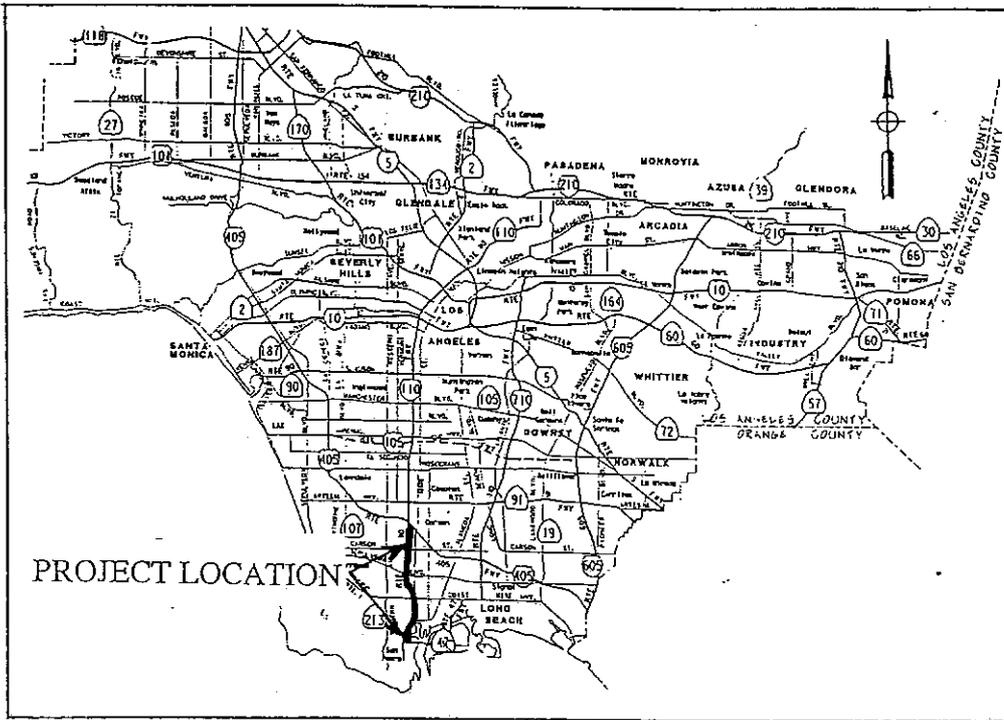


SUPPLEMENTAL PROJECT REPORT



PROJECT LOCATION

On Route 110 - Route 47 to Route 405

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

ANDREW NIERNBERG
Office of R/W Project Delivery Manager

APPROVAL RECOMMENDED:

DAREK CHMIELEWSKI, Project Manager
Office of Project Management-South

CONCURRED:

FRANK L. QUON
District Deputy Director-Operations, District 7

APPROVED:

7/2/07
Date

DOUGLAS R. FAILING
District Director-District 7

REGISTERED ENGINEER'S CERTIFICATIONS

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

Edward Krause
REGISTERED CIVIL ENGINEER

March 11, 2007
Date

This authorization is for the following project:

7-LA-110
7-388 – 120841



I INTRODUCTION

It is proposed to construct a Traffic Congestion Relief Management System (TCRMS), consisting of the installation of a fiber optic communications system, Closed Circuit Television (CCTV), Ramp Metering Systems (RMS), Traffic Monitoring Systems (TMS), and miscellaneous field hardware at different freeway locations as identified on the attached Location Map. This project will install a portion of the District 7 TCRMS and is proposed to be funded from the SHOPP Mobility Transportation Management Systems Program (Program Code 315) at an estimated cost of \$8,100,000.00 (in June, 2007 dollars).

II BACKGROUND

The Route 110 (Harbor Freeway) is a six to eight lane facility running in a north-south direction in this project. The freeway serves as a primary commuter route for vehicles traveling between the Los Angeles Harbor in San Pedro and Metropolitan Los Angeles.

The weekly work generated commuting patterns result in traffic congestion northbound in the AM peak hour and southbound in the PM peak hour.

This project is the part in a series of TCRMS projects being implemented to provide Caltrans District 7, the ability to manage traffic operations along Route 110. This project will provide an important link to in the TCRMS infrastructure by providing a regional communication link to the Traffic Management Center (TMC). It will also provide the link to Route 47 TCRMS in the Port of Los Angeles.

III NEED AND PURPOSE

The purpose of this report is to isolate the Route 110 segment into a single project, to update the cost estimate, and to replace the proposed satellite based communications system with a fiber optic communications system.

The original Project Report (#120800) dated December 14, 1993, (see cover page Attachment) covers several routes. This project covers the first portion of Interstate Route 110 and is one of a series of TCRMS projects being implemented to provide Caltrans District 7 the ability to manage traffic operations in the Los Angeles area based on funding availability and project scheduling.

