07 - LA - 710 – PM (5.4/6.8)
20.20.201.120, HA 22
EA 27550K
December 2009

PROJECT SCOPE SUMMARY REPORT (ROADWAY REHABILITATION)

On Route 710

Between 0.2 mile north of Ocean Boulevard

And 0.1 mile south of Route 1 (Pacific Coast Highway)

I have reviewed the right of way information contained in this Project Scope Summary Report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:

Andrew P. Nierenberg, Deputy District Director - Right of Way

APPROVAL RECOMMENDED:

John Vassiliades, Project Manager

CONCURRED BY:

for William H. Reagan, Deputy District Director-Design

APPROVED:

RICHARD D. LAND, Interim District Director

12/30/09
Date

07 - LA - 710 – PM (5.4/6.8)
20.20.201.120, HA 22
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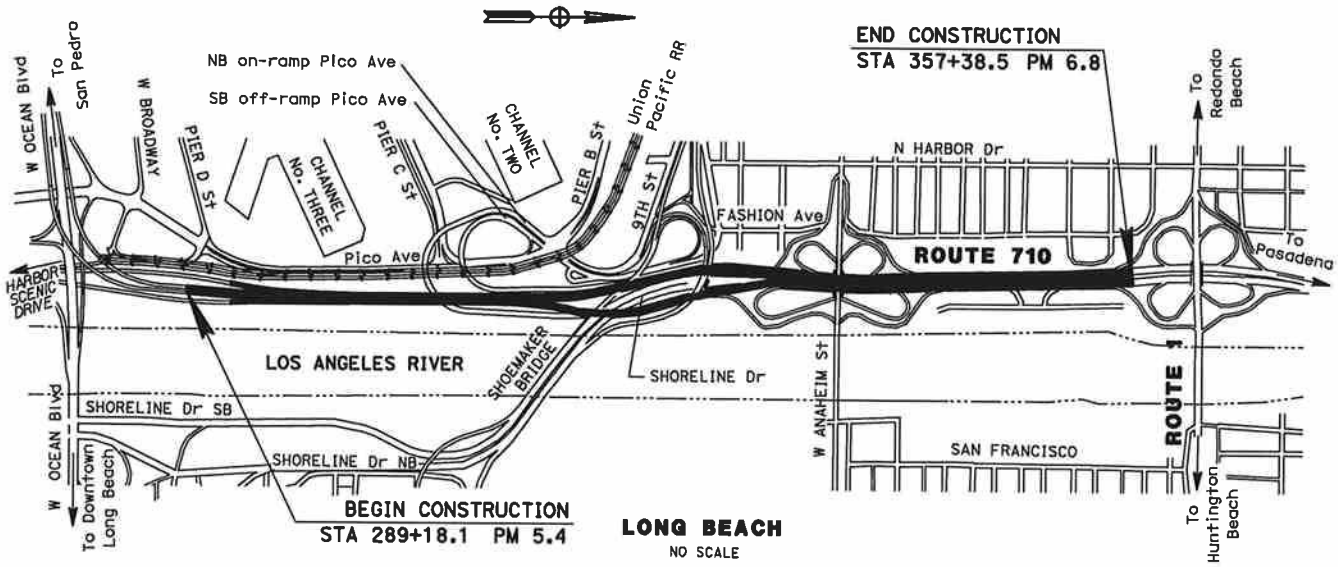


On Route 710

Between 0.2 mile north of Ocean Boulevard

And 0.1 mile south of Route 1 (Pacific Coast Highway)

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

REGISTERED CIVIL ENGINEER

12/10/2009
DATE

Table of Contents

1. INTRODUCTION AND BACKGROUND

Route 710 is a north-south route, interregional commute corridor that links the Los Angeles Central Business District (CBD) with the Long Beach area. It provides access to the Port of Long Beach, the Port of Los Angeles, and the Catalina Island ferries. Due to the major ports and terminals, this facility serves a large volume of truck traffic.

This project comprises the pavement rehabilitation of Route 710 between the limits of PM 5.4 to PM 6.8 from Ocean Boulevard to Route 1 (Pacific Coast Highway). This segment was originally built and maintained by the City and Port of Long Beach until it was relinquished to the state on July 25, 2000. The rehabilitation strategy selected will greatly reduce short and long-term user costs due to delays (during construction and after completion of the project). It will also ensure driver and worker safety during construction.

This is the sixth major pavement rehabilitation project of Route 710. The first segment, from Route 1 (Pacific Coast Highway) to I-405 (San Diego Freeway), was completed in 2003. The second segment, from the Route 710/I-405 separation to south of Imperial Highway OC, is currently under construction and will be completed in April 2010. The third segment, south of Imperial Highway OC to south of Firestone Blvd OC, is currently under construction and will be completed in 2011. The fourth segment, south of Firestone Blvd OC to south of Slauson OC is also under construction and will be completed in 2012. The fifth segment, from south of Slauson OC to Route 10 is currently in PS&E stage.

Project Limits	07-LA-710-PM 5.4/6.8
Capital Costs:	$ 30.2 million
Right of Way Costs:	$0.2 million
Funding Source:	SHOPP, HA 22
Number of Alternatives:	4
Recommended Alternative	Alternative 1
Type of Facility	Freeway
Number of Structures:	1
Anticipated Environmental Determination/Document:	Categorical Exemption/Categorical Exclusion

2. RECOMMENDATION

It is recommended to replace the existing asphalt concrete (AC) surface with Precast Panel Concrete Pavement (PPCP) for the mainline and shoulders. The advantages of using PPCP include:

- Minimal maintenance expected in order to achieve at least a 40-year pavement life cycle.
- The concrete panels are built under controlled conditions thus guaranteeing the quality of the end product.
- PPCP provides a thinner overall structural section compared to pour in place Portland Cement Concrete or Asphalt Concrete.
- Roadway excavation is considerably reduced due to the thinner pavement structural section.
- Conflict with existing underground utilities is reduced due to the thinner structural section.
- Faster construction greatly reduces lane closure duration.

3. PURPOSE AND NEED STATEMENT

Need:

This portion of Route 710 has a pavement structural section that is not adequate for existing and future high heavy truck traffic loads. It was built and maintained by the City and Port of Long Beach until relinquished to the state in 2000. Contract 07-2203U4 (completed April 24, 2008) cold planed and overlaid 0.2' of asphalt concrete in order to improve riding conditions of the deteriorated roadway surface. It also replaced a large portion of the existing median concrete barrier (Type 50) with a new median concrete barrier (Type 60). Frequent resurfacing will be required in order to maintain the roadway at a safe ride level. However, frequent resurfacing will not prevent structural failure of the pavement due to the high volume of heavy trucks carried by the roadway. A long lasting rehabilitation strategy is needed to preserve the integrity of the facility.

Purpose:

The purpose of this project is to rehabilitate the existing pavement with a roadway structural section that will provide a service life of at least 40 years. The rehabilitation strategy selected will minimize maintenance cost and user delays derived from frequent maintenance and construction operations. The new pavement structural section will be able to carry current as well as future increases in loads of heavy truck traffic. Also, by placing Precast Panel Concrete Pavement (PPCP), exposure of maintenance personnel to live traffic will be greatly reduced since roadway maintenance will not be frequently required.

4. EXISTING FACILITY, DEFICIENCIES, AND TRAFFIC DATA

4A. ROADWAY GEOMETRIC INFORMATION

Facility			Through Traffic Lanes			Paved Shoulder Width		Median	Shoulder is a Bicycle Lane (Y/N)	Bicycle Route	Facilities Adjacent to the Roadbed
	Location Post Mile	Curve Radius	No. of Lanes	Lane Width	Pvmt Type (Flex, Rigid, or Composite)	Lt	Rt	Width	Width	(Y/N)	(Code)
Existing	5.54 -5.87	Tangent	6	12	Flex	8	7	10	N	N	L
Proposed	5.54 –5.87	Tangent	6	12	Rigid	8	8	12	N	N	L
Existing	5.87-5.92NB	1398	3	12	Flex	5	5	N/A	N	N	L
Proposed	5.87-5.92NB	1853	3	12	Rigid	10	10	N/A	N	N	L
Existing	5.92-5.95NB	2340	3	12	Flex	5	5	N/A	N	N	L
Proposed	5.92-5.95NB	2340	3	12	Rigid	10	10	N/A	N	N	L
Existing	5.95-5.97NB	2864	3	12	Flex	5	5	N/A	N	N	L
Proposed	5.95-5.97NB	2864	3	12	Rigid	10	10	N/A	N	N	L
Existing	5.97-6.04NB	1280	3	12	Flex	3	8	N/A	N	N	L
Proposed	5.97-6.04NB	1280	3	12	Rigid	5	10	N/A	N	N	L
Existing	6.04-6.15NB	1449	3	12	Flex	4	10	N/A	N	N	L
Proposed	6.04-6.15NB	1449	3	12	Rigid	10	10	N/A	N	N	L
Existing	5.87–5.94SB	1400	3	12	Flex	4	8	N/A	N	N	L
Proposed	5.87–5.94SB	1400	3	12	Rigid	5	8	N/A	N	N	L
Existing	5.94–6.05SB	Tangent	3	12	Flex	4	8	N/A	N	N	L
Proposed	5.94–6.05SB	Tangent	3	12	Rigid	5	8	N/A	N	N	L
Existing	6.05–6.15SB	2053	3	12	Flex	4	8	N/A	N	N	L
Proposed	6.05–6.15SB	2053	3	12	Rigid	10	10	N/A	N	N	L
Existing	6.15– 6.55	1236	6	12	Flex	8	8	14	N	N	L
Proposed	6.15–6.55	1236	6	12	Rigid	10	10	14	N	N	L
Existing	6.55–6.8	5000	6	12	Flex	8	8	14	N	N	L
Proposed	6.55–6.8	5000	6	12	Rigid	10	10	14	N	N	L
Standard	Min. 3R Stds.		6	12	Flex, Rigid, or Composite	10	10	22	N	N	L

Code for Column "Facilities Adjacent to the Roadbed":
L: Landscaped area

4B. CONDITION OF EXISTING FACILITY

The latest available pavement condition survey was completed in 2007 (Refer to 2007 Pavement Condition Survey Inventory Data, Attachment E). The survey lists extensive alligator B cracking in both directions of the freeway and areas with patching, fine ravel, and poor ride. However, contract 07-2203U4 (completed April 24, 2008) cold planed and overlaid 0.2' of asphalt concrete consequently changing the roadway surface conditions described in the survey. Signs of pavement distress have already appeared at various locations.

Deflection Study Results: Deflection Study will be performed during the PS&E stage.

(1) Shoulder Data

The existing inside and outside shoulders are constructed with asphalt concrete (AC). The outside shoulders range from 4 ft to 11 ft. Both inside and outside shoulders will be repaved to extend their service life and will be widened to meet current standard where possible.

Condition:
Shoulders appear to be in good condition based on field observations.

Deficiencies:
Shoulders do not meet current standard width at most locations.

(2) Pedestrian Facility Data

There are no pedestrian facilities within the project limits.

(3) Bicycle Path Data

There are no bicycle facilities within the project limits.

4C. STRUCTURES INFORMATION

Structures	Width Between Curbs			Replace Bridge Railings	Vertical Clearance			Work Identified in STRAIN	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
Name/No.	Exist	3R Std	Prop	(Y or N)	Exist	3R Std	Prop	(Y or N)	(Y or N)	(Y/N)	#
BR 53-C0923	94 ft	114 ft	94 ft	N	N/A	N/A	N/A	Y	N	N	N/A

The bridge inspection report dated March 24, 2008, recommends repairing all deck spalls, installing G-11 guide signs, and seismic retrofit of the bridge with an estimated cost of $ 1.7 million (see Attachment M). However, the scope of this project is limited to roadway rehabilitation and does not include any bridge structural work.

4D. VEHICLE TRAFFIC DATA

Present Year ADT	152,000	10-Year ADT	160,930
Construction Year ADT	167,200	20-Year ADT	177,023
DHV	13,680		
D	0.50	% Trucks	16.06%
T.I. (10-Year)	15	ESAL (10-Year)	57,331,560
T.I. (20-Year)	16	ESAL (20-Year)	129,906,528

Safety Field-Review 6/29/2009
(Date)

Latest 3-Year Accident Data:

Route 710	ACCIDENT RATE					
PM 5.0/7.0	ACTUAL			AVERAGE		
Location	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
NB Route 710 PM 5.4 to 6.8	0.014	0.24	1.39	0.008	0.25	0.81
SB Route 710 PM 5.4 to 6.8	0.028	0.24	0.72	0.008	0.25	0.81

Source: TSN Selective Record Retrieval for the period of 10/01/2005 to 09/30/2008

Location(s) of Accident Concentration: Northbound PM 6.201 to 6.401 Table C

NB 710: The TASAS history analysis revealed a total of 98 collisions in the three-year period ending September 30, 2008, within the project limits. Of the 98 total collisions, 1 involved a fatality, 16 involved injuries, and 81 involved property damages only (PDO). The primary collision factors identified were: Other violations (37), speeding (29), improper turn (14), not stated (6), influence of alcohol (5), other than driver (5), and unknown (2). With respect to road conditions, 86, 10, and 1 collisions occurred when the roadway was dry, wet, and slippery, respectively. Most of the collisions reported (94) took place when there was no unusual roadway condition and 3 collisions occurred at construction/repair zones. There were 59 collisions that occurred in daylight, 26 in dark with street lighting, 9 in dark with no street lighting, 3 in dusk/dawn, and 1 not stated. The types of collisions of 98 accidents were: 41 sideswipes, 27 rear-endings, 21 hit objects, 4 broadsides, 3 other, 1 overturn, and 1 head-on. Most of the hit-object collisions involved other vehicles, dikes/curbs, median barriers, light/signal poles, and signposts. The total actual accident rate within the project limits is higher than that of the statewide total average accident rate.

SB 710: The TASAS history analysis revealed a total of 51 collisions in the three-year period within the project limits. Of the 51 total collisions, 2 involved fatalities, 15 involved injuries, and 34 involved property damages only (PDO). Majority of the primary collision factors identified were speeding (17), other violations (17), improper turn (11), influence of alcohol (2), other than driver (2), and not stated (2), where 45, 5, and 1 collision(s) occurred when the roadway was dry, wet, and not stated, respectively. Most of the collisions reported (41) took place when there was no unusual roadway condition and 6 collisions occurred at construction/repair zones. There were 30 collisions, which occurred in daylight, 17 in dark with street lighting, 4 in dark with no street lighting, 4 in dusk/dawn, and 2 were not stated. The types of collisions of 51 accidents were: 20 sideswipes, 14 rear-endings, 12 hit objects, 3 head-ons, 1 overturn, and 1 broadside. Most of the hit-object collisions involved other vehicles, dikes/curbs, median barriers, and guardrails. The total actual accident rate within the project limits is lower than that of the statewide total average accident rate.

Corrective Strategy:

This pavement rehabilitation project includes the following safety improvements:

- Installation of reflectors on median concrete barrier and concrete barrier along shoulders.
- Replacement of object markers where necessary.
- Placement of "Chevron" striping in the gore area of each on and off ramp.
- Existing concrete median barrier (Type 50) will be replaced with a concrete barrier (Type 60).
- Widening of the roadway to provide standard 10.0 ft shoulders where possible. This will improve horizontal stopping sight distance and safe refuge areas for errant or stalled vehicles and California Highway Patrol operations.
- Lowering of the southbound roadway profile at the Anaheim OC to eliminate the nonstandard vertical clearance.
- Upgrading of all non-standard metal beam guard railing, their end treatments, and crash cushions to conform to the requirements of the National Cooperative Highway Research Program (NCHRP) Report 350.
- Correction of the roadway super elevation and cross slopes to current standards to provide a safer and a more comfortable riding surface.
- Construction of Maintenance Vehicle Pullouts (MVP) to provide safe parking areas for maintenance vehicles.

4E. MATERIALS

The existing AC pavement will be replaced with 0.75' Precast Panel Concrete Pavement (PPCP) over 0.50' of Lean Concrete Base-Rapid Setting (LCB-RS) for the mainline and shoulders following the recommendations from the District's Materials Investigations unit (see Attachment H).

5. CORRIDOR AND SYSTEM COORDINATION

The following summarized projects on Route 710 may have an impact and should be coordinated with this project. The projects are currently in the PID, PA&ED, or PS&E phase.

EA 255901: 07-LA-710 (PM 05.6/24.2) Upgrade Median Barrier

This is a safety project to upgrade the concrete median barrier on Route 710 at two segments within the project limits. The scope of work includes removing the existing concrete median barrier (Type 50), constructing concrete median barrier (Type 60), reconstructing median areas with PCC, relocating butterfly signs in the median to the outside shoulders, and installing lighting at curves. The project has a ready to list date of April 22, 2011, and a construction contract acceptance date of January 24, 2014.

EA 22830K: 07-LA-710 (PM 03.7/05.0) Bridge Replacement

The Port of Long Beach proposes to replace the existing Gerald Desmond Bridge. The new bridge will provide six lanes adjacent to the existing bridge. It will tie in at the southern end of Route 710 with Route 47 (Terminal Island Freeway). Existing Route 710 connectors will be demolished after completion of the new connectors. This project has a ready to list date of February 28, 2013, and a contract acceptance date of May 10, 2019.

EA 249900: 07-LA-710 (KP 7.9/40.1) I-710 South Expansion

The limits of this project are from the Ports of Los Angeles and Long Beach to Cesar Chavez Overcrossing in East Los Angeles, along the I-710 Corridor. This project proposes to widen the I-710 Freeway by adding one mixed flow lane in each direction and the construction of a freight movement corridor that includes two truck lanes in each direction with the option of providing a facility for use by "zero emission" trucks which include overhead electrical catenaries and wayside power. Several interchanges along the Corridor will also be reconstructed. Los Angeles Metropolitan Transportation Authority, as a leading agency, hired consultants in July 2007 for the execution of the engineering as well as the environmental studies, which are currently underway. The target completion date for the Final Environmental Document and the Project Report is Fall 2011.

6. SELECTED ALTERNATIVE

6A. REHABILITATION STRATEGY

- The existing AC pavement will be replaced with 0.75' Precast Panel Concrete Pavement (PPCP) over 0.50' of Lean Concrete Base-Rapid Setting (LCB-RS) for the mainline and shoulders.
- The profile will be maintained throughout most of the project except for the segment under Anaheim Street OC where it will be lowered to provide standard vertical clearance.
- Inside and outside shoulders will be widened to current standards where possible.
- Existing median concrete barrier (Type 50) will be replaced with median concrete barrier (Type 60).
- Reflectors will be installed on concrete barriers for both medians and shoulders.
- All non-standard metal beam guard railing, their end treatments, and crash cushions will be upgraded to conform to the requirements of the National Cooperative Highway Research Program (NCHRP) Report.
- Object markers will be fixed or replaced wherever necessary.
- "Chevron" striping will be placed on the gore area of each of the on/off ramps.
- Drainage facilities will be upgraded or adjusted as needed.
- Intelligent Transportation System (ITS) elements will be installed.
- Maintenance Vehicle Pullouts (MVP) will be constructed.

