07-LA-105 – PM R4.308/R4.973
EA 35700 – EFIS ID 0719000064 – PPNO 5534 – SHOPP ID 13610
SHOPP 201.015/201.315
May 2019

Project Initiation Report

To

Request Programming in the 2020 SHOPP

On Route	LA-105
Between	0.4 mile West of Crenshaw Blvd
And	0.2 mile East of Crenshaw Blvd

APPROVAL RECOMMENDED:

MASSOD AKBARIAN, *PROJECT MANAGER*

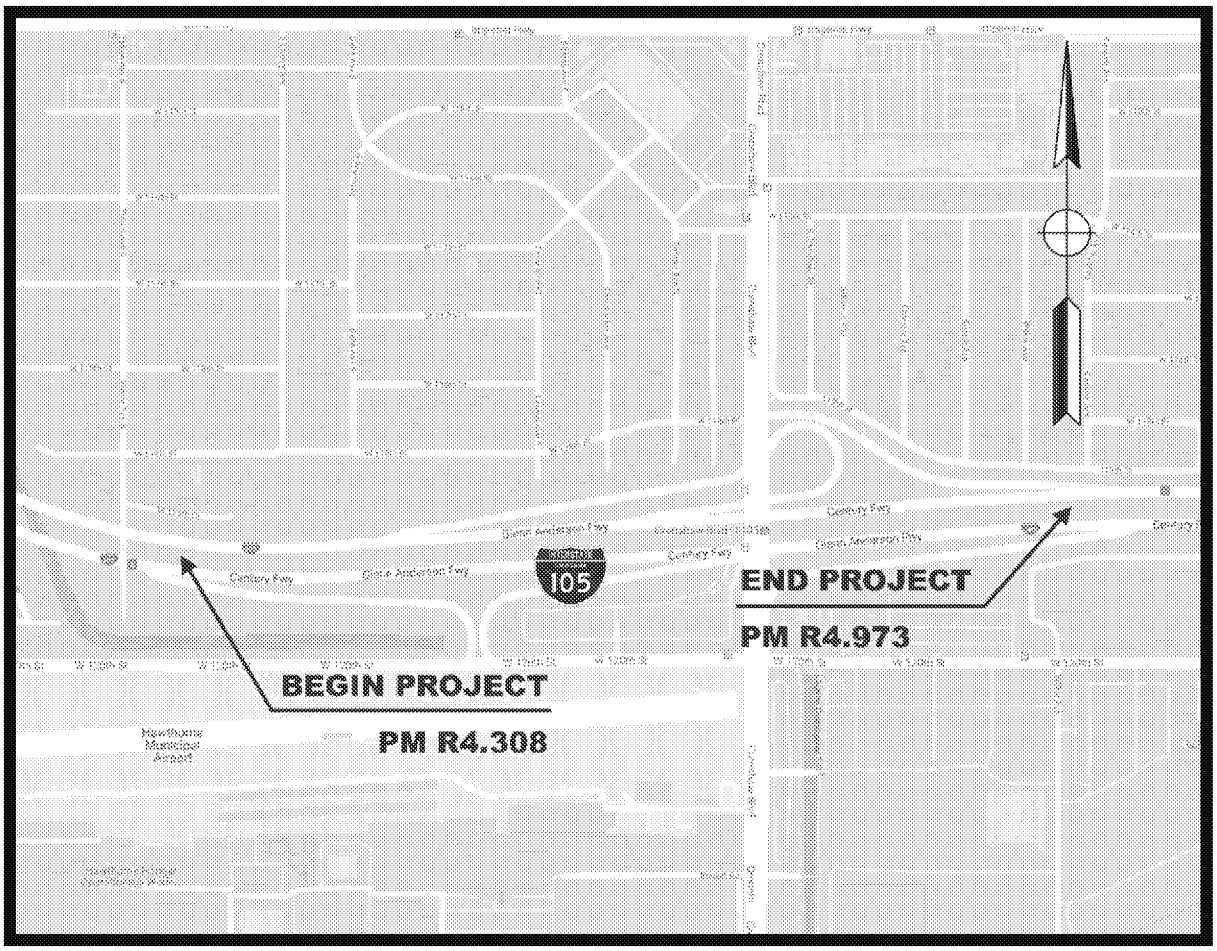
APPROVAL RECOMMENDED:

PAUL ALBERT MARQUEZ, *PLANNING DEPUTY DIRECTOR*

APPROVED:

JOHN BULINSKI, *DISTRICT DIRECTOR*

6/10/19



VICINITY MAP

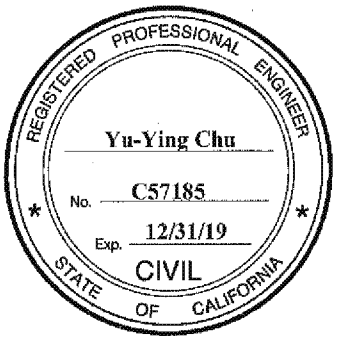
On Route

07-LA-105 PM R4.308/R4.973
Between
West of Crenshaw Blvd (PM R4.308)
And
East of Crenshaw Blvd (PM R4.973)

This 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.

5/17/19

REGISTERED CIVIL ENGINEER *DATE*



PDT MEMBERS

Name	Title	Division / Office	Phone Number
Charles Chlipala	Transportation Engineer	Construction / Constructability Review	(213) 897-2764
Ricky Lee	Stormwater Design Coordinator / Senior Transportation Engineer	Design / Office of Engineering Services	(213) 897-0470
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Peter Dinh	Transportation Engineer	Maintenance / Maintenance Engineering - COS	(213) 897-3752
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Trilly Nguyen	Project Engineer	Planning / OPSS	(213) 897-7825
Emmanuel Nwazota	Transportation Engineer	Planning / OPSS	(213) 897-5604
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Massod Akbarian	Project Manager / Transportation Engineer	Program & Project Management	(213) 897-7495
Daniella Vivanco	Associate Government Program Analyst	Program & Project Management	(213) 897-7865
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Sara Horn	Senior Transportation Engineer	Traffic Operations / Office of Corridor Management (South)	(213) 276-8454
Kim Nguyen	Transportation Engineer	Traffic Operations / Office of Corridor Management (South)	(213) 897-5431
Denis Katayama	Senior Transportation Engineer	Traffic Operations / Office of District Traffic Manager	(213) 897-1921
Ka Lun Ng	Transportation Engineering Technician	Traffic Operations / Office of District Traffic Manager	(213) 897-9826
Binh Nguyen	TMS Program Advisor / Senior Transportation Electrical Engineer	Traffic Operations / Office of Intelligent Transportation Systems	(213) 897-1918
Son Dao	Collision Reduction Program Advisor / Senior Transportation Engineer	Traffic Operations / Office of System Performance	(213) 897-0273
Fatemeh Ansari	Senior Transportation Electrical Engineer	Traffic Operations / Office of Traffic Design	(213) 897-2783
Anh Nguyen	Senior Transportation Engineer	Traffic Operations / Office of Traffic Design	(213) 897-4303

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1. INTRODUCTION, WORK DESCRIPTION AND SUMMARY TABLE

Project Description:

This multi-asset project is on Interstate 105 (I-105) from 0.4 miles west of Crenshaw Boulevard at Postmile (PM) R4.308 to 0.2 miles east of Crenshaw Boulevard at PM R4.973, in the city of Los Angeles. It includes work within the Collision Severity Reduction Program (20.XXX.201.015) and the Transportation Management System (TMS) Program (20.XXX.201.315).

This project proposes to upgrade the following: Closed Circuit Television (CCTV), Changeable Message Sign (CMS), Ramp Metering System (RMS), Metal Beam Guard Rails (MBGR), Americans Disability Act (ADA) curb ramps, pavement striping and markings, overhead sign, "meter-on" signs, pedestrian signal heads with countdown and Audible Pedestrian Signals (APS) and marked crosswalks. In addition, this project also proposes to relocate electrical control cabinets, install end treatment at a soundwall, and overlay pavement with High Friction Surface Treatment (HFST).

This Project Initiation Report (PIR) provides conceptual approval of the proposal and a recommendation to program the project into the 2020 State Highway Operations and Protection Program (SHOPP) Cycle.

Project Limits	07-LA-105 Los Angeles
	PM R4.308/PM R4.973
Number of Alternatives	2 (Build, No Build)
Programmable Project Alternative	Alternative 1
Funding Source*	SHOPP (20.XX.201.015); SHOPP (20.XX.201.315)
Funding Year	2022/2023
Type of Facility	6-lane Freeway + 2 lanes HOV
Number of Structures	1
SHOPP Project Output	6 TMS, 8 ADA Pedestrian Infrastructures, 21 Collision Severity Reduction
Anticipated Environmental Determination or Document	Categorical Exemption/Exclusion (CE/CE)
Legal Description	In Los Angeles County, in Los Angeles, on Route 105 at Crenshaw Boulevard (PM R4.308 to PM R4.937)
Project Development Category	5
PIR Level	2

Capital and Support Cost	Current Cost Estimate with Risk amount: ($1000)	Escalated Cost Estimate: ($1000)	% Support vs Capital	Historical Support %
PA&ED Support	490	506	11.2%	13.4%
PS&E Support	1,469	1,629	37.1%	40.2%
Construction Support	1,273	1,498	34.1%	34.9%
R/W (Right of Way) Support	22	24	0.5%	0.6%
Construction Capital	3,650	4,358		
R/W Capital	24	37		
Totals	6,928	8,100	83.2%	89.1%

2. PURPOSE AND NEED

Purpose:

The purpose of this multi-asset project is to enhance safety and operations by decreasing the potential and severity of collisions through HSFT and upgrade of traffic safety devices to comply with the current standards. This project also proposes to improve traffic flow and reduce congestion on Route 105 by upgrading and having lifecycle replacement for the TMS.

Need:

Actual accident rates within the project limits exceed the average accident rates for similar facilities. Some of the existing curb ramps within the project limits are not in compliance with Caltrans ADA standards per Design Information Bulletin (DIB) 82-06. Pavement surfaces and traffic safety devices are either damaged or do not meet the current standards. In addition, the District is projected to experience an increase in congestion over the next 10 to 20 years. TMS upgrades are needed to maximize the system performance and provide more accurate real-time traveler information to reduce the impacts of congestion.

3. RECOMMENDATION

It is recommended that this report be approved and the project programmed using the estimate and schedule for the Programmable Project Alternative. This report was prepared to documentation Level 2.

4. RISK SUMMARY

A Risk Register, has been prepared and approved on May 3, 2019. See Attachment H.

5. BACKGROUND

I-105 is a major east-west commuter freeway in the southern part of Los Angeles County. It starts on the west, at Los Angeles World Airports (LAX) in the city of El Segundo traversing through the cities of Hawthorne and Paramount and terminating at Studebaker Road east of I-605 in the city of Norwalk.

I-105 is used for interstate, interregional and intraregional travel. It provides access to the Gateway Cities Region and the city of Long Beach and its port. Route 105 is designed as a six-lane facility plus an exclusive median transit way for rail and High Occupancy Vehicles (HOVs). There are several freeway-to-freeway interchanges along Route 105. It functions as a major collector and distributor route feeding Routes 405, 110, 710, and 605.

6. ASSET MANAGEMENT

The performance objective identified by the Headquarters (HQ) SHOPP manager for this project was 18 Collision Severity Reductions. See Attachment J for the Project Initiation Proposal (PIP).

The performance output proposed by this project is 21 Collision Severity Reductions, six (6) TMS field elements, and eight (8) ADA pedestrian infrastructures. This project exceeds the performance objective identified in the SHOPP Tool for the Collision Severity Reduction Program. It also meets additional performance objectives in the TMS and Complete Streets programs. See Attachment I for the SHOPP Project Performance Measure report.

7. CORRIDOR AND SYSTEM COORDINATION

The proposed improvement is consistent with Caltrans Mission, Vision and Goals as it will provide for a safer transportation system for workers and users as approved in the District System Management Plan.

8. EXISTING FACILITY CONDITION

- *Corridor Geometric Information and Condition plus Topical Attributes*

    - Right of Way (R/W)
      All proposed work will be constructed within the Caltrans R/W.

- Noise Barriers

  There are existing soundwalls at the following ramps:

PM	Ramp with Soundwall
R4.519	WB ON FROM SB CRENSHAW BLVD
R4.940	WB OFF TO CRENSHAW BLVD

  End treatment will be installed at the soundwall at the westbound (WB) on-ramp from southbound (SB) Crenshaw Boulevard.

- Utilities

  Based on the current scope of the project, utility relocation is not anticipated however, funding for potholing had been allocated for utilities verification which is indicated in the R/W datasheet. See Attachment K.

- Landscape

  Any impacted landscaping will be replaced in-kind.

- Traffic Management System
  - There is an existing CMS at the WB on-ramp from SB Crenshaw Boulevard, and an existing CCTV at the WB on-ramp from northbound (NB) Crenshaw Boulevard that will be upgraded for lifecycle replacement. Ramp Metering Systems will also be upgraded at the following locations:

PM	Ramp
R4.519	WB ON FROM SB CRENSHAW
R4.684	EB ON FROM CRENSHAW / 120TH
R4.726	WB ON FROM NB CRENSHAW BLVD
R4.973	EB ON FROM NB CRENSHAW BLVD

- Metal Beam Guardrail
  - The following MBGR will be upgraded at the ramps listed below:

MBGR #	Location
1	EB OFF TO CRENSHAW BLVD/120TH ST
2	EB ON FR CRENSHAW BLVD/120TH ST
3	WB OFF TO CRENSHAW BLVD (LEFT SIDE OF RAMP)
4	WB ON FROM NB CRENSHAW BLVD (RIGHT SIDE OF RAMP)
5	WB ON FROM NB CRENSHAW BLVD
6	WB ON FROM SB CRENSHAW BLVD

- Complete-Streets

  Pedestrian Facilities & Bicycle Facilities:
  There are no pedestrian facilities on the ramps. Pedestrians and other non-motorized transportation are prohibited. Sidewalks and crosswalks are available for pedestrians and bicyclists along Crenshaw Boulevard and 120th Street.

  Transit Facilities:
  The Crenshaw Transit Station is located in the median at freeway level. It serves the Metro Green Line. A park-and-ride facility is located on the west side of Crenshaw Boulevard with access via Crenshaw Boulevard and 120th Street. Metro and local bus stops are available along both sides of Crenshaw Boulevard.

- Climate Change Elements:
  Where available, it is recommended that materials within a local radius of the project area and/or locally available building materials be utilized to reduce Greenhouse Gas (GHG) emissions. The project impact on traffic delay is not anticipated to result in a measurable increase in GHG emissions. The project will not increase roadway capacity and therefore will not increase GHG from that source.

- Roadway Geometric Information and Condition

  - Traveled Way
    East/West Corridor: 3 MFL lanes, 1 HOV lane, 4' buffer in each direction, lane width is 12 feet with 10 feet paved shoulder in each direction.