The existing TCRMS consists of a detailed, leased telephone line communication network, one CMS, one CCTV site, and several RMS. The purpose of this project is to provide a TCRMS in the Route 110 corridor. This project will replace the telephone line communication network with a fiber optic communications system and to upgrade and complete the TCRMS (see Location Map in attachments). It will also connect the existing conduit along Route 47 at the beginning of this project. At the north end of the proposed project communications cable will be pulled in existing conduit to connect to the existing TCRMS at Route 405.

The typical existing (2004) Average Daily Traffic (ADT) and (2025) projected (ADT) on Route 110 are shown in the following table. Traffic volumes are expected to increase by an average of 15 percent (15%) and truck volumes are expected to double.

Existing and Projected Average Daily Traffic (ADT)

Location	PM	ADT	
		2004	2030
Channel Street	1.3	74,000	96,000
Sepulveda Boulevard	5.4	148,000	192,000
Torrance Boulevard	8.0	215,000	279,000

Source: Office of Planning and Public Transportation

IV ALTERNATIVES

The “No-Build” Alternative was considered in developing and analyzing system alternatives, but was eliminated: (1) due to the existing operational problems being experienced on the project area freeway and the inability to accommodate traffic management activities without the proposed TCRMS elements. The current system of dedicated, leased telephone lines result in high initial capital cost and continuing maintenance problems for the State. Leased telephone lines do not have the capacity for transmission of real-time video, but only for compressed digital images at considerable expense to the State. Real-time video (compressed) has poor resolution quality and cannot be retransmitted to media and other agencies. The alternative methods of transmission would be either extremely costly, as with VSAT or through wireless communication, would have limited bandwidth, lack of ability to retransmit resolution quality, and difficulty in obtaining a license. And (2) would leave a missing link to effectively bring the Route 47 TCRMS to the District 7 Transportation Management Center (TMC).

The “proposed project” alternative consists of a state-owned communications and TCRMS comprised of an optical fiber cable to accommodate the voice, data, and video requirements of the ITS. The elements of the TCRMS consist of CMS, CCTV cameras, ramp metering stations (RMS), traffic monitoring stations (TMS), and automatic irrigation systems.

V SYSTEM PLANNING

The proposed project is identified as a Transportation Management Systems (TMS) project and as such is consistent with the plans, programs and goals of the Urban Freeway Congestion Relief Program – 10-Year Master Plan of 1990. This project is consistent with the Investment Level I Typed projects identified as part of the TOPS (Traffic Operations Strategies) planning process for the four southern districts (District 7, 8, 11, and 12).

VI HAZARDOUS MATERIAL/WASTE

There are no known existing waste sites within or immediately adjacent to the proposed project. A Preliminary Hazardous Site investigation will be performed prior to the design phase of this project.

VII TRANSPORTATION MANAGEMENT PLAN

The hours available for contractor's operations will be regulated to off-peak hours and detailed within the special provisions to minimize the impact on existing traffic flows. Special Provisions will regulate the contractor's operations in the event that ramp or lane closures are required and the traveling public will be informed of the time and location where such construction will take place. The majority of the work will require shoulder closures and will not affect traffic flows. Therefore, no significant delay is expected as a result of the construction of this project.

VIII ENVIRONMENTAL CLEARANCE

The project is categorically exempt under Class I, Section 1510.1c of Caltrans Environmental Regulations. The project will not increase vehicle carrying capacity in the Route 110 corridor; it will only improve efficiency allowing the traffic to flow better and reduce emission.

A migratory bird specification will be required during the Plans, Specifications and Estimate (PS&E) phase of the project. Attached to this report is an example of the non-standard Migratory Bird Treaty Specification (NSSP).

A coastal permit will be obtained during the PS&E phase of this project when final plans are available. It will take six to twelve months to complete the permit.

IX FUNDING SCHEDULING

The project will be funded from the SHOPP Program in the fiscal year. It is part of the District 7 Master Plan and the type of work is consistent with the SHOPP Mobility 315 TMS Program. This project is proposed to be included in the 2010 State Highway Operation Protection Program for funding from the Mobility Transportation Management Systems Program (Program Code 201.315). The current cost estimate for the project as of June 2007 is \$8,100,000.00. The cost of the project in the proposed program year (2013/14) is \$11,398. The escalation factor used is 5% per year.

The milestone schedule for this project includes a Begin Design date of a PS&E date of October 7, 2013, an RTL date of January 15, 2014, a Contract Award date of April 14, 2014, and a Project Completion date of October 27, 2017.

