



7-LA-210 KP 0.0/30.57 (PM 0.0/19.0)  
7-388-129981  
HB4N

## REGISTERED ENGINEER'S CERTIFICATIONS

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

Edward Krause  
REGISTERED CIVIL ENGINEER

January 3, 2003  
Date

This authorization is for the following project:

7-LA-210 KP 0.0/30.57 (PM 0.0/19.0)  
7-388 - 129981



## I INTRODUCTION

It is proposed to upgrade the existing Caltrans District 7 Traffic Congestion Relief Management System (TCRMS)<sup>1</sup> along Interstate Route 210 from Interstate Route 5 to State Route 2. Proposed components of the TCRMS are a fiber optic communication trunkline, closed circuit television (CCTV), ramp metering systems (RMS), traffic monitoring stations (TMS), and will include connections of existing TCRMS elements to the new trunkline. Additional capacity and points of connection are proposed for Traffic Congestion Relief Management Support Facilities (TCRMSF), including traffic signal master controllers and irrigation controllers. The estimated construction cost is \$11,500,000. This project is proposed to be funded from the SHOPP program in the 2006-2007 fiscal year. This project has been assigned the Project Development Processing Category 5 because it has minimal economic, social, and environmental impacts.

## II RECOMMENDATION

Approval is requested to install a TCRMS along the Route 210 (Foothill Freeway) from the Route 5 Interchange to the Route 2 Interchange.

## III BACKGROUND

### A. Project History

The purpose of this report is to update the cost estimate and to replace the proposed satellite based communications system with a fiber optic communications system for the Route 210 Freeway.

The original Project Report dated May 14, 1995, covers seven primary routes and one interstate route. This project covers the interstate route and is one of a series of TCRMS projects being implemented to provide Caltrans District 7 the ability to manage traffic operations in the Los Angeles area based on funding availability and project scheduling. District 7 has developed a 10-year Master Plan for relieving urban traffic congestion through the use of Advanced Traffic Management System (ATMS); to operate the freeway facility at maximum efficiency; to minimize and manage delay and congestion; to collect and disseminate traffic information using advanced TCRMS elements. This project is part of the important link in the completion of countywide system that uses Advanced Traffic Management System (ATMS) technology to monitor freeway traffic condition and to detect and reduce Recurrent and Nonrecurrent Congestion. The scope of the original project report remains unchanged, except for Route 14, which is covered by another report, Route 2, which is currently in construction and Route 134, which is completed.

The Route 210 Interstate Route (The Foothill Freeway) is an important component in the regional access system serving commuter, commercial, and shipping needs in communities of the Foothill District.

The installation of a TCRMS along Route 5 west of Route 210 is completed. The installation of a TCRMS along Route 2 is scheduled to complete construction in May 2003, and along Route 210 east of Route 2 is scheduled for construction in August 2005.

**B. Existing Facilities**

Route 210 (Foothill Freeway) varies from a six to ten lane facility travelling along the foothills of the San Gabriel Mountains. There are many communities located along this 79.0 kilometer corridor resulting in heavy commuter traffic as motorists travel to various employment destinations throughout Los Angeles County.

The current TCRMS elements on the project route consist of two TMS<sup>1</sup>, a changeable message sign (CMS) and two CCTV cameras. Existing communication between these elements and the Traffic Management Center (TMC) is via leased full duplex data telecommunications lines and a communication satellite system.

<sup>1</sup> TCRMS has previously been identified as Traffic Operations System

**IV NEED AND PURPOSE**

**A. Problem, Deficiencies, Justification**

The current TCRMS consists of two TMS<sup>1</sup>, a CMS, and two CCTV cameras at the west end of the project. These elements were installed as part of an emergency earthquake project. Communications were via a leased communications satellite system, which expired in July 2002. An interim project will transfer communications to leased telecommunications lines. There are no other existing TCRMS elements within the limits of this project. Greater emphasis is being placed upon managing freeway operations, but requires traffic monitoring (RMS and TMS), CCTV and CMS. The project will expand the TMC with a TCRMS by providing freeway management capabilities on Route 210.

B. Traffic

Typical existing (2000) Average Daily Traffic (ADT) and (2020) projected (ADT) on Route 210 where TMS elements and communication systems are to be installed are as follows:

Location	ADT		
	PM	2000	2020
Roxford Street	1.9	62000	169000
Osborne Street	7.8	100000	210000
La Tuna Canyon Road	14.2	96000	190000
LaCrescenta Avenue	17.4	142000	218000

Source: Office of Planning and Public Transportation

V **ALTERNATIVES**

A. Proposed Project

The project consists of installing a new fiber optic/twisted pair cable communications system for data and video communications along Route 210 Freeway. The new system will replace the proposed interim leased line telecommunications system and will greatly improve the reliability, availability and performance of the TCRMS. Total construction cost estimate for the proposed project is \$11,500,000. Following is a summary of the proposed project components:

- **Communication System**

The communication system consists of a backbone system using single mode fiber optic cable and established communication design criteria consistent with the system-wide design parameters to insure compatibility and cost effectiveness.

