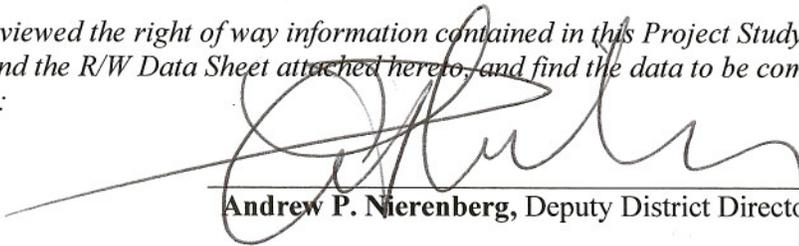


**Project Study Report-Project Report
To
Request Programming in the 2012 SHOPP
And
Provide Project Approval**

On Route I-405
between Northbound on-ramp from Alameda Street
and Avalon Boulevard Undercrossing

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:



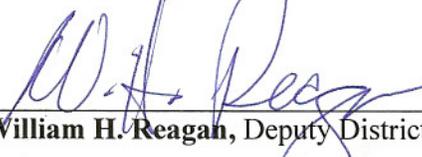
Andrew P. Nierenberg, Deputy District Director - Right Of Way

SUMMITTED BY: 

David Yan, Project Manager

CONCURRED BY: 

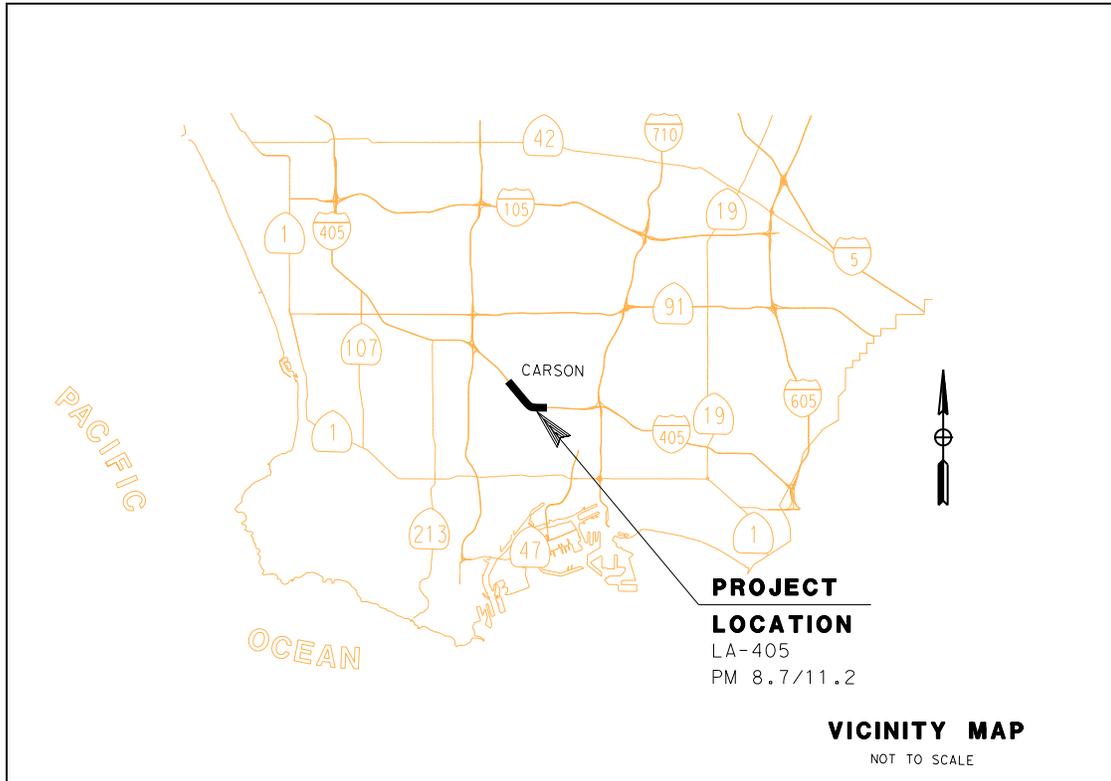
James McCarthy, Deputy District Director, Planning,
Public Transportation And Local Assistance



William H. Reagan, Deputy District Director, Design

APPROVED:  9/29/11

Michael Miles, District Director Date



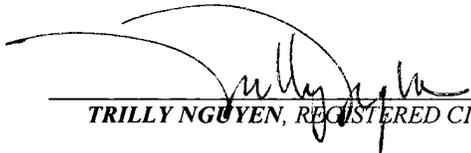
On Route I-405

between NB on-ramp from Alameda St.

and Avalon Blvd. UC

07 - LA - 405 (PM 8.7/11.2)
EA 07-186-28740K
(07—0002-0935)

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.



TRILLY NGUYEN, REGISTERED CIVIL ENGINEER

9/14/11

DATE



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1. INTRODUCTION

Description:

This project is a safety improvement (Collision Reduction) program for northbound (NB) and southbound (SB) Interstate 405 in City of Carson, Los Angeles County. This Project Study Report-Project Report (PSR-PR) proposes to construct new concrete barrier and Metal Beam Guardrail (MBGR) on both NB and SB directions along the I-405 between northbound on-ramp from Alameda Street and Avalon Boulevard Undercrossing (UC).

The proposed improvements will enhance the Safety of the State Highway by reducing the number and severity of the run-off-road and other collisions associated with over embankment accidents. Also, the scope of this project is consistent with the corridor and system planning.

Table 1: Summary of Proposed Work

	Proposed Concrete Barrier Post Mile limits	Proposed MBGR Post Mile limits
NB I-405	-	9.7/10.5
SB I-405	9.7/10.4	8.7/9.3, 10.5/10.9

In addition to construct new MBGR and concrete barriers, this project also proposes the following:

- Reconstruct outside shoulder on southbound.
- Construct Hot Mixed Asphalt (HMA) dike along MBGR.
- Remove existing E-curb and AC dike on southbound.
- Modify drainage and irrigation systems.
- Relocate or modify electrical and communications systems.

All work will be performed within Caltrans right-of-way. See Attachment B for details. The preliminary construction cost estimate is \$5,530,000 in 2011 dollars, and the escalated cost is \$6,750,000 for year 2015.

It is proposed to include this project in the SHOPP program under the Collision Reduction Program (201.015) to be funded in 2011/2012 fiscal year. See Attachment C for specific work items included in this project.

Project Limits:	07 – LA – 405 (PM 8.7/11.2)
Capital Costs:	\$5,530,000
Right of way Costs:	\$177,000
Funding Source:	SHOPP (Collision Reduction Program 201.015)
Number of Alternatives:	Two: “Build” and “No-Build”
Recommended Alternative (for programming and scheduling):	Alternative One: “Build”
Type of Facility:	Freeway
Number of Structures:	N/A
Anticipated Environmental Determination/Document:	Categorically Exemption/Categorical Exclusion (CE/CE)
Legal Description	I-405 in Los Angeles County between NB on-ramp from Alameda St. and Avalon Blvd. UC

2. RECOMMENDATION/PROPOSAL

It is recommended that this project be funded from the 2012 SHOPP Collision Reduction Program (201.015) and proceed to the Plans, Specifications and Estimates (PS&E) phase.

3. BACKGROUND

Interstate 405 (I-405) is a major north–south Interstate Highway in Southern California. It is a bypass of Interstate 5, running along the western area of the Los Angeles Area from Irvine to near San Fernando. This route, also known as the northern segment of the San Diego Freeway, is one of the most busy and congested freeways in the US. It is a major link for many commuters and freight haulers between Orange County through LAX Airport and the Greater Los Angeles Area.

The original memo from Traffic Safety Program dated September 23, 2010, had proposed to install concrete barrier on the northbound (PM R1.74/R2.65) and install MBGR on the southbound (PM 9.3/11.4) on the I-405. However, upon further investigation by Office of Project Studies and Traffic Safety team, not only the project limit but the proposed locations of the concrete barrier and MBGR have also been revised.

This portion of the I-405 located in the City of Carson, is a rolling terrain on mostly fill with steep slope at times. The adjacent land use comprises approximately 90% commercial/ industrial and 10% residential. Currently, this segment has four mixed flow lanes and one High Occupancy Vehicle (HOV) lane in each direction, with an Annual Average Daily Traffic (AADT) of 260,000 and 5% trucks.

Within the project limits, the City of Carson is planning two major developments: the Metro 2000 Mall Project near Avalon Blvd. interchange and the construction of several auto dealerships along 223rd St. With these new developments, it is anticipated to dramatically increase the traffic volume along the I-405. Therefore, there are two major ongoing projects to modify the interchanges at the Avalon Blvd. (EA 23390) and Wilmington Ave. (EA 23400) to allow direct access to these planned developments.

4. PURPOSE AND NEED STATEMENT

Need

This segment of the I-405 is a steep rolling terrain through many commercial and residential areas. The embankments at some locations are steep, posing a potential for motorists runoff or rollover.

According to the TASAS Selective Record Retrieval during the last three years, within the project limit, there have been 18 and 13 accidents on southbound and northbound respectively, located beyond the right shoulder. Of these, 6 accidents on southbound and 3 accidents on northbound, involved vehicles over the embankment, and 4 accidents had resulted in vehicles running off the road.

Purpose

The purpose of this PSR-PR is to program, fund, schedule, and install new concrete barriers and MBGR at various sites, that have been field inspected, to reduce the severity of run-off-the-road or any other fixed- object collisions within the project limits.

5. DEFICIENCIES

This segment of the freeway currently has four mixed flow lanes and one HOV lane each direction. All lanes have nonstandard 11 foot wide and standard 10 foot wide outside shoulder with the exception at Carson UC.

Approximately, eighty percent of this segment of the freeway has no guardrail or barrier. The degree of safety for motorists is reduced as traffic increases in the future.

6. CORRIDOR AND SYSTEM COORDINATION

The segment of the freeway (I-405) is part of the National Highway System (NHS) and serves as an interstate/interregional and commute highway. It is not part of the priority network identified by FHWA in coordination with the Department of Defense.

According to the Transportation Concept Report (TCR) dated September 2000, this segment of the I-405 calls for five mixed flow lanes plus one HOV lane (5 MF + 1 HOV) for Alternative 1; five mixed flow lanes plus two HOV lane (5 MF + 2 HOV) for Alternative 2. On the ultimate Alternative, this segment calls for six MF plus 2 HOV lanes (6 MF + 2 HOV). This project will not pose any major impact for future widening.

Within the project limit, there are two major ongoing projects. First, currently in construction, the project (EA 23390, PM 10.8/11.4) proposed to modify the Avalon Blvd. Interchange. This project also constructs a new S/B Avalon Blvd. on-ramp in the southeast quadrant of the interchange. The ramp will have two mixed flow lanes. This \$27 million project is scheduled to complete by June 2014.

The other ongoing project (EA 23400, PM 9.3/9.9) is currently in PS&E, modifying the Wilmington Ave. Interchange. It includes new construction of the NB on-ramp at Wilmington Ave, and widening of Wilmington Avenue from 223rd Street, south of I-405, to 220th Street north of the Interchange. The estimate cost for this project is \$24 million.

The improvements of this project will not interfere with the on-going projects mentioned above.

7. ALTERNATIVES

ALTERNATIVE 1: VIABLE ALTERNATIVE

This “Build” alternative will reduce the severity of run-off-the-road accidents within the project limits.

ALTERNATIVE 2: NO BUILD

This alternative does not address the safety concerns regarding potential run-off-the road or over-embankment accidents as future traffic volumes increase.

8. CONSIDERATIONS REQUIRING DISCUSSION

8A. HAZARDOUS WASTE

Aerially Deposit Lead (ADL) Contaminated soil:

The proposed concrete safety barrier construction will involve the disturbance of exposed surface soil that potentially may be contaminated with Aerially Deposited Lead (ADL) and other contaminants. Based on referenced/relevant ADL site investigation report within the project vicinity, elevated ADL concentrations exist at the upper shallow soil layer along the outside shoulder (currently unpaved area). ADL soil typically exists in the unpaved area due to particulate emissions from historical leaded gasoline usage. The excess soil is suspected to have elevated lead and other heavy metals concentrations that may exceed the California hazardous waste threshold limits. Special handling and waste management are required when excess soil is generated from the project excavation. It is recommended that a project-specific soil investigation be performed during design phase (PS&E) to evaluate and determine the extent of the ADL concentrations in the impacted soil.

Installation of Metal Beam Guard Rails (MBGRs) and relocate any electrical and irrigation utilities:

In accordance with the Department's Aerially Deposited Lead (ADL) testing Guidance (March 16, 2001), minor soil disturbance projects (such as landscape, guard rails, installation of temporary construction sign post, planting or irrigation system) define where soil will not be removed from the area of disturbance, waste will not be generated as defined in Title 26 of the California Code of Regulations (26CCR), the DTSC lead variance will not be invoked, and safety is the primary concern. It is important to notify the Contractor that lead is present and allow for the preparation of a project-specific Lead Compliance Plan (LCP) and lead compliance training as required by Title 8, section 1532.1 of the California Code of Regulations (8CCR). See Attachment D for details.

8B. VALUE ANALYSIS

The total project cost for this PSR/PR is under \$25 million. Therefore, a Value Analysis study is not required for this project.

8C. RIGHT OF WAY

All proposed work is within existing Caltrans Right-of Way (R/W). No additional R/W will be required. However, there are some costs associated with utility potholing (see Attachment J).

8D. AIR QUALITY CONFORMITY

The proposed project does not result in any changes to traffic volumes, vehicle mix, location of the existing facility, or any other factors that would cause an increase in emissions impacts relative to the no-build alternative. Therefore, it is exempt from Air Quality conformity.

8E. NON-STANDARD EXCEPTION FEATURES

Mandatory non-standard features required for exception include non-standard shoulder widths and horizontal clearance at the transition from the existing Carson St. bridge barrier to the proposed MBGR. The proposed improvement will maintain existing shoulder widths and horizontal clearance. The non-standard features in this fact sheet have been approved by: Karl L. Dreher, HQ Project Development Coordinator, on September 14, 2011.

9. OTHER CONSIDERATIONS AS APPROPRIATE

A Transportation Management Plan (TMP) Data Sheet was prepared on March 2, 2011 (see Attachment G).

10. ENVIRONMENTAL DETERMINATION/DOCUMENT

A Categorical Exemption/Categorical Exclusion (CE) determination form was approved on April 26, 2011 (see Attachment E).

11. FUNDING

CAPITAL COST

Capital Cost Estimate for 2010 SHOPP (x \$1,000)

Fiscal Year	Right-of-Way Capital	Construction Capital	Total
FY 2015/16	255	6,495	6,750

CAPITAL SUPPORT ESTIMATE FOR CALTRANS PERSONNEL

Capital support costs for the programmable alternative in terms of Person Years (PYs) and for the different project development phases of this project are shown in the following table:

PY/PS	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		Design 1 Phase		Right-of-Way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY									
Estimated PS (x \$1,000)			900		100		1134		2134
Estimated PYE (x \$1,000)									
Total \$'s (x \$1,000)									

12. SCHEDULE

HQ Milestones	Delivery Date (Month/ Year)
PA/ED	09/2011
Project PS&E	05/2014
Right-of-Way Certification	05/01/2014
Ready to List	08/2014
Approve Contract	12/2014
Construction Contract Acceptance	04/2016
End Project	09/2017

13. FHWA COORDINATION

FHWA coordination is not required for this Collision-Reduction project.