  - Median
    K-rail or concrete barrier separated median.

- Structure Geometric Information:

Bridge Structure			Width Between Curbs		Vertical Clearance			Work Identified in Project EA Report	Replace Bridge Approach Slab	
			Existing	Proposed	Existing	RRR Std	Proposed			
Name	Number	PM	(FT)	(FT)	(FT)	(FT)	(FT)	(Y/N)	(Y/N)	(CY)
Crenshaw Blvd UC	53-2519	R4.726	73.5	Exist	15.83	16.5	Exist	N	N	-

- Corridor Information and Condition plus Topical Attributes

➢ Traffic Collisions

The Traffic Accident Surveillance and Analysis System (TASAS) – Transportation System Network (TSN) accident summary for the 3-year period from January 1, 2015 through December 31, 2017 shows a total of 76 accidents. As shown in the table below, the actual accident rates exceed the total average accident rates for five out of the six ramps. Of these 76 accidents, 49% involved rear end collisions while 42% occurred at the ramp exit intersections.

Location		**Total No. of Acc.**	**Actual Rate** (# of accidents/MV)			**Average Rate** (# of accidents/MV)		
			F	F+I	TOTAL	F	F+I	TOTAL
EB off-ramp to Crenshaw Blvd/120th St (eastbound)	(PM R4.308)	9	0	0.36	**0.81**	0.002	0.23	0.78
WB on-ramp from SB Crenshaw Blvd westbound)	(PM R4.519)	6	0	0	**1.78**	0.003	0.19	0.56
EB on-ramp from Crenshaw Blvd/120th St (eastbound)	(PM R4.684)	21	0	0.39	**1.64**	0.001	0.14	0.48
WB on-ramp from Crenshaw Blvd (westbound)	(PM R4.726)	6	0	0.28	**0.84**	0.003	0.23	0.71
WB off-ramp to Crenshaw Blvd (westbound)	(PM R4.940)	16	0	0.21	**0.68**	0.004	0.32	0.92
EB on-ramp from NB Crenshaw Blvd (eastbound)	(PM R4.973)	18	0	0.25	**1.51**	0.003	0.19	0.56

- MV = million vehicle miles, F = Fatality, I = Injury

➢ Traffic Volumes

The latest available 2017 Traffic Census Program Annual Average Daily Traffic (AADT), truck percentage, and ramp traffic volumes are shown in the table below:

PM	**2017 AADT**	**Truck Percentage**	**Ramp Volume**
R4.308	271,000	4.60%	10,110
R4.519	271,000	4.60%	3,070
R4.684	271,000	4.60%	11,660
R4.726	271,000	4.60%	6,500
R4.940	271,000	4.60%	21,360
R4.973	271,000	4.60%	10,900

9. ALTERNATIVES

Alternative 1 – Programmable Project Alternative – Preferred Option

This programmable project alternative proposes the following work:

- Apply HFST to the eastbound (EB) on-ramp at Crenshaw Blvd/120th St.
- Upgrade sign panel with retroreflective sheeting on WB mainline to WB Crenshaw Blvd.
- Install end treatment at WB on-ramp soundwall from SB Crenshaw Blvd and relocate controller cabinet.
- Relocate controller cabinet at EB on-ramp from NB Crenshaw Blvd.
- Upgrade MBGR to MGS with end treatments and vegetation control; two (2) ADA curb ramps at WB off-ramp to Crenshaw Blvd, two (2) guide signs (on EB on-ramp from Crenshaw Blvd/120th St and EB on-ramp from northbound (NB) Crenshaw Blvd).
- Refresh pavement markings on all six ramps, upgrade striping to 6" width, upgrade crosswalks to high visibility marking pattern, upgrade three (3) "Meter On" signs.
- Upgrade pedestrian signal heads to APS at the following locations:

PM	Ramp
R4.308	EB OFF TO CRENSHAW / 120TH
R4.519	WB ON FROM SB CRENSHAW
R4.684	EB ON FROM CRENSHAW / 120TH
R4.726	WB ON FROM NB CRENSHAW BLVD
R4.940	WB OFF TO CRENSHAW BLVD
R4.973	EB ON FROM NB CRENSHAW BLVD

- Upgrade existing CMS at the WB on-ramp from SB Crenshaw Boulevard, and an existing CCTV at the WB on-ramp from northbound (NB) Crenshaw Boulevard with lifecycle replacement; install IP communication equipment at the Los Angeles Regional Transportation Management Center (LARTMC).
- Upgrade the following RMS:

PM	Ramp
R4.519	WB ON FROM SB CRENSHAW
R4.684	EB ON FROM CRENSHAW / 120TH
R4.726	WB ON FROM NB CRENSHAW BLVD
R4.973	EB ON FROM NB CRENSHAW BLVD

Total escalated Project Capital cost including Right of Way cost is estimated at $4.39 million. See Attachment C. This project does not qualify as a capacity increasing or a major street or highway realignment project and reversible lanes have not been considered.

Alternative 2 – No Build Alternative

The No Build alternative will not address the roadway collision severity or improve the safety and the operational efficiency of the corridor.

Design Standards Risk Assessment Matrix			
Alternative	Standard (HDM index, DIB, TOPD, etc.)	Nonstandard feature and its risk of not being approved (low, medium, high)	Justification for the approval risk rating and additional data/studies needed for approval
1	Table 309.2A (Minimum Vertical Clearances) Standard = 16'6" Proposed = 15'10"	Existing 15'10" bridge clearance low	The existing nonstandard bridge vertical clearance will remain. Project is not modifying any existing geometry.

10. COMPLETE STREETS

Are complete streets features included? ☒*Yes* ☐*No*

Pedestrian facilities:

This project will upgrade the following ADA curb ramps to comply with the current standards:

Include the following (improvements cannot impact/extend schedule of safety project):

Facility Type and Location	**Meets ADA Standards?**		**If Facility Does Not Meet ADA Standards, What Features Are Not ADA Compliant ?**	**Status of Each Noncompliant Location**
PM R4.940 WB 105 Off To Crenshaw Blvd	*EB OFF TO CRENSHAW BL/120TH St.*	Yes	*ADA Curb Ramps*	This project is addressing this noncompliance issue.
	WB ON FROM SB CRENSHAW BLVD	Yes		
	EB ON FR CRENSHAW/120TH St.	Yes		
	WB ON FROM NB CRENSHAW BLVD	No		
	WB 105 OFF TO CRENSHAW BLVD	No		
	EB ON FROM NB CRENSHAW BLVD	Yes		

Curb Ramps: *(List locations as appropriate)* PM R4.519 PM R4.940	WB 105 ON FROM NB CRENSHAW BLVD No WB 105 OFF TO CRENSHAW BLVD No		This project is addressing this noncompliance issue This project is addressing this noncompliance issue
Others: *N/A*	None		N/A

Bicycle facilities

There are no bicycle facilities within the project limits.

Transit facilities

The Crenshaw Transit Station located in the median of the I-105 and Crenshaw Boulevard serves the Metro Green Line. At street level, there is a Metro and local bus stop.

Park-and-ride facilities

A park-and-ride facility is located on the west side of Crenshaw Boulevard with access via Crenshaw Boulevard and 120th Street.

11. CLIMATE CHANGE CONSIDERATION

Are climate change and adaptation features included? ☒*Yes* ☐*No*

A quantitative GHG Analysis cannot be calculated at this phase, therefore a qualitative GHG Analysis was performed.

Reduce Greenhouse Gas (GHG) Emissions:

Where available, it is recommended that material within a local radius of the project area and/or locally available building material be utilized to reduce GHG emissions.

The project impact on traffic delay is not anticipated to result in measurable increase in GHG emissions. The Project will not increase roadway capacity and therefore will not increase GHG from that source.

12. ENVIRONMENTAL COMPLIANCE

The anticipated environmental document for the proposed project is a Categorical Exemption/Exclusion (CE/CE). A Mini-Preliminary Environmental Analysis Report (Mini-PEAR) was approved on February 21, 2019. See Attachment G. Field studies were not conducted, and technical studies have been deferred to the Project Approval & Environmental Document (PA&ED) phase. Caltrans would act as the lead agency in the preparation of a joint National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 326. The estimated time to obtain environmental approval is 4 to 6 months from the start of environmental studies.

A Preliminary Hazardous Waste Assessment, has been prepared and approved on February 15, 2019. See Attachment E.

13. RIGHT OF WAY

All proposed work is within existing Caltrans R/W. No additional R/W will be required. However, some costs associated with utility potholing have been added to the project funding. See Attachment K.

14. STORMWATER

A Storm Water Data Report (SWDR), has been prepared and approved on April 9, 2019. See Attachment F.

15. TRANSPORTATION MANAGEMENT PLAN

Transportation Management Plan Data Sheet was approved on March 19, 2019. (See Attachment D). During Plan, Specification & Estimate (PS&E) phase, Office of District Traffic Management will identify methods to reduce traffic delays, maintain traffic flow, prepare Traffic Handling Plan and implement traffic closures and detours per approved charts. Public outreach effort will be undertaken with local stakeholders, city of Inglewood and Los Angeles County.

16. BROADBAND AND ADVANCE TECHNOLOGIES

No request has been received from broadband stakeholders to include wired broadband facilities within the project limits during the time of the PIR development. Therefore, no wired broadband has been considered or anticipated at this time.

Fueling opportunities for zero-emission vehicles and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle are not applicable to this project.

17. ADDITIONAL CONSIDERATIONS

- Maintenance and Worker Safety:
  A project Lead Compliance Plan (LCP) will be prepared to minimize worker exposure to lead and a Health and Safety Plan (HSP) will address health hazards.

- Contaminated Material Including Regulated, Designated Hazardous Waste and Disposal Site:
  All contaminated materials should be disposed of according to policies and procedures. During PA&ED phase potential disposal, staging, and borrow sites will be identified. During the PS&E phase, special provision for managing earth material containing lead will be provided.

- Value Analysis:
  A value analysis study is not required for projects which have their total cost under $50 million per Deputy Directive DD-92-R1.

- Air Quality Conformity:
  Not applicable.

- Environmental Justice (Title VI Consideration):
  Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations.

- Noise Abatement Decision Report:
  Per Traffic Noise Analysis Protocol, this project is not a Type 1 project; therefore, a detailed Noise Study Report (NSR) is not required. Noise mitigation measures will be implemented during the construction phase to reduce noise impact.

- Construction Staging:
  During the PS&E phase staging plans will be prepared to reduce impact on the traveling public.

18. ESTIMATE, FUNDING AND PROGRAMMING

Capital construction cost is escalated at 3.5% and 2.5% per year (3.5% for the first 3 years and 2.5% thereafter to mid-point of construction). Support cost is escalated at 3.25% and 2.0% per year (3.25% for the first 2 years and 2.0% thereafter to mid-phase).

Estimated Capital & Support Cost ($1,000s)- Programmable Alternative									
Component	(A)[1] Total Min	(B)[1] Total Max	(C) Total Most Likely	(D) Risk Amount	(E) Total including Risk (C+D)	(F) # Years to Mid Yr of Component	(G) Escalation Rate	(H) Escalation Amount $E[(1+G)^F - 1]$	(I) Total Escalated Cost (E + H)
Support									
PA&ED[2]			471	19	490	1.0	3.25	16	506
PS&E			1,454	15	1,469	4.0	2.62	160	1,629
Right of Way			15	7	22	3.0	2.83	2	24
Construction			1,202	71	1,273	7.0	2.36	225	1,498
Capital									
Right of Way[1]			24	-	24			15	39
Construction			3,117	533	3,650	6.0	3.0	708	4,358
Totals			6,283	645	6,928			1,125	8,100

Programming

This project will be submitted for programming in the 2020 SHOPP cycle under the Collision Severity Reduction Program (201.015), and the Transportation Management System Program (201.315).

Fund Source	Fiscal Year Estimate for the Programmable Alternative								
201.015	Current		20/21	21/22	22/23	23/24	24/25	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support			506						506
PS&E Support				1,629					1,629
Right-of-Way Support				24					24
Construction Support					1,498				1,498
Right-of-Way					37				37
Construction					4,358				4,358
Total			506	1,653	5,893				8,100

*Values are escalated to mid-point of the duration of each component.

Total Support to Capital cost ratio is 83.2%

Estimate

Refer to Attachment C for project cost estimate

19. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	4/1/2020
BEGIN PAED	M020	5/15/2020
PA & ED	M200	12/1/2020
START PS&E	M210	1/30/2021
PRE-60% PS&E		5/30/2021
60% PS&E	M313	9/1/2021
PRE-95% PS&E		12/15/2021
95% PS&E	M315	3/1/2022
PS&E TO DOE	M377	5/1/2022
DRAFT STRUCTURES PS&E	M378	5/1/2022
PROJECT PS&E	M380	8/1/2022
RIGHT OF WAY CERTIFICATION	M410	11/1/2022
READY TO LIST	M460	1/3/2023
FUND ALLOCATION	M470	3/3/2023
HEADQUARTERS ADVERTISE	M480	7/1/2023
AWARD	M495	9/1/2023
APPROVE CONTRACT	M500	11/1/2023
CONTRACT ACCEPTRANCE	M600	2/1/2025
END PROJECT	M800	2/1/2027

20. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project is considered to be an Assigned Project in accordance with the current FHWA and Caltrans Joint Stewardship and Oversight Agreement

State Water Resources Control Board

All treated wood posts shall be disposed at an approved treated wood waste facility by State Water Resources Control Board.