Single mode fiber optic distribution cable will connect to camera sites to transmit video and data. Collected video and data will connect to a single mode fiber optic trunk line. The system will have capacity to allow for expansion and enhancement in the future. Two 102 mm conduits are proposed to be installed along the outside shoulder of the freeway. Safe and efficient access for Electrical Maintenance crews will be included in the design process.

- **CCTV Cameras**

CCTV was selected as a means to confirm and identify traffic congestion detected by a TMS. CCTV locations were determined through incident analysis, review of the horizontal and vertical topography, turnout considerations, and a review of potential sites. Three locations are proposed in this project. Two existing cameras will be upgraded to real time cameras.

- **Ramp Metering System**

There are no existing RMS within the project limits, thirty-one locations are proposed in this project and will complete the RMS system for this route. The two TMS existing stations will be replaced by two RMS and will be connected to the proposed communications system.

- **Traffic Monitoring Stations**

The TMS (stand-alone) system will be installed in this project and will be connected to the proposed communications system. Nine locations are proposed in this project and will complete the TMS system for this route.

- **Changeable Message Sign**

One existing CMS, which currently utilizes a phone line will be connected to the proposed communications system.

- **Video Cable and Data Nodes**

Two video, four data, and one cable node will be installed in this project.

- **Traffic Signal Systems**

There are no systems proposed in this project. The eleven existing traffic signal controllers will be connected (interfaced) in this project.

- **Railroad/Utility Involvement**

There are no railroads involved in this project.

- **Highway Planting and Irrigation System**

The existing system is complete and the controllers will be connected to the proposed communications system. Where planting is disturbed during construction, the site will be restored to its original condition.

- **Highway Advisory Radio (HAR)**

No HAR is proposed in this project.

The single mode fiber optic cable is the preferred communication distribution system. The SYSTEM WIDE DESIGN report was followed to provide details for implementation of the communications system.

B. Rejected Alternatives

The “no-build” alternative was considered in developing and analyzing system alternatives, but was eliminated due to the existing operational problems being experienced on the project area freeway and the inability to accommodate traffic management activities without the proposed TCRMS elements. The current system of dedicated, leased telephone lines result in high initial capital cost and continuing maintenance problems for the State. Leased telephone lines do not have the capacity for transmission of real-time video, but only for compressed digital images at considerable expense to the State. The alternative methods of wireless transmission would have limited bandwidth, lack of ability to retransmit data, poor resolution quality, and difficulty in obtaining a license.

The "no-build" alternative would leave “visual holes” in the existing CCTV system, RMS, and TMS, and would leave a missing communications link in the fiber optic communications network defeating the objectives of the TCRMS.

A Very Small Aperture Terminal (VSAT) satellite system is cost prohibitive and would have limited bandwidth for video transmission. The existing VSAT lease terminated in July 2002, and will not be renewed by the State.

The alternative of installing conduit along the right-of-way line was rejected because of the inaccessibility of maintenance equipment to reach the splice vaults. Fiber splicing must be done in maintenance vehicles, which provide a clean enclosed environment. Also, this alternative was rejected because of the excavation of large quantities of lead contaminated soils, more disruption of landscaping during construction, access to construction equipment, difficulty in connecting to TCRMS elements, and problems encountered jacking under local streets at undercrossings and overcrossings.

## VI OTHER CONSIDERATIONS

### A. Hazardous Waste

A preliminary study was conducted. The potential for lead appears to exist along the outside of unpaved shoulders. A site investigation will be performed during the design stage of this project. The Site Investigation Report will indicate if special provisions are required for handling and disposal/reuse of soil.

### B. Value Analysis

In an effort to provide a cost effective project, several proposed communication options were analyzed, along with the design criteria, to assure the most efficient configurations were used. A Value Analysis Study dated December 28, 1998 was completed. A decision has been made to use single mode fiber optic cable as the backbone of the system. Twisted pair cable will connect to all existing and proposed TCRMS elements.

### C. Resource Conservation

This project will provide a traffic surveillance system. The new communication system will enable operators in the TMC to detect, verify, and manage incidents more efficiently. Overall traffic congestion and delay will be reduced, resulting in less fuel consumption. Accordingly, this project will contribute to the conservation of energy and nonrenewable resources.

During the construction phase existing CMS will be utilized along with signing developed in the Traffic Management Plan to move traffic efficiently through construction zones.

### D. Right-of-Way Issues

All of the proposed work will be done within the existing right-of-way with the exception of pulling new wire in existing conduit, jacking new conduit under public streets and installation of new power cabinets, which will be done in public right-of-way. No additional right-of-way is required. Construction of the proposed TCRMS elements can be performed within the existing right-of-way and without impacting the current road geometry.

### E. Environmental Issues

The project is categorically exempt Class 1, section 1510.1c of Caltrans Environmental Regulations (see Attachments for the Categorical Exemption Sheet).

F. Air Quality Conformity

The proposed project is identified as a Traffic Management System (TMS) project and as such is consistent with the Regional Mobility Plan. At the project level, it will have a positive impact on reducing emissions and improving air quality due to reduction of overall traffic congestion and delay.

