07 – LA – 605, PM R18.8/ R19.3
EA 26100K
(201.310)
December, 2007

PROJECT STUDY REPORT

To

Request Programming in the 2008 SHOPP For Capital Support for

- Project Approval and Environmental Document
- Plans, Specifications and Estimate
- Right of Way Acquisition
- Construction Management

And

Request for Programming in the 2008 SHOPP for Right of Way and Construction Capital

On Route LA – 605 (San Gabriel River Freeway)

Between Valley Boulevard

And I-605 / SR-60 Interchange

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

***Andrew P Nierenberg**, District Division Chief, Right of* Way

APPROVAL RECOMMENDED BY:

***Tien Tran**, Project Manager*

CONCURRED BY:

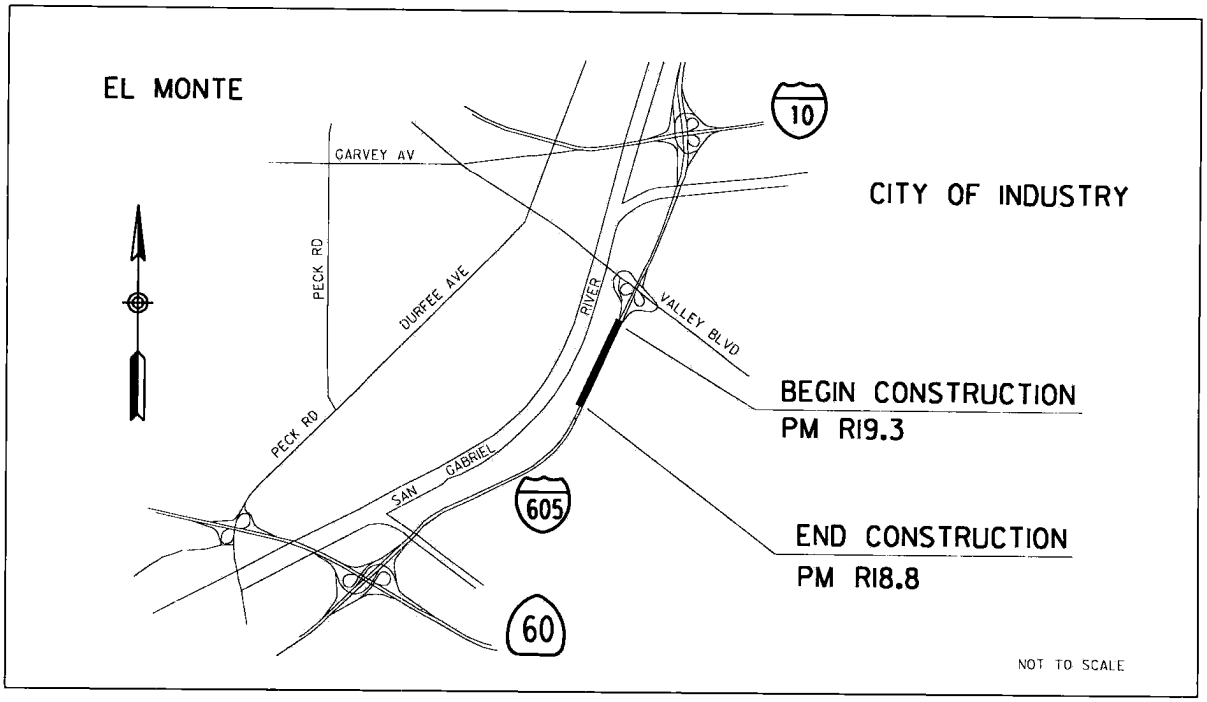
***Rose Casey**, Deputy District Director,*
Division of Planning, Public Transportation and Local Assistance

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

APPROVED BY:

***Douglas R. Failing**, District Director* 12/24/07
Date

Vicinity Map



On Route LA – 605 (San Gabriel River Freeway)

Between Valley Boulevard

And I-605 / SR-60 Interchange

This Project Study 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.

Trilly H. Nguyen

REGISTERED PROFESSIONAL ENGINEER
Trilly Nguyen
No. C59593
Exp. 12/31/07
Civil
STATE OF CALIFORNIA

12/03/07
DATE

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1. INTRODUCTION

This Project Study Report (PSR) proposes to construct an acceleration lane on LA-605 (PM R18.8/R19.3) at the southbound Valley Blvd on-ramp. The new lane would provide an acceleration length of 1,500 feet instead of the existing approximate 330 feet length. Construction will take place entirely within the State Right of Way.

This project is proposed as part of the 2008 State Highway Operation and Protection Program (SHOPP) under the Operational Improvements Program Category 201.310.

See the Cost Estimate (Attachment D) for specific work items included in this project.

Project Limits Dist., Co., Rte., PM	07-LA-605, PM R18.8/R19.3
Capital Costs:	$3,490,000 (in 2008 dollars) $4,680,000 (in escalated year 2014)
Right of Way Costs:	$ 0
Funding Source:	SHOPP Operational Improvements Program
Number of Alternatives:	1
Recommended for Programming or Approved Alternative	1
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	1 (Private Under-Crossing: 53-1448)
Anticipated Environmental Determination/Document:	Categorically Exempt (CEQA) Categorical Exclusion (NEPA)
Legal Description	On southbound LA-605 at Valley Blvd. on-ramp: 12 foot wide acceleration lane 1,500 feet in length

2. RECOMMENDATION/PROPOSAL

It is recommended that this project be programmed, and proceed to the Project Approval and Environmental Document (PA/ED) phase.

3. BACKGROUND

3A. Project History

Route 605 is a major north-south interstate freeway of about 27 miles in length located entirely within the Greater Los Angeles Area in Southern California. It is officially known as the San Gabriel River Freeway. The segment of Route 605 in which the project is located is a vital link for the Foothill Transit commuters between San Gabriel and Pomona Valleys.

This project was initiated by District 7 Office of Traffic Investigation on August 10, 2006. Initially, this project started out as a combined Project Study Report/Project Report (PSR/PR), and it is intended to program from the Safety Program (201.010); however, the cost has escalated beyond the Safety Program's limit. Therefore, this project has revised as a PSR only, and it is proposed in 2008 SHOPP under Operational Improvements Program Category (201.310).

This section at the southbound Valley Blvd on-ramp to LA-605 has a high number of accidents including many injury accidents. According to the Traffic Investigation Report done on August 8, 2006, the proposal called for this acceleration lane to be approximately 2,600 feet long along southbound LA-605. However, upon further investigation, a length of 1,500 feet (1,000 feet minimum per Highway Design Manual Advisory Standard) was found more appropriate for this section because the mainline freeway curves beyond this area, making it difficult to merge.

3B. Existing Facility

The proposed project is located on southbound LA-605 at the Valley Blvd on-ramp, in the City of Industry, County of Los Angeles. The southbound Valley Blvd. on-ramp is comprised of two separate metered ramps from eastbound and westbound Valley Blvd. merging into one. This southbound on-ramp then merges into the mainline freeway with an acceleration lane (11 feet wide and approximate 330 feet long). This segment of southbound LA-605 consists of four Portland Cement Concrete (PCC) mixed flow lanes, each lane with 11 feet wide and one 11 feet wide PCC High-Occupancy-Vehicle (HOV) lane. It also has an outside Hot Mix Asphalt (HMA) shoulder 8 feet wide with AC dike. A concrete barrier separates the northbound and southbound traffic. The speed limit within the proposed project limit is 65 miles/hour. This section of the freeway is located between two freeway interchanges, the I-10 in the north, and the SR-60 in the south and is relatively flat terrain.

3C. Adjacent Projects

See Table 1 below for the summary of adjacent projects.

Table 1- Adjacent Projects

EA	PM	TYPE OF WORK	STATUS
250501	0.1/R16.6	Install Metal Beam Guard Rail @ various locations.	Completed PA&ED on 12/2005. Begin Construction on 04/2011.
245400	R19.6/R20.5	Interchange Improvements at Rte 10 and Rte 605 IC	PSR approved on 09/2006. Begin Construction on 08/2011
23310K	11.4/R20.2	Construct Soundwall between Slauson Ave and Rte 10	Completed PA&ED on 10/2003. Project is on hold because of no funding allocation.
26760K	29.9/32.1	Const. Elevated MF connector NB I-605 to WB I-10	PID Stage- PSR/PDS

4. PURPOSE AND NEED STATEMENT

4A. Need

Traffic Volume

Below is a summary of existing year 2005 and projected year 2030 Peak Hour Volume and Average Daily Traffic (ADT). See Attachment H for details.

Table 2- Existing and Projected Traffic Volume and ADT

SB Valley Blvd. On-Ramps (PM R19.2)	2005 Existing (VHP*)			2030 Projected (VHP*)		
	AM Peak	PM Peak	ADT	AM Peak	PM Peak	ADT
From EB Valley Blvd.	162	256	2,050	200	320	2,560
From WB Valley Blvd.	1,344	934	12,300	1,680	1,170	15,400
Total	1,506	1,190	14,350	1,880	1,490	17,960

*VHP = Vehicles Per Hour

Existing 2005 Peak Hour Volume (PHV) for the southbound Valley Blvd. (total) on-ramp shows 1,506 VHP (see Table 2 above). According to the Highway Design Manual (HDM), Figure 504.3E for Typical Freeway Entrance for Ramps Volumes greater than 1,500 vehicles per hour (VPH) with 2-lane ramp meter, the minimum acceleration lane should be 1,000 feet in length. With such a high traffic volume from the on-ramp, it is difficult to merge into the mainline freeway within the existing 330 feet length acceleration lane.

Accident Rates

Following is the summary of traffic accidents during the 36-month period between April 1, 2003 and March 31, 2006 from the Traffic Surveillance and Analysis System (TASAS) Table B. See Attachment F for details of the accidents.

Table 3- Accident Summary (April 1, 2003 – March 31, 2006)

Location (PM)		Total No. of acc.	Actual Rates (# of accidents /Million vehicle miles)			Average Rates (# of accidents /Million vehicle miles)		
			F	F+I	TOTAL	F	F+I	TOTAL
SB Mainline Freeway LA-605	R18.8/R19.2	60	0	0.29	1.17	0.006	0.35	1.07
SB on-ramp from EB Valley Blvd.	R19.297	6	0	0.49	2.97	0.003	0.22	0.60
SB on-ramp from WB Valley Blvd.	R19.296	14	0	0.20	0.92	0.006	0.19	0.55

Table 4- Type of Collisions and Primary Factors

Location (PM)		Type of Collisions (%)				Primary Collision Factor (%)		
		Side Swipe	Rear end	Over Turn	Hit Object	Speed-ing	Improper Turn	Other violation
SB Mainline Freeway LA-605	R18.8/ R19.3	23.3	51.7	0	20.0	51.7	11.7	25.0
SB on-ramp from EB Valley Blvd.	R19.29 7	16.7	50.0	0	33.3	83.3	0	16.7
SB on-ramp from WB Valley Blvd.	R19.29 6	35.7	0	28.6	35.7	42.9	35.7	21.4

According to the above TASAS Table B, during the last 3 years period, the actual accident rates (total) are greater than the average rates on a similar facility. On the southbound mainline freeway, there have been 60 accidents. The top three types of collisions include 52% rear-ends, 23% sideswipes, and 20% hit-objects, and the primary cause of accidents was speeding. Also, according to the details of the accidents on the outside lane, 47% and 40% of the collisions were sideswipes and rear-ends respectively.

4B. Purpose

The proposed project will provide a longer acceleration lane and allow more time for vehicles to merge into the mainline freeway. Therefore, it should reduce the number of rear-end and sideswipe types of accidents, and subsequently improve traffic operation and safety.

5. DEFICIENCIES

The existing high traffic volume of the southbound Valley Bvld. on-ramp will increase and continue to provide challenges to motorists entering the freeway. Construction of the acceleration lane will provide motorists, especially trucks, more time and distance to accelerate, and safely merge into the mainline traffic. Therefore, the number of traffic accidents including rear-end and sideswipe should be reduced.

6. CORRIDOR AND SYSTEM COORDINATION

This project is proposed in 2008 SHOPP under Operational Improvements Program Category (201.310).

According to Transportation Concept Report (TCR) currently updated by Caltrans for year 2020, this segment of Route 605 calls for the addition of an HOV lane in each direction (see Attachment J). Future widening will require ramps modification and new retaining walls along this section.

7. ALTERNATIVES

7A. Viable Alternative

This alternative proposes to construct an acceleration lane on LA-605 (PM R18.8/R19.3) at the southbound Valley Blvd on-ramp.

Proposed Engineering Features

- Construct a 12 foot wide acceleration lane approximately 1,500 feet in length on the southbound LA 605 at Valley Blvd on-ramp.
- Construct a 10 foot wide outside shoulder on southbound LA 605.
- Construct a 150 foot long retaining wall with a concrete barrier (Type 27A) on top along the Private Under-Crossing (53-1448).
- Construct AC dike along the outside edge of new structural pavement.
- Remove existing curb and cut/backfill to provide necessary acceleration lane and shoulder width.
- Relocate affected existing light poles, call box and drop inlets.
- Install new traffic stripes.

All proposed work for this project would be done within Caltrans Right of Way (see Attachment B and C for Layout and Cross Section).

Nonstandard Features

A Project Development Team (PDT) meeting was held on January 23, 2007 with HQ Project Development Coordinator, to discuss the nonstandard features. Although the existing four mixed flow lanes of the southbound mainline freeway are nonstandard (11 feet wide each) the proposed acceleration lane and shoulder will be standard. Furthermore, since the proposed acceleration lane will be on the outside of the mainline freeway, it was agreed that it would be beyond the scope of this project to widen this section of the freeway to standard and that a design exception fact sheet would not be required to address the existing nonstandard lane widths on I-605.

Cost Estimates

The estimated cost for this alternative is approximately $3,490,000 in 2008 dollars, and the escalated estimated cost for the year 2014 is $4,680,000.

7B. Rejected Alternatives

The "No-Build" alternative would leave the existing acceleration merge "as is". With no change, the forecast traffic volume would further reduce the level of motorist safety at this location.

8. CONSIDERATIONS REQUIRING DISCUSSION

8A. Hazardous Waste

Aerially Deposited Lead (ADL) contaminated soil is the primary hazardous waste of concern on the project. Soil that is located in the existing unpaved areas of project site contains ADL due to historical leaded gasoline use. Based on the relevant reports, with the exception of lead, the soil did not exhibit contamination for the other California Code of Regulation, Title 22 metals. A subsurface lead site investigation in the general project vicinity conducted in 2002 resulted in lead concentration from non detect to 1300 mg/kg. Under the Department of Toxic Substances Control's (DTSC) lead variance, the soil may be reused if placed under hardcover. If the soil cannot be reused, then it must be disposed of to a class I facility as California hazardous waste (Type Z-2 non-RCRA waste) with respect to lead content.

This preliminary hazardous waste assessment is based on the limited plans and cross section provided during the preparation of this PSR. As such, this hazardous waste evaluation is limited to the upper 5 feet of unpaved area along Route 605. As the project is more developed during the PS&E stages, a project-specific lead site investigation will be required to determine the extent of lead contamination within the project limit. A lead site investigation will require approximately 200-300 support hours to initiate and complete in the PS&E phase. This support hour will be allocated approximately in the resource work plan for Hazardous Waste Branch.

8B. Air Quality Conformity

A project-level air quality report (AQR) is predicted on the project's traffic report/data. A traffic data/report is required delineating the mainline peak/off-peak period traffic volumes and speeds for the appropriate analysis years, the corresponding LOS, Annual Average Daily Traffic (AADT), Truck AADT, Truck percentage, and vehicle speed. It is requested that the traffic report/data is completed and provided prior to the request to commence the AQR.

See Attachment N for the Air Quality Assessment (AQA).

8C. Right-of-Way Issues

The proposed work will be done within existing State Right-of-Way (See Attachment G).

9. OTHER CONSIDERATIONS AS APPROPRIATE

9A. Transportation Management Plan (TMP)

The objective of the TMP is to mitigate any impact that the construction activities may have on roadway users. A TMP Data Sheet was prepared for the proposed project (see Attachment I).

10. COMMUNITY INVOLVEMENT

No public meeting has been scheduled for this project. Public information will be provided prior to project construction. Full public support is anticipated for this safety improvement project.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

Categorical Exemption (CEQA)

This project is Categorically Exempt (CE) under Class 1 of the State CEQA Guidelines.

Categorical Exclusion (NEPA)

Programmatic Categorical Exclusion, approved on Oct. 23, 2007 (see Attachment E)

12. FUNDING

Capital support estimates

This project is proposed to be included in the 2008 State Highway Operation Protection Program for funding from the Operational Improvements Program (201.310). The current cost for the project as of January 2008 is $3.49 million. The cost of the project in the year 2014 is $4.68 million. The escalation factor used is 5% per year until the construction year 2014.

