07-LA-405, PM 39.4/48.6
20.20.201.121
EA 07-25200
AUGUST 2011
EFIS: 07-1200-0065

SUPPLEMENTAL CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

Request Programming in the 20.20.2010 SHOPP And Provide Project Approval

On Route 405 in Los Angeles County

Between Route 101

And Route 5

APPROVAL RECOMMENDED:

FOR Ashraf Habbak, *Project Manager*

CONCURRED BY:

William Reagan, *Deputy District Director, Division of Design*

APPROVED:

Michael Miles, *District Director*

Date

07-LA-405, PM 39.4/4.

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

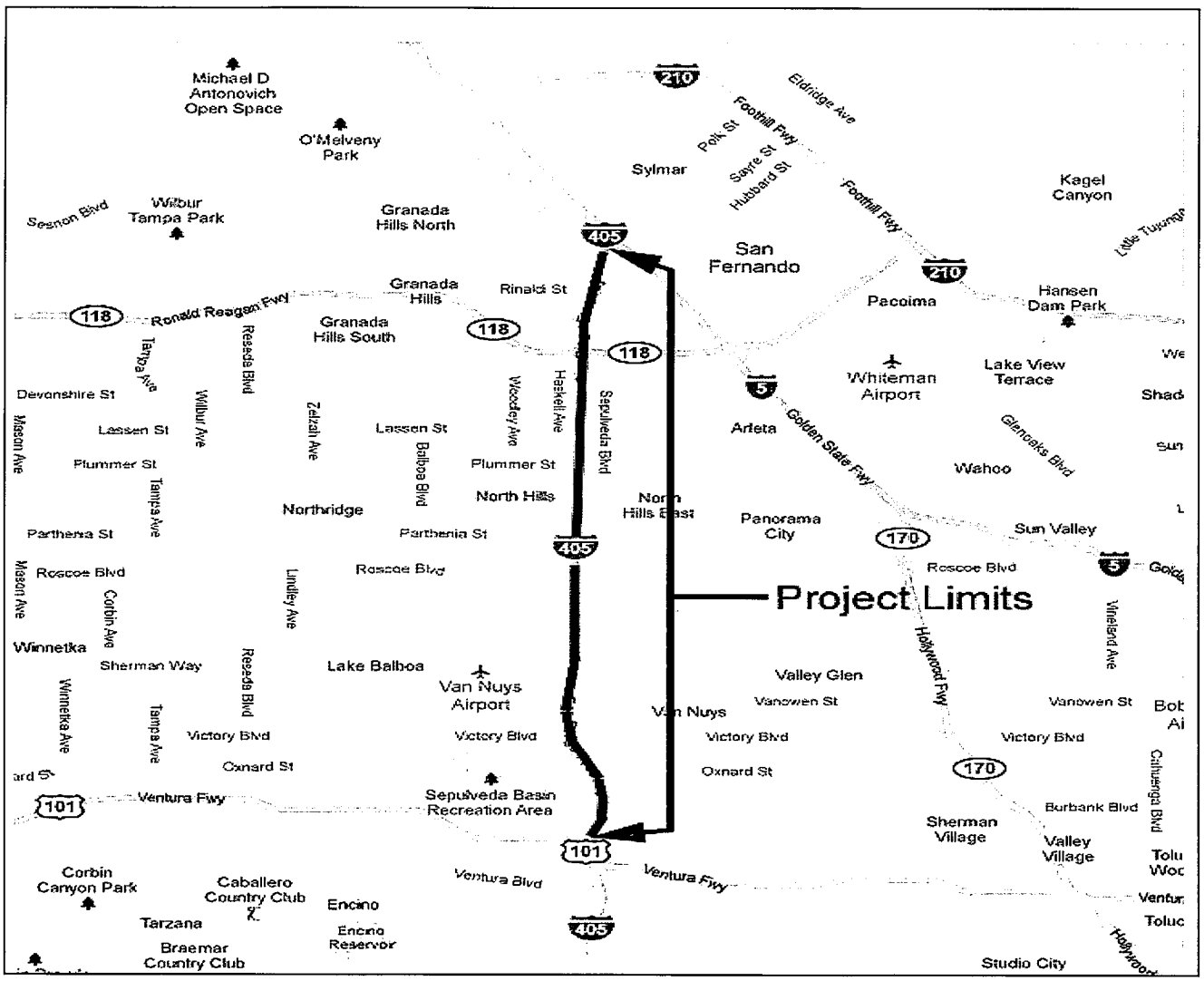
Andrew T. Nguyen

ANDREW NGUYEN, *REGISTERED CIVIL ENGINEER*

8/26/2011

DATE

07-LA-405, PM 39.4/4.
20.20.201.121
EA 07-25200
AUGUST 2011



On Route 405 in Los Angeles County

Between Route 101

And Route 5

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SUPPLEMENTAL OUTLINE FOR CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

1. Introduction:

This is a Supplemental Capital Preventive Maintenance Project Report (CAPM-PR) prepared to update some components of an approved original CAPM-PR dated September 2005 (See Attachment A) for programming purposes. The components updated are:

- Project Limits
- Project Description
- Roadway and Structures Information (Existing Condition)
- Cost Estimate Breakdown
- Proposed Funding

2. Project Limits:

07-LA-405 PM 39.4/48.6
In Los Angeles County On Route 405 In Sherman Oaks, Van Nuys, and North Hills from Route 405/101 separation to Route 405/5 Separation.

3. Project Description:

The work proposed in this Supplemental Project Report is consistent with the original Project Report.

- Replace failed slabs with precast concrete pavement within the project limits. This includes locations where asphalt was placed to patch previously damaged concrete pavement from traffic loads and the 1994 Northridge Earthquake.
- Full width profile grind on concrete pavement on mainline.
- Mill 0.15-ft and overlay 0.15-ft Rubberized Hot Mixed Asphalt existing asphalt shoulders and ramps and any asphalt pavement on Route 405 mainline not replaced with precast concrete pavement.
- Upgrade existing guardrail and end treatments to current standards.
- Upgrade curb ramps at ramp termini to conform to current standards for the American with Disabilities Act (ADA).
- Replaced damaged loop detectors
- Concrete ramp termini.

This project will use precast concrete pavement as a pilot of new statewide specifications for precast concrete pavement to verify the effectiveness of these specifications prior to their adoption as a standard.

4. Environmental Status:

Updated Environmental Status will be done during PS&E.

5. Traffic Data:

Traffic Data update will be done at PS&E phase.

6. Roadway and Structures Information:

The new project limit's roadway and structures information is as follows.

Route 405 Northbound and Southbound direction

PM	Through Traffic Lanes			Type (AC/ PCC)	Paved Shoulder Width (ft)				½ Median Width (ft)	Bridge Appr. Slab Work	
Facility	No. of Lanes		Lane Width (ft)		Northbound		Southbound			(Y/N)	# Slabs
	NB	SB			Right	Left	Left	Right			
PM 39.4 to PM 38.6	6	11-12	12	AC & PCC	8.0-10	5.0-8.0	5.0-8.0	8.0-10.0	3-11		
PM 8.6 to PM 40.1	3-5	11-12	12	AC & PCC	8.0-10	5.0-8.0	5.0-8.0	8.0-10.0	3-11		
PM 40.1 to PM 48.6	5	11-12	12	AC & PCC	8.0-10	5.0-8.0	5.0-8.0	8.0-10.0	3-11		

7. Condition of Existing Facility:

Condition of Existing facility is the same as stated in the original report.

8. Deflection Study Data (Findings and Recommendation for AC pavement):

Deflection Study update data will be done at PS&E phase.

9. Cost Estimate Breakdown:

Items	Unit	Amount
Progress Schedule (Critical Path Method)	LS	15,000
Small Business Utilization Report	EA	3,750
Time related overhead	WD	1,700,000
Construction site management	LS	50,000
PWPCP	LS	5,000
Temp Conc Washout (port)	LS	40,000
Const Area Signs	LS	20,000
Taffic Control System	LS	350,000

Remove Concrete (Miscellaneous) - ADA	CY	178,000
Cold Plane Asphalt Concrete Pavement	SQYD	842,000
Lead Compliance Plan	LS	2,000
Lean Concrete Base Rapid Setting(LCBRS)-*full comp precast*	CY	0.0
Replace Asphalt Concrete Surfacing	CY	50,000
RHMA (G-GRADED)	TON	2,760,000
Tack Coat	TON	65,000
Replace Conc. Pavement (pre-cast concrete)	SQYD	25,320,000
Grind Existing Concrete Pavement	SQYD	2,375,000
TIE BAR - *full comp in pre-cast*	EA	0.0
DOWEL BAR - *full comp in pre-cast*	EA	0.0
Seal Joint (Existing Concrete Pavement)	LF	2,137,000
Preformed Compression Joint Sealant	LF	1,221,000
Minor Concrete	CY	445,000
Curb Ramp Detectable Warning Surface	EA	72,000
Metal Beam Guard Railing	FT	50,000
Terminal System (Type SRT)	EA	27,500
4" Thermo Traffic Stripe	LF	178,000
4" Thermo Traffic Stripe (Broken 36-12)	LF	7,750
Pavement Marker (Non-Reflective)	EA	100,000
Pavement Marker (Retro-Reflective)	EA	37,000
Maintaining Existing Traffic System Element During Construction	LS	10,000
Modify Automatic Vehicle Classification	LS	25,000
Inductive Loop Detector	EA	95,000
Communication Pull Box	EA	135,000
Mobilization *5% contract item*	LS	640,000
SUBTOTAL		**38,956,000**
SUPPLEMENT WORK		
Federal Trainee Program	LS	2,000
Maintain Traffic	LS	120,000
Repair failed Area	LS	50,000
Additional Water Pollution Control	LS	5,000
Partnering	LS	48,000
Payment Adjustments for Price Index Fluctuation	LS	55,000
Maintain Existing Electrical System	LS	5,000
Dispute Resolution Advisor	LS	30,000
Value Analysis	LS	10,000
Environmental Mitigation	LS	200,000
SUBTOTAL		**525,000**
STATE FURNISHED		
COZEEP Contract	LS	850,000
Traffic Management Plan Public information	LS	40,000
Resident Engineers Office	LS	400,000
Incentive For Asphalt Concrete (QC/QA)	LS	80,000
SUBTOTAL		**1,370,000**

ONTINGENCIES	***5% Contract Items***	LS	**1,950,000**
	TOTAL PROJECT COST		**42,801,000**

10. Other Agencies Involved (Permits/Approvals from Fish and Game, Corps of Engineers, Coastal Commission, etc.):

Other Agencies Involved is the same as original report.

11. Other Considerations:

Same as original report.

12. Project field reviewed by:

HQ Program Adviser: Leo Mahserelli
D7 Program Adviser: Godson Okereke

13. Project Reviewed by:
D7 Maintenance Senior: Paul J Cripsi
HQ Pavement: Bill Farnbach

14. Proposed Funding:

This project is proposed to be amended into the 2010 SHOPP cycle for funding in Fiscal Year 2011/2012 from the Pavement Preservation Program (201.121)

15. Remarks:

This supplemental CAPM-PR was developed in a highly expedited schedule, in agreement with Headquarter Pavement Program Advisors. Most of the critical attachments to the original report, such as Environmental Clearance, R/W Data Sheet, Hazardous Waste and etc. will be updated at PS&E stage.

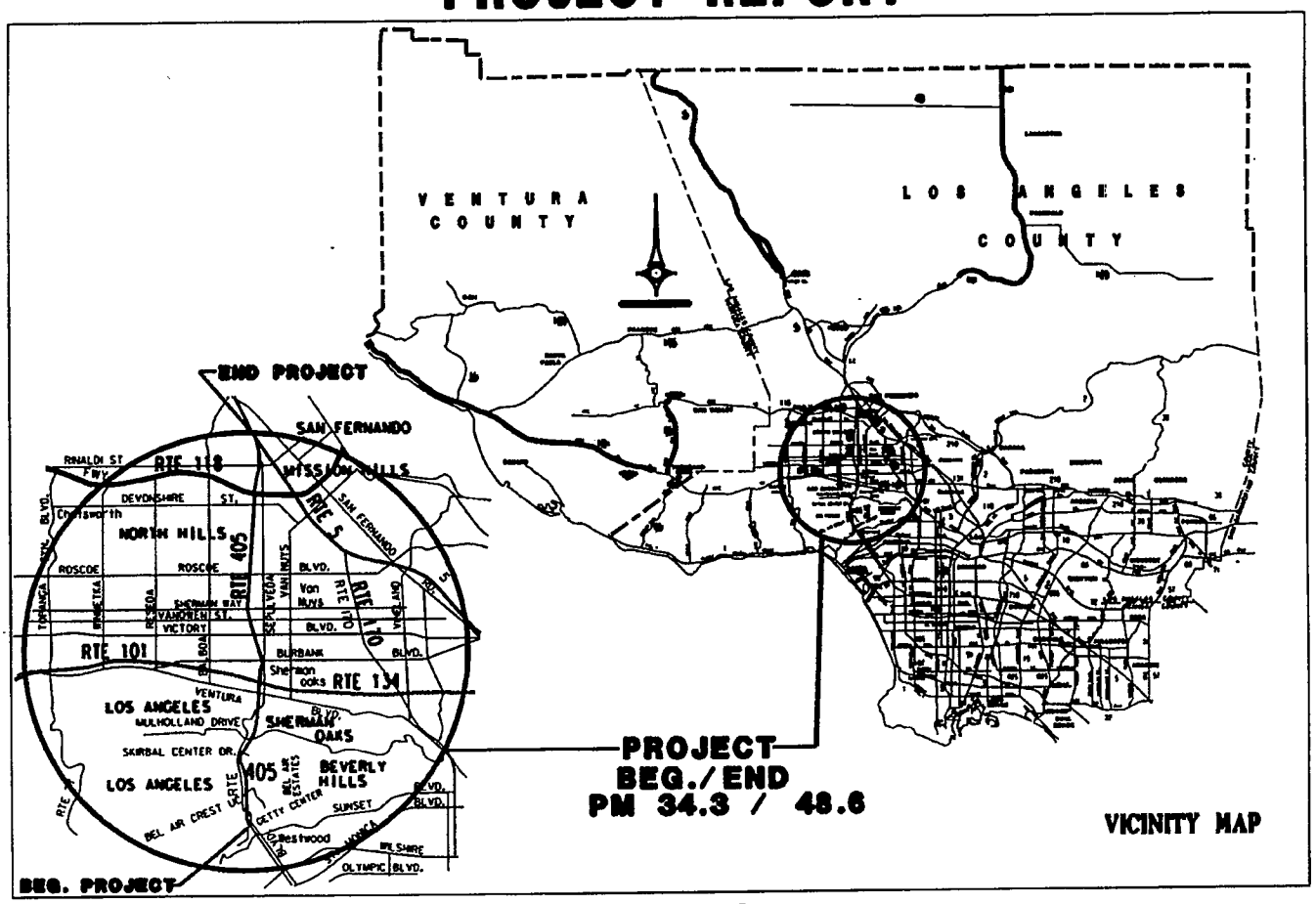
The new cost estimate for this proposal is $42,800,500 in 2011 dollars.

16. List of Attachments:

A. Original Project Report
B. Proposed Schedule

07-LA-405
PM 34.3/48.6 (KP 55.2/78.2)
07-186-25200K
RAS-HA22 PROGRAM
SEPTEMBER 2005

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT



On Route: LA-405
From: Getty Center Drive
To: Near Route 5

pmcs updated 10/11/05
not programmed in 5
10/11/05

APPROVAL RECOMMENDED:

Ashraf Habbak, Project Manager

CONCURRED:

9/28/05

Rose A. Casey, Deputy District Director of Planning, Public Transportation & Local Assistance

William H. Reagan, Deputy District Director, Division of Design

APPROVED:

Douglas R. Failing, District Director

9-28-05
DATE

07-LA-405 PM 34.3 / 48.6 KP (55.0 to 78.2)
07186-25200K
July 2005

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

Duyen Luu

REGISTERED CIVIL ENGINEER

9/14/05

DATE

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CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT
(CAPM PR)

1. ***Project Limits [Dist., Co., Rte., PM:***

07-LA-405, PM 34.3 to 48.6

2. ***Brief Project Description:***

The purpose of the project is to implement Capital Preventive Maintenance on Route 405 from Getty Center Drive (PM 34.3) to near Route 405/5 Interchange (PM 48.6). The scope of this project is as follows:

- Coldplane and overlay, with Rubberized Asphalt Concrete (RAC), the existing Asphalt Concrete overlaid areas on the mainline, ramps and median.
- Coldplane and overlay the shoulder with Asphalt Concrete.
- Replacement of cracked slabs from Mulholland Drive to end of project.
- Seal all slab joints and cracks with similar Joint Pavement Seal color as slabs.
- Replacement of: a) the approach/departure at abutment #1 for the West Van Nuys OH (53-1362); b) SB departure slabs NB approach slabs for the Victory Boulevard UC (53-1449); and c) SB departure slabs for the Lassen St. UC (53-1498).
- Replacement of the damaged Metal Beam Guard Railings (MBGRs) for the bridges at NB Los Angeles River 53-1159, NB Roscoe Boulevard 53-1409, NB Rinaldi Street UC 53-1506 (NB) and SB Raymer Street OH 53-1348.
- Construction of Portland Concrete Cement off-ramps termini at NB San Fernando Mission Boulevard, SB Sepulveda Boulevard in Sherman Oaks, SB Skirball Center Drive, and SB Sepulveda Boulevard in Belair.

Refer to Attachments B, C and M.

The total estimated construction cost of this project is $ 60,000,000. This project is proposed to be programmed and funded in the 2006 SHOPP.

Note: Since no previous CAPM project has been done within the limits, "safety and standards upgrades", do not to need to be considered or documented in this project.

3. ***Environmental Status: CE / CE Certification***

Categorical Exemption (CEQA)
This project is categorically exempt under Class 1 of the State CEQA Guidelines.

Categorical Exclusion (NEPA)

Programmatic Categorical Exclusion, approved November 19, 2003.
Refer to Attachment I

4. ***Traffic Data:***

Present (Year - 2004) AADT Varies from 142,000 to 285,000
PHV (Year - 2004) Varies from 10,700 to 17,600
Truck Volume (Year – 2003) is 3.81 %
*T.I (20 Year) 14.5

5. *Roadway and Structures Information*

Route 405 - Northbound direction

. Facility	Through Traffic Lanes			Paved shoulder Width	½ Median Width (ft.)	Bridge Approach Slab Work	
	No. of Lanes	Lane Width (ft.)	Type (AC or PCC	Right (ft.)		(Y/N)	# Slabs
PM 34.2 to PM 37.0	5	11	AC	10	3 – 8		❖
PM 37.0 to * PM 38.6.	6	11 – 12	AC & PCC	10	3 -11		❖
*PM 38.6 to PM 40.1	3 – 5	11 – 12	AC &PCC	10	3 - 11		❖
^ PM 40.1 to PM 48.6	5	11 – 12	PCC	10	2	Yes	❖

* PM 38.6, at the bifurcation point, three lanes proceed along Route 405 and three lanes proceed on the connector.

^ PM 40.1, a High Occupancy Vehicle Lane (11 feet) with a buffer zone (1 foot) begin at this point

Route 405 - Southbound direction

.Facility	Through Traffic Lanes			Paved shoulder Width	½ Median Width (ft.)	Bridge Approach Slab Work	
	No. of Lanes	Lane Width (ft.)	Type (AC or PCC	Right (ft.)		(Y/N)	# Slabs
^ PM 34.2 to PM 37.0	5	11	AC & PCC	10	3 .2	No	❖
^ PM 37.0 to PM 38.9	6	11 – 12	AC & PCC	10	3 -11	No	❖
^ PM 38.9 to PM 40.1	6	11 – 12	AC & PCC	10	3 - 11	No	❖
^ PM 40.1 to PM 48.6	6 –5	12 – 11	AC & PCC	10	2	Yes	❖

^ PM 40.1, a variable High Occupancy Vehicle Lane (11 to 12 feet) with a buffer zone (1 foot)

o The following approach/departure slabs will be retrofitted: West Van Nuys OH (53-1362), Victory Boulevard UC (53-1443), and Lassen St. UC (53-1409).

❖ Refer to Attachment M (Slab Count List)

Refer to Attachments C and M

Structure Information

This section is not applicable to this project.

6. *Condition of Existing Pavement (Repeat information for each homogeneous segment):*

PMS Category (1-29) 1-9 (Priority/Defect and locations

Priority Classification (.1-.4) N/A

Ride Score 5 - 60

*PCC Pavement: * AC Pavement: N/A

- From 2003 PMS-Pavement Condition Inventory Survey Data

3rd Stage Cracking% 1-18 Alligator B Cracking% 8 & 30

Faulting 1-9 Patching% 1-50

Joint Spalls Rutting

Pumping Bleeding

Corner Breaks% 1-22 Raveling

Locations(s) of subsurface or ponded surface-water problem N/A

Refer to Attachment D

7. **Deflection Study Data:*

Deflection Study: N/A

8. *Cost Estimate Breakdown:*

CAPM PR PRELIMINARY COST ESTIMATE SUMMARY

LA 405, (PM 34.3 / 48.6) **EA: 24580K**

	Roadway	**Quantity**	**Unit**	**Unit Price**	**Unit Cost**
1	Road way Excavation	1,170	CY	$30	$35,100
2	Clearing & Grubbing	1	LS	$20,000	$20,000
3	RSC Pavement	30,300.0	CY	$850	$25,755,000
4	Joint Pavement Seal	167,913	FT	$1.85	$310,640
5	Rubberized Asphalt Concrete Type G	58,270.0	TON	$96	$5,583.920
6	Asphalt Concrete (Type B) Coldplane	1,851,400.0	SQFT	$1.40	$2,591,960
7	Aggregate Base CL3	290.0	CY	$42	$12,180
8	Grind Surface of Pavement	5,812,600	SQFT	$1.00	$5,812,600
9	Project Drainage	1	LS	$50,000	$50,000
10	Landscaping / Irrigation	1	LS	$25,000	$25,000
11	Replacement of Metal Beam Guardrail	1	LS	$28,000	$28,000
12	ITS Protection	1	LS	$30,000	$30,000

13	Hazardous Waste Mitigation Work	1	LS	$670,000	$670,000	
14	NPDES	1	LS	$2,000,000	$2,000,000	
15	R. E Office	1	LS	$350,000	$350,000	
16	Striping and Markers	1	LS	$977,000	$977,000	
17	Replace Loop Detectors	1	LS	$320,000	$320,000	
18	Traffic Control	1	LS	$900,000	$900,000	
19	Traffic Management Plan (TMP)	1	LS	$265,000	$265,000	
					SUBTOTAL ROADWAY =	**$45,747,000**
	Minor Items and Roadway Mobilization 10%				$4,574,700	
	Contingencies (20%)				$9,149,400	
					SUBTOTAL =	**$13,724,100**
	Structure					
1	Replace Approach Slabs RSC					
	(25% Contingency included)	440	CY	$1,070	$470,800	
					SUBTOTAL STRUCTURE =	$470,800
	Right of Way					
1	**Utility Relocation costs**					**$0**

TOTAL PROJECT =	**$59,941,900**
USE =	**$60,000,000**

Does the Project Include?	Yes/No*	Cost
Main Line Widening (lanes and/or shoulders)	No	
Bridge Widening and Rail Upgrade	No	
Included in Project	No	
Deferred (why) **	No	
Bridge Rail Upgrade - Without Widening	No	
Included in Project	No	
Deferred (why) **	No	
Drainage Rehabilitation	No	
(List appropriate work type: roadbed surface, roadside offsite, subsurface, etc.) **		
Pedestrian Facilities	No	
Alternations Required (List): **	No	

Safety **

Rumble Strip	No	

Superelevation Correction	No	
Vertical Alignment	No	
Horizontal Alignment	No	
Left/Right-Turn Storage/Widening/Lengthening	No	
Signal Upgrade	No	
Median Barrier (State type: e.g., PCC, Thrie Beam	No	
Metal Beam Guardrails (replacement)	Yes	X
Concrete Guardrail (New)	No	
Roadside Cleanup	No	
Gore Cleanup	No	
Electroliers	No	
Utility Relocation	No	
Railroad Agreements	No	
Environmental Mitigation	Yes	X
Traffic Control	Yes	X
Other (Identify: e.g. Mobilization Cost, Hazardous Waste Mitigation, etc.)**	Yes	X

X – Refer to Cost Estimate Breakdown in Item No. 9.