14. PROJECT PERSONNEL

Elaheh Yadegar Chief, Office of Project and Special Studies	(213) 897-9635
Mohamed Ahmed Senior Transportation Engineer, Office of Project and Special Studies	(213) 897-5975
David Yan Project Manager, Project Management	(213) 897-9126
Trilly Nguyen Project Engineer, Office of Project and Special Studies	(213) 897-7825
Sameer Haddadeen Chief, Office of Traffic Investigation	(213) 897-9102
Eduardo Aguilar Senior Environmental Planner, Office of Environmental Planning	(213) 897-8492
Shirley Pak Storm Water Coordinator, Office of Engineering Services	(213) 897-0428
Yunus Ghausi Senior Transportation Engineer, Office of Traffic Investigation	(213) 897-0560
Dan Murdoch , Office Chief, Right of Way Appraisals, and Planning & Management	(213) 897-1816

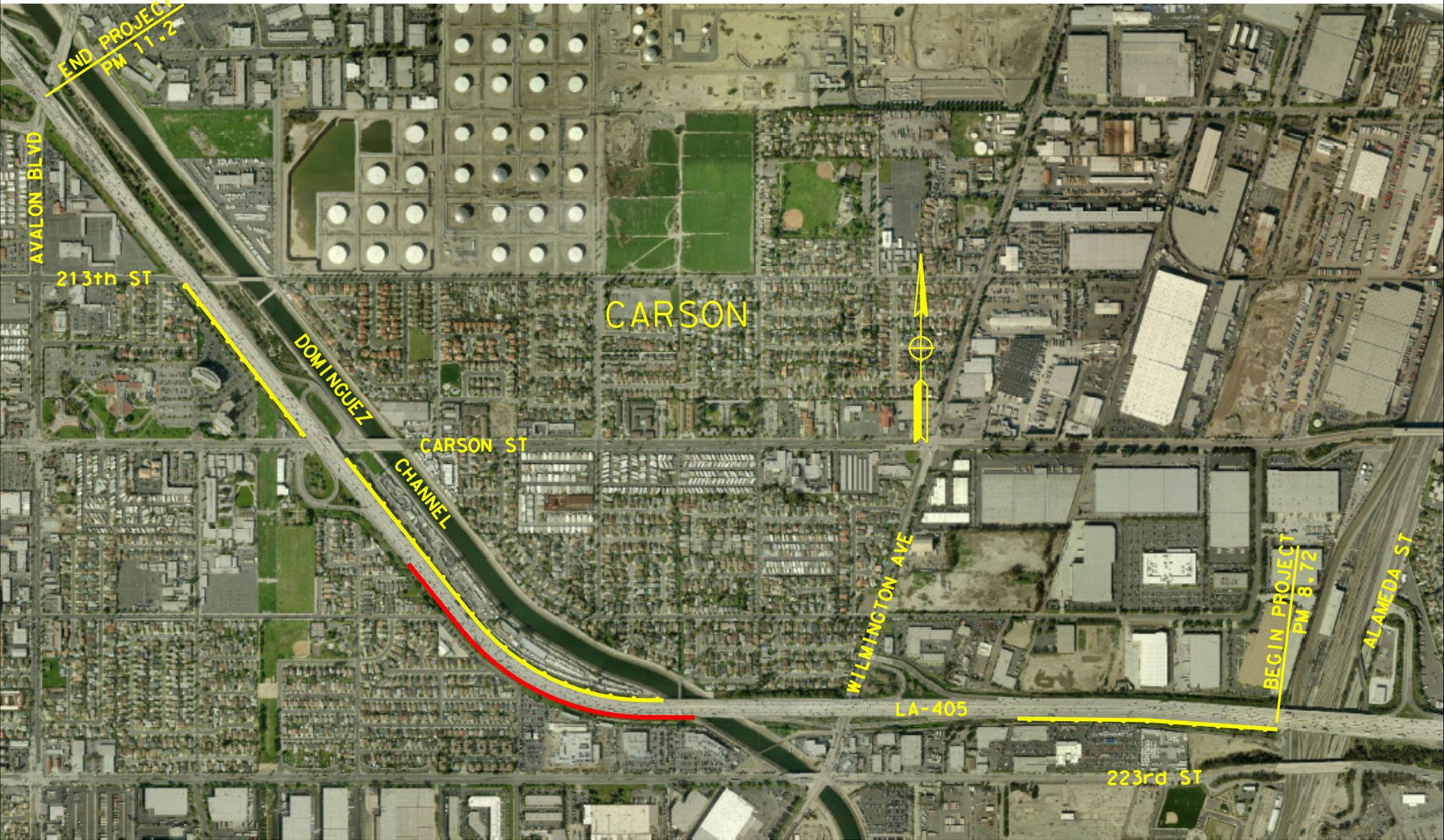
15. PROJECT REVIEWS

Field Review	Office of Project & Special Studies and Traffic Investigation	Date	11/04/2010
District Traffic	Yunus Ghausi	Date	08/23/2011
Project Manager	David Yan	Date	08/23/2011
Program Advisor	Sameer Haddadeen	Date	08/23/2011
Quality Review	Quality Review Meeting	Date	08/23/2011

16. ATTACHMENTS

- A. Location Map & Vicinity Map
- B. Layout & Cross Section
- C. Preliminary Cost Estimate
- D. Preliminary Hazardous Waste Assessment
- E. Environmental Document
- F. Field Images
- G. Transportation Management Plan (TMP)
- H. Storm Water Data Report Cover Sheet
- I. Accidents Data
- J. Right of Way Data Sheet
- K. Project Work Plan

ATTACHMENT A
Location Map & Vicinity Map



LEGEND

-  CONSTRUCT MBGR
-  CONSTRUCT CONC BARRIER (TYPE 60)

EA 28740K

VICINITY MAP

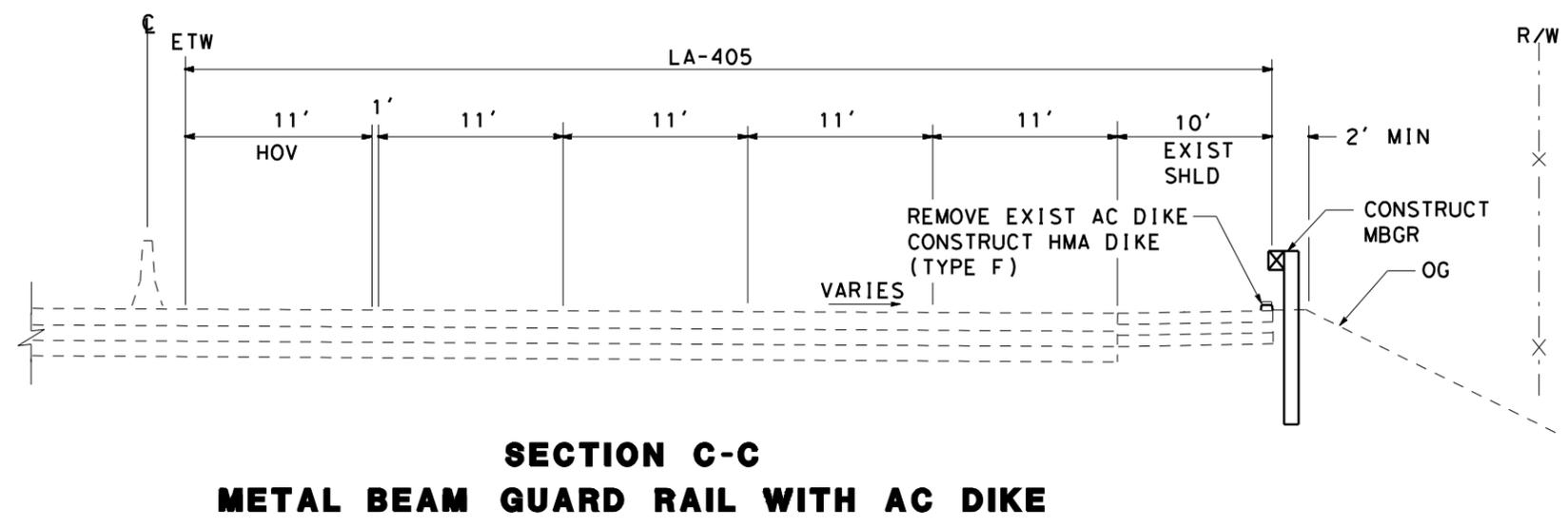
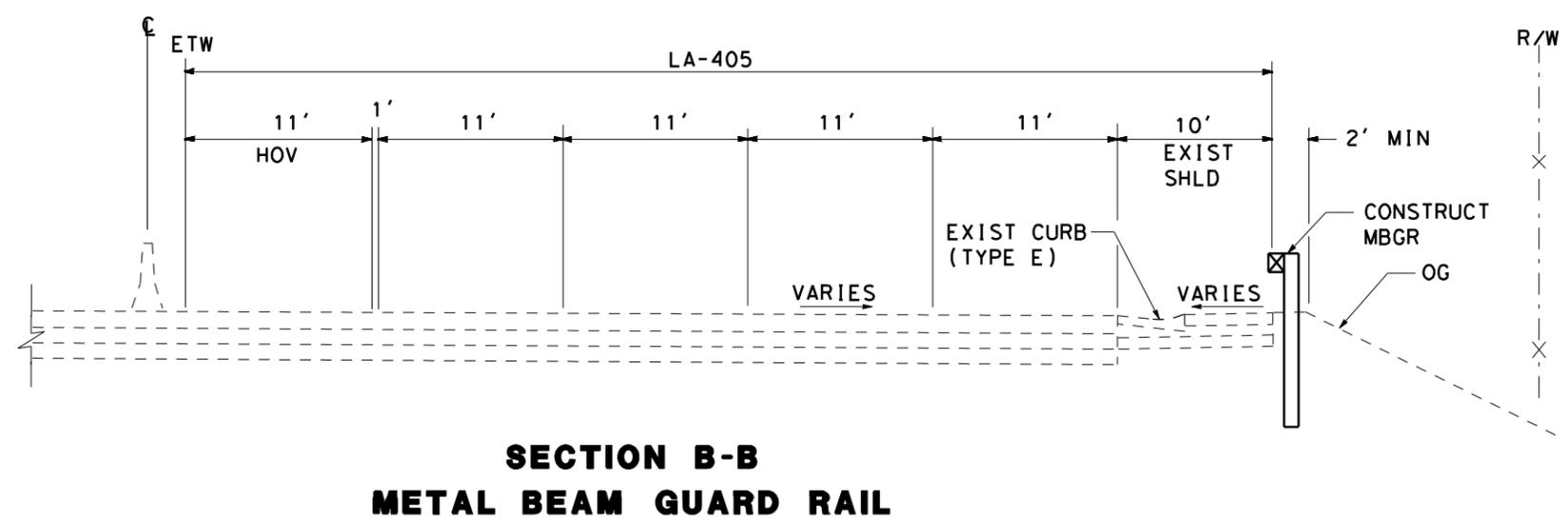
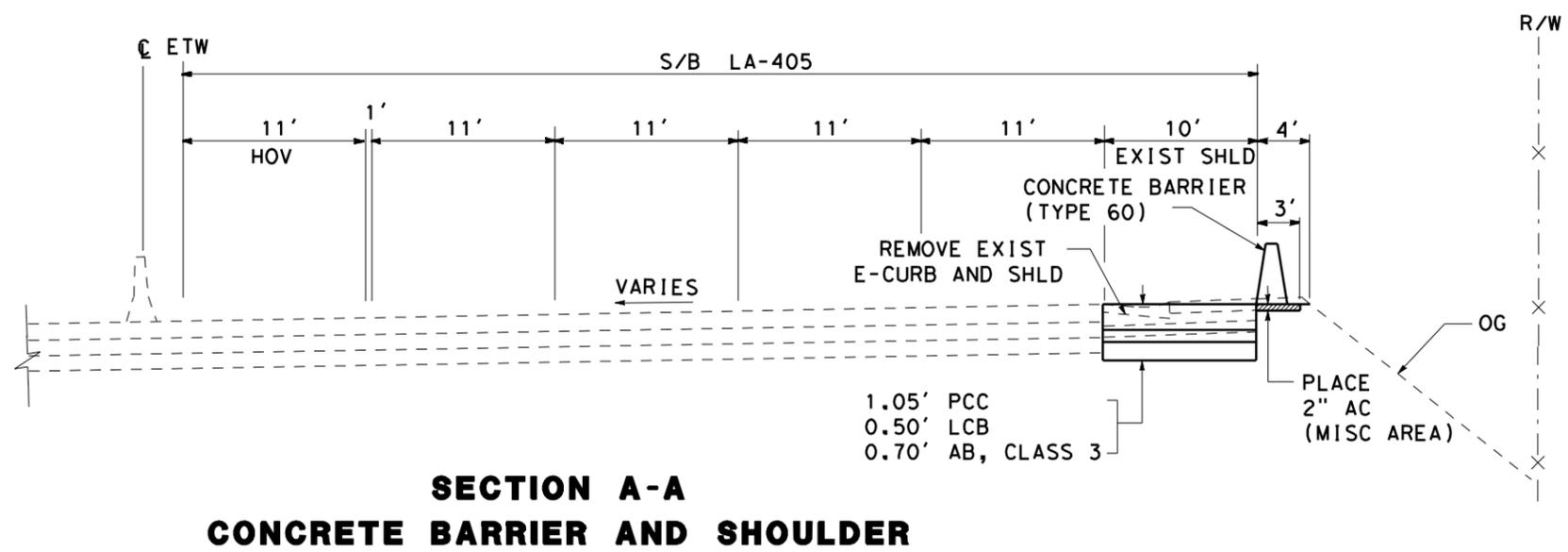
NOT TO SCALE

ATTACHMENT B
Layout & Cross Section

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	07	8.72/11.22	1	1

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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



TYPICAL CROSS SECTION
NOT TO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISOR BY
DATE

