

07-LA-213 PM 0.6/9.8
07 224-EA 25310K
April 2009

PROJECT SCOPE SUMMARY REPORT (DRAINAGE SYSTEM RESTORATION)

To

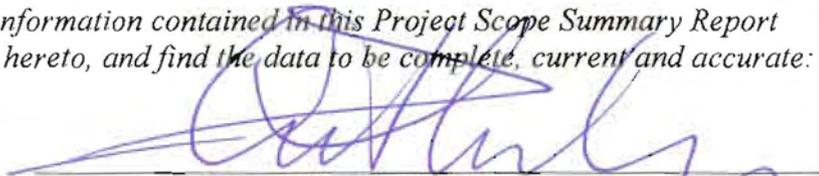
Request Programming in the 2010 SHOPP

On Route 213 (Western Avenue)

Between 14th St.

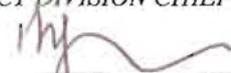
And Route 405

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



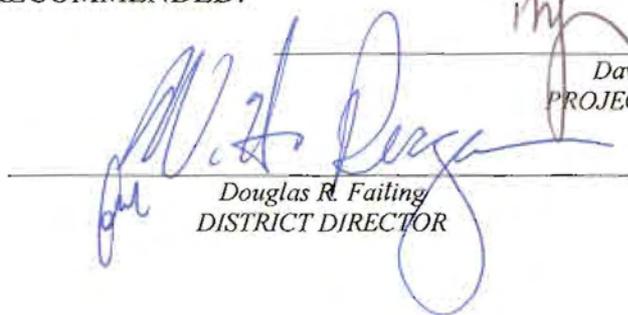
Andrew P. Nierenberg
DISTRICT DIVISION CHIEF- RIGHT OF WAY

APPROVAL RECOMMENDED:



David W. Yan
PROJECT MANAGER

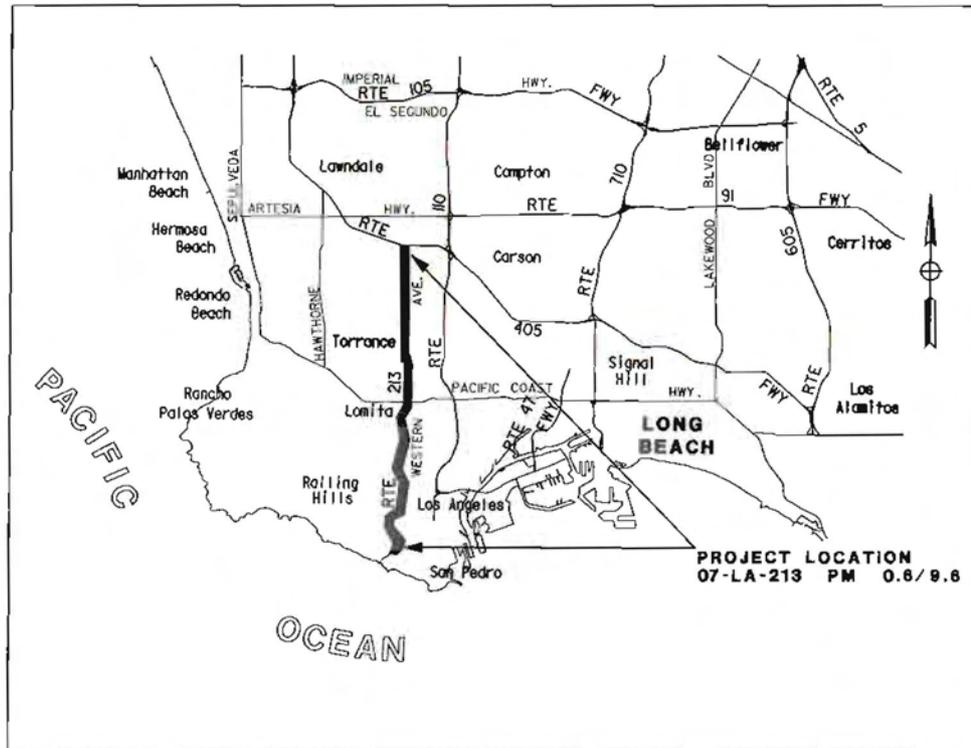
APPROVED:



Douglas R. Failing
DISTRICT DIRECTOR

4/27/09
DATE

07-LA-213 PM 0.6/9.8
07 224-EA 25310K
April 2009

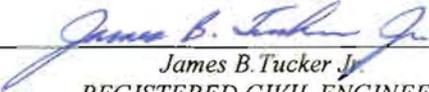


On Route 213 (Western Avenue)

Between 14th St.

And Route 405

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


James B. Tucker Jr.
REGISTERED CIVIL ENGINEER

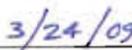

DATE



Table of Contents

1.	Introduction and Background.....	5
2.	Recommendation.....	6
3.	Purpose and Need Statement.....	6
4.	Existing Facility, Deficiencies and Traffic Data.....	6
4A.	Vehicle Traffic Data.....	9
4B.	Accident Data.....	10
5.	Corridor and System Coordination.....	10
6.	Selected Alternative.....	11
7.	Environmental Compliance.....	11
8.	Hazardous Waste.....	11
9.	Stormwater Compliance.....	12
10.	Right of Way Issues.....	12
11.	Consequences of not doing this Project.....	12
12.	Traffic Management.....	12
13.	Environmental Determination/Document.....	13
14.	Funding/Scheduling.....	13
14A.	Cost Estimate.....	13
14B.	Project Support.....	13
14C.	Project Schedule.....	13
15.	Project Personnel.....	13
16.	Project Reviewed By.....	14
17.	Attachments.....	14

1. INTRODUCTION AND BACKGROUND

This Project Scope Summary Report involves the storm drain system beneath Route 213 (Western Avenue) between 14th Street and Route 405. The storm drain systems have recently experienced major problems involving sinkholes. All storm drains within the project limits have been video inspected using robotic cameras. The result from these inspections has identified several locations along Western Ave. where repairs are necessary.

Route 213 is a 4-lane conventional highway, which runs in the north-south direction. It begins in hilly terrain of Rancho Palos Verdes in the south to the flatter basin area of Los Angeles in the north. The County of Los Angeles constructed the roadway and subterranean infrastructure in the mid 1940's. The California Highway Commission adopted Route 213 as a State Highway in 1967 with the provision that "any portion of the said route will be maintained as state highway only when a section improved to the state highway standards exists and connects to Route 1 or Route 405." The portion of Route 213 covered by this project is between 14th St. and Route 405 within the cities of Rancho Palos Verdes, Lomita, Torrance, Carson, and Los Angeles. There is currently a legal issue between the State and the City of Rancho Palos Verdes concerning which entity is responsible for the maintenance and repairs of the storm drains within the City of Rancho Palos Verdes. These drains are identified in the report.

On January 3, 2005, a large sinkhole developed along Route 213 just north of Westmont Avenue. The sinkhole was the result of a damaged 24" corrugated metal pipe (CMP) located 25' below the roadway surface. The repair work was completed by the City of Rancho Palos Verdes. Early in January 2005, the City of Rancho Palos Verdes proceeded to contract out and investigate all twelve culvert crossings underneath Western Ave. within the city limits and found an additional six CMP pipes that may have been damaged during winter storms. One location in the area north of Summerland Avenue and the other between Toscanini Drive and Westmont Drive/Delasonde Drive in the vicinity of the Smart & Final parking lot, the sagging of the roadway was apparent. Both of these locations involved the grouting of the existing voids created by the damaged corrugated metal pipes and installing new RCP pipes. Caltrans was responsible for the repairs at both of these locations.

As a result of the storm drain video drain inspection, there were three more areas below Route 213 that were in need of repair and lining. These storm drains are currently the responsibility of Caltrans. The City of Rancho Palos Verdes also performed a city wide storm drain inspection and this resulted in an ongoing project involving the repair and lining of several damaged or deteriorating storm drains within the city limits with the exception of those storm drains that are within Caltrans right-of-way of Route 213.

The Caltrans Maintenance Storm Water Unit also conducted their own camera inspections of all the storm drains under Route 213 from 14th St. to Route 405 with the exception of the portion already completed by the City of Rancho Palos Verdes. With the combination of camera inspections performed by the City of Rancho Palos Verdes and those completed by Caltrans Maintenance, a list of areas requiring lining and repairs were composed. For those areas that are out of the Caltrans Right-of-Way, the corresponding cities were notified of the type of damage and location of each storm drain. See the Cost estimate for specific work items included in this

project.

Project Limits	07-LA-213 PM 0.6/9.8
Capital Costs:	\$4,100,000
Right of Way Costs:	\$104,000
Funding Source:	2010 SHOPP Cycle, HA22
Number of Alternatives:	2
Recommended Alternative	1
Type of Facility	Conventional Highway
Number of Structures:	None
Anticipated Environmental Determination/Document:	Categorical Exemption/ Categorical Exclusion
Legal Description	Replace and/or line damaged storm drains

2. RECOMMENDATION

Repair the eighteen damaged storm drains stated within Section 4 through the process of PVC or High Density Polyethylene (HDPE) lining. Three of these storm drains are composed of corrugated metal pipe and will require further investigation into the current condition of these pipes. When considering the further deterioration of these storm drains it is essential to proceed to the PS&E stage.

3. PURPOSE AND NEED STATEMENT

Need: The current storm drain system beneath Route 213 has exceeded its design life and this is evident based on recent occurrences of sinkholes that have lead to emergency repairs. Further delay of repairs to the storm drain system and future storms could cause more sinkholes and compromise public safety.

Purpose: The purpose of this project is to preserve and extend the service life of the storm drain system beneath Route 213 and enhance the safety of the roadway, preventing an emergency situation from occurring and disruption to traffic flow.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

The storm drain system beneath Route 213 (Western Ave) was constructed in the mid 1940's and some of the material used was corrugated metal pipe. These corrugated metal pipes have been in service for 60 or more years, which is well beyond the expected lifespan. The other types of pipes are reinforced concrete pipes that have shifted at their joints or have developed cracks throughout the years.

The following Table lists all the locations that will require storm drain repairs. Locations 1-4 will require more extensive repairs and will be further discussed in detail. Based on the observations made for Locations 5-18, the recommended repair to these locations is to line these pipes with HDPE or PVC to preserve the lifespan of the drainage systems.

EXISTING STORM DRAIN SYSTEMS INSPECTED

	CITY	STREET	PM	LENGTH TO BE LINED (FT)	PIPE SIZE (IN.)	MATERIAL	OBSERVATION
1	Rancho Palos Verdes *	Caddington Dr.	2.8	15	42"	RCP to CMP	Corroded CMP folded into pipe
2	Rancho Palos Verdes *	Caddington Dr.	2.8	110	42"	CMP	Corroded portion of pipe @ end of CMP pipe
3	Rancho Palos Verdes *	Median of Western s/o Toscanini	2.97	0	18"	RCP to CMP	Heavily corroded at CMP elbow, which bends down to mainline, CMP encased?
4	Rancho Palos Verdes *	750' n/o John Montgomery Dr. Green Hills Memorial Park	3.7	220	18"	CMP	At 8.5' corrosion medium to heavy, @ 69.9' corrosion heavy small holes rusted through, @ 77.4' void under pipe, @86' hole in pipe bottom gone
5	Lomita	NB Western 50' s/o 263rd St.	4.64	86	18"	RCP	At top of pipe w/ sandbags, holes in pipe 3-8" @ 30' to 34', gasket exposed at 51' & 65'
6	Lomita	NB Western SE corner of 262nd ST	4.75	51	18"	RCP	Gasket exposed at 41'
7	Los Angeles	SW corner of 259th St.	4.95	47	18"	RCP	Joint displacements @ 8' & 20', hole at joint rebar visible
8	Los Angeles	NW corner of 259th St.	4.95	27	18"	RCP	Separated joint at 3 o'clock
9	Los Angeles	NB Western Ave SE corner of 255th St.	5.29	74	18"	RCP	At 24' multiple cracks at 1 to 5 o'clock, @ 32' medium offset joint
10	Los Angeles	SB Western 50' s/o 253rd St.	5.45	15	18"	RCP	Incoming 18" RCP, infiltration a 6 o'clock
11	Los Angeles	SE corner of Lomita & Western	5.6	89	18"	RCP	At 28' circumferential crack from 12 to 12 o'clock
12	Torrance	238th St. NW corner	6.4	23	18"	RCP	Grout missing @ joint connections displacement
13	Torrance	SB Western 150' s/o 219th CL	7.8	27	18"	RCP	Grout is missing at joints. Ground water infiltration at joints.
14	Torrance	SB Western, 160' s/o 218th St. CL	7.8	27	18"	RCP	Joint separation at 7' & 15', Grout is missing at joints
15	Torrance	SB Western, 300' south of Carson	7.9	27	18"	RCP	10' joint separation
16	Torrance	SW Corner of Carson St.	7.9	27	18"	RCP	Offset at joint 8' into inspection, minor pavement depression
17	Los Angeles	NE corner of 212th St.	8.2	18	18"	RCP	Longitudinal cracks throughout pipe
18	Torrance	SB Western Ave 50' North of Torrance Blvd Rt. Turn Packet	8.4	765	30"	RCP	Joint separation throughout, infiltration at 704', 9 to 12 o'clock

* These storm drains are indispute and are to be deleted from the scope of work if the City of Rancho Palos Verdes is determined to be the owner.

A general description and recommended repair solution is provided for the following three locations that are within the city limits of City of Rancho Palos Verdes.

1. Caddington Dr. (PM 2.80)

There is a 42" corrugated metal pipe (CMP) section just 50' south of Caddington Drive, that starts from a manhole on the west side of Route 213 and extends to the opposite side of the street. This 42" CMP is bottom lined with concrete slurry to prevent corrosion and has two incoming 18" CMP lines from catch basins on either side of Route 213. There two locations where the CMP portion of the pipe is damaged. The first location is on the southwest corner where an 18" CMP line meets the 42" CMP. It appears that corrosion has occurred and a section of CMP has folded inward causing an obstruction for continuous water flow. This particular area was previously repaired in 1983, under contract no. 07-914269. A 14-foot long, 36" CMP section from the manhole going downstream was repaired and replaced with a 42" CMP section.

The repair proposed at this location will require a 10 ft by 10 ft area by 12 ft deep excavation in the #2 lane on the southbound side of Route 213. The previously repaired connection of the 42" CMP is in need of additional repair.

The second location is approximately 100' downstream from the manhole on the southwest corner. The bottom of the pipe is concrete lined, at the edge of the lining corrosion is apparent based on a video investigation performed by the Caltrans Maintenance crew on May 5, 2007. After the repair near the southwest corner, the lining will be placed along the full length of the 42" CMP under Route 213 as well as the connecting 18" laterals on both sides of Route 213. (See Attachment C, Location 1 & 2)

2. Toscanini Dr. (PM 2.97)

This area is located at the end of a raised median just south of Toscanini Dr. on Route 213. There is an inlet alongside the median that drains along a 10 foot long 18" RCP and drops into a 54" mainline. The elbow portion of the drain consists of an 18" CMP that is corroded and is in need of replacement.

The repair proposed at this location will require an 8 ft by 10 ft area by 6 ft deep excavation. When the elbow has been exposed there will be the option of encasing the elbow in additional concrete or totally replacing the elbow with a manhole or junction structure. (See Attachment C, Location 3)

3. Green Hills Memorial Park (PM 3.70)

There is a damaged 18" CMP that is located ¼ mile south of Peninsula Verde Dr. It begins at a catch basin on the west side of Route 213, travels under Route 213, descends east downhill and discharges into a gully within a naval reservation base. At about 70 and 87 feet downstream from the catch basin there is evidence of corrosion and visible holes along the bottom of the

CMP. On the northbound side of Route 213 there is apparent sagging possibly due to a developing sinkhole.

The repair involves the lining of the 18" CMP. In order to do so, a 12 foot deep 10 foot by 10 foot dig out area will have to be established above the elbow area in the area of #2 northbound lane and sidewalk of Route 213. (See Attachment C, Location 4)

4A. VEHICLE TRAFFIC DATA

This project does not involve any changes in the roadway geometry or change of any operational or safety feature capacity so it is not necessary to have future ADT.

Average Annual Daily Traffic

PM	Description	Back AADT	Ahead AADT
0.00	Western Ave. north of 25 th St.		29000
3.46	Western Ave. at Avenida Aprenda Road	36500	38000
4.31	Lomita, Palos Verdes Dr. North	38000	23800
5.09	Jct. Rte. 1, Pacific Coast Highway	31500	25500
5.67	Lomita Boulevard	26500	31500
7.00	Torrance, Sepulveda Boulevard	31500	37500
7.98	Torrance, Carson Street	37500	N/A

Peak Hour Traffic

LOCATION	N/B AM PEAK HOUR	N/B PM PEAK HOUR	S/B AM PEAK HOUR	S/B PM PEAK HOUR	TOTAL AM PEAK HOUR	TOTAL PM PEAK HOUR
LA-213-0.00 N/O 25TH ST.	1200	980	860	1400	2000	2300
LA-213-3.46 S/O AVENIDA APRENDA	1600	1350	960	1600	2450	2850
LA-213-4.31 S/O PALOS VERDES DR. NORTH	1650	1400	1000	1650	2700	2900
LA-213-4.31 N/O PALOS VERDES DR. NORTH	1100	930	620	1000	1700	1850
LA-213-5.08 S/O PACIFIC COAST HWY. (RTE.1)	1350	1150	780	1300	2100	2450
LA-213-5.08 N/O PACIFIC COAST HWY. (RTE.1)	1100	890	870	1250	1950	2150
LA-213-5.67 S/O LOMITA BLVD.	1350	980	860	1200	2250	2150
LA-213-7.0 S/O SEPULVEDA BLVD.	1400	1250	1500	1800	2950	2900
LA-213-7.98 S/O CARSON ST.	1400	1100	1250	2250	2550	3200

4B. ACCIDENT DATA

Latest 3-Year Accident Data: See table below.

Route 213	ACCIDENT RATE					
PM 0.6/6.996	ACTUAL			AVERAGE		
Location	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
Route 213 PM 0.6 to 6.995	0.004	0.31	0.53	0.015	0.94	2.10

Source: TSN Selective Record Retrieval For the period of 4/01/2004 to 3/31/2007

The accident data for Table B was limited to PM 0.6 to 6.995 because the system could not find accidents between PM 6.990 to PM 9.8. According to Table B – Selective Accident Rate Calculation, the actual accident rate total is 0.53, is significantly below the average accident rate total of 2.10 for a similar facility. This project will improve the drainage system beneath Route 213, therefore preserving and extending the service life of the storm drains and the safety of the roadway as well. The improvements will prevent any occurrences of sinkholes or blockage of the deteriorating storm drains, which would endanger the safety of the traveling along Route 213. This is a drainage restoration project and there will be no improvements made to the roadway, therefore the accident data is not relative to the scope of the project. See Attachment D for Additional Accident Data.