G. Title VI - Considerations

This project will not affect low mobility and minority groups. All work with the exception of pulling new wire in existing power cabinets and jacking conduit under public streets will be within the freeway right-of-way. When working in existing power cabinets on public property, every effort will be made to protect access of low mobility groups. Permits to Enter and Construct will be secured from the local jurisdictions for work done on public property. Permit to Enter and Construct shall also be obtained prior to construction. No work will be done on private property.

H. Maintenance Considerations

Equipment installed by this project will require highly specialized maintenance personnel. Maintenance problems with leased telecommunication lines will be reduced or eliminated. Consideration of CCTV sites was based in part on the ability to provide adequate turnout or refuge areas for maintenance vehicles to facilitate safe and convenient access. These pullout areas are also available for use by the California Highway Patrol, emergency vehicles, and the public in general.

Camera poles installed within 9 m of the edge of the traveled way (ETW) will use appropriate protective measures such as metal beam guardrail. Lane closures will be required for access to maintain field equipment where turnouts are not provided.

I. Highway Planting and Irrigation System

Impact to existing highway planting will be minimal. Where planting is disturbed during construction, the site will be restored to its original condition. Pruning/removing of trees may be necessary to maximize camera coverage and CMS visibility. Where trees are removed, replacement trees will be planted. All planting disruption and surface restoration activities will be coordinated with District 7 Landscape Architecture staff.

## VII OTHER CONSIDERATIONS AS APPROPRIATE

### A. Traffic Management Plans

The hours available for contractor's operations will be regulated to off-peak hours and detailed within the special provisions to minimize the impact on existing traffic flows. Special Provisions will regulate the contractor's operations in the event that ramp or lane closures are required and the travelling public will be informed of the time and location where such construction will take place.

### B. Future Design Considerations

The proposed communication system will provide a high degree of expandability. Additional CCTV sites and other TCRMS elements can be easily added at any location within the project limits. The fiber optic and twisted pair cables will have ample spare capacity to accommodate future TCRMS elements along Route 210.

## VIII PROGRAMMING

The project will be funded from the SHOPP and programmed in the fiscal year 2006-2007. It is part of the District 7 Master Plan and the type of work is consistent with the HB4N Program. The projected milestone schedule this project includes a begin design date of June 2005, a PS&E date of August 2006, an RTL date of November 2006, a contract award date of March 2007, and a project completion date of April 2009.

## IX REVIEWS

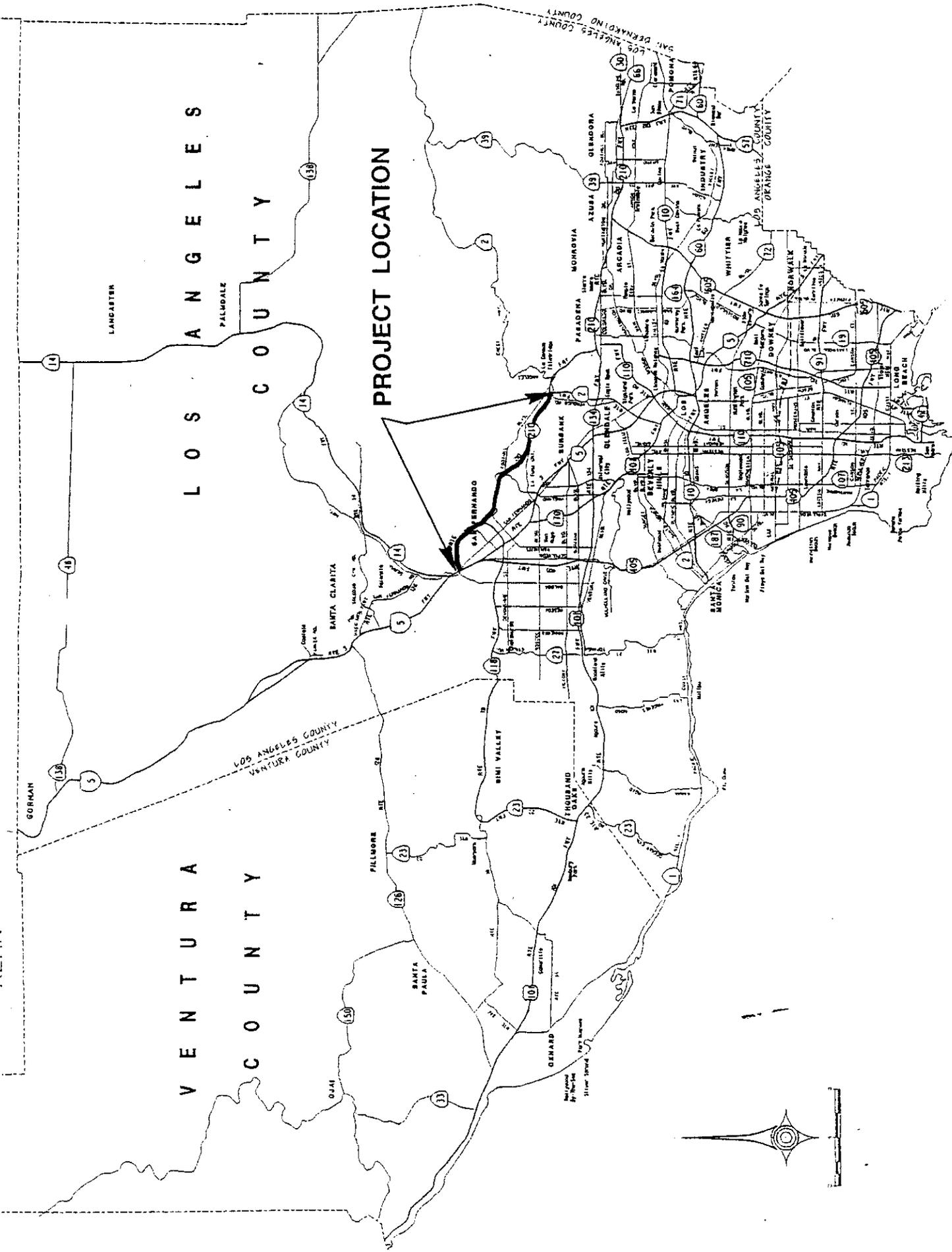
- |                                  |              |
|----------------------------------|--------------|
| A. FHWA Transportation Engineer  | ROBERT CADY  |
| Date reviewed: December 26, 2002 |              |
| B. HQ Traffic Reviewer           | JERRY CHAMPA |
| Date reviewed: December 2, 2002  |              |
| C. HQ Geometric Reviewer         | JD BAMFIELD  |
| Date reviewed: December 6, 2002  |              |

