

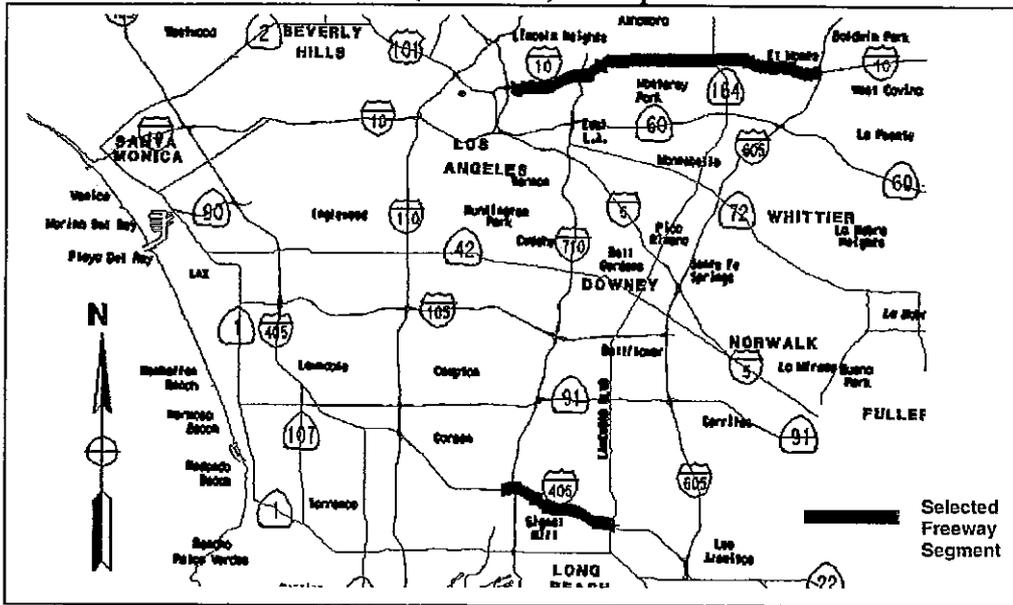
PROJECT SCOPE SUMMARY REPORT

Trash Total Maximum Daily Loads

For

Los Angeles River

Phase 2-C (2nd Year) of Implementation

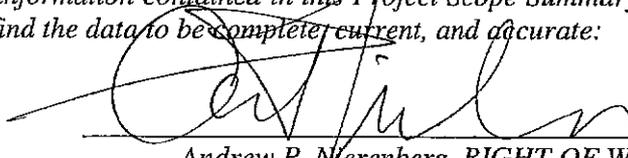


On Route 10 and 405

From Route 5, Lakewood Boulevard

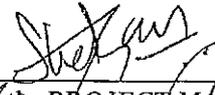
To Route 605, Route 710

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:



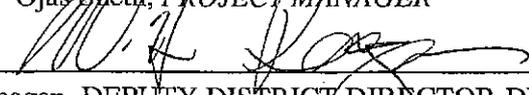
Andrew P. Merenberg, RIGHT OF WAY
PROJECT DELIVERY MANAGER

APPROVAL RECOMMENDED:

 9/24/07

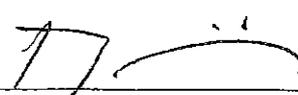
Ojas Sheth, PROJECT MANAGER

CONCURRED:



William H. Reagan, DEPUTY DISTRICT DIRECTOR-DESIGN

APPROVED:

 9/27/07

Douglas R. Failing, DISTRICT DIRECTOR
DATE

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



REGISTERED CIVIL ENGINEER

September 17, 2007

DATE



PROJECT SCOPE SUMMARY REPORT

Trash Total Maximum Daily Loads For Los Angeles River Phase 2C

1. Introduction

On September 19, 2001, the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB) adopted the Trash Total Maximum Daily Loads (TMDL) for the Los Angeles River (the River) and Ballona Creek. The purpose of these TMDLs is to attain water quality standards for trash in the Los Angeles River and Ballona Creek, and to enhance water quality in both watersheds. The TMDLs set a numeric standard, zero (0), for trash discharge by storm water runoff into the water bodies. The TMDLs require a ten-year implementation program by reducing 10% of trash discharge each year until the zero discharge is achieved.

In response to the TMDL, the District is initiating projects to implement the program. The project scope summary reports (PSSRs) for Phase I (1st Year), Phase II (2nd Year) and Phase III (3rd Year) have been approved by the District and funded from SHOPP. Subsequently, the original Phase 2 was split for the number of projects – Phase 2-A, EA 226714 (Route 60, 710), Phase 2-B , EA 2267A4 (Routes 10, 91, 105, 110). Most selected outfall locations of the above projects contributed to the Ballona Creek watershed. The specified project limits for this Phase are entirely located in the Los Angeles river watershed area.

The Los Angeles River and Tributaries Metals TMDL became effective on January 11, 2006. To comply with this TMDL each project location has also been evaluated for the possibility of constructing media filters and other approved devices to capture these pollutants.

Some of the locations within the limits of this project contribute to the San Gabriel River and Los Cerritos Channel watersheds. The Trash TMDL for the East Fork of San Gabriel River has been in effect since December 14, 2000. Caltrans is not a responsible party. The San Gabriel River and Impaired Tributaries Metals and Selenium TMDL is anticipated to become effective in the near future. Caltrans will be working with groups of Responsible Agencies to jointly comply with the TMDL.

The freeway corridors examined for this project are Route 10 between Route 5 and Baldwin Avenue and Route 405 between Lakewood Boulevard and Route 710. A detailed list of the selected freeway sections is provided in Table 1.

Total project cost is estimated at \$2,640,000. In addition to the costs of installing the water quality treatment devices, this cost also includes possible hazardous waste mitigation and disposal, storm water pollution control and prevention, maintenance access installation, and resident engineer's office. A cost summary is provided in Section 10. Detailed cost breakdown is provided in Attachment C.

2. Background

The California Water Quality Control Plan, Los Angeles Region (the Basin Plan), adopted by the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB), sets standards for surface waters and groundwaters in the regions. These standards are comprised of designated beneficial uses for surface and ground waters. The standards identify numeric and

narrative objectives necessary to support beneficial uses and the State's Antidegradation Policy. The standards are mandated for all water bodies within the State under the Porter-Cologne Water Quality Act (the California Water Code).

Section 305(b) of the federal Clean Water Act (CWA) mandates biennial assessment of the nation's water resources, with these water quality assessments being used to identify and list impaired waters. The resulting list is referred to as the 303(d) list. The CWA also requires the State to establish a priority ranking for impaired waters and to develop and implement Total Maximum Daily Loads (TMDLs). A TMDL specifies the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and allocates pollutant loadings to point and non-point sources. The United States Environmental Protection Agency (USEPA) has oversight authority for the 303(d) program. The USEPA approves the state's 303(d) lists and each specific TMDL.

As part of California's 1996 and 1998 303(d) list submittals, the LARWQCB identified the reaches of the Los Angeles River and Ballona Creek as being impaired due to trash. In January of 2001, the LARWQCB adopted the Order of Trash Total Maximum Daily Loads (Trash TMDL) for the Los Angeles River. A similar Trash TMDL was adopted for Ballona Creek in September of 2001. The numeric standard for these Trash TMDLs is currently set at zero (0). The Trash TMDLs specify a two-year optional baseline monitoring, then followed by a ten-year implementation program that requires reduction of trash discharge into the Los Angeles River and Ballona Creek by 10% each year until the zero discharge is achieved.

In addition to Trash and Metals TMDL, the Los Angeles River Nitrogen Compounds and Related Effects TMDL became effective March 23, 2004. The Department's monitoring data depicts Caltrans discharges to be below the TMDL limits, thus no additional measures are needed to be considered for meeting the conditions of the Nitrogen TMDL.

3. The TMDLs – Needs & Purpose

3.a. Los Angeles River and Tributaries Metals TMDL

The purpose of the metals TMDL is to eliminate in a progressive manner the discharges into the Los Angeles River and Tributaries of the following targeted pollutants -total copper, lead, zinc, cadmium and selenium. Caltrans works with 5 groups of Responsible Agencies toward compliance of the TMDL.

3.b. Trash TMDL

The purpose of the trash TMDL is to eliminate trash discharges into the Los Angeles River in a progressive manner. Two suggested methods of removing trash from storm drain systems are installation of permanent structural devices such as end-of-pipe full trash capture devices and partial trash capture devices. A full capture device is defined as "Any device that traps all particles retained by a 0.2 in (5 mm mesh) screen and has a design treatment capacity of not less than the peak flow during a one-year storm (determined to be 0.6 inch per hour for the Los Angeles River watershed)." The devices that do not meet the definition for a full capture device will be considered as partial capture devices. Other compliance methods like street sweeping and institutional controls including public education and law enforcement are also recommended.

Each municipal permittee of the National Pollution Discharge Elimination System permit (NPDES) such as cities, counties and State agencies has been assigned with a default trash load that is currently being discharged into the Los Angeles River and the Ballona Creek annually. The default trash loads for Caltrans are 7,944 cubic feet (225 cubic meters), in the Los Angeles River watershed and 1,635 cubic feet (46.3 cubic meters), in the Ballona Creek watershed.

The compliance schedule provided for two years of optional baseline monitoring followed by a 10-year implementation. Baseline monitoring allowed for refinement of the assigned default trash load by monitoring trash generation rates at various sample locations in the watersheds. During 10 years of implementation, an average of 10% reduction of trash load each year is required. The TMDL for the Los Angeles River targets implementation from 2003 through 2014.

An inventory of the District's storm drain outfalls and discharge points in Los Angeles County was completed in 2000. Based on the inventory database, 2197 outfalls and discharge points for the total of 6952 acres of tributary drainage area discharge to the Los Angeles River.