21. PROJECT REVIEWS

Scoping team field review *Yu-Ying Chu, Emmanuel Nwazota, Isaac Gallegos, Tam Nguyen, Kim Nguyen, Binh Nguyen* Date 10/16/18; 10/29/18
District Program Advisor *Son Dao; Binh Nguyen* Date 3/1/19; 3/11/19; 4/18/19
District Maintenance *Hamid Saadatnejai* Date 3/4/19; 4/18/19
Project Manager *Massod Akbarian* Date 3/1/19; 4/18/19
District Safety/Constructability Review *Kyle Kunitake* Date 3/14/19; 4/18/19
SHOPP Program Manager *Steve Tran* Date 3/14/19
District Asset Manager *Roger Yoh* Date 3/14/19

22. PROJECT PERSONNEL

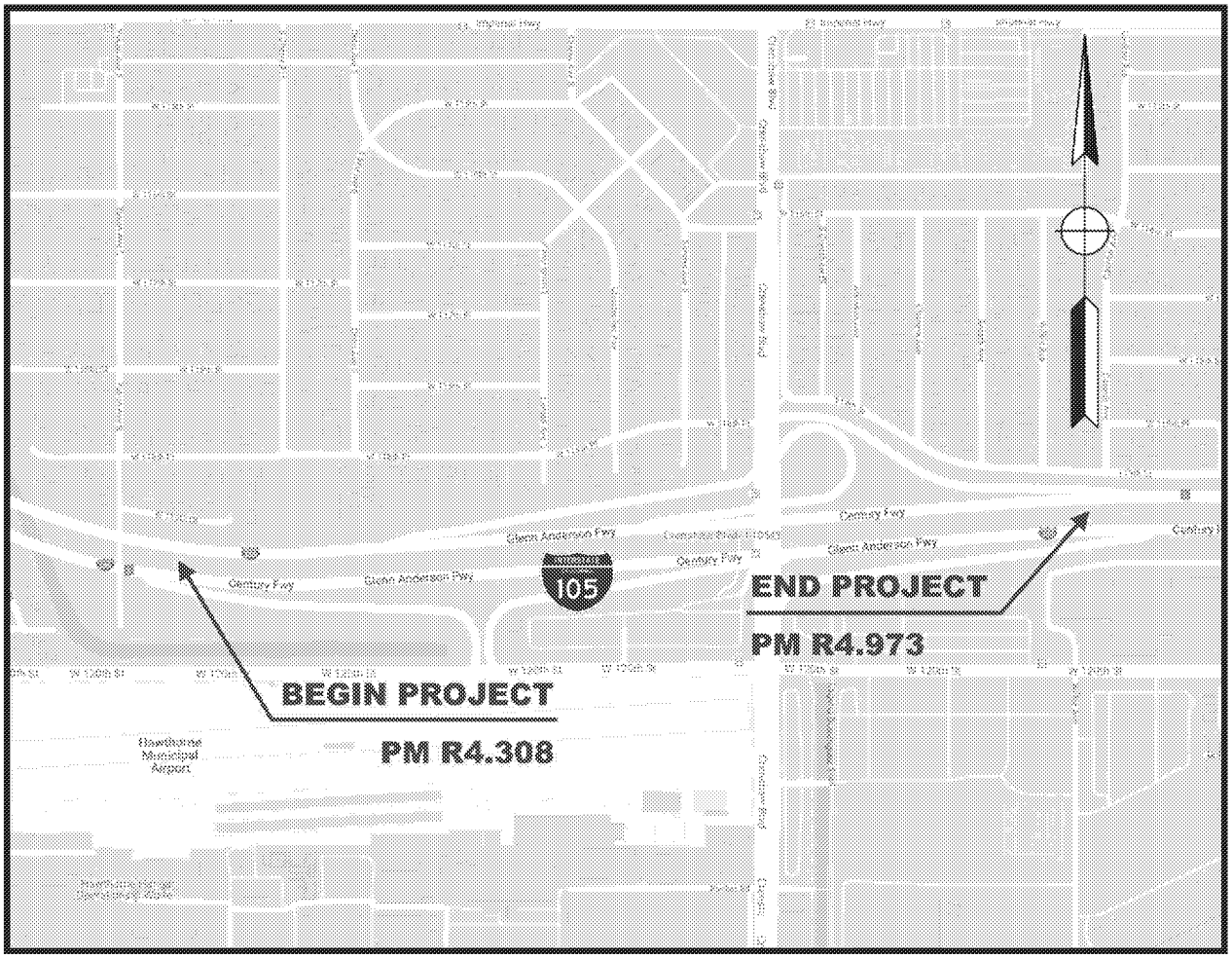
NAME	TITLE	FUNCTIONAL AREA	PHONE #
Yu-Ying Chu	Senior Transportation Engineer/Project Engineer	OPSS	213-897-7945
Massod Akbarian	Project Manager	PPM	213-897-7495
Emmanuel Nwazota	Transportation Engineer	OPSS	213-897-5604
Isaac Gallegos	Transportation Engineer	OPSS	213-897-0661
Loi Mai	Transportation Engineer	OPSS	213-897-0100

23. ATTACHMENTS (Number of Pages)

A. Vicinity Map (1)
B. Aerial Layout (1)
C. Cost Estimate (11)
D. TMP (5)
E. Hazardous Waste Assessment (4)
F. SWDR (4)
G. Mini-PEAR (11)
H. Risk Register (2)
I. SHOPP Project Performance Output (1)
J. PIP (2)
K. Right of Way Data Sheet (4)
L. Transportation Planning Scoping Information Sheet (TPSIS) (2)

ATTACHMENT A

Vicinity Map



VICINITY MAP

ATTACHMENT B

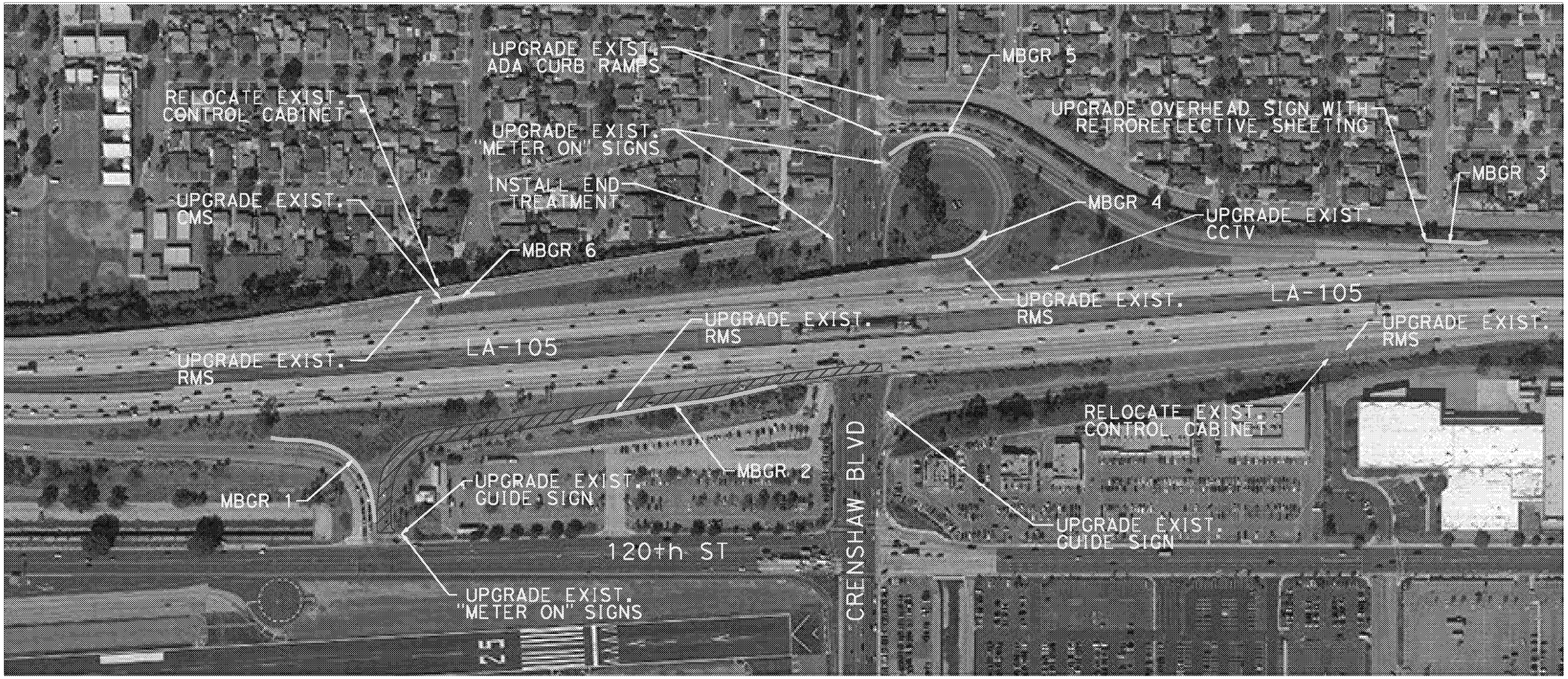
Aerial Layout

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	105	R4.308/R4.973	01	01

LEGEND:

UPGRADE EXIST. MBGR TO MGS WITH VEGETATION CONTROL

OVERLAY PAVEMENT WITH HIGH FRICTION SURFACE TREATMENT (HFST)



LA-105/ CRENSHAW BLVD

EA 35700K

AERIAL LAYOUT

NO SCALE

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: LOI MAI

CHECKED BY: YU-YING CHU

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1786

PROJECT ID 0719000064

EA 35700K

ATTACHMENT C

Cost Estimate

PLANNING COST ESTIMATE

EA: 35700K PID: 719000064

EA: 35700K

PID: 719000064

District-County-Route: 07-LA-105

PM: R4.308/R4.973

Type of Estimate : Project Initiation Report

Program Code :

Project Limits : 105 (R4.308/R4.973)

Project Description: Collision Severity Reduction

Scope :

Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 3,650,000	$ 4,357,983
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 3,650,000	$ 4,357,983
TOTAL RIGHT OF WAY COST	$ 24,000	$ 37,125
TOTAL CAPITAL OUTLAY COSTS	**$ 3,674,000**	**$ 4,396,000**
PA/ED SUPPORT	$ 490,000	$ 506,000
PS&E SUPPORT	$ 1,469,000	$ 1,629,000
RIGHT OF WAY SUPPORT	$ 22,000	$ 24,000
CONSTRUCTION SUPPORT	$ 1,273,000	$ 1,498,000
TOTAL SUPPORT COST	**$ 3,254,000**	**$ 3,657,000**
TOTAL PROJECT COST	**$ 6,928,000**	**$ 8,100,000**

If Project has been programmed enter Programmed Amount

	Month	/ Year
Date of Estimate (Month/Year)	5	/ 2019
Estimated Construction Start (Month/Year)	12	/ 2023
Number of Working Days =	240	
Estimated Mid-Point of Construction (Month/Year)	3	/ 2024
Estimated Construction End (Month/Year)	1	/ 2025
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval	6/14/2019
PA/ED Approval	12/1/2020
PS&E	8/1/2022
RTL	1/3/2023
Begin Construction	12/1/2023

Approved by Project Manager	Massod B Akbarian	**4/28/2019**	(213) 897-7495
	Project Manager	**Date**	**Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	Earthwork	$	116,500
2	Pavement Structural Section	$	295,100
3	Drainage	$	-
4	Specialty Items	$	292,500
5	Environmental	$	89,200
6	Traffic Items	$	1,737,900
7	Detours	$	-
8	Minor Items	$	-
9	Roadway Mobilization	$	253,200
10	Supplemental Work	$	121,300
11	State Furnished	$	211,300.00
12	Time-Related Overhead	$	-
13	Roadway Contingency	$	533,000.00
	TOTAL ROADWAY ITEMS	**$**	**3,650,000**

Estimate Prepared By :	Loi H Mai, TE	04/26/19	(213) 897-0100
	Name and Title	Date	Phone
Estimate Reviewed By :	Yu-Ying Chu, STE	4/26/2019	(213) 897-7945
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	223	x	150.00	=	$	33,450
19010X	Roadway /Structural Excavation (Type Z-2) per HWA*	CY	220	x	150.00	=	$	33,000
194001	Ditch Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
16010X	Clearing & Grubbing	LS	1	x	50,000.00	=	$	50,000
170101	Develop Water Supply	LS		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
210130	Duff	ACRE		x		=	$	-
XXXXXX	Some Item	Unit						

Note: * HWA: Hazardous Waste Assessment

TOTAL EARTHWORK SECTION ITEMS	$	116,500

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
390404A	High Friction Surface Treatment (HFST)	SQYD	5,403	x	30.00	=	$	162,090
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
404092	Seal Pavement Joint	LF		x		=	$	-
404093	Seal Isolation Joint	LF		x		=	$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		=	$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410095	Dowel Bar (Drill and Bond)	EA		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	820	x	150.00	=	$	123,000
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		=	$	-
270014	Class A Cement Aggregate Base	CY		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
250401	Class 3 Aggregate Subbase	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
3750XX	Screenings (Type XX)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		=	$	-
150771	Remove Asphalt Concrete Dike	LF		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
150860	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
15312X	Remove Concrete	LF/CY/LS		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		=	$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
XXXXX	Reconstruct Curb &Dike	LS	1	x	10,000.00	=	$	10,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	295,100

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
15080X	Remove Culvert	EA/LF		x		=	$	-
150820	Modify Inlet	EA		x		=	$	-
155232	Sand Backfill	CY		x		=	$	-
15020X	Abandon Culvert	EA/LF		x		=	$	-
152430	Adjust Inlet	LF		x		=	$	-
155003	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
5105XX	Minor Concrete (Type XX)	CY		x		=	$	-
610108	18" Alternative Pipe Culvert (Type X)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF		x		=	$	-
6650XX	18" Corrugated Steel Pipe (0.XXX" Thick)	LF		x		=	$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thi	LF		x		=	$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
XXXXXX	Miscellaneous Hydraulic	EA		x		=	$	-
XXXXXX	18" Cured - in place Pipeliner	LF		x		=	$	-

TOTAL DRAINAGE ITEMS $ -

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
080050	Progress Schedule (Critical Path Method)	LS		x		=	$	-
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
15325X	Remove Sound Wall	LF/LS		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	10,000.00	=	$	10,000
141120	Treated Wood Waste	LS	1	x	5,000.00	=	$	5,000
153221	Remove Concrete Barrier	LF		x		=	$	-
150668	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Type XX)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		=	$	-
150662	Remove Metal Beam Guard Railing	LF	1,865	x	20.00	=	$	37,300
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
83954K	Transition Railing (Type X)	EA	1	x	5,000.00	=	$	5,000
839585	Alternative Flared Terminal System	EA	1	x	3,000.00	=	$	3,000
839584	Alternative In-line Terminal System	EA	5	x	4,000.00	=	$	20,000
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		=	$	-
839XXX	Crash Cushion (Insert Type)	EA		x		=	$	-
832007	Midwest Guardrail System	LF	1,865	x	50.00	=	$	93,250
832070	Vegetation Control	SQYD	689	x	100.00	=	$	68,900
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
513553	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
598001	Anti-Graffiti Coating	SQFT		x		=	$	-
203070	Rock Stain	SQFT		x		=	$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		=	$	-
83954X	Transition Railing (Type X)	EA		x		=	$	-
597601	Prepare and Stain Concrete	SQFT		x		=	$	-
731627	Minor concrete curb	CY		x		=	$	-
XXXXXX	Upgrade Curb Ramps	EA	2	x	10,000.00	=	$	20,000
XXXXXX	Hazardous Waste Mitigation	LS	1	x	30,000.00	=	$	30,000

TOTAL SPECIALTY ITEMS $ 292,500

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost	
	Biological Mitigation	LS		x		= $	-	
130670	Temporary Reinforced Silt Fence	LF		x		= $	-	
141000	Temporary Fence (Type ESA)	LF		x		= $	-	
						Subtotal Environmental Mitigation	*$*	-