**X PROJECT PERSONNEL**

EDWARD KRAUSE, Project Engineer (Project Delivery) Office of ITS Development	CALNET 647-0270
JACQUELINE C. TAN, Senior Design Engineer Office of ITS Development	CALNET 647-4698
DAREK CHMIELEWSKI, Project Manager Office of Project Management-South	CALNET 647-8485
PETER LIN, Acting Chief Office of ITS Development	CALNET 647-1918
STEVE TRAN SHOPP Program Manager	CALNET 647-0126
JINOUS SALEH , Senior Planner Office of Environmental Planning	CALNET 647-0683
JORGE G. CABRERA, Reviewer Office of R/W Planning & Management	CALNET 647-4800

**XI ATTACHMENTS**

- Area Map
- Location Map/Existing and Proposed Facilities
- TCRMS Elements Cross-Sections
- Cost Estimate
- Categorical Exemption
- R/W Data Sheet
- Hazardous Waste Investigations
- Cover Page of Original Project Report



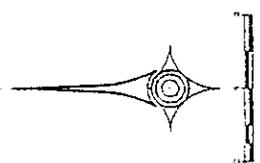
VENTURA COUNTY

LOS ANGELES COUNTY

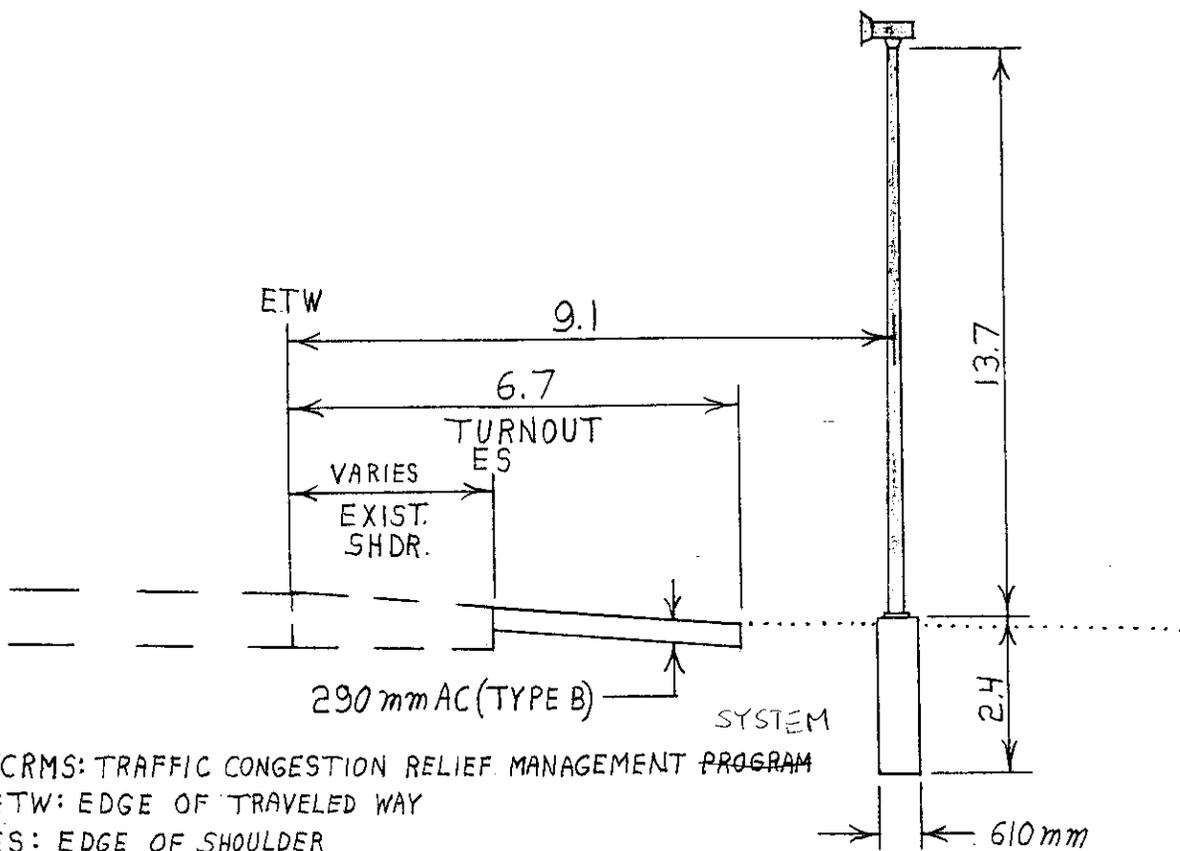
PROJECT LOCATION

AREA MAP

PROJECT 129981



# TCRMS ELEMENTS CROSS SECTIONS



TCRMS: TRAFFIC CONGESTION RELIEF MANAGEMENT PROGRAM

ETW: EDGE OF TRAVELED WAY

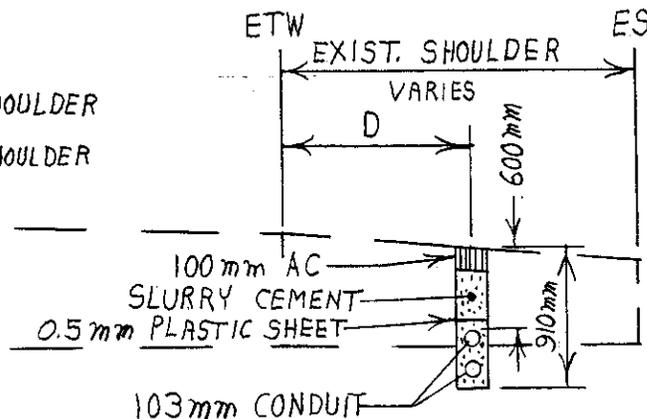
ES: EDGE OF SHOULDER

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

## CLOSED CIRCUIT TELEVISION LOCATION

## COMMUNICATIONS CONDUIT INSTALLATION

D: 1.8 FOR A 3.1 WIDE SHOULDER  
1.3 FOR A 2.4 WIDE SHOULDER



NOTE: PLASTIC SHEET WILL WORK AS A BREAKING PLANE TO REDUCE FUTURE DISTURBANCE DUE TO PAVEMENT REHABILITATION

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**SUPPLEMENTAL PROJECT REPORT COST ESTIMATE SUMMARY**