5. CORRIDOR AND SYSTEM COORDINATION

The maintenance of Route 213 (Western Ave) from 25th Street to the Route 405 San Diego Freeway is currently the responsibility of Caltrans. One area in question is the portion of Route 213 within the City limits of Rancho Palos Verdes. There is currently an ongoing court case between the City of Rancho Palos Verdes, Caltrans and Los Angeles County regarding the maintenance and ownership of Route 213 within the city limits of Rancho Palos Verdes.

This PSSR and its supporting documents are currently based on the ownership and maintenance being the responsibility of Caltrans. Subsequent to the results of the court decision that will determine the ownership of Route 213 within the City of Rancho Palos Verdes, the PSSR will remain as is or the project will be downscoped accordingly.

If it is legally determined that the City of Rancho Palos Verdes is the owner of Route 213, then they are responsible for any storm drains that are in need of repair within their city limits, therefore making Caltrans not liable for the repair of those storm drains within the City of Rancho Palos Verdes. With this outcome the project will be downscoped eliminating those locations within the City of Rancho Palos Verdes. Those locations are the storm drains near Caddington Drive, the Green Hills Memorial Park and Toscanini Drive. The City of Rancho Palos Verdes will be notified of these locations and will be provided with any pertinent information related to these areas.

6. SELECTED ALTERNATIVE

The current scope of this project involves lining the corrugated metal pipe storm drains of the two previously mentioned locations: Caddington Dr. and Green Hills Memorial. After geotechnical services perform testing (Cone Penetrometer Test (CPT) and Ground Penetration Radar (GPR)), we can determine the condition of the underlying soil. The results of this inspection could lead to a “best-case” scenario of having to only line the pipes or a “worst-case” scenario that would involve a complete replacement of the existing corrugated metal pipes. Both scenarios could involve either grouting of the voids or recompacting the backfill around the pipes. The “worst-case” scenario would expand the scope of the project and increase the cost of this project significantly. The current cost estimate is based on the “worst-case” scenario.

For the Green Hills Memorial location along Route 213, 1200’ north of John Montgomery Rd., 100 feet of 18” reinforced concrete pipe will be placed under Route 213. An additional 125 feet that slopes down towards a gully will be placed by means of pipe jacking. It involves removing the existing CMP, while simultaneously installing a jacked steel case. Once the steel case is in place, an 18” RCP can be jacked within the steel case. If there is a significant void beneath Route 213, it will be necessary to excavate and apply grouting prior to placing the pipe. The total length of 18” RCP required for this location is about 225 ft. in length. This would begin at the inlet on the southbound side of Route 213, run perpendicularly beneath Route 213, and slope down to the gully that is on the Naval Reserve Base.

For the Caddington Dr. location that is 50 feet south of Caddington Dr. on the southbound side of Route 213, there is a 100 foot long 42” CMP and two 25 foot long 18” CMP connectors. These pipes would need to be replaced with reinforced concrete pipe of similar size.

7. ENVIRONMENTAL COMPLIANCE

This project is a Categorical Exemption (See Attachment E).

8. HAZARDOUS WASTE

The preliminary hazardous waste site assessment has been completed. Since roadway excavation will be done within paved areas there is no concern regarding aerially deposited lead. The average groundwater depth near the project vicinity is 35 feet below the ground surface and the excavation will not impact the groundwater. There is existing yellow thermoplastic traffic striping suspected of containing lead at the Toscanini Drive locations and will be required to be properly removed and disposed of at a Class 1 Facility (See Attachment F).

In addition to the initial site assessment, the District Hazardous Waste unit completed a Hazardous Waste Questionnaire. This questionnaire was completed prior to a proposed cone penetrometer testing at the Caddington Dr. and Green Hills Memorial Park locations. The questionnaire states that a preliminary Environmental Site Assessment (ESA) was conducted by the Los Angeles Unified School District (LAUSD) along a 24-acre parcel that encompasses the area of the damaged corrugated metal pipe, which crosses Route 213 at the Green Hills

Memorial Park/Federal Naval Base location. The results from the ESA show that there is a high potential of there being contaminants within the soil. (See Attachment G).

9. STORMWATER COMPLIANCE

This project will require a Water Pollution Control Program (WPCP). This will consist of inlet protection and any type of diversion necessary to prevent water from entering the storm drain being repaired. Refer to Storm Water Data Report (See Attachment H)

10. RIGHT OF WAY ISSUES

The downstream manhole at Caddington Drive will need to be accessed to pull the pipe liner. A temporary construction easement will be required within the Christ Lutheran Church school parking lot to access the manhole and to stage equipment.

The repairs to the storm drain at Green Hills Memorial location will require permits and the relocation of utilities. The storm drain at this location discharges into a gulley that lies within the adjacent Naval Base Reservation and a permit from the U.S. Navy will be required to access this area in order to repair this storm drain. The Caddington Drive location will also require a relocation of the utilities.

11. CONSEQUENCES OF NOT DOING THIS PROJECT

The current conditions of the corrugated metal pipes beneath Route 213 are past their design life and are in need of repair. If these pipes are not repaired, continuous corrosion will occur, leading to voids forming around the pipes and ultimately leading to sinkholes beneath Route 213. Neglecting the repair of these pipes could jeopardize the safety of the motoring public in addition to potentially creating the need of an emergency repair project which will result in a much higher cost to the State.

12. TRAFFIC MANAGEMENT

There are three spot locations that will require some type of traffic management. At the intersection of Caddington Drive and Route 213 there will be a need for a total closure of the southbound side of Western Ave. for a duration of no more than two days. This will result in temporarily diverting the southbound traffic to the northbound side of the street and limiting the traffic to one lane each way. At the intersection of Toscanini Drive and Route 213 there will need to be a two lane street closure for a duration of one day allowing only one lane for traffic on each side. The location near Green Hills Memorial Park 1200' south of Peninsula Verde Dr. will require a long term closure of the north bound side of Route 213 and will in turn require the closure of one lane of traffic. See attached TMP datasheet (See Attachment J).

13. ENVIRONMENTAL DETERMINATION/DOCUMENT

Project is a Categorical Exemption. (See Attachment E).

Date Approved: 12/10/07

14. FUNDING/SCHEDULING

14A. COST ESTIMATE

The cost estimate of \$3,300,00 is based on current unit prices. An escalated estimate based on the proposed Bid Opening date of 09/15/2012 would be \$4,100,000. See attached six page cost estimate. (See Attachment K)

14B. PROJECT SUPPORT:

	PROJECT SUPPORT COMPONENTS								Total
	PA&ED 0 Phase		Design 1 Phase		Right of Way 2 Phase		Construction 3 Phase		
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's			3.85		0.25		6.56		10.66
Estimated PS \$'s			674		44		1148		1866
Estimated PYE \$'s (\$1000's)			0		0		0		0
Total \$'s	0	0	674	0	44	0	1148	0	1866

14C. PROJECT SCHEDULE:

Milestones	Delivery Date
PA & ED	04/09/09
Project PS&E	06/24/12
Right of Way Certification	06/06/12
Ready to List	08/06/12
Approve Contract	01/06/13
Contract Acceptance	04/30/13
End Project	08/09/13

15. PROJECT PERSONNEL

A. District 7

MARIO GUTIERREZ
Design Engineer

(213) 897-0512

JAMES B. TUCKER JR. Project Engineer	(213) 897-0679
JOSEPH REYNOZA Project Engineer	(213) 897-0938
DAVID YAN Project Manager	(213) 897-9126
RALPH SASAKI Hydraulics	(213) 897-7534
SHIRLEY PAK Regional Storm Water Coordinator	(213) 897-0428
STEVE CHAN Hazardous Waste Coordinator	(213) 897-3646
EDUARDO AGUILAR Environmental Planning	(213) 897-8492
HAMID SAADATNEJADI Maintenance Support	(213) 897-1829
DAN MURDOCH Right of Way	(213) 897-1816
JOHN EHSAN Geotechnical Services	(916) 227-4575
YUNUS GHAUSI Traffic Investigations	(213) 897-0560

16. PROJECT REVIEWED BY:

Design	<u>Jerrel Kam</u>	Date <u>11/19/08</u>
District Maintenance	<u>Hamid Saadatnejadi</u>	Date <u>11/19/08</u>
District Program Advisor	<u>Godson Okereke</u>	Date <u>11/19/08</u>

17. ATTACHMENTS

A. Vicinity Map

- B. Strip Map
- C. Layouts (Locations 1 – 18)
- D. Accident Data
- E. Categorical Exemption/ Categorical Exclusion
- F. Hazardous Waste Assessment
- G. Hazardous Waste Questionnaire
- H. Storm Water Data Report
- I. Right of Way Data Sheet
- J. TMP Data Sheet
- K. Cost Estimate
- L. SHOPP Project Performance Output

ATTACHMENT A

Vicinity Map

ATTACHMENT B

Strip Map

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CALTRANS
 FUNCTIONAL SUPERVISOR
 DESIGNED BY
 CHECKED BY
 REVISIONS BY
 DATE REVISED

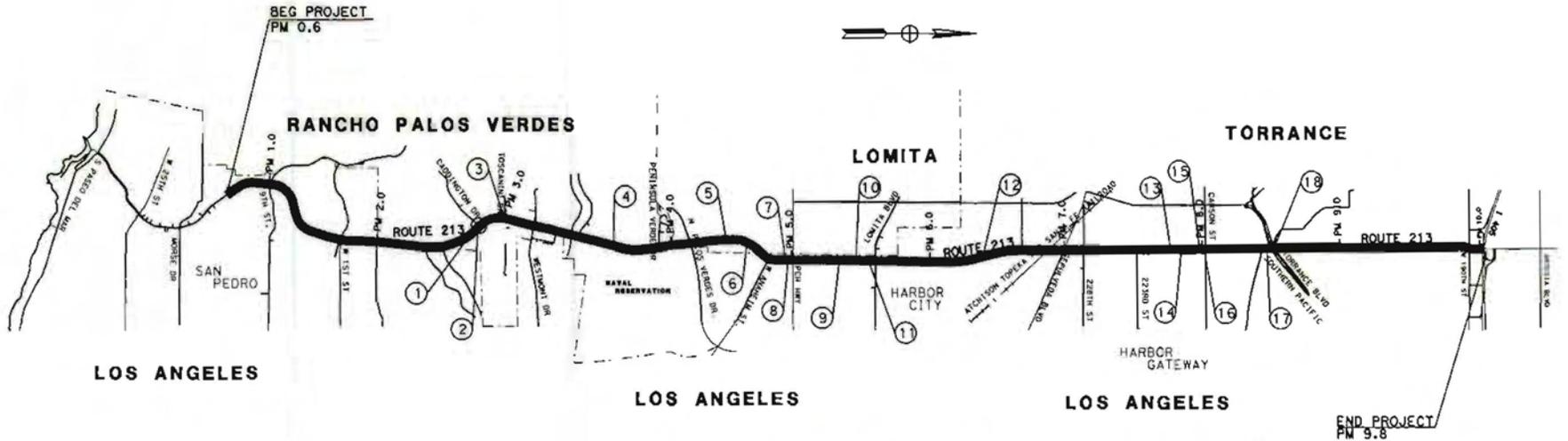
	CITY	PM	STREET
①	Rancho Palos Verdes	2.8	50' s/o Coddington Dr.
②	Rancho Palos Verdes	2.8	50' s/o Coddington Dr.
③	Rancho Palos Verdes	2.97	Median s/o Toscanini Dr.
④	Rancho Palos Verdes	3.9	750' n/o John Montgomery Dr.
⑤	Lomita	4.64	50' s/o 263rd. St.
⑥	Lomita	4.75	SE corner of 262nd. St.
⑦	Los Angeles	4.95	SW corner of 259th. St.
⑧	Los Angeles	4.96	NW corner of 259th. St.
⑨	Los Angeles	5.29	SE corner of 255th. St.

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	213	0.6/9.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



	CITY	PM	STREET
⑩	Los Angeles	5.45	50' s/o 253rd. St.
⑪	Los Angeles	5.6	SE corner of Lomita Blvd.
⑫	Torrance	6.4	NW corner of 238th St.
⑬	Torrance	7.8	150' s/o 219th St.
⑭	Torrance	7.9	160' s/o 218th St.
⑮	Torrance	7.85	300' s/o of Carson St.
⑯	Torrance	7.9	SW corner of Carson St.
⑰	Los Angeles	8.2	NE corner of 212th St.
⑱	Torrance	8.4	50' north of Torrance Blvd.

STRIP MAP

ATTACHMENT C

Layouts (Locations 1-18)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.</small>					

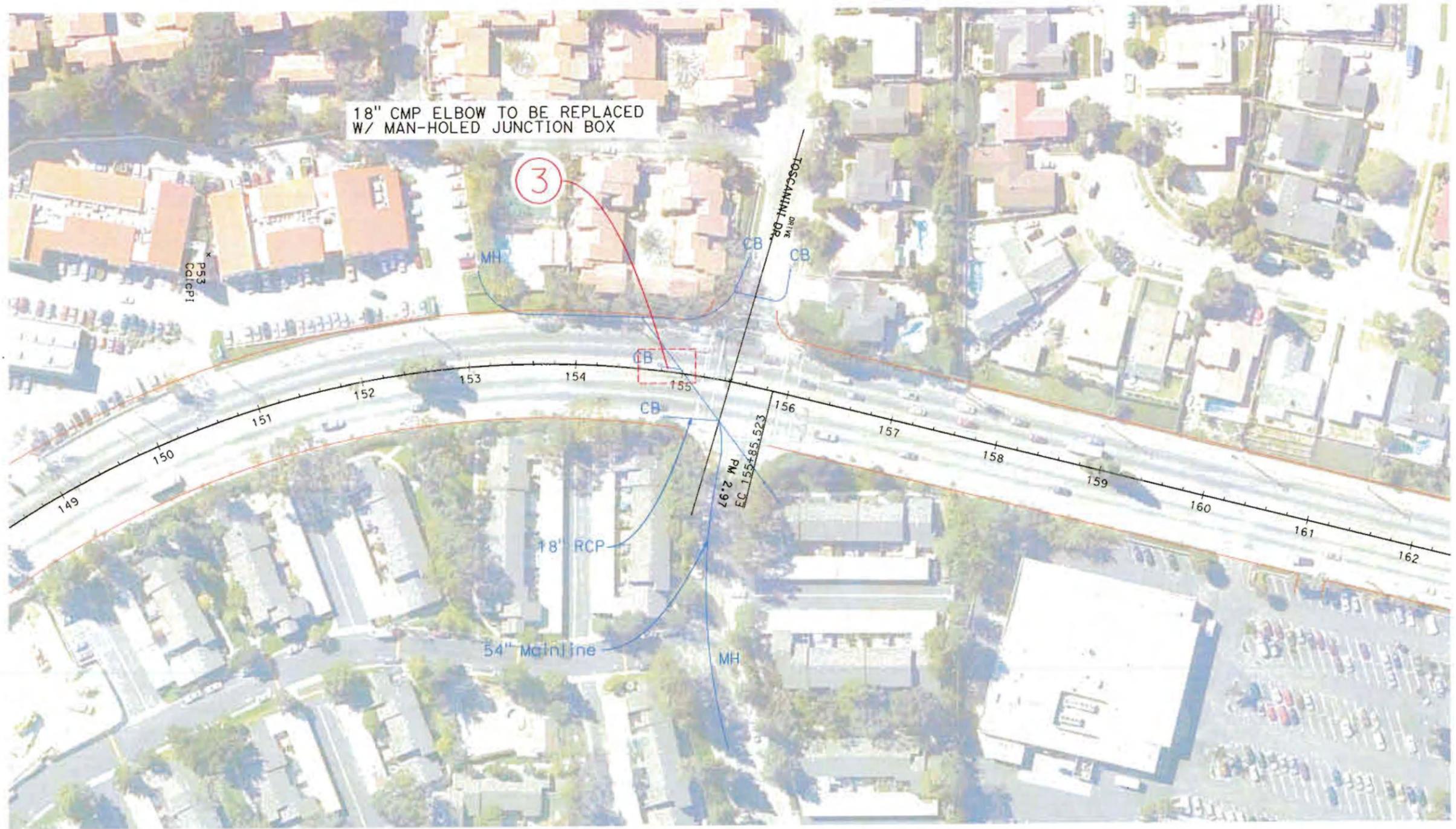
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

 REVISIONS: DATE PLOTTED => 30-MAR-2009
 00-00-00 TIME PLOTTED => 1:31:48

REVISOR BY
DATE REVISED

CALCULATED BY
DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR



**Location 3
Toscanini Dr.**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 PROJECT ENGINEER
 CHECKED BY
 CALCULATED/DESIGNED BY
 DATE REVISOR BY
 DATE REVISOR BY

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	213	0.6/4.1		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>




Location 4
GREEN HILLS MEMORIAL PARK

RELATIVE BORDER SCALE IS IN INCHES



USERNAME => s124331
 DGN FILE => 25310k_Location_4.dgn

CU 0000

EA 00000

LAST REVISION DATE PLOTTED => 30-MAR-2009
 TIME PLOTTED => 15:56

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED

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

REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

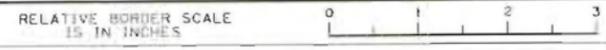


HOLES IN PIPE GASKETS EXPOSED

GASKET EXPOSED AT 41'

Location 5 & 6
262nd St. & 263rd St.