9. Other Agencies Involved (Permits/Approvals from Fish and Game, Corps of Engineers, Coastal Commission, etc):

None

10. Other Considerations:

Project Information:
There are four projects within the project limits. They are as follow:

1) EA: 201201 (Gap Closure Project):
- Extension of the auxiliary lane from Greenleaf Street Off-Ramp to north of the US 101 Connector.
- Close the loop on-ramp from eastbound Ventura Boulevard and construct a bypass of the Ventura/Sepulveda Boulevard Intersection using Dicken Street.
- Realignment of NB 405/SB 101 Connector, to make room for future HOV Project.
- The Sepulveda Boulevard on-ramp will be reconfigured to separate the US 101 connector on-ramps from the northbound I-405 on ramp.

2) EA: 199621, Project Report (PR): (Project has been awarded, and its construction is expected to start in August 2005.

- Extension of the northbound HOV Lane, from just south of Burbank Boulevard to the vicinity of Greenleaf Street off-ramp.

3) EA: 120300, (HOV), Project Report (PR):

- A northbound High Occupancy Volume (HOV) lane will be added from 0.3 mile south of I-10 to Ventura Boulevard.
- The northbound direction will be widened on the outside, which will require the existing shoulder to be rebuilt.
- The existing ramps will be modified.
- The existing mixed flow lanes will be shifted and re-striped away from the northbound ½ median, which in turn will provide northbound standard ½ median width.
- The Sepulveda Bridge UC, No. 53-0695 will be widened on the outside by 7.45 m
- Mulholland Drive OC, No.53-1490, and Skirball Center Drive OC, No. 53-0739 will be replaced.

Proposed Typical Cross Section For HOV PROJECT				
Northbound Mainline Configuration Only				
½ Median (ft)	HOV (ft)	Buffer (ft)	Mixed Flow Lanes (ft)	Shoulder (ft)
12	12	4	Five-12 MFL	10
* Getty Center Drive to near Mulholland Drive				

4) EA: 24580K, (Rehab Project), Project Scope Summary Report (PSSR):

- Replacement of cracked slabs from Mulholland Drive to Sherman Way.
- Coldplane and overlay, with Rubberized Asphalt Concrete (RAC), the existing asphalt concrete overlaid area on the mainline.
- Replacement of the median lane, (lane # 1) and shoulders structural section which have AC pavement with PCC.
- Improvement of the of acceleration lengths at SB 405 / Sepulveda Boulevard and NB 405 / Burbank Boulevard on-ramps, and deceleration length at NB Sherman Way on-ramp.
- Upgrade of Sherman Way UC and Victory Blvd. UC shoulders' to standard.
- Replacement of: a) the approach/departure at abutment #1 for the West Van Nuys OH (53-1362); b) SB departure slabs and NB approach slabs for the Victory Boulevard UC (53-1449).
- Upgrade of bridge guardrails to standard.
- Upgrade of lights.
- Upgrade of signage.
- Upgrade of existing Metal Beam Guardrails (MBGR) to standard.

Note: 1) EA: 201201 (Gap Closure) is under construction.
2) EA199621 PR has been approved and awarded for construction, and is expected to start in the middle of August 2005.
3) EA: 120300, (HOV), Project Report (PR) is the PR phase
4) EA: 24580K, (Rehab Project), Project Scope Summary Report (PSSR), is being studied and expected to be approved by the latter part of 2005.

Hazardous waste disposal site required? If yes, where are sites?
None, the removal and disposal of asbestos containing material and lead , if found, will be hauled away from the construction site.

Hazardous Waste Assessment:
The possibility of asbestos containing material (ACM) exists on the bridge, in expansions, joints, utility lines/conduits, and in bridge rail shims. Asbestos survey and abatement needs to be conducted during the construction and specifications must be included in the PS&E package to address the removal of ACM. Testing for ACM will be conducted by the Contractor, and the cost of sampling and testing is estimated at $350 per bridge.

Furthermore, there is a concern that the yellow painted stripes to be removed may contain lead and chromium. A special provision to address this concern must be included in the PS&E package. The material and disposal cost for yellow strip is estimated at $1.5 to $2.1 per lineal foot.

Materials and or disposal site needs and availability?
N/A

Utility Involvement:
None, there is no utility involvement.

Railroad Involvement:
Yes, there will be some involvement with SPTCo.due to the proposed the proposed improvements. The railroad's daily operations should not be affected in any way. SPTCo If an agreement is required, it will be taken care of at later phase either at PS&E phase or prior to any construction takes place.

Consistency with other planning:

System Planning
The proposed project is consistent with the goals and objectives of the Los Angeles, County Metropolitan Transportation Authority's (LACMTA) 2004 Congestion Management Program (CMP). I-405 is included in the CMP's highway and roadway system for the Los Angeles County. The 2004 CMP was adopted on July 22, 2004.

The proposed project is consistent with the Southern California Association of Governments (SCAG) Regional council April, 2004. On June 7, 2004, the federal conformity determination was issued for the SCAG region by US DOT (FHWA/FTA).

Air Quality
The project is located in the South Coast Air Basin (SCAB). This air basin is designated non attainment for both Carbon Monoxide (C0) and PM_{10} at the State as well as the federal level. The proposed project is listed in the U.S. Environmental Protection Agency (US EPA) Transportation Conformity Rule (40 CFR § 93.126) Table 2, category of projects that are exempt from all emissions analyses.

Air Quality Conformity
While the proposed is exempt from all emissions analysis and therefore can proceed, it is not advisable to do so given that inclusion in the Regional Transportation Improvement Program. Steps

need to be taken by the project sponsor to get this project into the federally approved 2004 /05 – 2009/10 RTIP that was approved by U.S. DOT (FHWA and FTA) on October 4, 2004. Inclusion in the 2004 RTIP for this type of project (exempt), can be done by way of administrative amendment. Should the project be programmed through the 2006 SHOPP, due to the projects EPA exempt status, it can be included into the next RTIP under the lump sum funding category.

This project is expected to be funded through the 2006 SHOPP under HA22. Inclusion in the RTIP is essential to federal funding

Noise Study Report Comments:
According to the Caltrans Traffic Noise Protocol (TNAP), this project is not considered a Type 1 project and it is not expected to raise traffic noise or cause a substantial noise increase. Therefore, no further noise study is needed. Refer to Attachment L

Salvaging and recycling of hardware and other non-renewable resources:
None

Prolonged temporary ramp closures:
No, only some extended weekend closures will be required during construction of the ramps termini.

Effects on bicycle traffic:
N/A

11A. Has the project been field reviewed by:

District? HA22 Program Advisor, Joon Kang Date 5/23/05

METS? N/A Date

11B. Project Reviewed by:

District Maintenance Joon Kang Date 5/23/05

District Materials Kirsten Stahl Date 6/20/05 & 8/31/05

HQ DLP N/A Date

HQ Maintenance Program Leo Mahserelli Date 5/23/05

FHWA N/A Date
Type of federal Involvement: Exempt
(Exempt, CA, or PxP)

Others N/A Date

12. Proposed Funding (IM, NH, etc.):

This project is proposed to be funded in the 2006 SHOPP Program under 20 10 20 122.

13. Scheduling

Milestone Schedule

PA&ED	10/05
PS&E	08/08
R/W Certification	08/08
Ready to List	10/08
HQ Advert.	12/08
Approve Contract	04/09
End Project	11/11

*14. Remarks (List all alternatives studied, cost, reasons not recommended etc.)**:*

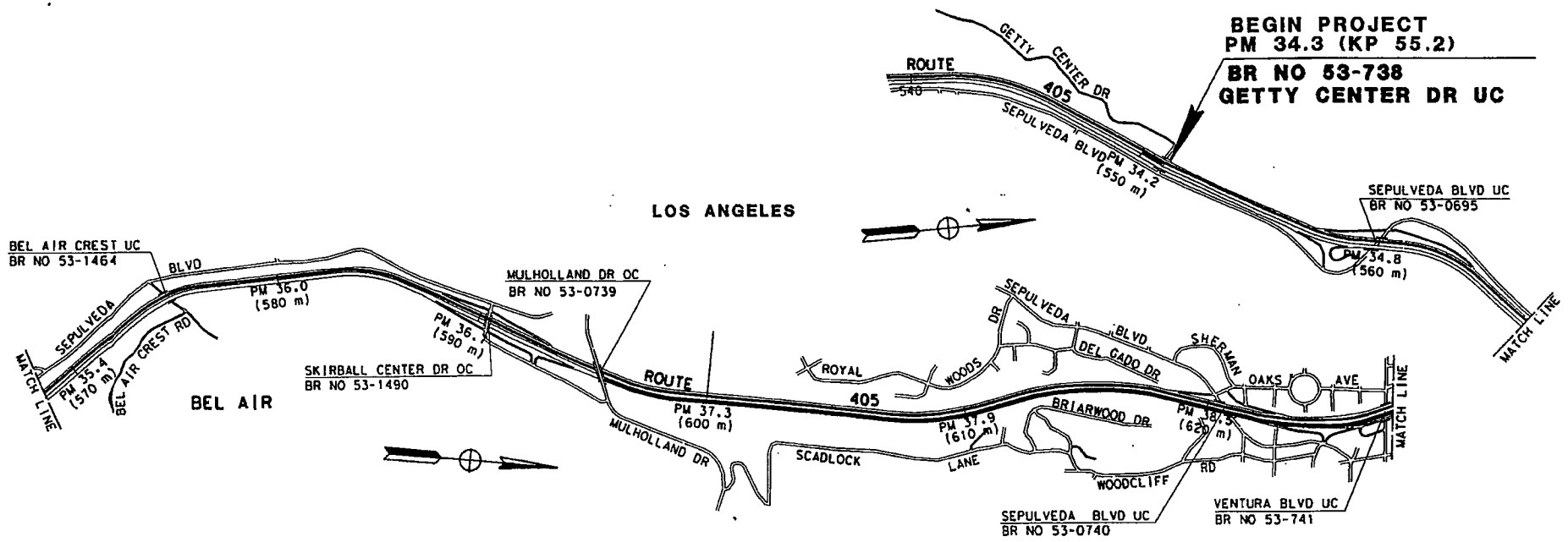
No other alternatives have been considered in this CAPM PR due to the nature of this project.

15. List of Attachments

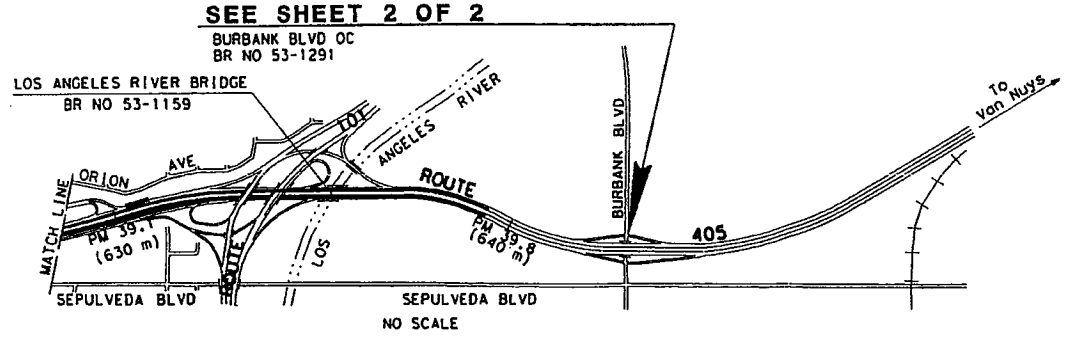
A. Location Map
B. Proposed Construction of Concrete Pavement Slabs at the off-ramps termini.
C. Typical Section(s)
D. PMS Inventory Data
E. Storm Water Data Report
F. Hazardous Waste Assessment
G. Bridge Inspection Reports for West Van Nuys OH (53-1362), Victory Boulevard UC (53-1449), and Lassen St. UC (53-1498)
H. Loop Counters Cost Estimate
I. Categorical Exemption / Categorical Evaluation (CE / CE) Certification
J. ITS Development Recommendation
K. Transportation Management Plan (TMP) Data Sheet
L. Noise Study Report Comments
M. Slab Count List provided by Maintenance
N. Work Plan
O. Project Risk Management Plan

LA-405 LAYOUT PLAN
PM 34.3 TO PM 48.6 (KP 55.2 TO 78.2)

07-LA-405
PM 34.3 / 48.6
(KP 55.2 / 78.2)



SEE SHEET 2 OF 2



ATTACHMENT A
SHEET 1 OF 2

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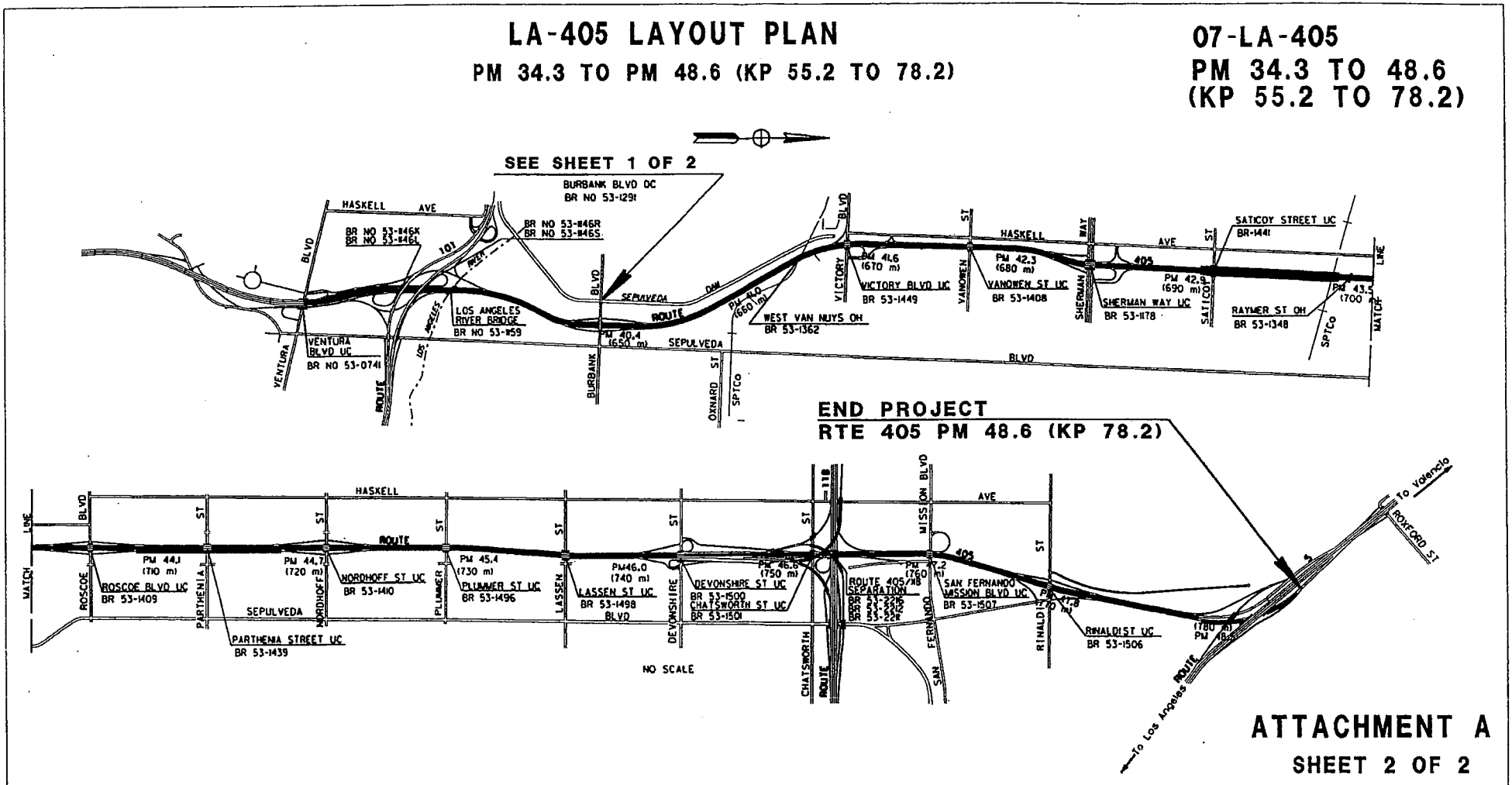
LA-405 LAYOUT PLAN

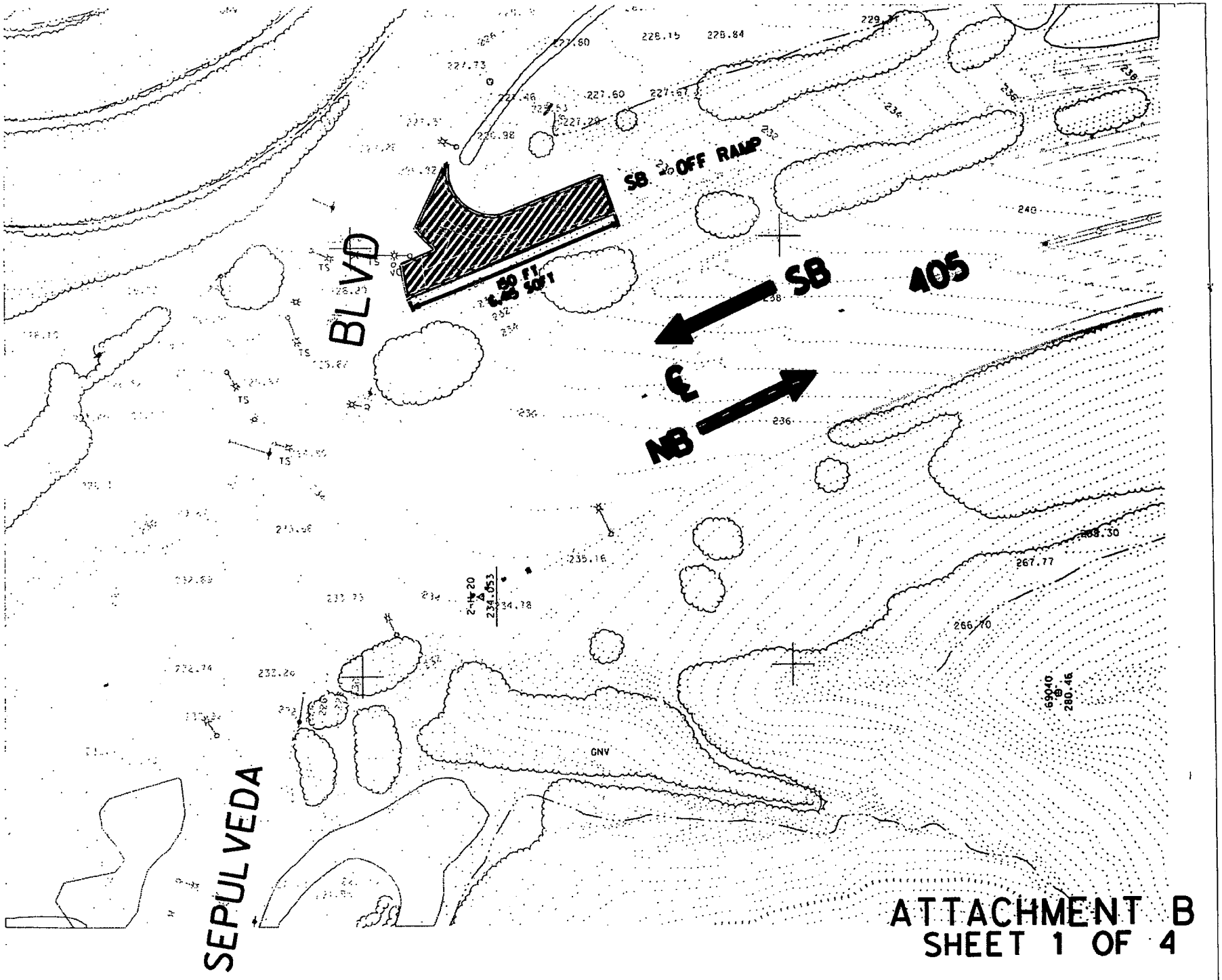
PM 34.3 TO PM 48.6 (KP 55.2 TO 78.2)

07-LA-405
PM 34.3 TO 48.6
(KP 55.2 TO 78.2)