4. Implementation Strategy

It is recommended that full capture devices be implemented targeting 10% of the total drainage areas in the watersheds each year. The work involved includes design and construction of trash capture devices at or adjacent to storm drain outfalls or discharge points before storm water leaves Caltrans rights-of-way. An outfall is the end of a drain pipe that daylights within Caltrans right-of-way. A discharge point is a point in the storm water conveyance system, where storm water leaves Caltrans right-of-way or is connected to an underground separate storm drain system.

Every effort has been made to include as many locations as possible. However, site constraints have limited the number of locations proposed in this report. These constraints include but are not limited to existing traffic conditions, proximity to railroad tracks, underground utilities, and/or environmental conditions. Due to time constraint, full-scale investigation for every location is not feasible at the present time. Nevertheless, the expected watershed drainage area covered in Phase 2C will include the maximum possible watershed drainage area for this purpose.

5. Project Scope

This project is intended to cover the Phase 2C. The scope of this project includes design and construction of permanent stormwater treatment devices at or adjacent to outfalls or discharge points to remove all pollutants to a maximum possible extent. The devices that will be considered include media filters, biofiltration strips, biofiltration swales and detention basins. In the event the construction of media filters will not be possible, trash capture devices will be constructed at a minimum at selected locations. Trash capture devices that are approved for implementation are Gross Solid Removal Devices (GSRD) such as Inclined Screen and Linear Radial units. Combination of GSRD with other devices to achieve the maximum removal of pollutants from stormwater is also under consideration.

6. Project Limits

The freeway sections on Routes 10, 405 not covered by the previous projects have been selected. These freeway sections are listed in Table 1 below. This table also provides information on drainage area and the number of outfalls in each section of the freeway. An area map highlighting the selected freeway sections is provided in Attachment A.

Watershed area provided by District 7 TMDL map indicates that the project limits (LA 10, 405; PM 18.4 / 31.3, 3.3 / 7.6) lie within the Los Angeles River Watershed. Further evaluation of the outfalls using the Caltrans Outfall Database showed that some of the outfalls within the project limits drain into the San Gabriel River Watershed. These outfall locations were eliminated during preliminary evaluation and were not surveyed further.

Table 1

Route	Post Miles		Interchanges		% WS	Drain Area (Acres)	No. of Outfall	Acres Per Outfall	Watershed Total In Acres	
	From	To	From	To						
Los Angeles River										
10	18.4	28.1	5	Baldwin Ave	2.7%	186.96	32	5.84		
405	3.3	7.6	710	Lakewood Blvd	0.2%	12.64*	4	3.16*		
* - assume average drainage area, drainage area data is not available in the "LA outfall inventory" database						Total		199.60	36	6,952.14
						% of WS	2.9%			

Lists of outfall locations and results of initial site assessment for possibility of construction of stormwater treatment devices are provided in Attachment B. It is anticipated that some permanent treatment devices at the outfalls identified during the field investigations as potential for retrofit will be constructed as a part of I-10 projects: HOV widening EA 117071, rehabilitate roadway and ramps EA 1668U1, and that some of the locations in conjunction with GSRD or instead of it will be equipped with other stormwater treatment devices such as biofiltration swales, biofiltration strips, detention basins, media filters and others. Some outfalls on Route 10 contribute to San Gabriel River and some outfalls on Route 405 contribute to Los Cerritos Channel. These outfalls are outside the scope of this project and are not included in this survey. Table 2 below summarizes the results of preliminary field investigation.

Table 2

ROUTE	TOTAL NO. OF OUTFALLS CONSIDERED	NO. OF OUTFALLS DRAINING TO SAN GABRIEL RIVER SCREENED OUT DURING PRELIMINARY EVALUATION	NO. OF OUTFALLS DRAINING TO LOS ANGELES RIVER SURVEYED	POTENTIAL NO. OF OUTFALLS ABLE TO BE RETROFITTED WITH BMP DEVICE
LA-10 PM 18.4/31.3	76	45	31	0
LA-405 PM 3.3/7.6	30	7	23	4*

*All four selected outfalls are in Los Angeles River Watershed

7. Environmental Status

The Division of Environmental Planning in the District has reviewed this project. A conditional Categorical Exemption (CE) is included in Attachment E.

8. Storm Water Pollution Control and Prevention Plan

In compliance with the District Directives DD-31 and DD-81, the current Storm Water Pollution Control standards will apply. Special Provisions, SSP 7-345, SSP 7-346, and separate bid items for soil stabilization and sediment control will be included in the Contract Special Provisions based on total area of soil disturbance including possible adjacent projects that may be underway concurrently.

Six percent (6%) of total construction cost has been incorporated in the total project costs for storm water quality control. In addition, Five percent (5%) of construction cost has also been included in the total project cost for possible hazardous waste mitigation and disposal.

9. Traffic Data and Impacts

Average Daily Traffic volumes (ADT) for the selected freeway sections are provided in Table 3 below. One of the selection considerations is to start the work in the areas where the traffic will be least impacted. Because the work for constructing trash capture devices is mostly off the traveled way, it is anticipated that the need for lane closures, detours and traffic control would be minimal.

Table 3

Route	Post Miles		Interchanges		ADT					
	From	To	From	To	Max.	PM	Min.	PM	Avg.	
WB										
10	18.4	31.3	5	605	121,512	22.82	40,942	18.53	81,227	
EB										
10	18.4	31.3	5	605	139,270	22.91	42,974	18.53	91,122	
NB										
405	3.3	7.6	710	19	129,126	3.44	101,707	7.22	115,416	
SB										
405	3.3	7.6	710	19	180,572	4.81	91,088	7.22	135,830	

10. Cost Estimates

Project cost estimate is based on quantity estimates shown on the preliminary structural plans for media filters. These devices have been approved by Headquarters for implementation. Funds have also been allocated for possible construction of biofiltration swales, biofiltration strips and detention basins within the project limits.

Costs are estimated with consideration of the actual unit construction costs for the stormwater treatment devices that were built in the most recent projects in District 7. Unit costs per area for each device are developed using the construction costs and potential tributary drainage area treated. District Office of Design D performed independent cost evaluations for the devices. These independent cost evaluations and detailed cost breakdown are provided in Attachment C.

<u>Structural Section Work</u>	<u>Lane-Kilometers</u>	<u>Number</u>	<u>Cost</u>
Rubberized AC (Type G) Overlay	None		\$0
Hot Recycled AC	None		\$0
Cold Recycled AC	None		\$0
Reconstruct Lanes(s)	None		\$0
AC Overlay of PCC Pavement	None		\$0
PCC Overlay of PCC Pavement	None		\$0
PCC Pavement Rehabilitation	None		\$0
Ramps and OC/UC Approaches	None		\$0
Remove and Install AC Dike	None		\$0
Bridge Approaches (ground, replaced)	None		\$0
Total Lane-Kilometers of Rehabilitation	None		\$0
<u>STRAIN Work**</u>	None		\$0
		Costs Subtotal	\$0

<u>Does the Project Include?</u>	<u>Yes/No*</u>	<u>Cost</u>
Main Line Widening (lanes and/or shoulder)	No	\$0
Bridge Widening and Rail Upgrade	No	\$0
Included in Project	No	\$0
Deferred (why)*	No	\$0
Bridge Rail Upgrade – Without Widening	No	\$0
Included in Project	No	\$0
Deferred (why)**	No	\$0
Vertical Clearance Adjustment (VCA)	No	\$0
Drainage Rehabilitation	Yes	\$1,608,750
(List appropriate work type: roadbed surface, roadside, offsite, substitutes, etc.)**	No	\$0
Pedestrian Facilities	No	\$0
Alterations Required (List):**	No	\$0
COSTS SUBTOTAL		\$1,608,750

Safety	Yes/No*	Cost
Rumble Strip	No	\$0
Superelevation Correction	No	\$0
Vertical Alignment	No	\$0
Horizontal Alignment	No	\$0
Kilometer Post/Markers/Traffic Striping	No	\$0
Metal Beam Guardrails	No	\$0
Median Barrier	No	\$0
Approach Bridge Guardrail (Terminal System-SRT)	No	\$0
K-Rail	Yes	\$21,000
Fence and Gates	Yes	\$10,500
Roadside Cleanup and Landscape	Yes	\$28,000
Hazardous Waste Mitigation	Yes	\$100,000
Fiber Optic Mitigation	No	\$0
Utility Relocation	No	\$0
Railroad Agreements	No	\$0
Right of Way	No	\$0
Environmental Mitigation	Yes	\$2,000
Traffic Management – TMP	Yes	\$33,000
Temporary BMPs (including SWPPP, Implementation, and Maintenance)	Yes	\$104,000
Resident Engineer Office	Yes	\$92,400
COSTS SUBTOTAL		\$1,999,650
SUM SUBTOTAL		\$1,999,650
10% CONTINGENCY		\$199,965
TOTAL CONSTRUCTION COST		\$2,199,615
TOTAL SUPPORT COST		\$439,923
TOTAL PROJECT COST		\$2,639,538
CALL		\$2,640,000

This project will be submitted in the 2008 State Highway Operation Protection Program (SHOPP) and will be funded from the SHOPP Storm Water Mitigation Program 20.10.201.335. The current cost for the project as of January 2008 is \$2,640,000. The escalated cost for the project in January 2009 is \$2,772,000. The escalated cost for the project in January 2010 is \$2,910,000. The escalation factor used is 5% per year.

11. Other Alternatives

Alternative "No Project"

The only other alternative is the "No Project" alternative. The "No Project" alternative would be considered non-compliant by the LARWQCB. It would certainly invoke enforcement action by the LARWQCB. Consequently, implementation of the program would remain a legal requirement. The cost and resources needed for implementation would most likely be much higher due to an accelerated schedule if the "No Project" alternative were to be chosen.

12. Other Agencies Involved

The LARWQCB will be enforcing and monitoring the implementation of the Trash TMDL. Potential locations that would require other agency's involvement (for permits or agreements) will be excluded from the project.