6B. DESIGN EXCEPTIONS

Stopping sight distance, shoulder width, and horizontal clearance, median width, location of exit and entrance ramps, and deceleration length are some of the features not meeting current standards that have been identified. The Fact Sheet Exceptions to Mandatory and the Fact Sheet Exceptions to Advisory Design Standards are currently being prepared and will be approved prior to PS&E.

6C. ENVIRONMENTAL COMPLIANCE

This project is categorical exempt/categorical exclusion (CE/CE). See CE/CE document (Attachment F.)

6D. HAZARDOUS WASTE DISPOSAL SITES

Disposal sites for Aerially Deposited Lead (ADL) contaminated soil will be determined during the design phase. Yellow thermoplastic traffic striping that contain lead and chromium will require special handling during removal and subsequent disposal. Lead Compliance Plan will be required and shall contain the elements listed in Title 8, California Code of Regulations, Sections 1532.1(e)(2)(B) and 1532.2.

6E. OTHER AGENCIES INVOLVED

Permits from the Port/City of Long Beach and California Coastal Commission may be required during construction. Other agencies may be involved during the PS&E phase.

6F. MATERIAL DISPOSAL SITES

Materials containing hazardous levels of lead shall be transported and disposed in conformance with Federal and State laws and regulations and county and municipal ordinances and regulations. The disposal site will need to be identified during the PS&E phase.

6G. HIGHWAY PLANTING AND IRRIGATION

The existing roadside landscaping will be impacted by shoulder work. Therefore, erosion control, replanting, repair of the existing irrigation system, and plant establishment work will be required. Aesthetic treatment for the median barriers will be included in the project.

6H. ROADSIDE DESIGN AND MANAGEMENT

Not applicable.

6I. STORMWATER COMPLIANCE

Funding has been allocated for the placement of permanent treatment BMPs. Further study will be conducted during PS&E stage to determine the feasibility of the recommended BMPs and their locations indicated in the Storm Water Data Report (See Attachment K).

6J. RIGHT OF WAY ISSUES: UTILITY ISSUES

Multiple underground utilities (oil, gas, and water) traverse the facility at various locations. Funding has been allocated for potholing such utilities as identified in the Right of Way Data Sheet (See Attachment G).

6K. RAILROAD INVOLVEMENT

Railroad lines run parallel to the west side of Route 710 from Ocean Boulevard to Shoreline Drive. All project work will remain within the state right of way. Therefore, no railroad involvement is anticipated.

6L. SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES

Metal beam guard railing will be salvaged and recycled.

6M. PROLONGED TEMPORARY RAMP CLOSURES

Ramp closures will be required during non-peak hour weekdays and all day Saturday and Sunday. It is expected that traffic detours will be required for the pavement work. Project specific closure charts will be developed during the PS&E phase.

6N. RECYCLED MATERIALS

The project will generate approximately 40,000 cubic yards of asphalt concrete and Class 3 aggregate base. Material not recycled on site will be sent to mixing plants for recycling.

6O. LOCAL AND REGIONAL INPUT

The City and Port of Long Beach will be contacted during PS&E during the preparation of the Transportation Management Plan (TMP).

6P. CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT

The consequences of not doing this entire project will be continued deterioration of the pavement surface and the structural section, lower riding quality, negative impact on the safety of users, and increased maintenance cost. Future rehabilitation costs will increase unpredictably.

6Q. ALTERNATIVES STUDIED

There are four alternatives for this pavement rehabilitation project:

1. **Precast Panel Concrete Pavement (PPCP) Structural Section**. The cost of this alternative is $30.4 million. It provides a thinner structural section, thus requiring less roadway excavation. Construction and roadway closures time is reduced. Although the initial cost is higher than the other alternatives, lower maintenance will be required during the forty years expected life of the roadway. Reduced roadway closure time during construction and the life of the roadway translates into many hours saved by users in traffic delays.

2. **Rapid Strength Concrete (RSC) Structural Section**. The cost of this alternative is $28.6 million. This alternative is not recommended due to its constructability. By using this strategy, the entire freeway structural section needs to be rebuilt. Also, quality control for the rapid strength concrete will be difficult and is not guaranteed. Therefore, the final product may not be able to meet the design criteria.

3. **Hot Mix Asphalt (HMA) Structural Section**. The cost of this alternative is $28.4 million. It is not recommended to use this alternative because of high roadway excavation in order to maintain the existing freeway profile. In addition, significant maintenance in the future is expected to achieve the forty years life cycle.

4. **No build**. This alternative will have as a consequence continued deterioration of the pavement surface and the structural section leading to continuous repairs, lower riding quality, and a negative impact on the safety of users and maintenance personnel. Future rehabilitation costs will increase unpredictably.

7. TRANSPORTATION MANAGEMENT

7A. TRANPORTATION MANAGEMENT PLAN (TMP)

Transportation Management Plan will be prepared during the PS&E phase. See preliminary TMP data sheet, Attachment L.

7B. VEHICLE DETECTION SYSTEMS

Vehicle detection systems are being incorporated in this project. A total of four Ramp Metering Systems (RMS) and loops will be installed at Anaheim Street. Traffic Monitor System (TMS) and loops will be installed near Ocean Boulevard. Actual locations will be determined during PS&E.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

This pavement rehabilitation project is categorically exempt and categorically excluded. See signed (CE/CE) document (Attachment F).

Date Approved: 10/26/09

9. FUNDING/SCHEDULING

9A. COST ESTIMATE

The total project cost estimate is $30.4 million. Following are the project's major component costs: Recommended structural section (Precast Concrete Pavement, base, and excavation) cost is $13.3 million. Traffic items (TMP, ITS, Lighting) cost is $4.2 million. Highway Planting and Permanent BMP's cost is $2.2 million. See attached five page cost estimate (Attachment I).

9B. PROJECT SUPPORT

	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		Design 1 Phase		Right of way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	0.3	0.2	11	2.6	0.1	0.1	23.7	2	40
Estimated PS $'s	52.8	35.2	1936	457.6	17.6	17.6	4171	352	7040
Estimated PYE $'s ($1000's)									0
Total $'s	52.8	35.2	1936	457.6	17.6	17.6	4171	352	7040

9C. PROJECT SCHEDULE

Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	07/31/2009
Regular Right of Way	07/31/2009
Project PS&E	03/18/2013
Right of way Certification	02/08/2012
Ready to List	09/25/2013
Approve Contract	03/07/2014
Contract Acceptance	11/09/2016
End Project	10/26/2017

10. FEDERAL COORDINATION

This Report has been reviewed by Eric Worrell on November 6,2009. Per Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), this project is eligible for federal-aid funding and is considered to be STATE-AUTHORIZED under current FHWA-Caltrans Stewardship Agreements.

11. PROJECT REVIEWED BY:

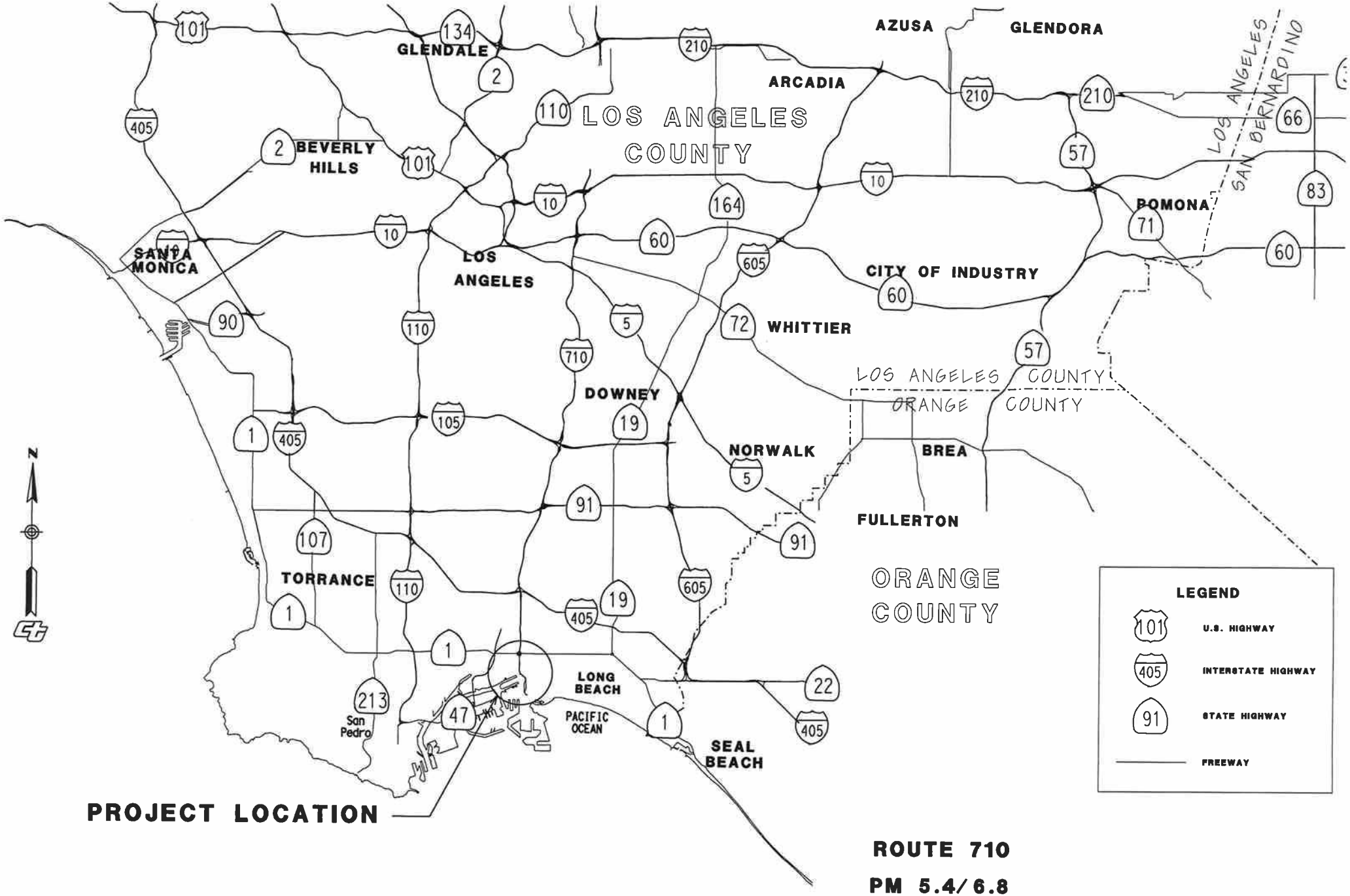
District Maintenance:	Xerxes Banduk	Date	11/05/2009
District Safety:	Yunus Ghausi	Date	06/29/2009
District Materials	Kirsten Stahl	Date	07/06/2009
HQ Design Coordinator/Reviewer:	JD Bamfield	Date	09/29/2009
FHWA:	Eric Worrel	Date	11/06/2009

12. ATTACHMENTS

A. Vicinity Map
B. Strip Map
C. Title Sheet and Layouts
D. Typical Cross Sections
E. Pavement Management System Inventory Data
F. Categorical Exemption/Categorical Exclusion
G. Right of Way Data Sheet
H. Structural Section Recommendation
I. Cost Estimate
J. Hazardous Waste Assessment
K. Storm Water Data Report (Cover Sheet)
L. TMP Data Sheet
M. Bridge Inspection Report
N. Accident Data

ATTACHMENT A

Vicinity Map



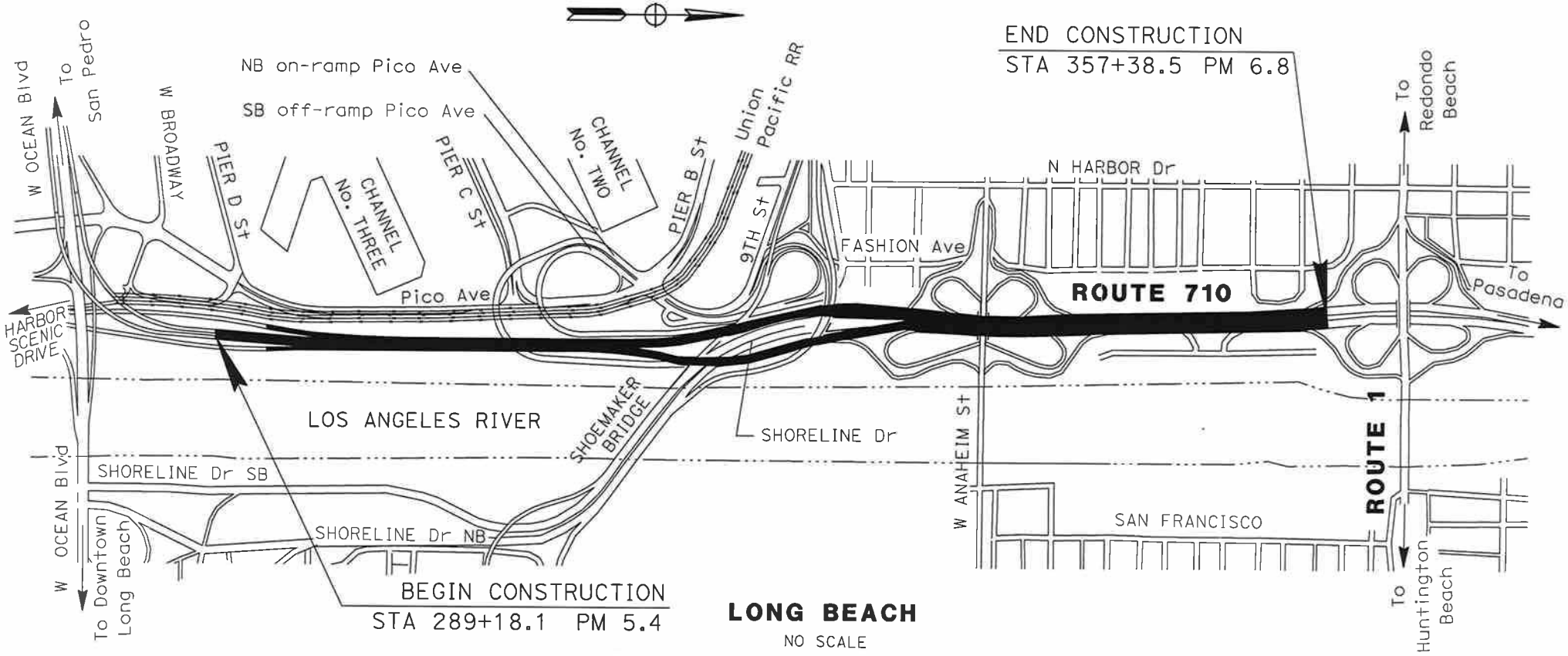
ROUTE 710

PM 5.4/6.8

VICINITY MAP

ATTACHMENT B

Strip Map


END CONSTRUCTION
STA 357+38.5 PM 6.8
NB on-ramp Pico Ave
SB off-ramp Pico Ave
W OCEAN Blvd
To San Pedro
W BROADWAY
PIER D St
CHANNEL No. THREE
PIER C St
CHANNEL No. TWO
PIER B St
Union Pacific RR
9TH St
N HARBOR Dr
FASHION Ave
To Redondo Beach
Pico Ave
ROUTE 710
To Pasadena
HARBOR SCENIC DRIVE
LOS ANGELES RIVER
SHOEMAKER BRIDGE
SHORELINE Dr
W ANAHEIM St
ROUTE 1
SHORELINE Dr SB
SHORELINE Dr NB
SAN FRANCISCO
W OCEAN Blvd
To Downtown Long Beach
To Huntington Beach
BEGIN CONSTRUCTION
STA 289+18.1 PM 5.4
LONG BEACH
NO SCALE

ATTACHMENT C

Title Sheet and Layouts

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

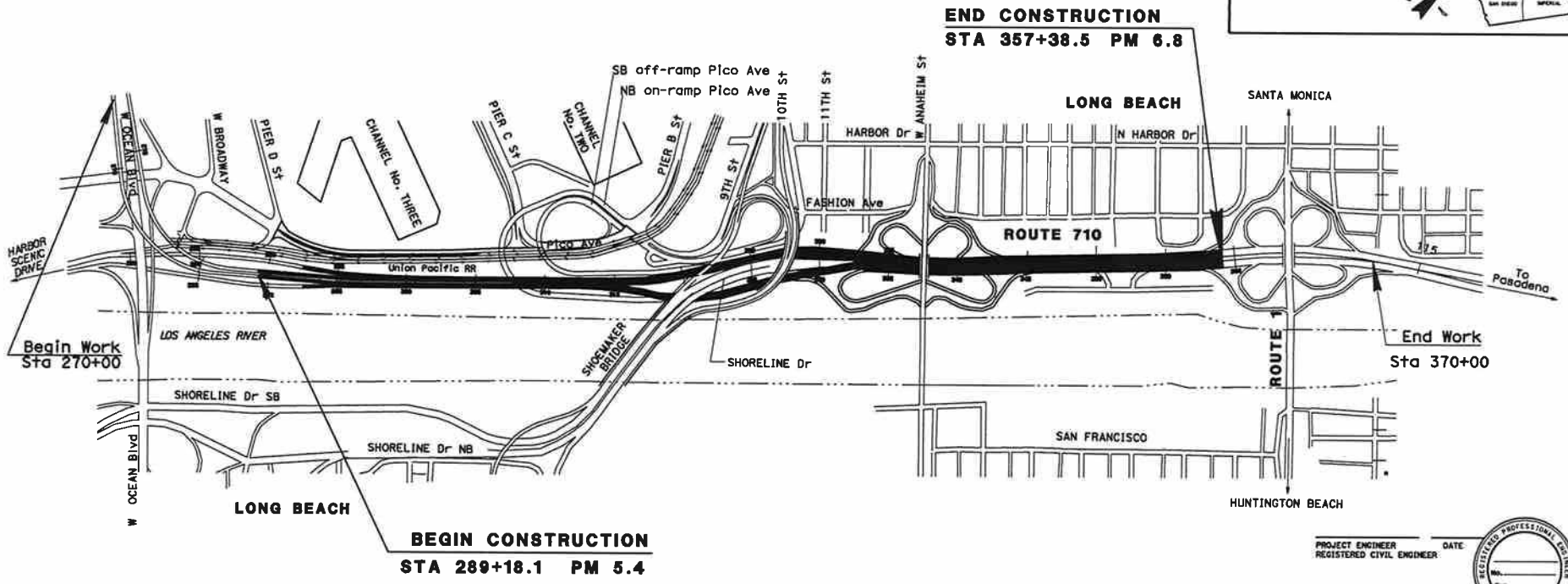
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN LOS ANGELES COUNTY
IN LONG BEACH
FROM 0.2 MILE NORTH OF OCEAN BOULEVARD
TO 0.1 MILE SOUTH OF PACIFIC COAST HIGHWAY (ROUTE 1)

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		



PROJECT MANAGER

DESIGN ENGINEER

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO CONTRACTORS."

