ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Lane Replacement Project (EA 07-30390)

Resolution SHOPP-P-1819-04B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☒ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *Lane Replacement Project (EA 07-30390)*, effective on, OCTOBER 17, 2018 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Lane Replacement Project (EA 07-30390)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Lane Replacement (EA 07-38390)

Resolution SHOPP-P-1819-04B

Dariusz A Chmielewski — 8/3/2018 Date

Project Manager

Project Applicant

Derek Higa — 8/3/18 Date

Interim SB 1 Program Manager

Implementing Agency

FOR Shirley Choate, Interim — 8/3/2018 Date

District Director

California Department of Transportation

for Laurie Berman — 9/19/18 Date

Director

California Department of Transportation

Susan Bransen — 10/26/18 Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltransâ„¢ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	08/03/18 08:45:12 AM

District	EA	Project ID	PPNO	Project Manager
07	30390	0714000044	4712	CHMIELEWSKI, DARIUSZ A

County	Route	Begin Postmile	End Postmile	Implementing Agency	
LA	10	31.2	37.2	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

LANE REPLACEMENT

Location/Description

In Baldwin Park and West Covina, from Route 605 to Citrus Avenue. Rehabilitate roadway. (G13 Contingency)

Legislative Districts

Assembly:	48	Senate:	22	Congressional:	32

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	22.1	25.7	7.1		54.9	Lane-miles
Programmed Condition	Pavement	54.9				54.9	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	06/20/18	
Right of Way Certification Milestone		02/26/20
Ready to List for Advertisement Milestone		02/28/20
Begin Construction Milestone (Approve Contract)		01/15/21

FUNDING

Component	Fiscal Year	SHOPP					Total
PA&ED	17/18	990					990
PS&E	18/19	8,385					8,385
RW Support	18/19	23					23
Const Support	19/20	8,444					8,444
RW Capital	19/20	147					147
Const Capital	19/20	60,496					60,496
Total		78,485					78,485

07- LA -10 PM 31.2/37.2
Program Code: 20.20.201.120
EA 303900, Project ID 0714000044, PPNO 4712
May 2018

SUPPLEMETAL PROJECT SCOPE SUMMARY REPORT
(Roadway Rehabilitation)

On Route I - 10
Between I - 605
And CITRUS ST UC

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

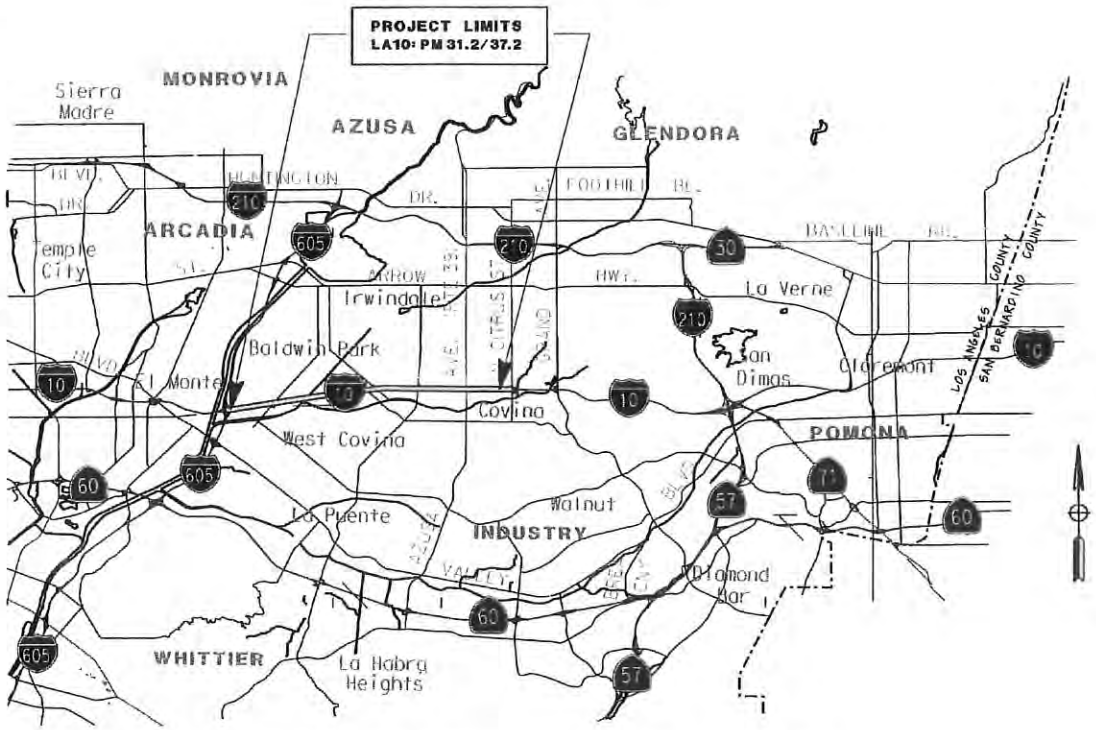
for
ANDREW P. NIERENBERG
DEPUTY DISTRICT DIRECTOR - RIGHT OF WAY

APPROVAL RECOMMENDED:

DAREK CHMIELEWSKI
PROJECT MANAGER

APPROVED: for
CARRIE L. BOWEN
DISTRICT DIRECTOR

June 20, 2018
DATE



PROJECT VICINITY MAP

On Route	**I - 10**
Between	**I - 605**
And	**CITRUS ST UC**

This project scope summary report has been prepared under the direction of the following Registered Engineer. The registered Civil Engineer attests to the technical information contained herein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.

5/15/2018

REGISTERED CIVIL ENGINEER *DATE*

TABLE OF CONTENTS

1. INTRODUCTION AND BACKGROUND

A) Introduction:

This Roadway Rehabilitation project proposes to restore the existing pavement along both EB and WB sides of Route 10 from east of I-10/I-605 Interchange to west of South Citrus Street Undercrossing (PM 31.2/37.2) in Los Angeles County, with a 40-year service life roadway structural section on the Mixed-Flow Lanes (MFLs) Nos. 2 and 3, and a 20-year service life on High-Occupancy Vehicles (HOV) lane & MFL 1 with individual slab replacements. The completed Safety Screening Report on this portion of I-10 included in the original Project Scope Summary Report (See Attachment H) recommends 2R strategy for the EB side and 3R rehabilitation strategy for the WB side of the freeway within the above project limits.

The purpose of this Supplemental Project Scope Summary Report is to update the scope of work, address the cost changes and schedule changes from the original Project Scope Summary Report (PSSR), approved on June 29, 2015 (See Attachment 1). The project scope changes include the following:

a) Correct a typo of "Widening" in the original PSSR to "Restripe" of median shoulder from existing 8 feet to a standard 10 feet width for both eastbound (EB) and westbound (WB) sides of I-10 within the project limits.

b) Lane replacement of existing mixed-flow lanes (MFL) 2 and 3 on both EB and WB sides with Jointed Plain Concrete Pavement - Rapid Strength Concrete (JPCP-RSC) including new Lean Concrete Base-Rapid Strength (LCB-RS) over Class 3 aggregate base (see Attachment 2.2 and 4).

c) No change.

d) Delete the work of "Restripe WB I-10 from PM 32.29 to PM 32.92 to replace existing five (5) mixed-flow lanes with four (4) through lanes". This work has recently been completed by EA 11707; Project ID 0700000083.

e) Delete the work of "On WB I-10, extend auxiliary lane from Baldwin Park Blvd south on-ramp to Baldwin Park Blvd north on-ramp". This work has recently been completed by EA 11707; Project ID 0700000083.

f) Modify WB I-10 on-ramp from northbound Baldwin Park Blvd to provide a standard T-intersection for vehicle entrance along with two new curb ramps and other related ADA items (see Section 6A, c, Attachment 1).

g) Upgrade various highway appurtenances and facilities, including, sign structures and panels, curb ramps, traffic loop detectors, median lightings, and some other appurtenances within the project limits.

The project's schedule is updated and the cost increase is based on updated scope and estimates:

Project Limits	07-LA-10: PM 31.2 to PM 37.2	
Number of Alternatives	Two	
Programmable Project Alternative	One	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$21,168,000	$23,400,000
Capital Outlay Construction	$58,640,000	$69,130,000
Capital Outlay Right-of-Way	$60,000	$84,000
Funding Source	SHOPP (Roadway Rehabilitation, 201.120)	
Funding Year	2019/20 FY	
Type of Facility	Freeway	
Number of Structures	N/A	
SHOPP Project Output	36.0 Lane Miles	
Environmental Determination or Document	Categorical Exemption/Categorical Exclusion Determination approved on 1/18/2018	
Legal Description	On routes I-10 from east of I-605 Interchange to west of Citrus Ave Undercrossing (PM 31.2/37.2)	
Project Development Category	5	

B) Background:

No Change (See Attachment 1)

2. RECOMMENDATION

It is recommended to approve the Supplemental Project Scope Summary Report with the updated scope of work, Environmental Document, and Cost Estimate, so that the project can proceed to the design phase.

3. PURPOSE AND NEED

No Change (See Attachment 1)

4. EXISTING FACILITIES, DEFICIENCIES AND TRAFFIC DATA

Refer to Original PSSR (See Attachment 1)

5. CORRIDOR AND SYSTEM COORDINATION

No Change (See Attachment 1)

6. ALTERNATIVES

No Change (See Attachment 1)

Alternative 1 - Build Alternative: (Recommended)

6A. Rehabilitation Strategy

This project proposes pavement rehabilitation along EB and WB sides of I-10 from east of I-10/I-605 interchange to west of Citrus Street UC (PM 31.2/37.2). The proposed rehabilitation work changes include:

a) Lane replacement of existing mixed-flow lanes (MFL) 2 and 3 on both EB and WB sides with Jointed Plain Concrete Pavement - Rapid Strength Concrete (JPCP-RSC) including new Lean Concrete Base-Rapid Strength (LCB-RS) over Class 3 aggregate base (see Attachment 2.2 and 4).

b) No Change (See Attachment 1).

c) No Change (See Attachment 1).

d) Delete the work of "On WB I-10, extend auxiliary lane between Baldwin Park Blvd south on-ramp and Frazier St off-ramp to begin from Baldwin Park Blvd north on-ramp".

e) Delete the work of "Restripe WB I-10 from Garvey Ave (Vineland Ave) off-ramp to Baldwin Park Blvd north on-ramp (PM 32.29/32.92) to replace existing five (5) mixed-flow lanes with four (4) through lanes along with the existing auxiliary lane".

f) Correct a typo of "Widen" in the original PSSR to "Restripe" existing 8 feet median (left) shoulder to standard 10 feet width for both EB and WB sides within the project limits (see Attachment B2).

g) No change (See Attachment 1).

h) No change (See Attachment 1).

i) No change (See Attachment 1).

j) Upgrade various highway appurtenances and facilities, including, sign structures and panels, curb ramps, traffic loop detectors, median lightings, and some other appurtenances within the project limits.

The above rehabilitation work will be contained within the existing traveled way. Above rehabilitation items (d)-(h) will be carried out by restriping the freeway on both sides.

A non-standard cross section is proposed to minimize right-of-way impacts and project cost (see Attachment 3). Other existing nonstandard elements within the project limits as proposed and implemented by the previous HOV widening projects will remain unchanged for this project.

6B. Design Exceptions

No Change (See Attachment 1)

6C. Environmental Compliance

A *Categorical Exemption/Categorical Exclusion Determination* has been approved for this Supplemental Project Scope Summary Report (See Attachment 5.1) (also see Section 8).

6D. Hazardous waste disposal site required? If yes, where are sites?

A *Preliminary Hazardous Waste Assessment Report* has been prepared by the Office of Environmental Engineering (OEE) - Hazardous Waste Branch, South Region (see Attachment 5.2). Based on this report, residues from removal of paints and thermoplastics of recently installed (used after year 2006) pavement striping and markings are considered as non-hazardous waste. The existing thermoplastic pavement striping and markings within the project limits were installed/delineated after 2009 to present, and would not be considered hazardous waste. However, the low concentration of lead content (non-hazardous) in the existing striping and/or pavement marking require a task-specific LCP per Caltrans policy. The General Contractor is required to develop a task-specific LCP as required in 8CCR, section 1532.1, Cal-OSHA Construction Safety Order, and implement lead awareness training to ensure worker safety prior to commencement of work.

6E. Air Quality Compliance

Per the *Air Quality Assessment Report* prepared by the Air Quality Branch (AQB) of the Office of Environmental Engineering, the proposed project is exempt from conformity requirements pursuant to Title 40 - CFR 93.126 (see Attachment 5.3).

6F. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

None

6G. Materials and or disposal site needs and availability?

No Change (See Attachment 1).

6H. Highway planting and irrigation: N/A

6I. Roadside Design and Management: N/A

6J. Storm Water Compliance

A *Short Form Storm Water Data Report* has been prepared in accordance with the Storm Water Quality Handbook-PPDG – 2017, and approved by the District NPDES Coordinator on January 28, 2018 (see Attachment 6). An amount of $500,000 is allocated for construction site BMPs (see Attachment 3).

6K. Right-of-Way Issues

No Change (See Attachment 1)

6L. Railroad Involvement

No Change (See Attachment 1)

6N. Intelligent Transportation System (ITS) / Electrical

Existing ITS or Electrical lines appear to be in conflict with the proposed project. An amount of $500,000 is allocated for rework the existing ITS/electrical lines, and for install new ITS elements (see Attachment 3). Office of Traffic Design (ITS/Electrical) should be consulted for further details during the PS&E phase. Construction must also verify all existing utilities before commencing work.

6O. Salvaging and recycling of hardware and other non-renewable resources

No Change (See Attachment 1)

6P. Prolonged temporary ramp closures

No Change (See Attachment 1)

6Q. Recycled Materials

No Change (See Attachment 1)

6R. Local and Regional Input

No Change (See Attachment 1)

6S. What are the consequences of not doing this entire project?

No Change (See Attachment 1)

6T. List all alternatives studied, cost, reasons not recommended, etc.

Alternative 1 – Preferred Alternative:

No Change (See Attachment 1)

1. Crack Seat and Flexible Overlay (CSFO):

No Change (See Attachment 1)

2. Precast Prestressed Concrete Pavement (PPCP) Structure Section:

No Change (See Attachment 1)

Alternative 2 – No-Build Alternative:

No Change (See Attachment 1)

7. TRAFFIC MANAGEMENT

7A. Traffic Management Plan

No Change (See Attachment 1)

7B. Vehicle Detection Systems: N/A

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

Categorical Exemption/Categorical Exclusion Determination has been approved for this Supplemental Project Scope Summary Report (See Attachment 5.1)

Date Approved: 01/08/2018

9. COST ESTIMATE

The total capital cost for this project is $58.70 million in 2018 dollars including R/W cost. A detailed preliminary cost estimate is included in Attachment 3.

10. FUNDING / PROGRAMMING

This project was submitted to the 2016 SHOPP cycle under Roadway Rehabilitation Program Code 20.20.201.120. The program year is 2019/20. Capital outlay support and project cost distributions are provided in the following table:

Capital Outlay Support and Project Cost Estimates

Fund Source SHOPP	Fiscal Year Estimate*								Total	% Support Vs. Cap.	Historical Support %
20.20.201.120	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23			
Component	In thousands of dollars ($1,000)										
PA&ED Support		990							990	1.43%	3.00%
PS&E Support			8,385						8,385	12.11%	6.00%
Right-of-Way Support			23						23	0.03%	1.00%
Construction Support					13,980				13,980	20.21%	14.00%
Right-of-Way					84				84		
Construction					69,130				69,130		
Total		990	8,408		83,194				92,592	33.78%	24.00%

* Escalation Factor is 4.2% for Capital (8% for R/W) and 3.5% for Support costs.
* $8,385 PS&E Support is already programed per approved PCR voted by CTC in March 2018.

Support cost ratio is (23,380/69,214) = 33.78 %

It has been determined that this project is eligible for federal-aid funding.

11. SCHEDULE

The following milestone completion dates are anticipated:

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	01/03/2017 A
BEGIN ENVIRONMENTAL	M020	01/03/2017 A
PA & ED	M200	01/09/2018 A
60% CONSTRUCTABILITY REVIEW	M313	05/30/2019 T
95% CONSTRUCTABILITY REVIEW	M315	07/30/2019 T
PS&E TO DOE	M377	11/29/2019 T
PROJECT PS&E	M380	01/15/2020 T
RIGHT OF WAY CERTIFICATION	M410	02/26/2020 T
READY TO LIST	M460	02/28/2020 T
AWARD	M495	09/30/2020 T
APPROVE CONTRACT	M500	01/15/2021 T
CONTRACT ACCEPTANCE	M600	01/15/2024 T
END PROJECT	M800	01/30/2026 T

12. RISKS

Pursuant to Project Deliver Directive PD-09, risk management activities have been conducted on February 14, 2018 by the Project manager; based on the project size, these activities included an informal qualitative risk analysis of the project. The resulting Risk Register is provided in Attachment 8. The Risk Register will be maintained by the Project Manager and Risk Manager.

13. FHWA COORDINATION

No Change (See Attachment 1)

14. PROJECT REVIEWS

This project has been reviewed by the following Caltrans personnel:

Project Reviewed By:		Date
Scoping Team - Field Review:	Scoping Team Members*	2/05/2018
District Program Advisor:	Peter Dinh	2/27/2018
District Maintenance:	Larry Wiering/ Peter Shih	2/27/2018
Project Manager:	Darek Chmielewski	2/05/2018
Risk Manager:	Sharaschandra Bangalore	2/05/2018
District Quality Review:	Quality Review Meeting*	2/05/2018

*Scoping team - field review and Quality Review meeting attendance rosters are available in the project file.

15. PROJECT PERSONNEL

The following personnel may be contacted for information pertaining to this Project.

Name	Office	Title	Telephone
Essam (Sam) Alameddine	Office of Design B	Office Chief	(213) 897-2989
Darek Chmielewski	Program and Project Management	Project Manager	(213) 897-8485
Charles Ton	Office of Design B	Design Manager	(213) 897-7295
Bao Phan	Office of Design B	Project Engineer	(213) 897-0958
Peter Dinh	Maintenance	Dist. Program Advisor	(213) 897-2667
Farid Nowshiravan	Traffic Engineering	Sr. Transportation Engineer	(213) 897-4655
Lourdes Ortega	Environmental Planning	Sr. Environmental Planner	(213) 897-9572

16. ATTACHMENTS

Attachment 1: Original Project Scope Summary Report and Attachments

Attachment 2: Project Plans

2.1: Project Location Plan
2.2: Typical Cross Sections

Attachment 3: Preliminary Cost Estimate

Attachment 4: Pavement Recommendations

Attachment 5: Environmental Documents

5.1: Categorical Exemption/Categorical Exclusion Determination
5.2: Preliminary Hazardous Waste Assessment Report
5.3: Air Quality Assessment Report

Attachment 6: Right of Way Data Sheet

Attachment 7: Storm Water Compliance

Attachment 8: Project Work Plan

Attachment 9: Risk Register & California Transportation Improvement Program (CTIP)

16. ATTACHMENTS

Attachment 1: Original Project Scope Summary Report and Attachments

Attachment 2: Project Plans

2.1: Project Location Plan
2.2: Typical Cross Sections

Attachment 3: Preliminary Cost Estimate

Attachment 4: Pavement Recommendations

Attachment 5: Environmental Documents

5.1: Categorical Exemption/Categorical Exclusion Determination
5.2: Preliminary Hazardous Waste Assessment Report
5.3: Air Quality Assessment Report

Attachment 6: Right of Way Data Sheet

Attachment 7: Storm Water Compliance

Attachment 8: Project Work Plan

Attachment 9: Risk Register & California Transportation Improvement Program (CTIP)

ATTACHMENT 1

ORIGINAL PROJECT SCOPE SUMMARY REPORT AND ATTACHMENTS

07- LA -10 PM 31.2/37.2
20.20.201.120
07-186-30390K
0714000044
June 2015

PROJECT SCOPE SUMMARY REPORT
(Roadway Rehabilitation)
To
Request Programming in the 2016 SHOPP

On Route I - 10
Between I - 605
And CITRUS ST UC

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 found the data to be complete, current, and accurate:

DAN MURDOCH
ACTING DEPUTY DISTRICT DIRECTOR - RIGHT OF WAY

APPROVAL RECOMMENDED:

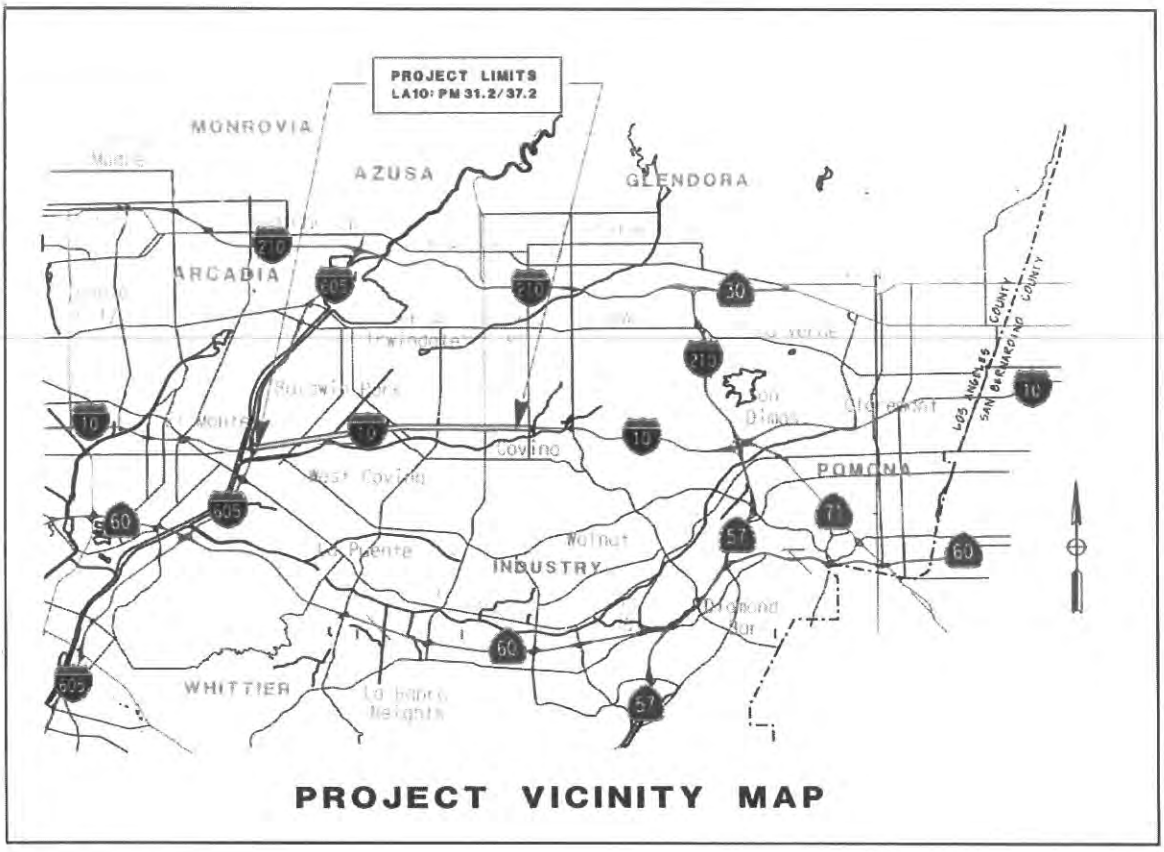
JIWANJIT PALAHA
PROJECT MANAGER

APPROVED: Carrie L. Bowen 6/29/15

CARRIE BOWEN
DISTRICT DIRECTOR

DATE

07-186-30390K
0714000044
June 2015



PROJECT VICINITY MAP

On Route	**I - 10**
Between	**I - 605**
And	**CITRUS ST UC**

This Project Scope Summary Report has been prepared under the direction of the following Registered Engineer. The registered Civil Engineer attests to the technical information contained therein, and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.

J.U. Khandoker

JALAL KHANDOKER
REGISTERED CIVIL ENGINEER

6/19/2015
DATE

TABLE OF CONTENTS

1. INTRODUCTION AND BACKGROUND

A) Introduction:

This Project Scope Summary Report (PSSR) proposes pavement rehabilitation along both EB and WB sides of Route 10 from east of I-10/I-605 Interchange to west of South Citrus Street UC (PM 31.2/37.2) in Los Angeles County. The recently completed Safety Screening Report on this portion of I-10 recommends 2R strategy for the EB side and 3R rehabilitation strategy for the WB side of the freeway within the above project limits. The project scope primarily includes the following:

a) Widening of median shoulder from existing 8 feet to a standard 10 feet width for both eastbound (EB) and westbound (WB) sides of I-10 within the project limits.

b) Lane replacement of existing mixed-flow lanes (MFL) 2 and 3 on both EB and WB sides with Jointed Plain Concrete Pavement - Rapid Strength Concrete (JPCP-RSC) including Alternate Treated Base (ATB) over Class 3 aggregate base.

c) Intermittent individual slab replacement (5-10%) along the HOV lane and mixed-flow lane 1 on both EB and WB sides, using JPCP-RSC or Precast Jointed Concrete Pavement (PJCP).

d) Restripe WB I-10 from PM 32.29 to PM 32.92 to replace existing five (5) mixed-flow lanes with four (4) through lanes.

e) On WB I-10, extend auxiliary lane from Baldwin Park Blvd south on-ramp to Baldwin Park Blvd north on-ramp

The project highlights are as follows:

Project Limits	07-LA-10: PM 31.2 to PM 37.2	
Number of Alternatives	Two	
Programmable Project Alternative	One	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$11,875000	$14,127,000
Capital Outlay Construction	$47,400,000	$60,496,000
Capital Outlay Right-of-Way	$100,000	$147,000
Funding Source	SHOPP (Roadway Rehabilitation, 201.120)	
Funding Year	2019/20 FY	
Type of Facility	Freeway	
Number of Structures	N/A	
SHOPP Project Output	36.0 Lane Miles	
Anticipated Environmental Determination or Document	Categorical Exemption/Exclusion (To be determined during PS&E Phase), Mini-PEAR approved on 3/11/2015	
Legal Description	On routes I-10 from east of I-605 Interchange to west of Citrus Ave Undercrossing (PM 31.2/37.2)	
Project Development Category	5	

B) Background:

This 6.0 mile segment of the San Bernardino freeway (I-10) is a major east/west urban corridor, which provides commuter access to Los Angeles from Riverside and San Bernardino Counties, and is an essential facility for the transportation of commercial goods. The study segment commences at the I-10/I-605 interchange and ends at the Citrus Avenue undercrossing with seven (7) local street interchanges in between. This portion of the freeway runs through a generally flat terrain with primarily tangent horizontal alignment. Within the project limits, I-10 currently has typically four (4) mixed-flow lanes and a single High Occupancy Vehicle (HOV) lane in each direction along with auxiliary lanes between local interchanges. Existing freeway lanes are 12 feet wide lanes, with a 10 foot right shoulder and an 8 foot median shoulder in each direction separated by a concrete barrier (see Attachment B2). A two foot buffer separates the HOV and general purpose lanes.