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07-LA-210  
KP0.0/30.57(PM0.0/19.0)  
EA 129981  
From Route 5 to Route 2

**Project Description:**

**Limits** From Route 5 to Route 2 and ELA, SGV,  
NWK, LAX, NHD Communication HUBs and TMC  
**EA/Program** 129981

**Proposed** Install CCTV & Communication System  
**Improvement (Scope)** \_\_\_\_\_

**Phase** \_\_\_\_\_  
\_\_\_\_\_

**SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY ITEMS	<u>\$11,111,000</u>
TOTAL STRUCTURE ITEMS	<u>\$350,000</u>
SUBTOTAL CONSTRUCTION COSTS	<u>\$11,461,000</u>
TOTAL RIGHT OF WAY ITEMS (Cert. Date 3/1/02)	<u>\$0</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$11,500,000</u>

Reviewed by District Program Manager  Date 3/12/03  
(Signature)

Approved by Project Manager  Date 03/12/03  
(Signature)

Phone No. (213) 897-8485

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EA 129981  
From Route 5 to Route 2

I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Maintenance Turnout <sup>(1)</sup>	<u>4</u>	<u>EA</u>	<u>\$25,000</u>	<u>\$100,000</u>	
Clearing & Grubbing	<u>LS</u>	<u>LS</u>	<u>\$20,000</u>	<u>\$20,000</u>	
Maintenance Turnout <sup>(2)</sup>	<u>24</u>	<u>LS</u>	<u>\$20,000</u>	<u>\$480,000</u>	
			Subtotal Earthwork		<u>\$600,000</u>
 <u>Section 2 Pavement Structural Section</u>					
			Subtotal Pavement Structural Section		<u>\$0</u>
 <u>Section 3 Drainage</u>					
			Subtotal Drainage		<u>\$0</u>

(1) MAINTENANCE TURNOUT AREA FOR CCTV AND CMS LOCATIONS  
(INCLUDES MBGR, RETAINING WALL AND DIKE)