BORDER LAST REVISED 3/1/2007



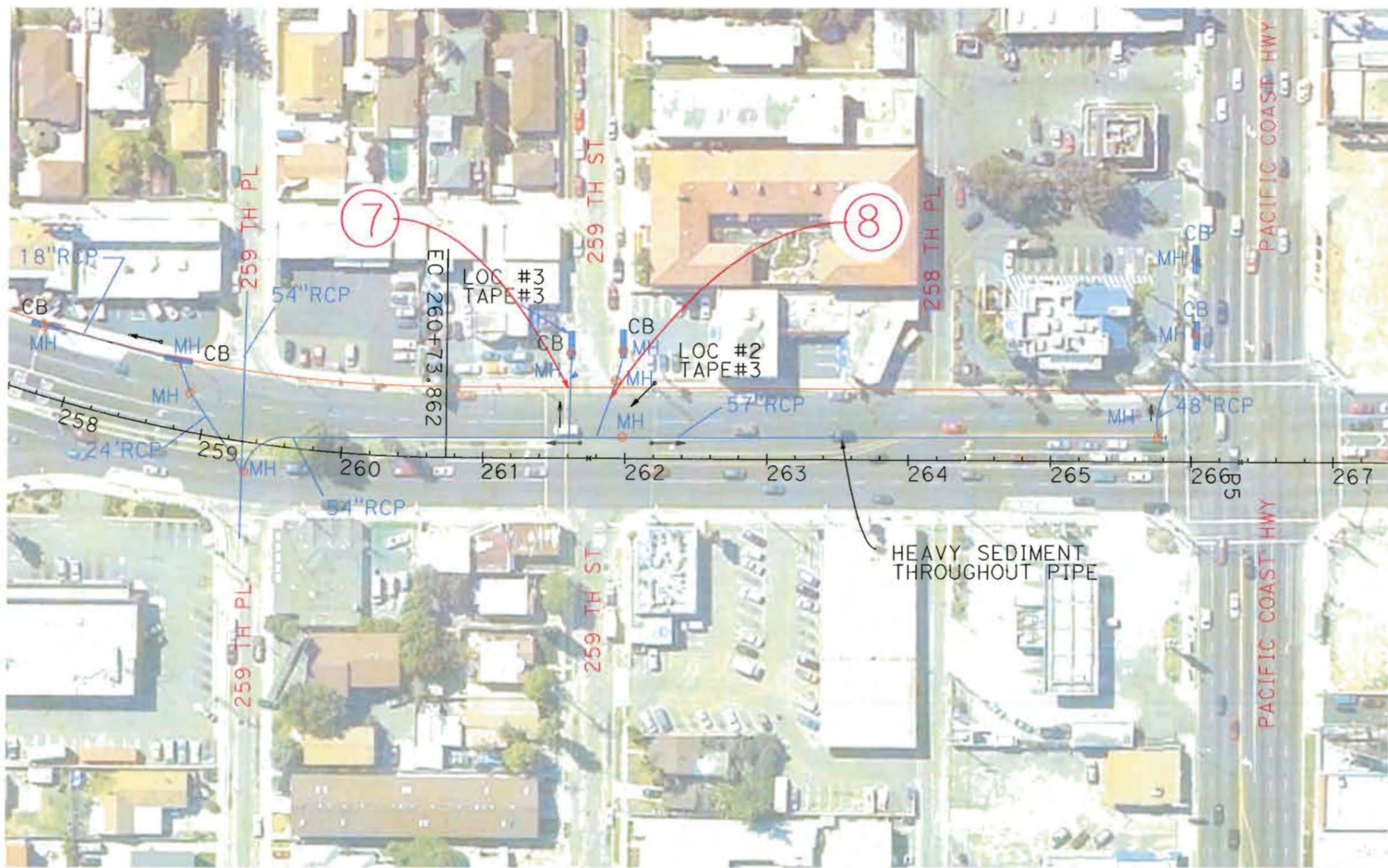
USERNAME => a124351
 DGN FILE => 25310k_Location_5_6.dgn

CU 00000 EA 00000

LAST REVISION DATE PLOTTED => 30-MAR-2009
 00-00-00 TIME PLOTTED => 16:00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE, REVISED



Location 7 & 8
250th St.

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

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR BY	DATE REVISED



Location 9 & 10
253rd St. & 255th St.

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

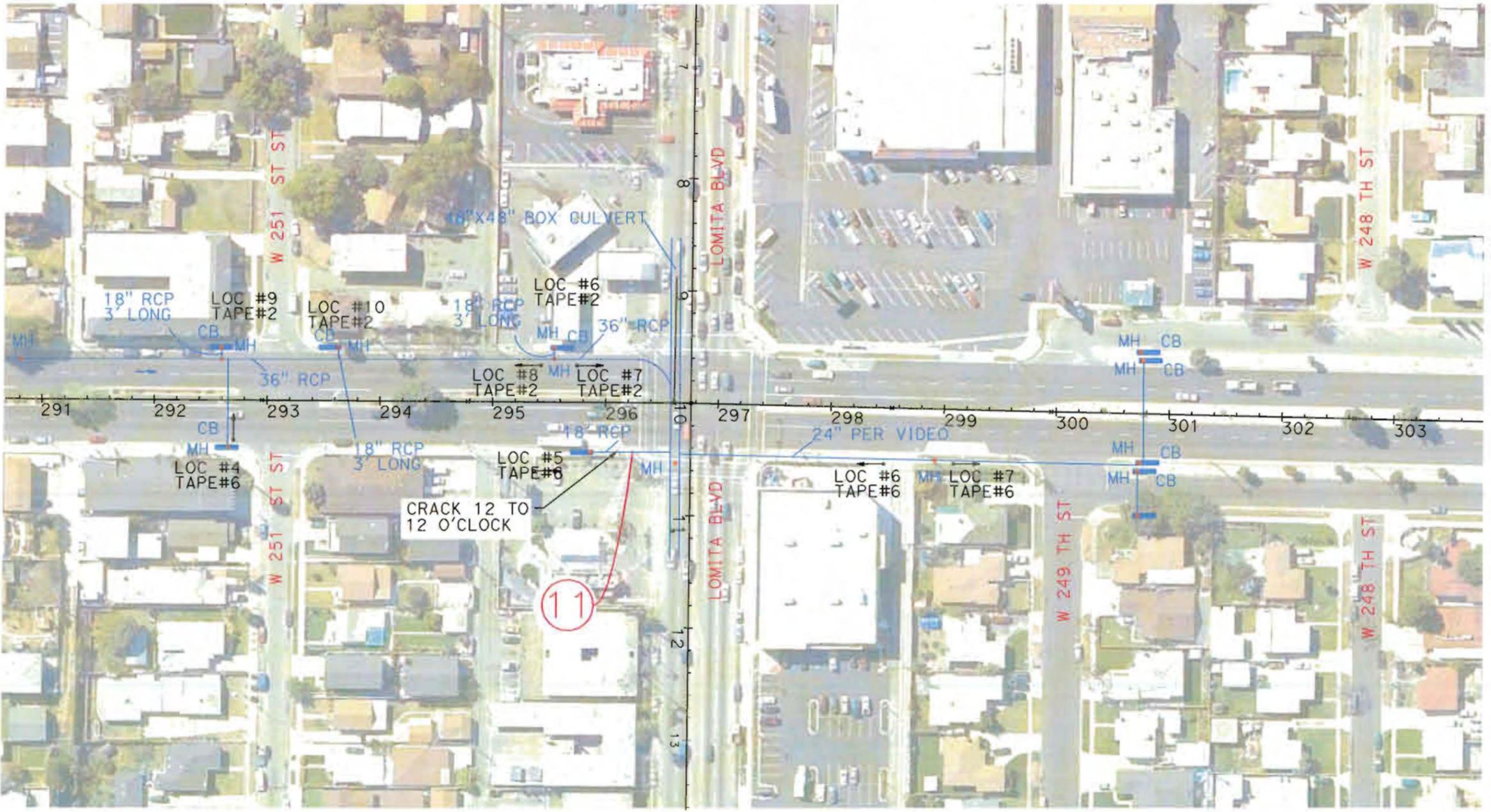
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Gibbons

FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR	DATE
CALCULATED-DESIGNED BY	CHECKED BY	REVISOR	DATE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.</small>					



Location 11 Lomita Blvd

BORDER LAST REVISED 3/1/2007



USERNAME => s124331
 DGN FILE => 25310k_Location11.dgn

CU 00000

EA 000000

DATE PLOTTED => 30-MAR-2009
 TIME PLOTTED => 16:10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED



Location 12
238th St.

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

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

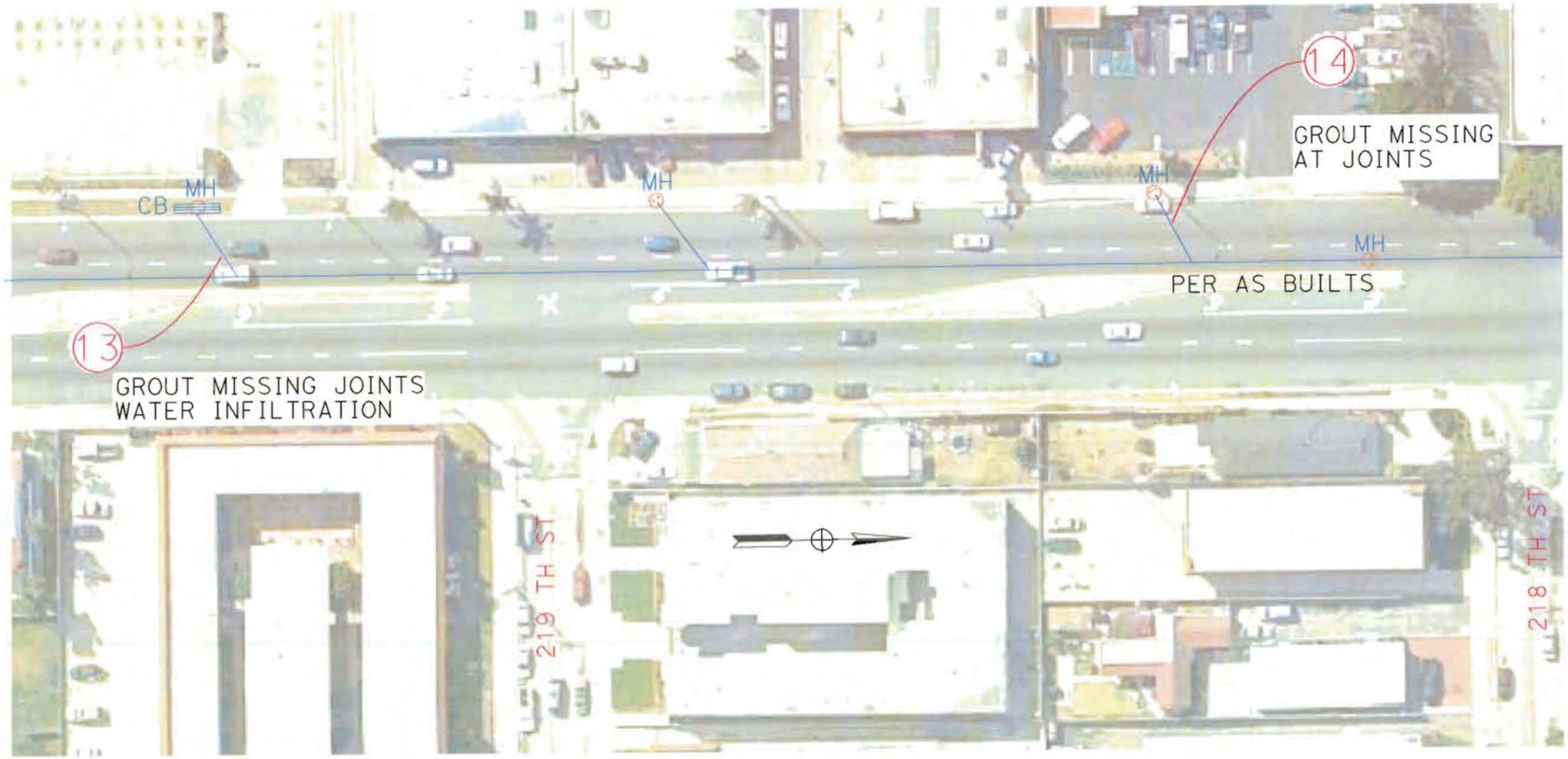
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Et Gibson

FUNCTIONAL SUPERVISOR
 CALCULATED-DESIGNED BY
 CHECKED BY

REVISOR BY
 DATE REVISED



Location 13 & 14
218th St. & 219 St.

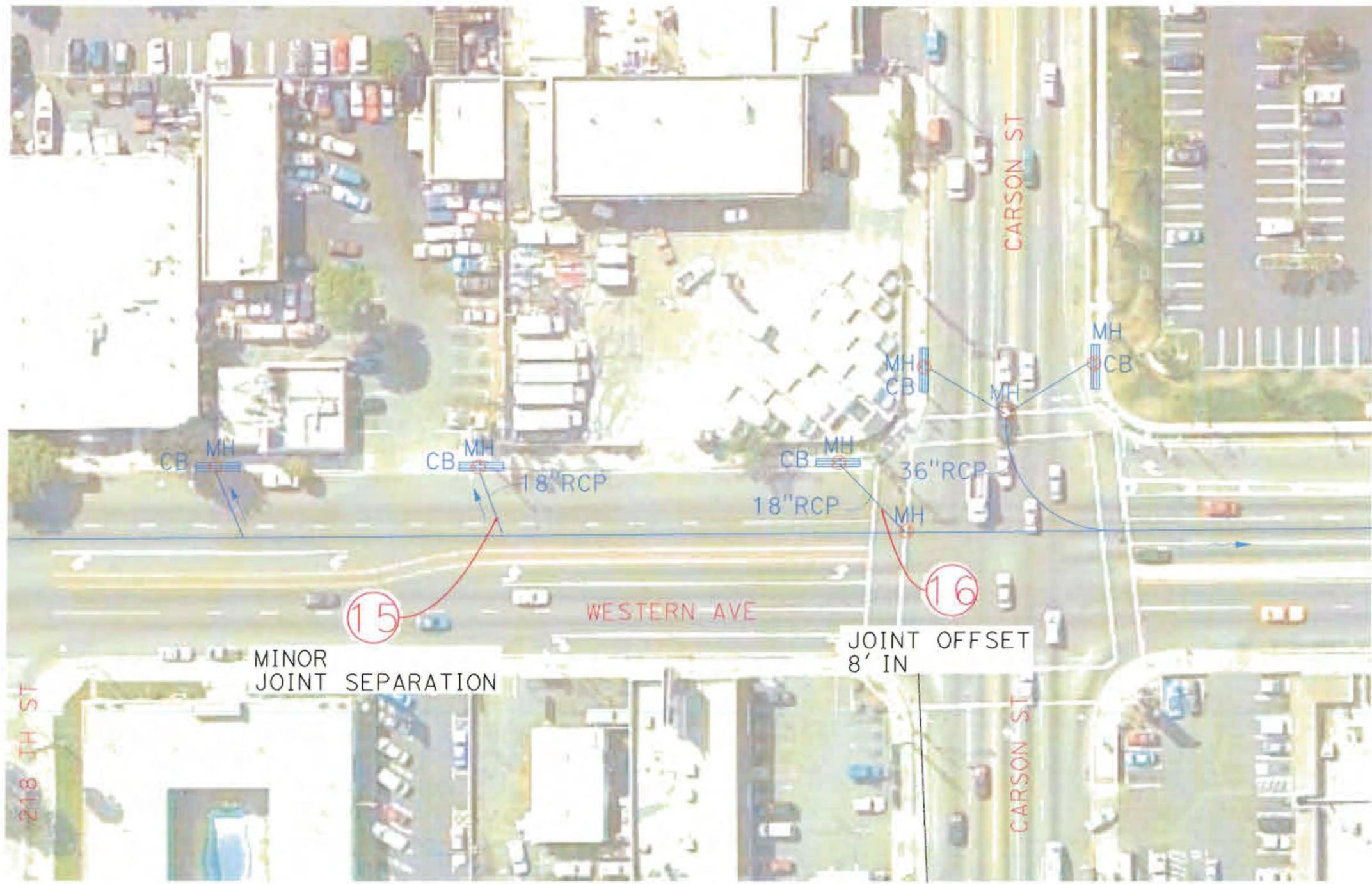
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Et Gibbons

FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR	DATE
DESIGNED BY	CHECKED BY	REVISOR	DATE



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

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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



**Location 15 & 16
 Carson St.**

DIST	COUNTY	LOCATION CODE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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

To get to the Caltrans web site, go to: <http://www.dcl.ca.gov>

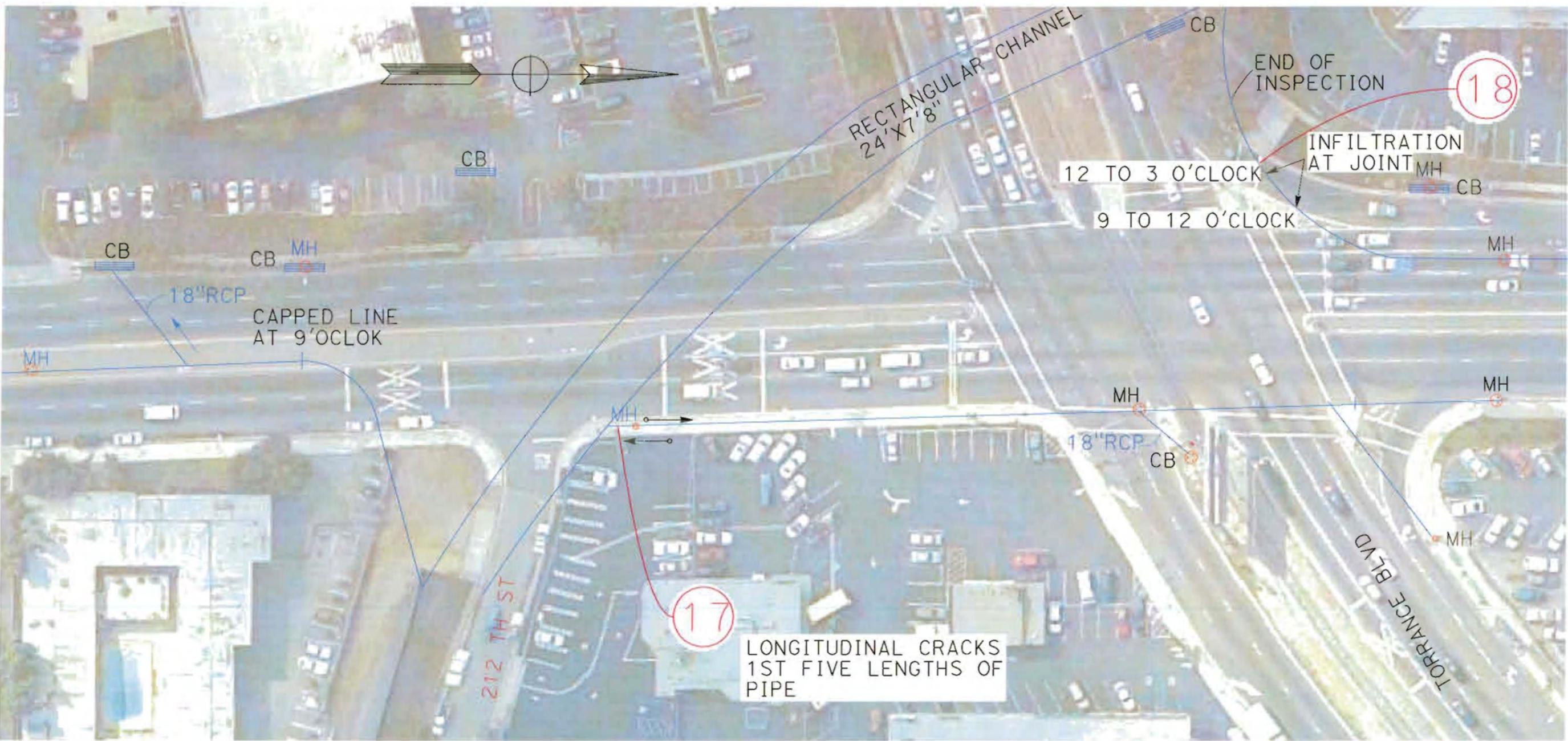


DATE	REVISOR	DATE	REVISOR

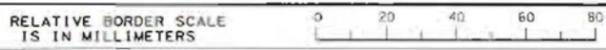
PROJECT ENGINEER	CALCULATED/DESIGNED BY	CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



Location 17 & 18
Torrance Blvd
212th St.