The following project has been recently completed within the above project area:

Project 1: I-10 HOV Lanes, Segment 1 (I-605 to Puente Avenue), PM 31.2/33.4 (EA: 11707; Project ID: 0700000083) – This project included construction of HOV lanes and outside widening of the freeway along both EB and WB I-10 in order to improve freeway capacity and safety within project limits.

Also the following two projects are presently undergoing construction within this project location:

Project 2: I-605 Southbound to I-10 Eastbound Flyover Connector, PM 31.1/32.3 (EA: 24540; Project ID: 0700000431) – This project provided an elevated direct freeway HOV connector from SB I-605 to EB I-10.

Project 3: I-10 HOV Lanes, Segment 2 (Puente Avenue to Citrus Avenue), PM 33.2/37.2 (EA: 1170U; Project ID: 0700000085) – This project will extend the HOV lanes from Puente Avenue to Citrus Street along both sides of I-10. This project will improve capacity and include other standard and safety features.

The above projects 1 and 3 include construction of median barrier, adding HOV lanes, outside widening of the freeway, and other related work; but did not consider rehabilitation of the deteriorated pavements along existing lanes.

2. RECOMMENDATION

Once implemented, the proposed rehabilitation project will extend pavement service life and improve ride quality with minimal maintenance for both EB and WB sides of I-10 within the project limits. It is recommended that approval be granted for this project so it can be included into the 2016 SHOPP cycle under Roadway Rehabilitation Program Code 20.20.201.120 and be funded in the 2019/2020 Fiscal Year.

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to extend pavement service life for forty years on the mixed - flow lanes Nos. 2 and 3 with Lane Replacement strategy, and twenty years on lanes with

individual slab replacements (HOV & MFL 1), and improve safety and ride quality with minimal maintenance cost.

Need:

The need for pavement rehabilitation for this portion of I-10 is established based on input from District and Headquarters Division of Maintenance – Pavement Management, District Field Maintenance, District Traffic Safety Review, and the latest Pavement Condition Survey Inventory (Attachments G and H).

4. EXISTING FACILITIES, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information:

		Existing	Proposed	Minimum RRR Standards
Facility Location:	**(Post Mile Limits)**	**31.2/33.2(1)**	**31.2/33.2(2)**	-
Minimum Curve Radius	Radius (ft)	5000	5000	2100
Through Traffic Lanes	Number of Lanes*	10-12	10-12	-
	Lane Width (ft)	12	12	12
	Type (Flexible, Rigid, or Composite)	Rigid	Rigid	-
Paved Shoulder Width	Left (ft)	8	10	10
	Right (ft)	10	10	10
Median Width	(ft)	18	22	22
Shoulder is a Bicycle Lane	(Y/N)-Width (ft)	N	N	-
Other Bicycle Lane Width (3)	Width (ft)	N/A	N/A	N/A
Bicycle Route	(Y/N)	N	N	-
Facilities **Adjacent to the Roadbed**(4)	Code-Width (ft)	N/A	N/A	N/A
Facility Location:	**(Post Mile Limits)**	**33.2/37.2**	**33.2/37.2**	-
Minimum Curve Radius	Radius (ft)	5000	5000	2100
Through Traffic Lanes	Number of Lanes*	10-12	10-12	-
	Lane Width (ft)	12	12 (HOV, MFL-3,4) 11 (MFL-1,2)	12
	Type (Flexible, Rigid, or Composite)	Rigid	Rigid	-
Paved Shoulder Width	Left (ft)	8	10	10
	Right (ft)	10	10	10
Median Width	(ft)	18	22	22
Shoulder is a Bicycle Lane	(Y/N)-Width (ft)	N	N	-
Other Bicycle Lane Width (3)	Width (ft)	N/A	N/A	N/A
Bicycle Route	(Y/N)	N	N	-
Facilities **Adjacent to the Roadbed**(4)	Code-Width (ft)	N/A	N/A	N/A

* Includes number of through lanes including HOV lanes in both directions.

Notes:
1. Enter existing Post Mile limits (expand as needed for varied geometrics.)
2. Enter proposed Post Mile limits (expand as needed for varied geometrics.)
3. "Other Bicycle Lane Width" is the width of a bicycle lane that is not within the shoulder and is part of the traveled way.

4. Codes for row "Facilities Adjacent to the Roadbed":
   B – Bicycle path
   P – Pedestrian walkway
   B/P – shared bicycle and pedestrian path
   L – Landscaped area between the curb and sidewalk

4B. Condition of Existing Facility:

1) Traveled Way Data

PMS Category (1-29) 5 Priority Classification (.1-.4) 0.2

International Roughness Index (IRI) 70 - 263

*Rigid Pavement: *Flexible Pavement: N/A

* From latest PMS-Pavement Condition Inventory Survey Data.
See **Attachment G**.

3rd Stage Cracking % 3.0 B Cracking % _____

Faulting 5, 9, 31, 32, 33, 98 Patching % _____

Joint Spalls 11 Rutting _____

Pumping N/A Bleeding _____

Corner Breaks % 3.0 Raveling _____

Locations(s) of subsurface or ponded surface-water problem: None

Deflection Study Results (if available): N/A.

2) Shoulder Data

Condition: Good

Deficiencies: 8 foot left shoulder is non-standard

3) Pedestrian Facility Data

Facility Type and Location(s)	Meets ADA Standards? *(Yes or No)*	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
Curb Ramps:			
Crosswalks:			
Others:			

Not Applicable
(This project only concerns mainline freeway)

4) Bicycle Path Data

Deficiency	Location (Station, post mile limits or other reference points)
	Not Applicable

4C. Structures Information

Structures	Width Between Curbs			Replace Bridge Railings	Vertical Clearance			Work Identified in STRAIN	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
Name Number	Exist (ft)	RRR Std (ft)	Prop (ft)	(Y/N)	Exist (ft)	RRR Std (ft)	Prop (ft)	(Y/N)	(Y/N)	(Y/N)	#
Big Dalton Wash Br No. 53-0112	160	162	160	No				No	No	No	0
Francisquito Ave UC Br No. 53-0665	195	198	195	No				No	No	No	0
Athol Street OC Br No. 53-3004	195	198	195	No	19.1	16.5	19.1	No	No	No	0
Bess Avenue POC Br No. 53-3023	174	174	174	No	18.8	16.5	18.8	No	No	No	0
Baldwin Park Blvd OC Br No. 53-3026	191	186	191	No	16.7	16.5	16.7	No	No	No	0
Puente Avenue UC Br No. 53-0666	138	138	138	No				No	No	No	0
Cameron Avenue UC Br No. 53-0667	175	181	175	No				No	No	No	0
Sunset Avenue UC Br No. 53-0668	182	186	182	No				No	No	No	0
Azusa Avenue UC Br No. 53-0669	164	162	164	No				No	No	No	0
Vincent Avenue UC Br No. 53-1043	171	174	171	No				No	No	No	0
Lark Ellen Avenue UC Br No. 53-2270	182	186	182	No				No	No	No	0
Hollenbeck Street UC Br No. 53-2271	185	184	185	No				No	No	No	0
West Covina Pkwy UC Br No. 53-2372	180	182	180	No				No	No	No	0

4D. Traffic Data

Present Year ADT 228,093 (2016)

Construction Year ADT 236,167 (2020) 10-Year ADT 248,278 (2026)

DHV 15,381 20-Year ADT 268,463 (2036)

D 0.668 % Trucks 6.45

*T.I. (10-Year) 13.5 ESAL (10-Year) 27,570,156

*T.I. (20-Year) 14.5 ESAL (20-Year) 57,444,704

* Must correlate with T.I. in Materials Report

Safety Field-Review 08/07/2014
(date)

Latest 3-Year Collision Data (ACC/MVM): See Table-1 below
(Average vs. actual rates)

Location(s) of Collision Concentration: various

Corrective Strategy: This project proposes to extend the auxiliary lane on WB I-10 between Baldwin Park Blvd south on-ramp and Frazier St off-ramp to begin from Baldwin Park Blvd north on-ramp. This will increase the acceleration length for the merging vehicle. Also, westbound I-10 will be restriped to replace existing five (5) mixed-flow lanes with four (4) through lanes from PM 32.29 to PM 32.92. This will reduce any localized merging and weaving issues and reduce congestion within a short distance, and thereby will reduce accidents at this location.

Table-1: Actual and Average Accident Rates on LA -10 (PM 31.15/37.48)
(From 10/01/2008 to 9/30/2011)

Direction	No. of Accidents			Actual Accident Rate (ACC/MVM)			Average Accident Rate (ACC/MVM)		
	Total	Fat	Inj	Fat	F+I	Total	Fat	F+I	Total
Eastbound	597	3	147	0.004	0.23	0.78	0.004	0.28	0.93
Westbound	1148	5	303	**0.007**	**0.40**	**1.51**	0.004	0.28	0.93

4E. Materials

District Materials Investigations provided recommendations on the pavement rehabilitation strategies and on materials including Jointed Plain Concrete Pavement - Rapid Strength Concrete (JPCP-RSC) and Precast Concrete Pavement (PJCP/PPCP) to be placed over Alternate Treated Base (ATB) and Aggregate Base - Class 3 (See Attachment D).

5. CORRIDOR AND SYSTEM COORDINATION

Route I-10 is a major freeway corridor which serves the interregional communities in and between the Los Angeles, Orange and San Bernardino Counties. This project is consistent with the goals and objectives of the region and the current Transportation Concept strategies.

Consistency with Other Planning:

The proposed project is not anticipated to be in conflict with the following projects in the vicinity:

Project 1: I-10 HOV Lanes Widening, Segment 1 (I-605 to Puente Avenue), PM 31.2/33.2 (EA: 11707; Project ID: 0700000083) - Completed.

Project 2: I-605 Southbound to I-10 Eastbound Flyover Connector, PM 31.1/32.3 (EA: 24540; Project ID: 0700000431) - Presently in construction.

Project 3: I-10 HOV Lanes Widening, Segment 2 (Puente Avenue to Citrus Avenue), PM 33.2/37.2 (EA: 1170U; Project ID: 0700000085) - Presently in construction.

6. ALTERNATIVES

There are two alternatives considered for this pavement rehabilitation project: the **Build Alternative** (Alternative 1) and the **No-Build Alternative** (Alternative 2). The No-Build Alternative is not recommended due to reasons as described in Section 6T. The Build Alternative is proposed for this project as presented below:

Alternative 1 - Build Alternative:

6A. Rehabilitation Strategy

This project proposes pavement rehabilitation along EB and WB sides of I-10 from east of I-10/I-605 interchange to west of Citrus Street UC (PM 31.2/37.2). The proposed rehabilitation work includes:

a) Lane replacement of existing mixed-flow lanes 2 and 3 on both EB and WB sides with Jointed Plain Concrete Pavement - Rapid Strength Concrete (JPCP-RSC) including new Alternate Treated Base (ATB) over Class-3 Aggregate Base (see Attachments B2, D).

b) Individual slab replacement (5-10%) along the HOV lane and mixed-flow lane 1 on both EB and WB sides with JPCP-RSC or Precast Jointed Concrete Pavement (PJCP) of in-kind thickness (see Attachments B2, D).

c) Modify WB I-10 on-ramp from northbound Baldwin Park Blvd to provide a standard T-intersection for vehicle entrance (see HDM Index 502.2, Attachment B3) along with two new curb ramps and other related (ADA) items.

d) On WB I-10, extend auxiliary lane between Baldwin Park Blvd south on-ramp and Frazier St off-ramp to begin from Baldwin Park Blvd north on-ramp.

e) Restripe WB I-10 from Garvey Ave (Vineland Ave) off-ramp to Baldwin Park Blvd north on-ramp (PM 32.29/32.92) to replace existing five (5) mixed-flow lanes with four (4) through lanes along with the existing auxiliary lane (see Attachment B3).

f) Widen existing 8 feet median (left) shoulder to standard 10 feet width for both EB and WB sides within the project limits (see Attachment B2).

g) Existing 2 feet HOV buffer width between I-605 IC and Puente Ave UC (PM 31.2/33.2) will be reduced on both sides of the freeway and no buffer width is proposed (see Attachment B2).

h) Eleven (11) feet lane widths are also proposed for mixed-flow lanes 1 and 2 on both directions from Puente Ave UC to Citrus St UC (PM 33.2/37.2).

i) Repair spalls, grind and restripe the affected lanes.

The above rehabilitation work will be contained within the existing traveled way. Above rehabilitation items (d)-(h) will be carried out by restriping the freeway on both sides.

A non-standard cross section is proposed to minimize right-of-way impacts and project cost (see Attachment C). Other existing nonstandard elements within the project limits as proposed and implemented by the previous HOV widening projects will remain unchanged for this project.

6B. Design Exceptions

The proposed pavement rehabilitation entails work only within the existing traveled way. While improving existing non-standard eight (8) feet median shoulder to standard 10 feet width, non-standard 11 feet lane widths are proposed for the mixed-flow lanes 1 and 2 on both EB and WB I-10 within the project limits. Being mostly within tangent horizontal alignment and since trucks are not in the lanes, the non-standard widths will have only minor impact to traffic. This and other non-standard design issues were discussed with and a Fact Sheet – Exceptions to Mandatory Design Standards has been approved by the HQ Project Development Coordinator on June 18, 2015 (the Fact Sheet document is available in the Project File).

6C. Environmental Compliance

A Categorical Exemption/Exclusion (per NEPA and CEQA guidelines) Environmental Document approval is anticipated in the next phase of this project (also see Section 8).

6D. Hazardous waste disposal site required? If yes, where are sites?

A *Preliminary Hazardous Waste Assessment Report* has been prepared by the Office of Environmental Design (OED) - Hazardous Waste Unit (see Attachment E2). Based on this report, residues from removal of paints and thermoplastics of recently installed (used after year 2006) pavement striping and markings are considered as non-hazardous waste. The existing thermoplastic pavement striping and markings within the project limits contains only newer materials from recently completed or on-going projects, and would not be considered hazardous waste. However, the Contractor is required to prepare/implement a Lead Compliance Plan (LCP) signed by a Certified Industrial Hygienist (CIH) to document the Contractor's compliance program.

6E. Air Quality Compliance

Per the Air Quality Assessment report prepared by the Air Quality unit of the Office of Environmental Design, the proposed project is not considered exempt from conformity requirements pursuant to Title 40 - CFR 93.126, 93.127, or 93.128. Therefore, this project must be included in the latest conforming Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) during the PA&ED phase to satisfy regional conformity requirements and a conformity analysis should be prepared to demonstrate conformity at the project level (see Attachment E3).

6F. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

None

6G. Materials and or disposal site needs and availability?

The Contractor will be responsible for collection, containment and disposal of all hazardous waste produced from work done on this project, in compliance with all applicable federal, state and local laws.

6H. Highway planting and irrigation: N/A

6I. Roadside Design and Management: N/A

6J. Storm Water Compliance

A Short Form Storm Water Data Report has been prepared in accordance with the Storm Water Quality Handbook-PPDG – 2010, and approved by the District NPDES Coordinator on June 17, 2015 (see Attachment I). An amount of $500,000 is allocated for construction site BMPs (see Attachment C).

6K. Right-of-Way Issues

All rehabilitation work will occur within the existing Right-of-Way. Right-of-Way acquisition is not required and no utility relocation is anticipated (See Attachment F). However, a lump sum amount of $100, 000 is allocated for any R/W potholing purposes (see Attachment C). The escalated cost is $147,000.

6L. Railroad Involvement

No Railroad involvement is anticipated.

6N. Intelligent Transportation System (ITS) / Electrical

No existing ITS or Electrical lines appear to be in conflict with the proposed project. However, Office of Traffic Design (ITS/Electrical) should be consulted for further details during the PS&E phase. Construction must also verify all existing utilities before commencing work.

6O. Salvaging and recycling of hardware and other non-renewable resources

Materials can be reused or salvaged if they conform to Caltrans standards.

6P. Prolonged temporary ramp closures

Prolonged ramp closures are not anticipated.

6Q. Recycled Materials

Not known.

6R. Local and Regional Input

No local and regional input is expected for this project.

6S. What are the consequences of not doing this entire project?

The existing pavement will continue to deteriorate resulting further decrease in ride quality and maintainability. This will lead to high maintenance cost and eventually results in overwhelming maintenance effort and unacceptable delay to motorists. The cost and resources needed for implementation would likely be much higher due to an accelerated schedule if a "No Project" alternative were to be chosen. Also see Section 6T below.

6T. List all alternatives studied, cost, reasons not recommended, etc.

Alternative 1 – Preferred Alternative:

There are two rehabilitation strategies for this alternative that were studied but not recommended; the same strategies for rehabilitation of the existing lanes as discussed in Section 6A except using different pavement materials as discussed below. The capital costs shown are for the entire project life (See Attachment K for Life-Cycle Cost Analysis Summary of each strategy).

1. Crack Seat and Flexible Overlay (CSFO): This option mainly consists of overlaying the existing concrete pavement covering all freeway lanes and shoulders with asphalt concrete structure section given in Attachment D. The initial capital cost for this option is estimated at $30.0 million (materials and installation only), and the total life-cycle cost for this strategy is $157.4 million over 40-year design life (see Attachment K).

2. Precast Prestressed Concrete Pavement (PPCP) Structure Section: This alternative would replace two outer PCC lanes (MFL 2, 3) along with individual slab replacement on two inner PCC lanes (HOV and MFL 1) with precast prestressed concrete pavement structure section given in Attachment D. Although the initial cost is higher than the other alternatives, lower maintenance will be required during the expected 40-year service life. Also, reduced roadway closure time during construction and the service life of the roadway translates into many hours saved by users in traffic delays. Based on the "Real Cost" Life-Cycle Cost Analysis, the initial capital cost for this option is estimated at $44.6 million the total life-cycle cost for this Alternative is estimated at $146.1 million (see Attachment K).

Alternative 2 – No-Build Alternative:

This alternative will have a consequence of constant deterioration of the pavement surface and the structural section leading to continued repairs, decreased ride quality, and potentially decreased mobility and safety. Rehabilitation will still be required in the future when the cost and resources needed would likely be significantly higher.

7. TRAFFIC MANAGEMENT

7A. Traffic Management Plan

A Transportation Management Plan (TMP) will be utilized for the construction time traffic handling purposes. The TMP Data Sheet for this project was approved on June 17, 2015. The total estimated cost of TMP elements is $3,000,000 (see Attachments - C, J).

7B. Vehicle Detection Systems: N/A

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The Mini Preliminary Environmental Analysis Report (Mini PEAR) has been prepared for this PSSR by the Office of Environmental Planning and approved on March 11, 2015 (see Attachment E1). A Categorical Exemption/Exclusion (per NEPA and CEQA guidelines) Environmental Document approval is anticipated in the next phase of this project.

9. COST ESTIMATE

The total capital cost for this project is $47.5 million in 2015 dollars including R/W cost. A detailed preliminary cost estimate is included in Attachment C.

10. FUNDING / PROGRAMMING

This project will be submitted in the 2016 SHOPP cycle under Roadway Rehabilitation Program Code 20.20.201.120. The proposed program year is 2019/20. The preliminary estimated capital cost for the project as of June 2015 is $47.5 million including R/W cost (see Attachment C). Total escalated project cost in the proposed program year is $74.77 million including support costs. Capital outlay support and project cost distributions are provided in the following table:

Capital Outlay Support and Project Cost Estimates

Fund Source SHOPP	**Fiscal Year Estimate***							
20.20.201.120	**Prior**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**2019/20**	**2020/21**	**Total**
Component	In thousands of dollars ($1,000)							
PA&ED Support			483	507				990
PS&E Support				2,278	2,392			4,670
Right-of-Way Support					23			23
Construction Support						8,444		8,444
Right-of-Way						147		147
Construction						60,496		60,496
Total			483	2,785	2,415	69,087		74,770

* Escalation Factor is 5% (8% for R/W)

Support cost ratio is 25.0 %

It has been determined that this project is eligible for federal-aid funding.

11. SCHEDULE

The following milestone completion dates are anticipated:

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	01/03/2017
BEGIN ENVIRONMENTAL	M020	01/03/2017
PA & ED	M200	01/09/2018
PROJECT PS&E	M380	10/15/2019
RIGHT OF WAY CERTIFICATION	M410	08/30/2019
READY TO LIST	M460	11/19/2019
AWARD	M495	04/23/2020
APPROVE CONTRACT	M500	05/07/2020
CONTRACT ACCEPTANCE	M600	06/16/2021
END PROJECT	M800	08/11/2022

12. RISKS

Pursuant to Project Deliver Directive PD-09, risk management activities have been conducted on June 16, 2015 by the Project manager; based on the project size, these activities included an informal qualitative risk analysis of the project. The resulting Risk Register is provided in Attachment M. The Risk Register will be maintained by the Project Manager.

13. FHWA COORDINATION

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

14. PROJECT REVIEWS

This project has been reviewed by the following Caltrans personnel:

Project Reviewed By:		Date
Scoping Team - Field Review:	Scoping Team Members*	8/07/2014
District Program Advisor:	Godson Okereke	5/24/2015
HQ Program Advisor:	Leo Mahserelli	5/22/2015
District Safety Review:	Kenneth C. Young	5/28/2015
District Maintenance:	Larry Wiering/ Peter Shih	5/24/2015
HQ Design Reviewer:	Brian Frazer	6/04/2015
Project Manager:	Jiwanjit Palaha	6/04/2015
District Quality Review:	Quality Review Meeting*	6/04/2015

*Scoping team - field review and Quality Review meeting attendance rosters are available in the project file.

15. PROJECT PERSONNEL

The following personnel may be contacted for information pertaining to this Project.

Name	Office	Title	Telephone
Jiwanjit Palaha	Program and Project Management	Project Manager	(213) 897-6927
Godson Okereke	Maintenance	Dist. Program Advisor	(213) 897-2667
Mohamed Ahmed	Project and Special Studies	Design Manager	(213) 897-5975
Jalal Khandoker		Project Engineer	(213) 897-0354
Kenneth C. Young	Traffic Engineering	Sr. Transportation Engineer	(213) 897-6091

16. ATTACHMENTS

Attachment A: Vicinity Map

Attachment B: Project Plans

B1: Project Location Plan
B2: Typical Cross Sections
B3: Pavement Striping: WB I-10

Attachment C: Preliminary Cost Estimate

Attachment D: Pavement Recommendations

Attachment E: Environmental Documents

E1: Mini - Preliminary Environmental Analysis Report
E2: Preliminary Hazardous Waste Assessment Report
E3: Air Quality Assessment Report

