

ATTACHMENT B
Engineers Checklist



ATP Engineer's Checklist

Required for all Infrastructure Projects

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

❖ **For more assistance, please refer to the Caltrans ATP PSR equivalent recording and slides**

1. **Project Location Map** (Attachment C)

Engineer's Initials: 

- a. The project limits must be clearly depicted in relation to the overall agency boundary
 - i. Include the scale of the drawing and a north arrow.

2. **Project Layout/Plans** showing **existing and proposed** conditions (Attachment D)

Engineer's Initials: 

- a. Show project elements at a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
- b. Show the full scope of the proposed project.
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
- d. Show agency's right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

Anticipated Number of R/W Takes	Cost	Time needed to Acquire
N/A	\$	Months

Anticipated Number of Easements	Cost	Time needed to Obtain
17	\$ 894,200	24 Months

3. **Cross-section(s)** showing **existing and proposed** conditions (Attachment D)

Engineer's Initials: 

(Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
- b. Show both the width and the depth/thickness for any new pavement.

Note – Separate cross sections for existing and proposed conditions may be needed to clearly show the before and after pavement widths/thicknesses.

Engineer's Initials: 

4. **Project Estimate** (Attachment F)

- a. The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs.
 - i. Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- e. **ALL** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. **Crash/Safety Data, Collision maps and Countermeasures** (Part B, Question 3)

Engineer's Initials: 

- a. Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

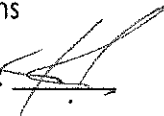
6. **Project Schedule, Funding, and Programming Request** (Part A6)

Engineer's Initials: 

- a. All applicants with projects over \$1M must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified.
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. CEQA	\$ 16,000	12 Months
2.	\$	Months
3.	\$	Months

7. **Warrant Studies/Guidance** (Attachment K)

Engineer's Initials: 

(Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section (Attachment K).

8. Additional Narration and Documentation (Attachment K)

Engineer's Initials: 

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

Licensed Engineer Information:

Name (Last, First):

Johnson, Jeremy

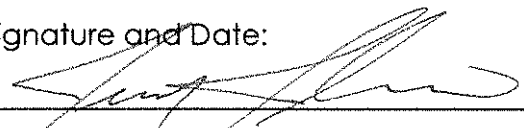
Title:

Engineering Manager

Engineer License Number:

C91246

Signature and Date:

 06/02/2026

Email Address:

jeremy.johnson@dpw.sbcounty.gov

Phone:

(909) 387-8167

Place the Engineer's Stamp below:

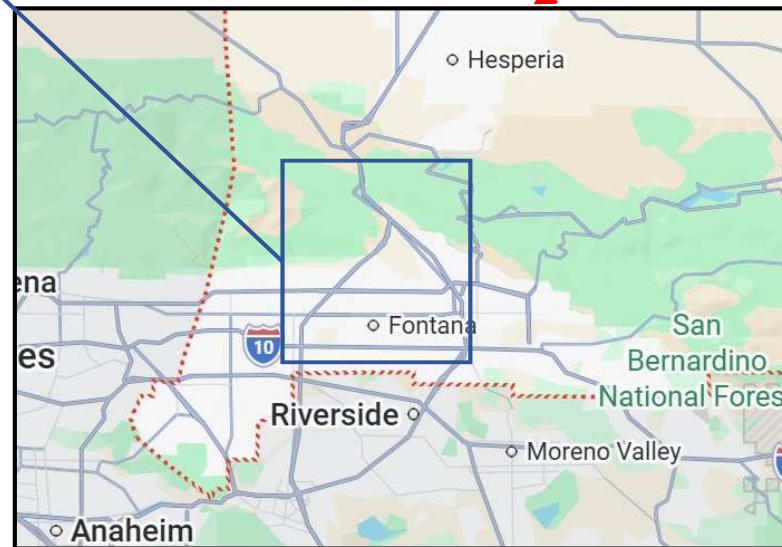
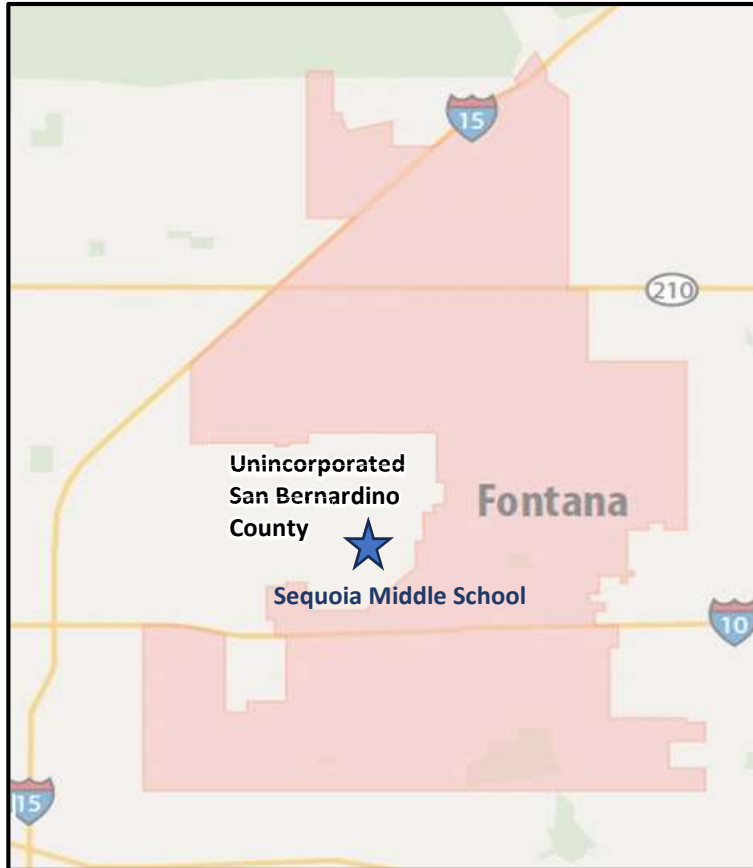


ATTACHMENT C
Project Location Map





Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
PROJECT LOCATION MAP



Sequoia Middle School is located in the southwest corner of San Bernardino County, California, within the City of Fontana’s Sphere of Influence (unincorporated area) west of the city boundary.