USERNAME => a124331
 DGN FILE => 29310k_Location 17, 18.dgn

CU 00000 EA 000000

DATE PLOTTED => 01-APR-2009
 TIME PLOTTED => 09:120

ATTACHMENT D

Accident Data

California Department of Transportation
 Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance									Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates			Total	
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Fat	Actual F+I				Average Tot	Fat	F+I		
07 LA 213 000 600 - 07 LA 213 006.995 0001-0001 2004-04-01 2007-03-31	36 mo. 6.396 MI H 38 U	121	1	69	70	107	4	35		1	32.4	227.2	0.004	.31	.53	0.015	.94	2.10

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

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

ATTACHMENT E

Categorical Exemption/Categorical Exclusion

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-213 Various 25310k CE# 200711010
Dist.-Co.-Rte. (or Local Agency) P.M/P.M. E.A. (State project) Federal-Aid Project No. (Local project)/ Proj. No.

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

The California Department of Transportation (the Department) proposes to repair damaged corrugated metal pipes along State Route 213 from post mile 0.9 to 6.8 in south Los Angeles County. All work will occur within the prism of the roadway and will not impact any vegetation or encroach on any surface waters. The project is not anticipated to adversely impact biological or cultural resources, expose the public to any hazardous waste, or disrupt or worsen traffic circulation if all special provisions are adhered to.

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[b]; 14 CCR 15260 et seq.)

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

- Categorically Exempt. Class 1C. (PRC 21084; 14 CCR 15300 et seq.)
Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b](3))]

Signature: Environmental Branch Chief

Date 12/10/07

Signature: Project Manager

Date 12/10/07

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
has considered unusual circumstances pursuant to 23 CFR 771.117(b) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771 activity (c)()
23 CFR 771 activity (d)()
Activity Appendix A 2 listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Signature: Environmental Branch Chief

Date 12/10/07

Signature: Project Manager/DLA Engineer

Date 12/10/07

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; § 4(f); § 7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised September 6, 2007

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

PROJECT DESCRIPTION SPECIAL PROVISION CONTINUATION SHEET

Biological Resources:

- 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.
- If work must be done from within a **drainage** channel, it will be done by hand, with no outside material being used or deposited. Failure to follow this provision may result in the need for permits from the resource agencies.
- If disturbances to vegetation are required, then such activities should be conducted outside of nesting bird season from February 15 to September 1.
- This division should be kept informed of the project schedule. In addition, further surveys may be necessary if project plans are altered or expanded.
- Pre-construction surveys and routine construction monitoring will occur in order to protect biological resources. Caltrans Biologist will monitor the activities to ensure that impacts to vegetations are minimized to the greatest extent possible. If the biologist discovers any sensitive species within the proposed work area, the project will be halted until after consultation with the appropriate resource agencies.
- If Work needs to be done on bridge decks, this unit must be contacted 2 weeks prior to commencement of work to do bat surveys.
- No sealing of bridge joints are authorized for this project.
- Equipment storage, fueling, staging areas and storage of hazardous materials will be located at the roadway level with minimal risk to biological resources.

Archaeological Resources:

- If human remains are exposed during construction, State Health and safety Codes Section 7050.5 states that no further disturbance will occur until the County Coroner has made the necessary findings as to the origin and disposition, pursuant to Public Resource Code 5097.98.
- Following Caltrans Policy (Environmental Hand Book, Volume2, Section 7-9), if during construction cultural materials are encountered, all work in the area will cease until a qualified archaeologist can evaluate the nature and significance of the findings.

Hazardous Waste Assessment:

Soils containing aerielly deposited lead exist in the area, so all provisions for worker and public safety shall be included in the special provisions. The existing yellow traffic stripe and

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

pavement marking is suspected of containing lead-based paint and or thermoplastic paint applied prior to 1996 and should be treated as hazardous waste. If lead and or chromium are present in the material, it needs to be properly removed and disposed of at a permitted Class I disposal facility. For engineering estimate for the abatement of removal of existing yellow lead-based paint and yellow thermoplastic paint and pavement markings please refer to <http://t8web/design/contractcost/> for the estimated average unit costs.

ATTACHMENT F

Hazardous Waste Assessment

Memorandum

*Flex your power!
Be energy efficient!*

To: Mario Gutierrez, SFE
Office of Design A

Date: September 10, 2007

Attn: Grish Biglarian, P.E.
Project Engineer

File: 07-LA-213-PM 0.6/9.9
Replace or Line
Damaged storm drains at
various locations along
Western Ave (SR-213)
From 14th St. to I-405 in
Los Angeles County

EA: 07-333-25310K

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

Subject: *Preliminary Hazardous Waste Assessment for Project Scope Summary Report (PSSR)*

The Office of Environmental Engineering and Corridor Studies (OEECS) is in receipt of your memorandum dated July 18, 2007 requesting a Preliminary Hazardous Waste Assessment for the above-mentioned PSSR project. The scope of the project proposes to replace or line damaged storm drains at three locations along Western Avenue (SR-213) from 14th Street to I-405 in Los Angeles County. The proposed locations exhibit significant damage of the existing drainage structures and require immediate repair.

- *Caddington Dr. (PM 2.8)- A specific area of 10'X10' and 12' deep will be dig out in the lane #2 on the south bound of Western Ave. The existing 42" CMP will be replaced, lined, and connected to 18" laterals on both sides of Western Avenue (SR-213).*
- *Toscanini Dr. (PM 2.97)- A specific area of 8'X10' and 6' deep will be dig out located at the end of raised median just south of Toscanini Drive along Western Avenue (SR-213) The existing elbow will be removed and replaced with a man-holed junction at the unpaved area.*
- *Green Hills Memorial Park (PM 3.7)- A specific area of 10'X10' and 12' deep will be dig out located at 1200' south of Peninsula Verde Drive in the northbound lane #2 and sidewalk along Western Avenue (SR-213). The existing 18" CMP will be repaired and lined.*

Based on OEECS' review of the preliminary design plans (7/18/07) and field reconnaissance (8/29/07) performed at these locations and discussion with your staff, the following potential hazardous waste of concerns are defined as follow:

"Caltrans improves mobility across California"

Aerially Deposited Lead (ADL) contaminated soil

Soil that is located adjacent to the existing travel way or unpaved areas is suspected to have elevated lead concentration level. The roadway excavation for the three locations will be done at the paved area (i.e. ADL soil is not a concern as the improvements are to be done within paved surface). Any other potential hazardous waste site was not observed or revealed during our site assessment and subsurface record researched (<http://www.geotracker.swrcb.ca.gov>).

Groundwater

Based on our researched of existing groundwater condition and in accordance with Greg Drilling ([http://www.greggdrilling.com/Tech.%20 Resources/water_table.html](http://www.greggdrilling.com/Tech.%20Resources/water_table.html)), the average ground water depth near the project vicinity is approximately 35-feet below ground surface (bgs). It is anticipated that the excavation will not impact the groundwater.

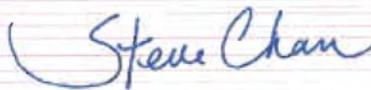
Existing yellow thermoplastic traffic stripe

The existing yellow traffic stripe and/or pavement marking at the proposed Toscanini Drive Location will be disturbed during excavation work. The existing yellow traffic striping is suspected of containing lead-based paint and/or thermoplastic paint. Yellow lead-based paint striping applied prior to 1996 has high lead content and should be treated as hazardous waste. Yellow thermoplastic paint also shall be treated as hazardous waste due to its high chromium content, regardless of the year of installation. If lead and/or chromium are present in the material, it needs to be properly removed and disposed of at a permitted Class I disposal facility.

For engineering cost estimate for the abatement of removal of existing yellow lead-based paint and/or yellow thermoplastic paint and pavement marking, please refer to <http://t8web/design/contractcost/> for the estimated average unit costs.

Please note that this is a preliminary hazardous waste site assessment for PSSR and it does not constitute a final hazardous waste assessment for PS&E. A separate hazardous waste assessment request shall be required during PS&E phase in order for our offices to re-assess the project scope and provide the necessary special provisions.

If you have any question, I can be reached at (213) 897-3646, or contact Wasim Choudhury of my staff at (213) 897- 4058.



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

cc: File
Joseph Reynoza, Office of Design A

Attachment: *Field Review Photos*

Replace or lined damaged storm drains for Route 213 (Western Ave.)

EA: 25310K, Field Review Date: 08/29/07



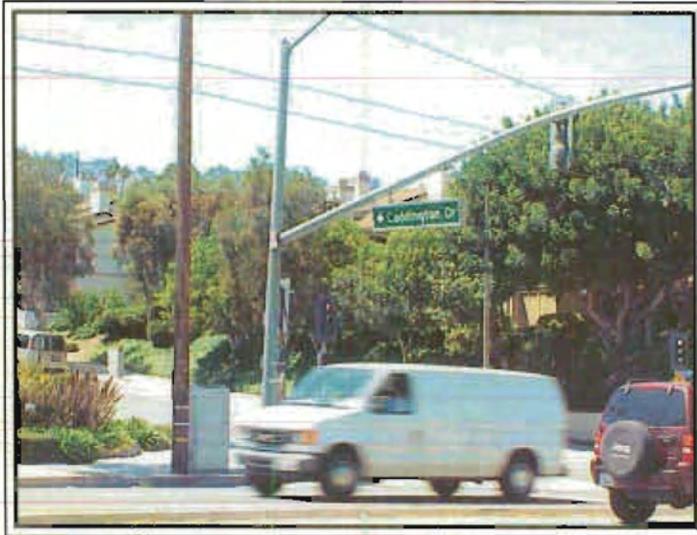
SB Western Avenue at Caddington Dr. (PM2.8)



Existing drainage inlet/catch basin located along Caddington Drive west of Western Avenue (SR-213).



Existing catch basin located along Caddington Drive west of Western Ave (SR-213)



Caddington Dr., West side of Western Avenue (PM2.8)



Inlet along the center median of Western Avenue (SR-213); south of Toscanini Dr



Alternate view showing the existing catch basin at the center median



Alternate view showing the existing catch basin at the center median



Manhole located at 1200' south of Peninsula Verdes Dr along Western Avenue (SR-213)

ATTACHMENT G

Hazardous Waste Questionnaire

Attention: Steve Chan	Fax#:213-897-1634	Phone# 213-897-0936	Date: 05/12/08
Sender: Chris Harris	Fax# 213-620-2316	Phone# 213-620-2147	# of pages:

Project Name	Dist-Co-Rte-PM	E.A. No.
<u>Drainage Pipe Replacement</u>	<u>07-LA-213 PM 0.9 & 15.8</u>	<u>07-25310K</u>

The Office of Geotechnical Services of the Division of Engineering Services needs to conduct and exploratory drilling at this site. A site plan showing the general locations of the drilling program is attached. Field operations are tentatively scheduled to start 05/19/08. The borings are anticipated to extend to groundwater.

Project Comments: Soil Boring & CPT Work on Western Ave (SR-213) at Caddington Dr. and near Green Hills Memorial Park

Hazardous Waste Questionnaire

Response by: David Troop

Phone: 213-897-0936

1. Has an initial site assessment been performed for this project? **Yes X** No if yes, is the report available and from where?
See attached
2. Was the proposed drilling area, as shown on the attached map, identified as having the potential for hazardous waste contamination? **Yes X** No If yes, why?
See attached
3. If yes, has a detailed site assessment been performed at this location? **Yes X** No
Not Applicable.
4. Please briefly describe the results of the detailed site assessment performed at our proposed drill location.
See attached
5. Encountering hazardous waste and/or hazardous materials **is X** anticipated within subsurface materials at this location. If any, please attach a list of specific substances, levels, ext... that are anticipated at this site.
See attached

Please complete this form, sign below, and return by FAX by _____ to the "Sender" listed above. If your answers indicate the area is, or may be, contaminated, you will be contacted for further details.

Signed: Steve Chan P.E., STE
District Hazardous Waste Branch, South
Office of Environmental Engineering and
Corridor Studies (OEECS)

Date: 05/12/08

Hazardous Materials/Waste Questionnaire

Project Comments: Soil borings and CPT work for two locations on Western Avenue (SR 213), at Caddington Drive and near Green Hills Memorial Park on and below Western Avenue.

1. (A) Western Avenue near Green Hills Memorial Park -A preliminary ESA indicated that a school site investigation was conducted over a 24-acre portion of this area extending from Palos Verdes Drive North/Western Avenue, to Samuel Dupont Avenue. The site includes vacant naval housing but was historically undeveloped. The site was historically undeveloped and it contained several storage containers that possibly belonged to the military. A former fire fighter school to the south, defense fuel supply point to the northeast, vacant land to the east, Green Hills Memorial Park to the west, and commercial and residential areas to the south surround the site.

The Los Angeles Unified School District (LAUSD) has been interested in acquiring a 24 acre school (South Region High School Region 1A) near the project and submitted scoping documents initially for DTSC's review and approval prior to sampling. Access to the site is restricted and a court order is required to gain access and to initiate a site visit. Contaminants of concern include lead, methane, organochlorine pesticides, and polychlorinated biphenyls (PCBS). This 24-acre parcel includes a portion of the vacant naval housing and some of the undeveloped land adjacent to our study area. Additional work is required however, as long as the proposed drilling activities are conducted outside this restricted access zone.

(B). Western Avenue at Caddington Way - This area is north of the parking area for the Terraces at South Bay, and is in a fully developed area with retail shops, associated parking, and some residential units. This area has been highly developed. Our office conducted a site inspection on May 7th, 2008 and we did not observe/reveal any monitoring wells or appurtenances within the general area. There are no current cleanup sites adjacent to this area. It did appear that recent borings had been advanced north of and within the 100' by 40' study area as USA utility markings were visible as were several cold patched (and some not) abandoned borings. Pictures of all three areas are attached to this document. In the interest of not duplicating efforts, an effort should be made to get the boring logs and copies of any geophysics conducted. Further, the existing sidewalk borings should have the cold patch removed and replaced with concrete to match the surrounding area.

2. The proposed drilling area near Green Hills Memorial Park is still being characterized for the presence of hazardous waste. There is a high potential that some wastes remain in the soil. LAUSD is currently proposing another investigation to determine the extent and nature of any contaminants. There was a geomembrane cap extending under the chain-link fence and to the sidewalk. The entire length of the project was fenced along the eastern project boundary and access is only allowed through court order or by permission of the Department of Defense. Several concrete vaults were noticeable through the fencing and, although it is unclear as to what these

were used for, the adjacent San Pedro fuel supply depot commonly used concrete vaults for storage of fuel supplies. The extensive capping with geomembrane indicates the presence of buried waste and/or contaminated soil. Since the geomembrane does extend to the sidewalk, the deed restrictions then consider sidewalks and streets to be part of the cap depending on the extent of the waste.

Several notifications will be needed prior to conducting the geotechnical study. The most important notification will be to the project manager at the DTSC in Cypress for school investigations, as the 24 acre proposed site encompasses the entirety of the CalTrans proposed geotechnical study area. This is a potential Brownfield redevelopment area. The project manager at the DTSC in Cypress (for DoD Sites) will need to be informed of the boring locations and scope of work as they are most likely the unit that required the fencing and geomembrane cover. The DTSC Project Manager's names and contact information are as follows:

The project manager for the investigation of the potential school site is *Aslam Shareef* in the office of School Evaluations in the DTSC Cypress office.

If Long Beach Naval facilities encompasses part of the site, (which coincidentally requires further evaluation) then the contact is *Sheila Lowe* in the Office of Military Facilities Branch (OMF), Cypress Office.

If a portion of the subject area includes the fenced and capped Former San Pedro Supply Point, San Pedro I, which appears possible if the vaults were in fact fuel storage containers, the contact person has not been listed on the DTSC website; however the site is assigned to the same unit *Sheila Lowe* is in and she might be able to shed some light on this 345 acre site.

In either case, the DTSC should be notified of the exact scope of work in order for CalTrans to avoid any fines, exacerbate groundwater conditions, and be in abeyance of any deed restrictions. Additionally, both of the subject units will have documents that can shed more light on what we might be dealing with out there. Additionally, the DTSC Military Facilities Branch can assist CalTrans in dealing with the Navy should the need arise.

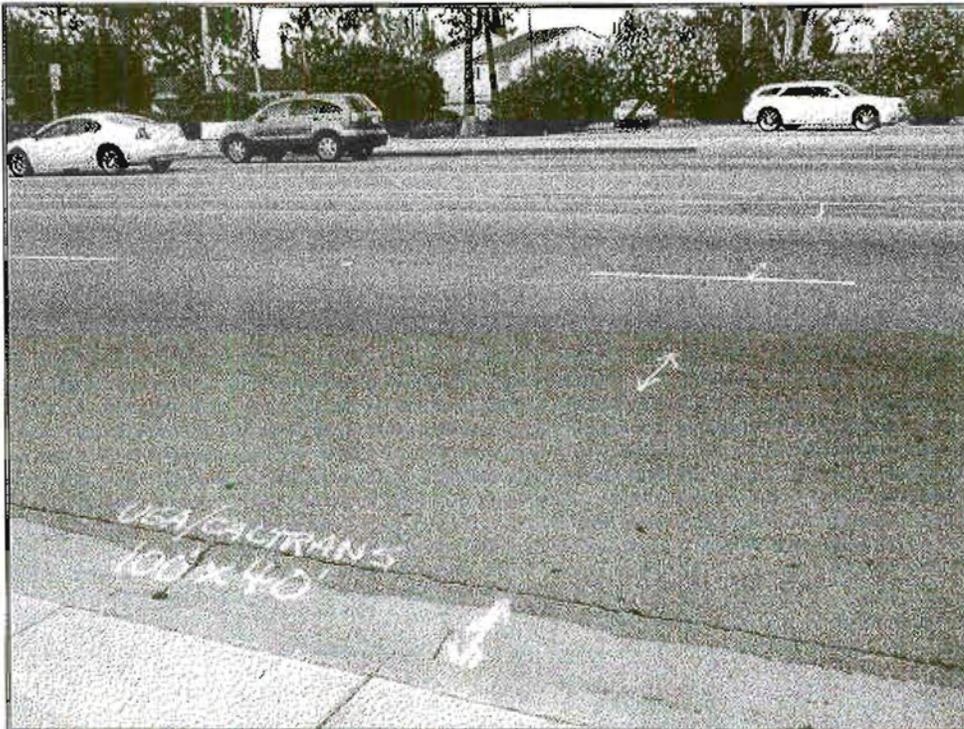
4. Since the project resides within the 24 acre LAUSD parcel, there has been no detailed investigation or soil sampling. It is unclear the extent of sampling conducted for the San Pedro Facility; however, it must be more detailed due to the presence of the geomembranes and fencing. It should be noted that the school site is a Brownfield most probably within the footprint of the San Pedro fuel depot.
5. Potential contaminant of concern within the proposed drilling area is those listed for the LAUSD site - lead, methane, organochlorine pesticides, and PCB's. It will be extremely important to confirm the presence or absence of a soil cap or deed restrictions with the DTSC prior to conducting the investigation. All geotechnical work shall not be commenced until proper notification to DTSC is performed and a

comprehensive Health and Safety Plan and training are in place for all field personnel.