X DISTRICT CONTACT

EDWARD KRAUSE, Project Engineer
(Project Delivery) Office of ITS Development CalNet 647-0270

JACQUELINE C. TAN, Senior Design Engineer
Office of ITS Development CalNet 647-4698

DAREK CHMIELEWSKI, Project Manager
Office of Project Management-South CalNet 647-8485

XI ATTACHMENTS

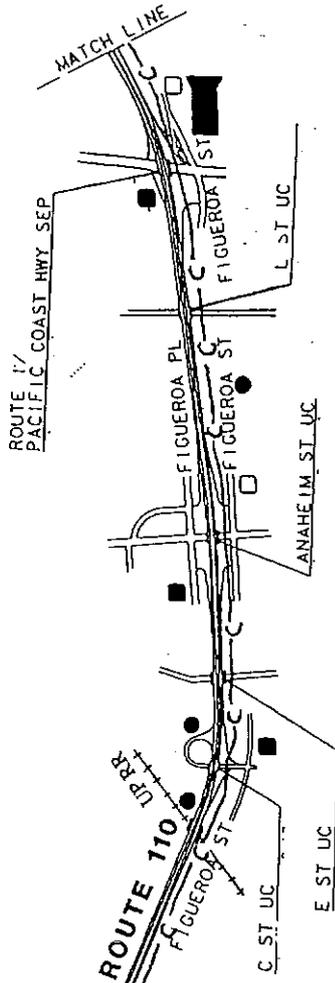
1. Location Map
2. ITS Elements Cross-SectionS
3. Cost Estimate
4. Categorical Exemption
5. R/W Data Sheet
6. Hazardous Waste Clearance
7. Storm Water Data Report
8. Cover Page of Original Project Report

ROUTE 110/47 INTC.