13. Other Considerations

HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?

Only potential locations with no known hazardous waste disposal will be included in the Phase 2C.

MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY?

Ten percent (10%) of the total construction costs for possible handling of lead contaminated soils and other hazardous materials have been included in the total project costs as indicated in Attachment C.

UTILITY INVOLVEMENT:

None, only locations with no utility conflicts will be included in the project.

RAILROAD INVOLVEMENT:

There is a Metrolink railroad that runs parallel to Route 10 in the vicinity of the project, however it is located within a distance sufficient to prevent a construction impact. No locations with railroad impacts will be included in the project.

CONSISTENCY WITH OTHER PLANNING:

No change to the existing facilities. Whenever possible, placement of the stormwater treatment devices will accommodate planned modifications to the existing facilities. There currently are several I-10 projects under design to construct HOV widening, EA 117071 and rehabilitate roadway and ramps, EA 1668U1. Any and all conflicting projects will be coordinated with the proposed construction activities.

SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES:

Not applicable.

PROLONGED TEMPORARY RAMP CLOSURES:

None.

EFFECTS ON BICYCLE TRAFFIC:

None.

EFFECTS ON EXISTING ROADSIDE PLANTING:

In the existing landscaped area, vegetation will be cleared during construction. Since these devices have small footprints, impact to the existing planting is expected to be minimal. All areas disturbed during construction will be re-landscaped. Existing irrigation lines will be re-routed as necessary.

AESTHETIC ISSUES:

Permanent Stormwater Treatment Devices have varying footprints. They will be installed at or below grade as much as possible to reduce visual impact to the existing site conditions.

HEALTH ISSUES:

Permanent Stormwater Treatment Devices are designed for minimal maintenance effort to reduce maintenance costs. The required maintenance frequency could be as little as once a year.

ENVIRONMENTAL ISSUES:

No major environmental issues are anticipated. Only locations with no major environmental impacts will be examined in the project.

WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

It would most likely invoke enforcement action by the LARWQCB or intervention from external stakeholders. This would consequently increase the costs and require more resources to attain compliance and require an accelerated schedule to implement.

14. Has the project been field reviewed by

District Division of Env. Planning, CE is included as Attachment E Date 9/17/07

ESC-MET Not Applicable Date _____

15. Project Reviewed by

District Maintenance Stormwater Coordinator Date 2/28/07

District Safety Quality Review Meeting conducted Date 9/6/07

HQ Division of Design Office of Storm Water Management Date 9/5/07

HQ Maintenance Program Not Applicable Date _____

FHWA Not Applicable Date _____

Type of federal Involvement: None

Others _____ Date _____

16. Proposed Funding

This project will be submitted for consideration for programming in the 2008 State Highway Operation Protection Program (SHOPP) midcycle revision and will be funded from the Storm Water Mitigation element of Environmental Improvement, 20.10.201.335. It is recommended that initially set project limits be modified to exclude Route 10 from the project reference, as none of the locations on this Route were selected for design and construction.

The Revised project description should be:

07-LA-405 PM 6.1 to PM 7.3 in Los Angeles County from Atlantic Ave. to Pacific Place - Construct Stormwater Treatment Devices.

17. Project Support

Fiscal Years	Design		R/W		Construction		Project Mgmt		total
	50%		5%		37%		8%		100%
08/09	0.50	109,981	0.70	15,397	0.01	1,628	0.50	17,597	
09/10	0.40	87,984	0.25	5,499	0.20	32,554	0.40	14,078	
10/11	0.10	21,996	0.05	1,100	0.79	128,590	0.10	3,519	
									Final cost
Subtotal	1.00	219,961	1.00	21,996	1.00	162,772	1.00	35,194	439,923

18. Project Schedule

Milestone	Date		Duration	
	1st Group	Last Group	Working Days	Weeks
Begin Site Screening	2/1/07	2/28/07		
			499	100
Begin PS&E		12/30/08		
			196	39
PS&E TO DES-OE		9/30/09		
			23	5
End PS&E, Ready to List		11/1/09		
			24	5
Advertise		12/4/09		
			26	5
Bid Opening		1/10/10		
			42	8
Award		3/10/10		
			36	7
Begin Construction		4/30/10		
			174	35
End Construction		12/30/10		

19. Remarks

It's imperative to mention that the investigation and analysis of the suitability of the proposed Stormwater Treatment Devices in so far as the existing field conditions and the type of outlets are concerned involves two distinct stages. In the first stage of screening, District Design and Maintenance personnel conduct a cooperative field investigation. The purpose of this stage is to

separate and select outlets suitable for the proposed Stormwater Treatment Devices based on the factors such as maintenance accessibility, conflict with bridge columns, abutments, retaining walls or other structures, conflict with utilities and type of outlet itself. Detailed explanation of this stage of screening can be found in Attachment "B" of this PSSR. The Summary at the end of the Attachment "B" indicates that only 4 outfalls out of 30 existing outfalls on the selected Route within the project limits were found to be suitable for further considerations.

The second stage of the screening process involves detailed hydraulic analysis, capacity of the outlets versus the inflow capacity of the Stormwater Treatment Devices, depth of the outlet pipe and other hydraulic design factors that may or may not make the outfall a suitable candidate for the proposed Stormwater Treatment Devices installation.

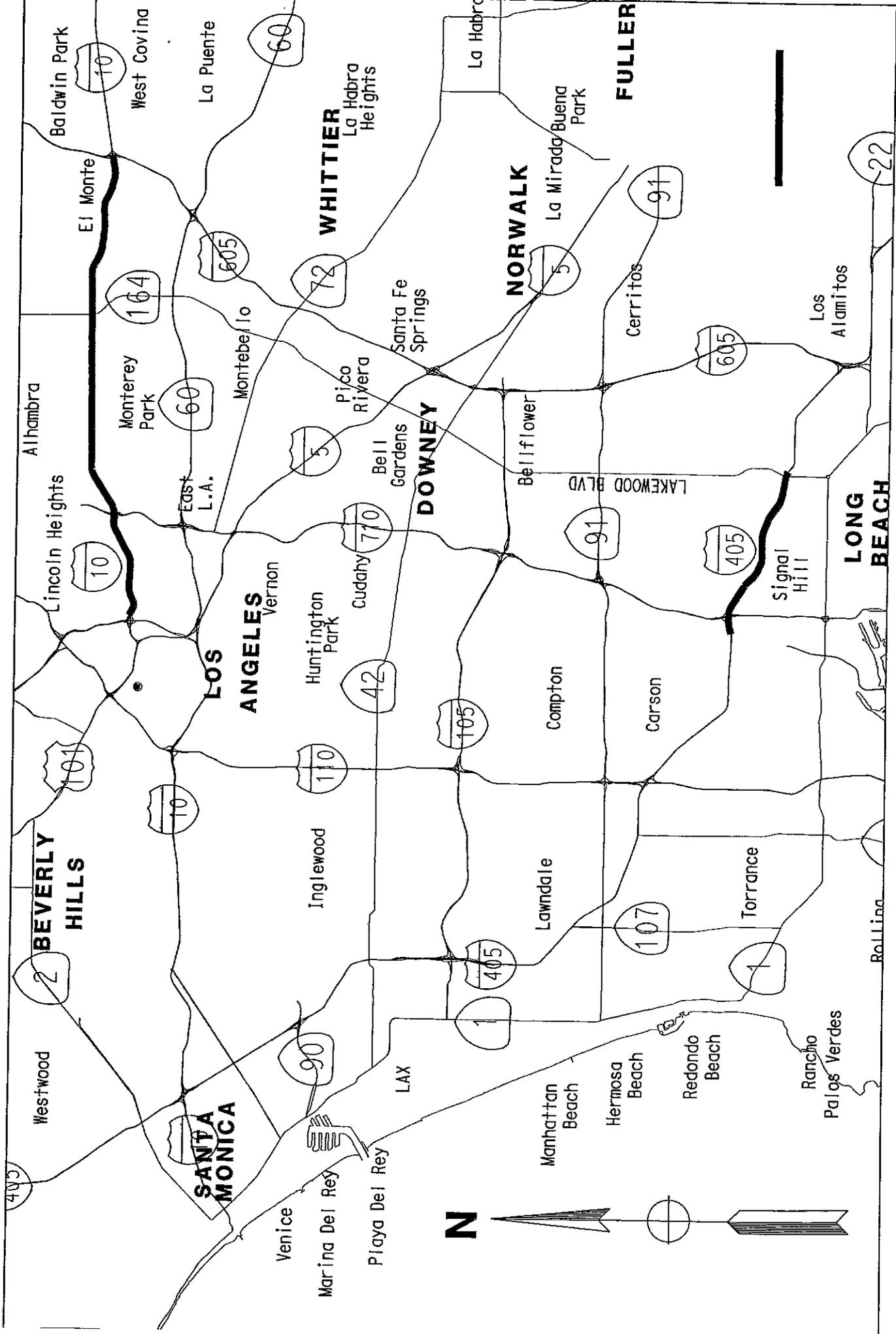
The cost estimate also includes the funds allocation for other permanent BMP treatment devices such as biofiltration swales/biofiltration strips and detention basins that could be constructed as part of this project.