ATTACHMENT D

Project Layouts/Plans Showing Existing and Proposed Conditions





Caltrans ATP Cycle 8

San Bernardino County – Sequoia Middle School – Safe Routes to School

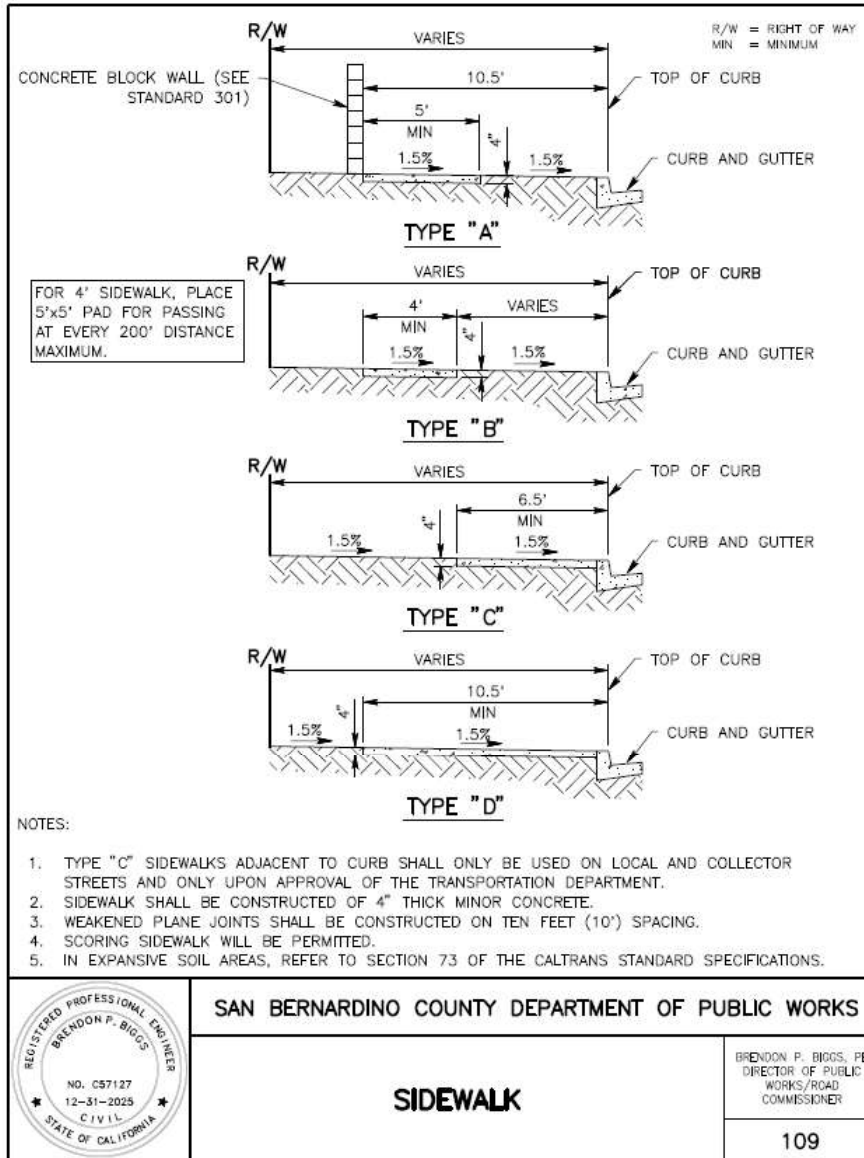
Overview of Project Layout - Existing Conditions/Proposed Improvements



Note: Sidewalks on Ackerman Drive and the traffic signal at the Randall and Beech intersection are not included in the Project scope. Ackerman is not a county-maintained road. The traffic signal discussions indicate that constructing it could potentially require utility relocations and may involve right of way or structural takes.



**Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Project Layout – San Bernardino County Standard Sidewalk Layout**

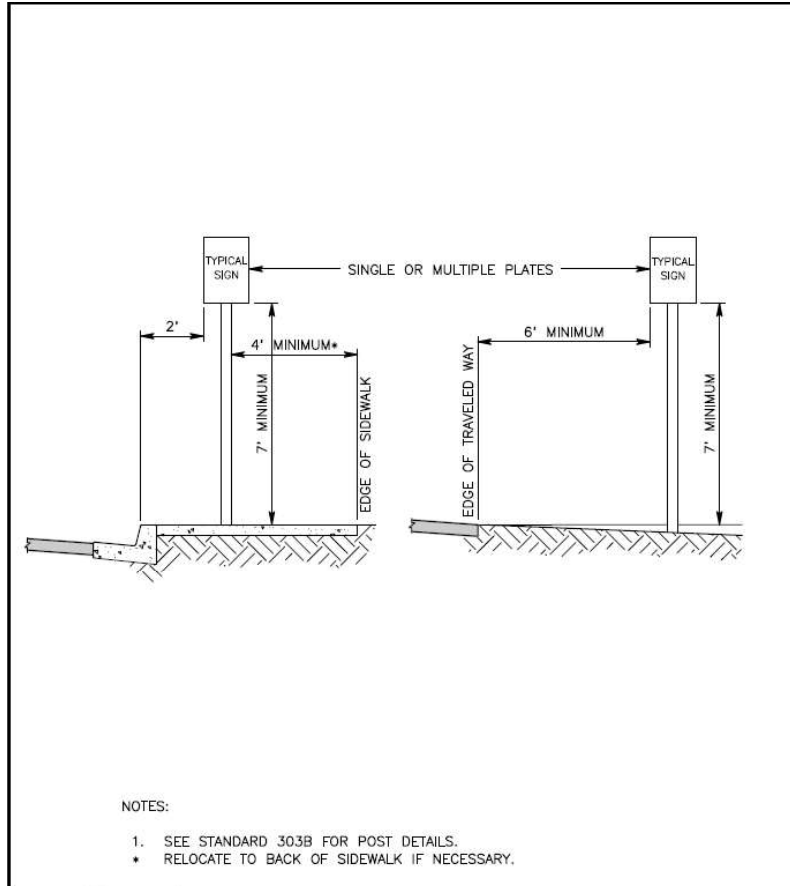


4,705 feet of new sidewalk will be installed along Randall Avenue, Hemlock Avenue, Beech Avenue and Sequoia Avenue. See Exhibits 1 – 5.

590 feet of sidewalk will be widened and repaved on Hemlock Avenue between the north school entrance driveway and the south school exit driveway. See Exhibit 6.



Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Project Layout – San Bernardino County Typical Sign Installation



- NOTES:
1. SEE STANDARD 303B FOR POST DETAILS.
 - * RELOCATE TO BACK OF SIDEWALK IF NECESSARY.

A “No Left Turn Sign” will be installed at the School Driveway Exit at the intersection with Hemlock Avenue. See Exhibit 11 .

	SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS	
	TYPICAL SIGN INSTALLATION	
	BRENDON P. BIGGS, PE DIRECTOR OF PUBLIC WORKS/ROAD COMMISSIONER	313

San Bernardino County – Sequoia Middle School – Safe Routes to School
Sidewalks – Randall Avenue between Hemlock Avenue and Beech Avenue



Existing Conditions:

Randall Avenue (ADT 8,300) between Hemlock Avenue and Beech Avenue experiences high pedestrian and traffic volumes during peak school hours. There are no sidewalks on the south side of Randal Avenue between these two local roads forcing students walking to school into the street.

Planned Improvements:

The Project will construct sidewalk segments, totaling 1,400 feet, along the south side of Randall Avenue and ADA-accessible curb ramps at the southeast and southwest corners of the Randall Avenue and Carob Street to provide continuous pedestrian access along the corridor. Additionally, high visibility crosswalks, and ADA-compliant curb ramps will be installed at the intersection of Randall Avenue and Beech Avenue (see Exhibit 9 for details). Together, these improvements will create a safer, more accessible, and connected route for students and others walking or rolling to and from Sequoia Middle School.

San Bernardino County – Sequoia Middle School – Safe Routes to School Sidewalks – Hemlock Avenue between Randall Avenue and Holly Drive

Existing Conditions:

Hemlock Avenue between Randall Avenue and Holly Drive is the main access to Sequoia Middle School passing directly in front of the school. This roadway segment experiences high pedestrian and traffic volumes during peak school hours. There is no sidewalk along the eastern side of Hemlock, forcing students to walk close to passing vehicles as they travel along this portion of the road.

The western side of Hemlock Avenue lacks ADA-compliant curb ramps on the northwest and southwest corners of the Fontlee Lane and Hemlock Avenue intersection and on the northwest and southwest corners of the Holly Drive and Hemlock Avenue intersection.



Planned Improvements:

The Project will install 1,415 feet of sidewalk along the eastern side of Hemlock Avenue between Randall Avenue and Holly Drive. The new sidewalk will create a connected and safer pathway for students or others walking or rolling to and from Sequoia Middle School.

ADA-compliant curb ramps will be installed on the northwest and southwest corners of the Fontlee Lane and Hemlock Avenue intersection and on the northwest and southwest corners of the Holly Drive and Hemlock Avenue intersection., providing improves accessibility.