Son Pedro

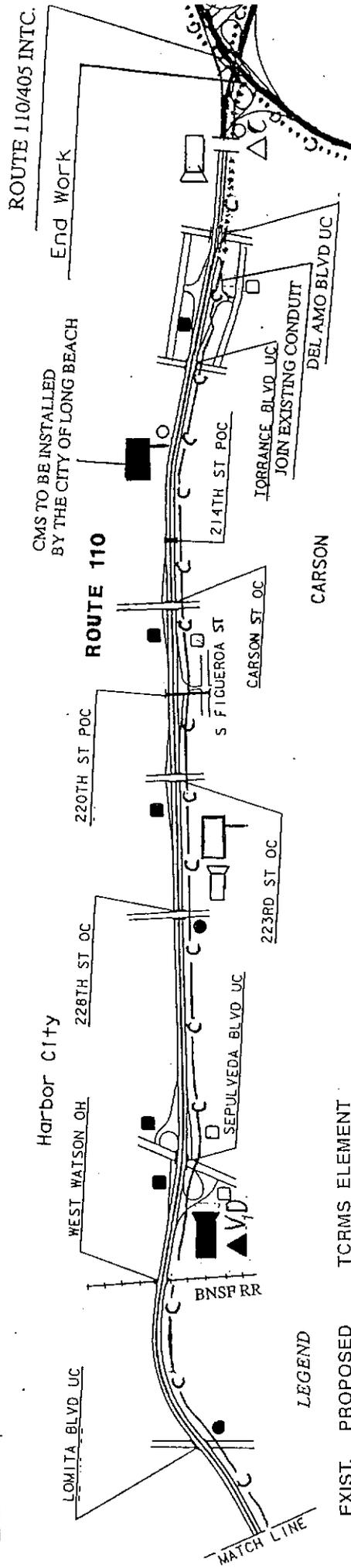
CAFFEY ST
CHANNEL ST OIL
UP RR
MAC ARTHUR AVE OC
JOHN S GIBSON BLVD C

LOS ANGELES



Wilmington

LOS ANGELES



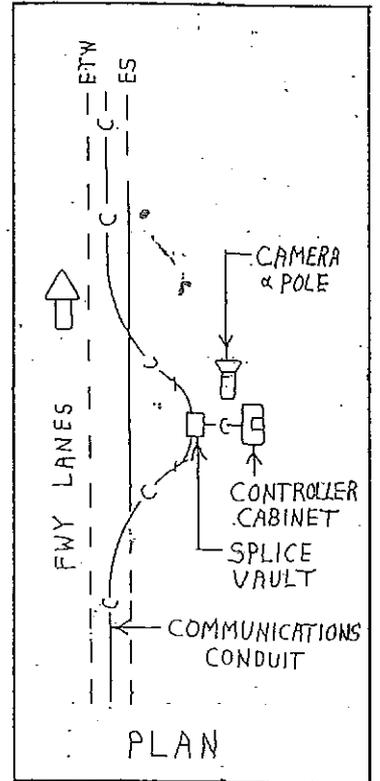
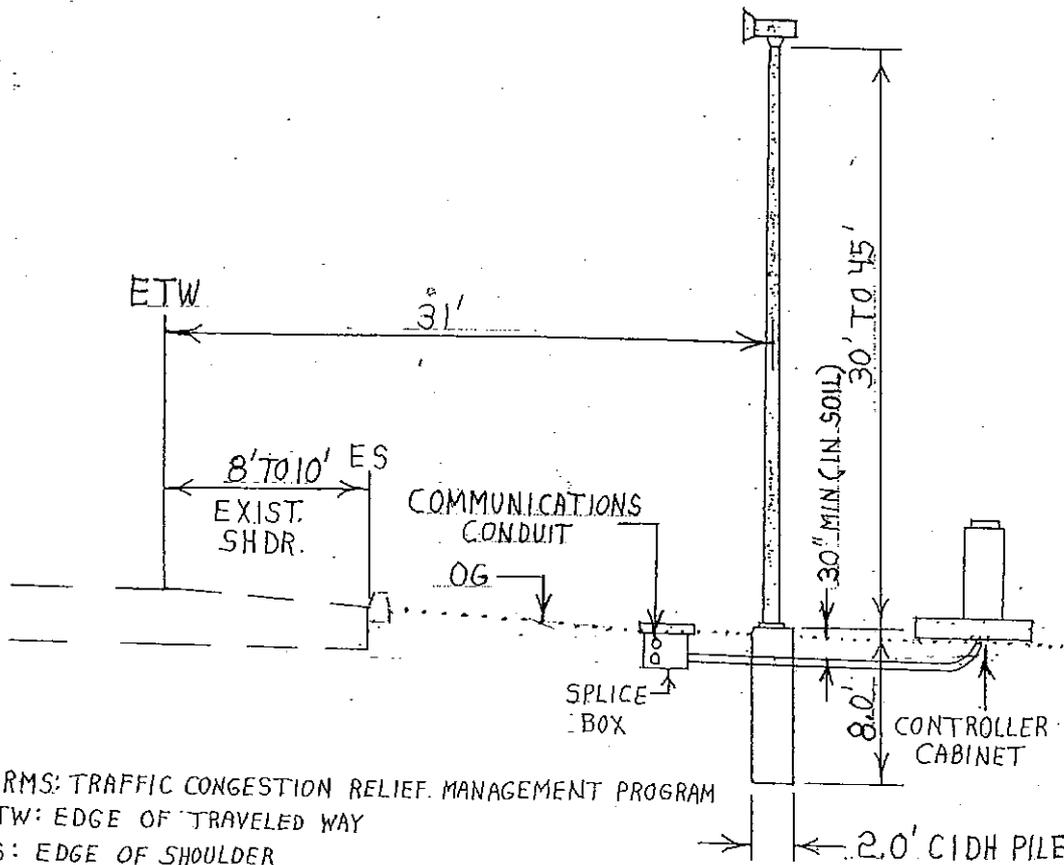
LEGEND

EXIST.	PROPOSED	TCRMS ELEMENT
.....C.....	-----C-----	COMMUNICATIONS CONDUIT
		CHANGEABLE MESSAGE SIGN
		CCTV (CAMERA AND POLE)
		RMS (RAMP METERING STATION)
		TMS (TRAFFIC MONITORING STATION)
		(V) VIDEO, (D) DATA, OR (C) CABLE NODE

NO SCALE

LOCATION MAP

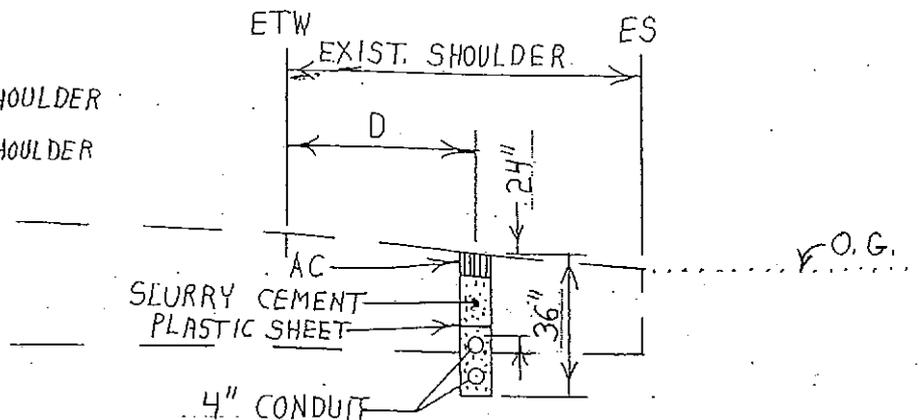
TCRMS ELEMENTS CROSS SECTIONS



TCRMS: TRAFFIC CONGESTION RELIEF MANAGEMENT PROGRAM
 ETW: EDGE OF TRAVELED WAY
 ES: EDGE OF SHOULDER
 DIMENSIONS ARE IN FEET (') AND INCHES (")

CLOSED CIRCUIT TELEVISION LOCATION

D: 6' FOR A 10' WIDE SHOULDER
 4' FOR A 8' WIDE SHOULDER



ATTACHMENT 3

SUPPLEMENTAL PROJECT REPORT COST ESTIMATE SUMMARY



07-LA-110
PM 0.8/9.5
EA 120841
From Route 405 to Route 47
PP No. 0233M

Project Description:

Limits On LA 110 from LA 47 to LA 405

EA/Program 120841

Proposed Install CCTV and Other Communications System
Improvement (Scope)