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost	
20XXXX	Highway Planting	LS		x		= $	-	
20XXXX	Irrigation System	LS		x		= $	-	
204099	Plant Establishment Work	LS		x		= $	-	
204101	Extend Plant Establishment Work	LS		x		= $	-	
20XXXX	Follow-up Landscape Project	LS		x		= $	-	
150685	Remove Irrigation Facility	LS		x		= $	-	
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS		x		= $	-	
206400	Check and Test Existing Irrigation Facilities	LS		x		= $	-	
21011X	Imported Topsoil (X)	CY/TON		x		= $	-	
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD		x		= $	-	
200122	Weed Germination	SQYD		x		= $	-	
208304	Water Meter	EA		x		= $	-	
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		= $	-	
20890X	Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF		x		= $	-	
						Subtotal Landscape and Irrigation	*$*	-

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost	
210010	Move In/Move Out (Erosion Control)	EA		x		= $	-	
210350	Fiber Rolls	LF		x		= $	-	
210360	Compost Sock	LF		x		= $	-	
2102XX	Rolled Erosion Control Product (X)	SQFT		x		= $	-	
21025X	Bonded Fiber Matrix	QFT/ACRE		x		= $	-	
210300	Hydromulch	SQFT		x		= $	-	
210420	Straw	SQFT		x		= $	-	
210430	Hydroseed	SQFT		x		= $	-	
210600	Compost	SQFT		x		= $	-	
210630	Incorporate Materials	SQFT		x		= $	-	
						Subtotal Erosion Control	*$*	-

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost	
130300	Prepare SWPPP	LS		x		= $	-	
130200	Prepare WPCP	LS	1	x	10,000.00	= $	10,000	
130100	Job Site Management	LS		x		= $	-	
130330	Storm Water Annual Report	EA		x		= $	-	
130310	Rain Event Action Plan (REAP)	EA		x		= $	-	
130320	Storm Water Sampling and Analysis Day	EA		x		= $	-	
130520	Temporary Hydraulic Mulch	SQYD		x		= $	-	
130550	Temporary Hydroseed	SQYD		x		= $	-	
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		= $	-	
130640	Temporary Fiber Roll	LF		x		= $	-	
130900	Temporary Concrete Washout	LS		x		= $	-	
130710	Temporary Construction Entrance	EA		x		= $	-	
130610	Temporary Check Dam	LF		x		= $	-	
130620	Temporary Drainage Inlet Protection	EA		x		= $	-	
xxxxxx	Temporary Construction Site BMPs	LS	1	x	79,200.00	= $	79,200	
						Subtotal NPDES	*$*	*89,200*

TOTAL ENVIRONMENTAL	**$**	**89,200**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		= $	-	
066596	Additional Water Pollution Control**	LS		x		= $	-	
066597	Storm Water Sampling and Analysis***	LS		x		= $	-	
XXXXXX	Some Item	LS		x		= $	-	
						Subtotal Supplemental Work for NDPS	*$*	-

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
860460	Lighting and Sign Illumination	LS		x		=	$	-
860201	Signal and Lighting	LS		x		=	$	-
860990	Closed Circuit Television System	LS	1	x	50,000.00	=	$	50,000
86110X	Ramp Metering System (Location X)	LS	4	x	150,000.00	=	$	600,000
86070X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		=	$	-
5602XX	Install Sign Structure (Type X)	LB		x		=	$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
86080X	Inductive Loop Detectors	EA/LS		x		=	$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		=	$	-
15075X	Remove Sign Structure	EA/LS		x		=	$	-
860090	Maintain existing TMS elements during Construction	LS	1	x	2,000.00	=	$	2,000
XXXXX	Upgrade Pedestrian Signal Head and Push Button	LS	1	x	30,000.00	=	$	30,000
860090	Upgrade Communication Equipment at 5 TMS	EA	5	x	40,000.00	=	$	200,000
86XXXX	Fixing Communication Conduit System	LS	1	x	300,000.00	=	$	300,000
XXXXX	Electrical Items(Relocate Cabinets)	LS	1	x	230,000.00	=	$	230,000
XXXXX	Upgrade CMS	LS	1		150,000.00		$	150,000
							Subtotal Traffic Electrical	*$ 1,562,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
XXXXXX	Upgrade Overhead Sign	EA	1	x	14,000.00	=	$	14,000
XXXXXX	Roadside Sign	EA	2	x	800.00	=	$	1,600
5602XX	Furnish Sign	SQFT		x		=	$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
150711	Remove Painted Traffic Stripe	LF		x		=	$	-
141101	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LS	1	x	5,000.00	=	$	5,000
150712	Remove Painted Pavement Marking	SQFT		x		=	$	-
150742	Remove Roadside Sign	EA		x		=	$	-
152320	Reset Roadside Sign	EA		x		=	$	-
XXXXXX	upgrade "meter On" Sign	EA	3	x	500.00	=	$	1,500
82010X	Delineator (Class X)	EA		x		=	$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	1,400	x	3.00	=	$	4,200
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced V	SQFT	155	x	10.00	=	$	1,550
120090	Construction Area Signs	LS		x		=	$	-
84XXXX	Permanent Pavement marker	LS	1	x	2,000.00	=	$	2,000
							Subtotal Traffic Signing and Striping	*$ 29,850*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
XXXXXX	Traffic Management Plan	LS	1	x	$ 96,000	=	$	96,000
							Subtotal Traffic Management Plan	*$ 96,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120199	Traffic Plastic Drum	EA		x		=	$	-
12016X	Channelizer (Type X)	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS	1	x	50,000.00	=	$	50,000
129110	Temporary Crash Cushion	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
82010X	Delineator (Class X)	EA		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-
							Subtotal Stage Construction and Traffic Handling	*$ 50,000*

TOTAL TRAFFIC ITEMS	**$**	**1,737,900**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x		= $	-
19801X	Imported Borrow	CY/TON		x		= $	-
390132	Hot Mix Asphalt (Type A)	TON		x		= $	-
26020X	Class 2 Aggregate Base	TON/CY		x		= $	-
250401	Class 4 Aggregate Subbase	CY		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
128601	Temporary Signal System	LS		x		= $	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
80010X	Temporary Fence (Type X)	LF		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1 through 7 $ 2,531,200

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items						
	ADA Items			0.0%	$	-
8B - Bike Path Items						
	Bike Path Items			0.0%	$	-
8C - Other Minor Items						
	Other Minor Items			0.0%	$	-
	Total of Section 1-7	$	2,531,200	x 0.0%	= $	-

TOTAL MINOR ITEMS $ -

SECTIONS 9: MOBILIZATION

Item code							
999990	Total Section 1-8	$	2,531,200	x 10%	= $	253,120	

TOTAL MOBILIZATION $ **253,200**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		= $	-
066094	Value Analysis	LS		x		= $	-
066070	Maintain Traffic	LS	1	x	20,000.00	= $	20,000
066919	Dispute Resolution Board	LS		x		= $	-
066921	Dispute Resolution Advisor	LS		x		= $	-
066015	Federal Trainee Program	LS		x		= $	-
066610	Partnering	LS		x		= $	-
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					= $	-
	Total Section 1-8	$	2,531,200		4%	= $	101,248

TOTAL SUPPLEMENTAL WORK $ **121,300**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	110,000.00	=	$110,000
066063	Traffic Management Plan - Public Information	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS		x		=	$0
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS		x		=	$0
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8		$ 2,531,200		4%	=	$ 101,248

TOTAL STATE FURNISHED	$211,300

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $2,531,200 (used to calculate TRO)

Total Construction Cost (excluding TRO and Contingency) $3,117,000 (used to check if project is greater than $5 million excluding contingency)

EstimatedTime-Releated Overhead (TRO) Percentage (0% to 10%) = **10%**

Item code		Unit	Quantity		Unit Price ($)		Cost
070018	Time-Related Overhead	WD	240	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD	$0

Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

SECTION 13: ROADWAY CONTINGENCY

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total Section 1-12	$	3,117,000	x	**15%**	=	$467,550
Risk Impact on Capital cost		506,237				$533,154
					TOTAL CONTINGENCY	$533,000

EA: 35700K PID: 719000064

II. STRUCTURE ITEMS

DATE OF ESTIMATE	02/26/18		00/00/00		00/00/00
Bridge Name			xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx
Bridge Number			57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx
Cost Per Square Foot			$0		$0
COST OF EACH	**0**		**$0**		**$0**

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$100		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Structures Mobilization Percentage	10%	**$0**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Structures Contingency Percentage	10%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ 2/26/2018

Division of Structures — Date

EA: 35700K PID: 719000064

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way data sheet.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	$	0
	A2)	SB-1210	$	0
B)		Acquisition of Offsite Mitigation	$	0
C)	C1)	Utility Relocation (State Share)	$	0
	C2)	Potholing (Design Phase)	$	24,000
D)		Railroad Acquisition	$	0
E)		Clearance / Demolition	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0
G)		Title and Escrow	$	0
H)		Environmental Review	$	0
I)		Condemnation Settlements 0%	$	0
J)		Design Appreciation Factor 0%	$	0
K)		Utility Relocation (Construction Cost)		0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$24,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$37,463**
N)	**RIGHT OF WAY SUPPORT**	**$0**

Support Cost Estimate Prepared By	Victor Lee Project Coordinator[1]	(213) 897-3711 Phone
Utility Estimate Prepared By	Victor Lee Utiliy Coordinator[2]	(213) 897-3711 Phone
R/W Acquistion Estimate Prepared By	Victor Lee Right of Way Estimator[3]	(213) 897-3711 Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

DO NOT PRINT THIS SHEET AS PART OF COST ESTIMATE ATTACHMENT TO PROJECT INITIATION OR APPROVAL DOCUMENTS.

EA: 35700K PID: 719000064

IV. SUPPORT COST ESTIMATE SUMMARY

Note: Use PRSM project data.

Total by FY		Escalated Support Cost for Estimate To Completion (ETC) PA&ED	PS&E	RW	CON	Total $
< 2010	Expended					
	ETC					
2011	Expended					
	ETC					
2012	Expended					
	ETC					
2013	Expended					
	ETC					
2014	Expended					
	ETC					
2015	Expended					
	ETC					
2016	Expended					
	ETC					
2017	Expended					
	ETC					
2018	Expended					
	ETC					
2019	Expended					
	ETC					
2020	Expended					
	ETC					
2021	Expended					
	ETC					
2022	Expended					
	ETC					
2023	Expended					
	ETC					
2024	Expended					
	ETC					
2025 >	Expended					
	ETC					
EAC (Expended + ETC)		$0	$0	$0	$0	$0
Approved Budget (PRSM)						
Difference (Budget - EAC)		$0	$0	$0	$0	$0
Support Ratio (EAC / Cap Cost)		0.0%	0.0%	0.0%	0.0%	0.0%

Total Capital Cost:	**$3,674,000**
Total Capital Outlay Support Cost:	**$0**
Overall Percent Support Cost:	**0.00%**

PRSM workplan hours/costs verified against approved MWA:

_____ _____

Office Chief - Date

Approved by:

_____ _____

Project Control - Date

ATTACHMENT D

TMP

TRANSPORTATION MANAGEMENT PLAN DATASHEET
(Preliminary TMP Elements and Costs)

Co-Rte-PM LA-105-PM 4.31/4.97 EA 35700K Alternative No. PID

Project Limit 0.4 mile West of Crenshaw Blvd to 0.2 mile East of Crenshaw Blvd

Project Description To upgrade existing MBGR to MGS with vegetation control, upgrade ADA curb, upgrade trailblazer guide sign, overlay HFST, upgrade overhead sign with retroreflective sheeting, relocate control cabinet, install end treatment at the sound wall, restripe 6" wide traffic lines, crosswalk marking pattern, construct "meter on" sign, upgrade pedestrian signal heads and push buttons, install CCTV, upgrade CMS, construct RMS

1) Public Information

☐	a. Brochures and Mailers	$
☒	b. Press Release	
☐	c. Paid Advertising	$
☐	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)	$ 96,000
☐	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 = $ 96,000

Project Notes:

3/19/2019

- COZEEP cost estimate was revised as $96,000 by Construction Traffic Advisor on 3/19/2019.

1/25/2019

- The TMP was developed based on information provided by the Office of Project and Special Studies on 1/11/2019.
- Budget Cost $ 4-5 M, schedule to work in 2023/2024 and duration 12-18 months
- A Public Awareness Campaign (PAC) strategy was prepared by Media Affairs on 1/16/2019. There is no cost associated with the PAC.
- Construction shall notify Caltrans' Office of Media Relations/ Public Affairs at least a month prior to the start of construction in order to initiate PAC. Additionally, all Project road closure information will be made available to the public via internet at: https://lcswebreports.dot.ca.gov.
- COZEEP cost estimate was provided by Construction Traffic Advisor on 1/22/2019. COZEEP cost amount of $ 480,000 shall be included in the BEES list item 066062.
- Work shall conform to the lane requirement charts included in the Maintaining Traffic Specifications.
- Any change to the scope of work for this project will require a re-evaluation of the TMP Data Sheet.

PREPARED BY _____ DATE 3/19/19
Ka Lun Ng
Transportation Engineering Technician

APPROVAL RECOMMENDED BY _____ DATE 3/19/19
Denis Katayama,
Senior Transportation Engineer

APPROVED BY _____ DATE 3/19/19
Morteza Fahrtash,
District Traffic Manager

Caltrans
District 7

January 16, 2019
EFIS 0719000064
EA 35700K

Public Awareness Campaign

I-105 Project @ Crenshaw Boulevard

1. Press Release:
   Announcing upcoming project may be sent to local media outlets, elected officials & others if needed. Press Release may include:
   - Start of work
   - Explanation of project
   - Lane closures
   - Completion

2. Fact Sheets, Fliers or Web Notices
   - May be utilized as needed

3. Possible Caltrans PY Hours – 5

4. Funding Elements
   - None

David P. White
Office of Public Affairs & Media Relations
(213) 897-3656

MEMORANDUM

TO: DENIS KATAYAMA, SIE

FROM: MIKE LOPEZ, CONSTRUCTION TRAFFIC ADVISOR

SUBJECT: COZEEP COST ESTIMATE, PROJECT # EA 35700K
07-LA-105-4.31/4.97

UPGRADE MBGR TO MGS, ADA RAMPS, GUIDE SIGNS, RAMP METER SYSTEM AND CMS

DATE: 3/19/2019

CC: TMP ESTIMATE FILES

After reviewing the project plans and scope of work, I estimate $96,000 be allocated for COZEEP services.

The estimate is based on funding for 810 hours of COZEEP services for the project. This was derived by estimating 45 shifts at 9 hours per shift and factoring 100% of the shifts will be performed during nighttime hours.

Please do not hesitate to contact me if you have questions or comments.

45 nighttime closures @ $2133 per closure =$95,985

If you have any questions or comments, please call me at (213) 792-4802

ATTACHMENT E

Hazardous Waste Assessment

Memorandum

Making Conservation a California Way of Life.

