENT D
ENVIRONMENTAL DOCUMENT



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM

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

Project Information

Project Name (if applicable): Pavement Rehabilitation

DIST-CO-RTE: 07-LA-001

PM/PM: 35.2/46.9

PROJ ID / EA: 0719000287 / 36150

CE Number: 202304002

Project Description

Caltrans proposes to improve the condition of the existing pavement and upgrade existing safety items on State Route 1 (SR-1) from PM 35.2 to PM 46.9 in the Cities of Santa Monica, Los Angeles, Malibu, and unincorporated communities in Los Angeles County. The purpose of the proposed project is to restore and extend the service life of the paved roadway. Due to continued deterioration of the pavement and potential for future road hazards, there is a need for the proposed project. Additional elements have been added to improve safety for all users. See continuation sheets for full scope of work.

Caltrans CEQA Determination (Check one)

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

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

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

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

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

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

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

Senior Environmental Planner or Environmental Branch Chief

Karl Price

Print Name

Karl Price

Signature

5/16/2025

Date

Project Manager

Janice Lu

Print Name

Janice Lu

Signature

5/16/2025

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)(1)**

☐ **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

Karl Price

Print Name

Karl Price

Signature

5/16/2025

Date

Project Manager/ DLA Engineer

Janice Lu

Print Name

Janice Lu

Signature

5/16/2025

Date

Date of Categorical Exclusion Checklist completion (if applicable): 4/1/2025

Date of Environmental Commitment Record or equivalent: 3/4/2025

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



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

The scope of work for the proposed project includes the following:

Pavement Strategy:

- Cold plane 0.15' of the existing pavement and overlay with 0.15' Rubberized Hot Mix Asphalt, Type G (RHMA-G) on the travel way, bike lanes and shoulders.
- Use rapid set JPCP in lieu of regular JPCP and rapid set LCB in lieu of regular LCB.
- Dig-outs will remove and reconstruct the failed roadway structural sections with new structural section on locations with high density of Alligator B cracking. (The exact locations of dig-outs will be determined during design and construction).

ADA Curb Ramps:

- This project will upgrade 22 curb ramps at 11 intersections listed below.

| Loc # | Location | Street Name |
|-------|----------|---------------------------------------|
| 1 | SW | Entrada Dr |
| 2 | SE | Entrada Dr |
| 3 | NE | Entrada Dr |
| 4 | SE | Channel Rd |
| 5 | NE | Chautauqua Blvd |
| 6 | SW | Temescal Canyon Rd |
| 7 | SE | Temescal Canyon Rd |
| 8 | NW | Temescal Canyon Rd |
| 9 | NE | Temescal Canyon Rd |
| 10 | NE | Bay Club Dr |
| 11 | SE | Sunset Blvd |
| 12 | NE | Sunset Blvd |
| 13 | SE | Porto Marina Way |
| 14 | SE | Coastline Dr |
| 15 | SE | Topanga Canyon Blvd |
| 16 | NE | Topanga Canyon Blvd |
| 17 | SB | PM 43.1 (Moonshadows) - Mid Crosswalk |
| 18 | NB | PM 43.1 (Moonshadow) – Mid Crosswalk |
| 19 | NE | Rambla Vista |
| 20 | NW | Carbon Canyon Rd |
| 21 | NE | Carbon Canyon Rd |
| 22 | SE | PM 46.098 - Mid Crosswalk |



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Traffic Signs and Striping:

- Upgrade all pavement stripping and marking using thermoplastic paint to current standards.
- All signs that are damaged or missing will be upgraded or replaced to current standard. New signs will be added as part of the safety improvement.
- Restripe the roadway to provide additional Class II bike lanes in both directions. Bike lane buffer may be added during PS&E phase.
- Add/relocate two new Overhead Signs at Pacific Coast Highway and Sunset Avenue Intersection.
- Replace and add Quick Kurb at various locations that currently do not have such safety devices.

Traffic Electrical:

- The existing loop detectors within the project limits that will be removed during cold plane operation, will be replaced.
- Add / relocate traffic/light poles and respective cabinets within the project limits.
- Upgrade/add Pedestrian push buttons at various locations.
- Intelligent Transportation System (ITS) will be upgraded through the project limits.

Guardrail:

- Upgrade approximately 7,980 feet of existing MBGR to current standard MGS and Inline/Flare terminal system and End Treatment at various locations. The existing MBGRs that do not meet Length of Need (LON) standard will be maintained. **Note:** A 290 LF stretch of proposed MGS at Sunset Blvd was eliminated from the PIR because it is located within an Environmentally Sensitive Area (ESA).
- Provide rubber or fiber mats for vegetation control.
- Replace/install temporary crash cushion with permanent Smart Crash Cushion at Entrada Drive (PM37.01) similar to the Crash Cushion at the intersection of Channel Road and LA-1 (PM 37.048).

Other Improvements:

- Replacing existing AC dikes.
- Repair, replace or clean drainage systems as needed.
- Additional lighting inside the Roosevelt Pedestrian Tunnel and Will Rogers Parking Lot Pedestrian Tunnel.
- Reconstruct existing raised median from Malibu Pier to Serra Road to provide a typical curb height of 4 inches.
- Convert 30 existing Bus Pads to PCC.
- Construct approximately 150 LF of retaining wall along northbound PCH, approximately 0.63 miles North of Big Rock Drive.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Complete Streets:

This CAPM project proposes to upgrade select 22 existing curb ramps within the project limits to current ADA standards. One new sidewalk will be constructed at the northeast corner of PCH and Topanga Canyon Blvd which leads to a bus stop for pedestrians. An existing sidewalk will be reconstructed at the southeast corner of PCH and Porto Marina Way which leads to an existing bus stop. In addition, two new crosswalks will be added at Entrada Drive and at 20356 PCH and all 17 existing crosswalks will be enhanced/restriped to current standards.

All existing Class III bike lanes will be restriped/refreshed and new bike route signage will be added.

As part of this project, five (5) Class II bike lane segments will be added to the project. One segment in the northbound direction and four in the southbound direction. At these locations, the existing roadway width is wide enough to accommodate new bike lanes and maintain 11-foot travel lanes and a standard shoulder. The five Class II bike lane segments will be at the following locations:

1. Southbound direction of PCH from Seaview Drive to just West of Bay Club Drive (0.45 miles).
2. Southbound direction of PCH from Pena Creek to Budwood Mountain Way (0.26 miles).
3. Southbound direction of PCH, a segment between Big Rock Drive Road and Las Flores Canyon Road (0.34 miles).
4. Southbound direction of PCH from Carbon Canyon Road and Serra Road (1.84 miles).
5. Northbound direction of PCH from Rambla Vista and Serra Road (1.97 miles).

The majority of the proposed work will be within existing State right-of-way. However, several highway easements and temporary construction easements will need to be obtained to construct ADA curb ramps and drainage systems. Encroachment permits will also be needed to construct the other ADA curb ramps for remaining areas in City or County right-of-way.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Biological Resources:

There are no critical habitats or natural communities of special concern within the project limits; therefore, no impacts to special habitats or natural communities will occur. There will also be no impacts to special status plant species or special status animal species. This project will result in no impacts to federal/state threatened/endangered species, per the federal species list and the California Natural Diversity Database.

Vegetation removal will be required and will include the removal of existing ruderal, landscape and native plants. No Waters of the State or Waters of the U.S. will be affected, therefore no coordination with CDFW, USACE, and RWQCB is necessary.

In order to minimize impacts to biological resources, the following avoidance and minimization measures must be followed:

- This Division will be provided the Project Specifications & Expenditures Review Package for review and comments.
- The Project Biologist, Andrew Johnstone must be notified two weeks prior to construction (at 213-335-0056, or andrew.johnstone@dot.ca.gov), so that pre-construction surveys may be conducted and exclusionary devices and methods may be discussed, per the following standard specification: 14-6.03 Bird Protection.
- The Project Biologist must be invited to the pre-construction meeting, with one-week prior notice.
- This project must employ all appropriate Stormwater and Erosion Control Best Management Practices (BMPs) during construction, and these must be incorporated into the project specifications as determined by appropriate Caltrans specialists. Prior to the start of construction all drain inlets and outlets must be protected with BMP's to prevent construction materials and debris from entering drainages. Therefore, this project has very little potential to create water quality impacts. Temporary Construction BMP's will be required such as wind erosion control, sediment tracking control, street sweeping and vacuuming, stabilized construction roadway, spill prevention control, solid waste management, hazardous waste management, sanitary/septic waste management, material delivery and storage, material use, vehicle and equipment cleaning, vehicle and equipment fueling, and vehicle maintenance.
- All pollution and litter laws and regulations will be followed by all personnel on site.
- The Division of Environmental Planning recommends conducting vegetation removal outside the bird nesting season (February 1st through September 1st). If this is not possible, coordination with the District Biologist should take place in



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

order to minimize the risk of violating the Migratory Bird Treaty Act, and the following minimization measure should be put in place: a buffer of 150ft. for songbirds and 500 ft. for raptors which must be maintained during all phases of construction. Nesting birds may not be impacted by any construction activity including destruction of habitat or impacts from noise and dust pollution.

- If any species of concern are observed during construction activities, all work shall immediately cease and the District Biologist shall be immediately notified. Work shall not resume until clearance is given by the District Biologist.
- No bioswales or biostrips may be planted with species found on the United States Department of Agriculture (USDA) California State Noxious Weeds List.
- The Division of Landscape and Division of Environmental Planning will work jointly to determine the best plant palette for the area, especially in locations where native species are prevalent. It is recommended to focus on drought-tolerant species, and where applicable, native plants as part of the plant palette.
- If the project scope should change for any reason, this Division will be notified to determine whether current environmental documentation is adequate.

Air Quality:

Per 40 CFR 93.126 published in the Federal Register (volume 73, page 4441) on January 24, 2008, Table 2 allows certain projects to be exempt from all emissions analyses. Based on the proposed scope of work, the proposed project is deemed listed in Table 2 under the subtitle "Safety" and classification "Pavement resurfacing and/or rehabilitation". Therefore, pursuant to 40 CFR 93.126, this project is deemed classified and is exempt from the requirement to determine conformity. A project-level air quality analysis is not required and it is unlikely the proposed project will result in an adverse impact to ambient CO.

The proposed project is located in Los Angeles County within the South Coast Air Basin (SCAB) and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD); and therefore, this project must comply with the SCAQMD Fugitive Dust Implementation Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate.

The proposed project is expected to have a neutral influence on PM10 and PM2.5. The proposed project is unlikely to result in adverse impacts to ambient PM10 and PM2.5. The proposed project is not anticipated to result in any meaningful changes to traffic volumes, vehicle mix, location of the existing facility, or any other factors that would cause an increase in mobile source air toxic (MSAT) emissions impacts relative to the no-build alternative. The proposed project is not anticipated to result in an increase in operational GHG emissions as no additional roadway capacity will be added.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Senate Bill 1 Section 2030(e) directs Caltrans “To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.” In response, Caltrans Division of Environmental Analysis, Office of Environmental Management, developed a GHG Reduction Measures Toolbox (<https://env.onramp.dot.ca.gov/downloads/env/managedfiles/caltrans-ghgreduction-measures-jun-2021-a11y.pdf>) for use in project development. It is recommended that the PDT review, evaluate, and consider project measures in Tables 1 and 3 of the Toolbox and that the project commit to include all feasible and relevant measures identified from the Tables. If any measures are proposed outside the Tables in the Toolbox, the PDT shall ensure that those measures are biddable, buildable, and can be successfully implemented. All identified reduction measures shall be carried forward in the ECR.

While construction equipment on site would generate some objectionable odors primarily arising from diesel exhaust, these emissions would generally be limited to the project and would be temporary in nature. Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.

The Air Quality Branch will also coordinate for approval of a nonstandard special provision (nSSP) 14-9.05 to mandate contractors' compliance with the applicable air district rules including measures related to dust control.

Cultural Resources:

A Caltrans Professionally Qualified Staff (PQS) has conducted a review of cultural resources sensitivity for the proposed improvement project. Seventeen (17) archaeological resources were identified within 0.25 miles of the Caltrans Right-of-Way (ROW), of which thirteen (13) are within or directly adjacent to the Caltrans ROW. Of the thirteen (13) archaeological sites identified, one was previously determined eligible for listing in the National Register of Historic Places (NRHP) but is not on the California Register of Historical Resources.

Caltrans District 7 has determined that four (4) of the archaeological properties will not be adversely affected because the sites are located outside of the project's Area of Direct Impacts (ADI) and will be protected from inadvertent project effects through the establishment of Environmentally Sensitive Areas (ESAs). For the remaining nine (9) archaeological properties, a combination of horizontal and vertical ESAs will be established and/or a requirement for archaeological and Native American monitoring will be required to ensure these are protected from direct and inadvertent project impacts.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

As a result, Caltrans will implement a Post Review Discovery and Monitoring Plan (PRDM Plan).

For the project as a whole, Caltrans District 7 proposed that a Finding of No Adverse Effect without Standard Conditions is appropriate. The California State Historic Preservation Officer (SHPO) gave concurrence on the finding pursuant to 36.CFR800.5.c and Section 106 PA Stipulation X.B.2. on March 13, 2025.

The Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are complete. Note that this assessment could change if there are any changes to the proposed activities or if additional locations are added. If there are any such changes to the proposed undertaking, an additional review by the cultural resources unit will be required.

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

Hazardous Waste:

Aerially Deposited Lead (ADL) in unpaved surfaces

- A Site Investigation (SI) for ADL will be required for this project during the PS&E phase in order to adequately evaluate and determine the actual concentrations of lead in soil to protect the health and safety of workers and outline provisions for the handling and disposal of the contaminated soils per the Department of Toxic Substances Control (DTSC) lead agreement with Caltrans. It will take approximately four (4) months to complete.
- For the Engineer's estimate, it is recommended to assume the top two (2) feet of soil as California Hazardous Waste with disposal at a permitted Class I facility within the State of California. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the removal and disposal of contaminated soil and the lump sum cost of the Contractor's Lead Compliance Plan.
- A Lead Compliance Plan (LCP) will be required for worker's health and safety. Appropriate provisions for dealing with minimal disturbance of material containing hazardous waste concentrations of ADL soil will be provided during PS&E.

Minor Excavation

- During PS&E, upon receiving a request from Design, we will provide the appropriate special provisions for dealing with minimal disturbance of material containing hazardous waste concentrations of ADL soil. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Traffic Stripe Removal

- Yellow traffic stripes contain lead and chromium at concentrations that exceed hazardous waste threshold levels established by the California Health and Safety Code and Title 22 of the California Code of Regulations. The waste generated by the removal of yellow thermoplastic and yellow paint traffic stripes requires disposal at a Class I facility.
- The Contractor shall prepare a project-specific LCP to protect workers from exposure to hazards from lead while removing and handling the yellow traffic stripe residue as well as a Work Plan for handling and testing of residue prior to transport to and disposal at an appropriate disposal facility. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.
- Residue from removing white traffic stripes will not contain hazardous levels of lead; however, the Contractor is required to prepare an LCP per Cal-OSHA Title 8 California Code of Regulations.

Treated Wood Waste

- The project requires the removal of wooden posts. The wood used for the posts is treated with chemical preservatives. Arsenic, chromium, copper, and pentachloro-phenol are among the chemicals added to preserve wood. Once these wood poles are removed and become waste, they are considered as treated wood waste (TWW). TWW is non-RCRA California hazardous waste and the handling, storage, transportation, and disposal are subject to California hazardous waste regulations.
- Please refer to the latest Contract Cost Database and allocate appropriate funds for disposal of TWW and the Board of Equalization (BOE) fee.

Electrical Items

- There is a hazardous waste concern associated with the existing electrical components requiring removal. Florescent and/or mercury lamps, mercury containing switches and sensors, bulbs, disposal of controller cabinets, pull boxes, ballast and transformer may contain polychlorinated biphenyl (PCB). All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility.

Permanent and Temporary Construction Easement(s)

- The project includes permanent (FEE) and temporary construction easements (TCE) to reconstruct the ADA curb ramps or drainage systems. A site investigation (SI) for the R/W acquisition is needed to determine the existing condition. It is recommended to obtain an Indemnification agreement with the owner of the parcel if contamination is discovered.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Imported Borrow

- If the project requires imported borrow, the source of imported borrow shall be tested and free of contamination prior to placement.

Noise:

Based on the scope of work, this is not a Type I project as defined in the 2020 Traffic Noise Analysis Protocol and is not expected to raise traffic noise levels or cause a substantial noise increase. Therefore, a detailed noise study is not required for this project. However, since there are noise sensitive receptors in the vicinity of the project, potential construction noise impacts would need to be addressed. Section 14-8.02, Sound Control Requirements, of Caltrans standard specifications states that construction noise levels should not exceed sustained 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. These requirements also state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

Coastal Zone:

The project is in the Coastal Zone. The project may qualify for an exclusion from a Coastal Development Permit. The project limits go through the Cities of Santa Monica, Los Angeles-Pacific Palisades, Malibu, and Los Angeles County-Santa Monica Mountains. It is possible that a consolidated permit/exemption can be obtained from the California Coastal Commission; if not, a permit/exemption will be required from each individual agency. This will be determined during the PS&E phase.


ATTACHMENT E
HAZARDOUS WASTE ASSESSMENT

Memorandum

To: REFUGIO DOMINGUEZ
Senior Transportation Engineer
Office of Design C

Date: February 26, 2025

File: 07-LA-01
PM 35.2/46.8
CAPM-Pavement Rehab
EA: 07-334-361500
ID: 1847-0722000165

From: HENRY JONES, P.G. 
Senior Engineering Geologist
Hazardous Waste Branch – North Region
Office of Environmental Engineering (OEE)

Subject: **UPDATED HAZARDOUS WASTE ASSESSMENT (PA/ED)**

The Office of Environmental Engineering (OEE) has received your email dated February 19, 2025 for an updated hazardous waste assessment for the above-referenced project. The Office of Design C is currently working on the above Capital Preventive Maintenance (CAPM) project on Route 1 from McClure Tunnel (PM 35.2) to Serra Rd (PM 46.8) in the cities of Santa Monica, Los Angeles and Malibu in Los Angeles County.

The update request includes 26 upgrade CIPP (Attached is the Drainage upgrade cost estimate table for Detail location). Nine (9) CIPP liner, one (1) Concrete Invert Paving Pipe replacement, one (1) Replace CMP, one (1) Replace CSP & CIPP Liner, one (1) Culvert Contact Grouting CIPP Liner, install RCP, one (1) Replace RCP fr SB to outfall, two (2) replace RCP, CIPP Liner & CIPP Liner, five (5) Culvert Contact Grouting & CIPP, one (1) replace RCP portion CIPP Liner, one (1) replace RCP (N-S) CIPP Liner, one (1) replace RCP (N-S) CIPP Liner, one (1) CIPP liner and Replace CMP from NB R/W to the beach, and one (1) replace RCP, CIPP Liner.

The added work based on Safety Audit at the end of 2024 are for new sidewalks and ADA Ramp locations. These are few retaining walls, removal of paved median, new lights poles and OH signs. There are additional TCE and Highway Easement (HE) required for this project. The TCE areas are only to step on and have workspace for construction activities but not to be excavated. There will be excess soil when doing sidewalks, ADA ramps, and retaining walls.

The purpose of the project is to extend the service life of the asphalt pavement with minor distress and to improve the ride quality on State Route 1, to a condition that would require minimal maintenance.

The project also includes the following:

- Cold plane and overlay the existing AC with 0.15' RHMA-Type G on the travel way and shoulder
- Dig-out and provide crack sealing to existing pavement
- Stripe crosswalks with continental striping or to current standards

- Relocate 6 traffic signal and six electrical boxes due to conflicts with ADA curb ramp locations
- Upgrade or replace damaged or missing signs
- Convert 30 existing bus pads to Portland concrete cement pavement
- Replace damaged loop detectors with new standard loop detectors
- Upgrade approximately 7,890 feet of existing metal beam guard railing (MBGR) to Midwest Guardrail System (MGS) with vegetation control
- Replace and install temporary crash cushion with permanent Smart Crash Cushion at Entrada Dr
- Install Qwik-Kurbs for traffic channelization at Temescal Canyon Rd (PM 38.111), at Bel Air Bay Club (PM 38.741), at Topanga Canyon Blvd (PM 40.796) and at Pedestrian signal (PM 46.11)
- Upgrade existing ADA curb ramps to meet current standard
- Repair, replace or clean drainage systems
- Install Intelligent Transportation System (ITS) through the project limits
- Construct 6 permanent treatment Best Management Practices (BMPs): a biofiltration strip at PM 37.1 and 5 biofiltration swales at PM 39.2, PM 39.64, PM 39.64, PM 40.03, PM 41.87 and PM 41.9210/1/2020)

The Hazardous Waste Assessment is provided below:

ADL concern in paved surfaces

Removal of paved median, dig-out, and provide crack sealing to existing pavement; Stripe crosswalks with continental striping or to current standards; Relocate 6 traffic signal and six electrical boxes due to conflicts with ADA curb ramp locations; Upgrade or replace damaged or missing signs; Convert 30 existing bus pads to Portland concrete cement pavement; Replace damaged loop detectors with new standard loop detectors; Replace and install temporary crash cushion with permanent Smart Crash Cushion at Entrada Dr; Upgrade curb ramps to meet current standard; and Repair, replace or clean drainage systems works are done in a paved surface. Therefore, all these works will not pose any hazardous waste concern.

ADL concern in unpaved surfaces

Major excavation

Upgrade 26 Concrete Invert Paving Pipe (CIPP), few retaining walls, new lights poles and OH signs, Vegetation control, upgrade existing ADA curb ramps in unpaved surface, Install Intelligent Transportation System (ITS) through the project limits, and Construct 6 permanent treatment Best Management Practices (BMPs) works are done in unpaved surface that may generate excess soil for disposal. The potential of hazardous waste from Aerially Deposited Lead (ADL) exists within the project limits. A site investigation (SI) for ADL will be required for this project during the PS&E phase to adequately evaluate and determine the actual concentrations of lead in soil for health and safety of workers and so that provisions can be made for handling and

disposal of the contaminated soils per the Department of Toxic Substances Control (DTSC) lead agreement with Caltrans. For the Engineer's estimate, it is recommended to assume the top two (2) feet of soil as California Hazardous Waste with disposal at a permitted Class I disposal facility within the State of California. Please request a Site Investigation (SI) in a written memo during the early stage of the PS&E phase of the project. The project schedule needs to allow four (4) months to complete the ADL Site Investigation (SI). Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the removal and disposal of contaminated soil and the lump sum cost of the Contractor's Lead Compliance Plan.

Minor excavation

Upgrade approximately 7,890 feet of existing metal beam guard railing (MBGR) to Midwest Guardrail System (MGS) and construction area signs will be performed in unpaved areas, involving nominal soil disturbance, and reuse of all excavated soil at the same location. We have searched our library for an existing report and found a report within the project limit which covers PM 22.1 to 62.9. This ADL site investigation (SI) has been prepared by Stantec Consultants under Task Order No. 32, dated May 21, 2019. Based on this report the Total lead concentrations ranged from <0.18 to 610 mg/kg and the Soluble lead concentrations (WET citric) ranged from 0.094 to 30 mg/L. A lead compliance plan (LCP) will be required for workers' health and safety. During PS&E upon receiving a request from design we will provide the appropriate Special Provisions for dealing with minimal disturbance of material containing hazardous waste concentrations of ADL soil. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

Traffic Stripe Removal

Yellow traffic stripes contain lead and chromium at concentrations that exceed hazardous waste threshold levels established by the California Health and Safety Code and Title 22 of the California Code of regulations. The waste generated by the removal of yellow thermoplastic and yellow paint traffic stripes by-itself require disposal at a Class I facility. During PS&E upon receiving a request from design we will provide the appropriate Special Provisions for the PS&E package. The Contractor shall prepare a project specific LCP to protect workers from exposure to hazards from lead while removing and handling the yellow traffic stripe residue and a Work Plan for handling and testing of residue prior to transport to and disposal at an appropriate disposal facility. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

Residue from removing white traffic stripes by-itself will not contain hazardous levels of lead. The contractor is required to prepare an LCP per Cal-OSHA Title 8 California Code of Regulations. During PS&E upon receiving a request from design we will provide the appropriate Special Provisions for the PS&E package.

Treated Wood Waste

The project involves the removal of wooden posts. The wood used for the posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachloro-phenol are among the chemicals added to preserve wood. Once these wood poles are removed and become waste, they are considered as treated wood waste (TWW). TWW is non-RCRA California hazardous waste, and the handling, storage, transportation, and disposal are subject to California hazardous waste regulations. During PS&E upon receiving a request from design we will provide the appropriate Special Provisions for handling, storing, transporting, and disposing of TWW. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) and allocate appropriate funds for disposal of TWW and the Board of Equalization (BOE) fee.