**San Bernardino County – Sequoia Middle School – Safe Routes to School
Sidewalks – Beech Avenue between Randall Avenue and Holly Drive**

Existing Conditions:

Beech Avenue between Randall Avenue and Holly Drive has a gap in sidewalk infrastructure on the west side of the roadway forcing students and others to walk in the roadway alongside vehicles on this section of the roadway.



Planned Improvements:

The Project will close a sidewalk gap by installing 645 feet of new sidewalk to provide continuous pedestrian access along the west side of Beech Avenue, creating a connected and safer route for students and others walking to and from Sequoia Middle School.

San Bernardino County – Sequoia Middle School – Safe Routes to School Sidewalks – Beech Avenue between Randall Avenue and Sequoia Avenue

Existing Conditions:

Beech Avenue between Randall Avenue and Sequoia Avenue has a gap in sidewalk infrastructure on the east side of the roadway forcing students and others to walk or bike in the roadway alongside vehicles on this section of the roadway.



Planned Improvements:

The Project will close a sidewalk gap by installing 615 feet of new sidewalk to provide continuous pedestrian and bicyclist access along the west side of Beech Avenue, creating a connected and safer route for students and others walking or biking to and from Sequoia Middle School.



San Bernardino County – Sequoia Middle School – Safe Routes to School Sidewalks – Sequoia Avenue between Carob Street and Beech Avenue

Existing Conditions:

Sequoia Avenue between Carob Street and Beech Avenue has a gap in sidewalk infrastructure on the south side of the roadway forcing students and others to walk in the roadway alongside vehicles on this section of the roadway.



Planned Improvements:

The Project will close a sidewalk gap by installing 630 feet of new sidewalk to provide continuous pedestrian access along the south side of Sequoia Avenue, creating a connected and enhanced route for students and others walking to and from Sequoia Middle School.

**San Bernardino County – Sequoia Middle School – Safe Routes to School
Sidewalks – Hemlock Avenue between North School Driveway Entrance and South School Driveway Exit**

Existing Conditions:

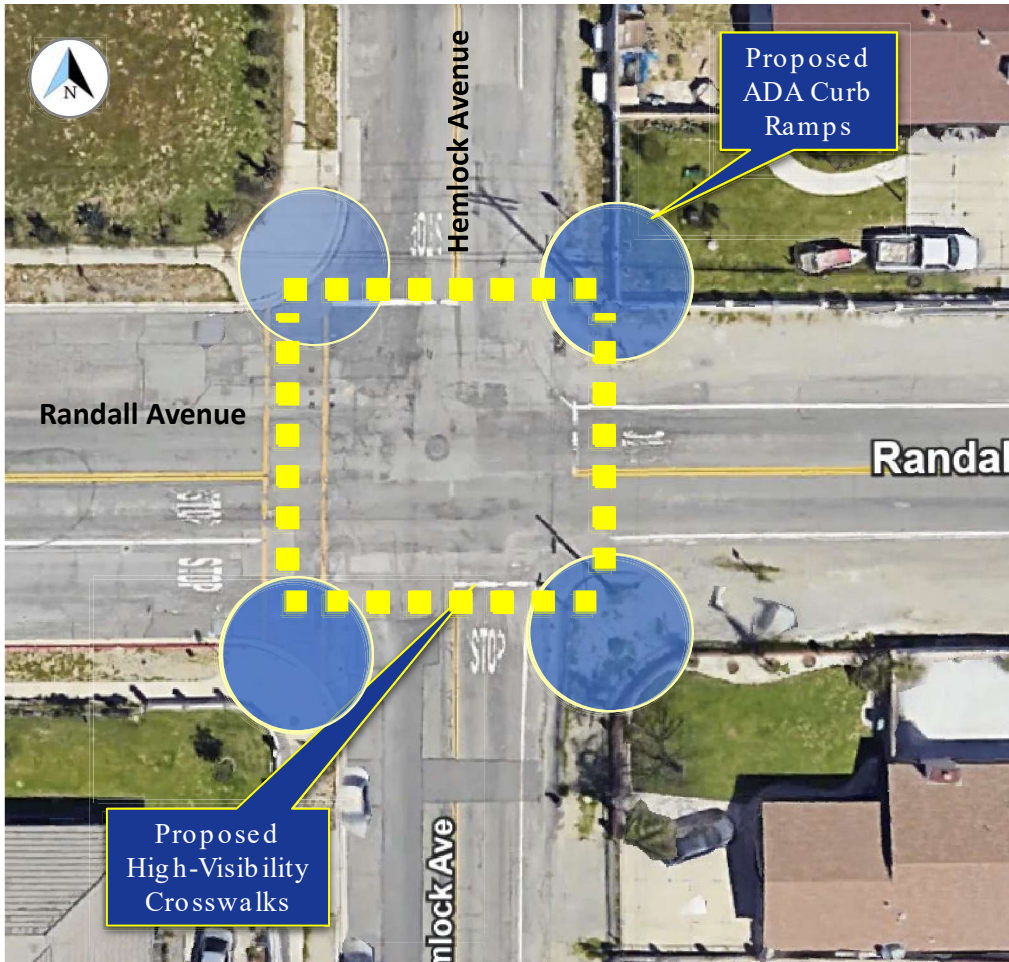
Hemlock Avenue between the North School Driveway Entrance and the South School Driveway Exit experiences high pedestrian and traffic volumes during peak school hours forcing students to travel on a narrow sidewalk, the uneven grass area, or onto Hemlock Avenue alongside moving vehicles, creating potential collision risks. Curb ramps at the school driveway entrance and exit are not ADA-compliant and crosswalks are not high-visibility, creating mobility and visibility issues. See Exhibit 11 for South School Driveway exit details.



