

## JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 10

EA 10-1E980

SHOPP ID 18330

COUNTY: MERCED ROUTE: 152

PROJECT POSTMILES: 18.5/23.0

PHASE: PS&E (DESIGN)

APPROVED BY: DONNA BERRY, CHIEF ENGINEER, SEPTEMBER 1, 2026

### Complete Streets Scope Change:

This is a Capital Preventative Maintenance (CAPM) project funded by the State Highway Operation and Protection Program (SHOPP). It's a pavement anchor project that includes Complete Streets elements. The entire project limits are Tier II priority on the Caltrans Active Transportation (CAT) plan and are also priority on the statewide plan. The Class II Bike Lane and certain sidewalk segments were dropped from the project scope.

### Justification:

A Class III bikeway was originally scoped in this project. However, due to changes in law, a Class III bikeway with a shared travel lane is no longer permitted at the speed limit posted in this corridor (45 mph). In the Environmental Phase (PAED) the Project Development Team (PDT) investigated utilizing a Class II bike lane in this project, which was preferred by locals. The PDT determined that the scoped project and budget could not accommodate the widening needed to provide the standard shoulder required for a Class II bike lane while still funding the other originally programmed complete streets and pavement scope. The shoulder widening would require additional right-of-way acquisition, environmental impacts, and relocation of multiple utility poles, resulting in excessive costs and delay to the project schedule.

Other sidewalk segments and curb ramps were also dropped during the Environmental (PAED) phase of the project, because the District 10 Americans with Disabilities Act (ADA) coordinator determined some curb ramps and sidewalk segments were already compliant and consequently did not require upgrading.

Additional sidewalk segments were dropped from the project scope since the required right-of-way to construct the additional complete street elements could not be acquired. This was due to utility conflicts and property acquisition issues. Several property owners did not agree with multiple offers from the State and refused to sign the temporary or permanent construction easements.

The district has already reduced the scope and budget of two other projects to ensure that the remaining complete streets and pavement scope of 10-1E980 can be funded. There is no further opportunity to increase the scope or funding for this project. The district is developing a standalone complete streets project to close the bicycle and sidewalk infrastructure gaps for this high priority corridor. The dropped

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complete streets scope from both 10-1E980 and 10-1P040 (Mer-165) will be included in the proposed project, EA 10-1V490, Los Banos Complete Streets. The district anticipates placing 10-1V490 into the 2034 PID Cycle in alignment with regional priority plans. All reduced elements of the scope were reviewed and agreed upon by the PDT and City of Los Banos.