

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 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)*

*Janice Lu*

10/07/2025

Janice Lu

Date

Project Manager

Project Applicant

*David Yan*

10/07/2025

David Yan

Date

Chief, Office of Program Management

Implementing Agency

*Gloria Roberts*

10/15/2025

Gloria Roberts

Date

District Director

California Department of Transportation

*Dina El-Tawansy*

11/17/2025

Dina El-Tawansy

Date

Director

California Department of Transportation

*Tanisha Taylor*

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							
<b>Assembly:</b>	50		<b>Senate:</b>	26, 27		<b>Congressional:</b>	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 <sup>1</sup> 2,156
PS&E Support	3,140							3,140	5,150 <sup>2</sup>
Right-of-Way Support	1,159							1,159	2,520 <sup>2</sup>
Construction Support				4,226 <sup>3</sup>				4,226	4,826 <sup>3</sup>
Right-of-Way Capital				2,360 <sup>3</sup>				2,360	2,120
Construction Capital				38,537 <sup>3</sup>				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:



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DAN MURDOCH  
*DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY*

APPROVAL RECOMMENDED:



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JANICE LU, *Project Manager*

APPROVAL RECOMMENDED:



Greg Farr (Jun 2, 2025 13:15 PDT)

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GREGORY FARR, *Deputy District Director*

PROJECT APPROVED:



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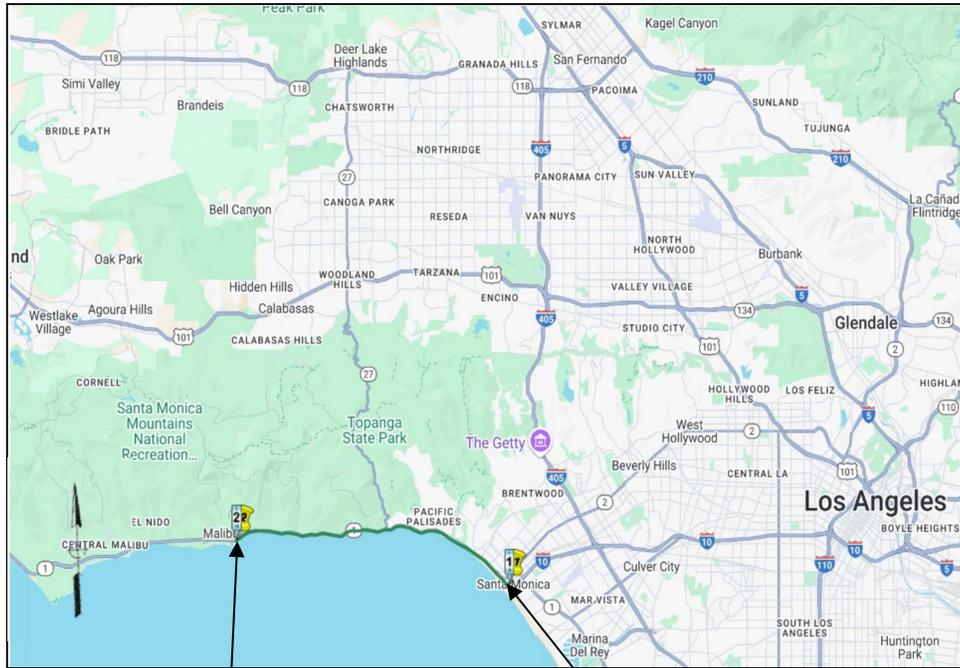
GLORIA ROBERTS, *DISTRICT DIRECTOR*

**06/30/2025**

---

*Date*

# Vicinity Map



**End Project Limit:**  
**SR-1, PM 46.9**

**Begin Project Limit:**  
**SR-1, PM 35.2**

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

*Refugio Dominguez*

09/27/2025

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REGISTERED CIVIL ENGINEER

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.

<b>Project Limits</b>	<i>07-LA-1 PM 35.2/PM 46.9</i>	
<b>Number of Alternatives</b>	2	
	<b>Current Cost Estimate:</b>	<b>Escalated Cost Estimate:</b>
<b>Capital Outlay Support</b>	\$15,838,000	\$16,581,000
<b>Capital Outlay Construction</b>	\$54,315,800	\$65,615,186
<b>Capital Outlay Right-of-Way</b>	\$1,716,789	\$2,119,698
<b>Funding Source</b>	<i>20.XX.201.121</i>	
<b>Funding Year</b>	FY 2026/2027	
<b>Type of Facility</b>	<i>4-6-lane conventional highway</i>	
<b>Number of Structures</b>	None	
<b>SHOPP Project Output</b>	<i>Pavement Preservation 57.2 lane miles</i>	
<b>Environmental Determination or Document</b>	Categorical Exemption / Categorical Exclusion (CE/CE)	
<b>Legal Description</b>	<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>	
<b>Project Development Category</b>	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.

<b>Alternative</b>	<b>Standard (HDM index, DIB, TOPD, etc.)</b>	<b>Nonstandard feature</b>	<b>Justification for the approval risk rating and additional data/studies needed for approval</b>
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**

<b>Post Mile</b>	<b>Description</b>	<b>Back Peak Hour</b>	<b>Back Peak MADT</b>	<b>Back AADT</b>	<b>Ahead Peak Hour</b>	<b>Ahead Peak MADT</b>	<b>Ahead AADT</b>
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 <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>
LA - 1	16	444	460	0.012	0.47	1.06	0.013	0.41	<b>0.93</b>

## 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).

<b>Loc #</b>	<b>Location</b>	<b>Street Name</b>
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:

<b>System No.</b>	<b>CIPP Recommendation (2022 SHOP, ID 15934, EA 36150)</b>
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:

<b>Alternative</b>	<b>Description</b>
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:

<b>EA</b>	<b>Scope</b>	<b>Postmile</b>	<b>RTL</b>	<b>CCA</b>
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 CO<sub>2</sub>e for No-Build routine maintenance. 2. 7.318 MT CO<sub>2</sub>e Unmitigated GHG Emission. 3. 5.070 MT CO<sub>2</sub>e 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
20.XX.201.121.XX									
Component	In thousands of dollars (\$1,000)								
PA&ED Support	2,156							2,156	4,085 <sup>1</sup>
PS&E Support	3,140							3,140	5,150 <sup>2</sup>
Right-of-Way Support	1,159							1,159	2,520 <sup>2</sup>
Construction Support				4,226 <sup>3</sup>				4,226	4,826 <sup>3</sup>
Right-of-Way Capital				2,360 <sup>3</sup>				2,360	2,120
Construction Capital				38,537 <sup>3</sup>				38,537	65,615
Total	6,455			45,123				51,578	84,316

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

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

<sup>3</sup> 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

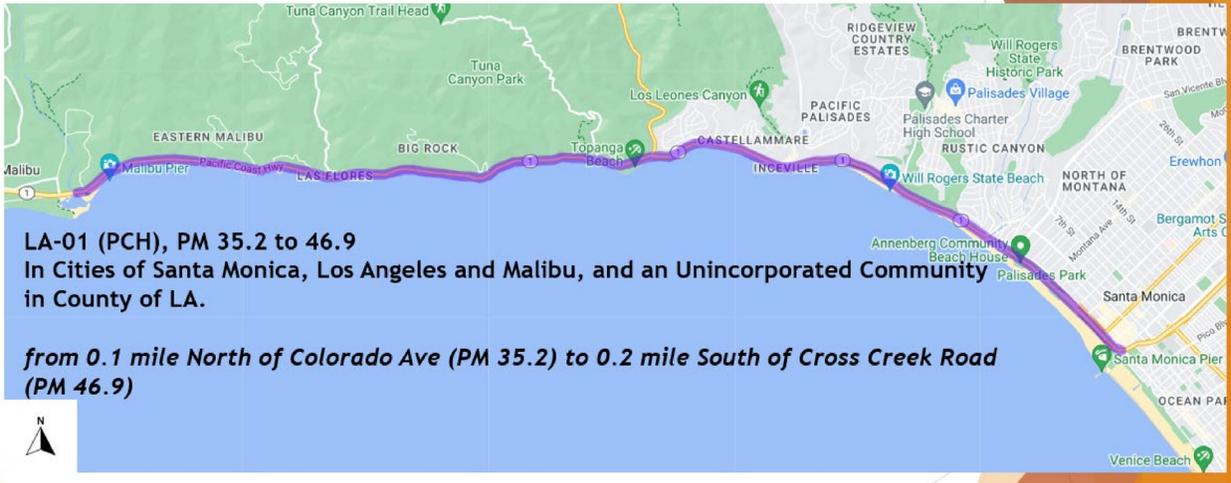
#### 14. PROJECT PERSONNEL

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

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

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

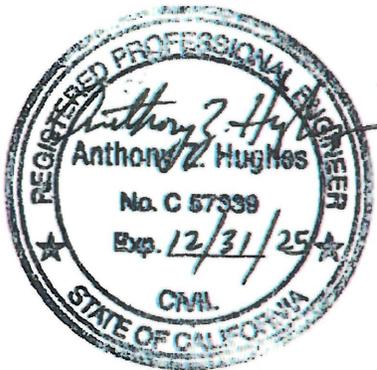
Risk Level: RL 1  RL 2  RL 3  Not Applicable   
Is (M)WELO applicable? Yes  No

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

Anthony J. 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 Liu 05/07/2025  
Shao-Chiang Liu, District/Regional Design SW Coordinator or Design



[Stamp Required at PS&E only]

**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.

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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

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Freeway Mainline Closure
- d. Extended Weekend Closure
- e. Contra Flow
- f. Truck Traffic Restrictions \$ \_\_\_\_\_
- g. Reduced Speed Zone \$ \_\_\_\_\_
- h. Connector and Ramp Closures
- i. Incentive and Disincentive \$ \_\_\_\_\_
- j. Moveable Barrier \$ \_\_\_\_\_
- k. Others \_\_\_\_\_ \$ \_\_\_\_\_

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

- a. Application of New Technology \$ \_\_\_\_\_
- e. Others \_\_\_\_\_ \$ \_\_\_\_\_

**TOTAL ESTIMATED COST OF TMP ELEMENTS = \$540,000**



**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
Signature
Date
5/16/2025

Project Manager

Janice Lu
Print Name
Signature
Date
5/16/2025



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

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

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

23 CFR 771.117(c): activity (c)(26)

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

Activity listed in Appendix A of the MOU between FHWA and Caltrans

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

Senior Environmental Planner or Environmental Branch Chief

Signature and date for Karl Price

Project Manager/ DLA Engineer

Signature and date for Janice Lu

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 striping 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 Qwick 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](mailto: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

EA: 07-361500 (0722000165)

UHWA-PA/ED

February 26, 2025

Page 2 of 4

- 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](mailto:Henry.Jones@dot.ca.gov) or contact Saba Tesfayohannes of my staff at (213) 266-6917, [Saba.Tesfayohannes@dot.ca.gov](mailto: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.

<b>Project Information</b>	<input checked="" type="checkbox"/> Capital Project <input type="checkbox"/> Major Maintenance Project(Check One)	Total Capital Cost: <b>\$35,619,000</b>
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, Rightof 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	<i>Janice Lu</i>	Date: 05/22/2025
Deputy District Director, Design	<i>Gregory Tam</i> <small>Greg Tam, May 27, 2025 13:10 (PDT)</small>	Date: 05/22/2025
Deputy District Director, Construction	<i>George Saker</i>	Date: 06/17/2025
Deputy District Director, Rightof Way	<i>Wayne D. Lee</i>	Date: 05/29/2025
Deputy District Director, Environmental	<i>Don Matner</i>	Date: 05/22/2025
Deputy District Director, Traffic Operations	<i>Am Ar</i>	Date: 05/23/2025
Deputy District Director, Maintenance	<i>Paulgy</i>	Date: 05/29/2025
Deputy District Director, Project Management	<i>Nancy Pe</i>	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, Rightof Way	_____	Date: _____
Deputy District Director, Environmental	_____	Date: _____
Deputy District Director, Traffic Operations	_____	Date: _____
Deputy District Director, Maintenance	_____	Date: _____
Deputy District Director, Project Management	_____	Date: _____

EA-07-361500, EFIS ID: 0719000237

Route & Post Mile: LA-001-352463

PH: Janice C. Lu

Base Con Cap Est (K): \$30.973

CCCA

PSSE (M380)

RTL (M459)

Base Contingency (K): \$4.646

Con Working Days: 500

Plant Est Days: 0

Total Con Days: 500

Base Total Construction Capital Est (K): \$35.619

DM: Refugio Dominguez

RM: Carolee Bagatin

Project Description: PCI CAPM, SM to Malibu Lagoon

Scope Summary: The project proposes to rehabilitate the existing distressed Asphalt Concrete (AC) pavement using Rubberized 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 repaving, or cleaning 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.

Milestones

PID (M010)

PAEED (M200)

PSSE (M380)

RTL (M459)

CCA

Con Working Days: 500

Plant Est Days: 0

Total Con Days: 500

Base Total Construction Capital Est (K): \$35.619

DM: Refugio Dominguez

RM: Carolee Bagatin

**Risk Identification**

**Risk Assessment**

**Response Strategy**

Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Risk Impact on Working Days: (80th Percentile)					Rationale	Strategy	Response Actions	Risk Owner	Updated		
								Low (\$)	Most Likely (\$)	High (\$)	Cost Impact	Low						Most Likely	High
1	Active	Threat	DGN	Scope Change	During the development of the project, as details of features and other conditions of the roadway emerge, adjustments to the project may be required. Recent area files may influence changes to the project, which will impact the project's cost and duration.	Pavement improvements may involve the removal of non-conforming. The project scope may be adjusted. Recent area files may influence changes to the project, which will impact the project's cost and duration.	2%	\$2,000,000	\$5,000,000	\$7,000,000	\$986,687	20	40	60	8	Mitigate	Develop a clearly defined scope improve the chances of controlling project cost.	Project Manager & Project Engineer	May 02, 2025
2	Active	Threat	RCW	Additional RW Needs from City of Santa Monica	The City of Santa Monica is requesting additional items for the project, which will expand the scope and require additional items for the project.	The City of Santa Monica is requesting additional items for the project, which will expand the scope and require additional items for the project.	6%	\$1,300,000	\$4,000,000	\$1,500,000	\$840,000	20	40	60	24	Mitigate	If risk occurs, RCW to determine impacts on the project.	ROW	May 02, 2025
3	Active	Threat	DGN	Additional Studies	The City of Santa Monica is requesting additional items for the project, which will expand the scope and require additional items for the project.	The City of Santa Monica is requesting additional items for the project, which will expand the scope and require additional items for the project.	6%	\$550,000	\$675,000	\$800,000	\$450,000	5	10	15	6	Mitigate	Coordinate with appropriate PDT members and other staff and determine needs for the project.	Project Engineer	May 02, 2025
4	Active	Threat	DGN	Prices and Economic Conditions	As a result of changes in the demand and supply of materials during the bidding phase, equipment costs, labor rates, and material price increases may occur, which would lead to increased project costs.	In the past year, the costs of construction materials like steel and concrete, as well as fuel prices, have risen significantly. The availability of these materials is uncertain. Additionally, labor shortages and inflationary pressures are expected to continue during the project's development. The construction industry is facing rapidly rising costs due to higher steel prices and supply chain issues, compounded by ongoing tariff tensions.	2%	\$1,000,000	\$2,000,000	\$3,000,000	\$400,000	10	20	30	4	Mitigate	Follow the Caltrans process to list and advertise the project for maximum competition.	Design Selector	May 02, 2025
5	Active	Threat	DGN	Retaining Wall near Shoreline	As project details emerge, required structural work may change, which would lead to increased project costs and duration.	The project requires structural and geotechnical work, and the Advanced Planning Study (APS) is scheduled to take place during the Plans, Specifications, and Estimates (PSE) phase. Currently, there is no retaining wall near the shoreline. A retaining wall is required for the Moon Shadow restaurant location, which will need retaining wall with soil walls, close to a public area.	3%	\$750,000	\$1,000,000	\$1,500,000	\$384,583	10	20	30	7	Mitigate	Conduct a thorough site investigation and develop a conceptual design during the planning phase.	Project Engineer & Project Manager	May 02, 2025
6	Active	Threat	CON	Diffing Site Conditions	Because the pavement conditions vary, requiring different remedial action, the actual conditions may lead to increased project costs and duration.	Prevent conditions within the project limits, vary and require variable remedial action. The actual conditions may lead to increased project costs and duration. This could include equipment issues or crewing issues and schedule delays if the contractor has to change equipment or methods.	3%	\$500,000	\$750,000	\$1,000,000	\$252,500	10	20	30	7	Mitigate	Expect to use contingency funds to pay for work after conducting site visits and investigations. R.E. will work with contractor and functional to reach agreement on appropriate compensation.	Design Senior	May 02, 2025
7	Active	Threat	TRF	Traffic Operation & Handling	Because traffic operations need to be maintained throughout the project, any delays or changes in the project may result in additional project costs and schedule delays.	There are traffic conditions that must be addressed to while carrying out all paving and reconstruction efforts in the project area. Most of the work is likely to be conducted at night. This project may then challenge working conditions for the contractor, particularly regarding the Pacific Coast Highway (PCH). Coordination with other projects on PCH will be needed.	3%	\$100,000	\$200,000	\$300,000	\$60,000	10	20	30	6	Mitigate	A construction staging plan is being prepared that takes into consideration work windows and traffic. Traffic signals will be installed. RE to work with contractor and functional to develop traffic handling plans and schedule that are responsive to the project needs.	Traffic Senior	June 13, 2025
8	Active	Threat	RCW	Utility Protection and Relocation Needs	If utilities are discovered to be in conflict with any part of the project, they will need to be relocated. This may result in additional cost and time to complete the project.	Verification of proposed utility will occur during design after establishing the project limits. The project limits will be established by the State of California. All utilities will be identified and protected. Some utilities may be relocated underground. PCH will undergo significant construction due to the underground installation by SoCal Edison. This may result in additional cost and time to complete the project. The project will likely impact the timeline for any upcoming AC paving operations. The project and utility process will need to account for the utility process to ensure proper final surface elevation.	3%	\$100,000	\$200,000	\$300,000	\$60,000	10	20	30	6	Mitigate	Review possible utility conflicts and conduct a utility survey. RE to work with contractor and functional to develop utility relocation plan. Once identified, contact utility companies and monitor progress.	Utility Engineer	June 13, 2025
9	Active	Threat	DGN	Quality, Constructability, & Safety Review	Construction Details may unintentionally be overlooked or limited during project design, which would lead to contract change orders, potential claims, or schedule delays during construction.	Adherence to comprehensive quality, constructability, and safety review processes will result in lower costs. Public or contractor parking on PCH should be avoided.	2%	\$100,000	\$200,000	\$300,000	\$60,000	5	10	15	3	Mitigate	Multiple design proposals and provide complete schedule for constructability review.	Project Engineer	June 13, 2025
10	Active	Threat	DGN	Hazardous Materials	Construction materials are encountered with the project limits, which may result in additional project costs and schedule delays during construction.	Asphalt, Disposal Lead, Treated Wood Waste and the removal of yellow sludge must be handled appropriately.	2%	\$100,000	\$150,000	\$200,000	\$30,000	20	30	40	6	Accept	Develop an effective and acceptable plan to dispose of hazardous materials per determination of level of contamination after testing and characterization.	Hazardous Waste North	May 02, 2025
11	Active	Threat	ENV	Sub-Surface Discoveries (Cultural)	Previously unidentified cultural resources are uncharted during construction work that will be in the area with a limited time window to assess the significance, which may result in additional project costs and schedule delays during construction.	Cultural Resources (Pre, SHS, QIA, etc.) will be identified and protected. Cultural Resources (Pre, SHS, QIA, etc.) will be identified and protected. Cultural Resources (Pre, SHS, QIA, etc.) will be identified and protected.	2%	\$50,000	\$100,000	\$150,000	\$20,000	15	25	35	5	Accept	Develop a plan to work with the residence engineer to receive or manage job, for work in the area to be suspended until resolved.	Environmental Planner	May 02, 2025
12	Active	Threat	PFM	Impact of Road Area on the Project	Due to the existing in-fill affected areas can be complex and time-consuming, which may lead to delays and increased project costs.	Public or contractor parking on PCH should be avoided. Public impacts, potential claims, or schedule delays during construction.	2%	\$50,000	\$100,000	\$150,000	\$20,000	10	20	30	4	Mitigate	PFT to develop a plan to work with the residence engineer to receive or manage job, for work in the area to be suspended until resolved.	Project Manager	May 02, 2025
13	Active	Threat	CON	Weather-related and Non-working Days	During construction adjustments for weather delays and other non-working days may have to be made resulting in additional project costs and time to complete the project.	Adjustments will need to be made for weather-related and non-working days. Public or contractor parking on PCH should be avoided. Public impacts, potential claims, or schedule delays during construction.	3%	\$20,000	\$50,000	\$100,000	\$16,000	10	20	30	6	Accept	RE to work with Contractor to minimize the non-working days.	Construction Senior	June 13, 2025
14	Active	Threat	ENV	Environmental Reevaluation	If changes are made to the project affecting the environment, additional review and studies may be necessary, which could lead to delays and increased project costs.	There are changes to the project that will need to be assessed. The project limits will be established by the State of California. All utilities will be identified and protected. Some utilities may be relocated underground. PCH will undergo significant construction due to the underground installation by SoCal Edison. This may result in additional cost and time to complete the project. The project will likely impact the timeline for any upcoming AC paving operations. The project and utility process will need to account for the utility process to ensure proper final surface elevation.	6%	\$15,000	\$20,000	\$25,000	\$17,000	20	30	40	18	Mitigate	Environmental Inspector will work with the residence engineer to receive or manage job, for work in the area to be suspended until resolved.	Environmental Planner	May 02, 2025

