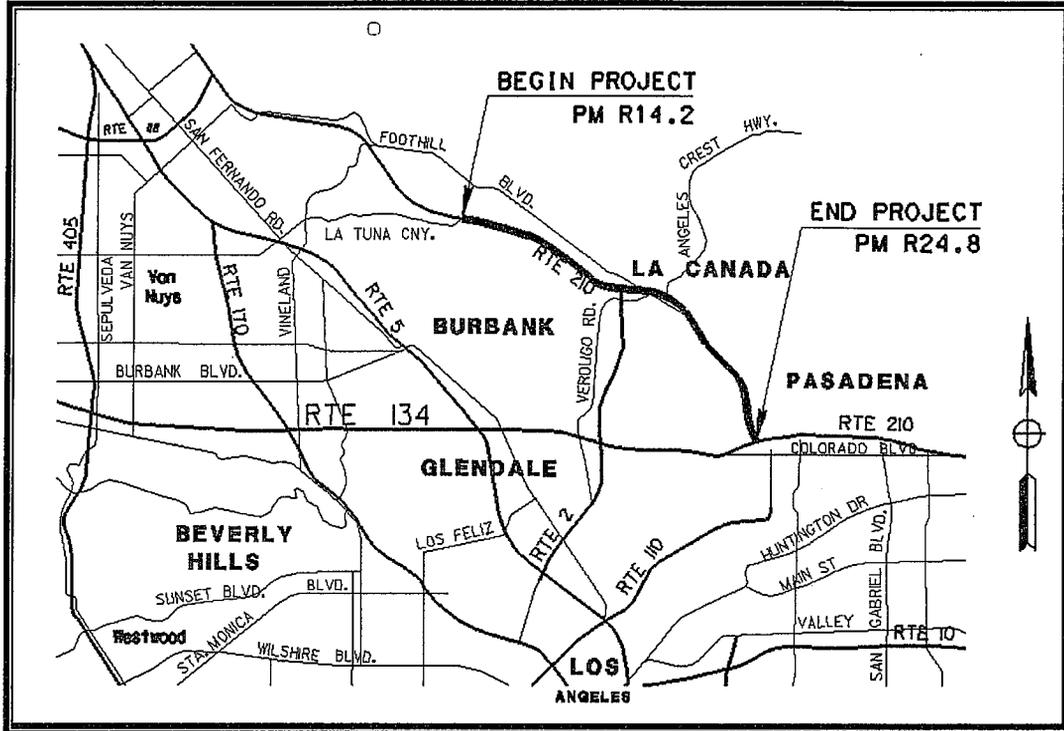


CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

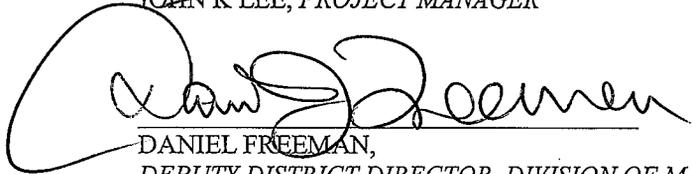


On: ROUTE 210
From: LA TUNA CANYON ROAD UNDERCROSSING
To: ROUTE 710/210 SEPARATION

APPROVAL RECOMMENDED BY:

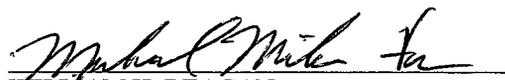

JOHN K. LEE, PROJECT MANAGER

10/26/11
DATE


DANIEL FREEMAN,
DEPUTY DISTRICT DIRECTOR, DIVISION OF MAINTENANCE

10/31/11
DATE

APPROVED:


WILLIAM H. REAGAN,
DEPUTY DISTRICT DIRECTOR, DIVISION OF DESIGN

10/31/11
DATE

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



CHARLIE TRUONG
REGISTERED CIVIL ENGINEER

10/31/11
DATE



1. PROJECT LIMITS:

LA – 210, PM R14.2/R24.8. In Los Angeles County, at various locations, from La Tuna Canyon Road Undercrossing (PM R14.2) to Route 710/210 Separation (PM R24.8). See attachments for the title sheet and cross sections. (Attachment A)

2. BRIEF PROJECT DESCRIPTION:

The project scope consists of the following:

- In-kind replacement of existing 3rd stage cracked Portland Cement Concrete (PCC) slabs with Individual Slab Replacement (RSC) and grinding the existing and newly replaced PCC pavement on freeway-to-freeway connectors.
- Cold planing 0.2' asphalt concrete (AC) and place with 0.2' Rubberized Hot Mix Asphalt – Type G (RHMA-G) on auxiliary lanes, and ramps.
- Replace all affected traffic loop detectors.
- Replace pavement delineation.
- Repair localized failed areas.
- Replace AC dike.
- Upgrade and adjust MBGR to the new 2010 standard height.
- Install MBGR and in-line terminal system end treatment for the eastbound 210 on-ramp from Foothill Blvd.

The total construction cost of the project is estimated at \$6,600,000 in 2011 dollars. Funding is anticipated to come from the SHOPP program

3. ENVIRONMENTAL STATUS:

Categorical Exemption (CEQA)

This Project is categorically exempt under Class 1 of the State CEQA Guidelines.

Programmatic Exclusion (NEPA)

Under NEPA compliance Guidelines, all the conditions of the June 7, 2010 Programmatic Categorical Exclusion have been met for this project.

Date Approved: 10/27/11
(See Attachment C)

4. TRAFFIC DATA:

Ramp AADT for this project's limits is not available.

5. ROADWAY & STRUCTURE INFORMATION:

N/A

6. PAVEMENT CONDITION:

Ramp Pavement Condition Reports are not available.

7. DEFLECTION STUDY DATA AND STRUCTURAL RECOMMENDATION:

See Attachment D for the Structural Section recommendations used to estimate the project costs.

8. COST ESTIMATE BREAKDOWN:

<u>Pavement Structural Section Work</u>	<u>Lane-Miles/Number</u>	<u>Cost</u>
Total Lane-Mile of CAPM Work	28.8 Lane-Miles	
<u>Ramps, Auxiliary lanes and Connectors</u>		
AC Pavement Work		
- Dig out	LS	\$ 210,000
- Cold Plane AC pavement	191,800 SQYD	\$ 383,600
- HMA Overlay of AC Pavement	25,900 Tons	\$ 2,460,500
- Crack Treatment	LS	\$ 56,000
- Tack Coat	30 Tons	\$ 15,000
PCC Pavement Work		
- Replacement Concrete Pvmnt, JPCP	500 YD3	\$ 325,000
- Lean Concrete Base	LS	\$ 25,000
- AB Class	LS	\$ 10,000
- Grinding	107,000 SQYD	\$ 535,000
	COST SUBTOTAL	\$ 4,020,100
<u>Non-Pavement Structural Section Work</u>	<u>Does Project Include?</u>	<u>Cost</u>
	(Yes/No)	
Railroad Agreements	No	
Metal Beam Guard Rail	Yes	\$ 8,000
Adjust Metal Beam Guard Rail	Yes	\$ 602,000
Potholing	Yes	\$ 25,000
AC Dike	Yes	\$ 86,000
Traffic Control	Yes	\$ 150,000
Traffic Stripes and Pavement Markings		
Paint	No	
Thermoplastic	Yes	\$ 60,000
Pavement Markers	Yes	\$ 10,000
Pavement Marking	Yes	\$ 25,000
Remove Pavement Thermoplastic	Included	
Remove Pavement Markers	Included	
Remove Pavement Marking	Included	
Lead Compliance Plan	Yes	\$ 5,000
Electrical Work	Yes	\$ 250,000
Utility Relocation	No	
Mobilization	Yes	\$ 550,000
Resident Engineer Office	Yes	\$ 100,000
Construction Area Signs	Yes	\$ 15,000
Water Pollution Control Program (WPCP)	Yes	\$ 20,000
Cozeep Contract	Yes	\$ 40,000
Public Information, Paid Advertising	Yes	\$ 25,000

COST SUBTOTAL	\$ 1,971,000
SUM OF SUBTOTALS	\$ 5,991,100
10% CONTINGENCY	\$ 599,110
TOTAL PROJECT COST	\$ 6,590,210
CALL	\$ 6,600,000

9. OTHER AGENCY INVOLVED:

No permits or/and approvals are required from other agencies. Local Agencies will be contacted/notified regarding closure of on-ramps and off-ramps.