CALCULATED BY
DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

DATE PLOTTED => \$DATE
TIME PLOTTED => \$TIME

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISOR BY
 DATE REVISED

CALCULATED BY
 DESIGNED BY
 CHECKED BY

FUNCTIONAL SUPERVISOR

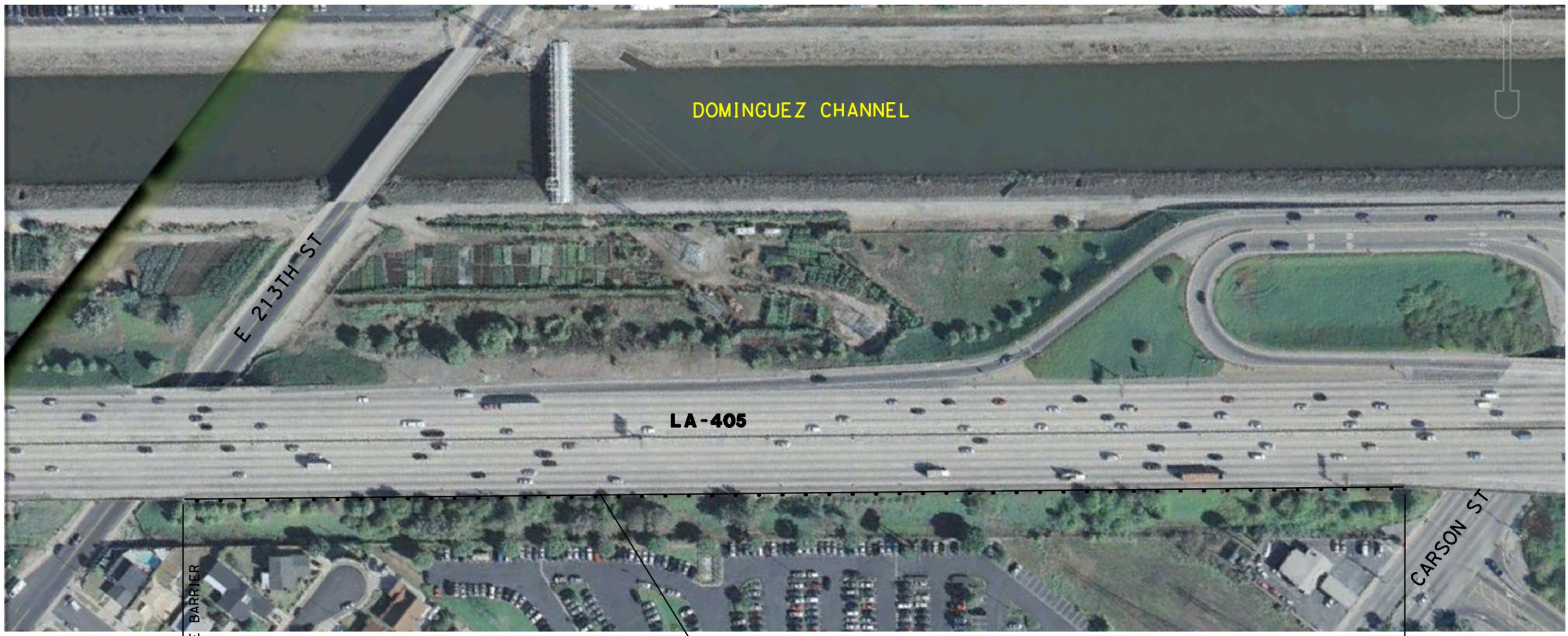
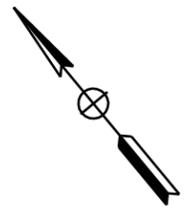
DATE PLOTTED => \$DATE
 00-00-00
 TIME PLOTTED => \$TIME

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	07	8.72/11.22	1	4

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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DOMINGUEZ CHANNEL

E 213TH ST

LA-405

CARSON ST

BEGIN MBGR
 JOIN EXIST BRIDGE BARRIER

CONSTRUCT MBGR (L=1,540')

END MBGR
 REMOVE EXIST END TREATMENT
 JOIN EXIST BRIDGE BARRIER

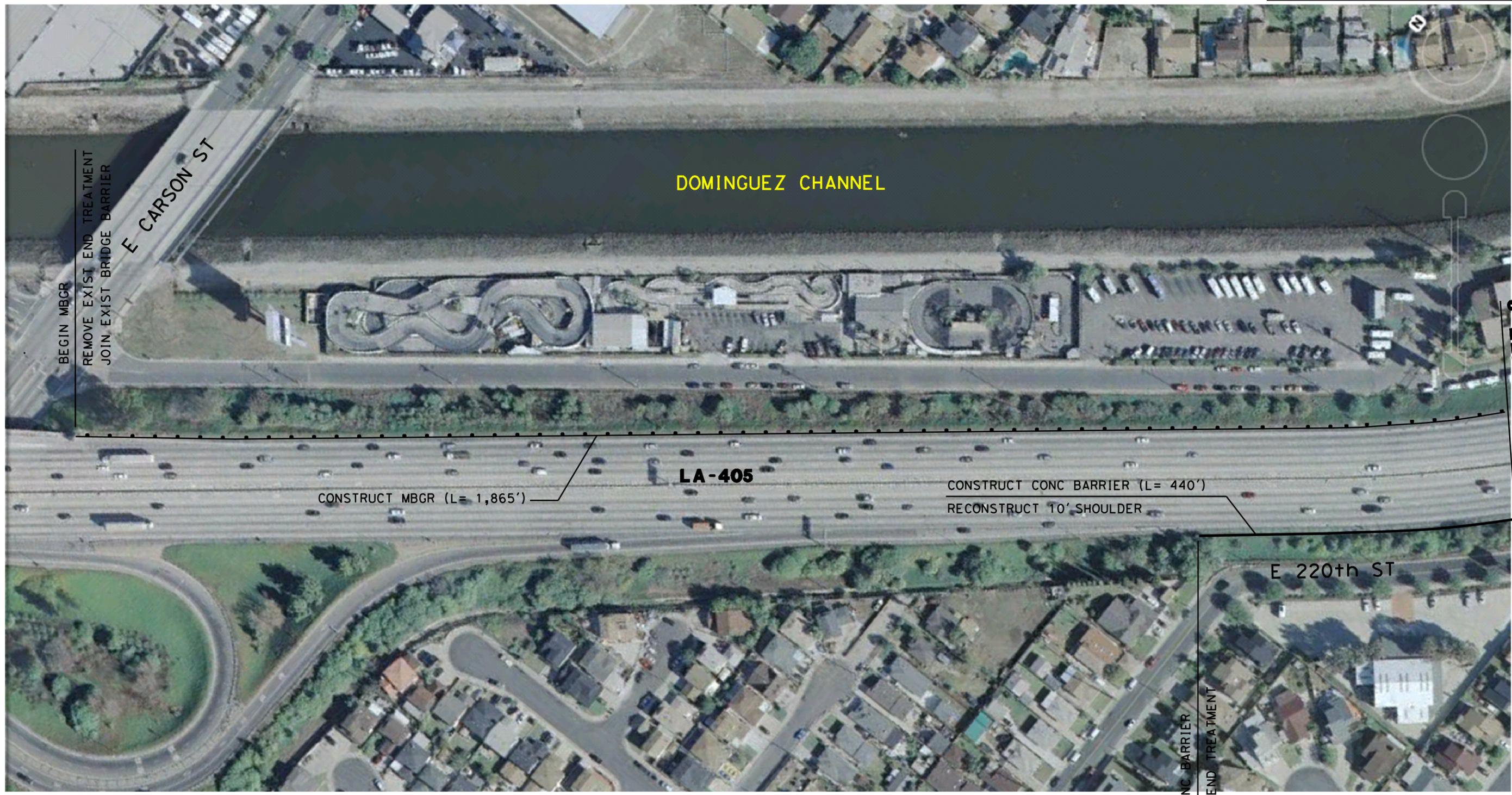
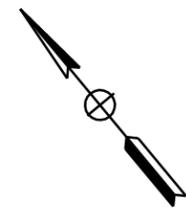
ATTACHMENT B
LAYOUT
 NOT TO SCALE **L-1**

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

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	07	8.72/11.22	2	4

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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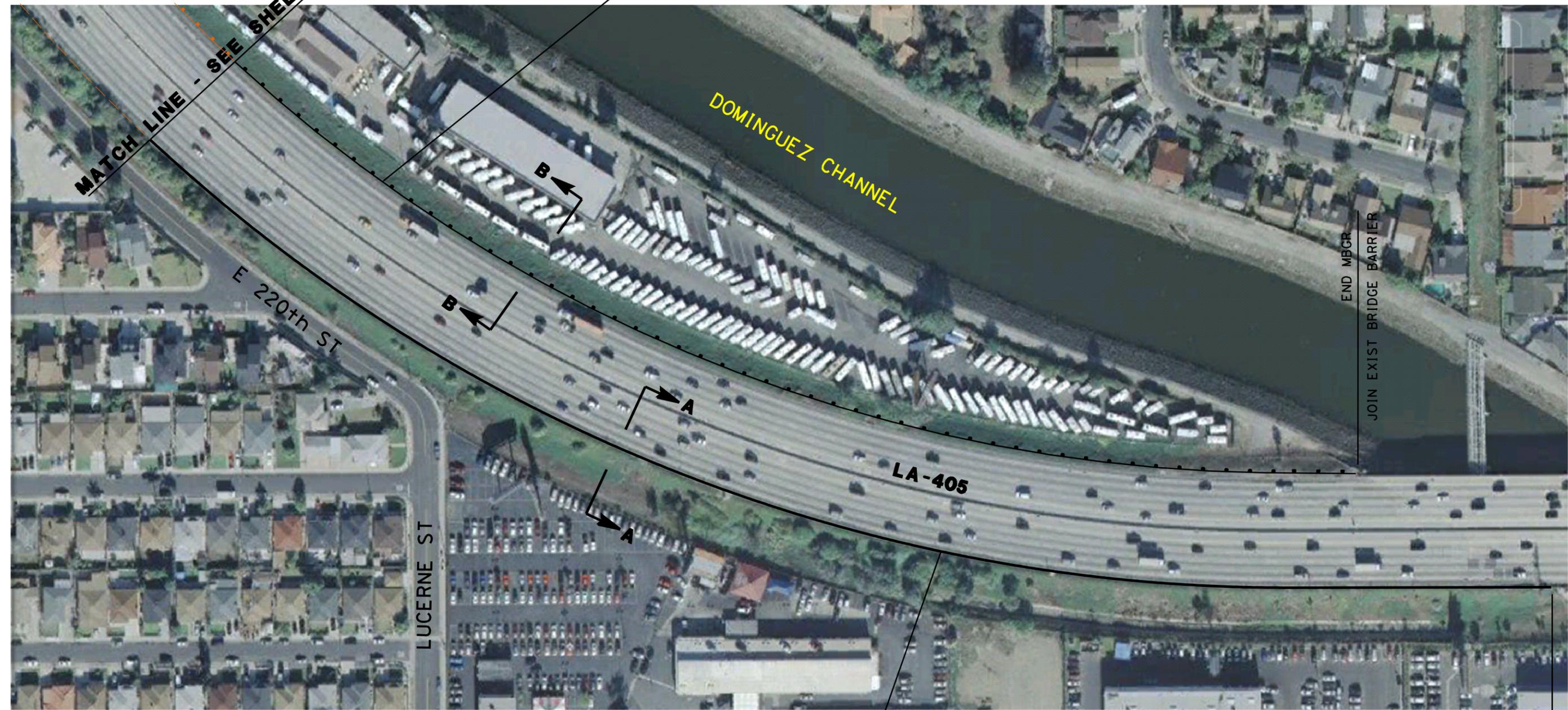
**ATTACHMENT B
 LAYOUT**
 NOT TO SCALE

L-2

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

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	07	8.72/11.22	3	4

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 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.



CONSTRUCT CONCRETE BARRIER (L= 1,900')
 RECONSTRUCT 10' SHOULDER

END CONC BARRIER
 REMOVE EXIST END TREATMENT
 JOIN EXIST BRIDGE BARRIER

ATTACHMENT B
LAYOUT
 NOT TO SCALE
L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

BORDER LAST REVISED 4/11/2008

REVISOR'S NAME
 DATE

FUNCTIONAL SUPERVISOR
 CHECKED BY

DESIGNED BY
 CHECKED BY



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	07	8.72/11.22	4	4

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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



BEGIN MBGR
 INSTALL END TREATMENT

CONSTRUCT MBGR (L=2,025')

END MBGR
 REMOVE EXIST END TREATMENT
 JOIN EXIST BRIDGE BARRIER

**ATTACHMENT B
 LAYOUT**
 NOT TO SCALE **L-4**

RELATIVE BORDER SCALE
 1" = 100'

USERNAME => \$USER
 DGN FILE => \$REQUEST

CU 00000 EA 28740K

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

ATTACHMENT C
Preliminary Cost Estimate

Project Study Report (Project Report)-Cost Estimate

DIST-CO-RTE 07-LA-405
 PM 8.72/11.2
 EA 28740K
 Program Code: 201.015

Project Description:

Limits: Between NB On-ramp Alameda St. and Avalon Blvd. UC

Proposed Improvement (Scope): To construct concrete barriers and metal beam guard rails on LA-405 (PM 8.72/11.2)

Alternate: built

TOTAL ROADWAY ITEMS	\$	<u>5,343,427</u>
TOTAL STRUCTURE ITEMS	\$	<u>0</u>
SUBTOTAL CONSTRUCTION COSTS	\$	<u>5,343,427</u>
RIGHT OF WAY ITEMS (Current Value)	\$	<u>\$177,000</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS (in 2011 dollars)	\$	<u>5,520,427</u>
USE	\$	<u>5,530,000</u>

ESCALATION RATE PER YEAR (5% Per Year, Program Year 2015)

YEAR	ESCALATED COST	USE
2012	\$5,796,449	\$5,800,000
2013	\$6,086,271	\$6,090,000
2014	\$6,390,585	\$6,395,000
2015	\$6,749,077	\$6,750,000

Reviewed by SHOPP
Program Manager

Signature


Steve Tran

(213) 897-0126

Phone No.

Date

9/23/11

Approved by Project
Manager

Signature


David Yan

(213) 897-9126

Phone No.