NO SCALE

CONTRACT No.	07-275504
CU 07224	EA 27550K

LAST REVISION 00-00-00
DATE PLOTTED => 08-DEC-2009
TIME PLOTTED => 08:32

BORDER LAST REVISED 3/1/2007 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => a136608 DGN FILE => 7275501uab001.dgn

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

REGISTERED CIVIL ENGINEER DATE

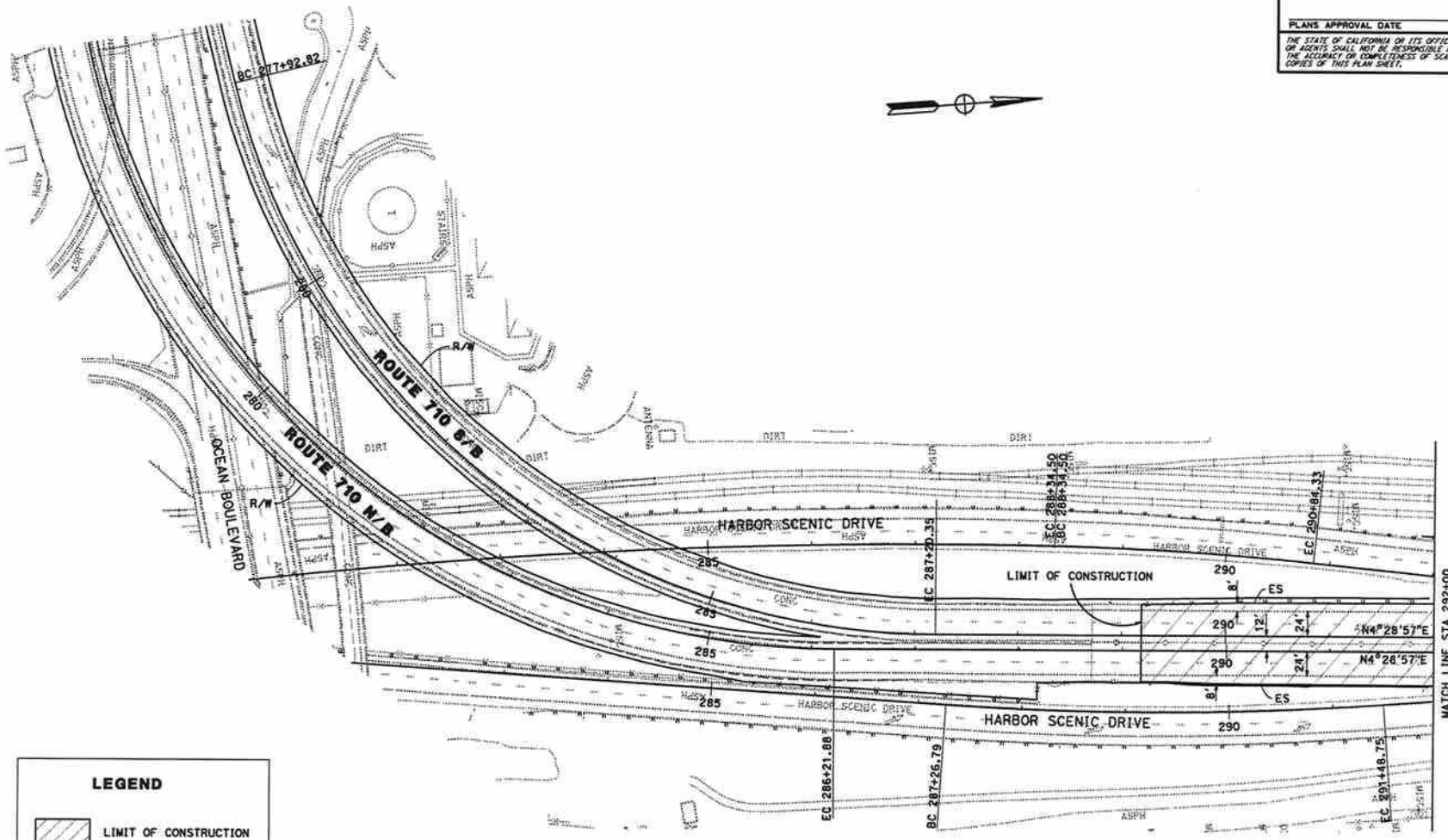
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.



LEGEND

LIMIT OF CONSTRUCTION

L-1

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
Caltrans OFFICE OF DESIGN A	MARIO A. GUTIERREZ	CHECKED BY	DATE REVISED

BORDER LAST REVISED 4/11/2008	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	USERNAME => e136608 DGN FILE => 727550ka001.dgn	CU 07224	EA 27550K

LOCK POSITION 00-00-00 DATE PLOTTED => 08-DEC-2009 TIME PLOTTED => 13:46

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.

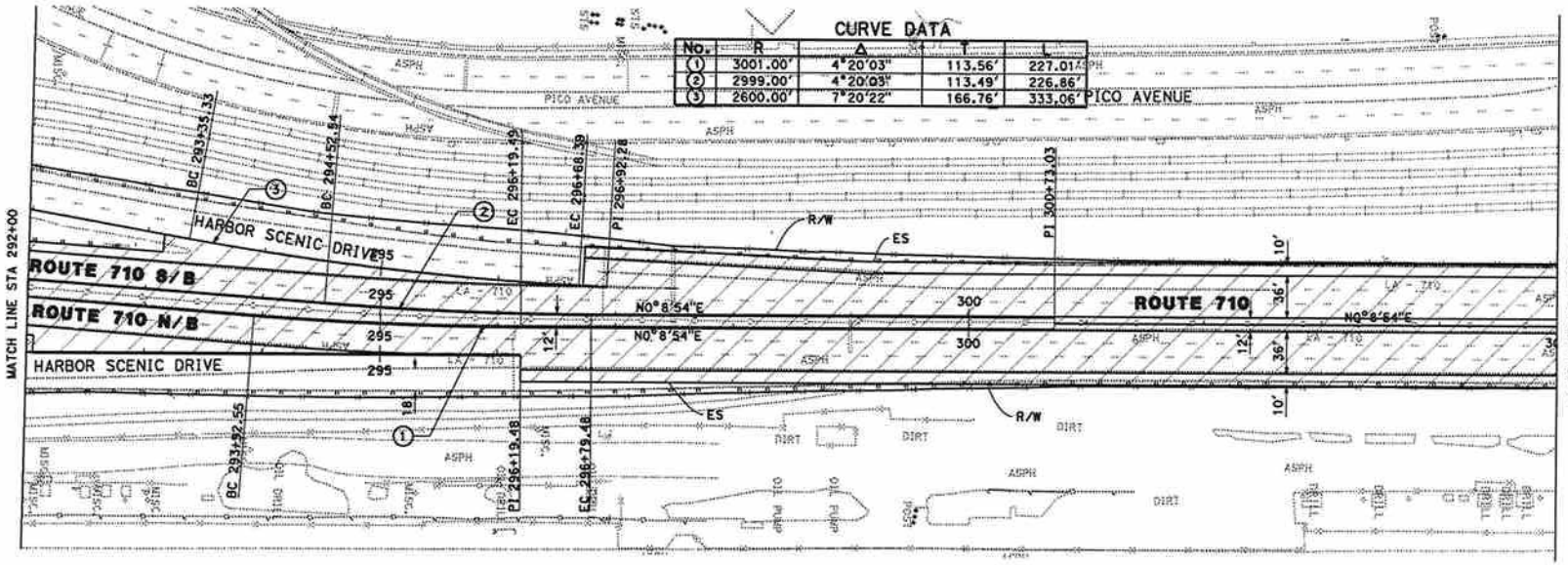
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA



L-2

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
MARIO A. GUTIERREZ	CHECKED BY	DATE REVISED

LAST REVISED 00-00-00 DATE PLOTTED => 08-DEC-2009 TIME PLOTTED => 13:18

BORDER LAST REVISED 4/11/2008 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => 4136608 DGN FILE => 727550ea002.dgn | CU 07224 | EA 27550K

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.

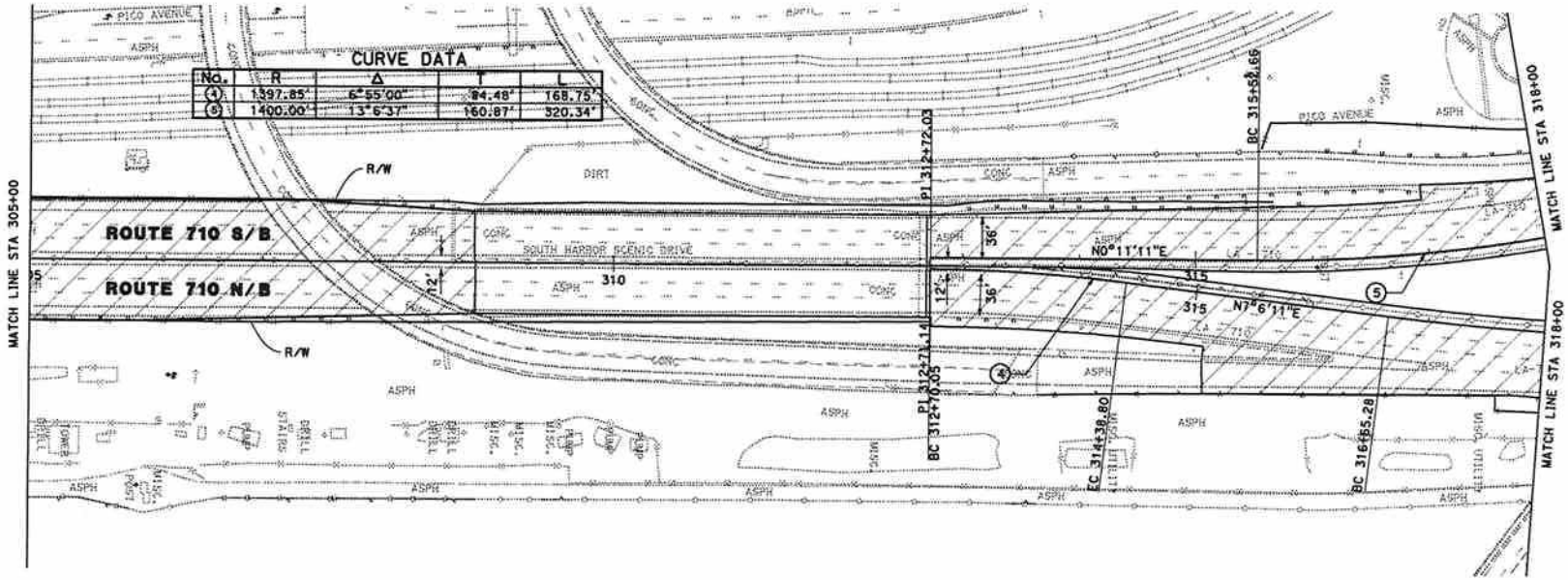
DIst	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



L-3

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN A
FUNCTIONAL SUPERVISOR: MARIO A. GUTIERREZ
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 08-DEC-2009
TIME PLOTTED => 13:19

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608
DGN FILE => 727550ad003.dgn

CU 07224

EA 27550K

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.

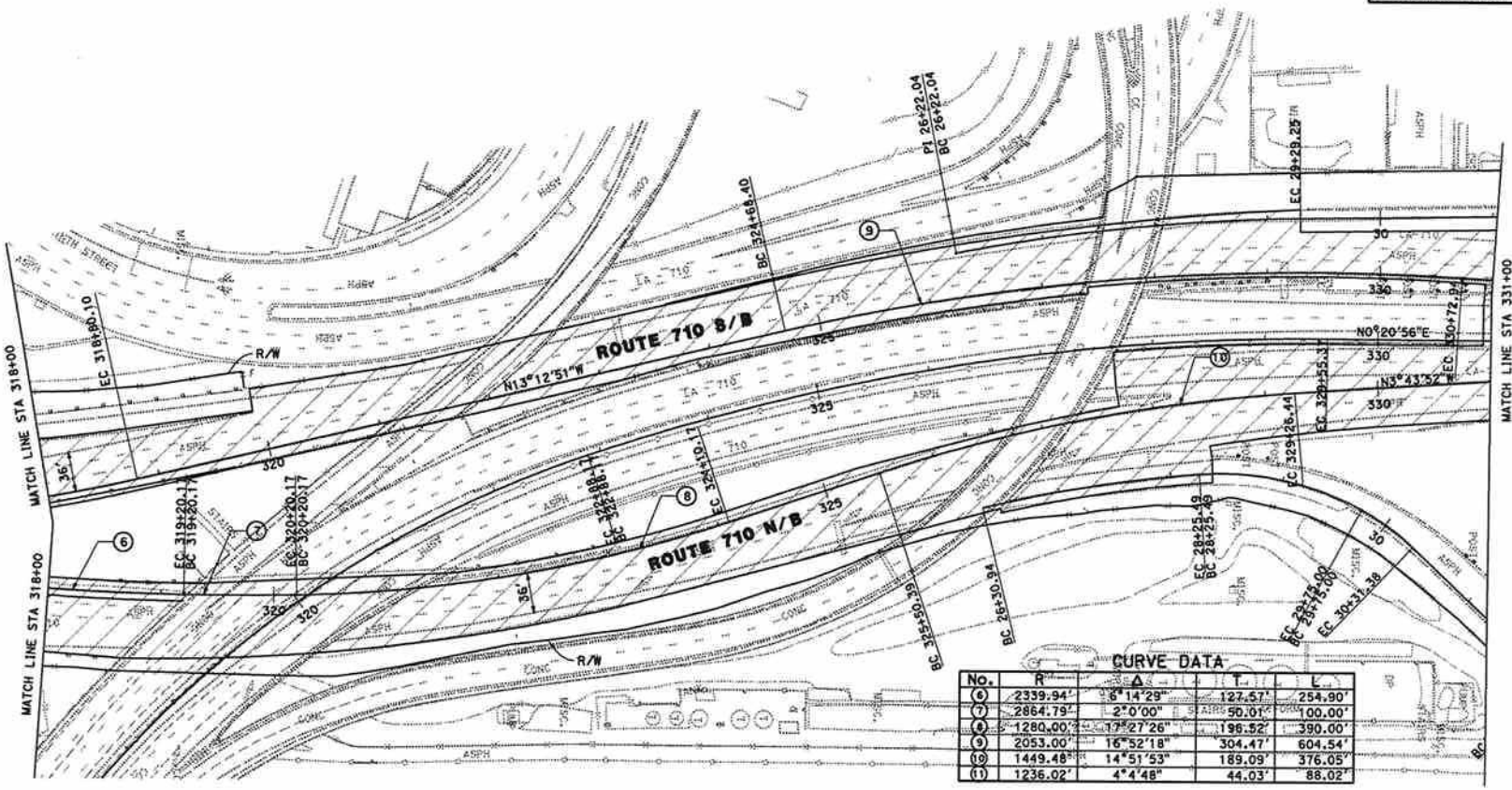
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA



CURVE DATA

No.	R	Δ	T	L
(6)	2339.94'	6°14'29"	127.57'	254.90'
(7)	2864.79'	2°0'00"	50.01'	100.00'
(8)	1280.00'	17°27'26"	196.52'	390.00'
(9)	2053.00'	16°52'18"	304.47'	604.54'
(10)	1449.48'	14°51'53"	189.09'	376.05'
(11)	1236.02'	4°4'48"	44.03'	88.02'

L-4

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR: MARIO A. GUTIERREZ

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 08-DEC-2009
TIME PLOTTED => 13:20

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608
DGN FILE => 727550ea004.dgn

CU 07224

EA 27550K

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

REGISTERED CIVIL ENGINEER DATE

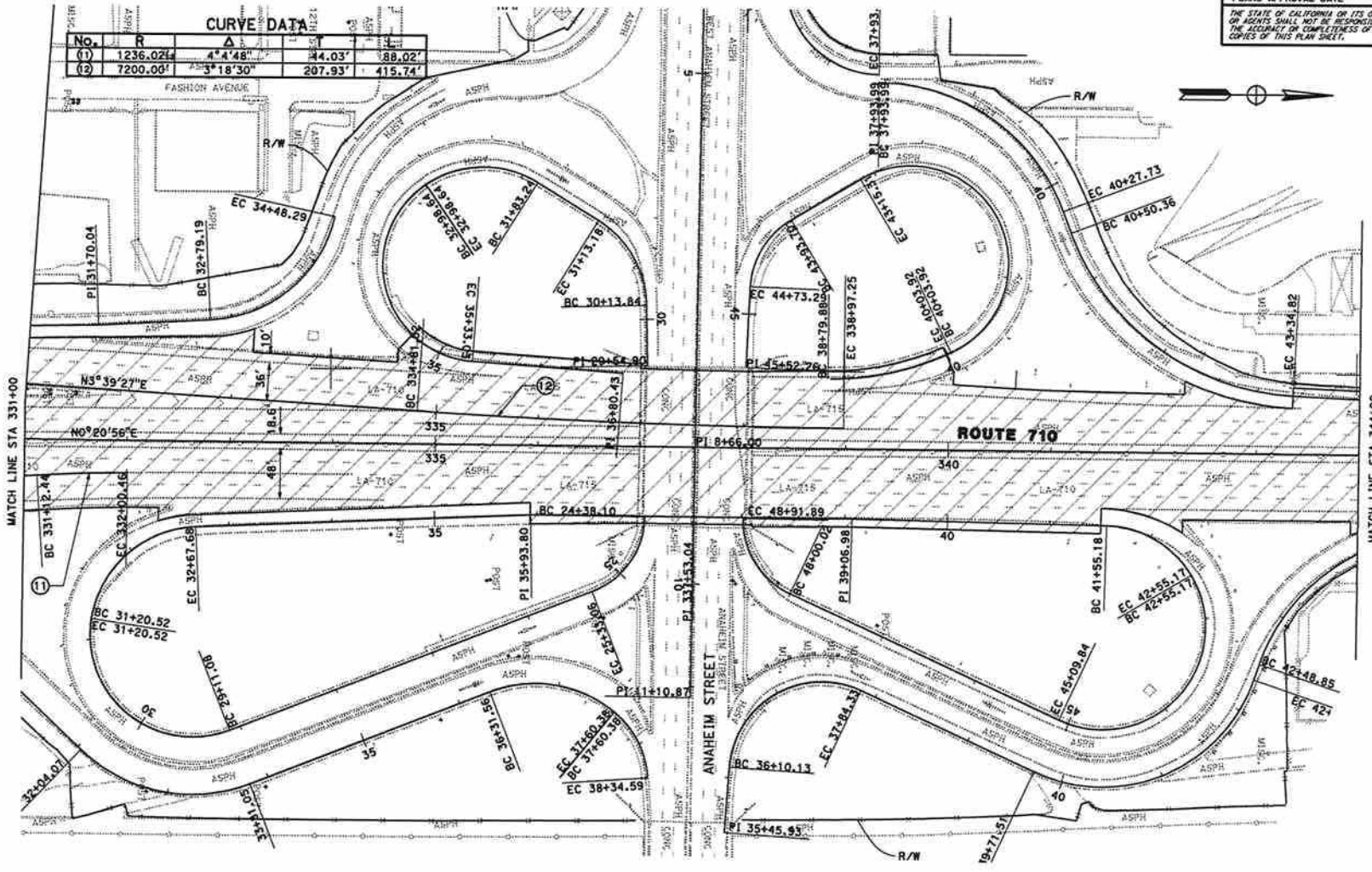
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