10. OTHER CONSIDERATIONS:

1. Hazardous waste disposal site required? If yes, where are sites?
This Project has no potentially hazardous materials. (Attachment B)
2. Material and/or Disposal site needs and availability?
The PS & E package will have specific instructions on the material disposal.
3. Railroad involvement:
There is no railroad involvement in this project.
4. Consistency with other planning (Other maintenance or rehabilitation work):
The following summarized projects on Route 210 within the limits of R14.2- R24.8 may have an impact and should be coordinated with this project.

EA 07-28800K: Roadway Rehabilitation

This project proposes to restore the existing pavement on I-210 between PM R9.7 to PM R16.1 in Los Angeles County, with a roadway structural section that will provide a service life of at least 20 years. This project also proposes to replace and upgrade other highway appurtenances and facilities within the project limits that are failing, worn out, or functionally obsolete. This project will be submitted for programming into the 2012 State Highway Operation Protection Program (SHOPP) cycle as part of the Roadway Rehabilitation Program (201.120); the proposed program year is 2014/2015.

EA 07-278201: Install ADA Curb Ramps.

The project proposes to install ADA curb ramps in Los Angeles County at various locations on Route 10, 14, 30, 57, 71, 110, 118, 134, 210, and 710. The project is currently in the PS & E phase and is expected to Ready to List in May 2012.

5. Salvaging and recycling of AC or other non-renewable resources?
The PS & E package will have specific instructions on the recycling of Asphalt Concrete.
6. Prolonged Temporary Ramp Closures?

Temporary ramps and freeway lane closures will occur as a result of this project. Ramp and lane closure charts will be provided during PS & E.

7. Effects on Bicycle traffic?

This is not applicable to this project.

11A. **HAS THE PROJECT BEEN FIELD REVIEWED BY:**

District? Yes Date: 08/18/2011
 METS No Date: N/A

11B. **PROJECT REVIEWED BY:**

Field Review Tom Cowan, Jack Jung Date 08/18/2011
 District Maintenance Deborah Wong Date 08/18/2011
 District Safety Ken Hatai Date 08/18/2011
 HQ Maintenance Program Leo Mahserelli Date 08/18/2011
 HQ Pavement Program Bill Farnbach Date 08/18/2011
 District SHOPP Program Advisor Godson Okereke Date 08/18/2011
 FHWA (as appropriate): N/A Date: N/A
 Type of Federal Involvement: Exempt

11C. **PROJECT CONTACT:**

John K. Lee Project Manager (213) 897-8623
 Deborah Wong Design Manager (213) 897-0257
 Charlie Truong Design Engineer (213) 897-2894

12. **PROPOSED FUNDING:**

This project is proposed to be amended into the 2010 State Highway Operation Protection Program for funding in 2011/2012 FY, from the Pavement Rehabilitation Program (201.121). The current cost for the project as of 2011 is \$6,600,000.

13. **PROJECT SUPPORT:**

Support Cost Unit	PROJECT SUPPORT COMPONENTS									
	PA&ED 0 Phase		Design 1 Phase		Right of Way 2 Phase		Construction Phase 3			Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	Const total	Total
PY	0	0	3	0	0	0	6	0	6	9
PS (\$1000's)										
PYE (\$1000's)										
Total Cost (\$1000's)	0	0	510	0	0	0	1,020	0	1,020	1,530

14. PROJECT SCHEDULE:

Milestones	Delivery Date (Month, Day, Year)
Program Project	11/04/11
PS&E	01/06/12
Right of Way Cert.	03/16/12
Ready to List	04/20/12
Approve Contract	09/14/12
Contract Acceptance	10/04/13
End Project	10/09/15

14. REMARKS:

The proposal in this report was the only feasible alternative to achieve a 5-year minimum pavement life.

15. LIST OF ATTACHMENTS:

- A. Title sheet and Typical Cross Sections
- B. Hazardous Waste Document
- C. Environmental Document
- D. Structural Section Recommendation
- E. Storm Water Data Report
- F. Transportation Management Plan

ATTACHMENT A

Title sheet and Typical Cross Sections

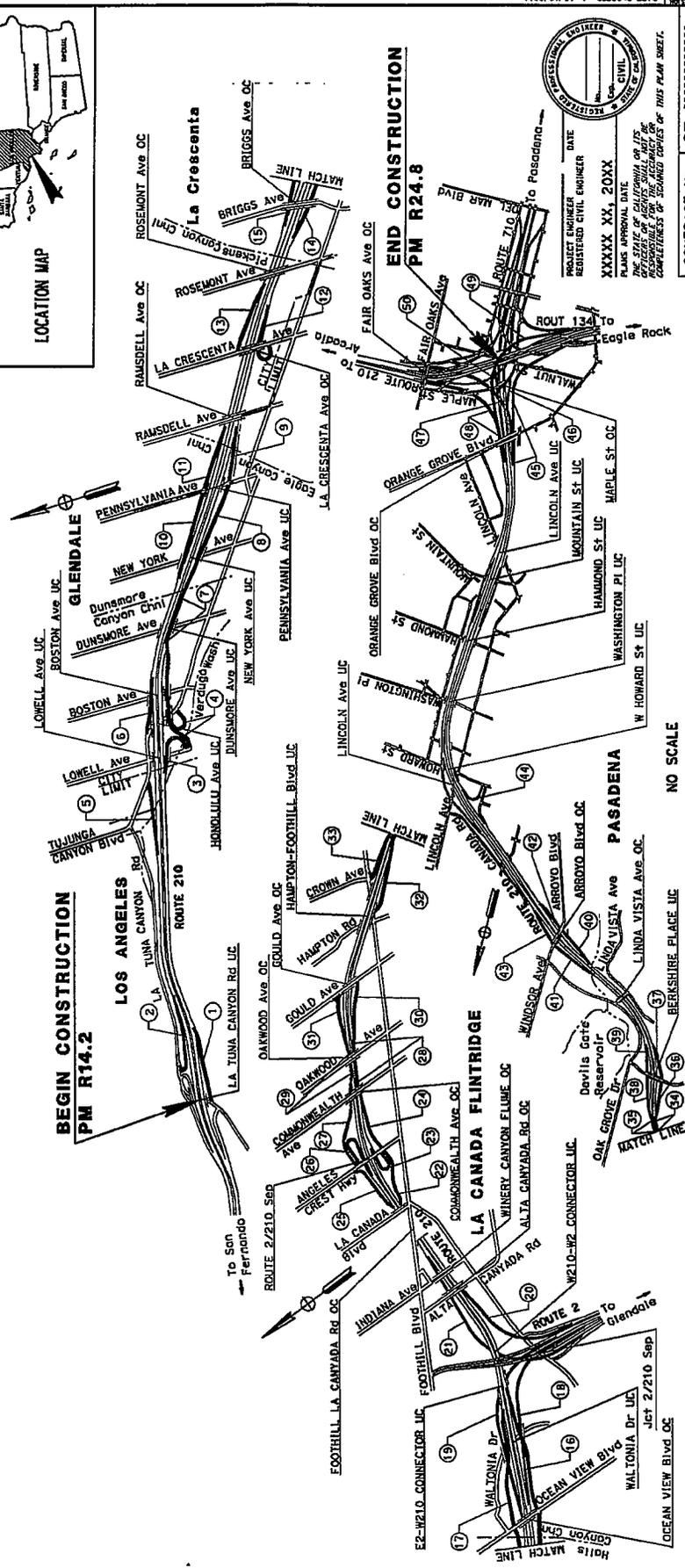
INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN LOS ANGELES COUNTY AT VARIOUS LOCATIONS TO
 FROM LA TUNA CANYON ROAD UNDERCROSSING TO
 ROUTE 710/210 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2005