Planned Improvements:

The Project will widen the sidewalk segments to provide a safer pedestrian pathway along Hemlock Avenue directly in front of the school. ADA-compliant curb ramps and high visibility crosswalks will be installed west of the school driveway entrance and exit. Together these improvements will create a safer, more accessible route for students and others walking and rolling to and from school. See Exhibit 11 for South School Driveway exit details.

Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Intersection – Hemlock Avenue and Randall Avenue

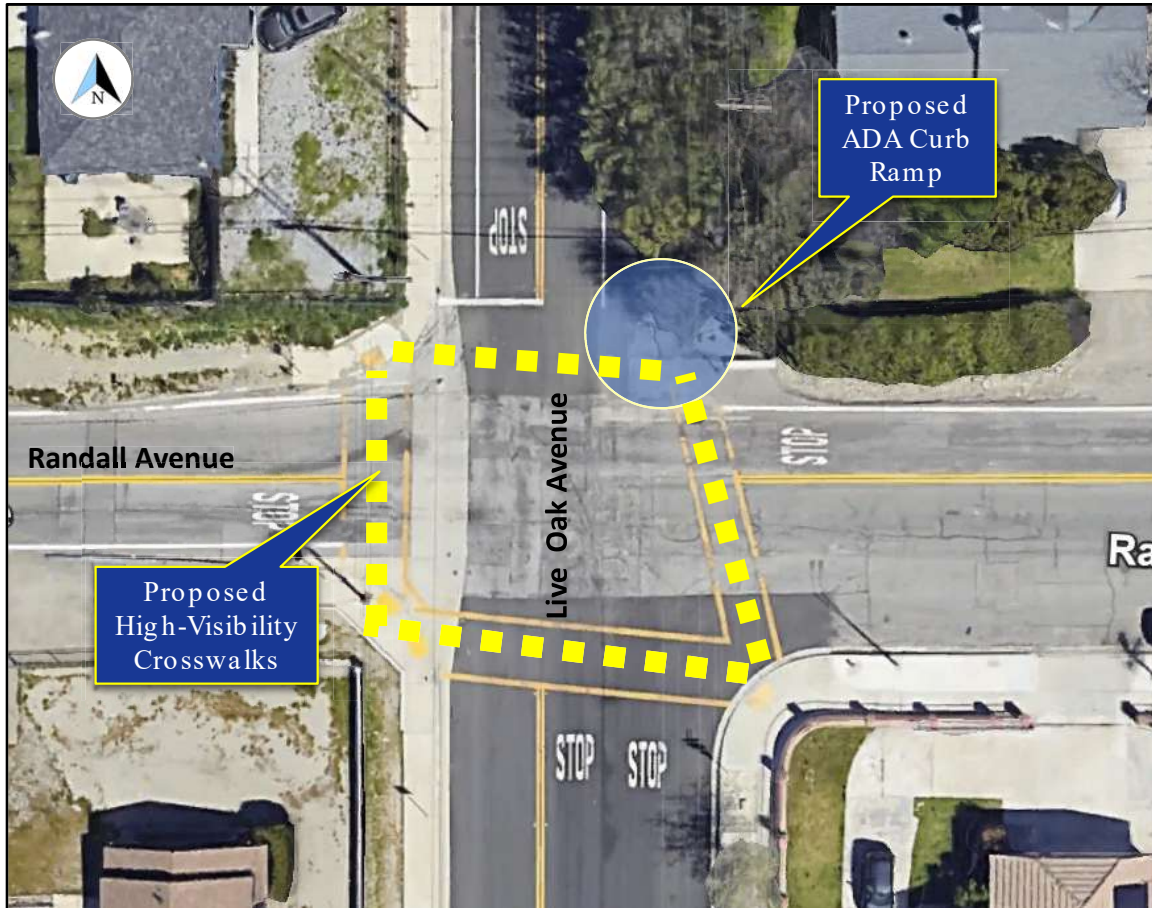


Existing Conditions:

Randall Avenue and Hemlock Avenue is a high-traffic intersection located approximately 600 feet north of Sequoia Middle School. This location is a key connection point for students walking along both corridors. The crosswalks lack high-visibility treatments, and ADA curb ramps are incomplete, creating accessibility issues and potential conflicts between vehicles and students..

Planned Improvements:

Install ADA-compliant curb ramps at each corner of the Hemlock and Randal Avenues intersection and high-visibility crosswalks at the north, east, south, and west legs of the intersection. These improvements will reduce potential vehicle-pedestrian conflicts and provide a safer, more controlled, visible, and ADA-accessible crossing.