CURVE DATA

No.	R	Δ	L	T
(11)	1236.02'	4°4'48"	94.03'	88.02'
(12)	7200.00'	3°18'30"	207.93'	415.74'



L-5

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR: MARIO A. GUTIERREZ

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISED: DATE PLOTTED => 06-DEC-2009
00-00-00 TIME PLOTTED => 13:21

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => e136608
DGN FILE => 727550e0005.dgn

CU 07224

EA 27550K

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

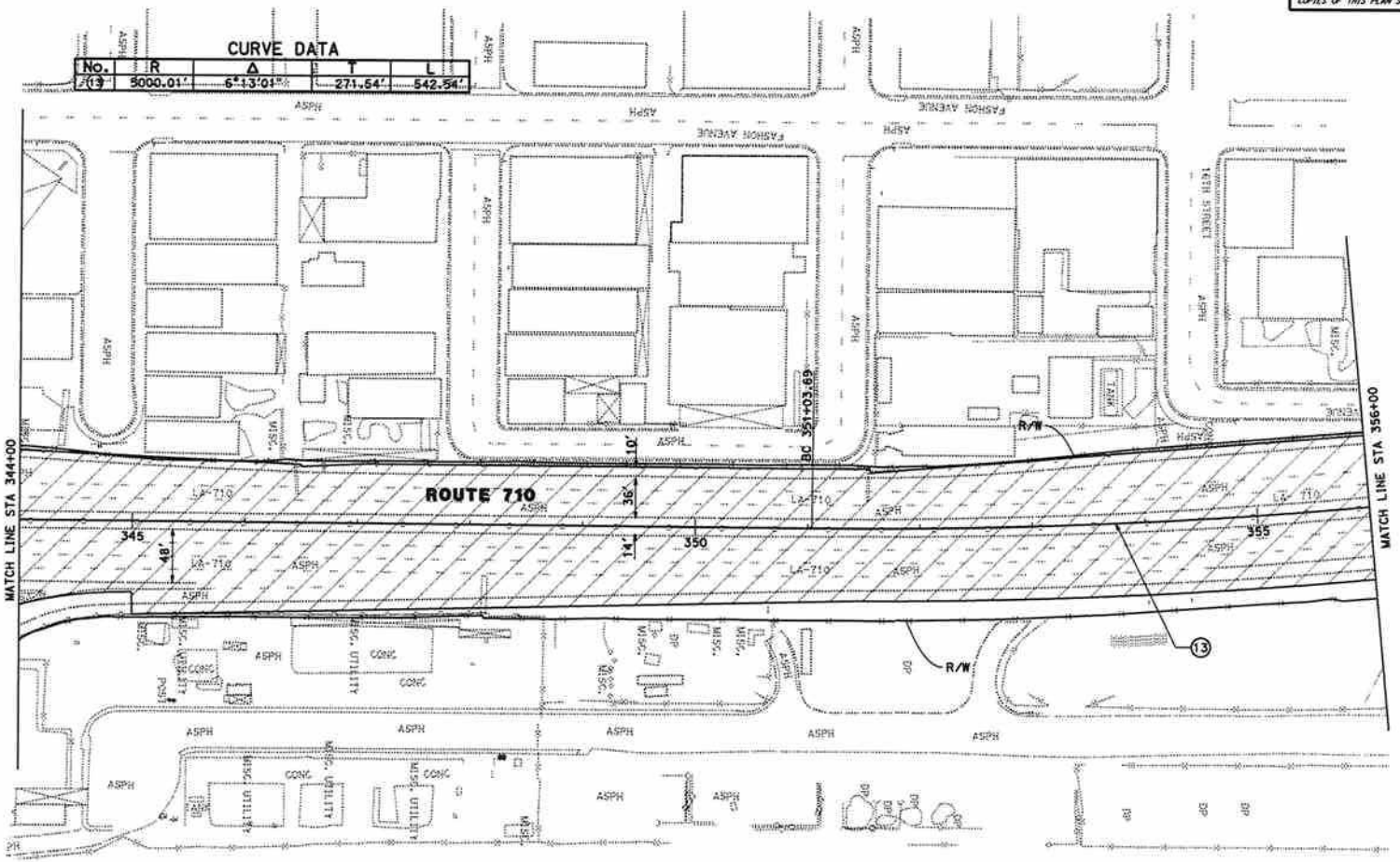
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — CIVIL — STATE OF CALIFORNIA

No.	R	Δ	T	L
(13)	5000.01'	6°13'01"	271.54'	542.54'



L-6

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR: MARIO A. GUTIERREZ

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 08-DEC-2009 | TIME PLOTTED => 13:23

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608
DGN FILE => 727550ea006.dgn

CU 07224

EA 27550K

NOTE:

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTICT OFFICE.

DIst	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

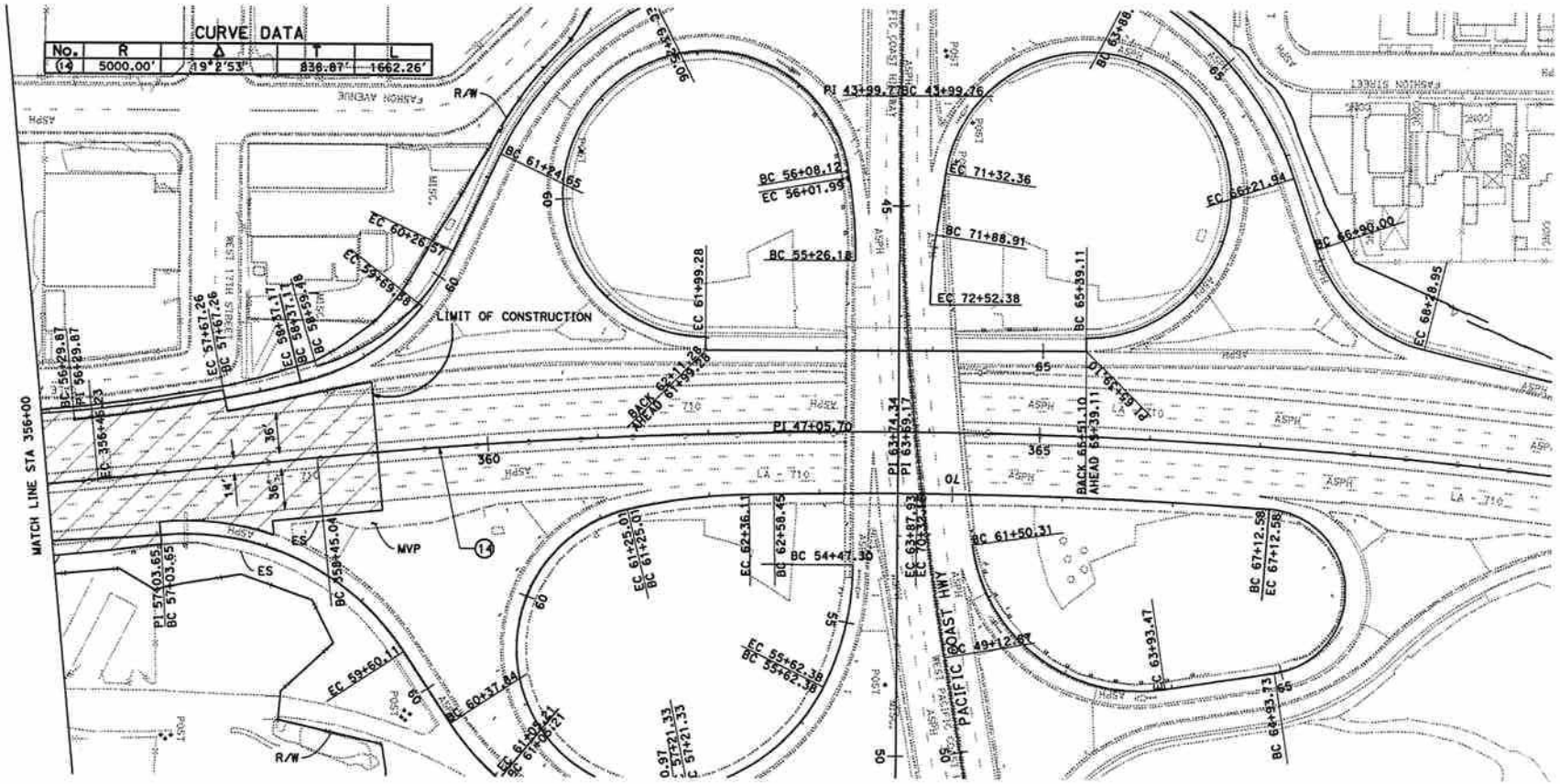
Caltrans OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR

MARIO A. GUTIERREZ

CURVE DATA

No.	R	Δ	T	L
(14)	5000.00'	19°2'53"	836.87'	1662.26'



L-7

SCALE: 1"=50'

LAST REVISION 00-00-00 | DATE PLOTTED => 08-DEC-2009 | TIME PLOTTED => 13:29

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608
DGN FILE => 727550e0007.dgn

CU 07224

EA 27550K

ATTACHMENT D

Typical Cross Sections

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

TYPICAL STRUCTURAL SECTIONS

1 — 0.75' PPCP
0.5' LCB-RS

2 — 0.75' PPCP
0.5' LCB-RS
0.67' Cl 2 AB

EXISTING STRUCTURAL SECTIONS

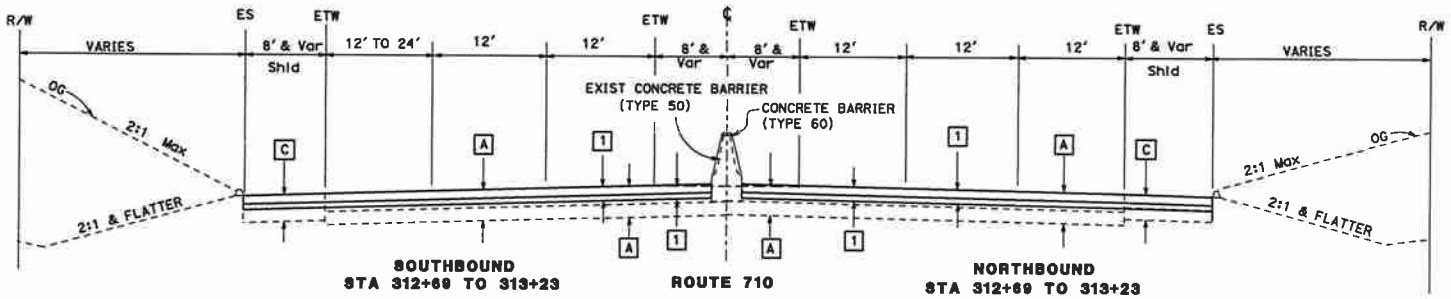
A — 0.70' AC
0.67' AB

B — 1.03' AC
0.39' AB

C — 0.50' AC
0.50' Cl 2 AB

D — 1.95' AC (TYPE B)
0.35' Cl 3 AB

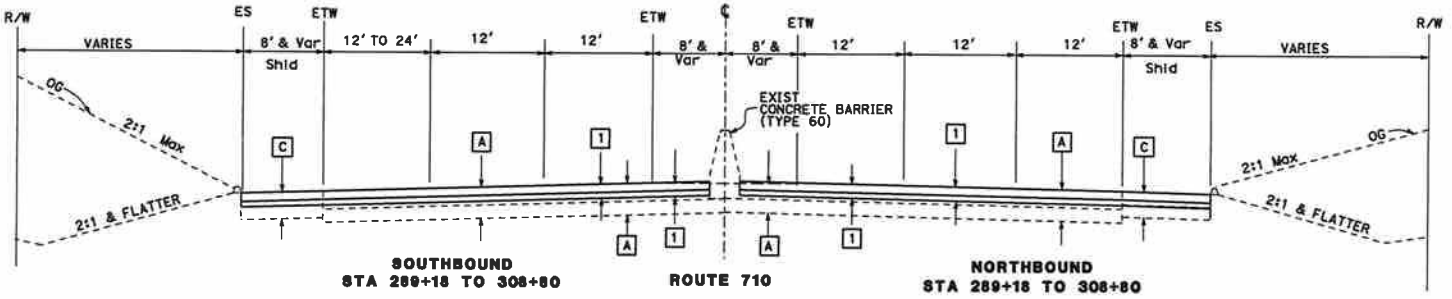
E — 0.40' AC (TYPE B)
1.90' MINOR CONCRETE (BACKFILL)



SOUTHBOUND
STA 312+69 TO 313+23

ROUTE 710

NORTHBOUND
STA 312+69 TO 313+23



SOUTHBOUND
STA 289+18 TO 308+80

ROUTE 710

NORTHBOUND
STA 289+18 TO 308+80

TYPICAL CROSS SECTIONS

NO SCALE

X-1

ALL DIMENSIONS ARE IN
SURVEY FEET UNLESS OTHERWISE SHOWN

LAST REVISION | DATE PLOTTED => 09-DEC-2009
00-00-00 | TIME PLOTTED => 08:38

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608
DGN FILE => 72755ucd001_A1_1.dgn

CU 07224

EA 27550K

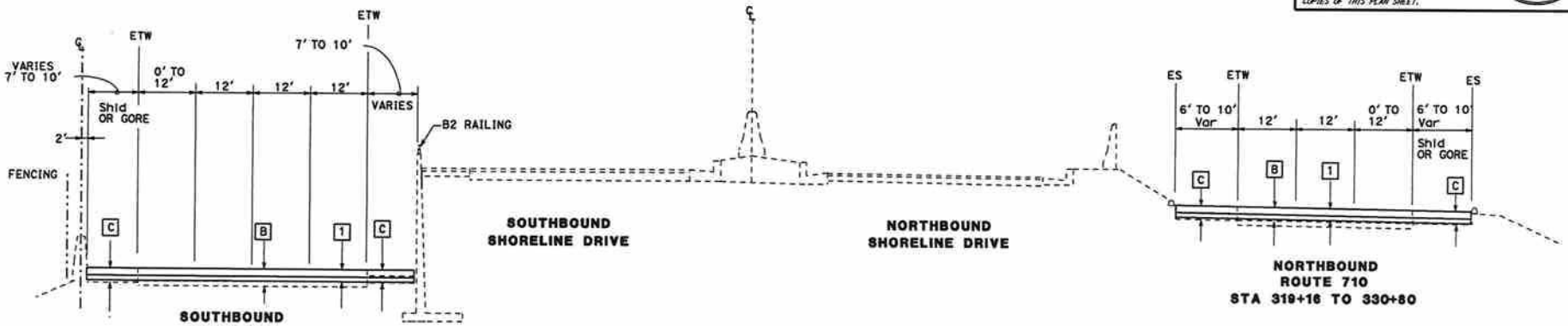
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		XX

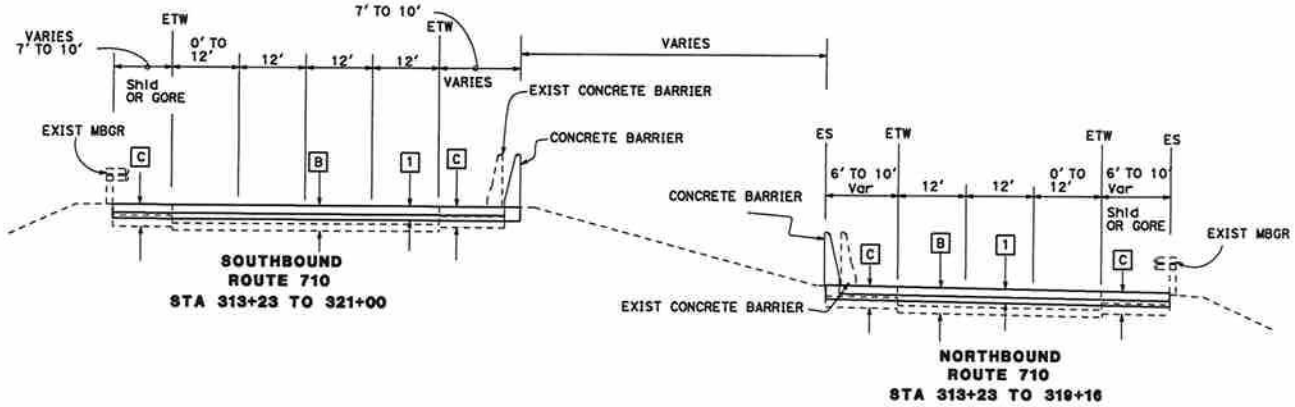
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — CIVIL

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.