ATTACHMENT A
SHEET 2 OF 2

...\CAPM\stripmap3a.dgn 09/27/2005 11:12:48 AM



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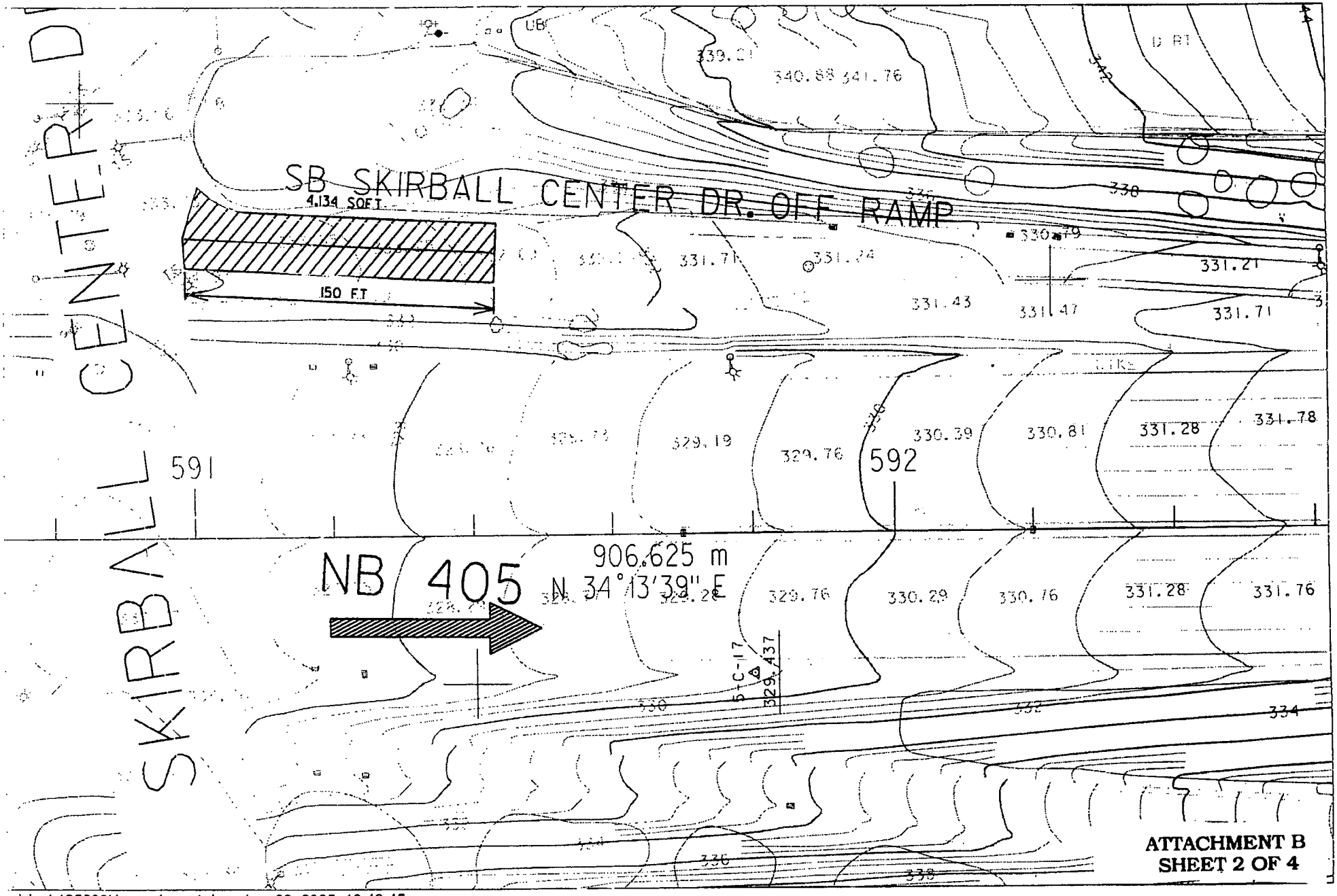
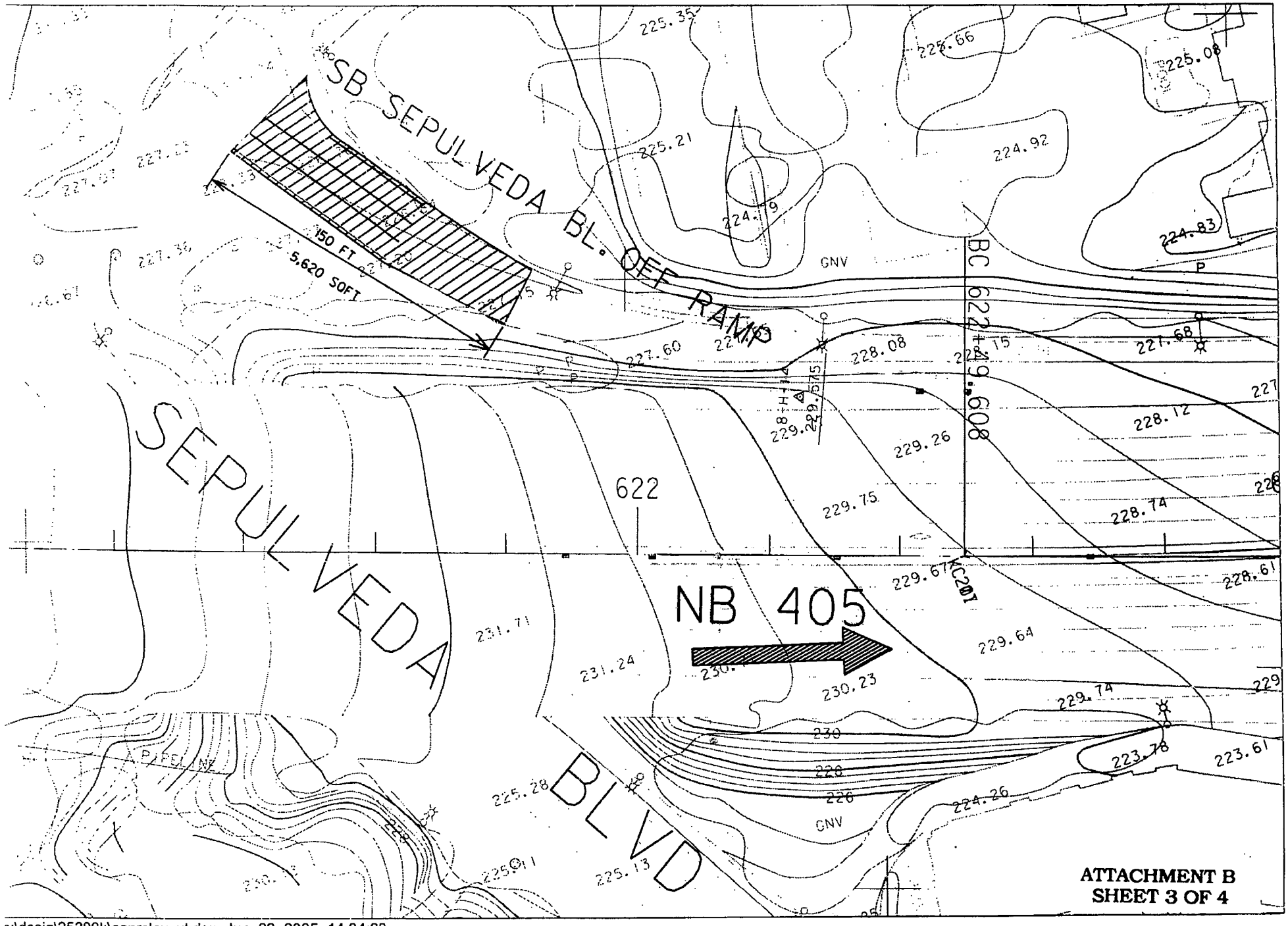
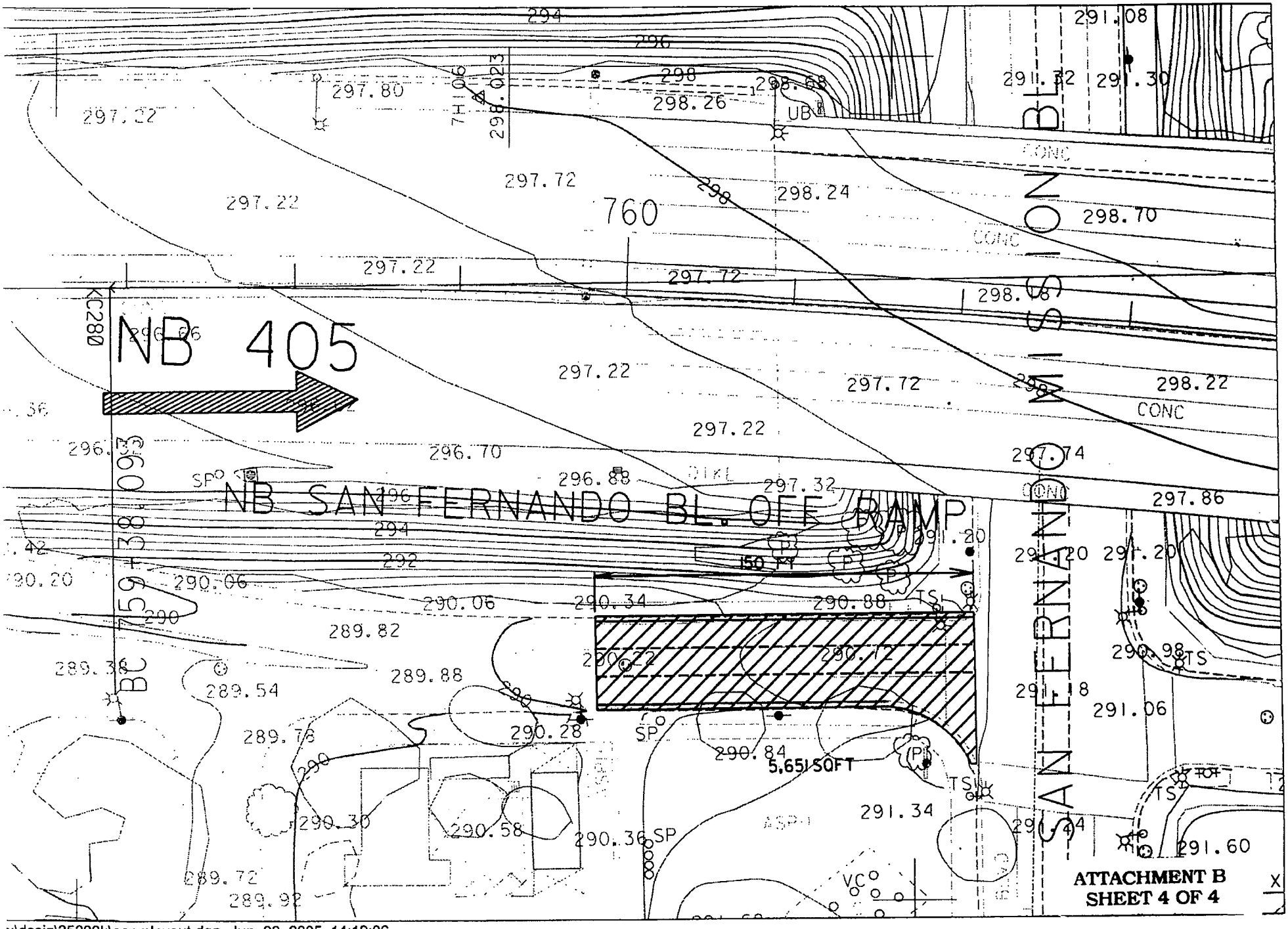


ATTACHMENT B
SHEET 2 OF 4

s:\desig\25200k\capmlayout.dgn Jun. 09, 2005 13:43:45



s:\desig\25200k\capmlayout.dgn Jun. 09, 2005 14:04:20

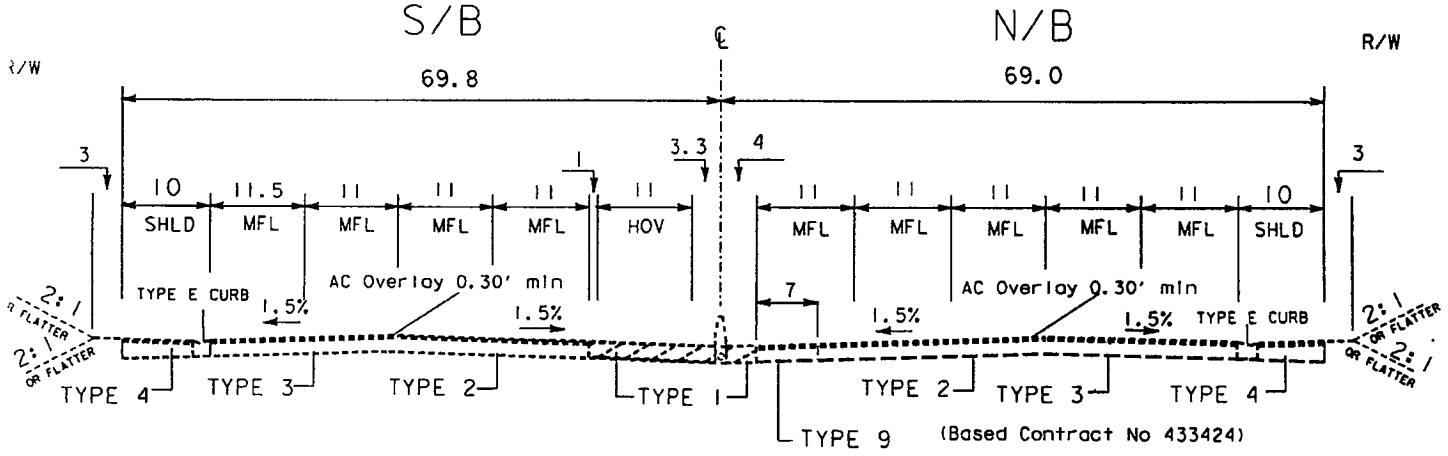


s:\desig\25200k\capmlayout.dgn Jun. 09, 2005 14:19:06

TYPICAL CROSS SECTIONS

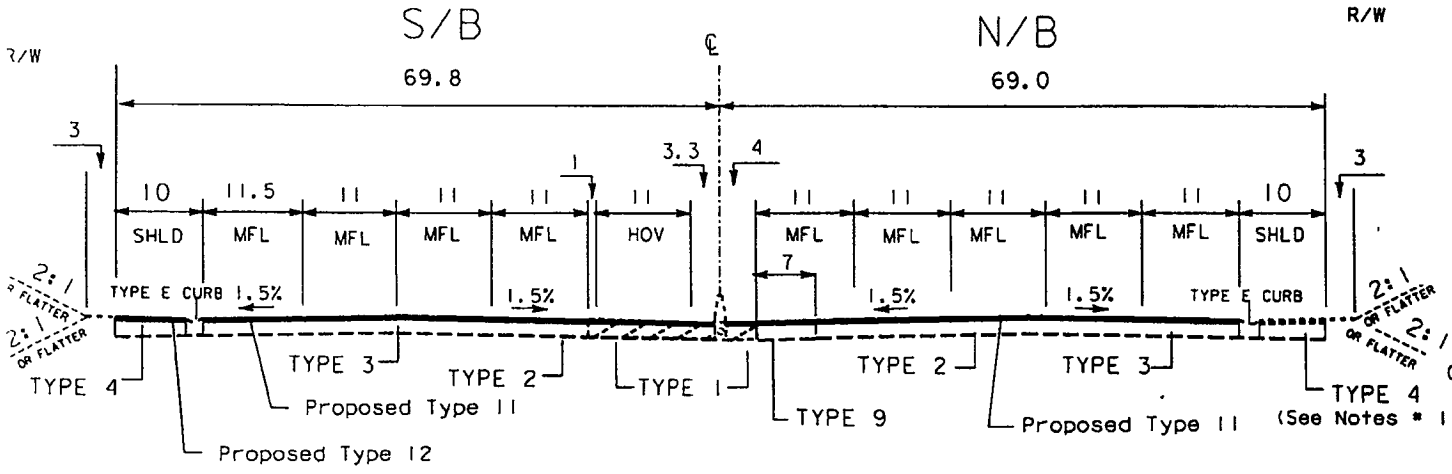
LA-405 NORTH AND SOUTHBOUND

(No Scale)



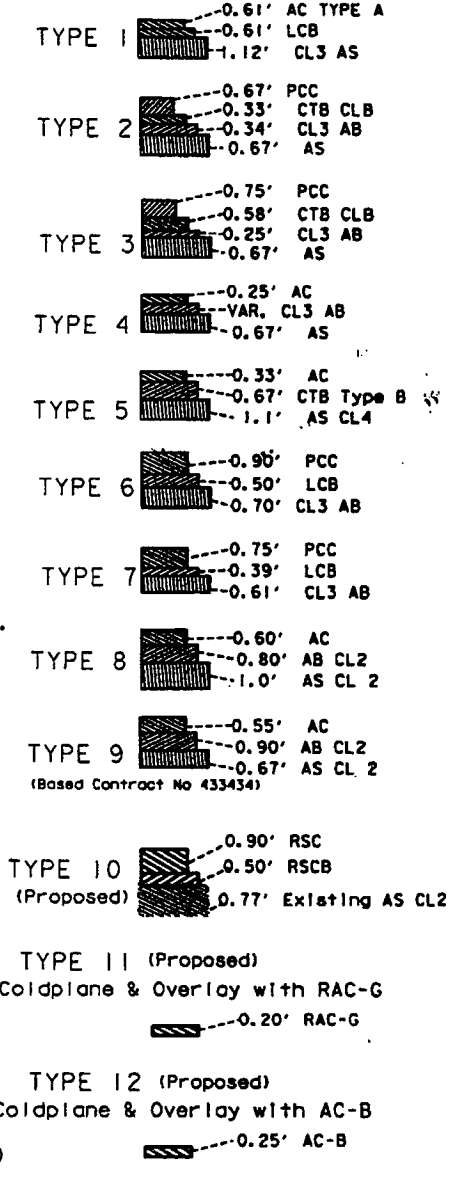
EXISTING

FROM PM 34.3 TO 37.03



PROPOSED

FROM PM 34.3 TO 37.03



AS= Aggregate Subbase	CL3= Class 3
LCB= Lean Con. Base;	RSC= Rapid Strength Concrete
CTB= Cement Treated Base	RAC-G= Rubberized AC type G
AB= Aggregate Base	AC-B= Asphalt Concrete type B

NOTES:

1) No Shoulder Impovement because of HOV Widening Project, EA: 120300

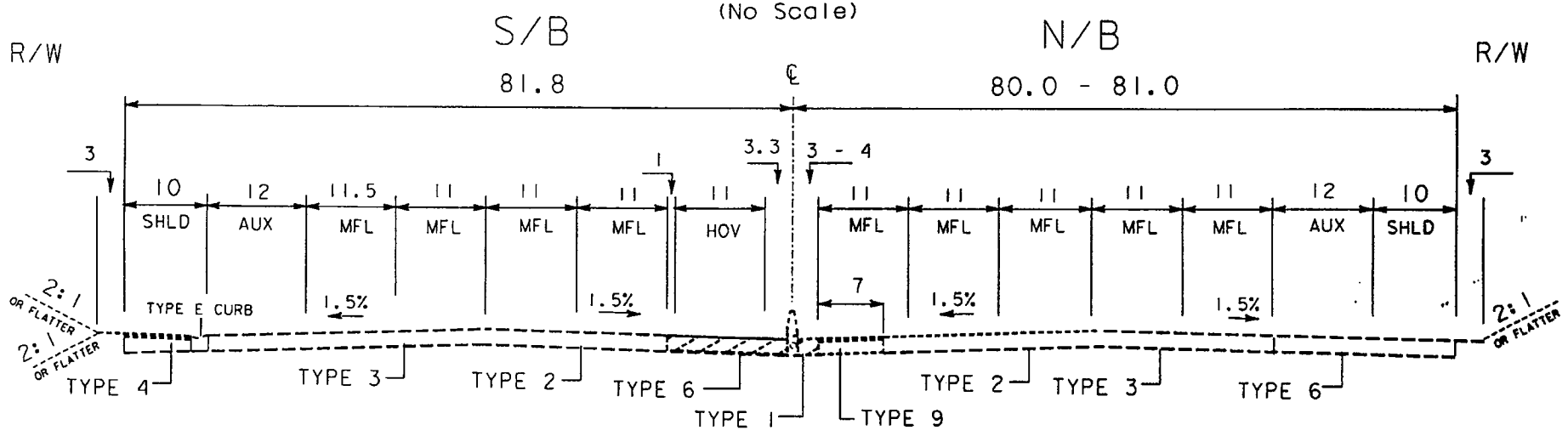
2) KP: FROM STA 551+00 TO 593+50

CAPM
ATTACHMENT C
Sheet 1 of 9

TYPICAL CROSS SECTIONS

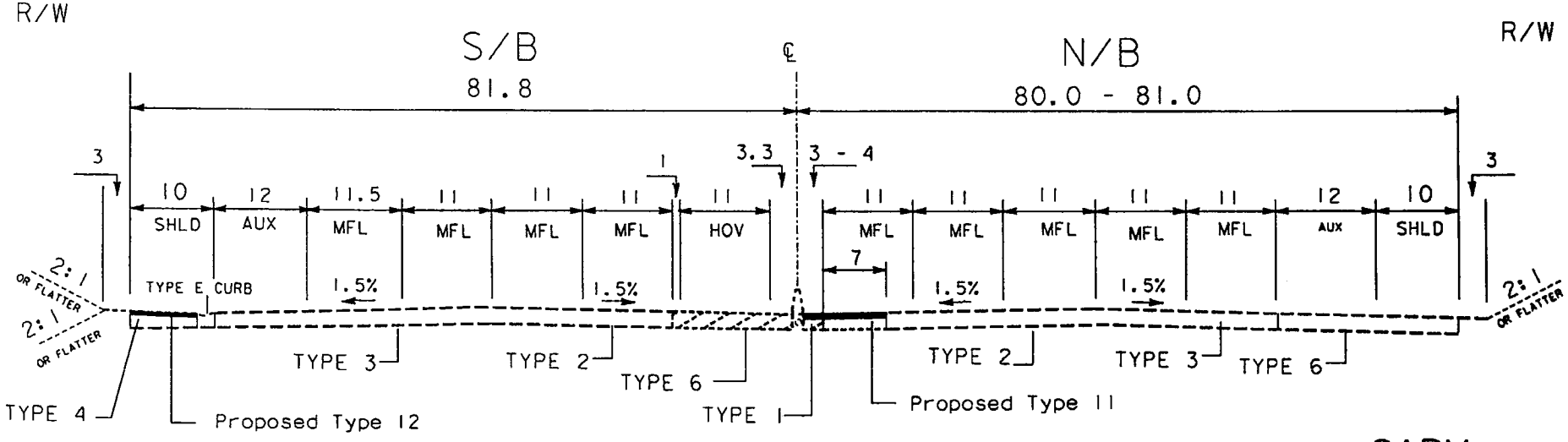
LA-405 NORTH AND SOUTHBOUND

(No Scale)



EXISTING

FROM PM 37.03 TO 37.71



PROPOSED

FROM PM 37.03 TO 37.71

NOTE KP: FROM STA 593+50 TO STA 606+90

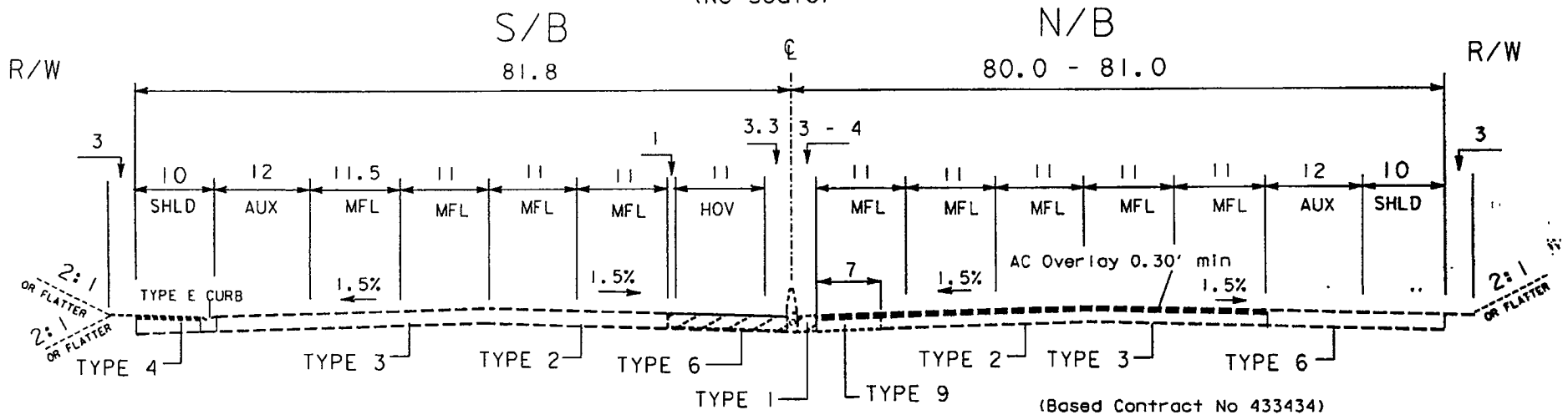
CAPM
ATTACHMENT C
Sheet 2 of 9

desig\25200k\crosssections.dgn Sep 08, 2005 13:46:28

TYPICAL CROSS SECTIONS

LA-405 NORTH AND SOUTHBOUND

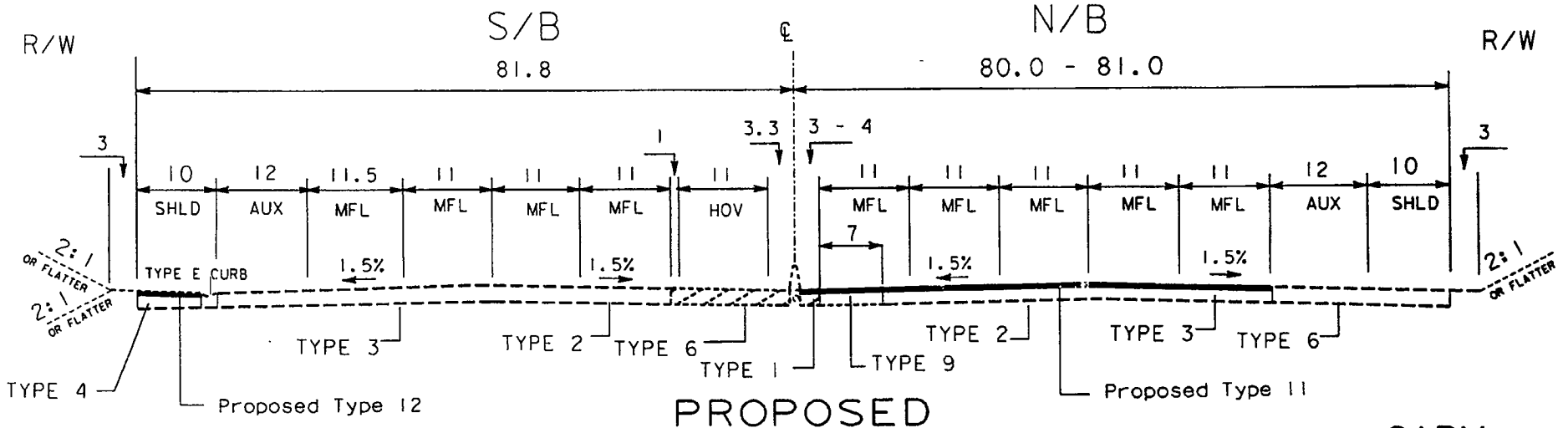
(No Scale)



EXISTING

FROM PM 37.71 TO 38.58

AC Overlay = 0.42ft min.