Attachment F: Right of Way Data Sheet

Attachment G: Pavement Condition Survey Inventory - Summary

Attachment H: 2R Project Certification and Traffic Safety Screening Report

Attachment I: Storm Water Compliance

Attachment J: TMP Data Sheets

Attachment K: Life-Cycle Cost Analysis - Summary

Attachment L: Project Work Plan

Attachment M: Risk Register

Attachment N: SHOPP Project Performance Output

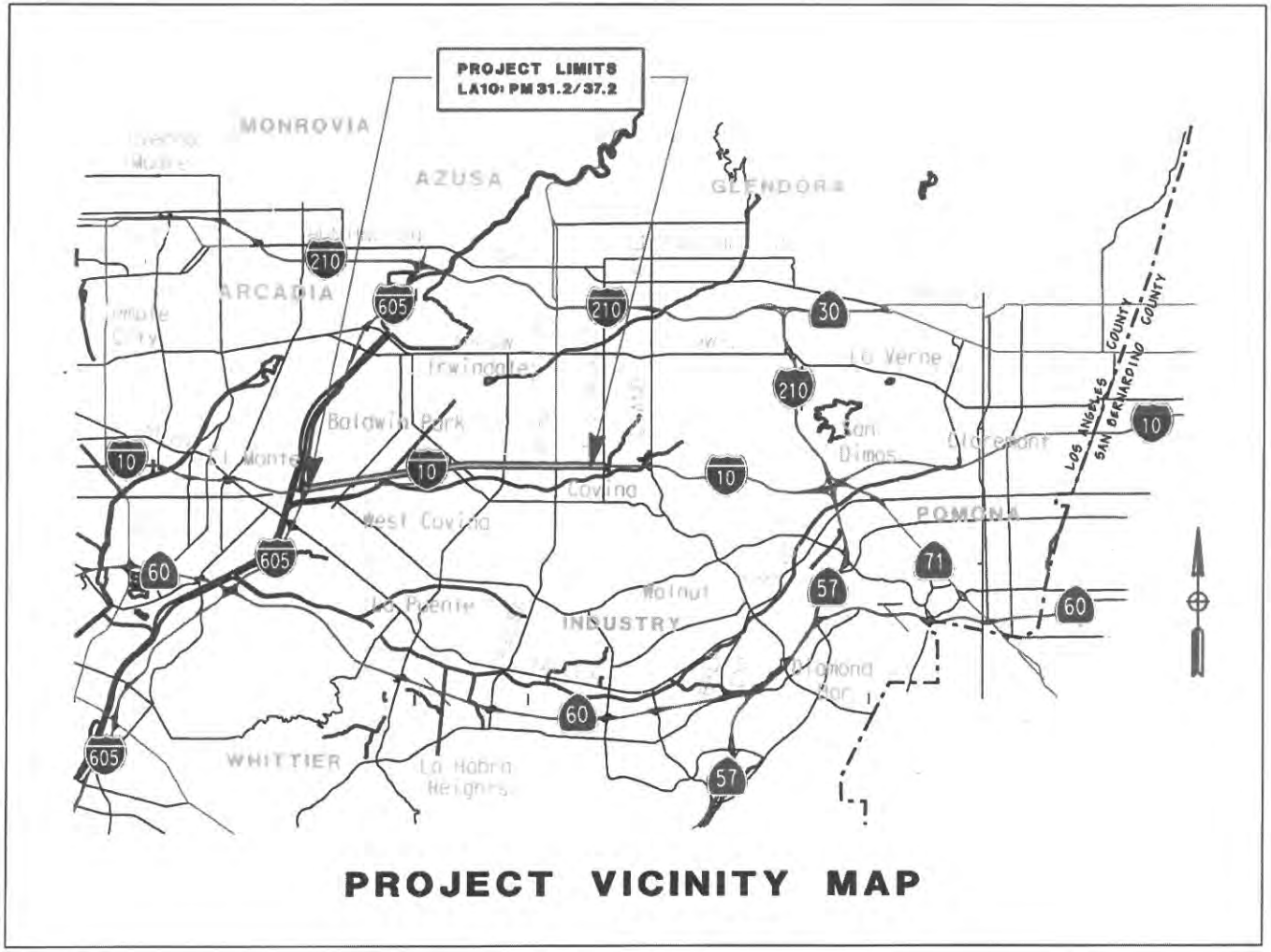
VICINITY MAP

ATTACHMENT A

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	10	31.2/37.5	1	1



PROJECT VICINITY MAP

NO SCALE

ATTACHMENT A

PROJECT MANAGER

DESIGN MANAGER

PRELIMINARY PROJECT PLANS

B1. PROJECT LOCATION PLAN

B2. TYPICAL CROSS SECTIONS

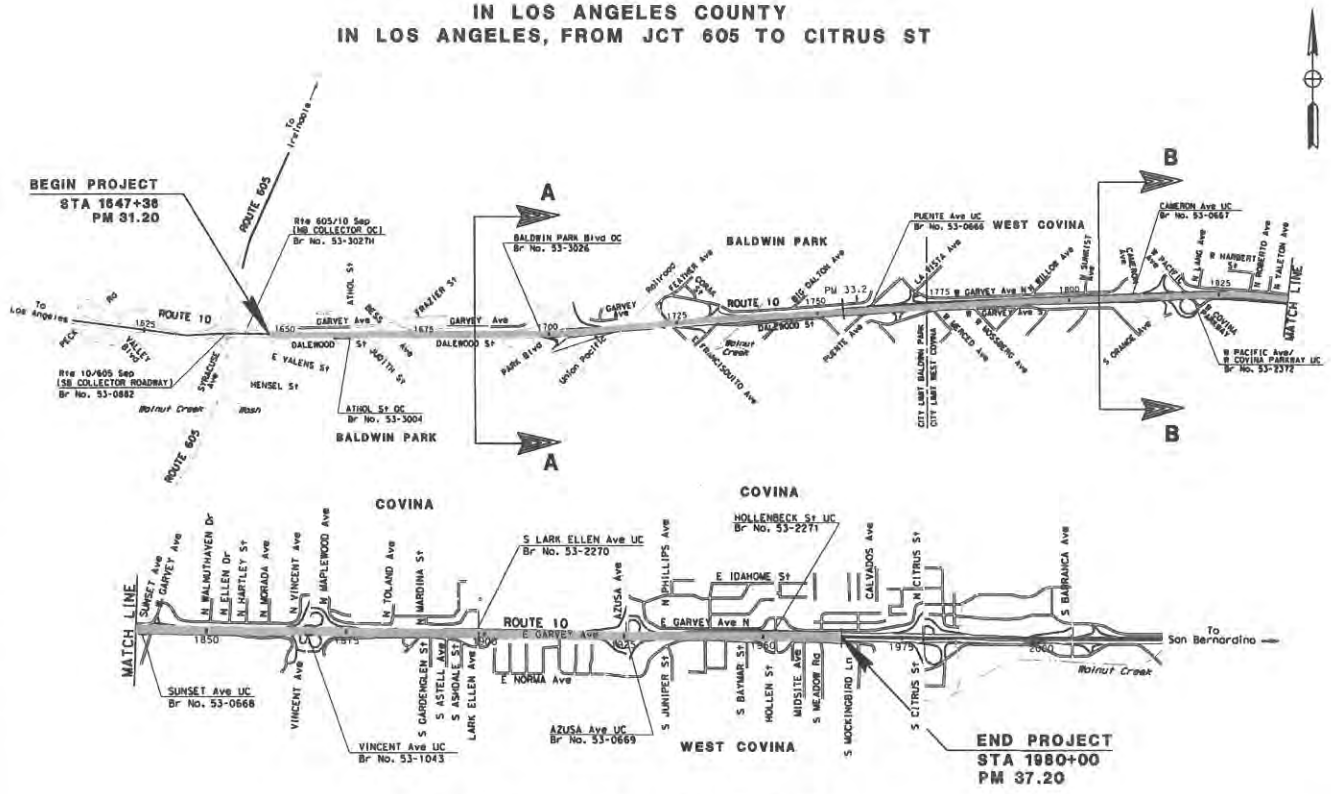
B3. PAVEMENT STRIPING WB I-10

ATTACHMENT B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	10	31.2/37.2	1	3

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

IN LOS ANGELES COUNTY
IN LOS ANGELES, FROM JCT 605 TO CITRUS ST



PROJECT LOCATION PLAN

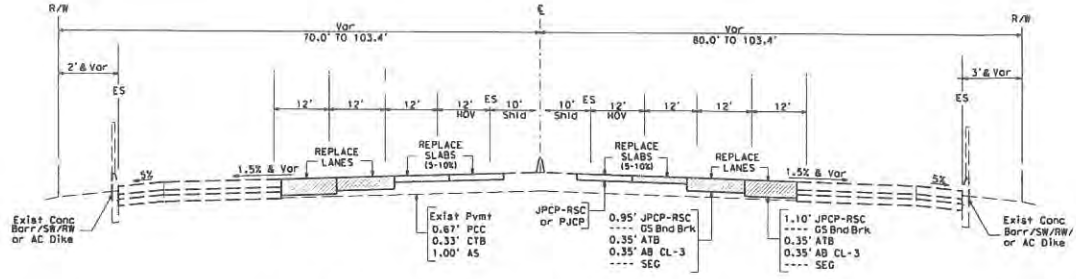
NO SCALE

ATTACHMENT B1

REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR: MOHAMED AHMED

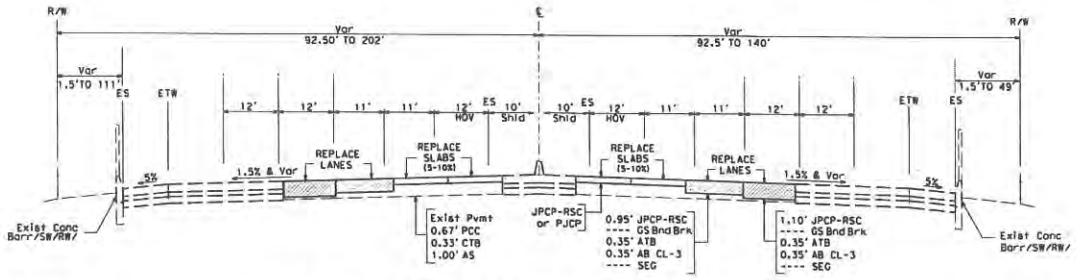
STATE OF CALIFORNIA -- DEPARTMENT OF TRANSPORTATION
MAINTENANCE ENGINEERING

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	10	31.2/37.2	2	3



TYPICAL CROSS SECTIONS A-A (PM 31.20-33.20)

(ALSO SEE ATTACHMENT-C FOR MORE DETAILS)



TYPICAL CROSS SECTIONS B-B (PM 33.20-37.20)

(ALSO SEE ATTACHMENT-D FOR MORE DETAILS)

TYPICAL CROSS SECTIONS

NO SCALE

ATTACHMENT B2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN D

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	
NADER GOBRAN	CHECKED BY	DATE REVISED	
	AVERY CHAN		
	MOHAMED GHAMOUM		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	10	31.2/37.2	3	3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

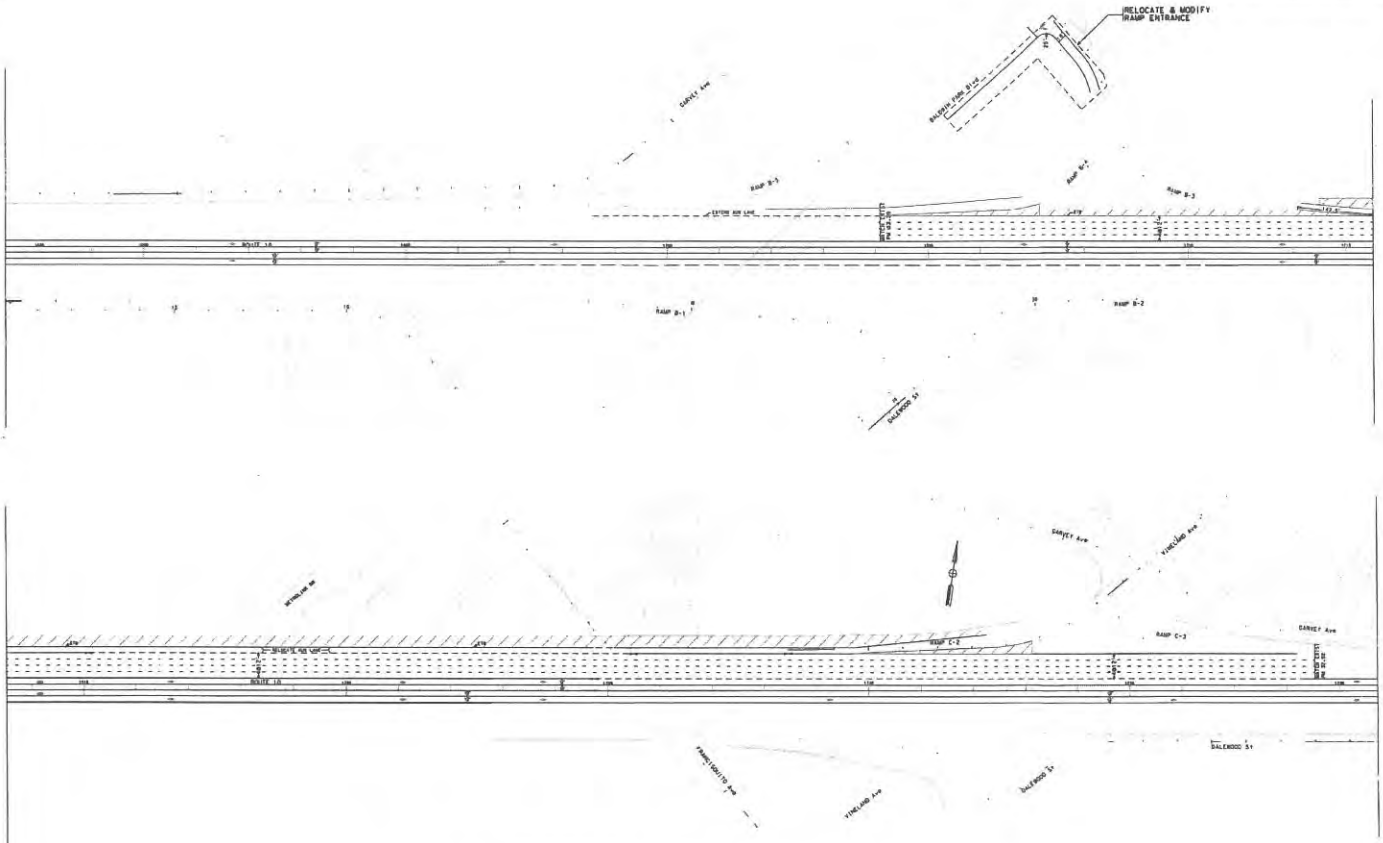
FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED



PAVEMENT RESTRIPING: WB I-10
PROVIDE FOUR THRU LANES (PM 32.29/32.92)

NO SCALE

ATTACHMENT B3

PRELIMINARY COST ESTIMATE

ATTACHMENT C

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	30390K
Program Code:	20.10.201.122

Project Description: Pavement Rehabilitation (3R) along Route LA-10

Limits: On I-10 from I-10 and I-605 Interchange to Citrus St. U/C

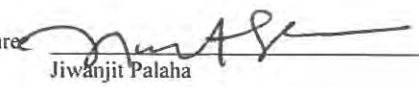
Proposed Improvement (Scope): Roadway rehabilitation (3R) including lane replacement and slab replacement with Precast Concrete (or, RSC), and restriping of freeway lanes.

Alternatives: **FIVE**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$	47,390,000
TOTAL STRUCTURE ITEMS	$	
SUBTOTAL CONSTRUCTION COSTS	$	47,390,000
RIGHT OF WAY	$	100,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	47,490,000
USE	$	**47,500,000**

Reviewed by District Program Advisor Signature  Godson Okereke Date 6/23/15

Reviewed by Project Manager Signature  Jiwanjit Palaha Date 6/11/15

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	30390K
Program Code:	20.10.201.122

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing and Grubbing	1	LS	$100,000.00	$100,000	
Roadway Excavation	5,000	CY	$5.00	$25,000	
			Subtotal Earthwork		$125,000
Section 2 Structural Section*					
Remove Concrete Pavement Plus CTB	200,000	SQYD	$12.00	$2,400,000	
JPCP-RSC Lane Replacement	57,500	CY	$300.00	$17,250,000	
PJCP - Slab Replacement	4,000	CY	$700.00	$2,800,000	
Alternate Treated Base (ATB)	21,500	CY	$130.00	$2,795,000	
Agregate Base (AB), Class 3	20,800	CY	$25.00	$520,000	
Grind PCC Pavement	222,000	SQYD	$5.00	$1,110,000	
Geosynthetic Bond Breaker	196,000	SQYD	$1.00	$196,000	
Subgrade Enhancement Geotextile (SEG)	196,000	SQYD	$1.20	$235,200	
			Subtotal Structural Items		$27,306,200
Section 3 Drainage					
Project Drainage (X-Drains, etc)	1	LS	$100,000.00	$100,000	
			Subtotal Drainage		$100,000

*Attach sketch showing typical structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	30390K
Program Code:	20.10.201.122

Section 4 Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Storm Water(SWDR-Construction BMP)	1	LS	$500,000.00	$500,000	
Hazardous Waste mitigation:					
Electrical/IT	1	LS	$200,000.00	$200,000	
Lead Compliance Plan	1	LS	$5,000.00	$5,000	
ADA - Curb Ramps	1	LS	$50,000.00	$50,000	
R.E. Office	1	LS	$300,000.00	$300,000	
			Subtotal Specialty Items		$765,000
Section 5 Traffic Items					
Transportation Management Plan	1	LS	$3,000,000.00	$3,000,000	
Traffic Control System	1	LS	$3,000,000.00	$3,000,000	
Construction Area Signs	1	LS	$20,000.00	$20,000	
Edge line striping (Remove & Replace)	33,300	LF	$4.00	$133,200	
Pavement striping (Remove & Replace)	350,000	LF	$3.00	$1,050,000	
Buffer striping (12 inch wide)	67,000	LF	$8.00	$536,000	
Pavement markers	1	LS	$300,000.00	$300,000	
Temp Railing - Type K	127,000	LF	$10.00	$1,270,000	
Furnish services					
			Subtotal Traffic Items		$9,309,200
			SUBTOTAL SECTIONS 1-5		$37,605,400

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	30390K
Program Code:	20.10.201.122

Section 6 Minor Items				Unit Cost	Section Cost
Minor Items	$37,605,400 (Subtotal Sections 1-5)	X	5.00% (5% - 10%)	$1,880,270	
			TOTAL MINOR ITEMS		$1,880,270
Section 7 Roadway Mobilization					
Roadway Mobilization	$39,485,670 (Subtotal Sections 1-6)	X	5.00% (5% - 10%)	$1,974,284	
			TOTAL ROADWAY MOBILIZATION		$1,974,284
Section 8 Roadway Additions					
Supplemental Work	$39,485,670 (Subtotal Sections 1-6)	X	(5% TO 10%)		
Time Related Overhead	$39,485,670 (Subtotal Sections 1-6)	X	5.00% (5% TO 10%)	$1,974,284	
			TOTAL ROADWAY ADDITIONS		$1,974,284
Section 9 Contigencies					
Contingencies	$39,485,670 (Subtotal Sections 1-6)	X	10.00% (10% TO 25%)*	$3,948,567	
			TOTAL CONTINGENCIES		$3,948,567
			TOTAL ROADWAY ITEMS (Total of sections 1-9)		**$47,382,804**
			USE		**$47,390,000**

Estimate Prepared By	Mulugeta Wondimo (Print Name)	Phone #	(213) 620-2113	Date 1/6/2015
Estimate Checked By	Jalal Khandoker (Print Name)	Phone #	(213) 897-0354	Date 2/6/2015

*Use appropriate Percentage per Chapter 3-50 of Project Development Procedures Manual.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate: PSSR
DIST-CO-RTE: 07-LA-10
PM: 31.2/37.5
EA: 30390K
Program Code: 20.10.201.122

II. STRUCTURES ITEMS

	STRUCTURE No. 1	No. 2	No. 3	No. 4
Bridge Name				
Structure Type				
Span Lengths - (m)				
Total Area - (m^2)				
Footing Type (Pile/Spread)				
Cost Per m^2 (include 10% mobilization and 20% contingency)				
Total Cost for Structure				
Removal Cost				

SUBTOTAL STRUCTURES ITEMS _____

Railroad Related Costs				

SUBTOTAL RAILROAD ITEMS

TOTAL STRUCTURES ITEMS _____

USE _____

COMMENTS:

Estimate Prepared By: Mulugeta Wondimo (Print Name) Phone #: (213) 620-2113 Date: 1/6/2015

(If appropriate, attach additional pages and backup)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	30390K
Program Code:	20.10.201.122

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values*
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill			
B. Utility works (State share)			
C. Clearance/Demolition			
D. RAP			
E. Title and Escrow Fees			
F. R/W Potholing	$100,000	8.00%	$147,000
G. CONSTRUCTION CONTRACT WORK			
TOTAL RIGHT OF WAY (CURRENT VALUES)**	$100,000	**TOT. ESC. R/W**	$147,000
Use	$100,000		$147,000

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

Phone # _____ Date _____

_____
(Print Name)

(If appropriate, attach additional pages and backup)

PAVEMENT RECOMMENDATIONS

ATTACHMENT D

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought.
Help Save Water!

To : **Mohamed Ahmed**
Senior Transportation Engineer
Office of Project and Special Studies
Attn: Jalal Khandoker

Date : June 9, 2015

File No.: 07-LA-10, PM 31.15/37.48
Pavement Rehabilitation

EA: 30390K
E-FIS: 0714000044

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

Subject: **UPDATED PSSR PAVEMENT STRUCTURAL RECOMMENDATIONS**

Per your request, Materials Investigations offers the following updated pavement structure alternatives and comments for the above mentioned rehabilitation project, based on the current updated Highway Design Manual (HDM) design standards dated November 2, 2012.

(I) Mainline Lane Rehabilitation or Widening:

Outer Lanes: $T.I._{40} = 17$, R-value = 15
Inner Lanes[2]: $T.I._{40} = 14$, R-value = 15

A. Jointed Plain Concrete Pavement (JPCP) or Jointed Plain Concrete Pavement – Rapid Strength Concrete (JPCP-RSC)

	Outer Lanes		Inner Lanes[2]
1.10'	JPCP or JPCP-RSC	0.95'	JPCP or JPCP-RSC
------	Geosynthetic Bond Breaker	------	Geosynthetic Bond Breaker
0.35'	Alternate Treated Base*	0.35'	Alternate Treated Base*
0.35'	Aggregate Base (AB), Class 3	0.35'	Aggregate Base (AB), Class 3
-------	Subgrade Enhancement Geotextile	-------	SEG
____	(SEG)	1.65'	Total
1.80'	Total		

B. Precast Prestressed Concrete Pavement (PPCP) or Precast Jointed Concrete Pavement (PJCP)

	Outer Lanes		Inner Lanes[2]
1.00'	PPCP or 1.10' PJCP	0.90'	PPCP or 0.95' PJCP
------	Geosynthetic Bond Breaker	------	Geosynthetic Bond Breaker
0.35'	Alternate Treated Base*	0.35'	Alternate Treated Base*
0.35'	Aggregate Base (AB), Class 3	0.35'	Aggregate Base (AB), Class 3
-------	SEG	-------	SEG
1.70' or 1.80'	Total	1.60' or 1.65'	Total

* **Alternate Treated Base (ATB)** includes Lean Concrete Base (LCB), Lean Concrete Base Rapid Setting (LCBRS), and Roller Compact Concrete Base (RCCB) to be selected at the contractor's option.

For lane replacement, remove at least the existing mainline PCC in the lanes to be replaced, and two feet of existing shoulder and 0.5' adjacent lane/auxiliary lane that will be left in place, and replace with one of the new pavement structures above.

C. Crack, Seat and Overlay (CSO) of Rigid Pavement

Materials does not recommend to use crack, seat and overlay strategy. Crack, seat and overlay strategy is a temporary rehabilitation solution. Normally it cannot last long, and needs constant maintenance works. Crack, seat and overlay strategy must consider grade adjustments to barrier, inlet, bridge and ramp approaches and departures, guardrail, and other items that will need height adjustment and as a result increases the final cost.

Notes: 1. If mainline PCC slabs with 3rd stage cracking are between 10% to 20%, a Life Cycle Cost Analysis (LCCA) is required to determine if slab replacement (CAPM) or lane replacement (rehabilitation) is more cost effective.

2. Inner lanes are lanes where trucks are not legally permitted to travel (typically lanes 1 and 2 of 8 or more lane freeways, and HOV lanes).

3. Where existing treated base is in good condition and there is sufficient room to place PPCP or PJCP, the existing treated base may be left in place.

(II) Mainline PCC To Remain:

For existing PCC lanes to remain in place, including locations to be overlaid with HMA:

1. Grind existing pavement built prior to 2000 which has not been previously ground or which has an International Roughness Index (IRI) greater than 170 inches/mile. For overlays, only grind if IRI is greater than 170 inches/mile.

2. Repair spalls.

3. Replace damaged slabs with **JPCP-RSC** or **Precast Jointed Concrete Pavement (PJCP) (or callout Individual Precast Slab Replacement (IPSR))** to match thickness of existing slabs. Assume that 20% of the replacement slabs will replace underlying cement treated base for cost estimate purposes.

Consult with District Maintenance Engineer regarding locations and extent of slab replacement, grinding, and spall repair. If the percent of slabs warrant replacement in

a given lane and location exceeds 10%, perform a Life Cycle Cost Analysis per HDM Topic 619 to determine if slab replacement or lane replacement of the given segment is more cost effective. If 20% or more percent of slabs warrant replacement, do lane replacement.

(III) Ramp Rehabilitation or New Ramps:

Where it has been identified that ramp conditions warrant rehabilitation, use one of the following recommendations:

A. Mill and Overlay

Assumed cold planing 0.20' of the existing AC and replace with 0.20' Rubberized Hot Mix Asphalt, Gap Graded (RHMA-G) to maintain the existing profile grade.

Please be advised, any existing AC layer to remain in place after milling should be at least 0.15' thick for stability. After milling, dig out and repair the localized failed areas with new HMA, Type A, and seal all cracks greater than ¼" (5 mm) with hot applied crack sealant.

B. Traveled Way and Shoulder Lane Replacement

1. $T.I._{20}$ = 12 (Heavy Traffic), R-value = 20

0.85'	JPCP or JPCP-RSC OR	0.20'	RHMA-G
0.35'	ATB*	0.40'	HMA-A**
0.60'	AB, Class 3	0.60'	ATB*
-------	SEG	0.90'	AB, Class 3
1.80'	Total	-------	SEG
		2.10'	Total

2. $T.I._{40}$ = 14 (Heavy Traffic), R-value = 20

0.95'	JPCP or JPCP-RSC OR	0.10'	RHMA-G
0.35'	ATB*	0.20'	RHMA-G
0.70'	AB, Class 3	0.50'	HMA-A**
-------	SEG	0.70'	ATB*
2.00'	Total	1.10'	AB, Class 3
		------	SEG
		2.60'	Total

** If the electrical loop detectors are required, the loop should be cut, epoxy filled, and sandwiched in this HMA layer along with the placement of Geosynthetic Pavement Interlayer (GPI) within the limits of the loop detector, prior to placing the final HMA-A and RHMA-G layers.

If you have any questions, please call me at 7-0470 or Jeff C. Tsai at 7-0471.

KIRSTEN STAHL, P. E.
Civil Engineering License No. C46857, exp. 6/30/15
District Materials Engineer

ENVIRONMENTAL DOCUMENTS

E1. MINI - PRELIMINARY ENVIROMENTAL ASSESSMENT REPORT

E2. PRELIMINARY HAZARDOUS WASTE ASSESSMENT REPORT

E3. AIR QUALITY ASSESSMENT REPORT

ATTACHMENT E

PRELIMINARY HAZARDOUS WASTE ASSESSMENT REPORT

ATTACHMENT E2

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought.
Help Save Water!

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

Attn: Jalal Khandoker, P.E.
Project Engineer

Date: November 14, 2014

File: 07-LA-10, PM 31.15/37.48
Pavement Rehabilitation
10/605 Interchange to Citrus Street UC in Cities of Baldwin Park and Covina in Los Angeles County

PN: 07-333-30390K
EA: 1846-0714000044-K

From: DEPARTMENT OF TRANSPORTATION
OED-HAZARDOUS WASTE BRANCH, SOUTH REGION
DIVISION OF DESIGN

Subject: **PRELIMINARY HAZARDOUS WASTE ASSESSMENT FOR PROJECT SCOPE SUMMARY REPORT (PSSR)**

The Office of Environmental Design (OED) Hazardous Waste South Branch received your memorandum, dated September 24, 2014, requesting a Preliminary Hazardous Waste Assessment for a Pavement Rehabilitation Project on I-10 from I-10/SR-605 Interchange to Citrus Avenue Under-Crossing (UC) in Cities of Baldwin Park and Covina in Los Angeles County. Based on limited information provided with the request (draft Title Sheet and Typical Cross Sections), the project proposes to perform the following:

- ***PCC Slab Replacement (5-10%) along Lanes 1 and 2***
- ***PCC Lane Replacement of Lanes 3 and 4***
- ***Grinding, Grooving, and Restriping of the affected blanes.***

BACKGROUND:

This pavement rehabilitation project is within Caltrans' planned HOV lane Widening Project(s) along the I-10 corridor (refer herein as "Corridor Project"). The Corridor Project proposes to widen the San Bernardino Freeway (I-10) and to provide the High-Occupancy-Vehicle (HOV) lanes along the I-10 from I-10/SR-605 Interchange to SR-57/210 Interchange in Los Angeles County. This segment of I-10 has experienced serious congestion while carrying substantial traffic volume. As a result, congested traffic conditions have further aggravated the freeway operation by weaving and merging traffic at freeway and local interchanges and deteriorated the existing roadway pavements. The Corridor Project proposes improvement is to provide approximately 4.1 miles of HOV Lanes that will effectively double the vehicle occupancy capacity of a mixed flow lane, thus alleviating some of the congestion by encouraging and supporting the use of shared ride modes. Completion of construction of the HOV lanes will result in economic benefits in the areas of reduced traffic congestion and delays for commuters and

commercial vehicles, improved travel times, enhanced air quality, reduced fuel consumption, and enhanced safety.