(2) MAINTENANCE TURNOUT AREA FOR RMS LOCATIONS

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 From Route 5 to Route 2

Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Irrigation Modification	1	LS	\$40,000	\$40,000	
Water Pollution Control	1	LS	\$100,000	\$100,000	
Hazardous Waste Mitigation (Aerially Deposited Lead Soil)	1	LS	\$100,000	\$100,000	
Resident Engineer Office	1	LS	\$150,000	\$150,000	
Contractor's Lead Compliance Plan	1	LS	\$5,000	\$5,000	
Subtotal Specialty Items					<u>\$395,000</u>
Section 5 Traffic Items					
Communication Conduit <sup>(3)</sup>	30,000	M	\$150	\$4,500,000	
CCTV Camera	3	EA	\$45,000	\$135,000	
CCTV Camera Upgrade	2	EA	\$15,000	\$30,000	
TMS/RMS	42	EA	\$35,000	\$1,470,000	
Cable Node	2	EA	\$15,000	\$30,000	
Video Node	2	EA	\$60,000	\$120,000	
Data Node	4	EA	\$55,000	\$220,000	
Traffic Signal Interface	11	EA	\$20,000	\$220,000	
Documentation m Testing &	1	LS	\$50,000	\$50,000	
Traffic Management Plan	1	LS	\$70,000	\$70,000	
Traffic Control Systems	1	LS	\$300,000	\$300,000	
Subtotal Traffic Items					<u>\$7,145,000</u>
TOTAL SECTIONS 1 thru 5					<u>\$8,140,000</u>

(3) ESTIMATE INCLUDES CONDUITS, CABLES,  
 PULL BOXES, SPLICE CLOSURES, INNERDUCTS  
 TRAINING AND EQUIPMENT AT HUB

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KP0.0/30.57(PM0.0/19.0)  
EA 129981  
From Route 5 to Route 2

**Section 6 Minor Items**

				<u>Item Cost</u>	<u>Section Cost</u>
Subtotal Sections 1 thru 5	<u>\$8,140,000</u>	x (5%)	=	<u>\$407,000</u>	
					<u>\$407,000</u>

**TOTAL MINOR ITEMS**

**Section 7 Roadway Mobilization**

Subtotal Sections 1 thru 5	<u>\$8,140,000</u>				
Minor Items	<u>\$407,000</u>				
Sum	<u>\$8,547,000</u>	x (10%)	=	<u>\$854,700</u>	
					<u>\$854,700</u>

**TOTAL ROADWAY MOBILIZATION**

**Section 8 Roadway Additions**

Supplemental Work					
Subtotal Sections 1 thru 5	<u>\$8,140,000</u>				
Minor Items	<u>\$407,000</u>				
Sum	<u>\$8,547,000</u>	x (5%)	=	<u>\$427,350</u>	

**ingencies**

Subtotal Sections 1 thru 5	<u>\$8,140,000</u>				
Minor Items	<u>\$407,000</u>				
Sum	<u>\$8,547,000</u>	x (15%)	=	<u>\$1,282,050</u>	
					<u>\$1,709,400</u>

**TOTAL ROADWAY ADDITIONS**

**TOTAL ROADWAY ITEMS**  
(Subtotal Sections 1 thru 8) \$11,111,000

Estimate Prepared By Ed Krause Phone # (213) 897-0270 DATE 11/19/02  
(Print Name)

Estimate Checked By Jackie Tan Phone # (213) 897-4698 DATE 11/19/02  
(Print Name)

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07-LA-210  
KP0.0/30.57(PM0.0/19.0)  
EA 129981  
From Route 5 to Route 2

**II-STRUCTURES ITEMS**

**STRUCTURE**

Conduit Installation on Structure \$350,000

**SUBTOTAL STRUCTURES ITEMS** \$350,000

Railroad Related Costs      N/A      N/A      N/A

**TOTAL STRUCTURES ITEMS** \$350,000

**USE** \$350,000

COMMENTS :

Estimate Prepared By Ed Krause  
(Print Name)

Phone # (213) 897-0270

07-LA-210  
K KP0.0/30.57(PM0.0/19.0)  
E EA 129981  
Fi From Route 5 to Route 2

III. RIGHT OF WAY ITEMS

ESCALATED  
VALUE

- A. Acquisition, including excess lands,  
damages to remainder(s) and Goodwill \_\_\_\_\_
- B. Utility Relocation (State share) \_\_\_\_\_
- C. Relocation Assistance \_\_\_\_\_
- D. Clearance/Demolition \_\_\_\_\_
- E. Title and Escrow Fees \_\_\_\_\_

**TOTAL RIGHT OF WAY ITEMS** \_\_\_\_\_ **\$0**  
(Escalated Value)

Anticipated Date of Right of Way Certification \_\_\_\_\_  
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:  
\_\_\_\_\_  
\_\_\_\_\_

Right of Way Branch Cost Estimate for Work \_\_\_\_\_

COMMENTS:

Estimate Prepared By: \_\_\_\_\_ Phone# \_\_\_\_\_ DATE \_\_\_\_\_  
(Print Name)

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

07-LA-210	0.0/30.57	129981	200211008
Dist.-Co.-Rte. (or Local Agency)	K.P (P.M.)	E.A. (State project)	CE Number