PROPOSED

FROM PM 37.71 TO 38.58

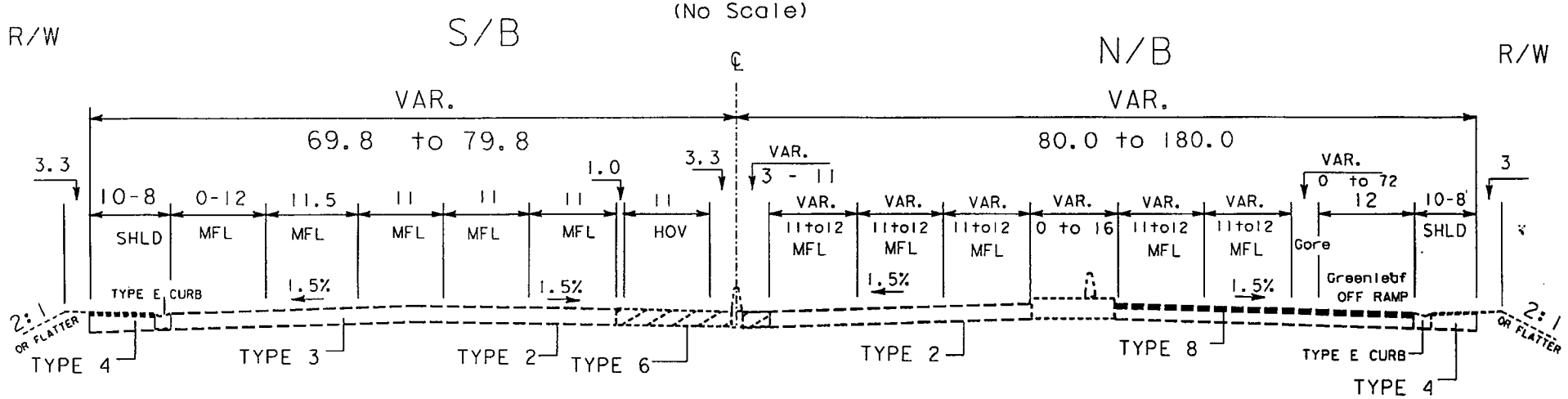
NOTE KP: FROM STA 606+90 TO 620+90

CAPM
ATTACHMENT C
Sheet 3 of 9

TYPICAL CROSS SECTIONS

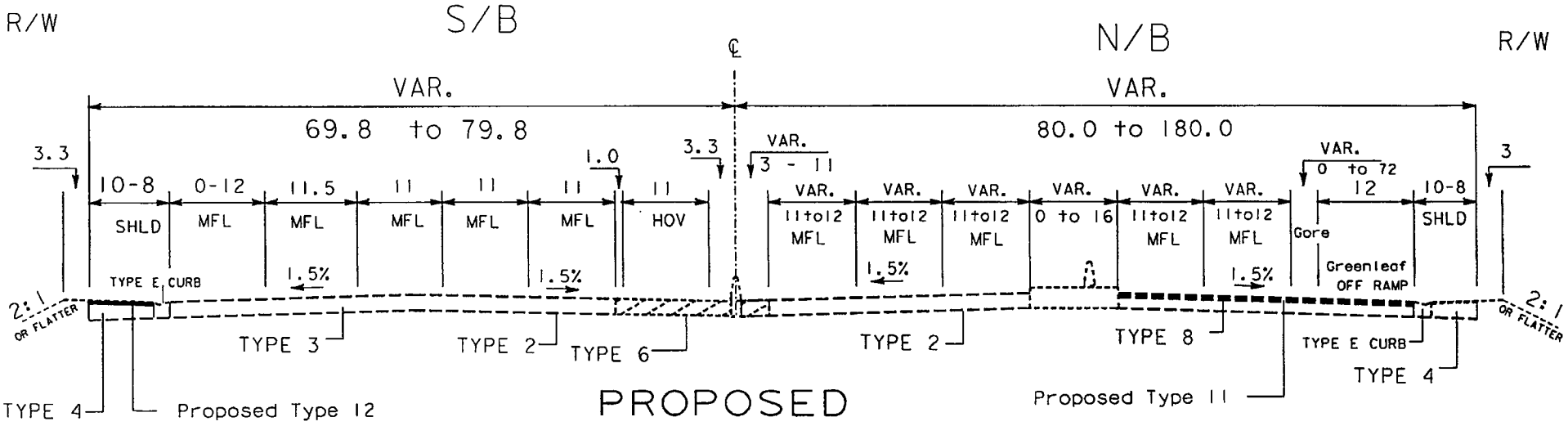
LA-405 NORTH AND SOUTHBOUND

(No Scale)



EXISTING

FROM PM 38.58 TO 38.87



PROPOSED

FROM PM 38.58 TO 38.87

NOTES: KP: FROM STA 620+90 TO 625+54

CAPM

ATTACHMENT C

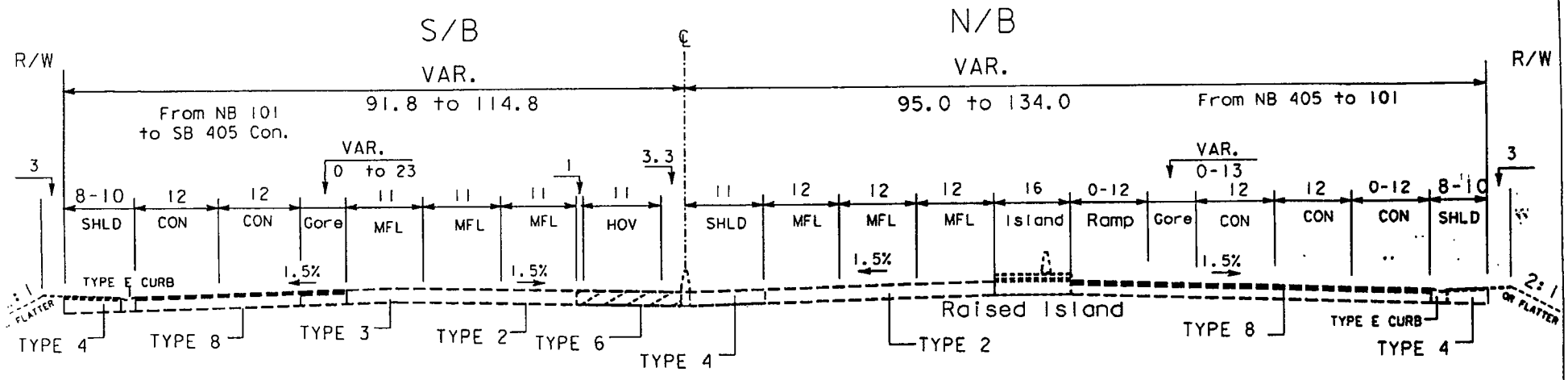
SHEET 4 OF 9

...\desig\25200k\crosssections.dgn Sep. 27, 2005 13:39:23

TYPICAL CROSS SECTIONS

LA-405 NORTH AND SOUTHBOUND

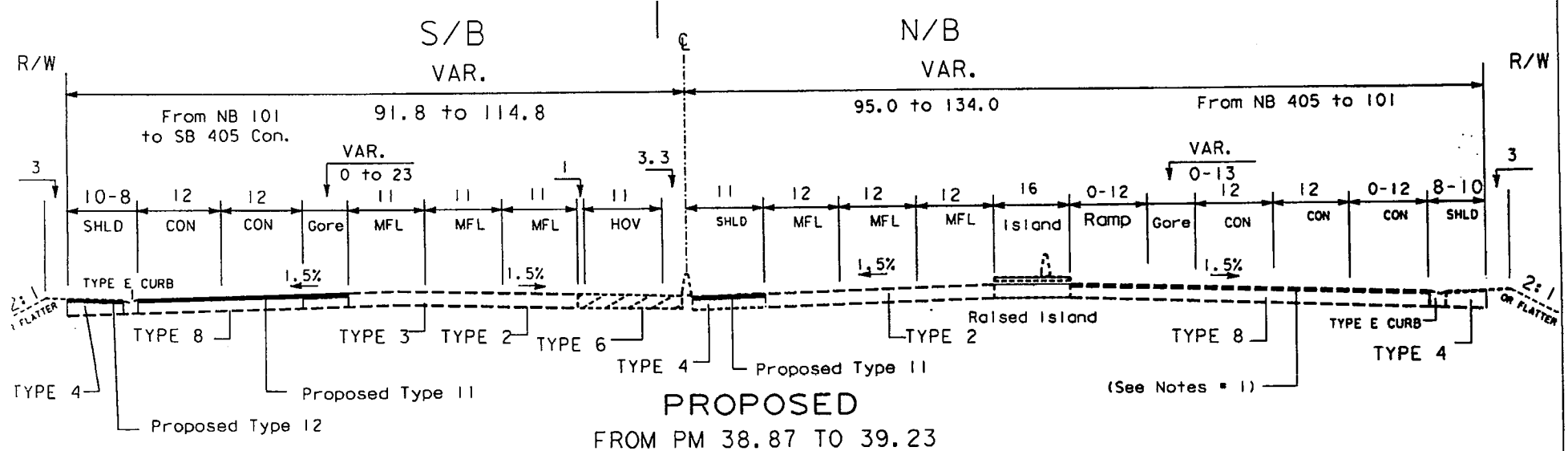
(No Scale)



EXISTING

FROM PM 38.87 TO 39.23

(Cracking Slab replacement areas)



PROPOSED

FROM PM 38.87 TO 39.23

(Cracking Slab replacement areas)

NOTES:

1) No AC Impovement because of Gap Closure Widening Project, EA: 201201
2) KP: FROM STA 625+54 TO 631+40

CAPM

ATTACHMENT C

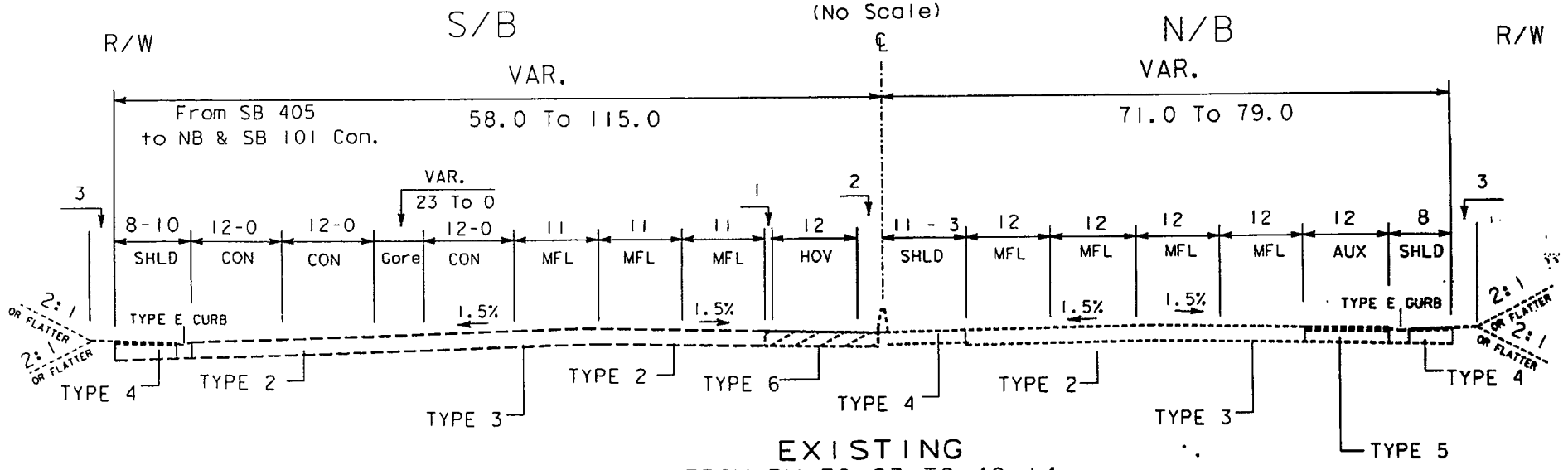
SHEET 5 OF 9

\desig\25200k\crosssections.dgn Sep. 08, 2005 14:00:40

TYPICAL CROSS SECTIONS

LA-405 NORTH AND SOUTHBOUND

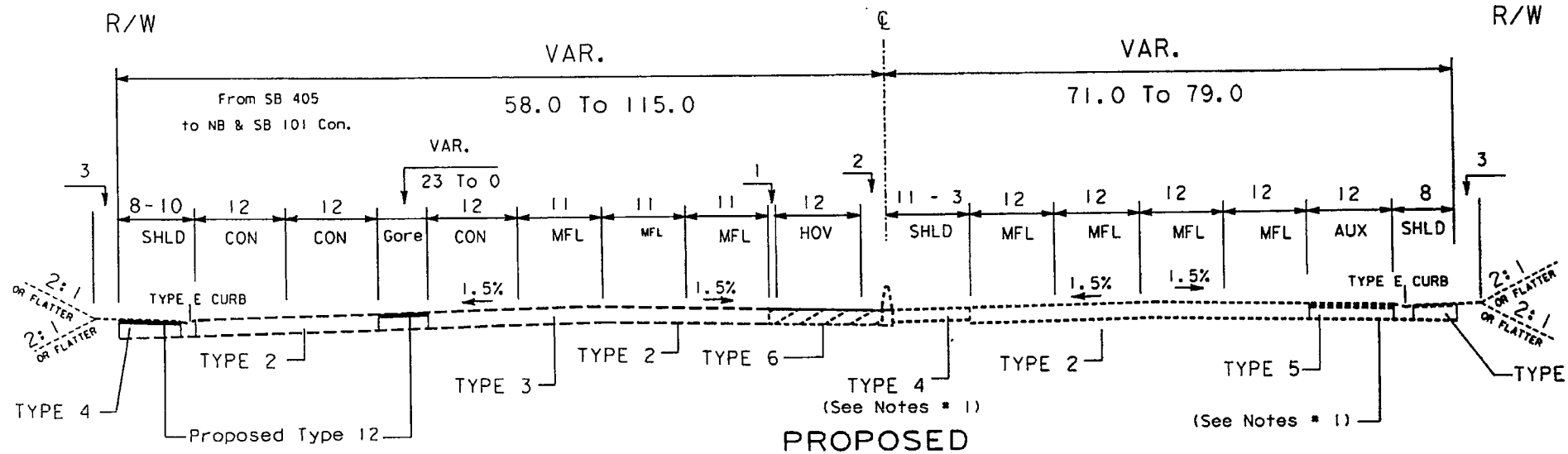
(No Scale)



EXISTING

FROM PM 39.23 TO 40.14

(Cracking Slab replacement areas)



PROPOSED

FROM PM 39.23 TO 40.14

(Cracking Slab replacement areas)

CAPM
ATTACHMENT C
Sheet 6 of 9

NOTES

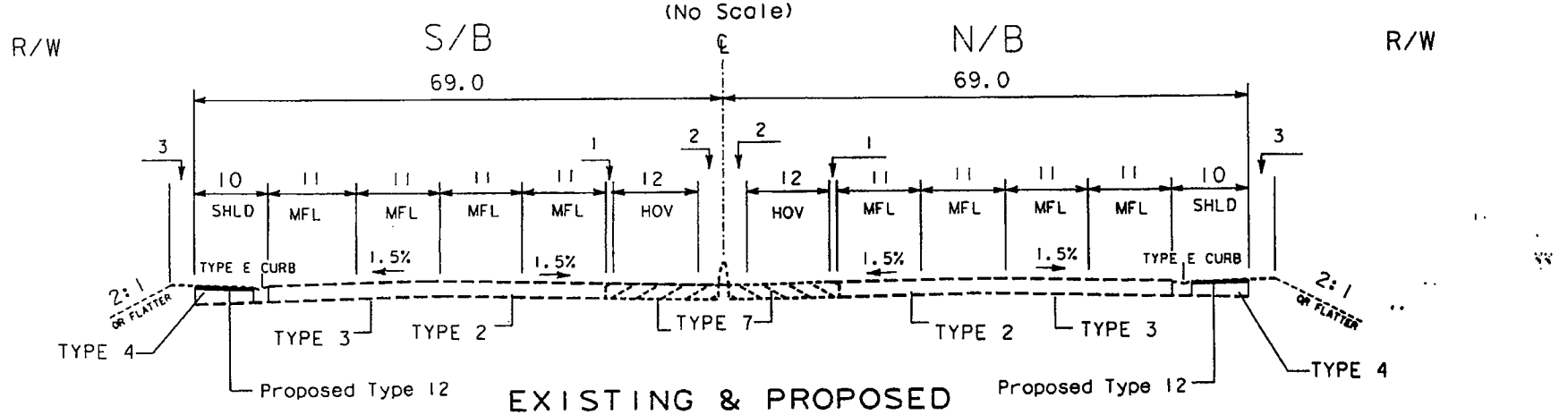
1) No AC Impovement because of HOV Widening Project, EA: 199621

2) KP: FROM STA 631+40 TO STA 646+00

TYPICAL CROSS SECTIONS

LA-405 NORTH AND SOUTHBOUND

(No Scale)

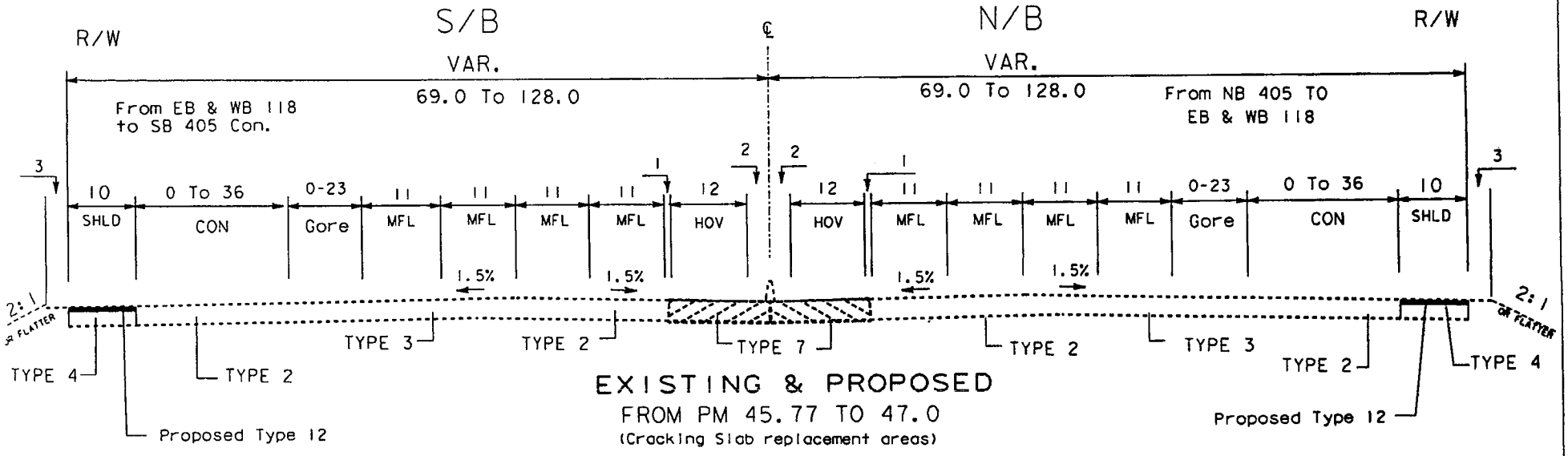


EXISTING & PROPOSED

FROM PM 40.14 TO 45.77

(Cracking Slab replacement areas)

NOTE KP: FROM STA 646+00 TO STA 736+60



EXISTING & PROPOSED

FROM PM 45.77 TO 47.0

(Cracking Slab replacement areas)

NOTE KP: FROM STA 736+60 TO 756+40

CAPM

ATTACHMENT C

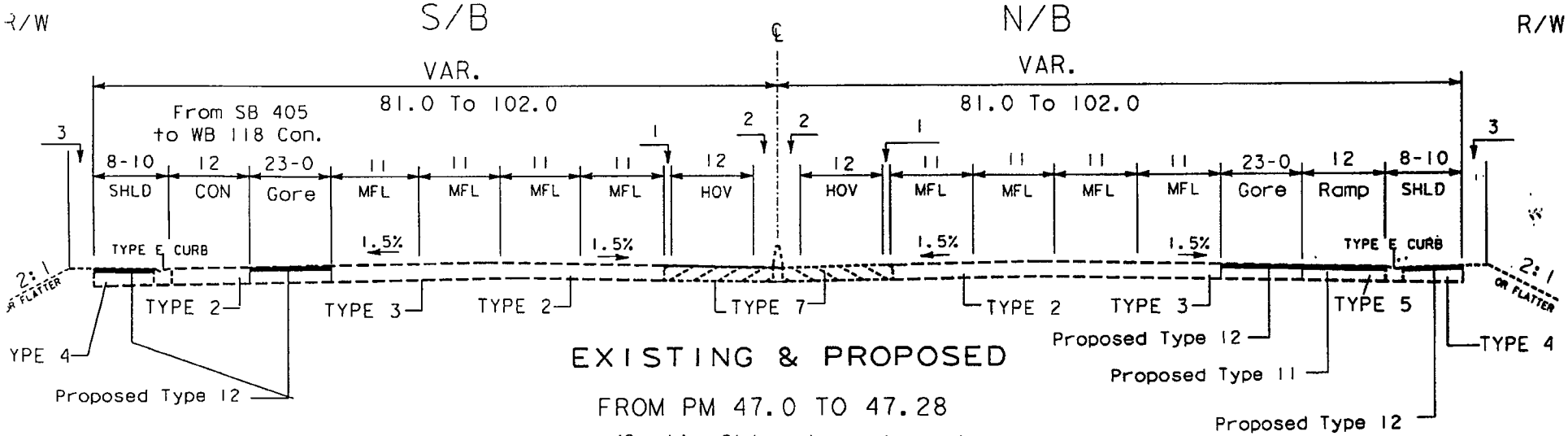
Sheet 7 of 9

..\desig\25200k\crosssections.dgn Sep. 08, 2005 14:05:05

TYPICAL CROSS SECTIONS

LA-405 NORTH AND SOUTHBOUND

(No Scale)