HAZARDOUS WASTE EVALUATION:

Based on the proposed improvements for this project, the existing yellow and non-yellow traffic stripe and/or pavement marking will be disturbed and removed. Yellow traffic paint used prior to 1999 in District 1 and prior to 1997 in all other districts contained high concentrations of lead. Application of yellow thermoplastic material containing high concentrations of lead was phased out during 2004 and 2006. The lead concentrations in the older yellow paint and yellow thermoplastic are high enough to make these materials hazardous wastes when they are removed. Residues produced from the removal of the yellow thermoplastic and yellow painted stripe and pavement marking contains metals in concentrations that exceed thresholds established by the Health and Safety Code and Title 22 California Code of Regulations (22CCR).

The Contractor is required to prepare a Work Plan to properly manage removed stripe and pavement marking as a hazardous waste and to have/implement a Lead Compliance Plan (LCP) prepared, signed and sealed by a Certified Industrial Hygienist (CIH). The Work Plan shall address the removal, containment, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe and pavement marking. The LCP shall comply with regulations containing specific Cal/OSHA requirements when working with lead includes Title 8 California Code of Regulations (8CCR), Section 1532.1 and Construction Safety Order. The LCP is required to document the Contractor's compliance program to prevent or minimize worker exposure to lead.

Old non-yellow paints (e.g. white, blue, black, etc) had higher concentrations of lead but not high enough for removed paint to be a hazardous waste. Residue from the removal of these paints is a non-hazardous waste. However, the Contractor is required to prepare/implement a LCP to document the Contractor's compliance program.

For Engineer's Estimate purpose, OED recommends your office to reference/use the 2013 Contract Cost Data Book, http://www.dot.ca.gov/hq/esc/oe/awards for the Lead Compliance Plan requirement.

Upon completion of the final draft PSSR, please circulate the report 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 Sam Yang of my staff at samuel.yang@dot.ca.gov, (213) 897-4058.

Steve Chan

Steve Chan, P.E., STE
District Hazardous Waste Branch (South Region)
Office of Environmental Design
Division of Design

cc: File

AIR QUALITY ASSESSMENT REPORT

ATTACHMENT E3

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Flex your power!
Be energy efficient!

To: MOHAMED AHMED
Senior Transportation Engineer
Office of Project & Special Studies

Date: June 5, 2015

Co/Rte/PM: LA-10
PM31.2/37.5
Roadway Improvement
Project

EA: 30390 (0714000044)

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

Subject: *Air Quality Assessment of the Interstate 10 (I-10)Roadway Improvement Project in Los Angeles County*

The Office of Environmental Engineering (OEE), Air Quality Branch (AQB) has completed the Air Quality Assessment (AQA) of the proposed Interstate 10 (I-10) roadway improvement project in Los Angeles County from I-10/I-605 interchange to S. Citrus Street undercrossing, post mile 31.2 to 37.5.

There are two project alternatives including the No-build and are described as follows:

Alternative 1: Build Alternative – This alternative proposes pavement rehabilitation along eastbound (EB) and westbound (WB) of I-10 from I-10/I-605 interchange to Citrus Street UC (PM 32.1/37.5). Specific improvements include:

- Lane replacement of existing mixed-flow (MF) lanes 2 and 3 on both EB and WB with Rapid Strength Cement (RSC) concrete pavement including new RSC base over Class-3 aggregate base.
- Individual slab replacement (5-10%) along the HOV lane and MF lane 1 on both EB and WB with RSC concrete or precast concrete pavement panels of in-kind thickness.
- Modify WB I-10 on-ramp from northbound Baldwin Park Blvd to provide a new standard entrance.
- On WB I-110, extend auxiliary lane between Baldwin Park Blvd south on-ramp and Frazier St off-ramp to begin from Baldwin Park Blvd north on-ramp.
- Restripe WB I-110 from Garvey Ave (Vineland Ave) off-ramp to Baldwin Park Blvd north on-ramp (PM 32.29/32.92) to replace existing five (5) MF lanes with four (4) lanes along with the existing auxiliary lane.
- Widen existing 8 ft median (left) shoulder to standard 10 ft width for both EB and WB within the project limits.

- Existing 2 ft HOV buffer width between I-10/I-605 interchange and Puente Ave UC (PM 31.2/33.2) will be reduced on both sides of the freeway and no buffer width is proposed.
- The 11ft lane widths are also proposed for the MF lanes 1 and 2 in both directions from Puente Ave UC to Citrus St UC (PM 33.2/37.5)
- Repair spalls, grinding, grooving, and restriping of the affected lanes.

Alternative 2: No Build

The potential impacts that may adversely affect project development are twofold: regional and project level. Projects that anticipate federal funding, but are not included in the regional emissions analysis of the most recent Regional Transportation Plan (RTP)/Federal Transportation Improvement Program (FTIP) are not eligible to receive such funds except for those projects exempt pursuant to 40 CFR 93.126.

Based on the proposed project scope of work, this project is not considered exempt from conformity requirements pursuant to 40 CFR 93.126, 93.127, or 93.128; it is not exempt per 40 CFR 93.126 as indicated on page 8, Section 6E Air Quality Compliance. Therefore, the proposed project must be included in the latest conforming RTP and FTIP to satisfy regional conformity requirements and a conformity analysis should be prepared to demonstrate conformity at the project-level. The District Regional Conformity Coordinator, Fernando Castro, must be notified for an amendment to the conforming RTP and FTIP to satisfy the regional conformity requirements.

The project is located in the South Coast Air Basin (SCAB) which is federal and state attainment of the Sulfur Dioxide (SO_2); federal maintenance and state nonattainment of the Nitrogen Dioxide (NO_2); federal maintenance and state attainment of the Carbon Monoxide (CO) standard; federal and state nonattainment of the ozone standard; federal maintenance and state nonattainment of the respirable particulate Matter (PM_{10}); federal and state nonattainment of fine particulate matter ($PM_{2.5}$) and Lead standards.

For projects in areas that are in maintenance or nonattainment of federal standards for CO, PM_{10}, or $PM_{2.5}$, a hot-spot analysis is required for CO, PM_{10}, or $PM_{2.5}$ in accordance with the US EPA transportation conformity regulations for projects that are not considered exempt pursuant to 40 CFR 93.126. A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized pollutant concentrations and a comparison of those concentrations to the relevant air quality standards.

Los Angeles County, where the proposed project is located, is within the South Coast Air Basin (SCAB), which is in attainment-maintenance area for PM_{10} and non-attainment for $PM_{2.5}$. Per the EPA's final rule, projects located in a PM nonattainment and maintenance area, an Interagency Consultation is required as part of the demonstration of transportation conformity requirements. The Interagency Coordination takes the form of the SCAG Transportation Conformity Working Group (TCWG), which includes representatives from Federal Highway Administration (FHWA), Environmental

Protection Agency (EPA), Air Resource Board (ARB), South Coast Air Quality Management District (SCAQMD), and other local and state partners.

The proposed project is located within the boundary of SCAB; therefore, this project must comply with, among others, the SCAQMD Fugitive Dust Implementation Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate.

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

If you have any questions regarding this AQA, please contact me at 213.897.6117 or Liberty San Agustin at 213.897.4638.

RIGHT OF WAY DATA SHEET

ATTACHMENT F

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious Drought!
Help Save Water!

To: Mohamed Ahmed , Design Manager
Office of Design
District 7, Los Angeles Office

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

Date: 6/16/2015
EA: 30390K
Data Sheet ID NO: ds1372
Project ID # 0714000044

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 Jalal Khandoker 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.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.
- ds1372 supersedes ds1080, to reflect revised milestone dates per revised PRSM as well as email from PE and PM schedule.

Right of Way Certificate (RWC) lead time will require a minimum of NA 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 NA 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 file and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
1/9/2018	N/A	8/30/2019	11/19/2019	6/16/2021

TO Mohamed Ahmed
ATTN Jalal Khandoker
SENIOR R/W P&M Mehdi Slehinic
ROUTE 10
PM_KM 31.15 to 37.48
EA 30390K
Project ID # 0714000044
ALT

R/W DATA SHEET

ID NO ds1372

Date of Data Sheet 6/16/2015

Project Description Lane replacement (lanes 3 & 4), 5-10% slab replacement on lanes 1 and 2, and grindind and restriping of the affected lanes.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.
The estimate is subject to change and revision.
The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.
The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected bv

This cost estimate is pursuant to the following responses supplied by Mohamed Ahmed to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans		x	
Railroads are depicted on plans	x		
There are Material and/or Disposal Sites Required		x	
Caltrans will do the Right of Way work	x		
There will be a Cooperative Agreement		x	
This is a reimbursable project		x	
There is Hazardous Waste potential	x		

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits		
Clearance	No Right of Way	
RAP (cont rate.)		
Escrow costs (cont rate.)		
Utility relocation costs		
Estimate of Reimbursed Appraisal Fee		
Total estimated cost		

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 8/30/19

Comment

ds1372 supersedes ds1080, to reflect revised milestone dates per revised PRSM as well as email from PE and PM schedule.

Parcel Count and Py Info

ROUTE 10
PM_KM 31.15 to 37.48
EA 30390K
ALT

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP

POTENTIAL CLEARANCE PARCELS

POTENTIAL CONDEMNATION PARCELS

POTENTIAL EXCESS PARCELS

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	
u5-7	
u5-8	
u5-9	

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	Total	

UTILITY INFORMATION

No Utilities Affected

Are utility easements required? No

Are Utility agreements required? ____

Total Current Cost _____

Const. Completion Date 6/16/2021

Utility Escalation Rate 8%

Total Escalated Cost _____

ROUTE 10
PM_KM 31.15 to 37.48
EA 30390K
ALT

RR INFORMATION

Are RR affected none

Describe affected RR None

When Branch Lines Or Spurs Are Affected ,would Acquisition And Or Payment Of Damages To Businesses And Or Industries Served By The Railroad Facility Be More Cost Effective Than Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved? 0

Explain Branch lines None

Discuss Types Of Agreements And Rights Required From The Railroads. Are Grade Xing Requiring Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved.

None

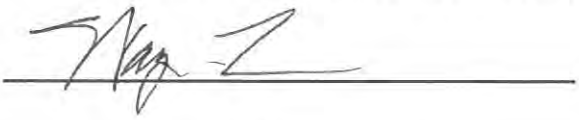
RAILROAD COST PERTAINING TO CONSTRUCTION ACTIVITY $0

The cost of flagging related to project construction activity is a Phase 4 cost (construction contract cost). Though noted on the RW data sheet, the estimated flagging cost is not a RW cost, and is not a part of RW Capital.. The estimate is provided so it can be added to the engineer's estimate for construction -- the RR flagging estimate is based on days needed for construction activity.

		DATE
Right of Way Estimate prepared by	Roy Gallegos	6/16/15
Railroad Estimate prepared by	Steve Johnson	10/20/14
Utilities Estimate prepared by	Michele Graves	12/1/14

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  6/26/15

PAVEMENT CONDITION SURVEY
INVENTORY - SUMMARY

ATTACHMENT G

Summary of
Pavement Condition Survey - 2013

(Conducted on Dec 27, 2013)

Dist	Rte	Co	Beg PM	End PM	Lane Length	Lane No. E/B	Lane No. W/B	Pvmnt Type	Slabs Cracking - % 1st Stg	Slabs Cracking - % 3rd Stg	Slabs Cracking - % Corner	Transverse Cracking Yes/No	Transverse Cracking Extent	Transverse Cracking Severity	Adjusted Ride Score (R)	Intnt'l Roghness Index	Priority	Defect	ADT
7	010	LA	31.109	31.122	0.013	R5		PCC	0	0	0	Yes	2	>1/4	0	0	0	N/A - Bridge	233000
7	010	LA	31.122	31.935	0.813		L1	PCC	0	0	0	No	0		0	75	98	05. GOOD CONDITION	233000
7	010	LA	31.122	31.935	0.813		L2	PCC	0	0	0	No	0		0	82	98	05. GOOD CONDITION	233000
7	010	LA	31.122	31.935	0.813		L3	PCC	0	0	0	No	0		0	79	98	05. GOOD CONDITION	233000
7	010	LA	31.122	31.935	0.813		L4	PCC	0	0	0	No	0		0	80	98	05. GOOD CONDITION	233000
7	010	LA	31.122	31.935	0.813		L5	PCC	0	0	0	Yes	0		17	153	33	11. UNSEALED CRACKS OR JOINTS	233000
7	010	LA	31.122	31.935	0.813	R1		PCC	0	0	0	No	0		0	102	98	05. GOOD CONDITION	233000
7	010	LA	31.122	31.935	0.813	R2		PCC	0	0	0	No	0		0	84	98	05. GOOD CONDITION	247000
7	010	LA	31.122	31.935	0.813	R3		PCC	0	0	0	No	0		0	109	98	05. GOOD CONDITION	247000
7	010	LA	31.122	31.935	0.813	R4		PCC	0	0	0	No	0		0	99	98	05. GOOD CONDITION	247000
7	010	LA	31.122	31.935	0.813	R5		PCC	0	0	0	Yes	2	>1/4	24	171	5	75. RIDE	247000
7	010	LA	31.935	31.939	0.004		L5	PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	247000
7	010	LA	31.935	31.939	0.004	R5		PCC	0	0	0	Yes	2	>1/4	0	0	0	N/A - Bridge	247000
7	010	LA	31.939	32	0.061		L5	PCC	0	0	0	Yes	0		0	0	33	11. UNSEALED CRACKS OR JOINTS	247000
7	010	LA	31.939	32	0.061	R1		PCC	0	0	0	No	0		0	90	98	05. GOOD CONDITION	247000
7	010	LA	31.939	32	0.061	R2		PCC	0	0	0	No	0		0	102	98	05. GOOD CONDITION	247000
7	010	LA	31.939	32	0.061	R3		PCC	0	0	0	No	0		1	111	98	05. GOOD CONDITION	247000
7	010	LA	31.939	32	0.061	R4		PCC	0	0	0	No	0		1	112	98	05. GOOD CONDITION	230000
7	010	LA	31.939	32	0.061	R5		PCC	0	0	0	Yes	2	>1/4	13	144	33	11. UNSEALED CRACKS OR JOINTS	230000
7	010	LA	32	32.302	0.302		L1	PCC	0	0	0	No	0		0	78	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302		L2	PCC	0	0	0	No	0		0	97	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302		L3	PCC	0	0	0	No	0		0	78	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302		L4	PCC	0	0	0	No	0		5	122	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302		L5	PCC	0	0	0	Yes	0		15	148	33	11. UNSEALED CRACKS OR JOINTS	230000
7	010	LA	32	32.302	0.302	R1		PCC	0	0	0	No	0		0	84	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302	R2		PCC	0	0	0	No	0		1	110	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302	R3		PCC	0	0	0	No	0		0	100	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302	R4		PCC	0	0	0	No	0		0	97	98	05. GOOD CONDITION	230000
7	010	LA	32	32.302	0.302	R5		PCC	0	0	0	Yes	2	>1/4	12	140	33	11. UNSEALED CRACKS OR JOINTS	230000
7	010	LA	32.302	32.498	0.196		L1	PCC	0	0	0	No	0		5	121	98	05. GOOD CONDITION	230000
7	010	LA	32.302	32.498	0.196		L2	PCC	0	0	0	No	0		13	143	98	05. GOOD CONDITION	230000
7	010	LA	32.302	32.498	0.196		L3	PCC	0	0	0	No	0		4	119	98	05. GOOD CONDITION	230000
7	010	LA	32.302	32.498	0.196		L4	PCC	0	0	0	No	0		15	147	98	05. GOOD CONDITION	230000
7	010	LA	32.302	32.498	0.196		L5	PCC	0	0	0	Yes	0		0	0	33	11. UNSEALED CRACKS OR JOINTS	230000
7	010	LA	32.302	32.498	0.196	R1		PCC	0	0	0	No	0		2	114	98	05. GOOD CONDITION	230000
7	010	LA	32.302	32.498	0.196	R2		PCC	0	0	0	No	0		15	148	98	05. GOOD CONDITION	224000
7	010	LA	32.302	32.498	0.196	R3		PCC	0	0	0	No	0		14	144	98	05. GOOD CONDITION	224000
7	010	LA	32.302	32.498	0.196	R4		PCC	0	0	0	No	0		26	176	5	75. RIDE	224000
7	010	LA	32.302	32.498	0.196	R5		PCC	0	0	0	Yes	0		59	263	5	75. RIDE	224000

Dist	Rte	Co	Beg PM	End PM	Lane Length	Lane No. E/B	Lane No. W/B	Pvmnt Type	Slabs Cracking - % 1st Stg	Slabs Cracking - % 3rd Stg	Slabs Cracking - % Corner	Transverse Cracking Yes/No	Transverse Cracking Extent	Transverse Cracking Severity	Adjusted Ride Score (R)	Intnt'l Roghness Index	Priority	Defect	ADT
7	010	LA	32.498	32.505	0.007		L5	PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	224000
7	010	LA	32.498	32.505	0.007	R5		PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	224000
7	010	LA	32.505	32.657	0.152		L1	PCC	0	0	0	No	0		7	126	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152		L2	PCC	0	0	0	No	0		20	162	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152		L3	PCC	0	0	0	No	0		21	164	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152		L4	PCC	0	0	0	No	0		22	165	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152		L5	PCC	0	0	0	Yes	0		0	0	33	11. UNSEALED CRACKS OR JOINTS	224000
7	010	LA	32.505	32.657	0.152	R1		PCC	0	0	0	No	0		2	115	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152	R2		PCC	0	0	0	No	0		7	128	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152	R3		PCC	0	0	0	No	0		13	144	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152	R4		PCC	0	0	0	No	0		1	111	98	05. GOOD CONDITION	224000
7	010	LA	32.505	32.657	0.152	R5		PCC	0	0	0	Yes	0		21	164	33	11. UNSEALED CRACKS OR JOINTS	224000
7	010	LA	32.657	32.674	0.017		L5	PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	224000
7	010	LA	32.657	32.674	0.017	R5		PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	224000
7	010	LA	32.674	32.928	0.254		L1	PCC	0	0	0	No	0		5	123	98	05. GOOD CONDITION	224000
7	010	LA	32.674	32.928	0.254		L2	PCC	0	0	0	No	0		31	189	5	75. RIDE	224000
7	010	LA	32.674	32.928	0.254		L3	PCC	0	0	0	No	0		31	188	5	75. RIDE	224000
7	010	LA	32.674	32.928	0.254		L4	PCC	0	0	0	No	0		11	138	98	05. GOOD CONDITION	224000
7	010	LA	32.674	32.928	0.254		L5	PCC	0	0	0	Yes	0		0	0	33	11. UNSEALED CRACKS OR JOINTS	209000
7	010	LA	32.674	32.928	0.254	R1		PCC	0	0	0	No	0		1	112	98	05. GOOD CONDITION	209000
7	010	LA	32.674	32.928	0.254	R2		PCC	0	0	0	No	0		6	123	98	05. GOOD CONDITION	209000
7	010	LA	32.674	32.928	0.254	R3		PCC	0	0	0	No	0		15	146	98	05. GOOD CONDITION	209000
7	010	LA	32.674	32.928	0.254	R4		PCC	0	0	0	No	0		7	128	98	05. GOOD CONDITION	209000
7	010	LA	32.674	32.928	0.254	R5		PCC	0	0	0	Yes	0		21	164	33	11. UNSEALED CRACKS OR JOINTS	209000
7	010	LA	32.928	32.95	0.022		L4		0	0	0	No	0		18	156	0	N/A - Bridge	209000
7	010	LA	32.928	32.95	0.022		L5	PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	209000
7	010	LA	32.928	32.95	0.022	R5		PCC	0	0	0	Yes	0		0	0	0	N/A - Bridge	209000
7	010	LA	32.95	33	0.05		L1	PCC	0	0	0	No	0		0	97	98	05. GOOD CONDITION	209000
7	010	LA	32.95	33	0.05		L2	PCC	0	0	0	No	0		29	186	5	75. RIDE	209000
7	010	LA	32.95	33	0.05		L3	PCC	0	0	0	No	0		25	175	5	75. RIDE	209000
7	010	LA	32.95	33	0.05		L4	PCC	0	0	0	No	0		16	149	98	05. GOOD CONDITION	209000
7	010	LA	32.95	33	0.05		L5	PCC	0	0	0	Yes	0		0	0	33	11. UNSEALED CRACKS OR JOINTS	209000
7	010	LA	32.95	33	0.05	R4		PCC	0	0	0	No	0		14	144	98	05. GOOD CONDITION	209000
7	010	LA	32.95	33	0.05	R5		PCC	0	0	0	Yes	0		0	0	33	11. UNSEALED CRACKS OR JOINTS	209000
7	010	LA	33	33.351	0.351		L1	PCC	0	0	0	No	0		1	112	98	05. GOOD CONDITION	209000
7	010	LA	33	33.351	0.351		L2	PCC	0	0	0	No	0		10	134	98	05. GOOD CONDITION	209000
7	010	LA	33	33.351	0.351		L3	PCC	0	0	0	No	0		26	178	5	75. RIDE	209000
7	010	LA	33	33.351	0.351		L4	PCC	35	2	1	Yes	36	<1/4	9	131	31	90. SLAB CRACKING	209000
7	010	LA	33	33.351	0.351	R1		PCC	0	0	0	No	0		0	96	98	05. GOOD CONDITION	209000
7	010	LA	33	33.351	0.351	R2		PCC	0	0	0	No	0		0	100	98	05. GOOD CONDITION	209000
7	010	LA	33	33.351	0.351	R3		PCC	0	0	0	No	0		14	145	98	05. GOOD CONDITION	209000
7	010	LA	33	33.351	0.351	R4		PCC	15	1	1	Yes	15		0	107	31	90. SLAB CRACKING	209000

Dist	Rte	Co	Beg PM	End PM	Lane Length	Lane No. E/B	Lane No. W/B	Pvmnt Type	Slabs Cracking - % 1st Stg	Slabs Cracking - % 3rd Stg	Slabs Cracking - % Corner	Transverse Cracking Yes/No	Transverse Cracking Extent	Transverse Cracking Severity	Adjusted Ride Score (R)	Intnt'l Roghness Index	Priority	Defect	ADT
7	010	LA	33.351	33.371	0.02		L4	PCC	35	2	1	Yes	36	<1/4	0	0	0	N/A - Bridge	209000
7	010	LA	33.351	33.371	0.02	R4		PCC	15	1	1	Yes	15		8	128	0	N/A - Bridge	209000
7	010	LA	33.371	34	0.629		L1	PCC	0	0	0	No	0		0	85	98	05. GOOD CONDITION	209000
7	010	LA	33.371	34	0.629		L2	PCC	0	0	0	No	0		0	102	98	05. GOOD CONDITION	209000
7	010	LA	33.371	34	0.629		L3	PCC	0	0	0	No	0		44	223	5	75. RIDE	209000
7	010	LA	33.371	34	0.629		L4	PCC	35	2	1	Yes	36	<1/4	8	128	9	40. FAULTING	209000
7	010	LA	33.371	34	0.629	R1		PCC	0	0	0	No	0		0	82	98	05. GOOD CONDITION	215000
7	010	LA	33.371	34	0.629	R2		PCC	0	0	0	No	0		0	85	98	05. GOOD CONDITION	215000
7	010	LA	33.371	34	0.629	R3		PCC	0	0	0	No	0		9	132	98	05. GOOD CONDITION	215000
7	010	LA	33.371	34	0.629	R4		PCC	15	1	1	Yes	15		7	126	31	90. SLAB CRACKING	215000
7	010	LA	34	34.282	0.282		L1	PCC	0	0	0	No	0		3	117	98	05. GOOD CONDITION	215000
7	010	LA	34	34.282	0.282		L2	PCC	0	0	0	No	0		6	125	98	05. GOOD CONDITION	215000
7	010	LA	34	34.282	0.282		L3	PCC	0	0	0	No	0		44	225	5	75. RIDE	215000
7	010	LA	34	34.282	0.282		L4	PCC	7	0	2	Yes	7		11	137	9	40. FAULTING	215000
7	010	LA	34	34.282	0.282	R1		PCC	0	0	0	No	0		0	100	98	05. GOOD CONDITION	215000
7	010	LA	34	34.282	0.282	R2		PCC	0	0	0	No	0		0	92	98	05. GOOD CONDITION	215000
7	010	LA	34	34.282	0.282	R3		PCC	0	0	0	No	0		29	185	5	75. RIDE	215000
7	010	LA	34	34.282	0.282	R4		PCC	5	0	2	Yes	5	>1/4	2	115	9	40. FAULTING	215000
7	010	LA	34.282	34.296	0.014		L1		0	0	0	No	0		9	131	0	N/A - Bridge	215000
7	010	LA	34.282	34.296	0.014		L2		0	0	0	No	0		5	121	0	N/A - Bridge	215000
7	010	LA	34.282	34.296	0.014		L3		0	0	0	No	0		45	226	0	N/A - Bridge	215000
7	010	LA	34.282	34.296	0.014		L4	PCC	7	0	2	Yes	7		0	101	0	N/A - Bridge	215000
7	010	LA	34.282	34.296	0.014	R4		PCC	5	0	2	Yes	5	>1/4	0	0	0	N/A - Bridge	215000
7	010	LA	34.296	34.457	0.161		L1	PCC	0	0	0	No	0		10	136	98	05. GOOD CONDITION	215000
7	010	LA	34.296	34.457	0.161		L2	PCC	0	0	0	No	0		17	154	98	05. GOOD CONDITION	215000
7	010	LA	34.296	34.457	0.161		L3	PCC	0	0	0	No	0		43	221	5	75. RIDE	215000
7	010	LA	34.296	34.457	0.161		L4	PCC	7	0	2	Yes	7		5	120	9	40. FAULTING	215000
7	010	LA	34.296	34.457	0.161	R1		PCC	0	0	0	No	0		0	107	98	05. GOOD CONDITION	215000
7	010	LA	34.296	34.457	0.161	R2		PCC	0	0	0	No	0		4	120	98	05. GOOD CONDITION	215000
7	010	LA	34.296	34.457	0.161	R3		PCC	0	0	0	No	0		26	176	5	75. RIDE	215000
7	010	LA	34.296	34.457	0.161	R4		PCC	5	0	2	Yes	5	>1/4	10	135	32	90. SLAB CRACKING	215000
7	010	LA	34.457	34.498	0.041		L1		0	0	0	No	0		0	79	0	N/A - Bridge	215000
7	010	LA	34.457	34.498	0.041		L2		0	0	0	No	0		0	83	0	N/A - Bridge	215000
7	010	LA	34.457	34.498	0.041		L3		0	0	0	No	0		22	167	0	N/A - Bridge	215000
7	010	LA	34.457	34.498	0.041		L4	PCC	7	0	2	Yes	7		3	116	0	N/A - Bridge	215000
7	010	LA	34.457	34.498	0.041	R4		PCC	5	0	2	Yes	5	>1/4	0	0	0	N/A - Bridge	215000
7	010	LA	34.498	34.851	0.353		L1	PCC	0	0	0	No	0		0	92	98	05. GOOD CONDITION	215000
7	010	LA	34.498	34.851	0.353		L2	PCC	0	0	0	No	0		0	100	98	05. GOOD CONDITION	222000
7	010	LA	34.498	34.851	0.353		L3	PCC	0	0	0	No	0		35	200	5	75. RIDE	222000
7	010	LA	34.498	34.851	0.353		L4	PCC	7	0	2	Yes	7		6	125	9	40. FAULTING	222000
7	010	LA	34.498	34.851	0.353	R1		PCC	0	0	0	No	0		0	97	98	05. GOOD CONDITION	222000
7	010	LA	34.498	34.851	0.353	R2		PCC	0	0	0	No	0		0	90	98	05. GOOD CONDITION	222000