TYPICAL CROSS SECTIONS

NO SCALE

X-2

ALL DIMENSIONS ARE IN SURVEY FEET UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 08-DEC-2009

TIME PLOTTED => 11:32

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608

DGN FILE => 72755uc0002_Alt_1.dgn

CU 07224

EA 27550K

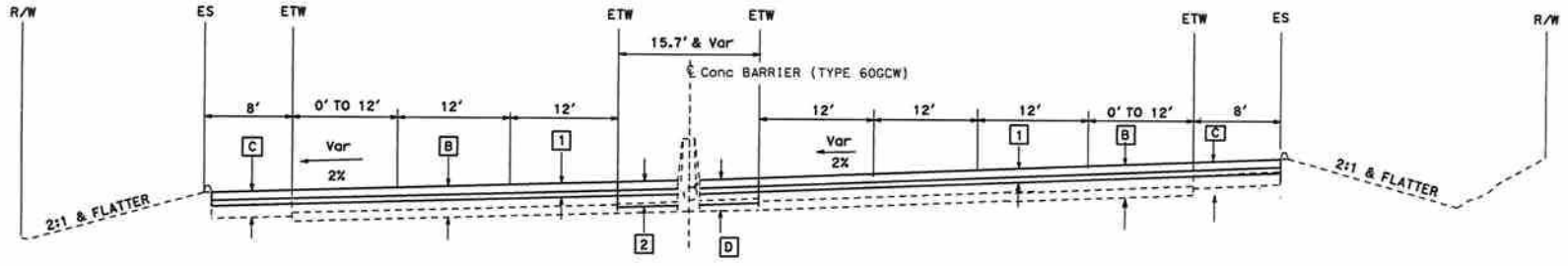
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		XX

REGISTERED CIVIL ENGINEER DATE

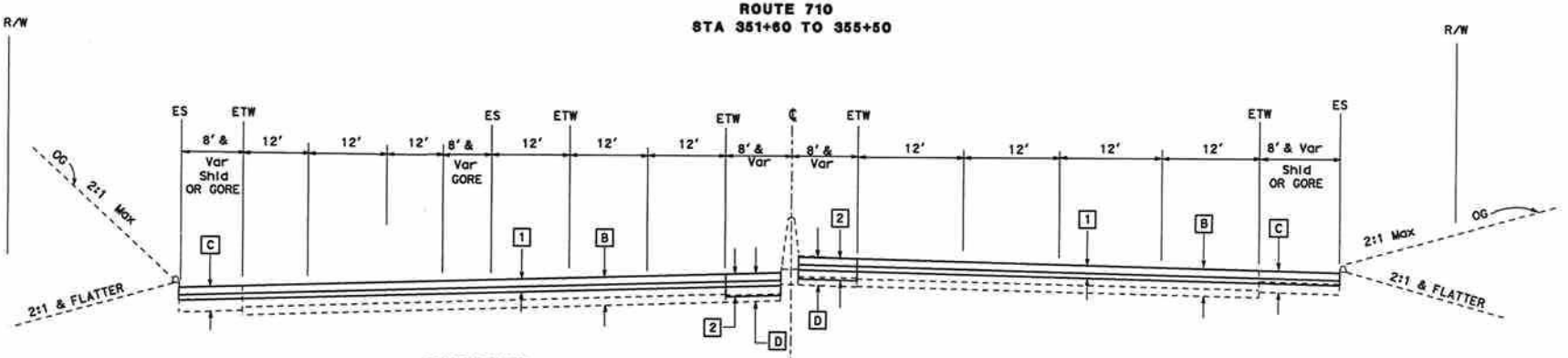
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA



ROUTE 710
STA 351+60 TO 355+50



SOUTHBOUND
STA 330+80 TO 334+70
STA 337+90 TO 351+60
STA 355+50 TO 356+20

ROUTE 710

NORTHBOUND
STA 330+80 TO 335+50
STA 355+50 TO 356+20

ALL DIMENSIONS ARE IN SURVEY FEET UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-3

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

LAST REVISION 00-00-00
DATE PLOTTED => 08-DEC-2009
TIME PLOTTED => 09:22

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s136608
DGN FILE => 72755uca003_Alt_1.dgn

CU 07224

EA 27550K

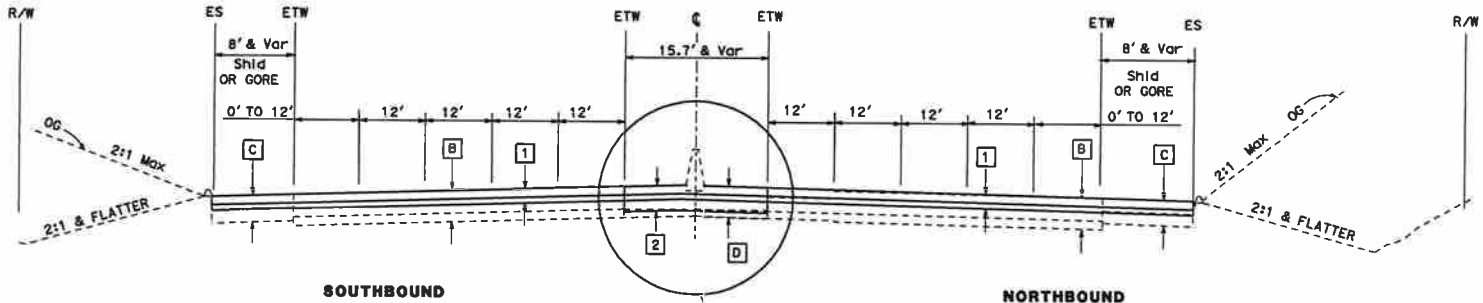
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	710	5.4/6.8		XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



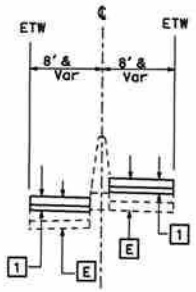
SOUTHBOUND

STA 334+70 TO 337+90

NORTHBOUND

STA 335+50 TO 351+60

SEE DETAIL A FOR PAVEMENT E



DETAIL A

STA 344+60 TO 344+70
STA 346+30 TO 346+40

ALL DIMENSIONS ARE IN SURVEY FEET UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 08-DEC-2009 TIME PLOTTED => 09:39

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => e136608
DGN FILE => 72755uco004_A1t_1.dgn

CU 07224

EA 27550K

ATTACHMENT E

Pavement Management System Inventory Data

Collection Date: 07/29/2006
Printed: 10/28/2009

Caltrans Maintenance Program
2007 Pavement Condition Survey Inventory
Caltrans Drive Order

District 7, LA, Rte 710, PM 5 - 7

District	7
County	LA
Route	710
Begin PM	4.960

District 7 County LA Route 710

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL								
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
4.960 - 5.148			**0.188**	**1.128**	**MLD**	**54**		**2**							
L2	F -DG	0	19									N/A	10		MOD ABC
L3	F -DG	0	75									N/A	8		HIGH ABC
R1	F -DG	0	0							50		N/A	32		FINE RAVEL
R2	F -DG	0	0									N/A	32		FINE RAVEL
5.148 - 5.198			**0.050**	**0.250**	**MLD**	**54**		**2**							
L1	F -DG											33 197	98		GOOD CONDITION
L2	F -DG	0	19									30 184	10		MOD ABC
L3	F -DG	0	75									27 175	8		HIGH ABC
R1	B									50		19 158	0		N/A - Bridge
R2	B											19 159	0		N/A - Bridge
5.198 - 5.459			**0.261**	**1.305**	**MLD**	**54**		**2**							
L1	B											36 203	0		N/A - Bridge
L2	B											28 182	0		N/A - Bridge
L3	B											29 184	0		N/A - Bridge
R1	B									50		26 176	0		N/A - Bridge
R2	B											25 173	0		N/A - Bridge
5.459 - 5.529			**0.070**	**0.350**	**MLD**	**55**		**2**							
L1	F -DG											12 114	98		GOOD CONDITION
L2	F -DG	0	19									24 160	10		MOD ABC
L3	F -DG	0	75									34 200	8		HIGH ABC
R1	F -DG	0	0							50		26 170	32		FINE RAVEL
R2	F -DG	0	0									30 186	32		FINE RAVEL
5.529 - 5.540			**0.011**	**0.066**	**MLD**	**55**		**2**							
L2	F -DG	0	19									N/A	10		MOD ABC
L3	F -DG	0	75									N/A	8		HIGH ABC
R2	F -DG	0	0									N/A	32		FINE RAVEL
R3	F -DG	0	6									N/A	31		ALL. B, OPEN CRKS

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program
2007 Pavement Condition Survey Inventory
Caltrans Drive Order

District 7, LA, Rte 710, PM 5 - 7

District	7
County	LA
Route	710
Begin PM	5.540

District 7 County LA Route 710

Begin PM	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
5.540	5.760	0.220	1.760	MLD	55	2
5.760	6.705	0.945	7.560	MLD	134	2
6.705	7.060	0.355	2.485	MLD	153	2

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
L1	F -DG											29 181	98		GOOD CONDITION
L2	F -DG	0	50	Yes								28 176	8		HIGH ABC
L3	F -DG	0	100	Yes								40 223	8		HIGH ABC
R1	F -DG											37 211	98		GOOD CONDITION
R2	F -DG	0	0									43 238	6		RIDE
R3	F -DG	0	6									20 145	31		ALL. B, OPEN CRKS
L1	F -DG											40 224	6		RIDE
L2	F -DG	0	50	Yes								56 288	2		HIGH ABC, RIDE
L3	F -DG	0	100	Yes								12 114	8		HIGH ABC
R1	F -DG											32 194	98		GOOD CONDITION
R2	F -DG	0	50									34 202	8		HIGH ABC
R3	F -DG	0	50									37 214	8		HIGH ABC
L1	F -DG											5 74	98		GOOD CONDITION
L2	F -DG	0	0									5 77	98		GOOD CONDITION
L3	F -DG	0	0									5 70	98		GOOD CONDITION
R1	F -DG											5 77	98		GOOD CONDITION
R2	F -DG	0	50									9 101	8		HIGH ABC
R3	F -DG	0	50									11 110	8		HIGH ABC

*Surface type of 'EB' is Enhanced Binder.

ATTACHMENT F

Categorical Exemption/Categorical Exclusion

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-710	5.4 / 6.8	27550K	200910009
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Fed-Aid Proj No. (Local project)/ Proj. No. — CE Number

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

The project proposes to remove existing Asphaltic Concrete (AC) roadbed surface, replace the exact roadbed surface with a structural section that consists of 0.75' Precast Panel Concrete Pavement (PPCP) over 0.5' Rapid Setting Lean Concrete Base (LCB-RS), and widen inside / outside shoulders to meet standards where possible. The median barrier will be upgraded with Type 60 concrete safety barrier. All work will be done within State right-of-way. (See attached Continuation Sheet)

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[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

☒ **Categorically Exempt. Class** 1 (c). (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. 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])

Garrett Damrath	John Vassiliades
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
Signature	Signature
Date: 10/22/09	Date: 10/26/09

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION

☒ **Section 6004:** The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(_)
- 23 CFR 771.117(d): activity (d)(1)
- Activity __ listed in the MOU between FHWA and the State

☐ **Section 6005:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Garrett Damrath	John Vassiliades
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
Signature	Signature
Date: 10/22/09	Date: 10/26/09

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised September 15, 2008**
Installation Locations

Biological Resources

Based on the results from the review, it has been determined that the undertaking has virtually no impact to native vegetation since most of the work will be conducted on the shoulder of the road. Should vegetation be removed during bird nesting season (March 1st to September 1st), surveys are required prior to removal to determine if birds are nesting. If nesting is observed within 150 ft. for songbirds or 500 ft. for raptors, work cannot be conducted until it is determined the fledglings have left their nests. If this is not possible, co-ordination with California Department of Fish and Game (CDFG) will be required to allow for work to continue. In the event that the nesting birds are present in the area, coordination with this division should take place in order to minimize harm.

Cultural Resources

This project was determined that there is zero possibility that any cultural resources eligible for or listed on either the National Register of Historic Places or the California Register will be affected by the proposed undertaking, and this project is exempt from further review pursuant to Stipulation VII and Attachment 2 (class 1 and 13) of the 106 Programmatic Agreement. Should the project description or APE be altered, additional cultural resource studies or evaluations will be required.

Hazardous Waste Assessment

This hazardous waste assessment is based on our review of OEECS memorandum (dated 07/07/09) requesting a Hazardous Waste Assessment and review of the aforementioned databases, and research of previous environmental assessment reports. The following is a summary of potential hazardous waste of concerns:

Aerially Deposited Lead (ADL) Contaminated Soils:

Based on discussion with the Elioth Obando, Project Engineer, the reconstructed sections will involve the disturbance of surface soil from 0 to 3 feet in depth. These activities will generate excess soil that will be potentially contaminated with aerially deposited lead (ADL) because of the historical use of leaded gasoline. Particulate emissions in engine exhaust contained lead from leaded gasoline, which was deposited adjacent to roadways and/or runoff to road embankments and along State rights-of-ways. Since excess soil will be generated, an ADL site investigation (SI) is needed during the PS&E (design) phase to evaluate the degree of soil contamination within the project area. For the purpose of project planning/PSSR programming, it is recommended that any excess soil generated be classified as hazardous waste regulated by the State of California (non-RCRA) "Roadway Excavation – Type Z – 2" and shall be excavated, contained and transported in accordance with State regulations.

The unit cost for ADL soil (Type Z-2) disposal including the preparation of a project specific lead compliance can be found as: http://t8web/design/contractcost/. It is recommended that a formal request for a project specific ADL site investigation be submitted to our office once project detail plans are available. The estimated duration to complete the investigation is approximately 3-4 months.

Yellow Thermoplastic Traffic Stripes:

The scope of work may include removal of yellow thermoplastic traffic striping and pavement marking during reconstruction of the existing structural section. Yellow thermoplastic traffic stripping and pavement marking contain lead and chromium that require special handling during removal and subsequent disposal. Residue produced from the removal of yellow thermoplastic contains heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the California Code of Regulations. Yellow thermoplastic may produce toxic fumes when heated.

The contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic residue. Attention is directed to Title 8, California Code of Regulations, Sections 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of regulations, Sections 1532.1 (e)(2)(B) and 1532.2. Before submission to the engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The unit cost for a project specific Lead Compliance Plan/Program, and the removal of yellow thermoplastic traffic striping and pavement marking (which inclusive of removal, containment, sampling, transportation and disposal) can be fond at *http://t8web/design/contractcost/*.

Potentially Contaminated Groundwater:

The project area is within or very near an industrial zone that may have underlying contaminated groundwater. This industrial sector of Long Beach consist of oil production tanks and wells, industries in the Port of Long Beach, and manufacturing that potentially impacted groundwater. Furthermore, shallow groundwater at 10 feet or less is reported in the area near the Port of Long Beach and Los Angeles River adjacent to the project area. Potentially contaminated shallow groundwater may become an issue. Therefore, the PSSR should consider the cost of dewatering, handling and disposing of contaminated groundwater. Groundwater investigation will be included as part of the ADL site investigation during PS&E (design) phase. Groundwater extraction (dewatering) estimate should be included with the PSSR cost estimate.

ATTACHMENT G

Right of Way Data Sheet

TO Mario Gutierrez
ATTN Elioth Obando
PHONE 2138970135
SENIOR R/W P&M
ROUTE LA 710
PM_KM PM 5.0-7.0 / KP 8.1-11.3
EA 27550K
ALT N/A

R/W DATA SHEET

Date of Data Sheet 10/22/2009
WBS
REVISED
UPDATED
PROJ._DESC ROUTE 710 REHABILITATION

ID NO
1642

This cost estimate is pursuant to the following statements which are based on information provided by Mario Gutierrez.

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 thr 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 were not a factor in the completion of this cost estimate.

The time schedule provided by the requesting party did not permit time 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	$180,000	$180,000
Estimate of Reimbursed Appraisal Fee	NONE	NONE
Total estimated cost	$180,000	$180,000

ESCALATION RATE RW .07
ESCALATION RATE Utilities
CERT.DATE 7/1/13

According to Elioth Obando, no RW is required for this job.

ROUTE LA 710
PM_KM PM 5.0-7.0 / KP 8.1-11.3
EA 27550K
ALT N/A

PARCEL COUNT

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	
W	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
MULTI	
BUS	

PARCELS WITH RAP: 0

POTENTIAL CLEARANCE PARCELS:

POTENTIAL CONDEMNATION PARCELS:

POTENTIAL EXCESS PARCELS: not known at this time.

ESTIMATE OF PY'S

APPRAISALS

	PY	HOURS
A		
B		
C		
D		
F		
W		
Dual		

ACQUISITIONS

	PY	HOURS
A		
B		
C		
D		
F		

UTILITIES

	PY	HOURS
PY U4 1	0.0256	45.3
PY U4 2		
PY U4 3		
PY U4 4		
PY U5 7		
PY U5 8		
PY U5 9		

RAILROAD

	PY	HOURS
C & M		
SC		
LIC/RE		

CONDEMNATION

PY	HOURS

CLEARANCE

PY	HOURS

RELOCATION

PY	HOURS

PERMITS

PY	HOURS

UTILITY INFORMATION

Are Utilities affected: no

	Quantities	Estimated Costs	Escalated Costs
4"Oil in 8	3 Potholes	$9,000	$9,000
8" Ionita Gas (Wet Gas Idle)"Tideland"	3 Potholes	$9,000	$9,000
8" Steel Prod. Water-Oil Operators "Tideland"	3 Potholes	$9,000	$9,000
16" HP Gas "Tideland"	3 Potholes	$9,000	$9,000
10" Oil Signal "Tideland"	3 Potholes	$9,000	$9,000
8" Gas Standard Gas Co. "Tideland"	3 Potholes	$9,000	$9,000
4" Gas HP "Tideland"	3 Potholes	$9,000	$9,000
12" Water "Tideland"	3 Potholes	$9,000	$9,000
8" Oil Gen. Pet. "Tideland"	3 Potholes	$9,000	$9,000
8" Oil "Tideland"	3 Potholes	$9,000	$9,000
3" HP Gas "Tideland"	3 Potholes	$9,000	$9,000
12" LP Gas "Tideland"	3 Potholes	$9,000	$9,000
5" Oil "Tideland"	3 Potholes	$9,000	$9,000
6" Oil Hancock Oil Co. "Tideland"	3 Potholes	$9,000	$9,000
8" Oil "Tideland"	3 Potholes	$9,000	$9,000
4" Shell Oil "Tideland"	3 Potholes	$9,000	$9,000
4" Shell Oil Connects to 10" Richfield "Tideland"	3 Potholes	$9,000	$9,000
6" Oil "Tideland"	3 Potholes	$9,000	$9,000
8" Oil "Tideland"	3 Potholes	$9,000	$9,000
6" Oil and 8" Oil Sunset "Tideland"	3 Potholes	$9,000	$9,000

Are utility easements required: _____ No. of easements: _____ Are Utility agreements required: no

Types of Util. Facilities & agrmts. required Description: _____

TOTAL CURRENT COST: $180,000

CONST. COMPLETION DATE: _____

UTILITY ESCALATION RATE: _____

ESCALATED VALUE TO UTILITY CONSTRUCTION COMPLETION DATE: $180,000

RR INFORMATION

Are RR affected: no

Describe affected RR: UPRR and PHL RR (Pacific Harbor Line RR)

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?

0

Explain Branch lines: N/A

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.