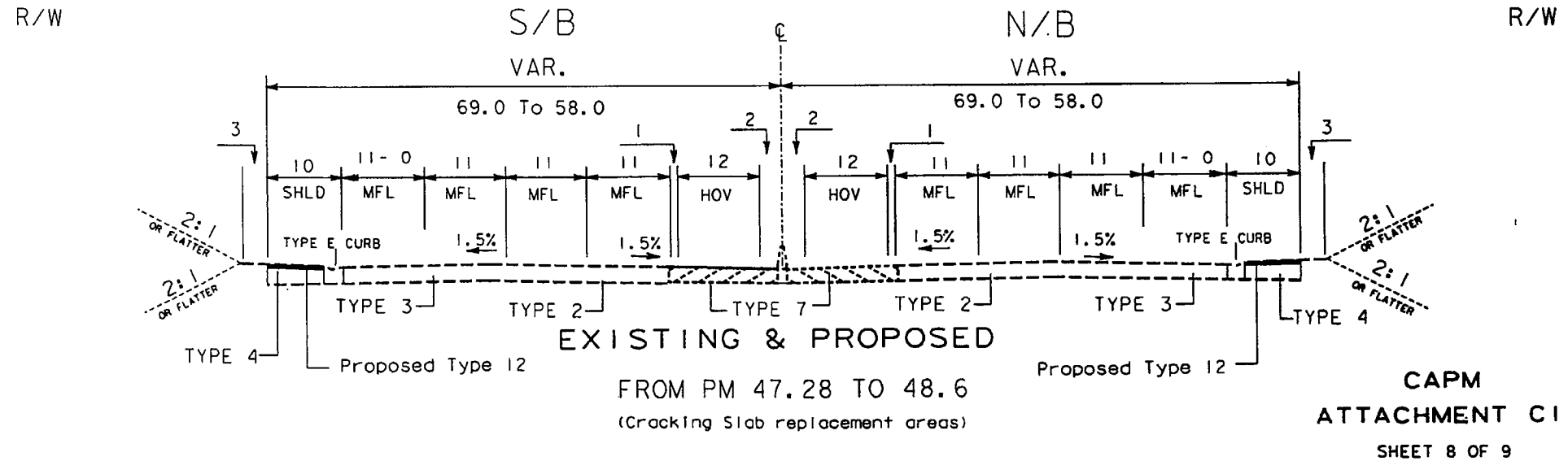


EXISTING & PROPOSED

FROM PM 47.0 TO 47.28

(Cracking Slab replacement areas)

NOTE KP: FROM STA 756+40 TO STA 761+00



EXISTING & PROPOSED

FROM PM 47.28 TO 48.6

(Cracking Slab replacement areas)

NOTE KP: FROM STA 761+00 TO STA 782+00

CAPM

ATTACHMENT C1

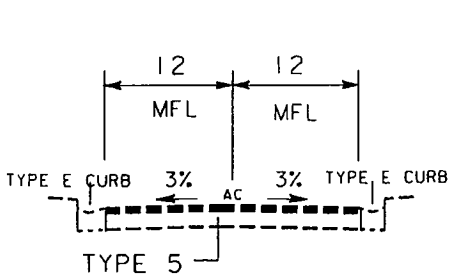
SHEET 8 OF 9

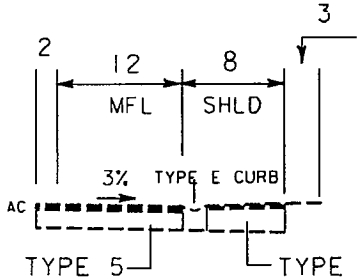
\desig\25200k\crosssections.dgn Sep. 08. 2005 14:10:55

TYPICAL CROSS SECTIONS

LA-405 NORTH AND SOUTHBOUND

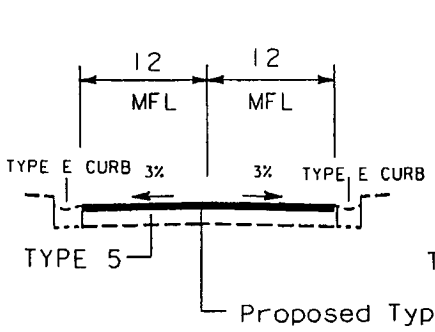
(No Scale)

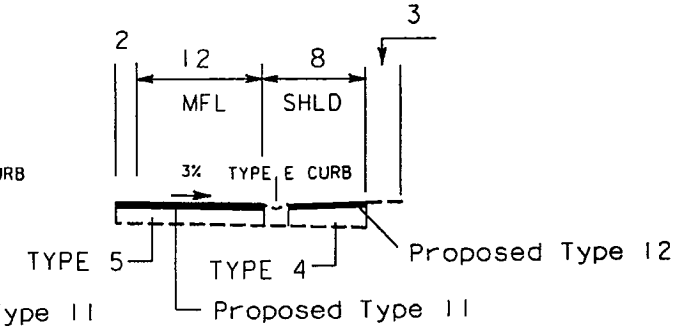




EXISTING

ALL RAMPS





PROPOSED

ALL RAMPS

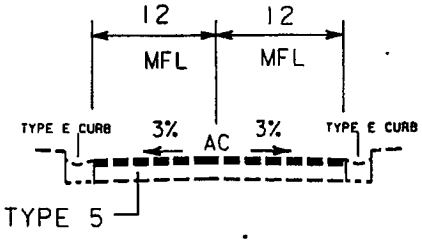
RAMP TERMINI

SB OFF RAMP

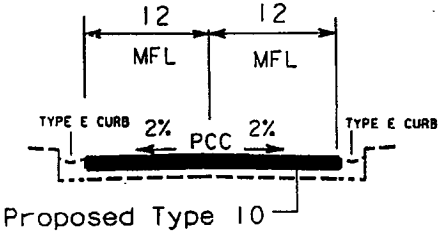
1) Sepulveda Blvd (in Sherman Oaks)
2) Skirball Ctr Dr.
3) Sepulveda Blvd (in Bell Air)

NB OFF RAMP

San Fernando Mission Blvd.

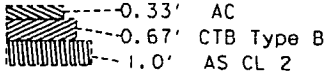


EXISTING TERMINI

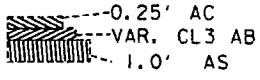


PROPOSED TERMINI

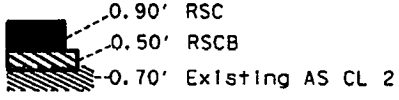
Existing TYPE 5



Existing TYPE 4



Proposed TYPE 10



Proposed TYPE 11

Coldplane & Overlay with RAC-G

0.20' RAC-G

Proposed TYPE 12

Coldplane & Overlay with AC-B

0.25' AC-B

CAPM
ATTACHMENT C1

SHEET 9 OF 9

..\desia\25200k\crosssections.dgn Sep. 08. 2005 14:24:05

Collection Date: 04/13/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District	7
County	LA
Route	405
Begin PM	32.968

District 7 County LA Route 405

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI		Priority	Skid	Defect
32.968	**- 34.028**		**1.060**		**9.540**	**MLD**	**274**	**1**								
L1	F-DG	0	0									7	93			
L2	F-DG											5	43			
L3	F-DG											5	80			
L4	F-DG	0	0									5	83			
L5	F-DG	0	0									17	132			
R1	F-DG											5	61			
R2	F-DG											5	41			
R3	F-DG											5	66			
R4	F-DG	0	0									5	56			
R5	F-DG	0	0									6	91			
34.028	**- 34.468**		**0.440**		**3.960**	**MLD**	**274**	**1**								
L1	F-DG	0	0									17	132			
L2	F-DG											5	51			
L3	F-DG											5	87			
L4	F-DG	0	30									5	75	7		HIGH ABC
L5	F-DG	11	8									9	104			
R1	F-DG											5	61			
R2	F-DG											5	33			
R3	F-DG											5	58			
R4	F-DG	0	0									5	46			
R5	F-DG	0	0									5	76			
34.468	**- 35.428**		**0.960**		**8.640**	**MLD**	**274**	**1**								
L1	F-DG	0	0									10	108			
L2	F-DG											5	55			
L3	F-DG											5	87			
L4	F-DG	0	30									5	61	7		HIGH ABC
L5	F-DG	11	8									9	103			
R1	F-DG											5	79			
R2	F-DG											5	63			
R3	F-DG											5	69			
R4	F-DG	0	0									5	58			

*Surface type of 'EB' is Enhanced Binder.

California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

ATTACHMENT D
SHEET 1 OF 8

Collection Date: 04/12/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District 7
County LA
Route 405
Begin PM 34.468

District 7 County LA Route 405

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
35.428 - 35.968		**0.540**	**4.860**	**MLD**	**270**	**1**
35.968 - 36.860		**0.892**	**8.920**	**MLD**	**270**	**1**
36.860 - 37.228		**0.368**	**3.680**	**MLD**	**270**	**1**

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
R5	F-DG	0	0									6	90			
L1	F-DG	0	0									14	120			
L2	F-DG											5	48			
L3	F-DG											5	84			
L4	F-DG	0	0		Rutting							5	48			
L5	F-DG	0	0		Rutting							5	76			
R1	F-DG											5	70			
R2	F-DG											5	53			
R3	F-DG											5	60			
R4	F-DG	0	0									5	67			
R5	F-DG	0	0									5	85			
L1	F-DG	0	0									16	129			
L2	F-DG											5	46			
L3	F-DG											5	67			
L4	F-DG	0	0		Rutting							5	59			
L5	F-DG	0	0		Rutting							9	103			
R1	F-DG											5	67			
R2	F-DG											5	59			
R3	F-DG											5	77			
R4	F-DG	0	0									5	71			
R5	F-DG	0	0									8	97			
L1	R					0	0	0				5	119			
L2	R											5	68			
L3	R											7	128			
L4	R											22	167			
L5	R					2	0	1	Faulting			26	178	9		FAULTING
L6	R					3	0	0	Faulting				N/A	9		FAULTING
R1	F-DG											32	192			
R2	F-DG											29	183			

ATTACHMENT D
SHEET 2 OF 8

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 03/16/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District	7
County	LA
Route	405
Begin PM	36.860

District 7 County LA Route 405

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
R3	F-DG											35	203			
R4	F-DG											25	165			
R5	R					2	0	1		3		25	175			
R6	R					0	0	0					N/A			
37.228	**-**	**37.802**	**0.574**	**5.740**	**MLD**		**269**		**1**							
L1	R					0	0	0				5	121			
L2	R											5	71			
L3	R											19	158			
L4	R											37	205			
L5	R					12	1	3				40	213	5		RIDE
L6	R					0	0	0					N/A			
R1	R											32	193			
R2	R											16	150			
R3	R											34	197			
R4	R											16	151			
R5	R					2	0	1		3		14	146			
R6	R					0	0	0					N/A			
37.802	**-**	**38.228**	**0.426**	**4.260**	**MLD**		**269**		**1**							
L1	R					0	0	0				5	109			
L2	R											5	80			
L3	R											28	182			
L4	R											31	191			
L5	R					12	1	3				37	205			
L6	R					0	0	0					N/A			
R1	R											5	85			
R2	R											5	75			
R3	R											5	88			
R4	R											5	102			
R5	F-DG	0	0									9	102			
R6	R					0	0	0					N/A			

ATTACHMENT D
SHEET 3 OF 8

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 04/13/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District	7
County	LA
Route	405
Begin PM	38.228

District 7 County LA Route 405

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
38.228	-	38.802	0.574	5.740	MLD	269	1
38.802	-	39.228	0.426	3.408	MLD	269	1
39.228	-	39.401	0.173	1.038	MLD	269	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
L1	R					0	0	0				7 127			
L2	R											5 94			
L3	R											26 177			
L4	R											37 206			
L5	R					3	1	0	Faulting			30 187	9		FAULTING
L6	R					11	1	1	Faulting			N/A	9		FAULTING
R1	R											11 138			
R2	R											5 114			
R3	R											14 146			
R5	F-DG	0	0									8 98			
R6	R					0	0	0				N/A			
L1	R					0	0	0				13 144			
L2	R											12 141			
L3	R											27 180			
L4	R											60 266	5		RIDE
L5	R					3	1	0	Faulting			36 204	9		FAULTING
L6	R					11	1	1	Faulting			N/A	9		FAULTING
R1	R											21 164			
R2	R					5	0	1	Faulting	1		28 182	9		FAULTING
R3	R					15	0	6	Faulting	1		36 204	9		FAULTING
L1	R					0	0	0				21 163			
L2	R											38 208			
L3	R											32 193			
L4	R					16	13	8	Faulting	1		39 211	7		THIRD ST. CRKNG
L5	R					15	7	5	Faulting			N/A	7		THIRD ST. CRKNG
R1	R											25 175			
R2	R					5	0	1	Faulting	1		21 163	9		FAULTING
R3	R					15	0	6	Faulting	1		28 181	9		[illegible]

*Surface type of 'EB' is Enhanced Binder.

ATTACHMENT D
SHEET 4 OF 8

Collection Date: 04/13/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District	7
County	LA
Route	405
Begin PM	39.401

District 7 County LA Route 405

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
39.401	-	39.637	0.236	1.652	MLD	269	1
39.637	-	40.228	0.591	5.319	MLD	215	1
40.228	-	41.228	1.000	8.000	MLD	215	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
L1	R					0	0	0				18 157			
L2	R											43 221	5		RIDE
L3	R											44 224	5		RIDE
L4	R					16	13	8	Faulting	1		52 244	1		THIRD ST. CRKNG,
L5	R					15	7	5	Faulting			N/A	7		THIRD ST. CRKNG
R1	R											34 199			
R2	R											25 174			
R3	R					5	0	0				31 190			
R4	R					0	0	0		50		42 219	5		RIDE
L1	R					0	0	0				20 161			
L2	R											43 222	5		RIDE
L3	R											47 232	5		RIDE
L4	R					16	13	8	Faulting	1		52 246	1		THIRD ST. CRKNG,
L5	R					15	7	5	Faulting			N/A	7		THIRD ST. CRKNG
R1	R											30 188			
R2	R											25 174			
R3	R											34 198			
R4	R					11	6	9				41 217	5		RIDE
R5	R					12	18	22	Faulting			39 211	7		THIRD ST. CRKNG
L1	R					0	0	0				9 132			
L2	R											40 214	5		RIDE
L3	R											38 208			
L4	R					1	1	1		1		28 183			
L5	R					1	0	1		1		27 179			
R1	R					0	0	0				8 131			
R2	R											36 204			
R3	R											35 200			
R4	R					3	0	0	Faulting	2		23 169	9		FAULTING
R5	R					7	1	3	Faulting	2		30 188	9		F

*Surface type of 'EB' is Enhanced Binder.

California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

ATTACHMENT D
SHEET 5 OF 8

Collection Date: 04/13/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District	7
County	LA
Route	405
Begin PM	41.228

District 7 County LA Route 405

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
41.228	-	**42.228**	**1.000**		**8.000**	**MLD**	**215**	**1**							
L1	R					0	0	0				18 157			
L2	R											41 216	5		RIDE
L3	R											38 209			
L4	R					1	0	1		4		24 171			
L5	R					2	0	1		4		29 186			
R1	R					0	0	0				9 132			
R2	R											42 218	5		RIDE
R3	R											42 220	5		RIDE
R4	R					3	0	1	Faulting	2		32 192	9		FAULTING
R5	R					9	2	3	Faulting	2		36 204	9		FAULTING
42.228	-	**43.228**	**1.000**		**8.000**	**MLD**	**215**	**1**							
L1	R					0	0	0				14 146			
L2	R											33 196			
L3	R											25 175			
L4	R					9	0	1				23 168			
L5	R					2	0	1				36 204			
R1	R					0	0	0				10 135			
R2	R											34 198			
R3	R											34 197			
R4	R					1	0	0				25 175			
R5	R					2	0	0				35 201			
43.228	-	**44.228**	**1.000**		**8.000**	**MLD**	**215**	**1**							
L1	R					0	0	0				22 166			
L2	R											33 194			
L3	R											28 181			
L4	R					2	0	0		8		23 168			
L5	R					2	0	0		8		37 206			
R1	R					0	0	0				13 144			
R2	R											34 197			
R3	R											29 186			
R4	R					2	0	0		12		23 169			

ATTACHMENT D
SHEET 6 OF 8

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 04/11/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District	7
County	LA
Route	405
Begin PM	43.228

District 7 County LA Route 405

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
44.228	-	45.228	1.000	9.000	MLD	213	1
45.228	-	46.228	1.000	12.000	MLD	205	1
46.228	-	47.228	1.000	12.000	MLD	205	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
R5	R					1	0	0		12		36 202			
L1	R					0	0	0				17 152			
L2	R											40 214	5		RIDE
L3	R											36 203			
L4	R					1	0	1		1		26 176			
L5	R					2	0	0		1		34 197			
R1	R					0	0	0				10 136			
R2	R											40 213	5		RIDE
R3	R											33 195			
R4	R					1	0	1	Faulting	5		22 167	9		FAULTING
R5	R					1	0	0	Faulting	5		37 206	9		FAULTING
L1	R					0	0	0				13 143			
L2	R											41 215	5		RIDE
L3	R											31 191			
L4	R					0	0	0		4		30 188			
L5	R					0	0	0		4		37 205			
R1	R					0	0	0				10 136			
R2	R											50 240	5		RIDE
R3	R											36 204			
R4	R					1	0	2	Faulting			32 193	9		FAULTING
R5	R					3	0	1	Faulting			43 221	3		FAULTING, RIDE
L1	R					0	0	0				17 154			
L2	R											36 203			
L3	R											24 172			
L4	R					4	0	0		15		28 181			
L5	R					2	0	0		15		36 204			
R1	R					1	0	0				16 151			
R2	R											36 202			
R3	R											30 188			

ATTACHMENT D
SHEET 7 OF 8

*Surface type of 'EB' is Enhanced Binder.
California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

Collection Date: 04/11/2003
Printed: 04/20/2005

Caltrans Maintenance Program
2003 Pavement Condition Survey Inventory
Caltrans Drive Order

District 7
County LA
Route 405
Begin PM 46.228

District 7 County LA Route 405

Begin PM	-	End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
47.228	-	47.928	0.700	5.600	MLD	136	1
47.928	-	48.228	0.300	1.800	MLD	128	1
48.228	-	48.643	0.415	2.490	MLD	128	1

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
R4	R					1	0	0	Faulting	11		27 180	9		FAULTING
R5	R					2	0	0	Faulting	11		33 195	9		FAULTING
L1	R					0	0	0				47 233	5		RIDE
L2	R											20 161			
L3	R					0	0	0		38		18 156			
L4	R					0	0	0		38		19 159			
R1	R					2	0	0				25 173			
R2	R											19 159			
R3	R					3	0	0		27		18 155			
R4	R					5	0	0	Faulting	27		23 168	9		FAULTING
L1	R											26 177			
L2	R					4	0	2	Faulting			34 197	9		FAULTING
L3	R					4	0	0	Faulting			23 170	9		FAULTING
R1	R					2	0	0				18 156			
R2	R											50 239	5		RIDE
R3	R					3	0	0		27		41 215	5		RIDE
R4	R					5	0	0	Faulting	27		41 217	3		FAULTING, RIDE
L1	R											7 126			
L2	R					4	0	2	Faulting			26 178	9		FAULTING
L3	R					4	0	0	Faulting			18 157	9		FAULTING
R1	R					0	0	0				14 146			
R2	R											36 204			
R3	R					17	0	3	Faulting			34 199	9		FAULTING
R4	R					17	2	3	Faulting			37 205	9		FAULTING

ATTACHMENT D
SHEET 8 OF 8

*Surface type of 'EB' is Enhanced Binder.
California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

APPENDIX E — *Storm Water Data Report*

Caltrans Metric

07-LA-405
PM 34.3 /48.6 (KP 55.2 /78.2)
Project Type CAPM PR
EA: 25200K
RU: 07-186
Program Identification: HA22
Phases: [X] PID
[ ] PA/ED
[ ] PS&E

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

1.	Is the project required to consider incorporating Treatment BMPs?	Yes [ ]	No [X]
2.	Does the project disturb more than 0.1 hectares of soil?	Yes [ ]	No [X]
3.	Is the project part of a Common Plan of Development?	Yes [ ]	No [X]
4.	Does the project potentially create permanent water quality impacts?	Yes [ ]	No [X]
5.	Does the project require a notification of ADL reuse?	Yes [ ]	No [X]

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

Estimated Construction Start Date: September 2008 Construction Completion Date: May 2010

Separate Dewatering Permit (if yes, permit number) Yes [ ] Permit # _____ No [X] 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.

8/24/05
Duyen H. Luu, Registered Project Engineert — *Date*

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

8/25/2005
Shirley Pak, District/Regional SW Coordinator or Designee — *Date*

STAMP
Required for PS&E only]

1. Project Description

The purpose of the project is to implement Capital Preventive Maintenance on Route 405 from Getty Center Drive (PM 34.3) to near Route 405/5 Interchange (PM 48.6). The scope of this project is as follows:

- Coldplane and overlay, with Rubberized Asphalt Concrete (RAC), the existing Asphalt Concrete overlaid areas on the mainline, ramps, and median.
- Coldplane and overlay shoulders with Asphalt Concrete.
- Replacement of cracked slabs from Mulholland Drive to end of project.
- Replacement of: a) the approach/departure at abutment #1 for the West Van Nuys OH (53-1362); b) SB departure slabs and NB approach slabs for the Victory Boulevard UC (53-1449); and c) SB departure slabs for the Lassen St. UC (53-1498).
- Replacement of the damaged Metal Beam Guard Railings (MBGRs) for the bridges at NB Los Angeles River 53-1159, NB Roscoe Boulevard 53-1409, NB Rinaldi Street UC 53-1506 (NB) and SB Raymer Street OH 53-1348.
- Construction of Portland Concrete Cement off-ramps termini at NB San Fernando Mission Boulevard, SB Sepulveda Boulevard in Sherman Oaks, SB Skirball Center Drive, and SB Sepulveda Boulevard in Belair.

- During the removal of the cracked slabs, the top Portland Concrete Cement (PCC) layer will be saw-cut and then removed by non-impact method. If the sub-base needs to be replaced, the lean concrete base will be removed only, with no soil underground soil being exposed.
- During replacement and construction of the bridge approach/departure slabs, the top layer and sub-base will be removed, with no underground soil being exposed.
- For removal of AC layer, only the top layer (3 inches) will be milled and then replaced with RAC.
- For construction of the off-ramps termini, the top layer will be constructed with 10 inches of RAC over Bond Breaker over 6 inches of Rapid Strength Concrete Base over a minimum of 2 inches of Aggregate Base, Class 3, which would prevent digging below the 24" existing structural section and disturbing the underground soil.
- During the replacement of the damaged MBGRs, the only soil (area) disturbance would be during the removal and replacement of the wood posts, which would amount to approximately 100 square feet.