Dist	Rte	Co	Beg PM	End PM	Lane Length	Lane No. E/B	Lane No. W/B	Pvmnt Type	Slabs Cracking - % 1st Stg	Slabs Cracking - % 3rd Stg	Slabs Cracking - % Corner	Transverse Cracking Yes/No	Transverse Cracking Extent	Transverse Cracking Severity	Adjusted Ride Score (R)	Intnt'l Roghness Index	Priority	Defect	ADT
7	010	LA	34.498	34.851	0.353	R3		PCC	0	0	0	No	0		8	129	98	05. GOOD CONDITION	222000
7	010	LA	34.498	34.851	0.353	R4		PCC	5	0	2	Yes	5	>1/4	0	106	32	90. SLAB CRACKING	222000
7	010	LA	34.851	34.865	0.014		L4	PCC	7	0	2	Yes	7		0	0	0	N/A - Bridge	222000
7	010	LA	34.851	34.865	0.014	R4		PCC	5	0	2	Yes	5	>1/4	25	174	0	N/A - Bridge	222000
7	010	LA	34.865	35	0.135		L1	PCC	0	0	0	No	0		0	73	98	05. GOOD CONDITION	222000
7	010	LA	34.865	35	0.135		L2	PCC	0	0	0	No	0		0	73	98	05. GOOD CONDITION	222000
7	010	LA	34.865	35	0.135		L3	PCC	0	0	0	No	0		36	202	5	75. RIDE	222000
7	010	LA	34.865	35	0.135		L4	PCC	7	0	2	Yes	7		0	109	32	90. SLAB CRACKING	222000
7	010	LA	34.865	35	0.135	R1		PCC	0	0	0	No	0		0	88	98	05. GOOD CONDITION	222000
7	010	LA	34.865	35	0.135	R2		PCC	0	0	0	No	0		0	74	98	05. GOOD CONDITION	222000
7	010	LA	34.865	35	0.135	R3		PCC	0	0	0	No	0		0	99	98	05. GOOD CONDITION	222000
7	010	LA	34.865	35	0.135	R4		PCC	5	0	2	Yes	5	>1/4	0	75	32	90. SLAB CRACKING	222000
7	010	LA	35	35.392	0.392		L1	PCC	0	0	0	No	0		0	88	98	05. GOOD CONDITION	222000
7	010	LA	35	35.392	0.392		L2	PCC	0	0	0	No	0		0	85	98	05. GOOD CONDITION	222000
7	010	LA	35	35.392	0.392		L3	PCC	0	0	0	No	0		34	198	5	75. RIDE	222000
7	010	LA	35	35.392	0.392		L4	PCC	8	0	2	Yes	8		6	123	9	40. FAULTING	222000
7	010	LA	35	35.392	0.392	R1		PCC	0	0	0	No	0		0	108	98	05. GOOD CONDITION	222000
7	010	LA	35	35.392	0.392	R2		PCC	0	0	0	No	0		0	88	98	05. GOOD CONDITION	222000
7	010	LA	35	35.392	0.392	R3		PCC	0	0	0	No	0		21	162	98	05. GOOD CONDITION	222000
7	010	LA	35	35.392	0.392	R4		PCC	23	1	0	Yes	24		0	101	33	11. UNSEALED CRACKS OR JOINTS	222000
7	010	LA	35.392	35.402	0.01		L1		0	0	0	No	0		23	168	0	N/A - Bridge	222000
7	010	LA	35.392	35.402	0.01		L2		0	0	0	No	0		21	163	0	N/A - Bridge	222000
7	010	LA	35.392	35.402	0.01		L3		0	0	0	No	0		32	193	0	N/A - Bridge	222000
7	010	LA	35.392	35.402	0.01		L4	PCC	8	0	2	Yes	8		138	469	0	N/A - Bridge	222000
7	010	LA	35.392	35.402	0.01	R1		PCC	0	0	0	No	0		4	120	98	05. GOOD CONDITION	222000
7	010	LA	35.392	35.402	0.01	R2		PCC	0	0	0	No	0		6	123	98	05. GOOD CONDITION	222000
7	010	LA	35.392	35.402	0.01	R3		PCC	0	0	0	No	0		36	203	5	75. RIDE	222000
7	010	LA	35.392	35.402	0.01	R4		PCC	23	1	0	Yes	24		21	164	33	11. UNSEALED CRACKS OR JOINTS	222000
7	010	LA	35.402	35.414	0.012		L1		0	0	0	No	0		21	164	0	N/A - Bridge	222000
7	010	LA	35.402	35.414	0.012		L2		0	0	0	No	0		0	107	0	N/A - Bridge	222000
7	010	LA	35.402	35.414	0.012		L3		0	0	0	No	0		50	239	0	N/A - Bridge	222000
7	010	LA	35.402	35.414	0.012		L4	PCC	8	0	2	Yes	8		7	126	0	N/A - Bridge	222000
7	010	LA	35.402	35.414	0.012	R4		PCC	23	1	0	Yes	24		0	0	0	N/A - Bridge	222000
7	010	LA	35.414	35.814	0.4		L1	PCC	0	0	0	No	0		0	86	98	05. GOOD CONDITION	222000
7	010	LA	35.414	35.814	0.4		L2	PCC	0	0	0	No	0		0	70	98	05. GOOD CONDITION	229000
7	010	LA	35.414	35.814	0.4		L3	PCC	0	0	0	No	0		23	169	98	05. GOOD CONDITION	229000
7	010	LA	35.414	35.814	0.4		L4	PCC	8	0	2	Yes	8		0	101	32	90. SLAB CRACKING	229000
7	010	LA	35.414	35.814	0.4	R1		PCC	0	0	0	No	0		0	82	98	05. GOOD CONDITION	229000
7	010	LA	35.414	35.814	0.4	R2		PCC	0	0	0	No	0		0	89	98	05. GOOD CONDITION	229000
7	010	LA	35.414	35.814	0.4	R3		PCC	0	0	0	No	0		30	186	5	75. RIDE	229000
7	010	LA	35.414	35.814	0.4	R4		PCC	23	1	0	Yes	24		0	88	33	11. UNSEALED CRACKS OR JOINTS	229000
7	010	LA	35.814	35.82	0.006		L4	PCC	8	0	2	Yes	8		0	0	0	N/A - Bridge	229000

Dist	Rte	Co	Beg PM	End PM	Lane Length	Lane No. E/B	Lane No. W/B	Pvmnt Type	Slabs Cracking - % 1st Stg	Slabs Cracking - % 3rd Stg	Slabs Cracking - % Corner	Transverse Cracking Yes/No	Transverse Cracking Extent	Transverse Cracking Severity	Adjusted Ride Score (R)	Intnt'l Roghness Index	Priority	Defect	ADT
7	010	LA	35.814	35.82	0.006	R4		PCC	23	1	0	Yes	24		0	0	0	N/A - Bridge	229000
7	010	LA	35.82	35.97	0.15		L1	PCC	0	0	0	No	0		2	114	98	05. GOOD CONDITION	229000
7	010	LA	35.82	35.97	0.15		L2	PCC	0	0	0	No	0		5	122	98	05. GOOD CONDITION	229000
7	010	LA	35.82	35.97	0.15		L3	PCC	0	0	0	No	0		38	208	5	75. RIDE	229000
7	010	LA	35.82	35.97	0.15		L4	PCC	8	0	2	Yes	8		22	167	9	40. FAULTING	229000
7	010	LA	35.82	35.97	0.15	R1		PCC	0	0	0	No	0		4	120	98	05. GOOD CONDITION	229000
7	010	LA	35.82	35.97	0.15	R2		PCC	0	0	0	No	0		8	131	98	05. GOOD CONDITION	229000
7	010	LA	35.82	35.97	0.15	R3		PCC	0	0	0	No	0		29	186	5	75. RIDE	229000
7	010	LA	35.82	35.97	0.15	R4		PCC	23	1	0	Yes	24		15	149	33	11. UNSEALED CRACKS OR JOINTS	229000
7	010	LA	35.97	35.997	0.027		L4	PCC	8	0	2	Yes	8		0	0	0	N/A - Bridge	229000
7	010	LA	35.97	35.997	0.027	R1			0	0	0	No	0		0	97	0	N/A - Bridge	229000
7	010	LA	35.97	35.997	0.027	R2			0	0	0	No	0		2	113	0	N/A - Bridge	229000
7	010	LA	35.97	35.997	0.027	R3			0	0	0	No	0		33	194	0	N/A - Bridge	229000
7	010	LA	35.97	35.997	0.027	R4		PCC	23	1	0	Yes	24		4	118	0	N/A - Bridge	229000
7	010	LA	35.997	36	0.003		L4	PCC	8	0	2	Yes	8		0	0	32	90. SLAB CRACKING	229000
7	010	LA	35.997	36	0.003	R4		PCC	23	1	0	Yes	24		0	0	33	11. UNSEALED CRACKS OR JOINTS	229000
7	010	LA	36	36.48	0.48		L1	PCC	0	0	0	No	0		0	105	98	05. GOOD CONDITION	229000
7	010	LA	36	36.48	0.48		L2	PCC	0	0	0	No	0		0	89	98	05. GOOD CONDITION	229000
7	010	LA	36	36.48	0.48		L3	PCC	0	0	0	No	0		18	155	98	05. GOOD CONDITION	229000
7	010	LA	36	36.48	0.48		L4	PCC	4	0	1	Yes	2	<1/4	2	113	32	90. SLAB CRACKING	229000
7	010	LA	36	36.48	0.48	R1		PCC	0	0	0	No	0		0	92	98	05. GOOD CONDITION	229000
7	010	LA	36	36.48	0.48	R2		PCC	0	0	0	No	0		0	97	98	05. GOOD CONDITION	229000
7	010	LA	36	36.48	0.48	R3		PCC	0	0	0	No	0		14	146	98	05. GOOD CONDITION	229000
7	010	LA	36	36.48	0.48	R4		PCC	7	1	3	Yes	7		0	106	31	90. SLAB CRACKING	229000
7	010	LA	36.48	36.511	0.031		L1		0	0	0	No	0		0	106	0	N/A - Bridge	229000
7	010	LA	36.48	36.511	0.031		L2		0	0	0	No	0		7	126	0	N/A - Bridge	229000
7	010	LA	36.48	36.511	0.031		L3		0	0	0	No	0		62	270	0	N/A - Bridge	229000
7	010	LA	36.48	36.511	0.031		L4	PCC	4	0	1	Yes	2	<1/4	0	103	0	N/A - Bridge	229000
7	010	LA	36.48	36.511	0.031	R1			0	0	0	No	0		8	130	0	N/A - Bridge	229000
7	010	LA	36.48	36.511	0.031	R2			0	0	0	No	0		7	127	0	N/A - Bridge	229000
7	010	LA	36.48	36.511	0.031	R3			0	0	0	No	0		29	185	0	N/A - Bridge	230000
7	010	LA	36.48	36.511	0.031	R4		PCC	7	1	3	Yes	7		8	131	0	N/A - Bridge	230000
7	010	LA	36.511	36.982	0.471		L1	PCC	0	0	0	No	0		1	110	98	05. GOOD CONDITION	230000
7	010	LA	36.511	36.982	0.471		L2	PCC	0	0	0	No	0		0	96	98	05. GOOD CONDITION	230000
7	010	LA	36.511	36.982	0.471		L3	PCC	0	0	0	No	0		16	149	98	05. GOOD CONDITION	230000
7	010	LA	36.511	36.982	0.471		L4	PCC	4	0	1	Yes	2	<1/4	0	103	32	90. SLAB CRACKING	230000
7	010	LA	36.511	36.982	0.471	R1		PCC	0	0	0	No	0		0	92	98	05. GOOD CONDITION	230000
7	010	LA	36.511	36.982	0.471	R2		PCC	0	0	0	No	0		0	87	98	05. GOOD CONDITION	230000
7	010	LA	36.511	36.982	0.471	R3		PCC	0	0	0	No	0		1	111	98	05. GOOD CONDITION	230000
7	010	LA	36.511	36.982	0.471	R4		PCC	7	1	3	Yes	7		5	121	31	90. SLAB CRACKING	230000
7	010	LA	36.982	37	0.018		L4	PCC	4	0	1	Yes	2	<1/4	0	0	0	N/A - Bridge	230000
7	010	LA	36.982	37	0.018	R1			0	0	0	No	0		9	133	0	N/A - Bridge	230000

Dist	Rte	Co	Beg PM	End PM	Lane Length	Lane No.		Pvmnt Type	Slabs Cracking - %			Transverse Cracking			Adjusted Ride Score (R)	Intnt'l Roghness Index	Priority	Defect	ADT
						E/B	W/B		1st Stg	3rd Stg	Corner	Yes/No	Extent	Severity					
7	010	LA	36.982	37	0.018	R2			0	0	0	No	0		8	129	0	N/A - Bridge	230000
7	010	LA	36.982	37	0.018	R3			0	0	0	No	0		9	132	0	N/A - Bridge	230000
7	010	LA	36.982	37	0.018	R4		PCC	7	1	3	Yes	7		19	159	0	N/A - Bridge	230000
7	010	LA	37	37.01	0.01		L1		0	0	0	No	0		0	86	0	N/A - Bridge	230000
7	010	LA	37	37.01	0.01		L2		0	0	0	No	0		0	89	0	N/A - Bridge	230000
7	010	LA	37	37.01	0.01		L3		0	0	0	No	0		7	126	0	N/A - Bridge	230000
7	010	LA	37	37.01	0.01		L4	PCC	9	3	3	Yes	9		0	89	0	N/A - Bridge	230000
7	010	LA	37	37.01	0.01	R4		PCC	19	1	1	Yes	20		0	0	0	N/A - Bridge	230000
7	010	LA	37.01	37.48	0.47		L1	PCC	0	0	0	No	0		0	90	98	05. GOOD CONDITION	230000
7	010	LA	37.01	37.48	0.47		L2	PCC	0	0	0	No	0		0	86	98	05. GOOD CONDITION	230000
7	010	LA	37.01	37.48	0.47		L3	PCC	0	0	0	No	0		19	159	98	05. GOOD CONDITION	230000
7	010	LA	37.01	37.48	0.47		L4	PCC	9	3	3	Yes	9		5	123	9	40. FAULTING	230000
7	010	LA	37.01	37.48	0.47	R1		PCC	0	0	0	No	0		0	92	98	05. GOOD CONDITION	230000
7	010	LA	37.01	37.48	0.47	R2		PCC	0	0	0	No	0		0	90	98	05. GOOD CONDITION	230000
7	010	LA	37.01	37.48	0.47	R3		PCC	0	0	0	No	0		8	130	98	05. GOOD CONDITION	230000
7	010	LA	37.01	37.48	0.47	R4		PCC	19	1	1	Yes	20		3	117	31	90. SLAB CRACKING	230000

2R PROJECT CERTIFICATION

AND

TRAFFIC SAFETY SCREENING REPORT

ATTACHMENT H

07-LA-10
PM 31.15/37.48
EA 30390K (Project ID: 0714000044)

2R PROJECT CERTIFICATION

A Safety Screening, as required by Design Information Bulletin Number 79, was conducted for the segment of highway identified above in the project description.

REGISTERED PROFESSIONAL ENGINEER
KENNETH C. YOUNG
No. C62117
Exp. 01/30/15
CIVIL
STATE OF CALIFORNIA

Chief, Office of Traffic Engineering - South — Date: 5/20/2014

Deputy District Director for Operations — Date: 5/27/14

This project will be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79. The Safety Screening that was performed will be an integral part of the development of this project.

Acting Deputy District Director for Design — Date: 6/5/14

I concur with the 2R Purpose and Need of this project.

Acting Design Coordinator — Date: 6/11/14

I concur that this project should be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79 and that the Safety Screening associated with this project will be an integral part of the development of this project. Therefore, since the appropriate Purpose and Need for this project is pavement resurfacing and restoration (2R), I have determined that this project is to be delivered as a 2R Project.

Deputy District Director for Maintenance — Date: 6/5/14

Received on 4/23/15

SAFETY SCREENING

07-LA-10 PM 31.15/37.48; EA 30390K (Project ID: 0714000044)

INTRODUCTION

In accordance with Design Information Bulletin (DIB) 79-03, entitled "Design Guidance and Standards for Roadway Rehabilitation Projects…," a Safety Screening was prepared for a proposed pavement repair project on Interstate Route 10 (I-10), from I-605 to Citrus Avenue (PM 31.15 / 37.48). The purpose of a Safety Screening is to determine whether this freeway segment qualifies as a 2R (Resurfacing and Restoration) or a 3R (Resurfacing, Restoration, and Rehabilitation) project, with the objective of restoring the facility to a state of good repair so that the roadway will be in a condition that only requires "minimal maintenance expenditures by the Department." Required safety screens were evaluated including, but not limited to, accident rates, safety analysis, and pedestrian and bicyclist needs, to determine the eligibility of the subject project as a candidate for a pavement focused project.

EXISTING CONDITIONS

This 6.33 mile segment of the San Bernardino (I-10) freeway is a major east/west urban corridor, which provides commuter access to Los Angeles from Riverside and San Bernardino Counties, respectively, and is an essential facility for the transportation of commercial goods. The study segment commences at the freeway to freeway interchange with I-605 and concludes at the local street interchange with Citrus Avenue; between the project limits lie seven (7) local street interchanges and they are as follows: (1) Baldwin Park Boulevard; (2) Francisquito Avenue; (3) Puente Avenue; (4) Pacific Avenue / West Covina Parkway; (5) Sunset Avenue; (6) Vincent Avenue; and (7) Azusa Avenue. From the interchange with I-605 to Puente Avenue, there are four (4) general purpose lanes and a single High Occupancy Vehicle (HOV) lane in each direction, separated by a concrete barrier (Type 60G); the pavement consisting primarily of PCC pavement. These lanes are bordered by a standard right shoulder of 10 foot width and on the left by a nonstandard 8 foot shoulder; along its length, the median shoulder is reduced at spot locations to accommodate the construction of sign pedestals, pursuant to approved design exemptions. A two foot buffer separates the HOV and general purpose lanes.

With the exception of HOV lanes, a similar lane configuration exists between Puente Avenue and Citrus Avenue; the directional roadways divided by a concrete (Type 50) barrier. These lanes are bordered by a right shoulder ranging from 8 to10 feet in width and a nonstandard left shoulder that is approximately 8 feet wide. A combination of longitudinal barriers and

soundwalls lie adjacent to the right edge of shoulder. The horizontal alignment is primarily tangent with a relatively flat vertical grade. This facility possesses a speed limit of 65 mph.

There are three (3) projects within the study segment. From west to east, they are as follows:

- I-605 Southbound to I-10 Eastbound Flyover Connector, PM 31.1/32.3 (EA: 24540; Project ID: 0700000431)
- I-10 HOV Lanes, Segment 1 (I-605 to Puente Avenue), PM 31.2/33.4 (EA: 11707; Project ID: 0700000083)
- I-10 HOV Lanes, Segment 2 (Puente Avenue to Citrus Avenue), PM 33.2/37.2, (EA: 1170U; Project ID: 0700000085)

The first project will construct an elevated direct freeway connector from I-605 southbound to I-10 eastbound, with the objective of eliminating existing weaving conflicts between the aforementioned movement and traffic from I-10 westbound to I-605 southbound and merging conflicts with the I-605 northbound to I-10 eastbound connector; construction commenced in April 2013 and is anticipated for completion prior to or by Fall 2015. The second project consists of the construction of HOV lanes along a 2.2 mile stretch, beginning at the interchange with I-605 and ending at Puente Avenue; construction commenced on November 1, 2009 and was completed on December 2013. The final project extends the construction of the HOV lanes from Puente Avenue to Citrus Avenue, a four mile segment; commencement of construction is anticipated in June 2014. Notable improvements will be provided at the interchange with Vincent Avenue and Azusa Avenue, where some ramps will be removed and/or realigned with the purpose of alleviating conditions related to weaving and the enhancement of safety for pedestrians and bicyclists in accordance with Deputy Directive 64 (Complete Streets – Integrating the Transportation System).

SAFETY SCREENS

Safety Screen No. 1, Section 1.1 – Fatal plus Injury (F+I) Accident Rate -

Criteria:

For projects on expressways with four lanes or more and freeways, the F+I accident rates must be below either the statewide average or 0.35 accidents per million vehicle miles (acc/mvm).

Evaluation:

The most recent three-year data from the Traffic Accident and Surveillance and Analysis System (TASAS) database, from October 1, 2008 to September 30, 2011, indicates that the actual F+I accident rate on the eastbound roadway falls below that of a similar facility. Refer to Table 1 (F+I Accident Rate Comparison) below:

Table 1 – F+I Accident Rate Comparison

Direction	Actual F+I Accident Rate (ACC/MVM)	Average F+I Accident Rate (ACC/MVM)
Eastbound	0.23	0.28
Westbound	0.4	0.28

However, on the westbound roadway, the actual F+I accident exceeds the Statewide average and the 0.35 acc/mvm threshold.

Conclusion:

Safety Screen No. 1 is satisfied on the eastbound roadway, within the project limits. The westbound roadway fails this safety screen.

Safety Screen No. 2 – Highway Width F+I

Criteria:

For collisions related to roadway widths on two and three lane conventional highways where shoulder widths are less than standard per DIB 79.

Evaluation:

The subject facility is not a 2-3 lane conventional highway; it is designated as a freeway containing 7 or more lanes.

Conclusion:

Safety Screen No. 2 is not applicable to this freeway segment.

Safety Screen No. 3 – Safety Analysis

Section 3.1 –

Criteria:

Address other potential safety issues that are not covered in Safety Screens Nos. 1 and 2. Determine if there are other issues which demonstrate a need for geometric improvements.

Section 3.2 –

Criteria:

Determine if there are cost effective geometric improvements at spot that should be included in the project.

Evaluation:

The Safety Analysis Screening for this freeway segment, within the most recent 3-year period beginning on October 1, 2008 and ending on September 30, 2011, consists of a review of accident history (TSAR Accident Summary), accident rates (Table B), high accident concentration locations (Table C), and on-site conditions.

A total of 1745 accidents were reported within the project limits, of which 1148 or 65% of the accidents occurred on the westbound roadway. Volume exceeds capacity throughout this segment, resulting in recurring congestion, particularly in the morning and evening peak periods for the westbound and eastbound roadways, respectively. Rear end and sideswipe crashes are the byproduct of these saturated conditions and accounted for approximately 85% of the total accidents. (Refer to Table 2 – TSAR Summary (Accident Types) for Project Limits). The majority of the accidents were attributed to insufficient spacing between vehicles, which limited motorist's ability to yield, stop, and/or maneuver, as well as operating their vehicles beyond what was considered safe for the prevailing roadway conditions, resulting in adverse reactions to unforeseen lane changes and deceleration attributed to stopped traffic ahead. Alignment, grade, and visibility (i.e. stopping sight distance) were not contributing factors to the existing accident patterns. The capacity increasing projects throughout the corridor should provide needed congestion relief, while improving safety in the process.

Table 2 - TSAR Summary (Accident Types) for Project Limits

Description	Total Accident	Total Collisions by Major Accident Type				Percent (%) of Total			
		Rear End	Side-swipe	Hit Object	Broad-side	Rear End	Side-swipe	Hit Object	Broad-side
WB Route 10 mainline (PM 31.15 -37.48)	1148	790	209	108	13	69	18	9.4	1.1
EB Route 10 mainline (PM 31.15 -37.48)	597	375	123	64	12	63	21	11	2

TASAS Table B (Accident Rate Calculation) results for the subject 3-year period are reflected in Table 3 below:

Table 3– Actual and Average Accident Rates

Direction	No. of Accidents			Actual Accident Rate (ACC/MVM)			Average Accident Rate (ACC/MVM)		
	Tot	Fat	Inj	Fat	F+ I	Tot	Fat	F+ I	Tot
Eastbound	597	3	174	.004	.23	.78	.004	.28	.93
Westbound	1148	5	303	**.007**	**.4**	**1.51**	.004	.28	.93

A review of actual fatal, fatal plus injury, and total accident rates in Table 3 indicate that the eastbound roadway fell below the expected thresholds of a similar State facility; however, the westbound roadway exceeded those expectations.

