

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PERMIT ENGINEERING EVALUATION REPORT (PEER)
 TR-0112 (REV 12/2020)

FOR CALTRANS USE
TRACKING.NO.
DIST/CO/RTE/PM

1. DESCRIBE THE PROPOSED IMPROVEMENTS AND MODIFICATIONS ON THE STATE HIGHWAY SYSTEM.

2. WHY ARE THE PROPOSED IMPROVEMENTS/MODIFICATIONS NEEDED. (PURPOSE AND NEED)

3. DESCRIBE THE IMPACTS ON THE STATE HIGHWAY SYSTEM DUE TO THE PROPOSED PROJECT.

4. SIGNALIZATION OF INTERSECTIONS

SIGNALIZATION INVOLVED YES (NEW) NO
 YES (MODIFICATION)

If yes, signal warrants met YES NO* N/A
 Capacity analysis OK YES NO* N/A
 Safety analysis OK YES NO* N/A
 Ownership/Maintenance Provisions OK YES NO* N/A
 Pedestrian Facilities ADA compliance YES NO* N/A

* Comments, Supporting documents on attached sheet(s)

PREPARING REGISTERED ENGINEER'S STAMP

5. PROJECT COMPLIANT WITH ALL APPLICABLE CALTRANS DESIGN STANDARDS
 YES NO (See Field #5 Instructions in pg. 2)

PERMIT PROPOSAL RECOMMENDED
 Yes, as submitted Yes, with conditions described above
 No, as described above

I attest to the technical information contained herein and have judged the qualifications of all technical specialists providing engineering data upon which recommendations, conclusions, and decisions were based.

PREPARED BY (Applicant's Engineer)	TITLE	DATE	SIGNATURE , Registered Civil Engineer
APPROVED BY (Caltrans Engineer)	TITLE	DATE	SIGNATURE

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INSTRUCTIONS

Complete ALL fields accurately. Write "N/A" if not applicable. Type or print clearly.

All dimensions must be in U.S. Customary (English) units.

- **This form is applicable for projects that qualify to be managed through Encroachment Permit Office Process (EPOP). Please use “APPLICANT’S CHECKLIST TO DETERMINE APPLICABLE REVIEW PROCESS” (TR-0416) that can be accessed at: <https://dot.ca.gov/programs/traffic-operations/ep/applications>, to identify the appropriate Caltrans process for project approval.**
- **A PEER is required for all projects that involves a permanent traffic impact or affects the operating capability of a State highway facility.**

Field #1: Provide information on the proposed improvements or modifications on the State Highway System. Describe the project history and existing facility.

Field #2: Describe the reasons behind the initiation of the project. In addition to the purpose and need, describe how the proposed project will address deficiencies and provide a solution.

Field #3: Describe the impacts on drainage, operations, maintenance, environment, and safety on the State Highway System due to the proposed improvements/modifications.

Field #4: Check “Yes” or “No” indicating whether signalization is part of the project. If the answer is yes, answer the next four questions by checking “Yes”, “No”, or “Not Applicable (N/A)”. If the answer to any of the four questions is “No”, provide an explanation and any comments on an attached sheet.

Field #5: Check “Yes” or “No” indicating whether all highway elements are designed in compliance with the applicable design standards in the Highway Design Manual (HDM). If any non-standard design features are proposed, approved Design Standard Decision Document (DSDD) is required and project has to be managed through Caltrans Quality Management Assessment Process (QMAP). An “Encroachment Project Review Process Change Approval” is required for project to be managed through Encroachment Permits Office Process (EPOP).

Roles and responsibilities:

Applicant’s engineer: The PEER must be prepared by a California registered civil engineer. The stamp or seal, signature and date must be placed on the report, in the space provided for the engineer in responsible charge of the evaluation. Provide required information and submit all supporting documentation in a timely manner to enable qualitative review and determination of project approval.

District Permit Engineer: Designate a responsible unit (Design, Traffic Operations etc.) to review and approve PEER. The responsible unit is typically the functional unit most impacted by the proposed scope of work. E.g., For highway widening projects, Design is typically assigned as the responsible unit. For a signalization project, Traffic Operations is typically assigned as the responsible unit.

Functional Manager of Designated Responsible Unit: Review and approve the PEER. Support District Permit Engineer with project reviews and determinations on approval or denial in a timely manner.