To: Yu-Ying Chu, STE
Office of Project and Special Studies
Division of Planning

Date: February 15, 2019

Attn: Trilly Nguyen, P.E.
Project Engineer

File: 07-LA-105 PM 4.3/4.97
Roadside Safety and TMS Improvements in Los Angeles County

PN: 1846-0719000064-K
EA: 07-333-35700K

From: **DEPARTMENT OF TRANSPORTATION**
OEE-HAZARDOUS WASTE BRANCH, SOUTH REGION
DIVISION OF ENVIRONMENTAL PLANNING

Subject: **PROJECT INITIATION REPORT (PIR) PRELIMINARY HAZARDOUS WASTE ASSESSMENT**

The Office of Environmental Engineering (OEE) is in receipt of your request dated January 11, 2019, requesting a Preliminary Hazardous Waste Assessment for a proposed Roadside and Transportation Management System Improvement Project Initiation Report (PIR) on I-105 from 0.4 mile west of Crenshaw Boulevard at PM R4.308 and 0.2 mile east of Crenshaw Boulevard at PM R4.973, in the City of Los Angeles, in Los Angeles County. This is a multi-asset project that includes work within the Collision Severity Reduction Program and the Transportation Management System Program.

Proposed Project Improvements:

Per the draft PIR (May 2019), the project proposes to upgrade the following:

- Install Closed Circuit Television (CCTV);
- Install Changeable Message Sign (CMS);
- Construct Ramp Metering System (RMS);
- Metal Beam Guard Rails (MBGRs)
- Overhead sign panels with reflective sheeting per ASTM standards;
- Construct new "Meter-On" sign;
- Pedestrian signal heads with countdown and audible pedestrian signal (APS)
- Construct/reconstruct curb ramps to meet current ADA compliance;
- Install communication conduits and equipment;
- Remove existing and delineate new pavement striping and marking (cross walk);
- Relocate electrical controller cabinets;
- Install end treatment at existing sound wall locations; and
- Overlay pavement with High Friction Surface Treatment (HFST);

- Restore landscaping and/or irrigation system (if necessary); and
- Install temporary stationary mounted construction area sign/signposts for temporary traffic control in construction.

Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead (ADL):

ADL deposited on unpaved roadway surface from historical leaded gasoline emissions of motor vehicles. Lead in excess of California and/or Federal hazardous waste criteria are found in soil next to older and/or heavily traveled highways in California due to historical leaded gasoline usage. The highest concentration of ADL is typically found in the upper unpaved surface adjacent to high-traffic roadway. The excess soil that will be generated from the construction/installation of MVP, CCTV, CMS, RMS, "Meter-On" sign, pedestrian APS, ADA curb ramps, end treatments, and relocation of controller cabinet will require a site investigation/soil sampling to evaluate the degree and extent of ADL contamination and to develop an appropriate soil handling/waste management plan for construction work. Additionally, the ADL soil investigation data will assist the General Contractor (GC) in development of task-specific Lead Compliance Plan (LCP) and Excavation and Transportation Plan (ETP) for management of ADL soil/waste as stipulated in Caltrans Standard Specifications, Section 14 and ADL Agreement (DTSC, 2016).

At this time, In the absent of a project-specific site investigation and ADL data and for planning purposes, it is recommended that all excess soil generated from the unpaved area (per the improvements described above) shall be classified as **Roadway/Structural Excavation (Type Z-2)**. Be sure to include the appropriate pay items for ADL soil (Type Z-2) disposal and preparation of LCP in conformance with 8CCR, Section 1532.1, "Lead", Cal-OSHA Construction Safety Order, and Caltrans Standard Specifications.

Minimal Disturbance of Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead:

Upgrade of MBGRs, landscape and irrigation restoration (if needed), installation of conduits and equipment, and temporary stationary mounted construction area signposts are considered minimal disturbance of soil with hazardous waste concentrations of ADL. A minimal disturbance only occurs when there is no soil will be removed from the Project or wasted in areas other than the immediate area of disturbance. According to Caltrans' ADL guidance document (2010), US EPA allows certain discrete areas of generally dispersed contamination to be considered as an individual waste management unit. These discrete areas are defined as Areas of Contamination (AOCs). An AOC is equated to a single unit, and therefore movement, consolidation, or in-situ treatment of hazardous waste within the AOC does not create a new point of hazardous waste generation. For an AOC, contamination must be contiguous but can have various concentrations. The Department of Toxic Substances Control (DTSC) allows Caltrans to apply AOC approach to projects that will only cause minimal disturbances of soil containing hazardous waste concentrations of ADL. All disturbed soil must remain in the immediate area of disturbance and not be transported elsewhere. Health and Safety precautions and dust control for hazardous waste must be implemented. It is important to notify the GC that lead is present and allow for preparation of a task-specific LCP and lead awareness training as required by Title 8, Section 1532.1 of 8CCR, Cal-OSHA Construction Safety Order and Caltrans Standard Specifications.

Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue:

The existing yellow thermoplastic painted and/or lead-based painted traffic stripe and pavement marking will be disturbed/removed during methacrylate bridge deck treatment. Yellow thermoplastic painted traffic stripe and/or pavement marking contain elevated lead and chromium, which is regulated as California Hazardous Waste (non-RCRA waste). Residue produced when these materials are disturbed may contain heavy metals in concentration that exceed hazardous waste thresholds established by the California Code of Regulations (CCR) and may produce toxic fumes when heated. Removal of such material shall be properly collected, stored, transported, and disposed of in accordance with State and Federal guidelines. The General Contractor (GC) shall be required to prepare a task-specific Lead Compliance Plan (LCP) and Debris Containment, Sampling, and Disposal Plan (Work Plan) in conformance with 8CCR, Section 1532.1, "Lead", Cal-OSHA Construction Safety Order, and Caltrans standard specifications. For project planning purpose, it is recommended to include bid cost for preparation of Lead Compliance Plan and removal of existing yellow traffic stripe/pavement marking (hazardous waste).

Remove Traffic Stripes and Pavement Markings Containing Lead:

Residues from the removal of existing non-yellow (i.e. white, blue, etc.) thermoplastic painted and/or lead-based painted traffic stripe and/or pavement marking can be classified as non-hazardous waste and disposed of at a permitted non-hazardous waste disposal facility (Class II or III facilities). However, the GC is required to develop a task-specific LCP and training program in conformance with 8CCR, section 1532.1 "Lead" and Cal-OSHA Construction Safety Order to ensure proper health and safety measures are implemented and complied prior to start the removal operation.

Treated Wood Waste (TWW):

TWW can occur as posts along existing MBGRs and roadside signposts are being removed for disposal. These wood products are typically treated with preserving chemicals that protect against insect attack and fungal decay. These chemicals may be hazardous (carcinogenic) and include, but not limited to arsenic, chromium, copper, creosote, and pentachlorophenol. The Department of Toxic Substances Control (DTSC) requires that TWW either is a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste (to avoid the time and expense involved in completing laboratory testing) and manage the waste by Alternative Management Standards (AMS). The AMS lessen storage requirements, extend accumulation periods, allow shipments of presumed hazardous waste TWW without manifest and registered hazardous waste haulers, and permit disposal at specific non-hazardous waste landfills.

For project planning purpose, Please reference http://wwwsv08doweb1/contractcost/ for Engineer's bid cost estimate per hazardous waste items disclosed above including the required Lead Compliance Plan(s) for each task.

OEE Staff Support Resource Estimate (CC 1846):

WBS 165.10 = 80 hours (PAED Preliminary Hazardous Waste Support)
WBS 235.10 = 700 hours (Staff Support (250 hrs PY) and Consultant Support (450 hrs PYE))

WBS 255.05 = 160 hours (PS&E Support)
WBS 270.66 = 100 hours (Construction Support)
WBS 280.10 = 24 hours (Project Close Out)

Upon completion of the final draft PIR, please provide a copy to OEE for review/concurrence. Please note that this PIR Preliminary Hazardous Waste Assessment is only applicable to the scope of work defined in the project request with limited information provided. It is not intended as a final hazardous waste assessment/clearance for the project.

If you have any questions, I can be reached at steve.chan@dot.ca.gov, (213) 897-3646, or contact Wasim Choudhury of my staff at anm.choudhury@dot.ca.gov, (213) 897-0936.

Steve Chan

Steve Chan, P.E., STE
District Hazardous Waste Branch (South Region)
Office of Environmental Engineering (OEE)
Division of Environmental Planning

Reference:

- *Work Scope Exhibit*
- *Draft PIR to Request Programming in the 2020 SHOPP, 07-LA-105, PM 4.31/4.97, EA 35700K, EFIS 071900064K, 201.015/201.315, SHOPP Tool 13610, May 2019*

File
D07EnvPlngDocs
Gloria Taylor- Division of Environmental Planning
Julie Smith- Division of Environmental Planning

ATTACHMENT F

SWDR

Dist-County-Route:	07-LA-105
Post Mile Limits:	R4.308/R4.973
Project Type:	Collision Severity Reduction, Transportation Management System
Project ID (EA):	0719000064 (35700K)
Program Identification:	201.015, 201.315

Phase: ☒ PID (PIR)

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

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Total Disturbed Soil Area: 0.13 acre New Impervious Surface: 0.00 acre

Estimated Const. Start Date: 10/25/2024 Estimated Const. Completion Date: 10/26/2026

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

Yu-Ying Chu, Registered Project Engineer — *Date* 3/26/19

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

[Stamp Required at PS&E only]

Sunny Liem, District Stormwater Coordinator — *Date* 04/09/2019

1. Project Description

- This project is located on Interstate 105 (I-105) starting from the eastbound Crenshaw Blvd off-ramp (PM R4.308) to the eastbound Crenshaw Blvd on-ramp (PM R4.973) in Los Angeles County. The scope of this multi-asset project includes upgrading MBGR to MGS, upgrading ADA curb ramps, upgrading trailblazer guide signs, overlaying pavement with High Friction Surface Treatment (HFST), upgrading overhead sign panel with retroreflective sheeting, relocating (2) control cabinets, installing end treatment at sound wall, restriping ramps to 6" wide traffic lines, restriping crosswalks with high visibility crosswalk marking pattern, replacing "Meter On" signs, upgrading pedestrian signal heads and push buttons, upgrading (1) closed circuit television (CCTV), upgrading (1) changeable message sign (CMS), and upgrading ramp metering systems (RMS) at the ramps.
- Disturbed Soil Area (DSA) Calculations:
  - MBGR Upgrade : Total Length (ft) * MBGR Vegetation Control Width (ft) = Area (ft²)
    $1516.34\ ft * 3\ ft = 4549.020\ ft^2 * \left(\frac{1\ acre}{43{,}560\ ft^2}\right) = \mathbf{0.104431\ acre}$
  - ADA Curb Ramps : Area measured per Microstation.
    $897.042\ ft^2 * \left(\frac{1\ acre}{43{,}560\ ft^2}\right) = \mathbf{0.020593\ acre}$
  - 332L Control Cabinet Relocation : Dimensions from 2018 Revised Standard Plan RSP ES-3C.
    $9.75\ ft * 5.167\ ft * 2 = 100.75\ ft^2 * \left(\frac{1\ acre}{43{,}560\ ft^2}\right) = \mathbf{0.002313\ acre}$
  - End Treatment : End Treatment Length (ft) * Width (ft) = Area (ft²)
    $20.00\ ft * 5.00\ ft = 100.00\ ft^2 * \left(\frac{1\ acre}{43{,}560\ ft^2}\right) = \mathbf{0.002296\ acre}$
  - Disturbed Soil Area : $0.104431\ acre + 0.020593\ acre + 0.002313\ acre + 0.002296\ acre = \mathbf{0.129633\ acre}$
- Disturbed Soil Area (DSA) = 0.13 acre
  New Impervious Surface (NIS) = 0
  Net New Impervious (NNI) = 0
  Replaced Impervious Surface (RIS) = 0
  Vegetation Control Minor Concrete (DPP) = 0.10 acre
- Mini-PEAR was approved 02/21/19.
- Total Project Cost = $3,930,000

2. Site Data and Stormwater Quality Design Issues

- The project does not require 401 certification.
- All items of work are not anticipated to impact scope, schedule & cost of project.
- All work will remain within the Caltrans right-of-way.
- Additional information will be provided during next phase.

3. Construction Site BMPs

- Since DSA is less than 1 acre, Water Pollution Control Program is required.

- Project specific BMP measures will be specified and quantified during later phases of the project. Temporary construction BMPs have been estimated at $79,000 or 2% of the total project cost of $3,930,000 in accordance with the Project Initiation Cost Estimate Method, Appendix F.3.1, 2017 PPDG.
- Additional information will be provided during next phase.

Required Attachments[1]

- Evaluation Documentation Form
- Vicinity Map

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

DATE: 04/08/2019

Project ID (EA): 0719000064 (35700K)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL Compliance Units)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits?		✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. SL *(Dist./Reg. Coordinator initials)* 04/09/19 If **No** to all, continue to 5.
		✓		
		✓		
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, Section 4.4.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of one acre or more of new impervious surface (NIS)?		✓	If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. SL *(Dist./Reg. Design SW Coord. Initials)* *(Project Engineer Initials)* 9/26/19 *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

ATTACHMENT G

Mini-PEAR

Mini-PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

District: 7	County: LA	Route: 105	PM: 4.308/4.973	EA: 07-35700 Proj ID: 0719000064
Project Title: Traffic and Pavement Rehab				

Project Manager	Akbarian, Massod B	Phone # 213-897-7495
Env. Senior	Lourdes Ortega	Phone # 213-897-9572
Planner	Julie Smith	Phone # 213-897-3043
Project Engineer	Isaac Gallegos	Phone# 213-897-0661

2. Project Description

Purpose and Need

Purpose:
The purpose of this project is to enhance the effectiveness of traffic, pavement, and Transportation Management System (TMS) elements and to reduce collision severity along LA-105 (PM R4.308/R4.973) .

Need:
There are various traffic, pavement, and TMS elements along LA-105 that have nearly reached the end of their life span and need new upgrades or installations. See project description for more detail on location of upgrades.

Description of Work

This multi-asset Collision Severity Reduction project proposes to upgrade traffic and Transportation Management Systems (TMS) elements on LA-105 between 0.4 mile West of Crenshaw Blvd and 0.2 mile East of Crenshaw Blvd (PM R4.31/R4.97).