SHEET NO.	1	TOTAL SHEETS	1
COUNTY	LA	ROUTE	210
PROJECT	R14.2/R24.8		
DATE	07	DATE	X
DATE PLOTTED	10/18/2011	DATE PLOTTED	X

LOCATION MAP



PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE: XXXXX XX, 20XX
 PLANS APPROVAL DATE: XXXXX XX, 20XX
 THE STATE OF CALIFORNIA OR ITS
 DEPARTMENT OF TRANSPORTATION OR
 COMPLETION OF THE PROJECT OR
 COMPLETION OF THE PLAN SHEET.

CONTRACT NO. 07-XXXXXX
 PROJECT ID 0712000149
 UNIT 1964 PROJECT NUMBER & PHASE 0712000149K

DESIGN ENGINEER CHARLIE TRIUNG
 PROJECT MANAGER JOHN LEE
 BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/
 THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."
 NO SCALE
 RELATIVE BORDER SCALE 0 1 2 3
 US INCHES 1/8" = 1'-0"

DATE	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS	SCALE
07	LA	210	R14.2/R24.8	X	XX

REGISTERED CIVIL ENGINEER DATE X-XX-11
 2-XX-11
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 OF PUBLIC UTILITIES AND TRANSPORTATION
 APPROVE THIS PLAN SHEET.

LOCATIONS OF CONSTRUCTION		LOCATIONS OF CONSTRUCTION	
LOCATION	DESCRIPTION	LOCATION	DESCRIPTION
1	EB ON FROM LA TUNA CANYON Rd	25	WB ON FROM NB ANGELES CREST Hwy / Rte 2
2	WB OFF TO LA TUNA CANYON Rd	27	WB OFF TO ANGELES CREST Hwy / Rte 2
3	EB OFF TO LOWELL AVE	28	EB AUXILIARY LANE BETWEEN ANGELES CREST Hwy & GOULD AVE
4	EB ON FROM LOWELL AVE / HONOLULU AVE	29	WB AUXILIARY LANE BETWEEN ANGELES CREST Hwy & GOULD AVE
5	WB ON FROM HONOLULU AVE / LOWELL AVE	30	EB OFF TO GOULD AVE
6	WB OFF TO HONOLULU AVE / LOWELL AVE	31	WB ON FROM GOULD AVE
7	EB AUXILIARY LANE BETWEEN HONOLULU AVE AND PENNSYLVANIA AVE	32	EB ON FROM FOOTHILL Blvd
8	EB OFF TO PENNSYLVANIA AVE	33	WB OFF TO FOOTHILL Blvd / CROWN AVE
9	EB ON PENNSYLVANIA AVE	34	EB AUXILIARY LANE BETWEEN FOOTHILL Blvd AND BERSHIRE PLACE
10	WB ON FROM PENNSYLVANIA AVE	35	WB AUXILIARY LANE BETWEEN FOOTHILL Blvd AND BERSHIRE PLACE
11	WB OFF PENNSYLVANIA AVE	36	EB OFF TO BERSHIRE PLACE
12	EB ON LA CRESCENTA AVE	37	EB ON FROM BERSHIRE PLACE
13	WB OFF LA CRESCENTA AVE	38	WB ON FROM BERSHIRE PLACE
14	EB OFF TO OCEAN VIEW Blvd	39	WB OFF TO BERSHIRE PLACE
15	WB ON OCEAN VIEW Blvd	40	EB OFF TO ARROYO Blvd
16	EB ON FROM OCEAN VIEW Blvd	41	WB ON FROM ARROYO Blvd
17	WB OFF TO OCEAN VIEW Blvd	42	EB ON FROM ARROYO Blvd
18	EB 210 OFF TO SB 2 CONNECTOR	43	WB OFF TO ARROYO Blvd
19	WB 210 ON FROM NB 2 CONNECTOR	44	EB ON FROM HOWARD St
20	EB 210 ON FROM NB 2 CONNECTOR	45	EB 210 OFF TO WB 134 CONNECTOR
21	WB 210 OFF TO SB 2 CONNECTOR	46	EB OFF TO MAPLE St / WALNUT St
22	EB OFF TO ANGELES CREST Hwy/ Rte 2	47	EB 210 OFF TO EB 210 CONNECTOR
23	EB ON FROM SB ANGELES CREST Hwy/ Rte 2	48	WB ON FROM WB 210 CONNECTOR
24	EB ON FROM NB ANGELES CREST Hwy/ Rte 2	49	WB ON FROM EB 134 CONNECTOR
25	WB ON FROM SB ANGELES CREST Hwy/ Rte 2	50	WB ON FROM WALNUT St

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
MOHIT IBRAHIM	CHARLIE TRUONG	DEBRAH WONG	DATE REVISED
7/2/2010	7/2/2010	7/2/2010	7/2/2010

DATE	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
07	LA	210	R14.2/R24.8	X	XX

REGISTERED CIVIL ENGINEER DATE: X-XX-11
 XX-XX-10
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 THE AUTHORITY ON THE BEHALF OF THE BOARD
 OF PROFESSIONAL ENGINEERS

ABBREVIATIONS:

RHMA-G: RUBBERIZED HOT MIX ASPHALT (GAP GRADED)

NOTES:

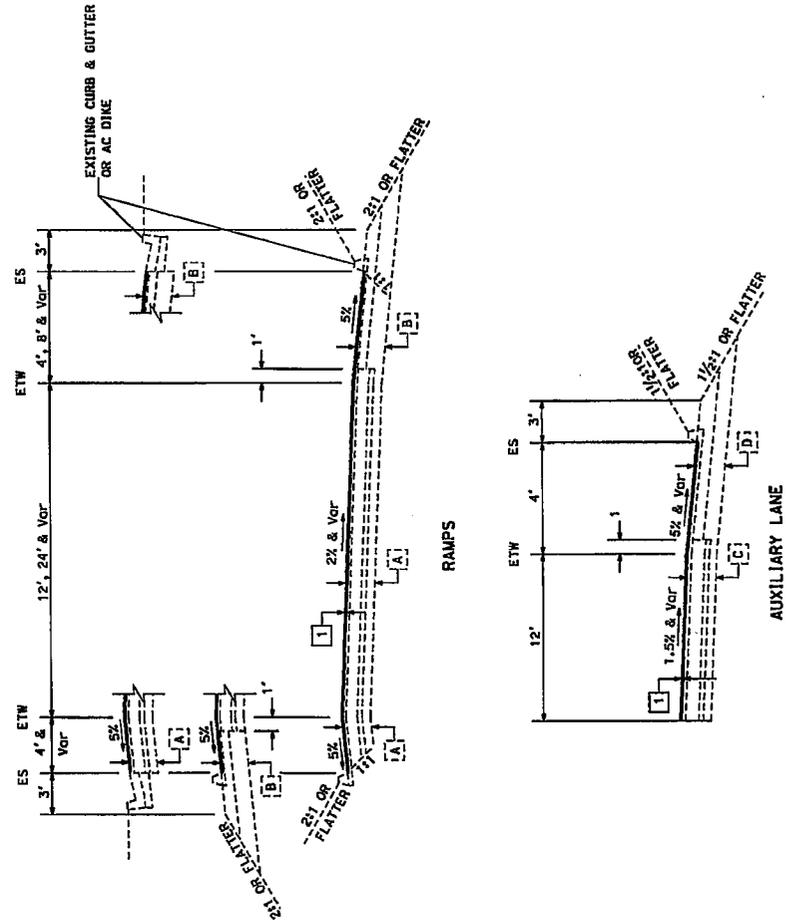
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. EXISTING UTILITIES FACILITIES ARE NOT SHOWN ON THESE PLANS.
4. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
5. OMIT COLD PLANNING AND RHMA-G, INDIVIDUAL SLAB REPLACEMENT, GRIND EXISTING CONCRETE PAVEMENT ON BRIDGE DECKS,

PROPOSED STRUCTURAL SECTION

- 1 0.20' COLD PLANE AC PAVEMENT
- 0.20' RUBBERIZED HOT MIX ASPHALT (GAP GRADED)
- 2 0.75' INDIVIDUAL SLAB REPLACEMENT
- BOND BREAKER

EXISTING STRUCTURAL SECTION

- A 0.25'/0.30'/0.35' AC (TYPE B)
- 0.60'/0.65'/0.70' CLASS A CTB
- 0.25' CLASS 3 AB
- 0/0.45'/Var CLASS 4 AS
- B 0.20'/0.25'/0.30' AC (TYPE B)
- 0.35'/0.45'/0.55' CLASS 2 AB
- 0.0/0.50/0.90'/Var CLASS 4 AS
- C 0.30' AC (TYPE B)
- 0.70' CLASS A CTB
- 0.25' CLASS 3 AB
- 0.40' CLASS 4 AS
- D 0.30' AC (TYPE B)
- 0.55' CLASS 2 AB
- 0.80' & Var CLASS 4 AS
- E 0.65'/0.70' FCC
- 0.40'/0.45' CTB (CLASS A)
- 0.50'/0.55' AB



TYPICAL CROSS SECTIONS
NO SCALE

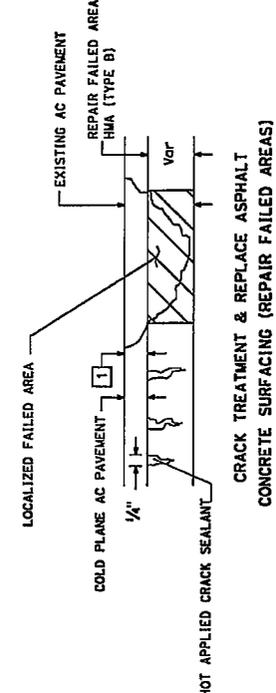
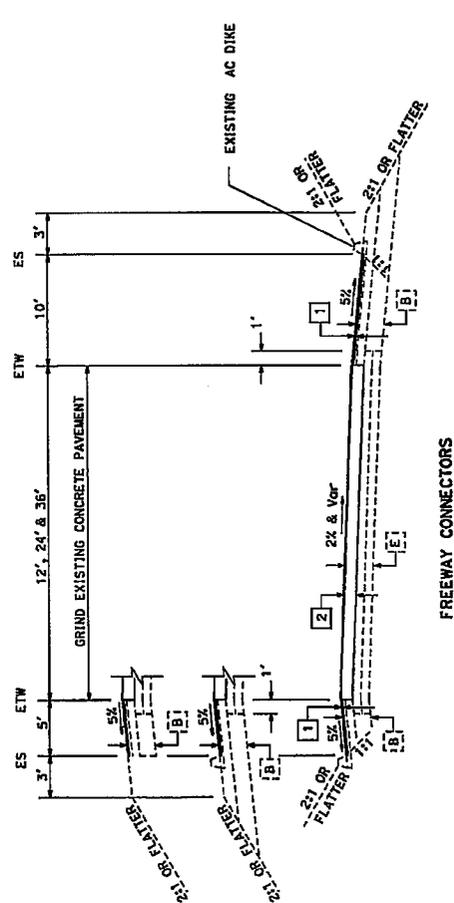
X-1

DESIGNED BY	CHARLIE TRUONG	REVISION	
CHECKED BY	DEBORAH WONG	DATE REVISION	
FUNCTIONAL SUPERVISOR	MOHIR IBRAHIM		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	MAINTENANCE ENGINEERING		

Sheet	07	County	LA	Route	210	Scale	R14.2/R24.8	Sheet No.	X	Total Sheets	XX
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REGISTERED CIVIL ENGINEER DATE: 10-11-11
 PLANS APPROVAL DATE: 10-11-11
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.



CRACK TREATMENT & REPLACE ASPHALT CONCRETE SURFACING (REPAIR FAILED AREAS)

TYPICAL CROSS SECTIONS
NO SCALE
X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	MOHIB IBRAHIM	CHECKED BY	DEBORAH WONG	DATE REVISED
DESIGNED BY	CHARLIE TRUONG	REVISOR	REVISOR	REVISOR	REVISOR

ATTACHMENT B

Hazardous Waste Document

Memorandum

*Flex your power!
Be energy efficient!*

To: DEBORAH WONG
SENIOR TRANSPORTATION ENGINEER

Date: October 18, 2011

File: 07-LA-210
PM R14.2/R24.8
EA - 29300K

From: AYUBUR RAHMAN *ar*
Transportation Engineer
District Hazardous Waste Coordinator- North Region

Subject: **Updated Hazardous Waste Assessment for CAPM PR**

This memo supersedes the Hazardous Waste Assessment memo dated October 17, 2011. The update request was needed in-order to reflect the change of EA from 1W1901 to 29300K. This is in response to your memo dated October 3, 2011, requesting for Hazardous Waste Assessment to prepare a CAPM PR for the above subject project. This project is on LA Route 210 from La Tuna Canyon Road Undercrossing to Maples Street Overcrossing (PM R14.2/R24.8). The project scope consists of the following:

- Cold plane ramps and auxiliary lanes and apply 0.20' Rubberized Hot Mix Asphalt (RHMA-G) over a layer of Stress Absorbing Membrane Interlayer.
- Repair localized failed pavement areas.
- Replace damaged PCC slabs and profile grind freeway-to-freeway connectors.
- Replace loop detectors.
- Upgrade and adjust MBGR to the new standard height.
- Replace AC dikes.

We have completed our review. Based on the available information, the following Hazardous Waste Assessment is given.

