07 – LA-101- 0.00 / 0.09 & LA-10 – S 0.00/S 0.10
HB1: 20.10.201.015
EA: 28710K (0700020899)
August, 2011

Project Study Report-Project Report
To
Request Programming in the 2012 SHOPP
And
Provide Project Approval

On Routes SB 101 to EB 10 Connector & WB 10 Connector to NB 101

Between Near Mission Road UC.

And Near Cesar E Chavez Avenue OC.

I have reviewed the right of way information contained in this Project Study Report-Project 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 of Right of Way*

APPROVAL RECOMMENDED

***Javad Rahimzadeh**, Project Manager*

CONCURRED:

***James McCarthy**, Deputy District Director, Planning/ Public Transportation and Local Assistance*

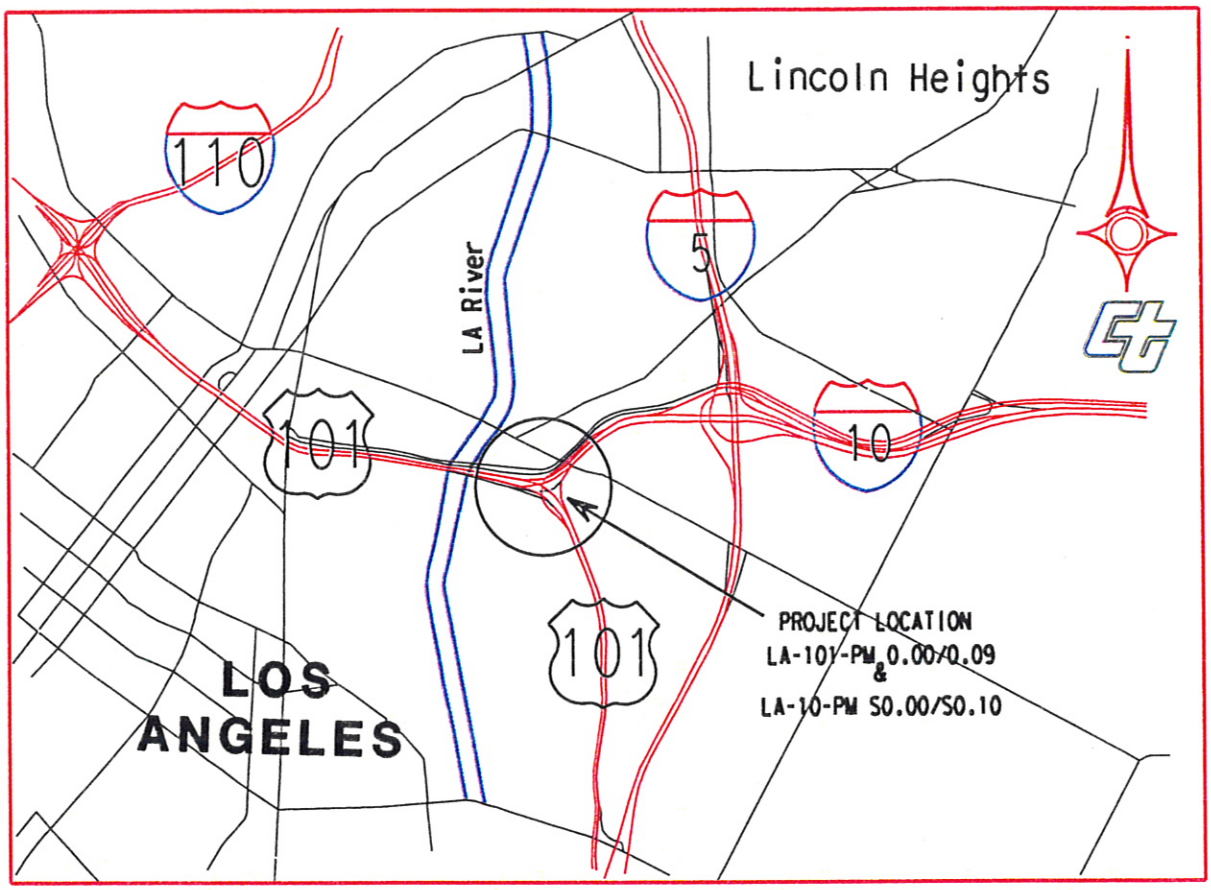
CONCURRED:

***William H Reagan,** Deputy District Director, Design*

APPROVED:

***MICHAEL MILES,** District Director* — *Date* 8/31/11

07-LA-101-PM 0.00/0.09 & LA-10-PM S 0.00/S 0.10
HB1: 20.10.201.015
EA: 28710K (0700020899)



On Routes SB 101 to EB 10 Connector
&
WB 10 Connector to NB 101

Between Near Mission Road UC. (PM 0.075)

And Near Cesar H Chavez Ave. OC (PM S 0.102)

Location Map.dgn 9/9/2011 2:30:41 PM

07 – LA-101- 0.00/0.09 & LA-10 – S 0.00/S 0.10
HB1: 20.10.201.015
EA: 28710K (07 0002 0899)

This Project Study Report / Project 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.

Duyen Luu
REGISTERED CIVIL ENGINEER

8/18/11
DATE

Table of Contents

1. Introduction 1
2. Recommendation/ Proposal 2
3. Background 2
4. Purpose and Need Statement 3
5. Deficiencies 3
6. Corridor and System Coordination 8
7. Alternatives 8
   7A. Viable Alternatives 8
   7B. Rejected Alternatives 9
8. Considerations Requiring Discussion 9
9. Other Considerations as Appropriate 9
10. Community Involvement 10
11. Environmental Determination/Document 10
12. Funding 10
   12A. Capital Cost 10
   12B. Capital Support Estimate 10
13. Schedule 11
14. FHWA Coordination 11
15. Project Personnel 11
16. Project Reviews 12
17. Attachments: 12

1. INTRODUCTION

Brief Project Description:
This Collision-Severity Reduction project proposes to improve safety on Route 101 / Route 10 Connectors by replacing existing metal beam guardrail [MBGR] with concrete barrier to reduce the potential of run-off-the road and over-the-embankment type of accidents.

The Scope of the work includes removing the existing MBGR, K-rail, concrete barrier type 50, railing on top of retaining wall, curbs along the left shoulders of the connectors, and constructing Type 736 and Type 60 Modified concrete barriers, reconstructing shoulders, installing a flashing beacon, and safety lighting from Mission Road Undercrossing (UC), 07-LA 101 (PM 0. 09) to Cesar E Chavez Avenue OC, 07-LA 10 (PM S 0.10) in Los Angeles County. The work also includes installing a crash cushion (React type) on the gore area at the junction of SB 101/EB 10 Connector and SB 101, upgrading the shoulder structural section and constructing Type 60 Modified concrete barrier along the left shoulder of SB 101 Connector. (See Attachment B: Proposed Layout Plan and Attachment C: Cross Sections).

The total project cost estimate for Alternative 2 is $ 4.7 million (capital $ 3.8 million and support cost $ 0.9 million) in the year of 2011. The proposed project will be included in 2012 SHOPP Cycle for programming, and the cost of the proposed program year of 2014 / 2015 is $ 5.4 million.

Refer to Attachment D: (Cost Estimate for specific work items).

Project Limits Dist., Co., Rte., PM	07-LA 101 [PM 0.00/0.09] & LA 10 [PM S 0.00/S 0.10]
Capital Costs:	$ 3.8 million
Right of Way Costs:	0.00
Funding Source:	2012 SHOPP Safety Improvement Program
Number of Alternatives:	Two (2)
Recommended for Programming or Approved Alternative	2
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	1
Anticipated Environmental Determination/Document:	CE / CE
Legal Description	From 07- LA 101- 0.09 (near Mission Road UC) to 07-LA 10 – S 0.10 (near Cesar E Chavez Avenue OC).

It is anticipated that this project will be included in 2012 SHOPP Cycle for programming in Fiscal Year 2014 / 2015.

2. RECOMMENDATION/ PROPOSAL

Alternative 2 is recommended in this PSR-PR to replace the existing MBGR and other types of barrier with concrete barriers type 736 and Type 60 Modified, which require less maintenance. Additional improvements include better lateral sight distance on horizontal curves along SB-101/EB-10 Connector and installation of flashing beacons to make the motorists aware of the posted speed on the connector, which in essence makes this section overall safer. For complete detailed recommendations for this alternative, refer to Section 7A. Viable Alternatives.

3. BACKGROUND

Route 101 is part of the Federal Aid Primary (FAP) system, which is a subset of the National Highway System. Route 101 is a major north-south route that is used for interstate and interregional travel, and shipping. Additionally it is used as a commuter route. Within the Los Angeles County, its Criteria Functional Class is classified as follows: a) Urban Principal Arterial from PM 0.00 to PM 25.34 (East Los Angeles Interchange to Route 27), b) Rural Principal Arterial from PM 25.34 to PM 38.19 (Rte. 27 to County Line).

Route 10 is part of the Federal Aid Interstate (FAI) system, which is a subset of the National Highway System. Route 10 is a major east-west route that is used for interstate and interregional travel. Route 10 is also part of the Surface Transportation Assistance Act (STAA) truck network, and is identified in the SCAG RTP from downtown Los Angeles eastward as part of the Southwest Passage Multi-Modal Corridor for goods movement between Los Angeles and Houston, Texas. As such, it will carry increasing truck traffic from the ports of Los Angeles and Long Beach. Los Angeles International Airport is nearby and it is accessible via Route 405 and La Cienega Blvd., and it will also produce increasing truck traffic on Route 10. Ontario International Airport to the east in San Bernardino County is also nearby and it will likewise impact Route 10.

Within the project limits from Mission Road UC to Cesar E Chavez Avenue OC, the configurations of the Mainline, WB Route 10 Connector to NB Route 101, and SB Route 101 to EB Route 10 Connector are as follows:

Route 101 (Mainline) has 4 mixed flow lanes in each direction. Lanes 1, 2, and 3 vary from 11 feet to 12 feet wide and lane 4 is 12 feet wide. Outside and inside shoulders vary from 2 feet to 10 feet and from 2 feet to 5 feet, respectively. The mainline is separated with a concrete median barrier. The posted speed is 55 miles per hour (mph).

SB Route 101 to EB Route 10 Connector has 2 mixed flow lanes. Lanes 1 and 2 are 11 feet wide each. Inside and outside shoulder widths are 2 feet and 10 feet, respectively. The posted speed is 35 mph.

WB Route 10 Connector to NB Route 101 has 3 mixed flow lanes. Lanes 1, 2 and 3 are 11 feet each. Inside shoulder width varies from 2 feet to 4 feet, and outside shoulder width varies from 2 feet to 10 feet. The posted speed is 40 mph.

SB 101 Connector has 2 mixed flow lanes. Lanes 1 and 2 are 11 feet each. Inside shoulder width varies from 2 feet to 5 feet and outside shoulder width varies from 2 feet to 10 feet.

4. PURPOSE AND NEED STATEMENT

Need:

This location has been identified in the 2007 California 5% Report to have a high concentration of accidents. Traffic Investigation Report (see Attachment Q) recommended the need to: 1) remove and upgrade the existing K-rail and MBGR with Type 60 Modified concrete barriers, 2) remove and upgrade the railing on top of the retaining wall with Type 736 concrete barrier, 3) reinstall the missing W1-8 signs, 4) install overhead flashing beacons with advisory safe speed limit, and 5) install safety lighting. Additionally, 6) at the gore area to install a crash cushion (REACT type) with end treatment and 7) to improve the shoulder structural section, where the concrete barrier will be upgraded.

Purpose:

The purpose of this safety project is to reduce the severity of run-off-the-road collisions and collisions involving barriers, as well as to make drivers aware of the posted speed on the connector and to reduce the exposure of Caltrans maintenance field crews.

After the removal of the existing MBGR, K-rail, concrete barrier Type 50, it will be replaced with Type 60 Modified. Also, the railing on the retaining wall will be replaced with concrete barrier Type 736. Safety lighting and a flashing beacon will also be installed. The curve along the left shoulder of SB Route 101 to EB Route 10 Connector will be improved for better sight distance. These safety measures will improve the roadside environment.

5. DEFICIENCIES

Accident Analysis:

The accident rates on the connectors, for the 3-year period between April 01, 2007 and March 31, 2010 are discussed below and summarized in the tables which follow:

SB RTE 101 - Mainline (PM 0.032 / 0.075) – There were a total of 6 accidents involving 3 injuries and 3 Property Damage Only [PDOs] for the 3-year period between April 01, 2007 and March 31, 2010. The primary collision factors were as follows: 66.7 % of the collisions involved speeding, 16.7 % involved other violation, and 16.7 % other than the driver.
Table B below shows that the Total Actual Accident Rates is lower than the Average Accident rates for similar types of facilities.

SB RTE 101//SB OFF TO EB RTE 10 (Connector): There were a total of 34 accidents involving 12 injuries and 22 PDOs for the 3-year period between April 01, 2007 and March 31, 2010. The primary collision factors were as follows: 44.1 % of the collisions involved speeding, 29.4 % involved improper turn, and 23.5 % involved influence alcohol.

Table B below shows that the Total Actual Accident Rates are lower than the Average Accident rates for similar types of facilities.

NB RTE 101 - Mainline (PM .04 / .075) - There were a total of 27 accidents involving 5 injuries and 22 PDOs for the 3-year period between April 01, 2007 and March 31, 2010. The primary collision factors were as follows: 66.7 % of the collisions involved speeding, 18.5 % involved improper turns, 7.4 % involved influence of alcohol, and 7.4 % involved other violations.
Table B shows that the Total Actual Accident Rates are higher than the Average Accident rates for similar types of facilities on NB Route 101 mainline.

NB RTE 101/NB FR WB RTE 10 Connector: There were a total of 10 accidents involving 4 injuries and 6 PDOs for the 3-year period between April 01, 2007 and March 31, 2010. The primary collision factors were as follows: 50.0 % of the collisions involved improper turn, 30.0 % involved speeding, 10.0 % involved influence of alcohol, and 10.0 % involved other violations.
Table B shows that the Total Actual Accident Rates are lower than the Average Accident rates for similar types of facilities.

"Table B - Selective Accident Rate Calculation" Summary
(Accident rates express as: # of accidents / Million vehicle miles)

Location	PM	Actual			Average		
		F*	F+I**	Total***	F*	F+I**	Total***
SB RTE101 (Mainline)	0.032 /0.075	.000	0.41	**0.82**	.016	.48	**1.57**
SB Rte 101/SB OFF TO EB RTE 10 (Connector)	0.032/SB OFF TO EB RTE 10	.000	0.26	**0.75**	.005	.20	**.60**

* Fatalities ** Fatalities Plus Injuries *** All Reported Accidents

"Table B - Selective Accident Rate Calculation" Summary
(Accident rates express as: # of accidents / Million vehicle miles)

Location	PM	Actual			Average		
		F*	F+I**	Total***	F*	F+I**	Total***
NB RTE101 (MAINLINE)	0.040 /0.075	.000	.78	**4.21**	.016	.48	**1.57**

Notes: The high accident rate of 4.21 on NB Rte 101 occurs where no improvement is proposed in the project scope. The proposed improvement is to replace the existing railing on top of the retaining wall along the SB Rte 101.

NB RTE 101/NB ON FR RTE 10 (Connector)	0.032/SB OFF TO EB RTE 10	.000	.08	**.20**	.003	.11	**.35**

* Fatalities ** Fatalities Plus Injuries *** All Reported Accidents

TSAR Accident Summary

Route 101	PM	**Total**	**Fatal**	**Injury**	**PDO**	**Persons**	
						Killed	**Injured**
SB RTE101 (MAINLINE)	**0.032 /0.075**	**6**	**0**	**3**	**3**	**0**	**3**
SB RTE101/SB OFF TO EB RTE 10 (Connector)	**0.032/SB OFF TO EB RTE 10**	**34**	**0**	**12**	**22**	**0**	**16**

TSAR Accident Summary

Route 101	**PM**	**Total**	**Fatal**	**Injury**	**PDO**	**Persons**	
						Killed	**Injured**
NB RTE101 (MAINLINE)	**0.040 /0.075**	**27**	**0**	**5**	**22**	**0**	**6**
NB RTE101/NB ON FR RTE 10 (Connector)	**0.032/SB OFF TO EB RTE 10**	**10**	**0**	**4**	**6**	**0**	**4**

TSAR Accident Summary

RTE 101	Primary Collision Factors (%)						Collision Types (%)				
	Speed	**Improper Turn**	**Influence Alcohol**	**Other Violation**	**Other than Driver**	**Failure to Yield**	**Rear-end**	**Side-swipe**	**Hit Object**	**Broad-side**	**Head-on**
SB RTE 101 (Mainline) PM 0.032 /0.075	**66.7**	**0.0**	**0.0**	**16.7**	**16.7**	**0.0**	**66.7**	**16.7**	**16.7**	**0.0**	**0.0**
	Speed	**Improper Turn**	**Influence Alcohol**	**Other Violation**	**Other than Driver**	**Failure to Yield**	**Rear-end**	**Side-swipe**	**Hit Object**	**Broad-side**	**Head-on**
SB RTE 101/OFF TO EB RTE 10 (Connector) **PM 0.032/SB OFF TO EB RTE 10**	**44.1**	**29.4**	**23.5**	**2.9**	**0.0**	**0.0**	**5.9**	**11.8**	**79.4**	**0.0**	**0.0**
RTE 101	**Primary Collision Factors (%)**						**Collision Types (%)**				
	Speed	**Improper Turn**	**Influence Alcohol**	**Other Violation**	**Other than Driver**	**Failure to Yield**	**Rear-end**	**Sides wipe**	**Hit Object**	**Broad-side**	**Head-on**
NB RTE101 (MAINLINE) **M 0.040 /0.075**	**66.7**	**18.5**	**7.4**	**7.4**	**0.0**	**0.0**	**59.3**	**14.8**	**22.2**	**0.0**	**0.0**
NB RTE101/NB ON FR RTE 10 (Connector) PM 0.032/SB OFF TO EB RTE 10	**30.0**	**50.0**	**10.0**	**10.0**	**0.0**	**0.0**	**10.0**	**20.0**	**70.0**	**0.0**	**0.0**

Based on the current accident data 30 % to 67% of the accidents include speeding (Primary Collision Factor) on both directions, 80 % and 70 % of the accidents include hit objects SB OFF TO EB 10 direction and NB ON from WB 10 direction (Type of Collision), respectively. With the proposed installation of the flashing beacon, lighting, concrete barriers in both directions, replacement of the K-rail and metal beam guardrail (MBGR), it is anticipated that the number of speed and improper turn related type of accidents will be reduced, as well as for Caltrans maintenance crew to have less exposure to traffic.

Standards for Which Exceptions are Requested:

Highway Design Manual (HDM), 6th Edition, Chapter 300, Index 302.1, Table 302.1, indicates paved left shoulder is 5 feet and 10 feet, for single and two lane connectors, and for three lane or more connectors, respectively. Also, Index 309.1 (3) (a) indicates that the minimum horizontal clearance shall be equal to the standard shoulder width of the highway facility as stated in Table 302.1, or a minimum of 4 feet shall be provided where the standard shoulder width is less than 4 feet**.**

This PSR/PR will address the following non-standard features: a) shoulder widths, and b) horizontal clearances on SB 101/EB 10 Connector, WB 10/NB 101 Connector and SB 101 as shown in Table 1 below.