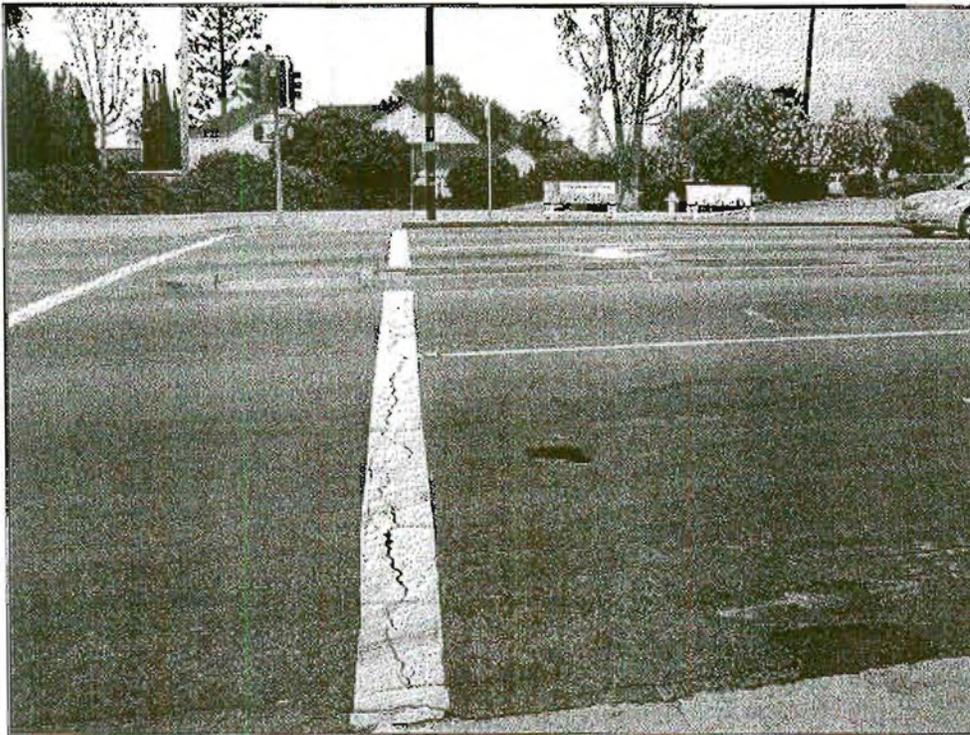
Field Review: 05/07/08, Western Ave (SR-213) EA 25310K



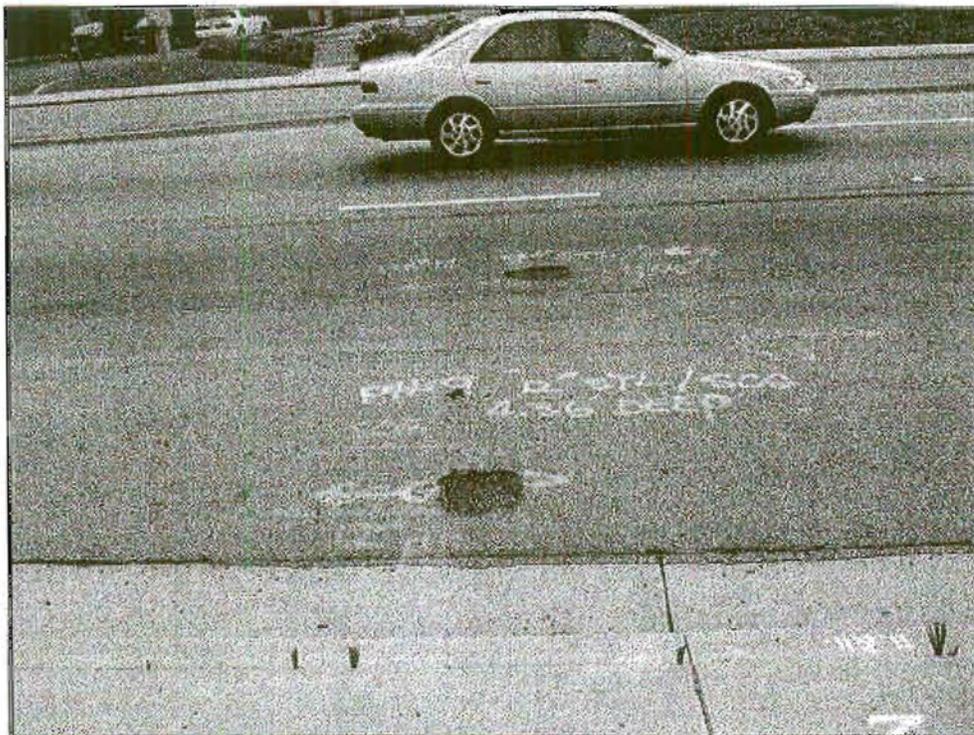
Sidewalk along Western Avenue in mid project area that appears to have received a layer of cold patch asphalt either from abandoning borings or from concrete cutting. The cold patch was fairly fresh and was quite obvious in the area of the project USA markings.



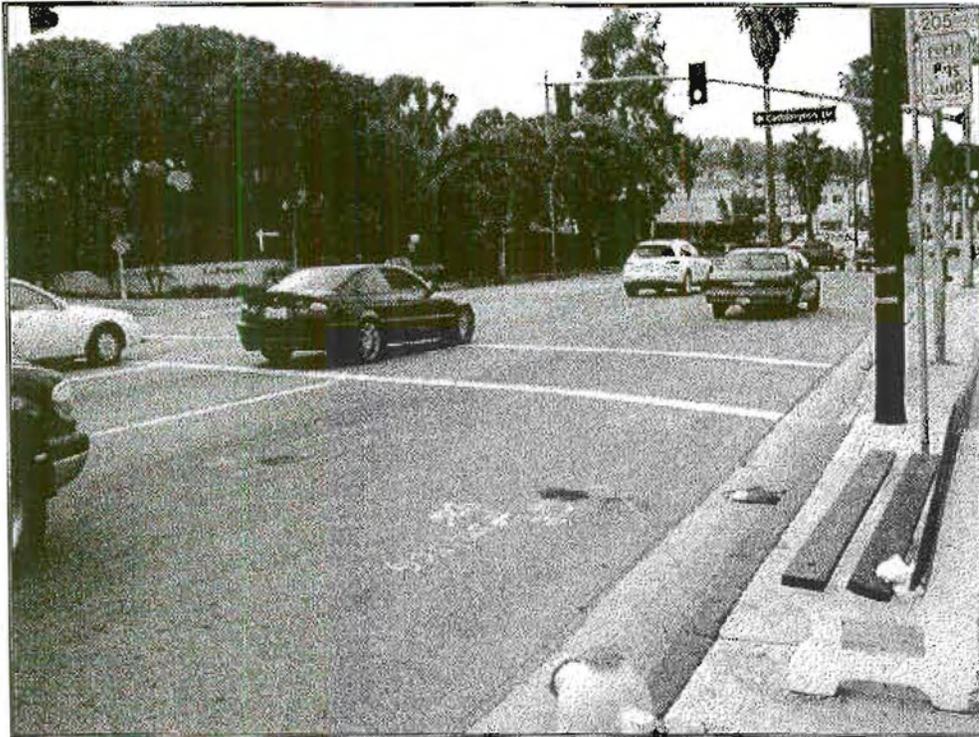
Looking east across Western Avenue from southern project boundary.



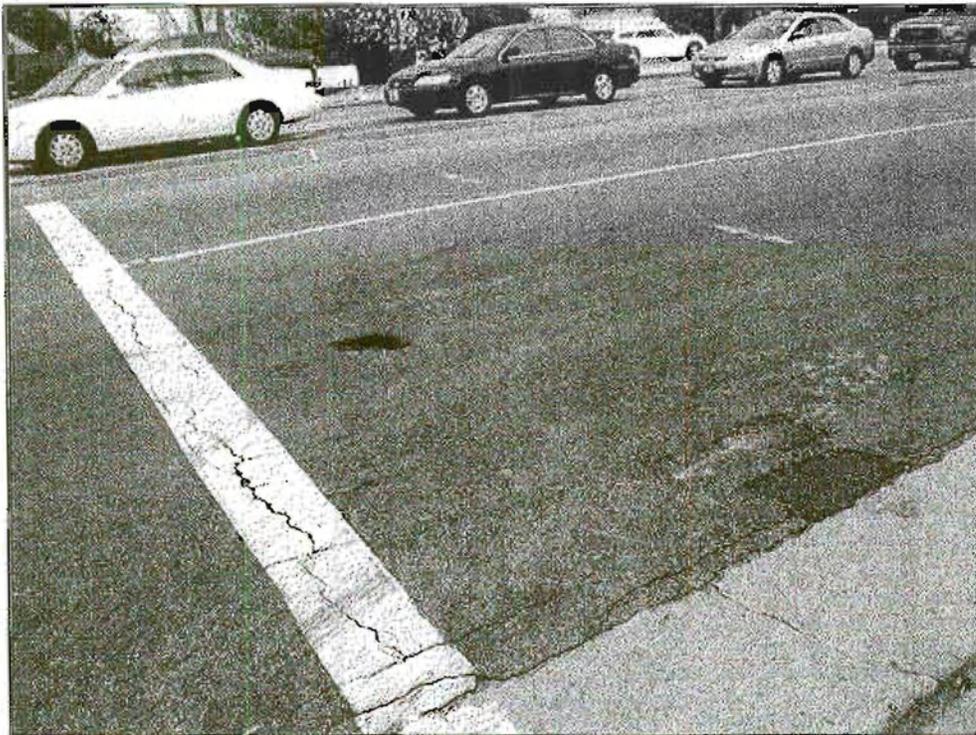
Looking NE from Caddington Drive at northern extent of project on Western Ave. What appears to be a soil boring had a bottom of bare soil and needed a layer of 2-3" of asphalt to bring it to grade. This appears to be a recent boring due to the clean sides of the cut. It appears to be just north of the Caltrans project.



Looking east across Western Avenue near mid project area at two fairly sizeable cold patch-covered borings.



Looking NE from Western Avenue toward Caddington Drive showing 3 borings.



Looking SE across Western Avenue. There appears to be 2-3 borings in this area. It is unclear if these were done by another entity, as they appear to be north of the Caltrans-delineated area. It might be prudent to determine who did this work and what the exact scope was. This information could be useful to Caltrans and the contractor should properly abandon the boring in the road.



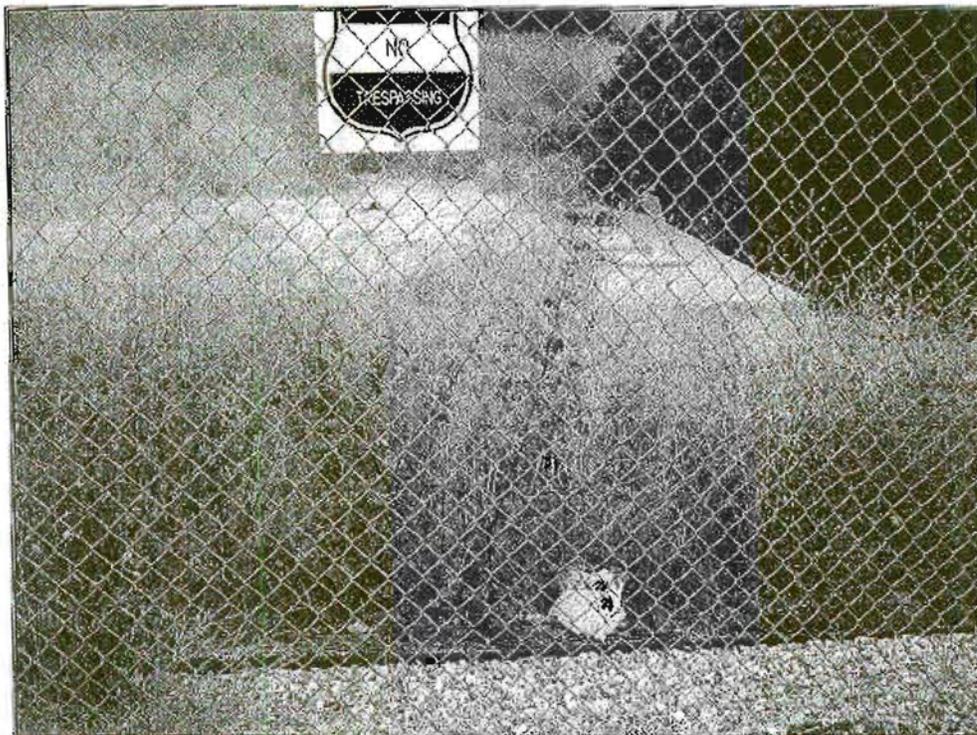
Looking east across Western Avenue at the northern border of project.



Looking east toward Western Avenue at what appears to be a recently abandoned boring. This boring was not completed to grade.



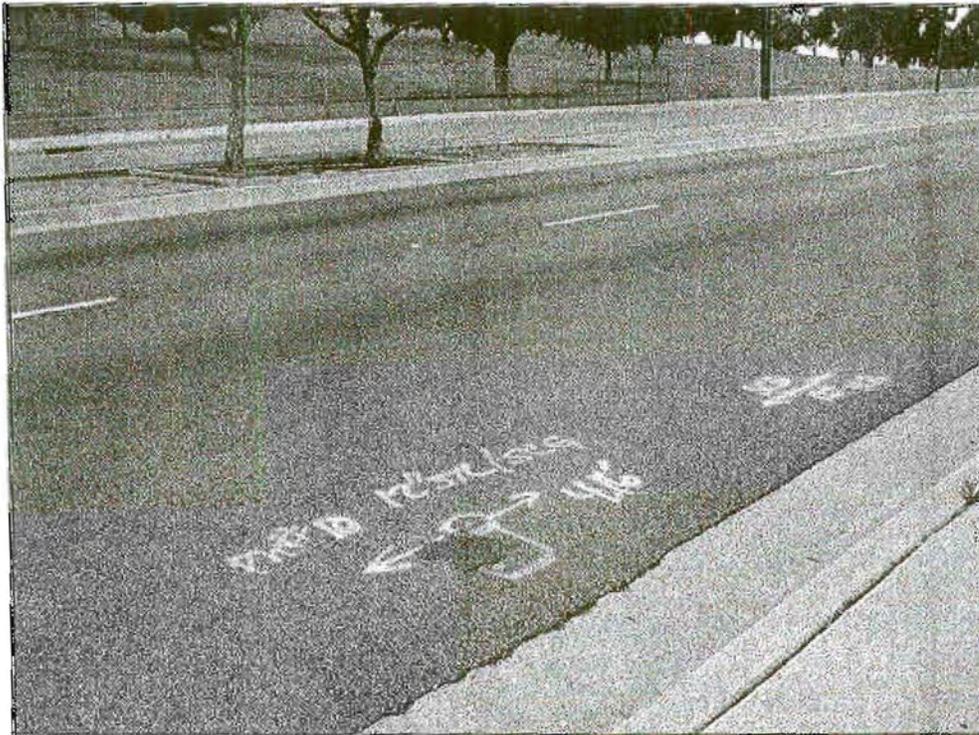
Looking SE down Western Ave. from northern border of project. Navy fencing is to the left and Green Hills Memorial Park is to the right.



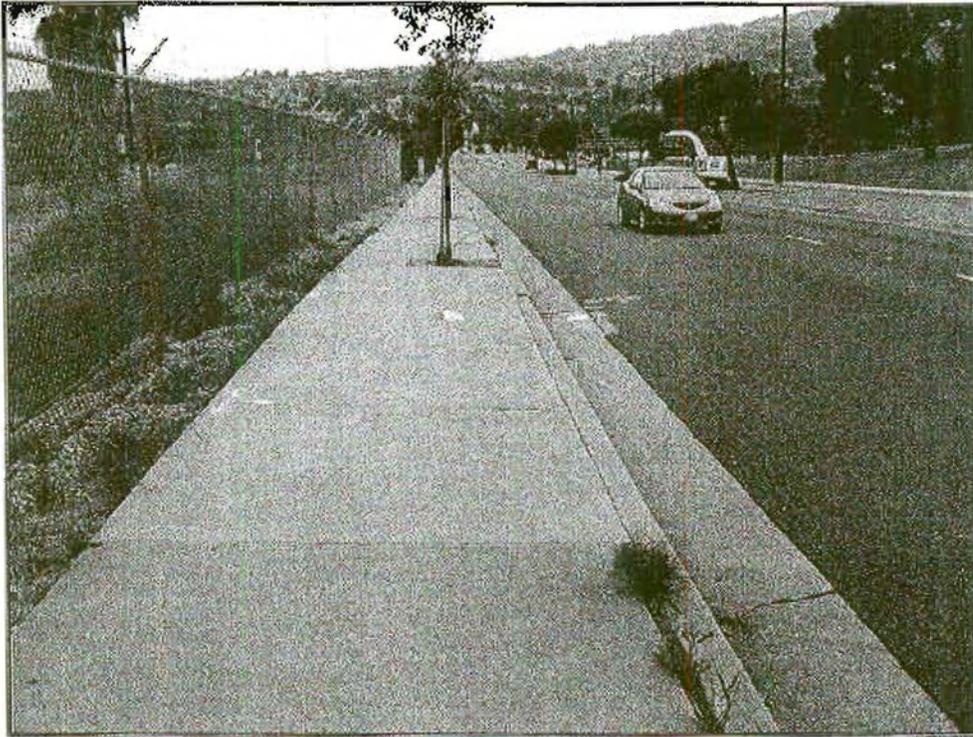
Looking ESE at concrete vault. Note geomembrane exposed just inside fence. It extended under the fence and was present under the layer of rocks.