Proposed Program FY	District PY'S			Engineering Service Center PY'S					FY Total PY'S	Other Costs ($)
				METS and Others		Structures		Office Engr		
	Design	R/W	Constr	Design	Constr	Design	Constr			
11/12	1.64								1.64	
12/13	0.82								0.82	
13/14			0.82						0.82	
14/15			1.64						1.64	
									4.92	

13. SCHEDULE

Milestones	Delivery Date (Month/Year)
PA&ED	07/2010
Project PS&E	07/2011
Right of Way Certification	06/2012
Ready to List	01/2014
Construction Start	07/2014
Construction Complete	07/2016

14. FHWA COORDINATION

This Report has been reviewed on 08/10/2007 by Robert Cady, Federal Highway Administration (FHWA) Field Operations Engineer District 7. This project is eligible for federal-aid funding and is considered to be (State-authorized or full-oversight) under current FHWA-Caltrans Stewardship Agreements.

15. PROJECT PERSONNEL

Name	Organization/Branch	Phone
Tien Tran	Project Manager	(213) 897-1704
Elaheh Yadegar	Chief, Office of Project and Special Studies	(213) 897-9635
Mohamed Ahmed	Senior, Project Studies	(213) 897-5975
Trilly Nguyen	Project Engineer, Project Studies	(213) 897-7825
Karl Price	Branch Chief, Environmental Planning	(213) 897-1839
Luu Nguyen	Project Manager District Safety Review	(213) 897-5639
Jim DeLuca	Project Development Coordinator, HQ	(916) 653-4067

16. PROJECT REVIEWS

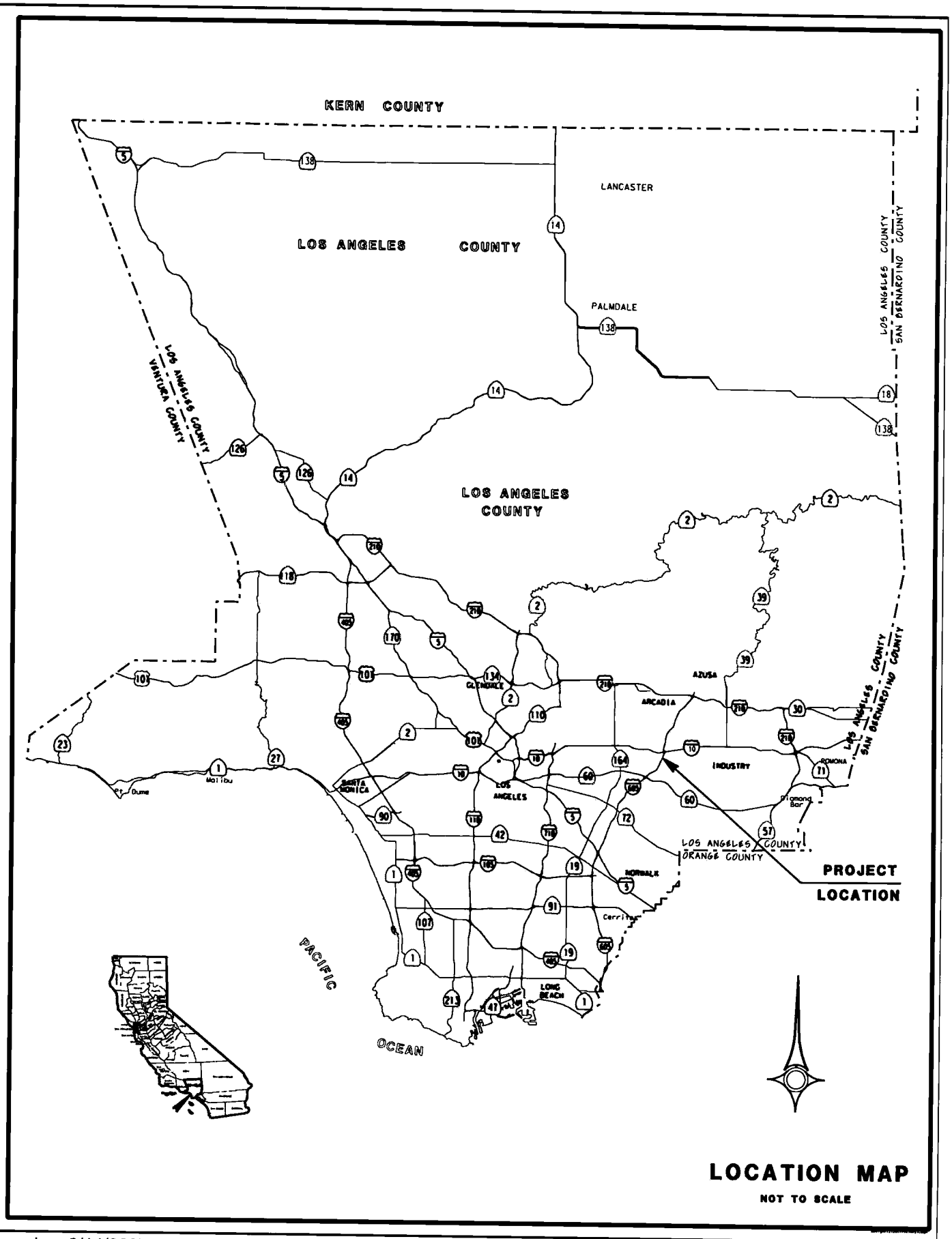
Field Review	Trilly Nguyen, OPSS Team	Date	01/04/2007
District Maintenance	Larry Wiering	Date	08/22/2007
HQ Design Coordinator	Jim Deluca	Date	06/08/2007
HQ Design Reviewer	Bob Chapman	Date	09/13/2007
Project Manager District Safety Review	Luu Nguyen	Date	09/12/2007
District SHOPP Program Manager	Steve Tran	Date	09/10/2007

17. ATTACHMENTS:

A. Location Map
B. Layout Map
C. Cross-Section
D. Cost Estimates
E. Categorical Exemption/ Exclusion Form
F. TASAS Table
G. Right-of-Way Data Sheet
H. Current and Forecast Traffic Summary
I. Transportation Management Plan (TMP) Data Sheet
J. Transportation Concept Report (TCR) Information
K. Project Schedule/ Work Plan
L. Storm Water Data Report Cover Sheet
M. SHOPP Program Codes and Performance Measures
N. Air Quality Assessment

ATTACHMENT A

LOCATION MAP



LOCATION MAP

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ATTACHMENT B

LAYOUT MAP

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

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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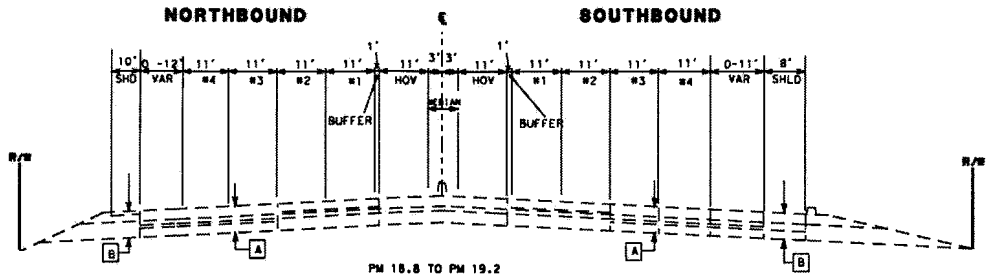

PM 18.8 TO PM 19.2

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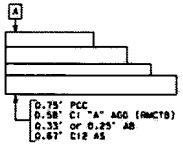

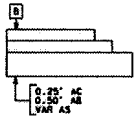

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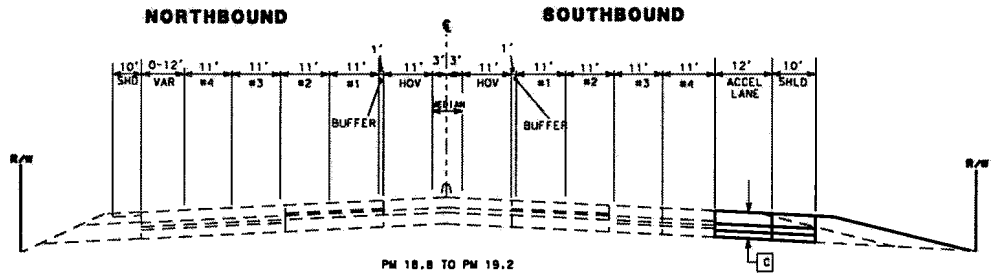
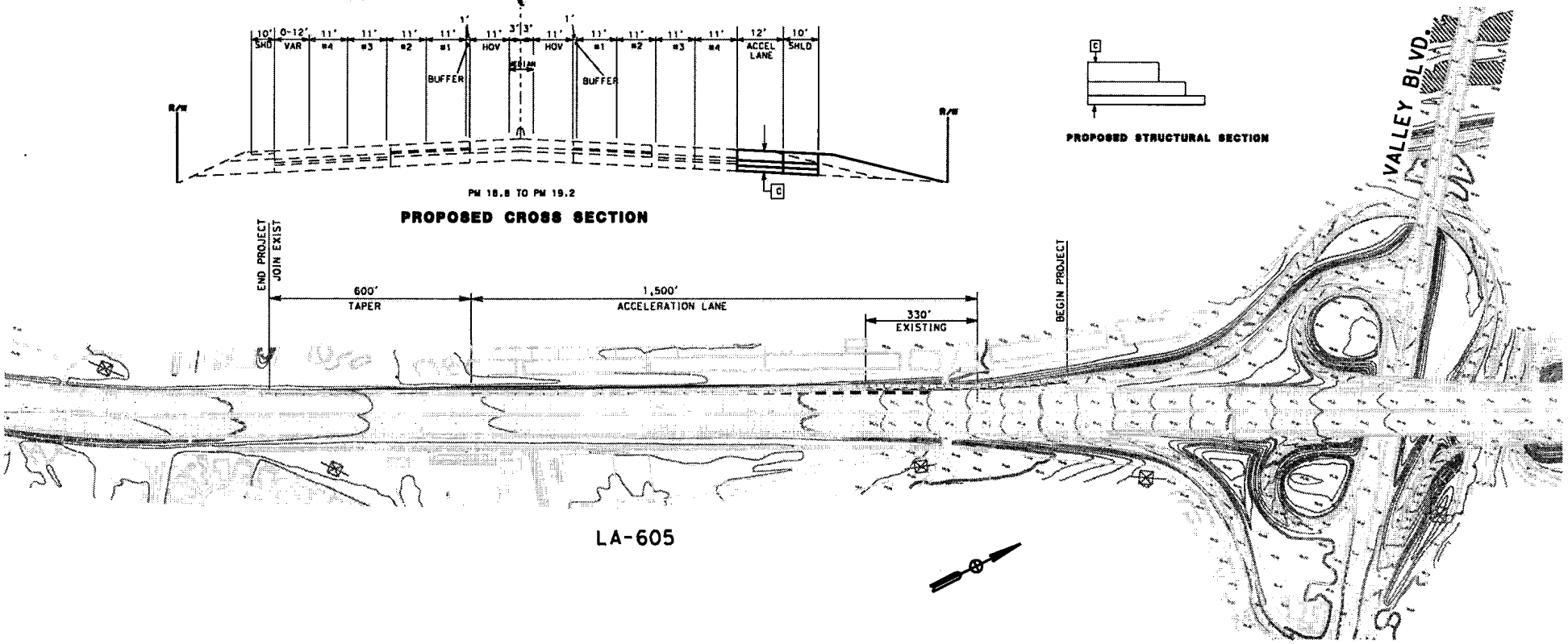


PM 18.8 TO PM 19.2

PROPOSED CROSS SECTION

PROPOSED STRUCTURAL SECTION



LA-605

LAYOUT & CROSS SECTION

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PROJECT ENGINEER

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ATTACHMENT C

CROSS-SECTIONS

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
7	LA	605	18.8/19.2	1	1

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA

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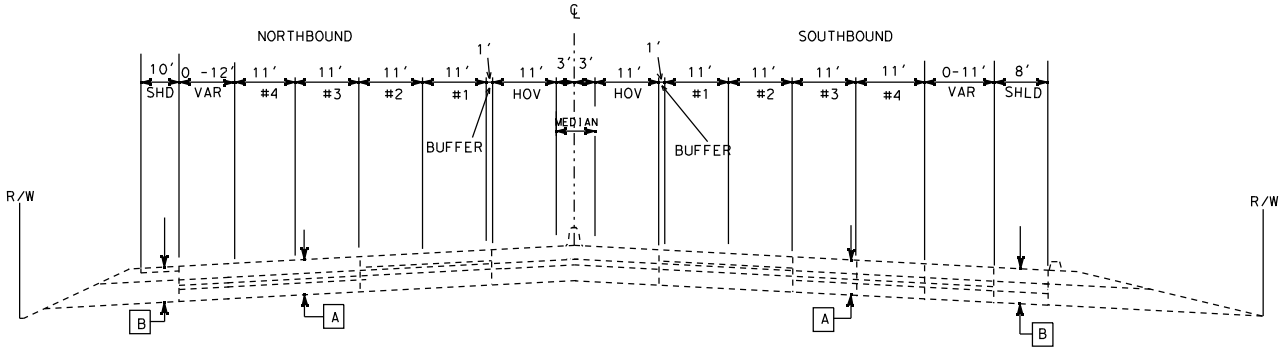

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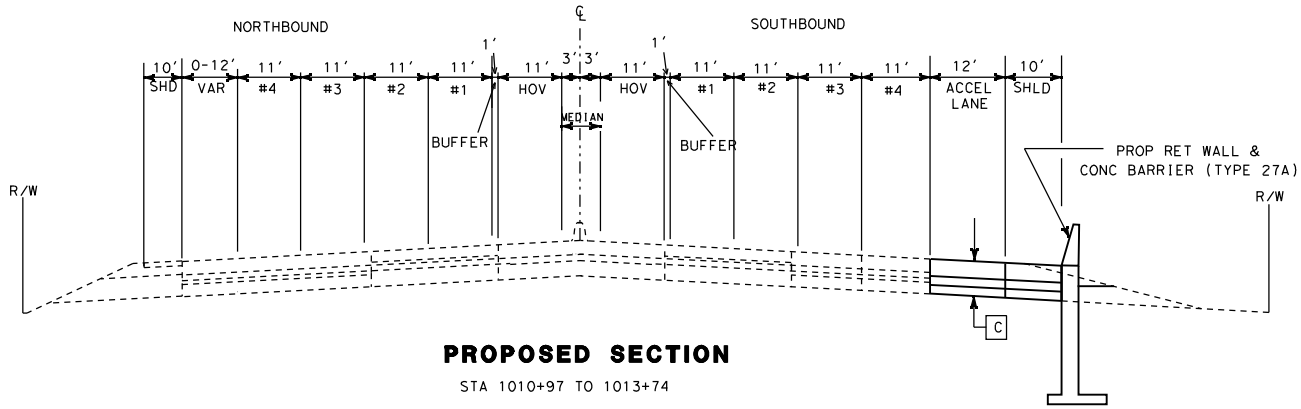

PROPOSED SECTION

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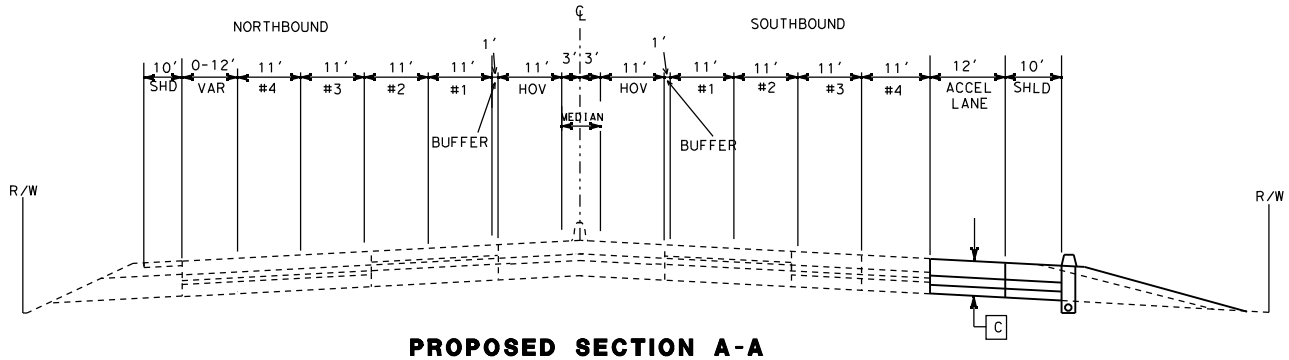
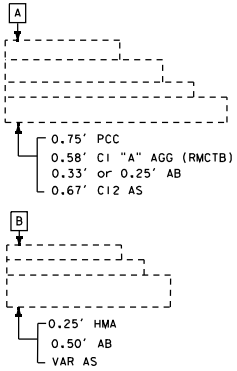