A. Design Exception Features: Shoulder Width and Horizontal Clearance

Table 1

SB 101 / EB 10 Connector

Design Location	Locations	Left Shoulder Width and Horizontal Clearance (Ft)			Total Length (Ft)
		Std	Exist	Proposed*	
1	From STA 4+16.9 to STA 8+66.9	5	2	3	450
2	From STA 14+80 to STA 15+68.1	5	2	5 to 2	88

WB 10 / NB 101 Connector

		Left Shoulder Width and Horizontal Clearance (Ft)			Total Length (Ft)
3	From STA 9+08.1 TO STA 15+68.1 (Cesar E. Chavez Ave. OC bridge column)	Std	Exist	Proposed*	
		10	Var, 2 to 4	Variable 2 to 7	660

SB 101

		Left Shoulder Width and Horizontal Clearance (Ft)			Total Length (Ft)
4	From STA 8+90.6 TO STA 10+20.9 (on SB 101 Connector)	Std	Exist	Proposed*	
		5	2	Variable 5 to 2	60

*** Proposed non-standard features.**

Fact Sheet Exceptions to Mandatory Design Standards for the nonstandard features was approved on August 17, 2011.

6. CORRIDOR AND SYSTEM COORDINATION

The proposed improvements are intended primarily to address safety and its traffic impacts due to the type of accidents that occur at these locations only,

Since the proposed improvements will not change the existing roadway and the connector alignments it will not prevent any future modifications at this location. And the proposed project would be consistent with the District System and Management Plans (DSMP) and Transportation Concept Reports for Routes 10 and 101.

7. ALTERNATIVES

7A. VIABLE ALTERNATIVES

Two alternatives have been considered in this PSR/PR

Alternative 1 "No build"
This alternative proposes to leave the existing conditions as "is", and consequently would not implement the safety improvements recommended in the 02/02/2011 Traffic Investigation Report for this section..

Alternative 2 – includes the following features:
(See Attachment B: Proposed Layout Plan and Attachment C: Cross Sections)

Southbound Route 101 to Eastbound Route 10 Connector

Left Shoulder

- Remove the existing railing type 2- A on top of retaining wall and replace it with concrete barrier type 736 from STA 4+16.9 to STA 8+66.9.
- Remove the existing Metal Beard Guardrail (MBGR) and replace it with concrete barrier type 60 Modified along the edge of shoulder from STA 8+66.9 to STA 13+53.1.
- Remove the existing Curb from STA 8+66.9 to STA 13+53.1.
- Remove the existing concrete barrier Type 50 and replace it with concrete barrier type 60 Modified from STA 13+53.1 to 14+16.3.
- Remove the existing concrete barrier Type 50 from STA 14+16.3 to 15+68.1.
- Reconstruct the PCC pavement on left shoulder, which will be widened from 5 to 9 feet [at the center of the curve] and tapered to meet existing 2 feet, from STA 8+66.9 to STA 15+68.1.
- Modify overhead sign structure and lighting at STA 4+76.9.

Right Shoulder [From STA 8+90.9 to STA 14+75.6]

- Remove the existing MBGR and temporary K-rail and replace them with concrete barrier type 60 Modified along the edge of shoulder.

- Reconstruct the shoulder with PCC pavement.
- Upgrade safety lighting.
- Add flashing beacon with advisor speed limit of 35 mph.

Gore Area [Junction of SB 101/EB 10 connector and SB 101 connector]

- Construct end treatment with crash cushion type REACT **at STA 8+90.9.**

Westbound Route 10 Connector to northbound Route 101

- Remove **320 feet** concrete raised curb and construct **concrete barrier type 60D** along the existing retaining wall from **STA 10+33.1 to** STA 13+53.1
- Remove 125 feet (from STA 9+08.1 to STA 10+33.1) and 215 feet (from STA 13+53.1 to STA 15+68.1) of MBGR and Curb and upgrade with concrete barrier type 60 Modified from the end of Retaining Wall to Cesar E Chavez Avenue OC.
- Remove /construct 4 feet shoulder with PCC pavement from STA 9+08.1 to 15+68.1.
- Upgrade safety lighting.

Southbound Route 101 Connector

- Remove / upgrade 130 feet of MBGR with concrete barrier type 60 Modified on the left shoulder of SB 101 connector from STA 8+90.9 to STA 10+20.9.
- Remove /upgrade left shoulder with PCC pavement.

7B. REJECTED ALTERNATIVES

Alternative 1 is rejected in this PSR/PR because it would leave the existing conditions as "is", and consequently would delay the safety improvements recommended in the 02/02/2011 Traffic Investigation Report.

8. CONSIDERATIONS REQUIRING DISCUSSION

The following projects within or adjacent to the boundaries of this project are currently scheduled for Route 101.

EA: 25893, RTE 101. PM 1.0 /1.0 proposes to construct sand filter and infiltration devices to remove targeted metal pollutants and other general pollutants. PAED: 04/28/2008, RTL: 05/01/2012, and CCA: 05/01/2014.

EA: 26590, RTE 101, PM 1.0 /11.0 proposes to upgrade bridge railings. PAED: 12/23/2009, RTL: 11/13/2012, and CCA: 09/17/2010.

9. OTHER CONSIDERATIONS AS APPROPRIATE

None evident.

10. COMMUNITY INVOLVEMENT

No public meeting has been scheduled for this project. Project information will be provided prior to project construction. Full public support is anticipated for this safety project.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

Categorical Exemption (CE/QA)

This project is categorically exempt under Class 15301 (C) (PRC 21084: 14-CCR 15300 et seq.). Refer to Attachment G.

CALTRANS NEPA DETERMINATION

Section 6004: The State has determined that the project is a Categorical Exclusion under: 23 CFR 771.117(d): activity (d)(2). The Environmental Determination Document will be prepared in accordance with Caltrans' environmental guidelines, as well as State and Federal environmental guidelines

12. FUNDING

12A. CAPITAL COST

Capital Cost Estimate for 2012 SHOPP

Fiscal Year	Right of Way Capital	Construction Capital
FY11	0	**$ 3.8 Million**
FY12		
FY13		
FY14		
FY15	0	**$ 4.62 Million**
FY16		

12B. CAPITAL SUPPORT ESTIMATE

	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	1.4	0.1	4.46	1.33	0.02	0	5	0.28	12.59
Estimated PS $'s									0
Estimated PYE $'s ($1000's)									0
Total $'s	1.4	0.1	4.46	1.33	0.02	0	5	0.28	12.59

13. SCHEDULE

HQ Milestones	Delivery Date (Month, Day, Year)
PA & ED	09/01/11
Project PS&E	10/30/14
Right of Way Certification	09/04/14
Ready to List	02/17/15
Approve Contract	08/21/15
Contract Acceptance	06/15/16
End Project	09/09/16

14. FHWA COORDINATION

"No federal-aid funding anticipated or no FHWA action required for this project."

15. PROJECT PERSONNEL

ELAHEH YADEGAR Chief, Office of Project and Special Studies (OPSS)	(213) 897-9635
MIN WUN Senior Transportation Engineer, OPSS	(213) 897-9565
DUYEN LUU Project Engineer, OPSS	(213) 897-0092
JAVAD RAHIMZABIDEH Project Manager	(213) 897-6846
SAMEER HADDADEEN Chief, Office of Traffic Investigations	(213) 897-9102
SHEIK MOINUDDIN Senior Transportation Engineer	(213) 897-4689
SIMON KUO Senior of Design A	(213) 897-0139
KARL DREHER HQ Project Development Coordinator	(916) 653-4937
JD BAMFIELD HQ Design Reviewer	(916)653-5507
JINOUS SALEH Senior Environmental Planner	(213) 897-0683
MASOUD ESNAASHARI HQ Technical Liaison Engineer	(916) 227-8341

SHIRLEY PAK Senior Storm Water Coordinator	(213) 897-0428
JOHN NJOROGE Senior Right of Way Agent	(213) 897-1685

16. PROJECT REVIEWS

Field Review		Date	11/03/2010
District Maintenance		Date	03/24/2011
District Safety Review		Date	03/24/2011
HQ Design Coordinator/Reviewer		Date	08/11/2011
Project Manager District Safety Review		Date	03/24/2011
District SHOPP Program Advisor		Date	03/24/2011
HQ SHOPP Program Advisor		Date	

17. ATTACHMENTS:

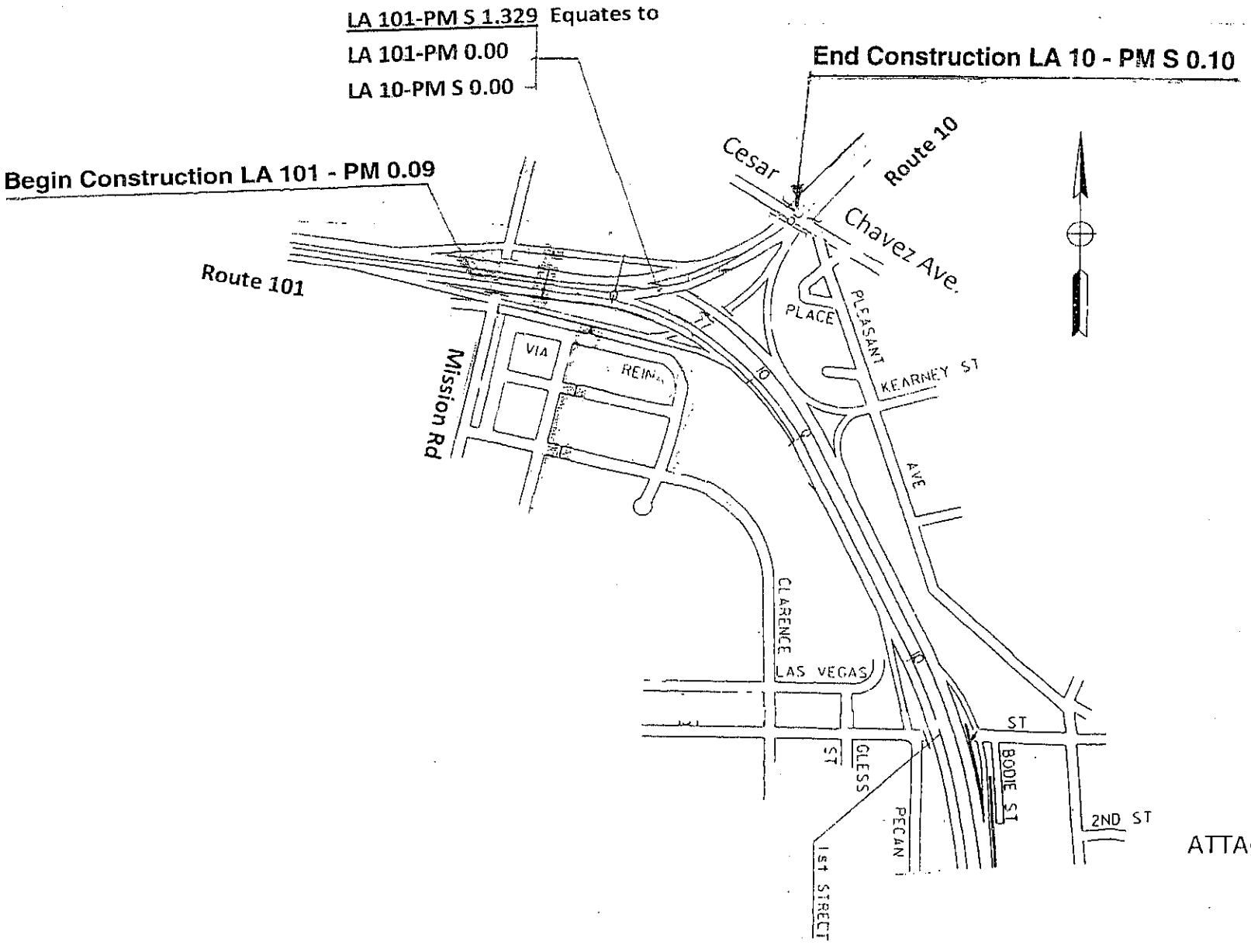
A. Strip Map
B. Layout plan
C. Cross Sections
D. Cost Estimate
E. CCTV Cost Estimate
F. Right of Way Data Sheet
G. Environmental Report
H. Hazardous Waste
I. Structural Section Recommendation
J. Air Quality
K. Advance Planning Cost Estimate
L. Transportation Management Plan
M. Storm Water Data Report
N. Risk Assessment Plan
O. Work Plan
P. Traffic Investigation Report

STRIP MAP

ATTACHMENT A

STRIP MAP

(No scale)



ATTACHMENT A

LAYOUT PLAN

ATTACHMENT B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

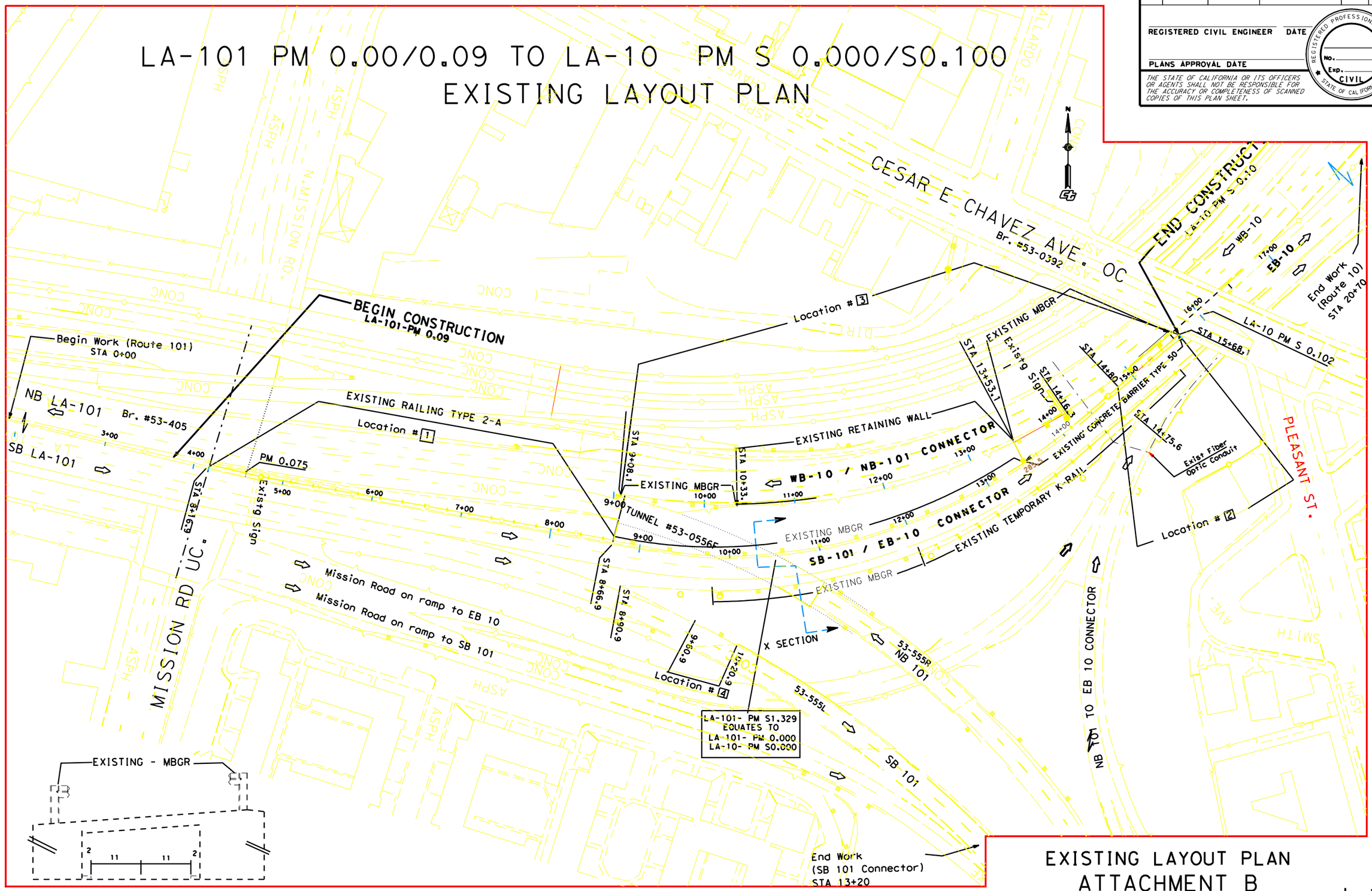
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

LA-101 PM 0.00/0.09 TO LA-10 PM S 0.000/S0.100
EXISTING LAYOUT PLAN



EXISTING LAYOUT PLAN
ATTACHMENT B
(NO SCALE)

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
LAST REVISION 00-00-00

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

LA-101 PM 0.00/0.09 TO LA-10 PM S 0.000/S0.100
PROPOSED LAYOUT PLAN

CESAR E CHAVEZ AVE. OC

BEGIN CONSTRUCTION
LA-101-PM 0.09

END CONSTRUCTION
LA-10 PM S 0.10

Br. #53-0392

Begin Work (Route 101)
STA 0+00

Br. #53-405

SB LA-101

NB LA-101

PM 0.075

MISSION RD UC

Proposed Concrete Barrier Type 736
Location # 1

STRUCTURAL OVERHEAD SIGN
STA 4+76.9

CRASH CUSHION TYPE REACT

Mission Road on ramp to EB 10

Mission Road on ramp to SB 101

Location # 3

Construct Concrete Barrier Type 60 D Along Retaining Wall

WB-10 / NB-101 CONNECTOR

From STA 8+66.9 to STA 14+16.3

Remove Existing Curb

SB-101 / EB-10 CONNECTOR

From STA 8+90.9 to STA 14+75.6

Proposed Flash Beacon

Location # 4

LA-101- PM S1.329
EQUATES TO
LA-101- PM 0.000
LA-10- PM S0.000

End Work
(SB 101 Connector)
STA 13+20

WB-10

EB-10

End Work
(Route 10)
STA 20+70

LA-10 PM S 0.102

Exist Fiber Optic Conduit

Location # 2

PLEASANT ST.

SMITH AVE.