20. List of Attachments

- A. Location Map
- B. List of Selected Outfall Locations and Field Investigation Report
- C. Estimated Project Costs
- D. Permanent Stormwater Treatment Devices - Schematic Diagram
- E. Categorical Exemption
- F. Right of Way Data Sheet
- G. Initial Site Assessment
- H. Transportation Management Plan
- I. Storm Water Data Report
- J. Memorandum – Change of Project limits

Attachment A

Location Map



Attachment B

List of Selected Outfall Locations And Field Investigation Report

NO	OUTFALL	Fwy	PM	PKM	DIR	Location/Cross Street	Pipe Type	Pipe Size	Receiving Body	AREA	DEVICE
1	10-1020V	10	0.00	0100	EB	Ramona Blvd	RCP	24	San Gabriel River		N
2	10-1020VA	10	0.00	0100	EB	E Of Bonnie Beach Pl	RCP	32	San Gabriel River		N
3	10-1020WB	10	0.00	0300	WE	Rollins Dr	RCP	36	San Gabriel River		N
4	10-1020VC	10	0.00	0300	WE	Fremont	RCP	30	San Gabriel River		N
5	10-1021W	10	0.00	0.00	EB	Ramona Blvd	RCP	18	Los Angeles River	3.97	N
6	10-2038	10	20.38	32.79	WB	E Of Bonnie Beach Pl	RCP	54	Los Angeles River	16.33	N
7	10-2138	10	21.38	34.40	EB	Rollins Dr	RCB	42X24	Los Angeles River	33.01	N
8	10-2231	10	22.31	35.90	WB	Fremont	RCP	18	Los Angeles River	5.78	N
9	10-2277	10	22.77	36.64	EB	Ethel Ave	RCB	36 X 12	Los Angeles River	1.81	N
10	10-2277A	10	22.77	36.64	EB	S. Palm Ave.	RCB	36 X 12	Los Angeles River	0.13	N
11	10-2277B	10	22.77	36.64	EB	S. Palm Ave	RBC	36 X 12	Los Angeles River	1.87	N
12	10-2284	10	22.84	36.75	EB	Campbell Ave	RCB	36 X 8	Los Angeles River	5.34	N
13	10-2286	10	22.86	36.78	EB	East Side Of Cambell	RCB	36 X 8	Los Angeles River	2.56	N
14	10-2302	10	23.02	37.04	EB	E Of Bushnell	RCB	24 X 12	Los Angeles River	0.31	N
15	10-2302A	10	23.02	37.04	EB	S Electric Ave/w Ramona Rd.	RCB	36 X 10	Los Angeles River	0.38	N
16	10-2302B	10	23.02	37.04	EB	Bushnell Ave./ W Ramona Rd	RCB	36 X 10	Los Angeles River	1.53	N
17	10-2319	10	23.19	37.31	EB	Marguerita	RCP	60	Los Angeles River	3.17	N
18	10-2332A	10	23.32	37.52	WB	South Bound Atlantic	RCP	18	Los Angeles River	12.55	N
19	10-2362	10	23.62	38.00	EB	Sixth Street	CMP	FOUR 29X18	Los Angeles River	4.98	N
20	10-2370	10	23.70	38.13	EB	Fifth Street	CMP	SEVEN 29X18	Los Angeles River	1.70	N
21	10-2377	10	23.77	38.25	EB	Fourth Street	CMP	SIX 29X18	Los Angeles River	1.59	N
22	10-2385	10	23.85	38.37	EB	Third Street	CMP	SIX 29X18	Los Angeles River	1.62	N
23	10-2391	10	23.91	38.47	EB	Second Street	CMP	SIX 29X18	Los Angeles River	1.70	N
24	10-2397	10	23.97	38.57	EB	Garfield	RCP	48	Los Angeles River	2.12	N
25	10-2401	10	24.01	38.63	EB	Garfield Ave	RCP	33	Los Angeles River	2.69	N
26	10-2483	10	24.83	39.95	WB	New Ave	MH	N/A	Los Angeles River	18.62	N
27	10-2485	10	24.85	39.98	WB	New Av	MH	N/A	Los Angeles River	1.46	N
28	10-2510	10	25.10	40.39	WB	Jackson Ave	RCP	24	Los Angeles River	9.48	N
29	10-2531	10	25.31	41.09	WB	Delmar Avenue	RCP	66X60	San Gabriel River	0.98	N
30	10-2557	10	25.57	41.14	EB	Alhambra Wash	N/A	N/A	Los Angeles River	10.03	N
31	10-2561	10	25.61	41.21	EB	Alhambra Wash	N/A	N/A	Los Angeles River	10.09	N
32	10-2635	10	26.35	42.40	EB	Ramona	RCB	54X30	Los Angeles River	12.25	N
33	10-2677	10	26.77	43.07	WB	Rubio Wash	N/A	N/A	Los Angeles River	7.23	N
34	10-2680	10	26.80	43.10	EB	Alhambra Wash	RCP	24	San Gabriel River	11.80	N
35	10-2681	10	26.81	43.11	EB	Alhambra Wash	RCP	36	San Gabriel River	10.36	N
36	10-2683	10	26.83	43.17	EB	Rubio Wash	RCP	18	Los Angeles River	0.55	N
37	10-2729	10	27.29	43.91	EB	Holton Ave	RCP	30	San Gabriel River		N
38	10-2745	10	27.45	44.24	WB	Ramona Blvd/w Rio Honda	CONCRETE V-DITCH	30X	San Gabriel River		N
39	10-2766	10	27.66	44.84	WB	Strava	OMP	18	San Gabriel River	0.23	N

NO	OUTFALL	Fwy	PM	PKM	DIR	Location/Cross Street	Pipe Type	Pipe Size	Receiving Body	AREA	DEVICE
77	405-0023W	405	0.00	0.00	SB	Willow	CONCRETE CHANNEL	48	Los Angeles River		N
78	405-0024W	405	0.00	0.00	SB	Wakewood Blvd	CHANNEL	36	San Gabriel River		N
79	405-0025W	405	0.00	0.00	NE	Wakewood Blvd	CHANNEL	24	San Gabriel River		N
80	405-0026W	405	0.00	0.00	SE	Belmont	CHANNEL	36	San Gabriel River		N
81	405-0605	405	2.95	4.91	NE	Raynor Ave	CMP	24	San Gabriel River		N
82	405-0606	405	2.95	5.00	SE	Winters	CMP	24	San Gabriel River		N
83	405-0607	405	2.95	5.31	NP	Wakewood Blvd	RCP	24	San Gabriel River		N
84	405-0608	405	2.95	7.6	NE	Sparks St	RCP	24	San Gabriel River		N
85	405-0493	405	4.93	7.93	SB	Cherry Ave	RCP	30	Los Angeles River		N
86	405-0539	405	5.39	8.67	SB	Orange Ave	RCP	36	Los Angeles River		N
87	405-0616	405	6.16	9.91	SB	Pasadena & 32nd St	RCP	39	Los Angeles River		N
88	405-0621	405	6.21	9.99	SB	405 & Pasadena Ave	RCB	48X36	Los Angeles River		N
89	405-0627	405	6.27	10.09	SB	Long Beach Blvd	RCP	24	Los Angeles River	3.16*	Y
90	405-0637	405	6.37	10.25	NB	Long Bch Blvd On Ramp	RCP	24	Los Angeles River	3.16*	Y
91	405-0640	405	6.40	10.30	NB	N/a	RCP	24	Los Angeles River	3.16*	Y
92	405-0641	405	6.41	10.31	SB	Sb On Ramp From Long Bch	CONCRETE V-DITCH	24	Los Angeles River		N
93	405-0649	405	6.49	10.44	SB	Long Bch Bl Sb Off Ramp	CONCRETE V-DITCH	24	Los Angeles River		N
94	405-0651	405	6.51	10.47	NB	Wardlow Rd On Ramp	RCP	24	Los Angeles River		N
95	405-0657	405	6.57	10.57	SB	Wardlow Rd Off Ramp	RCP	30	Los Angeles River		N
96	405-0670	405	6.70	10.78	NB	100 Ft. S Of Pacific Ave	CMP	24	Los Angeles River		N
97	405-0680	405	6.80	10.94	SB	Cedar Ave	RCP	24	Los Angeles River	3.16*	Y
98	405-0705	405	7.05	11.34	NB	23rd St & Pacific Electric Rail	CMP	12	Los Angeles River		N
99	405-0724	405	7.24	11.65	NB	Frontage Rd	CMP	12	Los Angeles River		N
100	405-0737	405	7.37	11.86	NB	N/a	RCP	24	Los Angeles River		N
101	405-0739	405	7.39	11.89	SB	1000' S La River & 405 Intersect	RCP	60	Los Angeles River		N
102	405-0753	405	7.53	12.12	SB	710 N To 405 N On Ramp	RCP	12	Los Angeles River		N
103	405-0753B	405	7.53	12.12	NB	710 N To 405 N On Ramp	RCP	60	Los Angeles River		N
104	405-0779	405	7.79	12.53	SB	710 Sb To 405 Nb Ramp	RCP	24	Los Angeles River		N
105	405-0786	405	7.86	12.65	NB	710 Sb To 405 Nb Ramp	RCP	24	Los Angeles River		N
106	405-0790	405	7.90	12.71	NB	Near Santa Fe Ave	RCP	24	Los Angeles River		N
							Total for segment			12.64	
							TOTAL			199.60	4
Legend:											
Y-outfall is potential for permanent BMP treatment device											
N-no device at the outfall											
* - assume average drainage area, drainage area data is not available in the "LA outfall inventory" database.											
Note:											
Evaluation of the outfalls using the Caltrans Outfall Database showed that some of the outfalls within the project limits drain into San Gabriel River. These outfall locations (shown as shaded in grey) were screened out during preliminary evaluation and were not surveyed further.											