PROPOSED SECTION A-A



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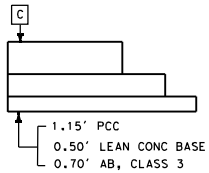

PROPOSED STRUCTURAL SECTION

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

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ATTACHMENT D

COST ESTIMATES

Project Study Report (Project Report)- Cost Estimate

DIST-CO-RTE	07-LA-605
PM	R18.8/R19.2
EA	26100K
Program Code:	HB1

Project Description:

Limits: Between Valley Blvd and I-605/I60 Interchange

Proposed Improvement (Scope): To construct acceleration lane on LA -605 at the Southbound Valley Blvd. on-ramp

Alternate:

TOTAL ROADWAY ITEMS	$	3,488,269
TOTAL STRUCTURE ITEMS	$	
SUBTOTAL CONSTRUCTION COSTS	$	3,488,269
RIGHT OF WAY ITEMS (Current Value)	$	
TOTAL PROJECT CAPITAL OUTLAY COSTS (in 2008 dollars)	$	3,488,269
USE	$	**3,490,000**

ESCALATION RATE PER YEAR (5% Per Year, Program Year 2014)

YEAR	ESCALATED COST
2009	$3,662,682
2010	$3,845,816
2011	$4,038,107
2012	$4,240,012
2013	$4,452,013
2014	**$4,674,614**

Reviewed by SHOPP	Signature	for Tien Tran / Steve Tran	(213) 897-0126 Phone No.	12-13-07 Date
Approved by Project	Signature	Tien Tran / Tien Tran	(213) 897-1704 Phone No.	12-13-07 Date

DIST-CO-RTE 07-LA-605
PM R18.8/R19.2

EA 26100K

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	468	CY	$70.00	$32,760	
Remove AC Dike	2,100	FT	$8.00	$16,800	
Imported Borrow	950	CY	$140.00	$133,000	
Clearing & Grubbing	1	LS		$10,000	

Subtotal of Earthwork Items $192,560

Section 2 Pavement Structural Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Jointed Plain Concrete Pavement(1.15 ft)	1,814	CY	$270.00	$489,780	
Lean Concrete Base (0.50 ft)	788	CY	$200.00	$157,600	
Aggregate Base, Class 3 (0.70 ft)	1,104	CY	$70.00	$77,280	
Asphalt Concrete Dike	2,100	FT	$15.00	$31,500	

Subtotal Pavement Structural Section $756,160

For a planning level cost estimate, due to the preliminary nature of traffic data, add a figure of 1.5 to the initial TI used to estimate a new pavement design.

Section 3 Drainage Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Project Drainage	1	LS		$118,600	

Subtotal Drainage Section $118,600

DIST-CO-RTE 07-LA-605
PM R18.8/R19.2

EA 26100K

Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls (H= 10')	56	CY	$2,900.00	$162,400	
Concrete Barrier (Type 60)	150	FT	$100.00	$15,000	
Plant Establishment Work (120 days)	1	LS		$15,000	
Highway Planting	1	LS		$40,000	
Irrigation System	1	LS		$50,000	
Construction Site BMPs	1	LS		$72,000	
Design Polution Prevention BMPs	1	LS		$47,000	
Lead Compliance Plan	1	LS		$5,000	
ADL Disposal	1	LS		$150,000	
Resident Engineer Office Fund	1	LS		$132,000	

Subtotal Specialty Items $688,400

Section 5 Traffic Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Electrical System	1	LS		$136,000	
Traffic Management Plan (TMP)	1	LS		$40,000	
Traffic Control System	1	LS		$20,000	
Relocate Existing TOS Elements	1	LS		$255,000	
Replace communication conduits and cables	1	LS		$250,000	
Traffic Delineation Items	1	LS		$10,000	
Temporary K-rail	2,200	FT	$25.00	$55,000	
Remove Thermoplastic Stripes	2,100	FT	$1.50	$3,150	
100 MM Thermoplastic Traffic Stripes	3,150	FT	$2.00	$6,300	

Subtotal Traffic Items $775,450

SUBTOTAL SECTIONS 1-5 $2,531,170

DIST-CO-RTE 07-LA-605
PM R18.8/R19.2

EA 26100K

Section 6 Minor Items

$2,531,170 Subtotal Sections 1-5	X	5.00% (x%)	$126,559

TOTAL MINOR ITEMS $126,559

SUBTOTAL SECTIONS 1-6 $2,657,729

Section 7 Roadway Mobilization

$2,657,729 Subtotal Sections 1-6	X	5.00% (x%)	$132,886

TOTAL ROADWAY MOBILIZATION $132,886

SUBTOTAL SECTIONS 1-7 $2,790,615

Section 8 Roadway Additions

Supplemental $2,790,615 Subtotal Sections 1-7	X	5.00% (x%)	$139,531
Contingencies $2,790,615 Subtotal Sections 1-7	X	20.00% (x%)	$558,123

TOTAL ROADWAY ADDITIONS $697,654

TOTAL ROADWAY ITEMS $3,488,269
(Total of sections 1-8)

Estimate Prepared By

(Print Name) Phone # Date

Estimate Checked By

(Print Name) Phone # Date

DIST-CO-RTE 07-LA-605
PM R18.8/R19.2

EA 26100K

II. STRUCTURES ITEMS

STRUCTURE

	Quantity	Unit	Unit Price	Item Cost
Bridge Name				
Structure Type				
Width (Replacement) - (m)				
Widening Width - (m)				
Span Lengths - (m)				
Total Area - (m^2)				
Footing Type (Pile/Spread)				
Cost Per m^2				
(include 10% mobilization				
and 20% contingency)				
Total Cost for Structure				
Removal Cost				
Remove Approach/Departure Slabs				
Approach/Departure Slabs				
Joint Seal				
Railroad Related Costs				

SUBTOTAL STRUCTURES ITEMS _____

SUBTOTAL RAILROAD ITEMS _____

TOTAL STRUCTURES ITEMS _____

USE _____

COMMENTS:

Estimate Prepared By
(If appropriate, attach additional pages and backup) Print Name Phone # Date

DIST-CO-RTE 07-LA-605
PM R18.8/R19.2

EA 26100K

III. RIGHT OF WAY

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

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

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

(If appropriate, attach additional pages and backup)

ATTACHMENT E

CATEGORICAL EXEMPTION/ EXCLUSION FORM

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

Revised September 6, 2007

07-LA-605	18.8/19.2	26100K	CE# 200710009
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 activities

The project proposes to construct an extended acceleration lane on the Southbound Interstate Route 605 at Valley Boulevard in the City of Industry. The project will extend the current acceleration lane from 330 feet to approximately 1500 feet, widen the acceleration lane to twelve feet, add a ten-foot road shoulder, and construct a 150 foot long retaining wall beginning at the private under-crossing (53-1448). Additionally, the existing curb will be removed, an Asphaltic Concrete (AC) dike will be constructed along the outside edge of pavement, and light poles relocated. The extended lane will then be re-striped. The removal of several mature trees will be required for this project and thus will require the inclusion of the Migratory Bird Non Standard Specification. A qualified district biologist will need to be notified prior to construction to conduct bird surveys. No cultural resources will be disturbed by this project. The project is located in the Department-owned right-of-way. See continuation sheet for further details

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 byon 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.** (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	Signature: Project Manager	Date
Kai Lee	10/25/07	Tien Tran	10-23-07

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) (X)
- Activity ___ 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	Signature: Project Manager/DLA Engineer	Date
Kai Lee	10/25/07	Tien Tran	10-23-07

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 MG**

CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

CONTINUATION SHEET

- Clearing and grubbing should be limited to the best extent possible. If clearing and grubbing take place during the bird nesting season (February 15 to September 1), a pre-construction survey must be conducted by a qualified biologist to determine the absence of nesting birds. If an active nest is discovered, activities within an area determined by a qualified biologist should not proceed until the fledglings have left the nest. Please notice the Division of Environmental Planning (DEP) at least 14 working days in advance to conduct a bird nesting survey. Findings for the bird nesting survey are valid for one week, so if clearing and activities are not initiated within one week of the survey, another survey will need to be conducted.
- Under the Federal Migratory Bird Treaty Act (MBTA), it is unlawful "by any means or manner to pursue, hunt, take, capture [or] kill any migratory bird except as permitted by regulations issued by the U.S. Fish and Wildlife Service (Service). The term "take" is not defined in the MBTA but the Service has defined it by regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest, or egg of any migratory bird.
- Birds may nest on bridge structures within the project limits. Therefore, during the Plans, Specifications and Estimates (PS&E) phase, DEP will need to evaluate the potential noise and vibration disturbances to determine the appropriate avoidance and minimization measures. Measures may include performing work outside the bird nesting season and/or implementation of exclusionary devices.
- Bats may roost on bridge structures within the bridge cavities and/or joint seals. Therefore, during PS&E phase, DEP will need to evaluate the potential noise and vibration disturbances to determine the appropriate avoidance and minimization measures. Measures may include conducting exit count surveys/acoustic sampling, performing construction activities outside the non-volant period (April to August) and/or implementation of exclusionary devices.
- All applicable Caltrans Construction Best Management Practices (BMP's) should be implemented to avoid or minimize potential pollutants from entering storm drains and inlets along the project area.
- DEP should be involved in review of the project during the PS&E phase of the project and should be informed of the schedule of work, pre-construction meetings, and construction details once available.
- If changes to the project or project design occur, the Division of Environmental Planning must be notified to make the necessary changes to the environmental document.
- The environmental document is valid for a period of three years from the date of issue.

ATTACHMENT F

TASAS TABLE

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual Fat	Actual F+I	Accident Rates Tot	Average Fat	Average F+I	Average Tot
07 LA 605 R018.800 - 07 LA 605 R019.199																	
0001-0001 2003-04-01 2006-03-31 *36 mo.*	.400 MI H 62 SOUTH S	60	0	15	15	50	2	21	0 20	117.5	51.51	0.000	.29	1.17	0.006	.35	1.07

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

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

For Ramps RUS only considers R(Rural) U(Urban)

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL HWY S/B ACCIDENTS ON LA-605, PM R18.8 / R19.2, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #682

TOTAL ACCIDENTS	FATAL	INJURY	PDO
60	0	14	46

PERSONS KILLED	PERSONS INJURED
0	18

MOTOR VEHICLES INVOLVED

NUMBER	PCT	CODE
10	16.7	1
32	53.3	2
12	20.0	3
6	10.0	>3

<---LINES CODED--->

NUMBER	PCT	CODE
10	16.7	1
28	46.7	2
15	25.0	3
5	8.3	4
2	3.3	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ---->

NUMBER	PCT	CODE
0	0.0	00- 12 MID.
1	1.7	01- 1 A.M.
2	3.3	02- 2 A.M.
0	0.0	03- 3 A.M.
1	1.7	04- 4 A.M.
2	3.3	05- 5 A.M.
4	6.7	06- 6 A.M.
8	13.3	07- 7 A.M.
4	6.7	08- 8 A.M.
4	6.7	09- 9 A.M.
3	5.0	10- 10 A.M.
5	8.3	11- 11 A.M.
2	3.3	12- 12 NOON
1	1.7	13- 1 P.M.
2	3.3	14- 2 P.M.
2	3.3	15- 3 P.M.
2	3.3	16- 4 P.M.
1	1.7	17- 5 P.M.
3	5.0	18- 6 P.M.
4	6.7	19- 7 P.M.
0	0.0	20- 8 P.M.
5	8.3	21- 9 P.M.
3	5.0	22- 10 P.M.
1	1.7	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL --->

NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
60	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY --->

NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
60	100.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR ----->

NUMBER	PCT	CODE
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
0	0.0	2000
0	0.0	2001
0	0.0	2002
19	31.7	2003
21	35.0	2004
18	30.0	2005
2	3.3	2006
0	0.0	2007

<----- MONTH ----->

NUMBER	PCT	CODE
3	5.0	01-JANUARY
5	8.3	02-FEBRUARY
3	5.0	03-MARCH
8	13.3	04-APRIL
10	16.7	05-MAY
6	10.0	06-JUNE
5	8.3	07-JULY
2	3.3	08-AUGUST
2	3.3	09-SEPTEMBER
5	8.3	10-OCTOBER
7	11.7	11-NOVEMBER
4	6.7	12-DECEMBER

<---- DAY OF WEEK ---->

NUMBER	PCT	CODE
5	8.3	1-SUNDAY
5	8.3	2-MONDAY
14	23.3	3-TUESDAY
10	16.7	4-WEDNESDAY
14	23.3	5-THURSDAY
5	8.3	6-FRIDAY
7	11.7	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL HWY S/B ACCIDENTS ON LA-605, PM R18.8 / R19.2, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #682

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
4	6.7	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
7	11.7	4-IMPROPER TURN
31	51.7	5-SPEEDING
15	25.0	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
3	5.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
14	23.3	B-SIDESWIPE
31	51.7	C-REAR END
1	1.7	D-BROADSIDE
12	20.0	E-HIT OBJECT
0	0.0	F-OVERTURN
1	1.7	G-AUTO-PEDESTRIAN
1	1.7	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
1	1.7	B-LOOSE MATERIAL
3	5.0	C-OBSTRUCTION ON ROAD
1	1.7	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
54	90.0	H-NO UNUSUAL CONDITION
1	1.7	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
53	88.3	A-CLEAR
6	10.0	B-CLOUDY
1	1.7	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<---------- LIGHTING ---------->

NUMBER	PCT	CODE
39	65.0	A-DAY LIGHT
4	6.7	B-DUSK/DAWN
5	8.3	C-DARK-STREET LIGHT
12	20.0	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
58	96.7	A-DRY
2	3.3	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
0	0.0	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
60	100.0	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
60	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
60	100.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTI MMARY

ALL HWY S/B ACCIDENTS ON LA-605, PM R18.8 / R19.2, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #682

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
55	91.7	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
0	0.0	C-MOTORCYCLE
18	30.0	D-PICKUP/PANEL TRUCK
1	1.7	E-PICKUP/PANEL W/TRAILER
4	6.7	F-TRUCK/TRUCK TRACTOR
7	11.7	G-TRUCK/TRACTOR & 1 TRAILER
2	3.3	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
0	0.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP
0	0.0	L-BICYLE
0	0.0	M-OTHER-MOTOR VEH
4	6.7	N-OTHER-NON-MOTOR VEH
1	1.7	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
1	1.7	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
18	30.0	A-STOPPED
47	78.3	B-PROCEDED STRAIGHT
2	3.3	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
14	23.3	H-SLOWING, STOPPING
1	1.7	I-PASS OTHER VEHICLE
13	21.7	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
1	1.7	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
1	1.7	O-PARKED
0	0.0	P-MERGING
0	0.0	Q-TRAVEL WRONG WAY
11	18.3	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
1	1.7	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
1	1.7	0	0.0	4-IMPROPER TURN
3	5.0	0	0.0	5-SPEEDING
2	3.3	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
2	3.3	0	0.0	F-INATTENTION - OTHER
1	1.7	0	0.0	G-STOP & GO TRAFFIC
0	0.0	0	0.0	H-ENTER/LEAVE RAMP
1	1.7	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
1	1.7	0	0.0	K-DEFECT VEHICLE EQUIP
5	8.3	1	1.7	L-UNINVOLVED VEHICLE
0	0.0	1	1.7	M-OTHER
52	86.7	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
6	10.0	59	98.3	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
4	6.7	N-N, NE, NW BOUND
59	98.3	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND
1	1.7	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
46	76.7	C-CELL PHONE NOT IN USE*
15	25.0	D-CELL PHONE NONE/UNKNOWN*
8	13.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

California Department of Transpor[illegible]on
Table B - Selective Accident Rate C[illegible]ation

Location Description				Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual Fat	Actual F+I	Accident Rates Tot	Average Fat	Average F+I	Average Tot
07 LA 605 R019.296 605/SB ON SEG WB VALLEY BL				R 08	14	0	3	3	5	3	5	0	13.9	15.21 +	0.000	.20	.92	0.006	.19	.55
0001-0001	2003-04-01	2006-03-31	*36 mo.*	U	**H95**					**H95**		4	.0							
07 LA 605 R019.297 605/SB ON SEG EB VALLEY BL				R 20	6	0	1	1	4	3	3	0	1.8	2.02 +	0.000	.49	2.97	0.003	.22	.60
0001-0002	2003-04-01	2006-03-31	*36 mo.*	U	**H99**					**H99**	**H97**	2	.0							