Work activities/upgrades to traffic items under this project include:
1) Upgrade existing Median Barrier Guard Rail (MBGR) to Midwest Guardrail System (MGS) with vegetation control at EB Off-ramp to Crenshaw/120th (PM R4.31), EB On-ramp from Crenshaw/120th (PM R4.68), and WB On-ramp from NB Crenshaw Blvd (PM R4.73).
2) Upgrade two (2) Americans with Disabilities Act curb ramps at intersection of WB Off-ramp to Crenshaw Blvd.
3) Upgrade trailblazer guide signs at two (2) locations: EB On-ramp from Crenshaw/120th St and EB On-ramp from NB Crenshaw Blvd.
4) Overlay pavement with High Friction Surface Treatment (HFST) on EB On-ramp from Crenshaw Blvd/120th (PM R4.68)
5) Upgrade overhead sign panels with retroreflective sheeting
6) Relocate one (1) control cabinet at WB 105 On-ramp from SB Crenshaw Blvd.
7) Install end treatment at the sound-wall on WB On-ramp from SB Crenshaw

Work activities/upgrades to Transportation Management System Elements under this project include:
1) Install one (1) Closed Circuit TV (CCTV) at WB On-ramp from SB Crenshaw Blvd
2) Upgrade one (1) Changeable Message Sign (CMS) at WB On-ramp from SB Crenshaw Blvd

3) Construct Ramp Metering System (RMS) at:
   3.1 WB On-ramp from SB Crenshaw (PM R4.52)
   3.2 EB On-ramp from Crenshaw/120th (PM R4.68)
   3.3 WB On-ramp from NB Crenshaw Blvd. (PM R4.73)
   3.4 EB On-ramp from NB Crenshaw Blvd. (PM R4.97)

Further work activities include:
1) Re-stripe to six (6) inch wide traffic lines
2) Re-stripe high visibility crosswalk marking pattern
3) Construct "Meter On" signs
4) Upgrade pedestrian signal heads and push buttons

The above work activities will be conducted at:
EB Off-ramp to Crenshaw/120th (PM R4.31)
WB On-ramp from SB Crenshaw (PM R4.52)
EB On-ramp from Crenshaw/120th (PM R4.68)
WB On-ramp from NB Crenshaw Blvd. (PM R4.73)
WB Off-ramp to Crenshaw Blvd. (PM R4.94)
EB On-ramp from NB Crenshaw Blvd (PM R4.97)

3. Anticipated Environmental Approval

CEQA

CE

NEPA

CE(23 USC 326)

Estimated length of time (in months)

4-6

4. Summary Statement

In order to identify environmental issues, constraints, costs, and resource needs, a Mini-PEAR was prepared for the project. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. Field studies were not conducted and technical studies have been deferred to the PA&ED phase.

The anticipated environmental document for the proposed project is a CE/CE. This document level has been selected based on project work activities. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 326. The estimated time to obtain environmental approval is 4-6 months from the start of environmental studies.

5. Special Considerations

Cultural Resources

Excavation is proposed to a maximum depth of 8 feet 6 inches for Closed Circuit TV (CCTV) posts foundations. Similarly, "Meter On" sign posts and MGS posts would be 6 feet and 8 feet deep. No public utilities will be relocated, and no new right of way will be acquired for the project. Locations of required staging areas and potential disposal/borrow sites are not identified in the project plans. If utility relocation areas disposal/borrow sites, or staging areas are needed, they must be cleared by either Caltrans Professionally Qualified Staff (PQS) or contractor provided cultural resource specialist who meet the Secretary of the Interior's Professional Qualified Standards to determine if those locations are culturally sensitive.

Regulatory Settings:

The proposed project may involve both Federal and State funding and, thus, represents a Federal Undertaking.

Results:

While the search of the Caltrans Cultural Resources Database (CCRD) and district files did not identify sites within the project area (post miles), there is a segment that has not been previously surveyed for archaeological resources. According to geological maps, the project is in an area classified as late Pleistocene surficial alluvial gravel and sediment (Qae, Qoa). Examination of historic maps illustrate low potential for resources dating to the historic period. No historical resources/historic properties were listed on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or California Historical Landmarks (CHL) within the project area.

Potential Effects and Mitigation:

Based on the preliminary project plans, cultural review, and scope, the project as currently described has low potential to affect historic properties eligible for or listed in the NRHP. The proposed actions appear to conform to classes of screened undertakings.

Recommendations:

To ensure the project locations would not affect historic properties eligible for or listed in the NRHP, a field visit should be conducted as no previous archaeological survey has been undertaken. Similarly, as no records search for the project area has been conducted, a 0.25-mile radius records search is recommended with the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC).

Time Estimates:

Approximately one and a half months for a Screened Undertaking Memo, records search, and field visit. If any cultural resources are identified and require these additional studies, approximately twelve (12) months would be necessary to complete them.

Hazardous Waste/Materials

Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead (ADL):

Excess soil generated from the construction/installation of Maintenance Vehicle Pullouts (MVP), Closed Circuit Televisions (CCTV), Changeable Message Signs (CMS), Ramp Metering Systems (RMS), "Meter-On" signs, Audible Pedestrian Signals (APS), Americans with Disabilities Act (ADA) curb ramps, end treatments, and relocation of controller cabinets will require a site investigation/soil sampling to evaluate the degree and extent of ADL contamination and to develop and appropriate soil handling/waste management plan for construction work. The General Contractor must also develop a task-specific Lead Compliance Plan (LCP) and Excavation and Transportation Plan (ETP) to discuss planned management of ADL soil/waste. It is recommended that all excess soil generated from the unpaved area be classified as

Roadway/Structural Excavation (Type Z-2).
Minimal Disturbance of Material Containing Hazardous Waste Concentrations of Aerially Deposited Lead:
Upgrade of Metal Beam Guard Rails (MBGRs), landscape and irrigation restoration, installation of conduits and equipment, and temporary stationary mounted construction area signposts are considered minimal disturbances of soil with hazardous waste concentrations of ADL. In areas of minimal soil disturbance, all soil must remain in the immediate area and not be transported elsewhere. Health and Safety precautions and dust control for hazardous waste must be implemented. A Lead Compliance Plan and lead awareness training shall also be completed.
Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue:
Removal of yellow traffic stripes and other pavement markings shall be properly collected, stored, transported, and disposed of in accordance with State and Federal guidelines. Along with preparation of a LCP, the GC shall also prepare a Debris Containment, Sampling, and Disposal Plan (Work Plan).
Remove Traffic Stripes and Pavement Markings Containing Lead:
Residues from the removal of existing non-yellow thermoplastic painted and/or lead-based painted traffic stripe and/or pavement markings can be classified as non-hazardous waste and disposed of at a permitted non-hazardous waste disposal facility (Class II or III facility). The GC is required to develop a task-specific LCP and training program to ensure proper health and safety measures are implemented and compiled prior to start of removal.
Treated Wood Waste:
The removal of wood posts from existing MBGRs and roadside signposts can result in Treated Wood Waste (TWW). TWW is considered a hazardous waste and shall be managed by Alternative Management Standards (AMS).

Biological Environment

To minimize potential negative impacts, standard bird nesting precautions should be implemented during bird nesting season (February 1st through September 1st). Furthermore, Caltrans Biology Department strongly recommends that a qualified biologist be onsite to monitor nesting activity before commencement of pre-construction work or clearing and grubbing.
Prior to construction, all drain inlets and outlets must also be protected with Best Management Practices (BMPs) to prevent construction materials and debris from entering any adjacent waterways. If at any time work, debris, or staging of equipment shall occur inside any channel, stream, river, or creek bed, Caltrans Department of Biology must be notified immediately. Lastly, impacts to large native trees, specifically sycamores and oaks, shall be avoided to the maximum extent feasible.
With the implementation of standard avoidance and minimization measures and proper hazardous waste specifications, no effects, either direct or indirect, permanent or temporary, on any candidate, threatened, or endangered plant/wildlife species, designated critical habitat, wetlands, or jurisdictional waters (Waters of the State, Waters of the U.S.) are expected. Further review at the Project Approval and Environmental Document (PA&ED) Phase will provide more information regarding impacts.
No federal or state resource agency permits are expected to be required for this project with the implementation of standard avoidance and minimization measures, which will be confirmed at PA&ED.
The Natural Environmental Study (Minimal Impacts) District Programmatic (NESMI-DP) would take approximately 1 month to prepare and deliver. Based on the current scope of work, mitigation is not expected. Should the scope of work change, further analysis will be necessary.

6. Disclaimer

This report is not an environmental document or determination. The above information and recommendations are based on the project description provided in this report. The discussion and conclusions provided by this Mini-PEAR are approximate and based on a cursory review of existing records, databases, and mapping tools to estimate the potential for probable environmental effects. The purpose of this report is to provide a preliminary level of environmental analysis to support the Project Initiation Document. Changes in project scope, alternatives, existing environmental conditions, and/or environmental laws or regulations will require a reevaluation of this report.

7. Preparers

Date Scoping Complete

Planner	Julie Smith
Archaeologist	Diana Valdez
Biologist	Michael Klima
Haz Waste Specialist	Steve Chan

8. Approval

Lourdes Ortega

Lourdes Ortega
Environmental Branch Chief

2/20/19
Date

Akbarian, Massod B
Project Manager

2/21/19
Date

☐ Headquarters Coordinator's Class of Action Concurrence has been obtained (e-mail concurrence is attached) - required for environmental documents only and not CEs

ATTACHMENTS:

- ☑ Attachment A: PEAR Environmental Studies Checklist
- ☑ Attachment B: Estimated Resources by WBS Code
- ☐ Attachment C: Schedule (Gantt Chart)
- ☐ Attachment D: PEAR Mitigation and Compliance Cost Estimate (MCCE)

Attachment A: PEAR Environmental Studies Checklist

District: 7.00	County: LA	Route: 105	PM: 4.308/4.973	EA: 07-35700
				Proj ID: 0719000064
Project Title: Traffic and Pavement Rehab				

	Not Anticipated	Memo to File	Report Required	Risk L M H	Comments
Human Environment					
Land Use	☑	☐	☐		
Coastal Zone	☑	☐	☐		
Wild & Scenic River Consistency	☑	☐	☐		
Growth	☑	☐	☐		
Farmlands/Timberlands	☑	☐	☐		
Community Impacts	☑	☐	☐		
Community Character and Cohesion	☑	☐	☐		
Relocations	☑	☐	☐		
Environmental Justice	☑	☐	☐		
Utilities/Emergency Services	☑	☐	☐		
Visual/Aesthetics	☑	☐	☐		
Cultural Resources					
Screening Memo	☐	☐	☑	L	
Archaeological Survey Report	☐	☐	☑	M	
Historic Resources Evaluation Report	☑	☐	☐		
Historic Property Survey Report	☑	☐	☐		
Historic Resource Compliance Report	☑	☐	☐		
Section 106 / PRC 5024 & 5024.5	☑	☐	☐		
Native American Coordination	☑	☐	☐		
Finding of Effect	☑	☐	☐		
Data Recovery Plan	☑	☐	☐		
Memorandum of Agreement	☑	☐	☐		
Tribal Lands	☑	☐	☐		
Other	☑	☐	☐		
ARPA Permit	☑	☐	☐		
Physical Environment					
Hydrology and Floodplain	☑	☐	☐		
Water Quality	☑	☐	☐		
Stormwater Runoff	☑	☐	☐		
Geology, Soils, Seismic and Topography	☑	☐	☐		
Air Quality	☑	☐	☐		
Noise and Vibration	☑	☐	☐		
Energy and Climate Change	☑	☐	☐		
Hazardous Waste/Materials					
Hazardous Waste/Materials	☐	☐	☑	M	
ISA (Additional)	☑	☐	☐		

	Not Anticipated	Memo to File	Report Required	Risk L M H	Comments
PSI	☑	☐	☐		
Other	☐	☐	☑	L	Lead Compliance Plan
Paleontology					
Paleontology	☑	☐	☐		
PER	☑	☐	☐		
PMP	☑	☐	☐		
Biological Environment					
Natural Environment Study	☑	☐	☐		
Natural Environment Study (MI)	☐	☐	☑	L	NESMI-DP
Section 7 Formal	☑	☐	☐		
Section 7 Informal	☑	☐	☐		
Section 7 No effect	☑	☐	☐		
Section 10	☑	☐	☐		
USFWS Consultation	☑	☐	☐		
NMFS Consultation	☑	☐	☐		
Species of Concern	☑	☐	☐		
Wetlands & Other Waters/Delineation	☑	☐	☐		
404(b)(1) Alternatives Analysis	☑	☐	☐		
Invasive Species	☑	☐	☐		
Coastal Management Plan	☑	☐	☐		
DFG Consistency Determination	☑	☐	☐		
HMMP	☑	☐	☐		
Other	☑	☐	☐		
Other					
Cumulative Impacts	☑	☐	☐		
Context Sensitive Solutions	☑	☐	☐		
Section 4(f)	☑	☐	☐		

	Not Anticipated	Memo to File	Report Required	Risk L M H	Comments

Permits	Not Anticipated	Required	Risk L M H	Comments
1600 Agreement Coordination	☑	☐		
2081 Incidental Take Permit	☑	☐		
401 Certification Coordination	☑	☐		
Tribal 401	☑	☐		
404 Permit Coordination	☑	☐		
Local Coastal Development Permit Coord.	☑	☐		
State Coastal Development Permit Coord.	☑	☐		
NPDES Coordination	☑	☐		
US Coast Guard (Section10)	☑	☐		
TRPA	☑	☐		
BCDC	☑	☐		
State Lands Commission Lease Agreement	☑	☐		
Bureau of Reclamation Encroachment Permit	☑	☐		

Last Modified: 2/19/2019 4:22:15

Attachment B: Resources by WBS Code

EA: 07-35700	Project Title: Traffic and Pavement Rehab	District: 7.00	County: LA	Route: 105	PM: 4.308/4.973
Proj ID: 0719000064					