Lead and Chromium in Yellow Thermoplastic Traffic Stripes

Based on the email information received on October 10, 2011, the volume of AC cold planned with the yellow thermoplastic traffic stripe on the ramps and auxiliary lanes is 345,101 ft³ and the length of the yellow thermoplastic traffic stripe is 95,820 feet. The volume of profile grinding of the PCC on the freeway-to-freeway connectors is 120,375 ft³ and the length of yellow thermoplastic traffic stripe is 35,520 feet. Based on these information calculations were made to determine the total lead and chromium; and the results for the AC cold planned show that the concentrations of total lead and chromium are approximately 24.25 mg/kg and 5.97 mg/kg respectively, and the results for the PCC grinding show that the concentrations of total lead and chromium are approximately 27.53 mg/kg and 6.78 mg/kg respectively which are substantially less than the Hazardous Waste Threshold of 1,000 mg/kg for lead and 2,500 mg/kg for chromium per California Code Regulation (CCR) Title 22. Please see attached calculation sheets. The cold planned AC and the profile grinded PCC may be considered non-hazardous and can be

Deborah Wong
October 18, 2011
Page 2 of 2

relinquished to the contractor for possible recycling or disposal to a Class III waste facility. Please include the attached Special Provisions (15-1.03B) with the PS&E package and refer to the latest Contract Cost Database (<http://t8web/design/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's Lead Compliance Plan.

TWW

The project involves up-grading and adjusting MBGR to the new standard height. We were informed by Mr. Charlie Troung that this job will not involve soil excavation. The up-grading work will be done by taking out the non-standard MBGR and raising those by raising the foundation. No treated wood waste will be generated on this project.

Paved Surface

Repair localized failed pavement areas, replace loop detectors, and replace AC dikes work will be done in a paved surface. There will not be removal of traffic stripe work on this project. Therefore repairing localized failed pavement areas, replacing loop detectors, and replacing AC dikes work will not pose any hazardous waste concern.

If you have any question or need additional information, please contact me at 213-897-0670 or contact Saba Tesfayohannes of my staff at 213-897-8592.

Attachments: SSP 15-1.03B
Calculation sheets

**LEAD AND CHROMIUM CONCENTRATION IN THE REMOVED AC
DUE TO YELLOW THERMOPLASTIC STRIPES**

Project (EA/Rt/KP): 29300K/LA-210/PM R14.2/R24.8

Estimated Total Lead Concentration in Thermoplastic Stripe	
1. Weight of Removed Thermoplastic Stripe (kg):	
Stripe Length (m):	29,205.94
Number of Yellow Thermoplastic Stripe Line(s):	1
Stripe Width (m):	0.1
Stripe Thickness (m):	0.004
Total Stripe Volume (m ³):	11.682376
Density of Thermoplastic Stripe (kg/m ³):	2000
Total weight of Thermoplastic Stripe (kg) :	23364.752
2. Weight of Excavated AC (kg):	
Cold Plane AC Volume (m ³):	9,772.17
Density of AC (kg/m ³):	2563
Weight of the Excavated AC (kg):	25046076.84
3. Lead Concentration:	
Total Lead Concentration in Thermoplastic Stripe (mg/kg):	26,000
Soluble Lead Concentration in Thermoplastic Stripe (mg/l):	0.3
Total Threshold Limit Concentration (mg/kg):	24.25
Soluble Threshold Limit Concentration (mg/l):	3.59E-04
Estimated Total Chromium Concentration in Thermoplastic Stripe	
1. Chromium Concentration (mg/kg):	
Chromium Concentration in Thermoplastic Stripe (mg/kg):	6400
Weight of Chromium in the removed Thermoplastic Stripe (mg)	149534412.8
Total Threshold Limit Concentration (mg/kg):	5.97

Remarks: The concentration of total lead and chromium are lower than 1,000 mg/kg per California Code Regulation (CCR) Title 22.

**LEAD AND CHROMIUM CONCENTRATION IN THE REMOVED PCC
DUE TO YELLOW THERMOPLASTIC STRIPES**

Project (EA/Rt/KP): 29300K/LA-210/PM R14.2/R24.8

Estimated Total Lead Concentration in Thermoplastic Stripe	
1. Weight of Removed Thermoplastic Stripe (kg):	
Stripe Length (m):	10,826.50
Number of Yellow Thermoplastic Stripe Line(s):	1
Stripe Width (m):	0.1
Stripe Thickness (m):	0.004
Total Stripe Volume (m ³):	4.3306
Density of Thermoplastic Stripe (kg/m ³):	2000
Total weight of Thermoplastic Stripe (kg) :	8661.2
2. Weight of Excavated PCC (kg):	
Cold Plane PCC Volume (m ³):	3408.64
Density of PCC (kg/m ³):	2400
Weight of the Excavated PCC (kg):	8180736
3. Lead Concentration:	
Total Lead Concentration in Thermoplastic Stripe (mg/kg):	26,000
Soluble Lead Concentration in Thermoplastic Stripe (mg/l):	0.3
Total Threshold Limit Concentration (mg/kg):	27.53
Soluble Threshold Limit Concentration (mg/l):	3.81E-04
Estimated Total Chromium Concentration in Thermoplastic Stripe	
1. Chromium Concentration (mg/kg):	
Chromium Concentration in Thermoplastic Stripe (mg/kg):	6400
Weight of Chromium in the removed Thermoplastic Stripe (mg)	55431680
Total Threshold Limit Concentration (mg/kg):	6.78

Remarks: The concentration of total lead and chromium are lower than 1,000 mg/kg per California Code Regulation (CCR) Title 22.

Section 15-1.03B Use if residue from grinding or cold planing contains lead from paint and thermoplastic and the average lead concentrations are less than 1,000 mg/kg total lead and 5 mg/L soluble lead.

Use for grinding or cold planing pavement and bridge decks.

Use if grinding or cold planing bituminous seals and polymer seals.

Do not use for (1) grooving or (2) cutting and removing chunks of pavement or bridge deck.

Do not use if high lead concentration yellow stripe or thermoplastic must be removed before grinding or cold planing. In these cases use SSP 14-11.07.

Use the following bid item (1 per project):

190110 Lead Compliance Plan

Replace section 15-1.03B with:

15-1.03B Residue Containing Lead from Paint and Thermoplastic

1

Residue from grinding or cold planing contains lead from paint and thermoplastic. The average lead concentrations are less than 1,000 mg/kg total lead and 5 mg/L soluble lead. This residue:

1. Is a nonhazardous waste
2. Does not contain heavy metals in concentrations that exceed thresholds established by the Health and Safety Code and 22 CA Code of Regs
3. Is not regulated under the Federal Resource Conservation and Recovery Act (RCRA), 42 USC § 6901 et seq.

Use if needed to clarify grinding location. Locations may include bridge decks, bridge approaches, and ramps.

4. Is generated by grinding at:
 - 4.1. _____
 - 4.2. _____

Use if needed to clarify cold planing location. Locations may include bridge decks, bridge approaches, and ramps.

5. Is generated by cold planing at:
 - 5.1. _____
 - 5.2. _____

2

Submit a lead compliance plan under section 7-1.02K(6)(j)(ii).

3

Payment for a lead compliance plan is not included in the payment for existing facilities work.

4

Payment for handling, removal, and disposal of grinding or cold planing residue that is a nonhazardous waste is included in the payment for the type of removal work involved.

ATTACHMENT C

Environmental Document

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-210 R14.2/24.8 29300 CE# 2011100015
 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 involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

Caltrans proposes to remove and replace the damaged Portland Concrete (PCC) roadbed slabs, replace any damaged base material, grind and repave the existing Asphaltic Concrete (AC) roadbed surface on ramps and auxiliary lanes, replace damaged existing loop detectors, upgrade existing metal beam guardrail, replace AC berms, and restripe the roadway to reflect the existing traffic pattern on Interstate 210 from La Tuna Canyon Rd to Maples St in the City of Sunland. All work will occur within the prism of the highway and will not impact any vegetation or encroach on any surface waters. The proposed project is not anticipated to adversely impact biological or cultural resources or disrupt or worsen traffic circulation.