N/A

ESTIMATED COST TO THE STATE FOR ALL R.R. INVOLVEMENTS. $0

		DATE
Right of Way Estimate prepared by	Roy Gallegos	7/16/09
Railroad Estimate prepared by	Edward Francis	7/20/09
Utilities Estimate prepared by	Mark Lyles	10/22/09

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 _____ 12-10-09

ATTACHMENT H

Structural Section Recommendation

State of California

Business, Transportation, and Housing Agency

Memorandum

To: **Mario Gutierrez, Sr. P.E.**
Senior Transportation Engineer
Office of Design "A"
Attn: **Elioth Obando**

Date: July 6, 2009

File No.: 07-LA-710, PM 5.0/7.0
Pavement Rehabilitation
EA 07-27550K
441.01

Kirsten Stahl, Sr. P. E.
Office of Engineering Services, Materials Investigations
From : **DEPARTMENT OF TRANSPORTATION**

Subject: **Structural Section Recommendations for Pavement Rehabilitation Project**

Per your request dated June 3rd, 2009, Materials Investigations has reviewed the Proposed Typical Cross Sections for the project along Route 710, from Ocean Blvd. to Pacific Coast Highway (Route 1). Materials Investigations offers the following Structural Section Recommendations:

I. **Precast Panel Concrete Pavement (PPCP) Structural Section Recommendation (Alternative No. 1 – Preferred Choice)**

A. Route 710 Mainline, and Shoulder Areas (Existing AC Sections)

Materials recommends the existing AC surfacing for Mainline (**Structural Section [A]**), and Shoulder Areas (**Structural Section [B]**), be replaced with the following, for no increase in existing profile grade:

T.I. = 17.0 (20 years) and T.I. = 18.5 (40 years) R-value = 15

0.75' PPCP (Precast Panel Concrete Pavement). This would replace the existing AC surfacing for Mainline, and Shoulder Areas.
0.50' LCB-RS (Lean Concrete Base-Rapid Setting). This would replace portions of the existing Aggregate Base.
1.25' (Mainline); 0.87' (Shoulder Areas) AB (Existing Aggregate Base to remain)

In using the PPCP strategy, we are able to meet the T.I. (Traffic Index) for not only the 20 years design, but also the 40 years design without having to alter the existing profile grade. Please note that the existing AC surfacing has a Traffic Index of 13, which is inadequate for current and future traffic demands. Using PPCP, the shoulder area can be used as a traffic lane for future freeway widening plans. In addition, minimal maintenance is expected in order to achieve 40 years life cycle.

B. Route 710 Median Area (Existing AC Section)

Materials recommends the existing AC surfacing for the Median Area (**Structural Section [C]**) be replaced with the following:

0.75' PPCP. This would replace the existing AC surfacing for the Median Area.
0.50' LCB-RS. This would replace 0.18' of the remaining existing AC, and 0.32' of existing CL-2 AB Rock Base.
0.63' CL-2 AB (Existing Class 2 - Aggregate Base to remain)

C. Route 710 Median Area (Existing AC Section)

Materials recommends the entire existing AC surfacing for the Median Area (**Structural Section [D]**) be replaced with the following:

0.75' PPCP. This would replace the existing AC surfacing for the Median Area.
0.50' LCB-RS. This would replace portions of the existing AC surfacing.
0.67' CL-3 AB (Class –3 Aggregate Base). This would replace the remainder of the existing AC surfacing that is to be removed.
0.34' CL-3 AB (Existing Class – 3 Aggregate Base to remain)

D. Route 710 Median Area (Existing AC Section)

Materials recommends the existing AC surfacing for the Median Area (**Structural Section [E]**) be replaced with the following:

0.75' PPCP. This would replace the existing AC surfacing along with portions of the Minor Concrete (Backfill) for the Median Area.
0.50' LCB-RS. This would replace portions of the Minor Concrete (Backfill) Base.
1.01' Minor Concrete (Backfill). Existing Minor Concrete (Backfill) to remain.

II. Rapid Strength Concrete (RSC) Structural Section Recommendation (Alternative No. 2)

A. Route 710 Mainline, Shoulder, and Median Areas (Existing AC Sections)

T.I. = 18.5 (40 years) R-value = 15

Materials recommends the existing AC surfacing for the Mainline (**Structural Section [A]**), Shoulder Area (**Structural Section [B]**), and Median Area (**Structural Section [C], [D], [E]**), be replaced with the following:

1.15' RSC (Rapid Strength Concrete)
0.50' LCB-RS
0.70' CL-3 AB
2.35' Total

According to Table 612.2 of the Highway Design Manual, the Pavement Design Life on New Construction and Reconstruction for AADT ≥ 150,000 should be 40 years.
Adopting this strategy would meet current and future traffic demands. In addition, minimal maintenance is expected in order to achieve 40 years life cycle. However, this would mean rebuilding the entire Freeway Structural Section.

B. Route 710 Mainline, Shoulder, and Median Areas (Existing AC Sections)

T.I. = 17.0 (20 years) R-value = 15

Materials recommends the existing AC surfacing for the Mainline (**Structural Section [A]**), Shoulder Area (**Structural Section [B]**), and Median Area (**Structural Section [C], [D], [E]**), be replaced with the following:

1.10' RSC (Rapid Strength Concrete)
0.50' LCB-RS
0.70' CL 3 AB
2.30' Total

Adopting this strategy would not meet current design criteria.

III. Hot Mix Asphalt (HMA) Structural Section Recommendation (Alternative No. 3)

A. Route 710 Mainline, Shoulder, and Median Areas (Existing AC Sections)

1. T.I. = 18.5 (40 years) R-value = 15

1.20' HMA-A (Hot Mix Asphalt – Type A)
1.60' LCB-RS
0.35' CL-3 AB (To be used as a leveling course)
3.15' Total

This option is for better constructability, and a thinner section versus the conventional aggregate base thickness shown below.

2. T.I. = 18.5 (40 years) R-value = 15

0.85' HMA-A (Hot Mix Asphalt – Type A)
0.95' LCB-RS
1.85' CL-3 AB
3.65' Total

Adopting this strategy would completely replace the existing section without changing the profile grade. However, there will be earthwork excavation involved in order to maintain the existing freeway profile. Please note, although this design uses a 40 years T.I., significant maintenance is expected in order to achieve 40 years life cycle.

B. Route 710 Mainline, Shoulder, and Median Areas (Existing AC Sections)

1. T.I. = 17.0 (20 years) R-value = 15

1.15' HMA-A
1.45' LCB-RS
0.35' CL-3 AB (To be used as a leveling course)
2.95' Total

This option is for better constructability, and a thinner section versus the conventional aggregate base thickness shown below.

2. T.I. = 17.0 (20 years) R-value = 15

0.80' HMA-A
0.85' LCB-RS
1.75' CL-3 AB
3.40' Total

Adopting this strategy, the newly proposed section would completely replace the existing section without changing the profile grade. However, based on current requirements in the Highway Design Manual (Refer to Table 612.2 as mentioned above), this would not meet current design criteria.

IV. Hot Mix Asphalt (HMA) Structural Section Recommendation (Alternative No. 4)

A. Route 710 Mainline, Shoulder, and Median Areas (Existing AC Sections)

An HMA-B overlay strategy over the existing AC surfacing, thus making it similar to a Full Depth AC strategy. However it may not be feasible due to the following reasons:

- The total depth of the actual HMA layer will be close to 3.50' in depth for a T.I. =17 (20 years) and higher for a T.I.=18.5 (40 years).
- The initial and life cycle cost is expected to be much higher than adopting a PPCP or RSC strategy due to the increased depth required for replacement with HMA.
- An increase in profile grade will impact most of the existing facilities, and therefore increase cost.
- Unless each of the different layers of AC surfacing are well bonded, the appearance of pavement distresses will be unpredictable, and will result in a significant increase for pavement rehabilitation.
- The pavement at each bridge would require full reconstruction in order to provide proper height clearances, and would also impact the existing drainage pattern of the freeway.

V. Structural Section Recommendation for Freeway Ramps

A. Route 710 On and Off-ramps **without** Loop Detectors (Anaheim Street Ramps)

1. T.I. = 14 (40 years) R-value = 15

0.95' HMA-A
1.25' LCB
0.35' CL 3 AB (To be used as a leveling course)
2.55' Total

This option is for better constructability, and a thinner section versus the conventional aggregate base thickness shown below.

2. T.I. = 14 (40 years) R-value = 15

0.70' HMA-A
0.70' LCB
1.40' CL 3 AB
2.80' Total

B. Route 710 On and Off-ramps **with** Loop Detectors (Anaheim Street Ramps)

1. T.I. = 14 (40 years) R-value = 15

0.50' HMA-A (Hot Mix Asphalt – Type A)
------ GPI (Geosynthetic Pavement Interlayer) formerly known as PRF (Pavement Reinforcement Fabric)
0.45' HMA-A**
1.25' LCB
0.35' CL 3 AB (To be used as a leveling course)
2.55' Total

** The traffic loop should be cut and epoxy filled in this layer of AC prior to placing the fabric and final layer.

This option is for better constructability, and a thinner section versus the conventional aggregate base thickness shown below.

2. T.I. = 14 (40 years) R-value = 15

0.40' HMA-A (Hot Mix Asphalt – Type A)
------ GPI (Geosynthetic Pavement Interlayer) formerly known as PRF (Pavement Reinforcement Fabric)
0.30' HMA-A**
0.70' LCB
1.40' CL 3 AB
2.80' Total

Please request final pavement design recommendations during PS&E phase. If you have any questions, please call me at 7-0470 or Raimundo Jo-Fung of my staff at 7-2844.

KIRSTEN STAHL, P. E.
District Materials Engineer

ATTACHMENT I

Cost Estimate

PRELIMINARY PROJECT SCOPE SUMMARY REPORT
COST ESTIMATE

07-LA-710
PM 5.4/6.8
EA 27550K

Project Description: Pavement Rehabilitation

Limits Route 710 from 0.2 mile north of Ocean Boulevard to 0.1 mile south of Route 1 (Pacific Coast Highway)

EA/Program 27550K

Proposed Improvement (Scope) Repace existing asphalt concrete (AC) surface with precast panel concrete pavement (PPCP) and widen roadway to provide 10 ft. shoulders.

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 30,222,000
TOTAL STRUCTURE ITEMS	$ -
SUBTOTAL CONSTRUCTION COSTS	$ 30,222,000
TOTAL RIGHT OF WAY ITEMS	$ 180,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ **30,400,000**

Reviewed by District Program Manager _____ (Signature) Date 12/14/2009

Approved by Project Manager John Vreuls Jr (Signature) Date 12/10/2009

Phone No. 213 897-7395

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
ROADWAY EXCAVATION (ALT 1)	40,000	CY	$ 20.00	$ 800,000.00	
IMPORTED BORROW					
CLEARING & Grubbing					
DEVELOP WATER SUPPLY					
TOP SOIL REAPPLICATION					
STEPPED SLOPES AND SLOPE ROUNDING					
OTHERS					
				Subtotal Earthwork Section	$ 800,000.00
Section 2 Pavement Structural Section					
ALTERNATIVE 1					
PRECAST PANEL CONCRETE PAVEMENT	22,110	CY	$ 600.00	$ 13,266,000.00	
LEAN CONCRETE BASE-RAPID SETTING	14,800	CY	$ 150.00	$ 2,220,000.00	
CLASS-3 AGGREGATE BASE	1,700	CY	$ 50.00	$ 85,000.00	
MINOR CONCRETE (BACKFILL)	20	CY	$ 300.00	$ 6,000.00	
PCC PAVEMENT					
ASPHALT CONCRETE					
CEMENT-TREATED BASE					
PAVEMENT REINFORCING FABRIC					
EDGE DRAINS					
				Subtotal Pavement Structural Section	$ 15,577,000.00
				Subtotal Section 1 & 2 (ALT 1)	$ 16,377,000.00
Section 3 Drainage					
MODIFICATION OF INLETS	LUMP SUM	LS	$ 250,000.00	$ 250,000.00	
LARGE DRAINAGE FACILITIES					
STORM DRAINS					
PUMPING PLANTS					
PROJECT DRAINAGE (X-DRAINS, OVERSIDE, ETC)					
				Subtotal Drainage	$ 250,000.00

Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
REMOVE CONCRETE BARRIER (TYPE 50)	1,300	FT	$ 40.00	$ 52,000.00	
PLACE CONCRETE BARRIER (TYPE 60)	1,300	FT	$ 150.00	$ 195,000.00	
REMOVE MBGR	4,900	FT	$ 10.00	$ 49,000.00	
PLACE MBGR	4,900	FT	$ 55.00	$ 269,500.00	
REMOVE THERMOPLASTIC TRAFFIC STRIP	14,600	FT	$ 1.00	$ 14,600.00	
AERIALLY-DEPOSITED LEAD	2,300	FT3	$ 90.00	$ 207,000.00	
TEMPORARY CONSTRUCTION BMPS	LUMP SUM	LS	$ 200,000.00	$ 200,000.00	
				Subtotal Specialty Items	$ 987,100.00

Section 5 Traffic Items					
MODIFY LIGHTING AND SIGN ILLUMINATION	LUMP SUM	LS	$ 100,000.00	$ 100,000.00	
MODIFY RAMP METERING SYSTEM	LUMP SUM	LS	$ 50,000.00	$ 50,000.00	
COMMUNICATION SYSTEM ROUTING (10500 FT OF 3-48 SMFO CABLES, 12 SMFO DROPS, 2-4" CONDUITS, INNERDUCT TRENCHING, COMMUNICATION PULL BOXES, 6T PULL BOXEX, SPLICE VAULTS, SPLICES, BRIDGE CONDUITS AND EXPANSION JOINTS, 120V POWER.)	10,500	FT	$ 200.00	$ 2,100,000.00	
TMS SYSTEM AND LOOPS NEAR OCEAN BLVD	1	EA	$ 60,000.00	$ 60,000.00	
RMS SYSTEM AND LOOPS AT ANAHEIM STREET	4	EA	$ 60,000.00	$ 240,000.00	
CCTV SYSTEM WITH 75' POLE (SHOEMAKER BRIDGE)	1	EA	$ 75,000.00	$ 75,000.00	
TRAFFIC MANAGEMENT SYSTEM ELEMENTS	LUMP SUM	LS	$ 2,000.00	$ 2,000.00	
SYSTEM TESTING AND DOCUMENTATION	LUMP SUM	LS	$ 10,000.00	$ 10,000.00	
TEMPORARY K-RAIL	27,000	FT	$ 10.00	$ 270,000.00	
TEMPORARY CRASH CUSHION	72	EA	$ 200.00	$ 14,400.00	
TRAFFIC DELINEATION ITEMS	LUMP SUM	LS	$ 150,000.00	$ 150,000.00	
TMP PAID ADVERTISING	LUMP SUM	LS	$ 100,000.00	$ 100,000.00	
TMP CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP)	LUMP SUM	LS	$ 750,000.00	$ 750,000.00	
TMP FREEWAY SERVICE PATROL	LUMP SUM	LS	$ 250,000.00	$ 250,000.00	
				Subtotal Traffic Items	$ 4,171,400.00

TOTAL SECTIONS 1 thru 5 (ALT 1) $ 20,985,500.00

Section 6 Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
HIGHWAY PLANTING	LUMP SUM	LS	$ 1,100,000.00	$ 1,100,000.00	
REPLACEMENT PLANTING					
IRRIGATION MODIFICATION					
RELOCATE EXISTING IRRIGATION FACILITIES					
IRRIGATION CROSSOVERS					
PERMANENT STORM WATER BMPS	LUMP SUM	LS	$ 1,000,000.00	$ 1,000,000.00	
				Subtotal Planting and Irrigation Section	$ 2,100,000.00

Section 7 Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
VEGETATION CONTROL TREATMENTS					
GORE AREA PAVEMENT					
PAVEMENT BEYOND THE GORE AREA					
MISCELLANEOUS PAVING					
EROSION CONTROL	LUMP SUM	LS	$ 100,000.00	$ 100,000.00	
SLOPE PROTECTION					
SIDE SLOPES/EMBANKMENT SLOPES					
MAINTENANCE VEHICLE PULL OUTS					
OFF-FREEWAY ACCESS (GATES, STAIREWAYS, ETC.)					
ROADSIDE FACILITIES (VISTA POINTS, TRANSIT, PARK AND RIDE, ETC.)					
RELOCATING ROADSIDE FACILITIES/FEATURES					
				Subtotal Roadside Mangement and Safety Section	$ 100,000.00

TOTAL SECTIONS 1 thru 7 (ALT 1) $ 23,985,500.00

Section 8 Minor Items

				Item Cost	Section Cost
$ 23,985,500.00 (Subtotal Sections 1 thru 7)	x	(5%)	=	$1,199,275	

TOTAL MINOR ITEMS $1,199,275

Section 9 Roadway Mobilization

$25,184,775 (Subtotal Sections 1 thru 8)	x	(10%)	=	$2,518,478

TOTAL ROADWAY MOBILIZATION $2,518,478

Section 10 Roadway Additions

Supplemental Work

$25,184,775 (Subtotal Sections 1 thru 8)	x	(5%)	=	$1,259,239

Contingencies

$25,184,775 (Subtotal Sections 1 thru 8)	x	(5%)	=	$1,259,239

TOTAL ROADWAY ADDITIONS $2,518,478

TOTAL ROADWAY ITEMS $ 30,222,000.00
(Subtotal Sections 1 thru 8)

Estimate Prepared By Elioth Obando (Print Name) Phone# (213) 897-0135 Date: 12/10/09

Estimate Checked By Mario Gutierrez (Print Name) Phone# (213) 897-0512 Date: 12/10/2009

ATTACHMENT J

Hazardous Waste Assessment

State of California

Business Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Mario Gutierrez, STE
Office of Design A
Division of Design

Attn: Elioth Obando
Project Engineer

Date: August 24, 2009

File: 07-LA-710 (PM 5.0/7.0)
Pavement Rehabilitation
Ocean Blvd. To PCH (SR-1)
city of Long Beach

EA: 07-333-27550K

From: **DEPARTMENT OF TRANSPORTATION**
OEECS- HAZARDOUS WASTE BRANCH, SOUTH REGION, MS-16

Subject: *Preliminary Hazardous Waste Assessment for Project Scope Summary Report (PSSR)*

The Office of Environmental Engineering and Corridor Studies (OEECS) – Hazardous Waste South Branch received the request for Preliminary Hazardous Waste Assessment on July 13, 2009 in support of a Project Scope Summary Report (PSSR). Additionally, preliminary layout plans (07/07/09) and utility plans were attached to the request from the Office of Design A.

The scope of work for this pavement rehabilitation project proposes to reconstruct existing structural section and overlay the existing AC pavement on the mainline of Route 710 from Ocean Boulevard (PM 5.0) to Pacific Coast Highway (State Route 1) (PM 7.0). Pavement may need to be replaced to match the approach/departure structure slabs or lowered to meet minimum vertical clearance requirements at overcrossing structures. The inside and outside shoulders will be reconstructed and widened with full depth hot mix asphalt structural sections to provide 12 ft. lanes and 10 ft inside and outside shoulders where possible. The median barrier will be upgraded with Type 60 concrete safety barrier. However, based on discussion of the project scope with Elioth Obando, Project Engineer, the median barrier upgrade may be eliminated from this project, and additional scope of work may include the installation of cast-in-drill (CIDH) concrete sign foundations at four locations.

A Project Scope Summary Report (PSSR) is scheduled for approval in September 2009.