✓ Either during construction or completion of this project, this project will not have or create any temporary or permanent water quality impacts.

✓ Construction of this project is expected to be in Year 2010.

✓ As described in the 303d water bodies diagram in the Los Angeles River Watershed and the Santa Monica Bay Watershed Management Area, basically this project is near or within the Pacoima Wash, Sepulveda Basin, the Los Angeles River and Ballona Creek. The "Total Maximum Daily Loads", TMDL vary depending on the pollutants causing impairment and its location source from low to high.

2. Construction Site BMPs

- A preliminary analysis for the Lump Sum construction site BMPs are: Street Sweeping & Vacuuming, Paving & Grinding Operations, Vehicle & Equipment Cleaning, Vehicle & Equipment Fueling, Concrete Curing, Concrete Finishing, Stockpile Management, Spill Prevention & Control, Hazardous Waste Management and Concrete Waste Management for a total amount of $2,000,000. A detailed analysis & selection will be provided during PS&E stage. Refer to Attachment E4

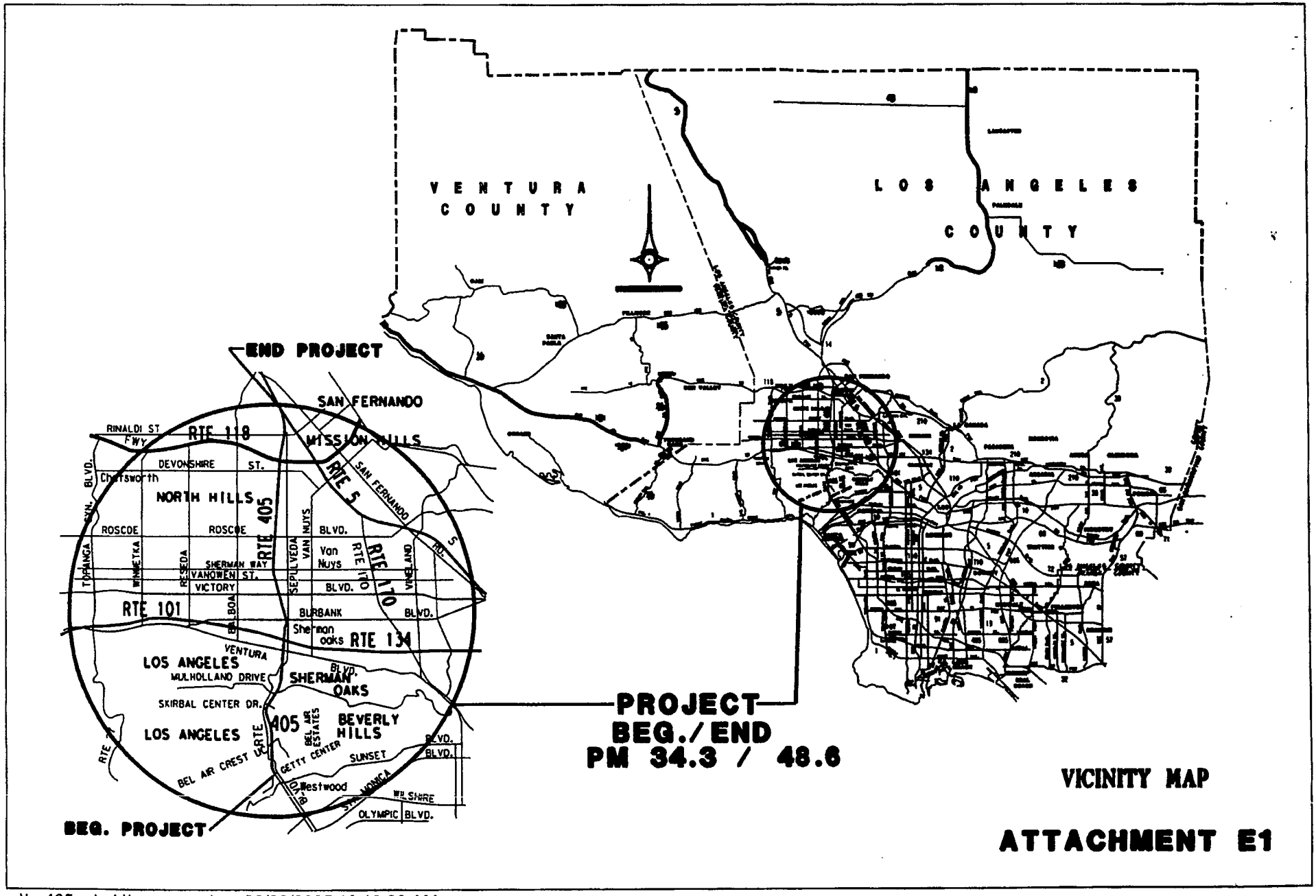
- Proposed document to be used in preparation of this project is the Water Pollution Control Program (WPCP).

REQUIRED ATTACHMENTS

E1 Vicinity Map

E2 Evaluation Documentation Form

E3 District 7 TMDL Coordinator Status Memo



VICINITY MAP

ATTACHMENT E1

c:\la-405 rehab\basemap.dgn 06/28/2005 10:19:06 AM

APPENDIX E *Evaluation Documentation Form*

DATE: 6-27-05

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPS EA: 25200k

1.	**Begin Project Evaluation** regarding requirement for consideration of Treatment BMPs	√		Go to 2
2.	Is this an emergency or Safety project?		✓	If **Yes**, go to 12. (Safety Projects must be funded from the 010 SHOPP Program). If **No**, continue to 3.
3.	Have TMDLs been established for surface waters within the project limits?	✓		If **Yes**, contact the District/Regional NPDES coordinator to discuss the Department's participation in the TMDL (if Applicable), go to 11 or 4 (as determined by the NPDES Coordinator). S.P. 8.Aug.05 *(Dist./Reg. SW Coordinator initials)* If **No**, continue to 4.
4.	Is the project within an urban MS4?	✓		If **Yes**, continue to 5. *(Los Angeles County)* If **No**, go to 12.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If **Yes**, continue to 6. If **No**, go to 12.
6.	Is it a new facility or major reconstruction?		✓	If **Yes**, continue to 8. If **No**, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If **Yes**, continue to 8. If **No**, go to 10.
8.	Is the Disturbed Soil Area (DSA) created by the project greater than or equal to 1.2 hectares?			If **Yes**, continue to 11. If **No**, go to 9. 8/10/05 0 *(Total DSA quantity)*
9.	Is the project part of a Common Plan of Development?			If **Yes**, continue to 11. If **No**, go to 10.
10.	Are there any Pollution Control Requirements within the project limits? *(Contact your Dist./Reg. SW Coordinator)*		✓	If **Yes**, continue to 11. If **No**, go to 12.
11.	Consider approved Treatment BMPs for the project.		See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.	
12.	Project is not required to consider Treatment BMPs. S.P. *(Dist./Reg. SW Coord. Initials)* *(Project Engineer Initials)* 8/22/05 *(Date)*	✓	Document for Project Files by completing this form, and attaching it to the SWDR.	
13	End of checklist	√		

State of California **Business, Transportation and Housing Agency**

MEMORANDUM

To : Duyen Luu, Project Engineer
Office of Project Studies
Division of Planning
District 07

DATE: August 19, 2005
FILE: 07-LA-405- PM 34.3/48.6
EA: 07-25200K

From : Bob Wu, District TMDL Coordinator, District 07

Copy: Shirley Pak, District Storm Water Coordinator
District 07

Subject: Total Maximum Daily Loads (TMDLs) in the Project Area for Pavement Rehabilitation on LA-405

Following TMDL evaluation is provided for the subject project per your request of August 5, 2005.

The Project is on Route LA-405 from Getty Center Drive to LA 5/405 Interchange. The project scope is to rehabilitate roadway pavement including slab replacement, grinding, and overlay.

The project locations are in the watersheds of Los Angeles River and Ballona Creek. There are two TMDLs in effect in the Los Angeles River watershed at this time, the Los Angeles River Trash TMDL and the Nitrogen Compounds and Related Effects TMDL: one TMDL in effect in the Ballona Creek watershed, the Ballona Creek Trash TMDL.

In response to the Los Angeles River and Ballona Creek Trash TMDLs, Caltrans is proceeding with Trash TMDL Implementation which will retrofit Gross Solid Removal Devices (GSRDs) at the existing drainage outfalls in the freeway rights-of-way. In addition, projects located in these watersheds are required to consider placing GSRDs at existing and proposed drainage outfalls.

The Los Angeles River Nitrogen Compounds and Related Effects TMDL requires the MS4 permittees to submit a Monitoring Work Plan by March 23, 2005 to estimate nitrogen loadings associated with runoff from the storm drain systems. County of Los Angeles has submitted the Monitoring Work Plan as required on behalf of Caltrans and other MS4 permittees in the watershed.

If you have any questions, please contact me at 7-8636.

Hsiao-Bai (Bob) Wu
Senior Transportation Engineer
Division of Design
Office of Engineering Services, Storm Water Unit

State of California Business, Transportation and Housing Agency

Memorandum

To: Min Wun, Senior TE
Office of Project Studies

Date: May 20, 2005
File: 07-LA-405-KP 55.2/78.2
(PM 34.3/48.6)
CAPM Program HA22

Attention: Duyen Luu / Miguel Soto

EA: 25200K

From: **DEPARTMENT OF TRANSPORTATION**
Office of Environmental Engineering and Feasibility Study
Hazardous Waste Unit, North Region

Subject: Hazardous Waste Assessment

This is in response to your requests dated May 4, 2005, respectively, for hazardous waste assessment of the above referenced project. The memorandum to Bing Wu, Senior Bridge Engineer, Bridge Maintenance, Headquarters from Duyen Luu dated May 18, 2005 documented the revised scope of work for the project. In the form of an Expedited Capital Preventive Maintenance Project Report (CAPM PR), the project proposes to rehab bridges and roadway along Route 405 from Getty Center Drive (PM 34.3) to near Route 405/5 Interchange (PM 48.6).

The proposed work scope consists of

- Cold plane and overlay the existing Asphalt Concrete pavement with Rubberized Asphalt Concrete for the mainline, ramps, median and shoulders;
- Replacement of cracked slabs;
- Replacement of the bridge approach slabs;
- Upgrade the existing nonstandard Metal Beam Guard Railings at the bridge structures; and
- Construction of Concrete Pavement Slabs at the off-ramps termini.

We have received design information from your office. Nathan Chou of my staff met and discussed with Miguel Soto of your office on 5/18/05. The project scope includes slab replacement at three bridge locations. No excavation of unpaved area is expected. The pavement overlay will require grinding and removal of the existing pavement striping for an extended length. Based on the available information, this project is given a Hazardous Waste Assessment as noted below.

The possibility of asbestos containing material (ACM) exists on the bridge, in expansion joints, utility lines/conduits, and in bridge rail shims. Asbestos survey and abatement needs to be conducted during the construction and specifications must be included in the PS&E package to address the removal of ACM. Testing for ACM will be conducted by the Contractor, and the cost of sampling and testing is estimated at $350 per bridge.

Furthermore, there is a concern that the yellow painted stripes to be removed may contain lead and chromium. A special provision to address this concern must be included in the PS&E package. The removal and disposal cost for yellow strip is estimated at $5 to $7 per linear meter.

If you have any questions or need additional information, please contact me at extension 7-0670 or Nathan Chou of my staff at 7-4718.

Ayubur Rahman

Ayubur Rahman
Senior Transportation Engineer
District Hazardous Waste Coordinator, North Region

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 53 1362
Facility Carried: INTERSTATE 405
Location : 07-LA-405-41.27-LA
City : LOS ANGELES
Inspection Date : 02/04/2004

Bridge Inspection Report

Inspection Type

Routine	Group A	Underwater	Special	Other
X				

STRUCTURE NAME: W VAN NUYS OH

CONSTRUCTION INFORMATION

Year Built : 1963
Year Widened: N/A
Length (m) : 67.1
Skew (degrees): 99
No. of Joints : 1
No. of Hinges : 0

Structure Description: Three span continuous RC box girder (18 to 20 cell) with RC open end, diaphragm, abutments and eleven column RC bents all supported on concrete piles.

Span Configuration : (S) 19.8m (65'), 25.9m (85'), 20.1m (66') (N) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: 47.1 metric tons Calculation Method: LOAD FACTOR
Operating Rating: 77.1 metric tons Calculation Method: LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: (W) 0.4m (1.3')br, 2.4m (8')s, 3.7m (12'), 0.9m (3' min)m, 4 @ 3.7m (4 @ 12'), 3.7m (12')HOV, 0.6m (2')br, 3.7m (12')HOV, 4 @ 3.7m (4 @ 12'),2.4m (8')s, 0.4m (1.3')br (E)
Total Width: 46.9m Net Width: 45.4 m No. of Lanes: 11
Rail Description: Type 1 & Type 25 w/soundwall Rail Code : 1111
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description: None

HISTORY:
Year built: 1963 By: Division of Structures Contract #63-7V13C4-I
Designed by: Division of Structures Plans avail @: DOS

CONDITION OF STRUCTURE:
Soundwall construction at the easte side of the structure is complete.

Except for "work not done" the overall condition of the structure appears to be good.

ELEMENT INSPECTION RATINGS

F #	Elem No.	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
01	12	Concrete Deck - Bare	2	3840	sq.m.	3840	0	0	0	0
01	105	Reinforced Concrete Closed Webs/Box Girder	2	134	m.	134	0	0	0	0
01	205	Reinforced Conc Column or Pile Extension	2	22	ea.	22	0	0	0	0
01	215	Reinforced Conc Abutment	2	2	m.	2	0	0	0	0
01	234	Reinforced Conc Cap	2	100	m.	100	0	0	0	0
01	301	Pourable Joint Seal	2	62	m.	62	0	0	0	0
01	321	Reinforced Conc Approach Slab w/ or w/o AC Ovly	2	10	ea.	10	0	0	0	0

F #	Elem No.	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
01	331	Reinforced Conc Bridge Railing	2	64	m.	64	0	0	0	0
01	333	Other Bridge Railing	2	164	m.	164	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 01/26/1996
Action : Sub-Misc.
Work By: DISTRICT
Status : PROPOSED
EstCost:
StrTarget: 2 YEARS
DistTarget:
EA:

Repair the damaged right of way fence at the southwest quadrant and install access gates.

RecDate: 07/12/1994
Action : Appr. Slab-Repla
Work By: DISTRICT
Status : PROPOSED
EstCost:
StrTarget: 2 YEARS
DistTarget:
EA:

Remove the failed approach/departure slabs at abutment #1 and construct new approach/departure slabs that are level with the deck (to be done by contract).

Inspected By : M. Jauregui

Registered Civil Engineer

REGISTERED PROFESSIONAL ENGINEER
MICHAEL E. JAUREGUI
No. 29305
Exp. 3/07
CIVIL
STATE OF CALIFORNIA

CC: BNewton
District 7

STRUCTURE INVENTORY AND APPRAISAL REPORT

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

(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 53 1362
(5) INVENTORY ROUTE(ON/UNDER)- ON 111004050
(2) HIGHWAY AGENCY DISTRICT 07
(3) COUNTY CODE 037 (4) PLACE CODE 44000
(6) FEATURE INTERSECTED- LACMTA LRT
(7) FACILITY CARRIED- INTERSTATE 405
(9) LOCATION- 07-LA-405-41.27-LA
(11) MILEPOINT/KILOMETERPOINT 41.27
(12) BASE HIGHWAY NETWORK- PART OF NET 1
(13) LRS INVENTORY ROUTE & SUBROUTE 000000040501
(16) LATITUDE 34 DEG 11 MIN 06 SEC
(17) LONGITUDE 118 DEG 28 MIN 24 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
TYPE- BOX BEAM OR GIRDER - MULTI CODE 205
(44) STRUCTURE TYPE APPR:MATERIAL- NOT APPLICABLE
TYPE- NOT APPLICABLE CODE
(45) NUMBER OF SPANS IN MAIN UNIT 3
(46) NUMBER OF APPROACH SPANS 0
(107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1963
(106) YEAR RECONSTRUCTED 0000
(42) TYPE OF SERVICE: ON- HIGHWAY 1
UNDER- RAILROAD 2
(28) LANES:ON STRUCTURE 11 UNDER STRUCTURE 00
(29) AVERAGE DAILY TRAFFIC 220000
(30) YEAR OF ADT 2000 (109) TRUCK ADT 10 %
(19) BYPASS, DETOUR LENGTH 2 KM

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

(48) LENGTH OF MAXIMUM SPAN 25.9 M
(49) STRUCTURE LENGTH 67.1 M
(50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 45.4 M
(52) DECK WIDTH OUT TO OUT 46.9 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 47.5 M
(33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3
(34) SKEW 99 DEG (35) STRUCTURE FLARED YES
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 21.6 M
(53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
(54) MIN VERT UNDERCLEAR REF- RAILROAD 7.01 M
(55) MIN LAT UNDERCLEAR RT REF- RAILROAD 7.7 M
(56) MIN LAT UNDERCLEAR LT 0.0 M

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

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

****

SUFFICIENCY RATING = 79.0

STATUS

HEALTH INDEX = 100.0

PAINT CONDITION INDEX = N/A

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

(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- ROUTE ON NHS 1
(26) FUNCTIONAL CLASS- INTSTAT PRIN ART URBAN 11
(100) DEFENSE HIGHWAY- NOT STRAHNET 0
(101) PARALLEL STRUCTURE- NONE EXISTS N
(102) DIRECTION OF TRAFFIC- 2 WAY 2
(103) TEMPORARY STRUCTURE-
(105) FED.LANDS HWY- NOT APPLICABLE 0
(110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
(20) TOLL- ON FREE ROAD 3
(21) MAINTAIN- STATE HIGHWAY AGENCY 01
(22) OWNER- STATE HIGHWAY AGENCY 01
(37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

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

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

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

(31) DESIGN LOAD- MS-18 OR HS-20 5
(63) OPERATING RATING METHOD- LOAD FACTOR 1
(64) OPERATING RATING- 77.1
(65) INVENTORY RATING METHOD- LOAD FACTOR 1
(66) INVENTORY RATING- 47.1
(70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
(41) STRUCTURE OPEN, POSTED OR CLOSED- A
DESCRIPTION- OPEN, NO RESTRICTION

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

(67) STRUCTURAL EVALUATION 7
(68) DECK GEOMETRY 5
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL 8
(71) WATER ADEQUACY N
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 1111
(113) SCOUR CRITICAL BRIDGES N

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

(75) TYPE OF WORK- CODE
(76) LENGTH OF STRUCTURE IMPROVEMENT M
(94) BRIDGE IMPROVEMENT COST
(95) ROADWAY IMPROVEMENT COST
(96) TOTAL PROJECT COST
(97) YEAR OF IMPROVEMENT COST ESTIMATE
(114) FUTURE ADT 270900
(115) YEAR OF FUTURE ADT 2014

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

(90) INSPECTION DATE 02/04(91) FREQUENCY 24 MO
(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
A) FRACTURE CRIT DETAIL- NO -1 MO A)
B) UNDERWATER INSP- NO -1 MO B)
C) OTHER SPECIAL INSP- NO MO C)

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Inspection Report

Bridge Number : 53 1449
Facility Carried: INTERSTATE 405
Location : 07-LA-405-41.36-LA
City : LOS ANGELES
Inspection Date : 02/04/2004

Inspection Type

Routine	Group A	Underwater	Special	Other
X				

STRUCTURE NAME: VICTORY BLVD UC

CONSTRUCTION INFORMATION

Year Built : 1963
Year Widened: N/A
Length (m) : 51.2

Skew (degrees): 6
No. of Joints : 4
No. of Hinges : 2

Structure Description: Three span simply supported RC box girder, center span (19 and 20 cell), and RT "T" beam, end spans (16 girders), with RC closed end, cellular, bin type abutments all supported on concrete piles.

Span Configuration : (S) 10.7m (35'), 31.4m (103'), 8.8m (29') (N) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: 43.5 metric tons Calculation Method: LOAD FACTOR
Operating Rating: 71.7 metric tons Calculation Method: LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: (W) 0.4m (1.3')br, 2.4m (8')s, 4 @ 3.7m (4 @ 12'), 3.7m (12')HOV, 0.6m (2')br, 3.7m (12')HOV, 4 @ 3.7m (4 @ 12' & varies), 3m (10'), 2.4m (8')s, 0.4m (1.3')br (E)
Total Width: 46.5m Net Width: 45.1 m No. of Lanes: 11
Rail Description: Type 1 Rail Code : 1111
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Facility Name	Func Class	Lanes	Horiz Clr (m)	Vert Clr (m)
VICTORY BLVD	16	8	99.9	4.7

Channel Description: None

HISTORY:
Year built: 1963 By: Division of Structures Contract #63-7V13C4-I
Designed by: Division of Structures Plans avail @: DOS

CONDITION OF STRUCTURE:
The southbound departure slabs and the northbound approach slabs (asphalt overlaid) are depressed and continue to deteriorate. (o)

There is a joint spall (4' x 8") at abutment #2 (at the westerly edge of the southbound on ramp lane).

Except as noted and for "work not done" the overall condition of the structure appears to be good.

ELEMENT INSPECTION RATINGS

P #	Elem No.	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
01	12	Concrete Deck - Bare	2	2430	sq.m.	0	2430	0	0	0
01	105	Reinforced Concrete Closed Webs/Box Girder	2	31	m.	31	0	0	0	0

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F #	Elem No.	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
01	110	Reinforced Conc Open Girder/Beam	2	312	m.	312	0	0	0	0
01	215	Reinforced Conc Abutment	2	97	m.	97	0	0	0	0
01	301	Pourable Joint Seal	2	97	m.	73	0	24	0	0
01	321	Reinforced Conc Approach Slab w/ or w/o AC Ovly	2	22	ea.	13	9	0	0	0
01	331	Reinforced Conc Bridge Railing	2	48	m.	48	0	0	0	0
01	333	Other Bridge Railing	2	113	m.	113	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 02/04/2004
Action : Super-Patch spal
Work By: BRIDGE CREW
Status : PROPOSED
EstCost: $1,800
StrTarget: 1 YEAR
DistTarget:
EA:

In the southbound on ramp lane at abutment #3, saw cut 1/2" deep around the concrete spall and remove the unsound material, clean and patch with Burke Rapid Set mortar or equivalent.

RecDate: 02/22/1988
Action : Super-Misc.
Work By: OTHER
Status : PROPOSED
EstCost:
StrTarget: 2 YEARS
DistTarget:
EA:

Remove the 1" electrical conduit from the north soffit.