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

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

For Ramps RUS only considers R(Rural) U(Urban)

TASAS SELECTIVE P[illegible]ORD RETRIEVAL
TSAR - ACCIDE[illegible]UMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.296, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #719

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
14	0	3	11	0	4

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
9	64.3	1
5	35.7	2
0	0.0	3
0	0.0	>3

<---LINES CODED---> NUMBER	PCT	CODE
9	64.3	1
5	35.7	2
0	0.0	3
0	0.0	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
0	0.0	00- 12 MID.
1	7.1	01- 1 A.M.
0	0.0	02- 2 A.M.
0	0.0	03- 3 A.M.
0	0.0	04- 4 A.M.
1	7.1	05- 5 A.M.
1	7.1	06- 6 A.M.
0	0.0	07- 7 A.M.
1	7.1	08- 8 A.M.
0	0.0	09- 9 A.M.
1	7.1	10- 10 A.M.
2	14.3	11- 11 A.M.
1	7.1	12- 12 NOON
1	7.1	13- 1 P.M.
1	7.1	14- 2 P.M.
1	7.1	15- 3 P.M.
2	14.3	16- 4 P.M.
0	0.0	17- 5 P.M.
0	0.0	18- 6 P.M.
0	0.0	19- 7 P.M.
0	0.0	20- 8 P.M.
0	0.0	21- 9 P.M.
1	7.1	22- 10 P.M.
0	0.0	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
14	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
14	100.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
0	0.0	2000
0	0.0	2001
0	0.0	2002
3	21.4	2003
5	35.7	2004
5	35.7	2005
1	7.1	2006
0	0.0	2007

<----- MONTH -----> NUMBER	PCT	CODE
4	28.6	01-JANUARY
1	7.1	02-FEBRUARY
1	7.1	03-MARCH
1	7.1	04-APRIL
0	0.0	05-MAY
0	0.0	06-JUNE
1	7.1	07-JULY
0	0.0	08-AUGUST
1	7.1	09-SEPTEMBER
0	0.0	10-OCTOBER
2	14.3	11-NOVEMBER
3	21.4	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
1	7.1	1-SUNDAY
3	21.4	2-MONDAY
2	14.3	3-TUESDAY
2	14.3	4-WEDNESDAY
1	7.1	5-THURSDAY
2	14.3	6-FRIDAY
3	21.4	7-SATURDAY

1/26/2007
5:20 PM

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.296, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #719

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
0	0.0	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
5	35.7	4-IMPROPER TURN
6	42.9	5-SPEEDING
3	21.4	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
0	0.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
5	35.7	B-SIDESWIPE
0	0.0	C-REAR END
0	0.0	D-BROADSIDE
5	35.7	E-HIT OBJECT
4	28.6	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
14	100.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
9	64.3	A-CLEAR
4	28.6	B-CLOUDY
1	7.1	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------------ LIGHTING ------------>

NUMBER	PCT	CODE
9	64.3	A-DAY LIGHT
2	14.3	B-DUSK/DAWN
1	7.1	C-DARK-STREET LIGHT
2	14.3	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
11	78.6	A-DRY
3	21.4	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
0	0.0	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
14	100.0	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
14	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
2	14.3	1-RAMP INTERSECTION (EXIT)
12	85.7	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
0	0.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PART SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.296, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #719

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
9	64.3	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
1	7.1	C-MOTORCYCLE
4	28.6	D-PICKUP/PANEL TRUCK
1	7.1	E-PICKUP/PANEL W/TRAILER
0	0.0	F-TRUCK/TRUCK TRACTOR
3	21.4	G-TRUCK/TRACTOR & 1 TRAILER
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
0	0.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP
0	0.0	L-BICYLE
0	0.0	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
1	7.1	A-STOPPED
10	71.4	B-PROCEDED STRAIGHT
1	7.1	C-RAN OFF ROAD
0	0.0	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
0	0.0	H-SLOWING, STOPPING
1	7.1	I-PASS OTHER VEHICLE
2	14.3	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
0	0.0	O-PARKED
1	7.1	P-MERGING
0	0.0	Q-TRAVEL WRONG WAY
3	21.4	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
0	0.0	0	0.0	4-IMPROPER TURN
0	0.0	0	0.0	5-SPEEDING
0	0.0	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	0	0.0	F-INATTENTION - OTHER
0	0.0	0	0.0	G-STOP & GO TRAFFIC
6	42.9	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
1	7.1	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	0	0.0	M-OTHER
7	50.0	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
1	7.1	14	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
0	0.0	N-N, NE, NW BOUND
13	92.9	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
1	7.1	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
10	71.4	C-CELL PHONE NOT IN USE*
5	35.7	D-CELL PHONE NONE/UNKNOWN*
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

01/26/2007
05:20 PM

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PART SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.296, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #719

<------------------- OBJECT STRUCK ------------------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
2	14.3	2	14.3	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
0	0.0	1	7.1	15-GUARDRAIL
0	0.0	0	0.0	16-MEDIAN BARRIER
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)
3	21.4	0	0.0	18-DIKE OR CURB
0	0.0	0	0.0	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
3	21.4	3	21.4	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	1	7.1	27-FENCE
0	0.0	0	0.0	28-TREES
0	0.0	1	7.1	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
1	7.1	6	42.9	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	0	0.0	99- NO OBJECT INVOLVED
5	35.7	0	0.0	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
0	0.0	13	92.9	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
1	7.1	2	14.3	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	C-LEFT SHOULDER AREA
2	14.3	0	0.0	D-LEFT LANE
0	0.0	0	0.0	E-INTERIOR LANES
5	35.7	2	14.3	F-RIGHT LANE
0	0.0	0	0.0	G-RIGHT SHOULDER AREA
8	57.1	8	57.1	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
0	0.0	13	92.9	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
14	100.0	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	7.1	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
0	0.0	14	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

California Department of Transportation
Table B - Selective Accident Rate C. ation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
07 LA 605 R019.296 605/SB ON SEG WB VALLEY BL	R 08	14	0	3	3	5	3	5	0	13.9	15.21 +	0.000	.20	.92	0.006	.19	.55
0001-0001 2003-04-01 2006-03-31 *36 mo.*	U	**H95**					**H95**		4	.0							
07 LA 605 R019.297 605/SB ON SEG EB VALLEY BL	R 20	6	0	1	1	4	3	3	0	1.8	2.02 +	0.000	.49	2.97	0.003	.22	.60
0001-0002 2003-04-01 2006-03-31 *36 mo.*	U	**H99**					**H99**	**H97**	2	.0							

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

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

For Ramps RUS only considers R(Rural) U(Urban)

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.297, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #720

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS KILLED	PERSONS INJURED
6	0	1	5	0	2

MOTOR VEHICLES INVOLVED NUMBER	PCT	CODE
2	33.3	1
4	66.7	2
0	0.0	3
0	0.0	>3

<---LINES CODED---> NUMBER	PCT	CODE
2	33.3	1
4	66.7	2
0	0.0	3
0	0.0	4
0	0.0	5
0	0.0	6
0	0.0	7
0	0.0	8
0	0.0	9

<---- HOUR OF DAY ----> NUMBER	PCT	CODE
1	16.7	00- 12 MID.
0	0.0	01- 1 A.M.
0	0.0	02- 2 A.M.
0	0.0	03- 3 A.M.
0	0.0	04- 4 A.M.
0	0.0	05- 5 A.M.
0	0.0	06- 6 A.M.
1	16.7	07- 7 A.M.
0	0.0	08- 8 A.M.
0	0.0	09- 9 A.M.
0	0.0	10- 10 A.M.
1	16.7	11- 11 A.M.
1	16.7	12- 12 NOON
0	0.0	13- 1 P.M.
1	16.7	14- 2 P.M.
0	0.0	15- 3 P.M.
0	0.0	16- 4 P.M.
0	0.0	17- 5 P.M.
0	0.0	18- 6 P.M.
1	16.7	19- 7 P.M.
0	0.0	20- 8 P.M.
0	0.0	21- 9 P.M.
0	0.0	22- 10 P.M.
0	0.0	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL ---> NUMBER	PCT	CODE
0	0.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
6	100.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+-NO DATA

<--- SIDE OF HIGHWAY ---> NUMBER	PCT	CODE
0	0.0	N-NORTHBOUND
6	100.0	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<----- YEAR -----> NUMBER	PCT	CODE
0	0.0	1996
0	0.0	1997
0	0.0	1998
0	0.0	1999
0	0.0	2000
0	0.0	2001
0	0.0	2002
1	16.7	2003
2	33.3	2004
3	50.0	2005
0	0.0	2006
0	0.0	2007

<----- MONTH -----> NUMBER	PCT	CODE
0	0.0	01-JANUARY
0	0.0	02-FEBRUARY
1	16.7	03-MARCH
1	16.7	04-APRIL
1	16.7	05-MAY
0	0.0	06-JUNE
0	0.0	07-JULY
0	0.0	08-AUGUST
0	0.0	09-SEPTEMBER
0	0.0	10-OCTOBER
1	16.7	11-NOVEMBER
2	33.3	12-DECEMBER

<---- DAY OF WEEK ----> NUMBER	PCT	CODE
1	16.7	1-SUNDAY
1	16.7	2-MONDAY
1	16.7	3-TUESDAY
2	33.3	4-WEDNESDAY
0	0.0	5-THURSDAY
0	0.0	6-FRIDAY
1	16.7	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.297, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #720

<-- PRIMARY COLLISION FACTOR -->

NUMBER	PCT	CODE
0	0.0	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
0	0.0	3-FAILURE TO YIELD
0	0.0	4-IMPROPER TURN
5	83.3	5-SPEEDING
1	16.7	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
0	0.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->

NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
1	16.7	B-SIDESWIPE
3	50.0	C-REAR END
0	0.0	D-BROADSIDE
2	33.3	E-HIT OBJECT
0	0.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->

NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
6	100.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--------- WEATHER --------->

NUMBER	PCT	CODE
3	50.0	A-CLEAR
3	50.0	B-CLOUDY
0	0.0	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<---------- LIGHTING ---------->

NUMBER	PCT	CODE
3	50.0	A-DAY LIGHT
2	33.3	B-DUSK/DAWN
0	0.0	C-DARK-STREET LIGHT
1	16.7	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->

NUMBER	PCT	CODE
3	50.0	A-DRY
3	50.0	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<------ RIGHT OF WAY CONTROL ------>

NUMBER	PCT	CODE
0	0.0	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
6	100.0	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<-------- HIGHWAY GROUP -------->

NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
6	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->

NUMBER	PCT	CODE
1	16.7	1-RAMP INTERSECTION (EXIT)
1	16.7	2-RAMP
1	16.7	3-RAMP ENTRY
3	50.0	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCT-NONSTATE RTE
0	0.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PART SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.297, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #720

<---------- PARTY TYPE ---------->

NUMBER	PCT	CODE
4	66.7	A-PASNGR CAR/STA WAGON
0	0.0	B-PASNGR CAR W/TRAILER
0	0.0	C-MOTORCYCLE
2	33.3	D-PICKUP/PANEL TRUCK
0	0.0	E-PICKUP/PANEL W/TRAILER
0	0.0	F-TRUCK/TRUCK TRACTOR
0	0.0	G-TRUCK/TRACTOR & 1 TRAILER
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER
0	0.0	4-SINGLE UNIT TANKER
0	0.0	5-TRUCK/TRA & 1 TANK TRALR
0	0.0	6-TRUCK/TRA & 2 TANK TRALR
0	0.0	H-SCHOOL BUS
0	0.0	I-OTHER BUS
0	0.0	J-EMERGENCY VEHICLE
0	0.0	K-HIGHWAY CONST EQUP
0	0.0	L-BICYLE
0	0.0	M-OTHER-MOTOR VEH
0	0.0	N-OTHER-NON-MOTOR VEH
0	0.0	O-SPILLED LOADS
0	0.0	P-DISENGAGED TOW
0	0.0	Q-UNINVOLVED VEHICLE
0	0.0	R-MOPED
0	0.0	T-TRAIN
0	0.0	U-PEDESTRIAN
0	0.0	V-DISMOUNT PEDESTRIAN
0	0.0	W-ANIMAL - LIVESTOCK
0	0.0	X-ANIMAL - DEER
0	0.0	Z-ANIMAL - OTHER

<- MOVEMENT PRECEDING COLLISION ->

NUMBER	PCT	CODE
2	33.3	A-STOPPED
4	66.7	B-PROCEDED STRAIGHT
0	0.0	C-RAN OFF ROAD
1	16.7	D-MAKING RIGHT TURN
0	0.0	E-MAKING LEFT TURN
0	0.0	F-MAKING U TURN
0	0.0	G-BACKING
1	16.7	H-SLOWING, STOPPING
0	0.0	I-PASS OTHER VEHICLE
1	16.7	J-CHANGING LANES
0	0.0	K-PARKING
0	0.0	L-ENTER FROM SHLDR
0	0.0	M-OTHER UNSAFE TURN
0	0.0	N-CROSS INTO OPP LN
0	0.0	O-PARKED
0	0.0	P-MERGING
0	0.0	Q-TRAVEL WRONG WAY
0	0.0	R-OTHER
0	0.0	<-NOT STATED

PEDESTRIAN

NUMBER	PCT	CODE
0	0.0	2- XING XWALK - INTRST
0	0.0	3- XING XWALK - NOT INTR
0	0.0	4- XING NOT XWALK
0	0.0	5- ROADWAY - INCL SHLDR
0	0.0	6- NOT IN ROADWAY
0	0.0	7- APRH-LEAVE SCHL BUS
0	0.0	- INVALID CODES

<---- OTHER ASSOCIATED FACTORS ---->

#1 NUMBER	#1 PCT	#2 NUMBER	#2 PCT	CODE
0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	0	0.0	3-FAILURE TO YIELD
0	0.0	0	0.0	4-IMPROPER TURN
0	0.0	0	0.0	5-SPEEDING
0	0.0	0	0.0	6-OTHER VIOLATIONS
0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	0	0.0	F-INATTENTION - OTHER
0	0.0	0	0.0	G-STOP & GO TRAFFIC
1	16.7	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
0	0.0	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	0	0.0	M-OTHER
5	83.3	0	0.0	N-NONE APPARENT
0	0.0	0	0.0	P-WIND
0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	0	0.0	X-READING* (INATTN)
0	0.0	6	100.0	<-NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY

* INATTENTION CODES EFF. 01-01-01

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
0	0.0	N-N, NE, NW BOUND
3	50.0	S-S, SE, SW BOUND
2	33.3	E-EASTBOUND
1	16.7	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
4	66.7	C-CELL PHONE NOT IN USE*
2	33.3	D-CELL PHONE NONE/UNKNOWN*
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PART SUMMARY
ALL RAMP ACCIDENTS ON LA-605, PM R19.297, FOR TIME PERIOD 4/1/03 THRU 3/31/06, CALVIN NGUYEN, LOG #720

<------------------- OBJECT STRUCK ------------------->

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING
0	0.0	0	0.0	02-END OF BRIDGE RAILING
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE
0	0.0	0	0.0	06-END OF GUARD RAIL
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL
0	0.0	1	16.7	10-LIGHT OR SIGNAL POLE
0	0.0	0	0.0	11-UTILITY POLE
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC
0	0.0	0	0.0	15-GUARDRAIL
0	0.0	0	0.0	16-MEDIAN BARRIER
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)
1	16.7	1	16.7	18-DIKE OR CURB
0	0.0	0	16.7	19-TRAFFIC ISLAND
0	0.0	0	0.0	20-RAISED BARS
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT
1	16.7	0	0.0	24-OVER EMBANKMENT
0	0.0	0	0.0	25-IN WATER
0	0.0	0	0.0	26-DRAINAGE DITCH
0	0.0	0	0.0	27-FENCE
0	0.0	1	16.7	28-TREES
0	0.0	0	0.0	29-PLANTS
0	0.0	0	0.0	30-SOUND WALL
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD
0	0.0	0	0.0	41-TEMP BARRICADES, CONES
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD
0	0.0	1	16.7	44-OVERTURNED
0	0.0	0	0.0	45-CRASH CUSHION (SAND)
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)
0	0.0	0	0.0	51-CALL BOX
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK
0	0.0	0	0.0	99- NO OBJECT INVOLVED
4	66.7	0	0.0	V1 THRU V9 VEHICLE 1 TO 9
0	0.0	0	0.0	<< NOT STATED
0	0.0	5	83.3	-- DOES NOT APPLY
0	0.0	0	0.0	- INVALID CODES

<------ LOCATION OF COLLISION ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	C-LEFT SHOULDER AREA
2	33.3	0	0.0	D-LEFT LANE
1	16.7	0	0.0	E-INTERIOR LANES
2	33.3	0	0.0	F-RIGHT LANE
0	0.0	0	0.0	G-RIGHT SHOULDER AREA
2	33.3	2	33.3	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	<-NOT STATED
0	0.0	5	83.3	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

<------ DRUG/PHYSICAL ------>

PRIMARY NUMBER	PRIMARY PCT	OTHERS NUMBER	OTHERS PCT	CODE
4	66.7	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
1	16.7	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	16.7	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
0	0.0	6	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

ATTACHMENT G

RIGHT-OF-WAY DATA SHEET

TO Mohamed Ahmed
ATTN Trilly Nguyen
PHONE 213-897-7825
SENIOR R/W P&M
ROUTE LA 605
PM_KM PM 18.8/19.2
EA 26100K
ALT 1

R/W DATA SHEET

Date of Data Sheet 5/4/2007
WBS
REVISED
UPDATED
PROJ._DESC Construct an acceleration lane on the Southbound LA 605 (PM 18.8/19.2) at the SB Valley Blvd On-Ramp in the City of Industry.