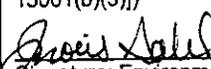
**PROJECT DESCRIPTION:** (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)  
 This project will upgrade the existing Traffic Congestion Relief Management System (TCRMS) on Interstate 210 in the cities of Los Angeles, Glendale, and La Canada Flintridge, Los Angeles County. Proposed components include a fiber optics communication trunkline, closed circuit television, ramp-metering systems, traffic monitoring stations, and will connect to existing TCRMS. No additional right-of-way is required for this project. There are no known archaeological resources in the project area, however, if during project construction cultural materials appear, all work must stop and the District 7 Cultural Resources staff notified. Any work that involves removal of vegetation shall be performed after September 1 and prior to February 28 to avoid impacts to nesting birds. If this is not possible, the contractor shall contact the Engineer one month ahead of such work, so that the engineer may contact the Division of Environmental Planning (213 897-0444) to arrange for a survey to avoid impacts to biological resources. Soil disturbance should be kept to a minimum and all excavated soil re-used on site due to the possibility of aerially deposited lead in the soil. A site-specific ADL site investigation must be performed during the design stage of this project.

**CEQA COMPLIANCE** (for State Projects only)

- Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):
- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
  - There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
  - There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
  - This project does not damage a scenic resource within an officially designated state scenic highway.
  - This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
  - This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION**

Exempt by Statute (PRC 21080)  
 Based on an examination of this proposal, supporting information, and the above statements, the project is:  
 **Categorically Exempt**, Class 1(c), or **General Rule 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 [CCR 15061(b)(3)])

	11-25-02		11-27-02
Signature: Environmental Office Chief	Date	Signature: Project Manager	Date

**NEPA COMPLIANCE** (23 CFR 771.117)

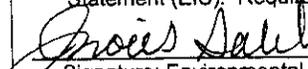
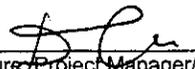
- Based on an examination of this proposal, supporting information, and the following statements.
- This project does not have a significant impact on the environment as defined by the NEPA.
  - This project does not involve substantial controversy on environmental grounds.
  - This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
  - In non-attainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
  - This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

**CALTRANS NEPA DETERMINATION**

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

**PROGRAMMATIC CATEGORICAL EXCLUSION (PCE):** Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

**CATEGORICAL EXCLUSION (CE):** For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

	11-25-02		11-27-02
Signature: Environmental Office Chief	Date	Signature: Project Manager/DLA Engineer	Date

**FHWA DETERMINATION**

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

N/A  
 Signature: FHWA Transportation Engineer      Date

TO Jacqueline C Tan  
 ATTN Edward Krause  
 PHONE 213-897-0270  
 SENIOR R/W P&M  
 ROUTE LA 210  
 PM\_KM 0.0/19.0.0.0/30.57  
 EA 129981  
 ALT

R/W DATA SHEET

Date of Data Sheet 10/20/2005  
 WBS  
 REVISED  
 UPDATED  
 PROJ\_DESC 07-LA-210 Route 5 to Route 2

ID NO  
 1076

This cost estimate is pursuant to the following statements which are based on information provided by Jacqueline C Tan.

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.

Residential displacement is not involved .

Utility facilities or Utility Right of Way are not affected.

Railroad facilities or R.R. Right of Way are not affected.

Right of Way work will be performed by Caltrans staff.

Major items of Construction Contract Work are anticipated

No material borrow and/or disposal sites are not required.

There are no potential relinquishments and/or abandonments.

There are potential hazardous waste parcels

Time constraints precluded a detailed cost estimate.

The time schedule provided by the requesting party allowed for a field inspection.

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	NONE	NONE
Clearance	NONE	NONE
RAP (cont rate.)	NONE	NONE
Escrow costs (cont rate.)	NONE	NONE
Utility relocation costs	NONE	NONE
Total estimated cost	NONE	NONE

ESCALATION RATE RW .07  
 ESCALATION RATE Utilities  
 CERT.DATE 6/1/06

**According to Edward Krause, no RW is required for this job.**



		<u>DATE</u>
Right of Way Estimate prepared by	<u>STEVE FLORES</u>	<u>6/22/05</u>
Railroad Estimate prepared by	<u>Bob Thorpe</u>	<u>6/28/05</u>
Utilities Estimate prepared by	<u>Butch Mateo</u>	<u>9/12/05</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 \_\_\_\_\_

ADDITIONAL UTILITIES


TO Jacqueline Tan  
 ATTN Ed Krause  
 PHONE 213-897-0270  
 SENIOR R/W P&M Jorge Cabrera  
 ROUTE LA 210  
 PM\_KM 0.0/19.0, 0.0/30.57  
 EA 129981  
 ALT

**R/W DATA SHEET**

WBS  
 REVISED  
 UPDATED  
 DATE 7/16/2002  
 PROJ\_DESC From Route 5 to Route 2

**ID NO  
 354**

**This cost estimate is pursuant to the following statements which are based on information provided by Jacqueline Tan.**

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**RW COST ESTIMATE**

	<b>CURRENT VALUE</b>	<b>ESCALATED VALUE</b>
R/w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	NONE	NONE
Clearance	NONE	NONE
RAP (cont rate.)	NONE	NONE
Escrow costs (cont rate.)	NONE	NONE
Utility relocation costs	NONE	NONE
<b>Total estimated cost</b>	<b>NONE</b>	<b>NONE</b>