Attachment C

Estimated Project Costs

PRELIMINARY ESTIMATE OF COST

HQ149-1 (REV 4/82)

BID OPENING

EXPENDITURE AUTHORIZATION

BUDGET ALLOCATION

DATE

26080K

11-Sep-07

DISTRICT

COUNTY

ROUTE

KP

PM

SOURCE OF FUNDS

7

LA

10, 405

29.6/50.4, 5.3/12.2

18.4/31.3, 3.3/7.6

SHOPP

Various Locations

FEDERAL AID NUMBER

DESCRIPTION

GRDS devices, Phase II-C

(ITEM DESCRIPTION)

UNIT

QUANTITY

UNIT PRICE

AMOUNT

Structural Section Work

COST SUBTOTAL

0 00

Drainage Rehabilitation

STRUCTURE EXCAVATION	ft3	25,000	5 00	125,000	00
STRUCTURE BACKFILL	ft3	2,750	5 00	13,750	00
STRUCTURAL CONCRETE	ft3	8,000	60 00	480,000	00
BACKFILL	ft3	10,000	5 00	50,000	00
BAR REINFORCING STEEL	lb	100,000	4 00	400,000	00
PIPE	ft	100	175 00	17,500	00
STAINLESS STEEL SCREEN	lb	7,000	15 00	105,000	00
MISCELLANEOUS METAL	lb	50,000	6 00	300,000	00
CABLE RAILING	ft	500	35 00	17,500	00
OTHER PERMANENT BMP DEVICE	LS		LUMP SUM	100,000	00

COST SUBTOTAL

1,608,750

Safety

HAZARDOUS MATERIALS MITIGATION	LS		LUMP SUM	100,000	00
TEMPORARY RAILING (TYPE K)	ft	700	30 00	21,000	00
1.2 m CHAIN LINK GATE (TYPE CL-1.8)	EA	4	1500 00	6,000	00
CHAIN LINK FENCE	ft	150	30 00	4,500	00

COST SUBTOTAL

131,500

Roadside Cleanup and Landscape

CLEARING AND GRUBBING	LS		LUMP SUM	10,000	00
HIGHWAY PLANTING	LS		LUMP SUM	6,000	00
PLANT ESTABLISHMENT WORK	LS		LUMP SUM	5,000	00
IRRIGATION SYSTEM	LS		LUMP SUM	3,000	00
HAUL MATERIAL	LS		LUMP SUM	2,000	00
MAINTAIN EXISTING PLANTS	LS		LUMP SUM	2,000	00

COST SUBTOTAL

28,000

Environmental Mitigation

MIGRATORY BIRD PROTECTION	LS		LUMP SUM	2,000	00
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COST SUBTOTAL

2,000 00

Traffic Management

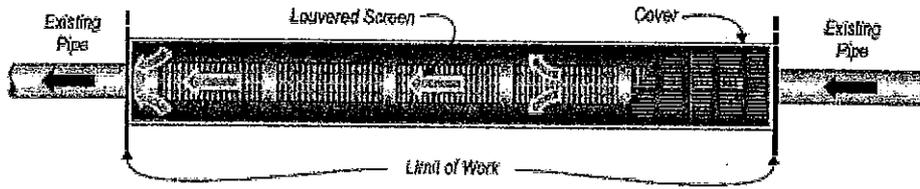
CONSTRUCTION AREA SIGNS	LS		LUMP SUM	2,000	00
TRAFFIC CONTROL SYSTEM	LS		LUMP SUM	20,000	00
MAINTAIN TRAFFIC	LS		LUMP SUM	6,000	00

DEPARTMENT OF TRANSPORTATION PRELIMINARY ESTIMATE OF COST <small>HO149-1(REV 4/82)</small>						SHEET 1 of 2	
BID OPENING		EXPENDITURE AUTHORIZATION 26080K		BUDGET ALLOCATION		DATE 11-Sep-07	
DISTRICT 7	COUNTY LA	ROUTE 10, 405	KP 29, 6/50.4; 5, 3/12.2	PM 18, 4/81.3; 3, 3/7.6	SOURCE OF FUNDS SHOPP		
FEDERAL AID NUMBER		DESCRIPTION GRDS devices, Phase II-C					
(ITEM DESCRIPTION)		UNIT	QUANTITY	UNIT PRICE	AMOUNT		
COZEEP CONTRACT		LS		LUMP SUM	5,000	00	
COST SUBTOTAL					33,000	00	
Temporary BMP							
PREPARE SWPP		LS		LUMP SUM	20,000	00	
WATER POLLUTION CONTROL		LS		LUMP SUM	50,000	00	
WATER POLLUTION CONTROL MAINTENANCE SHARING		LS		LUMP SUM	20,000	00	
ADDITIONAL WATER POLLUTION CONTROL		LS		LUMP SUM	4,000	00	
STORM WATER SAMPLING AND ANALYSIS		LS		LUMP SUM	10,000	00	
COST SUBTOTAL					104,000		
RESIDENT ENGINEERS OFFICE		LS		LUMP SUM	92,400	00	
LENGTH IN MILES N/A				SUB TOTAL	1,999,650		
COST PER MILE N/A				CONTINGENCIES 10 %	199,965		
MADE BY E.Y.Leibman				TOTAL	2,199,615		
CHECKED BY	APPROVED		SAY		2,200,000		