Route & Post Mile: LA-001-35.246.3		EA-07-361500, EFIS ID: 0719000237		Milestones		Duration		Base Con Cap Est (K): \$30.973		PM: Janice C. Lu	
Project Description: PCI CAPM, SM to Millbau Lagoon		PID		PAEED		RTL		CCA		DM: Refugio Dominguez	
		(M010)		(M200)		(M450)		(M600)		RM: Carlele Bagatin	
		1001/0200A		06/30/2025		09/14/2026		11/30/2026		02/21/2030	
										Con Working Days: 500	
										Plant Est Days: 0	
										Total Con Days: 800	

Scope Summary: The project proposes to rehabilitate the existing distressed Asphalt Concrete (AC) pavement using Rubberized 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, repairing, or cleaning 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 No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	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	Validation That of Electrical System Components	As a result of validation for both of newly installed equipment, replacement and repair may be required, which would lead to increased project cost and schedule delays.	The risk of validation of electrical equipment has been taken with previous projects with similar scope. Possible items that may be impacted include conduit, conductor metal pull boxes, etc. Additional measures to protect and prevent installation have been discussed and the current cost estimate would reflect the risks to their mitigation and repair.	30%	\$20,000	\$40,000	\$60,000	\$12,000	10	15	20	5	The risk of validation may be reduced due to the incorporation of the risk to the bid price.	Mitigate	If validation and field 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 some time period at the LA 2028 Olympic, there may be delays where contractors may not be allowed, which will impact the cost and schedule.	The LA 2028 Olympics will occur in the summer. There may be times when officials prevent the closure of PCH.	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	Repeal Additional Flood Permit Exemptions	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.	Stormwater sections are damaged, damaged and not replaced. The damage may have resulted from heavy equipment use and the effects of the permit. Maintenance conducted an assessment and reported no damage to the pavement. However, some potholes and signs may be damaged, and rain by recent fires. There are 19 lakes and 10 easements. Also, drainage structures may be damaged or destroyed.	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.	Securing ROE may be challenging where properties have been deeded by recent fires. There are 19 lakes and 10 easements. Also, drainage structures near some properties may need additional right of way that may be difficult to secure under a restricted budget.	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 investigate how to enable RW cost to be included in the estimate 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 add cost and time to deliver the project.	Some traffic signals may need to be relocated to provide access for ADA ramps. This project is located near the jurisdiction of the Coastal Commission. Currently, the project team is working to obtain the Coastal Permit or Easement. This project spans four different jurisdictions, so approvals will need to be secured from several entities. A request to consolidate the project to one jurisdiction is being submitted.	5%	\$100,000	\$150,000	\$200,000	\$7,500	45	60	90	3	Establish the layout of the project, to real down traffic signals to be provided.	Mitigate	Relocate work with all stakeholders and contracts to be provided in parallel by latest proposed priority.	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.	This project is located near the jurisdiction of the Coastal Commission. Currently, the project team is working to obtain the Coastal Permit or Easement. This project spans four different jurisdictions, so approvals will need to be secured from several entities. A request to consolidate the project to one jurisdiction is being submitted.	25%	\$20,000	\$30,000	\$40,000	\$7,500	20	40	60	10	Final California Coastal Commission (CCC) staff reports are being reviewed. The project team is working to obtain the Coastal Permit and California Coastal Commission to develop innovative solution to construct projects.	Mitigate	Conduct early coordination with CCC Staff and Local Agency County Planning Department to ensure that permit conditions are reasonable and achievable.	Environmental Planner	May 02, 2025
21	Active	Threat	DGN	Survey and Mapping for ADA Ramps	In surveying data and mapping information that is completed in order to provide room for the ADA ramps, it is anticipated that some traffic signal may have to be relocated, which could add cost and time to deliver the project.	NPDES Stormwater Permit requirements may be affected, along with the location of crosswalks.	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 met, there may be additional cost to the project to meet the requirements.	NPDES Stormwater Permit requirements must be met. The 2022 NPDES No. CAS000025 Stormwater Permit has been adopted and is in effect. The project team is working to ensure that the project meets the requirements. There is a requirement to implement structural Best Management Practices (BMPs). However, there is a change in scope and an increase in MS, then the project will have to implement BMPs.	10%	\$10,000	\$20,000	\$30,000	\$2,000	5	10	15	1	Storm water requirement must be met. Conduct early coordination with CCC Staff and Local Agency County Planning Department to ensure that permit conditions are reasonable and achievable.	Mitigate	Copy with current requirements early in the PS&E Phase. Conduct early coordination with CCC Staff and Local Agency County Planning Department to ensure that permit conditions are reasonable and achievable.	Storm Water	May 02, 2025
	Raised	Threat	DGN	Bus Pad Reconstruction	Coordinating the work of reconstruction with the appropriate agencies may result in additional cost to the project.	Revised Location accounted for.														April 01, 2025
	Raised	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 and monitoring to avoid impacts, which would increase project costs and potentially delay construction.	Revised Risk will be combined with other environmental risk.														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 if 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 file 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**

<b>PAED (M 200)</b>	<b>MA (M 224)</b>	<b>RWC (M 410)</b>	<b>RTL (M 460)</b>	<b>CCA (M 600)</b>
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
<b>Total estimated cost</b>	<b>\$1,716,789</b>	<b>\$2,119,698</b>

Escalation Rate Rw .07  
 Escalation Rate Utilities .08  
 Cert.date 11/16/26

### 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
<b>Total</b>		<b>16,962</b>

### UTILITY INFORMATION

Please See the Utility Conflict Addendum for Complete Utility Information

Are utility easements required? No

Are Utility agreements required? No

Total Current Cost \$536,000

Const. Completion Date 3/21/2030

Utility 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 INFORMATION

Are RR affected None

Describe 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?

None

Explain 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.

None

RAILROAD 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
<b>Total</b>				<b>19,531</b>	<b>\$ 2,586,788</b>

*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
<b>Total Hrs.</b>	<b>400</b>	<b>880</b>	<b>18,251</b>	<b>-</b>	<b>19,531</b>
<b>Total \$</b>	<b>\$ 56,138</b>	<b>\$ 112,548</b>	<b>\$ 2,418,102</b>	<b>-</b>	<b>\$ 2,586,788</b>

**ATTACHMENT H**  
**PROJECT COST ESTIMATE**

**PROJECT**  
**PROJECT REPORT COST ESTIMATE ©**

EA: 361500  
 PR: 719000287

EA: 361500 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

<b>TOTAL PROJECT COST</b>	<b>\$ 71,900,000</b>	<b>\$ 84,400,000</b>
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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
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Approved by Project Manager

JANICE LU	Date	Phone
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**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

<b>TOTAL EARTHWORK SECTION ITEMS</b>	<b>\$</b>	<b>259,800</b>
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**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

<b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b>	<b>\$</b>	<b>22,370,200</b>
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**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
<b>TOTAL DRAINAGE ITEMS</b>				<b>\$ 1,245,000</b>

**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/LF	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
<b>TOTAL SPECIALTY ITEMS</b>				<b>\$ 875,600</b>

**SECTION 5: ENVIRONMENTAL**

**5A - ENVIRONMENTAL MITIGATION**

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

**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	XXXX" Conduit (Use for Extension of Irrigation x-overs)	LF	x = \$	-
XXXXX	Vegetation Control Mat (Rubber or Fiber)	sqyd 2,600	x 70.00 = \$	182,000
<i>Subtotal Landscape and Irrigation</i>				<b>\$ 182,000</b>

**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 = \$	-
<i>Subtotal Erosion Control</i>				<b>\$ -</b>

**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	x 100.00 = \$	2,000
130640	Temporary Fiber Roll	LF 1,000	x 6.00 = \$	6,000
130650	Temporary Gravel Bag Berm	LF 1,000	x 5.00 = \$	6,000
130680	Temporary Silt Fence	LF 100	x 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
<i>Subtotal NPDES</i>				<b>\$ 243,800</b>

**TOTAL ENVIRONMENTAL \$ 431,400**

**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 = \$	-
<i>Subtotal Supplemental Work for NPDES</i>				<b>\$ 11,000</b>

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

\*\*Applies to both SWPPPs and WPCP projects.

\*\*\* Applies only to project with SWPPPs.

**SECTION 6: TRAFFIC ITEMS**

**6A - Traffic Electrical**

Item code	Unit	Quantity	Unit Price (\$)	Cost
872133	LS	1	800,000.00	\$ 800,000
860201	LS	1	150,000.00	\$ 150,000
861100	LS	1	500,000.00	\$ 500,000
86110X	LS	1	500,000.00	\$ 500,000
870600	LS	1	200,000.00	\$ 200,000
86070X	LF/LS	1	-	-
86070X	LF	1	-	-
5602XX	EA	1	-	-
486040	EA	1	-	-
86080X	EA/LS	1	433,000.00	\$ 433,000
56075X	EA	1	-	-
151581	EA	1	-	-
152641	EA	1	-	-
066881	EA	1	100,000.00	\$ 100,000
86XXXX	LS	1	1,610,000.00	\$ 1,610,000
066881	Unit	1	6,500.00	\$ 6,500
Subtotal Traffic Electrical				\$ 3,799,500

**6B - Traffic Signage and Striping**

Item code	Unit	Quantity	Unit Price (\$)	Cost
5605XX	EA	1	182,812.00	\$ 182,812.00
013147	EA	3,000	275.00	\$ 825,000
560011	EA	500	97.00	\$ 48,500
560012	EA	30	1,200.00	\$ 36,000
560226	EA	60,900	5.00	\$ 304,500
486052	EA	6,800	2,000.00	\$ 13,600
560346	EA	3	5,600.00	\$ 16,800
5602XX	EA	1	528,855.00	\$ 528,855
560223	EA	700	15.00	\$ 10,500
560224	EA	700	8.00	\$ 5,600
820710	EA	415	37.00	\$ 15,355
820270	EA	105	200.00	\$ 21,000
820280	EA	45	180.00	\$ 8,100
820300	EA	65	160.00	\$ 10,400
820310	EA	75	150.00	\$ 11,250
820680	EA	65	250.00	\$ 16,250
820750	EA	75	300.00	\$ 22,500
820760	EA	3,050	22.00	\$ 67,100
820780	EA	225	100.00	\$ 22,500
820780	EA	630	35.00	\$ 22,050
820790	EA	120	120.00	\$ 14,400
141120	EA	27,000	1.56	\$ 42,120
141103	EA	185,328	2.90	\$ 537,451
847211	EA	123,552	3.25	\$ 401,544
846007	EA	247,104	3.38	\$ 835,212
846009	EA	61,776	5.46	\$ 337,297
840516	EA	800	10.00	\$ 8,000
840517	EA	7,420	20.00	\$ 148,400
847148	EA	4,200	23.00	\$ 96,600
8102XX	EA	1	756,478.00	\$ 756,478
810500	EA	9,970	10.00	\$ 99,700
120080	EA/LS	1	15,000.00	\$ 15,000
Subtotal Traffic Signage and Striping				\$ 7,812,073.68

**6C - Traffic Management Plan**

Item code	Unit	Quantity	Unit Price (\$)	Cost
12665X	EA/LS	20	2,000	\$ 40,000
Subtotal Traffic Management Plan				\$ 40,000

**6C - Stage Construction and Traffic Handling**

Item code	Unit	Quantity	Unit Price (\$)	Cost
120189	EA	300	40.00	\$ 12,000
12016X	EA	50	100.00	\$ 5,000
120120	EA	390	400.00	\$ 156,000
129100	EA	1	2,500,000.00	\$ 2,500,000
120100	EA	4,000	50.00	\$ 200,000
129110	EA	1	-	-
120320	EA	1	-	-
120149	EA	1	-	-
82010X	EA	1	2,500.00	\$ 2,500
XXXXXX	EA	1	-	-
Subtotal Stage Construction and Traffic Handling				\$ 2,859,500
<b>TOTAL TRAFFIC ITEMS</b>				<b>\$ 14,511,100</b>

**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

<b>TOTAL DETOURS</b>	<b>\$</b>	<b>-</b>
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SUBTOTAL SECTIONS 1 through 7	\$	25,182,000
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**SECTION 8: MINOR ITEMS**

**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	251,820
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**8B - Bike Path Items**

Bike Path Items	1.0%	\$	251,820
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**8C - Other Minor Items**

Other Minor Items	2.0%	\$	503,640
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Total of Section 1-7	\$	25,182,000	x	4.0%	=	\$	1,007,280
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<b>TOTAL MINOR ITEMS</b>	<b>\$</b>	<b>1,007,300</b>
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**SECTIONS 9: ROADWAY MOBILIZATION**

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

<b>TOTAL ROADWAY MOBILIZATION</b>	<b>\$</b>	<b>2,619,000</b>
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**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
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Total Section 1-8	\$	26,189,300	4%	=	\$	1,047,572
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<b>TOTAL SUPPLEMENTAL WORK</b>	<b>\$</b>	<b>1,851,600</b>
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**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		=	\$0
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

<b>TOTAL STATE FURNISHED</b>	<b>\$1,452,800</b>
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**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

<b>TOTAL TIME-RELATED OVERHEAD</b>	<b>\$2,500,000</b>
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**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%	
Total Section 1-12	\$ 34,612,700 x 15%	= \$5,191,905

<b>TOTAL CONTINGENCY</b>	<b>\$5,192,000</b>
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**II. STRUCTURE ITEMS**

	<u><b>Bridge 1</b></u>		<u><b>Bridge 2</b></u>		00/00/00
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
<b>COST OF EACH</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>

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

<b>TOTAL COST OF BRIDGES</b>	<b>\$0</b>
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<b>TOTAL COST OF BUILDINGS</b>	<b>\$0</b>
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<b>STRUCTURES MOBILIZATION</b>	10%	<b>\$0</b>
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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.

<b>STRUCTURES CONTINGENCY</b>	10%	<b>\$0</b>
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<b>TOTAL COST OF STRUCTURES</b>	<b>\$0</b>
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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 <u>0%</u>	\$	0
J)	Design Appreciation Factor <u>0%</u>	\$	0
K)	Utility Relocation (Construction Cost)	\$	

L)	<b>TOTAL RIGHT OF WAY ESTIMATE</b>	<b>\$1,716,789</b>
M)	<b>TOTAL R/W ESTIMATE: Escalated</b>	<b>\$2,119,698</b>
N)	<b>RIGHT OF WAY SUPPORT</b>	<b>\$1,159,000</b>

Support Cost Estimate  
Prepared By \_\_\_\_\_ Project Coordinator<sup>1</sup> Phone \_\_\_\_\_

Utility Estimate Prepared  
By \_\_\_\_\_ Utility Coordinator<sup>2</sup> Phone \_\_\_\_\_

R/W Acquisition Estimate  
Prepared By \_\_\_\_\_ Right of Way Estimator<sup>3</sup> Phone \_\_\_\_\_

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

<sup>1</sup> When estimate has Support Costs only

<sup>2</sup> When estimate has Utility Relocation

<sup>3</sup> 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:

Save to Excel

Bridge  Pavement  Drainage  Facilities  Signs and Lighting  Mobility  Roadside  Bicycle and Pedestrian Infrastructure  Sustainability /Climate Change  Advance Mitigation /Mitigation  Major Damage & Betterments  Green-house Gases  Relinquishment

**Performance & Accomplishments (PPC)**

ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1 B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class II	Lane Miles	57.160	55.297	1.863			57.160							
2 C01	Replace/Install Culverts	No Performance Objective in the SHSMP	Each	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	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			7.000							Qwik Kurbs @ NB & SB Temescal Canyon Rd, NB & SB @ Bel Air Bay Club, NB & SB @ Topanga Cyn Blvd, and SB @ Nobu
9 E23	Collisions Reduced	Collision Severity Reduction	Fatal/Serious Injury Collisions	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		1.000	1.000		1.000							
12 F03	CCTV	No Performance Objective in the SHSMP	Each	4.000			4.000									
13 F04	Communications (Fiber Optics)	No Performance Objective in the SHSMP	Linear Miles	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	<del>92</del>	<del>114.000</del>	<del>114.000</del>	<del>114.000</del>		<del>92</del>	<del>114.000</del>	<del>114.000</del>					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	<del>2350</del>	<del>1189.100</del>	<del>662.700</del>	<del>498.200</del>		<del>2350</del>	<del>1189.100</del>	<del>498.200</del>					2,247,722
21 H27	Transit Stop Improvements	No Performance Objective in the SHSMP	Each	<del>30</del>	<del>34.000</del>	<del>34.000</del>	<del>34.000</del>		<del>30</del>	<del>34.000</del>	<del>34.000</del>					Concrete Bus Pads; Attachment I in PIR



**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.

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### Performance Attributes

Multi-Modal Connectivity  
Long-Term Environmental  
Impacts

Construction Impacts

Traffic Operations

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Maintainability

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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
---------------------------------	----------------------	--------------------	-----------------------

<b>1.0 Install additional ADA sidewalks and curb ramps (IA-1)</b>	<b>TBD</b>	<b>No change</b>	<b>+0.8%</b>
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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.*

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

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.*

**4.0 Upgrade existing lighting at additional locations (IV-1) TBD No change +3.1%**

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.