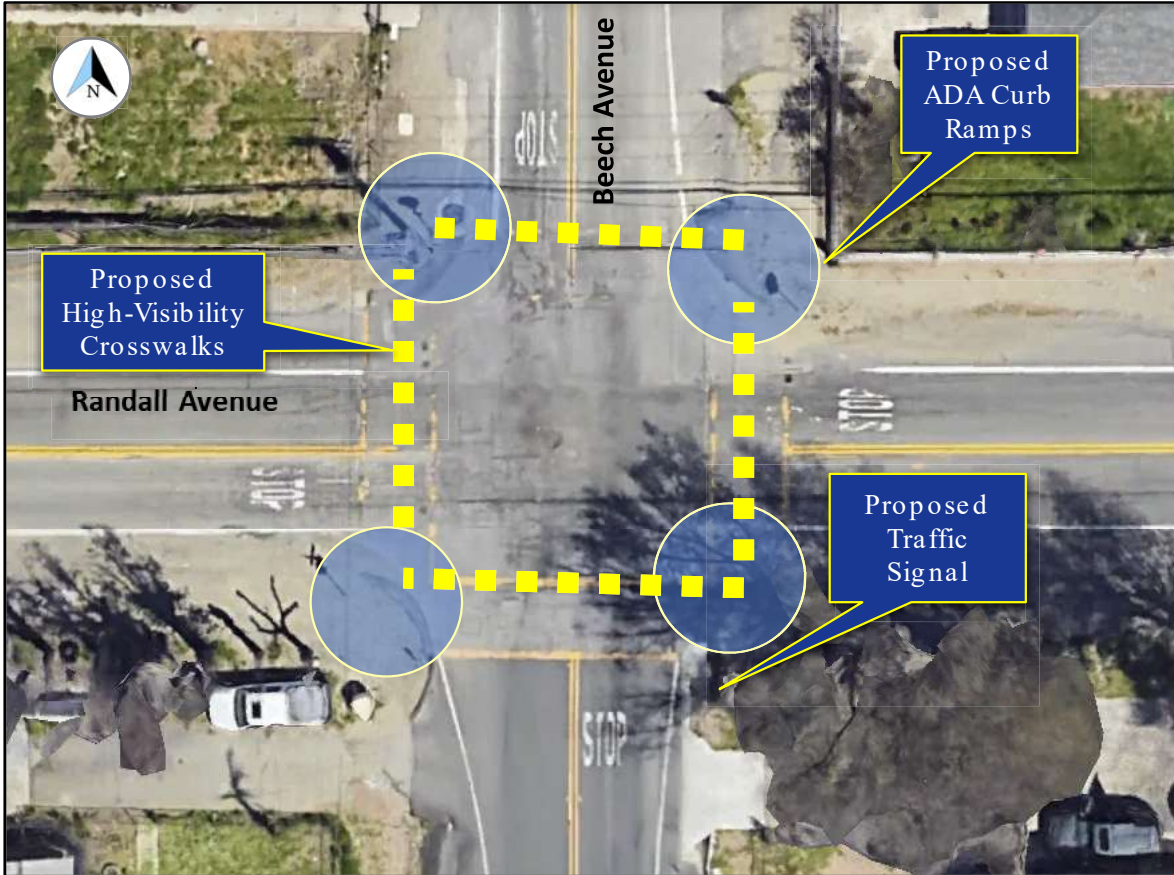
Existing Conditions:

Live Oak Avenue and Randall Avenue - a main intersection serving Sequoia Middle School that is a key connection point for students walking along both corridors. The crosswalks lack high-visibility treatments, and there is no curb ramp on the northeast corner of the intersection. This creates accessibility issues and potential conflicts between vehicles and students.

Planned Improvements:

Install ADA-compliant curb ramp on northeast corner of the intersection and high-visibility crosswalks at north, east, south, and west sides of the intersection. These improvements will reduce potential vehicle-pedestrian conflicts and provide a safer, more controlled, visible, and ADA-accessible crossing.

Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Intersection – Beech Avenue and Randall Avenue



Existing Conditions:

Live Oak Avenue and Randall Avenue - this main intersection serving Sequoia Middle School is a key connection point for students walking or rolling along both corridors. The crosswalks lack high-visibility treatments, and there is no curb ramp on the northeast corner of the intersection. This creates accessibility issues and potential conflicts between vehicles and students. These local residential streets have average daily traffic volumes well above typical neighborhood expectations (4,600 to 7,600 ADT), increasing pedestrian exposure near the school. The intersection is not signalized.

Planned Improvements:

Install ADA-compliant curb ramp on the northeast corner of the intersection; and high-visibility crosswalks on the north, east, south, and west sides of the intersection. These improvements will reduce potential vehicle-pedestrian conflicts and provide a safer, more controlled, visible, and ADA-accessible crossing.

Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Intersection – Live Oak Avenue and Sequoia Avenue



Existing Conditions:

Live Oak Avenue and Sequoia Avenue intersection is directly behind Sequoia Middle School. This location is a key connection point for students walking along both corridors. The crosswalks lack high-visibility treatments and there is no curb ramp on the northeast corner of the intersection. This creates accessibility issues and potential conflicts between vehicles and students.

Planned Improvements:

Install ADA-compliant curb ramp on northeast corner of intersection and high-visibility crosswalks on the south and west sides of the intersection. These improvements will reduce potential vehicle-pedestrian conflicts and provide a safer, more controlled, visible, and ADA-accessible crossing.