Date

9/23/11

DIST-CO-RTE 07-LA-405
 PM 8.72/11.2
 EA 28740K

<u>Section 5 Traffic Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Electrical System	<u>1</u>	<u>LS</u>		<u>\$200,000</u>	
Transportation Management Plan (TMP)	<u>1</u>	<u>LS</u>		<u>\$15,000</u>	
Traffic Control System	<u>1</u>	<u>LS</u>		<u>\$50,000</u>	
Replace com conduits and cables	<u>1</u>	<u>LS</u>		<u>\$500,000</u>	
Traffic Delineation Items	<u>1</u>	<u>LS</u>		<u>\$15,000</u>	
Temporary K-rail	<u>950</u>	<u>FT</u>	<u>\$30</u>	<u>\$28,500</u>	

Subtotal Traffic Items \$808,500

Section 6 Planting and Irrigation

Highway Planting	<u>1</u>	<u>LS</u>		<u>\$15,000</u>
Irrigation Modification	<u>1</u>	<u>LS</u>		<u>\$20,000</u>

Subtotal Planting and Irrigation Items \$35,000

Section 7 Roadside Management and Safety Section

Vegetation Control Protection	<u>1</u>	<u>LS</u>		<u>\$20,000</u>
Erosion Control/Slope Protection	<u>1</u>	<u>LS</u>		<u>\$20,000</u>
Side Slope/Embankment Slopes	<u>1</u>	<u>LS</u>		<u>\$200,000</u>

Subtotal Roadside Management and Safety Section \$240,000

SUBTOTAL SECTIONS 1-7 \$3,620,055

Section 8 Minor Items

\$3,620,055 X 5.00% \$181,003
 Subtotal Sections 1-7 (5%-10%)

SUBTOTAL Minor Items \$181,003

Section 9 Roadway Mobilization

Subtotal Sections 1-7 \$3,620,055
 Subtotal Section 8 - Minor Items \$181,003
 Sum of Subtotal Sections 1-8 \$3,801,058 X 7.00% \$266,074
 (5%-10%)

TOTAL RDY MOBILIZATION \$266,074

SUBTOTAL ROADWAY ITEMS \$3,886,129
 (Subtotals Sections 1-9)

DIST-CO-RTE 07-LA-405
 PM 8.72/11.2
 EA 28740K

Section 10 Roadway Additions

Supplemental				
	\$3,886,129	X	<u>5.00%</u>	<u>\$194,306</u>
Subtotal Sections 1-9			(5%-10%)	
Contingencies				
	\$3,886,129	X	<u>20.00%</u>	<u>\$777,226</u>
Subtotal Sections 1-7			(x%)	
TOTAL ROADWAY ADDITIONS				<u>\$4,857,661</u>
(Subtotals Sections 1-10)				
Time-Related Overhead (10%)				<u>\$485,766</u>
TOTAL ROADWAY ITEMS				<u>\$5,343,427</u>

Estimate Prepared By

Trilly Nguyen (213) 897-7825 6/1/2011
 (Print Name) Phone # Date

Estimate Checked By

 (Print Name) Phone # Date

DIST-CO-RTE 07-LA-405
 PM 8.72/11.2
 EA 28740K

II. STRUCTURES ITEMS

STRUCTURE

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Bridge Name				
Structure Type				
Width (Replacement) - (m)	<hr/>	<hr/>	<hr/>	<hr/>
Widening Width - (m)	<hr/>	<hr/>	<hr/>	<hr/>
Span Lengths - (m)	<hr/>	<hr/>	<hr/>	<hr/>
Total Area - (m ²)	<hr/>	<hr/>	<hr/>	<hr/>
Footing Type (Pile/Spread)	<hr/>	<hr/>	<hr/>	<hr/>
Cost Per m ²	<hr/>	<hr/>	<hr/>	<hr/>
(include 10% mobilization and 20% contingency)	<hr/>	<hr/>	<hr/>	<hr/>
Total Cost for Structure				
Removal Cost	<hr/>	<hr/>	<hr/>	<hr/>
Remove Approach/Departure Slabs	<hr/>	<hr/>	<hr/>	<hr/>
Approach/Departure Slabs	<hr/>	<hr/>	<hr/>	<hr/>
Joint Seal	<hr/>	<hr/>	<hr/>	<hr/>
Railroad Related Costs				
				SUBTOTAL STRUCTURES ITEMS <hr/>

SUBTOTAL RAILROAD ITEMS

TOTAL STRUCTURES ITEMS

COMMENTS:

USE

Estimate Prepared By _____
 (If appropriate, attach additional pages and) Print Name Phone # Date

DIST-CO-RTE 07-LA-405
 PM 8.72/11.2
 EA 28740K

III. RIGHT OF WAY

	Current Value (Future Use)	Escalation Rates	YEAR 2016 Escalated Values*
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill			
B. Utility Relocation (State share)	\$177,000		\$254,108
C. Clearance/Demolition			
D. RAP			
E. Title and Escrow Fees			
F. CONSTRUCTION CONTRACT WORK			
TOTAL RIGHT OF WAY (CURRENT VALUES)**	<u>\$177,000</u>	<u>8%</u>	<u>\$254,108</u>
		TOT. ESC. R/W	
	<u>\$177,000</u>		<u>\$255,000</u>

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

Estimate Prepared By _____
 (Trilly Nguyen) 213-897-7825 06/30/2011
 (If appropriate, attach additional pages and backup)

ATTACHMENT D
Preliminary Hazardous Waste Assessment

Memorandum

*Flex your power!
Be energy efficient!*

To: Mohamed Ahmed, STE
Office of Project and Special Studies

Date: September 7, 2011

Attn: Trilly Nguyen, P.E
Project Engineer

File: 07-LA-405 PM8.72/11.2
Install Concrete Barrier
and MBGR from
Avalon Blvd UC to
Alameda Street in city of
Carson in Los Angeles
County

PN: 1846-00020935-K

EA: 07-333-28740K

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

Subject: *Preliminary Hazardous Waste Re-Assessment for Project Study Report/ Project Report (PSR/PR)*

The Office of Environmental Engineering and Corridor Studies (OEECS) is in receipt of your memorandum (via electronic mail), dated August 22, 2011, requesting a preliminary hazardous waste re-assessment for the subject Project Study Report-Project Report (PSR-PR). OEECS previously issued a Preliminary Hazardous Waste Assessment for this project on March 1, 2011. Based on the updated PSR-PR, a project re-evaluation is required. With the latest scope of work, the project proposes to construct new concrete safety barrier (Type 60), PCC pavement, and metal beam guard railing along the outside shoulder within the embankment areas on I-405 between northbound on-ramp from Alameda Street and Avalon Boulevard Under-Crossing (UC) in the City of Carson in Los Angeles County.

The proposed Type 60 concrete safety barrier will enhance highway safety and reduce the risk of vehicles runoff along the curvature roadway turning radius in high speed. All works are to be done within existing State right of way. The specific project scope of work is entailed as follow:

- Remove existing concrete E-curb, AC dike and shoulder pavement and construct with new concrete safety barrier (Type 60), PCC shoulder pavement, and MBGR at the slope embankment areas within the project limit. The removal of existing E-curb and placement of PCC shoulder pavement will modify the existing drainage system along the roadway within the project limit.
- Relocate electrical and irrigation utilities, if needed.

Based on OEECS' review of the Draft PSR-PR, field photos, and discussion with the Project Engineer on 08/23/2011, the followings are potential hazardous waste of concerns associate with the project:

Aerially Deposit Lead (ADL) Contaminated soil:

The proposed concrete safety barrier construction will involve the disturbance of exposed surface soil that potentially may be contaminated with Aerially Deposited Lead (ADL) and other contaminants. Based on referenced/relevant ADL site investigation report within the project vicinity, elevated ADL concentrations exist at the upper shallow soil layer along the outside shoulder (currently unpaved area). ADL soil typically exists in the unpaved area due to particulate emissions from historical leaded gasoline usage. The excess soil is suspected to have elevated lead and other heavy metals concentrations that may exceed the California hazardous waste threshold limits. Special handling and waste management are required when excess soil is generated from the project excavation. It is recommended that a project-specific soil investigation be performed during design phase (PS&E) to evaluate and determine the extent of the ADL concentrations in the impacted soil. The Project Manager is to allocate sufficient funding for the planned ADL site investigation and staff support hours. For planning purpose, it is recommended that 240 hours of support cost should be allocated for this project to complete the ADL site investigation task. For the engineer's estimate in the PSR-PR, it is recommended to assume the excavated excess soil be classified as California hazardous waste (Roadway Excavation Type Z-2) and shall be disposed at a permitted Class I disposal facility.

In addition, the Contractor shall prepare a project-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling the removal of excess ADL soil. Attention is directed to Title 8, California Code of regulations, Section 1532.1,"Lead", for specific Cal-OSHA requirements when working with lead.

Installation of Metal Beam Guard Rails (MBGRs) and relocate any electrical and irrigation utilities:

In accordance with the Department's Aerially Deposited Lead (ADL) testing Guidance (March 16, 2001), minor soil disturbance projects (such as landscape, guard rails, installation of temporary construction sign post, planting or irrigation system) define where soil will not be removed from the area of disturbance, waste will not be generated as defined in Title 26 of the California Code of Regulations (26CCR), the DTSC lead variance will not be invoked, and safety is the primary concern. It is important to notify the Contractor that lead is present and allow for the preparation of a project-specific Lead Compliance Plan (LCP) and lead compliance training as required by Title 8, section 1532.1 of the California Code of Regulations (8CCR).

For project cost estimate, refer to <http://t8web/design/contractcost/> for the appropriate ADL soil handling/disposal bid items and the preparation of a site specific Lead Compliance Plan.

Upon completion of revising the final Draft PSR-PR (with the revised scope of work incorporated), please provide a copy to our office for review.

If you have any questions, I can be reached at steve.chan@dot.ca.gov, (213) 897-3646 or contact Hung Pham of my staff at hung.t.pham@dot.ca.gov, (213) 897-0936.



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

cc: File

Reference: *North and Southbound Route 405 from The Orange/L.A. County Line to 0.1 Mile North of Artesia Boulevard Los Angeles County, California, Task Order No. 07-120721-01, EA No.120821, Site Investigation Report, Prepare for California Department of Transportation, Los Angeles, California, March 1996, ID # 28.*

Attachment: *Field Photos of the proposed Concrete Barrier and Metal Beam Guard Rail Locations provided by Office of Project and Special Studies.*

LA-405
Route 405 from Avalon Blvd to Alameda Street
EA 28740K (Install Concrete Barrier and Metal Beam Guard Rails)



Typical segment showing the proposed MBGR is to be installed.



Typical section showing the proposed concrete safety barrier is to be installed.

ATTACHMENT E
Environmental Document

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-405

8.72/11.2

07-28740K

201101009 / EFIS 0700020913

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

Caltrans proposes to construct a new concrete safety barrier (Type 60), pavement structural section, and Metal Beam Guard Rail (MBGR) along the outside shoulder and within embankment areas on Interstate Route 405 between Post Mile 8.72 and 11.2 (Avalon Boulevard to Alameda Street) in the City of Carson, Los Angeles County. All proposed work will be completely within existing Caltrans right-of-way. There will be minimal drainage work (removal and reconstruction of existing E-curb and gutter), and no impacts or discharges to any bed/bank or surface waters are anticipated or authorized. Clearing and grubbing of vegetation will be required in areas 2'-3' maximum from the existing roadway structure, and excavation will be required at a maximum of 2'-4' in depth. The proposed project shall not expose the public to any hazardous waste, and no closures to the freeway mainline are anticipated during construction. Please reference and adhere to the Special Provisions as attached to this document (pages 2/3 of 3).

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 1(C). (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061(b)(3))]

Eduardo Aguilar
Print Name: Environmental Branch Chief

DAVID YAN
Print Name: Project Manager/DLA Engineer

[Signature] 4/26/11
Signature Date

[Signature] 4/26/11
Signature Date

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.

Eduardo Aguilar
Print Name: Environmental Branch Chief

DAVID YAN
Print Name: Project Manager/DLA Engineer

[Signature] 4/26/11
Signature Date

[Signature] 4/26/11
Signature Date

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

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation Sheet

07-LA-405	8.72/11.2	07-28740K	201101009 / EFIS 0700020913
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

GENERAL SPECIAL PROVISIONS

Preliminary Project Description and Associated Analyses, Evaluations and Determinations. Please note that the environmental analyses, evaluations, and determinations made for the proposed project are applicable only to the scope of work as defined in a Memorandum dated 02/09/11 (Request for Environmental Document, Office of Project and Special Studies), the attached Typical Cross Section for Concrete Barriers and Metal Beam Guard Rail (MBGR), four (4) aerial site maps w/preliminary delineation of work, and the following project details, all furnished by the Office of Project and Special Studies:

- All proposed work will be completely within existing Caltrans right-of way
- There will be minimal drainage work - removal and reconstruction of existing E-curb and gutter
- Clearing and grubbing of vegetation will occur approximately 2'-3' maximum from the existing roadway structure to construct the concrete barrier and MBGR
- Excavation will be required at a maximum of 2'-4' in depth
- No closures of the freeway mainline during construction

As of 04/19/2011, the Division of Environmental Planning has only received the aforementioned preliminary design materials and data, and a no draft or final PSR-PR or design layouts have been received. If the project description deviates from the aforementioned, or is altered in any way, existing studies may be invalidated, and additional studies and evaluations will be required.

CULTURAL RESOURCES SPECIAL PROVISIONS

Changes in Project Description and Features. Should the project description or Area of Potential Effects (APE) be altered, existing studies may be invalidated, and additional cultural resource studies or evaluations will be required.

BIOLOGICAL RESOURCES SPECIAL PROVISIONS

Invitation to Pre-Construction Meeting and Bird Nesting Surveys. Project Environmental Planner, Anthony Baquiran [(213) 897-0674] and Project Biologist, Nayla El-Shammas [(213) 897-4829] shall be notified and invited to the Pre-Construction Meeting no less than one (1) week prior. Additionally, the same Division of Environmental Planning personnel shall be notified no less than two (2) weeks prior to the start of construction as Pre-Construction Bird Nesting Surveys will be required.

Bird Protection. The Bird Protection standard specifications (SSP) must be included in the final PS&E package. To avoid any project scheduling delays, it is advisable that the proposed work be conducted OUTSIDE of the bird nesting season, February 1-September 1.

Impacts or Discharges to Any Bed/Bank of Surface Waters. NO IMPACTS OR DISCHARGES TO ANY BED/BANK OF ANY SURFACE WATERS ARE ANTICIPATED OR AUTHORIZED. Due to the very close proximity to the Dominguez Channel (immediately adjacent), it is highly recommended that the work be done during the dry season (April- October) in order to avoid any potential runoff from entering the Dominguez Channel. If any runoff from the project area enters Dominguez Channel (or equipment or debris), this will trigger the need for Permits from California Department of Fish and Game (DFG), U.S. Army Corps of Engineers (ACOE), and Regional Water Quality Control Board (RWQCB), which typically take up to twelve months to obtain.

Inclusion of Stormwater and Erosion Best Management Practices (BMPs) and Review of 95% PS&E Package by Project Biologist. All appropriate Stormwater and Erosion BMPs shall be incorporated in to the project specifications. Additionally, the Project Biologist, Nayla El-Shammas must be notified at 95% PS&E to review these BMPs and ensure they are sufficient.

HAZARDOUS WASTE SPECIAL PROVISIONS

Preliminary Hazardous Waste Assessment. Please note that the Preliminary Hazardous Waste Assessment (Steve Chan, 3/1/2011) prepared for the proposed project is only applicable to the scope of work defined in the PSR-PR and is not intended to be used as a final Hazardous Waste Assessment for PS&E (Design Phase). A formal PS&E Hazardous Waste Assessment request shall be required in order to perform the necessary site investigation and to provide standard special provisions for waste management during construction.

Based on OEECS' review of the information/request memo, field photos provided by the Office of Project and Special Studies, and discussion with the Project Engineer on 02/22/2011, the following are the potential hazardous waste of concern associated with the proposed project improvements:

- **Aerially Deposited Lead (ADL) Contaminated Soil.** The proposed concrete safety barrier construction will involve the disturbance of exposed surface soil that potentially may be contaminated with ADL and other contaminants. ADL soil typically exists in the unpaved area due to particulate emissions from historical leaded gasoline usage. The excess soil is suspected to have elevated lead and other heavy metals concentrations that may exceed the California hazardous waste threshold limits. It is recommended that a project-

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation Sheet

specific site investigation be conducted in the design phase (PS&E) to evaluate the extent of the ADL contamination in the impacted soil. Excavated excess soil shall be classified as California hazardous waste (Roadway Excavation Type Z-2) and shall be disposed of at a permitted Class I disposal facility. Additionally, the Contractor shall prepare a project-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling the removal of excess ADL soil.

- **Installation of Metal Beam Guard Rails (MBGRs).** In accordance with Caltrans' ADL testing guidance, minor soil disturbance projects (such as landscape, guard rails, sign post, and other minor grading) define where soil will not be removed from the area of disturbance, waste will not be generated as defined in Title 26 of the California Code of Regulations (26 CCR), the DTSC lead variance will not be invoked, and safety is the primary concern. It is important to notify the Contractor that lead is present and allow for the preparation of a project-specific Lead Compliance Plan (LCP) and lead compliance training as required by Title 8, Section 1532.1 of the California Code of Regulations (8 CCR).

For additional details on Hazardous Waste and the associated special provisions, please reference the Preliminary Hazardous Waste Assessment (Steve Chan, 3/1/2011) prepared for the proposed project.