NB 101 TO EB 10 CONNECTOR

SB 101

NB 101

LEGEND

Proposed PCC Pavement

(1) Prop.Con. Barrier type 60 Modified

ATTACHMENT B
PROPOSED LAYOUT PLAN
(NO SCALE)

L-2

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION DATE PLOTTED => $DATE
00-00-00 TIME PLOTTED => $TIME

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

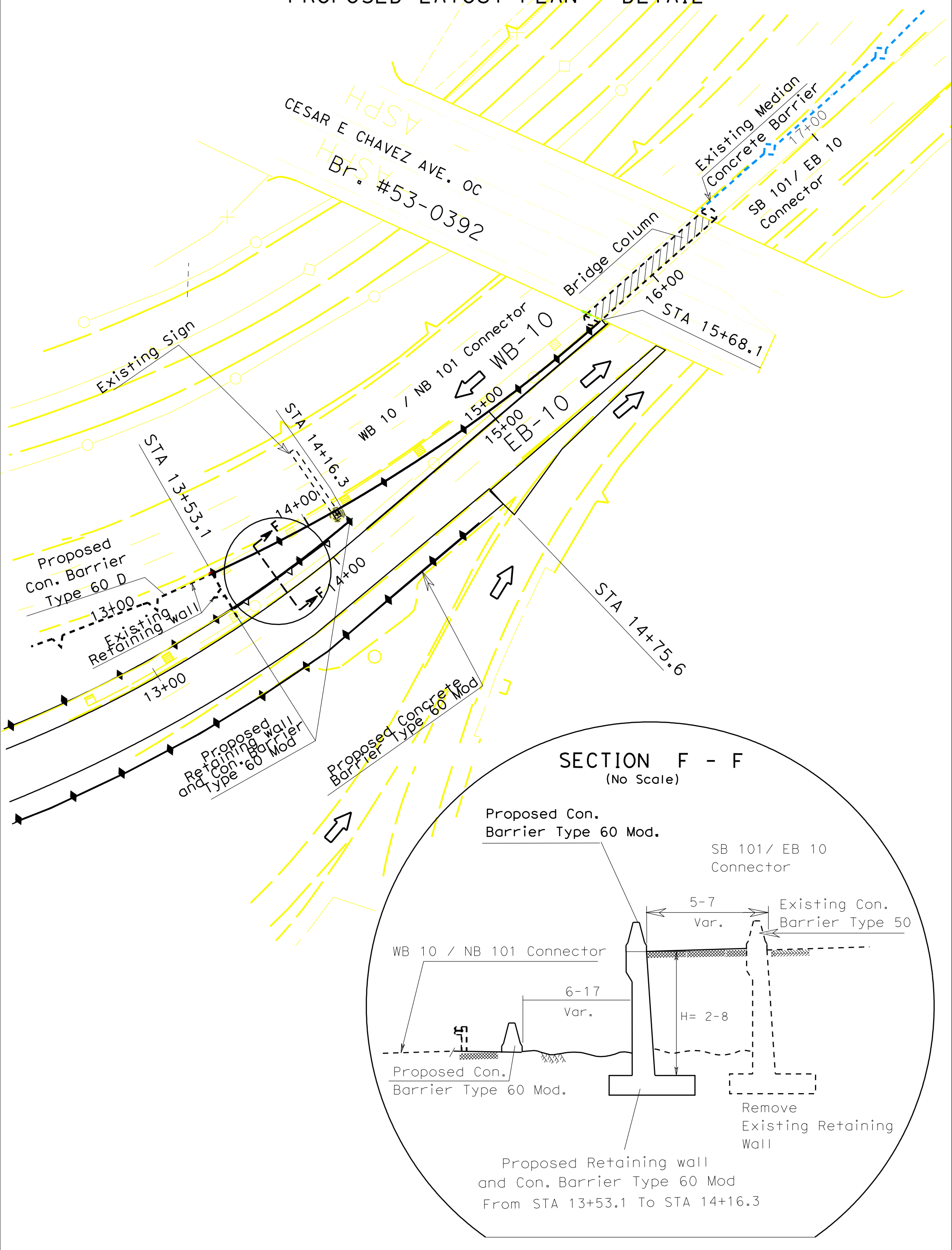
USERNAME => $USER
DGN FILE => $REQUEST

CU 00000

EA 000000

LA-101 PM 0.00/0.09 TO LA-10 PM S 0.000/S0.100

PROPOSED LAYOUT PLAN - DETAIL



DETAIL
LAYOUT PLAN

L-3

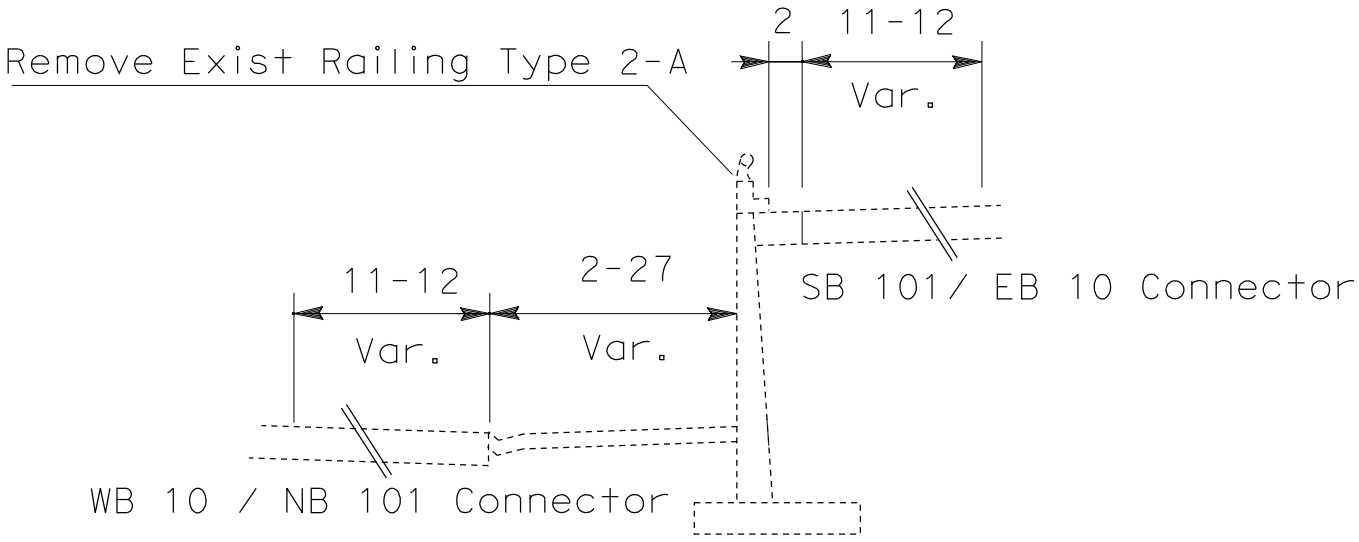
CROSS SECTIONS

ATTACHMENT C

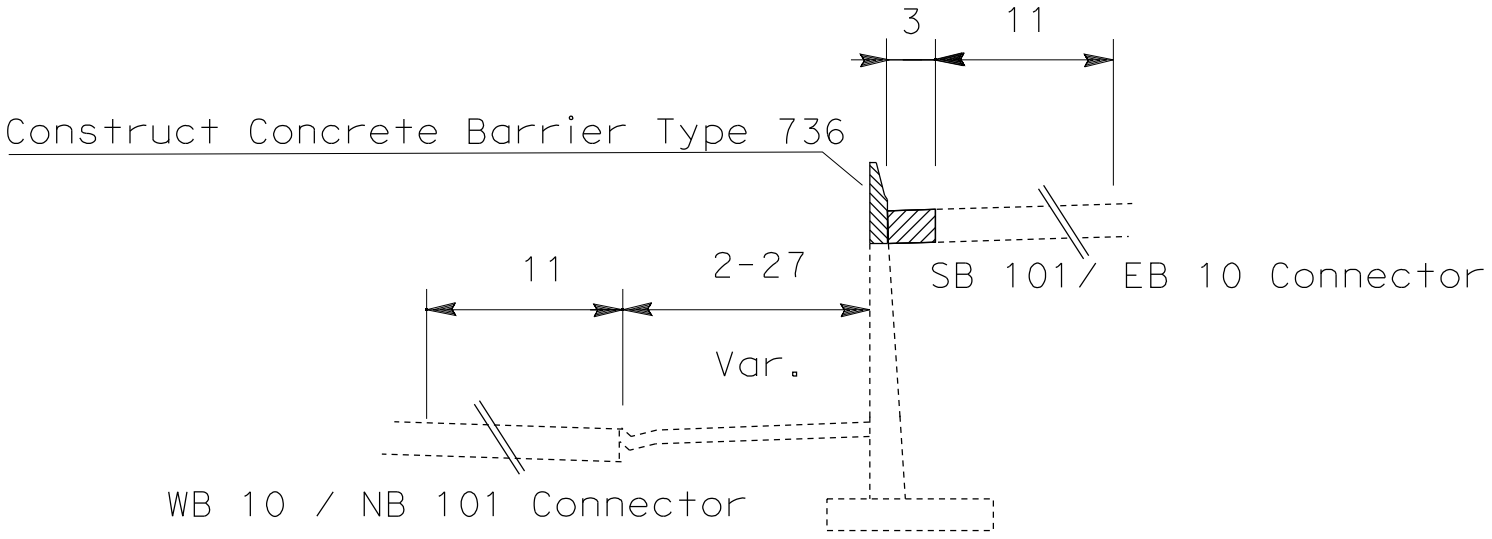
CROSS SECTIONS

SECTION A - A

From STA 4+16.9 To STA 8+66.9
(No Scale)



EXISTING



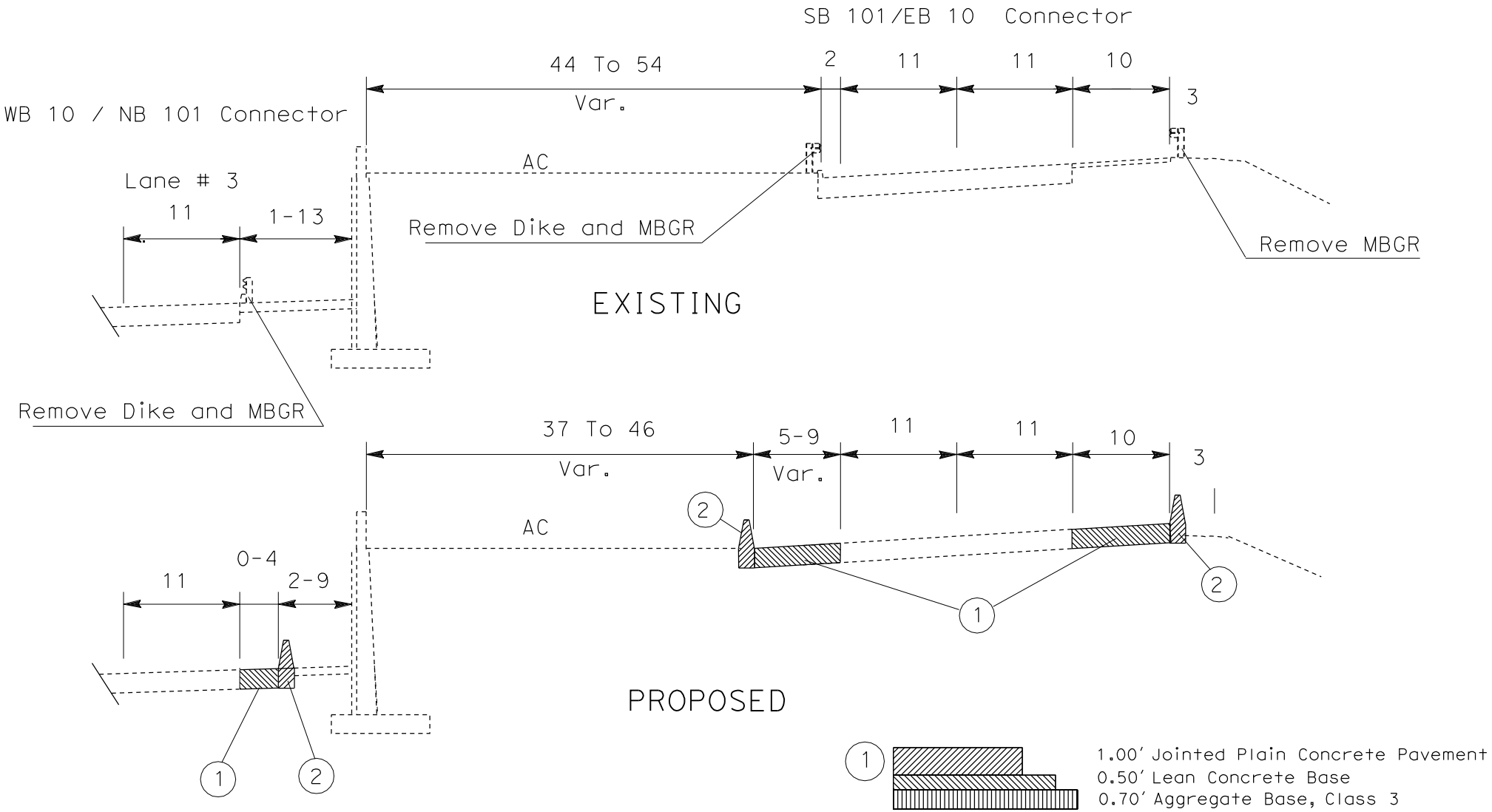
PROPOSED

ATTACHMENT C

CROSS SECTIONS

SECTION B- B

From STA 9+08.1 To STA 10+33.1
(No Scale)



1 — 1.00' Jointed Plain Concrete Pavement
0.50' Lean Concrete Base
0.70' Aggregate Base, Class 3

2 — Concrete Barrier Type 60 Modified

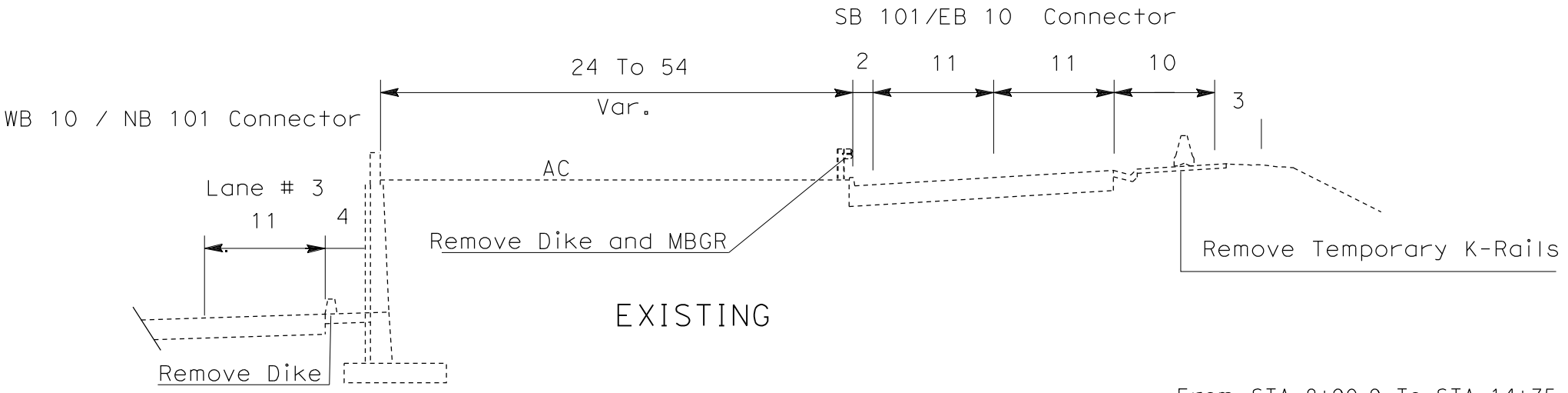
ATTACHMENT C

CROSS SECTIONS

SECTION B- B

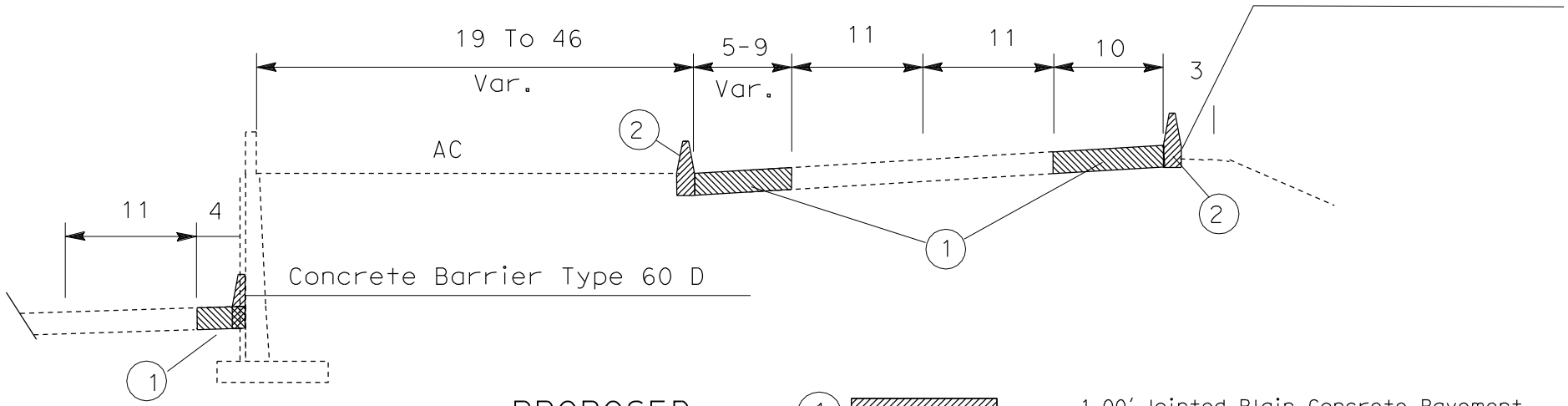
From STA 10+33.1 To STA 13+53.1

(No Scale)

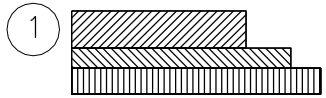


EXISTING

From STA 8+90.9 To STA 14+75.6



PROPOSED



1.00' Jointed Plain Concrete Pavement
0.50' Lean Concrete Base
0.70' Aggregate Base, Class 3

(2) Concrete Barrier Type 60 Modified

ATTACHMENT C

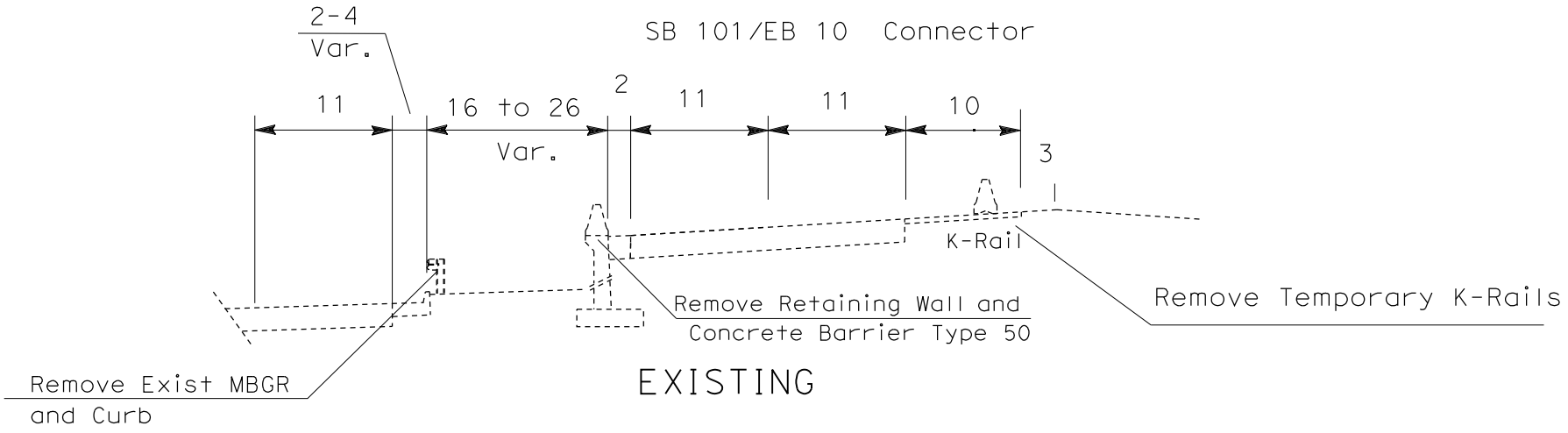
SHEET 3 OF 5

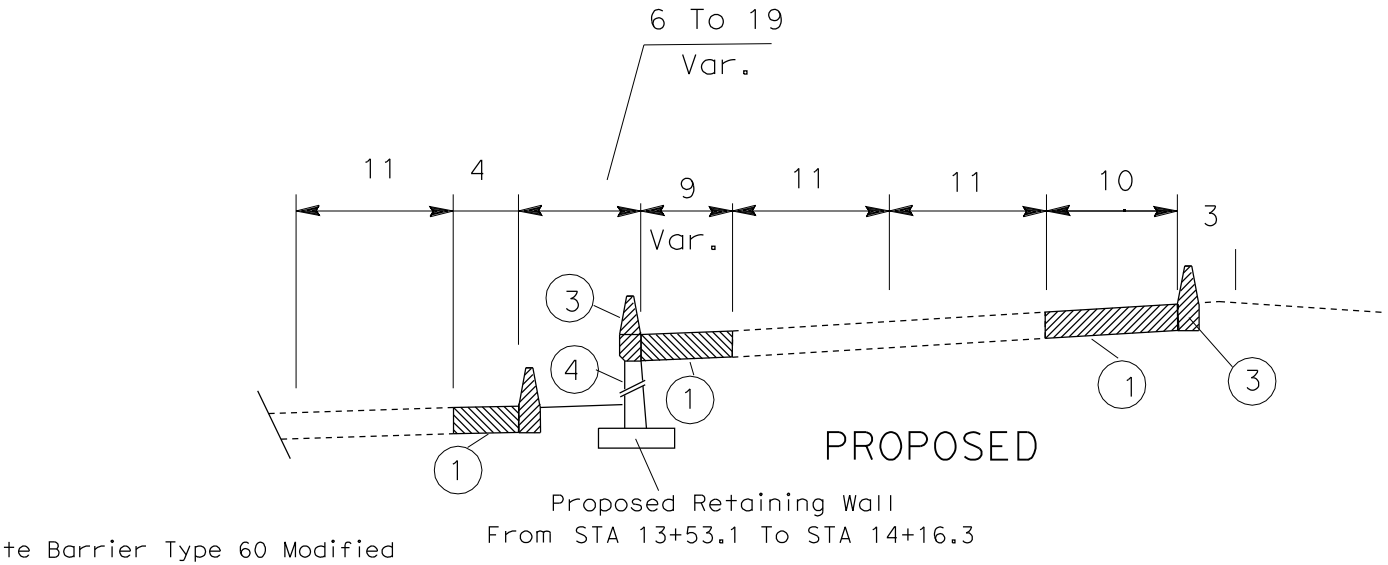
CROSS SECTIONS

SECTION C - C

From STA 13+53.1 To STA 14+16.3

(No Scale)