Eight (8) fatal accidents occurred on this facility during the identified period; five (5) fatal accidents on the westbound roadway and three (3) on the eastbound roadway. Two (2) of these accidents occurred between July and August 2011 on the westbound roadway during late night and/or early mornings on weekends and involved vehicles driven while under the influence; the July 2011 incident occurred in the vicinity of Bess Avenue and involved a motorist navigating through a construction zone, while an August 2011 accident involved a pedestrian being struck standing outside a stalled vehicle in lane no. 1. A third fatal accident occurred in February 2010 and was categorized as a hit and run, in the vicinity of Citrus Street, as a motorist collided with a wall to the right. These collisions are not consistent with the prevailing accident patterns on this roadway, as they relate to slowing or stopped traffic during peak periods, nor are they the result of roadway deficiencies; rather, they are preventable collision types that can best be remedied through enforcement and education. The remaining two fatal accidents on the westbound direction occurred within high accident concentration locations (Table C), between Baldwin Park Boulevard and Puente Avenue, and involved motorcyclists. The initial fatal accident occurred during the evening peak period and involved a motorcyclist merging onto the westbound I-10 mainline from the on-ramp servicing northbound Baldwin Park Boulevard, and resulted in a rear end of the downstream vehicle. The primary cause of this crash was a temporary acceleration lane built during stage construction for the HOV project; the temporary railing (Type K) was subsequently modified to lengthen the acceleration lane to minimize speed differentials and increase the availability of gaps upon merging into the traffic stream. The final fatal incident involved a sideswipe collision in lane no. 2 during the morning peak period, in which a truck impacted a motorcyclist from the left side. The vehicle type (i.e. motorcycle) may have been a

contributing factor to the severity of both accidents. The HOV lanes within Segment 1, from I-605 to Puente Avenue, became operational in December 2013; as such, accidents associated with temporary construction conditions have been removed. While the collisions involving motorcyclists coincides with the prevailing accident pattern, they do not it itself constitute a pattern or concentration that would require corrective measures.

In the eastbound direction, a fatal accident occurred in April 2011 at 0513 hours, in the vicinity of Big Dalton Wash, when a motorist was struck standing outside of a disabled vehicle in lane no. 1. A second fatal accident occurred in September 2009 at 0335 hours, as a stopped vehicle on the right shoulder was struck in the rear while in the process of exchanging drivers. These accidents occurred during weekend commutes in the early morning hours and represent isolated incidences due to remote circumstances and do not correlate with the existing accident patterns. The third report fatal accident on the eastbound roadway occurred in March 2010 at 2126 hours and involved an vehicle-pedestrian conflict in the interior lanes (Note: Traffic Collision Report could not be found; information based on TSAR – Accident Detail). As with the westbound roadway, there were no fatal accident concentrations or patterns along the corridor that would require corrective measures.

The westbound roadway is the most critical in terms of number of accidents and corresponding accident rates; it has experienced nearly twice as many accidents as its eastbound counterpart. One of the primary factors contributing to the large accident volume is an approximate 1500 linear foot weaving section that lies between Bess Avenue to I-605, in which the majority of motorists shift to the right lane to access northbound or southbound I-605. Coupled with a subsequent downstream weaving section with the southbound I-605 to eastbound I-10 movement, a recurring spillback effect occurs, significantly impacting operations in the vicinity with constant deceleration and shifting amongst traffic streams, causing queuing extending as far back as Baldwin Park Boulevard. These conditions were exacerbated by stage construction for Segment 1 of the HOV project, between I-605 and Puente Avenue. Modifications in roadway geometry including, but not limited to lane reductions and shortened acceleration lanes at on-ramps further contributed to the extension of queues and an increased concentration of rear end and sideswipe type accidents during the peak periods, resulting in the identification of Table C locations during the time period in which construction had taken place. Based on field reviews conducted in mid-January 2014, the recent completion of Segment 1 of the HOV project, between I-605 and Puente Avenue, has yield a reduction in queues and/or backup and improved traffic flow; in effect, this improvement should also aid in the reduction of accidents. Additionally, the aforementioned construction of the direct flyover connector should be instrumental in further alleviating the existing conditions through the elimination of weaving section.

As for Table C locations, there were a total of nine (9) within the project limits, nearly eighty percent (80%) of which resided on the mainline; the exceptions being two on-ramps at the local

interchange with Vincent Avenue. There was a near split in identified Table C locations on the directional roadways, with five (5) identified on the westbound roadway and four (4) Table C locations flagged on the eastbound roadway. Of the westbound Table C locations, two were categorized as wet high accident concentration locations (Wet Table C), while three more were identified on the eastbound roadway and similarly categorized.

Four (4) Table C locations, (2 Wet and 2 All) were within the aforementioned construction zone, two in each direction. A review of the Traffic Collision Reports (TCR) within this segment indicated that construction staging was a contributing factor to the pattern of accidents at these locations. Accident concentrations appeared greatest in work zones consisting of lane reductions or nonstandard acceleration lanes, where over ninety percent of rear end and sideswipe collisions were reported, requiring investigations. Examples of construction stage impacts included, but were not limited to the following: (1) an I-10 eastbound lane reduction from the right, approaching the connector to northbound I-605; (2) a downstream lane reduction, between the I-605 northbound to I-10 eastbound connector and the I-10 eastbound off-ramp to Frazier Street; and (3) a nonstandard acceleration lane from the I-10 westbound on-ramp from northbound Baldwin Park Boulevard and the I-605 northbound to I-10 westbound loop connector, respectively. As previously mentioned, with the opening of the HOV lanes and the observed improvement in traffic flow, a reduction of accidents is anticipated for these Table C locations. Since the conditions contributing to the Table C locations have been removed, no further mitigation is necessary.

The remaining five (5) Table C locations (3 Wet and 2 All) lie within the future construction zone, beginning at Puente Avenue and concluding at Citrus Avenue; three of which were on the westbound roadway. Of these three, two (2) were in the vicinity of Puente Avenue and were affected by the queuing created by the downstream lane reductions. Further review indicated that the accidents are concentrated at or near on-ramp locations merging with the westbound I-10 mainline. Within the limits of Segment 1 of I-10 HOV Corridor Project, there is a large concentration of on-ramps spaced in very close proximity to one another, creating successive merging conflicts; slowing and stopped traffic are the result of this condition, which ultimately contributes to the high concentration of rear-end and sideswipe collisions on this facility. The remaining Table C locations are categorized as wet high accident concentration locations and are in the eastbound direction at the local street interchange with Vincent Avenue. Both are on-ramp locations; from west to east, they are the I-10 eastbound loop on-ramp from southbound Vincent Avenue and the I-10 eastbound on-ramp from northbound Vincent Avenue. In concert with the future HOV construction, the latter location will be realigned to eliminate the reverse curvature that has historically resulted in a pattern of run-off-road accidents; additionally, both locations will be redesigned such that the ingress with be through an intersection, which is targeted towards the enhancement of safety for pedestrian and bicyclists, in accordance with Deputy Directive 64.

A total of four (4) field reviews were conducted; two in September 2013 and January 2014, respectively. Damaged pavement was observed in various locations, particularly lane no. 3, which appeared to be the preferred lane for truck traffic; however, observed damage was not to the extent that safety was compromised. Faded striping and missing pavement markers were also noted at various locations. New pavement delineation will be provided within the project limits of Segment 1 of the I-10 HOV Corridor, between I-605 to Puente Avenue; additionally, pavement delineation will be modified to facilitate forthcoming construction on Segment 2 of the aforementioned corridor, between Puente Avenue and Citrus Street, with permanent striping to be applied at the completion of the contract.

The improvements associated with the ongoing and future construction projects for HOV lanes and the direct flyover connector at the interchange with I-605 will meet the geometric needs of this facility by increasing capacity, removing weaving and merging conflicts, and removing lane reductions.

Conclusion:

Safety Screen No. 3 is satisfied on the basis that the current and future improvements on the mainline and the interchange at I-605 will effectively address problem areas through the increase in capacity and the removal of weaving and merging conflicts. As a result, accident volumes, particularly rear end and sideswipe types, should be alleviated and safety enhanced. Accident concentrations related directly to the existing on-ramps throughout the project limits, where they meet the mainline, were determined to be operational related; the aforementioned improvements should enhance the current accident patterns.

Safety Screen No. 4 – Pedestrian and Bicyclist Needs in or near Communities

Criteria:

Determine and address needs of pedestrians and bicyclists, and improve general vehicular safety; applies to conventional highways with nonstandard shoulders.

Evaluation:

The subject safety screening does not apply to freeway segments. Americans with Disability Act (ADA) features such as curb ramps will be provided in the aforementioned construction projects for HOV lanes, where ramps terminate with the local streets.

Conclusion:

Safety Screen No. 4 is not applicable to this freeway segment.

CONCLUSION AND RECOMMENDATIONS

The construction of Segment 1 of the I-10 HOV Corridor, between I-605 and Puente Avenue has noticeably improved traffic flow and is anticipated to have tangible impacts to the enhancement of safety. Future construction at the interchange with I-605 (Southbound I-605 to Eastbound I-10 Direct Connector) and Segment 2 of the I-10 HOV Corridor, between Puente Avenue and Citrus Street, should experience proportional impacts to its corridor. In addition to the aforementioned geometric improvements for current and future construction projects through this corridor, features including, but not limited to, median barrier, median and right shoulders, signs, metal beam guard railing, crash cushions, curb ramps, drainage, and curbs and dikes, will be upgraded.

Accident concentrations at on-ramp locations, where they meet the freeway mainline, at respective interchanges throughout this corridor, have been determined to be operational based and not due to geometric deficiencies on the roadway; as such, the subject project will not negatively impact or degrade the existing traffic accident patterns. Therefore, the eastbound segment meets the requirements for, and qualifies as, a 2R per DIB 79-03.

On the westbound segment, the actual F+I accident exceeds the State wide average and the 0.35 acc/mvm threshold; therefore it does not qualify for a 2R Project. It is recommended that the westbound segment be programmed as a 3R project. Based on the accident patterns, the following are recommendations for the 3R project:

- Add an auxiliary lane between the Puente Avenue on ramp and the Vineland Avenue off-ramp
- Extend the acceleration lane at the westbound I-10 on ramp from northbound Baldwin Park Boulevard.
- Reduce merge conflict along the corridor associated with consecutive on-ramps at respective interchanges.
- The westbound I-10 on-ramp from northbound Baldwin Park Avenue should be realigned to form a T-intersection with the intent to enhance safety for pedestrian and bicyclists, in accordance with Deputy Directive 64

Recommendations exclusive of the above noted projects, within the Safety Screen limits, for the 2R project are as follows:

1. Identify and repair structural deficiencies through pavement resurfacing.
2. Restripe / refurbish pavement delineation (i.e. lane lines).
3. Install contrast striping throughout the project limits.

TRAFFIC SAFETY CONTACT

Contact Kenneth Young at (213) 897-6091 or William Uribe at (213) 897-4062.

STORM WATER COMPLIANCE

ATTACHMENT I

Short Form - Storm Water Data Report

Dist-County-Route: 07-LA-10
Post Mile Limits: 31.15/37.48
Project Type: Roadway Rehabilitation (2R/3R)
Project ID (or EA): 0714000044 (EA 30390K)
Program Identification: 20.10.201.122 (HA22)

Phase: ☒ PID
☐ PA/ED
☐ PS&E

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

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

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.

Estimate Construction Start Date: 12/07/2018 Construction Completion Date: 12/17/2020

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

Erosivity Waiver Yes ☐ Date: _____ No ☒

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

J.C. Khandoker 6/12/15

Jalal Khandoker, Registered Project Engineer *Date*

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

[Stamp Required for PS&E only]

6/17/15

Shirley Pak, District/Regional SW Coordinator or Designee *Date*

TMP DATA SHEETS

ATTACHMENT J

TRANSPORTATION MANAGEMENT PLAN DATASHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM LA/10/31.15/37.48 EA 30390K Alternative No. ____

Project Limit From Route 605 to Citrus St

Project Description PCC Slab Replacements along lanes HOV and 1.
Full depth PCC Lane Replacement of lanes 2 and 3.
Grinding, grooving and restriping of the affected lanes.

1) Public Information	
☐ a. Brochures and Mailers	$
☒ b. Press Release	
☒ c. Paid Advertising	$80,000.00
☐ d. Public Information Center/Kiosk	$
☐ e. Public Meeting/Speakers Bureau	
☐ f. Telephone Hotline	
☐ g. Internet	
☐ h. Others _____	$
2) Motorists Information Strategies	
☐ a. Changeable Message Signs (Fixed)	$
☐ b. Changeable Message Signs (Portable)	$
☐ c. Ground Mounted Signs	$
☐ d. Highway Advisory Radio	$
☐ e. Caltrans Highway Information Network (CHIN)	
☐ f. Others _____	$
3) Incident Management	
☒ a. Construction Zone Enhanced Enforcement Program (COZEEP)	$1,040,000.00
☒ b. Freeway Service Patrol	$880,000.00
☐ c. Traffic Management Team	
☐ d. Helicopter Surveillance	$
☐ e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☒ f. Others Automatic Work Zone Information System (AWIS)	$1,000,000.00

4) Construction Strategies

- [x] a. Lane Closure Chart
- [ ] b. Reversible Lanes
- [ ] c. Total Freeway Mainline Closure
- [x] d. Extended Weekend Closure
- [ ] e. Contra Flow
- [ ] f. Truck Traffic Restrictions $ _____
- [ ] g. Reduced Speed Zone $ _____
- [ ] h. Connector and Ramp Closures
- [ ] 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 = $3,000,000.00

Project Notes:

1. The scope of the project proposes the following:
   - PCC Slab Replacements along lanes HOV and 1.
   - Full depth PCC Lane Replacement of lanes 2 and 3.
   - Grinding, grooving and restriping of the affected lanes.
2. Public Awareness Campaign cost estimate of $80,000.00 was provided by the Caltrans Office of Public Relations and Media Affairs. Press release announcing upcoming project will be sent to local media outlets, elected officials and others if needed.
3. The COZEEP cost estimate of $1,040,000.00 was provided by the Caltrans Construction Traffic Advisor.
4. During Extended Weekend Closure, inside and outside shoulder are not available within the project limit. Freeway Service Patrol will be provided additional services during construction. The cost estimate of Freeway Service Patrol is $880,000.00
5. An Automatic Work Zone Information System (AWIS) will be deployed during construction. The AWIS components will help in managing traffic demand through the project limits and help mitigate expected congestion. The cost estimate of AWIS is $1,000,000.00.

PREPARED BY Nevin Nguyen, TE DATE 06-17-2015

APPROVED BY Ali Bamshad, Senior Transportation Engineer DATE 6/17/2015

APPROVAL RECOMMENDED BY Sam Esquenazi, District Traffic Manager DATE 6/17/2015

LIFE-CYCLE COST ANALYSIS
SUMMARY

ATTACHMENT K

Life Cycle Cost Analysis Form

Alternative 1 (Preferred Alternative):
(Briefly describe the pavement strategy and other unique features)

RSC Slab Replacement (HOV & Ln 1) Plus 40Yr RSC Lane Replacement (Ln 2 & 3)

Pavement Design Life: 40 Years		
Initial Construction Costs:	$ 26,000,000	
Initial Project Support Costs:	$ 0	
Future Maintenance & Rehabilitation Costs:**	$ 1,438,390	
TOTAL AGENCY COSTS:		$ 27,438,390
USER COSTS:		$ 105,486,880
TOTAL LIFE-CYCLE COSTS:		$ 132,925,270

Alternative 2:*
(Briefly describe the pavement strategy and differences in scope from Alternative 1)

20 Yr Crack, Seat and Flexible Overlay – All Lanes

Pavement Design Life: 20 Years		
Initial Construction Costs:	$ 30,000,000	
Initial Project Support Costs:	$ 0	
ture Maintenance & Rehabilitation Costs:**	$ 11,027,760	
TOTAL AGENCY COSTS:		$ 41,027,760
USER COSTS:		$ 116,390,620
TOTAL LIFE-CYCLE COSTS:		$ 157,418,380

Reason that this is not Alternative 1:

Higher Life-Cycle cost

* Repeat as often as needed, with appropriate numbering, to cover all pavement alternatives investigated.
** Includes both future maintenance, construction, and project support costs.

Life Cycle Cost Analysis Form

Alternative 1 (Preferred Alternative):
(Briefly describe the pavement strategy and other unique features)

RSC Slab Replacement (HOV & Ln 1) Plus 40Yr RSC Lane Replacement (Ln 2 & 3)

Pavement Design Life: 40 Years		
Initial Construction Costs:	$ 26,000,000	
Initial Project Support Costs:	$ 0	
ıre Maintenance & Rehabilitation Costs:**	$ 1,438,390	
TOTAL AGENCY COSTS:		$ 27,438,390
USER COSTS:		$ 105,486,880
TOTAL LIFE-CYCLE COSTS:		$ 132,925,270

Alternative 3:*
(Briefly describe the pavement strategy and differences in scope from Alternative 1)

40 Yr PPCP Lane Replacement (Ln 2 & 3) and Slab Replacement (HOV & Ln 1)

Pavement Design Life: 40 Years		
Initial Construction Costs:	$ 44,600,000	
Initial Project Support Costs:	$ 0	
Future Maintenance & Rehabilitation Costs:**	$ 1,290,000	
TOTAL AGENCY COSTS:		$ 45,890,000
USER COSTS:		$ 100,200,000
TOTAL LIFE-CYCLE COSTS:		$ 146,090,000

Reason that this is not Alternative 1:

Higher Life-Cycle cost

* Repeat as often as needed, with appropriate numbering, to cover all pavement alternatives investigated.
** Includes both future maintenance, construction, and project support costs.

RISK REGISTER

ATTACHMENT M

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS)

Form PM-0001 (Rev. 4/2013)

The risk register is to approved and signed-off by the deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information

☐ Capital Project ☑ Major Maintenance Project (Check One)

Project ID/District-EA	EFIS ID:0714000044/EA:07-30390
Project Description	LA-010-31.15/37.48-IN LA FR RTE-605 / S CITRUS AV - LANE REPLACEMENT
Project Manager (PM)	PALAHA, JIWANJIT
Project Risk Manager (for Risk Level 3 Projects)	

☐ No Risk Register Certification Required -- Check Box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PID (Recommended for Capital Projects Only excluding Minor Projects)

Project Manager		Date: 6/26/15
for Deputy District Director, Planning		Date: 6/26/15
for Deputy District Director*, Design**		Date: 6/30/15
Deputy District Director, Project Management		Date: 6/30/15

PA&ED (Required for Capital Projects Only)

Project Manager		Date:
Deputy District Director*, Environmental		Date:
Deputy District Director*, Design**		Date:
Deputy District Director, Project Management		Date:

Prior to PS&E (Required for Capital Projects and Maintenance Projects)

Project Manager		Date:
Deputy District Director*, Design**		Date:
Deputy District Director*, Construction		Date:
Deputy District Director*, Right of Way		Date:
Deputy District Director*, Environmental		Date:
Deputy District Director, Project Management**		Date:

RE File Hand-Off (Recommended for Capital Projects and Major Maintenance Projects)

Project Manager		Date:
Deputy District Director*, Design**		Date:
Deputy District Director*, Construction		Date:
Deputy District Director, Project Management**		Date:

*or the respective Project Delivery Division Chief signatures in the North Region or Central Region
**or Deputy District Director, Maintenance signature for HM Projects designed by the District Maintenance Division

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Project Risk Register for 30390 as of 06/26/15

Save to Excel

No.	Status?	ID	Risk Type	RBS Category	WBS Impacted	Critical Path Impacted?	Title	Risk Statement	Impact Description	Linear/ Non-Linear	Risk Probability	Risk Impact	Impact Consequence Cost/Time	Cost/ Time Score	Cost $K (Low)	Cost $K (Most Likely)	Cost $K (High)	Probable Cost Impact ($K)	Time in Mos (Low)	Time in Mos (Most Likely)	Time in Mos (High)	Probable Time Impact (Mos.)	Rationale (for Rating)+	Response Strategy	Response Action	Mitigation Option (Minimize Prob or Impact)	Risk Triggers	Residual Risks	Secondary Risks	Risk Interaction	Risk Owner	Comments	Last Updated
1	Active	24344	Thr	DGN	3.185.15		Construction Staging	Limited construction area for 3 through lanes at spot locations	Sign structures along the roadway may reduce the lane width during stage construction.	Linear	20-39%	Moderate	Cost	9 (MEDIUM)	500	700	900	206.50						Accept							Jiwanjit Palaha		06/26/2015 13:37:00
2	Active	24350	Thr	DGN	3.185.15		Quanity of damaged slabs	Estimated quantity may change during the detailed investigation in design phase	This may impact the project cost.	Linear	20-39%	Moderate	Cost	9 (MEDIUM)	1000	1200	1400	354.00						Accept							Jiwanjit Palaha		06/24/2015 14:20:00
3	Active	24396		DGN	3.185.15		Traffic Delay	55-hour Extended Weekend Closures-12 times	Approval from the District Lane Closure Review Committee (DLCRC) for 12 Nos of 55-hour extended weekend closures for lanes replacement is required..	Linear	20-39%	Moderate	Time	9 (MEDIUM)					4	6	8	01.77		Accept							Jiwanjit Palaha		06/26/2015 13:39:00
4	Active	24342	Thr	DGN	3.185.15		Unidentified utilities	Utility search was not done in PID phase	Any utilities discovered in the design stage may impact the project cost.	Linear	10-19%	Low	Cost	[illegible]	600	800	1000	116.00						Accept	survey the utilities during design phase.						Jiwanjit Palaha		06/24/2015 14:25:00
5	Active	24343	Thr	CON	5.270		Project Interferences	Activites of other projects within project limits can impact its construction.	Projects 07-1170U and 07-1193U must be completed prior to starting the construction of this project .	Linear	10-19%	Low	Cost	[illegible]	1000	1200	1400	174.00						Accept							Jiwanjit Palaha		06/24/2015 14:26:00
							TOTAL EXPECTED IMPACT											$850.5(K)				1.77 (Mos.)										