CATEGORICAL EXCLUSION CHECKLIST

Dist/Co/Rte/PM: 07/LA/405/PM 8.72/11.2	Fed. Aid No: 201101009	Project ID: 07-28740K / EFIS 0700020913
--	------------------------	--

SECTION 1: TYPE OF CE: Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under SAFETEA-LU Section 6004 (23 U.S.C. 326). Yes No
 If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the MOU to be eligible for Section 6004).

Activity Listed in 23 CFR 771.117(c)			
1 <input type="checkbox"/>	Activities which do not involve or lead directly to construction	12 <input type="checkbox"/>	Improvements to existing rest areas and truck weigh stations.
2 <input type="checkbox"/>	Utility installations along or across a transportation facility	13 <input type="checkbox"/>	Ridesharing activities
3 <input type="checkbox"/>	Bicycle and pedestrian lanes, paths, and facilities	14 <input type="checkbox"/>	Bus and rail car rehabilitation
4 <input type="checkbox"/>	Activities included in the State's <i>highway safety plan</i> under <u>23 U.S.C. 402</u>	15 <input type="checkbox"/>	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons
5 <input type="checkbox"/>	Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA	16 <input type="checkbox"/>	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand
6 <input type="checkbox"/>	Installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction	17 <input type="checkbox"/>	Purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE
7 <input type="checkbox"/>	Landscaping	18 <input type="checkbox"/>	Track and rail bed maintenance and improvements when carried out within the existing right-of-way
8 <input type="checkbox"/>	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur	19 <input type="checkbox"/>	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site
9 <input type="checkbox"/>	Emergency repairs under <u>23 U.S.C. 125</u>	20 <input type="checkbox"/>	Promulgation of rules, regulations, and directives
10 <input type="checkbox"/>	Acquisition of scenic easements	21 <input type="checkbox"/>	Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses
11 <input type="checkbox"/>	Determination of payback under <u>23 CFR part 480</u> for property previously acquired with Federal-aid participation		

Categorical Exclusion Checklist (continued)

Activity Listed in Examples in 23 CFR 771.117(d)			
1 <input type="checkbox"/>	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing)	8 <input type="checkbox"/>	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes, not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic
2 <input checked="" type="checkbox"/>	Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting	9 <input type="checkbox"/>	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users
3 <input type="checkbox"/>	Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings	10 <input type="checkbox"/>	Construction of bus transfer facilities when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic
4 <input type="checkbox"/>	Transportation corridor fringe parking facilities	11 <input type="checkbox"/>	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community
5 <input type="checkbox"/>	Construction of new truck weigh stations or rest areas	12 <input type="checkbox"/>	<p>Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed</p> <p>(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others</p> <p>(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project</p>
6 <input type="checkbox"/>	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts	13 <input type="checkbox"/>	Acquisition of pre-existing railroad right-of-way pursuant to 49 U.S.C. 5324(c). No project development on the acquired railroad right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed
7 <input type="checkbox"/>	Approvals for changes in access control		

Activity Listed in Appendix A of the MOU for State Assumption of Responsibilities for Categorical Exclusions			
1 <input type="checkbox"/>	Construction, modification, or repair of storm water treatment devices, protection measures such as slope stabilization, and other erosion control measures	5 <input type="checkbox"/>	Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity
2 <input type="checkbox"/>	Replacement, modification, or repair of culverts or other drainage facilities	6 <input type="checkbox"/>	Air space leases that are subject to Subpart D, Part 710, Title 23, Code of Federal Regulations
3 <input type="checkbox"/>	Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife	7 <input type="checkbox"/>	Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes
4 <input type="checkbox"/>	Routine repair of facilities due to storm damage, including permanent repair to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls)		

Categorical Exclusion Checklist (continued)

2. Project is a CE for a highway project under SAFETEA-LU Section 6005 (23 U.S.C. 327). Yes No
(Use only if project does not qualify under Section 6004 [activities not included in three previous lists above].)
3. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action

All of the above unusual circumstances have been considered in conjunction with this project.

- Checking this box certifies that **none of the above conditions apply** and that the Categorical Exclusion remains valid.
- Checking this box certifies that unusual circumstances **are involved**, however, the appropriate studies/analysis have been completed and it has been determined that the CE classification is still appropriate.

SECTION 2: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements¹ prior to making the NEPA determination:

1. During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file.

Air Quality

- AQ checklist has been completed and project meets all applicable AQ requirements.

Cultural Resources

- Section 106 compliance is complete
Finding: Screened Undertaking No Effect No Adverse Effect Adverse Effect/MOA

Noise

23 CFR 772

- Check box if project is a Type 1 project; if not, skip this section.
 Future noise levels with project either approach or exceed NAC or result in a substantial increase
If yes, Abatement is reasonable and feasible Abatement is not reasonable or feasible

Waters, Wetlands, Floodplains

- Water Quality; Section 404 of the Clean Water Act
Impacts to Waters of the US: Yes No
If yes, approval anticipated:
 Nationwide Permit Individual Permit Regional General Permit Letter of Permission
- Section 401 of the Clean Water Act
 Exemption Certification
- Wetland Protection (Executive Order #11990)
 No wetland impact Only Practicable Alternative Finding is included in the CE attachment
 Only Practicable Alternative Finding is included in a separate document in the project file
- Floodplains (Executive Order #11988)
 No Floodplain Encroachment No Significant Encroachment Significant Encroachment

¹ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist (continued)

Biology

- Section 7 (Federal Endangered Species Act) Consultation Findings (Effect determination)
 No Effect Not Likely to Adversely Affect Likely to Adversely Affect
- Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):
 No Effect Adverse Effect No Adverse Effect

Section 4(f) Transportation Act (23 CFR 774)

- Section 4(f) regulation was considered as a part of the review for this project and a determination was made:
 Section 4(f) does not apply
(Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for temporary occupancy.)
 Section 4(f) applies
 De Minimis
 Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3)
 Individual: Legal Sufficiency Review complete HQ Coordinator Review Complete
- Section 6(f)—Was the above property purchased with grant funds from the Land and Water Conservation Fund?
 No, Section 6(f) does not apply. No additional documentation required.
 Yes Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

- Not in Coastal Zone Qualifies for Exemptions Qualifies for Waiver Coastal Permit Required
- Consistent with Federal State and Local Coastal Plans Federal Consistency Determination

Relocation

- No Relocations
- Project involves ____ (#) relocations and will follow the provisions of the Uniform Relocation Act.

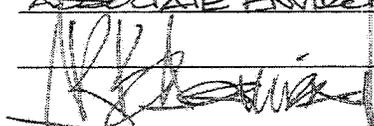
Hazardous Waste and Materials

- None
- Contamination is present. Nature and extent of contamination is fully known. is not fully known.
If not fully known, briefly discuss plan for securing information:

ADL is present – reference Preliminary Haz Waste Assessment 03/01/2011. Final assessment to be performed at PS&E.

SECTION 3: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations and Executive Orders.

Prepared by: ANTHONY R. BASHIRIAN
Title: ASSOCIATE ENVIRONMENTAL PLANNER
Signature:  Date: 4/26/2011

Transportation Air Quality Conformity Findings Checklist

Project Name:	Install PCC Barrier (Type 60) and MBGR	
Dist-Co-Rte-PM:	07-LA-405-PM 8.72/11.2	EA: 28740K
Federal-Aid No.:	201101009 / EFIS 0700020913	
Document Type:	<input checked="" type="checkbox"/> 6004 CE <input type="checkbox"/> 6005 CE <input type="checkbox"/> EA <input type="checkbox"/> EIS	
<p>Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's <u>Green Book</u> listing of non-attainment areas?</p> <p><input type="checkbox"/> If no, go to Step 16. Transportation conformity does not apply to the project.</p> <p><input checked="" type="checkbox"/> If yes, go to Step 2.</p>		
<p>Step 2. Is the project exempt from conformity per <u>40 CFR 93.126</u> or <u>40 CFR 93.128</u>?</p> <p><input checked="" type="checkbox"/> If yes, go to Step 16. The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128). (check one box below and identify the project type, if applicable).</p> <p style="padding-left: 20px;"><input checked="" type="checkbox"/> 40 CFR 93.126 Project type: <u>Guardrails, median barriers, crash cushions.</u></p> <p style="padding-left: 20px;"><input type="checkbox"/> 40 CFR 93.128</p> <p><input type="checkbox"/> If no, go to Step 3.</p>		
<p>Step 3. Is the project exempt from regional conformity per <u>40 CFR 93.127</u>?</p> <p><input type="checkbox"/> If yes, go to Step 8. The project is exempt from regional conformity requirements (40 CFR 93.127) (identify the project type). Project type: _____</p> <p><input type="checkbox"/> If no, go to Step 4.</p>		
<p>Step 4. Is the project located in a region with a currently conforming RTP and TIP?</p> <p><input type="checkbox"/> If yes, the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b]) Go to Step 8.</p> <p><input type="checkbox"/> If no and the project is located in an isolated rural area, go to Step 5.</p> <p><input type="checkbox"/> If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.</p>		
<p>Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?</p> <p><input type="checkbox"/> If yes, go to Step 6.</p> <p><input type="checkbox"/> If no, go to Step 8. The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[1]).</p>		
<p>Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?</p> <p><input type="checkbox"/> If yes, go to Step 8. The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[1]).</p> <p><input type="checkbox"/> If no, go to Step 7.</p>		
<p>Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.</p> <p><input type="checkbox"/> Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[1] and 95.105).¹ Go to Step 8.</p>		
<p>Step 8. Is the project located in a CO nonattainment or maintenance area?</p> <p><input type="checkbox"/> If no, go to Step 9. CO conformity analysis is not required.</p> <p><input type="checkbox"/> If yes, hot-spot analysis requirements for CO per the CO Protocol (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors²) have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)³. Go to Step 9.</p>		

¹ The analysis must support this conclusion before going to the next step.

² Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach.

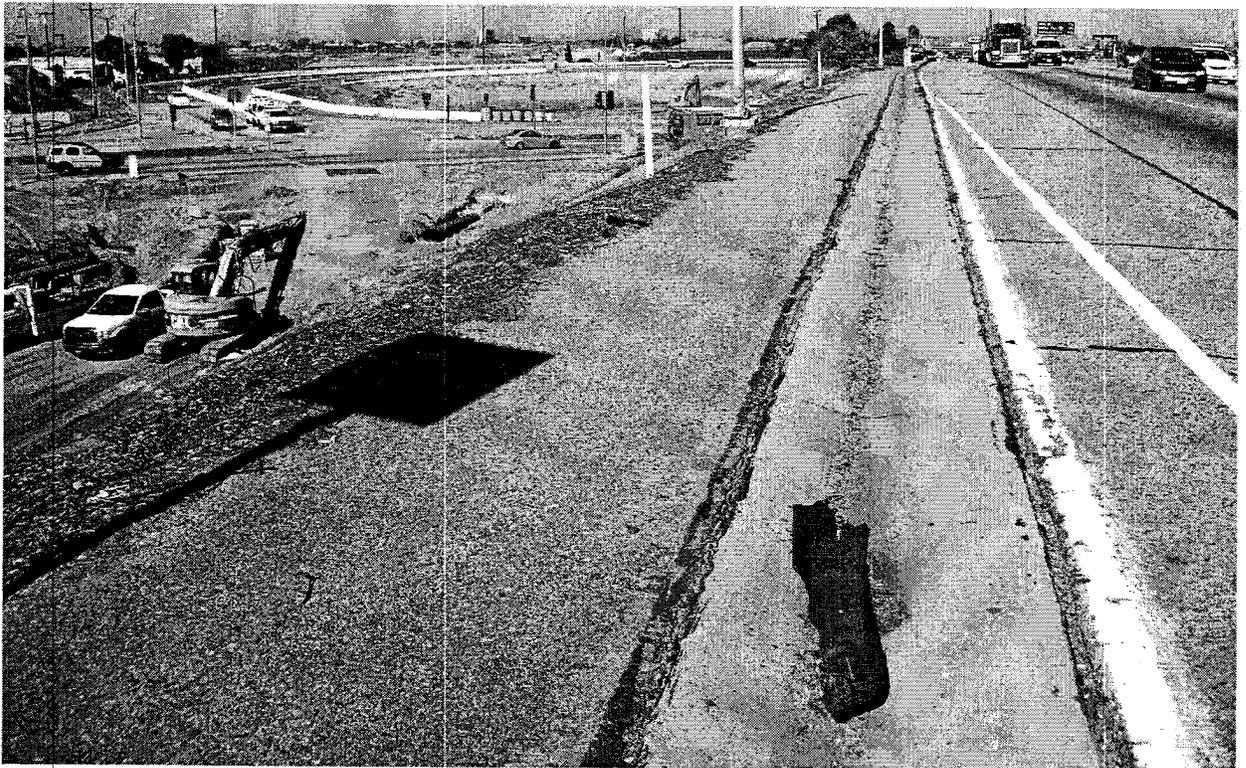
<p>Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?</p> <p><input type="checkbox"/> If no, go to Step 13. PM2.5/PM10 conformity analysis is not required.</p> <p><input type="checkbox"/> If yes, go to Step 10.</p>
<p>Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's <u>Transportation Conformity Guidance for PM 10 and PM 2.5?</u></p> <p><input type="checkbox"/> If no, the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____. Go to Step 12.</p> <p><input type="checkbox"/> If yes, go to Step 11.</p>
<p>Step 11. The project is a POAQC.</p> <p><input type="checkbox"/> The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.</p>
<p>Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures?</p> <p><input type="checkbox"/> If yes, a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).</p> <p><input type="checkbox"/> If no, go to Step 13.</p>
<p>Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR</p> <p>Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND</p> <p>Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures?</p> <p><input type="checkbox"/> If yes to 13a and/or 13b and 13c, a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination.¹ (40 CFR 93.125(a))</p> <p><input type="checkbox"/> If no, go to Step 14</p>
<p>Step 14. Does the project qualify for Categorical Exclusion under SAFETEA-LU Section 6004?</p> <p><input type="checkbox"/> If yes, then no FHWA involvement is required and Caltrans makes the conformity determination through its signature on the CE form. An AQCA is not needed. Go to Step 16.</p> <p><input type="checkbox"/> If no, go to Step 15.</p>
<p>Step 15. Does the project require preparation of a Categorical Exclusion, EA, or EIS under SAFETEA-LU Section 6005?</p> <p><input type="checkbox"/> If yes, then Caltrans submits a conformity determination to FHWA for FHWA's conformity determination. An AQCA is needed. See the Transportation Air Quality Conformity Analysis Content Checklist Tool.</p> <p>Date of FHWA air quality conformity determination: _____</p> <p>Go to Step 16.</p>
<p>Step 16. STOP as all air quality conformity requirements have been met.</p>
<p>Signature: </p> <p>Printed Name: <u>Anthony R. Baquiran</u> Date: <u>4/26/2011</u></p> <p>Title: <u>Associate Environmental Planner</u></p>

³ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

ATTACHMENT F
Field Images



S/B I-405 - looking south toward Wilmington Ave Interchange



S/B I-405 - looking north toward Avalon Ave Interchange

ATTACHMENT G
Transportation Management Plan (TMP)

TRANSPORTATION MANAGEMENT PLAN DATASHEET (TMP Elements and Costs)

Co/Rte/PM LA-405-PM 8.72/11.2 EA 28740K Alternative No. PSR/PR

Project Limit Avalon Blvd interchange to Alameda St interchange.