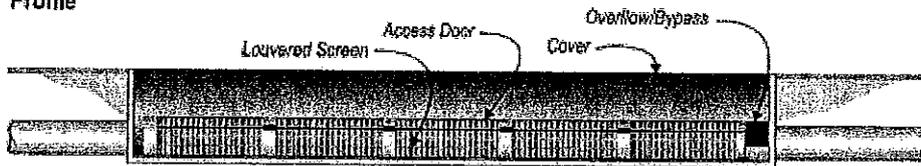
Attachment D

Permanent Stormwater Treatment Devices- Schematic Diagram

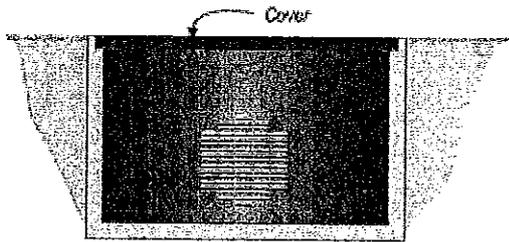
LINEAR RADIAL DEVICE



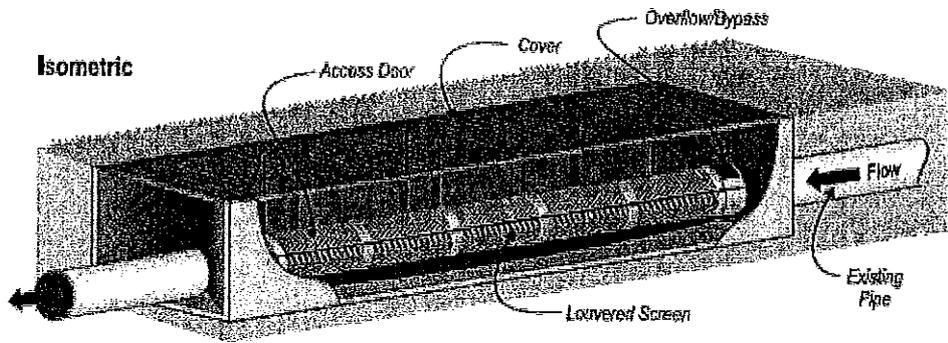
Profile



Section

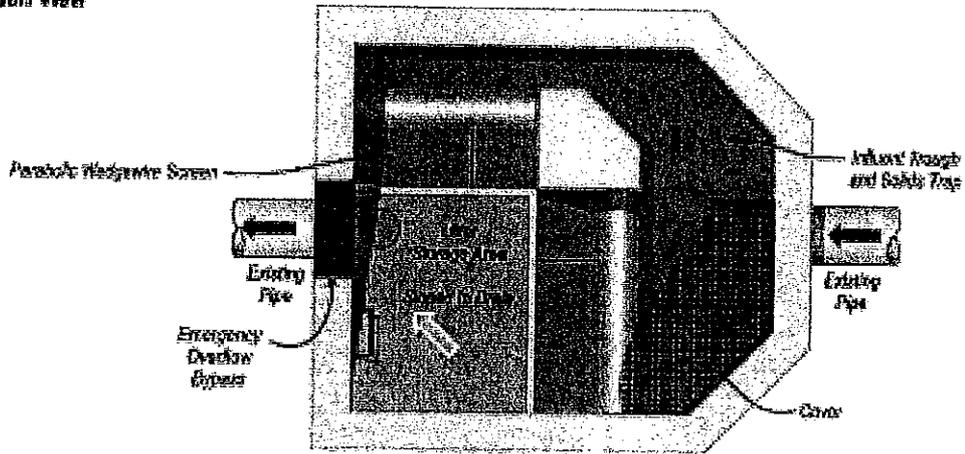


Isometric

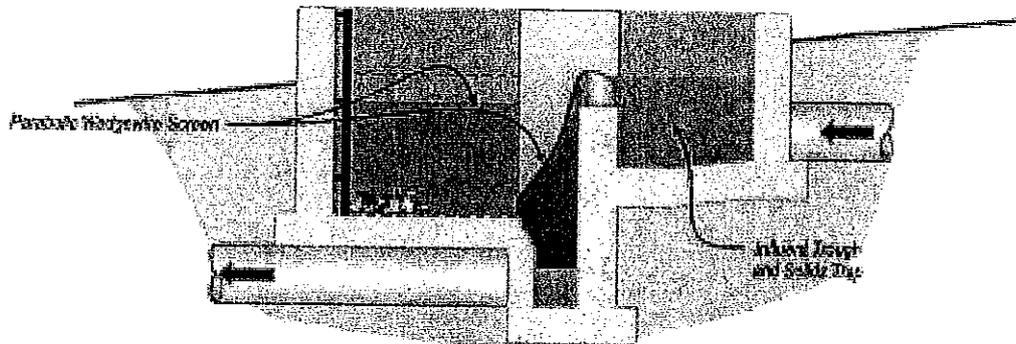


INCLINE SCREEN DEVICE

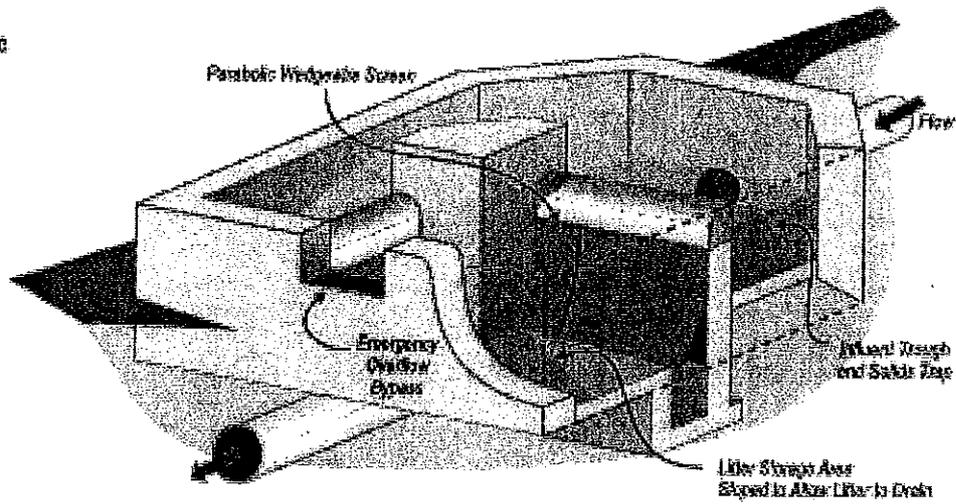
Plan View



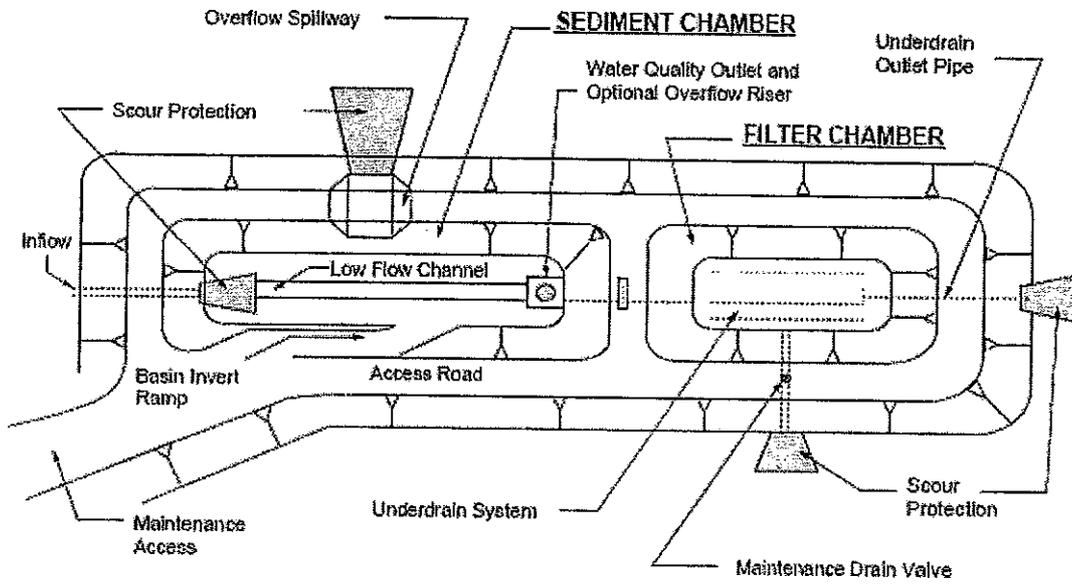
Profile



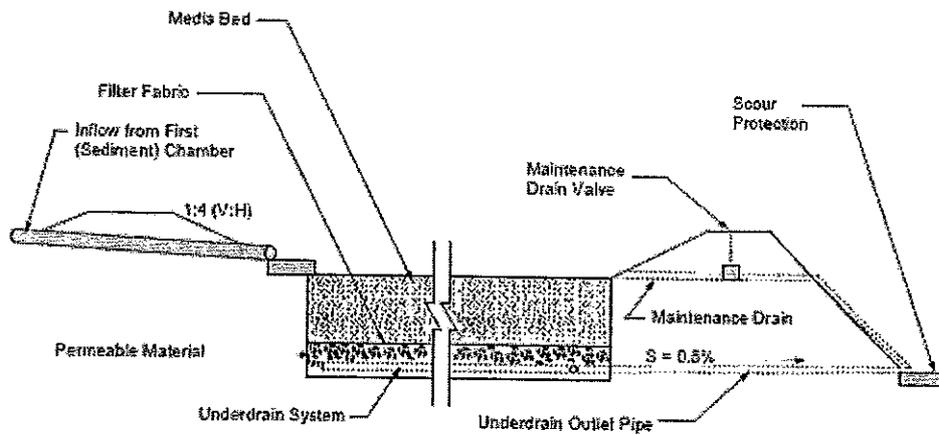
Isometric



AUSTIN SAND FILTER - FULL SEDIMENTATION (EARTHEN TYPE)



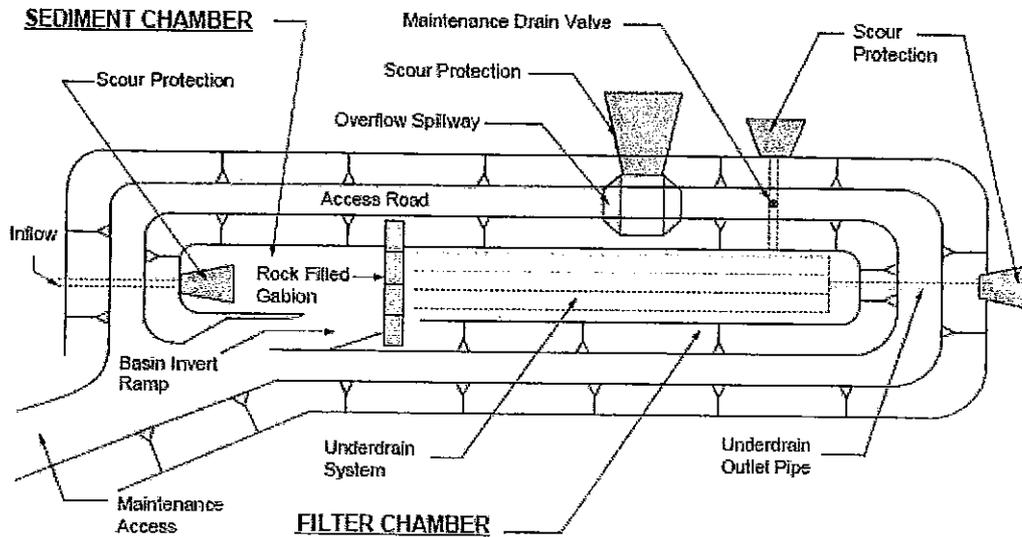
Plan View



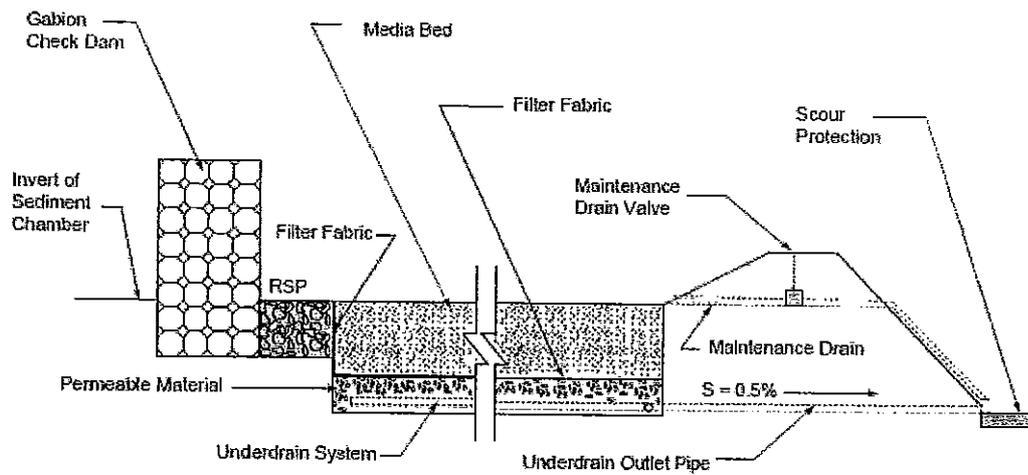
Second (Filter) Chamber Cross Section

NOT TO SCALE

AUSTIN SAND FILTER - PARTIAL SEDIMENTATION (EARTHEN TYPE)