(3) Concrete Barrier Type 60 Modified

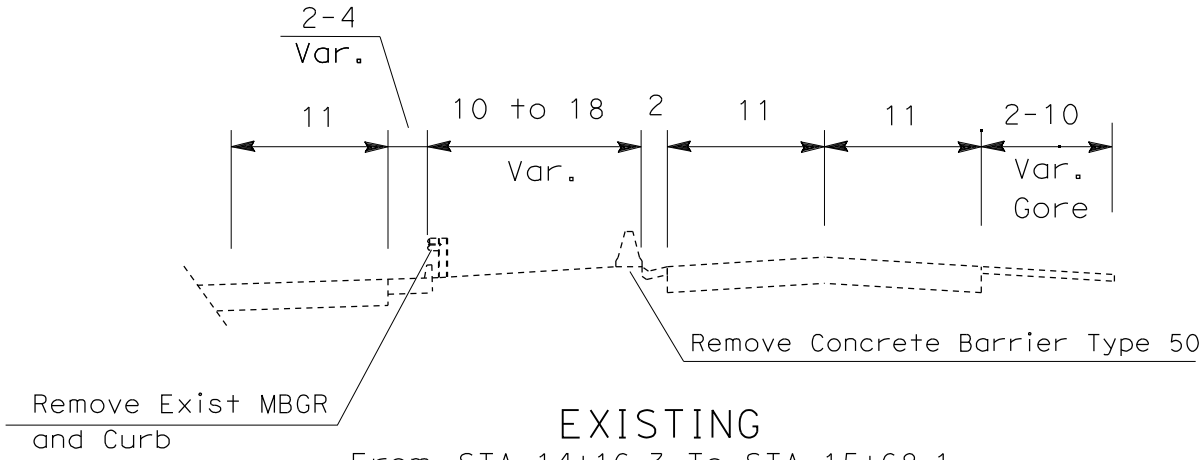
(4) The Height of Retaining wall varies from 2 ft to 8 ft

ATTACHMENT C

CROSS SECTIONS

SECTION D - D

(No Scale)

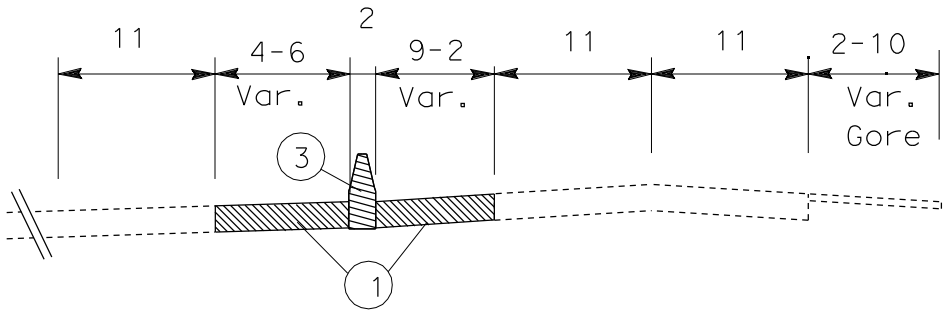


EXISTING

From STA 14+16.3 To STA 15+68.1

WB 10 / NB 101 Connector

SB 101/EB 10 Connector



PROPOSED

From STA 14+16.3 To STA 15+68.1

ATTACHMENT C

COST ESTIMATE

ATTACHMENT D

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

07-LA-101 / LA-10
Type of Estimate: PSR/PR
PM LA 101-0.00/0.09 to LA-10-S 0.00/ S0.10
EA: 28710K (0700020899)
Program code: HB1-20.10.201.015

Project Description:

Limits: This project is located from LA-101 - 0.00/ 0.09 to LA-10-S 0.00/ S 0.10 in Los Angeles County.

Proposed Safety Improvement (Scope):

This PSR/PR proposes to do the following:

1) Remove Existing Metal Beam Guarail, K-Rail, and Concrete Barrier type 50 to install Concrete Barrier Type 60 Modified
2) Remove existing Railing Type 2-A to install Concrete Barriers Type 736
3) Inatall Flashing Beacon and safety lighting
4) Reconstruct pavement shoulders
5) Install Crash Custion Type React

Alternate: **2**

ROADWAY ITEMS	$	3,350,000
STRUCTURE ITEMS	$	100,000
SUBTOTAL CONSTRUCTION	$	3,450,000
RIGHT OF WAY (Current Value)	$	0
SUBTOTAL PROJECT COST	$	3,450,000
TIME RELATE OVERHEAD (10% Total Cost)	$	345,000
TOTAL PROJECT COST	$	3,795,000
USE	$	**3,800,000**

Reviewed by Program Manager Signature _____ Phone No. (213) 897- 0126 Date
Steve Tran

Approved by Project Manager Signature _____ Phone No. (213) 897-6846 Date
Javad Rahimzadeh

ATTACHMENT D

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

07-LA-101 / LA-10
Type of Estimate: PSR/PR
PM LA 101-0.00/0.09 to LA-10-S 0.00/ S0.10
EA: 28710K (0700020899)

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Earth Excavation					
Imported Borrow	500	CY	$40	$20,000	
Roadway Excavation	1,180	CY	$40	$47,200	
Remove Retaining wall	1	LS	3,000	$3,000	
Remove Concrete Barrier Type 50	215	FT	$40	$8,600	
Remove MBGR	1,220	FT	$15	$18,300	
Remove K Rail	325	FT	$20	$6,500	
Clearing & Grubbing	1	LS	$6,000	$6,000	
				Total Earthwork:	**$109,600**

Section 2 Structural Section					
RSC Pavement					
HMC for Gore Overlay					
PCC Pavement	560	CY	$190	$106,400	
Lean concrete Base (LCB)	280	CY	$155	$43,400	
Aggregate Base CL3	390	CY	$45	$17,550	
				Total Structural Section:	**$167,350**

Section 3 Drainage					
RCP	10	LF	$500	$5,000	
Inlet Install	5	EA	$5,000	$25,000	
Drainage Relocation	1	LS	$39,000	$39,000	
Concrete Apron	5	YD	$2,000	$10,000	
				Total Drainage:	**$79,000**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

07-LA-101 / LA-10
Type of Estimate: PSR/PR
PM LA 101-0.00/0.09 to LA-10-S 0.00/ S0.10
EA: 28710K (0700020899)

Section 4 Specialty Items	Quantity	Unit	Unit Price	Unit Cost
Landscape	1	LS	$20,000	$20,000
Concrete Barriers type 736		LF		$0
Concrete Barriers type 60 Modified	1,610	LF	$110	$177,100
Concrete Barriers type 60 D	320	LF	$140	$44,800
Enhancement to Barrier	1,930	LF	$18	$34,740
Retaining Wall 5ft high (Average)	66	LF	$370	$24,420
Hazardous Waste Mitigation Work	1	LS	$50,000	$50,000
Water Pollution Control	1	LS	$70,500	$70,500
R. E. Office	1	LS	$102,000	$102,000

Total Specialty Items: **$503,560**

Section 5 Traffic Items				
Upgrade Lighting & High voltage relocation	1	LS	$320,000	$320,000
Flashing Beacon with Sign	1	LS	$40,000	$40,000
CCTV Protection	1	LS	$10,000	$10,000
Overhead sign Structure	10	EA	$25,000	$250,000
4" Thermoplastic Traffic Stripe	3,500	FT	$1	$3,500
8" Thermoplastic Traffic Stripe	500	FT	$2	$1,000
4" Thermoplastic Traffic Stripe (Broken)	1,300	FT	$1	$1,300
Pavement Markers (Retro Reflective)	200	EA	3.50	$700
Pavement Markers (Non Reflective)	200	EA	1.50	$300
Temporary K-Rail	3,020	FT	$35	$105,700
Temporary Crash Cushions	36	EA	$250	$9,000
Crash Cushions (Type React)	1	EA	$120,000	$120,000
Traffic Control	1	LS	$160,000	$160,000
Transportation Management Plan (TMP) (COZEEP& Public info. Included)	1	LS	$439,000	$439,000
Roadside Signs	1	LS	$2,000	$2,000
Construction Area Signs	1	LS	$5,000	$5,000

Total Traffic Items: **$1,467,500**

SUBTOTAL SECTIONS 1-5 **$2,327,010**

USE **$2,327,010**

ATTACHMENT D

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

07-LA-101 / LA-10
Type of Estimate: PSR/PR
PM LA 101-0.00/0.09 to LA-10-S 0.00/ S0.10
EA: 28710K (0700020899)

				Unit Cost	Section Cost
Section 6 Minor Items					
Subtotal Sections 1-5	2,327,010	X	5% (5% - 10%)	$116,350	
				Total Minor Items	$116,350
Section 7 Roadway Mobilization					
Subtotal Sections 1-5	2,327,010				
Minor Items	116,350				
Sum	2,443,360	X	7% (5% - 10%)	$171,035	
				Total Roadway Mobilization	$171,035
Section 8 Roadway Additions					
Supplemental					
Subtotal Sections 1-5	2,327,010				
Minor Items	116,350				
Sum	2,443,360	X	5% (5% TO 10%)	$122,168	
Contingencies					
Subtotal Sections 1-5	2,327,010				
Minor Items	116,350				
Sum	2,443,360	X	25% ( )*	$610,840	
				Total Roadway Additions:	$733,008
				TOTAL ROADWAY ITEMS (Total of sections 1-8)	**$3,347,403**
				USE	**$3,350,000**

Estimate Prepared By Duyen H. Luu (Print Name) Phone No: (213) 897-0092 Date 6/15/2011

*Use 25% at the PSR stage or higher or lower rate if justified

ATTACHMENT D
Sheet 4 of 6

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

07-LA-101 / LA-10
Type of Estimate: PSR/PR
PM LA 101-0.00/0.09 to LA-10-S 0.00/ S0.10
EA: 28710K (0700020899)

II-STRUCTURES ITEMS

	Bridge Number or Quantity	Unit	Unit Price	Unit Cost	
Replace Con. Barriers type 2-A with Con. Barrier Type 736A (Mod)	53-556F			75,000.00	
Architechural Treatment of Con. Barrier					
Cost incl. 10% Mobilization and 25% contingency				25,000.00	
Total Cost Total Cost of Structures					$100,000
				SUBTOTAL STRUCTURAL ITEMS	$100,000
				SUBTOTAL BRIDGES ITEMS	$100,000
Railroad Related Costs	N/A				$0
				TOTAL STRUCTURES ITEMS	**$100,000**
				USE	**$100,000**

COMMENTS

Estimate Prepared By Masoud Esnaashari (Print Name) Phone No: (916) 227- 8341 Date 5/24/2011

ATTACHMENT D
Sheet 5 of 6

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

07-LA-101 / LA-10
Type of Estimate: PSR/PR
PM LA 101-0.00/0.09 to LA-10-S 0.00/ S0.10
EA: 28710K (0700020899)

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values*
R/W Acquisition (including contingency)			
G.W-condem.-adm.s'tl.) Permits	None		None
Clearance/Demolition C-R	None		None
RAP (Cont Rate.)	None		None
Title and Escrow Fees (Cont Rate.)	None		None
Utility Relocation costs			
Temporary construction easement	None		None
TOTAL RIGHT OF WAY (CURRENT VALUES)**	$0	**TOT ESC.R/W**	$0
		USE:	**$0**

*Escalated to assumed year of advertising of
**Current total value for use on sheet 1 of 6

Estimate Prepared By: Victor Lee (Print Name) Phone No: (213) 897-3711 Date 3/28/2011

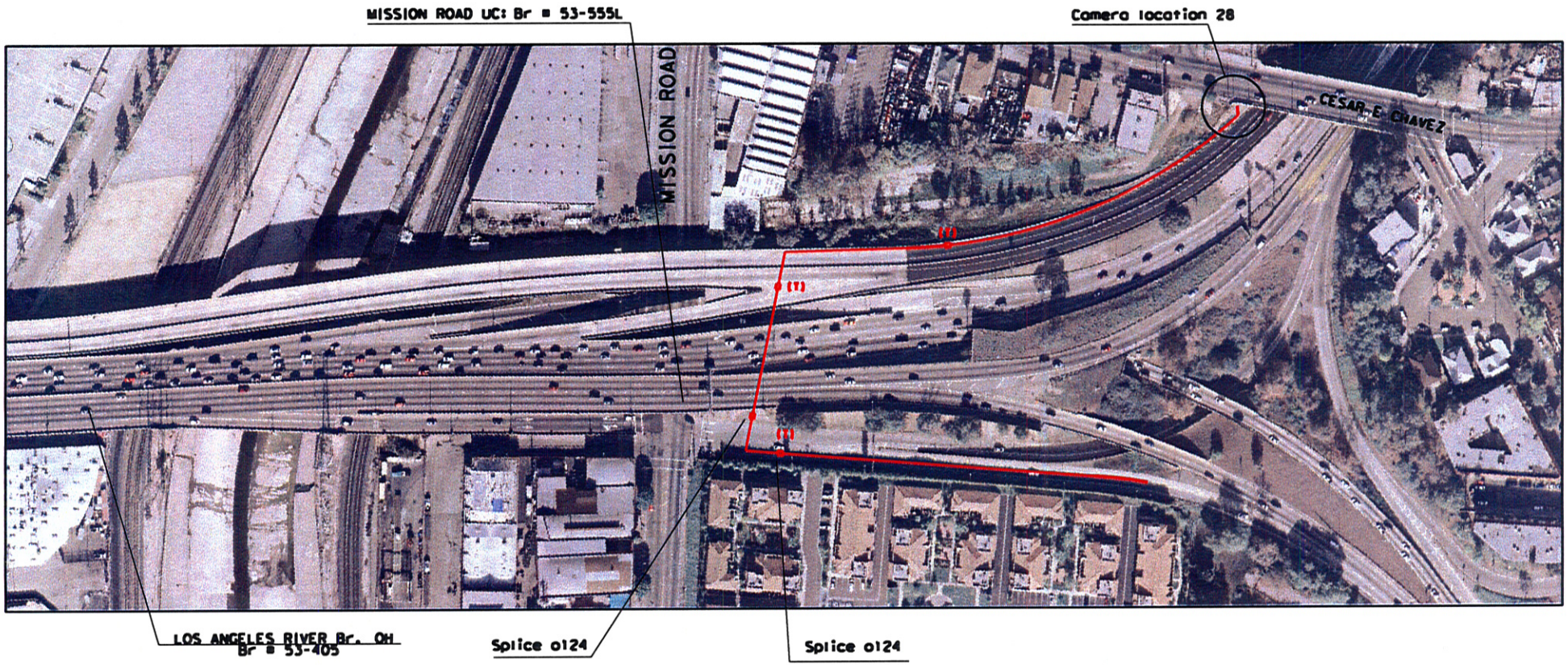
(If appropriate, attach additional pages and backup including Right of Way Data Sheet.)

ATTACHMENT D
Sheet 6 of 6

CCTV COST ESTIMATE

ATTACHMENT E

CCTV PLAN



ATTACHMENT E

SHEET 1 OF 5

CCTV Attachment 1 of 5.dgn 9/16/2011 12:38:26 PM

For 214400

PROJECT NOTES: (THIS SHEET ONLY)

[1] INSTALL CONDUIT(S) IN TRENCH IN PAVED SHOULDER. MAINTAIN A MINIMUM DISTANCE OF 4 FEET FROM EDGE OF TRAVELWAY. FOR INSTALLATION OF 4" CONDUITS, SEE SHEET E-56 FOR DETAILS.

[3] INSTALL COMMUNICATION PULL BOX WITH TWISTED PAIR SPLICE CLOSURE. SEE SHEETS E-62 AND E-63 FOR DETAILS.

[4] JACK RIGID STEEL CONDUIT(S) UNDER ROADWAY. FOR INSTALLATION OF 4" CONDUITS, SEE SHEET E-57 FOR DETAILS.

[9] ADD CABLE(S) AND CONNECT TO CONTROLLER.

[10] INSTALL TELEPHONE BRIDGE AND 12-PAIR TERMINAL-BLOCK IN CONTROLLER CABINET. SEE SHEET E-65 AND DETAIL 1, SHEET E-67.

[11] DISCONNECT EXISTING TELCO DEMARCATION CABLE ONLY AFTER TESTING ALL INSTALLED EQUIPMENT, VERIFYING THE INSTALLATION IS OPERATIONAL AND GETTING APPROVAL FROM THE ENGINEER.

[18] INSTALL COMMUNICATION PULL BOX 15 FEET FROM EDGE OF STRUCTURE.

[28] COIL 50 FEET OF 6P22 TWISTED PAIR CABLE IN 6 PULL BOX FOR TRAFFIC SIGNAL CONTROLLER SPLICE IN/OUT PAIRS TOGETHER USING A TWISTED PAIR SPLICE CLOSURE.

[34] INSTALL SPLICE VAULT 15 FEET FROM EDGE OF STRUCTURE, WITHOUT TWISTED PAIR AND FIBER OPTIC SPLICE CLOSURES. FIGURE 8 100 FEET OF ALL CABLES IN THE SPLICE VAULT.

[36] INSTALL RIGID STEEL CONDUIT(S) IN TRENCH IN PAVED SHOULDER. CONDUIT(S) SHALL BE INSTALLED AS CLOSE TO THE EDGE OF TRAVELWAY AS POSSIBLE.

[38] COIL 50 FEET OF 25P22 TWISTED PAIR CABLE IN 6 PULL BOX. CLEAR AND CAP UNUSED PAIRS IN TWISTED PAIR SPLICE CLOSURE.