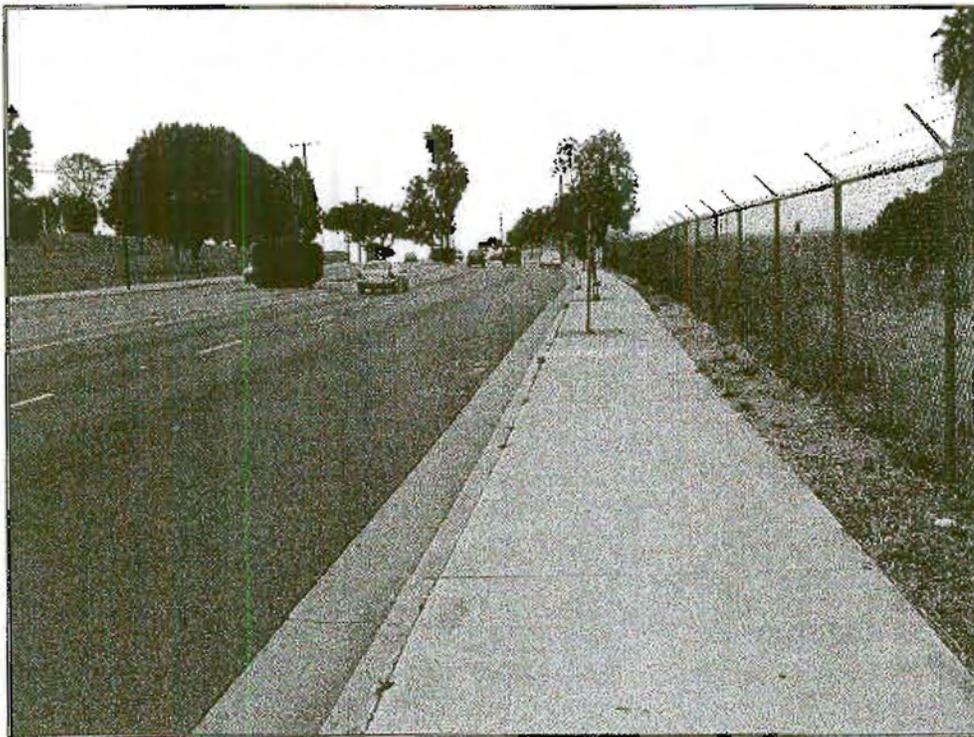
Looking due east adjacent to mid-study area at concrete vaults just inside the fence. Vault in the foreground has 3 discharge pipes coming from it and the vault with the degraded wooden cover was at least 20 feet deep with no outlet pipes. Entire area had a geomembrane cover just under a layer of topsoil. There were no monitoring wells present as it appeared as though a soil and groundwater investigation still needs to be done.



Mid study area looking NW towards Green Hills Memorial Park. It is unclear if patch in street is from an exploratory boring.



Looking south down Western Ave. toward vacant housing. Geomembrane liner extends up to and possibly under the sidewalk. Sidewalk appeared to have recently been repaired in certain areas to remove cracks.



Looking north up Western Ave. from the southern study area. Geomembrane cover lies beneath bare ground between fence and sidewalk.

ATTACHMENT H

Storm Water Data Report

Short Form - Storm Water Data Report



Dist-County-Route: 07-LA-213
Post Mile (Kilometer Post) Limits: PM 0.6/9.8 (KP 1.0/15.7)
Project Type: Replace and/or line storm drains
EA: 25310k
RU: 07-224
Program Identification: HA22
Phase: [X]PID []PA/ED []PS&E

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

- 1. Is the project required to consider incorporating Treatment BMPs? []Yes [X]No
2. Does the project disturb more than 0.25 acres of soil? []Yes [X]No
3. Is the project part of a Common Plan of Development? []Yes [X]No
4. Does the project potentially create permanent water quality impacts? []Yes [X]No
5. Does the project require a notification of ADL reuse? []Yes [X]No

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

Estimated Construction Start Date: 09/15/12 Construction Completion Date: 09/15/14

Separate Dewatering Permit (if Yes, permit number) []Yes Permit #: []No

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

[Signature] 07/15/2008
Mario A. Gutierrez, Registered Project Engineer Date

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

STAMP [Required for PS&E only]
[Signature] 7/15/2008
Shirley Pak, District/Regional SW Coordinator or Designee Date

1. Project Description

This Project involves the repair of storm drains beneath Route 213 (Western Ave) between 25th St. (PM 0.6) in the City of Rancho Palos Verdes and Interstate 405 (PM 9.8) in the City of Torrance. The storm drain system along this segment has presented problems involving sinkholes in particular areas during the last 3 years. These areas have been repaired and have led to camera inspections for all storm drains within the project limits. Results from these inspections have led to identified locations along Western Ave. where repairs and lining will be required. There are three locations that will require excavation in order to repair the pipes. Repairs will consist of lining the pipe or a complete replacement of the pipe. Each one of these locations will require some type of a traffic closure. The remaining 14 storm drains will require lining only with no excavation required. The following table describes the approximate location, length and pipe size of the drains to be lined.

The following are the locations that are in need of major repair:

	Location	PM	Length (ft)	Pipe Size (in.)
1	SB Western Ave 50' North of Torrance Blvd.	8.40	765	30
2	Northeast corner of 212 St. & Western Ave.	8.20	18	18
3	SW corner of Carson St. & Western Ave.	7.90	27	18
4	SB Western Ave, 300' south of Carson St.	7.90	27	18
5	SB Western Ave, 160' south of 218 th St. CL	7.80	27	18
6	SB Western Ave, 150' south of 219 th St. CL	7.80	27	18
7	NW corner of 238 th St. & Western Ave.	6.40	23	18
8	SE corner of Lomita & Western Ave.	5.60	89	18
9	SB Western Ave. 50' south of 253 rd St.	5.45	15	18
10	NB Western Ave. SE corner of 255 th St.	5.29	74	18
11	NW corner of 259 th St.	4.95	27	18
12	NW corner of 259 th St.	4.95	47	18
13	NB Western SE corner of 262 nd St.	4.75	51	18
14	NB Western 50' south 263 rd St.	4.64	86	18

Location No. 1 - Caddington Drive (PM 2.8)

This area is under Western Ave. just south of Caddington Drive there is a section of damaged corrugated metal pipe (CMP) that runs under Western Ave. The same damaged pipe was previously repaired on April 22, 1983. This specific area will consist of a 12 foot deep, 10 foot by 10 foot dig out area in the #2 lane on the southbound side of Western Ave, in which the previously repaired connection of the 42" CMP (CSP) is in need of additional repair. After this section of damaged CMP is repaired, lining will be done along the whole length of the 42" CMP under Western as well as the connecting 18" laterals on the northbound and southbound sides of Western Ave. During construction, the southbound lanes along Western Ave. will be closed between Caddington Drive and Captiol Drive. The traffic along southbound Western Ave will need to be diverted to the northbound side of Western Ave. prior to Caddington Drive.

Location No. 2 - Green Hills Memorial Park (PM 3.7)



Short Form - Storm Water Data Report

This area is located 1200' south of Peninsula Verde Dr. there is a damaged 18" CMP which runs across Western Ave. from a catch basin on the west side of Western Ave. and discharges into a gully on the Naval Reservation base on the east side of Western Ave. The repair is going to involve the construction of a manhole access and approximately 200 feet of lining. In order to do so, a 20 foot deep 10 foot by 10 foot dig out area will have to be established above the elbow area in the area of #2 northbound lane and sidewalk of Western Ave. During construction, the northbound side of Western will have to be temporarily closed and traffic will have to be diverted to the southbound side of Western Ave prior to the work location.

Location No. 3 - Toscanini Dr. (PM 2.97)

This is located at the end of the raised median just south of Toscanini Dr. on Western Ave. There is an inlet alongside the median that drains along an 18" RCP and drops into a 54" mainline. The elbow portion of the pipe consists of 18" CMP which is corroded and is in need of replacement. This area will require a 6 foot deep, 8 foot by 10 foot excavation. The repair may consist of either an elbow encasement or an elbow replacement with a man-holed junction. During construction, the left turn pocket on the northbound side and southbound #1 lane will be closed temporarily.

For the three locations where excavation is needed to access the damaged storm drains, the area of each location has been estimated. The total area of soil being disturbed will be 2280 ft² (.0523acres). This is based on the following square footage of excavation at each area: Caddington Dr. is 100 ft², Green Hills Memorial 100 ft², and Toscanini Dr. 80 ft². At the Green Hills Memorial location, access to the gully within the Federal Naval Reservation will be required to install lining for the corrugated metal pipe. The installation process will disturb an additional 2000 ft² of soil.

The project limits are in the Los Angeles Harbor (Consolidated Slip), Machado Lake and the Dominguez Channel Watersheds. There are two Total Maximum Daily Loads (TMDLs) within the project limits. The TMDLs are the Los Angeles Harbor Bacteria TMDL and the Machado Lake Trash TMDL.

The Los Angeles Harbor Bacteria TMDL (Inner Cabrillo Beach and Main Ship Channel) became in effect March 10, 2005. Caltrans is not the responsible party.

The Machado Lake Trash TMDL became effective on March 6, 2008. The TMDL requires the Responsible Agencies, including Caltrans to reduce amount of trash deposited in the waterbody and in the storm water discharges to "zero" in eight (8) years. Responsible Agencies may implement a Minimum Frequency of Assessment and Collection Program in or adjacent to the waterbody or place full capture devices at the drainage outfalls.

Per the Office of Environmental Planning, no permit and no 401 Certification is needed.



Route 213 between the project limits impacts the following three water receiving areas: the Los Angeles Harbor (Consolidated Slip), Machado Lake and the Dominguez Channel. Each one is listed on the 303d list.

There are no drinking water reservoirs and/or recharge facilities within the project limits.

2. Construction Site BMPs

The project is going to require a WPCP.

The cost for temporary construction site BMPs is \$25,750,000 per the Project Planning and Design Manual, Appendix F. This includes the following:

The following construction site BMP's are designated as separate bid line items.

• Move In/Move Out Temporary Erosion Control	\$2000
• Temporary Concrete Washout Facility	\$1000
• Storm Drain Inlet Protection	\$1600
• Street Sweeping	\$5000
• Temporary Cover	\$625

The following represent a list of construction site BMPs lump sum items on "Construction Site Management":

- Scheduling
- Wind Erosion Control
- Entrance/Outlet Tire Wash
- Spill Prevention and Control
- Stockpile Management
- Water Conservation Practices
- Paving & Grinding Operations
- Hazardous Waste Management
- Material Use
- Concrete Waste Management
- Material Delivery and Storage
- Concrete Curing
- Concrete Finishing



Short Form - Storm Water Data Report

Contractor will dispose of the excavation off site. BMP plans during construction will prevent rain runoff carrying pollutant to the inlets.

Construction Cost Information

Prepare Water Pollution Control Plan (WPCP)	\$5,000.00
Water Pollution Control Maintenance Sharing	\$5,000.00
Additional Water Pollution Control	\$5,000.00
Temporary Sand Bag Barrier	\$500.00
Construction Site Management	\$15,500.00
Total estimated cost for Construction Site BMPs	\$37,725.00

ATTACHMENTS

- Vicinity Map
- Evaluation Documentation Form
- Storm Water BMP Cost Summary



Evaluation Documentation Form

DATE: 07/03/2008

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs EA: 25310k

NO.	CRITERIA	YES	NO	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	<input checked="" type="checkbox"/>		Go to 2
2.	Is this an emergency project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If Yes , go to 11. If No , continue to 3.
3.	Have TMDLs OR OTHER Pollution Control Requirements been established for surface waters within the project limits?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If Yes , contact the District/Regional NPDES coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 10 or 4 (as determined by the NPDES Coordinator). <i>S.P.</i> (Dist./Reg. SW Coordinator initials) If No , continue to 4.
4.	Is the project within an urban MS4?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If Yes , continue to 5. <u>Los Angeles County</u> If No , go to 11.
5.	Is the project directly or indirectly discharging to surface waters?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If Yes , continue to 6. If No , go to 11.
6.	Is this a new facility or major reconstruction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If Yes , continue to 8. If No , go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If Yes , continue to 8. If No , go to 11.
8.	Is the Disturbed Soil Area (DSA) created by the project <u>greater than or equal to 3.0 acres</u> or does the project result in a <u>net increase of one acre or more of new impervious surface</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If Yes , continue to 10. If No , go to 9. <u>.0523 acres (Total DSA quantity)</u>
9.	Is the project part of a Common Plan of Development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If Yes , continue to 10. If No , go to 11.
10.	Project is required to consider approved Treatment BMPs.	<input type="checkbox"/>		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.
11.	Project is not required to consider Treatment BMPs. <i>S.P.</i> (Dist./Reg. SW Coord. Initials) <i>JR</i> (Project Engineer Initials) <u>7/8/2008</u> (Date)	<input checked="" type="checkbox"/>		Document for Project Files by completing this form, and attaching it to the SWDR.

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs



Storm Water BMP Cost Summary

Project Name:	Replace and/or line storm drains
District:	07/Los Angeles
EA:	25310k
County:	Los Angeles
Route:	213
Postmile:	0.6
End Postmile:	9.8

Total Treatment BMP Costs \$ -

Total Design Pollution Prevention BMP Costs \$ -

Total Permanent Storm Water BMP Costs	\$ -
--	-------------

Subtotal Soil Stabilization BMPs \$ 3,000

Subtotal Sediment Control BMPs \$ 6,600

Subtotal Wind Erosion Control BMPs \$ 1,625

Subtotal Tracking Control BMPs \$ 1,000

Subtotal Waste Management & Materials Handling BMPs \$ 6,000

Subtotal Non-Storm Water Management \$ 4,000

Subtotal Miscellaneous Items \$ 15,500

Total Construction Site BMP Costs	\$ 37,725
--	------------------

TOTAL COST FOR STORM WATER BMPs	\$ 37,725
--	------------------

Note: Please enter data in the fields shaded on this and the following pages. The totals will be reflected on this sheet automatically.

Storm Water BMP Cost Summary

Temporary Construction Site BMPs

ID	BEES	Temporary BMPs - PPDG Appendix C	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
Temporary Soil Stabilization								
SS-1	074037	Move-In/Move-out (Temporary Erosion Control)	07-485	No	1	EA	2,000	\$ 2,000
SS-1		Scheduling		No	1	LS	1,000	\$ 1,000
SS-2		Preservation of Exist Vegetation		No		LS		\$ -
SS-2	071325	Temporary Fence (Type ESA)	07-446	Yes		m		\$ -
SS-2		Environmentally Sensitive Area	S5-760	No		LS		\$ -
SS-2		Preservation of Property	07-450	No		LS		\$ -
SS-3	074039	Hydraulic Mulch	07-350	No		m ²		\$ -
SS-3	074039	Temp. Hydraulic Mulch (Bonded Fiber Matrix)	07-381	No		m ²		\$ -
SS-3	074040	Temp. Hydraulic Mulch (Polymer Stabilized Fiber Matrix)	07-382	No		m ²		\$ -
SS-4	074023	Temporary Erosion Control (Hydroseeding)	07-350	No		m ²		\$ -
SS-5	074025	Soil Binders		No		m ²		\$ -
SS-5	074040	Bonded Fiber Matrix	07-XYZ	No		m ²		\$ -
SS-6		Straw Mulch	07-350	No		m ²		\$ -
SS-7		Geotextiles, Mats/Plastic Covers and Erosion Control Blankets				m ²		\$ -
SS-7	074034	Plastic Covers	07-395	Yes		m ²		\$ -
SS-7	074027	Erosion Control Blankets/Mats	07-390	Yes		m ²		\$ -
SS-8		Wood Mulching		No		m ²		\$ -
SS-8	074026	Temporary Mulch	07-380	No		m ²		\$ -
		Earthwork w/edits for Trackwalking	19-010	No		m ²		\$ -
Temporary Concentrated Flow Conveyance Controls								
SS-9		Earth Dikes/Drainage Swales & Lined Ditches		No		m		\$ -
SS-10		Outlet Protection/Velocity Dissipation Devices				EA		\$ -
SS-10		Flared Culvert End Sections	70-1.02C			EA		\$ -
SS-11		Slope Drains		No		m		\$ -
SS-11		Overside Drains	69-010, 020, 030, 100, 500			m		\$ -
SS-12		Streambank Stabilization				m		\$ -
Subtotal Soil Stabilization BMPs								\$ 3,000

Storm Water BMP Cost Summary

ID	BEES	Temporary Sediment Control	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost
SC-1	074029	Silt Fence	07-430	Yes		m		\$ -
SC-2		Sediment/Desilting Basin		No		EA		\$ -
SC-2		Temporary Sediment Basin	07-436	Yes		EA		\$ -
SC-3		Sediment Trap		No		EA		\$ -
SC-4		Check Dam				EA		\$ -
SC-4	074035	Temporary Check Dams	07-415	Yes		EA		\$ -
SC-5	074028	Fiber Rolls	07-420	Yes		m ²		\$ -
SC-6	074031	Gravel Bag Berm	07-470	No		m		\$ -
SC-7	074041	Street Sweeping and Vacuuming	07-360	No	1	LS	\$5,000	\$ 5,000
SC-8		Sandbag Barrier		No		m		\$ -
SC-9	074030	Straw Bale Barrier	07-460	Yes		m		\$ -
SC-10	074038	Storm Drain Inlet Protection	07-490	Yes	8	EA	\$200	\$ 1,600
	070069	DI Marker and Install DI Marker		Yes		EA		\$ -
	700617	Drainage Inlet Marker	07-015	Yes		EA		\$ -
Subtotal Sediment Control BMPs								\$ 6,600

ID	BEES	Temporary Wind Erosion Control	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost
WE-1		Wind Erosion Control		No	1	LS	1,000	\$ 1,000
SS-5		Dust Palliative	18-010	No		ton		\$ -
SS-7	074034	Plastic Covers	07-395	Yes	125	m ²	5	\$ 625
Subtotal Wind Erosion Control BMPs								\$ 1,625

ID	BEES	Temporary Tracking Control	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost
TC-1	074033	Stabilized Constr. Entrance/Exit	07-480	Yes		EA		\$ -
TC-2		Stabilized Construction Roadway	07-481	Yes		LS		\$ -
TC-3		Entrance/Outlet Tire Wash		No	1	EA	1,000	\$ 1,000
Subtotal Tracking Control BMPs								\$ 1,000