Phase _____

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	<u>\$7,905,000</u>
TOTAL STRUCTURE ITEMS	<u>\$170,000</u>
SUBTOTAL CONSTRUCTION COSTS	<u>\$8,075,000</u>
TOTAL RIGHT OF WAY ITEMS (Cert. Date 3/1/02)	<u>\$0</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$8,100,000</u>

Reviewed by District Program Advisor [Signature] Date 6-20-07
(Signature)

Approved by Project Manager [Signature] Date 6-20-07
(Signature)

Phone No. (213) 897-8485

07-LA-110
PM 0.8/9.5
EA 120841
From Route 405 to Route 47
PP No. 0233M

I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Clearing & Grubbing	<u>1</u>	<u>LS</u>	<u>\$16,000</u>	<u>\$16,000</u>	<u>\$0</u>
			Subtotal Earthwork		<u>\$16,000</u>
 <u>Section 2 Pavement Structural Section</u>					
			Subtotal Pavement Structural Section		<u>\$0</u>
 <u>Section 3 Drainage</u>					
			Subtotal Drainage		<u>\$0</u>

07-LA-110
 PM 0.8/9.5
 EA 120841
 From Route 405 to Route 47
 PP No. 0233M

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Irrigation Modification	1	LS	\$20,000	\$20,000	
Highway Planting	1	LS	\$9,000	\$9,000	
Storm Water Pollution Control	1	LS	\$400,000	\$400,000	
Hazardous Waste Mitigation (Aerially Deposited Lead Soil)	1	LS	\$160,000	\$160,000	
Resident Engineer Office Contractor's Lead	1	LS	\$150,000	\$150,000	
Compliance Plan	1	LS	\$5,000	\$5,000	
			Subtotal Specialty Items		<u>\$744,000</u>
<u>Section 5 Traffic Items</u>					
Communication Conduit ⁽³⁾	38,000	FT	\$56	\$2,128,000	
CCTV Camera	2	EA	\$51,000	\$102,000	
CCTV Camera Upgrade	1	EA	\$35,000	\$35,000	
MS/RMS	15	EA	\$85,000	\$1,275,000	
Misc. Electrical ⁽⁴⁾	1	LS	\$500,000	\$500,000	
Exist. TMS/RMS Upgrade	8	EA	\$35,000	\$280,000	
Video Node	1	EA	\$62,000	\$62,000	
Data Node	1	EA	\$64,000	\$64,000	
HAR Upgrade	0	LS	\$80,000	\$0	
Traffic Signal Interface	7	LS	\$20,000	\$140,000	
System Testing & Documentation	1	LS	\$90,000	\$90,000	
Traffic Management Plan	1	LS	\$25,000	\$25,000	
Traffic Control Systems	1	LS	\$330,000	\$330,000	
			Subtotal Traffic Items		<u>\$5,031,000</u>
			TOTAL SECTIONS 1 thru 5		<u>\$5,791,000</u>

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

(4) INCLUDES PULL BOXES, POWER SERVICE, JACKED CONDUIT,
 PULLING WIRE IN EXISTING CONDUIT, ELECTRICAL WORK AT
 TMC, AND MAINTAIN EXISTING ELECTRICAL SYSTEM

07-LA-110
PM 0.8/9.5
EA 120841
From Route 405 to Route 47
PP No. 0233M

Section 6 Minor Items

				<u>Item Cost</u>	<u>Section Cost</u>
Subtotal Sections 1 thru 5	<u>\$5,791,000</u>	x (5%) =		<u>\$289,550</u>	

TOTAL MINOR ITEMS \$289,550

Section 7 Roadway Mobilization

Subtotal Sections 1 thru 5	<u>\$5,791,000</u>				
Minor Items	<u>\$289,550</u>				
Sum	<u>\$6,080,550</u>	x (10%) =		<u>\$608,055</u>	

TOTAL ROADWAY MOBILIZATION \$608,055

Section 8 Roadway Additions

Supplemental Work

Subtotal Sections 1 thru 5	<u>\$5,791,000</u>				
Minor Items	<u>\$289,550</u>				
Sum	<u>\$6,080,550</u>	x (5%) =		<u>\$304,028</u>	

Contingencies

Subtotal Sections 1 thru 5	<u>\$5,791,000</u>				
Minor Items	<u>\$289,550</u>				
Sum	<u>\$6,080,550</u>	x (15%) =		<u>\$912,083</u>	

TOTAL ROADWAY ADDITIONS \$1,216,110

TOTAL ROADWAY ITEMS \$7,905,000

(Subtotal Sections 1 thru 8)

Estimate Prepared By Ed Krause Phone # (213) 897-0270 DATE January 19, 2007
(Print Name)

Estimate Checked By Jackie Tan Phone # (213) 897-4698 DATE January 19, 2007
(Print Name)

07-LA-110
PM 0.8/9.5
EA 120841
From Route 405 to Route 47
PP No. 0233M

II-STRUCTURES ITEMS

STRUCTURE

Conduit Installation on Structure \$170,000

SUBTOTAL STRUCTURES ITEMS \$170,000

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

TOTAL STRUCTURES ITEMS \$170,000

USE \$170,000

COMMENTS :