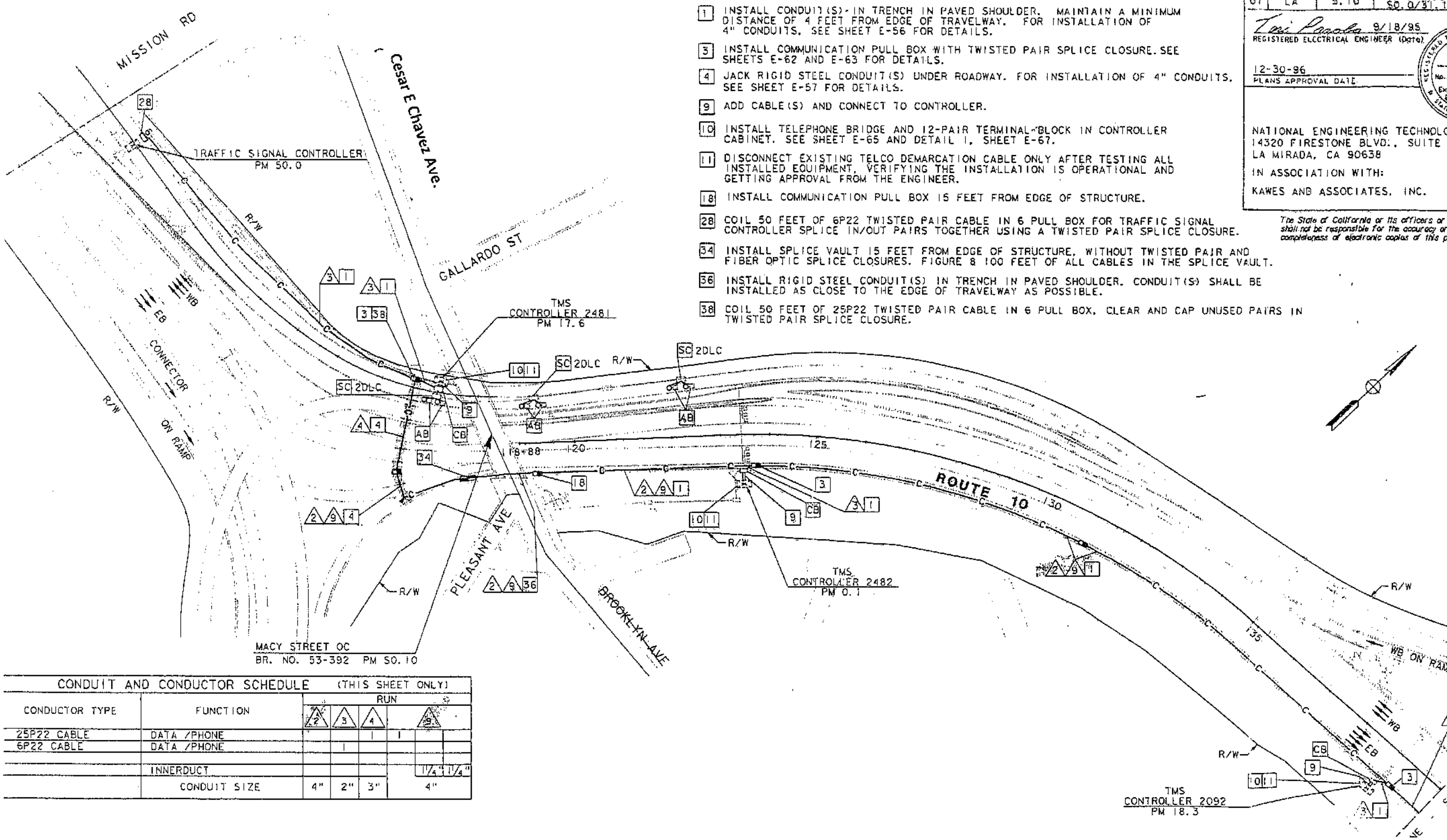
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
07	LA	5, 10	16.9/18.5, 50.0/31.1

Teri Parola 9/18/95
REGISTERED ELECTRICAL ENGINEER (Date)

12-30-96
PLANS APPROVAL DATE

NATIONAL ENGINEERING TECHNOLO
14320 FIRESTONE BLVD., SUITE
LA MIRADA, CA 90638
IN ASSOCIATION WITH:
KAWES AND ASSOCIATES, INC.

The State of California or its officers or ... shall not be responsible for the accuracy or completeness of electronic copies of this pl...



CONDUCTOR TYPE	FUNCTION	RUN 2	RUN 3	RUN 4		RUN 9	
25P22 CABLE	DATA /PHONE			1	1		
6P22 CABLE	DATA /PHONE		1				
	INNERDUCT					1¼"	1¼"
	CONDUIT SIZE	4"	2"	3"		4"	

CONDUIT AND CONDUCTOR SCHEDULE (THIS SHEET ONLY)

ATTACHMENT E
SHEET 2 OF 5

COMMUNICATION SYSTEM ROUTING

SCALE: 1"=100'

NOTE: THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY. FOR LEGEND AND PROJECT NOTES SEE SHEETS E-1 AND E-2.

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

USERNAME => lronnda
DGN FILE => [ESC-OC]7120730u6.ps1

CU 07396 | EA 120731

10-3.__ MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION

Traffic Management System (TMS) elements include, but are not limited to ramp metering (RM) system, communication system, traffic monitoring stations, video image vehicle detection system (VIVDS), microwave vehicle detection system (MVDS), loop detection system, changeable message sign (CMS) system, extinguishable message sign (EMS) system, highway advisory radio (HAR) system, closed circuit television (CCTV) camera system, roadway weather information system (RWIS), visibility sensor, and fiber optic system.

Existing TMS elements, including detection systems, identified on the plans and located within the project limits shall remain in place, and be protected from damage. If the construction activities require existing TMS elements to be nonoperational or off line, and if temporary or portable TMS elements are not shown on the plans, the Contractor shall provide for temporary or portable TMS elements. The Contractor shall receive the Engineer's approval on the type of temporary or portable TMS elements and installation method.

Before work is performed, the Engineer, the Contractor, and the Department's Traffic Operations Electrical representatives shall jointly conduct a pre-construction operational status check of all existing TMS elements and each element's communication status with the Traffic Management Center (TMC), including existing TMS elements that are not shown on the plans and elements that may not be impacted by the Contractor's activities. The Department's Traffic Operations Electrical representatives will certify the TMS elements' location and status, and provide a copy of the certified list of the existing TMS elements within the project limits to the Contractor. The status list will include the operational, defined as having full functionality, and the nonoperational components.

The Contractor shall obtain written approval from the Engineer, at least 72 hours before interrupting existing TMS elements' communication with the TMC that will result in the elements being nonoperational or off line. The Contractor shall notify the Engineer at least 72 hours before starting excavation activities.

Traffic monitoring stations and their associated communication systems which were verified to be operational during the pre-construction operational status check, shall remain operational on freeway/highway mainline at all times, except:

1. for a duration of up to 15 days on any continuous segment of the freeway/highway longer than 4.8 kilometers
2. for a duration of up to 60 days on any continuous segment of the freeway/highway shorter than 4.8 kilometers

If the construction activities require existing detection systems to be nonoperational or off line for a longer time period or the spacing between traffic monitoring stations is more than the specified criteria above, and temporary or portable detection operations are not shown on the plans, the Contractor shall provide provisions for temporary or portable detection operations. The Contractor shall receive the Engineer's approval on the type of detection and installation before installing the temporary or portable detection.

If existing TMS elements shown on the plans or identified during the pre-construction operational status check, except traffic monitoring stations, are damaged or fail due to the Contractor's activity, where the elements are not fully functional, the Engineer shall be notified immediately. If the Contractor is notified by the Engineer that existing TMS elements have been damaged, have failed or are not fully functional due to the Contractor's activity, the damaged or failed TMS elements, excluding Structure-related elements, shall be repaired or replaced, at the

Contractor's expense, within 24 hours. For a Structure-related elements, the Contractor shall install temporary or portable TMS elements within 24 hours. For nonstructure-related TMS elements, the Engineer may approve temporary or portable TMS elements for use during the construction activities.

If fiber optic cables are damaged due to the Contractor's activities, the Contractor shall install new fiber optic cables from an original splice point or termination to an original splice point or termination, unless otherwise authorized in writing by the Engineer. Fiber optic cable shall be spliced at the splice vaults if available. The amount of new fiber optic cable slack in splice vaults and the number of new fiber optic cable splices shall be equivalent to the amount of slack and number of splices existing before the damage or as directed by the Engineer. Fusion splicing will be required.

The Contractor shall demonstrate that repaired or replaced elements operate in a manner equal to or better than the replaced equipment or as directed by the Engineer. If the Contractor fails to perform required repairs or replacement work, as determined by the Engineer, the State may perform the repair or replacement work and the cost will be deducted from monies due to the Contractor.

A TMS element shall be considered nonoperational or off line for the duration of time that active communications with the TMC is disrupted, resulting in messages and commands not transmitted from or to the TMS element.

The Contractor shall provide provisions for replacing existing TMS elements within the project limits, including detection systems, that were not identified on the plans or during the pre-construction operational status check that became damaged due to Contractor's activities.

If the pre-construction operational status check identified existing TMS elements, then the Contractor, the Engineer, and the Department's Traffic Operations Electrical representatives shall jointly conduct a post construction operational status check of all existing TMS elements and each element's communication status with the TMC. The Department's Traffic Operations Electrical representatives will certify the TMS elements' status and provide a copy of the certified list of the existing TMS elements within the project limits to the Contractor. The status list will include the operational, defined as having full functionality, and the nonoperational components. TMS elements that cease to be functional between pre and post construction status checks shall be repaired at the Contractor's expense and as directed by the Engineer.

The Engineer will approve, in writing, the schedule for final replacement, the replacement methods and the replacement elements, including element types and installation methods before repair or replacement work is performed. The final TMS elements shall be new and of equal or better quality than the existing TMS elements.

PAYMENT

The contract lump sum price paid for maintaining existing traffic management system elements during construction shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in maintaining existing traffic management system elements as shown on the plans, specified in the Standard specifications and these special provisions, and as directed by the Engineer.

If no electrical work exists on the project and no TMS elements are identified within the project limits, the pre-construction operational status check will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Furnishing and installing temporary or portable TMS elements that are not shown on the plans, but are required when an existing TMS element becomes nonoperational or off line due to construction activities, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Furnishing and installing temporary or portable TMS elements and replacing TMS elements that are not shown on the plans nor identified during the pre-construction operational status check and were damaged by construction activities will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

If the Contractor is required to submit provisions for the replacement of TMS elements that were not identified, the provisions will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

RIGHT OF WAY DATA SHEET

ATTACHMENT F

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Min Wun, Senior Contact,

District 7, Los Angeles Office

Date: April 5, 2011
EA: 28710K
Data Sheet ID NO: 1810
Project ID NO: 0700020899

From: Dan Murdoch, Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Duyen Luu, PE, and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project. N/A
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate. N/A
- We have determined there are no Railroad functional involvements in the proposed project at this time. No other right of way functional involvements noted per the Data Sheet Request.

Right of Way Certificate (RWC) lead time will require a minimum of **N/A months** after maps to appraisal **(MA).** Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement if required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of **4 months** will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone.

Current Schedule:

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M480)	CCA (M 600)
9/1/2011 (T)	N/A	12/11/2014 (T)	1/14/2015 (T)	4/22/2016 (T)

TO Min Wun
ATTN Duyen Luu
PHONE 7-0092
SENIOR R/W P&M
ROUTE LA 101 & LA 10
PM_KM LA101 0.00/0.09 & LA10 S 0.00/S 0.10
EA 28710K
ALT

R/W DATA SHEET

Date of Data Sheet 8/24/2011
WBS
REVISED
UPDATED
PROJ._DESC This safety project proposes the following: (a) to remove and upgrade the guard railing on top of the retaining wall with concrete barrier type 736, (b) to remove and

ID NO
1810

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

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 not anticipated.

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

There are no potential relinquishments and/or abandonments.

Hazardous waste parcels are not evident

Time constraints precluded a detailed cost estimate.

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

RW COST ESTIMATE

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

ESCALATION RATE RW .07
ESCALATION RATE Utilities
CERT.DATE 12/11/14

Data Sheet revised to reflect slight change in Post Miles on LA 101 and LA 10, Per documentation submittted by Duyen Luu, Engineer and authorized per Dan Murdoch.

According to Duyen Luu, no RW is required for this job.

ROUTE LA 101 & LA 10
PM_KM LA101 0.00/0.09 & LA10
EA 28710K
ALT

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		
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
None			

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

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

TOTAL CURRENT COST: NONE

CONST. COMPLETION DATE: 4/22/2016

UTILITY ESCALATION RATE: _____

ESCALATED VALUE TO UTILITY CONSTRUCTION COMPLETION DATE: NONE

ATTACHMENT F
Sheet 3 of 4

RR INFORMATION

Are RR affected no

Describe affected RR None

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? None

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.

None

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

		DATE
Right of Way Estimate prepared by	Roy Gallegos	4/4/11
Railroad Estimate prepared by	Lowell W Anderson	2/4/11
Utilities Estimate prepared by	Sonya Carter	4/5/11

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.

Senior Right of Way Agent _____ 8/29/11

for JOHN NJOROGE

ATTACHMENT F
Sheet 4 of 4

ENVIRONMENTAL REPORT

ATTACHMENT G

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-10 07-LA-101	S0.0/0.10 0.0/0.09	28710K	201012002
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

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

The purpose of this project is to upgrade the existing barriers; remove/install existing k-rails with permanent barriers along the shoulders; reinstall the missing W1-8 signs and install overhead flashing beacons with advisory safe speed limit and include safety lighting in the US-101/I-10 interchange in Los Angeles County. The project limits are located along the US-101 between P.M. 0.00/0.09 and along the I-10 between P.M. 0.00/S0.10. All project activities will be done within the Caltrans right-of-way.

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 (Check one)

☐ **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** 15301 (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])

Jinous Saleh		Javad Rahimzadeh	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 12-10-10	Signature	Date 12/10/10

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 (Check one)

☒ **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, 2010, 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)(2)**
- ☐ **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.

Jinous Saleh		Javad Rahimzadeh	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 12-10-10	Signature	Date 12/10/10

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 June 7, 2010**

ATTACHMENT G
Sheet 1 of 2

07-LA-10 07-LA-101	S0.0/0.10 0.0/0.09	28710K	201012002
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

General

If the scope of the project should change for any reason, the Division will be notified to determine whether current environmental documentation is adequate.

Cultural Resources

It was determined that there is zero possibility that any cultural resource eligible for or listed on either the National Register of Historic Places or the California Register of Historical Resources will be affected by the proposed undertaking, and this project is exempt from further review pursuant to Stipulation VII and Attachment 2 (classes 1, 13, and 20) of the 106 Programmatic Agreement.

Should the project description or APE be altered, additional cultural resource studies or evaluations will be required.

Biological Resources

This project is not expected to impact biological resources. There will be no clearing and grubbing of vegetation and all work is within the prism of the existing roadway. There will be no impacts to federal/state threatened/endangered species.

As this project currently stands, there is no further need for biological review and this project may proceed. If there should be a change in scope of work, further re-evaluation will be necessary, and this Division should be notified.

Hazardous Waste

Aerially deposited lead (ADL) ADL is not a concern because the scope of the project does not involve any work in unpaved areas.

Wood The project involves removal of MBGR with wood posts. The wood used for the MBGR is a potential source of hazardous material. The existing wood guardrail posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachlorophenol are among the chemicals added to preserve wood. Once these wood posts are removed and become waste they are considered as treated wood waste (TWW). TWW is a California Hazardous Waste and the handling, storage, transportation, and disposal are subject to California regulations. During PS&E phase, upon receiving a request for hazardous waste assessment, Hazardous waste Branch will provide appropriate special provisions for TWW.

Asbestos Containing Material (ACM) There is a concern that shim might be present between wood posts and railing, that is known to be an ACM. Please notify Hazardous Waste Branch if shim is present in the MBGR posts. Testing is recommended during the construction phase of the project if shim is present. If any suspected asbestos is encountered, it needs to be managed by qualified personnel who are trained to handle ACM.

Yellow and White Stripes Yellow and white stripes will be replaced during the construction of shoulder pavements. Yellow stripes have lead and other heavy metals at concentrations above the hazardous levels, while white thermoplastic stripes have lead and other heavy metals at the concentrations below their threshold of hazardous levels. When in PS&E phase, Hazardous Waste Branch will provide the appropriate specifications for handling and disposal of the yellow and white stripes.

Electrical Items The project involves upgrading of the lighting items. Ballasts and transformers are potential sources of waste that may contain polychlorinated phenyl (PCB). When in PS&E phase, Hazardous Waste Branch will provide the appropriate specifications for handling and disposal of the electrical items.

There are no other potential hazardous waste concerns for this project.

If there should be a change in scope of work, further re-evaluation will be necessary, and Hazardous Waste Branch should be notified.

HAZARDOUS WASTE

ATTACHMENT H

Memorandum

Flex your power!
Be energy efficient!

To: Min Wun, Sr. T.E.
Office of Project and Special Studies

Attn: Duyen Luu

Date: August 26, 2011

File: 07-LA-101
PM 0.00/0.09

EA: 28710K

From: **DEPARTMENT OF TRANSPORTATION**
OEECS- HAZARDOUS WASTE BRANCH-NORTH REGION

Subject: *Updated Hazardous Waste Assessment*

This is in response to your request dated August 25, 2011 requesting updated Hazardous Waste Assessment for the above-referenced project. The updated hazardous waste assessment is needed as there is a change in scope of work and a change in PM. Previously, the project did not involve any excavation on unpaved areas, but the current project involves excavation on unpaved areas. The current project proposes to upgrade the existing metal beam guardrail (MBGR) to Concrete Barrier. The scope of the work consists of replacing retaining wall railing with concrete barrier, replacing MBGR with concrete barrier, replacing concrete barrier type 50 to type 60, installing a flashing beacon, constructing concrete pavement and upgrading of lighting. Based on the available information, this project is given a Hazardous Waste Assessment as noted below.

Aerially Deposited Lead

It appears that there may be a concern of aerially deposited lead (ADL) within the project limits. Previously, for a separate project the exposed soils were sampled along southbound Route 101 at PM 0.8 in 2002 that is less than a mile south of project location (PM 0.00-0.09). Aerially deposited lead (ADL) was found at TTLC levels ranging from 352 mg/kg to 1,300 mg/kg and corresponding STLC values ranging from 8.0 to 64.8 mg/l within the Caltrans right of way. The corresponding DI Wet values range from 0.1 to 0.3 mg/l. The details of the test results are available in the report prepared by Environmental Geoscience Services, dated August 2002 for task order no. of 07-119911-QM. As TTLC value exceeded 1000 mg/kg and STLC value exceeded 5 mg/l, it implies that soil tested less than a mile from the project location is hazardous soil contaminated with lead. Based on this test data, the excavated soil can be re-used within Caltrans R/W according to the DTSC variance issued to Caltrans. However, if soil needs to be disposed off outside Caltrans right of way, ADL testing will be required. We will initiate testing during PS&E phase upon receiving request from the design. For estimating purpose, please consider top 2 feet of excavated soil in the unpaved areas within 25 feet from the edge of traveled way to be contaminated with ADL requiring disposal to a class I facility as Z-2 soil. Please refer to the latest Contract Cost Database (http://t8web/design/contractcost/) for the funds that need to

be allocated for the removal and disposal of contaminated soil, and the lump sum cost of the Contractor's Lead Compliance Plan.

Wood

The project involves removal of MBGR with wood posts. The wood used for the MBGR is a potential source of hazardous material. The existing wood guardrail posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachloro-phenol are among the chemicals added to preserve wood. Once these wood posts are removed and become waste, they are considered as treated wood waste (TWW). TWW is a California Hazardous Waste and the handling, storage, transportation, and disposal are subject to California regulations. The cost of providing safety training to workers exposed to TWW and the cost for the appropriate handling, storage, transportation, and disposal of TWW is included in the contract price paid for bid item "Salvage Metal Beam Guardrail". The HQ DEA has advised our office that adding $1.00 per linear foot to the contract price paid for Salvage Metal Beam Guardrail will adequately cover the increased costs related to TWW. During PS&E phase, upon receiving a request for hazardous waste assessment, we will provide appropriate special provisions for TWW.

Asbestos Containing Material (ACM)

There is a concern that shim might be present between wood posts and railing, that is known to be ACM. If shims are present, it needs to be managed by qualified personnel who are trained to handle ACM.