ID NO
1310

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

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

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

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

Residential displacement is not involved .

Utility facilities or Utility Right of Way are not affected.

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

Right of Way work will be performed by Caltrans staff.

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

It is not known at this time whether there are any material borrow and/or disposal sites are required.

It is not known at this time whether there are potential relinquishments and/or abandonments.

There are potential hazardous waste parcels

Time constraints precluded a detailed cost estimate.

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

RW COST ESTIMATE

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

NO RIGHT OF WAY

ESCALATION RATE RW .07
ESCALATION RATE Utilities
CERT.DATE 7/31/07

According to Trilly Nguyen, no RW is required for this job.

ROUTE LA 605
PM_KM PM 18.8/19.2
EA 26100K
ALT 1

PARCEL COUNT

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	
W	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
MULTI	
BUS	

PARCELS WITH RAP: 0

POTENTIAL CLEARANCE PARCELS:

POTENTIAL CONDEMNATION PARCELS:

POTENTIAL EXCESS PARCELS: not known at this time.

ESTIMATE OF PY'S

APPRAISALS	PY	HOURS
A		
B		

ACQUISITIONS	PY	HOURS
A		
B		

UTILITIES	PY	HOURS
PY U4 1		
PY U4 2		
PY U4 3		

RAILROAD	PY	HOURS
C & M		

C		
D		
F		
W		
Dual		

C		
D		
F		

PY U4 4		
PY U5 7		
PY U5 8		
PY U5 9	0.0273	48.3

SC		
LIC/RE		

CONDEMNATION		CLEARANCE		RELOCATION		PERMITS	
PY	HOURS	PY	HOURS	PY	HOURS	PY	HOURS

UTILITY INFORMATION

Are Utilities affected: no

	Quantities	Estimated Costs	Escalated Costs
NONE			

Are utility easements required _____ No. of easements _____ Are Utility agreements required no

Types of Util. Facilities & agrmts. required Description _____

TOTAL CURRENT COST NONE

CONST. COMPLETION DATE _____

UTILITY ESCALATION RATE _____

ESCALATED VALUE TO UTILITY CONSTRUCTION COMPLETION DATE NONE

RR INFORMATION

Are RR affected no

Describe affected RR None

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

Explain Branch lines

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

		DATE
Right of Way Estimate prepared by	Victor Lee	2/8/07
Railroad Estimate prepared by	Bob Thorpe	3/7/07

Utilities Estimate prepared by Mark Lyles 5/3/07

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 12-5-07

ADDITIONAL UTILITIES

ATTACHMENT H

CURRENT AND FORECAST TRAFFIC SUMMARY

Andrew Teng

03/22/2007 03:26 PM

To: Trilly Nguyen/D07/Caltrans/CAGov@DOT
cc: Chao Wei/D07/Caltrans/CAGov@DOT, Mohamed A Ahmed/D07/Caltrans/CAGov@DOT, Trisha Le Quach/D07/Caltrans/CAGov@DOT
Subject: Re: Fw: EA 26100K, Adding an Acceleration Lane SB; widening shoulders

Trilly,

Attached please find a copy of the requested information, if you have any question, please feel free to contact me at 7-4793

Location	2005 Existing		2030 Projected	
	AM Peak	PM Peak	AM Peak	PM Peak
605 S/B on Seg. EB Valley Blvd	162	256	200	320
605 S/B on Seg. wB Valley Blvd	1344	934	1680	1170

Trilly Nguyen/D07/Caltrans/CAGov

Trilly Nguyen/D07/Caltrans/CAGov

03/15/2007 10:07 AM

To Andrew Teng/D07/Caltrans/CAGov@DOT
cc Mohamed A Ahmed/D07/Caltrans/CAGov@DOT, Trisha Le Quach/D07/Caltrans/CAGov@DOT, Chao Wei/D07/Caltrans/CAGov@DOT
Subject Fw: EA 26100K, Adding an Acceleration Lane SB; widening shoulders

Andrew,
This is part of the previous requested memo we sent you earlier. Please give us the projected year **2030** AM and PM Peak Hour Volume also for the Valley BLvd. ramp. See Table below. Thank you.

Trilly
7-7825

Trilly Nguyen
03/14/2007 11:12 AM

To: Trisha Le Quach/D07/Caltrans/CAGov@DOT
cc:
Subject: Fw: EA 26100K, Adding an Acceleration Lane SB; widening shoulders

----- Forwarded by Trilly Nguyen/D07/Caltrans/CAGov on 03/14/2007 11:12 AM -----

Andrew Teng/D07/Caltrans/CAGov
02/26/2007 11:08 AM

To Trilly Nguyen/D07/Caltrans/CAGov@DOT
cc Chao Wei/D07/Caltrans/CAGov@DOT, Mohamed A Ahmed/D07/Caltrans/CAGov@DOT
Subject Re: EA 26100K, Adding an Acceleration Lane SB; widening shoulders

Trilly,

The 2032 AADT projections were based on the requested by PSR (please see the attachment). The following are the 2030 AADT projections.

	2007 AADT	2030 AADT
I-605 South Direction	121,890	149,400
SB On-Ramp From EB Valley Blvd	2,090	2,560
SB On-Ramp From WB Valley Blvd	12,550	15,400

26100K.jpg

Thanks

Andy
7-4793

Trilly Nguyen/D07/Caltrans/CAGov

Trilly Nguyen/D07/Caltrans/CAGov
02/23/2007 08:10 AM

To Andrew Teng/D07/Caltrans/CAGov@DOT
cc Chao Wei/D07/Caltrans/CAGov@DOT, Mohamed A Ahmed/D07/Caltrans/CAGov@DOT
Subject Re: EA 26100K, Adding an Acceleration Lane SB; widening shoulders

Andrew,
Could you please give us the forecast for the year 2030 instead the odd year 2032. Thank you.
Trilly
7-7825
Andrew Teng/D07/Caltrans/CAGov

Andrew

07-LA-605

P P	POST MILE	P S	DESCRIPTION	1996 ADT	1997 ADT	1998 ADT	1999 ADT	2000 ADT	2001 ADT	2002 ADT	2003 ADT	2004 ADT	2005 ADT
R	017.202		NB OFF TO RTE 60			46509				57400			51000
R	017.343		SB ON FROM WB RTE 60			33509				37400		39001	39000
R	017.479		NB ON FROM EB RTE 60			19109				24600		22201	22200
R	017.563		SB OFF TO RTE 60			34209				42300			40500
R	017.602		NB ON FROM WB RTE 60			15809				17600			14200
R	019.214		SB ON FROM VALLEY BLVD		12408	14800				17700			14300
R	019.241		NB OFF TO VALLEY BLVD		11408					15600			12600
R	019.296		SB ON FR WB VALLEY BLVD		12008					15000			12300
R	019.297		SB ON FR EB VALLEY BLVD		1608					1700			2050
R	019.365		NB ON FR EB VALLEY BLVD		1208					3400			1550
R	019.377		SEG ON FROM WB VALLEY BLVD			24609	24800			25300			23600
R	019.414		SB OFF TO VALLEY BLVD		10708					16300			11400
R	019.502		NB ON FR WB VALLEY BLVD		9208					11700			10200
R	019.946		NB OFF TO RTE 10		49908					49100			55000
R	019.990		SB ON FROM RTE 10		48508					53800			57000
R	020.034		SEG NB OFF TO EB RTE 10		32108					58500			38500
R	020.035		NB COLLECTOR TO WB RTE 10		46908								
R	020.041		SEG SB TO/FROM RTE 10		11508					48700			49000
R	020.042		SEG SB OFF TO EB RTE 10		28208					12400			12400
	020.296		SEG SB OFF TO EB RTE 10		12608	12400				13500			13000
	020.429		SB OFF TO RTE 10							35100			36000
	020.481		NB ON FROM RTE 10		24508	24600				27600			33500

							S			N		
District	Route	Rte Suf	County	PM Prefix	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
7	605		LA	R	16.65	INDUSTRY, PECK ROAD	17000	268000	258000	16200	262000	254000
7	605		LA	R	17.41	JCT. RTE. 60, POMONA FREEWAY	16200	262000	254000	16200	249000	239000
7	605		LA	R	19.39	INDUSTRY, VALLEY BOULEVARD	16200	249000	239000	16600	244000	234000
7	605		LA		20.19	BALDWIN PARK, JCT. RTE.10, SAN BERNARDINO FREEWAY	16600	244000	234000	13100	200000	193000

2005 AADT

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
02	395	MOD		3.216	246	B	05	N	105	17.05	61.4	10.47	12	SUN	AUG	N	89	15.65	56.69	8.87	13	SUN	AUG
02	395	MOD		22.07	177	B	05	N	386	10.55	51.13	5.4	12	WED	AUG	N	389	9.8	55.49	5.44	15	THU	MAY
02	395	MOD		23.04	234	O	05	N	169	10.58	52.65	5.57	11	FRI	AUG	N	189	11.7	53.24	6.23	15	FRI	OCT
12	405	ORA		6.178	915	A	03	N	10958	8.13	59.3	4.82	7	THU	MAR	N	12130	7.99	66.8	5.34	14	FRI	JUN
07	405	LA		.4	210	A	05	N	9174	6.61	53.26	3.52	6	MON	NOV	S	10074	7.11	54.36	3.87	16	THU	JAN
07	405	LA		3.82	465	A	05	S	10940	7.42	50.12	3.72	7	TUE	MAR	S	11905	7.19	56.25	4.05	17	WED	MAR
07	405	LA		8.2	600	A	05	N	11622	7.19	55.02	3.96	7	WED	APR	S	11155	7	54.25	3.8	16	MON	APR
07	405	LA		11.9	212	B	05	N	9963	6.9	53.13	3.67	7	TUE	MAY	S	9696	6.64	53.72	3.57	15	WED	APR
07	405	LA		14.92	213	A	05	N	9007	5.98	58.94	3.53	6	FRI	SEP	S	9027	6.68	52.91	3.53	14	FRI	SEP
07	405	LA		18.63	551	O	05	N	9813	6.35	56.65	3.6	7	FRI	AUG	S	9628	6.74	52.38	3.53	17	THU	AUG
07	405	LA		44.27	217	A	05	S	8966	6.15	65.21	4.01	6	MON	JUN	N	8952	6.91	57.93	4	15	WED	JUN
04	505	SOL	R	3.058	903	B	05	N	1138	7.29	54.84	4	11	SAT	OCT	S	1422	8.23	60.69	4.99	18	SUN	AUG
04	505	SOL	R	5.571	353	A	04	N	1086	7.28	58.17	4.23	11	FRI	JUN	S	1190	7.99	58.08	4.64	15	SUN	JUN
03	505	YOL		.396	955	B	05	N	1117	6.84	69.38	4.74	8	SAT	MAY	S	1384	9.5	61.87	5.88	16	SUN	MAY
03	505	YOL		10.62	342	B	05	N	957	7.72	67.39	5.2	10	FRI	NOV	S	1188	9.71	66.56	6.46	16	SUN	JAN
03	505	YOL		10.62	964	A	05	N	746	9.66	66.55	6.43	9	FRI	JUL	N	908	13.53	57.8	7.82	15	FRI	JUL
03	505	YOL	R	22.36	965	B	05	N	705	10.55	67.34	7.1	11	FRI	MAY	S	793	11.67	68.48	7.99	16	SUN	MAY
10	580	SJ		8.149	421	X	05	W	2526	7.78	90.28	7.02	5	MON	MAR	E	2305	9.69	66.14	6.41	15	FRI	AUG
04	580	ALA	R	8.265	152	A	05	W	7565	5.84	85.97	5.02	5	TUE	OCT	E	6697	6.76	65.82	4.45	17	MON	OCT
04	580	ALA		10.69	532	A	05	W	7352	5.38	79.34	4.27	5	WED	OCT	E	6994	7.16	56.72	4.06	16	THU	APR
04	580	ALA	R	40.65	243	A	05	W	7919	6.94	61.56	4.27	7	TUE	APR	E	8913	8.42	57.13	4.81	17	TUE	JAN
07	605	LA	R	2.31	220	O	05	S	8398	7.26	53.18	3.86	7	WED	AUG	N	8920	7.45	55.1	4.1	17	WED	JUL
07	605	LA	R	11	222	B	04	S	8377	6.37	52.24	3.33	12	SAT	JUN	S	8594	6.24	54.71	3.42	13	SAT	MAR
07	605	LA	R	16.1	660	B	05	S	8561	5.97	55.59	3.32	6	FRI	FEB	N	8734	6.57	51.55	3.38	13	SAT	MAY
07	605	LA	R	17.75	223	A	05	S	9020	6.24	60.48	3.77	6	THU	FEB	N	8426	6.8	51.86	3.52	14	SAT	FEB
07	605	LA		22.92	547	O	05	S	6626	7.07	56.03	3.96	7	THU	JUN	N	6070	6.95	52.22	3.63	15	THU	NOV
04	680	ALA	R	11.85	42	A	03	S	5191	7.9	55.75	4.4	7	WED	JUL	N	5290	7.92	56.65	4.49	16	THU	APR
04	680	CC	R	.01	557	A	03	S	7796	8.68	55.67	4.83	7	FRI	OCT	S	8817	9.32	58.57	5.46	17	FRI	OCT
04	680	CC	R	6.764	419	O	03	S	6671	7.91	57.61	4.56	7	TUE	JAN	N	6565	8.39	53.43	4.48	15	FRI	APR
04	680	CC	R	8.751	158	A	03	S	7187	7.87	51.37	4.04	7	FRI	JUN	N	7691	7.92	54.62	4.32	15	WED	OCT
04	680	CC	R	12.61	302	B	03	N	7656	7.48	56.99	4.26	8	WED	OCT	N	7913	8.46	52.03	4.4	17	THU	APR
04	680	CC	R	18.71	301	B	03	S	10747	7.55	54.01	4.08	7	TUE	APR	N	11988	8.11	56.04	4.55	17	TUE	OCT
04	680	SOL	R	7.324	355	A	03	S	3591	7.72	75.03	5.79	9	TUE	JUN	N	2749	7.35	60.37	4.44	16	THU	MAR

ATTACHMENT I

TRANSPORTATION MANAGEMENT PLAN (TMP) DATA SHEET

TRANSPORTATION MANAGEMENT PLAN DATASHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM LA/605/18.8/19.2 EA 26100K Alternative No. ____

Project Limit Southbound Route 605 at Southbound Valley on-ramp

Project Description This project proposes to construct an acceleration lane on the southbound Valley Blvd on-ramp.

1) Public Information

- ☐ a. Brochures and Mailers $
- ☒ b. Press Release $
- ☒ c. Paid Advertising $30,000
- ☐ d. Public Information Center/Kiosk $
- ☐ e. Public Meeting/Speakers Bureau
- ☐ f. Telephone Hotline
- ☐ g. Internet
- ☐ h. Others ____ $

2) Motorists Information Strategies

- ☐ a. Changeable Message Signs (Fixed) $
- ☐ b. Changeable Message Signs (Portable) $
- ☐ c. Ground Mounted Signs $
- ☐ d. Highway Advisory Radio $
- ☐ e. Caltrans Highway Information Network (CHIN)
- ☐ f. Others ____ $

3) Incident Management

- ☒ a. Construction Zone Enhanced Enforcement Program (COZEEP) $10,000
- ☐ b. Freeway Service Patrol $
- ☐ c. Traffic Management Team
- ☐ d. Helicopter Surveillance $
- ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) $
- ☐ f. Others ____ $

4) Construction Strategies

- [x] 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 = $40,000

Project Notes:

The COZEEP cost estimate of $10,000.00 was provided by the Caltrans Construction Traffic Advisor.