Permanent and Temporary Construction Easement

This project includes permanent (FEE) & temporary construction easements (TCE) to reconstruct the ADA curb ramps or drainage systems. A site investigation (SI) for the R/W acquisition is needed to determine the existing condition. It is recommended to obtain an Indemnification agreement with the owner of the parcel if contamination is discovered.

Electrical Items

There is a hazardous waste concern associated with the existing electrical components requiring removal. Florescent and/or mercury lamps, mercury containing switches and sensors, bulbs, disposal of controller cabinets, pull boxes, ballast and transformer may contain polychlorinated biphenyl (PCB). All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility.

Imported Borrow

If the project requires imported borrow, the source of import borrow shall be tested and free of contamination prior to placement.

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any questions or need additional information, please contact me at (213) 269-1118, Henry.Jones@dot.ca.gov or contact Saba Tesfayohannes of my staff at (213) 266-6917, Saba.Tesfayohannes@dot.ca.gov.

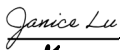



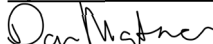



ATTACHMENT F

RISK REGISTER

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-D07-0001 (REV 09/2023)

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

| | | | | |
|--|--|--|--|---|
| Project Information | | <input checked="" type="checkbox"/> Capital Project | <input type="checkbox"/> Major Maintenance Project (Check One) | Total Capital Cost: \$35,619,000 |
| Project ID/District-EA: | | Project ID: 0719000287/ EA-07-361500 | | |
| Project Description/ Route/ Post-Mile: | | LA-001-(PM 35.2/46.9)/ PCH CAPM | | |
| Project Manager: | | Janice C. Lu | | |
| Project Risk Manager: | | Cardiel Bugarin | | |
| <input type="checkbox"/> No Risk Register Certification Required - - Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable). | | | | |
| Project Manager Signature | | | | Date: _____ |
| PID (Required for Capital Projects) | | | | |
| Project Manager | | | | Date: _____ |
| Deputy District Director, Planning | | | | Date: _____ |
| Deputy District Director, Design | | | | Date: _____ |
| Deputy District Director, Right of Way | | | | Date: _____ |
| Deputy District Director, Environmental | | | | Date: _____ |
| Deputy District Director, Traffic Operations | | | | Date: _____ |
| Deputy District Director, Maintenance | | | | Date: _____ |
| Deputy District Director, Project Management | | | | Date: _____ |
| PA&ED (Required for Capital Projects) | | | | |
| Project Manager | |  | Date: 05/22/2025 | |
| Deputy District Director, Design | |  <small>Greg Tam, May 22, 2025 13:10 (PDT)</small> | Date: 05/22/2025 | |
| Deputy District Director, Construction | |  | Date: 06/17/2025 | |
| Deputy District Director, Right of Way | |  | Date: 05/29/2025 | |
| Deputy District Director, Environmental | |  | Date: 05/22/2025 | |
| Deputy District Director, Traffic Operations | |  | Date: 05/23/2025 | |
| Deputy District Director, Maintenance | |  | Date: 05/29/2025 | |
| Deputy District Director, Project Management | |  | Date: 06/17/2025 | |
| Prior to PS&E (Required for Capital Projects) | | | | |
| Project Manager | | | | Date: _____ |
| Deputy District Director, Design | | | | Date: _____ |
| Deputy District Director, Construction | | | | Date: _____ |
| Deputy District Director, Right of Way | | | | Date: _____ |
| Deputy District Director, Environmental | | | | Date: _____ |
| Deputy District Director, Traffic Operations | | | | Date: _____ |
| Deputy District Director, Maintenance | | | | Date: _____ |
| Deputy District Director, Project Management | | | | Date: _____ |

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

| EA-07-361500, EFIS ID: 0719000287 | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------|--------|----------|---|---|---------------------------|------------|--------------------------------|-----------------------|---------------------------------|-----------------------|-------------|------|-------------|---|----------|---|-----------------------|----------------|--|--|--|--|
| Route & Post Mile: LA-001-35.246.9 | | | | Milestones | | Duration | | Base Con Cap Est (k): \$30.973 | | | | | | | | | | | | | | | |
| Project Description: PCI CAPM, SM to Malibu Lagoon | | | | PID | PAEED | PS&E | RTL | CCA | Con Working Days: 300 | PM: Janice C. Lu | | | | | | | | | | | | | |
| | | | | (M010) | (M200) | (M300) | (M450) | (M600) | Plant Est Days: 0 | | DM: Refugio Dominguez | | | | | | | | | | | | |
| | | | | 10/07/2020A | 06/30/2025 | 09/14/2026 | 11/30/2026 | 03/21/2030 | Total Con Days: 500 | | RM: Cardiel Bugarin | | | | | | | | | | | | |
| Scope Summary: The project proposes rehabilitate the existing distressed Asphalt Concrete (AC) pavement using Rubbertized Hot Mix Asphalt (RHMA). It includes performing dig-outs and reconstructing damaged pavement structural sections, particularly those with a high density of alligator cracking. Additionally, the project will upgrade the existing Metal Beam Guardrails (MBGR) to the Midwest Guardrail System (MGS) and install an Intelligent Transportation System. It will also involve replacing, repaving, or clearing out drainage culverts, upgrading non-standard curb ramps to comply with the Americans with Disabilities Act (ADA), adding new sidewalks, and converting bus pads from Asphalt Concrete to Portland Cement Concrete. | | | | | | | | | | | | | | | | | | | | | | | |
| Risk Identification | | | | | | | | | | Risk Impact Assessment | | | | | | | | | | Response Strategy | | | |
| Risk Details with Current Status/Assumptions | | | | | | | | | | Contingency (@70th Percentile): | | | | | | | | | | Risk Impact on Working Days* (@70th Percentile): | | | |
| Risk No. | Status | Type | Category | Risk Title | Risk Statement | Probability of Occurrence | Low (\$) | Most Likely (\$) | High (\$) | Cost Impact | Low | Most Likely | High | Time Impact | Rationale | Strategy | Response Actions | Risk Owner | Updated | | | | |
| 15 | Active | Threat | CON | Vandalism/Theft of Electrical System Components | As a result of vandalism or theft of newly installed equipment, replacement and repair may be required, which would lead to increased project cost and scheduled delays. | 30% | \$20,000 | \$40,000 | \$60,000 | \$12,000 | 10 | 15 | 20 | 5 | Theft and vandalism may be a threat due to the reconstruction of the area due to the fires. | Mitigate | If vandalism and theft occur on the project components, expect to use contingency funds to cover the risk. | Project Engineer | May 02, 2025 | | | | |
| 16 | Active | Threat | CON | Conflict with 2028 LA Olympic Season | If the project is in construction at same time period as the LA 2028 Olympics, there may be work stoppages where closures may not be allowed, which will impact the cost and schedule. | 20% | \$25,000 | \$50,000 | \$100,000 | \$10,000 | 5 | 10 | 15 | 2 | The 2028 Olympics is of significant importance to the entire region. | Mitigate | Coordinate with lead department 2028 Olympic representatives. | Project Manager | May 02, 2025 | | | | |
| 17 | Active | Threat | CON | Replace Additional Failed Pavement Sections | During construction, additional pavement section may be found to have failed and need replacement. This could result in additional cost and time to complete the project. | 10% | \$50,000 | \$100,000 | \$150,000 | \$10,000 | 10 | 20 | 30 | 2 | Further deterioration may occur during the development of the project. | Mitigate | Assess existing conditions during the PS&E Phase by getting core samples. Contingency may be increased to cover the cost of this risk. | Design Senior | May 02, 2025 | | | | |
| 18 | Active | Threat | ROW | Right of Way Needs | Due to the complex nature of the design, additional right of way may be needed to complete the project. This could result in additional cost to the project. | 5% | \$100,000 | \$200,000 | \$300,000 | \$10,000 | 50 | 120 | 180 | 6 | Identifying the number and type of parcels needed will increase the estimate reliability. | Mitigate | Need to re-sequence work to enable RW cost estimates and ensure that the project is necessary for both design and construction. | RW | May 02, 2025 | | | | |
| 19 | Active | Threat | TRF | Relocation of Traffic Signals | In order to provide room for the ADA ramps, it is anticipated that some traffic signal may have to be relocated, which could lead to cost and time to deliver the project. | 5% | \$100,000 | \$150,000 | \$200,000 | \$7,500 | 45 | 60 | 90 | 3 | Establish the footprint of the project, to real down traffic signals to be relocated. | Mitigate | RFI work with all jurisdictions and contractor to provide early notice required property. | Traffic Senior | May 02, 2025 | | | | |
| 20 | Active | Threat | ENV | Coastal Permits | Securing proper permits and approvals from coastal commission and other external agencies may take longer than anticipated and result in delay and additional cost. | 25% | \$20,000 | \$30,000 | \$40,000 | \$7,500 | 20 | 40 | 60 | 10 | Final California Coastal Commission (CCC) staff reports and recommendations for the project will be received from the contractor and California Contractors to develop innovative solution to construct projects. | Mitigate | Conduct early coordination with CCC Staff and Los Angeles County Planning Department to ensure that permit conditions are reasonable and sustainable. | Environmental Planner | May 02, 2025 | | | | |
| 21 | Active | Threat | DGN | Survey and Mapping for ADA Ramps | In surveying data and mapping information are not complete, it is anticipated that some data may be needed to complete the project. This could result in additional cost to the project. | 10% | \$15,000 | \$30,000 | \$60,000 | \$3,250 | 5 | 15 | 20 | 1 | Survey data is necessary for Completion of plans to meet ADA standards. | Mitigate | Request survey and mapping information as early as possible in the PS&E Phase. | Design Senior | May 02, 2025 | | | | |
| 22 | Active | Threat | STR | Storm Water Requirements | If Stormwater Requirements or recommended Best Management Practices (BMPs) are not followed, it could result in additional project costs and schedule delays. | 10% | \$10,000 | \$20,000 | \$30,000 | \$2,000 | 5 | 10 | 15 | 1 | Storm water requirement must be met. Conduct proper survey early to confirm feasibility of BMP implementation. Coordinate with local jurisdiction for storm water management plan. | Mitigate | Comply with current requirements early in the Design Phase. PDT will ensure that the water management and signage requirements for storm water. | Storm Water | May 02, 2025 | | | | |
| Related | Related | Threat | DGN | Bus Pad Reconstruction | Coordinating the work of reconstruction with the appropriate agencies and contractors may take longer than anticipated and result in delay and additional cost. | | | | | | | | | | | | | | April 01, 2025 | | | | |
| Related | Related | Threat | ENV | Environmental Impact & Clearance (Biological) | As a result of the project's potential effects on Federally protected species, the project may require preconstruction surveys, monitoring, and mitigation measures, which would increase project costs and potentially delay construction. | | | | | | | | | | | | | | April 01, 2025 | | | | |

ATTACHMENT G
RIGHT OF WAY DATA SHEET

Memorandum

*Serious Drought!
Help Save Water!*

To: Refugio Domiguez , Design Manager
Office of Design
District 7, Los Angeles Office

Date: 5/14/2025
EA: 36150
Data Sheet ID NO: ds6950
Project ID # 0719000287

From: Wayne D. Lee Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Anthony Hughes PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of 24 months after maps to appraisal (**MA**). Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement is required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of 18 months will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

| PAED (M 200) | MA (M 224) | RWC (M 410) | RTL (M 460) | CCA (M 600) |
|---------------------|-------------------|--------------------|--------------------|--------------------|
| 5/30/2025 | 7/1/2025 | 11/16/2026 | 11/30/2026 | 3/21/2030 |

TO Refugio Domiguez
ATTN Anthony Hughes

R/W DATA SHEET

ID NO ds6950

SENIOR R/W P&M Janice Lu

Date of Data Sheet 5/14/2025

ROUTE 1

PM_KM 35.2/46.9

EA 36150

Project ID #

ALT

Project Description In Los Angeles County in Santa Monica, Los Angeles and Malibu from 0.1 mile north of Colorado Ave to 0.2 mile south f Cross Creek Rd

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.

The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Refugio Domiguez to the Data Sheet Request Form.

| | YES | NO | Not known at this time |
|---|-----|----|------------------------|
| Utilities are depicted on plans | x | | |
| Railroads are depicted on plans | | x | |
| There are Material and/or Disposal Sites Required | | x | |
| Caltrans will do the Right of Way work | x | | |
| There will be a Cooperative Agreement | | x | |
| This is a reimbursable project | | x | |
| There is Hazardous Waste potential | | x | |

RW COST ESTIMATE

| | CURRENT VALUE | ESCALATED VALUE |
|---|---------------|-----------------|
| R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits | \$1,117,423 | \$1,260,505 |
| Clearance | | |
| RAP (cont rate.) | | |
| Escrow costs (cont rate.) | \$33,366 | \$37,638 |
| Utility relocation costs | \$536,000 | \$791,555 |
| Estimate of Reimbursed Appraisal Fee | \$30,000 | \$30,000 |
| Total estimated cost | \$1,716,789 | \$2,119,698 |

Escalation Rate Rw .07

Escalation Rate Utilities .08

Cert.date 11/16/26

ROUTE 1

PM_KM 35.2/46.9

EA 36150

ALT

Parcel Count and Py Info

| PARCEL DUAL TYPES APPR. | | |
|----------------------------|----|--|
| A | | |
| B | 18 | |
| C | 2 | |
| D | | |
| F | | |

| RIGHTS NEEDED | |
|------------------|----|
| FEE | 2 |
| EASE | 10 |
| TCE | 10 |

| TAKES | |
|-------|----|
| FULL | |
| PART | 22 |
| TOTAL | 22 |

| DISPLACEMENT OF UNITS | |
|--------------------------|--|
| SFR | |
| BUS | |
| MULTI | |

| PARCELS WITH RAP | |
|---------------------|--|
| | |

| POTENTIAL CLEARANCE PARCELS | |
|-----------------------------------|--|
| | |

| POTENTIAL CONDEMNATION PARCELS | |
|--------------------------------------|--|
| 6.6 | |

| POTENTIAL EXCESS PARCELS | |
|--------------------------------|--|
| | |

| UTILITY IMPACTS | |
|-----------------|--|
| u4-1 | |
| u4-2 | |
| u4-3 | |
| u4-4 | |
| u5-7 | |
| u5-8 | |
| u5-9 | |

Estimate Of Right Of Way Support Hours

| Activity Codes | Function | Hours |
|----------------|-------------------|---------------|
| 225 & 245 | Appraisals | 3,740 |
| 225 & 245 | Acquisitions | 4,280 |
| 200 | Utilities | |
| 185.20.40 | Utility Potholing | 670 |
| 205 | Railroads | |
| 225 & 245 | Condemnation | 2,772 |
| 225 & 245 | Clearance | |
| 225 & 245 | Relocation | |
| 220 & 300 | RW Engineering | 5,500 |
| | Total | 16,962 |

UTILITY INFORMATION**Please See the Utility Conflict Addendum for Complete Utility Information**Are utility easements required? NoAre Utility agreements required? NoTotal Current Cost \$536,000Const. Completion Date 3/21/2030Utility Escalation Rate 8%Total Escalated Cost \$791,555

Utility Conflicts
Id- ds6950
EA- 36150

| Description | | | Quantity | \$/Unit | Total Cost |
|-------------|------|-----------------------------|----------|---------|------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | L-8 | Pothole (PH) 6" SCG Gas | 4 | 2000 | 8000 |
| 4 | | Pothole 8" Crimson Oil line | 4 | 2000 | 8000 |
| 5 | | PH ATT conduit | 2 | 2000 | 4000 |
| 6 | L-13 | PH 6" SCG Gas | 2 | 2000 | 4000 |
| 7 | | PH 8" Crimson Oil line | 2 | 2000 | 4000 |
| 8 | | PH SCE conduit | 2 | 2000 | 4000 |
| 9 | | PH ATT conduit | 2 | 2000 | 4000 |
| 10 | L-14 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 11 | | Ph 8" Crimson Oil Line | 4 | 2000 | 8000 |
| 12 | L15 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 13 | | Ph 8" Crimson Oil Line | 4 | 2000 | 8000 |
| 14 | | PH ATT conduit | 4 | 2000 | 8000 |
| 15 | L-18 | PH 4" SCG Gas | 4 | 2000 | 8000 |
| 16 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 17 | | PH ATT conduit | 4 | 2000 | 8000 |
| 18 | | PH SCE conduit | 2 | 2000 | 4000 |
| 19 | L-19 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 20 | | Ph 8" Crimson Oil Line 4 | 4 | 2000 | 8000 |
| 21 | | PH ATT conduit | 2 | 2000 | 4000 |
| 22 | L-21 | PH 4" SCG Gas | 4 | 2000 | 8000 |
| 23 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 24 | | PH ATT conduit | 4 | 2000 | 8000 |
| 25 | | PH SCE conduit | 2 | 2000 | 4000 |
| 26 | L-24 | PH 4" SCG Gas | 4 | 2000 | 8000 |
| 27 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 28 | | PH ATT conduit | 4 | 2000 | 8000 |
| 29 | | PH 16" Water line | 2 | 2000 | 4000 |
| 30 | L-26 | PH 8" SCG Gas | 4 | 2000 | 8000 |
| 31 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 32 | L-31 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 33 | | PH 4" Crimson Oil line | 4 | 2000 | 8000 |
| 34 | L-33 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 35 | | PH 4" Crimson Oil line | 4 | 2000 | 8000 |

Utility Conflicts
Id- ds6950
EA- 36150

| | Description | | Quantity | \$/Unit | Total Cost |
|----|-------------|--------------------------------|----------|---------|------------|
| 36 | L-37 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 37 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 38 | L-38 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 39 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 40 | L-40 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 41 | | PH 12" Crimson Oil line | 4 | 2000 | 8000 |
| 42 | | PH ATT conduit | 4 | 2000 | 8000 |
| 43 | | PH 8" Water line | 2 | 2000 | 4000 |
| 44 | L-41 | PH 6" SCG Gas | 4 | 2000 | 8000 |
| 45 | | PH 12" Crimson Oil line | 4 | 2000 | 8000 |
| 46 | | PH ATT conduit | 4 | 2000 | 8000 |
| 47 | | PH 8" Water line | 2 | 2000 | 4000 |
| 48 | 4 | PH 4" SCG Gas | 4 | 2000 | 8000 |
| 49 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 50 | | PH ATT conduit | 4 | 2000 | 8000 |
| 51 | | PH 6" Water line | 2 | 2000 | 4000 |
| 52 | L-43 | PH 4" SCG Gas | 4 | 2000 | 8000 |
| 53 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 54 | | PH ATT conduit | 4 | 2000 | 8000 |
| 55 | | PH 6" Water line | 2 | 2000 | 4000 |
| 56 | L-45 | PH 4" SCG Gas | 4 | 2000 | 8000 |
| 57 | | PH 8" Crimson Oil line | 4 | 2000 | 8000 |
| 58 | | PH ATT conduit | 4 | 2000 | 8000 |
| 59 | | PH 6" Water line | 2 | 2000 | 4000 |
| 60 | L-46 | PH 4" SCG Gas | 2 | 2000 | 4000 |
| 61 | | PH 8" Crimson Oil line | 2 | 2000 | 4000 |
| 62 | L-47 | PH 4" SCG Gas | 2 | 2000 | 4000 |
| 63 | | PH 8" Crimson Oil line | 2 | 2000 | 4000 |
| 64 | | Extra Line 3: Pothole (PH) Gas | 2 | 2000 | 4000 |
| 65 | | Extra line 58: Gas | 8 | 2000 | 16000 |
| 66 | | Chevron oil line | 4 | 2000 | 8000 |
| 67 | | Crimson Oil line | 4 | 2000 | 8000 |
| 68 | | Gas | 12 | 2000 | 24000 |
| 69 | | Oil | 18 | 2000 | 36000 |
| 70 | | Com Line | 12 | 2000 | 24000 |

ROUTE 1

PM_KM 35.2/46.9

EA 36150

ALT

RR INFORMATIONAre RR affected NoneDescribe affected
RR None

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 Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved?

NoneExplain Branch lines None

Discuss Types Of Agreements And Rights Required From The Railroads. Are Grade Xing Requiring Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved.

NoneRAILROAD COST PERTAINING TO CONSTRUCTION ACTIVITY

The cost of flagging related to project construction activity is a Phase 4 cost (construction contract cost). Though noted on the RW data sheet, the estimated flagging cost is not a RW cost, and is not a part of RW Capital.. The estimate is provided so it can be added to the engineer's estimate for construction -- the RR flagging estimate is based on days needed for construction activity.

| | | <u>DATE</u> |
|-----------------------------------|-----------------------|--------------------|
| Right of Way Estimate prepared by | <u>Carly Corona</u> | <u>5/12/25</u> |
| Railroad Estimate prepared by | <u>Ethan Yoon</u> | <u>2/13/25</u> |
| Utilities Estimate prepared by | <u>Michele Graves</u> | <u>2/26/25</u> |

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF Wayne D. Lee 6/6/25

Right of Way Support Estimate

5/14/2025

Project: **PCH CAPM**
 EA: **36150**
 DS: **6950**
 Detail: **20 parcels, potholing**
 Phase: **0, 1, 2, 3**

Proj. No. **719000287**
 Issue Date: **5/14/2025**

| Cost Center/ Unit | Phase | Activity | Task Name | Estimated Hours: Target ETC Hours in PRSM | Estimated Cost |
|----------------------|-------|----------|--|--|---------------------|
| 1897 | 0 | 160.10 | Data Sheets, PDTs, Doc. Review | 100 | \$ 12,665 |
| 1833 | 0 | 160.10 | Data Sheets, PDTs, Doc. Review | 300 | \$ 43,473 |
| 1833 | 0 | 160.20 | GIS/ Georeferenced Record Map and Land Net | - | \$ - |
| 1897 | 0 | 165.10 | Env.Permits/Reloc. Study - Draft | - | \$ - |
| 1897 | 0 | 180.10 | Relocation Study - Final | - | \$ - |
| 1897 | 1 | 100.15 | Planning & Mgmt./Proj. Coord./PDTs | 40 | \$ 5,066 |
| 1897 | 1 | 185.20 | Utility Potholing | 670 | \$ 84,856 |
| 1897 | 1 | 185.25 | R/W Req. Determination/Data Sheets | 50 | \$ 6,333 |
| 1833 | 1 | 185.25 | R/W Req. Determination/Data Sheets | 30 | \$ 4,347 |
| 1897 | 1 | 205 | Railroad Coordination | - | \$ - |
| 1897 | 1 | 235 | HW Testing Permits | - | \$ - |
| 1897 | 1 | 255 | R/W Certification | 60 | \$ 7,599 |
| 1833 | 1 | 255 | R/W Certification | 30 | \$ 4,347 |
| 1897 | 2 | 100.25 | Planning & Mgmt./Proj. Coord./PDTs | 1,619 | \$ 205,021 |
| 1897 | 2 | 195 | RW Property Management/Excess Lands | - | \$ - |
| 1897 | 2 | 200 | Utility Relocation | - | \$ - |
| 1833 | 2 | 220 | RW Engineering | 5,000 | \$ 724,550 |
| 1897 | 2 | 225 | Pre-Cert. RW Activities | 7,554 | \$ 956,765 |
| 1897 | 2 | 245 | Post Cert. RW Activities | 3,238 | \$ 410,042 |
| 1833 | 2 | 300 | Final RW Engineering | 840 | \$ 121,724 |
| Total | | | | 19,531 | \$ 2,586,788 |

Please note: Blank cells above mean zero resources needed for that activity, unless otherwise noted. Please update PRSM accordingly.