ESCALATION RATE RW .07  
 ESCALATION RATE Utilities

CERT.DATE 3/31/06  
 Date of this Data Sheet 12/18/02  
 YEARS TO CERT DATE 3.71







## Memorandum

To: Jacqueline C. Tan  
Senior Transportation Engineer  
Office of ITS Development

Date: September 19, 2002  
File: LA-210 KP 0.0/30.57  
(PM 0.0/19.0)  
Installation TCRMS  
EA: 129981

From: **DEPARTMENT OF TRANSPORTATION**  
Office of Environmental Engineering & Feasibility Studies  
Hazardous Waste Unit, North Region

Subject: Request for Technical Studies (Hazardous Waste Assessment)

This is in response to your memorandum dated August 22, 2002 requesting Hazardous Waste Assessment for the above-referenced project. This project proposes the installation of a Traffic Congestion Relief Management System (TCRMS) along the Route 210. The work involves installation of two 102 (mm) communication conduits in the freeway shoulder, placing pile foundations for camera poles, installing ramp metering system at 31 locations, and installing turnouts for maintenance access from the freeway. Based on the Draft Supplement Project Report provided to our office, our findings are as followed:

### Communication Conduit and Pile Foundations Installation

The major communication conduit will be installed between edge of shoulder (ES) and edge of travel way (ETW) which covers with asphalt. There is no potential of hazardous waste (HW) concern if soil was excavated under asphalt. If soil was excavated in turnout areas without paved asphalt the potential of HW contamination of aerially deposited lead (ADL) may exist at these locations. Due the nominal volume of soil to be excavated, a site investigation for ADL is not necessary. All excavated soil shall be re-used on-site. Since the potential of ADL contamination the contractor should prepare a project specific Lead Compliance Plan in accordance with the Specific Provisions to prevent or minimize worker exposure to lead in the soil. All appropriate provisions for workers and public safety relative to ADL should be included in the Special Provisions. Based on Headquarters recommendation a budget of \$4,500 shall be allocated for the lump sum cost of the Contractor's Lead Compliance Plan.

### Ramp Metering System Installation

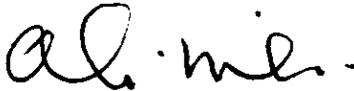
No soil excavation will be involved during installation of ramp metering systems. There is No potential of hazardous waste concern.

### Maintenance Turnout Areas

Soil excavation in turnout areas will approximately 45 to 65 cubic meters per location. The potential of HW contamination of ADL may exist at these turnout areas. As mentioned in the Draft Supplement Project Report (page 7, Hazardous Waste), a detailed ADL site investigation need to be performed during design stage of this project. In addition, no record shows any ADL site investigation reports were performed within the project limit. Please submit the request and

provide layout plan including turnout areas and cross-section plan for our ADL site investigation. Please note that the study will commence upon receipt of the request and it may take about three (3) months to have the final site investigation report if any new Task Order is submitted now. The ADL site investigation report will indicate if special provisions are required for handling and disposal/reuse of soil.

Please inform us of any changes made to the scope of work. If you should have any question or need additional information, please contact me at extension 7-3640 or Jack Liu of my staff at 7-1350.



Ali Nili, Registered Geologist  
Hazardous Waste Unit, North Region

- cc. Jinous Saleh, Chief, Office of Environmental Planning
- Ed Krause, Project Engineer, Office of ITS Development
- Garrett Damrath, Environmental Planner, Office of Environmental Planning



**PROJECT REPORT**

**APPROVED BY:**

*C.J. O'Connell*

C.J. O'CONNELL  
District Division Chief  
Division of Operations

*5/14/95*

*5/14/95*  
Date

7-LA-2 14.5/24.6  
Route 5 to Route 210

7-LA-14 R24.7/R74.2  
Route 5 to Route 48 (Avenue D)

7-LA-30 R0.0/R2.7  
Route 210 to Route 66 (Foothill Blvd.)

7-LA-47/103 R0.0/4.6 & 0.0/1.6  
From Route 110 to Willow Street

7-LA-60 R25.4/R30.5  
Route 57 North to San Bernardino  
County Line

7-LA-71 R0.33/4.8  
From Route 10 to San Bernardino  
County Line

7-LA-134 0.0/R13.4  
Route 101 to Route 210

7-LA-210 R0.0/R48.6  
Route 5 to Route 10

**APPROVAL RECOMMENDED BY:**

*Gregory B. Damico*

GREGORY B. DAMICO, P.E.  
Project Manager  
Office of IVHS Development

*4-20-95*

Date

**CONCURRED BY:**

*Patricia P. Perovich* *5/16/95*

PATRICIA P. PEROVICH, P.E. Date  
Chief, Office of IVHS Development

ELA, NHD, SGV, NWK, LAX  
Communication Hubs

CCTV, CMS, HAR, RMS, TMS, AVC,  
VSAT Satellite Hub, FSE and  
Communication System

District 7 TMC

07393-129900  
HB4N  
TOS #4  
T-6378

Category 242