Estimate Prepared By Ed Krause
(Print Name)

Phone # (213) 897-0270

07-LA-110
PM 0.8/9.5
EA 120841
From Route 405 to Route 47
PP No. 0233M

III. RIGHT OF WAY ITEMS

ESCALATED
VALUE

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

TOTAL RIGHT OF WAY ITEMS
(Escalated Value)

_____ \$0

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

F. Construction Contract Work

Brief Description of Work:

Right of Way Branch Cost Estimate for Work

COMMENTS:

Estimate Prepared By: _____ Phone# _____ DATE _____
(Print Name)

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

CONTINUATION SHEET

Biological Resources:

- All applicable water quality best management practices (BMPs) must be implemented to prevent construction debris, dust, and other particles from entering storm drains, watercourses and other water drainages. If construction activities will directly impact a drain or waterway, Division of Environmental Planning shall be notified. Additional permits may be required and can take 6 to 12 months to obtain.
- All applicable erosion control BMPs must be implemented to prevent excessive runoff and protect soils. All areas cleared of vegetation must be revegetated with appropriate native species. Design plans provided as of November 28, 2005 are not developed to a level that permits the delineation of replanting zones. Coordination with Division of Environmental Planning and Landscape Architect Unit will be necessary.
- There is a very high probability of nesting birds within the project limits during the months of February 15th through September 1st. Migratory birds and their nests are state and federally protected. Clearing, cutting and/or grubbing activities should not be conducted during the nesting season of February 15th to September 1st. Additionally, construction should not take place during the nesting season as work is not allowed to proceed when it will negatively impact nesting birds or their young. Considerable construction delays can be avoided when work is coordinated outside of the nesting season. If these conditions can not be met, a nesting bird survey will be conducted one week prior to construction. The Resident Engineer shall contact the Division of Environmental Planning prior to this time to arrange for this survey. If nesting birds are found, measures shall be taken in coordination with the appropriate resource agencies to develop avoidance methods for the birds and nests. Coordination will require additional resources, funds and time. This can limit construction work temporarily in the area and may require an on-site biological monitor.
- Access to the project site is allowed through current roadways and access paths. If supplemental access, storage, or staging areas are needed, additional minimization measures may be required.
- Permits required: The Division of Environmental Planning will apply for the required Coastal Development Permit for this project. Final plans should be forwarded to this Division when available so that the permits can be applied for. Any drains that may be impacted by final design may require permits from the California Department of Fish and Game, the Regional Water Quality control Board, and/or the Army Corps of Engineers. Permits may take 6-12 months to complete. If the scope or impact area of the proposed project changes, the Division of Environmental Planning will be notified as this will affect the permit applications and timelines. Major changes from design plans provided as of November 28, 2005 may require a biological reevaluation.

Hazardous Wastes:

The Hazardous Report recommends that a Site Investigation to be conducted during PS&E stage to evaluate the degree of contamination in the soil at the proposed CCTV pole foundations, maintenance vehicle pullouts, electrical cabinet pads, vault boxes, ramp metering units and the I110 and I-405 interchange to properly characterize the soils and to determine the degree of contamination within this location. All excavated materials shall be properly handled and disposed of. Please see the Hazardous Report for more information. If the result of the Site Investigation raises major hazardous waste concerns, reevaluation of the project will be necessary and this CE may no longer be appropriate.

10-1. __ MIGRATORY BIRD PROTECTION

The Contractor shall protect migratory birds, their occupied nests, and their eggs as specified in these special provisions.

Nesting or attempted nesting by migratory birds is anticipated to occur between March 1 and September 1.

The Federal Migratory Bird Treaty Act (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations part 10, and California Department of Fish and Game Code Sections 3503, 3513, and 3800, protect migratory birds, their occupied nests, and their eggs.

The Federal and California Endangered Species Acts protect occupied and unoccupied nests of some threatened and endangered bird species. The Bald Eagle Protection Act (16 U.S.C. 668) prohibits the destruction of bald and golden eagles occupied and unoccupied nests.

When evidence of migratory bird nesting that may be adversely affected by construction activities is discovered, or when birds are injured or killed as a result of construction activities, the Contractor shall immediately stop work within 46 m (152 m for raptors) of the nests and notify the Engineer. Work shall not resume until the Engineer provides written notification that work may begin in this location.

When ordered by the Engineer, the Contractor shall use exclusion devices or remove and dispose of partially constructed and unoccupied nests of migratory birds on a regular basis to prevent their occupation.

Nest removal activities shall not allow nest materials to be deposited into, permit to pass into, or be placed into the waters of this state.

Penalties as used in this section, "Migratory Bird Protection," shall include fines, penalties, and damages; whether proposed, assessed, or levied against the Department or the Contractor. Penalties shall also include payments made or costs incurred in settlement for alleged violations of applicable laws, regulations, or requirements. Costs incurred could include sums spent instead of penalties, in mitigation or to remediate or correct violations.