ID	BEES	Temporary Waste Management Control	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost
WM-1	CSM*	Material Delivery and Storage	07-346	No	1	LS	1,000	\$ 1,000
WM-2	CSM*	Material Use	07-346	No	1	LS	1,000	\$ 1,000
WM-3	CSM*	Stockpile Management	07-346	No		LS		\$ -
SS-7	074034	Plastic Covers	07-395	Yes		m ²		\$ -
WM-4	CSM*	Spill Prevention and Control	07-346	No	1	LS	1,000	\$ 1,000
WM-5	CSM*	Solid Waste Management	07-346	No		LS		\$ -
WM-6	CSM*	Hazardous Waste Management	07-346	No	1	LS	1,000	\$ 1,000
WM-7	CSM*	Contaminated Soil Management	07-346	No		LS		\$ -
WM-8		Concrete Waste Management	07-346	No	1	LS	500	\$ 500
WM-8	074032	Temporary Concrete Washout	07-405	Yes		EA		\$ -
WM-8	074042	Temp Conc Washout (Portable)	07-406	No	1	LS	1,000	\$ 1,000
		Grinding PCC (Displ of PCC Pavemt Grooving & Grinding Residues)	42-600	No		LS		\$ -
WM-9	CSM*	Sanitary/Septic Waste Managemt	07-346	No	1	LS	500	\$ 500
WM-10	CSM*	Liquid Waste Management	07-346	No		LS		\$ -

Storm Water BMP Cost Summary

Subtotal Waste Management & Materials Handling BMPs

\$ 6,000

ID	BEES	Temporary Non-Storm Water Management	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost
NS-1	CSM*	Water Conservation Practices	07-346	No	1	LS	1,000	\$ 1,000
NS-2	CSM*	Dewatering Operations	07-341	No		LS		\$ -
NS-3	CSM*	Paving & Grinding Operations			1	LS	1,000	\$ 1,000
		Pavements	S5-250	No		m ²		\$ -
NS-4		Temporary Stream Crossing	07-495	No		LS		\$ -
NS-5		Clear Water Diversion		No		LS		\$ -
NS-6	CSM*	Illicit Connection/Illegal Discharge Detection and Reporting	07-346	No	1	LS	1,000	\$ 1,000
NS-7	CSM*	Potable Water/Irrigation	07-346	No		LS		\$ -
NS-8	CSM*	Vehicle and Equipment Cleaning	07-346	No		LS		\$ -
NS-9	CSM*	Vehicle and Equipment Fueling	07-346	No		LS		\$ -
NS-10	CSM*	Vehicle and Equipmt Maintenance	07-346	No		LS		\$ -
NS-11	CSM*	Pile Driving Operations	07-346	No		LS		\$ -
NS-12	CSM*	Concrete Curing	07-346	No	1	LS	500	\$ 500
NS-13	CSM*	Material & Equipmt use over water	07-346	No		LS		\$ -
NS-14	CSM*	Concrete Finishing	07-346	No	1	LS	500	\$ 500
NS-15	CSM*	Structure Demolition/Removal Over or Adjacent to Water	07-346	No		LS		\$ -
NS-16		Temporary Batch Plants				LS		\$ -
NS-17		Streambank Stabilization				LS		\$ -
	CSM*	*Construction Site Management	07-346	No		LS		\$ -
Subtotal Non-Storm Water Management								\$ 4,000

ID	BEES	Miscellaneous Items	SSP/nSSP (#, Y or N)	STD. Det. (Y or N)	Quantity	Unit	Unit Cost (\$/Unit)	Cost
	074017	Prepare Water Pollution Control Program	07-340	No	1	LS	5,000	\$ 5,000
	074019	Prepare Storm Water Pollution Prevention Plan	07-345	No		LS		\$ -
	074020	Water Pollution Control				LS		\$ -
	066595	Water Pollution Control Maintenance Sharing			1	LS	5,000	\$ 5,000
	066596	Additional Water Pollution Control				LS		\$ 5,000
	066597	Storm Water Sampling and Analysis		No		LS		\$ -
		Payments (< 1 acre)	S5-250			LS		\$ -
		Rock Blanket	20-080			LS		\$ -
		Slope Protection	72-010			LS		\$ -
		Slope Paving	72-200			LS		\$ -
		Temporary Sand Bag Barrier	07-???		1	LS	500	\$ 500
		Temporary Sediment Basin	07-???			LS		\$ -
		Temporary Creek Diversion System	07-???			LS		\$ -
		Relations w/RWQCB	S5-630			LS		\$ -
		Order of Work	05-020			LS		\$ -
Subtotal Miscellaneous Items								\$ 15,500

Total Construction Site BMP Costs

\$ 37,225

ATTACHMENT I

Right of Way Data Sheet

TO Mario Gutierrez
ATTN Joseph Reynoza
PHONE (213)897-0938

R/W DATA SHEET

Date of Data Sheet 12/20/2007

ID NO

1366

SENIOR R/W P&M

ROUTE 213

PM_KM PM 0 68/9 98 (KP 0 9/15 8)

EA 25310K

ALT

WBS

REVISED

UPDATED

PROJ_DESC

This Project involves the storm drains beneath Western Ave Route 213 between Route 405 and 25th St. On Route 213 the storm drain system has recently come

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

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

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

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

Residential displacement is not involved.

Utility facilities or Utility Right of Way are affected.

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

Right of Way work will not be performed by Caltrans staff.

Major items of Construction Contract Work are not anticipated.

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

There are no potential relinquishments and/or abandonments.

Hazardous waste parcels are not evident

Time constraints precluded a detailed cost estimate.

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

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/w acq.(incl.contingency G.w-condem.-adm.s't.)Permits	\$7,000	\$9,246
Clearance	NONE	NONE
RAP (cont rate.)	NONE	NONE
Escrow costs (cont rate.)	\$1,026	\$1,355
Utility relocation costs	\$60,000	\$92,507
Estimate of Reimbursed Appraisal Fee	NONE	NONE
Total estimated cost	\$68,026	\$103,108

ESCALATION RATE RW .07

ESCALATION RATE Utilities .10

CERT.DATE 9/1/11

THIS PROJECT WILL BE COMPLETED WITH PERMITS FROM THE U. S. NAVY PERMITS. HOWEVER, A MINIMAL RIGHT OF WAY EXPENSE FOR THIS PARCEL WILL BE ASSIGNED TO ACCOUNT FOR ANY UNFORESEEN COSTS.

RR INFORMATION

Are RR affected no

Describe affected RR Railroads within the limits of this project, but not at the locations of construction

WHEN BRANCH LINES OR SPURS ARE AFFECTED, WOULD ACQUISITION AND OR PAYMENT OF DAMAGES TO BUSINESSES AND OR INDUSTRIES SERVED BY THE RAILROAD FACILITY BE MORE COST EFFECTIVE THAN SERVICE CONTRACTS, OR GRADE SEPARATIONS REQUIRING CONSTRUCTION AND MAINTENANCE AGREEMENTS INVOLVED? 0

Explain Branch lines

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

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

		<u>DATE</u>
Right of Way Estimate prepared by	<u>Victor Lee</u>	<u>12/20/07</u>
Railroad Estimate prepared by	<u>Bob Thorpe</u>	<u>8/28/07</u>
Utilities Estimate prepared by	<u>Mark Lyles</u>	<u>11/1/07</u>

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

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

CHIEF *David ...* 4-1-09

for John ...

ADDITIONAL UTILITIES



ATTACHMENT J

TMP Data Sheet

Memorandum

To: Mario Gutierrez
Senior Transportation Engineer
Office of Design A

Date: October 3, 2007
File No: 07-LA-213 (PM 0.6/9.8)
EA:07224-25310K

From: Yunus Ghausi, P.E., T.E.
Senior Transportation Engineer
Office of Traffic Investigations

Subject: Request for Traffic Management Plan elements estimate

- Scenario 1- Total Street Closure (Long Term): If one street approach to be closed and traffic to be diverted to opposite approach (see attached sample) the estimated cost for TMP is approximately \$70,000.00.
- Scenario 2- One Lane Street Closure (Long Term): If one travel lane to be closed and traffic to be diverted to adjacent travel lane. (See attached MUTCD "TA-33" sample) the estimated cost for TMP is approximately \$40,000.00.
- Scenario 3- Two Lane Street Closure (Long Term): If two opposite travel lane to be closed and traffic to be diverted to adjacent travel lanes. (See attached MUTCD "TA-30" sample) the estimated cost for TMP is approximately \$50,000.00.
- Scenario 4- Lane Closure (Short Term): Any travel lane to be closed and to be reopened to traffic on daily basis, the estimated cost for TMP is approximately \$2,000.00 per day.

Note that the above estimated cost is per operation and it may include separate locations. The detailed of TMP cost will be re-evaluated at later stages.

If there any questions, please feel free to contact me at (213) 897-0560 or George Chammas of my staff at (213) 897-3355.

Yunus Ghausi, P.E., T.E.
Senior Transportation Engineer
Office of Traffic Investigation

TRANSPORTATION MANAGEMENT PLAN WORKSHEET

Co/Rte/PM LA/213/0.6-9.8 EA 25310K Alternative No. _____

Project Limit FROM 14TH STREET TO I-405 FREEWAY

Project Description REPLACE DAMAGED STORM DRAIN PIPE

A) Does the proposed project includes long term closures? (>Extended Weekend Closure)

Yes No

If "Yes", check all applicable type of facility closures.

- Freeway Lanes
- Freeway Shoulder
- Freeway Connectors
- Freeway Off-ramps
- Freeway On-ramps
- Local Streets

B) Are there any construction strategies that can restore existing facilities? Yes No

Check all applicable strategies.

- Temporary Roadway Widening
Structure Involvement? Yes No If "Yes", notify Project Manager.
- Restriping (i.e. Temporary narrow lane widths)
- Construct detour around work area
- Median and/or Right shoulder Utilization as a Traffic Lane
- Use of HOV lane as a Temporary Mixed Flow Lane
- Others (Explain Below)

C) Calculated Delay (To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A).

Nominal Delay (< 15 minutes)

Major Delay

- | | | |
|--|----------|---------------------------|
| 1. Estimated Maximum Individual Vehicle Delay | _____ | Minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | _____ | Minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation [(1)-(2)] | _____ | Minutes |
| 4. Estimated Delay Cost (Most Applicable) | _____ | Minutes |
| <input type="checkbox"/> Extended Weekend Closure | \$ _____ | |
| <input type="checkbox"/> Weekly (7 days) | \$ _____ | |
| 5. Estimated Duration of Project Related Delays | _____ | No of Days or
Weekends |
| 6. Cost of Construction Related Delays [(4) x (5)] | \$ _____ | |

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM LA/213/0.6-9.8 EA 25310K Alternative No. _____
 Project Limit FROM 14TH STREET TO I-405 FREEWAY
 Project Description REPLACE DAMAGED STORM DRAIN PIPE

1) Public Information

- a. Brochures and Mailers \$ _____
- b. Press Release _____
- c. Paid Advertising \$5000 _____
- d. Public Information Center/Kiosk \$ _____
- e. Public Meeting/Speakers Bureau _____
- f. Telephone Hotline _____
- g. Internet _____
- h. Others \$5000 _____

2) Motorists Information Strategies

- a. Changeable Message Signs (Fixed) \$ _____
- b. Changeable Message Signs (Portable) \$20000 _____
- c. Ground Mounted Signs \$5000 _____
- d. Highway Advisory Radio \$5000 _____
- e. Caltrans Highway Information Network (CHIN) _____
- f. Others \$30000 _____

3) Incident Management

- a. Construction Zone Enhanced Enforcement Program (COZEEP) \$ _____
- b. Freeway Service Patrol \$ _____
- c. Traffic Management Team _____
- d. Helicopter Surveillance \$ _____
- e. Traffic Surveillance Stations (Loop Detector and CCTV) \$5000 _____
- f. Others \$5000 _____

4) Construction Strategies

<input checked="" type="checkbox"/> a. Lane Closure Chart	
<input type="checkbox"/> b. Reversible Lanes	
<input checked="" type="checkbox"/> c. Total Facility Closure	
<input type="checkbox"/> d. Contra Flow	
<input type="checkbox"/> e. Truck Traffic Restrictions	\$ _____
<input checked="" type="checkbox"/> f. Reduced Speed Zone	\$ _____
<input type="checkbox"/> g. Connector and Ramp Closures	
<input type="checkbox"/> h. Incentive and Disincentive	\$ _____
<input type="checkbox"/> i. Moveable Barrier	\$ _____
<input type="checkbox"/> j. Others _____	\$10000 _____

5) Demand Management

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

6) Alternative Route Strategies

<input type="checkbox"/> a. Add Capacity to Freeway Connector	\$ _____
<input type="checkbox"/> b. Street Improvement (widening, traffic signal... etc)	\$ _____
<input type="checkbox"/> c. Traffic Control Officers	\$ _____
<input type="checkbox"/> d. Parking Restrictions	
<input type="checkbox"/> e. Others _____	\$ _____

7) Other Strategies

<input type="checkbox"/> a. Application of New Technology	\$ _____
<input type="checkbox"/> e. Others _____	\$ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$50,000.00

Figure 6H-33. Stationary Lane Closure on Divided Highway (TA-33)

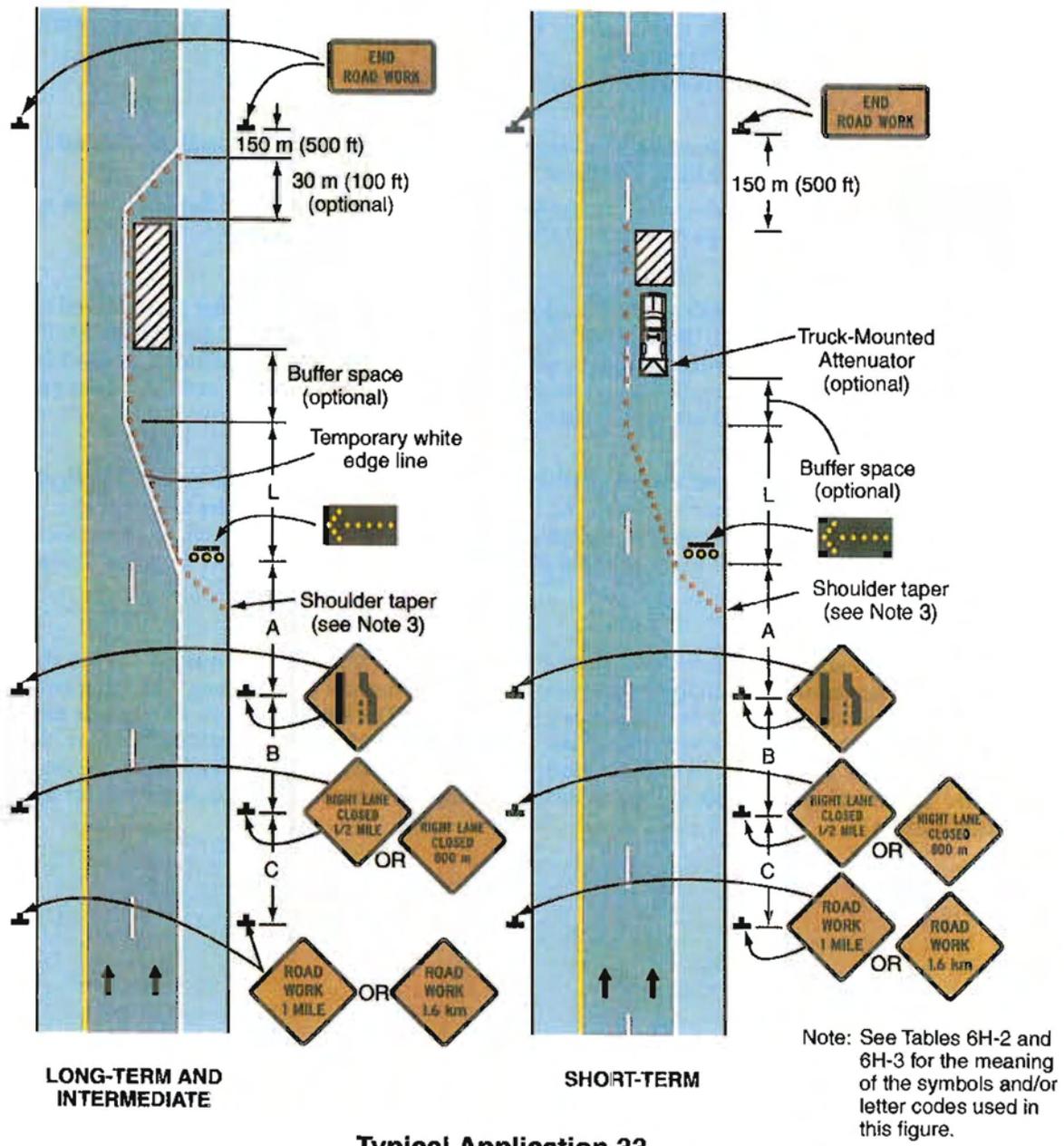
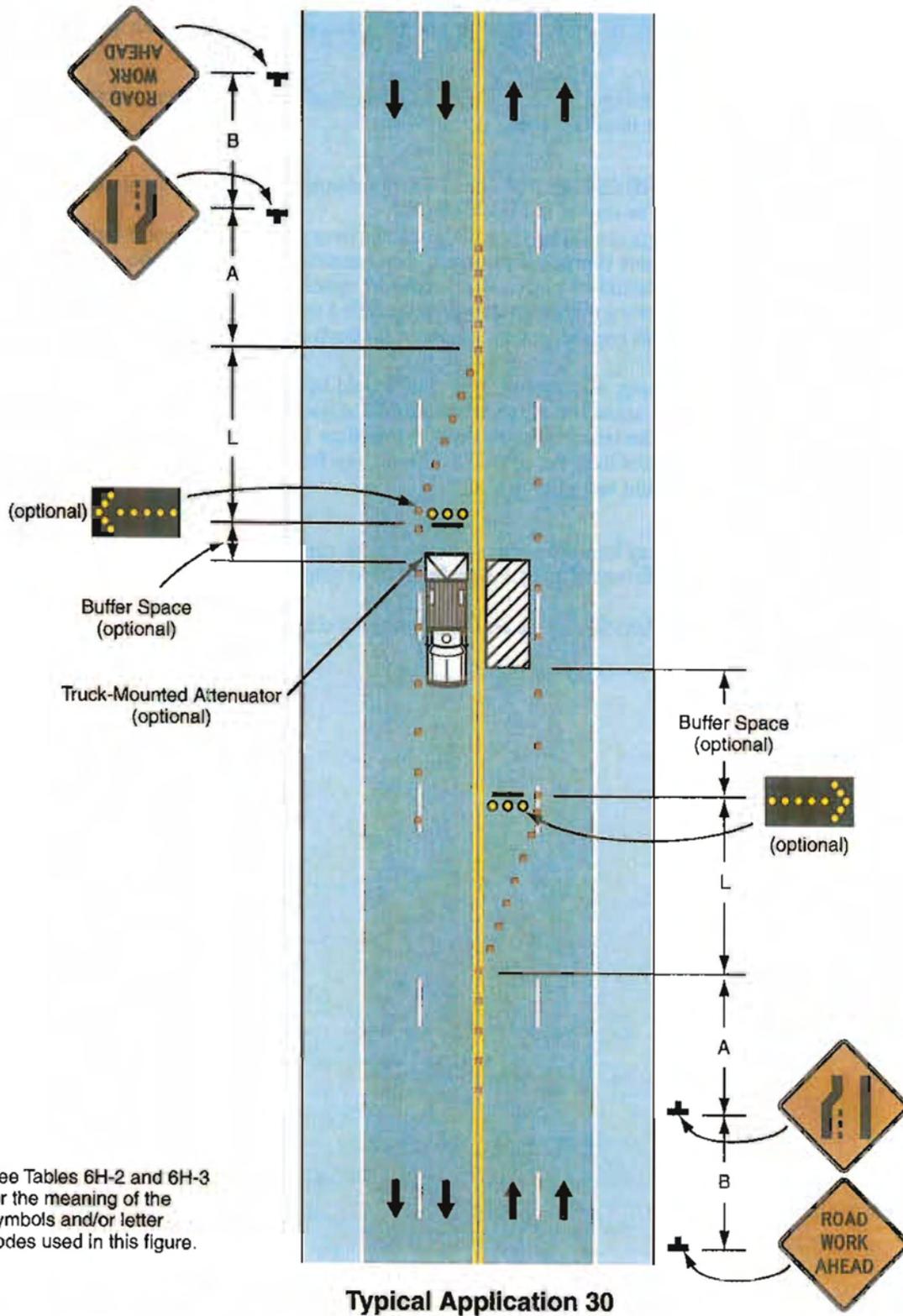