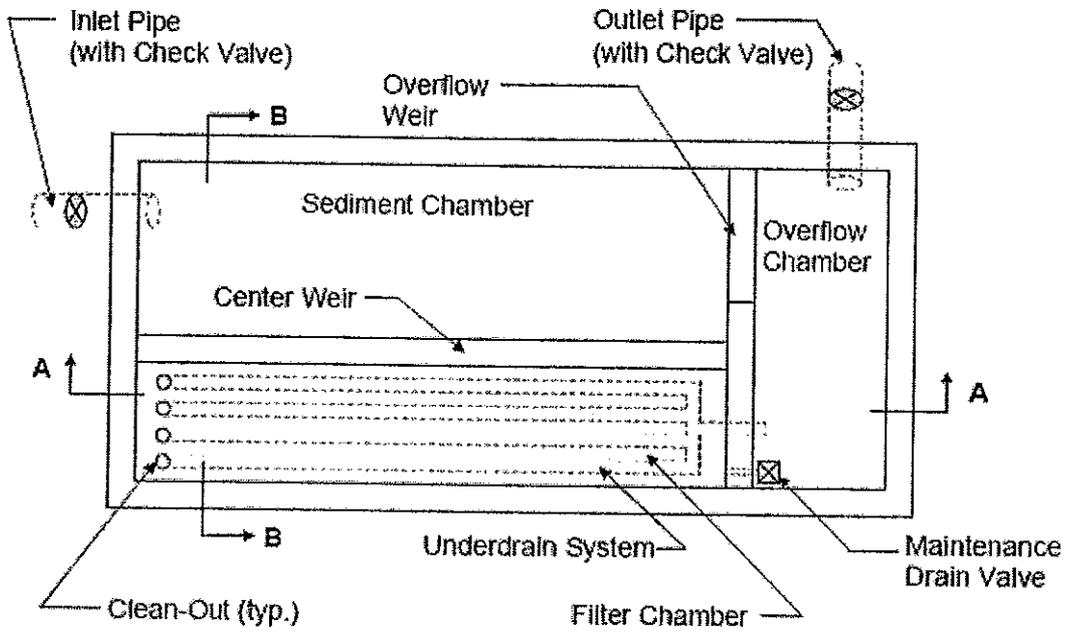
Plan View



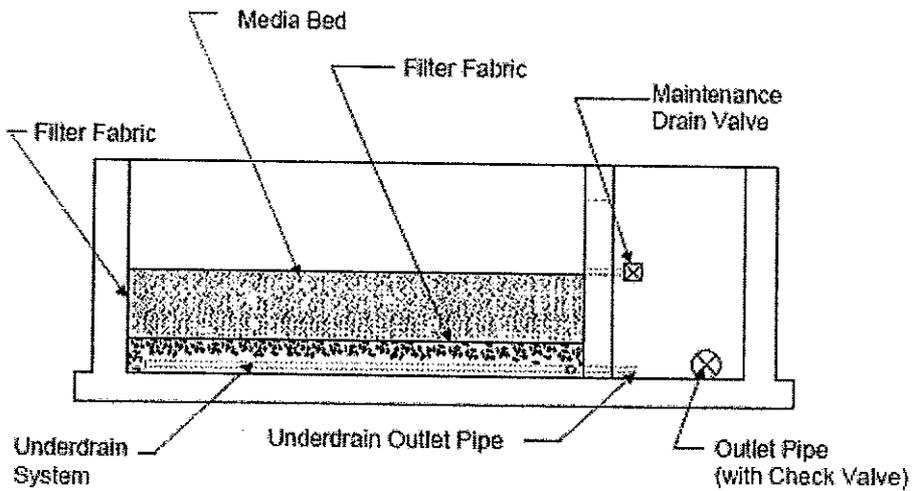
Second (Filter) Chamber Cross Section

NOT TO SCALE

DELAWARE SAND FILTER

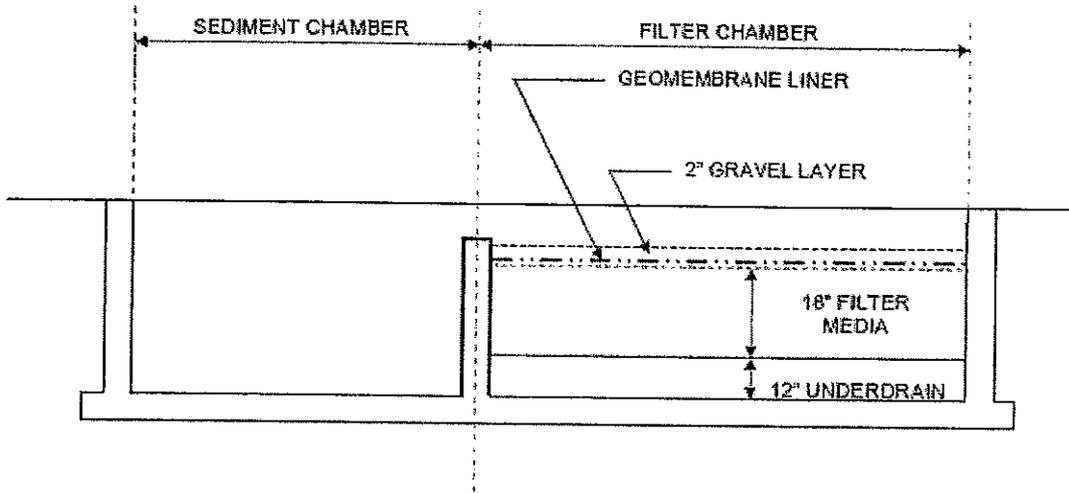


Plan View



Section A-A

DELAWARE SAND FILTER



Section B-B

STANDARD LAYOUT

Attachment E

Categorical Exemption

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

The California Department of Transportation (the Department) proposes to reconstruct existing drainage systems by installing Trash Capture Devices at or adjacent to outfalls or discharge points at (4) locations on Interstate 405 through the City of Long Beach in Los Angeles County. Locations are as follows; 1) 405-0627 (at Long Beach Blvd./Elm Ave.), 2) 405-0637 (at Long Beach Blvd. on-ramp, 3) 405-0640 (along Long Beach Blvd.), and 4) 405-0680 (Long Beach Blvd./Cedar Ave.). All work will be completely within Caltrans right-of-way. 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. Please refer and ADHERE to the attached Special Provisions.

CEQA COMPLIANCE (for State Projects only)

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

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

CALTRANS CEQA DETERMINATION

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

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

Categorically Exempt. Class 1(c). (PRC 21084; 14 CCR 15300 et seq.)

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

Signature: Environmental Branch Chief _____ Date 9/17/07 Signature: Project Manager _____ Date 9/17/07

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, it is determined that this project comes from a currently conforming Regional Transportation Plan and Transportation Improvement Program or is exempt from regional conformity.

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 1 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. 326.

Signature: Environmental Branch Chief _____ Date 9/17/07 Signature: Project Manager/DLA Engineer _____ Date 9/17/07

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of exemption from regional conformity, or use of CO Protocol; §106 commitments; § 4(f); § 7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised July 3, 2007**

BIOLOGY

- All work will be limited to the existing drainage systems, and their immediate vicinity on freeway embankments.
- Ground disturbance should be kept to the minimum necessary for accessing drainage systems, or for equipment maneuvering.
- Any grubbing or removal of vegetation necessary for work should NOT be done during nesting season (March 15 to September 15). If it is essential to begin construction work during this time, bird-nesting surveys will be necessary. Please contact the Division of Environmental Planning at least 10 days prior to beginning of construction activities to schedule surveys.
- All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications.
- All pollution and litter laws and regulations will be followed by the contractor.
- If this project scope should change for any reason, the Division will be notified to determine whether current environmental documentation is adequate.
- This Division will be provided the Project Specifications & Expenditures Review Package for review and comments.

CULTURAL RESOURCES

- If buried cultural material is encountered during construction, all work in that area must stop until a qualified archaeologist can evaluate the nature and significance of the find.
- Please be aware that this assessment could change if the project plans are altered or expanded. If there are any such changes to the proposed undertaking, an additional review will be required.

HAZARDOUS WASTE

- The construction of the GSRD(s) involves disturbance of soil potentially contaminated with aurally deposited lead as a result of tetraethyl lead that was added to gasoline in the mid-1980s. Particulate emission in leaded gasoline exhaust contained lead, which was deposited adjacent to roadways and/or runoff to embankment areas.
- If excess soils will be generated, an ADL site investigation is warranted during the PS&E phase to evaluate the degree of lead contamination. For the purpose of project programming, it is recommended that any excess soil generated from the project shall be classified as California regulated hazardous waste (Type Z-2) and shall be excavated, contained, and transported in accordance with the State regulations.

Attachment F

Right of Way Data Sheet

SENIOR RW P&M

REVISED

ROUTE 405

UPDATED

PM_KM 3.3/7.6

PROJ_DESC Construct GSRD, various selected location.

EA 26080K

ALT

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

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 .

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'tl.)Permits	NONE	NONE
Clearance	NONE	NONE
RAP (cont rate.)	NONE	NONE
Escrow costs (cont rate.)	NONE	NONE
Utility relocation costs	NONE	NONE
Estimate of Reimbursed Appraisal Fee	NONE	NONE
Total estimated cost	NONE	NONE

NO RIGHT OF WAY

ESCALATION RATE RW .07
 ESCALATION RATE Utilities .08
 CERT.DATE 8/12/08

According to Minh Tu, no RW is required for this job.

Explain Branch lines

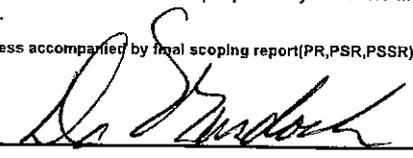
DISCUSS TYPES OF AGREEMENTS AND RIGHTS REQUIRED FROM THE RAILROADS. ARE GRADE XING REQUIRING SERVICE CONTRACTS ,OR GRADE SEPARATIONS REQUIRING CONSTRUCTION AND MAINTENANCE AGREEMENTS INVOLVED.

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>8/15/07</u>
Railroad Estimate prepared by	<u>Bob Thorpe</u>	<u>8/9/07</u>
Utilities Estimate prepared by	<u>Mark Lyles</u>	<u>8/14/07</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  9-13-07

ADDITIONAL UTILITIES

Attachment G

Initial Site Assessment

Memorandum

*Flex your power!
Be energy efficient!*

To: Greg Damico, STE
Office of Design D

Date: August 23, 2007

Attn: Eugene Leibman, P.E.
Project Engineer

File: 07-LA-405-PM 3.3to 7.6
Storm Water Mitigation
Program- Trash Total
Maximum Daily Loads
at various locations in
Route 405 at the City of
Long Beach in Los
Angeles County

EA: 07-333-26080K

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 12, 2007 requesting a preliminary Hazardous Waste Assessment for the above-mentioned PSSR project. The purpose of the project is to attain the quality standards for storm water discharged from the State's drainage system to the Los Angeles River and Ballona Creek basins. The scope of work proposes to reconstruct the existing drainage systems by installing Trash Capture Devices. The approved devices for implementation are Gross Solid Removal Devices (GSRD), either *Linear Radial* or *Inclined Bar Rack* type at the drainage outfalls in various locations along Route 405 in the City of Long Beach, in Los Angeles County.