Notwithstanding other remedies authorized by law, the Department may retain or withhold monies due the Contractor under the contract, in an amount determined by the Department, up to and including the entire amount of penalties proposed, assessed, or levied as a result of the Contractor's violation of Federal or State law, regulations or requirements. The Department may retain funds until final disposition has been made as to the penalties. The Contractor shall remain liable for the full amount of penalties until they are finally resolved with the entity seeking the penalties. Upon final disposition, the Department will inform the Contractor of the withheld amount.

Full compensation for migratory bird protection shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

Nesting prevention measures performed by the Contractor will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

A delay to the controlling item due to migratory birds or their nests will be considered a temporary suspension of work in accordance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. Adjustments will be made for delays that the Engineer determines are not due to the Contractor's failure to perform the provision of the contract in the same manner as for suspensions due to unsuitable weather in Section 8-1.05.

TO Jacqueline C Tan
 ATTN Edward Krause
 PHONE 213-897-0270
 SENIOR RW P&M
 ROUTE LA 110
 PM_KM PM 0.7/8.9
 EA 120841
 ALT

R/W DATA SHEET

WBS
 REVISED
 UPDATED
 Date Requested 7/26/2005
 PROJ_DESC Install Communications System-Route 47 to Route 405.
 ID NO
 1088

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

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

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

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

Residential displacement is not involved.

Utility facilities or Utility Right of Way are not affected.

Railroad facilities or R.R. Right of Way are affected.

Right of Way work will be performed by Caltrans staff.

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

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

There are no potential relinquishments and/or abandonments.

There are potential hazardous waste parcels

Time constraints precluded a detailed cost estimate.

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

RW COST ESTIMATE

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

ESCALATION RATE RW .07

ESCALATION RATE Utilities

CERT.DATE 9/15/09

Date of this Data Sheet 8/3/05

YEARS TO CERT DATE 4.14

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

Right of Way Estimate prepared by STEVE FLORES

DATE

8/3/05

Railroad Estimate prepared by Bob Thorpe

8/12/05

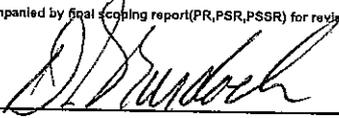
Utilities Estimate prepared by Bulch Mateo

10/18/05

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



6-7-07

ADDITIONAL UTILITIES

Memorandum

*Flex your power!
Be energy efficient!*

To: Jacqueline Tan, STE
Office of ITS Development

Date: March 9, 2006

Attn: Edward Krause
Project Engineer

File: 07-LA-110 PM 0.7/8.9
ITS Upgrade Project
MacArthur Ave to
Torrance Blvd

EA: 07-333-120840

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

Subject: *Preliminary Hazardous Waste Assessment for Supplemental Project Report (SPR)*

The Office of Environmental Engineering and Corridor Studies (*OEECS*) in receipt of your memorandum dated September 19, 2005, requesting a Preliminary Hazardous Waste Assessment for the above subject Supplemental Project Report (*SPR*). The original Project Report (*PR*) was approved on 07/30/92. Due to funding issue, the original *PR* was down-scoped to defer some of the proposed improvement to be constructed at a later time. This *SPR* proposes to continue with the proposed improvements that were omitted in the original *PR*.

The Scope of the work of this *SPR* proposes to upgrade the Traffic Congestion Relief Management System along Harbor Freeway (LA 110, PM 07/8.9). The work include the installation of a fiber optic communications system, closed circuit television (*CCTV*), Ramp Metering System (*RMS*), Traffic Monitoring System (*TMS*), Conduits and miscellaneous field hardware at various locations within the said project limit.

The *OEECS* reviewed the following submitted document, (1) draft Supplemental Project Report (*SPR*) (undated) and (2) the Preliminary design plans (undated). Based on our research of relevant site investigation reports, review the preliminary design plans and reviewed the construction as-built plans within this vicinity, the potential hazardous waste of concerns identified as follow:

Aerially Deposited Lead (ADL) contaminated soils

The primary hazardous waste of concern is the ADL contaminated soil at the upper surface layer at the unpaved area. Based on relevant lead site investigation report⁽³⁾ the surface soil (the upper 1.5-meter of soil) indicated that the range for the total lead concentration level (TTLC) is between 21.8 mg/kg to 2730 mg/kg. In order to properly characterize the waste stream of the ADL soil, the *OEECS* recommends a Site Investigation (*SI*) to be conducted during PS&E (design phase) to evaluate the degree of contamination in the lead soil. The area(s) that warrant for soil sampling are the proposed *CCTV* pole foundations, maintenance vehicle pullouts,

electrical cabinet pads, vault boxes, and ramp metering units. These improvements will generate excess ADL soil during construction, which would require proper soil characterization and handling in accordance with the State and Federal regulations.