The Paid Advertising cost estimate of $30,000.00 was provided by the Caltrans Public Information Officer/Media Relations/Public Affairs.

PREPARED BY: Moses Quach — DATE 2/13/07

Transportation Engineer

APPROVAL RECOMMENDED BY: Martin Oregel — DATE 2/13/07

Martin Oregel

Senior Transportation Engineer

APPROVED BY: John Yang — DATE 2/13/07

John Yang

District Traffic Manager

ATTACHMENT J

TRANSPORTATION CONCEPT REPORT (TCR) INFORMATION

INTERSTATE 605 - SEGMENT 7 SUMMARY

Limits:	SR - 60 (Pomona Fwy.) to I - 10
Post Miles:	R17.41 - 20.19

International, Interstate, Interregional, Intraregional travel (commute and non-commute) and Goods Movement

Functional Classification:	Urban Principal Arterial - P3
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA, STRAHNET

	Main Line	HOV Lane(s)
Average Daily Traffic	N/A	N / A
Lanes configuration each way	5	2

Terrain:	Flat
Mainline R/W	185' - 367'
Median / Outside Shoulder:	22' / 10'
Design Speed (MPH)	70
Bridge Structures:	14

Trucks (% of ADT):	10%
Express Transit (lines):	2 lines
Operators:	Foothill
Rail Service:	None
Park & Ride Lots (Spaces):	None

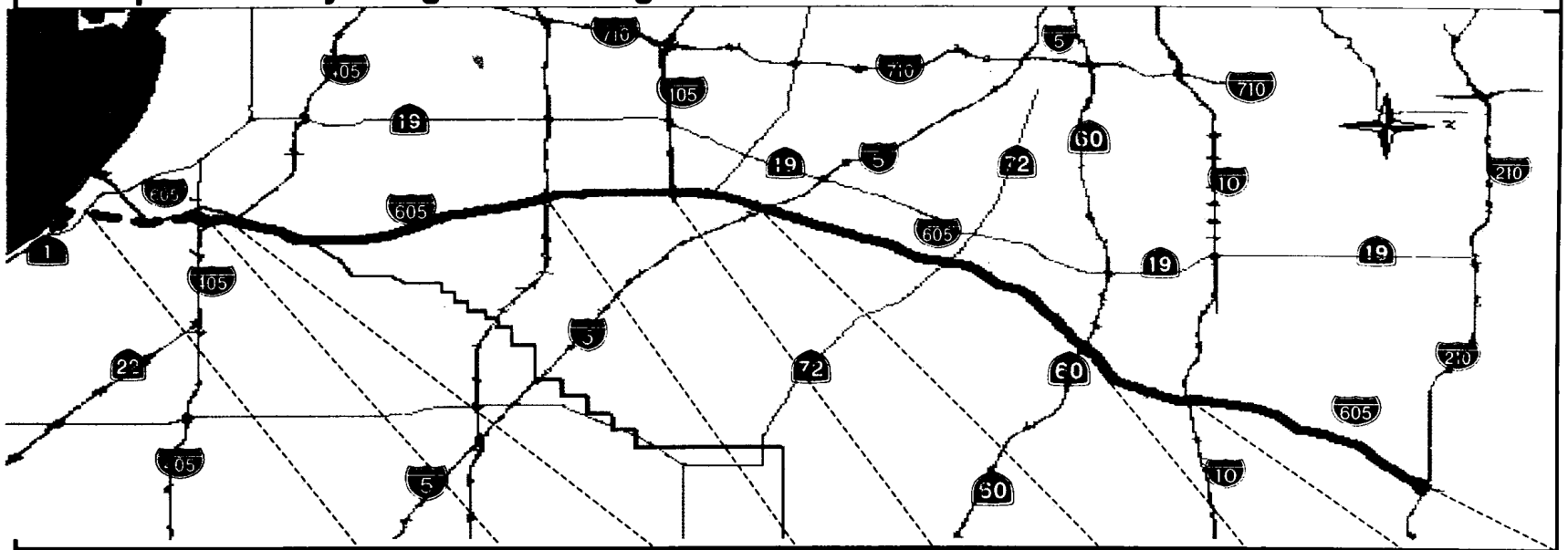
per Million Vehicle Miles (MVM) (1/01 to 12/03)

ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.44	1.68	0.33	1.01

		EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
		Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)		191,400	18,400	221,800	37,400	217,800	36,000	220,100	35,800	217,000	44,300
Lanes Configuration (ea. direction)		4	1	4	1	4	1	4	1	4	2
AM Peak Hour	N	5,450	650	6,520	1,120	6,520	1,100	6,930	990	6,930	1,010
AM Peak Hour	S	7,910	650	9,980	2,170	9,780	2,100	9,480	2,070	9,270	2,850
PM Peak Hour	N	7,530	900	10,390	2,260	10,190	2,220	9,980	2,020	9,680	2,800
PM Peak Hour	S	6,420	900	8,250	1,730	8,050	1,690	8,050	1,720	7,850	2,380
AM Average	N	63	65	61	64	61	64	60	65	60	65
AM Average	S	56	65	43	52	44	53	47	54	48	63
PM Average	N	58	65	40	49	41	51	43	55	45	63
PM Average	S	62	65	54	60	55	61	55	60	56	64
Level Of Service, AM	N	C	A	D	C	D	C	D	B	D	A
Level Of Service, AM	S	F0	A	F1	F0	F0	F0	F0	F0	F0	C
Level Of Service, PM	N	E	B	F1	F0	F1	F0	F1	F0	F0	C
Level Of Service, PM	S	D	B	F0	D	F0	D	F0	D	F0	C
Directional Split (%) AM	N	41%	50%	40%	34%	40%	34%	42%	32%	43%	26%
Directional Split (%) PM	N	54%	50%	56%	57%	56%	57%	55%	54%	55%	54%

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

Interstate 605
Concept Summary - Segment Configuration



Segment #	1	2	3	4	5	6	7	8
Existing								
Demand / Capacity	N/A	0.59	1.15	1.11	1.26	0.97	1.01	0.90
Avg. Daily Traffic (x1,000)	N/A	38,000	193,000	272,800	237,450	194,900	191,000	138,900
Number of Lanes	N/A	2	4MF+1HOV	5MF+ 1HOV	4MF+1HOV	4MF+1HOV	4MF+1HOV	4
Pk.hour Level Of Service	N/A	C	F0	F0	F0	E	F0	D
2020 Null With Route (Main Line)								
Demand / Capacity	N/A	1.07	1.17	1.27	1.29	1.56	1.31	1.17
Avg. Daily Traffic (x1,000)	N/A	71,300	208,300	299,200	254,400	271,200	217,800	178,400
Number of Lanes	N/A	2	4MF+1HOV	5MF+1HOV	4MF+1HOV	4MF+1HOV	4MF+1HOV	4
Pk.hour Level Of Service	N/A	F0	F0	F1	F1	F1	F1	F0
2020 Concept (Alternate #1)								
Demand / Capacity	N/A	1.23	1.12	1.15	1.17	1.48	1.28	1.00
Avg. Daily Traffic (x1,000)	N/A	80,400	198,000	286,400	244,000	263,000	220,000	156,800
Number of Lanes	N/A	2	4MF+1HOV	5MF+1HOV	4MF+1HOV	4MF+1HOV	4MF+1HOV	4MF+1HOV
Pk.hour Level Of Service	N/A	F0	F0	F0	F0	F3	F1	F0
2020Concept(Alternative#2)								
Demand / Capacity	N/A	1.08	1.09	1.04	1.20	1.45	1.24	0.97
Avg. Daily Traffic (x1,000)	N/A	74,900	199,000	272,600	246,200	258,400	217,000	154,600
Number of Lanes	N/A	2	4MF+2HOV	5MF+2HOV	4MF+2HOV	4MF+2HOV	4MF+2HOV	4MF+2HOV
Pk.hour Level Of Service	N/A	F0	F0	F0	F0	F3	FO	E

ATTACHMENT K

PROJECT SCHEDULE/ WORK PLAN

WBS Code	Activity Description	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish
0.100	PERF PROJ MGMT	3	200	1,000	08/08/06A	11/08/11	08/08/06A	11/07/16
0.100.05	PROJ MGMT - PID CMPNT	100	163	0	08/08/06A	12/01/07A	08/08/06A	12/01/07A
0.100.10	PROJ MGMT - PA&ED CMPNT	0	480	480	07/02/10	05/21/12	07/08/10	05/24/12
0.100.15	PROJ MGMT - PS&E CMPNT	0	480	480	05/22/12	04/09/14	08/16/13	07/06/15
0.100.20	PROJ MGMT - CONST	0	240	240	10/31/14	10/09/15	12/01/15	11/07/16
0.100.25	PROJ MGMT - R/W CMPNT	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
1.150	DEVELOP PID	100	120	0	08/08/06A	12/03/07A	08/08/06A	12/03/07A
2.160	PERF PREL ENGRG STUDIES	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.160.05	UPDD PROJ INFO	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.160.10	ENGRG STUDIES	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.160.15	DRAFT PR	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.160.20	ENGRG & LAND NET SRVYS	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.160.30	DEVELOP ENVIRO STUDY	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.160.40	NEPA DLGN	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165	PERF ENV STUDIES & PREP	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165.05	ENV SCPG OF ALTS IFS IN	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165.10	GENL ENV STUDIES	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165.15	BIOL STUDIES	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165.20	CLTRL RSRC STUDIES	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165.25	DED	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.165.30	NEPA DLGN	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.175	CIRC DED & SLT PRFD PROJ	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.175.05	DED CIRCN	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.175.10	PUB HRG	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.175.15	PUB CMNT RESPS & CRNC	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.175.20	PROJ PRFD ALT	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
2.180	PREP & APV PR & FED	0	480	480	07/01/10*	05/18/12	07/01/10*	05/18/12
2.180.05	FPR	0	480	480	07/02/10	05/21/12	07/08/10	05/24/12
2.180.10	FED	0	480	480	07/02/10	05/21/12	07/08/10	05/24/12
2.180.15	CMPLTD ENV DOC	0	480	480	07/02/10	05/21/12	07/08/10	05/24/12
3.185	BASE MAPS & PLAN SHEETS	0	100	100	05/22/12	10/09/12	05/25/12	10/12/12
3.185.05	UPDD PROJ INFO	0	4	4	05/22/12	05/25/12	05/25/12	05/30/12
3.185.10	SRVYS & PHTGR MPG FOR	0	100	100	05/22/12	10/09/12	05/31/12	10/18/12
3.185.15	PREL DSN	0	100	100	05/28/12	10/15/12	05/31/12	10/18/12
3.185.20	ENGRG RPTS	0	100	100	05/28/12	10/15/12	05/31/12	10/18/12
3.185.25	R/W RQMTS DTRMTN	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
3.185.30	STRUC SITE PLANS	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
4.195	R/W PROP MGMT & EXCS	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
4.200	UTIL RELOCN	0	44	44	10/16/12	12/17/12	01/27/14	03/28/14
2.205	OBN PMTS AGRES & RAS	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
4.220	PERF R/W ENGRG	0	10	10	10/16/12	10/29/12	02/17/14	02/28/14
4.225	OBN R/W INTST FOR PROJ	0	20	20	10/30/12	11/27/12	03/03/14	03/28/14
3.230	PREP DRAFT PS&E	0	300	300	10/16/12	12/18/13	10/19/12	12/23/13
3.235	MIT ENV IMPTS & CLEAN UP	0	20	20	07/02/10	07/30/10	03/03/14	03/28/14
3.240	DRAFT STRUCS PS&E	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
4.245	POST R/W CERTN WRK	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
3.250	PREP FNL STRUCS PS&E	100	1	0	12/17/01A	12/17/01A	12/17/01A	12/17/01A
3.255	CIRC RVW & PREP FNL DIST	0	66	66	12/19/13	03/25/14	12/24/13	03/28/14
3.260	CONTR BID DOCS RTL	0	66	66	03/26/14	06/26/14	04/01/14	07/01/14
3.265	AWDD & APVD CONST	0	66	66	07/02/14	10/02/14	03/05/15	06/05/15
5.270	CONST ENGRG & GENL	0	200	200	10/31/14	08/14/15	07/07/15	04/18/16
5.270.10	CONST STAKING PCKG &	0	200	200	10/31/14	08/14/15	08/28/15	06/09/16
5.270.15	CONST STAKES	0	200	200	12/01/14	09/11/15	08/28/15	06/09/16
5.270.20	CONST ENGRG WRK	0	200	200	10/31/14	08/14/15	09/21/15	07/01/16
5.270.25	CONST CONTR ADMIN WRK	0	200	200	10/31/14	08/14/15	08/28/15	06/09/16

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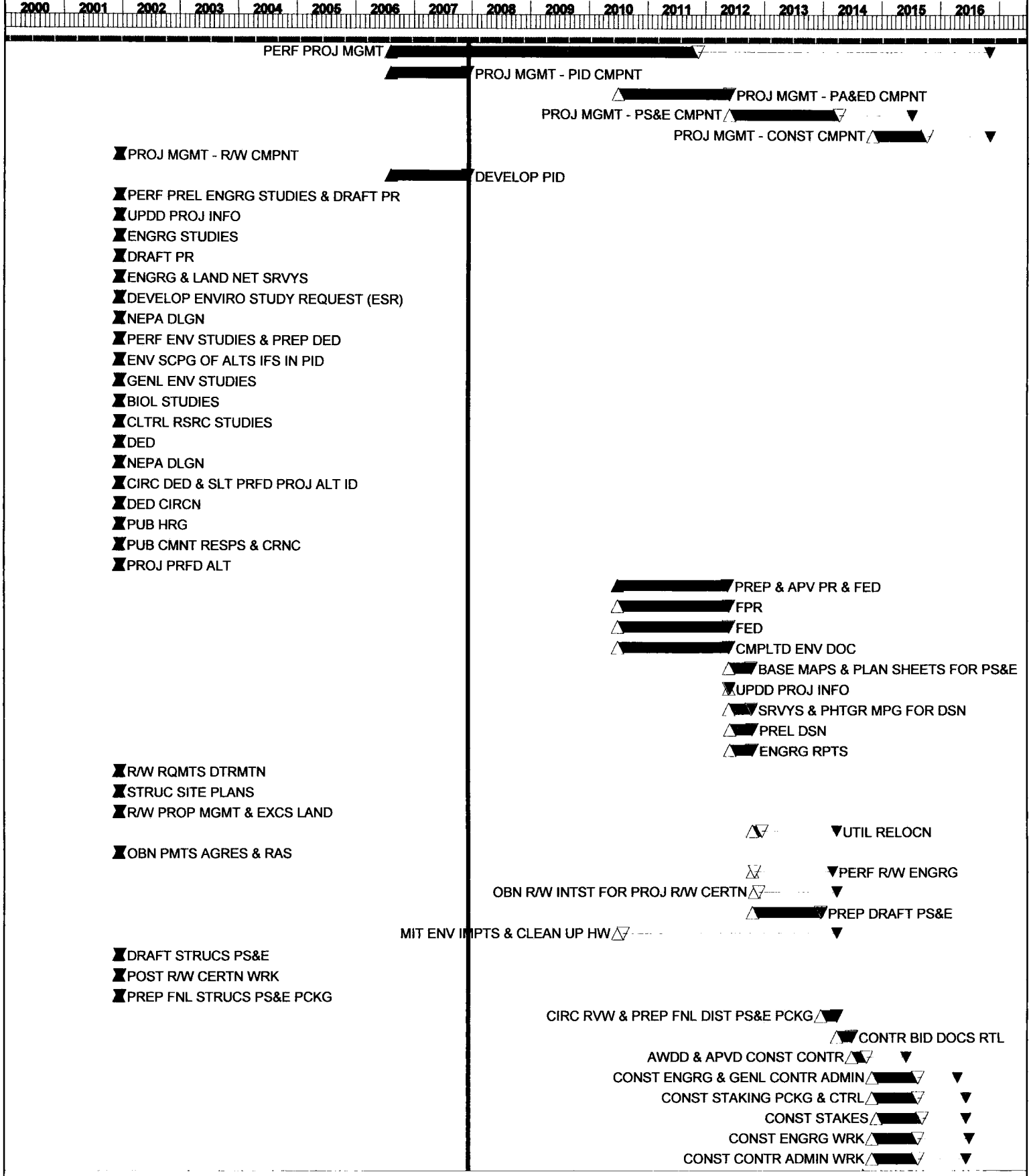
WBS Code	Activity Description	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish
5.270.30	CONTR ITEM WRK INSPN	0	200	200	10/31/14	08/14/15	08/28/15	06/09/16
5.270.35	CONST MTL S&T	0	200	200	10/31/14	08/14/15	08/28/15	06/09/16
5.270.40	SAFETY & MTCE RVWS	0	10	10	09/14/15	09/25/15	06/10/16	06/23/16
5.270.45	RLF FROM MTCE PROCESS	0	1	1	09/28/15	09/28/15	06/24/16	06/24/16
5.270.55	FNL INSPN & ACPTC RCMDN	0	5	5	09/29/15	10/05/15	06/27/16	07/01/16
5.270.60	PLANT ESTABLISHMENT	0	200	200	10/31/14	08/14/15	09/21/15	07/01/16
5.270.65	TMP IMPLN DURING CONST	0	200	200	10/31/14	08/14/15	08/28/15	06/09/16
5.270.70	UPDD ECR	0	200	200	10/31/14	08/14/15	09/21/15	07/01/16
5.270.75	RSRC AGENCY PMT RNWL &	0	200	200	10/31/14	08/14/15	09/21/15	07/01/16
5.285	CCO ADMIN	0	344	344	10/31/14	03/09/16	07/07/15	11/07/16
5.290	RESOLVE CONTRACT	0	344	344	10/31/14	03/09/16	07/07/15	11/07/16
5.295	ACPT CONTR PREP FE & FR	0	90	90	07/05/16	11/07/16	07/05/16	11/07/16
M000	ID NEED	100	0	0		07/03/00A		07/03/00A
M010	APPROVE PID	100	0	0		12/03/07A		12/03/07A
M015	PROG PROJ	0	0	0		07/01/10*		07/01/10*
M020	BEGIN ENVIRO	100	0	0		12/17/01A		12/17/01A
M040	BEGIN PROJ	100	0	0		12/17/01A		12/17/01A
M200	PA&ED	0	0	0		05/21/12		05/24/12
M221	BRIDGE SITE DATA	100	0	0		12/17/01A		12/17/01A
M222	BEGIN BRIDGE	100	0	0		12/17/01A		12/17/01A
M224	R/W MAPS	100	0	0		12/17/01A		12/17/01A
M225	REGULAR R/W	100	0	0		12/17/01A		12/17/01A
M275	GENERAL PLANS	100	0	0		12/17/01A		12/17/01A
M300	CIRC PLANS IN DIST	0	0	0		12/18/13		12/23/13
M318	DESIGN SAFETY REVIEW	0	0	0		12/18/13		12/23/13
M328	CONTRUCTABILITY REVIEW	0	0	0		12/18/13		12/23/13
M377	PS&E TO DOE	0	0	0		12/18/13		12/23/13
M378	DRAFT STRUC PS&E	100	0	0		12/17/01A		12/17/01A
M380	PROJ PS&E	0	0	0		03/25/14		03/28/14
M410	R/W CERT	0	0	0		11/27/12		03/28/14
M460	RTL	0	0	0		07/01/14*		07/01/14*
M480	HQ ADVERT	0	0	0		07/01/14		03/04/15
M495	AWARD	0	0	0		10/16/14		06/19/15
M500	APPROVE CONTRACT	0	0	0		10/30/14		07/06/15
M588	FINAL SAFETY REVIEW	0	0	0		08/14/15		07/01/16
M600	CONTRACT ACCEPT	0	0	0		07/01/16*		07/01/16*
M700	FINAL REPORT	0	0	0		11/07/16		11/07/16
M800	END PROJ	0	0	0		11/07/16		11/07/16