Project Description To install concrete barrier and Metal Beam Guardrail (MBGR)

1) Public Information

- a. Brochures and Mailers \$
- b. Press Release
- c. Paid Advertising \$
- d. Public Information Center/Kiosk \$
- e. Public Meeting/Speakers Bureau
- f. Telephone Hotline
- g. Internet
- h. Others \$0

2) Motorists Information Strategies

- a. Changeable Message Signs (Fixed) \$
- b. Changeable Message Signs (Portable) \$
- c. Ground Mounted Signs \$
- d. Highway Advisory Radio \$
- e. Caltrans Highway Information Network (CHIN)
- f. Others \$

3) Incident Management

- a. Construction Zone Enhanced Enforcement Program (COZEEP) \$15,000
- b. Freeway Service Patrol \$
- c. Traffic Management Team
- d. Helicopter Surveillance \$
- e. Traffic Surveillance Stations (Loop Detector and CCTV) \$
- f. Others \$

4) Construction Strategies

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Freeway Mainline Closure
- d. Extended Weekend Closure
- e. Contra Flow
- f. Truck Traffic Restrictions \$ _____
- g. Reduced Speed Zone \$ _____
- h. Connector and Ramp Closures
- i. Incentive and Disincentive \$ _____
- j. Moveable Barrier \$ _____
- k. Others _____ \$ _____

5) Demand Management

- a. HOV Lanes/Ramps (New or Convert) \$ _____
- b. Park and Ride Lots \$ _____
- c. Rideshare Incentives \$ _____
- d. Variable Work Hours
- e. Telecommute
- f. Ramp Metering (Temporary Installation) \$ _____
- g. Ramp Metering (Modify Existing) \$ _____
- h. Others _____ \$ _____

6) Alternative Route Strategies

- a. Add Capacity to Freeway Connector/Ramps \$ _____
- b. Street Improvement (widening, traffic signal... etc) \$ _____
- c. Traffic Control Officers \$ _____
- d. Parking Restrictions
- e. Others _____ \$ _____

7) Other Strategies

- a. Application of New Technology \$ _____
- b. Others _____ \$ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS =

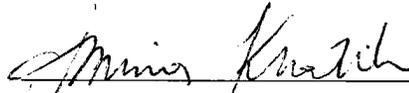
\$15,000

Project Notes:

02/24/11

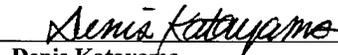
1. Construction shall notify Caltrans Media Relations/Public Affairs at least one month prior to the start of construction in order to begin Public Awareness Campaign (PAC).
2. COZEEP cost estimate provided by Construction Traffic Manager on 3/1/2011.
COZEEP funding is to be included in State Furnished Materials, BEES item 066062.
3. Public Awareness Campaign cost per Media Affairs. No cost.
4. Freeway lane and ramp closures shall conform to Planned Lane Requirement Charts.
5. Any change in scope of work will need a re-evaluation of TMP elements and cost.

PREPARED BY


Amina Khatib,
Transportation Engineer

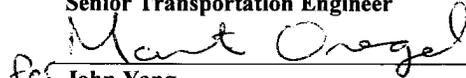
DATE 3/2/2011

APPROVAL RECOMMENDED BY


Denis Katayama,
Senior Transportation Engineer

DATE 3/2/11

APPROVED BY

cc: 
John Yang,
District Traffic Manager

DATE 3/2/11

ATTACHMENT H
Storm Water Data Report Cover Sheet

Long Form - Storm Water Data Report



Dist-County-Route: 07-LA-405
 Post Mile Limits: 8.7/11.2
 Project Type: Install Concrete Barrier and MBGR
 Project ID (or EA): 07-0002-0935
 Program Identification: 201.015
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): Los Angeles

Is the Project required to consider Treatment BMPs? Yes No
 If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to the projects RTL date. List RTL Date: 8/1/2014

Total Disturbed Soil Area: 1.8 acres Risk Level: 2

Estimated: Construction Start Date: 4/1/2016 Construction Completion Date: 9/1/2017

Notification of Construction (NOC) Date to be submitted: 5/1/2016

Erosivity Waiver Yes Date: _____ No
 Notification of ADL reuse (if Yes, provide date) Yes Date: _____ No
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No

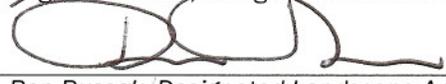
This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.


 Trilly Nguyen, Registered Project Engineer 9/7/11
Date

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


 David Yan, Project Manager 9/7/11
Date


 Roger E. Castillo, Designated Maintenance Representative 09-08-11
Date


 Ron Russak, Designated Landscape Architect Representative 09-08-11
Date

[Stamp Required for PS&E only] 
 Shirley Pak, District/Regional Design SW Coordinator or Designee 9/9/2011
Date

ATTACHMENT I
Accidents Data

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

MB

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE : 02/17/2011
REFERENCE DATE : 02/17/2011
SUBMITTOR : T7HELTAW
REPORT TITLE : ' All Hwy acc. for LA N/B 405, PM
EVENT ID : 8.72/11.2. For the time period of
10/01/06-09/30/09. Walid Haddadin# 492. '

LOCATION CRITERIA:

3130085

FROM: 07-LA-405 008.720 TO: 07-LA-405 011.201

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = H
1 2 AND 514 - SIDE OF HIGHWAY = N

Accidents Date Range:

From -- 10/01/2006 To -- 09/30/2009

TASAS SELECTIVE RECORD RETRIEVAL

TSAR - ACCIDENT SUMMARY

' All Hwy acc. for LA N/B 405, PM 8.72/11.2. For the time period of 10/01/06-09/30/09, Walid Haddadin# 492. '

TOTAL ACCIDENTS		FATAL	INJURY	PDO	KILLED	PERSONS INJURED	MOTOR VEHICLES INVOLVED		<---LINES CODED--->	
NUMBER	PCT	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	PCT
264		1	77	186	1	111	37	14.0	1	14.0
							153	58.0	2	56.4
							51	19.3	3	20.5
							23	8.7	4	6.4
									5	1.5
									6	0.8
									7	0.4
									8	0.0
									9	0.0

<----- HOUR OF DAY -----> <----- ACCESS CONTROL -----> <----- SIDE OF HIGHWAY ----->

NUMBER	PCT	CODE	NUMBER	PCT	CODE	NUMBER	PCT	CODE
10	3.8	00- 12 MID.	0	0.0	C--CONVENTIONAL	264	100.0	N--NORTHBOUND
5	1.9	01- 1 A.M.	0	0.0	E--EXPRESSWAY	0	0.0	S--SOUTHBOUND
6	2.3	02- 2 A.M.	264	100.0	F--FREEWAY	0	0.0	E--EASTBOUND
4	1.5	03- 3 A.M.	0	0.0	S--1-WAY CITY ST	0	0.0	W--WESTBOUND
1	0.4	04- 4 A.M.	0	0.0	--INVALID DATA			
10	3.8	05- 5 A.M.	0	0.0	+-NO DATA			
19	7.2	06- 6 A.M.						
19	7.2	07- 7 A.M.						
15	5.7	08- 8 A.M.						
20	7.6	09- 9 A.M.						
16	6.1	10- 10 A.M.						
16	6.1	11- 11 A.M.						
7	2.7	12- 12 NOON						

<----- YEAR -----> <----- MONTH -----> <----- DAY OF WEEK ----->

NUMBER	PCT	CODE	NUMBER	PCT	CODE	NUMBER	PCT	CODE
0	0.0	2000	20	7.6	01-JANUARY	24	9.1	1-SUNDAY
0	0.0	2001	32	12.1	02-FEBRUARY	43	16.3	2-MONDAY
0	0.0	2002	20	7.6	03-MARCH	37	14.0	3-TUESDAY
0	0.0	2003	9	3.4	04-APRIL	48	18.2	4-WEDNESDAY
0	0.0	2004	31	11.7	05-MAY	40	15.2	5-THURSDAY
0	0.0	2005	15	5.7	06-JUNE	42	15.9	6-FRIDAY
33	12.5	2006	13	4.9	07-JULY	30	11.4	7-SATURDAY
95	36.0	2007	19	7.2	08-AUGUST			
94	35.6	2008	22	8.3	09-SEPTEMBER			
42	15.9	2009	24	9.1	10-OCTOBER			
0	0.0	2010	25	9.5	11-NOVEMBER			
0	0.0	2011	34	12.9	12-DECEMBER			

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' All Hwy acc. for LA N/B 405, PM 8.72/11.2. For the time period of 10/01/06-09/30/09. Walid Haddadin# 492. '

--- PRIMARY COLLISION FACTOR --->	
NUMBER	PCT CODE
9	3.4 1-INFLUENCE ALCOHOL
1	0.4 2-FOLLOW TOO CLOSE
0	0.0 3-FAILURE TO YIELD
37	14.0 4-IMPROPER TURN
161	61.0 5-SPEEDING
43	16.3 6-OTHER VIOLATIONS
2	0.8 8-IMPROPER DRIVING
11	4.2 C-OTHER THAN DRIVER
0	0.0 D-UNKNOWN
0	0.0 E-FELL SLEEP
0	0.0 <-NOT STATED
0	0.0 -INVALID CODES

<--- TYPE OF COLLISION --->	
NUMBER	PCT CODE
2	0.8 A-HEAD-ON
47	17.8 B-SIDESWIPE
157	59.5 C-REAR END
7	2.7 D-BROADSIDE
40	15.2 E-HIT OBJECT
6	2.3 F-OVERTURN
1	0.4 G-AUTO-PEDESTRIAN
2	0.8 H-OTHER
2	0.8 <-NOT STATED
0	0.0 -INVALID CODES

<--- ROADWAY CONDITION --->	
NUMBER	PCT CODE
0	0.0 A-HOLES, RUTS
2	0.8 B-LOOSE MATERIAL
1	0.4 C-OBSTRUCTION ON ROAD
10	3.8 D-CONSTRUCT-REPAIR-ZONE
0	0.0 E-REDUCED ROAD WIDTH
0	0.0 F-FLOODED
1	0.4 G-OTHER
248	93.9 H-NO UNUSUAL CONDITION
2	0.8 <-NOT STATED
0	0.0 -INVALID CODES

<--- WEATHER --->	
NUMBER	PCT CODE
214	81.1 A-CLEAR
41	15.5 B-CLOUDY
7	2.7 C-RAINING
0	0.0 D-SNOWING
0	0.0 E-FOG
0	0.0 F-OTHER
0	0.0 G-WIND
2	0.8 <-NOT STATED
0	0.0 -INVALID CODES

<--- LIGHTING --->	
NUMBER	PCT CODE
162	61.4 A-DAY LIGHT
8	3.0 B-DUSK/DAWN
64	24.2 C-DARK-STREET LIGHT
27	10.2 D-DARK-NO STREET LIGHT
0	0.0 E-DARK-INOPR STREET LIGHT
0	0.0 F-DARK-NOT STATED
3	1.1 <-NOT STATED
0	0.0 -INVALID CODES

<--- ROAD SURFACE --->	
NUMBER	PCT CODE
242	91.7 A-DRY
19	7.2 B-WET
0	0.0 C-SNOWY, ICY
1	0.4 D-SLIPPERY
2	0.8 <-NOT STATED
0	0.0 -INVALID CODES

<--- RIGHT OF WAY CONTROL --->	
NUMBER	PCT CODE
5	1.9 A-CONTROL FUNCTIONING
0	0.0 B-CONTROL NOT FUNCTIONING
0	0.0 C-CONTROLS OBSCURED
259	98.1 D-NO CONTROLS PRESENT
0	0.0 <-NOT STATED
0	0.0 -INVALID CODES

<--- HIGHWAY GROUP --->	
NUMBER	PCT CODE
0	0.0 R-IND. ALIGN RIGHT
0	0.0 L-IND. ALIGN LEFT
264	100.0 D-DIVIDED
0	0.0 U-UNDIVIDED

<--- INTERSECTION/RAMP ACCIDENT LOCATION --->	
NUMBER	PCT CODE
0	0.0 1-RAMP INTERSECTION (EXIT)
0	0.0 2-RAMP
0	0.0 3-RAMP ENTRY
0	0.0 4-RAMP AREA, INTERSECTION STREET
0	0.0 5-IN INTERSECTION
0	0.0 6-OUTSIDE INTRSTCT-NONSTATE RTE
264	100.0 --DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY
' All Hwy acc. for LA N/B 405, PM 8.72/11.2. For the time period of 10/01/06-09/30/09. Walid Haddadin# 492.'

----- PARTY TYPE ----->		<----- MOVEMENT PRECEDING COLLISION -->		<----- OTHER ASSOCIATED FACTORS ----->	
NUMBER	PCT	CODE	NUMBER	PCT	CODE
255	96.6	A-PASNGR CAR/STA WAGON	89	33.7	A-STOPPED
0	0.0	B-PASNGR CAR W/TRAILER	224	84.8	B-PROCEDED STRAIGHT
5	1.9	C-MOTORCYCLE	2	0.8	C-RAN OFF ROAD
43	16.3	D-PICKUP/PANEL TRUCK	0	0.0	D-MAKING RIGHT TURN
1	0.4	E-PICKUP/PANEL W/TRAILER	0	0.0	E-MAKING LEFT TURN
5	1.9	F-TRUCK/TRUCK TRACTOR	0	0.0	F-MAKING U TURN
8	3.0	G-TRUCK/TRACTOR & 1 TRAILER	0	0.0	G-BACKING
2	0.8	H-TRUCK/TRACTOR & 2 TRAILER	66	25.0	H-SLOWING, STOPPING
0	0.0	I-TRUCK/TRACTOR & 3 TRAILER	0	0.0	I-PASS OTHER VEHICLE
0	0.0	J-SINGLE UNIT TANKER	43	16.3	J-CHANGING LANES
1	0.4	K-TRUCK/TRA & 1 TANK TRAILR	0	0.0	K-PARKING
0	0.0	L-TRUCK/TRA & 2 TANK TRAILR	1	0.4	L-ENTER FROM SHLDR
0	0.0	M-SCHOOL BUS	1	0.4	M-OTHER UNSAFE TURN
2	0.8	N-OTHER BUS	0	0.0	N-CROSS INTO OPP LN
0	0.0	O-EMERGENCY VEHICLE	4	1.5	O-PARKED
0	0.0	P-HIGHWAY CONST EQUIP.**	1	0.4	P-MERGING
0	0.0	Q-BICYCLE	0	0.0	Q-TRAVEL WRONG WAY
24	9.1	R-OTHER-MOTOR VEH	38	14.4	R-OTHER
4	1.5	S-OTHER-NON-MOTOR VEH	1	0.4	S-<NOT STATED
2	0.8	T-SPILLED LOADS	250	94.7	T-N-NONE APPARENT
0	0.0	U-DISENGAGED TOW	0	0.0	U-P-WIND
0	0.0	V-UNINVOLVED VEHICLE	0	0.0	V-R-RAMP ACCIDENT
0	0.0	W-MOPED	1	0.4	W-S-RUNAWAY VEHICLE
0	0.0	X-TRAIN	0	0.0	X-T-EATING* (INATTN)
0	0.0	Y-PEDESTRIAN	0	0.0	Y-U-CHILDREN* (INATTN)
1	0.4	Z-DISMOUNT PEDESTRIAN	0	0.0	Z-V-ANIMALS* (INATTN)
0	0.0	AA-ANIMAL - LIVESTOCK	0	0.0	AA-W-PERSNL HYGIENE* (INATTN)
0	0.0	AB-ANIMAL - DEER	0	0.0	AB-X-READING* (INATTN)
0	0.0	AC-ANIMAL - OTHER	8	3.0	AC-100.0 <-NOT STATED
0	0.0	AD-INVALID CODES	0	0.0	AD-0.0 --DOES NOT APPLY