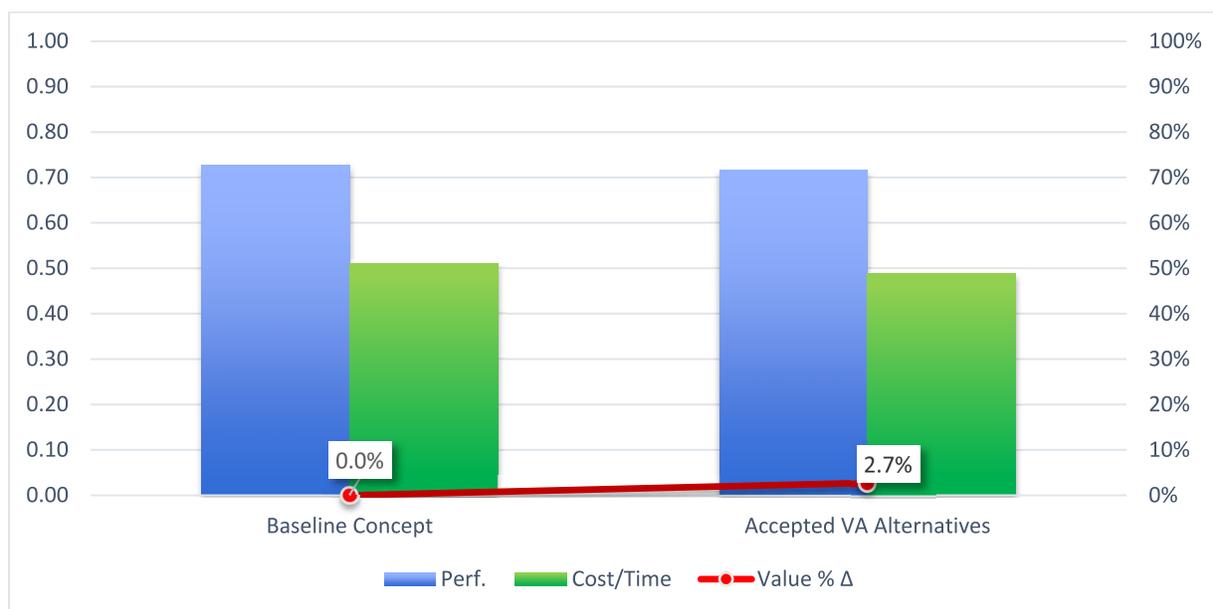
The six accepted VA alternatives have the net effect of slightly reducing the baseline design performance by 1.5%. This minor reduction is primarily due to the significant maintenance requirements for Alternative 2.0 and Alternative 3.0. Because most of the accepted alternatives require additional refinement 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

<b>Name</b>	<b>Organization</b>	<b>Title</b>
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

<b>Name</b>	<b>Organization</b>	<b>Title</b>
Janice Lu	Caltrans – District 7	Project Manager
Ryan Nai	Caltrans – District 7	DVAC

**ATTACHMENT L**  
**PRELIMINARY LAYOUT PLANS**

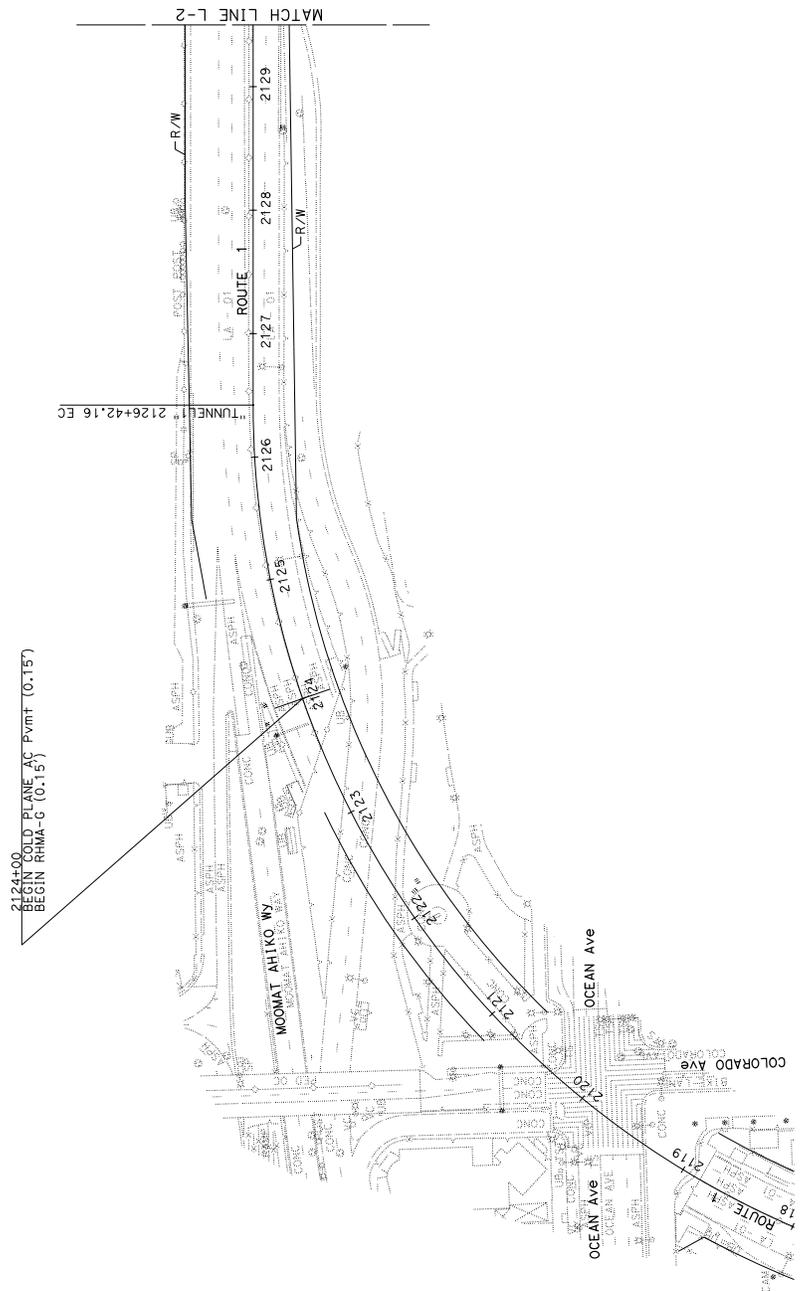


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LEGEND:  
 # - PAVEMENT STRUCTURAL SECTION TYPE  
 - - - - - TEMPORARY CONSTRUCTION EASEMENT

ABBREVIATIONS:  
 RHMA-G RUBBERIZED HOT MIX ASPHALT  
 (GAP-GRADED)



LAYOUT  
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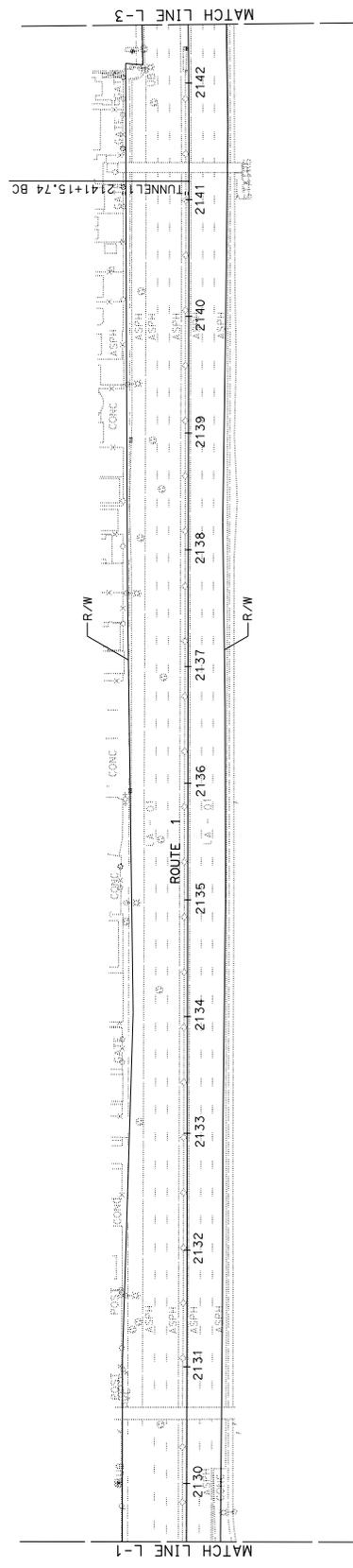
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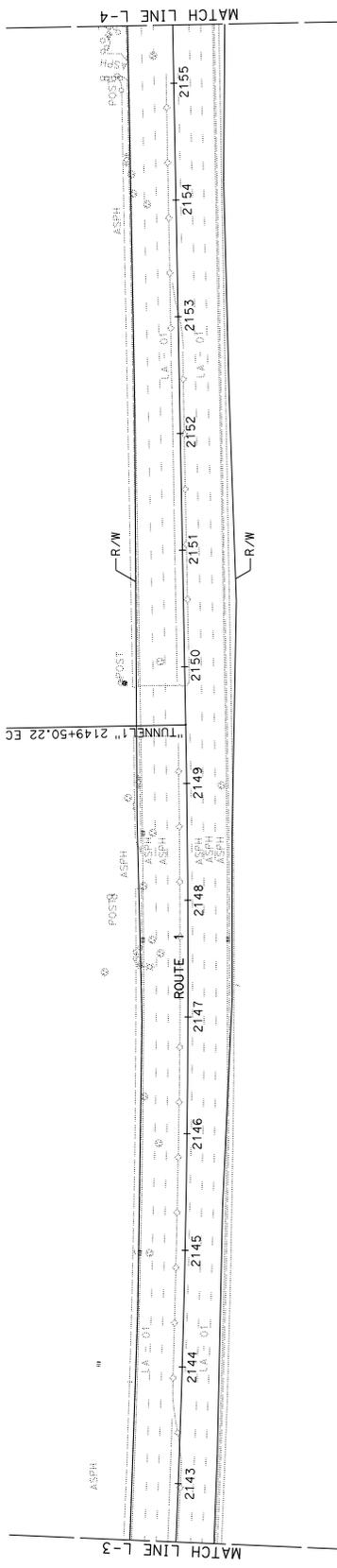
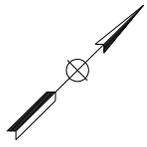
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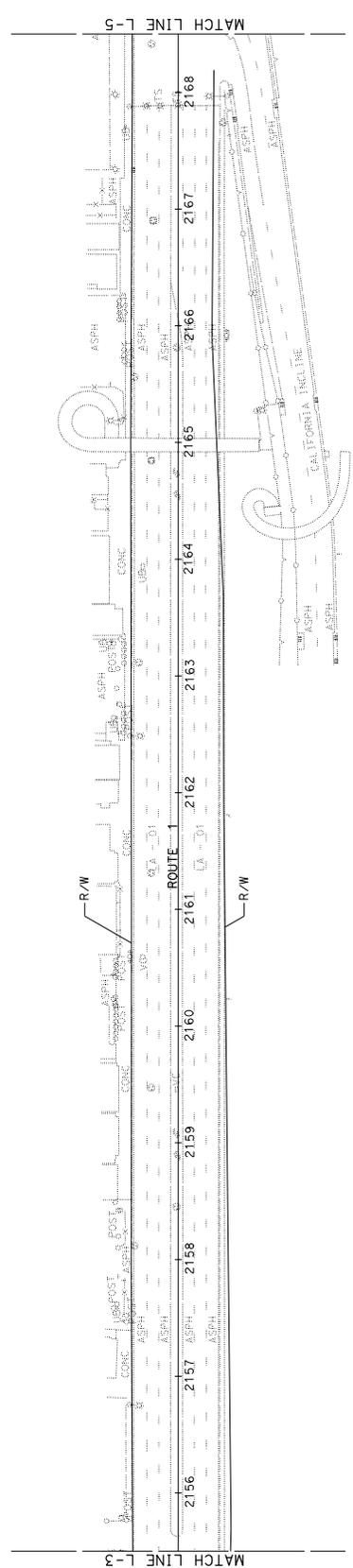
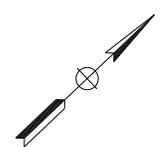
  

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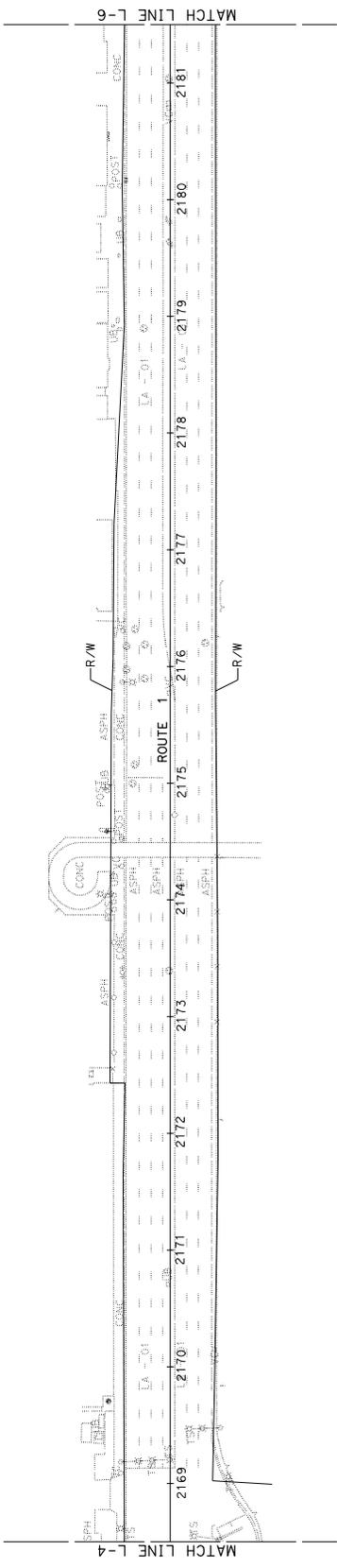
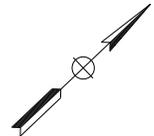


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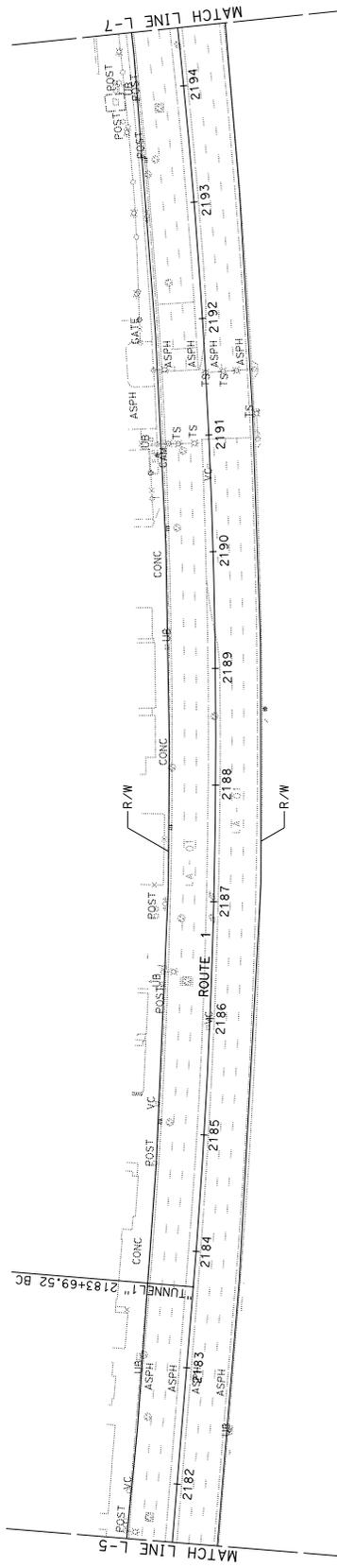
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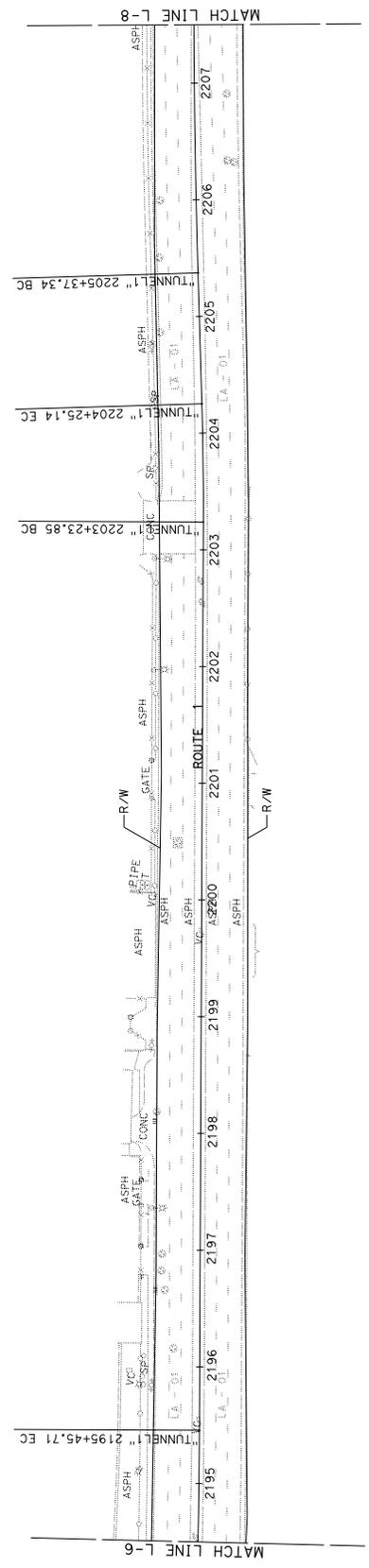
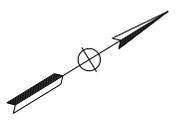


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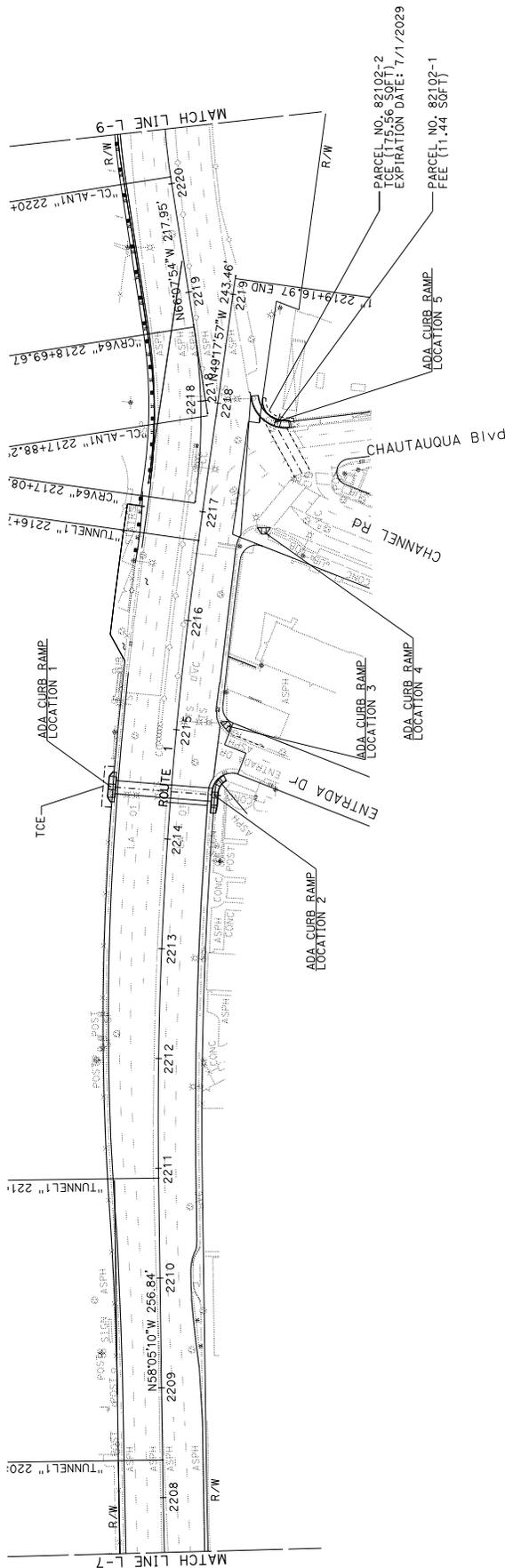
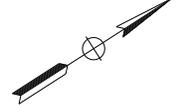
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L - 8