SHOPP PROJECT
PERFORMANCE OUTPUT

ATTACHMENT N

ATTACHMENT 2

PROJECT PLANS

2.1: PROJECT LOCATION

2.2: TYPICAL CROSS SECTIONS

XXXXXXX-XXXX(XXX)X

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	10	31.2/37.2	1	2

STATE OF CALIFORNIA

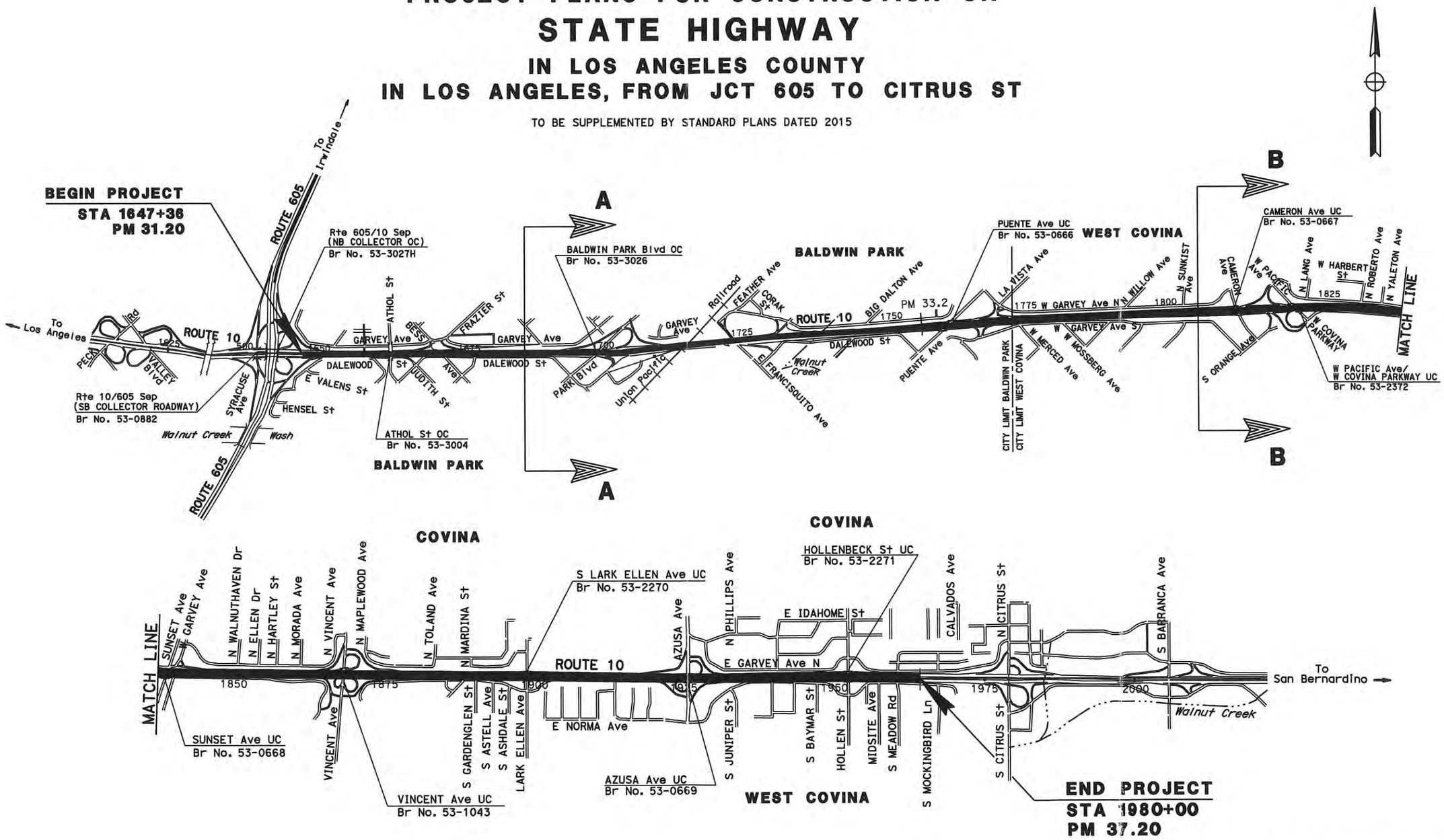
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN LOS ANGELES COUNTY
IN LOS ANGELES, FROM JCT 605 TO CITRUS ST

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015



PROJECT LOCATION PLAN

NO SCALE

ATTACHMENT 2.1

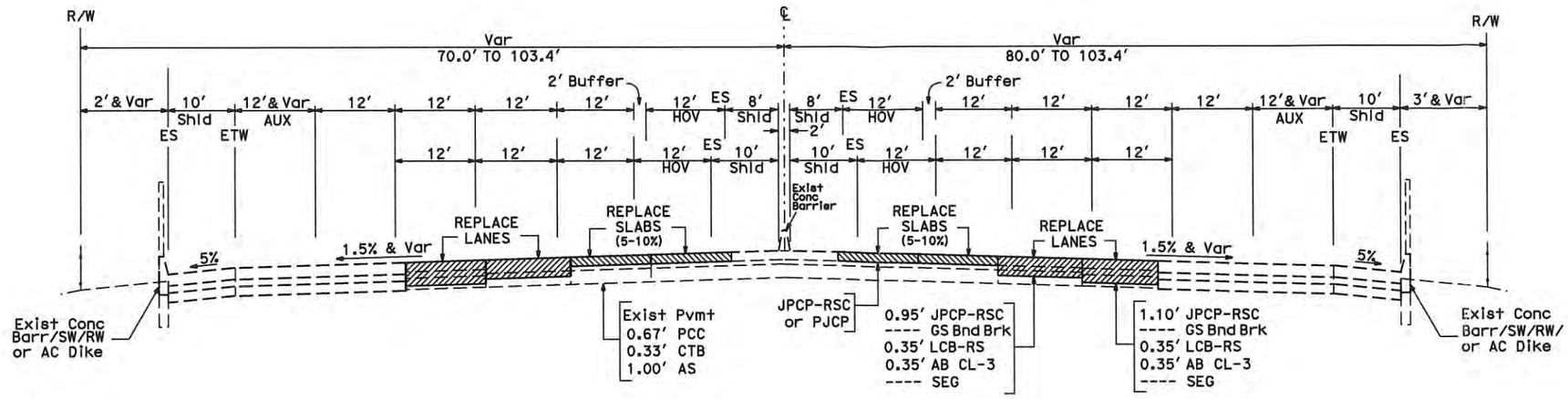
EA	303900
PROJECT ID	0714000044

PROJECT MANAGER	BAO PHAN
DESIGN MANAGER	CHARLES TON

LAST REVISION 00-00-00 | DATE PLOTTED => 24-JAN-2018 | TIME PLOTTED => 12:44

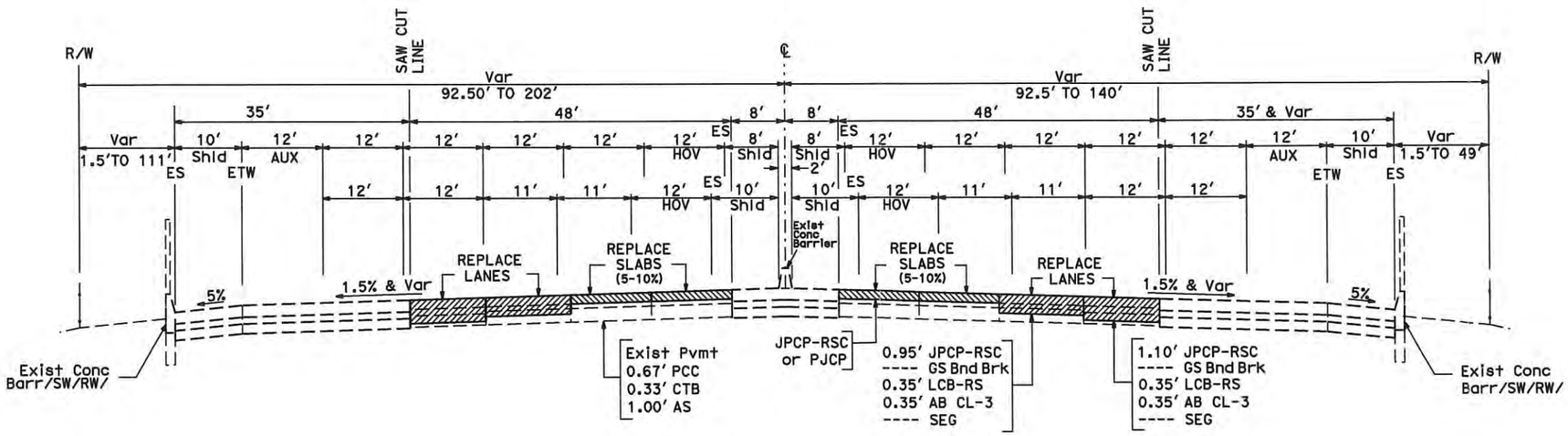
BORDER LAST REVISED 10/4/2013 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s128963 | DGN FILE => Plans& X-Sections.dgn | UNIT 1807 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	10	31.2/37.2	2	2



TYPICAL CROSS SECTIONS A-A (PM 31.20-33.20)

(ALSO SEE ATTACHMENT-C FOR MORE DETAILS)



TYPICAL CROSS SECTIONS B-B (PM 33.20-37.20)

(ALSO SEE ATTACHMENT 4 FOR MORE DETAILS)

TYPICAL CROSS SECTIONS

NO SCALE

ATTACHMENT 2.2

REVISED BY	DATE REVISED
LEOPOLDO DECENA	BAO PHAN
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	
CHARLES TON	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans OFFICE OF DESIGN B

LAST REVISION DATE PLOTTED => 24-JAN-2018
06-15-15 TIME PLOTTED => 12:48

BORDER LAST REVISED 7/2/2010 | USERNAME => s128963 DGN FILE => Plans& X-Sections.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1820 | PROJECT NUMBER & PHASE 07000000851

ATTACHMENT 3

PRELIMINARY COST ESTIMATE

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	303900
Program Code:	20.10.201.120

Project Description: Pavement Rehabilitation (3R) along Route LA-10

Limits: On I-10 from I-10 and I-605 Interchange to Citrus St. U/C

Proposed Improvement (Scope): Roadway rehabilitation (3R) including lane replacement and slab replacement with Precast Concrete (or, RSC), and restriping of freeway lanes.

Alternatives: **ONE**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS		$ 58,640,000
TOTAL STRUCTURE ITEMS		$
SUBTOTAL CONSTRUCTION COSTS		$ 58,640,000
RIGHT OF WAY		$ 60,000
TOTAL PROJECT CAPITAL OUTLAY COSTS		$ 58,700,000
	USE	$ **58,700,000**

Reviewed by District Program Advisor Signature Peter Dinh Date 3/19/18

Reviewed by Project Manager Signature Darek Chmielewski Date 3/16/18

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	303900
Program Code:	20.10.201.120

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing and Grubbing	1	LS	$100,000.00	$100,000	
Roadway Excavation	5,000	CY	$5.00	$25,000	
			Subtotal Earthwork		$125,000
Section 2 Structural Section*					
Remove Concrete Pavement Plus CTB	200,000	SQYD	$12.00	$2,400,000	
JPCP-RSC Lane Replacement	57,500	CY	$300.00	$17,250,000	
JPCP-RSC- Slab Replacement	4,000	CY	$700.00	$2,800,000	
Lean Concrete Base-Rapid Setting (LCB-RS)	21,500	CY	$280.00	$6,020,000	
Agregate Base (AB), Class 3	20,800	CY	$25.00	$520,000	
Grind PCC Pavement	222,000	SQYD	$5.00	$1,110,000	
Geosynthetic Bond Breaker	196,000	SQYD	$1.00	$196,000	
Subgrade Enhancement Geotextile (SEG)	196,000	SQYD	$1.20	$235,200	
			Subtotal Structural Items		$30,531,200
Section 3 Drainage					
Project Drainage (X-Drains, etc)	1	LS	$100,000.00	$100,000	
			Subtotal Drainage		$100,000

*Attach sketch showing typical structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	303900
Program Code:	20.10.201.120

Section 4 Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Storm Water(SWDR-Construction BMP)	1	LS	$500,000.00	$500,000	
Hazardous Waste mitigation:					
Lead Compliance Plan	1	LS	$5,000.00	$5,000	
ADA - Curb Ramps	1	LS	$50,000.00	$50,000	
R.E. Office	1	LS	$300,000.00	$300,000	
			Subtotal Specialty Items		$855,000

Section 5 Traffic Items					
Transportation Management Plan	1	LS	$3,000,000	$3,000,000	
Traffic Control System	1	LS	$3,000,000	$3,000,000	
Traffic Electrical Items	1	LS	$2,490,400	$2,490,400	
Freeway Signs	1	LS	$760,000	$760,000	
ITS Items	1	LS	$500,000	$500,000	
Construction Area Signs	1	LS	$20,000.00	$20,000	
Edge line striping (Remove & Replace)	33,300	LF	$4.00	$133,200	
Pavement striping (Remove & Replace)	350,000	LF	$3.00	$1,050,000	
Buffer striping (12 inch wide)	67,000	LF	$8.00	$536,000	
Pavement markers	1	LS	$300,000	$300,000	
Temp Railing - Type K	127,000	LF	$10.00	$1,270,000	
Furnish services					
			Subtotal Traffic Items		$13,059,600

SUBTOTAL SECTIONS 1-5	$44,670,800

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	303900
Program Code:	20.10.201.120

Section 6 Minor Items				Unit Cost	Section Cost
Minor Items	$44,670,800 (Subtotal Sections 1-5)	X	5.00% (5% - 10%)	$2,233,540	
			TOTAL MINOR ITEMS		$2,233,540
Section 7 Roadway Mobilization					
Roadway Mobilization	$46,904,340 (Subtotal Sections 1-6)	X	5.00% (5% - 10%)	$2,345,217	
			TOTAL ROADWAY MOBILIZATION		$2,345,217
Section 8 Roadway Additions					
Supplemental Work	$46,904,340 (Subtotal Sections 1-6)	X	5.00% (5% TO 10%)	$2,345,217	
Time Related Overhead	$46,904,340 (Subtotal Sections 1-6)	X	5.00% (5% TO 10%)	$2,345,217	
			TOTAL ROADWAY ADDITIONS		$4,690,434
Section 9 Contigencies					
Contingencies	$46,904,340 (Subtotal Sections 1-6)	X	10.00% (10% TO 25%)*	$4,690,434	
			TOTAL CONTINGENCIES		$4,690,434
			TOTAL ROADWAY ITEMS (Total of sections 1-9)		**$58,630,425**
			USE		**$58,640,000**

		Phone #	Date
Estimate Prepared By	Bao Phan (Print Name)	(213) 897-0958	3/8/2018
Estimate Checked By	Charles Ton (Print Name)	(213) 897-7295	3/8/2018

*Use appropriate Percentage per Chapter 3-50 of Project Development Procedures Manual.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate: PSSR
DIST-CO-RTE: 07-LA-10
PM: 31.2/37.5
EA: 303900
Program Code: 20.10.201.120

II. STRUCTURES ITEMS

	STRUCTURE No. 1	No. 2	No. 3	No. 4
Bridge Name				
Structure Type				
Width (out to out) - (m)				
Span Lengths - (m)				
Total Area - (m^2)				
Footing Type (Pile/Spread)				
Cost Per m^2 (include 10% mobilization and 20% contingency)				
Total Cost for Structure				
Removal Cost				

SUBTOTAL STRUCTURES ITEMS _____

Railroad Related Costs _____

SUBTOTAL RAILROAD ITEMS _____

TOTAL STRUCTURES ITEMS _____

USE _____

COMMENTS:

Estimate Prepared By: Presley Burroughs (Print Name) Phone #: (213) 897-1922 Date: 2/8/2018

(If appropriate, attach additional pages and backup)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Type of Estimate	PSSR
DIST-CO-RTE	07-LA-10
PM	31.2/37.5
EA	303900
Program Code:	20.10.201.120

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values*
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill			
B. Utility works (State share)			
C. Clearance/Demolition			
D. RAP			
E. Title and Escrow Fees			
F. R/W Potholing	$60,000	8.00%	$83,527
G. CONSTRUCTION CONTRACT WORK			
TOTAL RIGHT OF WAY (CURRENT VALUES)**	$60,000	**TOT. ESC. R/W**	$83,527
Use	$60,000		$84,000

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

Estimate Prepared By: Tracie Banks (Print Name) Phone # (213) 897-3019 Date 2/28/2018

(If appropriate, attach additional pages and backup)

ATTACHMENT 4

PAVEMENT RECOMMENDATIONS

State of California Business, Transportation, and Housing Agency

Memorandum

To : **Charles Ton, Sr. P.E.**
Senior Transportation Engineer
Office of Design, Branch "B"
Attn: Bao Phan

Date: November 15, 2017

File No.: 07-LA-10, PM 31.2/37.2
EA: 07-303900 / Project No.: 0714000044
Roadway Rehab (3R)

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

Subject: **Updated Structural Section Recommendation for PAED**

Per your request dated October 13th, 2017, Materials Investigations has reviewed the Supplemental Project Scope Summary Report package for the pavement and roadway rehabilitation (2R & 3R) project, to restore the existing pavement on Freeway 10, between I-605 (PM 31.2) and Citrus Street UC (PM 37.2). Materials Investigations offers the following Updated Structural Sections Recommendations.

Materials **concurs** with your strategy shown on Attachment B2 of replacing in kind the existing slabs on the HOV and No. 1 lane, and total lane replacements for lanes 2 and 3. Materials also **concurs** with the Proposed Structural Section for Lanes 2 & 3 shown on Attachment B2. Please refer to Materials Memo dated June 9th, 2015 for the Proposed Structural Section on various lanes: Please use the following:

Freeway Lanes 1 & 2 (Inner Lanes) – Refer to Materials Memo dated June 9th, 2015

0.95' JPCP-RSC (Jointed Plain Concrete Pavement-Rapid Strength Concrete)
------ Base Bond Breaker (Geosynthetic)
0.35' **LCB-RS (Lean Concrete Base-Rapid Setting) ***
0.35' CL-3 AB (Class-3 Aggregate Base)
------ SEG (Subgrade Enhancement Geotextile)
1.65' Total

Freeway Lanes 3 & 4 (Outer Lanes) – Refer to Materials Memo dated June 9th, 2015

1.10' JPCP-RSC (Jointed Plain Concrete Pavement-Rapid Strength Concrete)
------ Base Bond Breaker (Geosynthetic)
0.35' **LCB-RS (Lean Concrete Base-Rapid Setting) ***
0.35' CL-3 AB (Class-3 Aggregate Base)
------ SEG (Subgrade Enhancement Geotextile)
1.80' Total

*** Please note that ATB (Alternate Treated Base) is no longer recommended due to construction administration issues. Use LCB-RS, rather than the various options offered under ATB. Make changes to Plans accordingly.**

Freeway Ramp rehabilitation or New Ramps shall be constructed according to Materials recommendations on the Memo dated June 9th, 2015.

If you have any questions, please call me at 7-0470 or Raimundo Jo-Fung of my staff at 7-2844.

KIRSTEN STAHL, P. E.
District Materials Engineer
Civil Engineering License No. C46857 – Exp. 06/30/19

ATTACHMENT 5

ENVIRONMENTAL DOCUMENTS

5.1: CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION

5.2: PRELIMINARY HAZADOUS WASTE ASSESSMENT REPORT

5.3: AIR QUALITY ASSESSMENT REPORT

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-10	31.2/37.2	30390	20170001
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

This project is a pavement and roadway rehabilitation project which proposes to restore the existing pavement on Interstate 10 between Interstate 605 and Citrus Street Undercrossing, in Los Angeles County, with a 40-year service life roadway structural section on the Mixed-Flow Lanes and a 20-year service life on lanes with individual slab replacements. The project scope includes replacing damaged concrete slabs in the HOV lane and lane number one, rebuilding lane numbers two and three with concrete pavement, modifying the west bound 10 on-ramp from northbound Baldwin Park Blvd and two ADA curb ramps, repairing spalls, grinding and restriping the affected lanes.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (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)

☐ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☐ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **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. Class1c.** (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].)

Lourdes Ortega
Print Name: Senior Environmental Planner or Environmental Branch Chief

Lourdes Ortega 1/8/18
Signature Date

Dariusz Chmielewski
Print Name: Project Manager

Signature 1/9/18
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).

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. 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 dated May 31, 2016, 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)(22)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Lourdes Ortega
Print Name: Senior Environmental Planner or Environmental Branch Chief

Lourdes Ortega 1/8/18
Signature Date

Dariusz Chmielewski
Print Name: Project Manager/DLA Engineer

Signature 1/9/18
Signature Date

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

07-LA-10	31.2/37.2	30390	20170001
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
Date of Categorical Exclusion Checklist completion: 1/8/2018		Date of ECR or equivalent : 12/6/2017	

Vegetation removal should be scheduled outside the time frame of February 15th through September 1st in order to minimize impacts to nesting birds.

A qualified biologist must be onsite to monitor any pre construction clearing and grubbing to ensure there are no impacts to nesting birds.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: Charles Ton, STE
Office of Design B
Division of Design

Date: January 2, 2018

Attn: Bao Phan, P.E.
Project Engineer

File: 07-LA-10 PM 31.2/37.5
Pavement Rehabilitation Project on I-10 Between Interstate 605 and Citrus UC, Angeles County

PN: **1846-07114000044-0**
EA: **07-333-303900**

From: DEPARTMENT OF TRANSPORTATION
OEE-HAZARDOUS WASTE BRANCH, SOUTH REGION
DIVISION OF ENVIRONMENTAL PLANNING

Subject: **PRELIMINARY HAZARDOUS WASTE ASSESSMENT FOR SUPPLEMENTAL PROJECT SCOPE SUMMARY REPORT (SPSSR)**

The Office of Environmental Engineering (OEE) is in receipt of your memorandum dated October 16, 2017 with latest project information provided on December 21, 2017, requesting a preliminary hazardous waste assessment for the subject Supplemental Project Scope Summary Report (SPSSR) for the Roadway and Pavement Rehabilitation project; refer to herein as ("Project"). This Project proposes to restore the existing pavement along both EB and WB sides of Route 10 from east of I-10/I-605 Interchange to west of South Citrus Street Undercrossing (PM 31.2/37.5) in cities of Baldwin Park and West Covina in Los Angeles County. The project proposes to restore the existing roadway pavement with a 40-year service life roadway structural section on the Mixed-Flow Lanes (MFLs) Nos. 2 and 3, and a 20-year service life on High-Occupancy Vehicles (HOV) lane & MFL 1 with individual slab replacements.

The purpose of this SPSSR is to update the Project scope of work, address the cost changes and Project schedule changes from the original Project Scope Summary Report (PSSR), approved on June 29, 2015. Per the latest draft SPSSR dated February 2018, the specific changes/update in the SPSSR are shown below:

- Correct typo "Widening" in the original PSSR to "Restripe" of median shoulder from existing 8 feet to a standard 10 feet width for both eastbound (EB) and westbound (WB) sides of I-10 within the project limits.
- No change from the Original PSSR. Lane replacement of existing mixed-flow lanes (MFL) 2 and 3 on both EB and WB sides with Jointed Plain Concrete Pavement – Rapid Strength Concrete (JPCP-RSC) including Alternate Treated Base (ATB) over 3 aggregate base.
- No change from the original PSSR. Intermittent individual slab replacement (5-10%) along the HOV lane and mixed-flow lane 1 on both EB and WB sides, using JPCP-RSC or Precast Jointed Plain Concrete Pavement (PJCP).

- Delete the work of "Restripe WB I-10 from PM 32.29 to PM 32.92 to replace existing five (5) mixed-flow lanes with four (4) through lanes". This work has recently been completed by Contract 117074, Project ID 0700000083.
- Delete the work of "On WB I-10, extend auxiliary lane from Baldwin Park Blvd south on-ramp to Baldwin Park Blvd north on-ramp". This work has recently been completed by Contract 117074, Project ID 0700000083.
- Modify WB I-10 on-ramp from northbound Baldwin Park Blvd to provide a standard T-intersection for vehicle entrance along with two new curb ramps and other related ADA items.

HAZARDOUS WASTE EVALUATION:

This Project overlaps with two Caltrans HOV lane widening projects on I-10, contracts 117014 (Segment 1), and 1170U4 (Segment 2). Based on the construction schedules of the I-10 contracts, this Project will start construction after the completion of both I-10 construction contracts.

ADL Soil Disturbance:

The project scope included Baldwin Park northbound on-ramp realignment and termini, OEE had discussion with the Project Engineer (PE) , and the PE confirmed that there will be no roadway and/or structural excavations in the unpaved area, the proposed improvements, drainage improvement (cross-drain), ADA curb ramps, and electrical work, are all within existing paved area. In the event if roadway and/or structural excavations are required after detailed design is performed in the PS&E phase, your office is responsible to notify OEE for Project re-evaluation and to allocate appropriate consultant funding for site investigation task order work.

Minimal Disturbance of Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead:

Based on the Project scope of work, temporary stationary mounted construction area signposts will be installed in the unpaved areas for traffic staging and traffic control. This task is considered "minimal soil disturbance" work. According to Caltrans' ADL guidance document (2010), US EPA allows certain discrete areas of generally dispersed contamination to be considered as individual waste management unit. These discrete areas are defined as Areas of Contamination (AOCs). An AOC is equated to a single unit, and therefore movement, consolidation, or in-situ treatment of hazardous waste within the AOC does not create a new point of hazardous waste generation. For an AOC, contamination must be contiguous but can have various concentrations. The Department of Toxic Substances Control (DTSC) allows Caltrans to apply AOC approach to projects that will only cause minimal disturbances of soil containing hazardous waste concentrations of aerially deposited lead.

All soil disturbed must remain in the immediate area of disturbance and not be transported elsewhere. Health and safety precautions and dust control for hazardous waste must be implemented. It is important to notify the General Contractor (GC) that lead is present and plan for preparation of a task-specific Lead Compliance Plan (LCP) and implement lead awareness training as required by Title 8 CCR, Section 1532.1, and Cal-OSHA Construction Safety Order.

Remove Traffic Stripes and Pavement Markings Containing Lead (Non-Hazardous):

Per confirmation from your office, the existing traffic stripes and/or pavement marking within the Project limit were installed/delineated after 2009 to present. Since the application of the yellow thermoplastic material containing high concentrations of lead have been phased out during 2004 to 2006, the disturbed traffic striping and/or pavement marking will not generate hazardous waste that require special handling and/or waste management in construction. However, the low concentration of lead content (non-hazardous) in the existing striping and/or pavement marking require a task-specific LCP per Caltrans policy. The GC is required to develop a task-specific LCP as required in 8CCR, section 1532.1, Cal-OSHA Construction Safety Order, and implement lead awareness training to ensure worker safety prior to commencement of work.

For preliminary engineer's cost estimate, refer to http://wwwsv08doweb1/contractcost/ for the bid cost items per hazardous waste assessment stated above including the required Lead Compliance Plan(s) for each task.

OEE RESOURCE ESTIMATE FOR PROJECT (CC 1846):

WBS 235.10	**120 Hours (Staff Support)**
WBS 255.05	**80 Hours (PS&E Support)**
WBS 270.66	**80 Hours (Construction Support)**
WBS 280.10	**24 Hours (ECR, Project Close Out)**

Upon completion of the final draft SPSSR, please provide a copy to OEE for review. Please note that this preliminary hazardous waste assessment is only applicable to the limited Project information provided and without a completed draft SPSSR to review. Any project scope change will require further evaluation and re-assessment from OEE. This preliminary hazardous waste assessment is not intended as a final assessment and/or clearance for Project PS&E.

If you have any questions, I can be reached at samuel.yang@dot.ca.gov, (213) 897-4058, or contact my supervisor, Steve Chan at steve.chan@dot.ca.gov, (213) 897-3646.

Samuel Yang, P.E.
District Hazardous Waste Branch (South Region)
Office of Environmental Engineering (OEE)
Division of Environmental Planning

File
Cheryl Henderson, Division of Environmental Planning
Gloria Taylor, Division of Environmental Planning
Darek Chmielewski, Division of Project Management

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Flex your power!
Be energy efficient!

To: CHARLES TON
Design Manager
Office of Design Branch B

Date: January 22, 2018

File: 07-LA-10, PM 31.2/37.2
Roadway Rehabilitation (3R)

EA: 30390

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

Subject: **ISSUANCE OF EXEMPTION FROM AIR QUALITY ANALYSES PER TITLE 40, CODE OF FEDERAL REGULATIONS, SECTION 93.126, TABLE 2 (EXEMPT PROJECTS) FOR THE I-10 ROADWAY REHABILITATION PROJECT IN LOS ANGELES COUNTY**

This memorandum has been prepared in response to your request for an Air Quality review of the above referenced project. The project scope consists of the following improvements:

a) Restripe median shoulder from existing 8 feet to a standard 10 feet width for both eastbound (EB) and westbound (WB) sides of I-10 within the project limits.

b) Lane replacement of existing mixed-flow lanes (MFL) 2 and 3 on both EB and WB sides with Jointed Plain Concrete Pavement – Rapid Strength Concrete (JPCP-RSC) including Alternate Treated Base (ATB) over Class 3 aggregate base.

c) Intermittent individual slab replacement (5-10%) along the HOV lane and MFL 1 on both EB and WB sides, using JPCP-RSC or Precast Jointed Concrete Pavement (PJCP).

d) Modify WB I-10 on-ramp from northbound Baldwin Park Blvd to provide a standard T-intersection for vehicle entrance along with two new curb ramps and other related ADA items.

The Air Quality Branch (AQB) has completed the review and provides comments below.

Pursuant to Table 2 in 40 CFR 93.126, certain projects are allowed to be exempt from all emissions analyses. Based on a review of the proposed scope of work provided in the February 2018 Supplemental PSSR (submitted to us on January 10, 2018), the proposed project is deemed listed in Table 2 under the subtitle "Safety" and classifications "Shoulder improvements" and "Pavement resurfacing and/or rehabilitation." Therefore, pursuant to 40 CFR 93.126, this project is deemed classified and is exempt from the requirement to determine conformity.