Start Date 01/01/73	Early Bar	NEW1 - OG00	Sheet 1 of 2
Finish Date 11/07/16	Float Bar	Caltrans District 7	
Data Date 12/07/07	Progress Bar	Dynamic Workplan Model	
Run Date 11/28/07 15:25	Critical Activity	Classic Schedule Layout	

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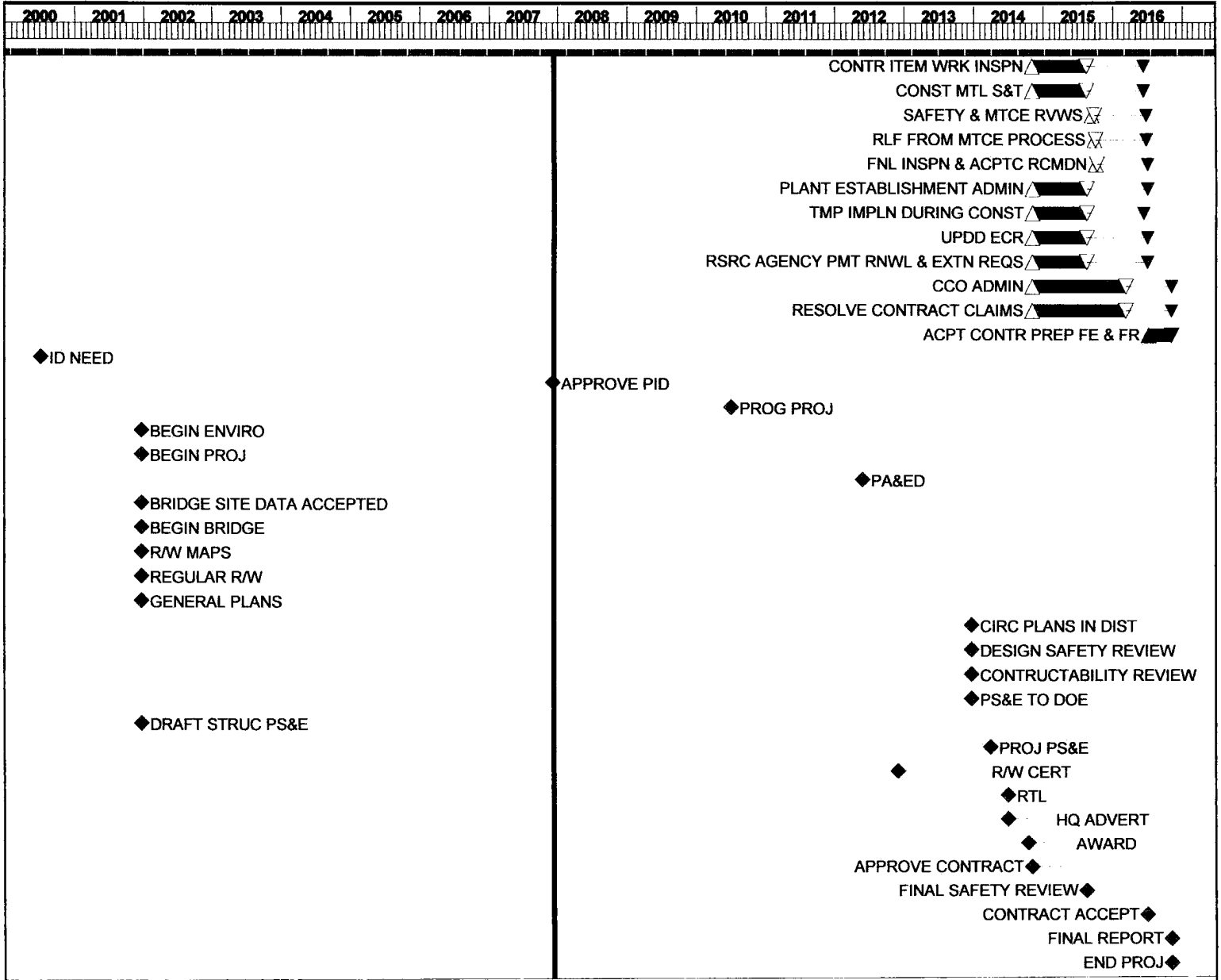
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UPDD ECR
RSRC AGENCY PMT RNWL & EXTN REQS
CCO ADMIN
RESOLVE CONTRACT CLAIMS
ACPT CONTR PREP FE & FR
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APPROVE PID
PROG PROJ
BEGIN ENVIRO
BEGIN PROJ
PA&ED
BRIDGE SITE DATA ACCEPTED
BEGIN BRIDGE
R/W MAPS
REGULAR R/W
GENERAL PLANS
CIRC PLANS IN DIST
DESIGN SAFETY REVIEW
CONTRUCTABILITY REVIEW
PS&E TO DOE
DRAFT STRUC PS&E
PROJ PS&E
R/W CERT
RTL
HQ ADVERT
AWARD
APPROVE CONTRACT
FINAL SAFETY REVIEW
CONTRACT ACCEPT
FINAL REPORT
END PROJ

ATTACHMENT L

STORM WATER DATA REPORT COVER SHEET

APPENDIX E

Long Form - Storm Water Data Report

Caltrans Metric

Dist-County-Route **07-LA-605**
Kilometer Post (Post Mile) Limits
30.25/31.05(18.80/19.30)
Project Type Construct acceleration lane
EA: **26100K**
RU: **07-186**
Program Identification: **HB1**
Phase: ❑ PID ■ PA/ED ❑ PS&E

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

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 30 days prior to Advertisement. List submittal date:

Total Disturbed Soil Area: **0.40hectares (0.98 acres).**

Estimated: Construction Start Date: **February 15,2010** Construction Completion Date: **August 16,2010**

Notification of Construction (NOC) Date to be submitted: **January 15,2010**

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.

Trilly Nguyen, Registered Project Engineer — 5/16/07 *Date*

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

Tien Tran — 5/16/07
Tien Tran, Project Manager — *Date*

05-16-07
Roger Castillo, Designated Maintenance Representative — *Date*

05·16·07
Ron Russak, Designated Landscape Architect Representative — *Date*

STAMP
[Required for PS&E only]

5/16/2007
Shirley Y. Pak, District/Regional SW Coordinator or Designee — *Date*

ATTACHMENT M

SHOPP PROGRAM CODES AND PERFORMANCE MEASURES

SHOPP PROGRAM CODES AND PERFORMANCE MEASURES

Major SHOPP Categories	Program	Accounting Code	CTIPS Perf Measure
COLLISION REDUCTION:	Safety Improvements	201.010	Collisions reduced
	Collision Severity Reduction	201.015	Collisions reduced
	Upgrade Median Barriers	201.020	Centerline miles
BRIDGE PRESERVATION:	Bridge Rehabilitation	201.110	Bridges
	Bridge Scour Mitigation	201.111	Bridges
	Bridge Rail Replacement and Upgrade	201.112	Linear feet
	Bridge Seismic Restoration	201.113	Bridges
	Bridge Widening	201.114	Bridges
	Seismic Retrofit Phase 1	201.140	Bridges
ROADWAY PRESERVATION	Roadway Rehabilitation	201.120	Lane miles
	Pavement ~~Preservation~~ Rehabilitation	**201.121**	**203 Lane miles**
	Long-Life Pavement Rehabilitation	201.125	Lane miles
	Major Damage Restoration	201.130	Locations
	Roadway Protective Betterments	201.150	Locations
	Drainage System Restoration	201.151	Locations
	Relinquishments	201.160	Locations
ROADSIDE PRESERVATION:	Highway Planting Restoration	201.210	Acres
	New Highway Planting	201.220	Acres
	Freeway Maintenance Access	201.230	Locations
	Roadside Enhancement	201.240	Locations
	Beautification and Modernization	201.245	Centerline miles
	Safety Roadside Rest Area Restoration	201.250	Locations
	New Safety Roadside Rest Areas	201.260	Locations
MOBILITY:	Signs and Lighting Rehabilitation	201.170	Signs or Lighting fixtures
	Operational Improvements	201.310	Vehicle hours
	Transportation Management Systems	201.315	Field elements or Miles of cable
	Weigh Stations & WIM Facilities	201.321	Locations
	Trans Permit Requirements for Bridges	201.322	Bridges
	Railroad/Highway At-Grade Crossing	201.325	Locations
FACILITIES:	Equipment Facilities	201.351	Locations
	Maintenance Facilities	201.352	Locations
	Office Facilities	201.353	Locations
	Materials Labs	201.354	Locations
	ADA New Curb Ramps	201.361	Curb ramps
ENVIRONMENTAL IMPROVEMENT	Noise Attenuation for Schools	201.270	Locations
	Hazardous Waste Mitigation	201.330	Locations
	Storm Water Mitigation	201.335	Locations

8/9/2005

ATTACHMENT M

ATTACHMENT N

PEAR AIR QUALITY ASSESSMENT

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORATION
DISTRICT 7

PEAR AIR QUALITY ASSESSMENT

Interstate 605 –Acceleration Lane Project
I-605 PM 18.8/19.2

EA 26100K

Air Quality Branch
Office of Environmental Engineering
& Corridor Studies

December 2007

TABLE OF CONTENTS

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INTRODUCTION

An Air Quality Assessment (AQA) is a preliminary technical study in support of the Preliminary Environmental Analysis Report (PEAR). The purpose of the AQA is to delineate the regional air quality impacts that may affect the subsequent project-level Air Quality Report (AQR). The AQA is not a comprehensive project-specific air quality analysis. Instead, it is an assessment of general air quality conditions that may affect projects within a region.

At the project approval & environmental document (PA&ED) stage, a subsequent AQR will be produced to specifically address air quality impacts the project may impose on the ambient air. The AQR adheres to the Clean Air Act Amendments of 1990 via the 1997 Transportation Conformity Rule (Rule) (62 FR 43780) and the 2004 Transportation Conformity Rule Amendments to address the new 8-hour ozone and $PM_{2.5}$ rules (69 FR 40003-40081), the 2006 final rule that establishes the transportation conformity criteria and procedures for determining local air quality impacts in $PM_{2.5}$ and PM_{10} non-attainment and maintenance areas (71 FR 12468),[1] NEPA/CEQA regulations, and local air district dust requirements. The Rule calls for project-level analysis of specific criteria pollutants common to transportation projects that affect the ambient air. The AQR will analyze the project impacts of those criteria pollutants as specified by the Rule, dust control rules from the local air district during the construction of the transportation facility, and NEPA/CEQA requirements pertinent to the operational impact of the project. The purpose of the AQR is to obtain FHWA approval, satisfy the conformity process discussed in the Rule, and serve as a comprehensive air quality technical document in support of the NEPA/CEQA environmental document.

Project Description/Setting

It is proposed to extend an existing acceleration lane along LA-605 (PM R18.8/R19.3) at the southbound Valley Blvd on-ramp. The extended lane would provide for necessary acceleration and will have 1,500 feet in length instead of the existing nonstandard 330 feet length. An acceleration length of 1,500 feet would be appropriate for this section because the mainline freeway curves beyond this area, making it difficult to merge. The main factor contributing to a high rate of accidents at this location is due to the existing inadequate acceleration lane length of approximate 330 feet combined with high traffic volume. Therefore, it is recommended to modify the existing acceleration lane on LA-605 to provide additional length to accommodate high volume of traffic merging from the southbound on-ramp segments. The purpose of this project is to reduce the number of rear end and sideswipe accidents.

The No-Build Alternative consists of no physical improvements or modifications to the existing highway. This alternative is not considered a viable alternative because it is not consistent with the Department's

policy to continuously improve safety and operations on the State Highway System.

Only one viable Build Alternative is proposed for this project. The Build Alternative proposes to construct a 12 feet wide acceleration lane approximately 1,500 feet in length on the southbound LA 605 at Valley Blvd on-ramp. The project scope also includes the following improvements: Construct a 10 feet wide outside shoulder on the southbound LA-605; construct a retaining wall with concrete barrier (40'long) at the Private UC (BR. No. 53-1448); remove existing curb and cut/backfill to provide necessary acceleration lane and shoulder width; relocate affected existing light poles and call box; and install new traffic stripes. [2]

SIP & RTP/RTIP Conformity

State Implementation Plan (SIP), Regional Transportation Plan (RTP), and Regional Transportation Improvement Program (RTIP) are part of the air quality conformity process. The conformity process is a requisite of the Rule as stipulated in 40 CFR 93.105,[3] more commonly known as the interagency consultation process. All stakeholders involved in air quality conformity participate in interagency consultation during the conception and formulation of a State Implementation Plan (SIP). Likewise, the interagency consultation is also the same process used to develop the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Plan (RTIP).

A SIP is a legally binding agreement between the State of California and the U.S. Government for an area usually the size of an air basin that is violating the National Ambient Air Quality Standards (NAAQS). The NAAQS lists the following pollutants as criteria pollutants that are subject to ambient air standards: 1-hour and 8-hour ozone, particulate matters ten micron or less (PM_{10}), carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matters two and one half microns or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). A SIP is required for each criteria pollutant whose ambient concentration exceeds the NAAQS.