The scope of work includes design and construction of trash capture devices (4 locations) at or adjacent to outfalls or discharge points. The locations are:

1. *Location 405-0627 (At Long beach Blvd and Elm Ave)*
2. *Location 405-0637 (at Long Beach Blvd on Ramp)*
3. *Location 405-0640 (along Long Beach Blvd)*
4. *Location 405-0680 (along Long Beach Blvd at Cedar Ave)*

Combination of GSRD with other devices to achieve the maximum removal of pollutants from storm water is also under consideration. These devices are to be constructed outside the existing traveled way and within the State Right of Way. The reconstruction of the GSRD(s) will require soil disturbance and generation of excess soils. The primary goal of soil management is to

minimize the disposal of soils, especially as a hazardous waste, through reuse of soil. This may involve the application of a DTSC lead-impacted soil reuse variance.

Based on OEECS' review of the preliminary concept plan (07/12/07), field review photos provided by your office and discussion with your staff, we have identified the following potential hazardous waste of concern. Please note that this preliminary assessment does not constitute a hazardous waste clearance for the PS&E project.

Aerially Deposited Lead (ADL) contaminated soils:

The construction of the GSRD(s) involves disturbance of soil potentially contaminated with aerially deposited lead as a result of tetraethyl lead was added to gasoline in the mid 1980s. Particulate emission in leaded gasoline exhaust contained lead, which was deposited adjacent to roadways and/or runoff to embankment areas. If excess soil will be generated, an ADL site investigation is warrant during PS&E phase to evaluate the degree of lead contamination. For the purpose of project programming, it is recommended that any excess soil generated from the project shall be classified as California regulated hazardous waste (Type Z-2) and shall be excavated, contained, transported in accordance with the State regulations.

The unit cost for the ADL soil disposal including the preparation of a project-specific LCP can be obtained at <http://t8web/design/contractcost/>.

This preliminary hazardous waste assessment is based on the limited plans provided during the preparation of PSSR. As such, this hazardous waste assessment is limited. As the project is more developed during the PS&E stages, a project-specific site investigation shall be required to determine the extent of lead contamination within the project limit.

It is our estimate that a project-specific site investigation shall require approximately 300-400 support hours to initiate and complete the task in the PS&E phase. The site investigation request shall be submitted to our office as soon as possible to prevent schedule delays. This support hour shall be allocated appropriately in the resource work plan for our office (Cost Center 333). Upon finalize the PSSR; please circulate a copy of the report to our office for review and concurrence.

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
Minh Tu- Office of Design D, CalTrans

Attachment: *Project Photos (provided by the Office of Design D)*

Reference: *ADL Investigation Report, Redondo Avenue and 29th Street, Long Beach, California, Contract No.43A0078, Task Order No. 07-3N5101-PN, EA 4N4601, Prepared for California department of Transportation, District 7, Los Angeles, California; Prepared by GEOCON Consultants, Inc, on June19, 2002" (ID #559).*

Attachment H

Transportation Management Plan

TRANSPORTATION MANAGEMENT PLAN DATASHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM LA-405-PM 6.2/6.3/6.4/6.8 EA 26080K Alternative No. PR
 Project Limit NB Rte 405 at Long Beach Blvd off-ramp and Long Beach Blvd, and SB Rte 405 at Cedar Ave and Elm St.
 Project Description Reconstruction of existing drainage systems to install Trash Capture Devices.

1) Public Information

- | | | |
|-------------------------------------|------------------------------------|------|
| <input type="checkbox"/> | a. Brochures and Mailers | \$ |
| <input checked="" type="checkbox"/> | b. Press Release | |
| <input type="checkbox"/> | c. Paid Advertising | \$ |
| <input type="checkbox"/> | d. Public Information Center/Kiosk | \$ |
| <input type="checkbox"/> | e. Public Meeting/Speakers Bureau | |
| <input type="checkbox"/> | f. Telephone Hotline | |
| <input checked="" type="checkbox"/> | g. Internet | |
| <input type="checkbox"/> | h. Others | \$ 0 |

2) Motorists Information Strategies

- | | | |
|-------------------------------------|--|----|
| <input type="checkbox"/> | a. Changeable Message Signs (Fixed) | \$ |
| <input checked="" type="checkbox"/> | b. Changeable Message Signs (Portable) | |
| <input type="checkbox"/> | c. Ground Mounted Signs | \$ |
| <input type="checkbox"/> | d. Highway Advisory Radio | \$ |
| <input type="checkbox"/> | e. Caltrans Highway Information Network (CHIN) | |
| <input type="checkbox"/> | f. Others | \$ |

3) Incident Management

- | | | |
|-------------------------------------|--|---------|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$ 5000 |
| <input type="checkbox"/> | b. Freeway Service Patrol | \$ |
| <input type="checkbox"/> | c. Traffic Management Team | |
| <input type="checkbox"/> | d. Helicopter Surveillance | \$ |
| <input type="checkbox"/> | e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ |
| <input type="checkbox"/> | f. Others | \$ |

4) Construction Strategies

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

\$ _____
\$ _____
\$ _____
\$ _____
\$ _____

5) Demand Management

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

\$ _____
\$ _____
\$ _____
\$ _____
\$ _____
\$ _____

6) Alternative Route Strategies

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

\$ _____
\$ _____
\$ _____
\$ _____

7) Other Strategies

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

\$ _____
\$ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$ 5000

Project Notes:

8/20/07

1. This project is part of Storm Water Mitigation Program – Trash Total Maximum Daily Loads (TMDL). It includes the reconstruction of existing drainage systems to install Trash Capture Devices at the drainage outfalls.
2. Short term local street closures and one lane off ramp to Long Beach Blvd from NB Rte 405 are anticipated. City street requirements and hours of work will be required from the City of Long Beach.
Construction is expected to be completed in one year.
3. Public Affairs/Media Relations cost estimate of \$ 0 was provided by Caltrans Office of Public Affairs and Media Relations. However, Construction shall notify the Office of Media Relations/Public Affairs at least a month prior to the start of construction in order to initiate the PAC.
4. COZEEP cost estimate of \$5000 was provided by Construction Traffic Manager. The COZEEP funding shall be included under State Furnished Materials BEES item # 066062.
5. The work shall be done in accordance with the Lane Requirement Charts provided in the Maintaining Traffic Specifications. Any changes to the project's scope of work will require re-evaluation of the TMP costs and strategies.

PREPARED BY


Amina Khatib,

DATE 08/21/2007

Transportation Engineer

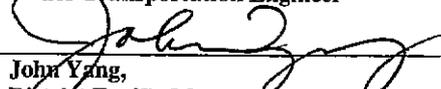
APPROVAL RECOMMENDED BY



DATE 8/22/07

Denis Katayama,
Senior Transportation Engineer

APPROVED BY


John Yang,
District Traffic Manager

DATE 8/23/07

Attachment I

Storm Water Data Report



Dist-County-Route: 07-LA-10, 405

Post Mile (Kilometer Post) Limits: PM 18.4/31.3, 3.3/7.6 (KP: 29.6/50.4, 5.3/12.2)

Project Type: Gross Solid Removal Devices

EA: 26080K

RU: 07-273

Program Identification: 20.10.201.335

Phase: PID PA/ED PS&E

Regional Water Quality Control Board(s): LOS ANGELES - REGION 4

Is the project required to consider incorporating Treatment BMPs? Yes No

If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB

at least 60 days prior to PS&E Submittal. List submittal date: _____

Total Disturbed Soil Area: 1.3 acres

Estimated Construction Start Date: 4/30/2010 Construction Completion Date: 12/30/2010

Notification of Construction (NOC) Date to be submitted: 3/30/2010

Notification of ADL reuse (if Yes, provide date) Yes Date: _____ No

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

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

[Signature]

9/12/07

Eugene Yehuda Leibman, Registered Project Engineer/Landscape Architect

Date

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

[Signature] 9/24/07
Ojas Sheth, Project Manager Date

[Signature] 09-24-07
Roger Castillo, Designated Maintenance Representative Date

[Signature] 09-24-07
Ron Russak, Designated Landscape Architect Representative Date

[Signature] 9/24/2007
Shirley Pak, District/Regional SW Coordinator or Designee Date



Attachment J

Memorandum - Change of Project Limits

MEMORANDUM

To: Office of Design "D" File

Date: September 20, 2007
File No.: 07 -LA-10, 405
PM-18.4 / 31.3, 3.3 / 7.6
Storm Water Mitigation Program -
Trash Total Maximum Daily Loads
EA 26080K
Category 400

From: Gregory Damico, PE
Office of Design "D"
DISTRICT 7
DEPARTMENT OF TRANSPORTATION

Subject: Change of Project Limits

The above referenced project was analyzed as a portion of the District 7 Storm Water Mitigation Program—Trash Total Maximum Daily Loads (TMDL), to attain required quality standards for storm water discharged from the State's drainage system to the Los Angeles River basin. The limits of the study performed for this project covered LA-10 from PM 18.4 to 31.3 and LA-405 from PM 3.3 to 7.6. This study conducted under EA 26080K was originally designated as Trash Phase 2C.

Upon completion of field reviews and planning level engineering analysis, it was determined that only four locations in the Route 405 segment deemed further detailed design investigation for possible placement of stormwater treatment devices. As a result, the conclusion of this PSSR is to recommend as a candidate for potential programming of construction funding only the portion of Route 405 spanning the identified locations. In order to reflect these changes, it is recommended that the limits for description of this candidate project be changed to:

07-LA-405
PM 6.1 to PM 7.3
In Los Angeles County from Atlantic Ave. to Pacific Place
Construct Stormwater Treatment Devices.
07-26080_

The project information associated with further development of EA 26080_ should be updated to reflect the changed limits and reduced scope of proposed work.

Gregory B. Damico
GREGORY DAMICO, PE
Senior Transportation Engineer
Office of Design "D".

Cc: Ojas Sheth
Robert Wu