Inspected By : M. Jauregui

Registered Civil Engineer

REGISTERED PROFESSIONAL ENGINEER
MICHAEL E. JAUREGUI
No. 29305
Exp.
CIVIL
STATE OF CALIFORNIA

CC: BNewton
District 7

Printed on: Thursday 02/26/2004 11:22 AM

53 1449/AAAB/4155

STRUCTURE INVENTORY AND APPRAISAL REPORT

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

(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 53 1449
(5) INVENTORY ROUTE(ON/UNDER) - ON 111004050
(2) HIGHWAY AGENCY DISTRICT 07
(3) COUNTY CODE 037 (4) PLACE CODE 44000
(6) FEATURE INTERSECTED- VICTORY BLVD
(7) FACILITY CARRIED- INTERSTATE 405
(9) LOCATION- 07-LA-405-41.36-LA
(11) MILEPOINT/KILOMETERPOINT 41.36
(12) BASE HIGHWAY NETWORK- PART OF NET 1
(13) LRS INVENTORY ROUTE & SUBROUTE 000000040501
(16) LATITUDE 34 DEG 11 MIN 18 SEC
(17) LONGITUDE 118 DEG 28 MIN 24 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE
TYPE- BOX BEAM OR GIRDER - MULTI CODE 105
(44) STRUCTURE TYPE APPR:MATERIAL- CONCRETE
TYPE- TEE BEAM CODE 104
(45) NUMBER OF SPANS IN MAIN UNIT 1
(46) NUMBER OF APPROACH SPANS 2
(107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1963
(106) YEAR RECONSTRUCTED 0000
(42) TYPE OF SERVICE: ON- HIGHWAY 1
UNDER- HIGHWAY W/WO PEDESTRIAN 1
(28) LANES:ON STRUCTURE 11 UNDER STRUCTURE 08
(29) AVERAGE DAILY TRAFFIC 220000
(30) YEAR OF ADT 2000 (109) TRUCK ADT 10 %
(19) BYPASS, DETOUR LENGTH 2 KM

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

(48) LENGTH OF MAXIMUM SPAN 31.4 M
(49) STRUCTURE LENGTH 51.2 M
(50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 45.1 M
(52) DECK WIDTH OUT TO OUT 46.5 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 44.5 M
(33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3
(34) SKEW 6 DEG (35) STRUCTURE FLARED YES
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 21.3 M
(53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
(54) MIN VERT UNDERCLEAR REF- HIGHWAY 4.72 M
(55) MIN LAT UNDERCLEAR RT REF- HIGHWAY 2.9 M
(56) MIN LAT UNDERCLEAR LT 99.8 M

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

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

****

SUFFICIENCY RATING = 82.0

STATUS

HEALTH INDEX = 88.7

PAINT CONDITION INDEX = N/A

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

(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- ROUTE ON NHS 1
(26) FUNCTIONAL CLASS- INTSTAT PRIN ART URBAN 11
(100) DEFENSE HIGHWAY- NOT STRAHNET 0
(101) PARALLEL STRUCTURE- NONE EXISTS N
(102) DIRECTION OF TRAFFIC- 2 WAY 2
(103) TEMPORARY STRUCTURE-
(105) FED.LANDS HWY- NOT APPLICABLE 0
(110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
(20) TOLL- ON FREE ROAD 3
(21) MAINTAIN- STATE HIGHWAY AGENCY 01
(22) OWNER- STATE HIGHWAY AGENCY 01
(37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

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

(58) DECK 6
(59) SUPERSTRUCTURE 7
(60) SUBSTRUCTURE 7
(61) CHANNEL & CHANNEL PROTECTION N
(62) CULVERTS N

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

(31) DESIGN LOAD- MS-18 OR HS-20 5
(63) OPERATING RATING METHOD- LOAD FACTOR 1
(64) OPERATING RATING- 71.7
(65) INVENTORY RATING METHOD- LOAD FACTOR 1
(66) INVENTORY RATING- 43.5
(70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
(41) STRUCTURE OPEN, POSTED OR CLOSED- A
DESCRIPTION- OPEN, NO RESTRICTION

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

(67) STRUCTURAL EVALUATION 7
(68) DECK GEOMETRY 5
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL 4
(71) WATER ADEQUACY N
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 1111
(113) SCOUR CRITICAL BRIDGES N

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

(75) TYPE OF WORK- CODE
(76) LENGTH OF STRUCTURE IMPROVEMENT M
(94) BRIDGE IMPROVEMENT COST
(95) ROADWAY IMPROVEMENT COST
(96) TOTAL PROJECT COST
(97) YEAR OF IMPROVEMENT COST ESTIMATE
(114) FUTURE ADT 270900
(115) YEAR OF FUTURE ADT 2014

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

(90) INSPECTION DATE 02/04 (91) FREQUENCY 24 MO
(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
A) FRACTURE CRIT DETAIL- NO -1 MO A)
B) UNDERWATER INSP- NO -1 MO B)
C) OTHER SPECIAL INSP- NO MO C)

Printed on: Thursday 02/26/2004 11:22 AM

53 1449/AAAB/4155

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 53 1498
Facility Carried: INTERSTATE 405
Location : 07-LA-405-45.74-LA
City : LOS ANGELES
Inspection Date : 01/29/2004

Bridge Inspection Report

Inspection Type

Routine	Group A	Underwater	Special	Other
[X]	[ ]	[ ]	[ ]	[ ]

STRUCTURE NAME: LASSEN ST UC

CONSTRUCTION INFORMATION

Year Built : 1963
Year Widened: 1977
Length (m) : 45.4

Skew (degrees): 0
No. of Joints : 4
No. of Hinges : 2

Structure Description: Three span simply supported RC box girder (17 cell center span) and RC "T" beam (14 girder end spans) with closed end, cellular bin type, abutments all supported on concrete piles.

Span Configuration : (S) 8.8m (29'), 27.4m (90'), 8.8m (29') (N) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: 32.6 metric tons — Calculation Method: LOAD FACTOR
Operating Rating: 53.8 metric tons — Calculation Method: LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3 N/A — Type 3S2 N/A — Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.5m (1.8')br, 2.2m (7.2')s, 18.2m (60'), 3.7m (12')HOV, 0.6m (2')br, 3.7m (12')HOV, 18.2m (60'), 2.2m (7.2')s, 0.5m (1.8')br (E)
Total Width: 50.0m — Net Width: 48.2 m — No. of Lanes: 12
Rail Description: Type 25 mod/soundwall — Rail Code : 1111
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Facility Name	Func Class	Lanes	Horiz Clr (m)	Vert Clr (m)
LASSEN ST	19	5	26.8	4.6

Channel Description: None

HISTORY:
Year built: 1963 By: Division of Structures Contract #63-7V13C7-I
1977 Widened, both sides Contract #07-022824
Designed by: Division of Structures Plans avail @: DOS

CONDITION OF STRUCTURE:
The departure slabs in the southbound lane #3 and #4 are depressed approximately 1-1/2", and the asphalt overlay is cracked. (o)

There is a joint spall patch failure (12" x 12") in the northbound lane #3 at abutment #1, and a joint spall (3' x 12") in the southbound lane #2 at abutment #1.

Except as noted the overall condition of the structure appears to be good.

ELEMENT INSPECTION RATINGS

F #	Elem No.	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
01	12	Concrete Deck - Bare	2	2290	sq.m.	2290	0	0	0	0
01	105	Reinforced Concrete Closed Webs/Box Girder	2	118	m.	118	0	0	0	0

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F #	Elem No.	Element Description	Env	Total Units Qty		Qty in each Condition State St. 1	St. 2	St. 3	St. 4	St. 5
01	110	Reinforced Conc Open Girder/Beam	2	250	m.	250	0	0	0	0
01	215	Reinforced Conc Abutment	2	98	m.	98	0	0	0	0
01	301	Pourable Joint Seal	2	196	m.	196	0	0	0	0
01	321	Reinforced Conc Approach Slab w/ or w/o AC Ovly	2	15	ea.	15	0	0	0	0
01	331	Reinforced Conc Bridge Railing	2	136	m.	136	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 01/29/2004
Action : Super-Patch spal
Work By: BRIDGE CREW
Status : PROPOSED

EstCost: $2,400
StrTarget: 1 YEAR
DistTarget:
EA:

In the northbound lane #3 and southbound lane #2, saw cut 1/2" deep around the concrete spalls and remove the unsound material, clean and patch with Burke Rapid Set mortar or equivalent.

Inspected By: M. Jauregui

Registered Civil Engineer

REGISTERED PROFESSIONAL ENGINEER
MICHAEL E. JAUREGUI
No. 29905
Exp. 3/07
CIVIL
STATE OF CALIFORNIA

CC: BNewton
District 7

STRUCTURE INVENTORY AND APPRAISAL REPORT

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

(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 53 1498
(5) INVENTORY ROUTE(ON/UNDER) - ON 111004050
(2) HIGHWAY AGENCY DISTRICT 07
(3) COUNTY CODE 037 (4) PLACE CODE 44000
(6) FEATURE INTERSECTED- LASSEN ST
(7) FACILITY CARRIED- INTERSTATE 405
(9) LOCATION- 07-LA-405-45.74-LA
(11) MILEPOINT/KILOMETERPOINT 45.74
(12) BASE HIGHWAY NETWORK- PART OF NET 1
(13) LRS INVENTORY ROUTE & SUBROUTE 000000040501
(16) LATITUDE 34 DEG 15 MIN 00 SEC
(17) LONGITUDE 118 DEG 28 MIN 18 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE
TYPE- BOX BEAM OR GIRDER - MULTI CODE 105
(44) STRUCTURE TYPE APPR:MATERIAL- CONCRETE
TYPE- TEE BEAM CODE 104
(45) NUMBER OF SPANS IN MAIN UNIT 1
(46) NUMBER OF APPROACH SPANS 2
(107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1963
(106) YEAR RECONSTRUCTED 1977
(42) TYPE OF SERVICE: ON- HIGHWAY 1
UNDER- HIGHWAY W/NO PEDESTRIAN 1
(28) LANES:ON STRUCTURE 12 UNDER STRUCTURE 05
(29) AVERAGE DAILY TRAFFIC 216000
(30) YEAR OF ADT 1998 (109) TRUCK ADT 10 %
(19) BYPASS, DETOUR LENGTH 2 KM

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

(48) LENGTH OF MAXIMUM SPAN 27.4 M
(49) STRUCTURE LENGTH 45.4 M
(50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 48.2 M
(52) DECK WIDTH OUT TO OUT 50.0 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 48.8 M
(33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3
(34) SKEW 0 DEG (35) STRUCTURE FLARED NO
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 24.1 M
(53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
(54) MIN VERT UNDERCLEAR REF- HIGHWAY 4.57 M
(55) MIN LAT UNDERCLEAR RT REF- HIGHWAY 3.4 M
(56) MIN LAT UNDERCLEAR LT 0.0 M

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

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

****

SUFFICIENCY RATING = 82.0
STATUS
HEALTH INDEX = 100.0
PAINT CONDITION INDEX = N/A

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

(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- ROUTE ON NHS 1
(26) FUNCTIONAL CLASS- INTSTAT PRIN ART URBAN 11
(100) DEFENSE HIGHWAY- NOT STRAHNET 0
(101) PARALLEL STRUCTURE- NONE EXISTS N
(102) DIRECTION OF TRAFFIC- 2 WAY 2
(103) TEMPORARY STRUCTURE-
(105) FED.LANDS HWY- NOT APPLICABLE 0
(110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
(20) TOLL- ON FREE ROAD 3
(21) MAINTAIN- STATE HIGHWAY AGENCY 01
(22) OWNER- STATE HIGHWAY AGENCY 01
(37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

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

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

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

(31) DESIGN LOAD- MS-18 OR HS-20 5
(63) OPERATING RATING METHOD- LOAD FACTOR 1
(64) OPERATING RATING- 53.8
(65) INVENTORY RATING METHOD- LOAD FACTOR 1
(66) INVENTORY RATING- 32.6
(70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
(41) STRUCTURE OPEN, POSTED OR CLOSED- A
DESCRIPTION- OPEN, NO RESTRICTION

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

(67) STRUCTURAL EVALUATION 7
(68) DECK GEOMETRY 4
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL 5
(71) WATER ADEQUACY N
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 1111
(113) SCOUR CRITICAL BRIDGES N

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

(75) TYPE OF WORK- CODE
(76) LENGTH OF STRUCTURE IMPROVEMENT M
(94) BRIDGE IMPROVEMENT COST
(95) ROADWAY IMPROVEMENT COST
(96) TOTAL PROJECT COST
(97) YEAR OF IMPROVEMENT COST ESTIMATE
(114) FUTURE ADT 274100
(115) YEAR OF FUTURE ADT 2014

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

(90) INSPECTION DATE 01/04 (91) FREQUENCY 24 MO
(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
A) FRACTURE CRIT DETAIL- NO -1 MO A)
B) UNDERWATER INSP- NO -1 MO B)
C) OTHER SPECIAL INSP- NO MO C)

Printed on: Thursday 02/26/2004 09:47 AM

53 1498/AAAB/4155

Project Scope Summary

EA: 25200K

Prepared By: KARINE PARTAMIAN 7-0808 **Date:** 5-17-05

Project Description: CAMP PR/Replacement of slabs, bridge approach slabs, Cold plane, main line & ramps

County: LA **Route:** 405 **PM:** 34.3 to 48.6

Tasks	Number of Sheets	Cost Estimate
Traffic Signal		
Interconnect		
Highway Lighting		
On Ramp Lighting		
Off Ramp Lighting		
Bridge Roadway Lighting		
Soffit Lighting		
High Mast Lighting		
Sign Lighting		
Fwy to Fwy Connector Lighting		
Tunnel Lighting		
Intersection Safety Lighting		
Pedestrian Over Crossing Lighting		
City Lighting		
Temporary Lighting		
Ramp Metering	20	$200,000.00
Connector Metering		
Count Station	7	$50,000.00
Smart Cross Walk		
Flashing Beacons		
Loop Replacement	See the r.m & Count Station	
Irrigation Service		
Miscellaneous Electrical Items:		
A.V.C (Automatic Vehicle Classification Station)	1	$30,000.
ADDITIONAL 32 MORE LOOPS		$20,000

Total $300,000.00 say→ $320,000

ATTACHMENT H

CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

Revised 11/2003

07-LA-405	81.8/82.0 (PM 34.3/48.6)	25200K	200509002
Dist.-Co.-Rte. (or Local Agency)	K.P./K.P.(P.M/P.M.)	E.A. (State project)	Proj. No. (Local project) (Fed.Prog. Prefix Proj. No., Agr. No.)

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

The purpose of this project is to implement Capital Preventative Maintenance on Route 405 from Getty Center Drive (PM 34.3) to near 405/5 Interchange (PM 48.6). The scope of this project includes coldplane and overlay with Rubberized Asphalt Concrete, replacement of cracked slabs, and replacement of damaged MBGRs. All work will be within Caltrans right of way. Environmental studies have concluded that this project will not adversely impact biological or cultural resources, expose the public to any hazardous waste, or disrupt or worsen traffic circulation. No permits are required at this time. Please refer and adhere to the attached Special Provisions.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION

☐ **Exempt by Statute** (PRC 21080)

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

☒ **Categorically Exempt.** Class 1 C , or **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)])

Signature: Environmental Office Chief	Date	Signature: Project Manager	Date
	9/1/05		9-2-05

NEPA COMPLIANCE (23 CFR 771.117)

Based on an examination of this proposal, supporting information, and the following statements.

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In non-attainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

CALTRANS NEPA DETERMINATION

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

☒ **PROGRAMMATIC CATEGORICAL EXCLUSION (PCE):** Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the November 18, 2003 Programmatic Categorical Exclusion Agreement have been met.

☐ **CATEGORICAL EXCLUSION (CE):** For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

Signature: Environmental Office Chief	Date	Signature: Project Manager/DLA Engineer	Date
	9/1/05		9-2-05

FHWA DETERMINATION

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

N/A	
Signature: FHWA Project Development Engineer	Date

Additional information attached or referenced, as appropriate (e.g. Mitigation commitments **for NEPA only** ; Air Quality studies or documentation of exemption from regional conformity or use of CO Protocol; §106 commitments; §4(f) or Programmatic §4(f); date of COE nationwide permit; § 7 species survey results; Wetlands Finding; Floodplain Finding; additional studies; design cond

CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM
CONTINUATION SHEET

SPECIAL PROVISIONS

Biological Resources:

- All work activities should be restricted to Caltrans right of way. Equipment storage, fueling, staging areas, and storage will be located at the roadway level with minimal risks to the biological resources.

- Should the scope of the project change, please notify the Division of Environmental Planning immediately; an additional biological review may be needed.

- There should be minimal impact to vegetation. Work activities that impact vegetation should be conducted outside of bird-nesting season. Bird-nesting season is from February 15th to September 1st. If clearing and grubbing activities cannot be scheduled outside of nesting season, then surveys for nesting birds will be conducted within one week prior to beginning of work. If nests are discovered, then work activities around the nest should not proceed until the nestling have left the nest. Work is herein defined as any activity including any preparation for work such as storage of materials, debris basins, access routes and other work. Surveys may also be necessary if construction activities could increase noise or vibration adjacent to bird nesting areas.

- Due to the potential presence of nesting birds on vegetation along the highway, please incorporate the HQ approved specification for the Migratory Bird Treaty Act to the special provisions during the Plans, Specifications and Estimates (PS&E) phase of the project.

- All appropriate Caltrans Best Management Practices (BMP's) and Storm Water Pollution Prevention Plan (SWPPP) should be implemented during project construction to prevent runoff and sedimentation into nearby waterways and its tributaries, and to insure no significant impacts will occur.

- This Division should be kept informed of the project schedule, the quality control of the PS&E package, and the RTL Environmental Certification for the project.

- Pre-construction surveys and routine construction monitoring will occur in order to protect biological resources. A qualified biologist will monitor the activities to ensure that impacts to the water and vegetation are minimized to the extent possible. If the biological monitor discovers any sensitive species within the proposed work area, the area will be fenced off to avoid impacts within the area of impact.

- If landscaped vegetation is to be removed or impacted, coordination with the division of Landscape Architecture will be necessary to develop a plant palette to replace removed vegetation. If native vegetation is to be removed or impacted, coordination with the Division of Environmental Planning will also be necessary.

- Planting should occur between October and march. This is the optimal plant establishment period for this biotic community. Revegetation should be completed within one year after construction is completed.

CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

Cultural Resources:

Following Caltrans policy (Environmental Handbook Vol. 2, Section 7-9), if buried cultural materials are encountered during construction, all work in that area must stop until a qualified archaeologist can evaluate the nature and significance of the find. In addition, further survey may be necessary if project plans are altered or expanded.

Hazardous Waste Assessment:

Asbestos survey and abatement needs to be conducted during construction, and specifications must be included in the PS&E package to address the removal of asbestos containing material (ACM). There is a concern that the yellow painted stripes to be removed may contain lead and chromium. A special provision to address this concern must be included in the PS&E package.

10-1.__ GENERAL 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, but not limited to, February 15 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 not start work or, if work has begun, immediately stop work within 500 ft of raptor nests and 100 ft of songbird 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. 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.

Nest removal activities shall not deposit in, permit to pass into, or place nest materials where they can pass into the waters of this state.

Penalties as used in this section, "General 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 any 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 such time as they are finally resolved with the entity seeking the penalties. Upon final disposition, the Department shall inform the Contractor of the withheld amount.

District 7 Quality Review Comments

Co-Rte-KP 07-LA-405 / KP 55.2 TO 78.2

EA 07-186-25200K

PID/PR/ PSSR % Design Stage ROADWAY REHAB

CAPM PROG. HA 22

Reviewer H.K. ANANTH / JACQUELINE TAN
X7-0070 STEE / X7-4698

Functional Unit OFFICE OF ITS

Date JUNE 01, 05

No.	Plan/SSP/ Page No.	Comments
1		BASED ON THE PRELIMINARY PROJECT SCOPE AND THE CROSS-SECTION
		DETAILS PROVIDED, THE AC COLD PLANING OF N/B & S/B SHOULDERS
		BETWEEN SHERMAN WAY UPTO ROUTE 5 ALONG RTE. 405 DOES NOT
		IMPACT OUR COMMUNICATION CONDUIT & CABLES LOCATED UNDER THE
		SHOULDER. APPROX. 600 ≈ 700 mm FROM THE SURFACE. HOWEVER. WORK AROUND
		OUR PULL BOXES, CONTROLLERS AND PROTECT THEM IN PLACE.
		COST ESTIMATE TO REPLACE LOOPS ONLY. ON 405 WILL BE PROVIDED
		BY A. ADRISHAMI, STEE, TRAFFIC DESIGN.
		SHOULD YOU HAVE ANY QUESTIONS PL. CALL H.K. ANANTH AT X7-0070,
		LOC. 04-178.
		THANK YOU FOR ROUTING THE PSSR.
		HAND DIG WHERE OUR COMMUNICATION
		PULL BOXES ARE IN THE WAY OR WORK AROUND
		THE EXISTING PULL BOXES.

ATTACHMENT J

Sheet 1 of 1

[redacted] MANAGEMENT PLAN DATASHEET
(Preliminary TMP Elements and Costs)

Co/Rte/KP LA/405/55.2 to 78.2 **EA** 25200K **Alternative No.** PR

Project Limit From Getty Center Drive to Route 405/5 Interchange

Project Description Slab replacement, Cold plane and overlay with Rubberized AC along Route 405

1) Public Information

☐	a. Brochures and Mailers	$
☒	b. Press Release	
☒	c. Paid Advertising	$25,000
☐	d. Public Information Center/Kiosk	$
☐	e. Public Meeting/Speakers Bureau	
☐	f. Telephone Hotline	
☐	g. Internet	
☐	h. Others _____	$

2) Motorists Information Strategies

☒	a. Changeable Message Signs (Fixed)	$0
☐	b. Changeable Message Signs (Portable)	$
☐	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)	$240,000
☐	b. Freeway Service Patrol	$
☒	c. Traffic Management Team	
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

[redacted]

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

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

- [ ] a. Application of New Technology $ _____
- [ ] e. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $265,000

[redacted] (I-405 CB Rte 405 to Rte 101 connector reconstruction).

[redacted] was prepared by Public Affairs.

3.Existing CMSs listed below may be utilized during freeway and connector closures

Route 405: NB #19 (Bel Air Crest Rd), NB #58 (Venice Blvd.), SB #29(Van Owen St.)

Route 101: SB #12 (White Oak Ave.), NB #8 (W. of Woodman Ave.), NB#89 (Barham Blvd.)

Route 118: EB #70 (Hayvenhurst)

Route 134: WB #78 (W/O Pass Ave.)

Route 5 SB #83 (Gavin Cyn)

4.The estimate of COZEEP for this project was provided by Construction Traffic Manager.

5.No long term facility closures are anticipated in this project. Therefore, additional FSP is not required.

6. TMT will be needed during full freeway closure and slab replacement operations.

7.All closures shall conform with the hours provided in the Maintaining Traffic Specifications. Congestion is anticipated during slab replacement operation.

PREPARED BY _____ DATE 5/18/05
Sarah Horn, T.E.

APPROVAL RECOMMENDED BY _____ DATE 5/18/05
Albert Yu, S.T.E.

APPROVED BY _____ DATE 5/19/2005
Durgesh Regmi, Acting DTM

State of California

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Min Wun, P.E., Senior T.E.
Office of Project Studies
Caltrans District 07

Date: May 31, 2005

File: 07-LA-405
KP 55.2 to 78.2
(PM 34.3 to 48.6)
EA 07186-25200K
CAPM Program HA22

From: **Jin S. Lee, P.E., PMP**
Branch Chief/ Senior Transportation Engineer
Noise & Vibration Branch

Subject: **Noise Study Report Comments**

Per your request of May 5, 2005, we have reviewed the information provided for the above referenced project and the following is our determination.