CEQA COMPLIANCE (for State Projects only)

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

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

CALTRANS CEQA DETERMINATION (Check one)

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])]

<p><u>Eduardo Aguilar</u> Print Name: Environmental Branch Chief</p> <p>Signature: <u>[Signature]</u> Date: <u>10/27/11</u></p>	<p><u>Deborah Wong</u> Print Name: Project Manager/DLA Engineer</p> <p>Signature: <u>[Signature]</u> Date: <u>10/27/11</u></p>
---	--

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 (Check one)

- 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, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:
- 23 CFR 771.117(c): activity (c) (___)
 - 23 CFR 771.117(d): activity (d) (1)
 - 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.

<p><u>Eduardo Aguilar</u> Print Name: Environmental Branch Chief</p> <p>Signature: <u>[Signature]</u> Date: <u>10/27/11</u></p>	<p><u>Deborah Wong</u> Print Name: Project Manager/DLA Engineer</p> <p>Signature: <u>[Signature]</u> Date: <u>10/27/11</u></p>
---	--

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 June 7, 2010

NW

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

07-LA-210

Dist.-Co.-Rte. (or Local Agency)

R14.2/24.8

P.M/P.M.

29300

E.A. (State project)

CE# 2011100015

Federal-Aid Project No. (Local project)/ Proj. No.

Continued from page 1:

Hazardous Waste

Please refer and adhere to the Hazardous Waste Clearance Memo dated on 10/18/2011.

ATTACHMENT D

Structural Section Recommendation

Memorandum

To: Deborah Wong, STE
Maintenance Engineering, North Region

October 27, 2011

07-LA-210, PM 14.2/R24.8
Pavement Preservation
07607-29300K(0712000149)

From: Kirsten Stahl, P.E.
Office of Engineering Services, Materials Investigations
DEPARTMENT OF TRANSPORTATION

Subject: Structural Section Recommendation

Materials Investigations has reviewed the above mentioned project and has the following comments:

Typical Cross Sections, X-1 and X-2

1. Materials concurs with the proposed structural section Type **1** for AC ramps and auxiliary lanes **Read** as follows:

0.20' Rubberized Hot Mix Asphalt, Type G (RHMA-G)
0.20' Cold Plane the existing AC Pavement

- Prior to overlay, remove and repair the localized distressed areas with HMA-B. Seal all exposed cracks greater than 1/4" (5 mm) wide with hot applied asphalt sealant.

2. Materials concurs with the proposed structural section Type **2** for replacing damaged PCC slabs **Read** as follows:

Replace 0.65'/0.70' Rapid Strength Concrete (RSC) slab
Remove 0.65'/0.70' the entire thickness of the existing slabs

- A bond breaker shall be placed between the underlying base and new RSC.
- The underlying base CTB in very poor condition should be replaced with entire thickness (0.45') of Lean Concrete Base Rapid Setting (LCBRS).
- Smooth epoxy-coated dowels are recommended in new slabs at the transverse joints, in combination with dowel bar retrofit at the existing transverse joints to improve load transfer in accordance with the Standard Plan P series.

3. Grind the entire surface of PCC panels within the proposed project limits to restore surface friction, correct faulting problems and provide smooth driving condition.

October 27, 2011

0712000149

Page 2 of 2

4. Replace on-ramp meter pad with the following structural section:

T.I. = 12 R-Value = 15

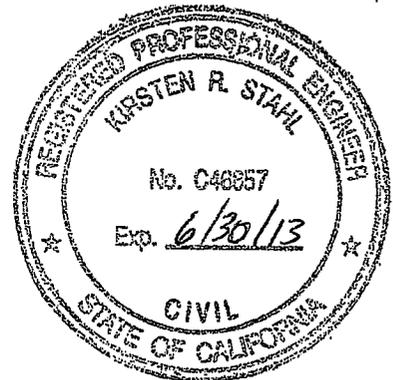
0.35' Hot Mix Asphalt, Type B (HMA-B)
----- Geosynthetic Pavement Interlayer (GPI)
0.30' HMA-B*
0.60' Lean Concrete Base
1.15' Aggregate Base, Class 3
2.35' Total

* The traffic loop should be cut and epoxy filled in this layer of HMA, prior to placing the fabric and final layer.

If you have any questions, please call me at extension 7-0470 or Min Deng of my staff at extension 7-0452.



Kirsten Stahl, P.E.
Civil Engineering License No. C46857 - Exp. 06/30/13
District Materials Engineer



ATTACHMENT E

Storm Water Data Report

1. Project Description

- The project is located on State Route LA-210 (PM R14.2/R24.8) in Los Angeles County at various locations from La Tuna Canyon Road Undercrossing to Maples Street Overcrossing.
- The purpose of this project is to rehabilitate the existing pavement within the project limits. The work includes:
 - In-kind replacement of existing 3rd stage cracked Portland Cement Concrete (PCC) slabs with Rapid Set Concrete (RSC) and grinding the existing and newly replaced PCC pavement on the freeway-to-freeway connectors.
 - Cold planning 0.2" Asphalt Concrete (AC) and replace with 0.2" Rubberized Hot Mix Asphalt - Type G (RHMA-G) on auxiliary lanes and ramps.
 - Replace all affected traffic loop detectors.
 - Replace pavement delineation.
 - Repair localized pavement failed areas.
 - Replace AC dikes.
 - Upgrade and adjust Metal Beam Guard Railing (MBGR) to the new standard height.
 - Install MBGR and in-line terminal system treatment for the eastbound Rte 210 on-ramp from Foothill Blvd.
- This project is not a new facility or major reconstruction. There will be no change in line/grade or hydraulic capacity. This project will not create new slopes or modify existing slopes. It will not create or modify ditches, dikes, berms, or swales. Cross drains will not be modified. No clearing and grubbing will be required for this project. Therefore, this project does not have the potential to create water quality impacts.
- There will be 0.01 acres of Disturbed Soil Area (DSA) as a result of the MBGR and in-line terminal system end treatment replacement.
- The District 7 2011-2012 Stormwater Management Program Regional Work Plan identifies the Devils Gate Dam within the project limits. Construction activities will not create any water quality impacts on the dam; therefore, the project does not require any 401 certifications.
- The receiving water bodies Burbank Western Channel, Verdugo Wash Reach 2 (Above Verdugo Road), and Arroyo Seco Reach 2 (Figueroa St. to Riverside Dr.) are 303(d) listed. They are within the San Fernando, Raymond and Los Angeles hydrologic areas and belong to 412.10, 412.21, 412.24, and 412.32 hydrologic sub-areas.
- The project limits are in the Los Angeles River Watershed. The Total Maximum Daily Loads (TMDLs) are as follows:

Los Angeles River

Established TMDLs

Los Angeles River Trash TMDL

The Los Angeles River Trash TMDL became effective August 28, 2002. Caltrans is proceeding with Trash TMDL Implementation Projects, which are to retrofit Gross Solid Removal Devices (GSRDs) at the existing drainage outfalls in the rights-of-way. Table A lists those Trash TMDL Implementation Projects that are either in construction or completed. Any projects that overlap within the limits of freeway corridors listed in Table A are not required to consider GSRDs for those overlapping limits.