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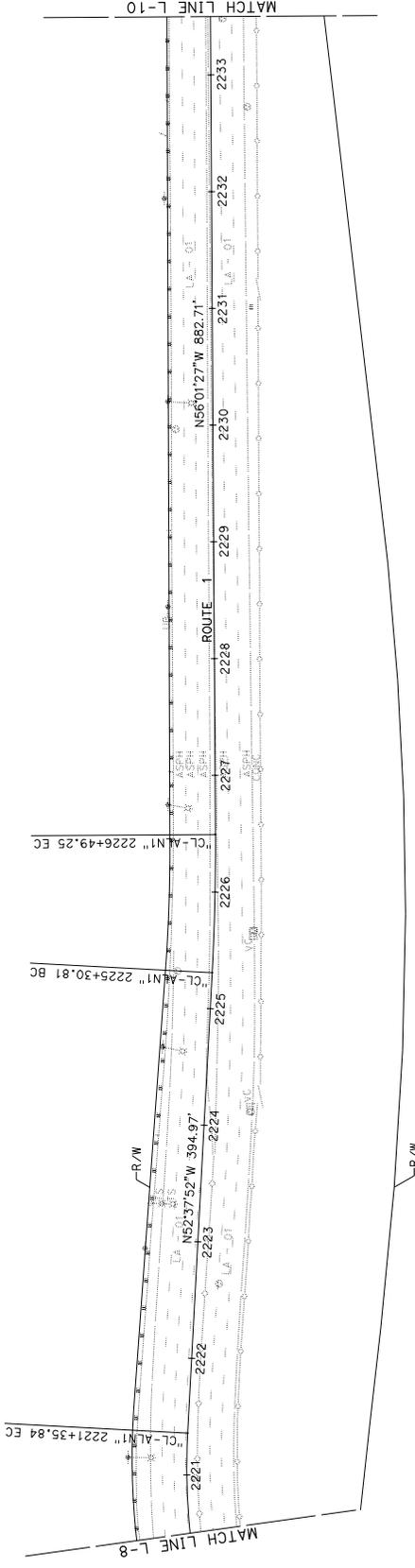
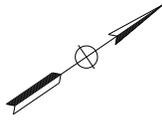
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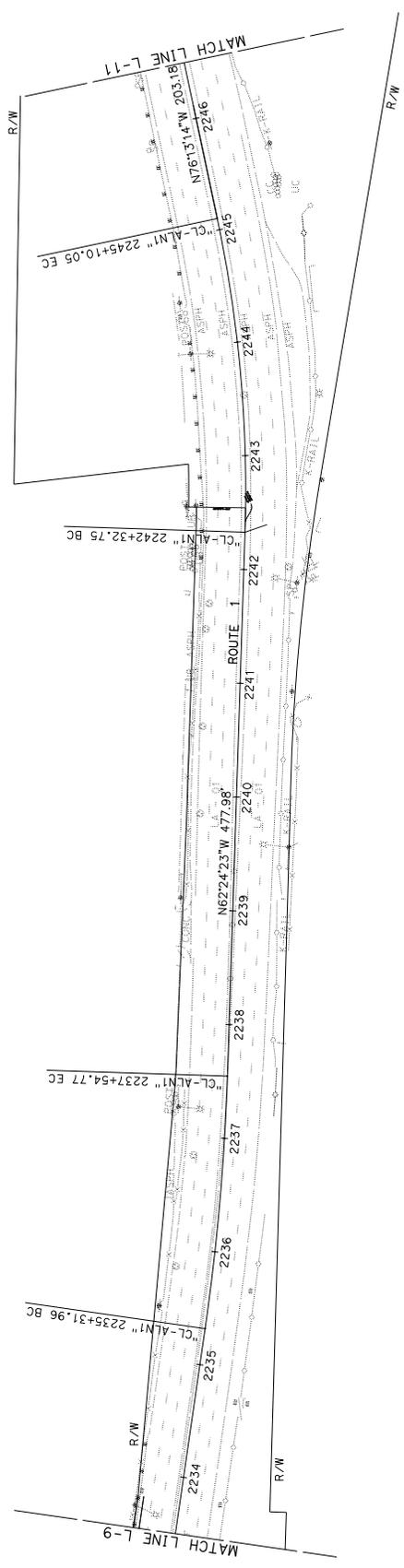
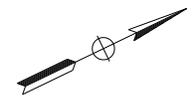
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DATE PLOTTED => 27-JUN-2025

LAST REVISION

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IS IN INCHES

UNIT 1819

PROJECT NUMBER & PHASE

07160000591

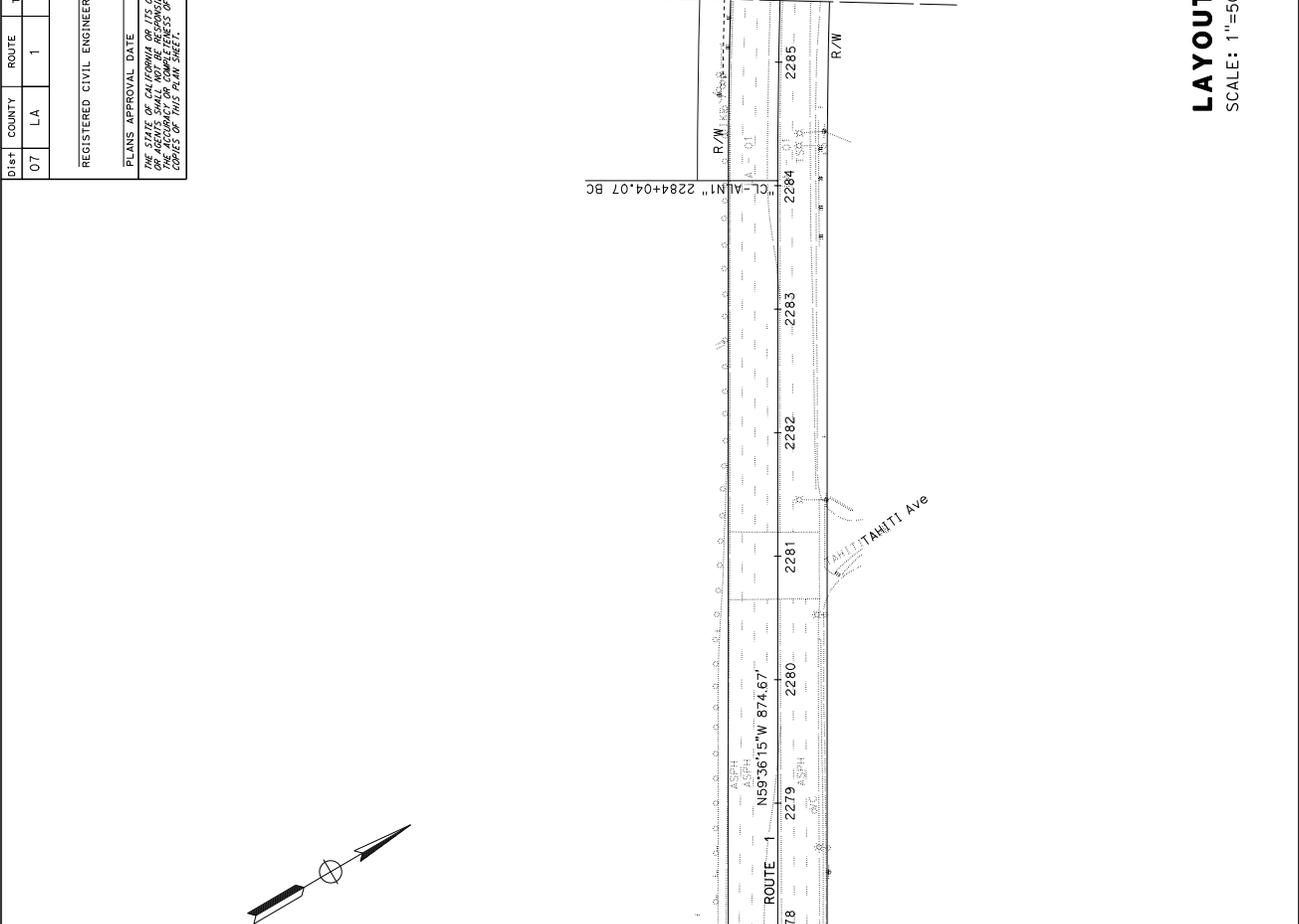
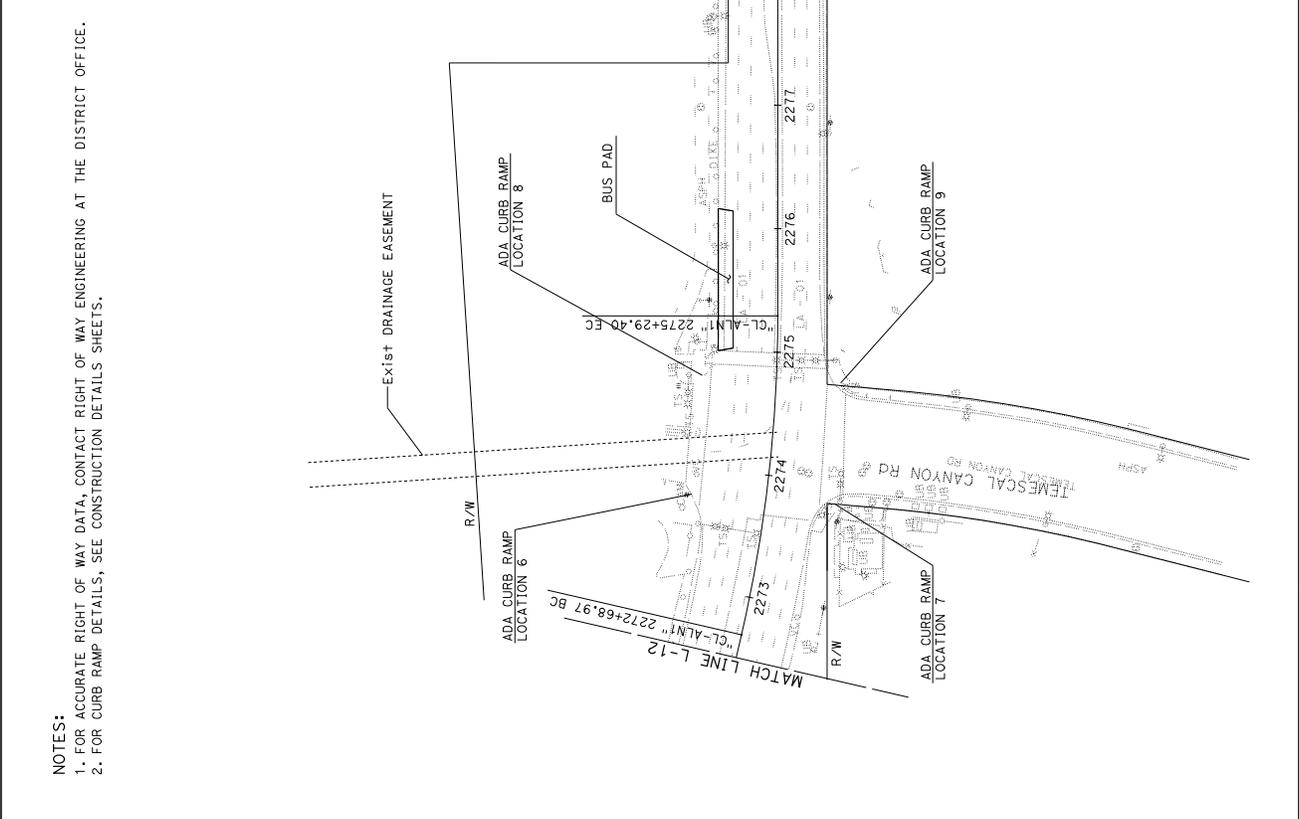
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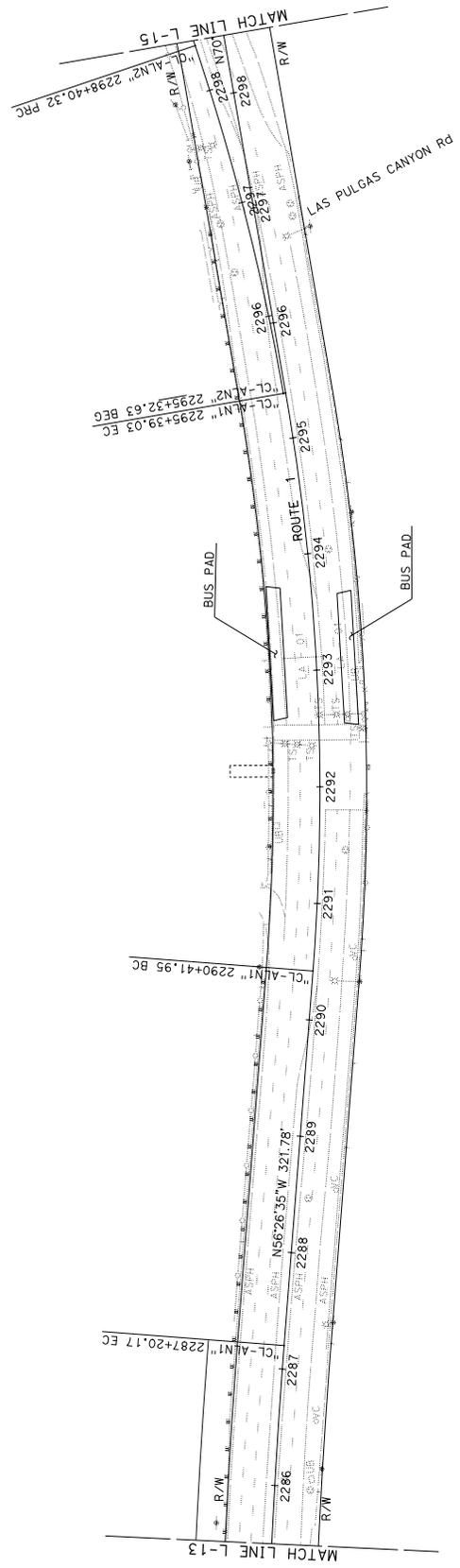
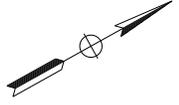
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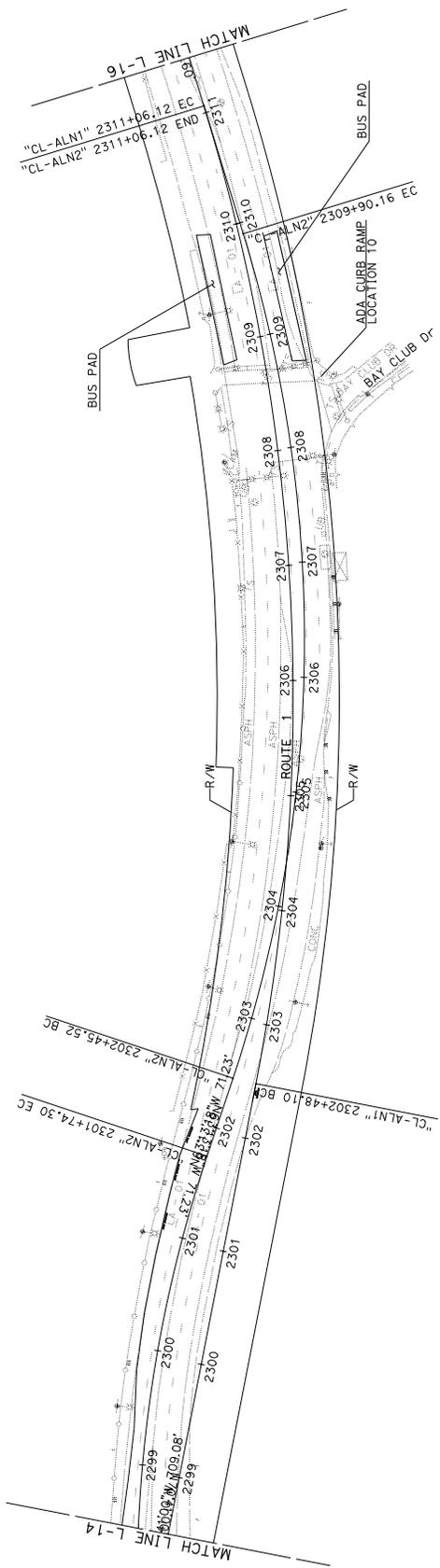
  