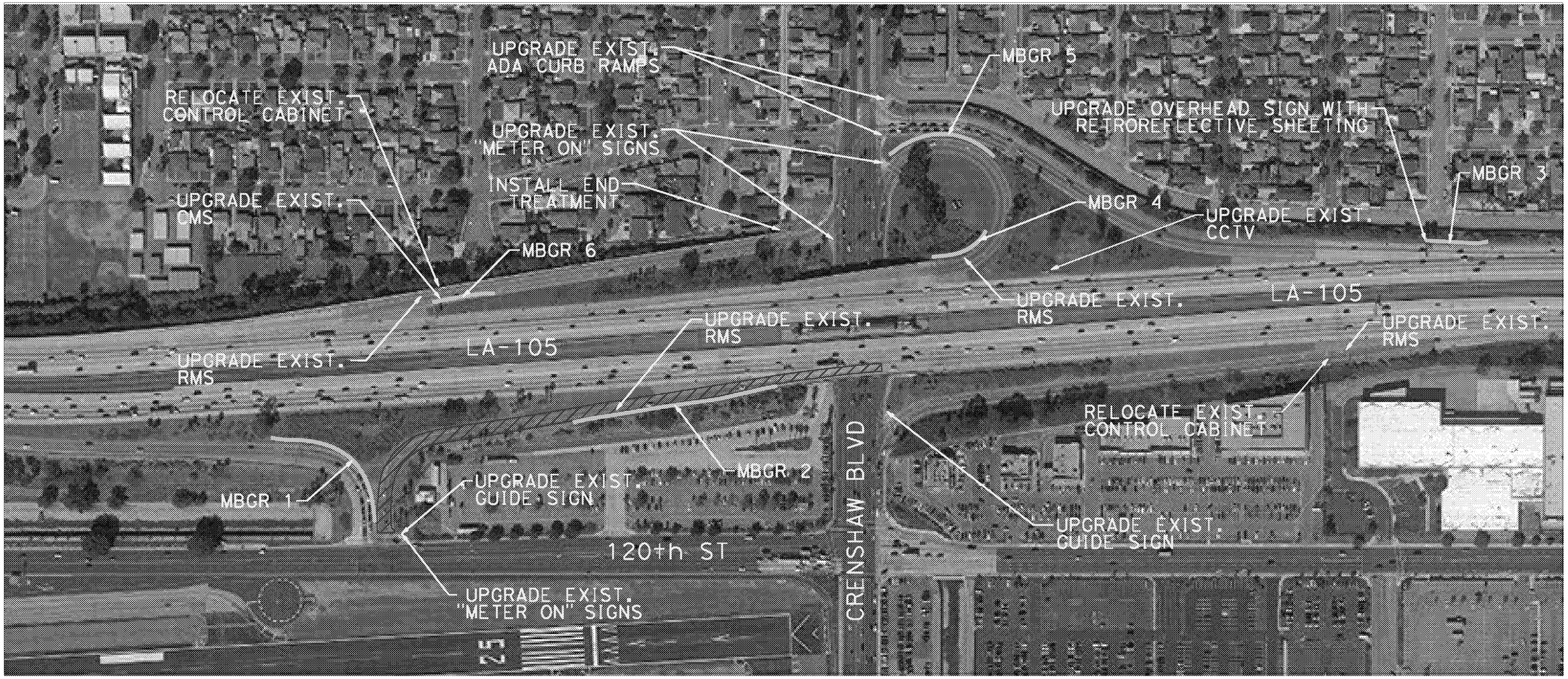
WBS Task Activity Code	Division Chief	Office Chief	Senior	Env. Planner	Biology	Archaeo.	Arch. History	Native Am Coord.	Haz. Waste	Socio-Economic	Storm Water	Const. Liaison	Steward-ship	Air	Noise	Water	Paleo	QC	Enhance ment	GIS	Support	Total
Functional Unit Number				4110	1781	1779			1846													
100 Project Management				8																	5	13
160 Perform Preliminary Engineering Studies and Draft Project Report																						
165 Perform Environmental Studies and Prepare Draft Environmental Document - Task				40	14	32			80												5	171
170 Obtain Permits, Licenses, Agreements and Certifications (PLACs) and Route Adoptions																						
175 Circulate Draft Environmental Document and Select Preferred Project Alternative - Task																						
180 Prepare and Approve Project Report and Final Environmental Document				16																		16
205 Obtain Permits, Licenses, Agreements, and Certifications (PLACs) during PS&E Component																						
230 Prepare Draft PS&E																						
235 Mitigate Environmental Impacts and Clean-up Hazardous Waste - Task Management									700													700
255 Circulate, Review and Prepare Final District PS&E Package					10				160													170
260 Contract Bid Documents "Ready to List"																						
270 Construction Engineering and Contract Administration									100													100
280 Administration of Permits, Licenses, Agreements and Certifications (PLACs) and									24													24
295 Accept Contract/Prepare Final Construction Estimate and Final Report																						
Total for Functional Unit				64	24	32			1,064												10	1,194

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	105	R4.308/R4.973	01	01

LEGEND:

UPGRADE EXIST. MBGR TO MGS WITH VEGETATION CONTROL

OVERLAY PAVEMENT WITH HIGH FRICTION SURFACE TREATMENT (HFST)



LA-105/ CRENSHAW BLVD

EA 35700K

AERIAL LAYOUT

NO SCALE

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: LOI MAI

CHECKED BY: YU-YING CHU

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1786

PROJECT ID 0719000064

EA 35700K

ATTACHMENT H

Risk Register

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-D07-0001 (REV 09/2018)

The risk register is to be approved and signed-off by the District Deputies listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information ☒Capital Project ☐Major Maintenance Project (Check One)	Total Estimated Cost: $3,675,000
Project ID/District-EA	0719000064 / 07-35700K
Project Description	LA-105- PM R4.308/R4.973 Safety Collision Reduction
Project Manager	Massod B Akbarian
Project Risk Manager	Mirna Dagher / Khiem Nguyen

☐No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PID (Recommended for Capital Projects Only excluding Minor Projects)		
Project Manager		Date: 5/2/19
Deputy District Director, Planning	for P. Marquez	Date: 5/3/2019
Deputy District Director, Design	for DDD	Date: 5/3/19
Deputy District Director, Traffic Operations	FOR	Date: 5/3/19
Deputy District Director, Maintenance	for	Date: 5/3/19
Deputy District Director, Project Management		Date: 5/3/19

PA&ED (Required for Capital Projects Only)		
Project Manager		Date:
Deputy District Director, Environmental		Date:
Deputy District Director, Design		Date:
Deputy District Director, Traffic Operations		Date:
Deputy District Director, Maintenance		Date:
Deputy District Director, Project Management		Date:

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)		
Project Manager		Date:
Deputy District Director, Design		Date:
Deputy District Director, Construction		Date:
Deputy District Director, Right of Way		Date:
Deputy District Director, Environmental		Date:
Deputy District Director, Traffic Operations		Date:
Deputy District Director, Maintenance		Date:
Deputy District Director, Project Management		Date:

RE File Hand-off (Recommended for Capital Projects and Major Maintenance Projects)		
Project Manager		Date:
Deputy District Director, Design		Date:
Deputy District Director, Construction		Date:
Deputy District Director, Traffic Operations		Date:
Deputy District Director, Maintenance		Date:
Deputy District Director, Project Management		Date:

LEVEL 3 - RISK REGISTER	DIST-EA	Route(s):	07-LA-105	Project Description:	On Route LA-105 between 0.4 mile West of Crenshaw Blvd. and 0.2 mile East of Crenshaw Blvd: Safety Collision Reduction and Transportation Management System Improvement	Project Manager:	Massod Akbarian	Right of Way Capital Cost:	$24,000	Total Capital Cost:	$3,676,000
	35780K	Post Mile(s):	R4.308/R4.973			Risk Manager:	Khiem Nguyen	Construction Capital Cost:	$3,652,154	Construction Duration:	240 Working Days

Scope Summary: This is a multi-asset project to enhance safety and operations on Interstate 105 (I-105) that proposes to upgrade the following: Closed Circuit Television (CCTV), Changeable Message Signs (CMS), Ramp Metering System (RMS), Metal Beam Guard Rails (MBGR), American Disability Act (ADA) curb ramps, pavement striping and markings, overhead sign, "meter-on" signs, pedestrian signal heads with countdown and Audible Pedestrian Signals (APS) and marked crosswalks. In addition, this project also proposes to relocate an electrical control cabinet, install and treatment at a soundwall, and overlay pavement with High Friction Surface Treatment (HFST). All work will be done within the State right-of-way.

Risk Identification							Risk Assessment												Risk Response				
							Probability			Risk Impact on Capital Cost (Post Mitigation)						Risk Time Impact on Activities									
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability of Occurrence	Frequency Type	Occurance Parameter	Low	Most Likely	High	Frequency	Simulated	Risk Impact	Low	Most Likely	High	Frequency	Simulated	Time Impact	Rationale	Strategy	Response Actions	Risk Owner	Updated
PID-1	Active	Threat	Dgn	Scope Change	As a result of changes made to the project scope during its development, additional work may be required, which would lead to increased project costs and duration.	The scope may be refined.	50%	1		$157,050	$188,460	$314,100	1	$204,165	$102,083	22	35	66	1	44	22	By finalizing the scope of work, the project cost estimates will be more reliable	Mitigate	Work with all functions and stakeholders to firm up the project scope.	Project Engineer & Project Manager	May 2, 2019
PID-2	Active	Threat	Dgn	Condition of Existing Electrical System	If components of the existing electrical system are in worse than the anticipated condition or incompatible with proposed new components, they may need to be replaced, which would result in increased project cost and delays.	A field survey shall be performed to identify relevant existing electrical components.	70%	1		$92,720	$111,264	$185,440	1	$120,536	$64,375	10	15	22	1	16	11	Existing electrical conduit system might not meet current standards and will require upgrades.	Mitigate	Perform field investigations as early as possible in the next phase to determine the current condition of the electrical system components. Allocate funds for upgrading the electrical system in the project cost estimate.	Project Engineer	May 2, 2019
PID-3	Active	Threat	Trf	Traffic Systems & Handling	Because traffic management systems need to be protected and maintained throughout the construction zone, modifications to the traffic handling plans may occur, which would result in additional project costs and schedule delays.	Traffic through the construction site must be maintained and all operational transportation management systems must be protected.	30%	1		$43,446	$52,137	$86,895	0	$56,482	$16,945	0	5	10	0	5	2	Construction staging will help to determine a more reliable cost estimate.	Mitigate	During the Design phase, prepare an acceptable construction staging plan that takes into consideration work windows and traffic volumes and their impact on the traffic system.	Traffic Engineer & Project Engineer	May 2, 2019
PID-4	Active	Threat	Dgn	Testing & Investigations	As a result of testing and investigations, a requirement to address technical issues may occur, which would lead to increased project costs and schedule delays.	Field tests and investigations are anticipated for work activities that consist of upgrading traffic items and transportation management system elements.	30%	1		$23,558	$28,269	$47,115	0	$30,625	$9,187	10	15	22	0	16	5	Testing and investigation can reveal conditions that need to be addressed.	Mitigate	The Design function will request tests and investigations to be done in a timely manner. The results will be incorporated into the plans.	Project Engineer	May 2, 2019
PID-5	Active	Threat	Con	Caltrans Fiber Optic Cable Conduits	If conduits are removed during construction due to corrosion or other damage, service must be maintained, which would result in cost increase and delayed schedule.	Field condition is unknown at this time.	50%	1		$86,895	$104,274	$173,790	1	$112,954	$56,482	22	35	66	1	44	22	The project's scope of work may impact existing electrical conduits and wiring.	Mitigate	Perform field investigations as early as possible in the next phase. The cost estimate includes funds to modify the existing electrical system if needed.	Project Engineer	May 2, 2019
PID-6	Active	Threat	Env	Environmental Impact & Clearance	As a result of details uncovered by environmental studies, additional requirements for mitigation measures may occur, which would lead to increased project costs and schedule delays.	The environmental document for this project is anticipated to be a Categorical Exclusion (CE)/Categorical Exemption (CE) Environmental does not anticipate any other major issues, except for meeting the requirement relating to bird protection	30%	1		$2,230	$2,676	$4,460	0	$2,899	$870	10	15	22	0	16	5	The probability of this risk is low because the contract documents will accommodate the nesting season.	Mitigate	During the PAED Phase, all necessary studies for environmental compliance will be conducted. The contract documents shall accommodate the bird-nesting season (September 1st- February 15th)	Environmental Planner	May 2, 2019
PID-7	Active	Threat	Dgn	Conflict with Other Projects	As a result of other Caltrans and local projects being constructed within the limits of this project at the same time, the schedule for this project may be delayed and its cost increased.	The project construction schedule may conflict with the construction schedules of other on-going Caltrans' projects or Locally Funded Projects in the vicinity	50%	1		$6,330	$7,596	$12,660	1	$8,229	$4,115	22	35	66	1	44	22	Schedule conflicts between contracts may occur when not coordinated. Communication and adjustment to schedules might take place to adjust pertaining project schedules.	Mitigate	During the Design phase, identify the projects and work which may impact the project schedule. Include a coordination clause to the project specifications as part of the PS&E package.	Project Manager	May 2, 2019
PID-8	Active	Threat	Dgn	Constructability & Safety Review	Because of poor adherence to the safety and constructability review process such as inadequate working space, poor traffic handling, utility conflicts, unapproved non-standard features, etc., changes and revisions may occur, which would increase project costs and duration.	A comprehensive safety and constructability review will result in lower construction costs.	50%	1		$78,525	$94,230	$157,050	1	$102,083	$51,041	22	35	66	1	44	22	Conducting a comprehensive constructability review will minimize costs and schedule impacts.	Mitigate	Monitor design progress and provide complete submittals for constructability review.	Project Manager	May 2, 2019
PID-9	Active	Threat	Con	Differing Site Conditions	As a result of differences between survey design data and actual field conditions, design modifications may occur, which would lead to increased project costs and duration.	Variation in site condition is expected. The existing electronic equipment might be replaced if they were deteriorated or damaged.	50%	1		$157,050	$188,460	$314,100	1	$204,165	$102,083	10	15	22	1	16	8	Variations in site conditions may necessitate changes to the contract.	Mitigate	During the design phase, field investigations will be performed and based on existing site conditions, funds will be included in the project cost estimate.	Project Engineer	May 2, 2019
PID-10	Active	Threat	Con	High Friction Surface Treatment (HFST) Installation	As a result of deteriorated pavement conditions below HFST installation specifications, rehab work may be required, which would lead to increased project costs and schedule delays.	The pavement currently is considered to be in good condition.	30%	1		$17,603	$21,123	$35,205	0	$22,883	$6,865	10	15	22	0	16	5	The probability of occurrence for this risk is based on current pavement conditions.	Mitigate	During the next phase (PAED), the Resident Engineer will perform visual surveys of the pavement to determine the current pavement condition.	Resident Engineer	May 2, 2019
PID-11	Active	Threat	Env	Hazardous Materials (HM)	As a result of encountering additional HM (either unanticipated or in excess of what their assumed amounts) during construction, additional hazardous mitigation planning may occur, which would lead to design schedule delays and project cost increases.	According to the Mini-PEAR, Aerially Deposited Lead (ADL), Treated Wood Waste (TWW), and lead-based paint may be discovered on site during the construction.	50%	1		$2,500	$3,000	$5,000	1	$3,250	$1,625	10	15	22	1	16	8	As HM requires special handling and permit for storage and disposal, reusing HM on site will effectively eliminate the cost of disposal.	Mitigate	During the early stage of the Design Phase, site investigation will be performed to minimize the impact. Afterward, develop plans to handle as many Hazardous Materials as possible on-site to minimize the disposal costs	Hazardous Waste Engineer	May 2, 2019
PID-12	Active	Threat	Dgn	Unidentified Utilities	As a result of unidentified utilities encountered during construction, additional potholing may be required, which would lead to increased project costs and schedule delays	Based on the current scope of this project, utility relocations may not be anticipated.	30%	1		$1,250	$1,500	$2,500	0	$1,625	$488	10	15	22	0	16	5	Potholing shall be performed during PS&E to verify known existing utilities. The R/W capital cost for utility potholing is estimated at $24,000 and included the cost estimate.	Mitigate	Potholing will be performed during the PS&E phase to verify known existing utilities. Funds have been allocated in the cost estimate for potholing.	Utility Engineer	May 2, 2019