----- DIRECTION OF TRAVEL ----->		<----- SPECIAL INFORMATION ----->		* INATTENTION CODES EFF. 01-01-01	
NUMBER	PCT	CODE	NUMBER	PCT	CODE
259	98.1	N-N, NE, NW BOUND	0	0.0	A-HAZARDOUS MATERIALS
8	3.0	S-S, SE, SW BOUND	10	3.8	B-CELL PHONE IN USE*
0	0.0	E-EASTBOUND	262	99.2	C-CELL PHONE NOT IN USE*
3	1.1	W-WESTBOUND	1	0.4	D-CELL PHONE NONE/UNKNOWN*
3	1.1	<-NOT STATED	9	3.4	<-NOT STATED
0	0.0	--DOES NOT APPLY	0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES	0	0.0	-INVALID CODES

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22 * SPECIAL INFORMATION CODES EFF. 04-01-01

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

SB

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE : 02/17/2011
REFERENCE DATE : 02/17/2011
SUBMITTOR : T7HELTAW
REPORT TITLE : ' All Hwy acc. for LA S/B 405, PM
EVENT ID : 8.72/11.2. For the time period of
10/01/06-09/30/09. Walid Haddadin# 492. '

LOCATION CRITERIA: 3130088

FROM: 07-LA-405 008.720 TO: 07-LA-405 011.201

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = H
1 2 AND 514 - SIDE OF HIGHWAY = S

Accidents Date Range:

From -- 10/01/2006 To -- 09/30/2009

TASAS SELECTIVE RECORD RETRIEVAL
 TSAR - ACCIDENT SUMMARY
 ' All Hwy acc. for LA S/B 405, PM 8.72/11.2. For the time period of 10/01/06-09/30/09. Walid Haddadin# 492.'

TOTAL ACCIDENTS		FATAL		INJURY		PDO		PERSONS KILLED		INJURED		MOTOR VEHICLES INVOLVED		PCT CODED		
NUMBER	PCT	CODE	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT
322	97.2	A-PAS	0	80	242	0	108	30	9.3	1	30	9.3	1	30	9.3	1
0	0.0	B-PAS						178	55.3	2	178	55.3	2	174	54.0	2
3	0.9	C-MOT						85	26.4	3	85	26.4	3	89	27.6	3
87	27.0	D-PIC						29	9.0	>3	22	6.8	4	22	6.8	4
2	0.6	E-PIC									5	1.6	5	5	1.6	5
3	0.9	F-TRU									1	0.3	6	1	0.3	6
10	3.1	G-TRU									0	0.0	7	0	0.0	7
2	0.6	2-TRU									0	0.0	8	1	0.3	8
0	0.0	3-TRU									0	0.0	9	1	0.3	9
0	0.0	4-SIN									0	0.0		0	0.0	
1	0.3	5-TRU														
0	0.0	6-TRU														
0	0.0	H-SCH														
1	0.3	I-OTH														
3	0.9	J-EME														
1	0.3	K-HIG														
0	0.0	L-BIC														
35	10.9	M-OTH														
2	0.6	N-OTH														
1	0.3	O-SPI														
0	0.0	P-DISI														
0	0.0	Q-UNII														
0	0.0	R-MOPI														
0	0.0	T-TRA														
1	0.3	U-PEDI														
0	0.0	V-DISI														
0	0.0	W-ANII														
0	0.0	X-ANII														
0	0.0	Z-ANII														

HOUR OF DAY		ACCESS CONTROL		SIDE OF HIGHWAY		MONTH		YEAR		DAY OF WEEK		
NUMBER	PCT	CODE	NUMBER	PCT	CODE	NUMBER	PCT	NUMBER	PCT	CODE	NUMBER	PCT
5	1.6	00-12 MID.	0	0.0	C-CONVENTIONAL	0	0.0	19	5.9	01-JANUARY	24	7.5
7	2.2	01-1 A.M.	0	0.0	E-EXPRESSWAY	322	100.0	22	6.8	02-FEBRUARY	47	14.6
3	0.9	02-2 A.M.	322	100.0	F-FREWAY	0	0.0	41	12.7	03-MARCH	55	17.1
8	2.5	03-3 A.M.	0	0.0	S-1-WAY CITY ST	0	0.0	21	6.5	04-APRIL	46	14.3
0	0.0	04-4 A.M.	0	0.0	--INVALID DATA	0	0.0	26	8.1	05-MAY	50	15.5
4	1.2	05-5 A.M.	0	0.0	--NO DATA	0	0.0	23	7.1	06-JUNE	69	21.4
13	4.0	06-6 A.M.						21	6.5	07-JULY	31	9.6
29	9.0	07-7 A.M.						31	9.6	08-AUGUST	29	9.0
18	5.6	08-8 A.M.						38	11.8	09-SEPTEMBER	28	8.7
6	1.9	09-9 A.M.						28	8.7	10-OCTOBER	23	7.1
19	5.9	10-10 A.M.						23	7.1	11-NOVEMBER	23	7.1
12	3.7	11-11 A.M.						23	7.1	12-DECEMBER		
11	3.4	12-12 NOON										
17	5.3	13-1 P.M.	0	0.0	2000	0	0.0	19	5.9	01-JANUARY	24	7.5
28	8.7	14-2 P.M.	0	0.0	2001	0	0.0	22	6.8	02-FEBRUARY	47	14.6
31	9.6	15-3 P.M.	0	0.0	2002	0	0.0	41	12.7	03-MARCH	55	17.1
24	7.5	16-4 P.M.	0	0.0	2003	0	0.0	21	6.5	04-APRIL	46	14.3
32	9.9	17-5 P.M.	0	0.0	2004	0	0.0	26	8.1	05-MAY	50	15.5
18	5.6	18-6 P.M.	0	0.0	2005	0	0.0	23	7.1	06-JUNE	69	21.4
17	5.3	19-7 P.M.	33	10.2	2006	21	6.5	21	6.5	07-JULY	31	9.6
6	1.9	20-8 P.M.	104	32.3	2007	31	9.6	31	9.6	08-AUGUST	29	9.0
6	1.9	21-9 P.M.	107	33.2	2008	29	9.0	29	9.0	09-SEPTEMBER	28	8.7
5	1.6	22-10 P.M.	78	24.2	2009	38	11.8	38	11.8	10-OCTOBER	28	8.7
3	0.9	23-11 P.M.	0	0.0	2010	0	0.0	28	8.7	11-NOVEMBER	23	7.1
0	0.0	25-UNKNOWN	0	0.0	2011	0	0.0	23	7.1	12-DECEMBER		

DIRECTION		PCT	
NUMBER	PCT	CODE	NUMBER
5	1.6	N-N, 1	5
318	98.8	S-S, 1	318
0	0.0	E-EAS'	0
0	0.0	W-WES'	0
3	0.9	<-NOT	3
0	0.0	--DOE'	0
0	0.0	-INV.	0

** INCLUDES EQUIPMENT ET
 ACTIVITIES AS OF 00-(

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

' All Hwy acc. for LA S/B 405, PM 8.72/11.2. For the time period of 10/01/06-09/30/09. Walid Haddadin# 492. '

PRIMARY			OTHERS			OBJECT STRUCK			LOCATION OF COLLISION					
NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	NUMBER	PCT	CODE
0	0.0	1	0.3	01-SIDE OF BRIDGE RAILING	0	0.0	0	0.0	0	0.0	0	0.0	0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	02-END OF BRIDGE RAILING	0	0.0	0	0.0	0	0.0	0	0.0	0	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT	0	0.0	0	0.0	0	0.0	0	0.0	0	C-LEFT SHOULDER AREA
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE	0	0.0	0	0.0	0	0.0	0	0.0	0	D-LEFT LANE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE	0	0.0	0	0.0	0	0.0	0	0.0	0	E-INTERIOR LANES
0	0.0	0	0.0	06-END OF GUARD RAIL	0	0.0	0	0.0	0	0.0	0	0.0	0	F-RIGHT LANE
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL	0	0.0	0	0.0	0	0.0	0	0.0	0	G-RIGHT SHOULDER AREA
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE	0	0.0	0	0.0	0	0.0	0	0.0	0	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	11-UTILITY POLE	0	0.0	0	0.0	0	0.0	0	0.0	0	I-GORE AREA
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)	0	0.0	0	0.0	0	0.0	0	0.0	0	J-OTHER
1	0.3	0	0.0	13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0	0	0.0	0	0.0	0	V-HOV LANE (S)
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0	0	0.0	0	0.0	0	W-HOV LANE BUFFER AREA
2	0.6	2	0.6	15-GUARDRAIL	2	0.6	0	0.0	0	0.0	0	0.0	0	<-NOT STATED
11	3.4	15	4.7	16-MEDIAN BARRIER	15	3.4	0	0.0	0	0.0	0	0.0	0	--DOES NOT APPLY
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)	0	0.0	0	0.0	0	0.0	0	0.0	0	-INVALID CODES
5	1.6	0	0.0	18-DIKE OR CURB	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	19-TRAFFIC ISLAND	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	20-RAISED BARS	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT	0	0.0	0	0.0	0	0.0	0	0.0	0	
6	1.9	12	3.7	24-OVER EMBANKMENT	12	1.9	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	25-IN WATER	0	0.0	0	0.0	0	0.0	0	0.0	0	
1	0.3	0	0.0	26-DRAINAGE DITCH	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	6	1.9	27-FENCE	6	1.9	0	0.0	0	0.0	0	0.0	0	
0	0.0	1	0.3	28-TREES	1	0.3	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	29-PLANTS	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	30-SOUND WALL	0	0.0	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD	0	0.0	0	0.0	0	0.0	0	0.0	0	A-HAD NOT BEEN DRINKING
1	0.3	0	0.0	41-TEMP BARRICADES, CONES	0	0.0	0	0.0	0	0.0	0	0.0	0	B-HBD - UNDER INFLUENCE
6	1.9	0	0.0	42-OTHER OBJECT ON ROAD	0	0.0	0	0.0	0	0.0	0	0.0	0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD	0	0.0	0	0.0	0	0.0	0	0.0	0	D-HBD - IMPAIRMENT UNKNOWN
3	0.9	13	4.0	44-OVERTURNED	13	0.9	0	0.0	0	0.0	0	0.0	0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	45-CRASH CUSHION (SAND)	0	0.0	0	0.0	0	0.0	0	0.0	0	F-OTHER PHYSICAL IMPAIRMENT
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)	0	0.0	0	0.0	0	0.0	0	0.0	0	G-IMPAIRMENT NOT KNOWN
1	0.3	1	0.3	51-CALL BOX	1	0.3	0	0.0	0	0.0	0	0.0	0	H-NOT APPLICABLE
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0	0	0.0	0	0.0	0	I-FATIGUE
0	0.0	0	0.0	99-NO OBJECT INVOLVED	0	0.0	0	0.0	0	0.0	0	0.0	0	< NOT STATED
285	88.5	120	37.3	V1 THRU V9 VEHICLE 1 TO 9	120	88.5	0	0.0	0	0.0	0	0.0	0	--DOES NOT APPLY
0	0.0	0	0.0	<< NOT STATED	0	0.0	0	0.0	0	0.0	0	0.0	0	-INVALID CODES
124	38.5	320	99.4	-- DOES NOT APPLY	320	38.5	0	0.0	0	0.0	0	0.0	0	
0	0.0	0	0.0	- INVALID CODES	0	0.0	0	0.0	0	0.0	0	0.0	0	

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

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

Location Description	Rate Group (RUS)	No. of Accidents / Significance						Total MV+ or MVM	Actual			Accident Rates				
		Tot	Fat	Inj	F+I	Multi Veh	Wet		Dark	Pers	ADT Main X-St	Fat	F+I	Tot	Fat	F+I
07 LA 405 008.720 - 07 LA 405 011.200 0001-0001 2006-10-01 2009-09-30	2.481 MI H 36 mo. NORTH U	264	1	77	78	227	19	99	1	130.2	0.003	.22	.75	0.011	.33	1.08
07 LA 405 008.720 - 07 LA 405 011.200 0001-0002 2006-10-01 2007-09-30	2.481 MI H 12 mo. NORTH U	103	0	30	30	91	3	32	0	132.2	0.000	.25	.86	0.011	.33	1.11
07 LA 405 008.720 - 07 LA 405 011.200 0001-0003 2007-10-01 2009-09-30	2.481 MI H 12 mo. NORTH U	94	1	27	28	81	9	43	1	130.3	0.008	.24	.79	0.011	.33	1.09
07 LA 405 008.720 - 07 LA 405 011.200 0001-0004 2008-10-01 2009-09-30	2.481 MI H 12 mo. NORTH U	67	0	20	20	55	7	24	0	128.2	0.000	.17	.58	0.011	.33	1.08
07 LA 405 008.720 - 07 LA 405 011.200 0001-0005 2006-10-01 2009-09-30	2.481 MI H 36 mo. SOUTH U	322	0	80	80	292	9	81	0	130.2	0.000	.23	.91	0.011	.33	1.08
07 LA 405 008.720 - 07 LA 405 011.200 0001-0006 2006-10-01 2007-09-30	2.481 MI H 12 mo. SOUTH U	112	0	24	24	101	3	26	0	132.2	0.000	.20	.94	0.011	.33	1.11
07 LA 405 008.720 - 07 LA 405 011.200 0001-0007 2007-10-01 2008-09-30	2.481 MI H 12 mo. SOUTH U	101	0	30	30	94	2	31	0	130.3	0.000	.25	.85	0.011	.33	1.09
07 LA 405 008.720 - 07 LA 405 011.200 0001-0008 2008-10-01 2009-09-30	2.481 MI H 12 mo. SOUTH U	109	0	26	26	97	4	24	0	128.2	0.000	.22	.94	0.011	.33	1.08

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

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

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

ATTACHMENT J
Right of Way Data Sheet

Memorandum

*Flex your power!
Be energy efficient!*

To: Mohamed Ahmed,
Planning
District 7, Los Angeles Office

Date: 6/23/2011
EA: 28740K
Data Sheet ID NO: 1789
Project ID NO: 0700020935

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 Trilly Nguyen, 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)
<u>9/1/2011(T)</u>	<u>N/A(T)</u>	<u>5/1/2014(T)</u>	<u>10/1/2014(T)</u>	<u>3/1/2016(T)</u>

TO Mohamed Ahmed
 ATTN Trilly Nguyen
 PHONE 213-897-7825
 SENIOR R/W P&M
 ROUTE 405
 PM_KM PM 1.64/2.759 and PM 9.303/11.409
 EA 28740K
 ALT

R/W DATA SHEET

Date of Data Sheet 6-23-2011

**ID NO
1789**

WBS
 REVISED
 UPDATED
 PROJ_DESC Install Concrete Barrier on NB 405 between PM R1.742 and PM R2.646; Install MBGR on SB 405 between PM 9.303 and PM 11.409.

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

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios. The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

Residential displacement is not involved.

Utility facilities or Utility Right of Way are affected.

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

Right of Way work will be performed by Caltrans staff.

It is not known at this time if major items of Construction Contract Work is anticipated.

It is not known at this time whether there are any material borrow and/or disposal sites are required.

It is not known at this time whether there are 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	\$177,000	\$254,108
Estimate of Reimbursed Appraisal Fee	NONE	NONE
Total estimated cost	\$177,000	\$254,108

According to Trilly Nguyen, no RW is required for this job.

ESCALATION RATE RW .07
 ESCALATION RATE Utilities 0.08
 CERT.DATE 5/1/14

ROUTE 405
 PM_KM PM 1.64/2.759 and PM
 EA 28740K
 ALT

PARCEL COUNT

PARCEL DUAL
TYPES 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: yes

Quantities Estimated Costs Escalated Costs

8" Domestic water	3 Potholes	\$9,000	\$12,921
12" Shell Oil (ABN)	3 Potholes	\$9,000	\$12,921
10" Shell Oil (ABN)	3 Potholes	\$9,000	\$12,921
8" Shell Oil (ABN)	3 Potholes	\$9,000	\$12,921
8" Shell Oil (ABN)	3 Potholes	\$9,000	\$12,921
12" Cheviot Hillis Gas	3 Potholes	\$9,000	\$12,921
8" ARCO	3 Potholes	\$9,000	\$12,921
4" Shell Gaso (ABN)	3 Potholes	\$9,000	\$12,921
6" Shell Oil (ABN)	3 Potholes	\$9,000	\$12,921
12" in 15" casing Shell Oil	3 Potholes	\$9,000	\$12,921
12" in 15" casing Shell Oil	3 Potholes	\$9,000	\$12,921
10" in 15" casing Shell Oil	3 Potholes	\$9,000	\$12,921
8" in 12" casing Shell Oil	3 Potholes	\$9,000	\$12,921
Oil line in 15" casing	3 Potholes	\$9,000	\$12,921
Oil line in 15" casing	3 Potholes	\$9,000	\$12,921
16" Crude in 20" casing Four Corners	3 Potholes	\$9,000	\$12,921
78" Metropolitan Water Jacked Casing	3 Potholes	\$9,000	\$12,921
20" Domestic Water in 36" casing	3 Potholes	\$9,000	\$12,921
42" Welded Steel Pipe in 60" Stl. casing West Basin Metropolitan Water District	3 Potholes	\$9,000	\$12,921
8" in 12" casing Shell Oil	3 Potholes	\$6,000	\$8,614

Are utility easements required

No. of easements

Are Utility agreements required

TOTAL CURRENT COST \$177,000

CONST. COMPLETION DATE 3/1/2016

UTILITY ESCALATION RATE 8%

ESCALATED VALUE TO UTILITY CONSTRUCTION COMPLETION DATE \$254,108

Types of Util. Facilities & agrmts. required Description

RR INFORMATION

Are RR affected no

Describe affected RR there is no work within the railroad limits although the location at LA 405 PM 8.76 Deloris Yard OH 53-1168, Los Angeles, CA UPRR

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 UPRR

DISCUSS TYPES OF AGREEMENTS AND RIGHTS REQUIRED FROM THE RAILROADS, ARE GRADE CROSSING REQUIRING SERVICE CONTRACTS, OR GRADE SEPARATIONS REQUIRING CONSTRUCTION AND MAINTENANCE AGREEMENTS INVOLVED.

none

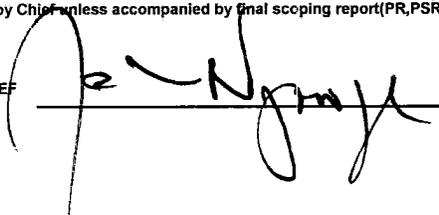
ESTIMATED COST TO THE STATE FOR ALL R.R. INVOLVEMENTS. \$0

		<u>DATE</u>
Right of Way Estimate prepared by	<u>Roy Gallegos</u>	<u>3/24/11</u>
Railroad Estimate prepared by	<u>Lowell W Anderson</u>	<u>12/4/10</u>
Utilities Estimate prepared by	<u>Sonya Carter</u>	<u>6/21/11</u>

I have personally reviewed this R/W Data Sheet and all supporting information. I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report (PR, PSR, PSSR) for review and/or signature.

CHIEF



9.28.11

ATTACHMENT K
Project Work Plan

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
28740 LA-405-01.7/11.4:INSTALL CONCRETE/METAL BAR:WDY										
0.100	PROJ MGMT	-	65	1,691*	1,528*	12/28/10A	10/03/17	12/28/10A	10/03/17	0
0.100.05	PROJ MGMT - PID CMPNT	-	0	163*	0*	12/28/10A	08/31/11	12/28/10A	09/19/11	12
0.100.10	PROJ MGMT - PA&ED CMPNT	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
0.100.15	PROJ MGMT - PS&E CMPNT	-	0	484*	484*	12/12/12	11/13/14	12/31/12	11/13/14	0
0.100.20	PROJ MGMT - CONST CMPNT	-	0	384*	384*	01/15/15	07/25/16	02/19/15	07/25/16	0
0.100.25	PROJ MGMT - R/W CMPNT	-	0	774*	774*	12/12/12	01/13/16	12/31/12	10/03/17	434
1.150	DEVELOP PID	-	90	320	0	12/28/10A	08/31/11	12/28/10A	09/19/11	12
2.160	PERF PREL ENGRG STUDIES &	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.160.05	UPDD PROJ INFO	-	100	40	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.160.10	ENGRG STUDIES	-	100	80	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.160.15	DRAFT PR	-	100	50	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.160.20	ENGRG & LAND NET SRVYS	-	100	75	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.160.30	ESR	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.160.40	NEPA DLGN	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165	PERF ENV STUDIES & PREP	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165.05	ENV SCPG OF ALTS IFS IN PID	-	100	20	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165.10	GENL ENV STUDIES	-	100	20	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165.15	BIOL STUDIES	-	100	20	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165.20	CLTRL RSRC STUDIES	-	100	20	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165.25	DED	-	100	80	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.165.30	NEPA DLGN	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.175	CIRC DED & SLT PRFD PROJ	-	100	1*	0*	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.175.05	DED CIRC	-	100	54	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.175.10	PUB HRG	-	100	54	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.175.15	PUB CMNT RESPS & CRNC	-	100	24	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.175.20	PROJ PRFD ALT	-	100	6	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.175.25	NEPA DLGN	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.180	PREP & APV PR & FED	-	100	1*	0*	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.180.05	FPR	-	100	10	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.180.10	FED	-	100	10	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.180.15	CMPLTD ENV DOC	-	100	30	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
2.180.20	NEPA DLGN	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
3.185	BASE MAPS & PLAN SHEETS	-	0	117*	117*	12/12/12	05/30/13	12/31/12	06/17/13	12
3.185.05	UPDD PROJ INFO	-	0	30	30	12/12/12	01/25/13	12/31/12	02/12/13	12
3.185.10	SRVYS & PHTGR MPG FOR	-	0	80	80	09/01/11	12/28/11	02/22/13	06/17/13	369
3.185.15	PREL DSN	-	0	80	80	01/28/13	05/20/13	02/22/13	06/17/13	19
3.185.20	ENGRG RPTS	-	0	85	85	01/28/13	05/30/13	02/15/13	06/17/13	12
3.185.25	R/W RQMTS DTRMTN	-	0	40	40	04/04/13	05/30/13	04/22/13	06/17/13	12
3.185.30	STRUC SITE PLANS	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
3.205	PMTS AGRES & RAS DURING	-	100	1	0	01/01/96A	01/01/96A	01/01/96A	01/01/96A	
3.215	STRUCS GENL PLANS & PREL	-	0	60	60	09/01/11	11/29/11	05/13/13	08/06/13	424
3.230	PREP DRAFT PS&E	-	0	150	150	05/31/13	01/06/14	06/18/13	01/23/14	12
3.235	MIT ENV IMPTS & CLEAN UP	-	0	120	120	05/31/13	11/19/13	11/22/13	05/16/14	122
3.240	DRAFT STRUCS PS&E	-	0	100	100	11/30/11	04/23/12	08/07/13	12/31/13	424
3.250	PREP FNL STRUCS PS&E	-	0	95	95	04/24/12	09/06/12	01/02/14	05/16/14	424
3.255	CIRC R/W & PREP FNL DIST	-	0	80	80	01/07/14	04/30/14	01/24/14	05/16/14	12
3.260	CONTR BID DOCS RTL	-	0	80	80	05/01/14	08/22/14	05/19/14	09/10/14	12
3.265	AWDD & APVD CONST CONTR	-	0	45	45	09/11/14	11/13/14	09/11/14	11/13/14	0
4.195	R/W PROP MGMT & EXCS	-	0	100	100	05/30/14	10/20/14	05/12/17	10/03/17	741

Start Date 01/01/73
 Finish Date 10/03/17
 Data Date 09/01/11
 Run Date 09/01/11 14:29

MODL - UB00 Sheet 1 of 3
 Caltrans District 7
 Dynamic Workplan Model
 Classic Schedule Layout

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
4.200	UTIL RELOCN	-	0	250	250	05/30/14	05/28/15	10/05/16	10/03/17	591
4.220	PERF R/W ENGRG	-	0	250	250	05/31/13	05/29/14	10/07/15	10/04/16	591
4.225	OBN R/W INTST FOR PROJ R/W	-	0	30	30	01/07/14	02/18/14	06/03/14	07/15/14	102
4.245	POST R/W CERTN WRK	-	0	250	250	09/01/11	08/29/12	10/05/16	10/03/17	1,278
4.300	PERF FNL R/W ENGRG ACTS	-	0	250	250	01/15/15	01/13/16	10/05/16	10/03/17	434
5.270	CE & GCA	-	0	324*	324*	01/15/15	04/28/16	02/19/15	04/28/16	0
5.270.10	CONST STAKING PCKG & CTRL	-	0	160	160	01/15/15	09/01/15	02/19/15	10/06/15	24
5.270.15	CONST STAKES	-	0	156	156	02/13/15	09/24/15	02/25/15	10/06/15	8
5.270.20	CE WRK	-	0	184	184	01/15/15	10/06/15	01/15/15	10/06/15	0
5.270.25	CONST CONTR ADMIN WRK	-	0	184	184	01/15/15	10/06/15	01/15/15	10/06/15	0
5.270.30	CONTR ITEM WRK INSPN	-	0	184	184	01/15/15	10/06/15	01/15/15	10/06/15	0
5.270.35	CONST MTL S&T	-	0	184	184	01/15/15	10/06/15	01/15/15	10/06/15	0
5.270.40	SAFETY & MTCE RVWS	-	0	10	10	10/07/15	10/20/15	10/07/15	10/20/15	0
5.270.45	RLF FROM MTCE PROCESS	-	0	10	10	10/21/15	11/03/15	10/21/15	11/03/15	0
5.270.55	FNL INSPN & ACPTC RCMDN	-	0	120	120	11/04/15	04/28/16	11/04/15	04/28/16	0
5.270.60	PLANT ESTABLISHMENT	-	0	80	80	07/08/15	10/28/15	01/06/16	04/28/16	124
5.270.65	TMP IMPLN DURING CONST	-	0	184	184	01/15/15	10/06/15	01/15/15	10/06/15	0
5.270.70	UPDD ECR	-	0	250	250	01/15/15	01/13/16	05/01/15	04/28/16	74
5.270.75	RSRC AGENCY PMT RNWL &	-	0	200	200	01/15/15	10/28/15	07/14/15	04/28/16	124
5.270.80	L-TRM ENV MITIGN/MNTG	-	0	200	200	01/15/15	10/28/15	07/14/15	04/28/16	124
5.275	CE & GCA OF STRUCS WRK	-	0	200	200	09/01/11	06/19/12	12/19/16	10/03/17	1,328
5.285	CCO ADMIN	-	0	384*	384*	01/15/15	07/25/16	02/19/15	07/25/16	0
5.290	RSLV CONTR CLAIMS	-	0	384*	384*	01/15/15	07/25/16	02/19/15	07/25/16	0
5.295	ACPT CONTR PREP FE & FR	-	0	60	60	04/29/16	07/25/16	04/29/16	07/25/16	0
M000	ID NEED	-	100	0	0		12/28/10A		12/28/10A	
M010	APPROVE PID	-	0	0	0		08/31/11		10/03/17	1,528
M015	PROG PROJ	-	0	0	0		06/19/12		07/06/12	12
M020	BEGIN ENVIRO	-	0	0	0		06/19/12		08/21/17	1,298
M030	NOP	-	0	0	0		06/19/12		10/03/17	1,328
M035	NOI	-	0	0	0		06/19/12		10/03/17	1,328
M040	BEGIN PROJ	-	0	0	0		08/31/11		07/24/17	1,478
M060	CIRC DPR & DED	-	0	0	0		06/19/12		08/21/17	1,298
M100	APPROVE DPR	-	0	0	0		09/29/11		08/21/17	1,478
M120	CIRC DED	-	0	0	0		06/19/12		08/21/17	1,298
M160	APPROVE FED	-	0	0	0		08/01/12		10/03/17	1,298
M200	PA&ED	-	0	0	0		08/31/11		02/21/13	369
M221	BRIDGE SITE DATA ACCEPTED	-	100	0	0		01/01/96A		01/01/96A	
M222	BEGIN BRIDGE	-	100	0	0		01/01/96A		01/01/96A	
M224	R/W MAPS	-	0	0	0		05/30/13		10/06/15	591
M225	REGULAR R/W	-	0	0	0		05/29/14		10/04/16	591
M275	GENERAL PLANS	-	0	0	0		11/29/11		08/06/13	424
M300	CIRC PLANS IN DIST	-	0	0	0		01/06/14		01/23/14	12
M318	DESIGN SAFETY REVIEW	-	0	0	0		01/06/14		01/23/14	12
M328	CONSTRUCTABILITY REVIEW	-	0	0	0		01/06/14		01/23/14	12
M377	PS&E TO DOE	-	0	0	0		01/06/14		01/23/14	12
M378	DRAFT STRUC PS&E	-	0	0	0		04/23/12		12/31/13	424
M380	PROJ PS&E	-	0	0	0		04/30/14		05/16/14	12
M410	R/W CERT	-	0	0	0		03/18/14		08/12/14	102
M460	RTL	-	0	0	0		09/10/14*		09/10/14*	0
M480	HQ ADVERT	-	0	0	0		09/10/14		09/10/14	0
M490	BIDS OPEN	-	0	0	0		12/15/14		12/15/14	0
M495	AWARD	-	0	0	0		12/01/14		12/30/14	20
M500	APPROVE CONTRACT	-	0	0	0		01/14/15		01/14/15	0
M588	FINAL SAFETY REVIEW	-	0	0	0		08/31/11		04/28/16	1,168
M600	CONTRACT ACCEPT	-	0	0	0		04/28/16		04/28/16	0
M700	FINAL REPORT	-	0	0	0		07/25/16		07/25/16	0

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
M800	END PROJ	-	0	0	0		10/03/17		10/03/17	0