Figure 6H-30. Interior Lane Closure on Multi-lane Street (TA-30)



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
0724	213			1	4

REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
4/26/05	

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

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>

LEGEND:
 DIRECTION OF TRAVEL

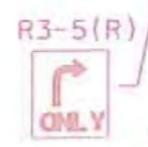
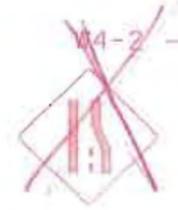
NOTE:
 REMOVE ALL CONFLICTING SIGNING AND STRIPING

TYPE VI ARROW
 TOTAL 3
 (100' APART)

4" WHITE SOLID STRIPE (TEMPORARY)

END CONSTRUCTION

W20-2



TYPE IV ARROW

DELOSONDE DR

DETOUR PLAN
 NO SCALE DE-1

SEE DE-2

PROJECT ENGINEER	YUNUS GHAUSI
CALCULATED/DESIGNED BY	KIM NGUYEN
CHECKED BY	SIN KIM
REVISOR	
DATE	
REVISOR	
DATE	

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	213		2	4

REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	
4/26/05	

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

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>

PROJECT ENGINEER	PROJECT ENGINEER	REVISOR	REVISOR
YUNUS GHAUSI	YUNUS GHAUSI	KIM NGUYEN	KIM NGUYEN
CHECKED BY	CHECKED BY	DATE	DATE
SIN KIM	SIN KIM		



4" WHITE SOLID STRIPE (EMPORARY)
 6" YELLOW DIAGONAL@45° (TEMPORARY)
 4" YELLOW SOLID STRIPE (TEMPORARY)



REMOVE EXISTING MEDIAN

SEE DE-1

SEE DE-3

ARROW BOARD
 25 C17(front)

TYPE III BARRICADES
 C-30(CA)
 W1-6 WITH FLASHING BEACONS

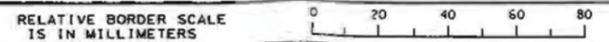
TYPE II BARRICADES
 W1-4
 25 C17(front)

6" WHITE DIAGONAL @45° (TEMPORARY)

NOT PASS R4-1

DETOUR PLAN
 NO SCALE

DE-2



USERNAME => RCastill
 DGN FILE => Delosondrivel.dgn

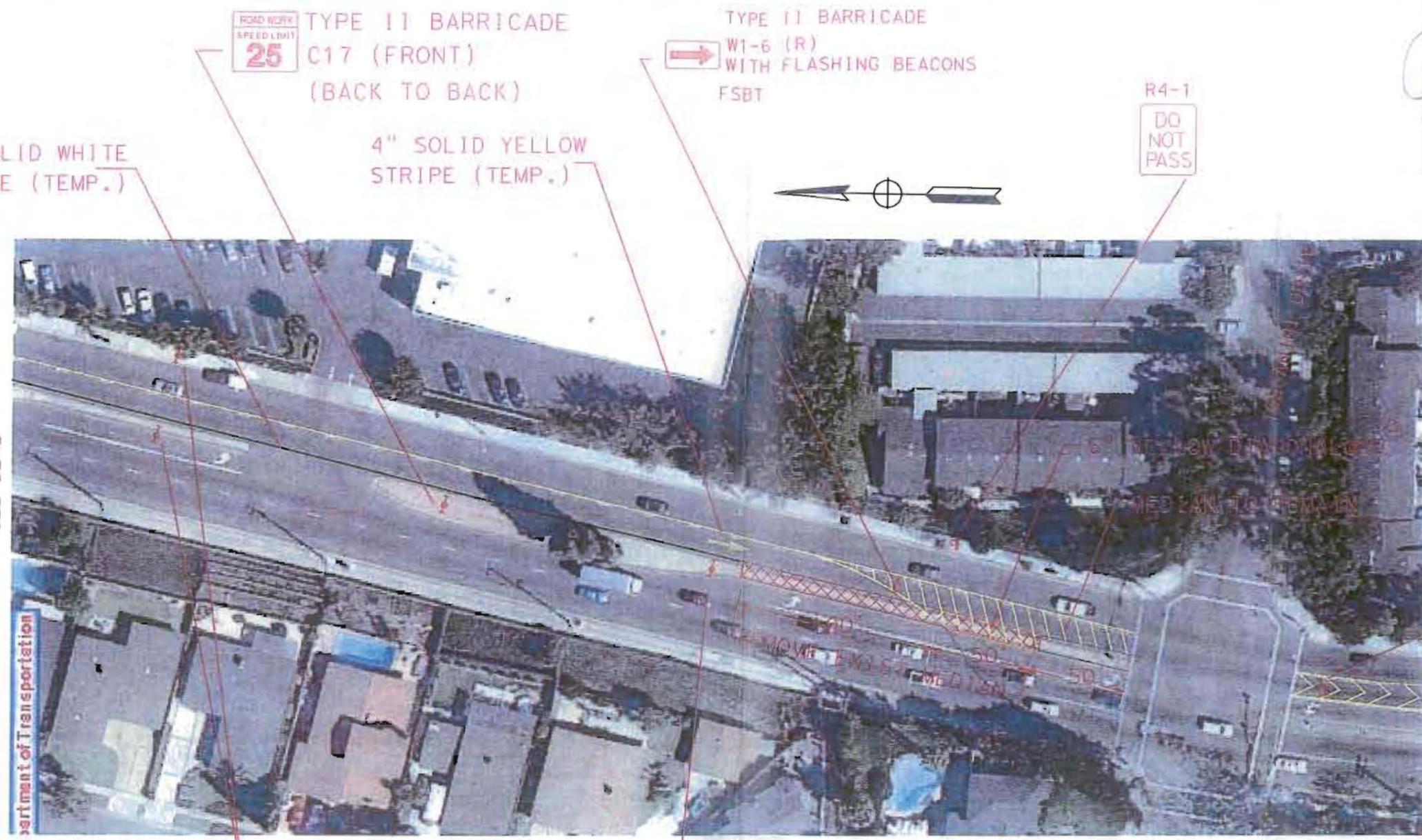
CU 00000

EA 000000

LAST REVISION
 DATE PLOTTED => 26-APR-2005
 TIME PLOTTED => 08:15

DIST	COUNTY	ROUTE	FLOWMETER POST TOTAL PROJECT	SHEET No.
07	LA	213		3
REGISTERED PROFESSIONAL ENGINEER				
YUNUS GHASTI				
No. 36471				
Exp. 5/30/06				
CIVIL				
STATE OF CALIFORNIA				
PLANS APPROVAL DATE				
9/26/05				
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.				
To get to the Caltrans web site, go to: http://www.dot.ca.gov				

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT ENGINEER: YUNUS GHASTI
 CALCULATED/DESIGNED BY: KIM NGUYEN
 CHECKED BY: SIN KIM
 DATE REVISED BY: DATE REVISED




 TYPE II BARRICADES
 W6-3
 (BACK TO BACK)

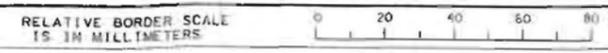

 TYPE II BARRICADE
 W1-4(R)

SEE DE-4
 TYPE II BARRICADE
 R3-2


SIGN CODE	MESSAGE	# OF SIGN
C23	ROAD WORK AHEAD	2
C13	END CONSTRUCTION	2
R3-2	NO LEFT TURN	1
W20-4	ONE LANE ROAD AHEAD	1
C17 (front)		4
W6-3	2 WAY TRAFFIC	4
R3-5(R)	RIGHT TURN ONLY	1

SIGN CODE	MESSAGE	# OF SIGN
W4-1a	THRU TRAFFIC MERGE LEFT	1
W4-2(R)/(L)		2
W1-4(R)/(L)		2
R4-1	DO NOT PASS	2
W1-6		2
C30(CA)	LANE CLOSED	1

DETOUR PLAN
 NO SCALE



USERNAME -> RCo5111
 DCN FILE -> DetourBorder11ve.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 PROJECT ENGINEER: YUNUS GHAUSI
 CALCULATED/DESIGNED BY: KIM NGUYEN
 CHECKED BY: SIN KIM
 REVISIONS: REVISIONS BY DATE

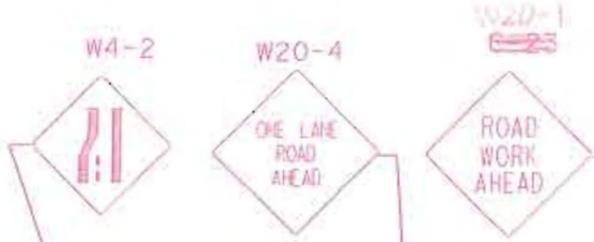
DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	213		4	4

REGISTERED PROFESSIONAL ENGINEER
 YUNUS GHAUSI
 No. 56477
 Exp. 6/30/09
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: 4/26/05

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

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>



SEE DE-3

6" YELLOW DIAGONAL@45
 4" YELLOW SOLID STRIPE (TEMPORARY)

ARROW BOARD
 FROM WORK SPEED LIMIT
25 C17 (FRONT)
 END CONSTRUCTION
 W20-2
 W4-3

DETOUR PLAN
 NO SCALE DE-4

RELATIVE BORDER SCALE IS IN MILLIMETERS
 0 20 40 60 80

USERNAME => RCastill
 DGN FILE => Detasondr.dwg

CU 00000

EA 00000

ATTACHMENT K

Cost Estimate

**PRELIMINARY PROJECT SCOPE SUMMARY REPORT
COST ESTIMATE**

07-LA-213
PM 0.6/9.8
EA 25310k
HA-22

Project Description: Drainage System Restoration

Limits Along Route 213 from 25th St. to Route 405

EA/Program 25310K / HA22

Proposed Improvement (Scope) Minor repairs at the following three locations: Caddington Drive, Toscanini Drive and 1/4 mile south of Peninsula Verde Drive.
Pipes will be lined along with lining for 14 additional locations.

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>3,948,000</u>
TOTAL STRUCTURE ITEMS	\$ <u>-</u>
SUBTOTAL CONSTRUCTION COSTS	\$ <u>3,948,000</u>
TOTAL RIGHT OF WAY ITEMS (Cert. Date 09/01/11)	\$ <u>103,000</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ <u>4,100,000</u>

Reviewed by District Program Manager


(Signature)

Date

4/2/09

Approved by Project Manager


(Signature)

Date

4/6/09

Phone No.

897-9126

07-LA-213
 PM 0.6/9.8
 EA 25310k
 HA-22

I. ROADWAY ITEMS

Section 1 Earthwork

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
ROADWAY EXCAVATION	380	cy	\$ 225.00	\$ 85,500.00	
IMPORTED BORROW	50	cy	\$ 250.00	\$ 12,500.00	
IMPORTED MATERIAL (SHOULDER BACKING)	0	TONN	\$ 60.00	\$ -	
COLD PLANE ASPHALT CONCRETE PAVEMENT	0	y2	\$ 10.00	\$ -	
REMOVE CONCRETE CURB	40	lf	\$ 30.00	\$ 1,200.00	

Subtotal Earthwork \$99,200

Section 2 Pavement Structural Section (See Attachment C)

CLASS 3 AGGREGATE BASE	26.00	cy	\$ 250.00	\$ 6,500.00
CLASS 3 AGGREGATE BASE (WORKING PLATFORM)	0.00	cy	\$ 70.00	\$ -
LEAN CONCRETE BASE	5.00	cy	\$ 250.00	\$ 1,250.00
HOT MIX ASPHALT (TYPE A)	19.00	TON	\$ 250.00	\$ 4,750.00
CONCRETE PAVEMENT	0.00	cy	\$ 250.00	\$ -

Subtotal Pavement Structural Section \$12,500

Section 3 Drainage

PLASTIC PIPE LINER	5,200.00	ft	\$ 385.00	\$2,002,000.00
24" PRECAST CONCRETE PIPE MANHOLE	1.00	EA	\$ 5,500.00	\$5,500.00
CONCRETE SLURRY	30.00	cy	\$ 260.00	\$7,800.00
REMOVE 18" (450mm) CMP PIPE	275.00	FT	\$ 130.00	\$35,750.00
REMOVE 42" (1050mm) CMP PIPE	100.00	FT	\$ 130.00	\$13,000.00
Jacked 18" REINFORCED CONCRETE PIPE	125.00	ft	\$ 1,100.00	\$137,500.00
18" REINFORCED CONCRETE PIPE	130.00	ft	\$ 180.00	\$23,400.00
42" REINFORCED CONCRETE PIPE	100.00	ft	\$ 260.00	\$26,000.00

Subtotal Drainage \$2,201,550

07-LA-213
 PM 0.6/9.8
 EA 25310k
 HA-22

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
RETAINING WALLS	LUMP SUM	LS	\$ -	\$ -	
REMOVE BARRIERS & GUARDRAILS	LUMP SUM	LS	\$ -	\$ -	
BARRIERS & GUARDRAILS	LUMP SUM	LS	\$ -	\$ -	
IRRIGATION MODDIFICATION	LUMP SUM	LS	\$ -	\$ -	
EROSION CONTROL	LUMP SUM	LS	\$ -	\$ -	
WATER POLLUTION CONTROL	LUMP SUM	LS	\$ 50,000.00	\$ 50,000.00	
HAZARDOUS WASTE MITIGATION	LUMP SUM	LS	\$ 5,000.00	\$ 5,000.00	
RESIDENT ENGINEERS OFFICE	LUMP SUM	LS	\$ 10,000.00	\$ 10,000.00	
LEAD COMPLIANCE PLAN	LUMP SUM	LS	\$ 1,000.00	\$ 500.00	
YELLOW THERMAL PLASTIC STRIPE REMOVAL	40	ft	\$ 4.00	\$160.000	
Subtotal Specialty Items					<u>\$65,660</u>

<u>Section 5 Traffic Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
MODIFY LIGHTING AND SIGN ILLUMINATION	LUMP SUM	LS	-	\$ -	
TRAFFIC MONITORING STATION	LUMP SUM	LS	-	\$ -	
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)	LUMP SUM	LS	-	\$ -	
TRAFFIC DELINEATION ITEMS	LUMP SUM	LS	-	\$ -	
OVERHEAD SIGN STRUCTURES	LUMP SUM	LS	-	\$ -	
ROADWAY SIGNS	LUMP SUM	LS	-	\$ -	
TRAFFIC CONTROL SYSTEM	LUMP SUM	LS	80,000.00	\$ 80,000.00	
TRAFFIC MANAGEMENT PLAN	LUMP SUM	LS	200,000.00	\$ 200,000.00	
INCENTIVE PAYMENT	LUMP SUM	LS	-	\$ -	
TEMPORARY RAILING (TYPE K)	0	ft	-	\$ -	
Subtotal Traffic Items					<u>\$280,000</u>

TOTAL SECTIONS 1 thru 5 \$2,658,910

07-LA-213
PM 0.6/9.8
EA 25310k
HA-22

Section 6 Minor Items

\$2,658,910 x (10%) =
(Subtotal Sections 1 thru 5)

Item Cost
\$265,891

Section Cost

TOTAL MINOR ITEMS \$265,891

Section 7 Roadway Mobilization

\$2,924,801 x (10%) =
(Subtotal Sections 1 thru 6)

\$292,480

TOTAL ROADWAY MOBILIZATION \$292,480

Section 8 Roadway Additions

Supplemental Work

\$2,924,801 x (10%) =
(Subtotal Sections 1 thru 6)

\$292,480

Contingencies

\$2,924,801 x (15%) =
(Subtotal Sections 1 thru 6)

\$438,720

TOTAL ROADWAY ADDITIONS \$731,200

TOTAL ROADWAY ITEMS \$3,948,000
(Subtotal Sections 1 thru 8)

Estimate Prepared By Joseph Reynoza
(Print Name)

Phone# (213) 897-0938

Date: 24-Mar-09

Estimate Checked By James B. Tucker Jr.
(Print Name)

Phone# (213) 897-0697

Date: 24-Mar-09

07-LA-213
PM 0.6/9.8
EA 25310k
HA-22

II-STRUCTURES ITEMS

N/A

SUBTOTAL STRUCTURES ITEMS
(Sum of Total Cost for Structures)

\$ _____ -

Railroad Related Costs:

N/A

\$ _____
\$ _____
\$ _____

SUBTOTAL RAILROAD ITEMS

\$ _____

TOTAL STRUCTURES ITEMS
(Sum of Structures Items plus Railroad Items)

\$ _____ -

COMMENTS :

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

07-LA213
PM 0.6/9.8
EA 25310K
HA-22

III. RIGHT OF WAY ITEMS

ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ <u>9246</u>
B. Utility Relocation (State share)	\$ <u>92,507</u>
C. Relocation Assistance	\$ _____
D. Clearance/Demolition	\$ _____
E. Title and Escrow Fees	\$ <u>1355</u>

TOTAL RIGHT OF WAY ITEMS \$ 103,000
(Escalated Value)

Anticipated Date of Right of Way Certification 9/1/2011
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:

Right of Way Branch Cost Estimate for Work * \$ _____

* This dollar amount is to be included in the Roadway and/or Structures Items of work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By: Victor Lee Phone # (213) 897-3711 Date 12/20/2007
(Print Name)

ATTACHMENT L

SHOPP Project Performance Output