Based on OEECS' review, the proposed activities in the scope of work will occur within the existing State right-of-way, and will likely generate excess soil/waste requiring the management and handling as hazardous waste.

Additionally, OEECS has reviewed Databases from the State Water Resources Control Board (GeoTracker), the Department of Toxic Substances Control (EnviroStor), and the Integrated

Waste Management Board (SWIS) to determine if the work area requires any special consideration due to impacts from off-site hazardous waste sources.

The following is a summary of potential hazardous waste concerns:

Aerially-Deposited Lead (ADL):

Based on discussion with the Elioth Obando, Project Engineer, the reconstructed sections will involve the disturbance of from 0 to 3 feet in depth and in the locations of the sign pedestals to a depth of approximately 15 feet. These activities will generate excess soil that will be potentially contaminated with aerially deposited lead (ADL) because of the historical use of leaded gasoline. Particulate emissions in engine exhaust contained lead from leaded gasoline, which was deposited adjacent to roadways and/or runoff to road embankments and along State right-of-ways. Since excess soil will be generated, an ADL site investigation (SI) is needed during the PS&E (design) phase to evaluate the degree of soil contamination within the project area. For the purpose of project planning/PSSR programming, it is recommended that any excess soil generated be classified as hazardous waste regulated by the State of California (non-RCRA), "Roadway Excavation- Type Z-2" and shall be excavated, contained, and transported in accordance with State regulations.

The unit cost for ADL soil (Type Z-2) disposal including the preparation of a project specific lead compliance plan can be found at *http://t8web/design/contractcost/*. It is recommended that a formal request for a project specific ADL site investigation be submitted to our office once project detail design plans are available. The estimated duration to complete the investigation is approximately 3-4 months.

Yellow Thermoplastic Traffic Stripe:

The scope of work may include removal of yellow thermoplastic traffic striping and pavement marking during reconstruction of the existing structural section. Yellow thermoplastic traffic stripping and pavement marking contain lead and chromium that require special handling during removal and subsequent disposal. Residue produced from the removal of yellow thermoplastic contains heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the California Code of Regulations. Yellow thermoplastic may produce toxic fumes when heated.

The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic residue. Attention is directed to Title 8, California Code of Regulations, Sections 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Sections 1532.1(e)(2)(B) and 1532.2. Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene.

The unit cost for a project specific Lead Compliance Plan/Program, and the removal of yellow thermoplastic traffic striping and pavement marking (which inclusive of removal, containment, sampling, transportation, and disposal) can be found at *http://t8web/design/contractcost/*.

Potentially Contaminated Groundwater:

The project area is within or very near an industrial zone that may have underlying contaminated groundwater. This industrial sector of Long Beach consists of oil production tanks and wells, industries in the Port of Log Beach, and manufacturing that potentially impacted groundwater. Furthermore, shallow groundwater at 10 feet or less is reported in the area near the Port of Long Beach and Los Angeles River adjacent to the project area. Potentially contaminated shallow groundwater may become an issue based on the depth of the sign foundations and if the need exists to excavate and dewater below the water table. Therefore, the PSSR should consider the cost for dewatering, handling, and disposing of contaminated groundwater. Groundwater investigation will be included as part of the ADL site investigation during PS&E (design) phase. Groundwater extraction (dewatering) estimate should be included with the PSSR cost estimate.

Please note this preliminary hazardous waste assessment for the PSSR and does not constitute a hazardous waste assessment for PS&E, and is only a preliminary hazardous waste assessment based on information in the request and discussion with the Project Engineer.

If you have any question, I can be reached at (213) 897-3646, or contact Frank Gonzales of my staff at (213) 897-0936.

Steve Chan

Steve Chan, P.E., STE
District Hazardous Waste Coordinator, South Region
Office of Environmental Engineering and Corridor Studies

cc: File

ATTACHMENT K

Storm Water Data Report (Cover Sheet)

Dist-County-Route: 07-LA-710

Post Mile (Kilometer Post) Limits:
PM 5.4/6.8 (KP 8.7/10.9)

Project Type: Pavement Rehabilitation

EA: 07-27550K

RU: 07-224

Program Identification: HA22

Phase: ☒PID ☐PA/ED ☐PS&E

Regional Water Quality Control Board(s): **Region 4, Los Angeles**

Is the project required to consider incorporating Treatment BMPs? ☒Yes ☐No

If yes, can Treatment BMPs be incorporated into the project? ☒Yes ☐No

If No, a Technical Data Report must be submitted to the RWQCB at least 60 days prior to PS&E Submittal. List submittal date: _____

Total Disturbed Soil Area: 6.78 hectares (16.75 acres)

Estimated Construction Start Date: April 3, 2013 Construction Completion Date: December 8, 2016

Notification of Construction (NOC) Date to be submitted: March 2, 2013

Notification of ADL reuse (if Yes, provide date) ☐Yes Date: _____ ☒No

Separate Dewatering Permit (if Yes, permit number) ☐Yes Permit #: _____ ☒No

This 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.

Elioth Obando, *Registered Project Engineer/Landscape Architect* — 11/17/2009 Date

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

John Vassiliades, *Project Manager* — 11/17/2009 Date

Roger Castillo, *Designated Maintenance Representative* — 11-17-09 Date

Ron Russak, *Designated Landscape Architect Representative* — 11 17 09 Date

STAMP
[Required for PS&E only]

Shirley Pak, *District/Regional SW Coordinator or Designee* — 11/30/2009 Date

ATTACHMENT L

TMP Data Sheet

TRANSPORTATION MANAGEMENT PLAN DATASHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM LA-710-5.0/7.0 EA 27550K Alternative No. PSR/PR

Project Limit Route 710 (PM 5.0/7.0) from Ocean Blvd to Pacific Coast Hwy (Route 1).

Project Description Rehab pavement and upgrade the median barrier.

1) Public Information		
☐	a. Brochures and Mailers	$
☒	b. Press Release	
☒	c. Paid Advertising	$100,000
☐	d. Public Information Center/Kiosk	$
☐	e. Public Meeting/Speakers Bureau	
☐	f. Telephone Hotline	
☒	g. Internet	
☐	h. Others _____	$
2) Motorists Information Strategies		
☐	a. Changeable Message Signs (Fixed)	$
☐	b. Changeable Message Signs (Portable)	$
☐	c. Ground Mounted Signs	$
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☐	f. Others _____	$
3) Incident Management		
☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$750,000
☐	b. Freeway Service Patrol	$
☐	c. Traffic Management Team	
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

4) Construction Strategies

- [x] 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 $ _____
- [ ] b. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $850,000

Project Notes:

10/05/2009

1. A Public Awareness Campaign (PAC) strategy was prepared by Media Affairs on 09/25/09. PAC funding is to be included in State Furnished Materials, BEES item 066063.
2. Construction shall notify Caltrans' Office of Media Relations/Public Affairs at least a month prior to the start of construction in order to begin Public Awareness Campaign.
3. COZEEP cost estimate was provided by Construction Traffic Manager on 10/05/2009. COZEEP cost amount of $750,000 shall be included in the BEES list item 066062.
4. The long-term freeway shoulder closures are anticipated. Work shall conform to the lane closure charts included in the Maintaining Traffic Specifications.
5. Any change to the scope of the work of project will require a re-evaluation of the TMP Data Sheet.

PREPARED BY — **Duc Tran**
Transportation Engineer — DATE 10-05-2009

APPROVAL RECOMMENDED BY — **Denis Katayama,**
Senior Transportation Engineer — DATE 10-6-09

APPROVED BY — **John Yang**
District Traffic Manager — DATE 10/7/09

ATTACHMENT M

Bridge Inspection Report

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 53 2934
Facility Carried: HARBOR SCENIC DR
Location : 07-LA-051-0-LBCH
City : LONG BEACH
Inspection Date : 03/24/2008

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
X				

STRUCTURE NAME: HARBOR SCENIC DRIVE OH

CONSTRUCTION INFORMATION

Year Built : 1970
Year Widened: N/A
Length (m) : 118.3

Skew (degrees): 45
No. of Joints : 0
No. of Hinges :

Structure Description:

Span Configuration :

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20

Inventory Rating: 40.8 metric tons — Calculation Method: LOAD FACTOR
Operating Rating: 68 metric tons — Calculation Method: LOAD FACTOR
Permit Rating : ppppp
Posting Load : Type 3 N/A — Type 3S2 N/A — Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section:

Total Width: 27.9 m — Net Width: 26.7 m — No. of Lanes: 6
Rail Description: — Rail Code : 1111

Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description:

CONDITION TEXT

HISTORY

Year Built : 1970
By : Long Beach
Design By : Long Beach Harbor Department
Preceded Owner : Port of Long Beach
Preceded Bridge No.: 53C-0923

The structure was relinquished to State in 2003.

SEISMIC RETROFIT NOTE

There are field evidences that the structure has been retrofitted for seismic: 11 columns have full height steel encasement, 11 other columns have 2M steel wrap around plastic hinge zone. There are also evidence of hinge restrainers and soffit openings.

CONDITION OF STRUCTURE

A. No G-11 at Southbound or Northbound of structure approach.

B. All joint seals are filled with debris and there are signs of deterioration and disbonding.

CONDITION TEXT

C. There are several deck spalls (1500mm x 75mm x 25mm) with exposed and rusting rebar scattered through out both Northbound and Southbound bridge deck.

D. Transverse deck cracks (1mm) at 500mm spacing through out the deck.

E. The tubular handrail at the northeast corner has been hit, damaged and is 300mm off its original alignment.

F. There are 5 overheight hit spalls (largest size: 1000mm x 200mm x 200mm) on easterly exterior girder and 1 overheight hit spall (100mm x 100mm x 50mm) on westerly exterior girder. These spalls are located directly above the abandoned roadway under the structure.

Note: There was no As-built on this structure. Contacted LA county and picked up As-built on 3/18/2008.

MISCELLANEOUS

The inspection team consisted of Thac Dau and Young Chen.

ELEMENT INSPECTION RATINGS

?#Elem	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
101 12	Concrete Deck - Bare	2	3210	sq.m.	0	0	3210	0	0
101 105	Reinforced Concrete Closed Webs/Box Girder	2	118	m.	110	0	8	0	0
101 205	Reinforced Conc Column or Pile Extension	2	32	ea.	32	0	0	0	0
101 215	Reinforced Conc Abutment	2	79	m.	79	0	0	0	0
101 301	Pourable Joint Seal	2	189	m.	0	0	189	0	0
101 311	Moveable Bearing (roller, sliding, etc.)	2	20	ea.	20	0	0	0	0
101 333	Other Bridge Railing	2	249	m.	224	0	25	0	0

WORK RECOMMENDATIONS

RecDate: 03/24/2008
Action : Deck-Methacrylate
Work By: MAINT. CONTRACT
Status : PROPOSED

EstCost: $49,515
StrTarget: 2 YEARS
DistTarget:
EA:

+ Repair all deck spalls.
+ Treat deck cracks with methacrylate sealant.

RecDate: 03/24/2008
Action : Bridge-Install Sign
Work By: DISTRICT
Status : PROPOSED

EstCost: $2,000
StrTarget: 2 YEARS
DistTarget:
EA:

Install G-11 Signs at the structure approaches on both Southbound and Northbound traffic.

RecDate: 03/24/2008
Action : Seismic-Retrofit
Work By: STRAIN
Status : PROPOSED

EstCost: $1,650,500
StrTarget: 2 YEARS
DistTarget:
EA:

No Plans available. Priority 4. Final Score 0.

Note: Reinstate the Seismic Retrofit Recommendation in 03/28/2007.

Inspected By : T.Dau/Y.Chen

Registered Civil Engineer

STRUCTURE INVENTORY AND APPRAISAL REPORT

********** IDENTIFICATION **********

(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 53 2934
(5) INVENTORY ROUTE(ON/UNDER) - ON 1500L0510
(2) HIGHWAY AGENCY DISTRICT 07
(3) COUNTY CODE 037 (4) PLACE CODE 43000
(6) FEATURE INTERSECTED- 7TH ST RAMP & UP RR
(7) FACILITY CARRIED- HARBOR SCENIC DR
(9) LOCATION- 07-LA-051-0-LBCH
(11) MILEPOINT/KILOMETERPOINT 0
(12) BASE HIGHWAY NETWORK- NOT ON NET 0
(13) LRS INVENTORY ROUTE & SUBROUTE
(16) LATITUDE 33 DEG 46 MIN 30 SEC
(17) LONGITUDE 118 DEG 12 MIN 18 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

******** STRUCTURE TYPE AND MATERIAL *********

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
TYPE- BOX BEAM OR GIRDER - MULTI CODE 205
(44) STRUCTURE TYPE APPR:MATERIAL-
TYPE- CODE
(45) NUMBER OF SPANS IN MAIN UNIT 7
(46) NUMBER OF APPROACH SPANS 0
(107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

********** AGE AND SERVICE **********

(27) YEAR BUILT 1970
(106) YEAR RECONSTRUCTED 0000
(42) TYPE OF SERVICE: ON- HIGHWAY 1
UNDER- HIGHWAY-RAILROAD 4
(28) LANES:ON STRUCTURE 06 UNDER STRUCTURE 00
(29) AVERAGE DAILY TRAFFIC 21100
(30) YEAR OF ADT 1991 (109) TRUCK ADT 33 %
(19) BYPASS, DETOUR LENGTH 2 KM

********** GEOMETRIC DATA **********

(48) LENGTH OF MAXIMUM SPAN 23.2 M
(49) STRUCTURE LENGTH 118.3 M
(50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 26.7 M
(52) DECK WIDTH OUT TO OUT 27.9 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 26.8 M
(33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3
(34) SKEW 45 DEG (35) STRUCTURE FLARED NO
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M
(53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
(54) MIN VERT UNDERCLEAR REF- HIGHWAY 4.67 M
(55) MIN LAT UNDERCLEAR RT REF- HIGHWAY 1.5 M
(56) MIN LAT UNDERCLEAR LT 0.0 M

********** NAVIGATION DATA **********

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
(111) PIER PROTECTION- CODE
(39) NAVIGATION VERTICAL CLEARANCE 0.0 M
(116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
(40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

****

SUFFICIENCY RATING = 82.6
STATUS
HEALTH INDEX 74.1
PAINT CONDITION INDEX = N/A

********** CLASSIFICATION ********** CODE

(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- NOT ON NHS 0
(26) FUNCTIONAL CLASS- PRIN ART FWY/EXP URBAN 12
(100) DEFENSE HIGHWAY- NOT STRAHNET 0
(101) PARALLEL STRUCTURE- NONE EXISTS N
(102) DIRECTION OF TRAFFIC- 2 WAY 2
(103) TEMPORARY STRUCTURE-
(105) FED.LANDS HWY-
(110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
(20) TOLL- ON FREE ROAD 3
(21) MAINTAIN- CITY OR MUNICIPAL HIGHWAY AGENCY 04
(22) OWNER- CITY OR MUNICIPAL HIGHWAY AGENCY 04
(37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

********** CONDITION ********** CODE

(58) DECK 5
(59) SUPERSTRUCTURE 5
(60) SUBSTRUCTURE 7
(61) CHANNEL & CHANNEL PROTECTION N
(62) CULVERTS N

********* LOAD RATING AND POSTING ********* CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
(63) OPERATING RATING METHOD- LOAD FACTOR 1
(64) OPERATING RATING- 68.0
(65) INVENTORY RATING METHOD- LOAD FACTOR 1
(66) INVENTORY RATING- 40.8
(70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
(41) STRUCTURE OPEN, POSTED OR CLOSED- A
DESCRIPTION- OPEN, NO RESTRICTION

********** APPRAISAL ********** CODE

(67) STRUCTURAL EVALUATION 5
(68) DECK GEOMETRY 5
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL 4
(71) WATER ADEQUACY N
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 1111
(113) SCOUR CRITICAL BRIDGES N

********** PROPOSED IMPROVEMENTS **********

(75) TYPE OF WORK- DECK REHABILITATION CODE 36
(76) LENGTH OF STRUCTURE IMPROVEMENT 118.3 M
(94) BRIDGE IMPROVEMENT COST $1,650,000
(95) ROADWAY IMPROVEMENT COST $165,000
(96) TOTAL PROJECT COST $2,475,000
(97) YEAR OF IMPROVEMENT COST ESTIMATE 1998
(114) FUTURE ADT 31321
(115) YEAR OF FUTURE ADT 2029

********** INSPECTIONS **********

(90) INSPECTION DATE 03/08 (91) FREQUENCY 24 MO
(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
A) FRACTURE CRIT DETAIL- NO MO A)
B) UNDERWATER INSP- NO MO B)
C) OTHER SPECIAL INSP- NO MO C)

ATTACHMENT N

Accident Data

OTM22140
09-08-05
05:21 PM

California Depart[illegible]t of Transportation
Table C - Potential [illegible]estigation Locations

Page# [illegible]
Event ID: [illegible]/99817

Confidence Level 99.5 District 07 ALL Accidents Interval .2 MI
01-APR-05 thru 31-MAR-08

Location Description	SCL RMP LNS	R U S	Rate Grp	Total Accidents / Significance 36 mo. ACCS	24 mo. ACCS	12 mo. ACCS	6 mo. ACCS	3 mo. ACCS	AVE ADT Main	X-St.	12 MOS RATE ACCS/MV-MVM ACTUAL F+I	ACTUAL TOT	AVERAGE F+I	AVERAGE TOT	Req
405 LA 032.969 TO 033.169 SOUTH	04D	U	H 66	162 Y	93 Y	48 Y	23 Y	10 Y	137.1	-	1.20	4.80	0.36	1.17	Req
405 LA 044.358 TO 044.558 NORTH	05D	U	H 66	38 N	27 N	17 Y	9 N	4 N	109.5	-	1.00	2.13	0.31	1.01	Req
405 LA 044.598 TO 044.998 NORTH	05D	U	H 66	86	60	32	19	11	110.6	-	0.62	1.98	0.31	1.01	C13
605 LA R 5.099 605/NB ON FR EB RT 91	O C	U	R 08	40 Y	31 Y	18 Y	7 N	6 Y	26.5	-	0.72	1.86	0.14	0.45+	Req
605 LA R006.725 TO R006.925 NORTH	06D	U	H 67	54 Y	43 Y	25 Y	16 Y	8 N	151.6	-	0.54	2.26	0.32	1.11	Req
605 LA R 7.96 605/SBON FR EB FIRESTONE	O F	U	R 20	16 Y	14 Y	10 Y	6 Y	4 Y	10.2	-	1.07	2.69	0.19	0.65+	Req
605 LA R009.489 TO R009.689 SOUTH	05D	U	H 66	66 Y	53 Y	28 Y	12 N	6 N	144.8	-	0.47	2.65	0.37	1.22	Req
605 LA R010.169 TO R010.369 NORTH	05D	U	H 66	82 Y	58 Y	32 Y	15 Y	11 Y	127.8	-	0.96	3.43	0.34	1.12	Req
605 LA R010.169 TO R010.569 SOUTH	05D	U	H 66	363	246	134	70	38	126.2	-	1.84	7.27	0.34	1.11	C14
605 LA R 9.625 605/SB OFF SEG TO FLORENCE	F F	U	R 62	4 N	4 N	4 N	4 Y	2 N	5.4	-	0.00	2.03	0.14	0.45+	Req
605 LA R014.373 TO R014.573 SOUTH	05D	U	H 66	116 Y	81 Y	39 Y	17 Y	12 Y	128.6	-	1.17	4.16	0.34	1.12	Req
605 LA R015.558 TO R015.758 SOUTH	05D	U	H 66	82 Y	58 Y	27 Y	11 N	4 N	130.2	-	0.84	2.84	0.34	1.13	Req
605 LA R017.749 TO R017.949 NORTH	05D	U	H 66	57 Y	39 Y	20 Y	13 Y	11 Y	118.0	-	0.70	2.32	0.32	1.06	Req
605 LA R019.182 TO R019.382 NORTH	05D	S	H 62	156 Y	115 Y	54 Y	30 Y	13 Y	118.0	-	1.86	6.27	0.35	1.13	Req
605 LA R019.416 TO R019.616 NORTH	05D	U	H 66	80 Y	52 Y	22 Y	11 N	4 N	115.3	-	0.71	2.61	0.32	1.04	Req
605 LA R020.145 TO 020.345 SOUTH	04D	U	H 65	39 Y	28 Y	18 Y	8 N	6 N	100.3	-	0.55	2.46	0.34	1.10	Req
605 LA 23.418 605/NB OFF SEG WB LIVE OAK	F L	U	R 38	43 Y	26 Y	13 Y	5 N	1 N	7.9	-	0.69	4.51	0.35	1.20+	Req
710 LA 006.201 TO 006.401 NORTH	05D	U	H 65	32 Y	21 Y	10 Y	7 Y	4 N	57.9	-	0.47	2.37	0.25	0.81	Req

\+ denotes MV used in rates.