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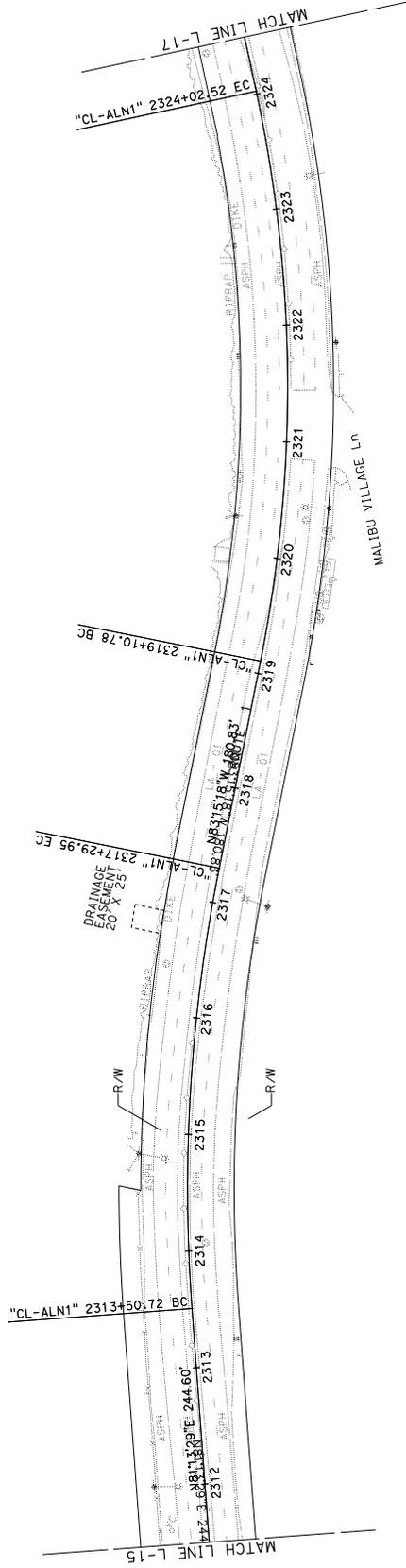
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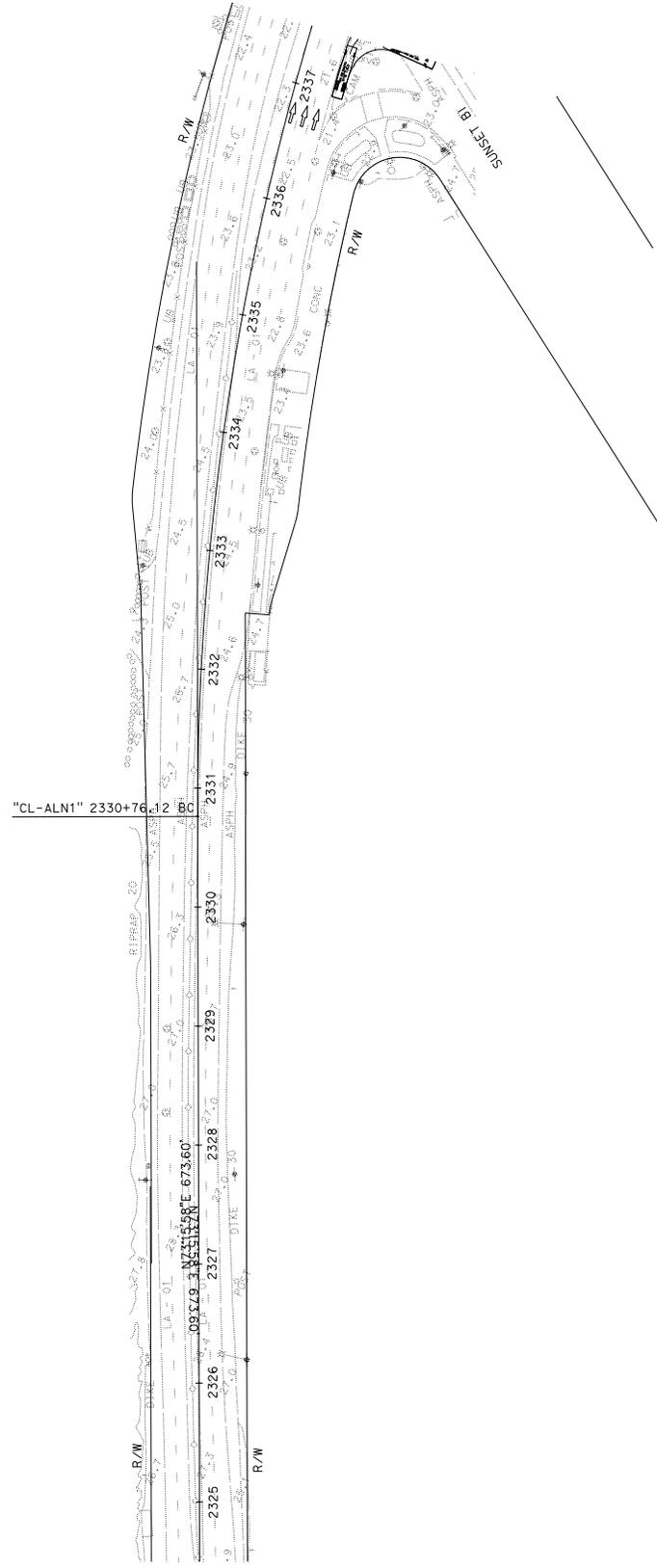
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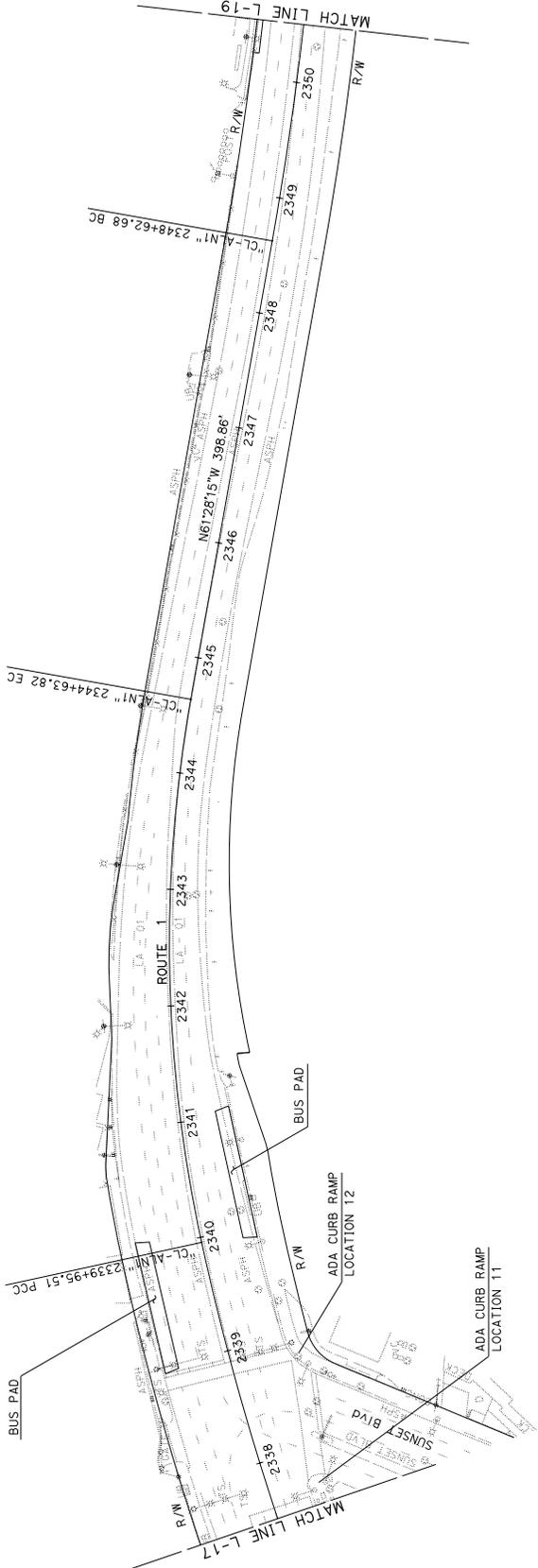


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NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

**L-18**

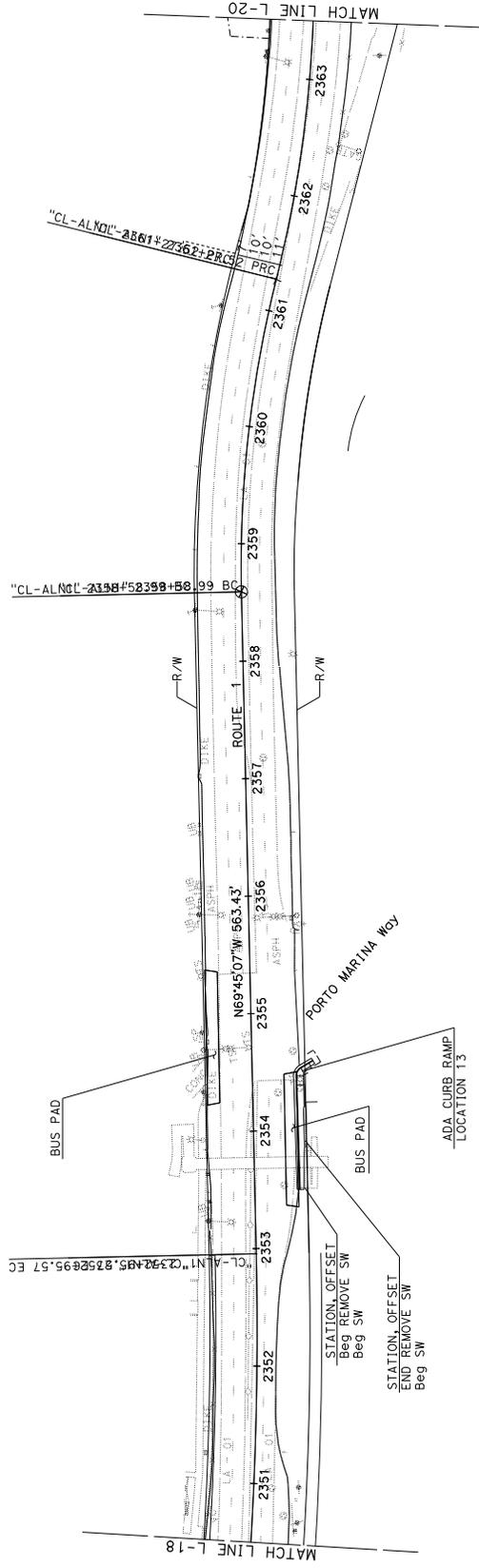
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR

**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE ACCURACY OR COMPLETENESS OF  
 COPIES OF THIS PLAN SHEET.

PROFESSIONAL ENGINEER  
 No. XXXX  
 Exp. XX-XX-XX  
 CIVIL  
 STATE OF CA



**LAYOUT**  
 SCALE: 1"=50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

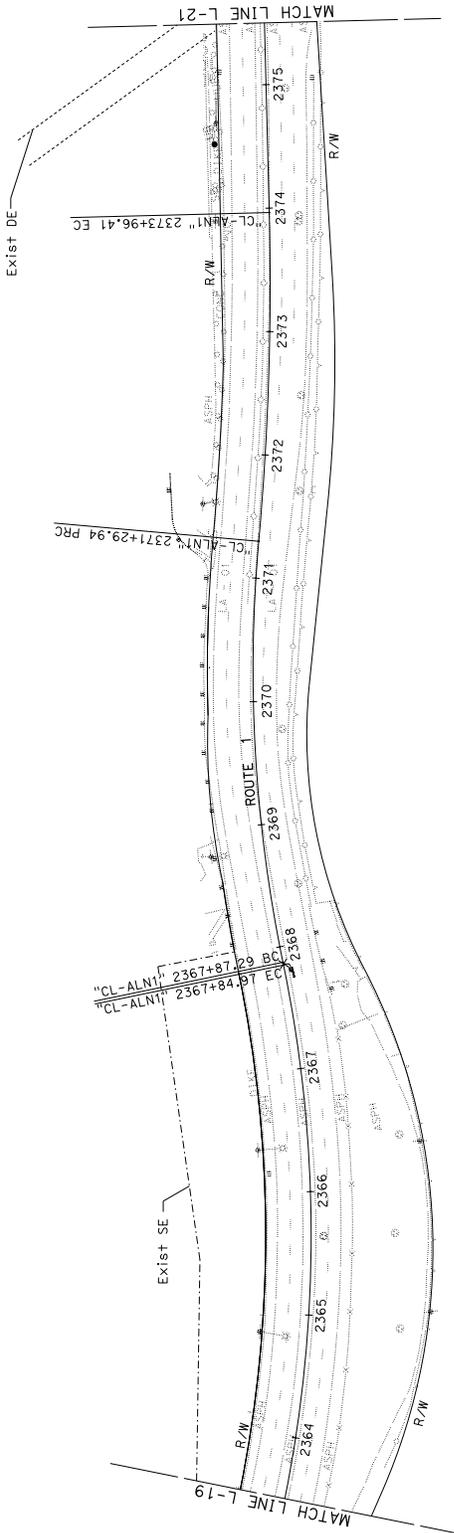
REGISTERED CIVIL ENGINEER	DATE
XXXXX	XXXX

PLANS APPROVAL DATE	REGISTERED PROFESSIONAL ENGINEER
XXXXX	XXXXX

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 AND AGENCIES ACCEPTS THE ACCURACY OF THIS PLAN SHEET.  
 THE ACCURACY OF THIS PLAN SHEET IS THE RESPONSIBILITY OF THE ENGINEER.

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



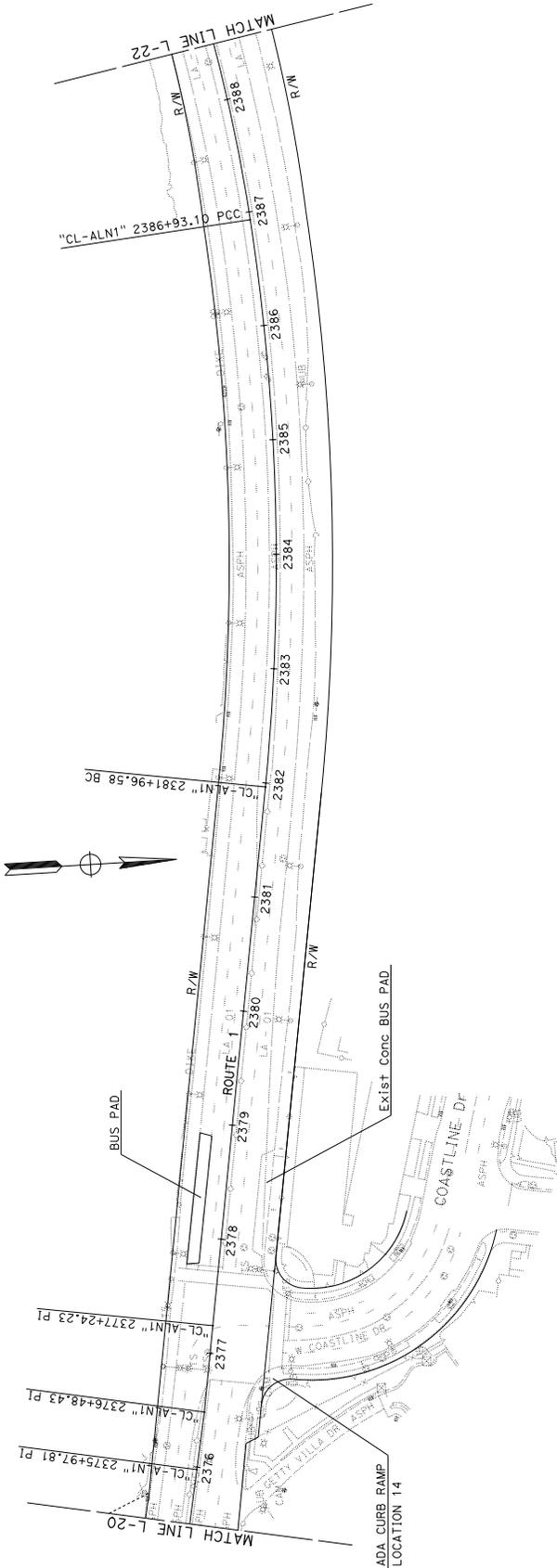
**LAYOUT**  
 SCALE: 1"=50'

**L-20**

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

07	LA	1	35.2/46.8	XXX
COUNTY		ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
REGISTERED CIVIL ENGINEER		DATE	No. XXXXX Exp. XX-XX-XX No. of CA. REGISTERED PROFESSIONAL ENGINEERS	
PLANS APPROVAL DATE		THE STATE OF CALIFORNIA OR ITS OFFICERS HEREBY CERTIFY THAT THE ACCURACY OF THE INFORMATION CONTAINED ON THIS PLAN SHEET.		

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

L-21

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR
USER: 4122636 DON FILE: 07361506021.dgn PROJECT NUMBER & PHASE: UNIT 1819 RELATIVE BORDER SCALE: 15 IN INCHES DATE PLOTTED: 11-JUN-2025 07:13:00					

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.9	XXX

REGISTERED CIVIL ENGINEER	DATE
XXXX	XXXX

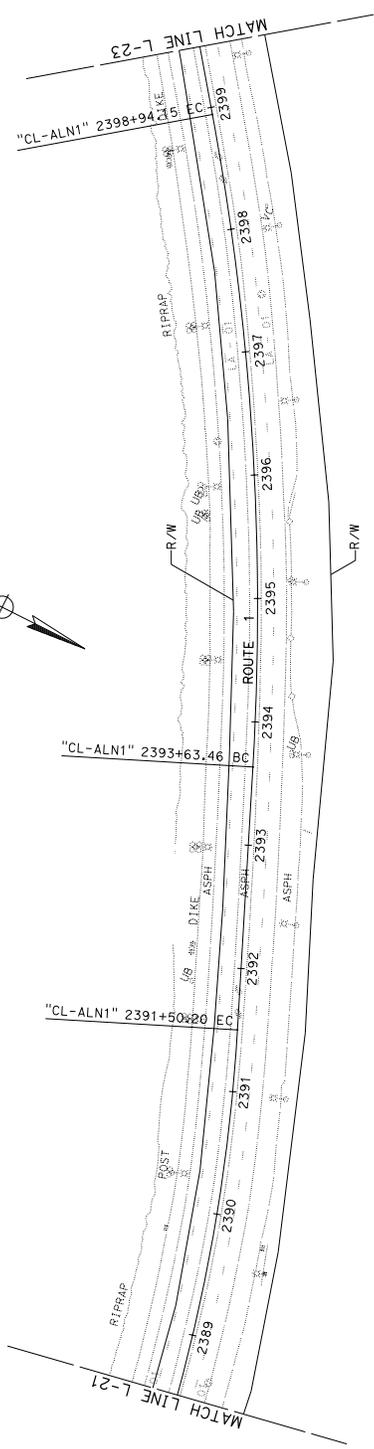
  

PLANS APPROVAL DATE	REGISTERED PROFESSIONAL ENGINEER
XXXX	XXXX

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 WARRANTS THE ACCURACY OF COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

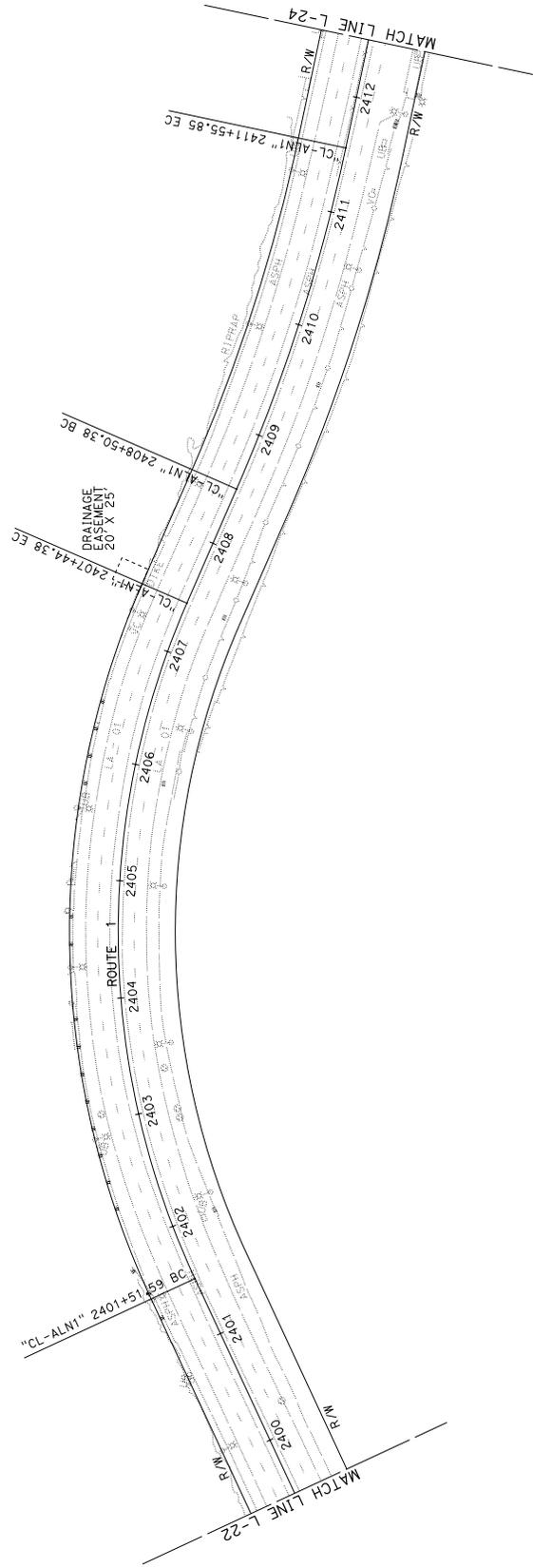


**LAYOUT**  
 SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISION	REVISION BY

07	LA	1	35.2/46.8	XXX
01st	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

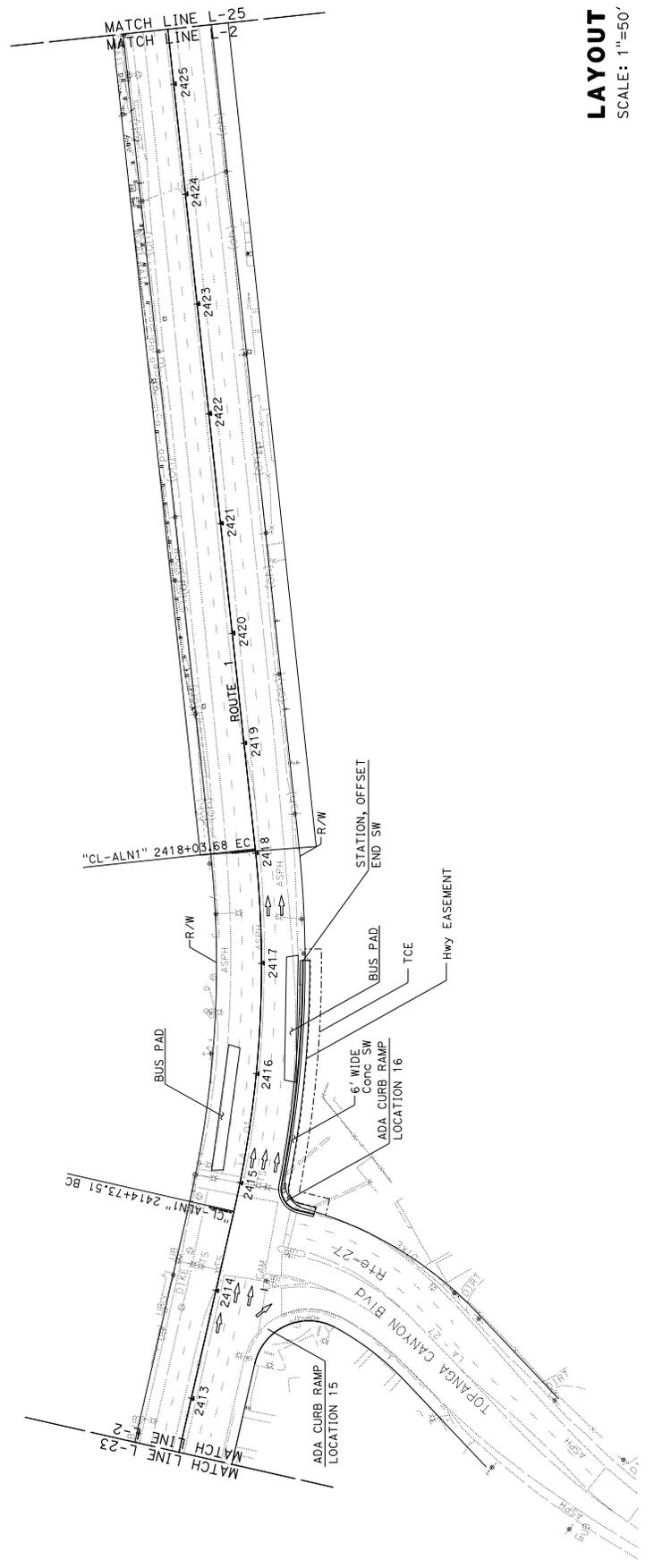
**L-23**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISIED	REVISIED BY

07	LA	1	35.2/46.8	XXX
DIS*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
				XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ENGINEER HAS REVIEWED  
 THE ACCURACY OF THE COMPLETENESS OF THE  
 COPIES OF THIS PLAN SHEET.  
 PROFESSIONAL ENGINEER  
 No. XXXX  
 Exp. XX-XX-XX  
 NAME OF CA. AUTHORITY



**LAYOUT**  
 SCALE: 1"=50'

**L-24**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISIED	REVISIED BY

DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

REGISTERED CIVIL ENGINEER	DATE

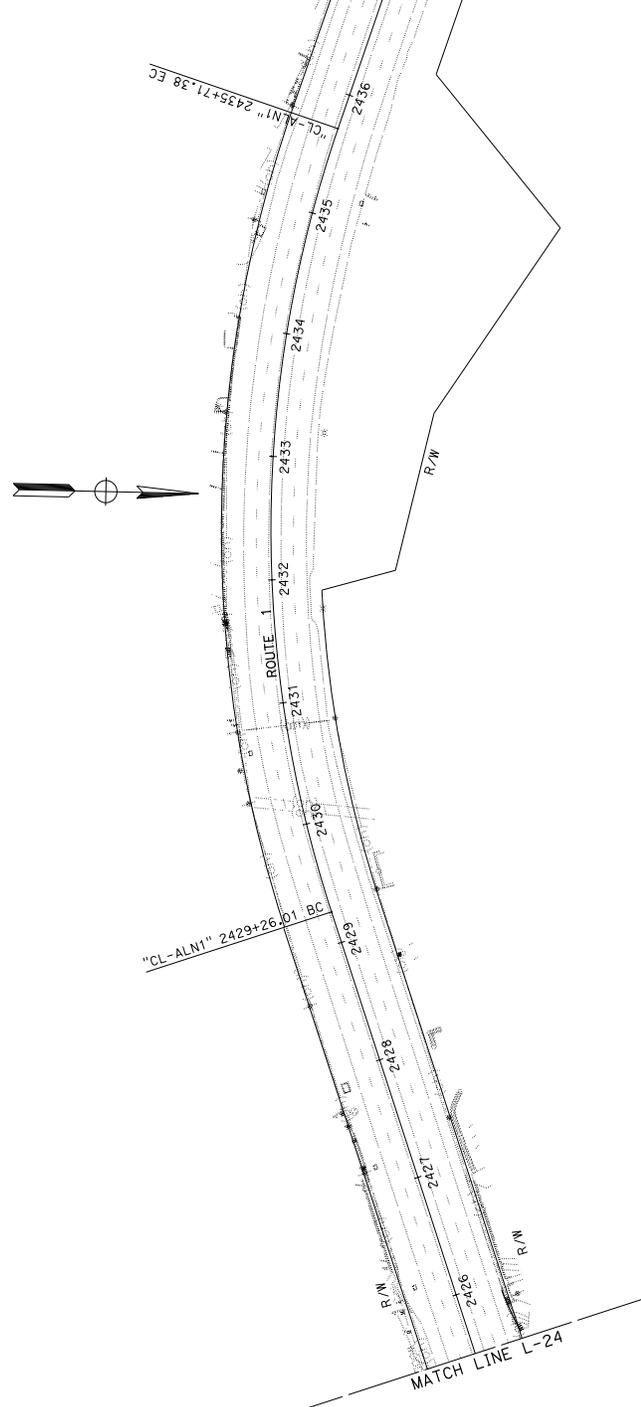
  

PLANS APPROVAL DATE	REGISTERED PROFESSIONAL ENGINEER

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 AND AGENCIES ACCEPTS NO LIABILITY FOR THE  
 ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

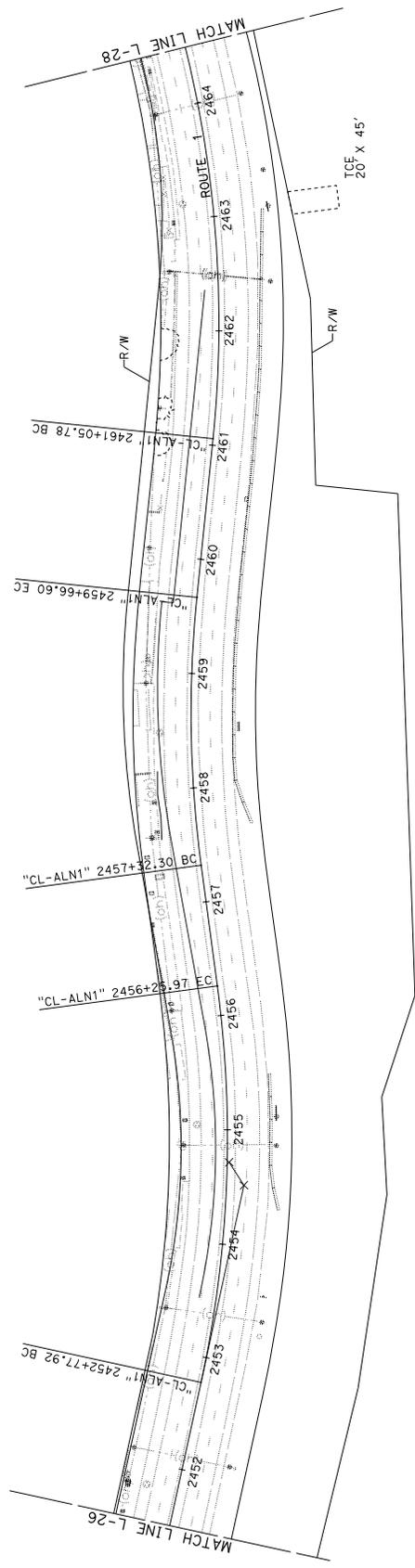
L-25

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISID	REVISID BY



07	LA	1	35.2/46.8	XXX
POST MILES	TOTAL PROJECT	SHEET TOTAL	SHEETS	
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



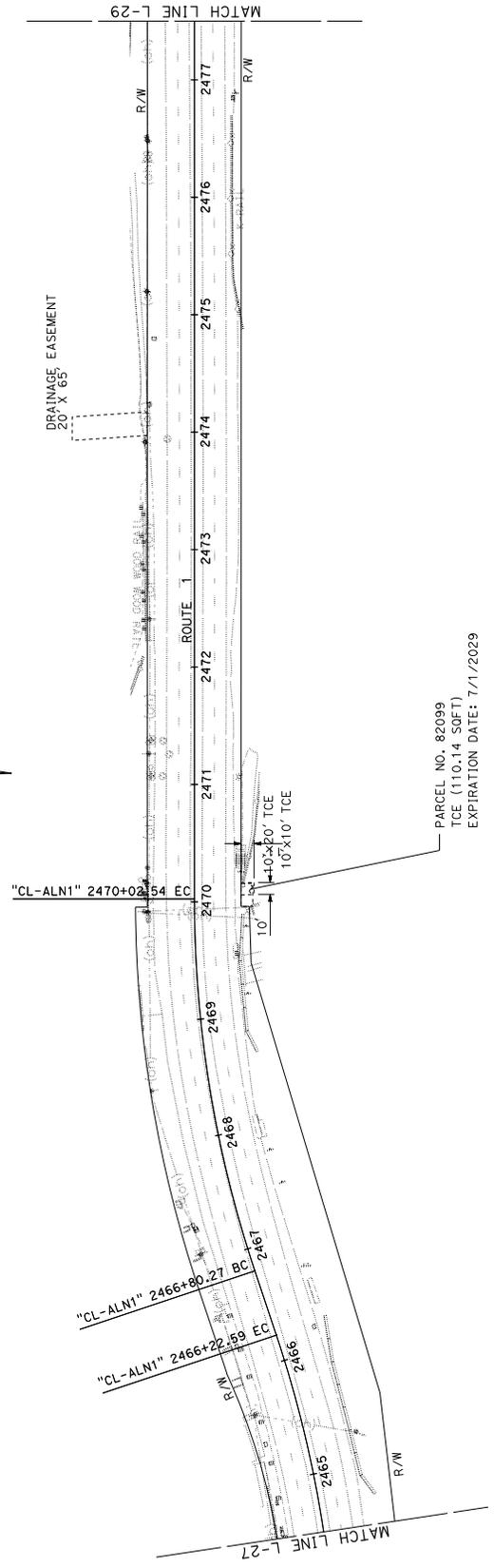
**LAYOUT**  
 SCALE: 1"=50'

L - 27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISIED	REVISIED BY

07	LA	1	35.2/46.8	XXX
DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

L - 28

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISOR	REVISOR

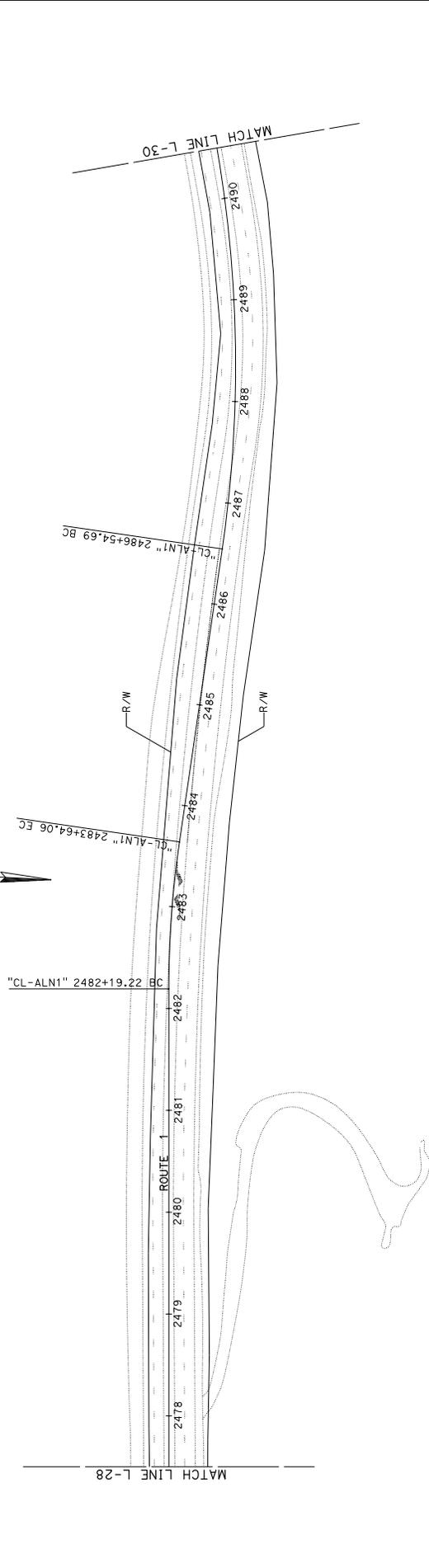
07	LA	1	35.2/46.9	XXX
DIS*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ACCURACY OF THIS PLAN SHEET  
 COMES FROM THE ORIGINAL RECORDS OF THE ENGINEER



**LAYOUT**  
 SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	DATE REVISIED
DESIGNED BY	REVISIED BY		



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

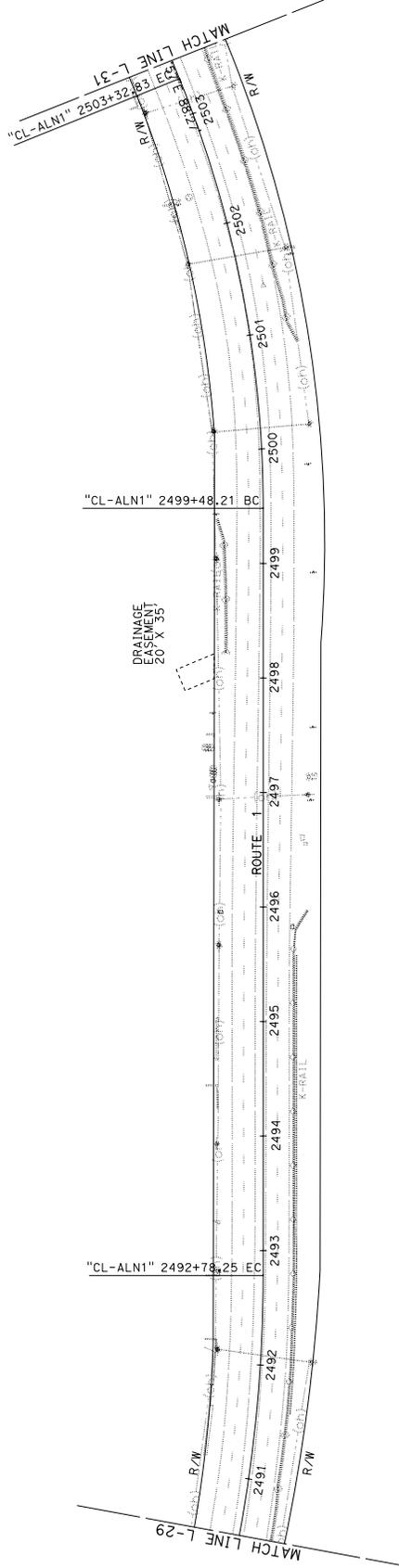
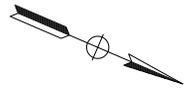
  

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

PROFESSIONAL ENGINEER	NO.	XXXX
CIVIL	Exp	XX-XX-XX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



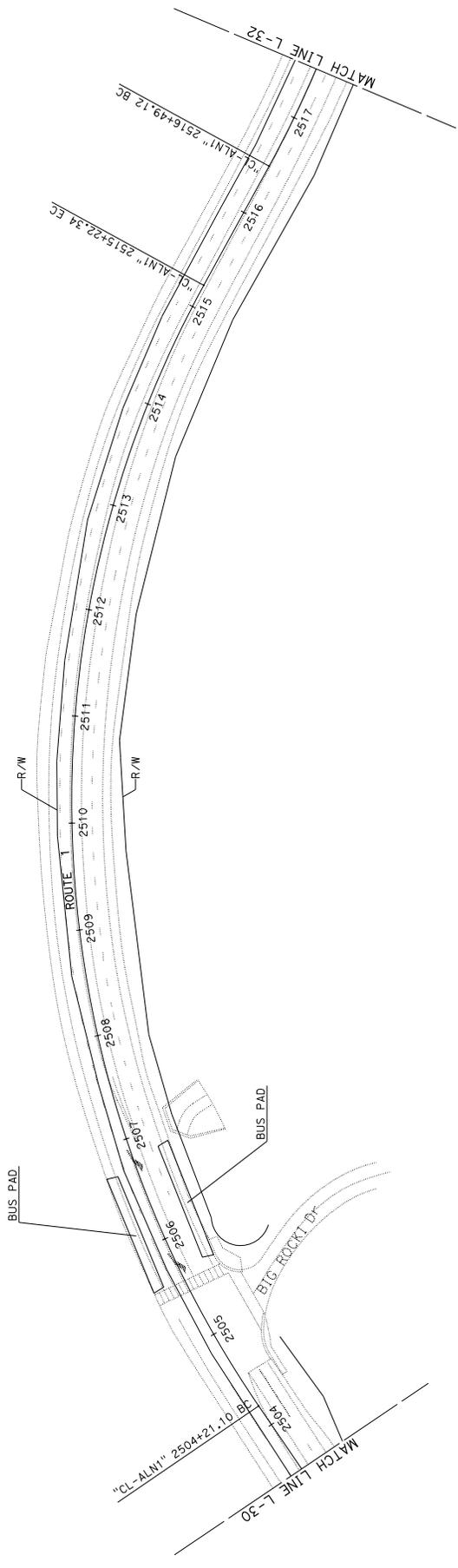
**LAYOUT**  
 SCALE: 1"=50'

**L-30**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISID	REVISID BY

07	LA	1	35.2/46.9	XXX
COUNTY		ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE PLANS APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICERS THE ACCURACY OF COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				
PROFESSIONAL ENGINEER No. XXXXX CIVIL STATE OF CALIFORNIA				

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

**L-31**

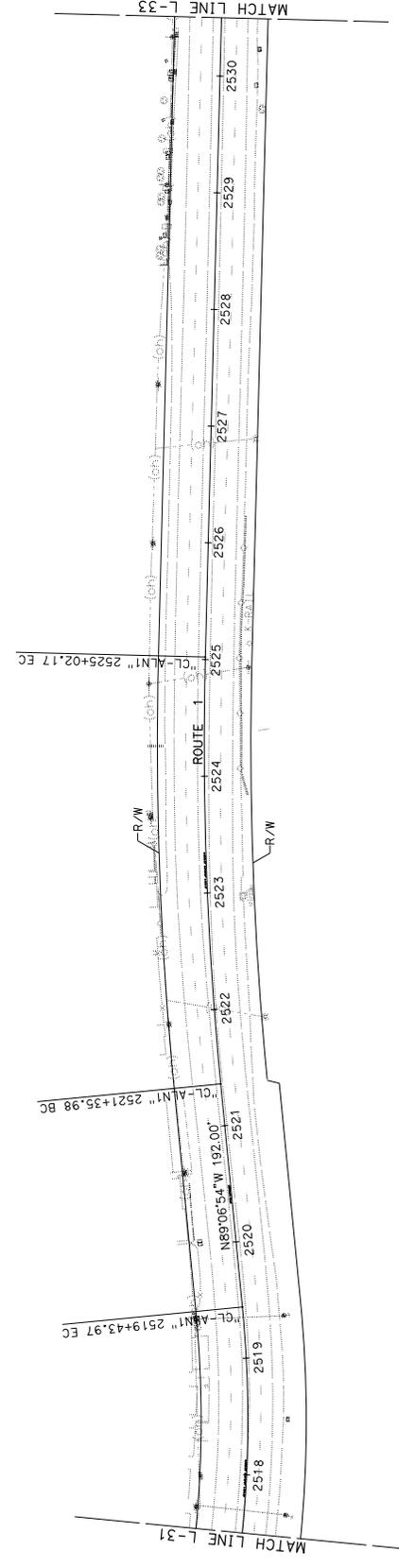
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISION	REVISION

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER  
 No. XXXXX  
 Exp. XX-XX-XX  
 CIVIL  
 STATE OF CA



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

REGISTERED CIVIL ENGINEER	DATE
XXXXX	XXXX

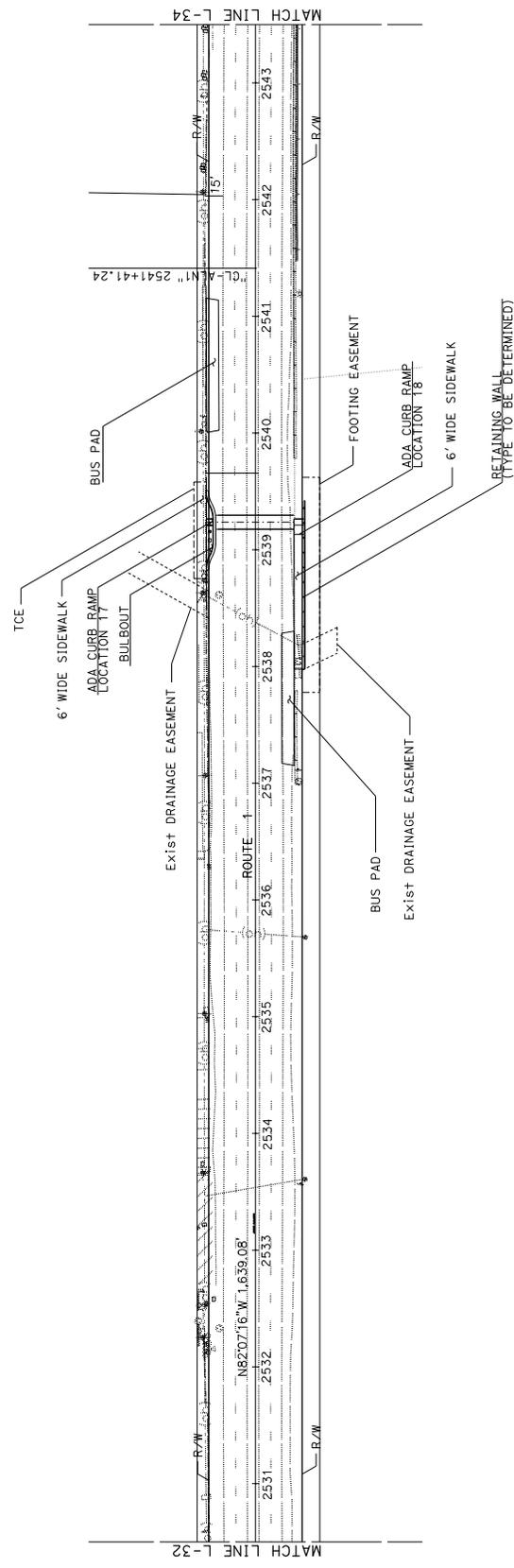
  

PLANS APPROVAL DATE	REGISTERED PROFESSIONAL ENGINEER
XXXXX	XXXXX

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 WARRANTS THE ACCURACY OF THE INFORMATION  
 CONTAINED ON THIS PLAN SHEET.

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

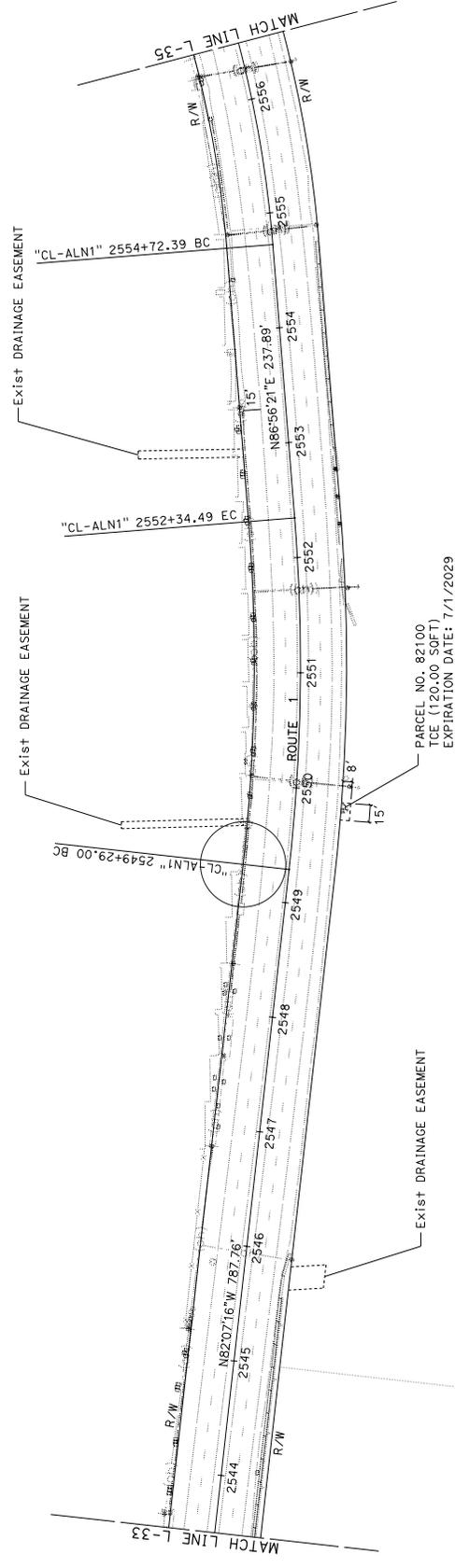
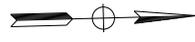
L-33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISID	REVISID BY

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ENGINEER HAS REVIEWED  
 THE ACCURACY OF THE INFORMATION CONTAINED  
 ON THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 FUNCTIONAL SUPERVISOR

DESIGNED BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_  
 DATE REVISION \_\_\_\_\_  
 REVISION BY \_\_\_\_\_

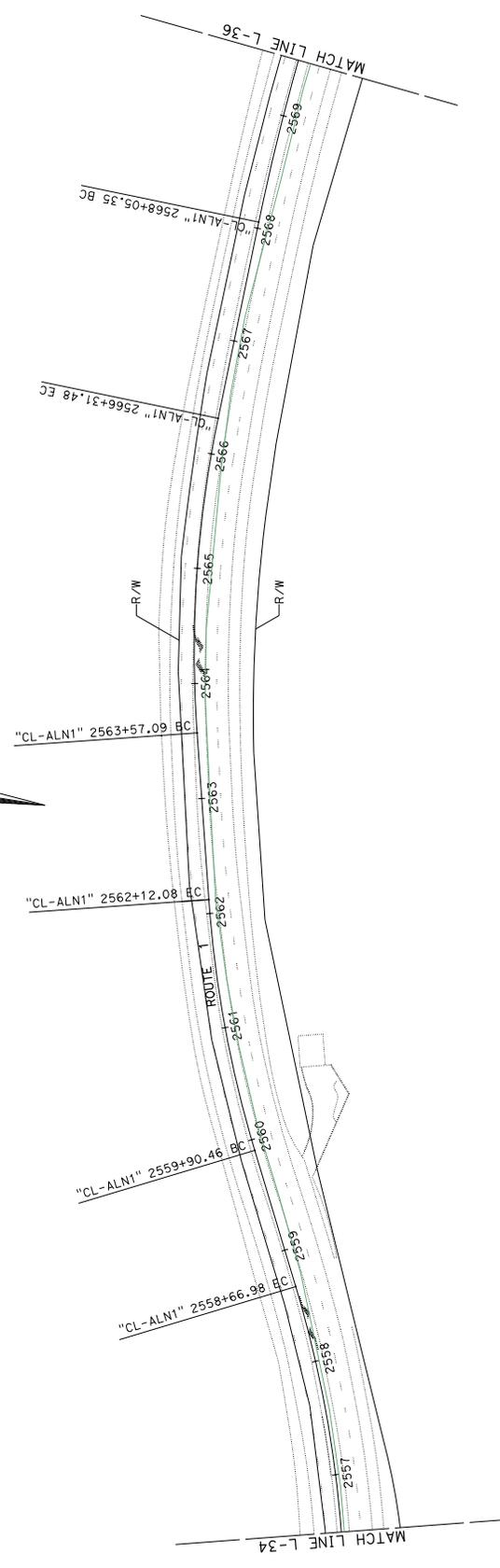
DATE PLOTTED => 27-JUN-2025 19:43  
 LAST REVISION \_\_\_\_\_

PROJECT NUMBER & PHASE 07160000591  
 UNIT 1819  
 RELATIVE BORDER SCALE 15 IN INCHES  
 0 1 2 3

SCALE: 1"=50'  
**L-34**

07	LA	1	35.2/46.9	XXX
COUNTY		ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
REGISTERED CIVIL ENGINEER		DATE	No. XXXXX Exp. XX-XX-XX NAME OF CIVIL ENGINEER	
PLANS APPROVAL DATE		REGISTERED PROFESSIONAL ENGINEER		
THE STATE OF CALIFORNIA OR ITS OFFICERS DO NOT WARRANT, GUARANTEE, OR ACCEPT ANY LIABILITY FOR THE ACCURACY OR COMPLETENESS OF ANY COPIES OF THIS PLAN SHEET.				

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

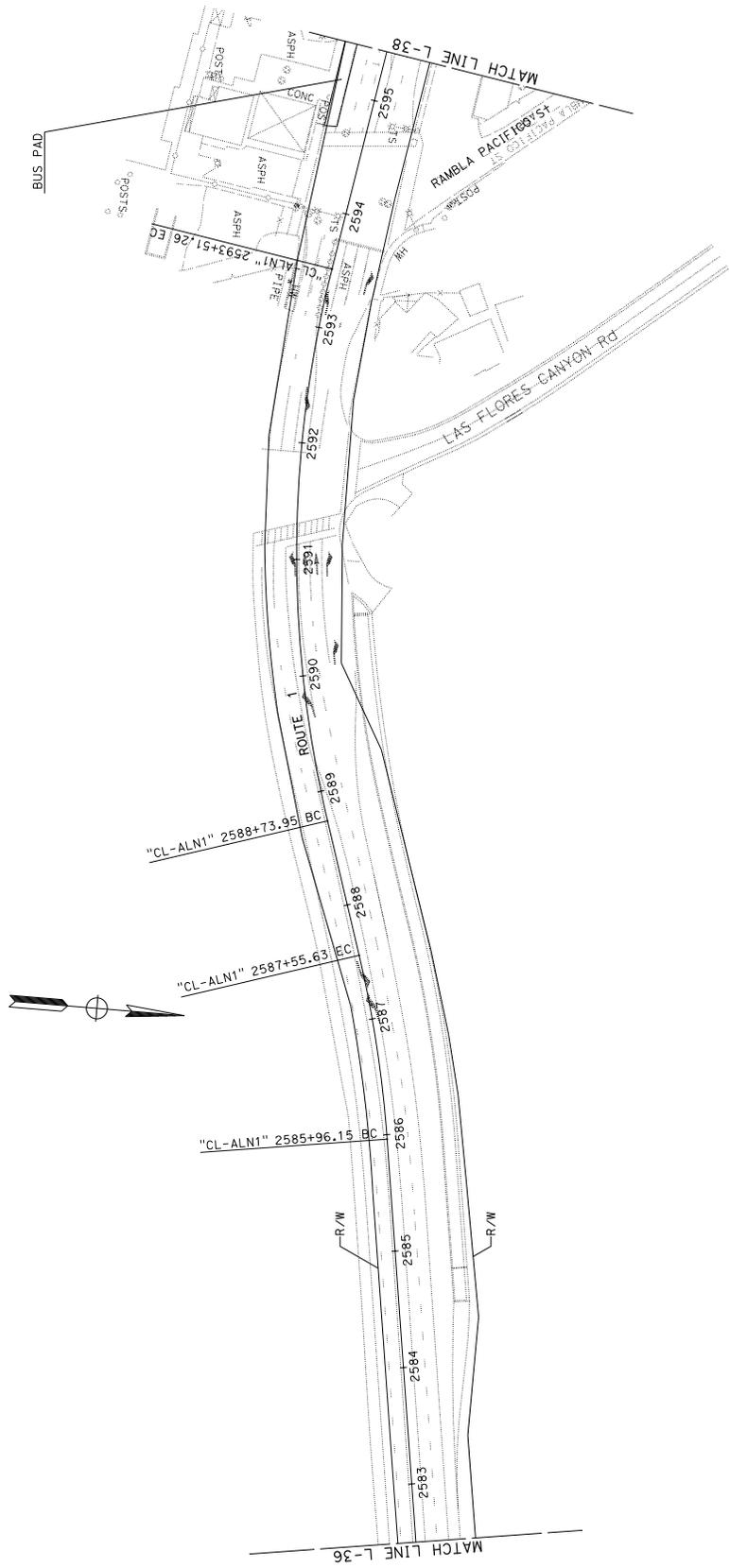
**L-35**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISOR	REVISOR



07	LA	1	35.2/46.9	XXX
COUNTY		ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE				
PLANS APPROVAL DATE				
THE STATE OF CALIFORNIA OR ITS OFFICERS REPRESENTS AND WARRANTS THAT THE ACCURACY OF THE INFORMATION CONTAINED HEREON IS TRUE AND CORRECT AS SHOWN ON THIS PLAN SHEET.				

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

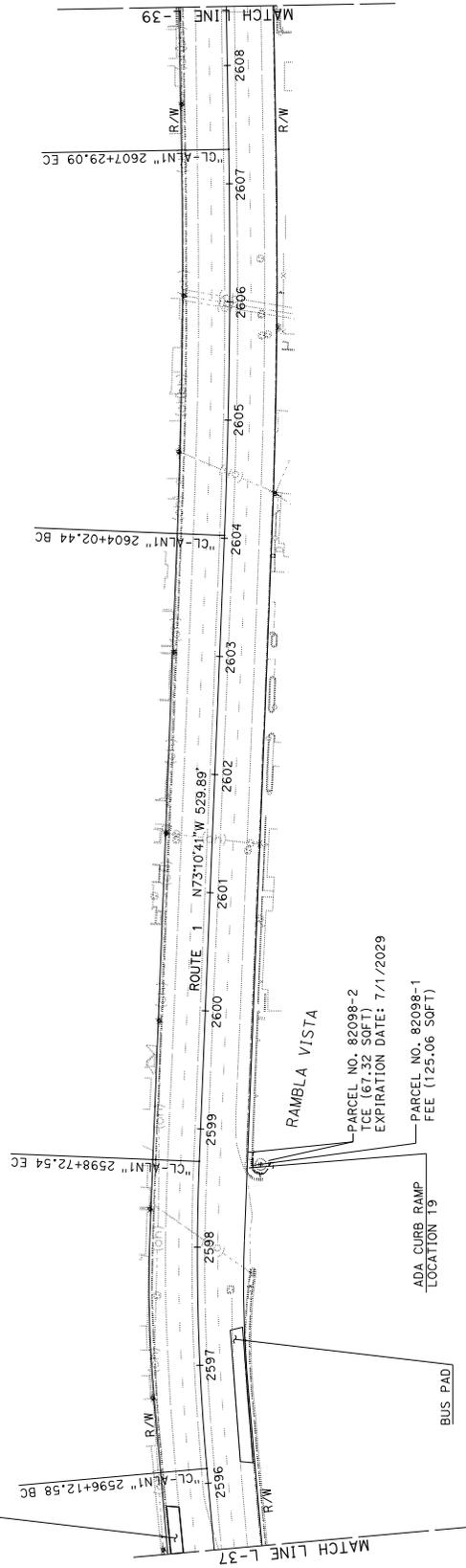
**L-37**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISION	REVISION
<b>St. Charles</b>					

07	LA	1	35.2/46.8	XXX
DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ENGINEER HAS REVIEWED  
 THE ACCURACY OF THE INFORMATION CONTAINED  
 ON THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1"=50'

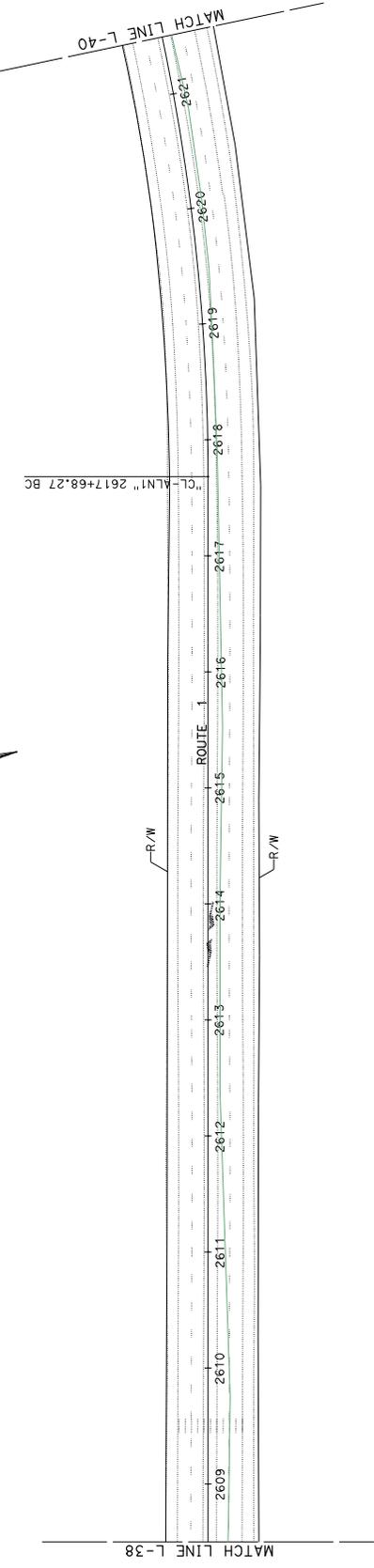
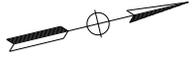
L-38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR
USER: NAME => 4122636 DON FILE => 0736150e38.dgn					

Dist*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.9	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE ACCURACY OF THE INFORMATION CONTAINED  
 HEREIN IS THE PROPERTY OF THE ENGINEER AND  
 NOT THE PROPERTY OF THE STATE OF CALIFORNIA  
 CIVIL ENGINEER No. XXXXX Exp. XX-XX-XX



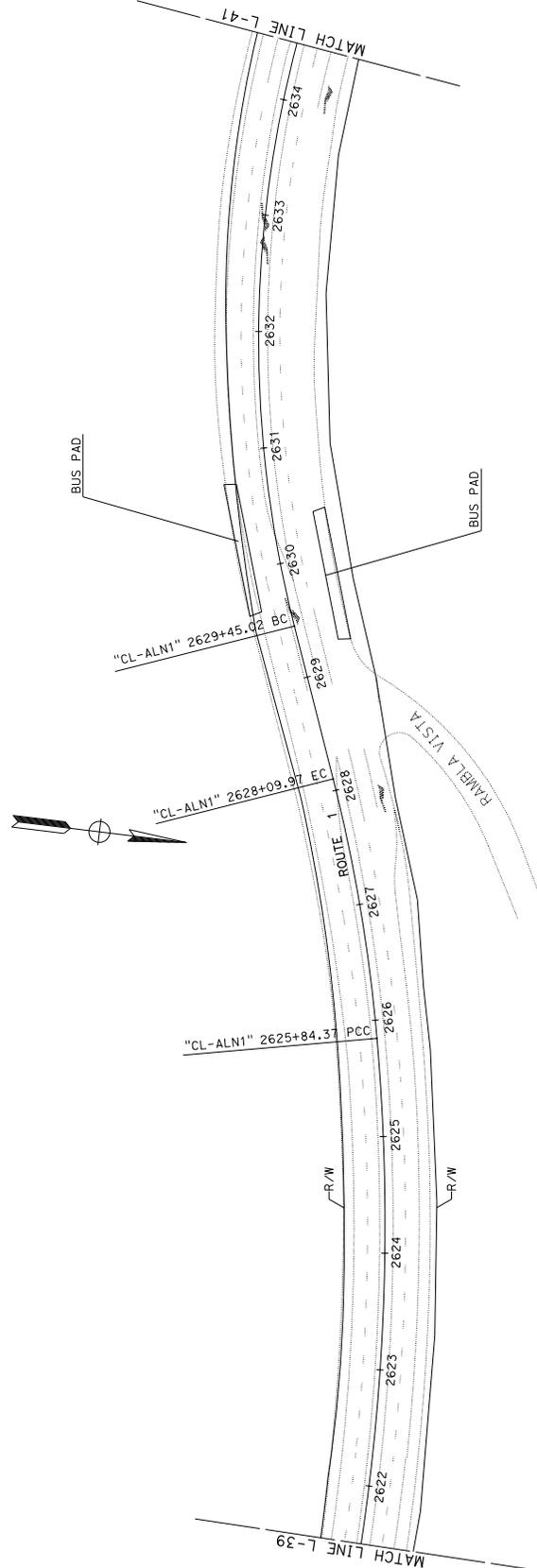
**LAYOUT**  
 SCALE: 1"=50'