ATTACHMENT I

SHOPP Project Performance Output

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 07 **Tool ID:** 13610 **Project ID:** 0719000064 **EA:** 35700 **Co-Rte-PM:** LA-105-4.308/4.973 (Primary Location) View/Print PIR (Performance) Report

Res In PID WP: 09/28/18 **Project Manager:** Massod Akbarian **HQ PM Conc TYP:** 06/23/17 **HQ PM Conc PID:** 10/20/17

Bridge	Pavement	Drainage	Facilities	Safety	Mobility	Roadside	Complete Streets	Sustainability /Climate Change	Advance Mitigation	Major Damage	Green-house Gases	Relinquishment
☐	☐	☐	☐	☑	☑	☐	☑	☐	☐	☐	☑	☐

Performance & Accomplishments (TYP)

	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Asset Added	Comment
1	Collisions Reduced (201.015)	Collision Severity Reduction	Fatalities and Serious Injuries	21.0			21.0		21 collisions reduced
2	Changeable Message Sign (201.315)	Transportation Management Systems	EA	1.0			1.0		Upgrade CMS for lifecycle replacement $150K, (WB Crensahaw Bl)
3	CCTV (201.315)	Transportation Management Systems	EA	1.0			1.0		Upgrade CCTV for lifecycle replacement $50K
4	Communications (Fiber Optics - 201.315)	No Performance Objective in the SHSMP	Linear Miles	0.6			0.6		Fixing Commuication Conduit and povide temporary comunication $300K
5	Ramp Meter (201.315)	Transportation Management Systems	EA	4.0			4.0		Upgrade 4 RMS for lifecycle replacement $150K x 4 = $600K
6	ADA - Repair/upgrade curb ramp (201.361)	ADA Pedestrian Infrastructure	EA	2.0			2.0		@ w/b off ramp and wW 118th Place; @ Crenshaw P&R lot
7	ADA - Install accessible pedestrian signal (201.361)	ADA Pedestrian Infrastructure	EA	6.0			6.0		@ w/b off ramp
8	Central Systems (Hub - 201.315)	No Performance Objective in the SHSMP	EA	6.0			6.0		Upgrade Communication Equipment at 5 TMS elements $40K x 5 = $200K
9	Crosswalks (201.999)	No Performance Objective in the SHSMP	EA	3.0			3.0		new continental crosswalks
10	Is any location within the project limits Ped/Bike accessible?	No Performance Objective in the SHSMP	Yes/No						NO
11	Qualitative	No Performance Objective in the SHSMP							Collision reduction and TMS work

ATTACHMENT J

PIP

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT INITIATION PROPOSAL (PIP)

DIVISION OF TRANSPORTATION PLANNING
Rev 10/27/2017

DATE: 08/17/2018

DISTRIBUTION %: URBAN | RURAL

SECTION 1: PROJECT INFORMATION

EA	SHOPP ID	PPNO	EFIS ID
	13610		

ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
A	07	Los Angeles	105		4.308			4.973	
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07								
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07								
ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07								

NOTE A : FOR ADDITIONAL POSTMILES, USE PAGE 2 OF FORM

PROJECT NICKNAME
LA-105 Collision Reduction Project

LOCATION DESCRIPTION
EB & WB105 ON/OFF RAMP AT CRENSHAW AVE.

WORK DESCRIPTION
Collision Reduction - Apply High Friction Surface Treatment (HFST)

Assignments

PROJECT MANAGER (PM): Allen Wu

DES-TECH. LIAISON ENGINEER(TLE):

DIST. ASSIGN.: PLANNING

PROJECT ENGINEER/DESIGN MANAGER: Siew Mei Tan

SECTION 2: RESOURCE ESTIMATE FOR K-PHASE

		DISTRICT(PYs)	DES(PYs)	TOTAL (PYs)
FY	18/19	0.7	0	0.7
FY		DISTRICT(PYs)	DES(PYs)	TOTAL (PYs)
FY		DISTRICT(PYs)	DES(PYs)	TOTAL (PYs)
GRAND TOTAL		**DISTRICT(PYs)** 0.7	**DES(PYs)** 0	**TOTAL (PYs)** 0.7

NOTE B: FOR ADDTIONAL K-PHASE RESOURCE BREAKDOWN, USE PAGE 2 OF FORM

SECTION 3: SIGNATURE BLOCK

PROJECT NOMINATION COORDINATOR: Roger Yoh — DATE: 8/31/18

PROGRAM ADVISOR (ANCHOR PROJECT LEAD): Son Dao — DATE: 8/30/18

DATE:

Save As | Print Form | Reset Form

SECTION 4: PROJECT INITIATION DOCUMENT (PID)

SHOPP: ☐ Long Lead

Non-SHOPP:

ACTIVITY CATEGORY: Safety- Collision Reduc.

Caltrans: ☐ Oversight

10 YEAR SHOPP PLAN: 2017

Funding:

PROPOSED SHOPP CYCLE: 2020

☐ Maintenance

PID CYCLE: 2020

Program:

PID TYPE: PIR LEVEL 2

☐ A&E/ CONSULTANTS

☒ Stand Alone ☐ Multi-Asset *NOTE C: FOR ADDITIONAL SATTELITES, USE PAGE 2 OF FORM*

Assets	Program	Performance	Target	Unit	Cost (x$1000)
Anchor (A)					
Satellite (1)					
Satellite (2)					
Satellite (3)					

SECTION 5: PRELIMINARY PROJECT SCHEDULE

DESIRED RTL FY: 22/23 ☐ Accelerated PID

M000 BEGIN PID: 9/1/2018 ☐ SB 1 (3290)

M010 COMPLETE PID: 5/31/2019

CTC MEETING SCHEDULE: 6/30/2020

M015 PROGRAM PROJECT: 6/30/2020

NOTE D: FOR ADDTIONAL PID, PA&ED, PS&E & CONS PRSM MILESTONES , USE PAGE 2 OF FORM

SECTION 6: PRELIMINARY COST ESTIMATE

CONST. CAPITAL (x$1000)	ROADWAY **$2,000**	STRUCTURE	R/W CAP **$10**	
SUPPORT (x$1000)	PA&ED **$250**	PS&E **$350**	CONST. **$300**	R/W
TOTAL PROJ COST (x$1000)	R/W CAP **$10**	CONST CAP	TOT.SUPP	**TOT.COST $10**

Environmental Assumption — **Right of Way Assumption**

CEQA: CE NEPA: ☐ RR ☐ ADA ☐ UTIL ☐ ACQUISITION

RISKS & ASSUMPTIONS

SECTION 7: ATTACHMENTS

☐ TPSIS ☐ SHOPP PERF. MEASURES REPORT

☐ EXEC COOP ☐

☐ PHOTOS ☐ VICINITY MAP

☐ LAYOUT ☐ TYP X-SECT.

OTHER:

ADDITIONAL INFORMATION

NOTE A: POSTMILES

ASSETS	DIST	COUNTY	ROUTE	PREFIX	PM BACK	SUFFIX	PREFIX	PM FORWARD	SUFFIX
	07								
	07								
	07								
	07								
	07								
	07								

NOTE D : PRELIMINARY PROJECT SCHEDULE

PID PHASE ONLY	PA&ED, PS&E & CONS PHASES
M000 ID NEED 9/1/2018	M020 BEGIN ENVIRON
F011 PURPOSE & NEED DEFINED	M200 PA&ED
F012 SCOPE, LIMIT & ALTERNATIVES DEFINED	M460 RTL
F013 DRAFT PID & COST ESTIMATE COMPLETE	M500 APPROV
M010 APPROV PID 5/31/2019	M600 CCA
M015 PROGRAM PROJECT 6/30/2020	

NOTE B: RESOURCE ESTIMATE FOR K-PHASE

District Functional Units	Hours	PY's
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0
		0

TOTAL DISTRICT (PYs) 0

DES Functional Units	Hours	PY's
		0
		0
		0
		0

TOTAL DES (PYs) 0

NOTE C: ADDITIONAL SATTELITE ASSETS

Assets	Program	Performance	Target	Unit	Co (x$1(
Satellite (4)					
Satellite (5)					
Satellite (6)					
Satellite (7)					
Satellite (8)					
Satellite (9)					
Satellite (10)					
Satellite (11)					
Satellite (12)					

ATTACHMENT K

Right of Way Datasheet

State of California
DEPARTMENT OF TRANSPORTATION
Memorandum

California State Transportation Agency

Serious Drought!
Help Save Water!

To: Yu-Ying Chu , Design Manager
Office of Design
District 7, Los Angeles Office

From: Dan Murdoch, Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Date: 6/4/2019
EA: 35700
Data Sheet ID NO: ds4283
Project ID # 0719000064

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Isaac Gallegos PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of NA after maps to appraisal **(MA).** Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement if required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of NA will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
12/1/2020	N/A	11/1/2022	1/3/2023	2/1/2025

TO Yu-Ying Chu
ATTN Isaac Gallegos
SENIOR R/W P&M Massod Akbarian
ROUTE 105
PM_KM 4.3/5
EA 35700
Project ID #
ALT 2

R/W DATA SHEET

ID NO ds4283

Date of Data Sheet 6/4/2019

Project Description This multi-asset project proposes to upgrade traffic and Transportation Management Systems (TMS) elements within the project limits.

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.

This cost estimate is pursuant to the following responses supplied by Yu-Ying Chu to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans	x		
Railroads are depicted on plans		x	
There are Material and/or Disposal Sites Required		x	
Caltrans will do the Right of Way work	x		
There will be a Cooperative Agreement		x	
This is a reimbursable project		x	
There is Hazardous Waste potential			x

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits		
Clearance	No Right of Way	
RAP (cont rate.)		
Escrow costs (cont rate.)		
Utility relocation costs	$24,000	$37,125
Estimate of Reimbursed Appraisal Fee		
Total estimated cost	$24,000	$37,125

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 11/1/22

Data Sheet ID NO: ds4283
ROUTE 105
PM_KM 4.3/5
EA 35700
ALT 2

Parcel Count and Py Info

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP

POTENTIAL CLEARANCE PARCELS

POTENTIAL CONDEMNATION PARCELS

POTENTIAL EXCESS PARCELS

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	
u5-7	
u5-8	
u5-9	

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	90
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	Total	**90**

UTILITY INFORMATION

1)	Test Hole 4" SCG gas 60' E of NB Crenshaw Blvd CL at WB On curb (ea)	2	3000	$6,000
2)	Test Hole 10" Swr 60' E of NB Crenshaw Blvd CL at EB On curb (ea)	2	3000	$6,000
3)	Test Hole 10" Swr 80' E of NB Crenshaw Blvd CL at EB On curb (ea)	2	3000	$6,000
4)	Test Hole 8" StrmDrn 40' E of NB Crenshaw Blvd CL at WB On curb (ea)	2	3000	$6,000

Are utility easements required? No

Are Utility agreements required? No

Total Cu Ent Cost $24,000

Const. Completion Date 2/1/2025

Utility Escalation Rate 8%

Total Escalated Cost $37,125

Data Sheet ID NO: ds4283
ROUTE 105
PM_KM 4.3/5
EA 35700
ALT 2

RR INFORMATION

Are RR affected 0

Describe the RR facilities affected, and ownership:
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

Will construction work be performed in RR right of way? Y/N If yes, describe:

What types of agreements are anticipated to be required from the RR?

Will Temporary Construction Easement (TCE) rights be required for the project construction? If yes, explain.

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	**$ 0**

		DATE
Right of Way Estimate prepared by	Victor Lee	6/4/19
Estimate prepared by	Victor Lee	6/4/19
Utilities Estimate prepared by	Victor Lee	6/4/19

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 [signature] For Tayton Eko   6/6/19

totalCondemnation Copy

totalCondemnationOverride

ATTACHMENT L

Transportation Planning Scoping Information Sheet (TPSIS)

DIVISION OF PLANNING, GOODS MOVEMENT AND LOCAL ASSISTANCE
California Department of Transportation, District 7 (Los Angeles and Ventura Counties)
100 South Main Street, Los Angeles, CA 90012
213.897.0362

Transportation Planning Scoping Information Sheet (TPSIS)

PROJECT SUMMARY

Use this sheet to highlight key needs/improvements from the completed sections. Bring this to Project Nomination Scoping Team meetings. Make sure to tie proposed needs and improvements back to Caltrans' Strategic Management Plan goals.

Workload ID	County	Route	Begin Postmile	End Postmile	Project Description
13610	LA	105	4.308	4.31	EB 105 on/off ramp at Crenshaw Ave

Highlight Key Needs/Improvements

Section 1–System Planning

Freeway and Expressway - YES, Strategic Highway Network – YES, Federal Functional Classification - INTERSTATE, Scenic Highway - NO, Truck Network Designation - STAA, Interregional Road System - NO, Goods Movement Route - YES, MPO - SCAG, Source TCR 2014, DSMP LIST 2017 - YES

Section 2–LD-IGR

N/A

Section 3–Smart Mobility, Complete Streets, and Regional Planning; Climate Change and Environmental Considerations; and Air Quality Management

- Project is under South Coast Air Basin with South Coast Air Quality Management District (SCAQMD).
- Project is located in a Federal non-attainment area.

DIVISION OF PLANNING, GOODS MOVEMENT AND LOCAL ASSISTANCE
California Department of Transportation, District 7 (Los Angeles and Ventura Counties)
100 South Main Street, Los Angeles, CA 90012
213.897.0362

Transportation Planning Scoping Information Sheet (TPSIS)

PROJECT SUMMARY

Transportation Planning Stakeholder Information		
Title	**Name**	**Phone Number**
Regional Planner	Linda Taira	(213) 897-0813
System Planner	Shefa Bhuiyan	(213) 897-0649
Local Development Intergovernmental Review (LD-IGR) Planner	Miya Edmonson	(213) 897-6536
Sustainable Planning Grant Coordinator	Linda Taira	(213) 897-0813
Freight Planner	Yatman Kwan	(213) 897-0695
Transit Planner	Shefa Bhuiyan	(213) 897-0649
Bicycle and Pedestrian Coordinator	Dale Benson	(213) 897-2934
Park and Ride Coordinator	Dan Kopulsky	(213) 897-0227
Climate Change Coordinator/Liaison	Wilford Melton	(213) 897-1344
Other Coordinators		

Reviewed by:

District Planning Representative 7/19/18 (Date)

Project Nomination Coordinator 7/19/18 (Date)

IMPORTANT NOTE: THIS DOCUMENT IS PRELIMINARY ONLY, FOR THE PURPOSE OF ESTABLISHING A CHARGING CODE. FURTHER ANALYSIS IS REQUIRED AS MORE INFORMATION BECOMES AVAILABLE ON EACH PROJECT. FOR ANY QUESTIONS, PLEASE CONTACT MINE STRUHL AT 213-897-0409.