The proposed project is located in the South Coast Air Basin (Basin) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin includes the following counties: Los Angeles (excluding Antelope Valley), Orange, Riverside (west of Banning Pass), and San Bernardino (southwest section). SCAQMD is the local air district with the regulatory authority to improve the air quality in the Basin. It authors the Air Quality Management Plan (AQMP) that describes the approach and strategy to achieve improved air quality. The AQMP is the antecedent of the SIP. It is submitted to the California Air Resource Board (CARB) for acceptance. With concurrence from CARB, the AQMP is submitted to the United States Environmental Protection Agency (EPA), which then becomes an SIP upon approval.

The Basin is designated as in maintenance for NO_2 and CO and non-attainment for the following criteria pollutants: Ozone (1-hour and 8-hour), $PM_{2.5}$, and PM_{10}. A SIP is required for each criterion pollutant

designated in maintenance or non-attainment. The Basin is designated as attainment for State CO and NO_2, but non-attainment for State 1-hour and 8-hour ozone, $PM_{2.5}$ and PM_{10} .[4]

The goal of a SIP is to secure an attainment designation for the criteria pollutant at a future year. Within the Basin, out of the six criteria pollutants, two are in attainment-maintenance: Nitrogen dioxide and carbon monoxide. The remaining pollutants also have its respective SIP to address attainment for future years. The following table lists the non-attainment designations per federal (NAAQS) standards and state (CAAQS) standards:

Designations of Criteria Pollutants for the SCAB[5]

Pollutants	Federal	State
Ozone 1-hour	NA (Revoked by EPA June 15, 2005)	Non-attainment
Ozone 8-hour	Severe-17	Non-attainment
CO	Attainment-maintenance	Attainment
PM_{10}	Serious	Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment
NO_2	Attainment-maintenance	Attainment

The Basin currently has four applicable SIPs: The 1997 NO_2 SIP, 1997 Ozone SIP/AQMP (amended in 1999), the 2003 CO SIP, and the 2002 PM_{10} SIP. The 2003 AQMPs/SIPs were approved by SCAQMD and have received an adequacy finding by the EPA on the emissions budgets for conformity determination. The EPA issued final non-attainment area designations on April 15, 2004 for 8-hour ozone. On June 15, 2005 the 1-hour ozone standard was rescinded along with all non-attainment and attainment-maintenance designations; however, the 1-hour ozone NAAQS designation and classification status was retained in reference to the effective data of designation for the 8-hour NAAQS for purposes of the anti-backsliding regulations (40 CFR 51.905). Recently, the approval of the 2005 Carbon Monoxide (CO) Redesignation Request and CO Maintenance Plan for the South Coast Air Basin was published in the Federal Register on May 11, 2007, and became effective on June 11, 2007. Finally the 2007 AQMP, adopted by the AQMD governing board on June 1, 2007 includes basin strategies and control measures to attain the new Federal 8-hour ozone deadline by 2023 and the new annual and 24-hour $PM_{2.5}$ standards by 2014 and 2023 respectively per 40 CFR §93.123(c)(4).

The RTP and RTIP are planning documents that require the approval of the Federal Highway Administration (FHWA) and are authored by the local metropolitan planning organization (MPO). The MPO for the Basin is the Southern California Association of Governments (SCAG). The RTP requires FHWA/FTA renewal every four years and the RTIP every two years based on the recent changes pursuant

to the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law in 2005. The RTP/RTIP incorporates many aspects of the SIP that serve as the framework. The RTP/RTIP further details and implements the stipulations and conditions contained in the SIP.

The essence of the RTP/RTIP renewal process is to ascertain that transportation-planning activities incorporate air quality concerns. The general format for improving air quality is outlined in the SIP. The project considerations are detailed in the RTP/RTIP. Upon meeting these conditions, FHWA concurs with the transportation planning activities and releases obligated funds secured in the Federal Statewide Improvement Program (FSTIP) for transportation projects. Until FHWA approval is obtained, FSTIP funds are not expended. Hence, FHWA approval of the RTP/RTIP is the trigger that allows federal funds to be released for state and local transportation projects.[6]

As a condition for RTP/RTIP approval, all projects in the Basin, whether or not recipient of federal funds, are required to be included in the regional emissions analysis of the most recent RTP and RTIP documents. These collective emissions of all projects are compared to the emission budget to determine if simulated emissions of each criteria pollutant in non-attainment or maintenance areas are less than its respective emission budget in the applicable SIP or adequacy finding to ensure continuing improvements to the SCAB's air quality. If the SIP for a criteria pollutant does not contain emission budget, a build/no-build regional emission analysis is performed to determine that the build condition will generate less regional air quality impact than the no build. Hence, project inclusion in the regional emissions analysis of the RTP and RTIP is paramount for a proposed project to complete the PA&ED phase of project development due to funding and planning requirements. An exception is if the project can be classified as one of the project types listed in Table 2 of 40 CFR 93.126 or Table 3 of 40 CFR 93.127.[3] The proposed project does meet this condition pursuant to 40 CFR 93.127; and therefore, and exception to project inclusion in the RTP and RTIP is granted:

> "Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM_{10} concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see §93.10(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason."[3]

At the project-level, an air quality analysis is warranted for such projects. Based on the project description, the proposed project is deemed listed in Table 3 under the subtitle "Projects Exempt from Regional Emissions Analysis" and classification "Interchange reconfiguration projects." Therefore pursuant to 40 CFR 93.127, a hot-spot analysis is required for his project.

Potential Impact

The project is exempt for the regional analyses pursuant of 40 CFR 93.127. Therefore, merely a hot-spot analysis is required for this project. Specific project-level analysis is deferred until the AQR.

Recently, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provisions on planning, environment, and air quality (Section 6001 – Transportation Planning) became effective August 10, 2005. Still, many of the provisions require rulemaking to implement the changes which FHWA and FTA expect to initiate in the near future. In the interim, any transportation plans, Transportation Improvement Programs (TIPs), and State Transportation Improvement (STIPs) currently under development (per TEA-21 schedules) may be completed under pre-SAFETEA-LU planning requirements including adherence to plan and TIP update cycles and content requirements up until July 1, 2007, hence the plans and TIPs prepared must comply with the new update cycle along with complying with other requirement set forth in SAFETEA-LU. The new update cycle states STIPs and metropolitan plans and TIPs must be updated at least every 4 years and must contain at least 4 years of projects and strategies. The four year cycle and the four year scope requirement must be implemented together for STIP and metropolitan TIPs adopted after July 1, 2007.[8]

The FHWA has promulgated an Interim Guidance on Air Toxic Analysis on February 3, 2006, and requires the Mobile Source Air Toxics (MSATs) to be addressed in NEPA documents.[9] The Interim Guidance offers the following three-tiered approach for determining the appropriate level of analysis for impacts from MSAT, based on project-specific circumstances:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Generally, projects that are processed with a determination of Categorical Exclusion under NEPA will not require any analyses. Projects that add significant capacity or otherwise significantly modify highways with Annual Average Daily Traffic (AADT) of 140,000 or more will need a quantitative analysis.

Because MSAT science is still evolving, the FHWA will continue to revise and update the guidance as the science on air toxic analysis continues to evolve. More information on the MSAT and the FHWA Interim

Guidance can be found at http://www.fhwa.dot.gov/environment/airtoxic/020306guidmem.htm. The process to determine required level of analysis to appropriately address the potential impacts by MSATs is deferred to the AQR.

At the project level, traffic data or report is a prerequisite for an AQR. At a minimum, the traffic data or report should include no build/build mainline (mixed flow and HOV separately) peak hour traffic for current (or most recent data available), opening, horizon year, level of service (LOS) for the corresponding years, and vehicle speed. Ramps/interchanges, local highways, and intersections where on/off ramps and local roads meet, and % red time should also be included as well as the corresponding years in the traffic report if they are within the project limit. It is imperative that the appropriate traffic data/report is provided prior to commencement of the AQR. Additional traffic data may be warranted due to project development circumstance.

Monitoring

Air quality monitoring sites are present throughout California. Each local air district monitors the ambient air in accordance to guidelines established by CARB under federal regulations promulgated by the EPA. SCAQMD maintains monitoring sites throughout the Basin. The process to choose the site or sites that best represent the proposed project's ambient air concentrations of project-level criteria pollutants is deferred to the AQR.

Agency Coordination

Agency coordination is provided by SCAG, which sponsors the Transportation Conformity Working Group (TCWG), an interagency consultation process required by the Rule. All stakeholders interested in regional issues and project impacts are encouraged to attend the TCWG. Typically, FHWA/FTA, EPA, CARB, SCAQMD, Caltrans, and SCAG attendees participate in such meetings. In addition, representatives from local agencies attend regularly. The theme of these meetings is to address the interagency concerns of air quality and transportation planning, and to solicit opinions at the onset while conditions are still dynamic. TCWG is an appropriate forum to share governmental resources to prevent duplication of work and develop a useful network among stakeholders for multilateral cooperation.

Recommendation

The South Coast Air Basin (Basin) is designated as attainment-maintenance for NO_2 and CO and non-attainment for the following criteria pollutants: Ozone (1-hour and 8-hour), $PM_{2.5}$, and PM_{10} The Basin currently has four applicable SIPs: The 1997 NO_2 SIP, 1997 Ozone SIP/AQMP (amended in 1999), the 2003 CO SIP, and the 2002 PM_{10} SIP. The 2003 AQMPs/SIPs were approved by SCAQMD and have received an adequacy finding by the EPA on the emissions budgets for conformity determination. The EPA issued final non-attainment area designations on April 15, 2004 for 8-hour ozone. On June 15, 2005

the 1-hour ozone standard was rescinded along with all non-attainment and attainment-maintenance designations; however, the 1-hour ozone NAAQS designation and classification status was retained in reference to the effective data of designation for the 8-hour NAAQS for purposes of the anti-backsliding regulations (40 CFR 51.905). Recently, the approval of the 2005 Carbon Monoxide (CO) Redesignation Request and CO Maintenance Plan for the South Coast Air Basin was published in the Federal Register on May 11, 2007, and became effective on June 11, 2007. Finally the 2007 AQMP, adopted by the AQMD governing board on June 1, 2007 includes basin strategies and control measures to attain the new Federal 8-hour ozone deadline by 2023 and the new annual and 24-hour $PM_{2.5}$ standards by 2014 and 2023 respectively per 40 CFR §93.123(c)(4).

It is recommended that the proposed project proceed as scheduled. The proposed project is exempt from regional air quality analyses as stipulated in 40 CFR 93.127. Based on the project description, the proposed project is deemed listed in Table 3 under the subtitle "Projects Exempt from Regional Emissions Analysis" and classification "Interchange reconfiguration projects." Therefore pursuant to 40 CFR 93.127, this project is deemed classified and an exemption to project inclusion in the RTP and RTIP is granted. Nevertheless, a project-level emissions analysis is required during the environmental phase, which will be comprised of hot-spot analyses for CO, PM_{10}, and $PM_{2.5}$.

The FHWA has promulgated an Interim Guidance on Air Toxic Analysis on February 3, 2006, and requires the Mobile Air Toxics (MSATs) to be addressed in NEPA documents. The Interim Guidance offers the following three-tiered approach for determining the appropriate level of analysis for impacts from MSAT, based on project-specific circumstances:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Generally, projects that are processed with a determination of Categorical Exclusion under NEPA will not require any analyses. Projects that add significant capacity or otherwise significantly modify highways with Annual Average Daily Traffic (AADT) of 140,000 or more will need a quantitative analysis.

Because MSAT science is still evolving, the FHWA will continue to revise and update the guidance as the science on air toxic analysis continues to evolve. More information on the MSAT and the FHWA Interim Guidance can be found at http://www.fhwa.dot.gov/environment/airtoxic/020306guidmem.htm. The process to determine required level of analysis to appropriately address the potential impacts by MSATs is deferred to the AQR.

The anticipated traffic data or report will need to provide the mainline peak hour traffic for the appropriate analysis years, the corresponding LOS, Annual Average Daily Traffic (AADT), Truck AADT, Truck percentage, and vehicle speed. The same applies to ramps within project limit. Percent red time at intersections of local roads and/or ramp/local road should also be included in the traffic report, if applicable. The aforementioned should be provided before or concurrent with an AQR request.

Summary

An AQA is a preliminary document to the AQR. The intent and purpose of the AQA is to outline general conditions. Specific project-level analysis is deferred to the AQR.

The South Coast Air Basin (Basin) is designated as attainment-maintenance for NO_2 and CO and non-attainment for the following criteria pollutants: Ozone (1-hour and 8-hour), $PM_{2.5}$, and PM_{10}. A SIP is required for each criterion pollutant designated in maintenance or non-attainment. The Basin is designated as attainment for State CO and NO_2, but non-attainment for State Ozone (1-hour and 8-hour), $PM_{2.5}$, and PM_{10}.

The process to choose the site or sites that best represent the proposed project's ambient air concentrations of the project-level criteria pollutants are deferred to the AQR. Furthermore, the Transportation Conformity Rule requires the interagency consultation process. The meetings between the stakeholders address the concerns of air quality and transportation planning, and to also solicit opinions at the onset while conditions are still dynamic.

It is recommended that the proposed project proceed as scheduled. The proposed project is exempt from regional air quality analyses as stipulated in 40 CFR 93.127. Based on the project description, the proposed project is deemed listed in Table 3 under the subtitle "Projects Exempt from Regional Emissions Analysis" and classification "Interchange reconfiguration projects." Therefore pursuant to 40 CFR 93.127, this project is deemed classified and an exemption to project inclusion in the RTP and RTIP is granted. Nevertheless, a project-level emissions analysis is required during the environmental phase, which will be comprised of hot-spot analyses for CO, PM_{10}, and $PM_{2.5}$

The FHWA has promulgated an Interim Guidance on Air Toxic Analysis on February 3, 2006, and requires the Mobile Air Toxics (MSATs) to be addressed in NEPA documents. The Interim Guidance offers the following three-tiered approach for determining the appropriate level of analysis for impacts from MSAT, based on project-specific circumstances:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Generally, projects that are processed with a determination of Categorical Exclusion under NEPA will not require any analyses. Projects that add significant capacity or otherwise significantly modify highways with Annual Average Daily Traffic (AADT) of 140,000 or more will need a quantitative analysis.

Because MSAT science is still evolving, the FHWA will continue to revise and update the guidance as the science on air toxic analysis continues to evolve. More information on the MSAT and the FHWA Interim Guidance can be found at http://www.fhwa.dot.gov/environment/airtoxic/020306guidmem.htm. The process to determine required level of analysis to appropriately address the potential impacts by MSATs is deferred to the AQR.

The AQR is predicated on the project's traffic report/data. A traffic data/report is required delineating the mainline peak hour traffic for the appropriate analysis years, the corresponding LOS, Annual Average Daily Traffic (AADT), Truck AADT, Truck percentage, and vehicle speed. The same applies to ramps within project limit. Percent red time at intersections of local roads and/or ramp/local road should also be included in the traffic report, if applicable. It is requested that the project is included in the regional emissions analysis and the traffic report/data are completed and provided prior to the request to commence the AQR.

Reference

1. US EPA and FHWA; *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Non-attainment and Maintenance Areas;* March 2006.
2. California Department of Transportation – District 7, Project Studies; *Project Study Report: layouts and overview.* September 2007.
3. U.S. Environmental Protection Agency Transportation conformity rule amendments: flexibility and streamlining; Final Rule. CFR, Parts 51 and 93, Title 40; Federal Register 1997, Volume 62, Number 158, 43780; 93.105, 93.126, and 93.127.
4. Southern California Association of Governments; Final 2006 Regional Transportation Improvement Program. Last accessed at http://scag.ca.gov/rtip/rtip2006/adopted.htm on November 1, 2007.
5. California Department of Transportation; CT Air Maps web page; Last accessed at http://pd.dot.ca.gov/env/air/areadesig/airmaps_federal.htm and http://pd.dot.ca.gov/env/air/areadesig/airmaps_state.htm on November 1, 2007.
6. University of California, Berkeley. *Meeting the Air Quality Conformity Requirement: A Professional Training Course;* Institute of Transportation Studies; April 2-3, 2002 hosted by S.J. Siwek and A. Sherwood.
7. Southern California Association of Governments; Final 2004 Regional Transportation Plan. Appendix I. Last accessed at http://www.scag.ca.gov/rtp2001/2004draft/FinalPlan.htm on November 1, 2007.

8. U.S. Department of Transportation, Federal Highway Administration/Federal Transit Administration; *Memo: Interim Guidance on SAFETEA-LU Provisions that Affect Planning, Environment, and Air Quality*; September 2, 2005.

9. U.S. Department of Transportation, Federal Highway Administration; *Memo: Interim Guidance on Mobile Source Air Toxics (MSAT) in NEPA documents*; February 3, 2006.