Yellow and White Stripes

Based on the correspondence with Duyen Luu, yellow and white stripes will be replaced during the construction of shoulder pavements. Yellow stripes have lead and other heavy metals at concentrations above the hazardous levels, while white thermoplastic stripes have lead and other heavy metals at the concentrations below their threshold of hazardous levels. The waste generated by the removal of yellow thermoplastic and yellow paint stripes require disposal at a Class I facility. The estimated cost of handling and disposal of the yellow thermoplastic and paint striping (by itself) is $5-7 per linear meter or $1.50 to $2.00 per foot or refer to the latest Contract Cost Database (http://t8web/design/contractcost/). When in PS&E phase, we will provide the appropriate specifications for handling and disposal of the yellow and white stripes.

Electrical Items

The project involves upgrading of the lighting items. Ballasts and transformers are potential sources of waste that may contain polychlorinated phenyl (PCB). Prior to 1979, PCB was widely used in ballasts and other electrical equipments. When in PS&E phase, please provide us the list of electrical items that will be replaced and disposed and we will provide the appropriate specifications for handling and disposal of the electrical items. Please refer to the latest Contract Cost Database (http://t8web/design/contractcost/) for the funds that need to be allocated for the removal and disposal of electrical items.

Support Hours

We anticipate requiring 140 hours for the completion of the hazardous waste assessment for this project. We anticipate 40 hours for activity 165.10.50 and 300 hours for activity 235.10.15. These support hours should be accounted for in the project programming process and included in the final PSR report.

Please notify the Hazardous Waste Branch, if there is any change in the scope of work. If you have any questions or need further information, please contact me at extension 7-0670 or Sameer Khaitan of my staff at 7-0458.

Ayubur Rahman
District Hazardous Waste Coordinator
Office of Environmental Engineering and Corridor Studies

STRUCTURAL SECTION RECOMMENDATION

ATTACHMENT I

State of California Business, Transportation, and Housing Agency

Memorandum

To: **Min Wun, P.E.**
Office of Project and Special Studies

Date: November 8, 2010

07-LA-101, PM 0.00/0.09
LA-10, PM S0.00/S0.10
S/B LA 101 to E/B LA-10 Connector
W/B LA-10 to N/B LA-101 Connector
EA: 07-28710K / ID: 0700020899

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

Subject: **Pavement Structural Section Recommendations**

Per your request, Materials Investigations has reviewed the above mentioned project and offer the following comments:

1. Southbound Route 101 to Eastbound Route 10 Connector, left and right shoulder:

T.I. = 14.5 R-value = 15

1.00' JPCP (Jointed Plain Concrete Pavement) or
RSC (Rapid Strength Concrete)
0.50' LCB (Lean Concrete Base) or
LCB-RS (Lean Concrete Base - Rapid Setting)
0.70' CL-3 AB (Class – 3 Aggregate Base)
2.20' Total

2. Westbound Route 10 to Northbound Route 101 Connector, left shoulder:

T.I. = 14.5 R-value = 15

1.00' JPCP (Jointed Plain Concrete Pavement) or
RSC (Rapid Strength Concrete)
0.50' LCB (Lean Concrete Base) or
LCB-RS (Lean Concrete Base - Rapid Setting)
0.70' CL-3 AB (Class – 3 Aggregate Base)
2.20' Total

General Note:
The minimum width of the proposed concrete pavement is 6' for crack mitigation.

If you have any questions call me at 7-0470 or Hung Nguyen of my staff at 7-8665.

KIRSTEN STAHL, P. E.
District Materials Engineer

ATTACHMENT 1
(SHEET 1 OF 1)

AIR QUALITY

ATTACHMENT J

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Min Wun, STE
Office of Project and Special Studies

Date: November 17, 2010

File: 07-LA-101
PM 0.00/0.09
07-LA-10
PM S 0.00/S 0.10
Concrete Barrier

EA: 07-335-28710K
0700020899K

From: ANDREW YOON
Senior Transportation Engineer
Air Quality Branch
Office of Environmental Engineering and Corridor Studies

Subject: *Air Quality Review of the Concrete Barrier Project on United States Route 101(US-101) in Los Angeles County from Southbound US-101 to Eastbound Interstate 10 (I-10) and from Westbound I-10 to Northbound US-101*

This memorandum has been prepared in response to your request dated October 18, 2010, for an Air Quality review of the above referenced project. The proposed scope of the project includes:

From Southbound US-101 to Eastbound I-10 Connector

- Replace existing retaining wall railing with concrete barrier type 732
- Replace existing MBGR on the left side of the connector with concrete barrier type 60
- Replace existing concrete barrier type 50 with concrete barrier type 60
- Replace existing MBGR and remove existing K-Rail with concrete barrier type 60 on the right side of the connector
- Install flashing beacon
- Construct concrete pavement along left and right shoulder
- Upgrade lighting on connector

From Westbound I-10 to Northbound US-101 Connector

- Replace existing MBGR with concrete barrier type 60
- Construct concrete pavement along left shoulder

The Office of Environmental Engineering and Corridor Studies (OEECS), Air Quality Branch (AQB) has completed the review and provides the comments below.

Per 40 CFR 93.126 published in the Federal Register (volume 69, page 40004) on July 1, 2004, Table 2 allows certain projects to be exempt from all emissions analyses. Based on the above

described scope of work provided in the October 18, 2010 memorandum and the State Highway Operation and Protection Program (SHOPP) project category of 201.015, Collision Severity Reduction Program, the proposed project is deemed listed in Table 2 under the subtitle "Safety" and classification "Guardrails, median barriers, crash cushions." Therefore, pursuant to 40 CFR 93.126, this project is deemed classified and is exempt from the requirement to determine conformity.

The *Transportation Project-Level Carbon Monoxide Protocol* (published by Institute of Transportation Studies, University of California, Davis, Revised December 1997) indicates that a project-level air quality analysis is not required for projects exempt pursuant to 40 CFR 93.126; and it is unlikely that the proposed project will result in an adverse impact to ambient CO.

Proposed project is located in Los Angeles County, which is in a federal non-attainment area for PM_{10} and $PM_{2.5}$. The project, however, is exempt from the conformity requirements per 40 CFR 93.126 and it is a type of project that is not anticipated to involve a significant number or result in an increase in the number of diesel vehicles or increase in vehicle idling. The proposed project is expected to have a neutral influence on PM_{10} and $PM_{2.5}$ emissions; and thus is not anticipated to be of air quality concern for PM_{10} and $PM_{2.5}$. The proposed project is unlikely to result in adverse impacts to ambient PM_{10} and $PM_{2.5}$.

The proposed project is not anticipated to result in any meaningful changes to traffic volumes, vehicle mix, location of the existing facility, or any other factors that would cause an increase in mobile source air toxic (MSAT) emissions impacts relative to the no-build alternative. Pursuant to the *FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents* dated September 30, 2009, projects that are CE under 23 CFR 771.117 (c) or are exempt under the Clean Air Act pursuant to 40 CFR 93.126, do not require an analysis or discussion of MSAT.

The proposed project is located within the boundary of South Coast Air Quality Management District (SCAQMD); therefore this project must comply with the SCAQMD Fugitive Dust Implementation Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate.

It is requested that the AQB be informed of any changes to the proposed scope or class of action determination. Such changes may require update or reassessment of air quality issues for the proposed project.

If you have any questions, please contact me at (213) 897-6117 or Liberty San Agustin at (213) 897-4638.

Cc: Jinous Saleh, Division of Environmental Planning

ATTACHMENT J
Sheet 2 of 2

ADVANCE PLANNING
COST ESTIMATE

ATTACHMENT K

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: **MIN WUN**
Senior Transportation Engineer
Office Project and Special Studies
Division of Planning, Public &
Transportation & Local Assistance
DISTRICT 07

Date: May 24, 2011

File: 07-LA-Rte101 0.00/0.09 PM
07-LA-Rte10 S 0.00/S 0.10 PM
Replace MBGR with Concrete
Barrier Rail

From: **FEIRUZ ABERRA**
Technical Liaison Engineer
Office of Bridge Design South 2
Structure Design
Division of Engineering Services

Subject: **Revised Advance Planning Study Transmittal**

Attached is revised the Advance Planning Study for the above referenced project as submitted to the Division of Engineering Services by your request memo dated May 06, 2011.

The estimated construction cost, including 10% mobilization and 25% contingencies, is as follows:

Scope Description	Estimated Cost
Remove existing Type 2A concrete barrier rail and Replace with Concrete Barrier Rail Type 736A(mod)	$100,000

This structure cost estimate was prepared based on the following assumptions:

1. Traffic will pass through the construction site. Lane closure will be required to remove and replace rails. Traffic handling cost to be determined by District.

2. The above cost estimate is revised to include removal of existing Concrete Barrier Type 2A and replacement with Concrete Barrier Type 736A (mod) only.

3. Concrete Barrier Type 736A (mod) is proposed to replace existing Type 2A over existing retaining wall Type 1. Barrier length is estimate to be 450 ft.

4. Concrete Barrier Type 60A (mod) is proposed to replace the existing Metal Beam Guard Rail with concrete curb over the existing bridge deck on both sides of the road way. Outside bridge limits, Type 60 (mod) is proposed to replace the existing MBGR with curbs. The cost estimate to replace existing MBGR with Type 60 to be determined by District.

5. The above estimate doesn't include any architectural treatments on the concrete barriers.

If you have any questions, or if you need additional information regarding this study, please contact me at (909) 595-7275.

c: Massoud Esnaashari, Technical Liaison Engineer, MS 9-1/5C
Jan Rutenberg, Project Coordination Engineer, MS 9-5/12F
Elias Kurani, Office of Bridge Design South 1, MS 9-4/11G
Kevin Wall, Structure Maintenance & Investigations, HA21
Kwan Lam, Structure Maintenance & Investigations – South D7
John Babcock, Structure Construction, MS 9-2/11H

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

ATTACHMENT K
SHEET 3 OF 3

DIST.	COUNTY	ROUTE	POST MILE
7	LA	101/10	

LEGEND

① Remove existing Concrete Barrier Type 2A over retaining wall; Replace with Concrete Barrier Type 736A (mod). Estimated length = 450 ft

② Remove existing Metal beam guard rail and concrete curb over bridge deck; Replace with Concrete Barrier Type 60A (mod). Estimated length = 135 ft

③ Remove existing Metal beam guard rail and concrete curb; Replace with Concrete Barrier Type 60 (mod) by District, see "Road Plans"

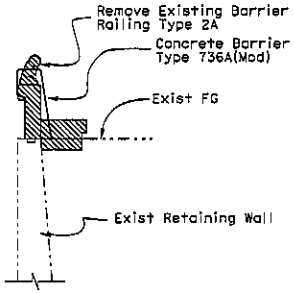
Indicates Concrete curb and MBGR removal

Proposed Concrete Pavement, see "Road Plans"

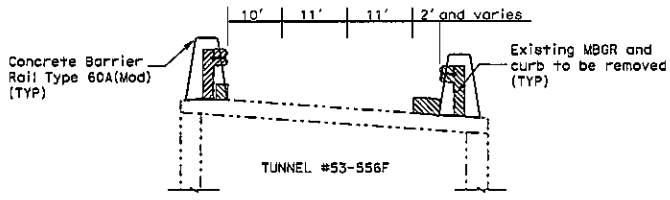
Indicates existing structure

Indicates new construction

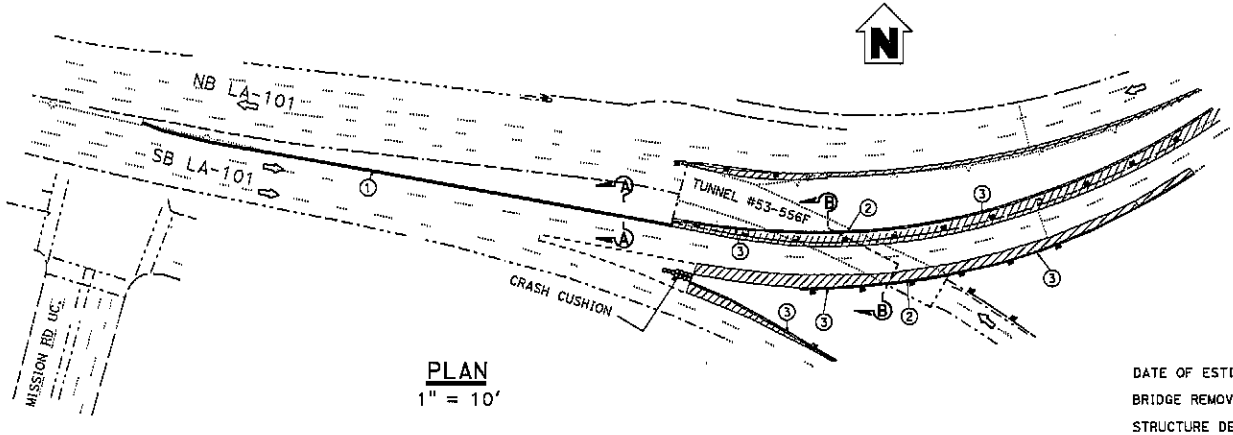
Direction of traffic



SECTION A-A
No Scale



SECTION B-B
No Scale



PLAN
1" = 10'

DATE OF ESTIMATE		05/24/2011
BRIDGE REMOVAL	=	N/A
STRUCTURE DEPTH	=	
LENGTH	=	
WIDTH	=	
AREA	=	
COST/□ FT INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=	$25,000
TOTAL COST	=	$100,000

NOTES:

1. Traffic will pass through construction site. Lane closure will be required to remove and replace barrier rails.

DESIGNED BY Felruz Aberra	DATE 03/10/11	STRUCTURE DESIGN BRANCH	PLANNING STUDY
DRAWN BY Kay Farahzadi	DATE 03/14/11		SB-101 / EB 10 CONNECTOR
CHECKED BY Felruz Aberra	DATE 5/24/11		BRIDGE NO. 53 556F / CU 07
APPROVED X	DATE X		SCALE: 1"=10' / EA 28710 LA

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 10/25/05)

FILE => SB-101at EB-10 Connector_Proposed M .2011A.dgn

USERNAME => s109432 DATE PLOTTED => 25-MAY-2011 TIME PLOTTED => 09:55

TRANSPORTATION MANAGEMENT PLAN

ATTACHMENT L

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM LA-101, PM 0.00/0.09
LA-10, PM S0.00/S0.10 EA 0700020899/28710K Alternative No. NA

Project Limit From Cesar Chavez Ave OC to Mission Rd UC

Project Description This project consists of removing existing concrete barrier and MBGR and replace with new concrete barrier.

1) Public Information		
☐	a. Brochures and Mailers	$
☒	b. Press Release	
☒	c. Paid Advertising	$75,000
☐	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)	$0
☒	b. Changeable Message Signs (Portable)	$9,000
☐	c. Ground Mounted Signs	$
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☒	f. Others Detour/alternate route signs	$10,000
3) Incident Management		
☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$200,000
☐	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
- [x] d. Extended Weekend Closure
- [ ] e. Contra Flow
- [ ] f. Truck Traffic Restrictions $ _____
- [ ] g. Reduced Speed Zone $ _____
- [ ] h. Connector and Ramp Closures
- [x] i. Incentive and Disincentive $125,000
- [ ] j. Moveable Barrier $ _____
- [x] k. Others Special traffic control $20,000

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 $ _____
- [ ] e. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $439,000

Project Notes:

1. Public Awareness Campaign strategy and estimate were provided by Media Affairs (Judy Gish) on October 28, 2010.
2. COZEEP cost estimate was provided by Construction Traffic Advisor (Amjad Obeid) on November 4, 2010.
4. Fixed Changeable Message Sign #59 (west of Atlantic Blvd) on westbound Route 10; Sign #13 (by Melrose Ave) on southbound Route 101 maybe used to advise motorists on traffic conditions during construction.
5. It is anticipated that work will be performed as follow:

   For westboud Route10 to northbound Route 101:

   Option 1: Restripe lanes to less than 11'

   Option 2: Restripe connector starting at the approaching tangent while maintaining two through traffic lanes within the construction area and work behind k-rails.

   For southbound Route 101 to eastbound Route 10:

   Option 1: Restripe lane to less than 11' to work on median shoulder behind k-rails.

   Option 2: Close one lane of the connector for a 55-hour extended weekend closure to work on median shoulder behind k-rails.
6. If extended weekend closure is chosen as the final design, incentive payment will be needed to minimize the closure to one weekend only. It is estimated the cost will be $125,000 plus other additional TMP element costs as stated in item #7 below.
7. Extra TMP element required for extended weekend closure:

   PCMS = $9,000

   Detour/alternate route signs = $10,000

   Incentive = $125,000

   Special traffic control cost = $20,000
8. This TMP Data Sheet should be re-evaluated at later stage when the designer has a better handle of the stage construction issue.

PREPARED BY _____ DATE 11/9/10
Kit Liu, T.E.

APPROVAL RECOMMENDED BY _____ DATE 11-9-10
Albert Yu, S. T.E.

APPROVED BY _____ DATE 11/9/10
John Yang, Dist. Traffic Mgr

Preliminary Chart

Chart No. 1 ~~Complete Connector Closure Hours~~/Connector Lane Requirements and Hours of Work		
County: LA	Route/Direction: 10/West	~~PM:~~
Closure Limits: Westbound Route 10 to northbound Route 101		

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	2	S	S	S	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	
Fridays	1	1	1	1	1	2	S	S	S	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
Saturdays	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
Sundays	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	

Legend:

Delete [cut] any legend not used.

Do NOT use shading or crosshatching. The "Lane Requirement Chart" toolbar is no longer to be used. 1/2-hour increments can be accomplished by splitting the appropriate cell.

Edit for right or left shoulder closure. Do not edit if both shoulder closures apply.

1	Provide at least one connector lane open in direction of travel
2	Provide at least two adjacent connector lanes open in direction of travel
S	Shoulder closure permitted

REMARKS: Number of Through Traffic Lanes - 2 or 3

~~A minimum of XX special freeway detour signs (SP-2), as shown on plans, shall be posted along the detour route and shall be removed at the end of each closure.~~

The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress.

Preliminary Chart

Chart No. 2
Complete Connector Closure Hours~~/Connector Lane Requirements and Hours of Work~~

County: LA	Route/Direction: 10/West	~~PM:~~

Closure Limits: Westbound Route 10 to northbound Route 101

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	C	C	C	C	C	N	N	N	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	C
Fridays	C	C	C	C	C	N	N	N	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Saturdays	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Sundays	C	C	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	C

Legend:

Delete [cut] any legend not used.

Do NOT use shading or crosshatching. The "Lane Requirement Chart" toolbar is no longer to be used. 1/2-hour increments can be accomplished by splitting the appropriate cell.

Edit for right or left shoulder closure. Do not edit if both shoulder closures apply.

N	No work permitted.
C	Connector may be closed completely
S	Shoulder closure permitted

REMARKS: ~~A minimum of XX special freeway detour signs (SP-2), as shown on plans, shall be posted along the detour route and shall be removed at the end of each closure.~~
Close freeway at Route 5 off-connector and detour traffic to exit at Broadway off-ramp; south on Broadway; south on Spring St; south on Alameda St to the on-ramp to northbound Route 101. Place a portable changeable message sign on the right shoulder of westbound Route 10 under Evergreen St POC with the message: "101 FWY / CLOSED / AHEAD - DETOUR / N5 TO / BROADWAY". Place a second portable changeable message sign on the right shoulder of northbound Route 5 at Main St UC with the message: "101 FWY / DETOUR – USE / BROADWAY / EXIT". A minimum of 10 special freeway detour signs (SP-2), as shown on plans, shall be posted along the detour route and shall be removed at the end of each closure.
Close State St on-ramp.
Close the slip-ramp from westbound Route 10 and southbound Route 5 connector to Route 101.