According to the Caltrans Traffic Noise Protocol (TNAP), this project is not considered a Type 1 project and it is not expected to raise traffic noise or cause a substantial noise increase. Therefore, no further noise study is necessary. A review summary of this project is attached to this memo.

If you have any questions regarding this review, please contact me at (213)897-3312 or Tuan Hua at (213)897-4253.

Jin S. Lee, P.E., PMP
Branch Chief/ Senior Transportation Engineer
Noise & Vibration Branch

EXECUTIVE SUMMARY

This traffic noise study report evaluates potential traffic noise impacts that may result from the proposed build alternative on Route 405 from Getty Center Drive to Route 405/5 Interchange in Los Angeles County, California. The scope of this project consists of cold-plane and overlay with Rubberized Asphalt Concrete over the existing Asphalt Concrete on the mainline as well as the ramps, median and shoulders, replacement of faulting slabs, and replacement of the bridge approach slabs. The limits of this project are from Kilometer Post (KP) R55.2 to R78.2 on Route 405.

This noise study report evaluates the entire area within the project limits. According to the Caltrans Traffic Noise Protocol (TNAP), this project is not considered a Type 1 project and it is not expected to raise traffic noise levels or cause a substantial noise increase. Type 1 project is defined in 23 CFR 772 as follows. A proposed Federal or Federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increase the number of through-traffic lanes. The scope of the project does not change the existing highway, causing any significant changes to the horizontal or vertical alignment, or increasing the number of through-traffic lanes. As a result, no further noise analysis is necessary for the proposed project. This report will be used to provide information for the environmental document that will be prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

This traffic noise study report has been prepared to comply with the Code of Federal Regulations Title 23 Part 772, (23CFR772), "Procedures for Abatement of Highway Traffic Noise and Construction Noise", the traffic noise analysis policy of the California Department of Transportation (Caltrans) as described in the Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (TNAP), and section 216 of the Streets and Highways Code.

Although this project is not considered a Type 1 project (increase traffic noise levels at adjacent receiver/ cause potential traffic noise impact), there is a potential for construction generated noise impact. This is discussed in detail in the following section.

CONSTRUCTION NOISE

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications, Section 7-1.01I, Sound Control Requirements. These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

Table 1 summarizes typical noise levels produced by construction equipment commonly used on roadway construction projects. As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 15 meters (50 feet). Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 15 m. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise. Implementing the following measures would minimize temporary construction noise impacts:

1. Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels.
2. In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.
3. Site Restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.
4. Personal Training of operators and supervisors is needed to become more aware of the construction site noise problem, and are given instruction on methods that they can implement to improve conditions in the local community.

1. Equipment noise control is needed to reduce the noise emissions from construction sites by mandating a specified noise levels for design of new equipment, and updating old equipment with new noise control devices and techniques presented below:

- Mufflers are very effective devices, which reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. The fitting of effective mufflers on all new

equipment and retrofitting of mufflers on existing equipment is necessary to yield an immediate noise reduction at all types of road construction sites.

- Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors and site engineers and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.

- Lowering exhaust pipe exit height closer to the ground can result in an off-site noise reduction. Barriers are more effective in attenuating noise when the noise source is closer to ground level.

- General noise control technology can have substantially quieter construction equipment when manufacturers apply the state of the art technology to new equipment or repair old equipment to maintain original equipment noise levels.

2. In–use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits would not be affected. However, those exceeding the limit would be required to meet compliance by repair, retrofit, or elimination. New equipment with the latest noise sensitive components and noise control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They should be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.

3. Site restrictions should be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted to the community without requiring any modification to the source noise emissions. The methods include shielding with barriers for equipment and site, truck rerouting and traffic control, time scheduling, and equipment relocation. The effectiveness of each method depends on the type of construction involved and the site characteristics.

- Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered

to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier.

- Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Planning proper traffic control will result in efficient work flow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfer noise to other areas that are less sensitive to noise.

- Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure.

- Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.

4. Educating contractors and their employees to be sensitive to noise impact problems and noise control methods. This may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem, and implement the various methods of improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given on the subject of job safety. This can be extended to include the impact due to noise and methods of abatement.

CONCLUSIONS

After evaluating the scope of this project, it has been determined that this project is not considered a Type 1 project and it is not expected to raise traffic noise or cause a substantial noise increase. As a result, no further noise analysis is necessary according to the Caltrans Traffic Noise Protocol (TNAP). However, the contractor shall implement appropriate noise

mitigation measures in compliance with Federal, State, and City standards.

Table 1. Construction Equipment Noise

Equipment	Maximum Noise Level, 15 m (50 ft) distance
Scrapers	89 dBA
Bulldozers	85 dBA
Heavy trucks	88 dBA
Backhoes	80 dBA
Pneumatic tools	85 dBA
Concrete pump	82 dBA

Source: Federal Transit Administration, 1995

NORTHBOUND SLAB COUNT

Uncounted

PM	FROM	TO	Blanket	SLAB #1	SLAB #2	SLAB #3	SLAB #4	SLAB #5	SLAB #6
34.235	END CHALON BRIDGE 53-738	SEPULVEDA BLVD UC 53695	x						
34.764	SEPULVEDA BLVD UC 53695	BEL AIR CREST UC 53-1464	x						
35.811	BEL AIR CREST UC 53-1464	SKIRBALL CENTER DR OC	x						
36.718	SKIRBALL CENTER DR OC	MULHOLLAND DR OC 53-739		10	14	16	8	30	
37.026	MULHOLLAND DR OC 53-739	SEPULVEDA BLVD UC 53-740	X	9	10	36	29	48	36
38.593	SEPULVEDA BLVD UC 53-740	NB OFF TO VENTURA		0	2	5	5	4	9
38.628	NB OFF TO VENTURA	NB OFF TO RTE 101		0	15	6	43	43	3
38.919	NB OFF TO RTE 101	VENTURA BLVD UC 53-741		0	5	19	na	na	
39.401	VENTURA BLVD UC 53-741	NB ON FR NB RTE 101		0	11	31	na	na	
39.621	NB ON FR NB RTE 101	BURBANK BLVD OC 53-1291		0	3	35	67	2	
40.285	BURBANK BLVD OC 53-1291	WEST VAN NUYS OH 53-1362		0	13	30	23	36	
41.359	WEST VAN NUYS OH 53-1362	VAN OWEN ST UC 53-1408		3	5	8	10	10	
41.863	VAN OWEN ST UC 53-1408	SHERMAN WAY UC 53-1178		0	1	3	10	23	
42.364	SHERMAN WAY UC 53-1178	SATICOY ST UC 53-1441		1	3	7	9	2	
42.868	SATICOY ST UC 53-1441	RAYMER ST OH 53-1348		0	9	11	6	5	
43.424	RAYMER ST OH 53-1348	ROSCOE BLVD UC 53-1409		0	24	25	26	25	
43.756	ROSCOE BLVD UC 53-1409	PARTHENIA ST UC 53-1439		1	17	19	19	17	
44.237	PARTHENIA ST UC 53-1439	NORDHOFF ST UC 53-1410		0	2	1	8	7	
44.735	NORDHOFF ST UC 53-1410	LASSEN ST UC 53-1498		2	2	2	2		
45.74	LASSEN ST UC 53-1498	RTE 405 / 118 SEP 53-2211				6	2		
46.82	RTE 405 / 118 SEP 53-2211	RINALDI ST UC 53-1506				4	2		
47.75	RINALDI ST UC 53-1506	ST 5 / 405 SEP 53-1133				4	5		
				26	136	268	274	252	48

note * SLAB # does not equal Lane #

TOTAL NORTHBOUND = 1004

ATTACHMENT M

SHEET 1 OF 2

SOUTHBOUND SLAB COUNT

UNCOUNTED

PM	FROM	TO	BLANKET	SLAB #1	SLAB #2	SLAB #3	SLAB #4	SLAB #5	SLAB #6	
48.64	ST 5 / 405 SEP 53-1133	RINALDI ST UC 53-1506		1	2	3				
47.75	RINALDI ST UC 53-1506	RTE 405 / 118 SEP 53-2211								
46.82	RTE 405 / 118 SEP 53-2211	LASSEN ST UC 53-1498								
45.74	LASSEN ST UC 53-1498	NORDHOFF ST UC 53-1410		1	4	4				
44.735	NORDHOFF ST UC 53-1410	PARTHENIA ST UC 53-1439		0	3	5	1	0		
44.237	PARTHENIA ST UC 53-1439	ROSCOE BLVD UC 53-1409		2	34	37	40	33		
43.756	ROSCOE BLVD UC 53-1409	RAYMER ST OH 53-1348		1	21	30	23	24		
43.424	RAYMER ST OH 53-1348	SATICOY ST UC 53-1441		1	2	7	41	16		
42.868	SATICOY ST UC 53-1441	SHERMAN WAY UC 53-1178		0	9	8	4	5		
42.364	SHERMAN WAY UC 53-1178	VAN OWEN ST UC 53-1408		1	24	26	4	6		
41.863	VAN OWEN ST UC 53-1408	VICTORY BLVD UC 53-1449		0	4	9	7	5		
41.272	VICTORY BLVD UC 53-1449	BURBANK BLVD OC 53-1291		1	35	53	34	21		
39.621	BURBANK BLVD OC 53-1291	SB OFF TO RTE 101		0	6	92	106	77		
39.188	SB OFF TO RTE 101	VENTURA BLVD UC 53-741		8	5	19	53	AC blanket two lanes		
38.628	VENTURA BLVD UC 53-741	SEPULVEDA BLVD UC 53-740		0	6	10	8	13	8	
38.593	SEPULVEDA BLVD UC 53-740	MULHOLLAND DR OC 53-739		0	1	19	46	60	46	
37.026	MULHOLLAND DR OC 53-739	SKIRBALL CENTER DR OC		0	5	5	0	0		
36.718	SKIRBALL CENTER DR OC	BEL AIR CREST UC 53-1464	X	Blanket						
35.811	BEL AIR CREST UC 53-1464	SEPULVEDA BLVD UC 53695	X	Blanket						
34.764	SEPULVEDA BLVD UC 53695									
				16	161	327	367	260	54	1185

note * SLAB # does not equal Lane #

SUMMARY:

Northbound =	1004
Southbound =	1185
NB & SB AC overlay area =	150
TOTAL	2339

ATTACHMENT M

SHEET 2 OF 2

EA: 25200

WBS Code	Activity Description	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
0.100	PERF PROJ MGMT	1	1,700*	1,605*	04/20/05A	11/21/11	04/20/05A	11/21/11	0
0.100.05	PROJ MGMT - PID	1	123*	28*	04/20/05A	10/10/05	04/20/05A	10/10/05	0
0.100.10	3170PROJ MGMT - PA&ED	0	123*	0*	04/20/05A	10/10/05	04/20/05A	10/10/05	0
0.100.15	PROJ MGMT - PS&E	0	468*	468*	05/01/07	02/20/09	05/01/07	02/20/09	0
0.100.20	687PROJ MGMT - CONSTR	0	598*	598*	04/09/09	08/01/11	04/09/09	08/01/11	0
0.100.25	PROJ MGMT - R/W	0	261*	261*	05/01/07	05/02/08	05/01/07	08/01/11	836
1.150	DEV PROJ INITIATION DOC	5	123*	28*	04/20/05A	10/10/05	04/20/05A	10/10/05	0
1.150.10	DEV INITIAL ALTS	5	103	28	04/20/05A	10/10/05	04/20/05A	10/10/05	0
2.160	PERF PRELIM ENGRG STUDIES	100	2*	0*	04/20/05A	04/21/05A	04/20/05A	04/21/05A	
2.160.05	REV & UPDATE PROJ INFO	100	40	0	04/20/05A	04/21/05A	04/20/05A	04/21/05A	
2.160.10	PERF ENGRG STUDIES	100	70	0	04/20/05A	04/21/05A	04/20/05A	04/21/05A	
2.160.15	PREP DRAFT PROJ RPT	100	45	0	04/20/05A	04/21/05A	04/20/05A	04/21/05A	
2.160.20	PROJ CONTROL	100	67	0	04/20/05A	04/21/05A	04/20/05A	04/21/05A	
2.165	PERF ENVIRO STUDIES &	100	1*	0*	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.165.05	PERF ENVIRO SCOPING &	100	30	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.165.10	PERF GENERAL ENVIRO	100	30	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.165.15	PERF BIOLOGICAL STUDIES	100	30	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.165.20	PERF CULT RESOURCES	100	30	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.165.25	PREP & APPROVE DED	100	90	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.175	CIRCULATE DED & SELECT	100	1*	0*	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.175.05	CIRCULATE DED	100	30	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.175.10	PREP FOR & HOLD PUBLIC	100	35	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.175.15	RESPD TO PUBLIC COMMENTS	100	5	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.175.20	SELECT PREFERRED ALT	100	5	0	04/20/05A	04/20/05A	04/20/05A	04/20/05A	
2.180	PREP & APPROVE PROJ RPT &	5	123*	0*	04/20/05A	10/10/05	04/20/05A	10/10/05	0
2.180.05	3PREP & APPROVE PROJ RPT	5	123*	0*	04/20/05A	10/10/05	04/20/05A	10/10/05	0
2.180.10	PREP & APPROVE FNL ENVIRO	5	209	1	04/21/05A	10/10/05	04/21/05A	10/10/05	0
2.180.15	COMPLETE ENVIRO	5	1	1	04/21/05A	10/10/05	04/21/05A	10/10/05	0
3.185	PREP BASE MAPS & PLAN	0	198*	198*	05/01/07	02/05/08	05/01/07	02/05/08	0
3.185.05	REV & UPDATE PROJ INFO	0	10	10	05/01/07	05/14/07	05/01/07	05/14/07	0
3.185.10	PERF DSGN SURVEYS &	0	198	198	10/11/05	07/18/06	05/01/07	02/05/08	400
3.185.15	PERF PRELIM DSGN	0	188	188	05/15/07	02/05/08	05/15/07	02/05/08	0
3.185.20	PREP ENGRG RPTS	0	187	187	05/16/07	02/05/08	05/16/07	02/05/08	0
3.185.25	DETER R/W REQS	0	94	94	09/25/07	02/05/08	09/25/07	02/05/08	0
3.190	PREP STRUC SITE PLANS	0	70	70	02/06/08	05/13/08	02/06/08	05/13/08	0
4.195	R/W PROP MGMT & EXCESS	0	300	300	02/06/08	04/03/09	06/02/10	08/01/11	599
4.200	COORDINATE UTIL	0	200	200	02/06/08	11/12/08	10/21/10	08/01/11	699
2.205	OBT PERMITS/AGREMNTS &	0	10	10	09/01/05	09/14/05	08/21/08	09/03/08	766
3.210	PREP PRELIM STRUC DSGN	0	5	5	05/14/08	05/20/08	05/14/08	05/20/08	0
3.215	PREP STRUC GENERAL PLANS	0	15	15	05/21/08	06/10/08	05/21/08	06/10/08	0
4.220	PERF R/W ENGRG	0	48	48	02/06/08	04/11/08	05/04/11	07/11/11	836
4.225	OBT R/W INTERESTS FOR	0	130	130	02/06/08	08/06/08	02/06/08	08/06/08	0
3.230	PREP DRAFT PS&E	0	90	90	02/06/08	06/10/08	02/06/08	06/10/08	0
3.235	MITIGATE ENVIRO IMPACTS &	0	150	150	02/06/08	09/03/08	02/06/08	09/03/08	0
3.240	PREP DRAFT STRUC PS&E	0	25	25	06/11/08	07/16/08	06/11/08	07/16/08	0
4.245	POST R/W CERTIFICATION	0	100	100	08/07/08	12/24/08	03/14/11	08/01/11	669
3.250	PREP FNL STRUC PS&E PKG	0	35	35	07/17/08	09/03/08	07/17/08	09/03/08	0
3.255	CIRCULATE/REV & PREP FNL	0	40	40	06/11/08	08/06/08	06/11/08	08/06/08	0
3.260	PREP CONTRACT DOCS	0	25	25	09/04/08	10/08/08	09/04/08	10/08/08	0
3.265	ADVERTISE/OPEN	0	50	50	12/11/08	02/20/09	12/11/08	02/20/09	0

Start Date	01/01/73	NEW1 - Z900	Sheet 1 of 2
Finish Date	11/21/11	Caltrans District 7	
Data Date	09/01/05	Dynamic Workplan Model	
Run Date	09/02/05 10:27	Classic Schedule Layout	

EA: 25200.

WBS Code	Activity Description	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
5.270	PERF CONSTR ENGRG &	0	521*	521*	04/09/09	04/15/11	04/09/09	04/15/11	0
5.270.15	PERF CONSTR STAKING	0	485	485	05/07/09	03/24/11	05/07/09	03/24/11	0
5.270.20	PERF CONSTR ENGRG WORK	0	505	505	04/09/09	03/24/11	04/09/09	03/24/11	0
5.270.25	PERF CONSTR CONTRACT	0	505	505	04/09/09	03/24/11	04/09/09	03/24/11	0
5.270.30	INSPECT CONTRACT ITEM	0	505	505	04/09/09	03/24/11	04/09/09	03/24/11	0
5.270.35	SAMPLE & TEST CONSTR	0	505	505	04/09/09	03/24/11	04/09/09	03/24/11	0
5.270.40	PERF SAFETY & MAINT REVS	0	10	10	03/25/11	04/07/11	03/25/11	04/07/11	0
5.270.45	PROCESS RELIEF FROM	0	1	1	04/08/11	04/08/11	04/08/11	04/08/11	0
5.270.50	PREP CERT OF COMPL	0	1	1	04/08/11	04/08/11	04/08/11	04/08/11	0
5.270.55	PERF FNL INSPECTION &	0	5	5	04/11/11	04/15/11	04/11/11	04/15/11	0
5.270.60	ADMINISTER PLANT	0	120	120	11/26/09	05/14/10	10/28/10	04/15/11	237
5.270.65	VERIFY IMPLEMENT TMP	0	505	505	04/09/09	03/24/11	04/09/09	03/24/11	0
5.285	PREP & ADMINISTER	0	596*	596*	04/09/09	08/01/11	04/09/09	08/01/11	0
5.290	RESOLVE CONTRACT CLAIMS	0	596*	596*	04/09/09	08/01/11	04/09/09	08/01/11	0
5.295	ACPT CONTRACT/PREP FNL	0	75	75	04/18/11	08/01/11	04/18/11	08/01/11	0
4.300	PERF FNL R/W ENGRG	0	15	15	04/14/08	05/02/08	07/12/11	08/01/11	836
M000	ID NEED	0	0	0	09/01/05		09/01/05		0
M010	APPROVE PID	0	0	0		10/10/05*		10/10/05*	0
M015	PROG PROJ	100	0	0		04/21/05A		04/21/05A	
M020	BEGIN ENVIRO	100	0	0		04/21/05A		04/21/05A	
M040	BEGIN PROJ	100	0	0		04/21/05A		04/21/05A	
M120	CIRC DED	100	0	0		04/20/05A		04/20/05A	
M200	PA&ED	0	0	0		10/10/05*		10/10/05*	0
M221	BRIDGE SITE DATA ACCEPTED	0	0	0		05/13/08		05/13/08	0
M222	BEGIN BRIDGE	0	0	0		05/20/08		05/20/08	0
M224	R/W MAPS	0	0	0		08/31/05		02/05/08	626
M225	REGULAR R/W	0	0	0		02/05/08		02/05/08	0
M275	GENERAL PLANS	0	0	0		06/10/08		06/10/08	0
M300	CIRC PLANS IN DIST	0	0	0		06/10/08		06/10/08	0
M318-D7	DESIGN SAFETY REVIEW	0	0	0		08/20/08		08/20/08	0
M328-D7	CONTRUCTABILITY REVIEW	0	0	0		08/20/08		08/20/08	0
M377	PS&E TO DOE	0	0	0		08/27/08		08/27/08	0
M378	DRAFT STRUC PS&E	0	0	0		07/16/08		07/16/08	0
M380	PROJ PS&E	0	0	0		09/03/08		09/03/08	0
M410	R/W CERT	0	0	0		08/06/08		08/06/08	0
M460	RTL	0	0	0		10/08/08*		10/08/08*	0
M480	HQ ADVERT	0	0	0		12/10/08		12/10/08	0
M500	APPROVE CONTRACT	0	0	0		04/08/09		04/08/09	0
M588-D7	FINAL SAFETY REVIEW	0	0	0		04/15/11		04/15/11	0
M600	CONTRACT ACCEPT	0	0	0		04/15/11*		04/15/11*	0
M700	FINAL REPORT	0	0	0		08/01/11		08/01/11	0
M800	END PROJ	0	0	0		11/21/11		11/21/11	0

ATTACHMENT N
SHEET 2 OF 2

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 25200

Co-Rte-PM I A-405-PM 34.3/48.6

Date 8/3/2005

Project Mng Ashraf Habbak Telephone Number (213) 897-9475

PROJECT RISK MANAGEMENT PLAN

Priority	Identification							Qualitative Analysis				OPTIONAL Quantitative Analysis			Response Strategy			Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact ($ or days)	Effect. . .. ($ or days)	Strategy	Response Actions including advantages and disadvantages	Affected WBS Tasks	Responsibility (Task Manager)	Status Interval or Milestone Check	Date, Status and Review Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15) =(13)x(14)	(16)	(17)	(18)	(19)	(20)	(21)
1	Dormant	1C	8/3/2005 PA&ED	Design	Work conflicting with major widening design-build project (EA 120300). Cost of this project will be reduced.	Some of this project's work (by 101 fwy) may be canceled due to the other project's (EA 120300) work.	If the other project (EA 120300) is fully funded and goes to construction prior to or at the same time this project goes to construction.	Scope Cost	High	High					Mitigation	Specify to the contractor of this project to start from the North end of the job (by the 5 fwy).	WBS 230 Prepare Draft PS&E	Design Manager	Three months	Jul-06
2	Dormant	1F	8/3/2005 PA&ED	PPM	No Project	Project will be shelved if funding is not avaialble.	Project not getting programmed	Schedule	Moderate	Very High					Acceptanc			Project Manager		Apr-06
3	Dormant	1E	8/3/2005 PA&ED	Environmental	Delay in Schedule	Not enough staff to do biological study	Short of staff at time of assignment	Schedule	High	Low					Mitigation	Start the biological study early on in PS&E phase	WBS 240 Prepare Draft Structures PS&E	Design Manager	Two months	Jul-06
4	Dormant	1D	8/3/2005 PA&ED	Design	Delay in Schedule	Incomplete 95% PS&E	Incomplete PS&E package at 95% Quality Review	Schedule	Low	Moderate					Mitigation	1) Start work early on PS&E and monitor progress. 2)Allow sufficient time for PS&E	WBS 230 Prepare Draft PS&E	Design Manager	Two months	Jul-06
5	Dormant	1C	8/3/2005 PA&ED	Design	Poor Quality / Delay in Schedule / Cost Increases	Not allowing sufficient closure time for stab replacement	Contractor filing NOP (Notice of Potential Claim)	Cost Quality	Moderate	Moderate					Mitigation	During Constructibility Review pay close attention to the schedule of closures.	WBS 230 Prepare Draft PS&E	Design Manager	Two months	Jun-08
6	Dormant	1D	8/3/2005 PA&ED	Design	Delay in Schedule	Project not included in RTIP for Air Quality		Schedule	Moderate	Moderate					Mitigation	Make sure the project is included in RTIP at start of PS&E phase.	WBS 230 Prepare Draft PS&E	Design Manager	Two months	Jul-06
																		ATTACHMENT O		