Landfill material under the Interchange of Freeway 110 and Freeway 405

Based on our construction as-built plans research and reviewed of the Material Report⁽¹⁾⁽²⁾, unsuitable landfill materials were placed in the landscape area at Route 110 and Route 405 Interchange. The unsuitable materials were identified to be combustible materials and non-combustible materials typically found in Class III landfill sites. The OEECS recommends a site investigation at this interchange location during PS&E phase to properly characterize the soil and to determine the degree of contamination within this Interchange location.

It is OEECS' recommendation to include the hazardous waste remediation and disposal cost for contaminated soils including but not limited to ADL and landfill unsuitable materials in the SPR cost estimate. The average hazardous waste disposal unit cost can be obtained at <http://t8web/design/contractcost/>.

Additionally, the level of effort for OEECS to conduct a project-specific site investigation during PS&E phase requires 300-400 support hours. The on-call contract cost for conducting the site investigation ranges between \$60,000 to \$80,000. This resource needs to be allocated in the project Work-Plan and addressed in the scoping document.

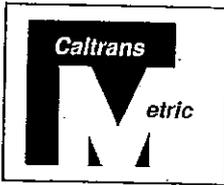
If you have any question, I can be reached at 897-3646 or contact my staff Sam Yang at 897-4058.

Steve Chan

Steve Chan, STE
District Hazardous Waste Branch, South Region
Office of Environmental Engineering and Corridor Studies

- References:
- (1) *Materials Report For The Proposed Construction of The San Diego Freeway from Mc Helen Avenue to Normandie Avenue, Submitted by G.H. Lamb, District Materials Engineer and approved by L.R. Gillis, District Engineer, August 28, 1957*
 - (2) *As Built Plans, Contract No. 60-7V13C88, Document 70001229, May 2, 1960*
 - (3) *Lead Site Investigation Report Route 110 KP 9.01/10.46 (PM 5.45/6.52) Sepulveda Boulevard to 223rd. Street Overcrossing Soundwall Project. Los Angeles County, California Task Order No. 07-020480-8E, Statewide Contract No. 43A0012 (file Unique ID # 122, data for Soundwall no. 147)*

cc: File



Dist-County-Route 07-LA-110
 Kilometer Post (Post Mile) Limits 1.3/15.3 (0.8/9.5)
 Project Type Install TCRMS
 EA: 120841
 RU: 07-388
 Program Identification: SHOPP Mobility 315 TMS
 Phases: PID
 PA/ED
 PS&E

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

1. Is the project required to consider incorporating Treatment BMPs? Yes No
2. Does the project disturb more than 0.1 hectares of soil? Yes No
3. Is the project part of a Common Plan of Development? 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.

Estimated Construction Start Date: 06/01/2010 Construction Completion Date: 08/01/2013

Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No N/A

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.

Edward Krause 5-15-07
 Edward Krause, Registered Project Engineer/Landscape Architect. Date

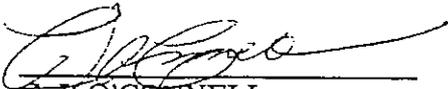
I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

Shirley Hak 5/17/2007
 Shirley Hak, District/Regional SW Coordinator or Designee Date

STAMP
[Required for PS&E only]

PROJECT REPORT

APPROVED BY:



C. J. O'CONNELL
Deputy District Director
Office of Operations

3/7/94
Date

7-LA-101 S0.0
East L.A. Hub Modifications

7-LA-405 0.0/48.5
Route 605 to Route 5

7-LA-101 27.0/38.1
Route 27 to Ventura County Line

7-LA-110 0.8/9.5
Route 47 to Route 405

7-LA-110 21.0/31.6
Route 10 to City of Pasadena

7-LA-118 0.0/14.0
Ventura County Line to Route 210

7-LA-170 14.5/20.5
Route 5 to Route 134/101

7-LA-90 0.92/3.28
Lincoln Boulevard to Slauson Avenue

CCTV, CMS, HAR, FSE, RM and
Communication System

District 7 TMC

07374-120800
HB4N
TOS #2

Category 242

T6318 7/30/92

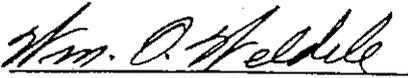
APPROVAL RECOMMENDED BY:



PAT SULLIVAN
Project Manager
Traffic Design Branch

12/14/93
Date

CONCURRED BY:



WM. O. WELDELE
Chief, Traffic Design Branch

12/14/93
Date

LA 01 20.3/20.2
CCTV

I. INTRODUCTION

It is proposed to install a complete Traffic Management System (TMS) consisting of a communication system, closed circuit television (CCTV), Changeable Message Signs (CMS), Highway Advisory Radio (HAR) stations, ramp meters, surveillance stations, miscellaneous field hardware, and a communications hub building in Los Angeles County. This project will be part of a future expanded Intelligent Vehicle Highway System (IVHS) for District 7. The proposal calls for construction along the San Diego Freeway (Interstate Route 405) from Interstate Route 605 to Interstate Route 5; the Ventura