Short Form - Storm Water Data Report

Table A				
EA	Route	PM		Status
		From	To	
226611	405	30.31	36.15	Completed
226711	60	2.7	6.6	Completed
	710	22.5	23.8	
2266A1	5	27.62	28.15	Completed
	10	9.02	13.82	
	90	1.84	2.70	
2267A1	10	5.59	8.80	In Construction
	91	10.25	13.88	
	105	8.25	13.15	
	110	21.65	23.61	
231311	2	15.40	21.46	Completed
	101	7.21	7.21	
	170	14.78	19.92	
	134/170	13.34	13.34	
	210	22.73	23.88	
235901	405	25.46	29.41	In Construction
	5	16.35	16.35	
	101	12.70	26.50	
	134	0.00	9.86	

Los Angeles River Nitrogen Compounds and Related Effects TMDL

The Los Angeles River Nitrogen Compounds and Related Effects TMDL became effective March 23, 2004. The TMDL requires the Storm Water NPDES Permittees to submit a Monitoring Work Plan by March 23, 2005 to estimate nitrogen loadings associated with runoff from the storm drain systems. County of Los Angeles has submitted the Monitoring Work Plan as required on behalf of Caltrans and other Storm Water NPDES Co-Permittees in the watershed. Targeted pollutants are Total ammonia as nitrogen (NH₃-N), Nitrate-nitrogen (NO₃-N), nitrite-nitrogen (NO₂-N), and Nitrate nitrogen plus nitrite-nitrogen (NO₃-N + NO₂-N). The Department's monitoring data depicts Caltrans discharges to be below the TMDL limits, thus no additional measures are needed to be considered for meeting the conditions of the Nitrogen TMDL.

Los Angeles River and Tributaries Metals TMDL

The Los Angeles River and Tributaries Metals TMDL became effective on January 11, 2006. Caltrans will work with 5 groups of Responsible Agencies toward compliance of the TMDL. Targeted Pollutants are total Cu, Pb, Zn, Cd and Se.

Future TMDL

Total Maximum Daily Loads for Indicator Bacteria in the Los Angeles River

The Total Maximum Daily Loads for Indicator Bacteria in the Los Angeles River was adopted by the Los Angeles Regional Water Quality Control Board on July 8, 2010. It is anticipated that the TMDL will become effective in the near future. The TMDL requires the Responsible Agencies, including Caltrans, to reduce number of exceedance days of bacteria concentrations in the Los Angeles River and achieve waste load allocations in 25 years. Caltrans will be working in a group of Responsible Agencies to jointly comply with the TMDL.

2. Construction Site BMPs

- Project requires a Water Pollution Control Program (WPCP) since the Disturbed Soil Area (DSA) created by the project is less than 1 acre.



Short Form - Storm Water Data Report

- Construction Site Management - one lump sum (Spill Prevention and Control; Material Management; Material Storage; Stockpile Management; Solid Waste; Hazardous Waste and Contamination; Hazardous Waste Management Practices; Contractor-Generated Hazardous Waste; Department-Generated Hazardous Waste; Hazardous Waste Transport and Disposal; Concrete Waste; Sanitary and Septic Waste; Water Control and Conservation; Illegal Connection and Discharge Detection and Reporting; Vehicle and Equipment Fueling and Maintenance; Paving, Sealing, Sawcutting, Grooving, and Grinding Activities; Thermoplastic Striping and Pavement Markers; Concrete Curing; and Sweeping).
- Temporary Concrete Washout (Portable) is listed as a separate bid item.
- On October 20, 2011, Aythem Al-Saleh, District Construction Storm Water Coordinator, agreed to the temporary construction site BMP strategy used for the scope of this project.
- The total Construction Site BMPs cost is estimated at \$20,000.00.

3. Required Attachments¹

- Vicinity Map
- Evaluation Documentation Form

¹ Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

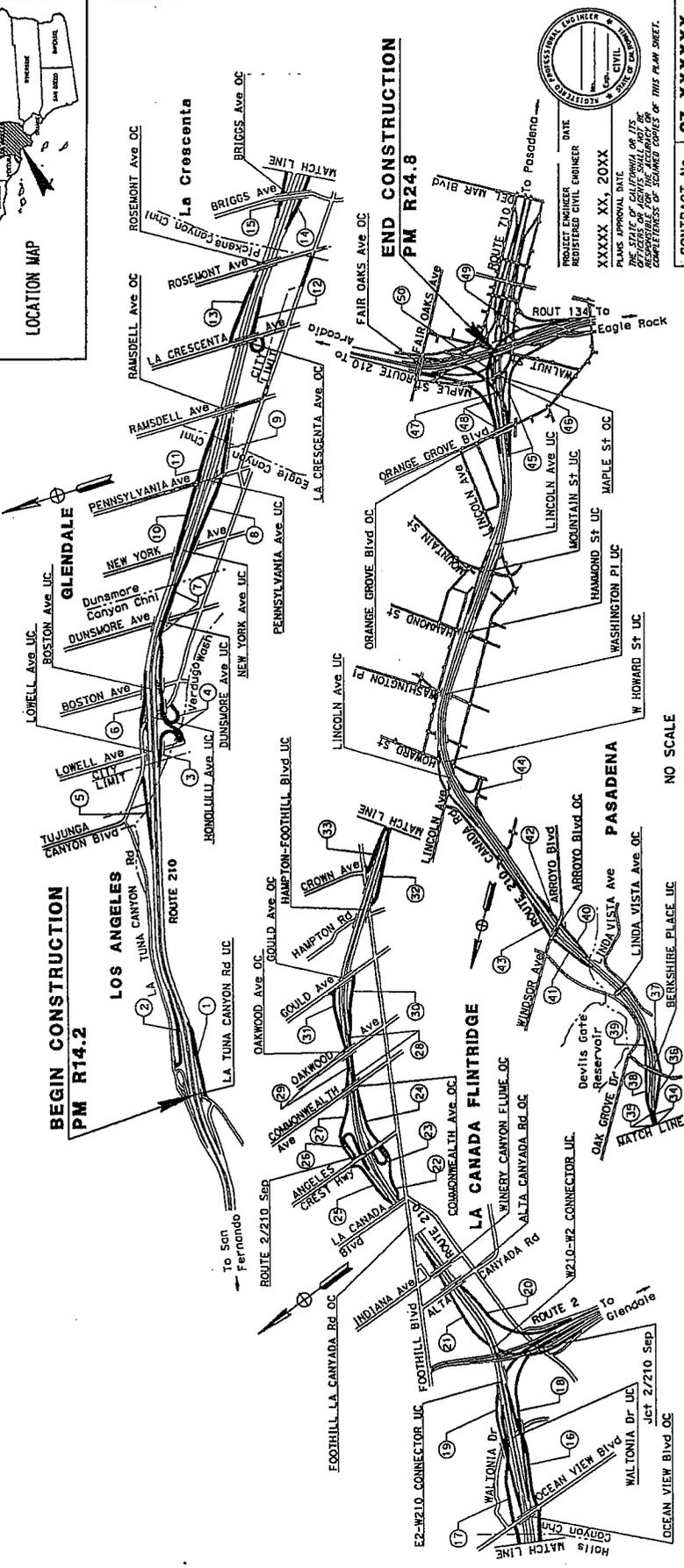
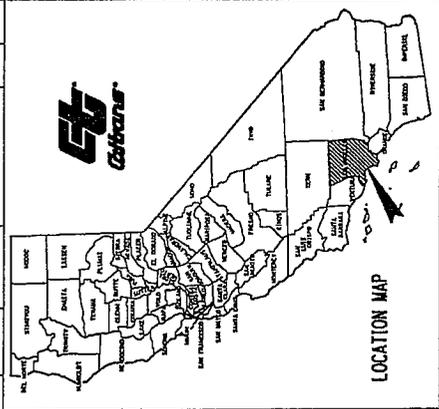


INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN LOS ANGELES COUNTY AT VARIOUS LOCATIONS
 FROM LA TUNA CANYON ROAD UNDERCROSSING TO
 ROUTE 710/210 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	County	Route	Total Project	Sheet No.	Project
07	LA	210	R14.2/R24.8	X	X



PROJECT ENGINEER
 REGISTERED CIVIL ENGINEER
 DATE
 XXXXX XX, 20XX
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS
 AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR
 COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	07-XXXXXX
PROJECT ID	0712000149
UNIT 1964	PROJECT NUMBER & PHASE 0712000149K

USE NUMBER 3 112948
 DGN FILE 43 ... \CAD\Drawings\sheet.dgn
 RELATIVE BORDER SCALE 0 1 2 3
 15 IN INCHES

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)
 OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/

Tilesheet.dgn 10/18/2011 10:49:02 AM

DESIGN ENGINEERS
 CHARLES TRUOGN
 PROJECT MANAGER
 JOHN LEE

00-00-00
 DATE PLOTTED 10/18/2011
 TIME PLOTTED 10:49:02 AM

Evaluation Documentation Form

DATE: 10/17/2011

Project ID (or EA): 29300K

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.	✓		If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. <i>UW</i> <i>10/17/11 SP</i> (Dist./Reg. SW Coordinator initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	✓		If Yes. (<i>LA Co. MS4 Area</i>), go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface</u> ?			If Yes, continue to 9. If No, go to 10. <u>0 Acres</u> (<i>Net Increase New Impervious Surface</i>)
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. <i>SP</i> (Dist./Reg. Design SW Coord. Initials) <i>CT</i> (Project Engineer Initials) <u>10/31/11</u> (Date)	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

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



ATTACHMENT F

Transportation Management Plan

Memorandum

*Flex your power!
Be energy efficient!*

To: Deborah Wong, S.T.E.
Office of Maintenance Engineering

Date: October 18 2011
File: 07-LA-210
PM R14.2/R24.8
Pavement Preservation
EA: 29300K
EFIS: 0712000149

From: Martin Oregel, S.T.E.
Office of District Traffic Manager

Subject: Transportation Management Plan (TMP) Data Sheet

Attached is the Preliminary Transportation Management Plan (TMP) Data Sheet for the above referenced project that was developed for the CAPM PR stage of the project.

A re-evaluation of the TMP Data Sheet is required during the PS&E stage once the project is 95% completed. Please contact our office to request the Maintaining Traffic Specifications and a re-evaluation of the TMP Data Sheet when the project plans are 95% complete.

The following TMP elements, as identified in the TMP Data Sheet, should be included in the "State Furnished Material" of the Basic Engineering Estimating System:

- | | | | |
|---|--------|--------------------------------------|----------|
| • | 066062 | COZEEP Contract | \$40,000 |
| • | 066063 | Public Information, Paid Advertising | \$25,000 |

If you have any questions or comments, please contact Nestor Mondok of my staff at extension 7-2044 or myself at extension 7-4152.



Martin Oregel, S.T.E.
Office of District Traffic Manager

Attachments: TMP Data Sheet

cc: Charlie Truong, T.E.
File

TRANSPORTATION MANAGEMENT PLAN DATA SHEET (Preliminary TMP Elements and Costs)

Co/Rte/PM LA / 210 / PM R14.2/R24.8 EA 07-29300K EFIS 0712000149

Project Limit SR 210, from La Tuna Canyon Rd undercrossing to Maple St overcrossing

Project Description CAPM project proposes to resurface ramps, auxiliary lanes & connectors; repair failed pavement; replace loop detectors; upgrade guardrails; and replace AC dikes, all within Caltrans Right-of-Way.

1) Public Information

- | | | |
|-------------------------------------|------------------------------------|--------------|
| <input type="checkbox"/> | a. Brochures and Mailers | |
| <input checked="" type="checkbox"/> | b. Press Release | |
| <input checked="" type="checkbox"/> | c. Paid Advertising | \$ 25,000.00 |
| <input type="checkbox"/> | d. Public Information Center/Kiosk | |
| <input type="checkbox"/> | e. Public Meeting/Speakers Bureau | |
| <input type="checkbox"/> | f. Telephone Hotline | |
| <input type="checkbox"/> | g. Internet | |
| <input type="checkbox"/> | h. Others _____ | \$ _____ |

2) Motorists Information Strategies

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

3) Incident Management

- | | | |
|-------------------------------------|--|--------------|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$ 40,000.00 |
| <input type="checkbox"/> | b. Freeway Service Patrol | |
| <input type="checkbox"/> | c. Traffic Management Team | |
| <input type="checkbox"/> | d. Helicopter Surveillance | |
| <input type="checkbox"/> | e. Traffic Surveillance Stations (Loop Detector and CCTV) | |
| <input type="checkbox"/> | f. Others _____ | |

4) Construction Strategies

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Facility Closure
- d. Contra Flow
- e. Truck Traffic Restrictions \$ _____
- f. Reduced Speed Zone \$ _____
- g. Connector and Ramp Closures
- h. Incentive and Disincentive \$ _____
- i. Moveable Barrier \$ _____
- j. 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 \$ _____
- b. Street Improvement (widening, traffic signal... etc) \$ _____
- c. Traffic Control Officers \$ _____
- d. Parking Restrictions
- e. Others _____ \$ _____

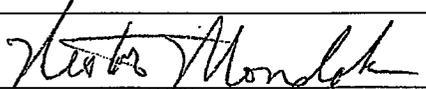
7) Other Strategies

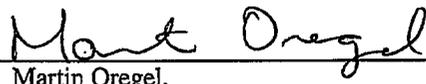
- a. Application of New Technology \$ _____
- e. Others _____ \$ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$ 65,000.00

Project Notes:

- This CAPM project, on State Route 210 from La Tuna Canyon Rd undercrossing to Maple St overcrossing, consists of the following:
 1. Cold plane ramps and auxiliary lanes and apply 0.20' Rubberized Hot Mix Asphalt (RHMA-G) over a layer of Stress Absorbing Membrane Interlayer;
 2. Repair localized failed pavement areas;
 3. Replace damaged PCC slabs and profile grind freeway-to-freeway connectors;
 4. Replace traffic loop detectors;
 5. Upgrade and adjust Metal Beam Guardrails (MBGR) to the new standard height; and
 6. Replace AC dikes.
- To perform this work, the contractor will need to close freeway auxiliary lanes, freeway-to-freeway connectors, and freeway on-ramps and off-ramps at various locations, during off-peak hours. No full freeway closures are anticipated. We anticipate minor inconvenience to the motoring public due to these closures.
- The work shall be done in accordance with the freeway lane, connector and ramp closure charts provided in the Maintaining Traffic Specifications.
- All work will be done within Caltrans Right-of-Way.
- Caltrans Office of Media Relations provided the Public Awareness Campaign cost estimate of \$25,000.00. The funding element of the Public Awareness Campaign is for Paid Advertising.
- Caltrans Construction Traffic Advisor provided the COZEEP cost estimate of \$40,000.00.

PREPARED BY  DATE 10/18/11
Nestor Mondok,
Transportation Engineer

APPROVAL RECOMMENDED BY  DATE 10/18/11
Martin Oregel,
Senior Transportation Engineer

APPROVED BY  DATE 10/18/11
John Yang,
District Traffic Manager