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

The proposed project is located within the South Coast Air Basin (SCAB). SCAB is a Federal non-attainment area for PM2.5 and attainment-maintenance for PM10. The proposed project is exempt from the conformity requirements per 40 CFR 93.126. It is also a type of project that is not anticipated to involve a significant number or result in an increase in the number of diesel vehicles or increase in vehicle idling. The proposed project is expected to have a neutral influence on PM10 and PM2.5 emissions and therefore, proposed project is unlikely to result in adverse impacts to ambient PM10 and PM2.5.

The proposed project is not anticipated to result in any meaningful changes to traffic volumes, vehicle mix, location of the existing facility, or any other factors that would cause an increase in mobile source air toxic (MSAT) emissions impacts relative to the no-build alternative. It is indicated in the Supplemental PSSR that the project qualifies for a Categorically Exclusion (CE). According to the FHWA's Interim Guidance Update on MSAT in NEPA Documents dated October 18, 2016, projects that are qualified as a CE under 23 CFR 771.117 (c) or those that are exempt under the Clean Air Act pursuant to 40 CFR 93.126, do not require an analysis or discussion of MSAT.

The proposed project is not expected to result in increased Greenhouse Gas (GHG) operational emissions as no additional roadway capacity will be added. Construction emissions are unavoidable, but will be reduced to the extent possible through planning and implementation of best practices throughout the project delivery process. Where available, it is recommended that material within a local radius of the project area and/or locally available building material be utilized to reduce GHG emissions. This project will reduce GHG emissions by reducing the frequency of maintenance vehicle idle times associated with traffic control, to maintain the roadway.

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

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

If you have any questions, please contact me at 213-897-6117 or via email at Andrew.yoon@dot.ca.gov.

ATTACHMENT 6

RIGHT OF WAY DATA SHEET

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious Drought!
Help Save Water!

To: Charles Ton , Design Manager
Office of Design
District 7, Los Angeles Office

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

Date: 3/7/2018
EA: 303900
Data Sheet ID NO: ds3102
Project ID # 0714000044

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 Bao Phan 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 not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of NA 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 NA 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. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
2/8/2018	N/A	08/30/2019	11/19/2019	6/16/2022

TO **Charles Ton**
ATTN **Bao Phan**
SENIOR R/W P&M **Darek Chmielewski**
ROUTE 10
PM_KM 31.2/37.2
EA 303900
Project ID # 0714000044
ALT

R/W DATA SHEET

ID NO ds3102

Date of Data Sheet 3/7/2018

Project Description Roadway Rehabilitation on I-10 from Junction I-605 to Citrus St UC.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.
The estimate is subject to change and revision.
The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.
The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Charles Ton to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans		x	
Railroads are depicted on plans	x		
There are Material and/or Disposal Sites Required		x	
Caltrans will do the Right of Way work	x		
There will be a Cooperative Agreement		x	
This is a reimbursable project		x	
There is Hazardous Waste potential			x

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits		
Clearance	No Right of Way	
RAP (cont rate.)		
Escrow costs (cont rate.)		
Utility relocation costs	**$60,000**	**$83,527**
Estimate of Reimbursed Appraisal Fee		
Total estimated cost	**$60,000**	**$83,527**

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 8/30/19

Parcel Count and Py Info

Data Sheet ID NO: ds3102
ROUTE 10
PM_KM 31.2/37.2
EA 303900
ALT

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP	POTENTIAL CLEARANCE PARCELS	POTENTIAL CONDEMNATION PARCELS	POTENTIAL EXCESS PARCELS

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	
u5-7	
u5-8	
u5-9	

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	225
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	Total	**225**

UTILITY INFORMATION

1)	2 potholes for (2-5" Ducts SCE) on Puente Ave.	2	3000	$6,000
2)	2 potholes for (2-61/4" Ducts ACD Verizon)	2	3000	$6,000
3)	2 potholes for (8-4" Conduits Verizon) on Cameron Ave.	2	3000	$6,000
4)	2 potholes for (12-41/2" Conduits Verizon) X-West of Pacific Ave.	2	3000	$6,000
5)	2 potholes for (3-4" conduits in 16" casing SCE) X- East of Sunset	2	3000	$6,000
6)	2 potholes for (12" H gas SCG) E. of Vincent Ave. X-Route-10	2	3000	$6,000
7)	2 potholes for (12-4" ABS Conduits Verizon) E. of Lrk Ellen Ave. crossing Route-10	2	3000	$6,000
8)	2 potholes for (6" gas in 8" casig SCG) X-Route-10 W. of Baymar Ave.	2	3000	$6,000
9)	2 potholes for (10" gas SCG) East of Bes Ave.	2	3000	$6,000
10)	2 potholes for (8" gas in 12" casing SCG) West of Citrus ave.	2	3000	$6,000

Are utility easements required? No

Are Utility agreements required? No

Total Current Cost $60,000

Const. Completion Date 6/16/2022

Utility Escalation Rate 8%

Total Escalated Cost $83,527

Data Sheet ID NO: ds3102
ROUTE 10
PM_KM 31.2/37.2
EA 303900
ALT

RR INFORMATION

Are RR affected 0

Describe the RR facilities affected, and ownership:
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

Will construction work be performed in RR right of way? Y/N If yes, describe:

What types of agreements are anticipated to be required from the RR?

Will Temporary Construction Easement (TCE) rights be required for the project construction? If yes, explain.

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	**$ 0**

		DATE
Right of Way Estimate prepared by	Matt Ong	3/7/18
Railroad Estimate prepared by	Presley Burroughs	2/8/18
Utilities Estimate prepared by	Tracie Banks	2/28/18

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 _____ 5/22/18

ATTACHMENT 7

STORM WATER COMPLIANCE

Caltrans

Dist-County-Route: 07-LA-10
Post Mile Limits: 31.2/37.2
Project Type: Roadway Rehabilitation (3R)
Project ID (EA): 0714000044 (EA 303900)
Program Identification: 20.10.201.120
Phase: ☐ PID ☒ PA/ED ☐ PS&E

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

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Total Disturbed Soil Area: 0.02 Acre
New Impervious Surface: 0
Estimated Const. Start Date: 05/07/2020
Estimated Const. Completion Date: 06/16/2021
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is MWELO applicable? Yes ☐ No ☒

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

01/25/2018
Bao Phan, Registered Project Engineer/Landscape Architect *Date*

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

[Stamp Required at PS&E only]

01/29/2018
For *Shirley Pak, District/Regional Design SW Coordinator or Designee* *Date*

1. Project Description

- This project proposes pavement rehabilitation along both E/B and W/B sides of Route 10 from I-10/I-605 Interchange to Citrus Street U/C (PM 31.15/37.48). The recently completed Safety Analysis Report on this portion of LA-10 recommends 2R for the E/B side and 3R rehabilitation for the W/B side of the freeway within the above project limits.

  The project scope includes:

  a) Restriping of inside shoulder from existing 8 ft to a standard 10 ft width on the W/B side of LA-10 within the project limits.

  b) Lane replacement of existing mixed flow (MF) lanes #2 and #3 on both E/B and W/B sides with Rapid Strength Cement (RSC) concrete pavement including new RSC base along with Class-3 Aggregate base.

  c) Intermittent RSC individual slab replacement (5-10%) along the HOV lane and MF lane #1 on both E/B and W/B sides.

  d) Minor modification of westbound on-ramp from northbound Baldwin Park Avenue to provide a standard T-intersection for vehicle entrance along with two new curb ramps and other related ADA items. There will be no roadway and/or structural excavations in the unpaved area. The proposed modification such as drainage systems, ADA curb ramps, and electrical work, are all within paved area.

  e) Grinding, grooving and restriping of the affected lanes.

- All project work will remain within Caltrans right of way, and no additional right of way will be required.
- The total Disturbed Soil Area (DSA) is calculated to be approximately 0.02 acre required for minor modification of the I-10 westbound on-ramp from northbound Baldwin Park Blvd.
  - Net New Impervious (NNI) will be 0.0 acres
  - Replaced Impervious Surface (RIS) will be 0.0 acres
  - Total Disturbed Soil Area (DSA) 0.02 acre
- As stated in the project scope above, all lane replacement (Item b) and slab replacement (Item c) work will remain within the existing pavement structure section, and no underneath soil (sub grade) will be exposed. There will be no change in hydraulic capacity. In addition, Construction Site BMPs will be implemented during construction. Therefore, this project does not have the potential to create any water quality impact.
- The preliminary estimated project capital cost is $50.1 million in 2018 dollars. This project will be submitted for programming in the 2016 State Highway Operation and Protection Program (SHOPP) cycle under the Safety Improvements Program (201. 10.201.120), to be funded in the 2019/2020 Fiscal Year.

2. Site Data and Stormwater Quality Design Issues

- This project is under the jurisdiction of the Los Angeles Regional Water Quality Control Board and is in the Los Angeles County MS4 area.
- There would be no increase in impervious area.
- There are no drinking water reservoir /recharge facilities within the project limits.
- No 401 certification will be required for this project.
- The project limits are within the upper San Gabriel River Hydrologic Area, with Hydrologic Sub Area # 405.20 and Hydrologic Sub Area name is undefined.
- The nearest receiving waters are Big Dalton Wash, San Gabriel River Reach 3 (Whittier Narrows to Ramona), and Walnut Creek Wash (Drains from Puddingstone Res) that are on the 303 (d) list of impaired receiving water bodies (except Big Dalton Wash.)
- The project limits lie in the San Gabriel River Watershed. The established Total Maximum Daily Loads (TMDL) in the San Gabriel River Watershed are as follows:

San Gabriel River

Established TMDLs

Total Maximum Daily Loads for Indicator Bacteria in the San Gabriel River, Estuary and Tributaries

The Total Maximum Daily Loads for Indicator Bacteria in the San Gabriel River, Estuary and Tributaries has been adopted by the Los Angeles Regional Water Quality Control Board (Region 4). The TMDL is effective on June 14, 2016. The TMDL Requires the Responsible Agencies, including Caltrans to achieve compliance with waste load allocations in 20 years. Caltrans will be working with groups of Responsible Agencies to jointly comply with the TMDL.

The Trash TMDL for the East Fork of San Gabriel River

The Trash TMDL for the East Fork of San Gabriel River has been in effect since April 17, 2001. Caltrans is not a responsible party.

San Gabriel River and Impaired Tributaries Metals and Selenium TMDL

The San Gabriel River and Impaired Tributaries Metals and Selenium TMDL was approved by the United State Environmental Protection Agency (USEPA) on March 26, 2007. The TMDL assigns Dry Weather waste load allocations (WLA) to MS4 Permittees and Caltrans for copper in San Gabriel River Estuary, Reach 1 and Coyote Creek, and for Selenium in San Jose Creek Reaches 1 & 2, The TMDL assigns Wet Weather WLA to MS4 Permittees and Caltrans for lead in San Gabriel Reach 2 and upstream reaches and tributaries, and for copper, lead and zinc in Coyote Creek and its tributaries. Caltrans will be working with groups of Responsible Agencies to jointly comply with the TMDL.

Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL

Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL became effective on March 23, 2012. Targeted pollutants are copper, lead, zinc, PAH, DDT, PCBs, Benzopyrene and Dieldrin for water column in the channel and harbors, and for sediments in the harbors. The TMDL requires the dischargers of the Los Angeles River and the San Gabriel River to monitor water quality at the mouth of each River. Caltrans will participate in groups of agencies to jointly comply with the TMDL.

3. Construction Site BMPs

Project requires a Water Pollution Control Program (WPCP) since the total Disturbed Soil Area (DSA) created by the project is less than 1.0 acre.

The following temporary construction site BMPs are considered for this project and will be incorporated as separate bid line items:

- Temporary Fiber Roll
- Street Sweeping
- Temporary Drainage Inlet Protection
- Temporary Concrete Washout
- Prepare WPCP

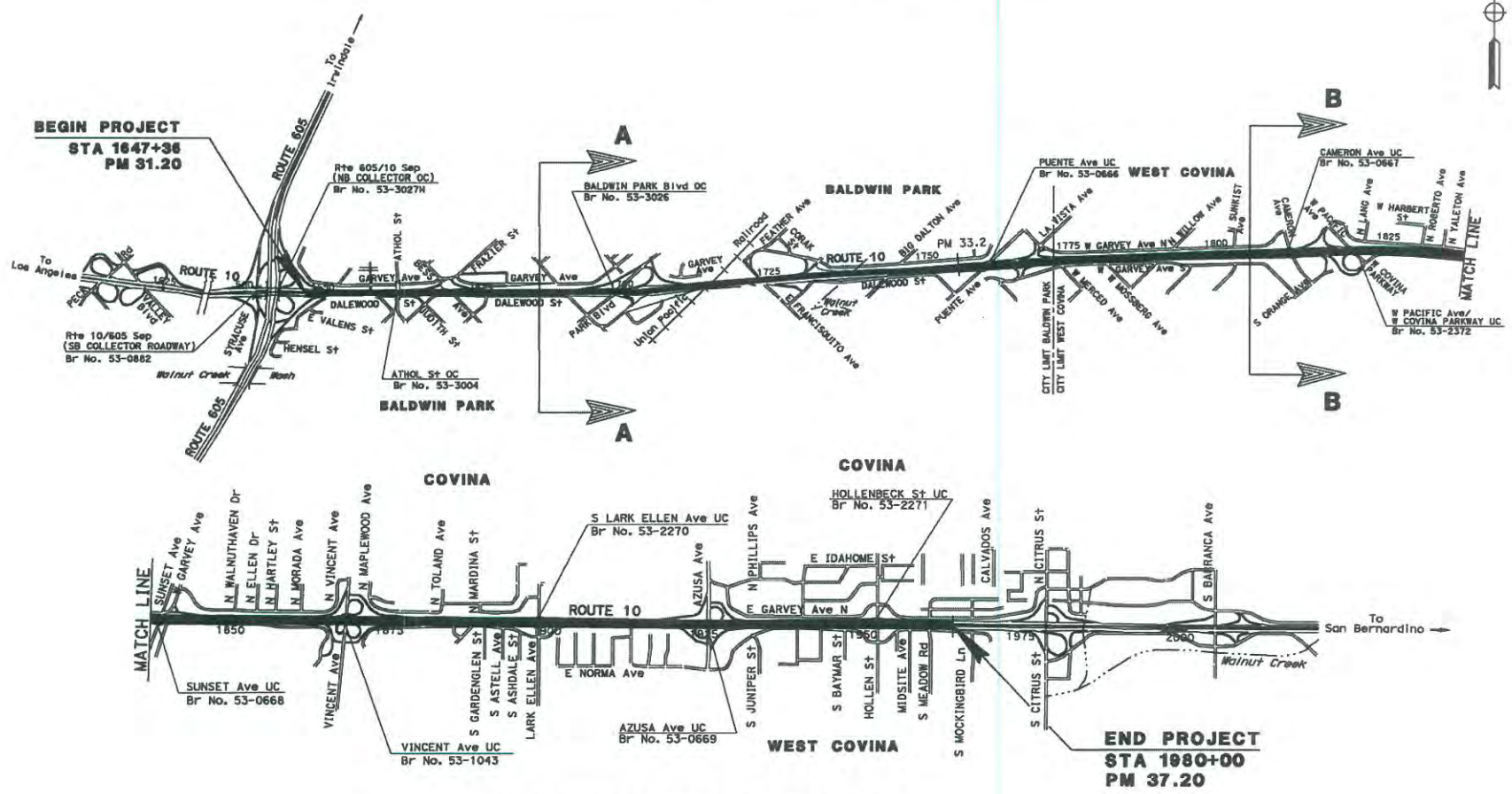
The following BMPs are in the Job Site Management as one lump sum bid item:

- Paving, Sealing, Saw cutting and Grinding Operations
- Illegal Connection and Illegal Discharge Detection and Reporting
- Vehicle and Equipment Fueling
- Vehicle and Equipment Maintenance
- Solid Waste Management
- Water Control and Conservation
- Concrete Curing
- Material Use, Delivery and Storage
- Spill Prevention and Control
- Hazardous Waste Management
- Sanitary/Septic Waste Management

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	10	31.2/37.2	1	3

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

IN LOS ANGELES COUNTY
IN LOS ANGELES, FROM JCT 605 TO CITRUS ST



PROJECT VICINITY MAP
EA 303900

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN MANAGER: CHARLES TON
DESIGN
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION: DATE PLOTTED => 24-JAN-2018 01-06-15 | TIME PLOTTED => 08:50

BORDER LAST REVISED 7/2/2010

UNIT 1807

PROJECT NUMBER & PHASE 07140000440

DATE: 01/24/2018

Project ID (EA): 0714000044(303900)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL Compliance Units)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to areas of Special Biological Significance (ASBS), or		✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. cpy. 1/25/2018 RR *(Dist./Reg. Coordinator initials)*
	b. discharge to a TMDL watershed where Caltrans is named stakeholder, or	✓		
	c. have other pollution control requirements for surface waters within the project limits?	✓		If **No** to all, continue to 5.
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, Section 4.4.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of one acre or more of new impervious surface (NIS)?		✓	If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. DA *(Dist./Reg. Design SW Coord. Initials)* BP *(Project Engineer Initials)* 01/25/18 *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
SWDR Signed Date	District	EA/Project ID	County	Route	Beg_PM	End_PM	Project Description	Project Phase	Long SWDR	Risk Level	DSA (ac)	TMDL Waterbody	Biofiltration Strips and Swales	Detention	Infiltration Devices	GSRD	TST	MediFilter	DPWA	SA	Other BMP	Est. Const. Start	Est. Const. Comp	Net New Impervious area (NNI)	Replaced Impervious Surface (RIS)	Additional Treatment Area (ATA)	Post Const. Treatment Area (ac)	Treated Impervious Area (ac)	Treated Impervious Area Balance (ac)	Treated Pervious Area (ac)	Stabilized Area (ac)	NWELO	RSA	SW Comment
1/30/2018	7	303900	LA	10	31.20	37.20	Roadway Rehab	PAED	No	WPCP	0.02	Yes	0	0	0	0	0	0	0	0	0	5/7/2020	6/15/2021	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	

ATTACHMENT 9

RICK REGISTER & CALIFORNIA TRANSPORTATION IMPROVEMENT PROGRAM (CTIP)

ATTACHMENT 9

RICK REGISTER & CALIFORNIA TRANSPORTATION IMPROVEMENT PROGRAM (CTIP)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information ☒ Capital Project ☐ Major Maintenance Project (Check One) Total Estimated Cost: $63,847,000.00

Project ID/District-EA: ID 0714000044/EA 07-30390)

Project Description: 07-LA-10 PM 31.2/37.2: ROADWAY REHABILITATION

Project Manager (PM): Darrius A. Chmielewski

Project Risk Manager (For Risk Level 3 Projects): Sharas Bangalore

☐ No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PID (Recommended for Capital Projects Only excluding Minor Projects)

Project Manager		Date:
Deputy District Director, Planning		Date:
Deputy District Director*, Design**		Date:
Deputy District Director, Project Management		Date:

PA&ED (Required for Capital Projects Only)

Project Manager		Date: 02/16/18
Deputy District Director*, Environmental	Dawn Amontano / GT	Date: 02/16/18
Deputy District Director*, Design**	JH	Date: 2/16/18
Deputy District Director, Project Management		Date: 2/16/18

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)

Project Manager		Date:
Deputy District Director*, Design**		Date:
Deputy District Director*, Construction	Mark Arbuckle	Date: 2-16-18
Deputy District Director*, Right of Way		Date:
Deputy District Director*, Environmental		Date:
Deputy District Director, Project Management**		Date:

RE File Hand-off (Recommended for Capital Projects and Major Maintenance Projects)

Project Manager		Date:
Deputy District Director*, Design**		Date:
Deputy District Director*, Construction		Date:
Deputy District Director, Project Management**		Date:

*or the respective Project Delivery Division Chief signatures in the North Region or Central Region

**or Deputy District Director, Maintenance signature for HM Projects designed by the District Maintenance Division

LEVEL 3 - RISK REGISTER						Project Name:	07-LA-10 PM 31.2/37.2: ROADWAY REHABILITATION			Project Manager	Darrius A. Chmielewski		District-EA	07-30390		Risk Manager	Sharas Bangalore	Capital	$63,847,000
										Risk Assessment									
Risk Identification									Probability	Cost Impact Before Mitigation (70th)				$1,819,167		Risk Response			
sk No.	Status	Risk ID.	Task	Type	Category	Title	Risk Statement	Current status/Assumptions	Probability of Occurrence	Low	Most likely	High	Frequency	Impact	Risk Before	Rationale	Strategy	Response Actions	Risk Owner	Updated
1	Active	180.Dgn	180	Threat	Dgn	Local Agencies.	N/B Baldwin Park Blvd to W/B 1/10 onramp is being realigned. During construction, the traffic on N/B Baldwin Park Blvd might be impacted. Even though Caltrans has the R/W, coordination with the City is necessary to avoid construction delays.	Coordination with city of Baldwin Park.	80%	$75,000	$100,000	$200,000	1	$112,500	$112,500	Field trip	Mitigate	Coordinate with City of Baldwin Park as early as possible during design phase and continue coordination during construction. Evaluate the Baldwin park condition at this intersection during phase 1.	Design	2/14/2018
2	Active	180.Dgn	180	Threat	Dgn	Change in Scope	There are 5 locations where there is a need for Median lighting at Ingress/Egress locations. Traffic Operations Policy Directive revised effective 4/7/2011, revised preferential lane signing and pavement markings, to provide for Ingress/Egress lighting. Additional staging might be required during construction. This would impact the cost and schedule.	Median lighting al Ingress/Egress locations.	80%	$4,000,000	$5,000,000	$6,000,000	1	$5,000,000	$5,000,000	Traffic Design	Mitigate	Traffic Design (electrical)to work with Traffic Design (Civil)and DES to come up with Design and cost early enough in Design phase for the Project Manager to do a PCR if necessary before the FY of delivery year	Traffic Design	2/14/2018
3	Active	180.Dgn	180	Threat	Dgn	Additional support cost due to scope change	Scope change of Median Lighting at Ingress/Egress locations will need additional resources during phase 1.	Median lighting at Ingress/Egress locations.	80%	$540,000	$1,000,000	$1,200,000	1	$956,667	$956,667	Traffic Design	Mitigate	Project Manager to make sure that the project is resourced to provide for this scope change	PPM	2/14/2018
4	Active	180.Dgn	180	Threat	Dgn	Increase in number of individual Distressed Slab to be replaced.	During field investigations in the Design phase, additional individual slabs may be identified to be removed and replaced. This may increase the cost and cause schedule delays.	Number of slabs to be removed and replaced are based on available information	50%	$700,000	$1,400,000	$2,300,000	1	$1,433,333	$1,433,333	PSSR has a range of slabs to be replaced from 5-10% and no field investigation is done.	Mitigate	Project Engineer to make sure field investigation is performed to evaluate slab conditions during Design phase to identify if additional slabs need to be replaced.	Design	2/14/2018
5	Active	180.Dgn	180	Threat	Dgn	Survey Data	There is an ongoing project to add HOV lane in both direction in this project limit. The CCA date for the ongoing project is in December 2019. The construction of the HOV project could prevent/delay survey work to Design this project. Project schedule might be impacted.	CCA date for HOV Project EA 07-1170U4 is December 2019.					0	$0	$0	Survey data for this project might be delayed due to an ongoing construction project in the same limits	Mitigate	Project Engineer to make sure field survey is done asap.	Design	2/14/2018
6	Active	180.Dgn	180	Threat	Dgn	Sub-surface conditions	Due to limited information about sub-surface conditions and pavement thickness, field conditions may be different than currently anticipated. This may lead to design modifications resulting in increased cost and duration for the project.	Estimate is based on available information in this phase.	20%	$750,000	$1,000,000	$1,250,000	0	$1,000,000	$0	Designer Estimate	Mitigate	Perform field testing including pavement thickness during design phase to evaluate slab conditions.	Design	2/14/2018
7	Active	180.Dgn	180	Threat	Dgn	Traffic Handling	Detours for traffic may have to be modified in order to improve traffic flow through construction zone, which may add cost and delay the project.	Traffic flow must be maintained throughout the construction area	30%	$500,000	$750,000	$1,000,000	0	$750,000	$0	Designer Estimate	Mitigate	Coordinate with Construction during Design phase to incorporate their recommendations.	Construction	2/14/2018
8	Active	180.Dgn	180	Threat	Dgn	Hazardous materials Handling	Hazardous materials investigation might reveal the need for remedial actions that could add additional cost and time to the project.	Hazardous materials investigation will be done during PS&E Phase.	50%	$500,000	$750,000	$1,000,000	1	$750,000	$750,000	Designer Estimate	Mitigate	Testing must be done as early as possible during Design phase	Design	2/14/2018

LEVEL 3 - RISK REGISTER						Project Name:	07-LA-10 PM 31.2/37.2: ROADWAY REHABILITATION		Project Manager	Darrius A. Chmielewski			District-EA	07-30390		Risk Manager	Sharas Bangalore	Capital	$63,847,000
									Risk Assessment										
Risk Identification									Probability	Cost Impact Before Mitigation (70th)				$1,819,167		Risk Response			
sk No.	Status	Risk ID.	Task	Type	Category	Title	Risk Statement	Current status/Assumptions	Probability of Occurrence	Low	Most likely	High	Frequency	Impact	Risk Before	Rationale	Strategy	Response Actions	Risk Owner	Updated
9	Active	180.Dgn	180	Threat	Dgn	Nesting Birds	Vegetation removal should be scheduled outside of February 15-September 1 to minimize impact of nesting birds	Vegetation removal during construction.					0	$0	$0	Environmental	Mitigate	1.Qualified biologist must be onsite to monitor any pre-construction clearing and grubbing to ensure there are no impacts to nesting birds. (2) make sure the project goes to construction after September 1st and complete clearing and grubbing before May 1st of following year.	Environmental Division	2/14/2018
10	Active	180.Dgn	180	Threat	Dgn	Prices and economic climate	Uncertainty in the prices, economic climate and bidders response in the market may result in significant change in the price of the project.	Economic climate will affect construction cost.					0	$0	$0	Designer Estimate	Mitigate	Engineers Estimate and Risk Analysis should reflect the economic impact on the project cost.	Design	2/14/2018
						Cumulative									$8,252,500					