Preliminary Chart

Chart No. 3
Complete Connector Closure Hours/~~Connector Lane Requirements and Hours of Work~~

County: LA	Route/Direction: 101/South	~~PM:~~

Closure Limits: Southbound Route 101 to eastbound Route 10

FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	N	N	N	S	S	S	S	C	
Fridays	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	N	N	N	S	S	S	S	C	
Saturdays	C	C	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	C	
Sundays	C	C	C	C	C	C	C	C	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	C	

Legend:

Delete [cut] any legend not used.

Do NOT use shading or crosshatching. The "Lane Requirement Chart" toolbar is no longer to be used. 1/2-hour increments can be accomplished by splitting the appropriate cell.

Edit for right or left shoulder closure. Do not edit if both shoulder closures apply.

N	No work permitted.
C	Connector may be closed completely
S	Shoulder closure permitted

REMARKS: ~~A minimum of XX special freeway detour signs (SP-2), as shown on plans, shall be posted along the detour route and shall be removed at the end of each closure.~~
~~The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress.~~
When the connector is closed, detour traffic onto southbound Route 101; east on Route 60; northbound on Route 710 to eastbound Route 10. Place a portable changeable message sign on the right shoulder of southbound Route 101 by Garey St on-ramp gore with the message: "EAST 10 / EXIT / CLOSED - USE / EAST 60 / TO N710". Place a second portable changeable messages sign on the right shoulder of southbound Route 101 by 4th St on-ramp next to the CCTV camera with the message: "EAST 10 / DETOUR – USE / EAST 60 / TO N710".
Place a third portable changeable messages sign on the right shoulder of eastbound Route 60 by Gage Ave on-ramp OC with the message: "EAST 10 / DETOUR / USE N710".

STORM WATER DATA REPORT

ATTACHMENT M

Dist-County-Route 07-LA-101 & LA-10
(Post Mile limits 0.00/0.09 & S0.00/S0.10
Project Type: Concrete Barrier
Project ID (or EA): 0700020899 (28710K)
Program Identification: HB1 20.1.15
Phase: ☒ PID
☐ PA/ED
☐ PS&E

Regional Water Quality Control Board(s): REGION 4 – LOS ANGELES

1.	Is the project required to consider incorporating Treatment BMPs?	Yes ☐	No ☒
2.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
3.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
4.	Does the project potentially create permanent water quality impacts?	Yes ☐	No ☒
5.	Does the project require a notification of ADL reuse	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.
Estimate Construction Start Date: 08/21/2015 Construction Completion Date: 06/15/2016
Separate Dewatering Permit (if yes, permit number) Yes ☐ Permit #_____ No ☒
Erosivity Waiver Yes ☐ Date: _____ No ☒

This Short Form – Storm Water Data 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.

Duyen Luu 1/31/11
Duyen Luu, Registered Project Engineer *Date*

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

[Stamp Required for PS&E only)

for Jai Paul Thoorn 3/14/11
Shirley Pak, District/Regional SW Coordinator or Designee *Date*

ATTACHMENT M
Sheet 1 of 1

RISK ASSESSMENT PLAN

ATTACHMENT N

Risk Detail

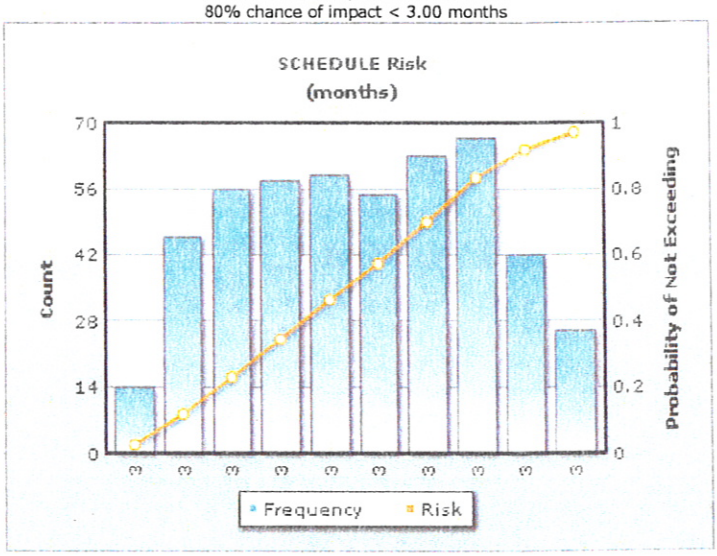
Project: 07-28710
Risk Created: 03/14/2011
Risk Created By: Javad Rahimzadeh
Risk Last Modified: 06/15/2011

Risk ID	22322
Risk Description	Time delay
Risk Owner	MA2
Created Date	03/14/2011
Last Modified Date	06/15/2011

Functional Category	CON
Risk Type	Threat
Impact Consequnce	Time
Qualitative Probability	High (40-59%)
Qualitative Impact	Med
Impact Description	The unavailability of as-built plans may prolong construction working days.
Overall Risk Rank	M

Quantitative Risk Impact

20% chance of impact < 3.00 months
50% chance of impact < 3.00 months
80% chance of impact < 3.00 months



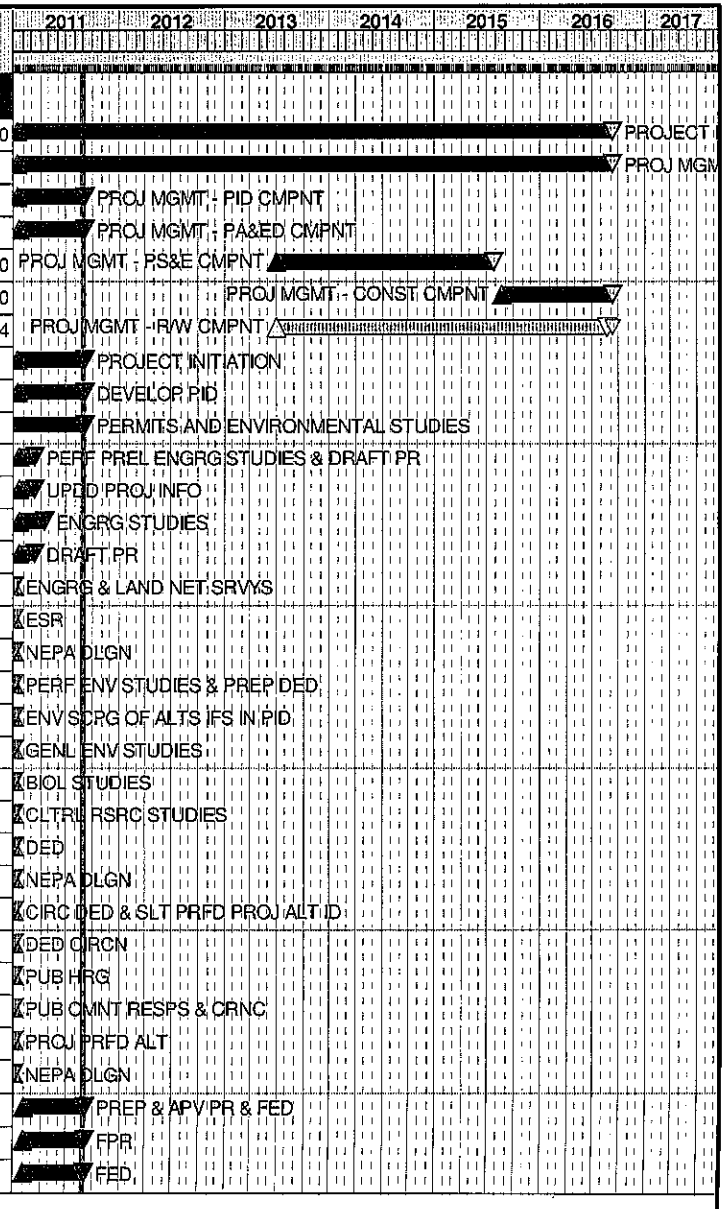
Risk Response
Mitigation Strategy
This Strategy will minimize
Risk Triggers
Secondary Risks
Risk Interaction

ATTACHMENT N
Sheet 1 of 1

WORK PLAN

ATTACHMENT O

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
28710	**LA-101-00.3/01.2:INSTALL CONCRETE BARRIER, :JR**									
0	PROJECT MANAGEMENT	-	0	1,412	1,261	01/14/11A	09/09/16	01/14/11A	09/09/16	0
0.100	PROJ MGMT	JR	100	1,412*	1,261*	01/14/11A	09/09/16	01/14/11A	09/09/16	
0.100.05	PROJ MGMT - PID CMPNT	JR	100	153*	0*	01/14/11A	09/01/11A	01/14/11A	09/01/11A	
0.100.10	PROJ MGMT - PA&ED CMPNT	JR	100	151*	0*	01/19/11A	09/01/11A	01/19/11A	09/01/11A	
0.100.15	PROJ MGMT - PS&E CMPNT	JR	0	519*	519*	07/01/13	07/24/15	07/01/13	07/24/15	0
0.100.20	PROJ MGMT - CONST CMPNT	JR	0	264*	264*	08/24/15	09/09/16	08/24/15	09/09/16	0
0.100.25	PROJ MGMT - R/W CMPNT	JR	0	789*	789*	07/01/13	08/19/16	07/01/13	09/09/16	14
1	PROJECT INITIATION	-	100	152	0	01/14/11A	09/01/11A	01/14/11A	09/01/11A	
1.150	DEVELOP PID	JR	100	120	0	01/14/11A	09/01/11A	01/14/11A	09/01/11A	
2	PERMITS AND ENVIRONMENTAL	-	100	2,573	0	02/01/01A	09/01/11A	02/01/01A	09/01/11A	
2.160	PERF PREL ENGRG STUDIES &	MW	100	35*	0*	01/19/11A	03/16/11A	01/19/11A	03/16/11A	
2.160.05	UPDD PROJ INFO	MW	100	40	0	01/19/11A	03/16/11A	01/19/11A	03/16/11A	
2.160.10	ENGRG STUDIES	MW	100	80	0	01/19/11A	04/16/11A	01/19/11A	04/16/11A	
2.160.15	DRAFT PR	MW	100	50	0	01/19/11A	03/16/11A	01/19/11A	03/16/11A	
2.160.20	ENGRG & LAND NET SRVYS	N/A	100	75	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.160.30	ESR	MW	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.160.40	NEPA DLGN	N/A	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165	PERF ENV STUDIES & PREP DED	JS2	100	1*	0*	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165.05	ENV SCPG OF ALTS IFS IN PID	N/A	100	20	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165.10	GENL ENV STUDIES	N/A	100	20	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165.15	BIOL STUDIES	N/A	100	20	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165.20	CLTRL RSRC STUDIES	N/A	100	20	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165.25	DED	N/A	100	80	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.165.30	NEPA DLGN	N/A	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.175	CIRC DED & SLT PRFD PROJ ALT	N/A	100	1*	0*	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.175.05	DED CIRCN	N/A	100	54	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.175.10	PUB HRG	N/A	100	54	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.175.15	PUB CMNT RESPS & CRNC	N/A	100	24	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.175.20	PROJ PRFD ALT	N/A	100	6	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.175.25	NEPA DLGN	N/A	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
2.180	PREP & APV PR & FED	MW	100	144*	0*	02/01/11A	09/01/11A	02/01/11A	09/01/11A	
2.180.05	FPR	MW	100	10	0	02/01/11A	09/01/11A	02/01/11A	09/01/11A	
2.180.10	FED	MW	100	10	0	02/01/11A	09/01/11A	02/01/11A	09/01/11A	



Start Date 01/01/73
Finish Date 09/09/16
Data Date 09/01/11
Run Date 08/23/11 13:54

Early Bar
Float Bar
Progress Bar
Critical Activity

MODL - DR00

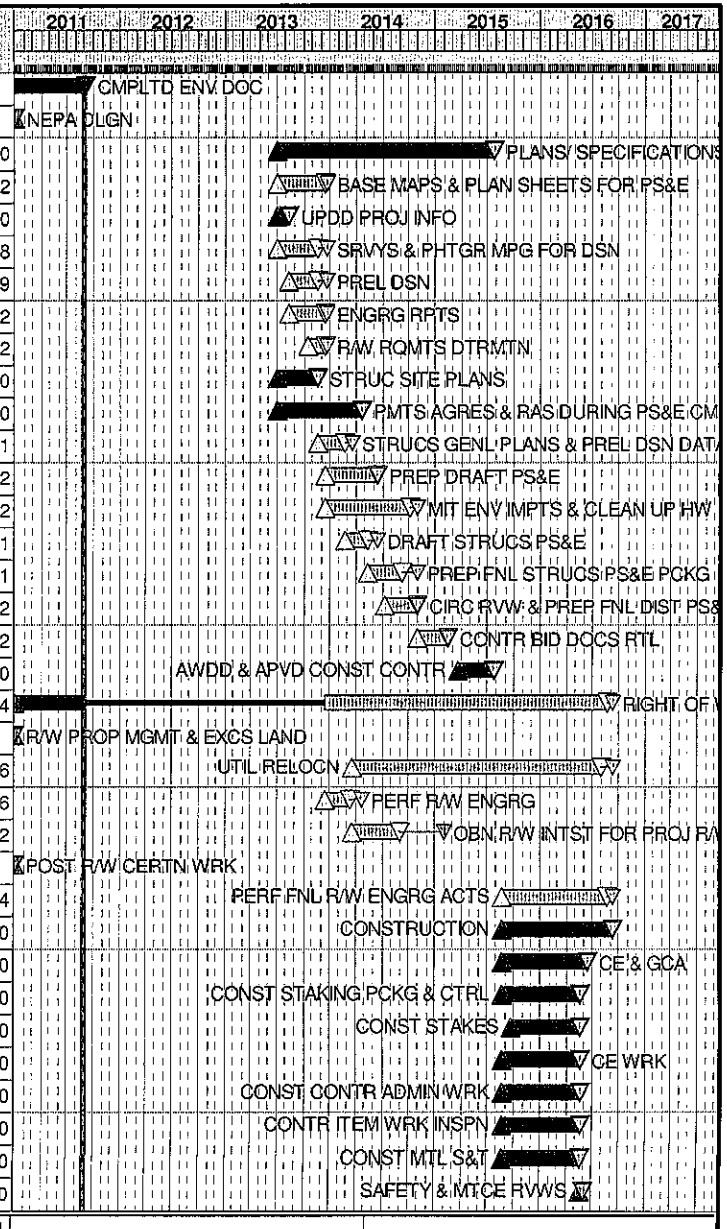
Caltrans District 7

Dynamic Workplan Model

Classic Schedule Layout

ATTACHMENT O
Sheet 1 of 4

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
2.180.15	CMPLTD ENV DOC	JS2	100	20	0	02/01/01A	09/01/11A	02/01/01A	09/01/11A	
2.180.20	NEPA DLGN	NA	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
3	PLANS/ SPECIFICATIONS/ AND	-	0	519	519	07/01/13	07/24/15	07/01/13	07/24/15	0
3.185	BASE MAPS & PLAN SHEETS	SSK	0	117*	117*	07/01/13	12/17/13	07/01/13	12/19/13	2
3.185.05	UPDD PROJ INFO	SSK	0	30	30	07/01/13*	08/12/13	07/01/13*	08/12/13	0
3.185.10	SRVYS & PHTGR MPG FOR DSN	SSK	0	100	100	07/02/13	11/21/13	07/29/13	12/19/13	18
3.185.15	PREL DSN	SSK	0	70	70	08/13/13	11/20/13	09/10/13	12/19/13	19
3.185.20	ENGRG RPTS	SSK	0	60	60	08/13/13	12/17/13	09/24/13	12/19/13	2
3.185.25	R/W RQMTS DTRMTN	SSK	0	40	40	10/18/13	12/17/13	10/22/13	12/19/13	2
3.185.30	STRUC SITE PLANS	SSK	0	98	98	07/01/13*	11/18/13	07/01/13*	11/18/13	0
3.205	PMTS AGRES & RAS DURING	SSK	0	203	203	07/01/13*	04/22/14	07/01/13*	04/22/14	0
3.215	STRUCS GENL PLANS & PREL	SSK	0	60	60	11/19/13	02/17/14	12/20/13	03/18/14	21
3.230	PREP DRAFT PS&E	SSK	0	120	120	12/18/13	06/10/14	12/20/13	06/12/14	2
3.235	MIT ENV IMPTS & CLEAN UP HW	JS2	0	200	200	12/18/13	10/02/14	01/22/14	11/03/14	22
3.240	DRAFT STRUCS PS&E	DES	0	60	60	02/18/14	05/13/14	03/19/14	06/12/14	21
3.250	PREP FNL STRUCS PS&E PCKG	DES	0	80	80	05/14/14	09/05/14	07/14/14	11/03/14	41
3.255	CIRC RVW & PREP FNL DIST	GLF	0	80	80	07/10/14	10/30/14	07/14/14	11/03/14	2
3.260	CONTR BID DOCS RTL	DES	0	70	70	10/31/14	02/13/15	11/04/14	02/17/15	2
3.265	AWDD & APVD CONST CONTR	DES	0	90	90	03/18/15	07/24/15	03/18/15	07/24/15	0
4	RIGHT OF WAY	-	0	832	672	01/01/11A	08/19/16	01/01/11A	09/09/16	14
4.195	R/W PROP MGMT & EXCS LAND	N/A	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
4.200	UTIL RELOCN	NCA	0	600	600	03/17/14	08/03/16	04/23/14	09/09/16	26
4.220	PERF R/W ENGRG	DEM	0	60	60	12/18/13	03/14/14	01/28/14	04/22/14	26
4.225	OBN R/W INTST FOR PROJ R/W	N/A	0	120	120	03/17/14	09/04/14	08/11/14	02/03/15	102
4.245	POST R/W CERTN WRK	N/A	100	1	0	01/01/11A	01/01/11A	01/01/11A	01/01/11A	
4.300	PERF FNL R/W ENGRG ACTS	MA2	0	250	250	08/24/15	08/19/16	09/14/15	09/09/16	14
5	CONSTRUCTION	-	0	264	264	08/24/15	09/09/16	08/24/15	09/09/16	0
5.270	CE & GCA	MA2	0	204*	204*	08/24/15	06/15/16	08/24/15	06/15/16	0
5.270.10	CONST STAKING PCKG & CTRL	MA2	0	184	184	08/24/15	05/17/16	08/24/15	05/17/16	0
5.270.15	CONST STAKES	MA2	0	164	164	09/22/15	05/17/16	09/22/15	05/17/16	0
5.270.20	CE WRK	MA2	0	184	184	08/24/15	05/17/16	08/24/15	05/17/16	0
5.270.25	CONST CONTR ADMIN WRK	MA2	0	184	184	08/24/15	05/17/16	08/24/15	05/17/16	0
5.270.30	CONTR ITEM WRK INSPN	MA2	0	184	184	08/24/15	05/17/16	08/24/15	05/17/16	0
5.270.35	CONST MTL S&T	MA2	0	184	184	08/24/15	05/17/16	08/24/15	05/17/16	0
5.270.40	SAFETY & MTCE RVWS	MA2	0	10	10	05/18/16	06/01/16	05/18/16	06/01/16	0



Start Date 01/01/73
Finish Date 09/09/16
Data Date 09/01/11
Run Date 08/23/11 13:54