Estimated Hours By Unit & Phase

| Unit | Phase 0 | Phase 1 | Phase 2 | Phase 3 | Total |
|-------------------|------------------|-------------------|---------------------|----------|---------------------|
| 1833 | 300 | 60 | 5,840 | - | 6,200 |
| 1897 | 100 | 820 | 12,411 | - | 13,331 |
| Total Hrs. | 400 | 880 | 18,251 | - | 19,531 |
| Total \$ | \$ 56,138 | \$ 112,548 | \$ 2,418,102 | - | \$ 2,586,788 |

ATTACHMENT H
PROJECT COST ESTIMATE

PROJECT
PROJECT REPORT COST ESTIMATE ©

EA: 361500

EA: 361500 PR: 719000287

PR: 719000287

District-County-Route: 07-LA-1

PM: 35.2-46.9

Type of Estimate : Project Report

Program Code : 20.XX.201.121

Project Limits : In Los Angeles County on Route 1 from 0.1 mile north of Colorado Ave to 0.2 mile south of Cross Creek Rd

Project Description: cold-plane and overlay pavement (CAPM)

Scope :

Alternative : Build

SUMMARY OF PROJECT COST ESTIMATE

| | Current Year Cost | Escalated Cost |
|----------------------------|-------------------|----------------|
| TOTAL ROADWAY COST | \$ 54,315,800 | \$ 65,615,186 |
| TOTAL STRUCTURES COST | \$ - | \$ - |
| SUBTOTAL CONSTRUCTION COST | \$ 54,315,800 | \$ 65,615,186 |
| TOTAL RIGHT OF WAY COST | \$ 1,716,789 | \$ 2,119,698 |
| TOTAL CAPITAL OUTLAY COSTS | \$ 56,032,589 | \$ 67,735,000 |
| PA/ED SUPPORT | \$ 4,085,000 | \$ 4,085,000 |
| PS&E SUPPORT | \$ 4,996,000 | \$ 5,150,000 |
| RIGHT OF WAY SUPPORT | \$ 2,430,000 | \$ 2,520,000 |
| CONSTRUCTION SUPPORT | \$ 4,327,000 | \$ 4,826,000 |
| TOTAL SUPPORT COST | \$ 15,838,000 | \$ 16,581,000 |
| TOTAL PROJECT COST | \$ 71,900,000 | \$ 84,400,000 |

Programmed Amount \$ 30,550,000

Month / Year
Date of Estimate (Month/Year) 2 / 2024
Estimated Construction Start (Month/Year) 1 / 2027
Number of Working Days = 500
Estimated Mid-Point of Construction (Month/Year) 10 / 2026
Estimated Construction End (Month/Year) 8 / 2028
Number of Plant Establishment Days 0

Estimated Project Schedule

| | |
|--------------------|---------------|
| PID Approval | 6/1/17 Actual |
| PA/ED Approval | 9/30/2024 |
| PS&E | 1/30/2026 |
| RTL | 3/30/2026 |
| Begin Construction | 1/15/2027 |

Reviewed by District O.E. or
Cost Estimate Certifier

RAGY SAMY

Date

Phone

Approved by Project Manager

JANICE LU

Date

Phone

PROJECT COST ESTIMATE

EA: 361500 PR: 719000287

I. ROADWAY ITEMS SUMMARY

| | Section | Cost |
|----------------------------|-----------------------------|----------------------|
| 1 | Earthwork | \$ 259,800 |
| 2 | Pavement Structural Section | \$ 22,370,200 |
| 3 | Drainage | \$ 1,245,000 |
| 4 | Specialty Items | \$ 875,600 |
| 5 | Environmental | \$ 431,400 |
| 6 | Traffic Items | \$ 14,511,100 |
| 7 | Detours | \$ - |
| 8 | Minor Items | \$ 1,007,300 |
| 9 | Roadway Mobilization | \$ 2,619,000 |
| 10 | Supplemental Work | \$ 1,851,600 |
| 11 | State Furnished | \$ 1,452,800 |
| 12 | Time-Related Overhead | \$ 2,500,000 |
| 13 | Roadway Contingency | \$ 5,192,000 |
| TOTAL ROADWAY ITEMS | | \$ 54,315,800 |

Estimate Prepared By : Anthony Hughes 6/27/2025 (213) 269-0850
 Name and Title Date Phone

Estimate Reviewed By : Refugio Dominguez 6/27/2025 (213) 269-1762
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

| Item code | | Unit | Quantity | | Unit Price (\$) | | Cost |
|-----------|---|---------|----------|---|-----------------|------|---------|
| 190101 | Roadway Excavation | CY | 1,200 | x | 30.00 | = \$ | 36,000 |
| 194001 | Ditch Excavation | CY | | x | | = \$ | - |
| 19801X | Imported Borrow | CY/TON | | x | | = \$ | - |
| 192037 | Structure Excavation (Retaining Wall) | CY | 100 | x | 300.00 | = \$ | 30,000 |
| 193013 | Structure Backfill (Retaining Wall) | CY | 25 | x | 150.00 | = \$ | 3,750 |
| 193031 | Pervious Backfill Material (Retaining Wall) | CY | 25 | x | 200.00 | = \$ | 5,000 |
| 16010X | Clearing & Grubbing | LS/ACRE | 1 | x | 10,000.00 | = \$ | 10,000 |
| 170101 | Develop Water Supply | LS | | x | | = \$ | - |
| 19801X | Imported Borrow | CY/TON | | x | | = \$ | - |
| 210130 | Duff | ACRE | | x | | = \$ | - |
| 190105 | Roadway Excavation (ADL)_ | CY | 500 | x | 350 | = \$ | 175,000 |

| | | |
|--------------------------------------|-----------|----------------|
| TOTAL EARTHWORK SECTION ITEMS | \$ | 259,800 |
|--------------------------------------|-----------|----------------|

SECTION 2: PAVEMENT STRUCTURAL SECTION

| Item code | | Unit | Quantity | | Unit Price (\$) | | Cost |
|-----------|--|--------|----------|---|-----------------|------|------------|
| 401055 | Jointed Plain Concrete Pavement (RSC) | CY | 1,110 | x | 1,390.00 | = \$ | 1,542,900 |
| 400050 | Continuously Reinforced Concrete Pavement | CY | | x | | = \$ | - |
| 404092 | Seal Pavement Joint | LF | | x | | = \$ | - |
| 404093 | Seal Isolation Joint | LF | | x | | = \$ | - |
| 413117 | Seal Concrete Pavement Joint (Silicone) | LF | | x | | = \$ | - |
| 413118 | Seal Pavement Joint (Asphalt Rubber) | LF | | x | | = \$ | - |
| 280010 | Rapid Strength Concrete Base | CY | | x | | = \$ | - |
| 410095 | Dowel Bar (Drill and Bond) | EA | | x | | = \$ | - |
| 390132 | Hot Mix Asphalt (Type A) | TON | | x | | = \$ | - |
| 390137 | Rubberized Hot Mix Asphalt (Gap Graded) | TON | 90,300 | x | 170.00 | = \$ | 15,351,000 |
| 39300X | Geosynthetic Pavement Interlayer (Type X) | SQYD | | x | | = \$ | - |
| 260303 | Class 3 Aggregate Base | TON/CY | 653 | x | 80.00 | = \$ | 52,240 |
| 290201 | Asphalt Treated Permeable Base | CY | | x | | = \$ | - |
| 280015 | Lean Concrete Base Rapid Setting | CY | 653 | x | 800.00 | = \$ | 522,400 |
| 374002 | Asphaltic Emulsion (Fog Seal Coat) | TON | | x | | = \$ | - |
| 397005 | Tack Coat | TON | 370 | x | 1,600.00 | = \$ | 592,000 |
| 377501 | Slurry Seal | TON | | x | | = \$ | - |
| 3750XX | Screenings (Type XX) | TON | | x | | = \$ | - |
| 374492 | Asphaltic Emulsion (Polymer Modified) | TON | | x | | = \$ | - |
| 370001 | Sand Cover (Seal) | TON | | x | | = \$ | - |
| 731530 | Minor Concrete (Curb and Gutter) | CY | 3,000 | x | 900.00 | = \$ | 2,700,000 |
| 731502 | Minor Concrete (Miscellaneous Construction) | CY | 400 | x | 900.00 | = \$ | 360,000 |
| 394075 | Place Hot Mix Asphalt Dike (Type D) | LF | | x | | = \$ | - |
| 150771 | Remove Asphalt Concrete Dike | LF | | x | | = \$ | - |
| 420201 | Grind Existing Concrete Pavement | SQYD | | x | | = \$ | - |
| 398300 | Remove Base and Surfacing | CY | 400 | x | 300.00 | = \$ | 120,000 |
| 390095 | Replace Asphalt Concrete Surfacing | CY | | x | | = \$ | - |
| 15312X | Remove Concrete | SQFT | 40,000 | x | 3.00 | = \$ | 120,000 |
| 394090 | Place Hot Mix Asphalt (Miscellaneous Area) | SQYD | | x | | = \$ | - |
| 153103 | Cold Plane Asphalt Concrete Pavement | SQYD | 88,704 | x | 8.00 | = \$ | 709,632 |
| 39405X | Shoulder Rumble Strip (HMA, X-In Indentations) | STA | | x | | = \$ | - |
| 413113 | Repair Spalled Joints, Polyester Grout | SQYD | | x | | = \$ | - |
| 420102 | Groove Existing Concrete Pavement | SQYD | | x | | = \$ | - |
| 390136 | Minor Hot Mix Asphalt | TON | | x | | = \$ | - |
| 394095 | Roadside Paving (Miscellaneous Areas) | SQYD | | x | | = \$ | - |
| XXXXXX | Retaining Wall | LF | 150 | x | 2,000 | = \$ | 300,000 |

| | | |
|--|-----------|-------------------|
| TOTAL PAVEMENT STRUCTURAL SECTION ITEMS | \$ | 22,370,200 |
|--|-----------|-------------------|

SECTION 3: DRAINAGE

| Item code | | Unit | Quantity | Unit Price (\$) | Cost |
|-----------|--|--------|----------|-------------------|-----------|
| 15080X | Remove Culvert | EA/LF | x | = \$ | - |
| 150820 | Modify Inlet | EA | x | = \$ | - |
| 155232 | Sand Backfill | CY | x | = \$ | - |
| 15020X | Abandon Culvert | EA/LF | x | = \$ | - |
| 152430 | Adjust Inlet | LF | x | = \$ | - |
| 155003 | Cap Inlet | EA | x | = \$ | - |
| 510501 | Minor Concrete | CY | x | = \$ | - |
| 510502 | Minor Concrete (Minor Structure) | CY | x | = \$ | - |
| 5105XX | Minor Concrete (Type XX) | CY | x | = \$ | - |
| 620XXX | XX" Alternative Pipe Culvert (Type X) | LF | x | = \$ | - |
| 6411XX | XX" Plastic Pipe | LF | x | = \$ | - |
| 65XXXX | XX" Reinforced Concrete Pipe (Type X) | LF | x | = \$ | - |
| 6650XX | XX" Corrugated Steel Pipe (0.XXX" Thick) | LF | x | = \$ | - |
| 68XXXX | XX" Plastic Pipe (Edge Drain) | LF | x | = \$ | - |
| 69011X | XX" Corrugated Steel Pipe Downrain (0.XXX" Thi | LF | x | = \$ | - |
| 70321X | XX" Corrugated Steel Pipe Inlet (0.XXX" Thick) | LF | x | = \$ | - |
| 70XXXX | XX" Corrugated Steel Pipe Riser (0.XXX" Thick) | LF | x | = \$ | - |
| 7050XX | XX" Steel Flared End Section | EA | x | = \$ | - |
| 703233 | Grated Line Drain | LF | x | = \$ | - |
| 72XXXX | Rock Slope Protection (Type and Method) | CY/TON | x | = \$ | - |
| 72901X | Rock Slope Protection Fabric (Class X) | SQYD | x | = \$ | - |
| 721420 | Concrete (Ditch Lining) | CY | x | = \$ | - |
| 721430 | Concrete (Channel Lining) | CY | x | = \$ | - |
| 750001 | Miscellaneous Iron and Steel | LB | x | = \$ | - |
| xxxxxx | Upgrade and Additional Drainage | Is | 1 x | 1,245,000.00 = \$ | 1,245,000 |

| | | |
|-----------------------------|-----------|------------------|
| TOTAL DRAINAGE ITEMS | \$ | 1,245,000 |
|-----------------------------|-----------|------------------|

SECTION 4: SPECIALTY ITEMS

| Item code | | Unit | Quantity | Unit Price (\$) | Cost |
|-----------|--|-------|-----------|-----------------|---------|
| 080050 | Progress Schedule (Critical Path Method) | LS | 1 x | 6,600.00 = \$ | 6,600 |
| 582001 | Sound Wall (Masonry Block) | SQFT | x | = \$ | - |
| 510530 | Minor Concrete (Wall) | CY | x | = \$ | - |
| 15325X | Remove Sound Wall | LF/LS | x | = \$ | - |
| 070030 | Lead Compliance Plan | LS | 1 x | 5,000.00 = \$ | 5,000 |
| 141120 | Treated Wood Waste | LB | 250,000 x | 0.60 = \$ | 150,000 |
| 153221 | Remove Concrete Barrier | LF | x | = \$ | - |
| 150662 | Remove Metal Beam Guard Railing | LF | 7,980 x | 10.00 = \$ | 79,800 |
| 150668 | Remove Flared End Section | EA | x | = \$ | - |
| 8000XX | Chain Link Fence (Type XX) | LF | x | = \$ | - |
| 80XXXX | XX" Chain Link Gate (Type CL-6) | EA | x | = \$ | - |
| 832005 | Midwest Guardrail System | LF | 7,980 x | 40.00 = \$ | 319,200 |
| 839301 | Single Thrie Beam Barrier | LF | x | = \$ | - |
| 839310 | Double Thrie Beam Barrier | LF | x | = \$ | - |
| 839521 | Cable Railing | LF | x | = \$ | - |
| 8395XX | Terminal System (Type CAT) | EA | x | = \$ | - |
| 839585 | Alternative Flared Terminal System | EA | x | = \$ | - |
| 839584 | Alternative In-line Terminal System | EA | 30 x | 6,000.00 = \$ | 180,000 |
| 4906XX | CIDH Concrete Piling (Insert Diameter) | LF | x | = \$ | - |
| 839XXX | Crash Cushion (Insert Type) | EA | x | = \$ | - |
| 83XXXX | Concrete Barrier (Insert Type) | LF | x | = \$ | - |
| 520103 | Bar Reinforced Steel (Retaining Wall) | LB | x | = \$ | - |
| 510060 | Structural Concrete, Retaining Wall | CY | x | = \$ | - |
| 513553 | Retaining Wall (Masonry Wall) | SQFT | x | = \$ | - |
| 511035 | Architectural Treatment | SQFT | x | = \$ | - |
| 598001 | Anti-Graffiti Coating | SQFT | x | = \$ | - |
| 203070 | Rock Stain | SQFT | x | = \$ | - |
| 5136XX | Reinforced Concrete Crib Wall (Type X) | SQFT | x | = \$ | - |
| 83954X | Transition Railing (Type X) | EA | x | = \$ | - |
| 597601 | Prepare and Stain Concrete | SQFT | x | = \$ | - |
| 839561 | Rail Tensioning Assembly | EA | x | = \$ | - |
| 83958X | End Anchor Assembly (Type X) | EA | 30 x | 4,500.00 = \$ | 135,000 |

| | | |
|------------------------------|-----------|----------------|
| TOTAL SPECIALTY ITEMS | \$ | 875,600 |
|------------------------------|-----------|----------------|

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

| Item code | Unit | Quantity | Unit Price (\$) | Cost |
|--|------|----------|-----------------|----------|
| Biological Mitigation | LS | x | = \$ | - |
| 130670 Temporary Reinforced Silt Fence | LF | 927 x | 6.00 = \$ | 5,562 |
| 141000 Temporary Fence (Type ESA) | LF | x | = \$ | - |
| Subtotal Environmental Mitigation | | | | \$ 5,562 |

5B - LANDSCAPE AND IRRIGATION

| Item code | Unit | Quantity | Unit Price (\$) | Cost |
|--|-----------|----------|-----------------|------------|
| 20XXXX Highway Planting | LS | x | = \$ | - |
| 20XXXX Irrigation System | LS | x | = \$ | - |
| 204099 Plant Establishment Work | LS | x | = \$ | - |
| 204101 Extend Plant Establishment Work | LS | x | = \$ | - |
| 20XXXX Follow-up Landscape Project | LS | x | = \$ | - |
| 150685 Remove Irrigation Facility | LS | x | = \$ | - |
| 20XXXX Maintain Existing (Irrigation or Planted Areas) | LS | x | = \$ | - |
| 206400 Check and Test Existing Irrigation Facilities | LS | x | = \$ | - |
| 21011X Imported Topsoil (X) | CY/TON | x | = \$ | - |
| 20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch | SQFT/SQYD | x | = \$ | - |
| 200122 Weed Germination | SQYD | x | = \$ | - |
| 208304 Water Meter | EA | x | = \$ | - |
| 2087XX XX" Conduit (Use for Irrigation x-overs) | LF | x | = \$ | - |
| 20890X XX" Conduit (Use for Extension of Irrigation x-overs) | LF | x | = \$ | - |
| XXXXXX Vegetation Control Mat (Rubber or Fiber) | sqyd | 2,600 x | 70.00 = \$ | 182,000 |
| Subtotal Landscape and Irrigation | | | | \$ 182,000 |

5C - EROSION CONTROL

| Item code | Unit | Quantity | Unit Price (\$) | Cost |
|---|-----------|----------|-----------------|------|
| 210010 Move In/Move Out (Erosion Control) | EA | x | = \$ | - |
| 210350 Fiber Rolls | LF | x | = \$ | - |
| 210360 Compost Sock | LF | x | = \$ | - |
| 2102XX Rolled Erosion Control Product (X) | SQFT | x | = \$ | - |
| 21025X Bonded Fiber Matrix | SQFT/ACRE | x | = \$ | - |
| 210300 Hydromulch | SQFT | x | = \$ | - |
| 210420 Straw | SQFT | x | = \$ | - |
| 210430 Hydroseed | SQFT | x | = \$ | - |
| 210600 Compost | SQFT | x | = \$ | - |
| 210630 Incorporate Materials | SQFT | x | = \$ | - |
| Subtotal Erosion Control | | | | \$ - |

5D - NPDES

| Item code | Unit | Quantity | Unit Price (\$) | Cost |
|---|------|----------|-----------------|------------|
| 130300 Prepare SWPPP | LS | 1 x | = \$ | - |
| 130200 Prepare WPCP | LS | x | 5,000.00 = \$ | 5,000 |
| 130100 Job Site Management | LS | 1 x | 200,000.00 = \$ | 200,000 |
| 130330 Storm Water Annual Report | EA | 2 x | = \$ | - |
| 130310 Rain Event Action Plan (REAP) | EA | 1 x | = \$ | - |
| 130520 Temporary Hydraulic Mulch | SQYD | x | = \$ | - |
| 130550 Temporary Hydroseed | SQYD | x | = \$ | - |
| 130505 Move-In/Move-Out (Temporary Erosion Control) | EA | x | = \$ | - |
| 130570 Temporary Cover | SQYD | 400 | 100.00 = \$ | 2,000 |
| 130640 Temporary Fiber Roll | LF | 1,000 x | 6.00 = \$ | 6,000 |
| 130650 Temporary Gravel Bag Berm | LF | 1,000 | 5.00 = \$ | 6,000 |
| 130680 Temporary Silt Fence | LF | 100 | 3.00 = \$ | 3,000 |
| 130900 Temporary Concrete Washout | LS | 2 x | 1,900.00 = \$ | 3,800 |
| 130710 Temporary Construction Entrance | EA | x | = \$ | - |
| 130610 Temporary Check Dam | LF | x | = \$ | - |
| 130620 Temporary Drainage Inlet Protection | EA | 8 x | 1,000.00 = \$ | 8,000 |
| 130730 Street Sweeping | LS | 1 x | 10,000.00 = \$ | 10,000 |
| Subtotal NPDES | | | | \$ 243,800 |

Supplemental Work for NPDES

| | | | | |
|---|----|-----|---------------|-----------|
| 066595 Water Pollution Control Maintenance Sharing* | LS | 1 x | 6,000.00 = \$ | 6,000 |
| 066596 Additional Water Pollution Control** | LS | 1 x | 5,000.00 = \$ | 5,000 |
| 066597 Storm Water Sampling and Analysis*** | LS | 1 x | = \$ | - |
| XXXXXX Some Item | LS | x | = \$ | - |
| Subtotal Supplemental Work for NDPS | | | | \$ 11,000 |

*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.

EA 361500 PR 719000287

SECTION 6: TRAFFIC ITEMS

| 6A - Traffic Electrical | | | | |
|---|-------|----------|-----------------|-----------------|
| Item code | Unit | Quantity | Unit Price (\$) | Cost |
| 872133 Modify/In Signal and Lighting Systems | LS | 1 | x 800,000.00 | = \$ 800,000 |
| 860201 Signal and Lighting | LS | 1 | x 150,000.00 | = \$ 150,000 |
| 860202 Signal and Lighting | LS | 1 | x 500,000.00 | = \$ 500,000 |
| 86110X Ramp Metering System (License X) | LS | 1 | x 500,000.00 | = \$ 500,000 |
| 870600 Traffic Monitoring Station System | LS | 1 | x 200,000.00 | = \$ 200,000 |
| 86070X Interconnection Conduit and Cable | LF/LS | x | = | - |
| 5902XX Furnish Sign Structure (Type X) | LB | x | = | - |
| 5902XX Install Sign Structure (Type X) | LB | x | = | - |
| 490040 XX" CIDHC Pile (Sign Foundation) | EA | x | = | - |
| 86080X Inductive Loop Detectors | EA/LS | x | = | - |
| 86070X Traffic Signal Lighting | EA/LS | 1 | x 433,000.00 | = \$ 433,000 |
| 86070X Traffic Signal Lighting | EA/LS | x | = | - |
| 151581 Recastered Sign Structure | EA | x | = | - |
| 152641 Modify Sign Structure | EA | 1 | x 100,000.00 | = \$ 100,000 |
| 066861 Maintain Existing Traffic Management System | LS | 1 | x 1,610,000.00 | = \$ 1,610,000 |
| 86XXXX Fiber Optic Conduit System | LS | 1 | x 6,500.00 | = \$ 6,500 |
| 066861 Cabinet Traffic Controller, Model 332LS Cabinet | Unit | 1 | | |
| Subtotal Traffic Electrical | | | | \$ 3,799,500 |
| 6B - Traffic Signaling and Striping | | | | |
| Item code | Unit | Quantity | Unit Price (\$) | Cost |
| 5905XX Roadside Signs | LS | 1 | x 182,812.00 | = \$ 182,812.00 |
| 013147 Quick Kurb (Mega Marker) | EA | 3,000 | x 275.00 | = \$ 825,000 |
| 013149 Quick Kurb System (Yellow) | LF | 20,000 | x 97.00 | = \$ 1,940,000 |
| 596011 Roadside Sign - One Post | EA | 500 | x 500.00 | = \$ 250,000 |
| 596012 Roadside Sign - Two Post | EA | 30 | x 1,200.00 | = \$ 36,000 |
| 590226 Furnish Sign Structure (Versatile Truss) | LB | 60,900 | x 5.00 | = \$ 304,500 |
| 590226 Install Sign Structure (Versatile Truss) | LB | 60,900 | x 1.00 | = \$ 60,900 |
| 498052 OH Signs | LF | 3 | x 2,000.00 | = \$ 6,000 |
| 590346 Remove Sign Structure (EA) | EA | 3 | x 5,600.00 | = \$ 16,800 |
| 5902XX OH Signs | LS | 1 | x 528,855.00 | = \$ 528,855 |
| 590223 Furnish Sign Structure(Bridge Mounted Without Walkway) | LB | 700 | x 15.00 | = \$ 10,500 |
| 590224 Install Sign Structure (Bridge Mounted Without Walkway) | LB | 700 | x 8.00 | = \$ 5,600 |
| 820710 Furnish Luminated Panel Sign (1" - Type A) | SOFT | 415 | x 37.00 | = \$ 15,355 |
| 820720 Remove Bridge Mounted Sign (Metal Post) | EA | 105 | x 500.00 | = \$ 52,500 |
| 820280 Remove Roadside Sign (Metal Post) | EA | 45 | x 200.00 | = \$ 9,000 |
| 820300 Remove Roadside Sign (Strip & Saddle Bracket Method) | EA | 65 | x 180.00 | = \$ 11,700 |
| 820310 Remove Roadside Sign Panel | EA | 75 | x 150.00 | = \$ 11,250 |
| 820660 Install Sign (Strip & Saddle Bracket Method) | EA | 65 | x 250.00 | = \$ 16,250 |
| 820690 Install Roadside Sign Panel On Existing Post | EA | 75 | x 300.00 | = \$ 22,500 |
| 820750 Furnish Single Sheet Aluminum Sign (0.063" - Unframed) | SOFT | 3,050 | x 22.00 | = \$ 67,100 |
| 820760 Furnish Single Sheet Aluminum Sign (0.080" - Unframed) | SOFT | 225 | x 100.00 | = \$ 22,500 |
| 820780 Furnish Single Sheet Aluminum Sign (0.063" - Framed) | SOFT | 630 | x 35.00 | = \$ 22,050 |
| 820790 Furnish Single Sheet Aluminum Sign (0.080" - Framed) | SOFT | 120 | x 120.00 | = \$ 14,400 |
| 141120 Treated Wood Waste | LB | 27,000 | x 1.56 | = \$ 42,120 |
| 141103 Remove Yellow Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) | LF | 185,328 | x 2.90 | = \$ 537,451 |
| 847211 6" Traffic Stripe Tape (Warranty)(Broken 18-12) | LF | 123,552 | x 3.25 | = \$ 401,544 |
| 846007 8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) | LF | 247,104 | x 3.38 | = \$ 835,212 |
| 846009 8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) | LF | 61,776 | x 5.46 | = \$ 337,297 |
| 840516 Thermoplastic Pavement Marking (Enhanced Wet Night Visibility) | SOFT | 800 | x 10.00 | = \$ 8,000 |
| 840517 Refractive Thermoplastic Pavement Marking (Enhanced Wet Night Visibility) | SOFT | 7,420 | x 20.00 | = \$ 148,400 |
| 847148 Marking Thermoplastic Traffic Stripe Crosswalk Pavement Marking (Green) | SOFT | 4,200 | x 23.00 | = \$ 96,600 |
| 8102XX Pavement Delineation | LS | 1 | x 756,478.00 | = \$ 756,478 |
| 810203 Pavement Marker (Retroreflective) | EA | 9,970 | x 10.00 | = \$ 99,700 |
| 120090 Construction Area Signs | LS | 1 | x 13,000.00 | = \$ 13,000 |
| Subtotal Traffic Signaling and Striping | | | | \$7,812,073.68 |
| 6C - Traffic Management Plan | | | | |
| Item code | Unit | Quantity | Unit Price (\$) | Cost |
| 1265XX Portable Changeable Message Signs | EA/LS | 20 | x 2,000 | = \$ 40,000 |
| Subtotal Traffic Management Plan | | | | \$ 40,000 |
| 6C - Stage Construction and Traffic Handling | | | | |
| Item code | Unit | Quantity | Unit Price (\$) | Cost |
| 120199 Traffic Plastic Drum | EA | x | = | - |
| 12016X Channelizer (Type X) | EA | 300 | x 40.00 | = \$ 12,000 |
| 120120 Type III Barricade | EA | 50 | x 100.00 | = \$ 5,000 |
| 129100 Temporary Crush Cushion Module | EA | 350 | x 400.00 | = \$ 140,000 |
| 120100 Traffic Control System | LS | 1 | x 2,500,000.00 | = \$ 2,500,000 |
| 129110 Temporary Crush Cushion | EA | x | = | - |
| 120320 Temporary Barrier System | LF | 4,000 | x 50.00 | = \$ 200,000 |
| 120149 Temporary Pavement Marking (Paint) | SOFT | x | = | - |
| 82010X Delineator (Class X) | EA | x | = | - |
| XXXXXX Construction Area Signs | LS | 1 | x 2,500.00 | = \$ 2,500 |
| Subtotal Stage Construction and Traffic Handling | | | | \$ 2,859,500 |
| TOTAL TRAFFIC ITEMS | | | | \$ 14,511,100 |

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

| Item code | | Unit | Quantity | Unit Price (\$) | Cost |
|-----------|---|--------|----------|-----------------|------|
| 190105 | Roadway Excavation (ADL)_ | CY | x | = \$ | - |
| 19801X | Imported Borrow | CY/TON | x | = \$ | - |
| 390137 | Rubberized Hot Mix Asphalt (Gap Graded) | TON | x | = \$ | - |
| 260303 | Class 3 Aggregate Base | TON/CY | x | = \$ | - |
| 280000 | Lean Concrete Base | CY | x | = \$ | - |
| 130620 | Temporary Drainage Inlet Protection | EA | x | = \$ | - |
| 129000 | Temporary Railing (Type K) | LF | x | = \$ | - |
| 128601 | Temporary Signal System | LS | x | = \$ | - |
| 120149 | Temporary Pavement Marking (Paint) | SQFT | x | = \$ | - |
| 80010X | Temporary Fence (Type X) | LF | x | = \$ | - |
| XXXXXX | Some Item | LS | x | = \$ | - |

* Includes constructing, maintaining, and removal

| | | |
|----------------------|-----------|----------|
| TOTAL DETOURS | \$ | - |
|----------------------|-----------|----------|

| | | |
|--------------------------------------|-----------|-------------------|
| SUBTOTAL SECTIONS 1 through 7 | \$ | 25,182,000 |
|--------------------------------------|-----------|-------------------|

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

| | | | |
|-----------|------|----|---------|
| ADA Items | 1.0% | \$ | 251,820 |
|-----------|------|----|---------|

8B - Bike Path Items

| | | | |
|-----------------|------|----|---------|
| Bike Path Items | 1.0% | \$ | 251,820 |
|-----------------|------|----|---------|

8C - Other Minor Items

| | | | |
|-------------------|------|----|---------|
| Other Minor Items | 2.0% | \$ | 503,640 |
|-------------------|------|----|---------|

| | | | | | | |
|----------------------|----|------------|---|------|------|-----------|
| Total of Section 1-7 | \$ | 25,182,000 | x | 4.0% | = \$ | 1,007,280 |
|----------------------|----|------------|---|------|------|-----------|

| | | |
|--------------------------|-----------|------------------|
| TOTAL MINOR ITEMS | \$ | 1,007,300 |
|--------------------------|-----------|------------------|

SECTIONS 9: ROADWAY MOBILIZATION

| | | | | | |
|-----------|-------------------|----|------------|---|--------------------|
| Item code | | | | | |
| 999990 | Total Section 1-8 | \$ | 26,189,300 | x | 10% = \$ 2,618,930 |

| | | |
|-----------------------------------|-----------|------------------|
| TOTAL ROADWAY MOBILIZATION | \$ | 2,619,000 |
|-----------------------------------|-----------|------------------|

SECTION 10: SUPPLEMENTAL WORK

| Item code | | Unit | Quantity | Unit Price (\$) | Cost |
|-----------|--|------|----------|-------------------|---------|
| 066670 | Payment Adjustments For Price Index Fluctuations | LS | 1 | x 500,000.00 = \$ | 500,000 |
| 066094 | Value Analysis | LS | 1 | x 10,000.00 = \$ | 10,000 |
| 066070 | Maintain Traffic | LS | 1 | x 168,000.00 = \$ | 168,000 |
| 066919 | Dispute Resolution Board | LS | 1 | x 50,000.00 = \$ | 50,000 |
| 066921 | Dispute Resolution Advisor | LS | 1 | x 10,000.00 = \$ | 10,000 |
| 066015 | Federal Trainee Program | LS | 1 | x 5,000.00 = \$ | 5,000 |
| 066610 | Partnering | LS | 1 | x 50,000.00 = \$ | 50,000 |
| 066204 | Remove Rock and Debris | LS | 1 | x | - |
| 066222 | Locate Existing Crossover | LS | | x | - |
| XXXXXX | Some Item | Unit | | x | - |

| | | |
|---|------|--------|
| Cost of NPDES Supplemental Work specified in Section 5D | = \$ | 11,000 |
|---|------|--------|

| | | | | | |
|-------------------|----|------------|----|------|-----------|
| Total Section 1-8 | \$ | 26,189,300 | 4% | = \$ | 1,047,572 |
|-------------------|----|------------|----|------|-----------|

| | | |
|--------------------------------|-----------|------------------|
| TOTAL SUPPLEMENTAL WORK | \$ | 1,851,600 |
|--------------------------------|-----------|------------------|

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

| Item code | | Unit | Quantity | | Unit Price (\$) | | Cost |
|-------------------|--|------|------------|---|-----------------|------|-----------|
| 066105 | Resident Engineers Office | LS | 1 | x | 264,000.00 | = | \$264,000 |
| 066063 | Traffic Management Plan - Public Information | LS | 1 | x | 125,000.00 | = | \$125,000 |
| 066901 | Water Expenses | LS | | x | | = | \$0 |
| 8609XX | Traffic Monitoring Station (X) | LS | | x | | = | \$0 |
| 066841 | Traffic Controller Assembly | LS | | x | | = | \$0 |
| 066840 | Traffic Signal Controller Assembly | LS | | x | | = | \$0 |
| 066062 | COZEEP Contract | LS | 1 | x | 515,000.00 | = | \$515,000 |
| 066838 | Reflective Numbers and Edge Sealer | LS | | x | | = | \$0 |
| 066065 | Tow Truck Service Patrol | LS | | x | | = | \$0 |
| 066916 | Annual Construction General Permit Fee | LS | 1 | x | | = | |
| XXXXXX | Paid Advertising | LS | 1 | x | 25,000.00 | = | \$25,000 |
| XXXXXX | Permits | LS | | x | | = | \$0 |
| Total Section 1-8 | | \$ | 26,189,300 | | 2% | = \$ | 523,786 |

| | |
|------------------------------|--------------------|
| TOTAL STATE FURNISHED | \$1,452,800 |
|------------------------------|--------------------|

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$26,189,300 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) \$32,112,700 (used to check if project is greater than \$5 million excluding contingency)

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

| |
|------------|
| 10% |
|------------|

| Item code | | Unit | Quantity | | Unit Price (\$) | | Cost |
|-----------|-----------------------|------|----------|---|-----------------|---|-------------|
| 090100 | Time-Related Overhead | WD | 500 | X | \$5,000 | = | \$2,500,000 |

| | |
|------------------------------------|--------------------|
| TOTAL TIME-RELATED OVERHEAD | \$2,500,000 |
|------------------------------------|--------------------|

SECTION 13: ROADWAY CONTINGENCY

Hidden Calculations do not print

Hidden Calculations do not print

Total Section 1-12

| | | |
|-------------------|-------|---------------|
| Known risk amount | 6% | \$2,000,000 |
| Unknown risks | 9% | |
| \$ 34,612,700 | x 15% | = \$5,191,905 |

| | |
|--------------------------|--------------------|
| TOTAL CONTINGENCY | \$5,192,000 |
|--------------------------|--------------------|

II. STRUCTURE ITEMS

| | <u>Bridge 1</u> | | <u>Bridge 2</u> | | |
|-------------------------------|------------------------|--|------------------------|--|----------------------|
| DATE OF ESTIMATE | 00/00/00 | | 00/00/00 | | 00/00/00 |
| Bridge Name | XXXXXXXXXXXXXXXXXXXX | | XXXXXXXXXXXXXXXXXXXX | | XXXXXXXXXXXXXXXXXXXX |
| Bridge Number | XX-XXX | | 57-XXX | | 57-XXX |
| Structure Type | XXXXXXXXXXXXXXXXXXXX | | XXXXXXXXXXXXXXXXXXXX | | XXXXXXXXXXXXXXXXXXXX |
| Width (Feet) [out to out] | 0 LF | | 0 LF | | 0 LF |
| Total Bridge Length (Feet) | 0 LF | | 0 LF | | 0 LF |
| Total Area (Square Feet) | 0 SQFT | | 0 SQFT | | 0 SQFT |
| Structure Depth (Feet) | 0 LF | | 0 LF | | 0 LF |
| Footing Type (pile or spread) | XXXXXXXXXXXXXXXXXXXX | | XXXXXXXXXXXXXXXXXXXX | | XXXXXXXXXXXXXXXXXXXX |
| Cost Per Square Foot | \$150 | | \$150 | | \$0 |
| COST OF EACH | \$0 | | \$0 | | \$0 |

| | <u>Building 1</u> | | <u>Secant Wall 1</u> | | <u>Secant wall 2</u> |
|-------------------------------|--------------------------|--|-----------------------------|--|-----------------------------|
| 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 | \$300 | | \$0 | | \$0 |
| COST OF EACH | \$0 | | \$0 | | \$0 |

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

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

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

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

| | | |
|-------------------------------|-----|------------|
| STRUCTURES CONTINGENCY | 10% | \$0 |
|-------------------------------|-----|------------|

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

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

 Date

III. RIGHT OF WAY

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

| | | | | |
|----|-----|--|----|-----------|
| A) | A1) | Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees | \$ | 1,117,423 |
| | A2) | SB-1210 | \$ | 0 |
| B) | | Acquisition of Offsite Mitigation | \$ | 0 |
| C) | C1) | Utility Relocation (State Share) | \$ | 536,000 |
| | C2) | Potholing (Design Phase) | \$ | 0 |
| D) | | Railroad Acquisition | \$ | 0 |
| E) | | Clearance / Demolition | \$ | 0 |
| F) | | Relocation Assistance (RAP and/or Last Resort Housing Costs) | \$ | 0 |
| G) | | Title and Escrow | \$ | 63,366 |
| H) | | Environmental Review | \$ | 0 |
| I) | | Condemnation Settlements 0% | \$ | 0 |
| J) | | Design Appreciation Factor 0% | \$ | 0 |
| K) | | Utility Relocation (Construction Cost) | \$ | |

| | | |
|----|------------------------------------|--------------------|
| L) | TOTAL RIGHT OF WAY ESTIMATE | \$1,716,789 |
|----|------------------------------------|--------------------|

| | | |
|----|--------------------------------------|--------------------|
| M) | TOTAL R/W ESTIMATE: Escalated | \$2,119,698 |
|----|--------------------------------------|--------------------|

| | | |
|----|-----------------------------|--------------------|
| N) | RIGHT OF WAY SUPPORT | \$1,159,000 |
|----|-----------------------------|--------------------|

Support Cost Estimate
Prepared By _____ Project Coordinator¹ _____ Phone _____

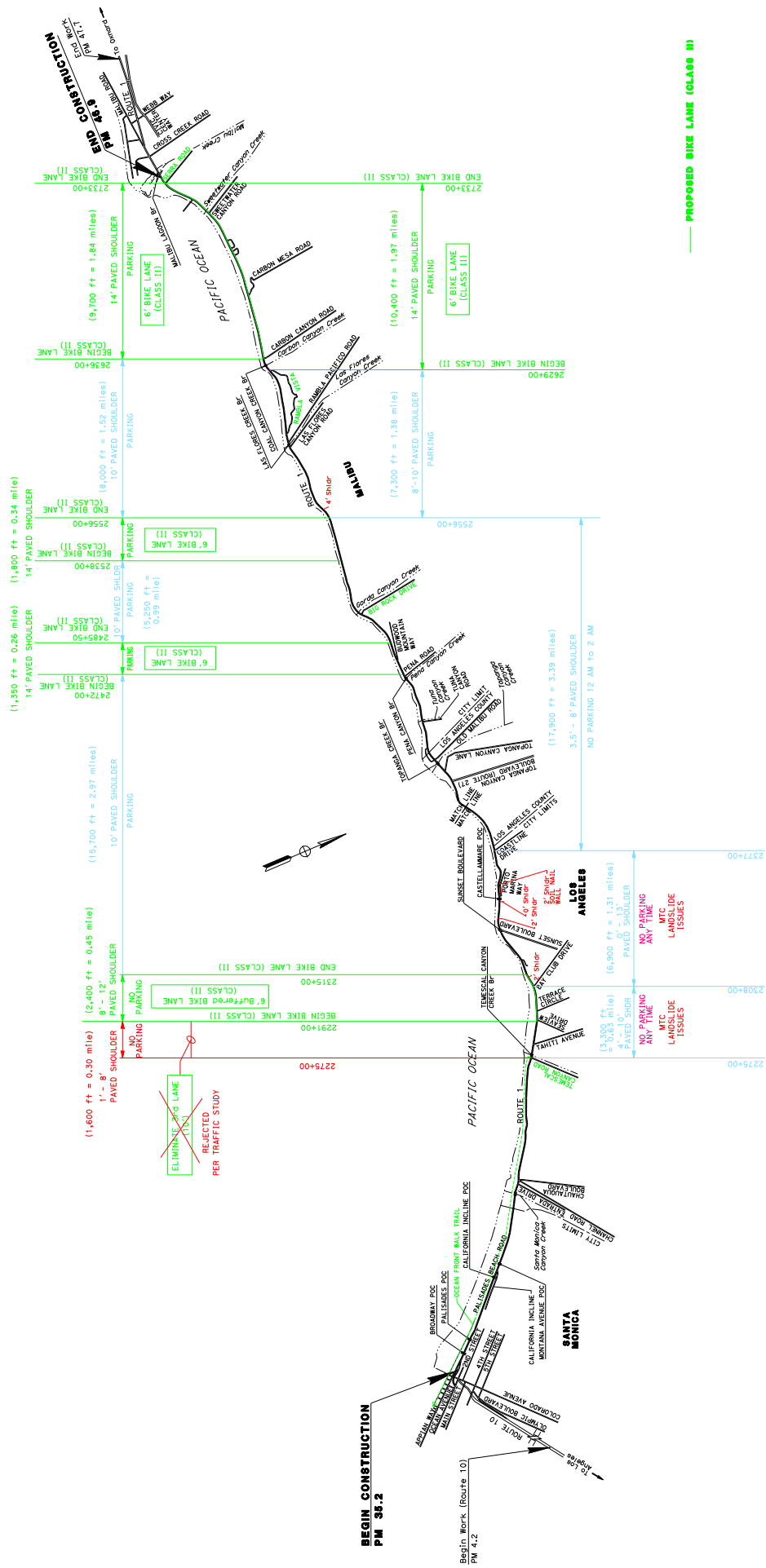
Utility Estimate Prepared
By _____ Utility Coordinator² _____ Phone _____

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 only² When estimate has Utility Relocation ³ When R/W Acquisition is required

ATTACHMENT I
BIKE LANE CLASS II STRIP MAP



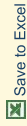
ATTACHMENT J

**SHOPP PROJECT PERFORMANCE
MEASURES OUTPUT**

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 07 Tool ID: 15934 Project ID: 0719000287 EA: 36150 Co-Rte-PM: LA-001-35.2/46.9 (Primary Location)

Res in PID WP: 08/02/19 Project Manager:



☒ Bridge

☒ Pavement

☒ Drainage

☐ Facilities

☒ Signs and Lighting

☒ Mobility

☐ Roadside

☒ Bicycle and Pedestrian Infrastructure

☐ Sustainability /Climate Change

☐ Advance Mitigation /Mitigation

☐ Major Damage & Betterments

☒ Green-house Gases

☐ Relinquishment

Performance & Accomplishments (PPC)

| | ActID | Activity Detail | Performance Objective | Unit of Measurement | Quantity | Pre-Good | Pre-Fair | Pre-Poor | New | Post-Good | Post-Fair | Post-Poor | HQ Program Review - Agree with District? | HQ Comment | Review Date | Performance Change Date After Review | Comment |
|----|-------|--|---|--|----------------------------------|------------------------------------|----------------------------------|----------------------------------|----------------------------------|------------------------------------|------------------------------------|------------------------------------|--|------------|-------------|--------------------------------------|--|
| 1 | B25 | Asphalt Pavement Minor Rehab (CAPM) | Pavement Class II | Lane Miles | 57.160 | 57.160 | 55.297 | 1.863 | | 57.160 | | | | | | | |
| 2 | C01 | Replace/Install Culverts | No Performance Objective in the SHSMP | Each | 16.000 | 16.000 | 6.000 | 10.000 | | 16.000 | | | | | | | |
| 3 | C02 | Replace/Install Culverts | Drainage Restoration | Linear Feet | 1002.870 | 286.330 | 716.540 | | | 1,002.870 | | | | | | | |
| 4 | C05 | Cure in Place Line Culvert | No Performance Objective in the SHSMP | Each | 18.000 | 18.000 | 9.000 | 9.000 | | 18.000 | | | | | | | |
| 5 | C06 | Cure in Place Line Culvert | Drainage Restoration | Linear Feet | 1417.450 | 782.000 | 635.450 | | | 1,417.450 | | | | | | | |
| 6 | C09 | Headwall/Endwall | No Performance Objective in the SHSMP | Each | 2.000 | | | 2.000 | | 2.000 | | | | | | | 530010003985 ET 2, 530010004420 ET 1 |
| 7 | E07 | Guard Rail | No Performance Objective in the SHSMP | Linear Feet | 7860.000 | | | 7,860.000 | | 7,860.000 | | | | | | | MBGR to MGS upgrade; Attachment H PIR |
| 8 | E10 | Left-Turn Channelization | No Performance Objective in the SHSMP | Each | 7.000 | | | | 7.000 | | | | | | | | Qwik Kurbs @ NB & SB Temescal Canyon Rd, NB & SB @ Bel Air Bay Club, NB & SB @ Topanga @ Topanga Cyn Blvd, and SB @ Nobu |
| 9 | E23 | Collisions Reduced | Collision Severity Reduction | Fatal/Serious Injury Collisions | 12.000 | 12.000 | | 12.000 | | 12.000 | | | | | | | Based upon the new methodology-8/10/23 |
| 10 | E55 | Proactive Safety Vehicles | Proactive Safety | Annual Fatal & Serious Injury Collisions | 0.700 | | | 0.700 | | 0.700 | | | | | | | Based upon the new methodology-8/10/23 |
| 11 | F01 | Census Station | No Performance Objective in the SHSMP | Each | 2.000 | 2.000 | | 1.000 | 1.000 | 1.000 | | | | | | | |
| 12 | F03 | CCTV | No Performance Objective in the SHSMP | Each | 4.000 | 4.000 | | | 4.000 | | | | | | | | |
| 13 | F04 | Communications (Fiber Optics) | No Performance Objective in the SHSMP | Linear Miles | 1.000 | 1.000 | | 1.000 | | 1.000 | | | | | | | Lifecycle replacement (includes Cable Node at Topanga Cyn Blvd) - \$3.85M |
| 14 | F24 | ADA - Repair/Upgrade Curb Ramp | No Performance Objective in the SHSMP | Each | 22.000 | | | 22.000 | | 22.000 | | | | | | | Per ADA Program Adviser; Attachment I in PIR |
| 15 | F25 | ADA - Install Accessible Pedestrian Signal | No Performance Objective in the SHSMP | Each | 40.000 | | | | 40.000 | | | | | | | | |
| 16 | F43 | ADA - Deficient Elements | ADA Pedestrian Infrastructure | Deficient Elements | 62.000 | | | 22.000 | 40.000 | 22.000 | | | | | | | |
| 17 | F45 | TMS Structure Component | Transportation Management System Structures | Each | 5.000 | | | | 5.000 | | | | | | | | |
| 18 | F46 | TMS Technology Component | Transportation Management Systems | Each | 6.000 | | | 1.000 | 5.000 | 1.000 | | | | | | | |
| 19 | H12 | Enhanced Crosswalk Visibility | No Performance Objective in the SHSMP | Each | 32 44,000 | 32 1189.100 | 32 662.700 | 32 498.200 | 32 44,000 | 32 2,247.722 | 32 2,247.722 | 32 2,247.722 | | | | | visual count from Google Maps; please work with Cuong Trinh in PA&ED to ID exact locations |
| 20 | H13 | Crosswalks | No Performance Objective in the SHSMP | Linear Feet | 30 344,000 | 30 1,123.089 | 30 626.381 | 30 460.253 | 30 344,000 | 30 2,247.722 | 30 2,247.722 | 30 2,247.722 | | | | | Concrete Bus Pads; Attachment I in PIR |
| 21 | H27 | Transit Stop Improvements | No Performance Objective in the SHSMP | Each | 30 344,000 | 30 1,123.089 | 30 626.381 | 30 460.253 | 30 344,000 | 30 2,247.722 | 30 2,247.722 | 30 2,247.722 | | | | | |

ATTACHMENT K

VALUE ANALYSIS



Final Value Analysis Study Report



D-7 Pavement Rehabilitation between McClure Tunnel and Cross Creek Road

EA 36150; PN 0719000287

7-LA-1 (35.2/46.9)

Contract No. 53A0282

Task Order No. 1434

November 2024

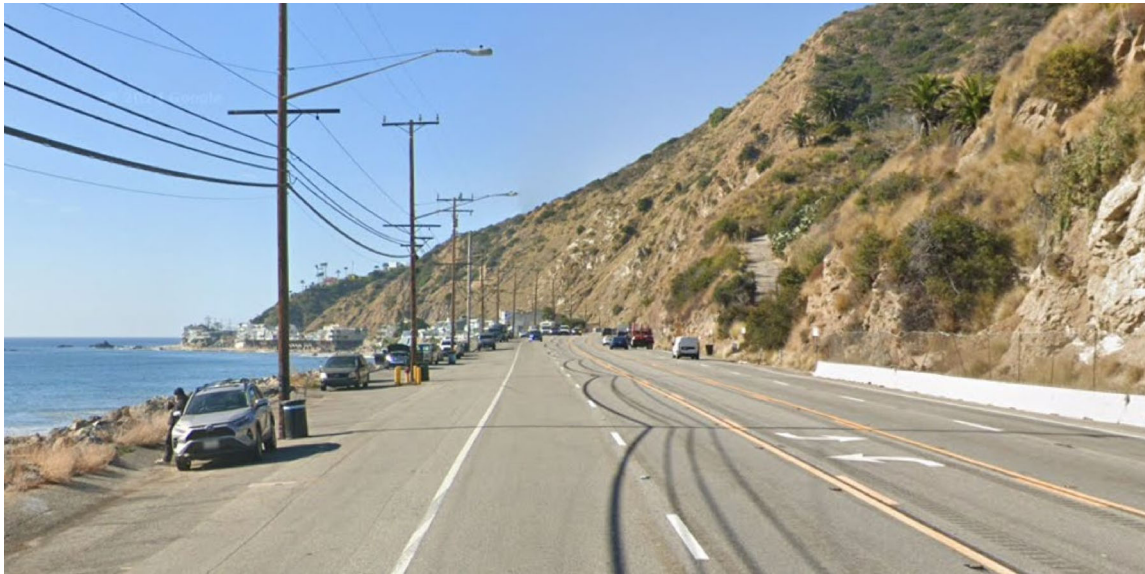
Prepared by
Value Management Strategies, Inc.



VA Study Summary Report – Final Results

D-7 Pavement Rehabilitation between McClure Tunnel and Cross Creek Road

PN 0719000287
EA 36150
7-LA-1
PM 35.2 - 46.9



A virtual Value Analysis (VA) study, sponsored by the California Department of Transportation (Caltrans) District 7 and facilitated by Value Management Strategies, Inc. (VMS), was conducted for the Pavement Rehabilitation between McClure Tunnel and Cross Creek Road Project located in Los Angeles County, California. The workshop was facilitated July 23-25, 2024, using the WebEx virtual meeting platform. This *VA Study Summary Report – Final Results* provides an overview of the project, key findings, alternatives developed by the VA team, and implementation decisions made by the project stakeholders.

PROJECT SUMMARY

This project proposes to rehabilitate the existing distressed asphalt concrete (AC) pavement with rubberized hot mix asphalt (RHMA). It also includes:

- Performing dig-outs and reconstructing damaged pavement structural sections with high density of alligator B cracking
- Upgrading the existing metal beam guardrail (MBGR) to Midwest Guardrail System (MGS)
- Installing intelligent transportation system (ITS)
- Replacing, repairing, or cleaning out drainage culverts
- Upgrading 23 existing non-standard Americans with Disabilities Act (ADA) curb ramps
- Enhancing 17 crosswalks
- Converting 30 bus pads from AC to Portland cement concrete (PCC)
- Installing Class II bike lanes (3.1 miles northbound and 0.5 mile southbound)

The project occurs within the cities of Santa Monica, Los Angeles, and Malibu in Los Angeles County, on State Route 1 (SR-1)—also known as the Pacific Coast Highway (PCH)—from 0.1 mile north of Colorado Avenue (PM 35.2) to 0.2 mile south of Cross Creek Road (PM 46.9).

Within the project limits, the segment consists of two mixed flow lanes and bike lanes in each direction with posted speed of 45 miles per hour (mph) that provides vital access for residential and recreational land uses, and experiences high bicycle and traffic volumes year-round, with higher seasonal traffic during the summer months.

The current escalated total project cost is estimated to be **\$60,100,000**.

VA STUDY TIMING

The VA study was conducted during the project's PA&ED phase, which is to be completed in September 2024. The project is scheduled for Ready to List (RTL) in March 2026, and Construction Completion is scheduled for 2029.

PROJECT PURPOSE AND NEED

The purpose of this project is to restore the facility to a state of good condition that requires minimal maintenance, extend the service life of the existing pavement by a minimum of five years, improve ride quality, enhance safety for all facility users by upgrading existing safety items, rehabilitate distressed AC pavement, replace damaged concrete slabs/pavement panels, upgrade selected curb ramps, and improve mobility for pedestrians.

In accordance with the 2018 Pavement Condition Report (PaveM) and as seen during a field review in 2019, the existing pavement within the project limits is showing minor distress (alligator cracking, longitudinal cracking, and rutting) and deterioration due to heavy and continuous traffic. The continued deterioration of the pavement will decrease the ride quality of the existing roadway.

This project also identifies some areas of drainage, roadside safety, and ADA improvements. MBGRs are non-standard and need to be upgraded to MGS.

VA STUDY OBJECTIVES

The objectives of the VA study were to:

1. Analyze the current project design, estimate, and schedule
2. Provide possible cost and/or schedule saving recommendations
3. Provide performance improvement recommendations

KEY PROJECT ISSUES

The items listed below are the key drivers, constraints, or issues being addressed by the project and considered during this VA study to identify possible improvements:

- Community complaints regarding traffic delays, noise, and impacts to residents and the traveling public
- Inflation, particularly of the cost of asphalt
- Coordination with transportation management plan (TMP) for closures during the 2028 Olympics
- Number of working days could extend beyond the current estimate (400 working days)
- Coastal permitting may take longer than expected
- Road safety audit (RSA) feedback after investigations may change design
- Rain’s impact on existing steep slopes within the project limits, including potential erosion
- Potential cultural findings within the project limits
- Need to minimize impacts to nearby businesses along the PCH
- Project staging and coordination with other concurrent projects
- Potential delay with right-of-way coordination and temporary construction easements (TCEs)
- Coordination with utilities and the time required to relocate utilities

EVALUATION OF BASELINE CONCEPT

During the VA study, a number of analytical tools and techniques were applied to develop a better understanding of the baseline concept. A major component of this analysis was Value Metrics, which seeks to assess the elements of cost, performance, time, and risk as they related to project value. These elements require a deeper level of analysis, the results of which are detailed in the *Project Analysis* section of this report. The key performance attributes identified for the project are listed in the table, “Performance Attributes.” A summary of the major observations and conclusions identified during the evaluation of the baseline concept which led the VA team to develop the alternatives and recommendations presented in this report follows.

| Performance Attributes |
|---------------------------------|
| Multi-Modal Connectivity |
| Long-Term Environmental Impacts |
| Construction Impacts |
| Traffic Operations |
| Maintainability |

The stakeholders rated the five performance attributes identified as each having a major contribution to the success of the project.

Through a paired comparison process, study participants determined that Maintainability was weighted the highest at 28%, as the project is primarily about extending the service life of the pavement and providing a facility that requires minimal maintenance. Traffic Operations and Long-Term Environmental Impacts were rated on the next tier of importance at 22% each. Multi-Modal Connectivity and Construction Impacts (*Short-Term Environmental Impacts*) were weighted the lowest at 14% each but were still viewed as being important to the overall success of the project.

Stakeholders' initial evaluation of the project's baseline concept determined that it represents an effective and responsible approach to extending the service life of the asphalt pavement along SR-1 and satisfies the purpose and need of the project in a conventional and proven way. The five performance attributes scored higher than typical projects of this nature and demonstrate that significant work and effort have been applied to the current design. The design should effectively improve ride quality and enhance roadside safety.

Overall, the stakeholders concluded that this baseline concept for the project is favorable and thoroughly addresses key project concerns. There is still room for potential project value improvement, especially regarding construction duration and minimizing impacts to the surrounding community, including residents and local businesses.

ACCEPTED VA ALTERNATIVES

The PDT and project stakeholders accepted all six VA alternatives for implementation and integration into the project. The following are the accepted alternatives, along with their associated potential initial cost savings, potential change in schedule, performance change, and a brief discussion of each.

| Alternative No. and Description | Initial Cost Savings | Change in Schedule | Change in Performance |
|---------------------------------|----------------------|--------------------|-----------------------|
|---------------------------------|----------------------|--------------------|-----------------------|

| | | | |
|---|------------|------------------|--------------|
| 1.0 Install additional ADA sidewalks and curb ramps (IA-1) | TBD | No change | +0.8% |
|---|------------|------------------|--------------|

The baseline concept proposes to upgrade 19 existing non-standard ADA curb ramps. The proposed alternative concept would provide ADA sidewalks and curb ramps to all bus stops and intersections within the project limits. This VA alternative calls out two particular locations to install ADA sidewalks and curb ramps: the Topanga Canyon northbound bus stop and the Marina Way northbound bus stop.

This VA alternative was accepted with modifications, because the sidewalk and ADA curb ramps will be reconstructed at two locations: Topanga Canyon NB and Marina Way NB.

| | | | |
|--|--------------------|------------------|--------------|
| 2.0 Construct Qwick Kurb between opposite directions of travel (CT-1) | (\$467,000) | No change | -9.4% |
|--|--------------------|------------------|--------------|

The baseline concept proposes to refresh all striping and restore the roadway condition. It also includes 3,900 LF of Qwick Kurb. The alternative concept proposes to construct a physical separator between the two directions of travel at locations where a painted median exists and is not adjacent to homes to avoid obstructing homeowner access. Locations with painted medians and occasional existing Qwick Kurb begin approximately 600' north of Chautauqua Boulevard/West Channel Road and continue until just north of Coastline Drive. There is also a short segment approximately 850 feet north of Big Rock Drive for approximately 975' where a two-way left-turn lane (TWLTL) is not present.

This VA alternative was accepted with modifications, because the Qwick Kurb will not be continuous throughout the project limits but will be at certain locations that are feasible. Further studies need to be completed to see the feasibility of constructing Qwick Kurb within the proposed limits.

| Alternative No. and Description | Initial Cost Savings | Change in Schedule | Change in Performance |
|---------------------------------|----------------------|--------------------|-----------------------|
|---------------------------------|----------------------|--------------------|-----------------------|

| | | | |
|--|-----------------------|------------------|--------------|
| 3.0 Provide buffered Class II bike lanes (ES-2) | (\$36,631,000) | No change | -9.4% |
|--|-----------------------|------------------|--------------|

The baseline concept is to rehabilitate the roadway. Presently, the PCH has a Class III bike path, where vehicles and bicycles share the roadway. The alternative concept proposes to add buffered Class II bike lanes.

This VA alternative was accepted with modifications. It is to be implemented only to locations with sufficient space to have a buffered Class II bike lane.

| | | | |
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| 4.0 Upgrade existing lighting at additional locations (IV-1) | TBD | No change | +3.1% |
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The baseline concept proposes upgrading existing lighting to meet Caltrans' standards. The alternative concept is to add additional locations for lighting upgrades. It proposes to upgrade the existing safety lighting at several additional signalized intersections and pedestrian signals, including the two pedestrian undercrossings.

This VA alternative was accepted with modifications. Intersections will be analyzed during PS&E as more geometric information is needed, and it is most likely that no new light poles will be added (just potential changes in luminaires fixtures).

| | | | |
|--|--------------------|-------------------------|--------------|
| 5.0 Use rapid set JPCP in lieu of regular JPCP (CC-1) | (\$681,000) | 32-day reduction | +9.2% |
|--|--------------------|-------------------------|--------------|

The baseline concept is to construct new pavement sections using jointed plain concrete pavement (JPCP). The alternative concept proposes to construct new pavement sections using jointed plain concrete pavement rapid set (JPCP-RSC).

This VA alternative was accepted due to its anticipated construction schedule savings since JPCP-RSC takes significantly less time to set compared to regular JPCP.

| | | | |
|--|----------------------|-------------------------|--------------|
| 6.0 Use rapid set LCB in lieu of regular LCB (SL-1) | (\$1,867,000) | 32-day reduction | +9.2% |
|--|----------------------|-------------------------|--------------|

The baseline concept proposes to construct new pavement sections using lean concrete base (LCB). The alternative concept proposes to use lean concrete base rapid set (LCB-RS).

This VA alternative was accepted due to its anticipated construction schedule savings since LCB-RSC takes less time compared to regular LCB to achieve a specified strength to open the road to traffic, including construction traffic. LCB-RSC's faster setting time will require fewer working days and potentially shorter lane closures, less disturbance to the public, and a smoother flow of traffic.

Note: Because the cost data depicted above represents savings, a number in parentheses represents a cost increase.

FINAL VA STUDY RESULTS

The VA team developed a total of six VA alternatives for consideration by the PDT and project stakeholders. All six VA alternatives were accepted for implementation and integration into the project and are anticipated to provide additional value to the project. These accepted VA alternatives propose to provide additional ADA sidewalks and curb ramps, construct Qwick Kurb, provide buffered Class II bike lanes, upgrade existing lighting at additional locations, and use rapid set JPCP and LCB.

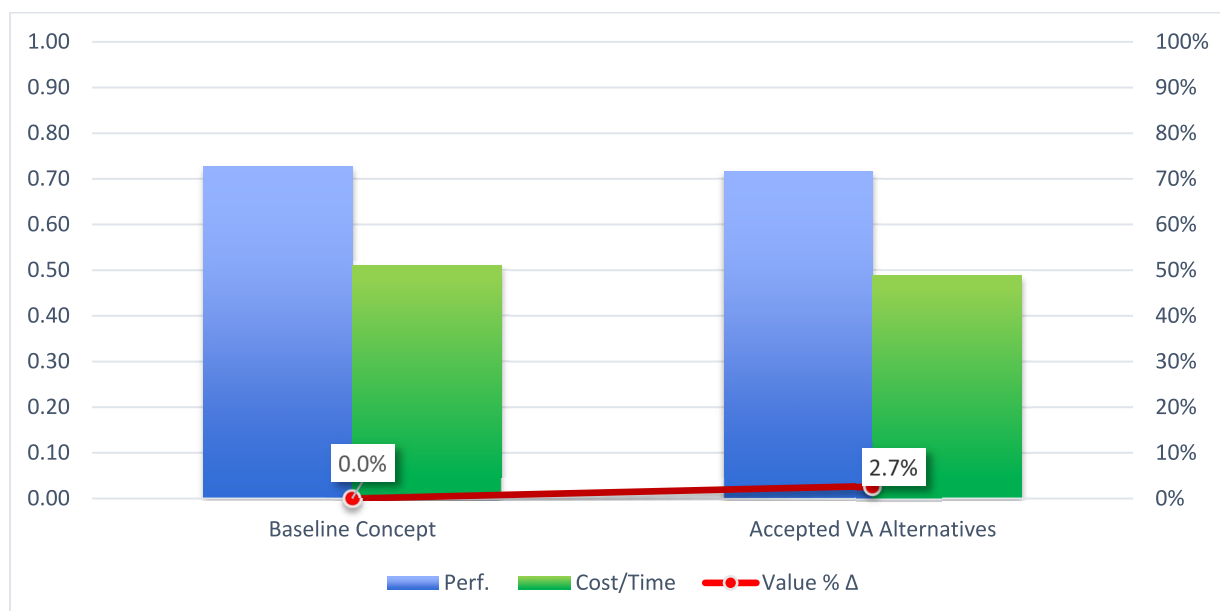
The six accepted VA alternatives have the net effect of slightly reducing the baseline design performance by 1.5%. This minor reduction is primarily due to the significant maintenance requirements for Alternative 2.0 and Alternative 3.0. Because most of the accepted alternatives require additional refinement regarding quantities and precise applicable locations within the project limits, there is not yet a defined anticipated cost impact for accepted alternatives. As such, the overall value improvement of 2.7% over the baseline design is driven by performance and time.

A summary of the accepted VA alternatives is provided in the following table and chart. The chart illustrates the relationship between performance (shown by the blue columns) and cost/schedule (shown by the green columns). The red value line indicates the net % change in total value relative to the baseline concept. Please refer to the *Project Analysis* section of the report for additional details on this analysis.

Summary of Accepted VA Alternatives

| Accepted Alternatives | Initial Cost Savings | Change in Schedule | Change in Performance | Value Change |
|---------------------------------------|----------------------|--------------------|-----------------------|--------------|
| VA Alts. 1.0, 2.0, 3.0, 4.0, 5.0, 6.0 | TBD | 32-day reduction | -1.5% | +2.7% |

Comparison of Value – Baseline Concept and Accepted VA Alternatives



VA TEAM

VA Study Team

| Name | Organization | Title |
|--------------------|-----------------------|--------------------------|
| Grace Hagan | VMS, Inc. | VA Study Facilitator |
| Elizabeth Martinez | Caltrans – District 7 | Construction |
| Michael Roura | Caltrans – District 7 | Traffic Operations – OMP |
| Susanna Yang | Caltrans – District 7 | Roadway Design |
| Lupe Tamayo | Caltrans – District 7 | Traffic Safety |
| Kyle Hwang | Caltrans – District 7 | Traffic Safety |

Key Project Contacts

| Name | Organization | Title |
|-----------|-----------------------|-----------------|
| Janice Lu | Caltrans – District 7 | Project Manager |
| Ryan Nai | Caltrans – District 7 | DVAC |

ATTACHMENT L

PRELIMINARY LAYOUT PLANS

LAYOUT
SCALE: 1"=50'

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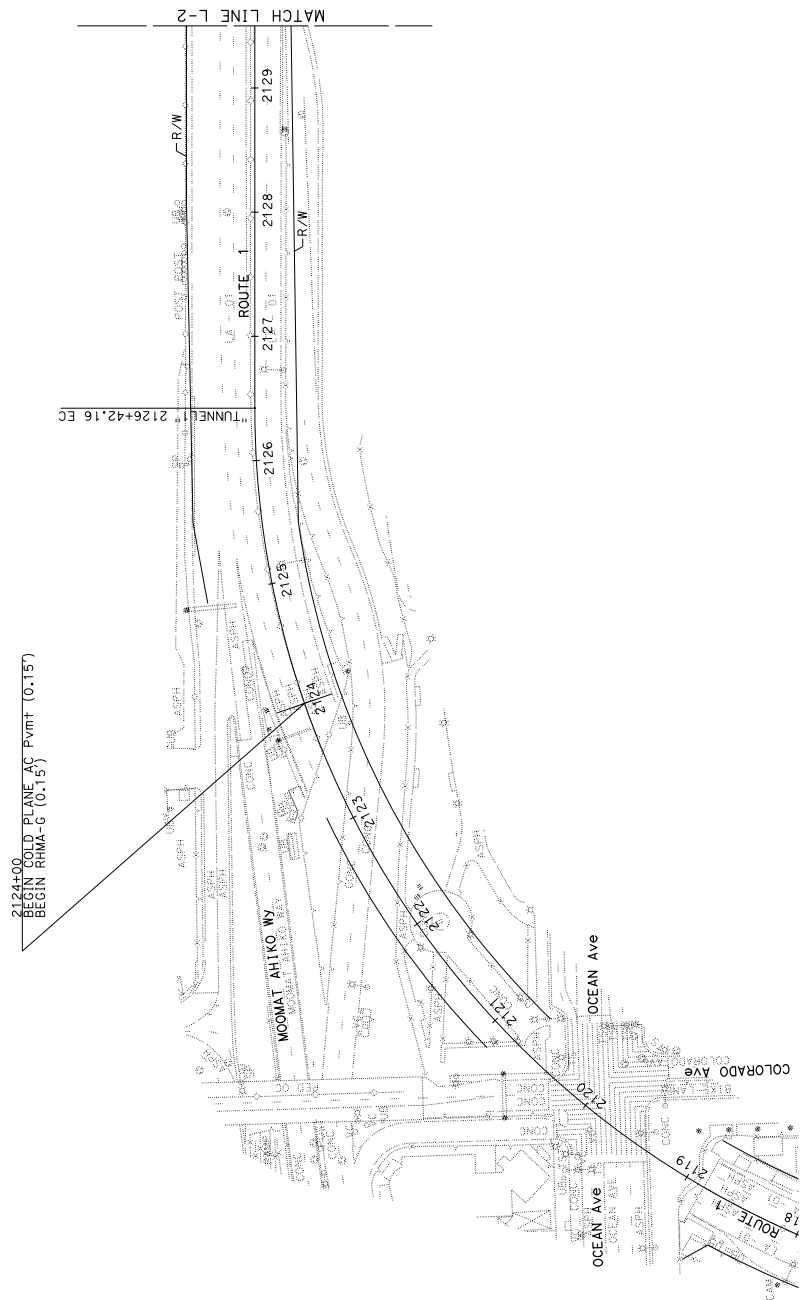
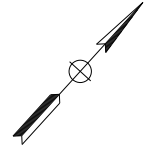
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LEGEND:

- PAVEMENT STRUCTURAL SECTION TYPE
 ----- - TEMPORARY CONSTRUCTION EASEMENT

ABBREVIATIONS:

| | |
|--------|--|
| RHMA-G | RUBBERIZED HOT MIX ASPHALT (GAP-GRADED) |
|--------|--|



MATCH LINE L-2

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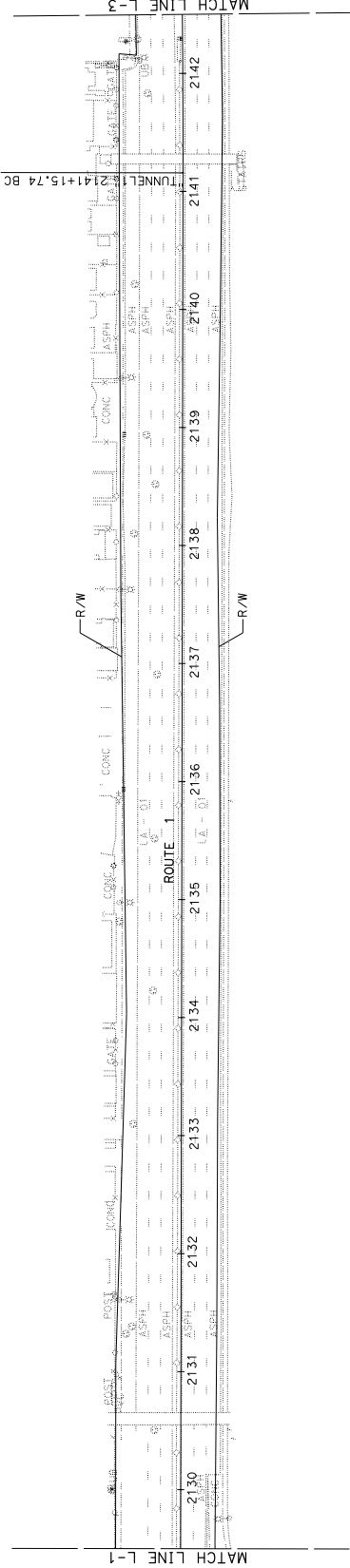
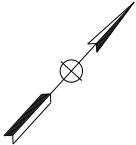
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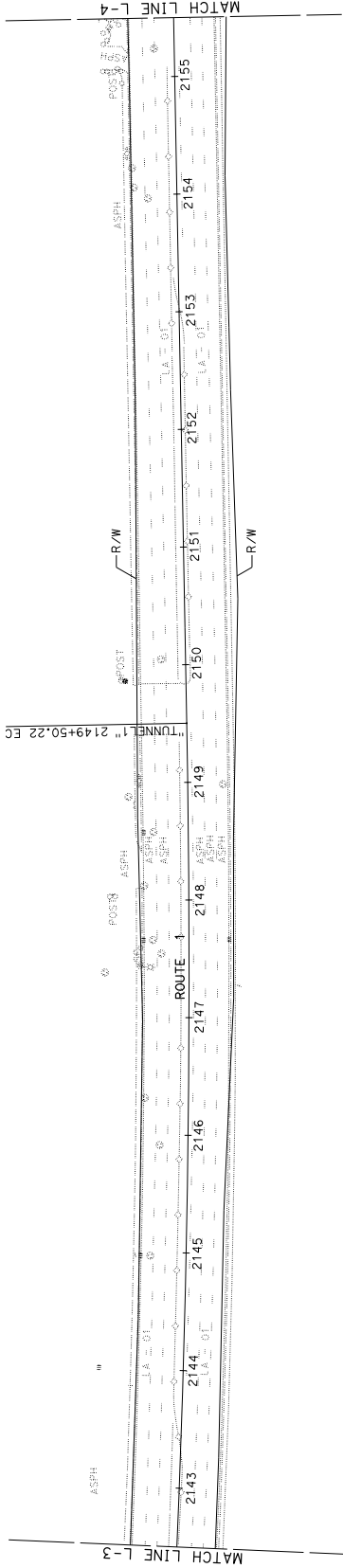
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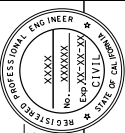
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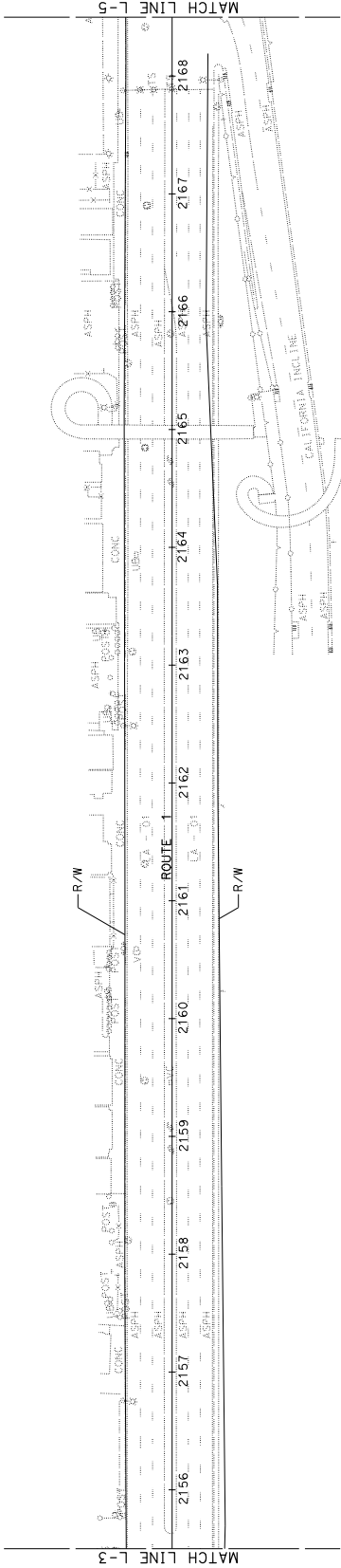
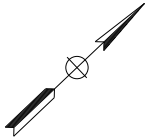


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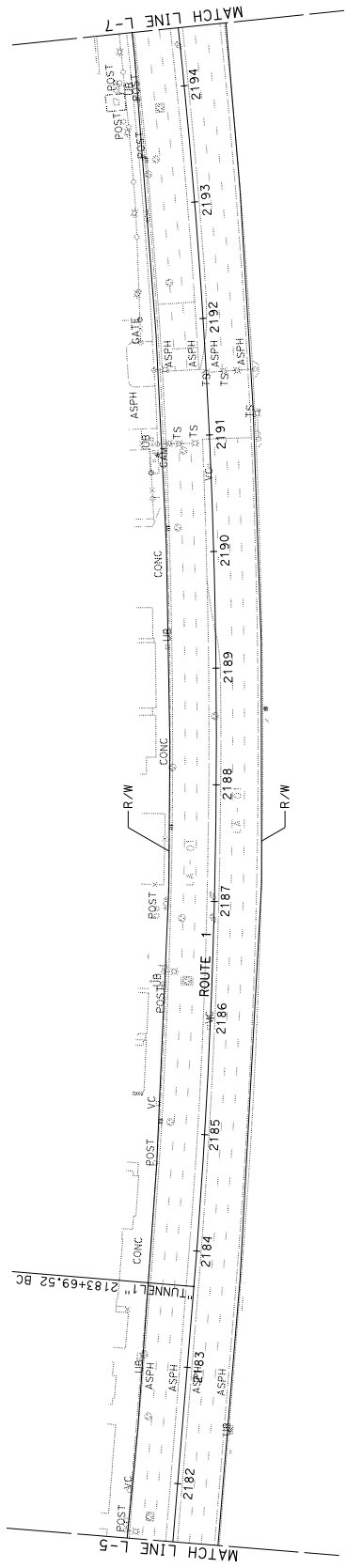
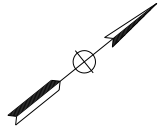
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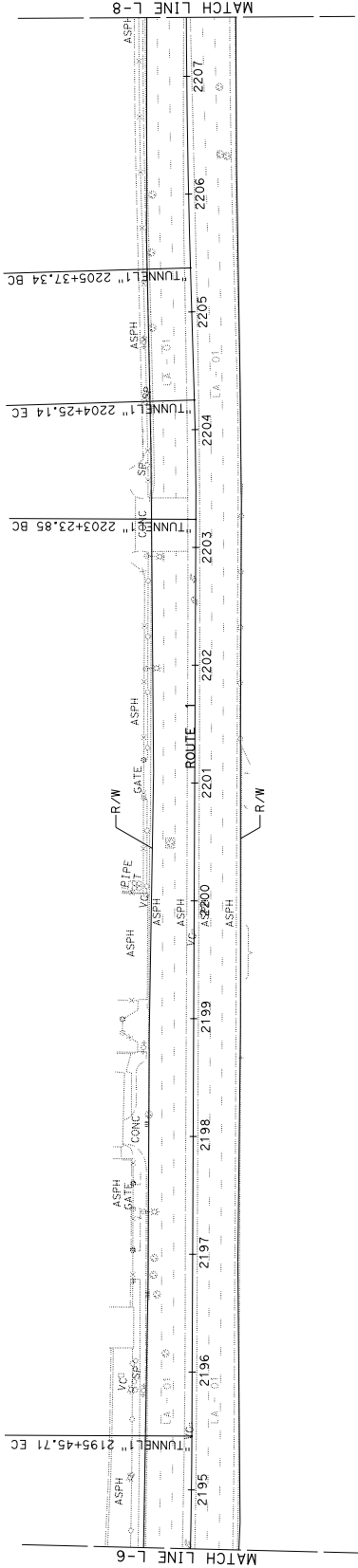
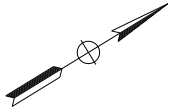
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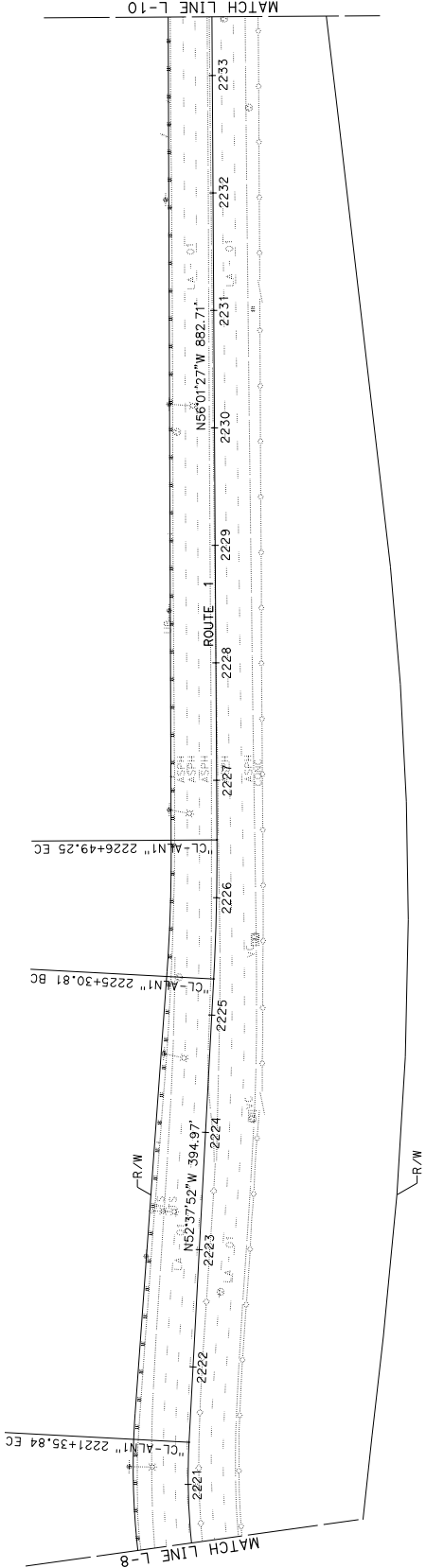
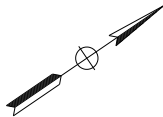
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LAST REVISION

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UNIT 1819

RELATIVE BORDER SCALE IS IN INCHES

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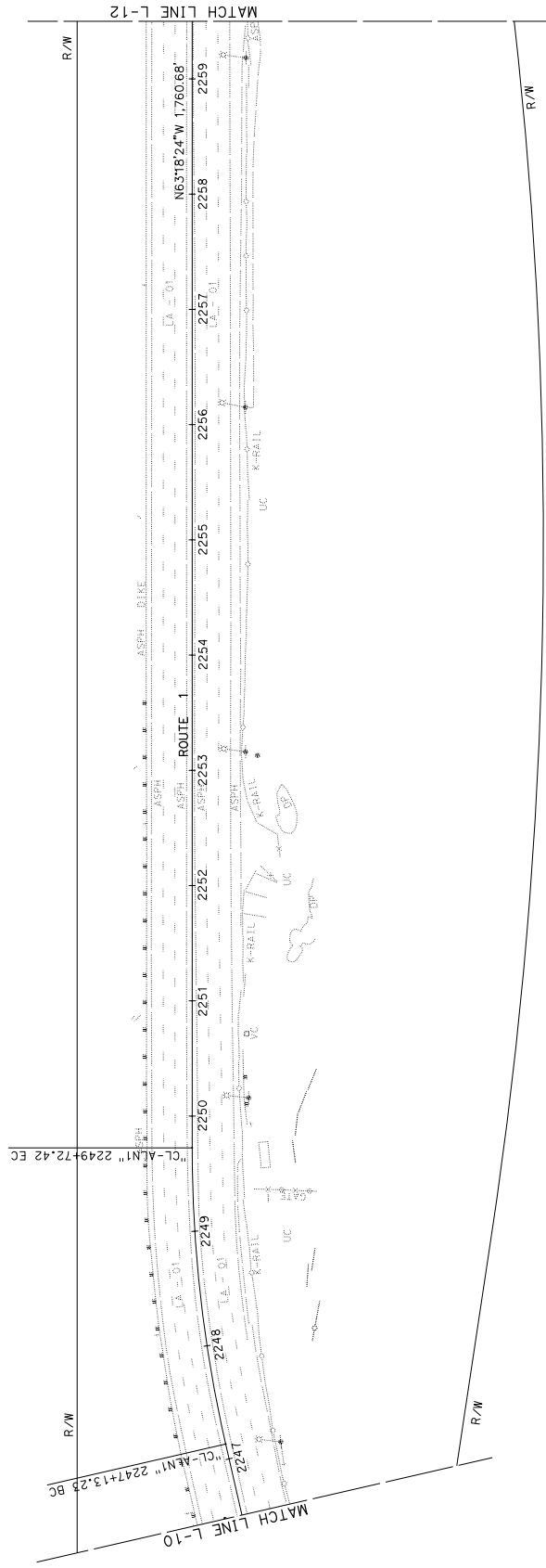
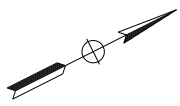
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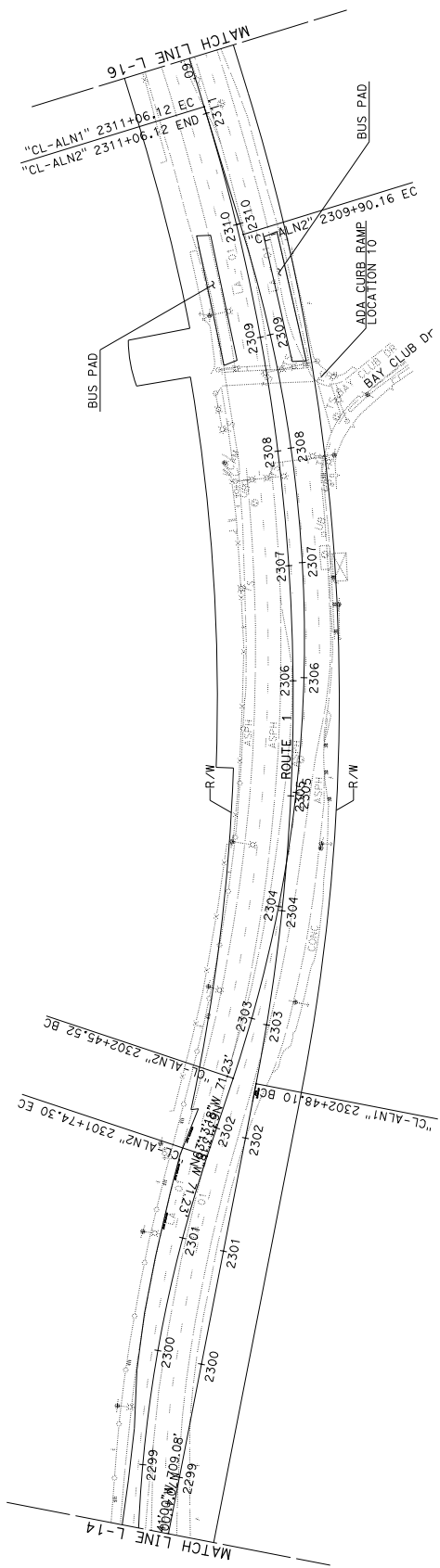
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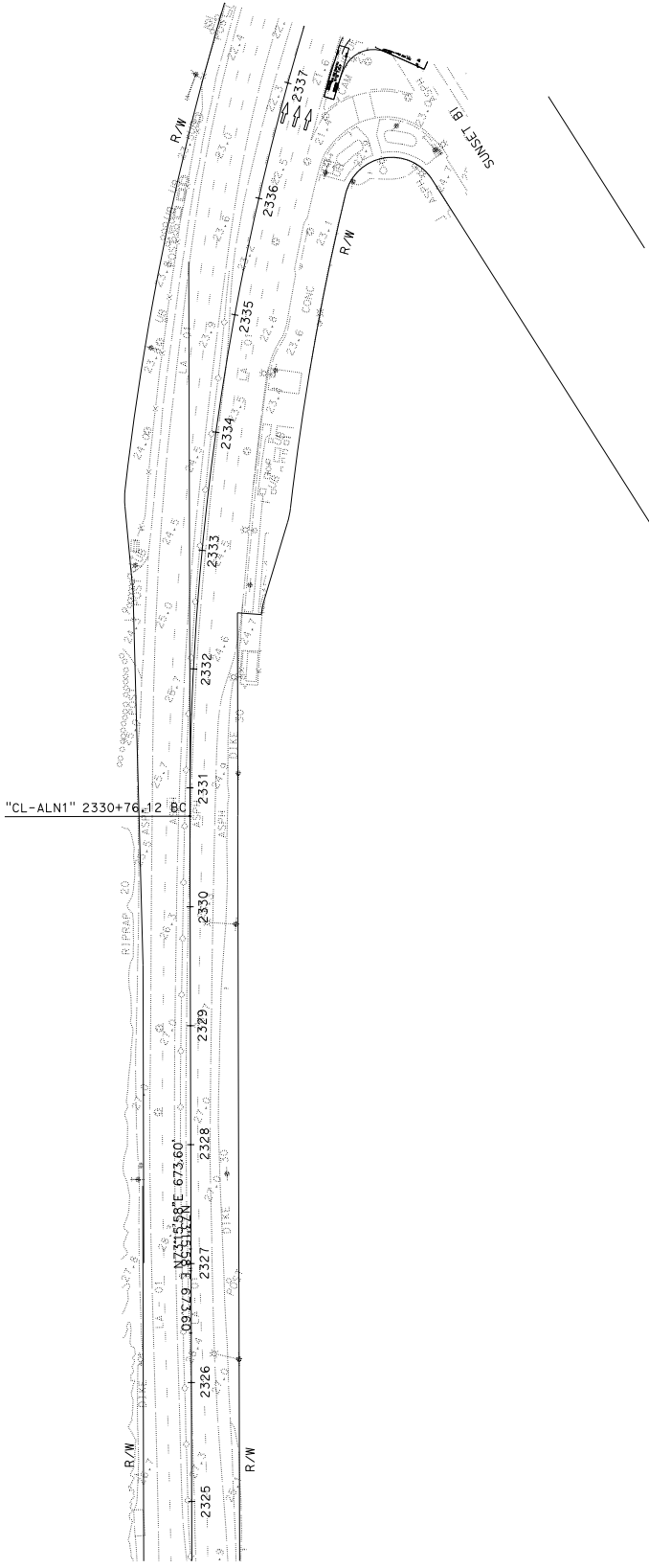
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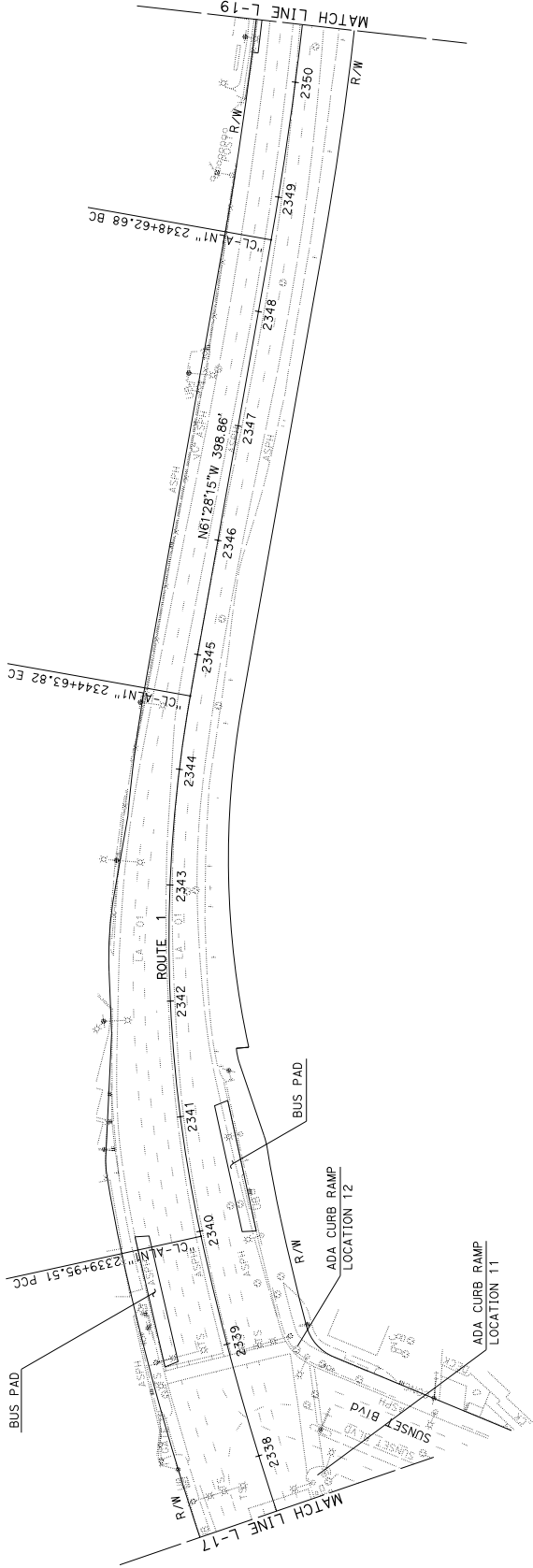
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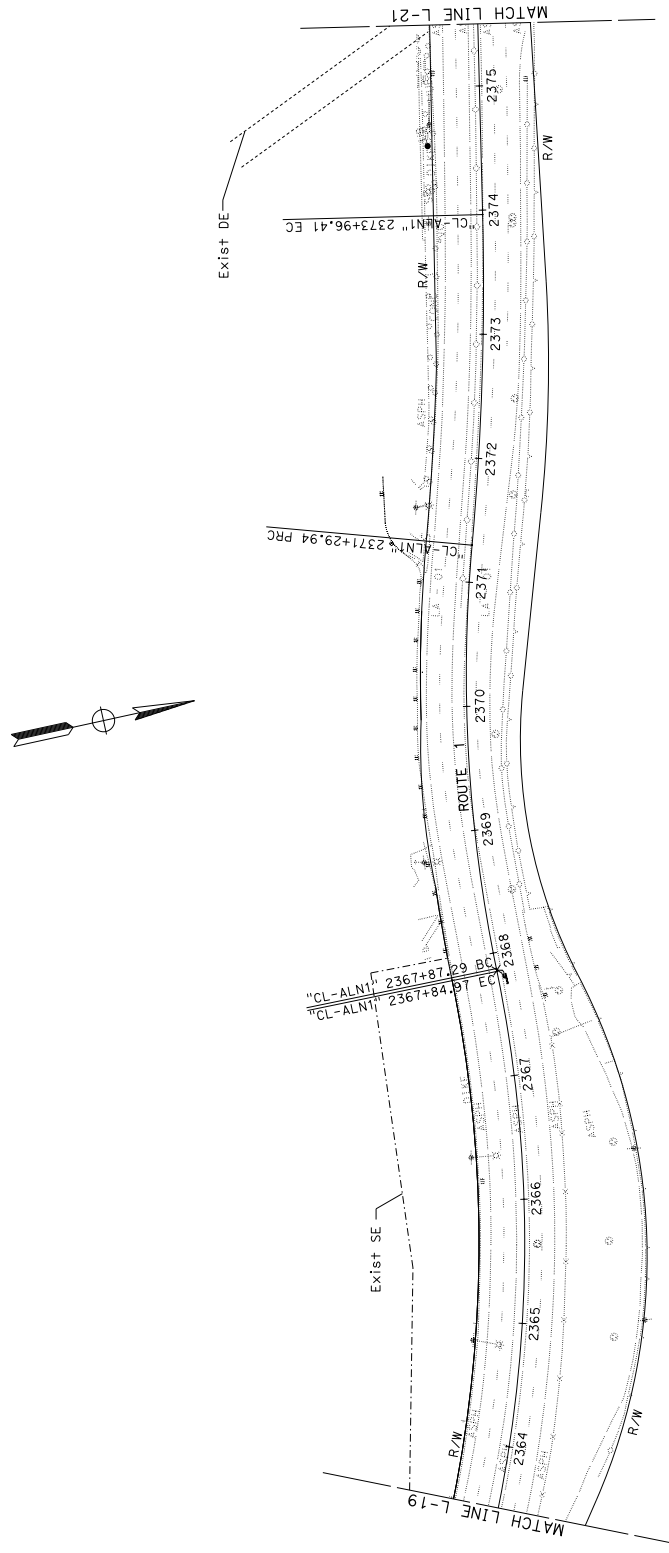


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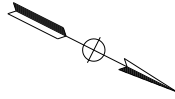
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SCALE: 1"=50'

NOTES:

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2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

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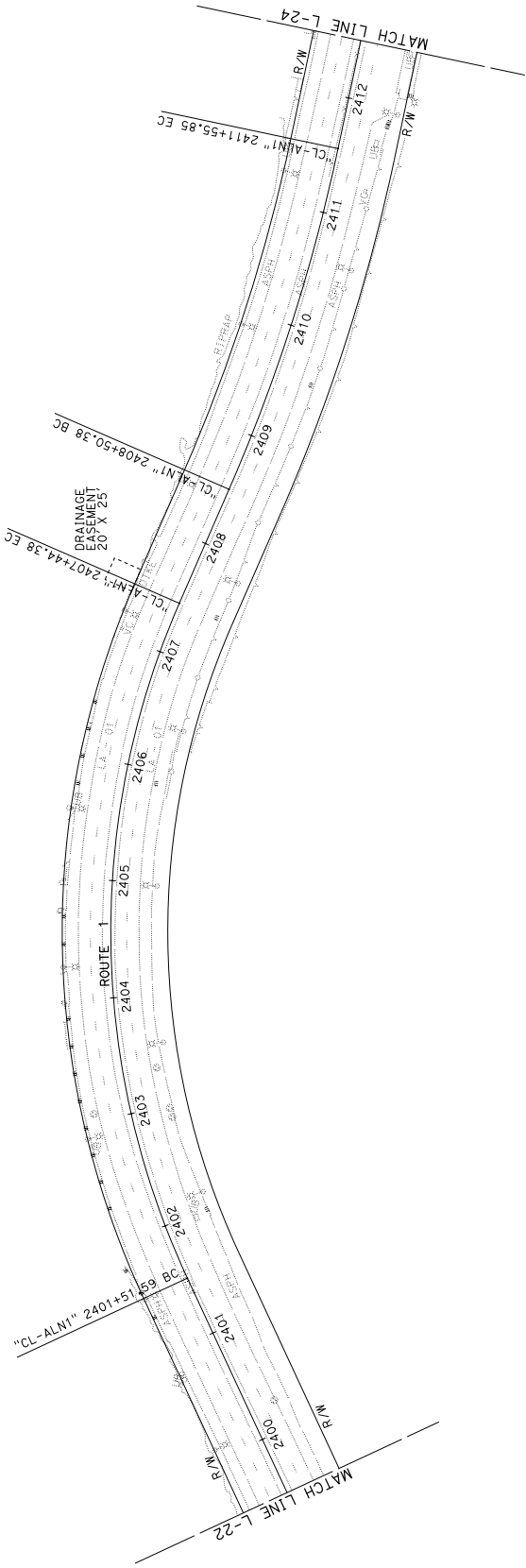
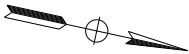
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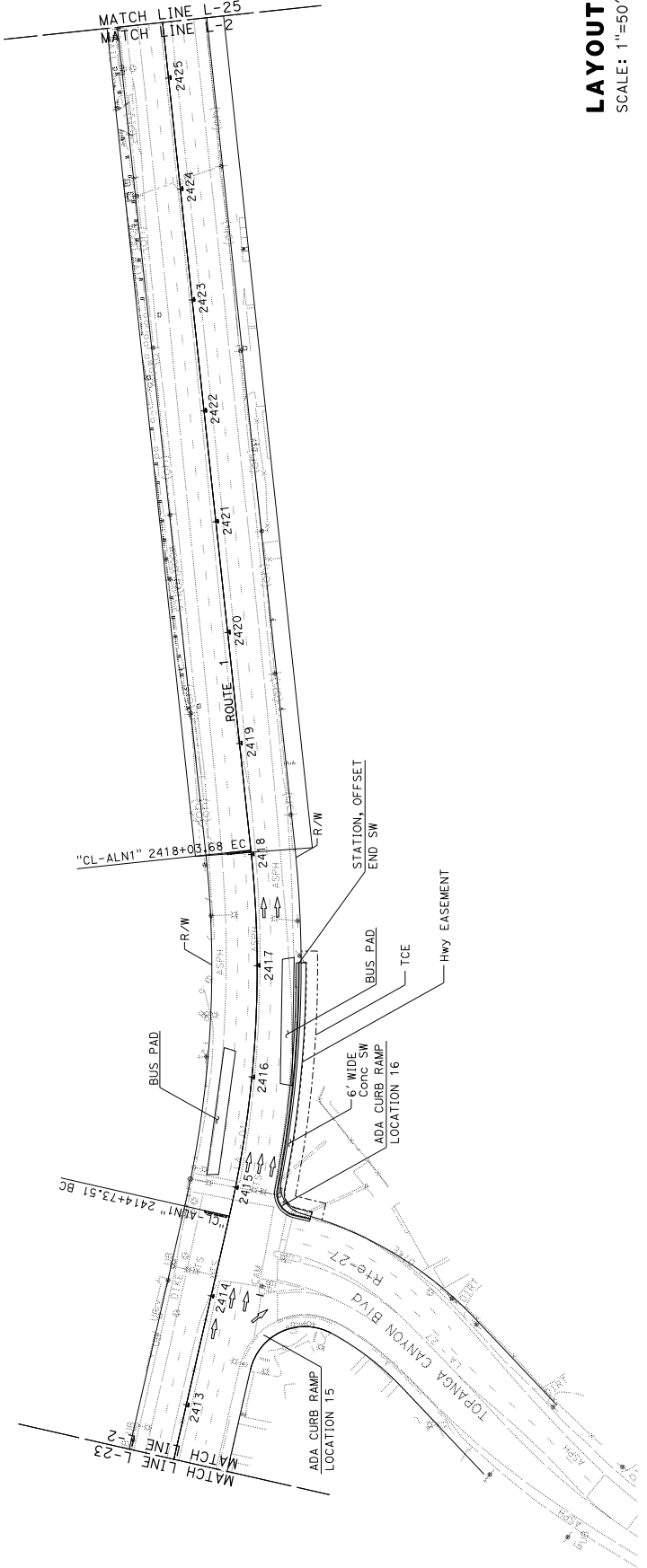
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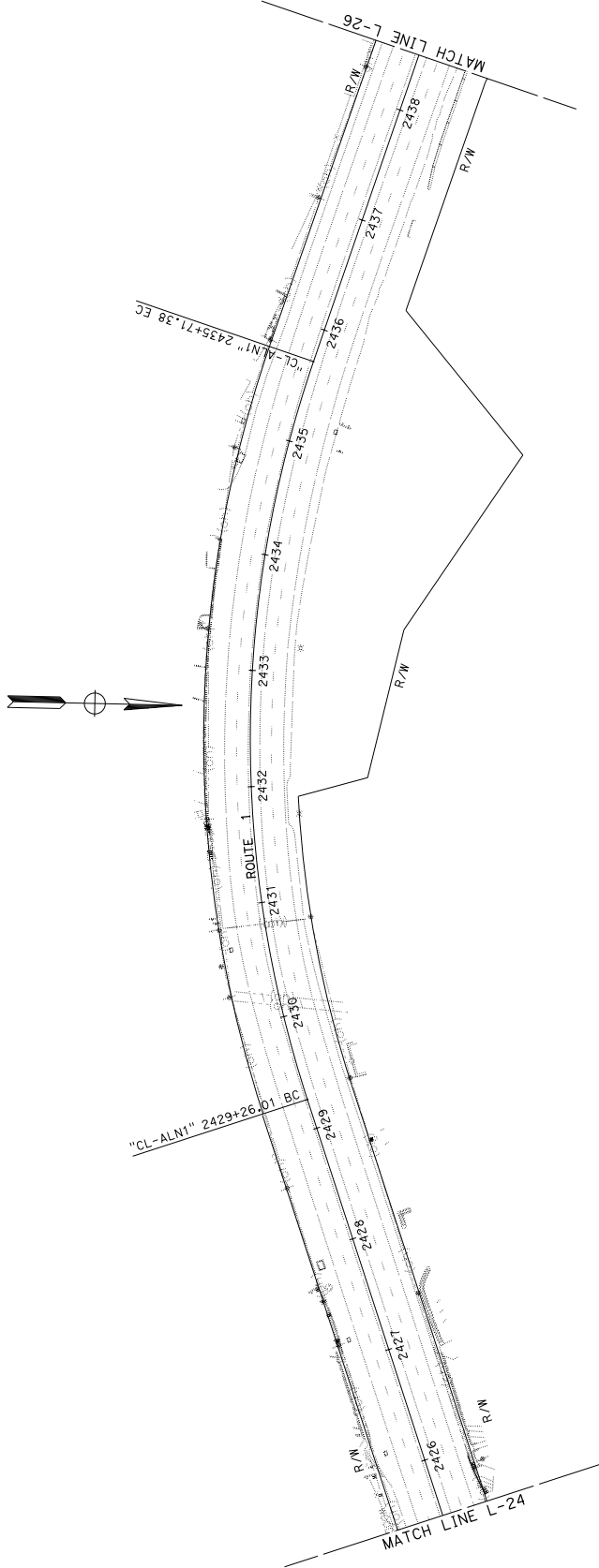
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Exp. XX-XX-XX
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No. XXXX

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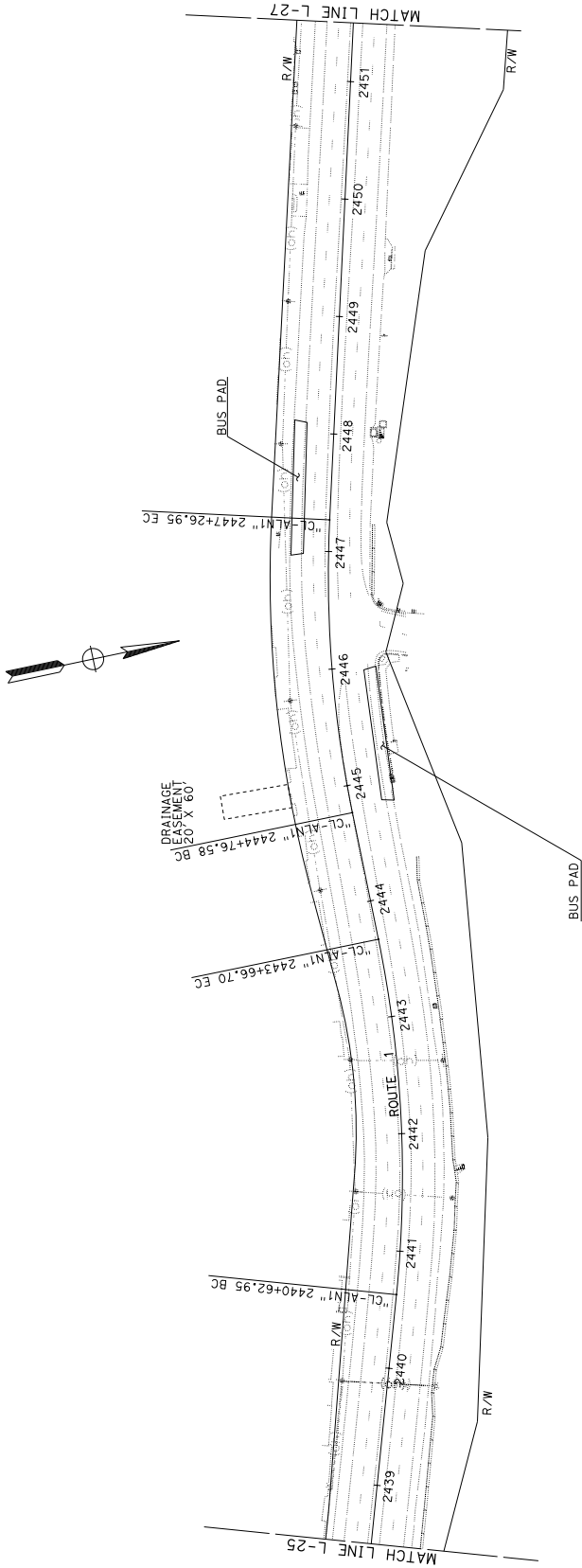
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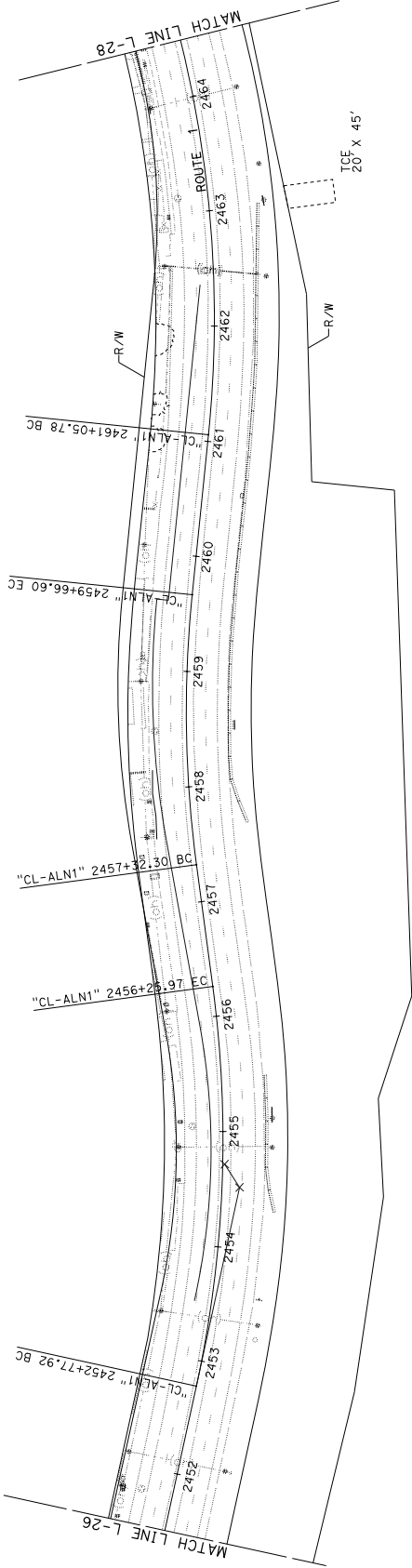
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| | | | REVISOR | |



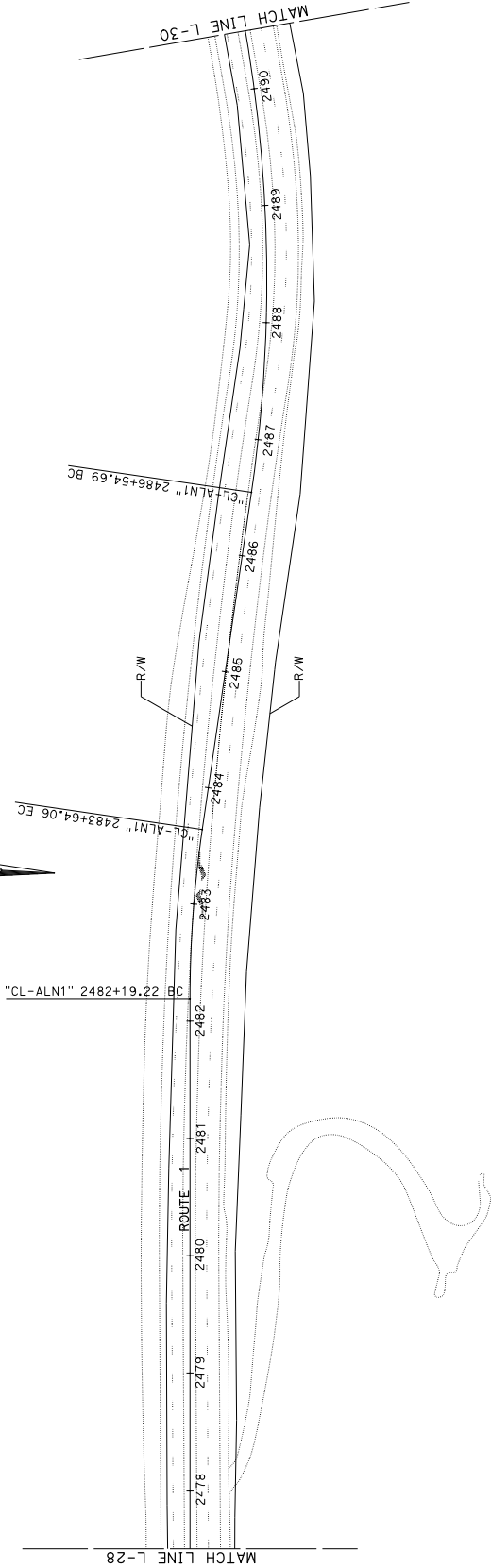
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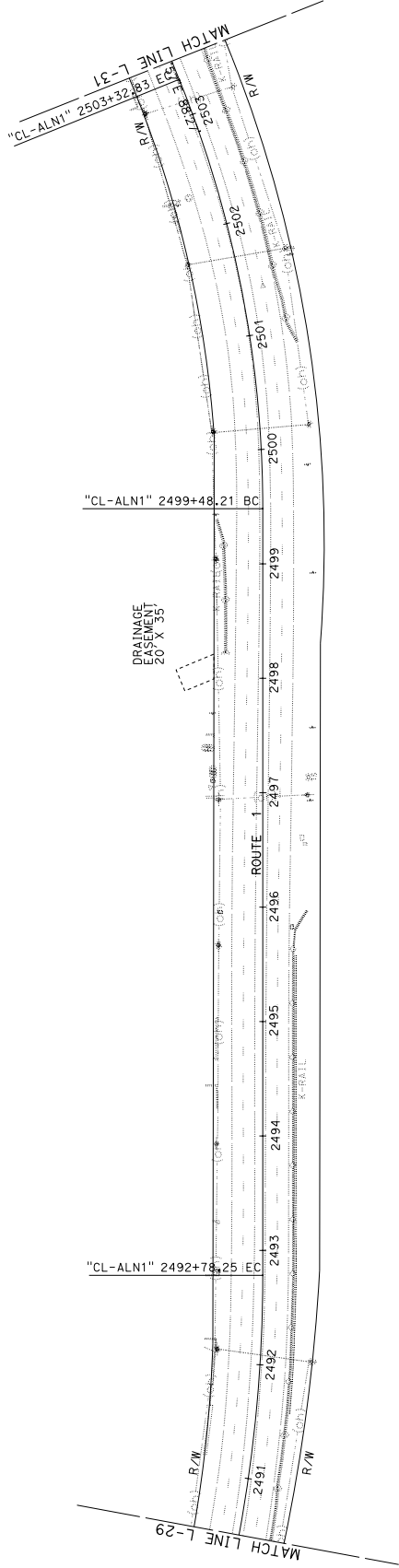
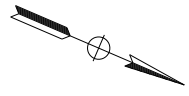
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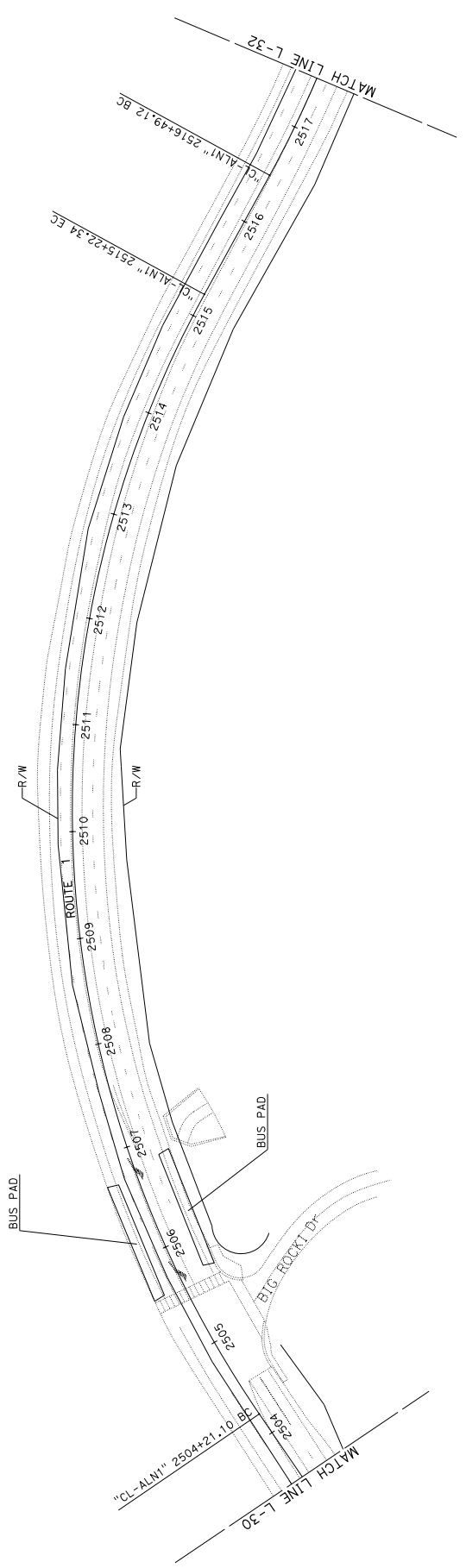
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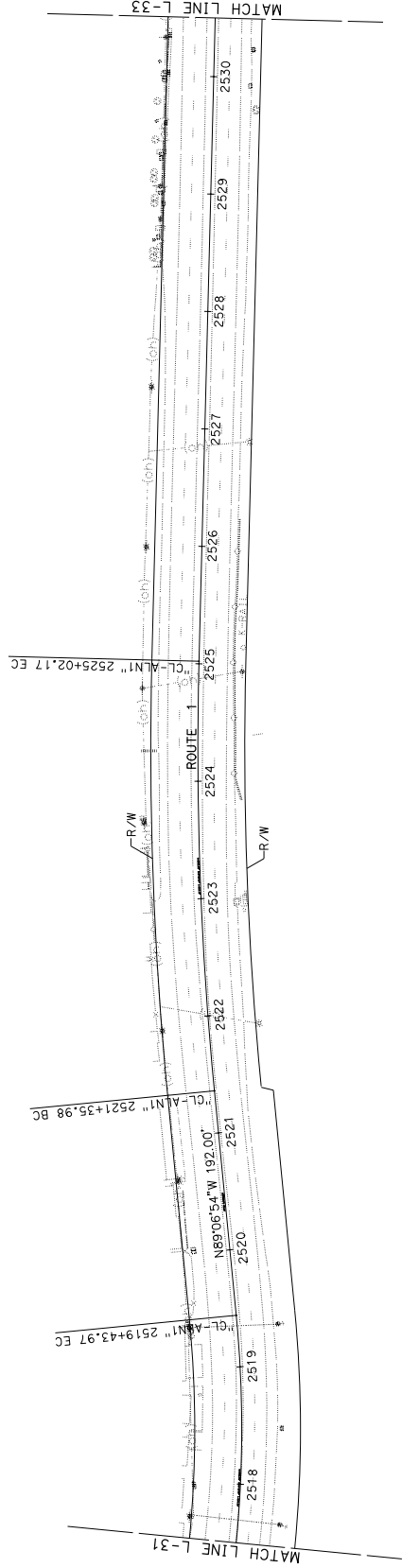
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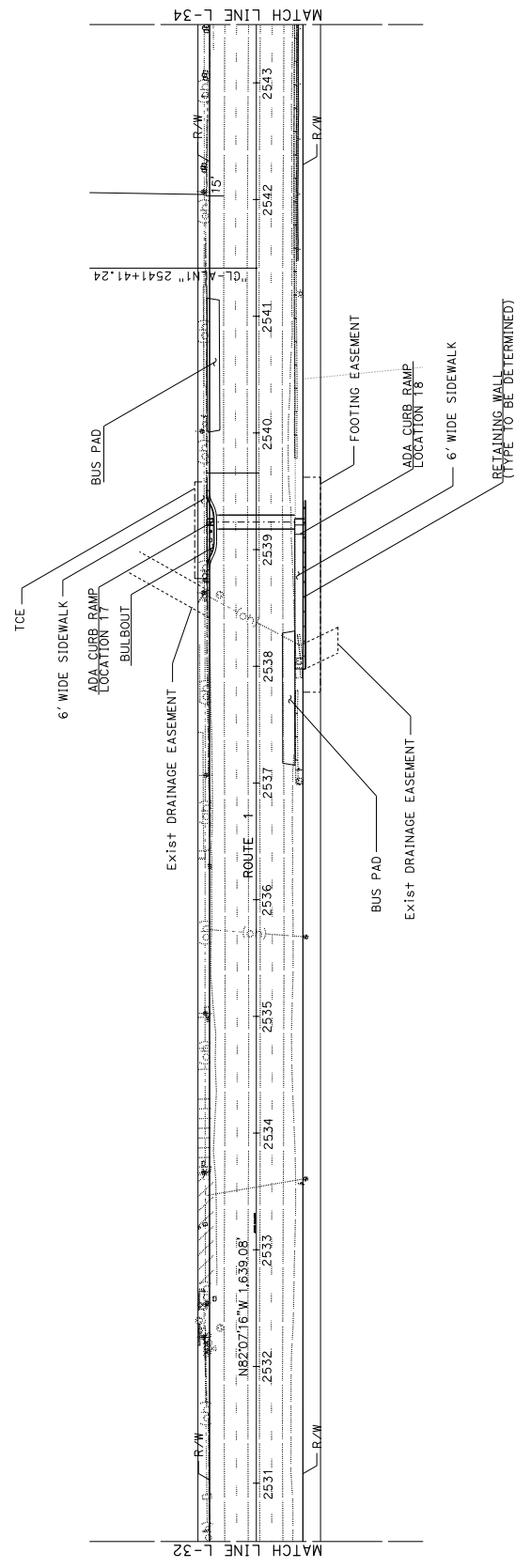
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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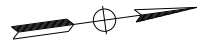
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PLANS APPROVAL DATE _____

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LAYOUT
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USERNAME => s122636
DGN FILE => 0736150ea34.dgn

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BORDER LAST REVISED 8/5/2020

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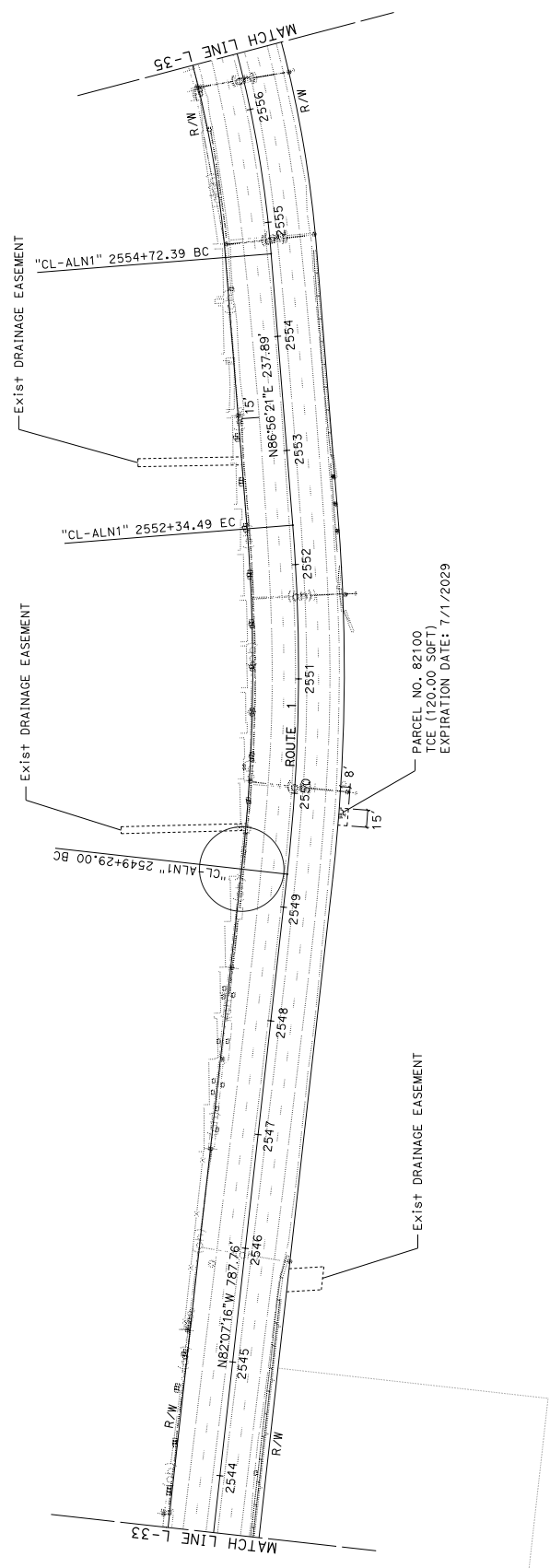
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Exp. XX-XX-XX

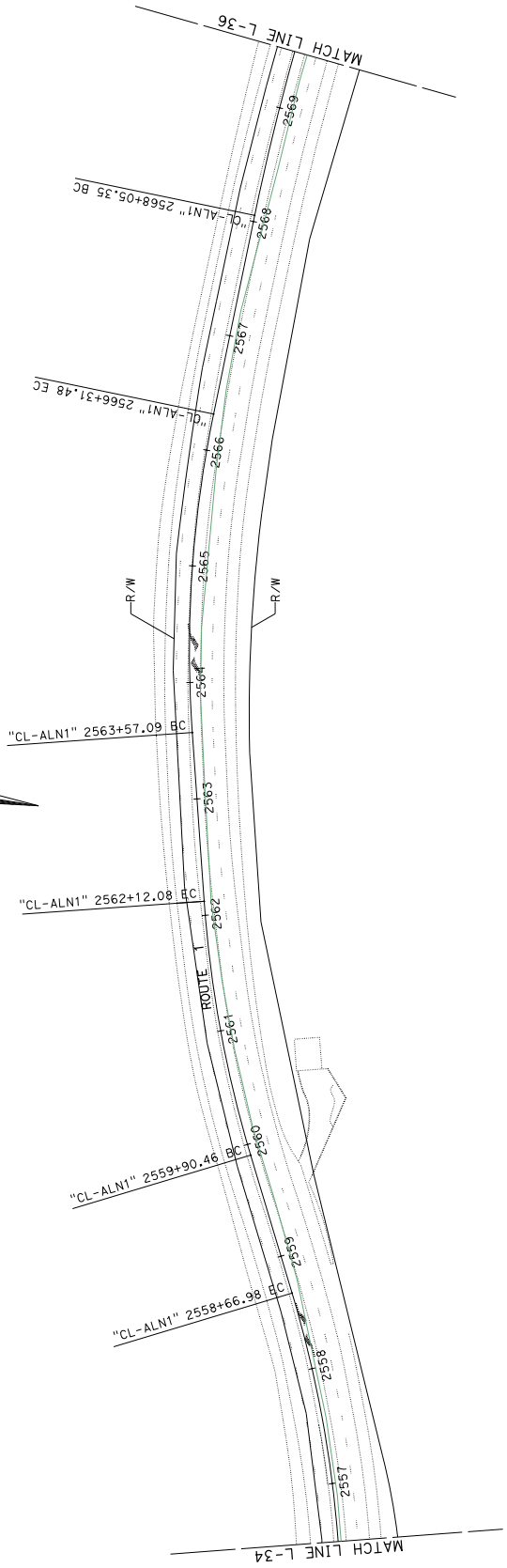
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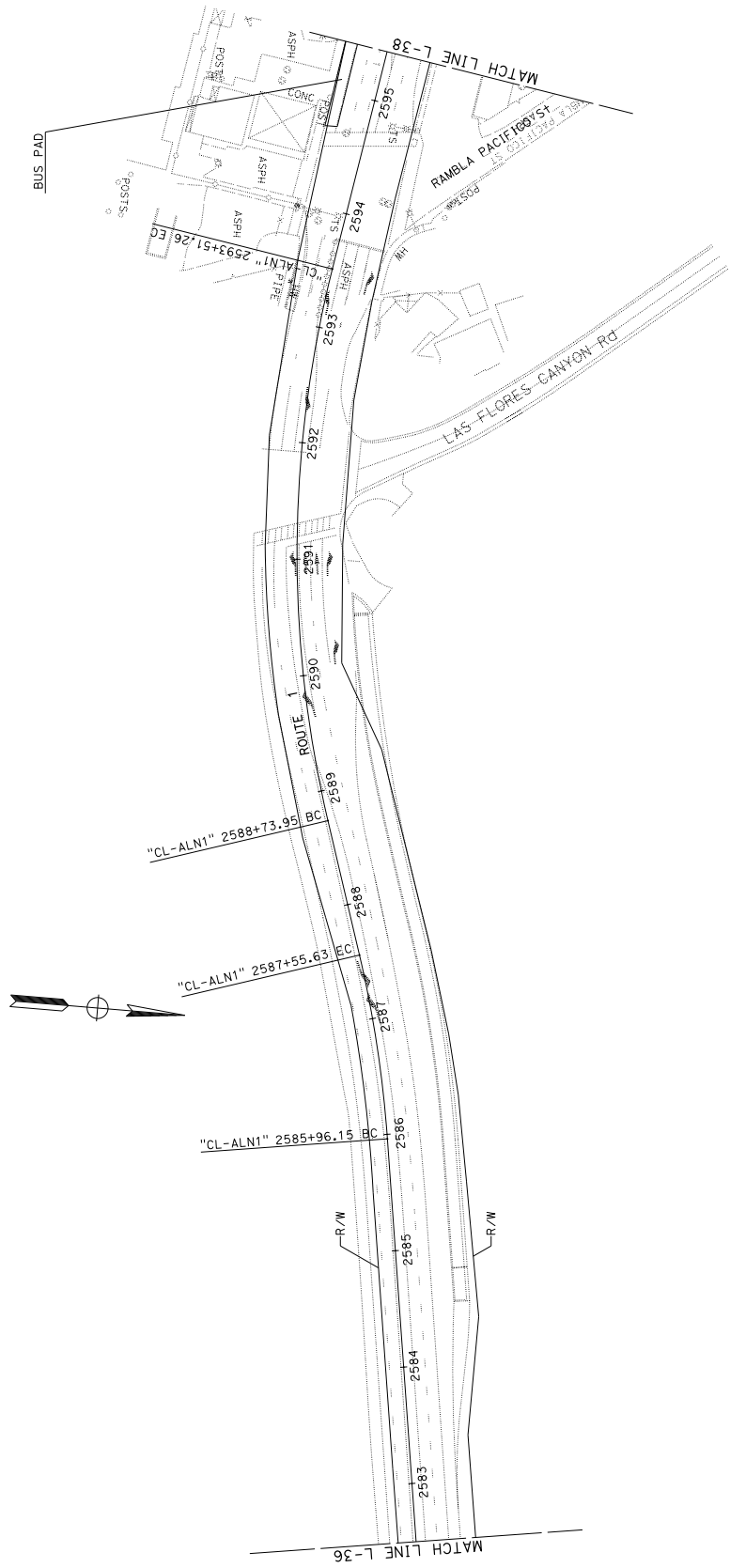
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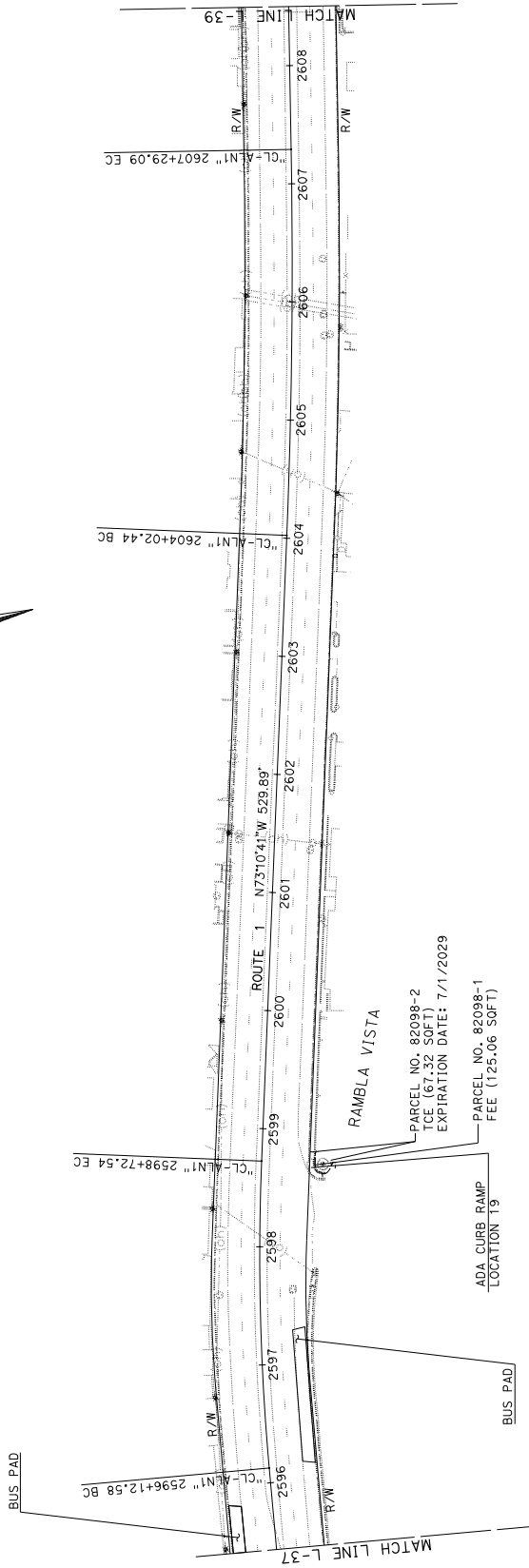


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PROFESSIONAL ENGINEER
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CIVIL
STATE OF CALIFORNIA

LAYOUT
SCALE: 1"=50'

L-38

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PLANS APPROVAL DATE

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PROFESSIONAL ENGINEER

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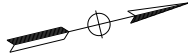
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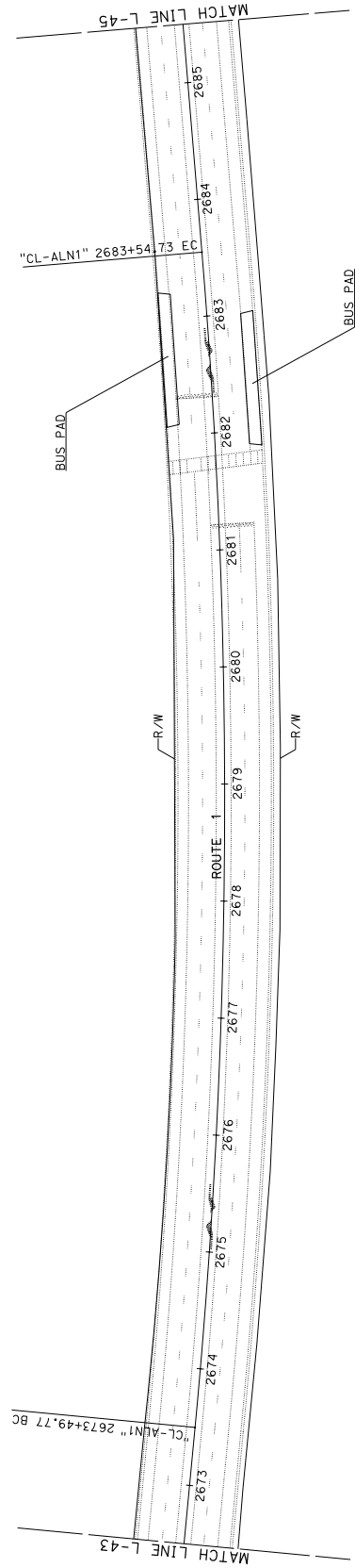
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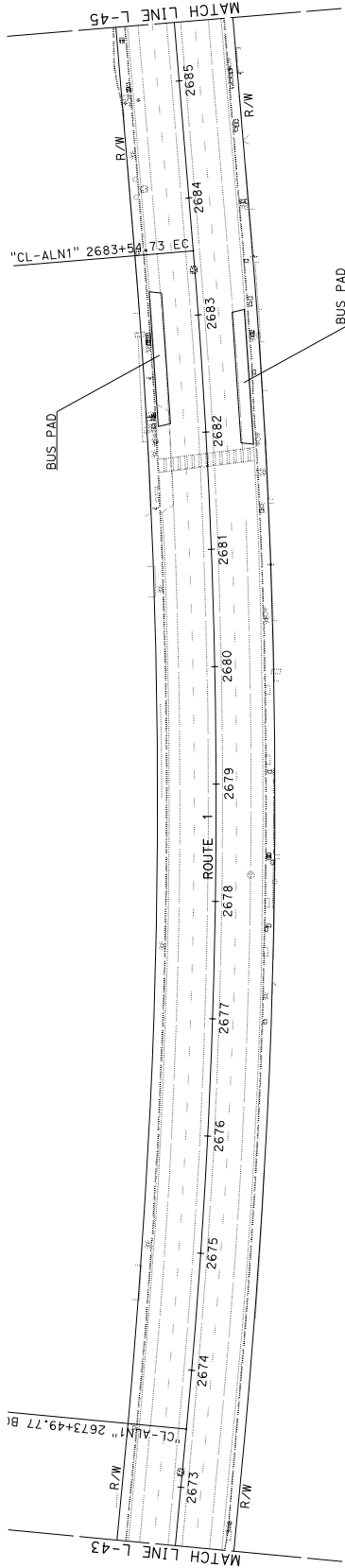
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PROFESSIONAL ENGINEER
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CIVIL
STATE OF CALIFORNIA



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SCALE: 1"=50'

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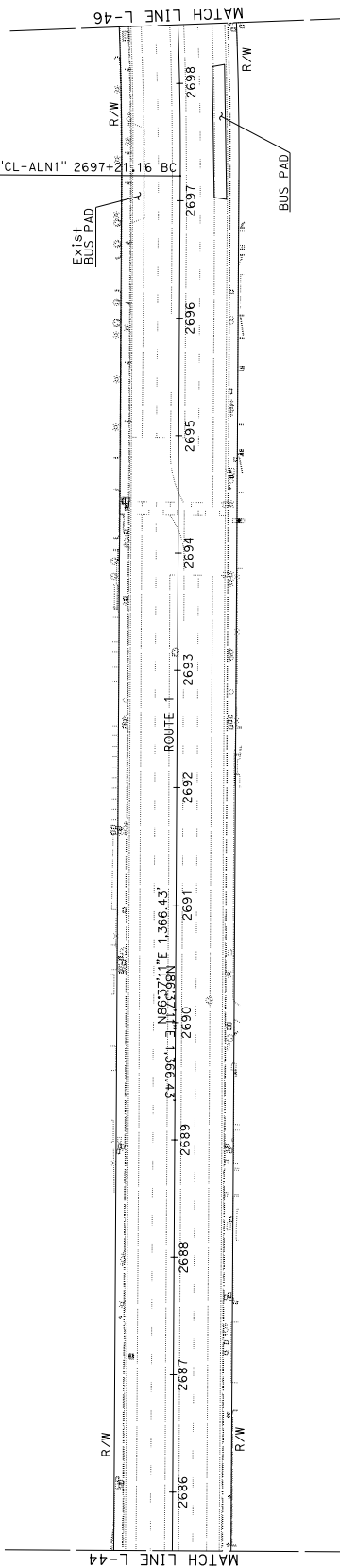
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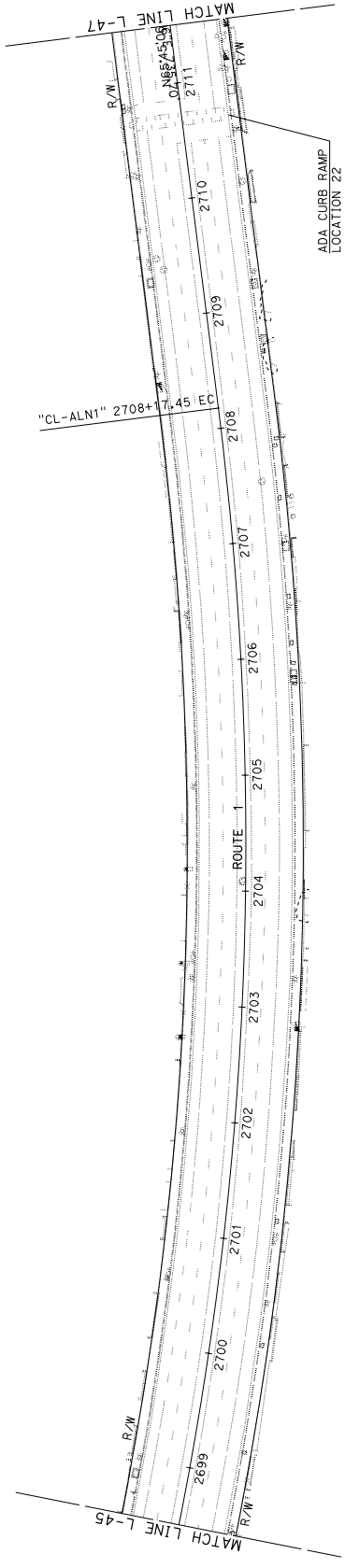
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STATE OF CALIFORNIA

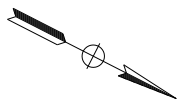
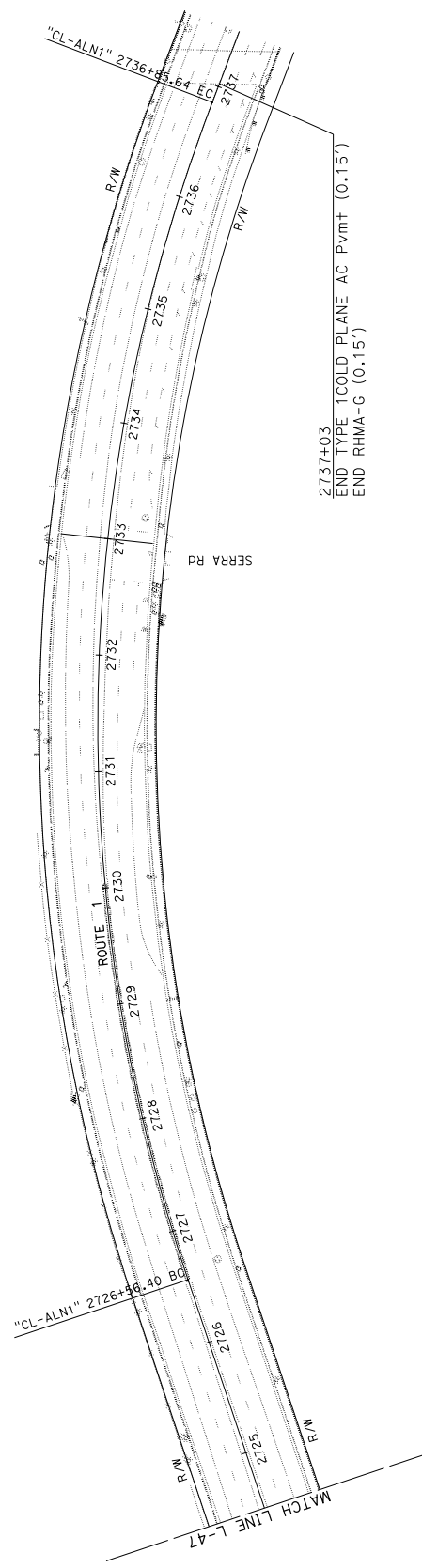
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ATTACHMENT M
COMPLETE STREET DECISION
DOCUMENT
(CSDD)

Complete Streets Decision Document (CSDD)

- 1) Is it infeasible to include complete streets improvements because the project is located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

☒ NO – Proceed to Question 2

☐ YES – Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

- 2) Is the scope of the primary project not suitable because the purpose is to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and the proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etcetera.

☒ NO – Continue to Question 3

☐ YES – Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

- 3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

☐ NO – Proceed to Question 4

☒ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

- 4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.

☐ a. District Active Transportation Plan

☐ b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans

☐ c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)

☐ d. Corridor planning documents

☐ e. Other (list here) _____

- 5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

☐ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements.
Sign and attach to the PID.

☒ YES – Describe them here and proceed to Question 6: (Upgrade Curb Ramps, Add Sidewalks, Pedestrian Signal Upgrades, Add Crosswalk, Enhanced Crosswalks, Pedestrian Hybrid Beacon, and New Bicycle Lane Class II)

- 6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and

provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

| FACILITY TYPE | UNIT | APPROXIMATE QUANTITY | ESTIMATED TOTAL COST |
|---|------------|----------------------|----------------------|
| <i>Curb Ramps</i> | <i>EA</i> | <i>19</i> | <i>\$190,000</i> |
| <i>Pedestrian Signal Push Buttons</i> | <i>EA</i> | <i>Var</i> | <i>Var</i> |
| <i>Class III bike route facility improvements including 6" edge lines, Sharrows, guide/warning/regulatory signage (various)</i> | <i>Var</i> | <i>Var</i> | <i>Var</i> |

- 7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

☐ NO

☒ YES – Describe the opposition position here: Partners have concerns and complications with adding bike facilities through sections with street parking and in front of residential areas. Accommodations of said features might require more transformative efforts using the PCH master plan as a guide.

- 8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

☒ NO – Proceed to Question 9

☐ YES – Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

- 9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

☐ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.

☒ YES – List them here:

| FACILITY TYPE | UNIT | APPROXIMATE QUANTITY | ESTIMATED TOTAL COST |
|--|--------------|----------------------|----------------------|
| <i>Curb Ramps</i> | <i>EA</i> | <i>22</i> | <i>\$300,000</i> |
| <i>Pedestrian Signal Push Buttons</i> | <i>EA</i> | <i>Var</i> | <i>Var</i> |
| <i>Class II bike lane- Segment [PM 35.2- 46.9]</i> | <i>Miles</i> | <i>4.9</i> | <i>\$200,000</i> |
| <i>1 Pedestrian Hybrid Beacon</i> | <i>EA</i> | <i>1</i> | <i>\$10,000</i> |
| <i>Sidewalk (new segments at 2 locations)</i> | <i>LF</i> | <i>490</i> | <i>\$20,000</i> |
| <i>Crosswalks</i> | <i>LF</i> | <i>2359</i> | <i>\$100,000</i> |

- 10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

☐ NO

X YES – Describe the constraints here: This project was programmed as a pavement rehabilitation project with a defined cost, scope and schedule based on working within the existing pavement footprint, and did not account for realignment.

- 11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.).

Complete Streets Scope Change:

This is a State Highway Operation and Protection Program (SHOPP) Project with pavement rehabilitation as the anchor asset that also includes complete streets improvements.

At project initiation, the identified complete streets needs consisted of ADA curb ramps, Class III bicycle facilities, and improved pedestrian automated push signals. Since the project initiation document (PID) was completed, new needs have been identified in the District 7 Active Transportation (D7 CAT) Plan, along with extensive feedback acquired from the public, partner agencies, and additional planning studies, including a District 7 safety audit, a Malibu Safety Study, and the ongoing District 7 Pacific Coast Highway Master Plan (PCH MP). Based on feedback and review by the Project Development Team (PDT), this project will be incorporating additional Complete Streets (CS) items as feasible within the scope of this pavement project. The new scope includes two new sidewalk segments near transit, enhancing and restriping crosswalks, adding one pedestrian hybrid beacon (PHB), and adding five segments of Class II bike lanes.

Justification Summary:

Due to recent and ongoing public feedback, partner feedback, and supportive planning documents the District revisited the scope of this project in the Project Approval and Environmental Document (PA&ED) Phase. Based on the locations identified as Tier 1 priority needs in the D7 CAT Plan, CS features were added where viable and feasible. The constraints and next steps are identified here:

- **Right-of-Way:** In some cases, road diets, realignments, retaining walls, or roadway widening would be needed to accommodate continuous new bicycle and pedestrian facilities. These cases frequently require work outside of Caltrans right of way, widening the roadway, or additional studies to ensure the public's safety, which exceed the scope of this pavement project. This project incorporated CS facilities in areas where existing right of way can safely accommodate new facilities.
- **Public and Partner Feedback:** Concerns were expressed from members of the public and partner agencies regarding the availability of on-street parking as well as conflict points through residential stretches of the highway. It was determined that further engagement with partners and the public in future projects is needed to collaborate on solutions for CS facilities in these stretches.
- **Existing environmental conditions:** In some cases, CS elements were proposed in locations with cultural, historic, and/or environmental impacts which require extensive environmental review. It was determined that work in these locations, as well as other areas prone to landslide risk would be best prioritized in future projects where sufficient environmental review can take place without impacting project delivery or project maintenance.

This project is being completed on a parallel timeline to the D7 PCH MP, which involves ongoing feedback with partners to reimagine the layout and CS features of PCH through much of this project's limits. Enhancements incorporated in this project will serve as incremental improvements that can be enhanced in future CS projects recommended by the PCH MP. Those features that could not be incorporated, and the limitations affiliated with them, have been noted for consideration in future projects, where transformative efforts and the associated studies can be scoped to align with the PCH MP.

Revalidation or supersession of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

 X NO – Prepare a superseding CSDD (answer questions 1 through 11) replacing the original CSDD, certify, and obtain concurrence signatures in sequence. Attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
 YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:



Refugio Dominguez, Design Engineer
Office of Design C

06/30/2025

Date


Concurrence: *(Include concurrence signatures only if a superseding CSDD is prepared.)*



Romeo Estrella, District Complete Streets Coordinator

06/30/2025

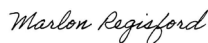
Date



Adrienne St John, Chief (Acting),
Office of Complete Streets,
Headquarters Division of Design

06/30/2025

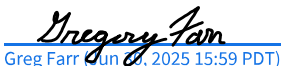
Date



Marlon Regisford, Deputy District Director, Planning

06/30/2025

Date


Greg Farr (Jun 28, 2025 15:59 PDT)

Gregory Farr, Deputy District Director, Design

06/30/2025

Date



Gloria Roberts, District Director

06/30/2025

Date












EA 361500-Project Report Final 06272025

Final Audit Report

2025-06-30
















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The original approver Garrett Damrath (garrett.damrath@dot.ca.gov) can still approve.
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EA 361500-Project Report

Final Audit Report

2025-07-01

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