**L-39**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DRAWN BY	REVISOR	DATE REVISION
<b>Caltrans</b>		CHECKED BY	DATE REVISION	

07	LA	1	35.2/46.9	XXX
COUNTY		ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
REGISTERED CIVIL ENGINEER		DATE	No. XXXXX Exp. XX-XX-XX No. XXXXX Exp. XX-XX-XX	
PLANS APPROVAL DATE		REGISTERED PROFESSIONAL ENGINEER		
THE STATE OF CALIFORNIA OR ITS OFFICERS THE ACCURACY OF COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

**L-40**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISION	REVISION
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DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

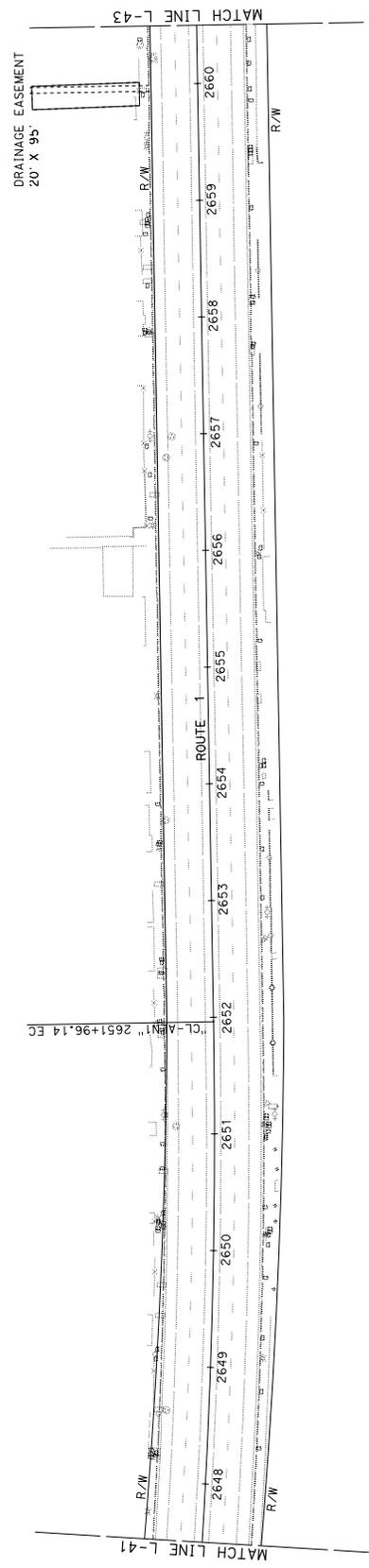
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ACCURACY OF THIS PLAN SHEET  
 COMES FROM THE ORIGINAL DRAWINGS OF THE REGISTERED CIVIL ENGINEER

PROFESSIONAL ENGINEER  
 No. XXXXX  
 Exp. XX-XX-XX  
 STATE OF CA

- NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
  2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
SCALE: 1"=50'

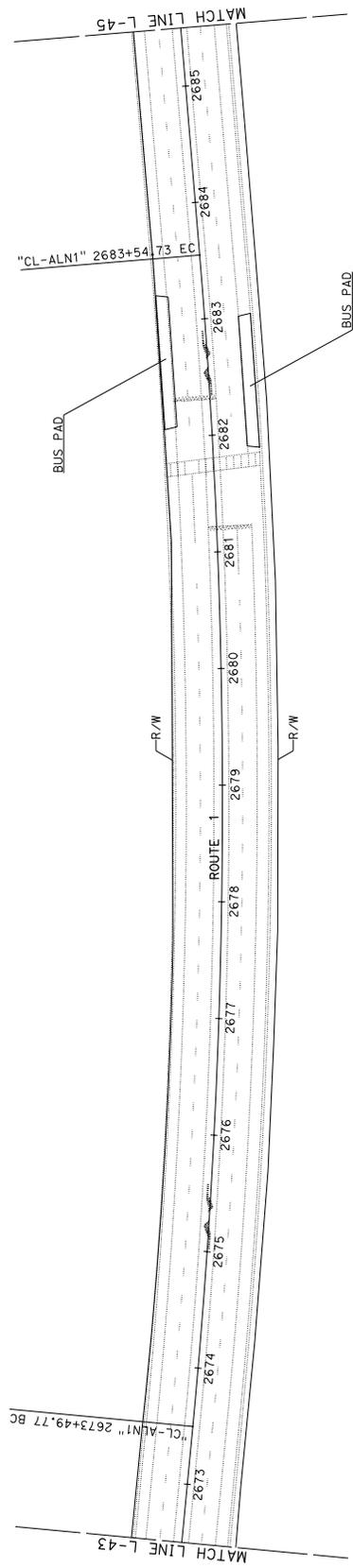
L-42

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISID	REVISID BY
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07	LA	1	35.2/46.9	XXX
DIS*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
				XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

**L-44**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISID	REVISID BY

STANDARD PLAN SHEET
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE \_\_\_\_\_ DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.

REGISTERED CIVIL ENGINEER No. XXXX  
 No. XXXXX  
 CIVIL ENGINEER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

REGISTERED CIVIL ENGINEER	DATE

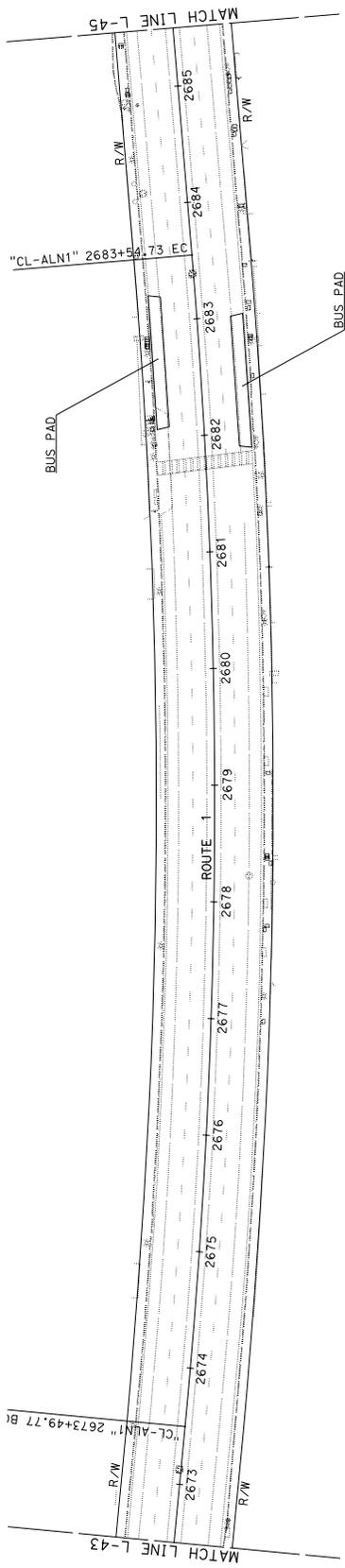
  

PLANS APPROVAL DATE	REGISTERED PROFESSIONAL ENGINEER

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 WARRANTS THE ACCURACY OR COMPLETENESS OF THE  
 CONTENTS OF THIS PLAN SHEET.

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



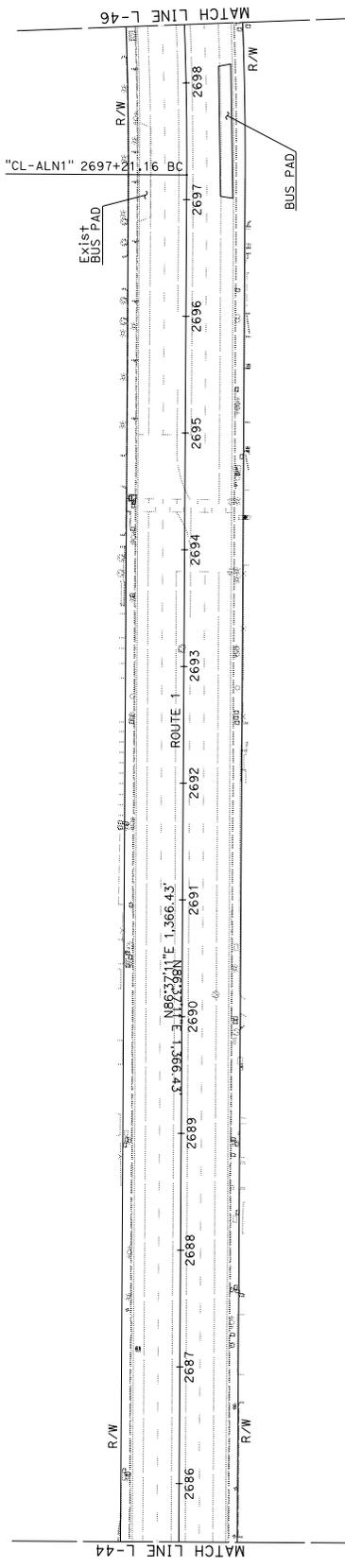
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 SCALE: 1"=50'

**L-44**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR

07	LA	1	35.2/46.8	XXX
COUNTY		ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE PLANS APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICERS THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
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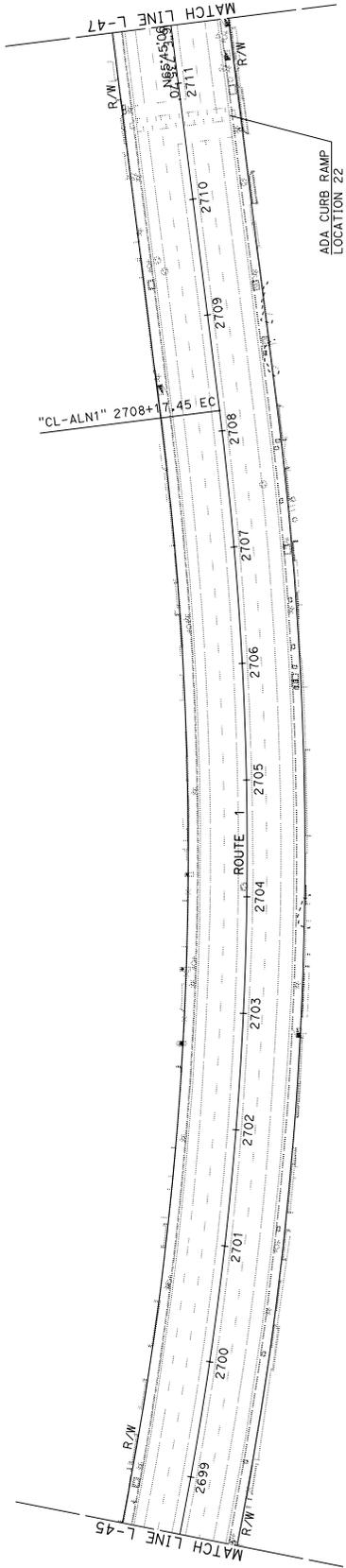
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISIED	REVISIED BY
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DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ENGINEER HAS REVIEWED  
 THE ACCURACY OF COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.



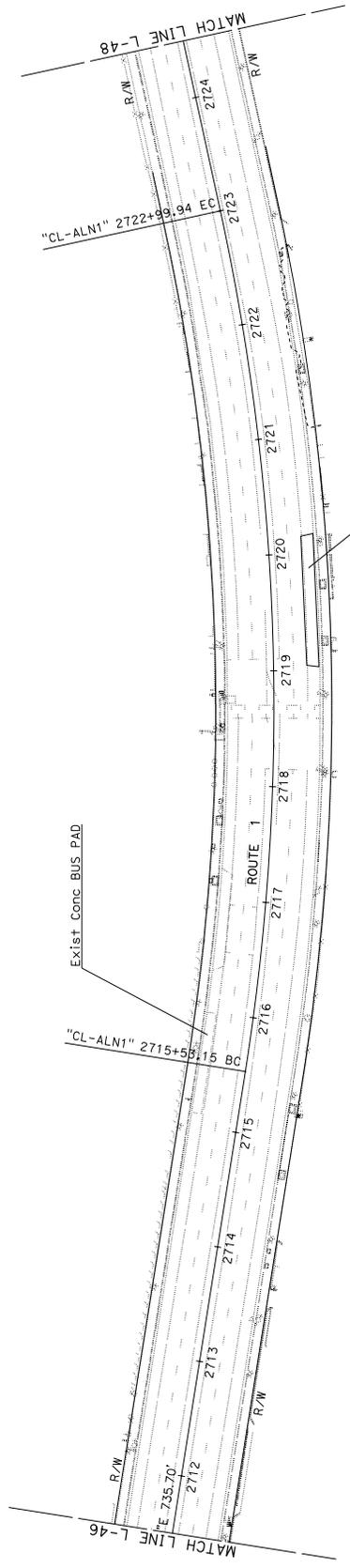
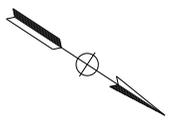
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 SCALE: 1"=50'

L-46

07	LA	1	35.2/46.8	XXX
DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS  
 HEREBY CERTIFIES THAT THE ENGINEER HAS  
 THE ACCURACY OF COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.



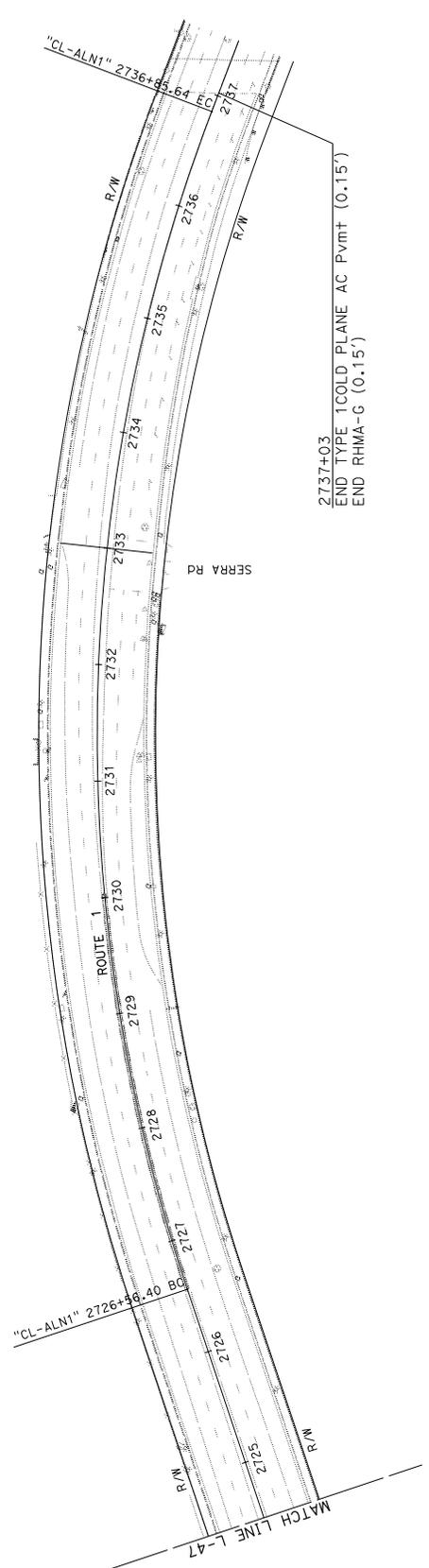
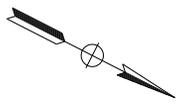
**LAYOUT**  
 SCALE: 1"=50'

L-47

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR
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07	LA	1	35.2/46.8	XXX
DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	1	35.2/46.8	XXX

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. FOR CURB RAMP DETAILS, SEE CONSTRUCTION DETAILS SHEETS.



**LAYOUT**  
 SCALE: 1"=50'

**L-48**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISION	REVISION BY

**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

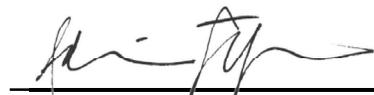
Concurrence: *(Include concurrence signatures only if a superseding CSDD is prepared.)*



\_\_\_\_\_  
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 20, 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

Created:	2025-06-28
By:	Janice Lu (s128476@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAABAAK23VrV98L6PSRNnOMKyQEd1LheT2zFPG

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-  Document created by Janice Lu (s128476@dot.ca.gov)  
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-  Document emailed to Nancy Pe (nancy.n.pe@dot.ca.gov) for approval  
2025-06-28 - 6:17:12 AM GMT
-  Document emailed to Kelly Lamare (kelly.m.lamare@dot.ca.gov) for approval  
2025-06-28 - 6:17:12 AM GMT
-  Document emailed to Garrett Damrath (garrett.damrath@dot.ca.gov) for approval  
2025-06-28 - 6:17:12 AM GMT
-  Document emailed to Dan Murdoch (dan.murdoch@dot.ca.gov) for signature  
2025-06-28 - 6:17:13 AM GMT
-  Document emailed to Andy Liao (andy.liao@dot.ca.gov) for approval  
2025-06-28 - 6:17:13 AM GMT
-  Document emailed to Greg Farr (greg.farr@dot.ca.gov) for signature  
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-  Document emailed to David Yan (david.yan@dot.ca.gov) for approval  
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-  Email viewed by David Yan (david.yan@dot.ca.gov)  
2025-06-28 - 6:17:29 AM GMT- IP address: 18.205.224.7
-  Email viewed by Nancy Pe (nancy.n.pe@dot.ca.gov)  
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-  Email viewed by Kelly Lamare (kelly.m.lamare@dot.ca.gov)  
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-  Document approved by David Yan (david.yan@dot.ca.gov)  
Approval Date: 2025-06-28 - 6:19:52 AM GMT - Time Source: server- IP address: 149.136.33.251
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-  Document e-signed by Dan Murdoch (dan.murdoch@dot.ca.gov)  
Signature Date: 2025-06-28 - 4:03:20 PM GMT - Time Source: server- IP address: 149.136.33.247
-  Document approved by Andy Liao (andy.liao@dot.ca.gov)  
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Signature Date: 2025-06-28 - 8:15:14 PM GMT - Time Source: server- IP address: 149.136.33.248
-  Document approved by Kelly Lamare (kelly.m.lamare@dot.ca.gov)  
Approval Date: 2025-06-29 - 2:09:45 AM GMT - Time Source: server- IP address: 149.136.17.251
-  Janice Lu (s128476@dot.ca.gov) added alternate approver Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov).  
The original approver Garrett Damrath (garrett.damrath@dot.ca.gov) can still approve.  
2025-06-30 - 3:23:51 PM GMT- IP address: 149.136.33.249
-  Document emailed to Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov) for approval  
2025-06-30 - 3:23:51 PM GMT
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-  Document approved by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)  
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2025-06-30 - 3:32:32 PM GMT



# EA 361500-Project Report

Final Audit Report

2025-07-01

Created:	2025-06-30
By:	Hyung Joo Ham (s152834@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGsc4g5bu2PPWSIDmhzKyo3Xjh1P_5I2N

## "EA 361500-Project Report" History

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-  Document approved by Monica Benavides (monica.benavides@dot.ca.gov)  
Approval Date: 2025-07-01 - 1:07:26 AM GMT - Time Source: server- IP address: 76.32.27.139
-  Document emailed to Gloria Roberts (gloria.roberts@dot.ca.gov) for signature  
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