Early Bar
Float Bar
Progress Bar
Critical Activity

MODL - DR00

Caltrans District 7

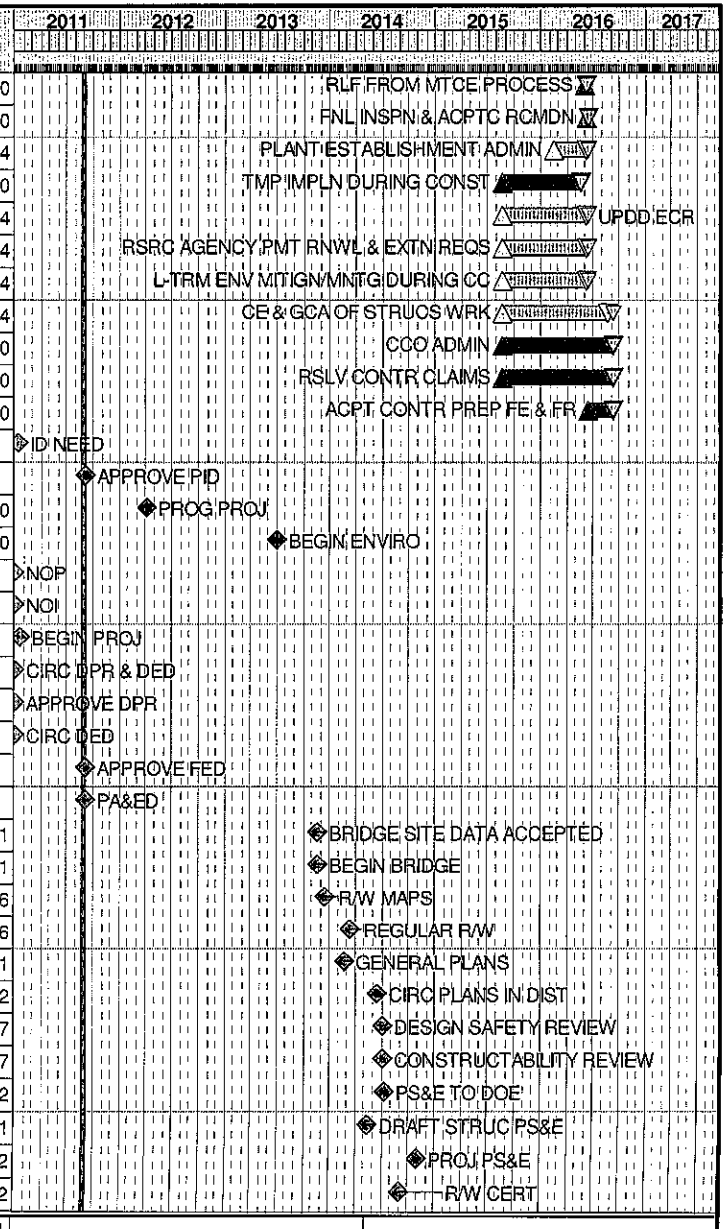
Dynamic Workplan Model

Classic Schedule Layout

ATTACHMENT O

Sheet 2 of 4

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
5.270.45	RLF FROM MTCE PROCESS	MA2	0	5	5	06/02/16	06/08/16	06/02/16	06/08/16	0
5.270.55	FNL INSPN & ACPTC RCMDN	MA2	0	5	5	06/09/16	06/15/16	06/09/16	06/15/16	0
5.270.60	PLANT ESTABLISHMENT ADMIN	MA2	0	80	80	02/17/16	06/09/16	02/23/16	06/15/16	4
5.270.65	TMP IMPLN DURING CONST	MA2	0	184	184	08/24/15	05/17/16	08/24/15	05/17/16	0
5.270.70	UPDD ECR	MA2	0	200	200	08/24/15	06/09/16	08/28/15	06/15/16	4
5.270.75	RSRC AGENCY PMT RNWL &	MA2	0	200	200	08/24/15	06/09/16	08/28/15	06/15/16	4
5.270.80	L-TRM ENV MITIGN/MNTG	MA2	0	200	200	08/24/15	06/09/16	08/28/15	06/15/16	4
5.275	CE & GCA OF STRUCS WRK	MA2	0	250	250	08/24/15	08/19/16	09/14/15	09/09/16	14
5.285	CCO ADMIN	MA2	0	264*	264*	08/24/15	09/09/16	08/24/15	09/09/16	0
5.290	RSLV CONTR CLAIMS	MA2	0	264*	264*	08/24/15	09/09/16	08/24/15	09/09/16	0
5.295	ACPT CONTR PREP FE & FR	MA2	0	60	60	06/16/16	09/09/16	06/16/16	09/09/16	0
M000	ID NEED	MW	100	0	0		01/14/11A		01/14/11A	
M010	APPROVE PID	MW	100	0	0		09/01/11A		09/01/11A	
M015	PROG PROJ	ST	0	0	0		04/02/12*		04/02/12*	0
M020	BEGIN ENVIRO	JS2	0	0	0		07/01/13*		07/01/13*	0
M030	NOP	N/A	100	0	0		01/01/11A		01/01/11A	
M035	NOI	N/A	100	0	0		01/01/11A		01/01/11A	
M040	BEGIN PROJ	MW	100	0	0		01/18/11A		01/18/11A	
M060	CIRC DPR & DED	NA	100	0	0		01/01/11A		01/01/11A	
M100	APPROVE DPR	NA	100	0	0		01/01/11A		01/01/11A	
M120	CIRC DED	NA	100	0	0		01/01/11A		01/01/11A	
M160	APPROVE FED	MW	100	0	0		09/01/11A		09/01/11A	
M200	PA&ED	MW	100	0	0		09/01/11A		09/01/11A	
M221	BRIDGE SITE DATA ACCEPTED	ESC	0	0	0		11/18/13		12/19/13	21
M222	BEGIN BRIDGE	DES	0	0	0		11/18/13		12/19/13	21
M224	R/W MAPS	DEM	0	0	0		12/17/13		01/27/14	26
M225	REGULAR R/W	DEM	0	0	0		03/14/14		04/22/14	26
M275	GENERAL PLANS	DES	0	0	0		02/17/14		03/18/14	21
M300	CIRC PLANS IN DIST	SSK	0	0	0		06/10/14		06/12/14	2
M318	DESIGN SAFETY REVIEW	JR	0	0	0		07/01/14		07/11/14	7
M328	CONSTRUCTABILITY REVIEW	JR	0	0	0		07/01/14		07/11/14	7
M377	PS&E TO DOE	SSK	0	0	0		07/09/14		07/11/14	2
M378	DRAFT STRUC PS&E	DES	0	0	0		05/13/14		06/12/14	21
M380	PROJ PS&E	GLF	0	0	0		10/30/14		11/03/14	2
M410	R/W CERT	DEM	0	0	0		09/04/14		02/03/15	102



Start Date 01/01/73
Finish Date 09/09/16
Data Date 09/01/11
Run Date 08/23/11 13:54

Early Bar
Float Bar
Progress Bar
Critical Activity

MODL - DR00

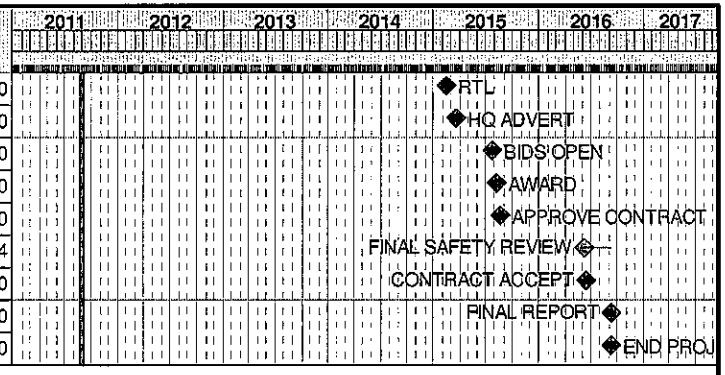
Caltrans District 7

Dynamic Workplan Model

Classic Schedule Layout

ATTACHMENT O
Sheet 3 of 4

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
M460	RTL	BL	0	0	0		02/17/15*		02/17/15*	0
M480	HQ ADVERT	BL	0	0	0		03/17/15		03/17/15	0
M490	BIDS OPEN	BL	0	0	0		07/24/15		07/24/15	0
M495	AWARD	BL	0	0	0		08/07/15		08/07/15	0
M500	APPROVE CONTRACT	BL	0	0	0		08/21/15		08/21/15	0
M588	FINAL SAFETY REVIEW	MA2	0	0	0		06/09/16		09/09/16	64
M600	CONTRACT ACCEPT	MA2	0	0	0		06/15/16		06/15/16	0
M700	FINAL REPORT	MA2	0	0	0		09/09/16		09/09/16	0
M800	END PROJ	JR	0	0	0		09/09/16		09/09/16	0



Start Date 01/01/73
Finish Date 09/09/16
Data Date 09/01/11
Run Date 08/23/11 13:54

Early Bar
Float Bar
Progress Bar
Critical Activity

MODL - DR00 Sheet 4 of 4

Caltrans District 7

Dynamic Workplan Model

Classic Schedule Layout

ATTACHMENT O
Sheet 4 of 4

TRAFFIC INVESTIGATION REPORT

ATTACHMENT P

Traffic Investigation Report

LOCATION INFORMATION

Dist	County	Route	Suffix	Prefix	Begin PM	Highway	Prefix	End PM	Dir	Highway	Log Number
07	LA	101		S	.32		S	1.22	T		E111-02040

Location Description: SB Route 101 to EB Route 10 Connector and WB Route 10 to NB Route 101 Connector

Invalid Facility: [x] No [ ] Yes

Facility Type: H64 Freeway 5-6 Lanes; Urban

[x] Improvement Recommended [ ] No Action

Investigation By	Date	Reviewed By	Date	Approved By	Date
E TRUJILLO	2/17/11	J KIBE	2/22/11	S MOINUDDIN	2/24/11

Attachments

INITIATION INFORMATION What initiated this investigation? Initiation Date 02/08/11

Initiation Comments: Previous Investigation conducted under Table C Investigation E071-081A

HISTORICAL INFORMATION Are there any previously approved investigations of this location on record? [ ] No [x] Yes

Relevant Log #'s: E071-0281A

If yes, what has occurred, if anything, since the last investigation sufficient to justify a re-analysis?

Reanalysis: Additional Safety Recommendations

EXISTING CONDITIONS What are the existing conditions?

From To

Traffic Data Date

ADT (1000)		Col/Yr	Col Rate	
State Hwy	Cross St		Actual	Average
		F		
		Total		

Speed Zone	Advisory Speed	Alignment	Shoulder Width	Shoulder	Median Width	Median

ANALYSIS and COMMENT

Field Review Date	Review Participants	Data Collected
06/30/10	TRUJILLO, KIBE	

ATTACHMENT P
SHEET 1 OF 8

Traffic Investigation Report

LOCATION INFORMATION												
Dist - County	Route	Suffix	Prefix	Begin PM	Highway	Prefix	End PM	Dir	Highway	Log Number		
07- LA	101	-	S	.32	-	S	1.22	-T-		E111-0204O		

Analysis

This supplemental investigation is required due to additional improvements recommended for the connector from the southbound Route 101 Freeway to eastbound Route 10 Freeway. An initial investigation was conducted under HT-65 Table "C" Log # E071-0281A which resulted in the initiation of a project (EA 07-00020899) to install an overhead flashing beacon with advisory safe speed limit as well as the replacement of the metal beam guardrail located on the right side with concrete barrier. Further analysis revealed additional improvements are needed not only for the southbound Route 101/eastbound Route 10 connector but also the adjacent northbound Route 101 to the westbound Route 10 connector. The following are to be included in the scope of Project EA 07-00020899:

Southbound Route 101 to eastbound Route 10 Connector:

Left Shoulder
- Remove/upgrade 450 feet of existing railing on top of retaining wall with concrete barrier.
- Remove /upgrade 480 feet of Metal Beard Guardrail (MBGR) with concrete barrier.
- Remove /upgrade 215 feet of concrete barrier Type 50.
- Remove/Replace with concrete pavement on left shoulder, widen from 5 feet to 9 feet.
- Modify overhead sign structure.

Right Shoulder
- Remove/upgrade 240 feet of MBGR with concrete barrier.
- Remove/replace and upgrade temporary K-rail with concrete barrier.
- Remove and construct 10 feet shoulder with concrete pavement
- Upgrade safety lighting
- Add flashing beacon with advisor speed limit of 35 mph

Gore Area - Route 101/ eastbound Route 10 Connector and southbound Route 5 Connector:

- Construct end treatment with crash cushion.

Westbound Route 10 to northbound Route 101 Connector:

- Remove/upgrade 215 feet of MBGR.
- Remove 320 feet of raised curb.
- Remove /construct shoulder structural section.

Comments After Approval

☐ Congestion Related
☐ Improvement Under Construction
☐ Improvement Under Design
☐ Improvement Pending Permits
☐ Improvement Pending Maintenance

Traffic Investigation Report

LOCATION INFORMATION

Dist	County	Route	Suffix	Prefix	Begin PM	Highway	Prefix	End PM	Dir	Highway	Log Number
07	LA	101		S	.32		S	1.22	T		E111-02040

TRACKING RECOMMENDATIONS

Investigation Closed Date

ATTACHMENT P
SHEET 3 OF 8

Traffic Investigation Report

LOCATION INFORMATION

Dist	County	Route	Suffix	Prefix	Begin PM	Highway	Prefix	End PM	Dir	Highway	Log Number
7	LA	101	-	-	.032	-	-	.032	-	-	E071-0281A

Location Description: 101 LA .032 101/SB OFF TO EB RTE 10

Facility Type: R6 Direct, Semi-Dir Conn (Lt Trn Traf); 1-4; Off; Urban

INITIATION INFORMATION What initiated this investigation? Initiation Date: 03/24/07

Initiation Comments: Initiated by Table C Report.

HISTORICAL INFORMATION Are there any previously approved investigations of this location on record? [X] No [ ] Yes

Relevant Log #'s:

If yes, what has occurred, if anything, since the last investigation sufficient to justify a re-analysis?

Reanalysis:

EXISTING CONDITIONS

3 Year Collision Data Period: From 01/01/03 To 12/31/05

Total Collisions Months										
36	/ S	24	/ S	12	/ S	6	/ S	3	/ S
43	N	34	N	23	Y	10	N	8	N

Speed Zone | Advisory Speed | Tangent/Curve

SCL: F
RMP: C
LNS:

Traffic Date: From 01/01/05 To 12/31/05

ADT (1000)		Col/Yr	Col Rate	MV
State Hwy	Cross St		Actual	Average
54.7	-	F+I	4	21
		Total	1.15	6

Shoulder Width | Shoulder | Median Width | Median

ANALYSIS Field Review Date: 07/03/07 Review Participants: ROSIE SAN JUAN AND JOHN HSIEH

Data Collected:

RECOMMENDATIONS What is the recommendation of this investigation?

Investigated By: JOHN HSIEH Date: 07/03/07

Reviewed By: JOSEPH KIBE (7515) Date: 10/16/07

Approved By: SHEIK MOINUDDIN Date: 10/18/07

Recommended Improvements:

Attachments:

ATTACHMENT P
SHEET 4 OF 8

LOCATION INFORMATION											
Dist - County -	Route	Suffix	Prefix	Begin PM	Highway	Prefix	End PM	Dir	Highway	Log Number
07 - LA -	101	-	-	.032	-	-	.032	-	-	E071-0281A

IMENTS

EXISTING CONDITION:

The location of this investigation is a connector from southbound 101 to eastbound 10. The roadway consists of two AC paved lanes that curved to the left. There is no outside shoulder or inside shoulder. On the left side of the connector there is a raised curb with guardrail on the top along the connector. The pavement delineation are visible and in satisfactory condition. The advisory speed along the curve is 35 mph. All lanes are delineated with reflective markers and raised Botts Dots.

ANALYSIS:

This table C showed a total of 43 accidents (1 fatal, 14 injury and 28 PDO) during the three-year period from 01/01/2003 to 12/31/2005. There was 9 accidents in 2003, 11 accidents in 2004 and 23 accidents in 2005. Primary collisions factor includes 23 speeding (53.5%), 13 improper turn (30.2%), 2 follow too close, (4.7%) and 5 influence alcohol (11.6%). Type of collusion includes 8 rear end (18.6%), 3 sideswipe (7 %), 1 broadside (2.3%), 1 overturn (2.3%), 2 head-on (4.7%) and 28 hit objects (65.1%). Within this investigation period, 14 injury and one fatal collision were reported. According to the accident report, the fatal accident occurred on 05-30-05 at 14:15. The accident was due to the driver's failure to drive at a speed that is reasonable for existing traffic condition. The majority of the accidents - 23 occurred on a dry (54%) roadway surface, 19 - on wet (44%), and 1 not stated (2%) of road surface. However, no skid test along the connector is available at the present time and will be ordered. Those results will determine if any pavement recommendations are necessary. The lighting conditions at the time of the accidents were: daylight - 21, dark streetlight - 18, dark no street light - 3 and not stated-1.

RECOMMENDATION:

Speeding and unsafe lane changes were the primary causes for the majority of accidents. A field review at the location was conducted on 07/03/2007 showed no roadway deficiencies. This location appeared on the 2007 California 5% Report as one of the locations with high accident concentration. Therefore, it is recommended to reinstall missing W1-8 signs and to initiate a project to install overhead flashing beacons with advisory safe speed limit as well as replace the MBGR on the right side with concrete barrier.

Additional Comments

- [ ] Congestion Related
- [ ] Improvement Under Construction
- [ ] Improvement Under Design
- [ ] Improvement Pending Permits
- [ ] Improvement Pending Maintenance

IMPLEMENTATION RECOMMENDATION

Forwarded To | Date | Priority Index Number | Estimated Cost

Project Type:

Number | Recommendations Implemented Date | Improvements Field Verified By | Verification Date | Investigation Closed Date

MO Number

ATTACHMENT P
SHEET 5 OF 8

California Department of Transportatio
Table B - Selective Accident Rate Calculation

cation 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	Actual Fat	Actual F+I	Accident Rates Average Tot	Average Fat	Average F+I	Average Tot
\ 101 000.040 101/NB ON FR WB RTE 10				R 64	9	0	4	4	3	2	8	0	47.3	51.89 +	0.000	.08	.17	0.003	.11	.35
I-0001	2006-07-01	2009-06-30	36 *mo.*	U								4	.0							

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

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

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

ATTACHMENT P
SHEET 6 OF 8

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: FRANK QUON
Deputy District Director
Traffic Operations
District 07

Date: September 23, 2010

File: 3.1.23
07-LA-101
PM S0.32/S1.22
Install Concrete Barrier, Flashing Beacon & Safety Lighting

Attention: Sameer Haddadeen

From: JANICE BENTON
Chief
Office of Traffic Safety Program

Subject: Conceptual Approval for the Funding of 201.015 – Collision Severity Reduction Project

The project proposed for the State Highway Operation and Protection Program (SHOPP) is to install concrete barrier, replace the existing metal beam guardrail (MBGR) to concrete barrier, install flashing beacon and safety lighting on southbound U.S. Route 101 to eastbound Interstate 10 connector from PM S0.32 to PM S1.22 in Los Angeles County. The proposed improvement is approved at the estimated cost of $3,300,000.

Please send the draft Project Initiation Document (PID) for our review and approval prior to signing the final PID. Final project approval will be granted after review of the PID. This project will compete for funding allocation on a statewide basis in the State Highway Operation and Protection Program.

If you have any questions regarding the above, please contact Shaila Chowdhury at (916) 654-3748.

cc:
Jerry Champa
Rick Guevel
Shaila Chowdhury
Mary Payyappilly
Marlon Flournoy

2130
2010
PM

California Department of Transportation
Table B - Selective Accident Rate Calculation

Event ID: 2977843

ation Description	Rate Group (RUS)	No. of Accidents / Significance							Pers Kid Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual		Accident Rates Average			
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark				Fat	F+I	Tot	Fat	F+I	Tot
101 000.032 101/SB OFF TO EB RTE 10	R 06	37	0	18	18	8	9	13	0	41.5	45.48 +	0.000	.40	.81	0.005	.20	.60
0001 2006-07-01 2009-06-30 *36 mo.*	U	H95		H99	H99		H99		22	.0							

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

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

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

ATTACHMENT P
SHEET 8 OF 8