Req = investigation required (4 or more accs. & significant in 12, 6, or 3 months)

Location Description	Rate Group (RUS)	No. of Accidents / Significance: Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual: Fat	F+I	Average: Tot	Fat	F+I	Tot
07 LA 710 005.400 - 07 LA 710 006.800 0001-0001 2005-10-01 2008-09-30 *36 mo.*	**1.401 MI** H NORTH U	98 **H99**	1	16	17	74	10 **H92**	38 **H99**	1 19	45.9	70.51	0.014	.24	1.39	0.008	.25	.81
07 LA 710 005.400 - 07 LA 710 006.800 0001-0002 2005-10-01 2006-09-30 *12 mo.*	**1.401 MI** H NORTH U	27 **H92**	0	6	6	19	3	10	0 9	46.2	23.64	0.000	.25	1.14	0.008	.25	.81
07 LA 710 005.400 - 07 LA 710 006.800 0001-0003 2006-10-01 2007-09-30 *12 mo.*	**1.401 MI** H NORTH U	37 **H99**	1	2	3	30	0	14 **H97**	1 2	45.7	23.36	0.043	.13	1.58	0.008	.25	.81
07 LA 710 005.400 - 07 LA 710 006.800 0001-0004 2007-10-01 2008-09-30 *12 mo.*	**1.401 MI** H NORTH U	34 **H99**	0	8	8	25	7 **H99**	14 **H97**	0 8	45.9	23.52	0.000	.34	1.45	0.008	.25	.81

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL HWY N/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #142

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
98	1	16	81	1	19

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
24	24.5	1
59	60.2	2
12	12.2	3
3	3.1	>3

<---LINES CODED---> NUMBER	PCT	CODE
24	24.5	1
59	60.2	2
10	10.2	3
5	5.1	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
3	3.1	00- 12 MID.
6	6.1	01- 1 A.M.
7	7.1	02- 2 A.M.
3	3.1	03- 3 A.M.
1	1.0	04- 4 A.M.
1	1.0	05- 5 A.M.
4	4.1	06- 6 A.M.
1	1.0	07- 7 A.M.
8	8.2	08- 8 A.M.
3	3.1	09- 9 A.M.
4	4.1	10- 10 A.M.
6	6.1	11- 11 A.M.
4	4.1	12- 12 NOON
2	2.0	13- 1 P.M.
11	11.2	14- 2 P.M.
2	2.0	15- 3 P.M.
6	6.1	16- 4 P.M.
9	9.2	17- 5 P.M.
4	4.1	18- 6 P.M.
3	3.1	19- 7 P.M.
1	1.0	20- 8 P.M.
4	4.1	21- 9 P.M.
2	2.0	22- 10 P.M.
3	3.1	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
98	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
98	100.0	N-NORTHBOUND
0	0.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	1998
0	0.0	1999
0	0.0	2000
0	0.0	2001
0	0.0	2002
0	0.0	2003
0	0.0	2004
5	5.1	2005
29	29.6	2006
39	39.8	2007
25	25.5	2008
0	0.0	2009

<----- MONTH -----> NUMBER	PCT	CODE
14	14.3	01-JANUARY
7	7.1	02-FEBRUARY
10	10.2	03-MARCH
11	11.2	04-APRIL
4	4.1	05-MAY
12	12.2	06-JUNE
10	10.2	07-JULY
2	2.0	08-AUGUST
7	7.1	09-SEPTEMBER
8	8.2	10-OCTOBER
5	5.1	11-NOVEMBER
8	8.2	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
14	14.3	1-SUNDAY
20	20.4	2-MONDAY
13	13.3	3-TUESDAY
11	11.2	4-WEDNESDAY
15	15.3	5-THURSDAY
17	17.3	6-FRIDAY
8	8.2	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL HWY N/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #142

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
5	5.1	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
14	14.3	4-IMPROPER TURN
29	29.6	5-SPEEDING
37	37.8	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
5	5.1	C-OTHER THAN DRIVER
2	2.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
6	6.1	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
1	1.0	A-HEAD-ON
41	41.8	B-SIDESWIPE
27	27.6	C-REAR END
4	4.1	D-BROADSIDE
21	21.4	E-HIT OBJECT
1	1.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
3	3.1	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
3	3.1	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
94	95.9	H-NO UNUSUAL CONDITION
1	1.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
81	82.7	A-CLEAR
13	13.3	B-CLOUDY
3	3.1	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
1	1.0	<-NOT STATED
0	0.0	-INVALID CODES

<------------ LIGHTING ------------>

NUMBER	PCT	CODE
59	60.2	A-DAY LIGHT
3	3.1	B-DUSK/DAWN
26	26.5	C-DARK-STREET LIGHT
9	9.2	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
1	1.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
86	87.8	A-DRY
10	10.2	B-WET
0	0.0	C-SNOWY, ICY
1	1.0	D-SLIPPERY
1	1.0	<-NOT STATED
0	0.0	-INVALID CODES

<------- RIGHT OF WAY CONTROL ------->

NUMBER	PCT	CODE
5	5.1	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
93	94.9	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- HIGHWAY GROUP --------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
98	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
98	100.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PART SUMMARY
ALL HWY N/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #142

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
86	87.8	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
3	3.1	C-MOTORCYCLE
8	8.2	D-PICKUP/PANEL TRUCK
2	2.0	E-PICKUP/PANEL W/TRAILER
8	8.2	F-TRUCK/TRUCK TRACTOR
25	25.5	G-TRUCK/TRACTOR & 1 TRAILER
3	3.1	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
3	3.1	I-OTHER BUS
1	1.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP.**
0	0.0	L-BICYCLE
9	9.2	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
1	1.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
1	1.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
18	18.4	A-STOPPED
76	77.6	B-PROCEDED STRAIGHT
2	2.0	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
1	1.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
1	1.0	G-BACKING
6	6.1	H-SLOWING, STOPPING
2	2.0	I-PASS OTHER VEHICLE
30	30.6	J-CHANGING LANES
0	0.0	K-PARKING
1	1.0	L-ENTER FROM SHLDR
1	1.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
0	0.0	O-PARKED
1	1.0	P-MERGING
0	0.0	Q-TRAVEL WRONG WAY
15	15.3	R-OTHER
2	2.0	<-NOT STATED

PEDESTRIAN

0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
1	1.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
2	2.0	0	0.0	4-IMPROPER TURN
4	4.1	0	0.0	5-SPEEDING
4	4.1	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
1	1.0	0	0.0	F-INATTENTION - OTHER
2	2.0	0	0.0	G-STOP & GO TRAFFIC
3	3.1	0	0.0	H-ENTER/LEAVE RAMP
1	1.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
1	1.0	0	0.0	L-UNINVOLVED VEHICLE
2	2.0	0	0.0	M-OTHER
80	81.6	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
10	10.2	98	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
98	100.0	N-N, NE, NW BOUND
1	1.0	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND
2	2.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
3	3.1	B-CELL PHONE IN USE*
83	84.7	C-CELL PHONE NOT IN USE*
4	4.1	D-CELL PHONE NONE/UNKNOWN*
13	13.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

* INATTENTION CODES EFF. 01-01-01

ALL HWY N/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #142

<------------------- OBJECT STRUCK ------------------->

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
2	2.0	1	1.0	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
2	2.0	2	2.0	15-GUARDRAIL
11	11.2	9	9.2	16-MEDIAN BARRIER
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)
3	3.1	4	4.1	18-DIKE OR CURB
0	0.0	0	4.1	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
0	0.0	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	1	1.0	27-FENCE
1	1.0	2	2.0	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
1	1.0	1	1.0	41-TEMP BARRICADES, CONES
5	5.1	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
1	1.0	8	8.2	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	1	1.0	99- NO OBJECT INVOLVED
72	73.5	18	18.4	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
16	16.3	98	100.0	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
1	1.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
14	14.3	11	11.2	B-BEYOND SHLDER DRIVERS LEFT
1	1.0	0	0.0	C-LEFT SHOULDER AREA
24	24.5	8	8.2	D-LEFT LANE
51	52.0	13	13.3	E-INTERIOR LANES
23	23.5	3	3.1	F-RIGHT LANE
1	1.0	0	0.0	G-RIGHT SHOULDER AREA
6	6.1	10	10.2	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
16	16.3	98	100.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PCT	OTHERS NUMBER	PCT	CODE
91	92.9	0	0.0	A-HAD NOT BEEN DRINKING
7	7.1	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
1	1.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
16	16.3	0	0.0	G-IMPAIRMENT NOT KNOWN
2	2.0	0	0.0	H-NOT APPLICABLE
0	0.0	1	1.0	I-FATIGUE
5	5.1	98	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

Location Description			Rate Group (RUS)	No. of Accidents / Significance							Pers Kid Inj	ADT Main X-St	Total MV+ or MVM	Actual Accident Rates		Average Accident Rates			
				Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark				Fat	F+I	Tot	Fat	F+I	Tot
07 LA 710 005.400 - 07 LA 710 006.800																			
0001-0001	2005-10-01	2008-09-30	36 mo. 1.401 mi H SOUTH U	51	2	15	17	41	5	19	2 19	45.9	70.51	0.028	.24	.72	0.008	.25	.81
07 LA 710 005.400 - 07 LA 710 006.800																			
0001-0002	2005-10-01	2006-09-30	12 mo. 1.401 mi H SOUTH U	16	2 H95	6	8	13	0	4	2 10	46.2	23.64	0.085	.34	.68	0.008	.25	.81
07 LA 710 005.400 - 07 LA 710 006.800																			
0001-0003	2006-10-01	2007-09-30	12 mo. 1.401 mi H SOUTH U	21	0	6	6	17	3	8	0 6	45.7	23.36	0.000	.26	.90	0.008	.25	.81
07 LA 710 005.400 - 07 LA 710 006.800																			
0001-0004	2007-10-01	2008-09-30	12 mo. 1.401 mi H SOUTH U	14	0	3	3	11	2	7	0 3	45.9	23.52	0.000	.13	.60	0.008	.25	.81

[illegible]Transportation
[illegible]nt Rate Calculation

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

ALL HWY S/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #152

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
51	2	15	34	2	19

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
10	19.6	1
35	68.6	2
4	7.8	3
2	3.9	>3

<---LINES CODED---> NUMBER	PCT	CODE
10	19.6	1
31	60.8	2
7	13.7	3
1	2.0	4
2	3.9	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
2	3.9	00- 12 MID.
1	2.0	01- 1 A.M.
1	2.0	02- 2 A.M.
1	2.0	03- 3 A.M.
1	2.0	04- 4 A.M.
2	3.9	05- 5 A.M.
3	5.9	06- 6 A.M.
3	5.9	07- 7 A.M.
4	7.8	08- 8 A.M.
3	5.9	09- 9 A.M.
3	5.9	10- 10 A.M.
3	5.9	11- 11 A.M.
0	0.0	12- 12 NOON
6	11.8	13- 1 P.M.
3	5.9	14- 2 P.M.
5	9.8	15- 3 P.M.
0	0.0	16- 4 P.M.
1	2.0	17- 5 P.M.
1	2.0	18- 6 P.M.
1	2.0	19- 7 P.M.
2	3.9	20- 8 P.M.
1	2.0	21- 9 P.M.
2	3.9	22- 10 P.M.
2	3.9	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
51	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
51	100.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	1998
0	0.0	1999
0	0.0	2000
0	0.0	2001
0	0.0	2002
0	0.0	2003
0	0.0	2004
3	5.9	2005
22	43.1	2006
16	31.4	2007
10	19.6	2008
0	0.0	2009

<----- MONTH -----> NUMBER	PCT	CODE
4	7.8	01-JANUARY
5	9.8	02-FEBRUARY
2	3.9	03-MARCH
2	3.9	04-APRIL
4	7.8	05-MAY
3	5.9	06-JUNE
6	11.8	07-JULY
4	7.8	08-AUGUST
5	9.8	09-SEPTEMBER
7	13.7	10-OCTOBER
2	3.9	11-NOVEMBER
7	13.7	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
8	15.7	1-SUNDAY
6	11.8	2-MONDAY
8	15.7	3-TUESDAY
8	15.7	4-WEDNESDAY
6	11.8	5-THURSDAY
6	11.8	6-FRIDAY
9	17.6	7-SATURDAY

ALL HWY S/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #152

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
2	3.9	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
11	21.6	4-IMPROPER TURN
17	33.3	5-SPEEDING
17	33.3	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
2	3.9	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
2	3.9	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
3	5.9	A-HEAD-ON
20	39.2	B-SIDESWIPE
14	27.5	C-REAR END
1	2.0	D-BROADSIDE
12	23.5	E-HIT OBJECT
1	2.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
1	2.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
6	11.8	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
3	5.9	G-OTHER
41	80.4	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
42	82.4	A-CLEAR
6	11.8	B-CLOUDY
3	5.9	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------------ LIGHTING ------------>

NUMBER	PCT	CODE
30	58.8	A-DAY LIGHT
4	7.8	B-DUSK/DAWN
11	21.6	C-DARK-STREET LIGHT
4	7.8	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
2	3.9	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
45	88.2	A-DRY
5	9.8	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
1	2.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
0	0.0	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
51	100.0	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
51	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
51	100.0	--DOES NOT APPLY

ALL HWY S/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #152

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
44	86.3	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
1	2.0	C-MOTORCYCLE
7	13.7	D-PICKUP/PANEL TRUCK
0	0.0	E-PICKUP/PANEL W/TRAILER
3	5.9	F-TRUCK/TRUCK TRACTOR
13	25.5	G-TRUCK/TRACTOR & 1 TRAILER
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
1	2.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP.**
0	0.0	L-BICYCLE
4	7.8	M-OTHER-MOTOR VEH
3	5.9	N-OTHER-NON-MOTOR VEH
2	3.9	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
2	3.9	N-N, NE, NW BOUND
50	98.0	S-S, SE, SW BOUND
1	2.0	E-EASTBOUND
1	2.0	W-WESTBOUND
4	7.8	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
9	17.6	A-STOPPED
39	76.5	B-PROCEEDED STRAIGHT
3	5.9	C-RAN OFF ROAD
1	2.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
1	2.0	G-BACKING
3	5.9	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
11	21.6	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
1	2.0	O-PARKED
2	3.9	P-MERGING
1	2.0	Q-TRAVEL WRONG WAY
15	29.4	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
1	2.0	B-CELL PHONE IN USE*
45	88.2	C-CELL PHONE NOT IN USE*
3	5.9	D-CELL PHONE NONE/UNKNOWN*
8	15.7	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
2	3.9	0	0.0	4-IMPROPER TURN
2	3.9	0	0.0	5-SPEEDING
1	2.0	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
3	5.9	0	0.0	F-INATTENTION - OTHER
1	2.0	0	0.0	G-STOP & GO TRAFFIC
2	3.9	0	0.0	H-ENTER/LEAVE RAMP
1	2.0	0	0.0	I-PREVIOUS COLLISION
2	3.9	1	2.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
1	2.0	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	0	0.0	M-OTHER
42	82.4	1	2.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
7	13.7	49	96.1	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

ALL HWY S/B ACCIDENTS ON LA-710, PM 5.400 / 6.800, FOR TIME PERIOD 10/1/05 THRU 9/30/08, JEREMY CHEN, LOG #152

<------------------- OBJECT STRUCK ------------------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	1	2.0	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
1	2.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
1	2.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
4	7.8	2	3.9	15-GUARDRAIL
5	9.8	4	7.8	16-MEDIAN BARRIER
0	2.0	1	2.0	17-WALL (EXCEPT SOUND WALL)
1	2.0	2	3.9	18-DIKE OR CURB
0	0.0	0	3.9	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	1	2.0	23-CUT SLOPE OR EMBANKMENT
0	0.0	2	3.9	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	2	3.9	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	1	2.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
1	2.0	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
0	0.0	5	9.8	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
1	2.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	0	0.0	99- NO OBJECT INVOLVED
37	72.5	8	15.7	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
11	21.6	50	98.0	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
1	2.0	1	2.0	A-BEYOND MEDIAN OR STRIPE-LEFT
6	11.8	5	9.8	B-BEYOND SHLDER DRIVERS LEFT
1	2.0	1	2.0	C-LEFT SHOULDER AREA
10	19.6	5	9.8	D-LEFT LANE
23	45.1	2	3.9	E-INTERIOR LANES
16	31.4	3	5.9	F-RIGHT LANE
0	0.0	0	0.0	G-RIGHT SHOULDER AREA
5	9.8	7	13.7	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
11	21.6	50	98.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
49	96.1	0	0.0	A-HAD NOT BEEN DRINKING
2	3.9	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
10	19.6	0	0.0	G-IMPAIRMENT NOT KNOWN
2	3.9	0	0.0	H-NOT APPLICABLE
0	0.0	1	2.0	I-FATIGUE
6	11.8	50	98.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES