

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Route-27 – Overlay Asphalt Concrete (07-32290)

Resolution

SHOPP-P-2122-02B

(will be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☒ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Route-27 – Overlay Asphalt Concrete (07-32290)*, effective on, October 13, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 13, 2020 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Route-27 – Overlay Asphalt Concrete (07-32290)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-20-40, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated May 13, 2020
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Route 27 Overlay Asphalt Concrete (07-32290)

Resolution SHOPP-P-2122-02B

David H Miraaney

David H. Miraaney

Project Manager

Project Applicant

08/19/2021

Date

Kelly Lamare

Kelly Lamare

Chief, Office of Program Management

Implementing Agency

08/20/2021

Date

Robert So

FOR Tony Tavares

District Director

California Department of Transportation

Toks Omishakin

Toks Omishakin

Director

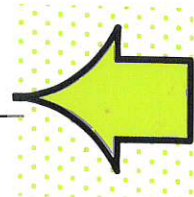
California Department of Transportation

08/20/2021

Date

9.24.21

Date



**SIGN
& DATE**

Mitchell Weiss

Mitchell Weiss

Executive Director

California Transportation Commission

10/25/21

Date

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT						Date:	08/09/21 08:31:46 AM
District	EA	Project ID		PPNO	Project Manager		
07	32290	0716000059		5007	MIRAANEY, DAVID H		
County	Route	Begin Postmile	End Postmile	Implementing Agency			
LA	27	0.0	18.6	PA&ED	Caltrans		
				PS&E	Caltrans		
				Right of Way	Caltrans		
				Construction	Caltrans		
Project Nickname							
Overlay AC							
Location/Description							
In and near the city of Los Angeles, from Pacific Coast Highway (Route 1) to Devonshire Street. Grind and overlay asphalt pavement, and upgrade curb ramps to meet Americans with Disabilities Act (ADA) standards. (G13 Contingency)							
Legislative Districts							
Assembly:	38, 45, 50		Senate:	26, 27		Congressional:	30, 33
PERFORMANCE MEASURES							
	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0.4	60.5			60.9	Lane-miles
Programmed Condition	Pavement	60.9				60.9	Lane-miles
Project Milestone						Actual	Planned
Project Approval and Environmental Document Milestone						07/30/21	
Right of Way Certification Milestone							04/18/22
Ready to List for Advertisement Milestone							05/01/22
Begin Construction Milestone (Approve Contract)							11/17/22
FUNDING (Allocated amounts are shaded)							
Component	Fiscal Year	SHOPP					Total
PA&ED	18/19	1,593					1,593
PS&E	20/21	4,205					4,205
RW Support	20/21	389					389
Const Support	21/22	5,540					5,540
RW Capital	21/22	499					499
Const Capital	21/22	35,550					35,550
Total		47,776					47,776

Project Report

On Route LA-27

From Pacific Coast Highway- Route 1 (PM 0.0)

To Near Devonshire Street, (PM 18.6)

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



Edward Francis, *Deputy District Director, Right of Way*

APPROVAL RECOMMENDED:



David H. Miraaney, *Project Manager*

APPROVED:



Jerrel Kam, *Deputy District Director, Division of Design*

07/30/2021

DATE

This capital preventive maintenance project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Nguyen Hua

07/28/2021

REGISTERED CIVIL ENGINEER

DATE



Vicinity Map

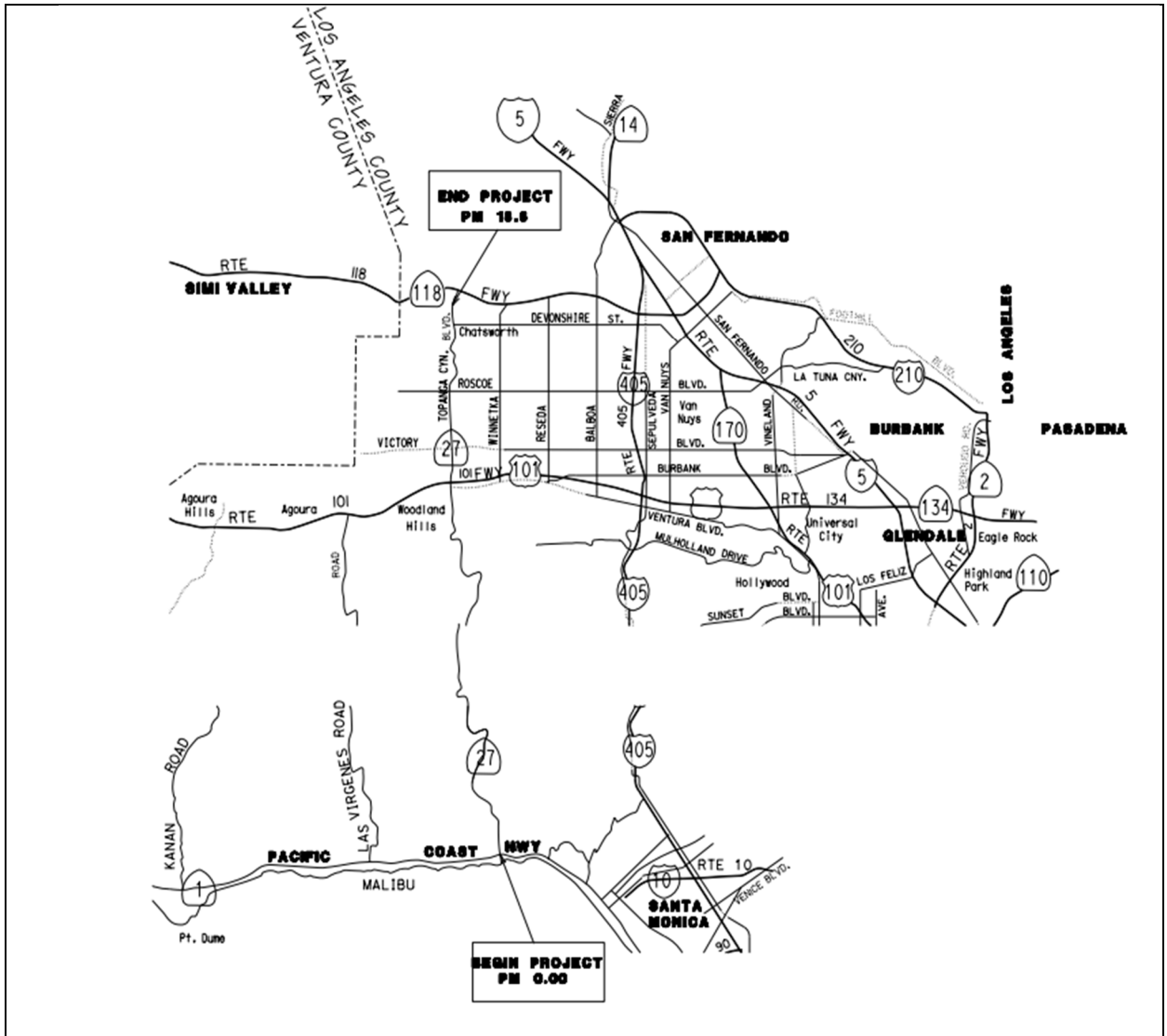


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1. INTRODUCTION

This project is in Los Angeles County, on State Route 27 (SR-27), from Pacific Coast Highway (PM 0.0) to Devonshire Street (PM 18.6). The project proposes to cold plane and overlay the existing asphalt pavement, upgrade the existing curb ramps to meet the requirements of the Americans with Disabilities Act (ADA) standards, construct concrete pads at transit bus stops, upgrade the existing Metal Beam Guard Railing (MBGR) with Midwest Guardrail System (MGS), relocate signals and replace loop detectors due to the proposed improvements, and replace damaged curb and gutters.

Additional information on this project is summarized in the table below:

Project Limits	07 – LA – 27 PM 0.0/18.6	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$12.11 million	
Capital Outlay Construction	(FY2019/20) \$32.14 million	(FY2021/22) \$35.55 million
Capital Outlay Right-of-Way	(FY 2017/18) \$1.36 million	(FY 2021/22) \$1.93 million
Funding Source	SHOPP (Pavement Preservation–20.20.201.121)	
Funding Year	FY 2021/22	
Type of Facility	2 to 6 lane Conventional Highway	
SHOPP Project Output	Total Lane-Mile: 61	
Environmental Determination or Document	Categorical Exemption/Categorical Exclusion	
Legal Description	In Los Angeles County on Topanga Canyon from Route 1 to Devonshire Street	
Project Development Category	5	

2. RECOMMENDATION

It is recommended that this Project Report (PR) be approved and that the project proceed to Plans, Specification and Estimate (PS&E) phase of the project.

3. BACKGROUND

The existing pavement has Type B alligator cracking. The last overlay done on this segment of highway was in 1969, 2009, and 2010 for various highway segments with a pavement life of 10 years. Therefore, the pavement needs to be rehabilitated.

There are more than 200 curb ramps that do not meet the latest American Disability Act (ADA) requirements.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to extend the life of the asphalt pavement, improve ride quality and address the complete street requirements.

Need:

Based on the Pavement Condition Report, there is a need to cold plane and overlay the existing pavement to avoid further deterioration and to improve the ride quality. The Complete Street elements such as ADA ramps, push buttons, signals and bus pads are needed to be upgraded.

4A. Roadway Geometric Information

Facility Location	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width	Additional Paved Width for Bicycle Lane or Other
(Post Mile Limits)	Radius (ft)	Number of Lanes	Lane Width (ft)	Type (Flexible, Rigid, or Composite)	Left (ft)	Right (ft)	(ft)	(ft)
*0.0-11.06	110	2	12 and vary	AC	2-10 vary	2-10 vary	0	0
11.06-12.10	300	4	12	AC	4	4	0	0
12.10-18.62	850	6	12 and vary	AC	2	2	12	0

*Note-This portion was designated as scenic by the California State Legislature pursuant to Division 1-Chapter 2-Article 2.5-Section 260, which is primarily to protect the social economic values of the natural scenic beauty of California.

Condition of Existing Facility:

1) Traveled Way Data (2015 PAVEMENT DATA)

PMS Category (1-29) 10 Priority Classification (.1-.4) 0.31

International Roughness Index (IRI) Average 183.3

*Rigid Pavement:

*Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking Average 6.23%

Faulting N/A Patching % 0

Joint Spalls _____ N/A _____ Rutting _____ Yes _____

Pumping _____ N/A _____ Bleeding _____ None _____

Corner Breaks % _____ N/A _____ Raveling _____ None _____

Locations(s) of subsurface or ponded surface-water problem:
N/A**2) Pedestrian Facility Data**

Facility Type and Location(s)	Meets ADA Standards (Yes or No for each listed location)	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? (List features per location)	Status of Each Noncompliant Location Use the following statements, as appropriate: <ul style="list-style-type: none"> • Will be corrected as part of this project; • Will not be corrected to full standard. An Exception to Accessibility Design Standards has been approved.
Curb Ramps See list on Attachment C	No	Slope, width of landing	Will be corrected as part of this project; See Attachment C

Structures Information

Within the project limits, there are 7 structures as shown in the table below. No work is proposed on these structures.

PM	Bridge Number	Location
2.02	53-0143	Topanga Creek
4.20	53-0144	Topanga Creek
6.56	53-0407	Garapito Creek
12.43	53-1064	SR 101/SR-27 Separation
13.93	53-0455	Calabasas Creek
14.27	53-0720	Bell Creek
17.01	53-1832	Santa Susana Creek

This project is not in conflict with the 2012-2035 Regional Transportation Plan (RTP) nor the approved Route 27 Transportation Concept Report (TCR). The City of Los Angeles Department of Transportation (LADOT) had reviewed this CAPM PR and indicated that there are no issues or conflicts with the LADOT plans and operations. The projects listed in the table below are planned within the CAPM PR limits. Their schedule and scope are not in conflict with this project.

EA	Scope	PM Location	Ready to List	Contract Acceptance
27810	Drainage system restoration	2.3/4.0	02/25	04/26
31760	Widening of SR-27 and signal modifications	12.27/15.04	02/20	10/21
30490	Installation of Best Management Practice (BMP) devices -Trash TMDL	0/9.3	06/19	1/21

5. ALTERNATIVES

This project has only one alternative which is described below.

CAPM strategy:

1. Overlay all lanes, median and shoulders with 0.15 foot of Rubberized Hot Mix Asphalt Gap-Graded (RHMA-G) and 0.10 foot of Hot Mix Asphalt Type A (HMA Type A) for the segment between PM 0.0 and 4.6.
2. Cold plane and overlay all lanes, median and shoulders with 0.15 foot of Rubberized Hot Mix Asphalt Gap-Graded (RHMA-G) and 0.10 foot of Hot Mix Asphalt Type A (HMA Type A) for the segment between PM 4.6 and 18.6.

Additional Work

The project limits from the programming document were expanded to include work between postmiles 4.67/10.11. All work is within the scope of work as approved by the "CAPM Project Report to Request Programming in the 2018 SHOPP" dated 06/01/17, it includes:

- All existing curb ramps and crosswalks at intersections with pedestrian facilities that are either without curb ramps or with non-standard curb ramps will be upgraded to current Americans with Disabilities Act (ADA) standards.
- Relocate traffic signal due to ADA curb ramp modifications and add pedestrian push buttons at ADA curb ramp locations.
- All existing MBGR will be upgraded to MGS within the project limits.
- Two Maintenance Vehicle Pullouts (MVP) will be constructed at PM 0.826 and PM 1.52.
- Replace damaged curb and gutters as needed.
- Portland Cement Concrete bus pads will be provided at transit bus stops to mitigate against AC pavement rutting and shoving.
- Existing drainage inlets grates will be upgraded with bicycle friendly grates as needed.
- Traffic striping and loop detectors will be replaced within paving limits.

Rejected Alternatives: The do nothing alternative is not recommended since the pavement will continue to deteriorate.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

A full evaluation of potential hazardous waste or contamination issues will be addressed during the PS&E phase of the project. Based on historical information from prior projects within the project vicinity, the following issues may be encountered:

- a. Removal of yellow stripping
- b. Minor Aerially Deposited Lead (ADL) from MBGR posts excavation. See Attachment B.

All materials removed from the job site shall become property of the contractor and disposed of in compliance with Local, State and Federal regulations governing the materials.

6B. Value Analysis

Value Analysis will be completed during the PS&E phrase.

6C. Resource Conservation

The obliterated asphalt concrete may be used in the aggregate base of the new pavement sections. The remainder will become the property of the contractor.

Existing MBGRs and crash cushions will be offered and salvaged if needed to Division of Maintenance.

6D. Right-of-Way Issues

There is no R/W acquisition in this project. The escalated cost for potholing and utility relocation is \$1,927,913 according to right-of-way data sheet. Utilities impacted by the ADA Curb modifications are identified in Attachment D.

6E. Environmental Compliance

The environmental document level is a Categorical Exemption/Categorical Exclusion (CE/CE) per CEQA and NEPA guidelines (see attachment C).

6F. Air Quality Conformity

According to the Environmental Document (CE), this project is deemed classified and is exempt from the requirements to determine conformity.

6G. Title VI Considerations

The proposed project is not expected to negatively affect the low mobility and minority groups.

6H. Noise Abatement Decision Report

The proposed project does not generate additional noise from traffic, and therefore, noise abatement is not a concern.

7. OTHER CONSIDERATIONS AS APPROPRIATE**Public Hearing Process**

An CE/CE does not require a Public Hearing.

Route Matters

This project does not require any freeway agreements, new connections, route adoptions, or relinquishments.

Permits

Any city permits required for the construction of curb ramps or traffic signals will be acquired prior to construction.

Cooperative Agreements

No cooperative agreements have been identified for this project.

Other Agreements

No other agreements have been identified for this project.

Transportation Management Plan

A Transportation Management Plan was approved on January 13, 2020 and will consist of the following elements:

- a. Brochures and Mailers
- b. Telephone Hotline
- c. Internet
- d. Changeable Message Signs (Portable)

Stage Construction

Stage construction work will not be needed for this project. All work will be done with typical shoulder and lane closures and all in one phase.

Accommodation of Oversize Loads

Studies for accommodation of oversize loads are not applicable to non-freeway projects.

Graffiti Control

All the elements/components of this projects are not susceptible to graffiti control.

Asset Management

See Attachment H – Performance Output.

Complete Streets

This project proposes to upgrade 235 ADA curb ramps within the project limits. It will also install pedestrian push buttons on locations where this feature is missing.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding.

Programming

The proposed program year is 2021/2022. The escalated capital outlay costs for the project is \$37.48 million including R/W cost (Project Estimate see Section 9 and ROW Estimate see Attachment F). Capital outlay support and project cost distributions are provided in the following table:

Capital Outlay Support and Project Cost Estimates

Fund Source SHOPP	Fiscal Year Estimate								Current Estimate (Escalated)
20.XX.201.121	Prior	20/21	21/22	22/23	23/24	24/25	Future	Programmed Total	At PAED Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	1,593							1,593	1,593
PS&E Support		4,405						4,405	4,405
Right-of-Way Support		576						576	576
Construction Support			5,540					5,540	5,540
Right-of-Way			499					499	1,928
Construction			35,550					35,550	35,550
Total	1,593	4,981	41,589					48,163	49,592

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/ Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	04/26/18	Actual
BEGIN ENVIRONMENTAL	M020	09/28/18	Actual
PA & ED	M200	07/30/21	Target
PRE-60% PS&E		09/01/21	Target
60% QUALITY REVIEW	M313	10/15/21	Target
PRE-95% PS&E		10/20/21	Target
95% PS&E QUALITY REVIEW	M315	12/10/21	Target
PS&E TO DOE	M377	01/20/22	Target
PROJECT PS&E	M380	02/15/22	Target
RIGHT OF WAY CERTIFICATION	M410	03/03/22	Target
READY TO LIST	M460	03/17/22	Target
FUND ALLOCATION	M470	05/13/22	Target
HEADQUARTERS ADVERTISE	M480	06/20/22	Target
AWARD	M495	09/15/22	Target
APPROVE CONTRACT	M500	11/17/22	Target
CONTRACT ACCEPTANCE	M600	11/17/25	Target
END PROJECT	M800	05/17/27	Target

10. RISKS

Refer to attachment G for the list of project Risk Register.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

FHWA has not identified this project for Risk-Based Project Involvement (RBPI).

FHWA review is not needed since it has been delegated as part of the Stewardship Agreement.

This project is an Assigned Project in accordance with the current FHWA and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

12. PROJECT REVIEWS

Design Manager	<u>Refugio Dominguez</u>	Date <u>07/22/2021</u>
Program Advisor	<u>MD Musa</u>	Date <u>07/22/2021</u>
Asset Manager	<u>Roger Yoh</u>	Date <u>07/22/2021</u>

13. PROJECT PERSONNEL

Name	Title	Phone number
Nguyen Hua	Project Engineer, Design C	(213) 269-1009
Refugio Dominguez	Design Manager, Design C	(213) 269-1762
David Miraaney	Project Manager	(213) 760-6800
Eduardo Aguilar	Senior Environmental Planner	(213) 326-1092
Sunny Liem	Storm Water Coordinator	(213) 269-1713

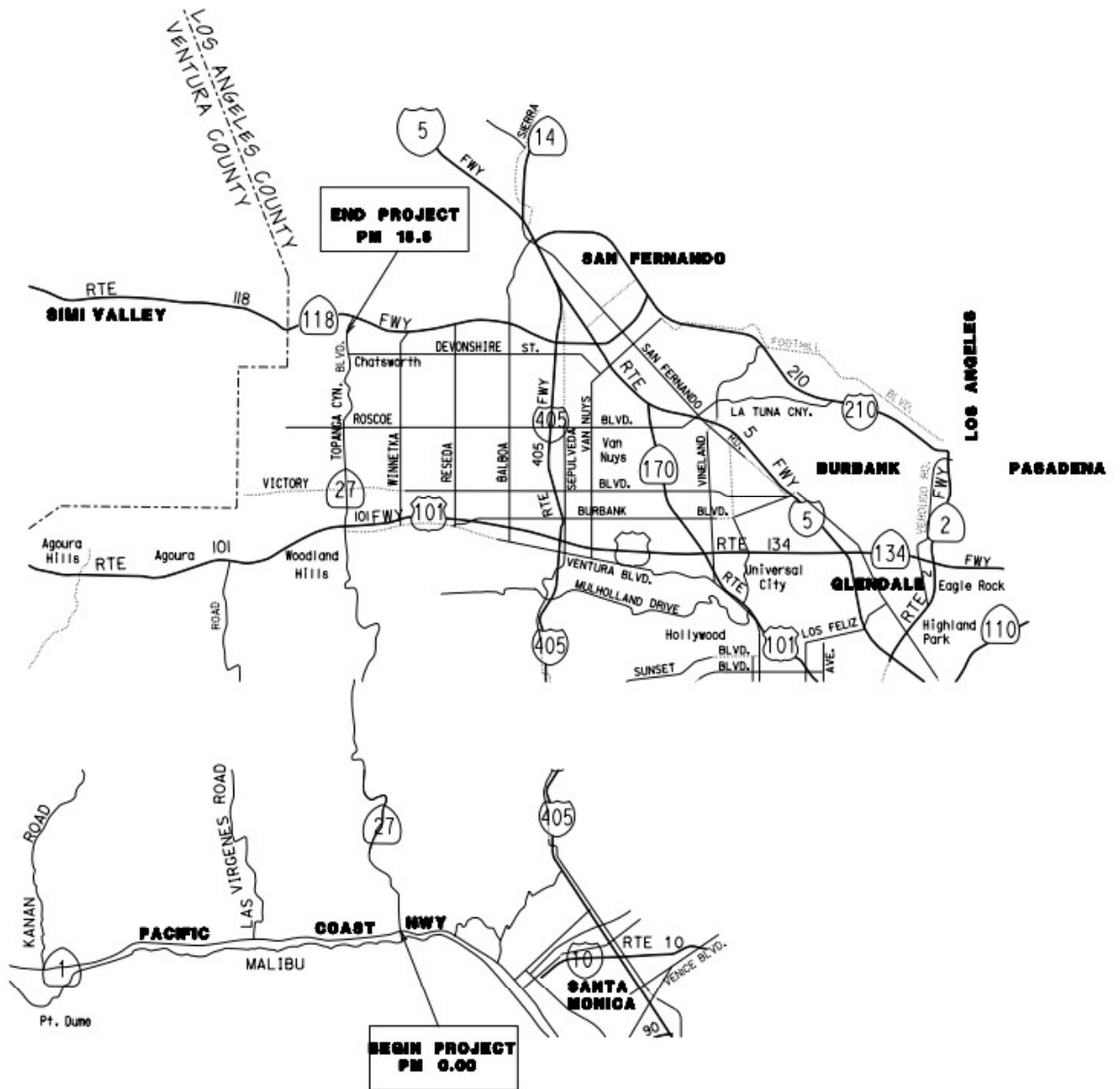
14. ATTACHMENTS

- A. Location and Vicinity Map
- B. Hazardous Waste Assessment
- C. Environmental Document
- D. Right of Way Data Sheet
- E. Storm Water Data Report Cover Sheet
- F. Project Estimate
- G. Risk Register
- H. Performance Output
- I. TMP Data Sheet

ATTACHMENT “A”

LOCATION AND VICINITY MAP

LOCATION AND VICINITY MAP



ATTACHMENT “B”

HAZARDOUS WASTE ASSESSMENT

Memorandum


*Making Conservation
a California Way of Life.*

To: REFUGION DOMINGUEZ
SENIOR TRANSPORTATION ENGINEER
OFFICE OF DESIGN C

Date: January 17, 2020

Attn: NGUYEN HUA

File: LA-27
PM: 0.0/18.6
EA: 07-334-322900
EFIS: 0716000059

From: PENNY NAKASHIMA, P.G. 
Senior Engineering Geologist
Hazardous Waste Branch – North Region
Office of Environmental Engineering (OEE)

Subject: **REVISED HAZARDOUS WASTE ASSESSMENT (PR)**

This is in response to your memo dated December 27, 2019, requesting for a revised Hazardous Waste Assessment (HWA) for the above-referenced project. The Office of Design C is presently working on Project Report phase for the Capital Preventive Maintenance (CAPM) project on Route 27. Based on additional funding for the project and community demands, the project limits for EA 322900 have added a segment from PM 4.7 to 10.1. Therefore, the new project limits are from PM 0.0 to 18.6 for continuous CAPM project on Route 27. The purpose of this project is to preserve and extend the life of the existing pavement and improve ride quality. The Major scope of works are as follows:

- 1) Cold plane and overlay 0.20' RHMA-G on all mainline lanes and shoulders.
- 2) Existing curb ramps and crosswalks at intersections with pedestrian facilities that are either without curb ramps or with curb ramps, which do not meet current standards per Design Information Bulletin 82 will be upgraded to current Americans with Disabilities Act (ADA) standards.
- 3) Relocate traffic signal due to ADA Curb modifications and add pedestrian push button at ADA curb ramp locations. Refer to attachment C for signals proposed improvements.
- 4) All existing MBGR will be upgraded to MGS within the project limits.
- 5) Two Maintenance Vehicle Pullouts (MVP) will be constructed at PM 0.826 and PM 1.52.
- 6) Replace damaged curb and gutters as needed.
- 7) Portland Cement Concrete bus pads will be provided at transit bus stops to mitigate against AC pavement rutting and shoving.
- 8) Existing drainage inlets grates will be upgraded with bicycle friendly grates as needed.
- 9) Traffic striping and loop detectors will be replaced within paving limits.
- 10) Digout and replace failed pavements where Alligator B cracking is significant as estimated from the Pavement Condition Survey Report.

ADL concern in unpaved surfaces

Major excavation

The project includes the construction of two MVPs. Based on the previous Site Investigation (SI) report (Task Order No. 07-207001-3Y, 1-01, PM 0.0/11.1, dated December 19, 2003, prepared

REFUGION DOMINGUEZ

HWA-PR

January 17, 2020

Page 2 of 4

by GEOCON), within the project limit, the Total lead concentrations are expected to range from 5.5 mg/kg to 790 mg/kg and soluble lead concentrations (WET citric) range from 1.2 mg/L to 28 mg/L. The soil tested within the project limits was hazardous, because soluble lead concentration was greater than 5 mg/L STLC. Because soil will be excess and disposed, a site investigation will be needed. Once we receive a request to conduct an ADL site investigation (SI) from Design, we will proceed with the SI to determine the actual concentration of lead in soil so that provisions can be made for handling and disposal of the contaminated soils per the Department of Toxic Substances Control (DTSC) Soil Management Agreement with Caltrans. The SI requires four months to complete. For estimating purpose, please consider the top 1 foot of excavated soil in the unpaved areas within 30 feet from the edge of traveled way to be non-RCRA (California) hazardous waste (Type Z-2), per State of California Regulations, with disposal at a California-permitted Class I landfill facility. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the removal and disposal of contaminated soil and the lump sum cost of the Contractor's Lead Compliance Plan.

Minor excavation

Removal of guardrail and upgrade some of the curb ramps will be performed in unpaved areas, involving nominal soil excavation, and reuse of all excavated soil at the same location. Based on the Site Investigation (SI) report (Task Order No. 07-207001-3Y, 1-01, PM 0.0/11.1, dated December 19, 2003, prepared by GEOCON), within the project limit, Total lead concentrations ranged from 5.5 mg/kg to 790 mg/kg. Soluble lead concentrations (WET citric) ranged from 1.2 mg/L to 28 mg/L. A lead compliance plan (LCP) will be required for workers health and safety. Please find attached the standard special provisions (SSP 14-11.09) for dealing with minimal disturbance of material containing hazardous waste concentrations of ADL soil for your PS&E package. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

Lead and Chromium in Yellow and White Traffic Stripes

Yellow traffic stripes have both lead and chromium in concentrations that exceed threshold levels established by the California Health and Safety Code and Title 22 of the California Code of regulations. The waste generated by the removal of yellow thermoplastic and yellow paint stripes requires disposal at a Class I facility. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the most current estimate for the funds that need to be allocated for the removal and disposal cost of traffic stripes and the lump sum cost of the Contractor's Lead Compliance Plan. During PS&E phase and upon receiving a request for hazardous waste assessment, we will provide appropriate special provisions.

Residue from removing white traffic stripes by itself will not contain hazardous levels of lead.

However, Lead Compliance Plan (LCP) is required as per Cal-OSHA Title 8 requirements. For cost estimate, for removal of white traffic stripes, please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>). During PS&E phase and upon receiving a request for hazardous waste assessment, we will provide appropriate special provisions.

Lead and Chromium in Yellow Traffic Stripes

Cold Plane and overlay work will include yellow paint traffic stripes. When the quantity, the volume of AC and the length of the yellow traffic stripe, are available a calculation will be made to determine the total lead and chromium in the removed material. The Contractor shall prepare a project specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling removed yellow and white paint residue. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP. During PS&E phase and upon receiving a request for hazardous waste assessment, we will provide appropriate special provisions.

Treated Wood Waste

The project involves the removal of metal beam guardrail (MBGR) with wood posts. The wood used for the posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachloro-phenol are among the chemicals added to preserve wood. Once these wood poles are removed and become waste, they are considered as treated wood waste (TWW). TWW is non-RCRA California hazardous waste and the handling, storage, transportation, and disposal are subject to California hazardous waste regulations. During PS&E phase and upon receiving a request for hazardous waste assessment, we will provide appropriate special provisions for handling, storing, transporting, and disposing of TWW. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) and allocate appropriate funds for disposal of TWW and the Board of Equalization (BOE) fee. Possible asbestos shims on MBGR, need survey.

Electrical Items

There is a potential for exposure of hazardous materials, polychlorinated biphenyl (PCB), associated with the existing electrical components requiring removal. Florescent and/or mercury lamps, ballast and transformer may contain PCB. Therefore, prior to starting construction, the contractor shall inspect the existing electrical components to determine if any hazardous materials are present. All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility. Upon receiving a request for hazardous waste assessment, we will provide appropriate non-standard special provisions for PS&E package.

Asbestos Containing Material (ACM)

Asbestos containing material (ACM) may be encountered during removal of existing metal beam guard railing. The shim between the metal railing and wood block have been found to contain

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asbestos. We will need an asbestos survey to identify ACM. Depending on the survey results we will provide you the appropriate special provision.

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any questions or need additional information, please contact me at (213) 897-0670, Penny.Nakashima@dot.ca.gov or contact Saba Tesfayohannes of my staff at (213) 897-8592, Saba.Tesfayohannes@dot.ca.gov.

ATTACHMENT “C”

ENVIRONMENTAL DOCUMENT



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 04/2021)**

Project Information

Project Name (if applicable): LA-27 Roadway Rehabilitation/Safety Improvement Project

DIST-CO-RTE: 07-LA-027

PM/PM: 0.0/18.6

EA: 07-32290 / E-FIS 0716000059

Federal-Aid Project Number: CE No. 202105009.

Project Description

Caltrans proposes a corridor roadway rehabilitation and safety improvement project on State Route 27 (Topanga Canyon Boulevard) in the City of Los Angeles, in the communities of Topanga (Topanga State Park), Woodland Hills, Warner Center, Canoga Park, and Chatsworth, from post mile 0.0 (Pacific Coast Highway) to post mile 18.6 (Devonshire Street), Los Angeles County. The scope of work includes rubberized pavement overlay from post mile 0.0 to 10.1, cold plane/overlay of pavement from post mile 10.1 to 18.6, replacement of all loop detectors from post mile 10.1 to 18.6, replacement of 235 curb ramps for ADA compliance and the associated relocation of 45 signal poles to accommodate the ADA improvements (post miles 10.1 to 18.5), upgrade of 71 existing Metal Beam Guardrails (MBGR) to Midwest Guardrail System (MGS) [post miles 0.5 to 10.3], and construction of 2 Maintenance Vehicle Pullouts (MVPs) at post miles 0.826 and 1.52 (northbound). Upgrade of MBGR to MGS within the area of Topanga State Park and the community of Topanga shall be painted a color suitable to the scenic highway designation of the area. Reference the continuation sheet starting on Page 3 of this environmental document for additional details/locations of components in scope of work, and reference/adhere to the special provisions that follow (starting on Page 12) as the proposed undertaking exists within environmentally sensitive areas.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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

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

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

☒ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.

☐ **Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Eduardo Aguilar, SEP

Print Name

Signature

05/19/2021

Date

Project Manager

David Miraaney, PM

Print Name

Signature

May 19, 2021

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

☒ **23 CFR 771.117(c): activity (c)(26)**

☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**

☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Eduardo Aguilar, SEP

Print Name

Signature

05/19/2021

Date

Project Manager

David Miraaney, PM

Print Name

Signature

May 19, 2021

Date

Date of Categorical Exclusion Checklist completion (if applicable): 5/18/2021

Date of Environmental Commitment Record or equivalent: 5/18/2021

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

CONTINUATION SHEET

Scope of Work Covered by This Environmental Document and Subsequent Changes in Scope of Work Subject to Re-Evaluation/Revalidation. This CEQA/NEPA Categorical Exclusion/Categorical Exemption Environmental Document is valid only for the following scope of work as finalized via memorandum on March 24, 2020. **Any changes to the scope of work as follows may require re-evaluation/revalidation:**

- Pavement overlay of existing pavement from post mile 0.0 to 10.1 with 0.10' HMA Type A asphalt (lower layer), and 0.15' rubberized asphalt (upper layer)
- Cold plane and overlay of existing pavement from post mile 10.1 to 18.6 with 0.10' HMA Type A asphalt (lower layer), and 0.15' rubberized asphalt (upper layer)
- Replacement of all loop detectors from post miles 10.1 to 18.6
- ADA replacement of 235 curb ramps
- Relocate 45 signal poles to accommodate ADA curb ramp replacement
- Upgrade 71 existing Metal Beam Guard Rails (MBGR) with Midwest Guardrail System (MGS)
- Construct 2 Maintenance Vehicle Pullouts (MVPs) at post mile 0.826 post mile 1.52 (northbound). The estimated size of the MVPs at both locations is 12 feet (width) by 85 feet (length), within existing shoulder and Caltrans right-of-way
- Replace 49 bus stop pads

ADA Curb Ramp Upgrade Locations Covered by This Environmental Document. The estimated width of ADA curb ramps is 5 feet by 15 feet maximum. Exact dimensions to be determined during the next project phase. The list of locations of ADA curb ramp upgrade follow:

Location No.	Post Mile	Cross Street	Corner/Direction (N, S, E, W)	Remarks
1	10.111	Woodland Crest Drive	SE	Curb ramp does not lead to anywhere
2	"	"	NE	
3	10.761	Cazanne Avenue	SE	
4	"	"	NE	
5	11.060	Mulholland Drive	SW	
6	"	"	SE	
7	"	"	NW	
8	"	"	NE	
9	11.101	Mulholland Way	SW	
10	"	"	NW	
11	11.171	De LaLux Avenue and Cardenas Avenue	SE	
12	"	"	NE	
13	11.221	Alizondo Drive	SW	
14	"	"	NW	
15	11.291	Independencia Street	SW	
16	"	"	NW	
17	11.361	Ybarra Road	SE	
18	"	"	NW	
19	"	"	NE	
20	11.360	Buenaventura Street	SW	
21	"	"	SE	
22	"	"	NW	
23	"	"	NE	
24	11.420	Viscanio Road	SW	
25	"	"	SE	
26	"	"	NW	
27	"	"	NE	
28	11.470	Dumetz Road	SW	
29	"	"	SE	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

ADA Curb Ramp Upgrade Locations Covered by This Environmental Document (continued)

Location No.	Post Mile	Cross Street	Corner/Direction (N, S, E, W)	Remarks
30	"	"	NW	
31	"	"	NE	
32	11.531	Providencia Street	SW	
33	"	"	SE	
34	"	"	NW	
35	"	"	NE	
36	11.571	San Miguel Street	SW	
37	"	"	SE	
38	"	"	NW	
39	"	"	NE	
40	11.641	De la Osa Street	SW	
41	"	"	SE	
42	"	"	NW	
43	"	"	NE	
44	11.701	Velicata	SW	
45	"	"	SE	
46	"	"	NW	
47	"	"	NE	
48	11.761	Lopez	SW	
49	"	"	SE	
50	11.761	Lopez	NW	
51	"	"	NE	
52	11.811	Celes	SW	
53	"	"	SE	
54	"	"	NW	
55	"	"	NE	
56	11.871	Martinez	SW	
57	"	"	SE	
58	"	"	NW	
59	"	"	NE	
60	11.931	Galvez Street	SW	
61	"	"	SE	
62	"	"	NW	
63	"	"	NE	
64	11.991	De la Guerra Street	SW	
65	"	"	SE	
66	"	"	NW	
67	"	"	NE	
68	12.051	Crespi Street	SW	
69	"	"	NW	
70	12.101	Avenue San Luis	SW	
71	"	"	SE	
72	"	"	NW	
73	"	"	NE	
74	12.161	Del Valle Street	SW	
75	"	"	NW	
76	12.211	Costanso Street	SW	
77	"	"	SE	
78	"	"	NW	
79	"	"	NE	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

ADA Curb Ramp Upgrade Locations Covered by This Environmental Document (continued)

Location No.	Post Mile	Cross Street	Corner/Direction (N, S, E, W)	Remarks
80	12.276	Ventura Boulevard	SW	
81	"	"	SE	
82	"	"	NW	
83	"	"	NE	
84	12.361	Clarendon	SW	
85	"	"	SE	
86	"	"	NW	
87	"	"	NE	
88	12.471	SB SR-27/Onramp to SB US-101	SW	
89	"	"	NW	
90	12.471	NB SR-27/Onramp to SB US-101	SE	
91	"	"	NE	
92	12.401	NB US-101 Offramp to SB SR-27	SW	
93	"	"	NW	
94	12.401	NB US-101 Offramp to NB SR-27	SE	
95	"	"	NE	
96	12.521	Burbank Boulevard	SW	
97	"	"	SE	
98	"	"	NW	
99	12.521	Burbank Boulevard	NE	
100	12.681	Collins Street	SW	
101	"	"	NW	
102	12.741	Marylee Street	SE	
103	"	"	NW	
104	"	"	NE	
105	12.811	Topanga Canyon Place	SW	
106	"	"	NW	
107	12.881	Califa Street	SE	
108	"	"	NE	
109	13.021	Oxnard Street	SW	
110	"	"	SE	
111	"	"	NW	
112	"	"	NE	
113	13.151	Calvert Street	SW	
114	"	"	SE	
115	"	"	NW	
116	"	"	NE	
117	13.271	Erwin Street	SW	
118	"	"	SE (1 of 2)	
119	"	"	SE (2 of 2)	
120	"	"	NW	
121	"	"	NE (1 of 2)	
122	"	"	NE (2 of 2)	
123	13.551	Victory Boulevard	SW	
124	"	"	SE (1 of 2)	
125	"	"	SE (2 of 2)	
126	"	"	NW	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

ADA Curb Ramp Upgrade Locations Covered by This Environmental Document (continued)

Location No.	Post Mile	Cross Street	Corner/Direction (N, S, E, W)	Remarks
127	"	"	NE	
128	13.711	Topanga Place		
129	"	"		
130	13.841	Kittridge Street	SW	
131	"	"	SE	
132	"	"	NW	
133	"	"	NE	
134	14.050	Vanowen Street	SW	
135	"	"	SE	
136	"	"	NW	
137	"	"	NE	
138	14.161	Bassett Street	SW	
139	"	"	SE	
140	"	"	NW	
141	"	"	NE	
142	14.231	Schoolcraft Street	NW	
143	"	"	SW	
144	14.291	Hart Street	SE	
145	"	"	NE	
146	14.411	Gault Street	SW	
147	"	"	SE	
148	14.411	Gault Street	NW	
149	"	"	NE	
150	14.550	Sherman Way	SW	
151	"	"	SE	
152	"	"	NW	
153	"	"	NE	
154	14.601	Cantlay Street	SW	
155	"	"	NW	
156	14.651	Wyandotte Street	SW	
157	"	"	SE	
158	"	"	NW	
159	"	"	NE	
160	14.731	Leadwell Street	SW	
161	"	"	NW	
162	14.791	Valerio	SW	
163	"	"	SE	
164	"	"	NW	
165	"	"	NE	
166	14.851	Runnymede Street	SW	
167	"	"	NW	
168	14.911	Cohasset Street	SW	
169	"	"	SE	
170	"	"	NW	
171	"	"	NE	
172	14.981	Covello Street	SW	
173	"	"	NW	
174	15.041	Saticoy Street	SW	
175	"	"	SE	
176	"	"	NW	
177	"	"	NE	
178	15.361	Elkwood Street	SW	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

ADA Curb Ramp Upgrade Locations Covered by This Environmental Document (continued)

Location No.	Post Mile	Cross Street	Corner/Direction (N, S, E, W)	Remarks
179	"	"	NW	
180	15.541	Strathern Street	SW	
181	"	"	SE	
182	"	"	NW	
183	"	"	NE	
184	15.651	Lamark Street	SE	
185	"	"	NE	
186	15.830	Roascoe Boulevard	SW	
187	"	"	NE	
188	"	"	NW	
189	"	"	NE	
190	15.911 (79 ft.)	Schoenborn Street	SW	
191	"	"	SE	
192	"	"	NW	
193	"	"	NW	
194	"	"	NE	
195	16.141	Chase Street	SW	
196	"	"	SE	
197	16.141	Chase Street	NW	
198	"	"	NE	
199	16.471	Parthenia Street	SW	
200	"	"	SE	
201	"	"	SE	
202	"	"	SE	
203	"	"	NW	
204	"	"	NE	
205	"	"	NE	
206	"	"	NE	
207	"	"	NW	
208	"	"	NE	
209	16.701	Gresham Street	SW	
210	"	"	NW	
211	17.007	Nordoff Street	SW	
212	"	"	SE	
213	"	"	NW	
214	"	"	NE	
215	17.261	Prairie Street/Hanna Avenue	SW	
216	"	"	SE	
217	"	"	NW	
218	"	"	NE	
219	17.521	Plummer Street	SW	
220	"	"	SE	
221	"	"	NW	
222	"	"	NE	
223	17.871	Marilla Street	SE	
224	"	"	NE	
225	"	"	NW	
226	18.131	Lassen Street	SW	
227	"	"	SE	
228	"	"	NW	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

ADA Curb Ramp Upgrade Locations Covered by This Environmental Document (continued)

Location No.	Post Mile	Cross Street	Corner/Direction (N, S, E, W)	Remarks
229	"	"	NE	
230	18.381	Mayall Street and Dupont Street	SW	
231	"	"	SE	
232	"	"	NW	
233	"	"	NE	
234	18.501	Craggy View Street	SE	
235	"	"	NE	

Signal Pole Relocations Covered by This Environmental Document

Location No.	Post Mile	Corner/Direction
1	11.060	SW corner at Mulholland Drive
2	12.361	SW corner at Clarendo Street
3	"	NE corner at Clarendo Street
4	12.521	NW corner at Burbank Boulevard
5	"	SE corner at Burbank Boulevard (1 of 2)
6	"	SE corner at Burbank Boulevard (2 of 2)
7	13.021	SW corner at Oxnard Street (1 of 2)
8	"	SW corner at Oxnard Street (2 of 2)
9	"	NW corner at Oxnard Street
10	"	NE corner at Oxnard Street
11	13.271	SW corner at Erwin Street
12	"	NW corner at Erwin Street
13	13.551	NW corner at Victory Boulevard
14	13.841	SW corner at Kittridge Street
15	"	NW corner at Kittridge Street
16	14.161	SW corner at Bassett Street
17	"	NW corner at Bassett Street
18	14.550	NW corner at Sherman Way
19	"	NE corner at Sherman Way
20	"	SE corner at Sherman Way (1 of 2)
21	"	SE corner at Sherman Way (2 of 2)
22	14.791	SW corner at Valerio Street (1 of 2)
23	"	SW corner at Valerio Street (2 of 2)
24	"	NW corner at Valerio Street
25	"	NE corner at Valerio Street (1 of 2)
26	"	NE corner at Valerio Street (2 of 2)
27	"	SE corner at Valerio Street
28	15.041	SW corner at Saticoy Street
29	"	NW corner at Saticoy Street
30	"	NE corner at Saticoy Street
31	"	SE corner at Saticoy Street (1 of 2)
32	"	SE corner at Saticoy Street (2 of 2)
33	15.830	SW corner at Roscoe Boulevard
34	"	NE corner at Roscoe Boulevard
35	15.911	NE corner at Schoenborn Street (1 of 2)
36	"	NE corner at Schoenborn Street (2 of 2)
37	16.141	SW corner at Chase Street
38	"	NW corner at Chase Street



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

Signal Pole Relocations Covered by This Environmental Document (continued)

Location No.	Post Mile	Corner/Direction
39	"	NE corner at Chase Street
40	"	SE corner at Chase Street
41	17.007	SW corner at Nordhoff Street (1 of 2)
42	"	SW corner at Nordhoff Street (2 of 2)
43	"	NW corner at Nordhoff Street
44	"	SE corner at Nordhoff Street
45	18.131	SW corner at Lassen Street
46	"	NW corner at Lassen Street
47	"	SE corner at Lassen Street

MBGR to MBGS Upgrade Locations Covered by This Environmental Document

Location No.	Post Mile	Length (ft)	Direction	Cross-Street
1	0.527/0.560	220	Northbound	
2	0.737/0.817	379	Southbound	
3	0.972/1.141	600	Southbound	
4	1.356/1.490	700	Southbound	
5	1.917/2.008	493	Southbound	
6	2.103/2.815	3882	Northbound	
7	2.821/2.936	540	Southbound	
8	2.863/2.934	215	Southbound	
9	2.999/3.026	147	Northbound	
10	3.041/3.049	84	Northbound	
11	3.070/3.314	1238	Northbound	
12	3.266/3.312	225	Southbound	
13	3.340/3.390	273	Southbound	
14	3.406/3.454	553	Northbound	
15	3.461/3.454	553	Northbound	
16	3.672/3.726	285	Northbound	
17	3.780/3.821	228	Northbound	
18	3.867/3.916	306	Northbound	
19	4.097/4.197	200	Northbound	
20	4.308		SW Corner	Old Topanga Canyon Road
21	4.308		NW Corner	Old Topanga Canyon Road
22	4.671		Southbound	Entrada Road
23	4.800		NW Corner	Greenleaf Canyon Road
24	4.911		SW Corner	Circle Trail
25	4.911		NW Corner	Circle Trail
26	4.946		Southbound	Noah Creek Trail
27	5.089		Northbound	Highvale Trail
28	5.226		Southbound	Private Driveway
29	5.355		Southbound	
30	5.440		Northbound	
31	5.768		Southbound	
32	5.848		Southbound	
33	5.895		Southbound	Hillside Drive
34	6.037		Southbound	Oakwood Drive
35	6.090		Northbound	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

MBGR to MBGS Upgrade Locations Covered by This Environmental Document (continued)

Location No.	Post Mile	Length (ft)	Direction	Cross-Street
36	6.146		Southbound	
37	6.203		Southbound	
38	6.380		Southbound	
39	6.441		Southbound	
40	6.527		Northbound	Cheney Drive
41	6.627		Southbound	Arteique Road
42	6.640		Southbound	
43	6.696		Southbound	
44	6.737		Southbound	
45	6.785		Southbound	
46	6.832		Southbound	
47	6.893		Southbound	
48	6.953		Southbound	
49	7.101		Southbound	
50	7.243		Southbound	
51	7.435		Southbound	
52	7.493		Southbound	Rubicon Road
53	7.607		Southbound	
54	7.647		Southbound	
55	7.745		Northbound	Private Driveway
56	7.866		Southbound	
57	7.947		Southbound	Entrado Drive
58	8.243		Northbound	Summit Valley/Edmund D. Edelman Park
59	8.296		Northbound	
60	8.316		Southbound	
61	8.604		Northbound	
62	8.677		Southbound	
63	8.939		Southbound	
64	8.969		Southbound	Viewridge Road
65	8.997		Southbound	
66	9.218		Northbound	
67	9.739		Southbound	
68	10.008		Northbound	
69	10.110/10.258	782	Southbound	
70	10.271/10.305	180	Northbound	
71	10.320/10.345	180	Northbound	



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

Bus Pad Replacement Locations Covered by This Environmental Document

Location No.	Post Mile	Direction (NB/SB)	Intersection
1	11.312	SB	Ybarra
2	11.485	SB	Dumetz Road
3	11.742	SB	Lopez Street
4	11.782	NB	"
5	11.974	SB	De la Guerra Street
6	12.26	SB	Ventura Boulevard
7	12.298	NB	"
8	12.494	SB	Burbank Boulevard
9	12.53	NB	"
10	12.697	SB	Collins Street
11	12.74	SB	Marylee Street
12	12.73	NB	"
13	13.02	SB	Oxnard Street
14	13.002	NB	"
15	12.293	SB	Erwin Street
16	12.272	NB	"
17	13.553	SB	Victory Boulevard
18	13.592	NB	"
19	13.702	SB	Next to America' Tire Store
20	13.746	NB	"
21	13.847	SB	Kittridge Street
22	13.884	NB	"
23	14.026	SB	Vanowen Street
24	14.217	SB	Schoolcraft Street
25	14.515	SB	Sherman Way
26	14.563	NB	"
27	14.835	SB	Runnymede Street
28	14.871	NB	"
29	15.022	SB	Saticoy Street
30	15.059	NB	"
31	15.336	SB	Elkwood Street
32	15.521	SB	Strathem Street
33	15.547	NB	"
34	15.803	SB	Roscoe Boulevard
35	15.841	NB	"
36	16.148	NB	Chase Street
37	16.478	SB	Parthenia Street
38	16.505	NB	"
39	16.712	SB	Gresham Street
40	16.697	NB	"
41	16.982	SB	Nordhoff Street
42	17.035	NB	"
43	17.26	SB	Prairie Street
44	17.292	NB	"
45	18.026	SB	Lassen Street
46	18.305	SB	Mayal Street
47	18.38	SB	Dupont Street
48	18.284	NB	"
49	18.524	SB	Devonshire Street



BIOLOGICAL ENVIRONMENT SPECIAL PROVISIONS

Reference Natural Environment Study (Minimal Impacts), April 2020

Subsequent Environmental Reviews at 35%, 65%, 95%, and 100% PS&E. Design shall request additional environmental reviews at 35%, 65%, 95%, and 100% PS&E by submitting the request and any summary of changes to the scope of work since this environmental evaluation by submitting a memorandum and request to Cheryl Henderson, Senior Environmental Planner and Eduardo Aguilar, Senior Environmental Planner at the specified intervals.

Changes in Project Scope of Work Requiring Re-Evaluation/Revalidation. Any changes to the project scope of work as described in this CE/CE environmental document shall be accurately summarized and communicated to the Division of Environmental Planning. These changes may warrant re-evaluation and revalidation prior to environmental certification so that the project is ready-to-list.

Invitation of District Biologist to Pre-Construction Meeting. An invitation shall be submitted to the District Biologist, Celina Oliveri (celina.oliveri@dot.ca.gov) at least two weeks prior to the specified date of the pre-construction meeting for this project.

Avoidance of Habitats/Communities of Concern and Delineation of Environmentally Sensitive Areas (ESAs). Habitats and natural communities of concern will be avoided, such as steelhead critical habitat and southern sycamore/alder riparian woodland, and no work shall take place within the creek. Southern sycamore/alder riparian woodland will be delineated with ESA fencing before construction takes place. ESAs shall be delineated in project plans in coordination with District Biologist, Celina Oliveri (celina.oliveri@dot.ca.gov) and included prior to requesting subsequent environmental reviews at 65%, 95%, and 100% PS&E.

Construction Window for Vegetation Removal and Notification for Pre-Construction Bird Nesting Surveys. It is recommended that all vegetation removal occur outside of bird nesting season which is from February 1 – September 1. Should vegetation need to be removed during this period, the Resident Engineer (RE) shall coordinate with the District Biologist, Celina Oliveri (celina.oliveri@dot.ca.gov), with two weeks notification prior to construction to determine if birds are nesting within the project area. In the event that nesting birds are observed, the RE should pause work until a qualified biologist has determined that fledglings have left the nest. If this is not possible, the RE should coordinate with the District Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). Most likely, the District Biologist will recommend a buffer of 150 ft. for songbirds and a buffer of 500 ft. for raptors during all phases of Construction. Nesting birds are protected under the MBTA and cannot be impacted by construction activities, including noise and pollution. The District Biologist, Celina Oliveri, must be notified two weeks prior to construction (celina.oliveri@dot.ca.gov), so that preconstruction surveys may be conducted, and exclusionary devices and methods may be discussed, per the following standard specification: 14-6.03 Bird Protection. Construction may proceed within these areas after bird nesting season in order to minimize the risk of violating the Migratory Bird Treaty Act.

Construction Window for Activities with High Noise Levels. Construction activities with high noise levels should be scheduled outside of the bird nesting season (February 1 – September 1). If this is not feasible then noise attenuation measures must be in place.

Construction Window for Ground Disturbing/Construction Activities Near/Along Bridges. Ground disturbing activities, and construction activities near or along bridges could impact migratory bird species or bats, therefore it is recommended construction take place outside of the bird nesting season (February 1 – September 1).

Restriction of Any Construction Work in Jurisdictional “Waters of the United States” and BMP/Protection Measures. No construction work is authorized within jurisdictional “Waters of the United States,” and no equipment is authorized to enter any channel. Additionally, no construction work shall take place during the rainy season. Due to the nature of the project, mitigation measures are not required; however, this project must employ all appropriate Stormwater and Erosion Control Best Management Practices (BMPs) during construction to minimize indirect impact from roadway runoff. Prior to the start of construction all drain inlets and outlets must be protected with BMP’s to prevent construction materials and debris from entering drainages. Environmentally Sensitive Area (ESA) fencing will be placed as needed to protect jurisdictional Waters of the United States or Waters of the State. Therefore, this project has very little potential to create water quality impacts. Temporary Construction BMP’s will be required such as wind erosion control, sediment tracking control, street sweeping and vacuuming, stabilized construction roadway, spill prevention control, solid waste management, hazardous waste management, sanitary/septic waste management, material delivery and storage, material use, vehicle and equipment cleaning, vehicle and equipment fueling, and vehicle maintenance.



BIOLOGICAL ENVIRONMENT SPECIAL PROVISIONS (continued)

Reference Natural Environment Study (Minimal Impacts), April 2020

Implementation of Stormwater and Erosion Best Management Practices (BMPs). All appropriate storm water and Erosion Best Management Practices will be incorporated into the project PS&E.

Cessation of Construction Work During Rain Events. Construction work shall cease when the chance of rain is more than 30% and is forecasted for the future 72 hours.

Cessation of Construction Work When Encountering Species of Concern. If any species of concern are encountered or observed during construction activities, all work shall immediately cease, and the district biologist, Celina Oliveri (celina.oliveri@dot.ca.gov), shall be immediately notified. Work shall not resume until clearance is given by the district biologist.

Impacts to Native Trees and/or Coastal Sage Scrub. If large native trees or coastal sage scrub species must be impacted, the District Biologist, Celina Oliveri (celina.oliveri@dot.ca.gov), must be notified to determine if the NES needs re-evaluation and if mitigation is required.

Restrictions on Use of Asphalt Grindings Near Any Water Course. No asphalt grindings shall be used within 100 feet of any water course. Water course, for this purpose, is defined as any feature, either natural or man-made, which conveys water during any time of the year.

CULTURAL/ARCHAEOLOGICAL RESOURCES SPECIAL PROVISIONS

Reference Environmentally Sensitive Area (ESA) Action Plan for the LA-27 Corridor Improvement Project, April 2021

Subsequent Environmental Reviews at 35%, 65%, 95%, and 100% PS&E. Design shall request additional environmental reviews at 35%, 65%, 95%, and 100% PS&E by submitting the request and any summary of changes to the scope of work since this environmental evaluation by submitting a memorandum and request to Cheryl Henderson, Senior Environmental Planner and Eduardo Aguilar, Senior Environmental Planner at the specified intervals.

Changes in Project Scope of Work Requiring Re-Evaluation/Revalidation. Any changes to the project scope of work as described in this CE/CE environmental document shall be accurately summarized and communicated to the Division of Environmental Planning. These changes may warrant re-evaluation and revalidation prior to environmental certification so that the project is ready-to-list.

Delineation of Environmentally Sensitive Areas (ESAs)/Archaeologically Sensitive Areas in Project Plans. ESAs for archaeologically sensitive areas shall be delineated in project plans and established during construction in coordination with the Project Archaeologist, Sarah Mattiussi-Gutierrez (sarah.mattiussi-gutierrez@dot.ca.gov) at post mile 4.31 to the west of the SR-27 and Old Topanga Canyon Road intersection within the Project's Area of Direct Impacts (ADI). Additionally, an ESA will be established post mile 4.85/4.9 on the east side of SR-27 within the Project's ADI.

Pre-construction Meeting with Caltrans Resident Engineer and Contractor. The Project Archaeologist, Sarah Mattiussi-Gutierrez (sarah.mattiussi-gutierrez@dot.ca.gov), shall be invited (with at least two weeks' notice) to a pre-construction meeting with the Caltrans Resident Engineer and contractor to discuss ESAs/Archaeologically Sensitive Areas, including access restrictions and maintenance of fencing (or other signage) for protective measures.

Pre-Construction Field Review of ESA Locations by Project Archaeologist. The Resident Engineer will notify Caltrans Archaeologist, Sarah Mattiussi-Gutierrez (sarah.mattiussi-gutierrez@dot.ca.gov) at least three (3) weeks prior to start of construction to allow for a field review of the ESA location and arrangements for monitoring of fence installation or other signage to demarcate the ESA on the ground if feasible. The ESA fencing (or other signage) will be established adjacent to the work sites at the northwest and southwest corners of the Old Topanga Canyon Road and SR-27 intersection where feasible.



CULTURAL/ARCHAEOLOGICAL RESOURCES SPECIAL PROVISIONS (continued)

Reference Environmentally Sensitive Area (ESA) Action Plan for the LA-27 Corridor Improvement Project, April 2021

Installation of ESA Fencing Along Accessible Portions of ESA Boundaries and Access for Monitoring. Temporary orange plastic fencing (or other signage) shall be installed along accessible portions of the ESA boundaries at least one week prior to initiating construction, under the supervision of the RE and/or the Project Archaeologist. Construction/site access shall be granted to the Project Archaeologist to conduct monitoring and photo-documentation throughout project construction to ensure the integrity of the ESA locations.

Governance of Construction Activities by Established ESA Action Plan. All project construction activities shall be governed by the established Environmentally Sensitive Area (ESA) Action Plan for the LA-27 Corridor Improvement Project (April 2021), and the ESA Action Plan shall be included in the Environmental Commitment Record (ECR) and the Resident Engineer (RE) Pending File. The aforementioned ESA Action Plan has been appended to this environmental document.

HAZARDOUS WASTE SPECIAL PROVISIONS

Reference Revised Hazardous Waste Assessment (PR), January 17, 2020

Aerially Deposited Lead (ADL) Concerns in Unpaved Surfaces and Subsequent Site Investigation (SI). For the construction of two (2) Maintenance Vehicle Pullouts (MVPs), total lead concentrations are expected to range from 5.5 mg/kg to 790 mg/kg, and soluble lead concentrations (WET citric) range from 1.2 mg/L to 28 mg/L. Tested soils were deemed hazardous, because soluble lead concentration was greater than 5 mg/L STLC. Because soil will be excess and disposed, a site investigation will be needed. A request must be submitted to conduct an ADL Site Investigation to determine the actual concentration of lead in soil so that provisions can be made for handling and disposal of contaminated soils per the Department of Toxic Substances Control (DTSC). Reference Revised Hazardous Waste Assessment (PR) [January 17, 2020] for additional details.

Lead Compliance Plan (LCP) and Aerially Deposited Lead (ADL) Concerns Regarding Minor Excavation Relating to Removal of Guardrail and Upgrade of Curb Ramps. A Lead Compliance Plan (LCP) will be required for activities relating to minor excavation relating to removal of guardrail and curb ramps. Utilize SSP 14-11.09 for dealing with minimal disturbance of material containing hazardous waste concentrations of ADL soil for PS&E. Reference Revised Hazardous Waste Assessment (PR) [January 17, 2020] for additional details.

Lead and Chromium in Yellow and White Traffic Stripes, Subsequent Site Investigation (SI), and Required Lead Compliance Plan (LCP). Yellow traffic stripes have both lead and chromium in concentrations that exceed threshold levels established by the California Health and Safety Code and Title 22 of the California Code of Regulations. A request must be submitted to conduct an ADL Site Investigation to determine the actual concentration of lead in soil so that provisions can be made for handling and disposal of contaminated soils per the Department of Toxic Substances Control (DTSC). Additionally, a Lead Compliance Plan (LCP) will be required for waste generated by removal of thermoplastic and yellow paint stripes requires disposal at a Class I Facility. The LCP shall also outline provisions to prevent or minimize worker exposure to lead while handling removed yellow and white paint residue. Reference Revised Hazardous Waste Assessment (PR) [January 17, 2020] for additional details.

Handling of Treated Wood Waste (TWW). The proposed project involves removal of Metal Beam Guard Rail (MBGR) with wood posts that have been treated with chemical preservatives. Once wood poles are removed and become waste, they are considered TWW, and its handling, storage, transportation, and disposal are subject to California hazardous waste regulations. A request must be submitted to conduct an additional Hazardous Waste Assessment to determine appropriate special provisions. Reference Revised Hazardous Waste Assessment (PR) [January 17, 2020] for additional details.

Handling of Asbestos Containing Materials (ACM). ACM may be encountered during removal of existing MBGR. A request must be submitted to conduct an asbestos survey to identify ACM, and depending on survey results, the appropriate provisions will be provided.



VISUAL RESOURCES/AESTHETIC SPECIAL PROVISIONS

Reference Visual Impact Analysis Questionnaire, April 3, 2020

Special Paint/Metina for Any Replacement of MBGR/MGS Within Topanga State Park and the Community of Topanga.

Upgrade of MBGR to MGS within the area of Topanga State Park and the community of Topanga shall be painted a color suitable to the scenic highway designation of the area. The paint/metina color and post mile range for special MGS paint/metina shall be determined in coordination with George Olguin, Senior Landscape Architect (george.olguin@dot.ca.gov), and Anthony Baquiran, Associate Environmental Planner (anthony.baquiran@dot.ca.gov) prior to RTL.

ENVIRONMENTALLY SENSITIVE AREA ACTION (ESA) PLAN FOR THE LA-27 CORRIDOR IMPROVEMENT PROJECT

LA-27 Post Mile 0.0 to Post Mile 18.6
EA 07-32290 - EFIS 0716000059
Los Angeles County, California

PREPARED BY:



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REVIEWED BY:



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Co-Principal Investigator (PQS), Prehistoric Archaeology
California Department of Transportation, District 7
Environmental Support/Cultural Studies
100 S. Main Street
Los Angeles, California 90012

APPROVED BY:

 for

Claudia Harbert
Heritage Resources Coordinator
California Department of Transportation, District 7
Environmental Support/Cultural Studies
100 S. Main Street
Los Angeles, California 90012

April 2021

NADB Data: USGS 7.5' Topanga, CA – T1S, R16W, Sections 6, 7, 18, and Unsectioned Portion and T1N, R16W, Section 31; USGS 7.5' Canoga Park, CA – T1N, R16W, Sections 30, 31, and Unsectioned Portion, T1N, R17W, Section 25 and Unsectioned Portion, T2N, R16W, Unsectioned Portion, and T2N, R17W, Unsectioned Portion; and Oat Mountain T2N, R16W, Unsectioned Portion and T2N, R17W, Unsectioned Portion

Keywords: Los Angeles County, Los Angeles, State Route 27, Topanga Canyon, P-19-000008/CA-LAN-8/H; P-19-004671/CA-LAN-4671H; Multi-component site; Historic-period foundation remnants; Archaeological Survey; 209.5 acres

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding effective April 18, 2019, and executed by FHWA and Caltrans.

Archaeological and other heritage resources can be damaged or destroyed through uncontrolled public disclosure of information regarding their location. This document contains sensitive information regarding the nature and location of archaeological sites that should not be disclosed to unauthorized persons.

Information regarding the location, character or ownership of a historic resource is exempt from the Freedom of Information Act pursuant to 16 United States Code (U.S.C.) 470w-3 (National Historic Preservation Act), 16 U.S.C. § 470hh (Archaeological Resources Protection Act), and California State Government Code, Section 6254.10.

If any information in this document is to be released for public review, all locational information associated with archaeological resources must be redacted before distribution.

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APPENDIX A: ESA and AMA Maps

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SECTION 1. SUMMARY OF ESA ACTION PLAN

The California Department of Transportation (Caltrans) proposes the LA-27 Corridor Improvement Project (Project) (EFIS 0716000059; EA 07-32290) along State Route (SR-) 27 (Topanga Canyon Boulevard) between Post Mile (PM) 0.0 (Pacific Coast Highway) to PM 18.6 (Devonshire Street). The Project lies in the city of Los Angeles and unincorporated areas within Los Angeles County. The proposed improvements include the installation of overlay pavement, loop detector replacement, Americans with Disability Act (ADA) replacement of curb ramps, signal pole relocations, construction of Maintenance Vehicle Pullouts, guard rail upgrades, and bus pad replacements. The Area of Potential Effects Map (APE) for the proposed Project is in Attachment A (Exhibit 3) of the Historic Property Survey Report (HPSR).

The following historic properties will be protected by the designation of an Environmentally Sensitive Area (ESA):

- CA-LAN-8/H (P-19-000008), a multi-component archaeological site previously determined to meet eligibility requirements for listing on the National Register of Historic Places (NRHP) under Criterion D and the California Register of Historical Resources (CRHR) under Criterion 4, located at PM 4.31
- CA-LAN-4671H (P-19-004671), a historic-period archaeological site assumed eligible for listing on the NRHP for the purposes of this Project only, located at PM 4.9

An ESA is being established for the portion of CA-LAN-8/H located at PM 4.31 to the west of the SR-27 and Old Topanga Canyon Road intersection within the Project's Area of Direct Impacts (ADI). Additionally, an ESA will be established for the portion of CA-LAN-4671H located between PM 4.85 and PM 4.9 on the east side of SR-27 within the Project's ADI. A map shown in Appendix A depicts the locations of the ESAs. The ESA boundaries will follow the recorded boundary of each site, and no ground disturbance will be allowed within the area of the ESA.

The following measures are required during each stage of construction for the Project at this location.

Pre-construction:

- The Caltrans Archaeologist will ensure that the boundaries of the ESA are clearly described and illustrated in the Plans, Specifications, and Estimates (PS&E) package.
- This ESA Action Plan will be included in the Environmental Commitment Record (ECR) and the Resident Engineer (RE) Pending File.
- A pre-construction meeting with the Contractor and Caltrans Resident Engineer will be held to discuss the ESA, including access restrictions and maintenance of fencing (or other signage) for protective measures.

The RE will notify Caltrans Archaeologist and Environmental Branch Chief at least three weeks prior to start of construction to allow for a field review of the ESA location and arrangements for monitoring of fence installation or other signage to demarcate the ESA on the ground if feasible. The ESA fencing (or other signage) will be established adjacent to the work sites at the northwest and southwest corners of the Old Topanga Canyon Road and SR-27 intersection where feasible.

- Review ESA location in the field one week prior to start of construction.

During construction:

- Install temporary orange plastic fencing (or other signage) along accessible portions of the ESA boundary for sites CA-LAN-8/H and CA-LAN-4671H at least one week prior to initiating construction, under the supervision of the RE and/or the Caltrans Archaeologist.
- Conduct monitoring and photo-documentation throughout project construction to ensure the integrity of the ESA locations.

Post-construction:

- The Caltrans Environmental Construction-Liaison will notify the Caltrans Archaeologist when construction is complete in the vicinity of the site, so that the temporary fencing (or other signage) can be removed.
- The Caltrans Environmental Construction-Liaison and/or Caltrans Archaeologist will oversee the removal of the fencing (or other signage) from the site.

SECTION 2. PROJECT DESCRIPTION

The Project corridor includes an 18.6-mile-long stretch of SR-27, along with a small portion of Pacific Coast Highway, located within unincorporated Los Angeles County, Topanga State Park, and the city of Los Angeles (see Exhibits 1 and 2 in Attachment A of the HPSR). The southern portion of the Project area intersects is generally suburban and rural in character with more rugged, undeveloped areas within the sections of the Project corridor in the Topanga State Park. The northern portion of the Project area is characterized by suburban and urban with a mix of residential and commercial development. The major geographic features in the area are the Pacific Ocean and Santa Monica Mountains in the south and the Los Angeles River and the San Fernando Valley in the north.

The Project alignment is located within the following USGS 7.5' Maps: Topanga, CA Map (1991) T1S, R16W, Sections 6, 7, 18, and Unsectioned Portion and T1N, R16W, Section 31; USGS 7.5' Canoga Park, CA Map (1952; photorevised 1967) T1N, R16W, Sections 30, 31, and Unsectioned Portion, T1N, R17W, Section 25 and Unsectioned Portion, T2N, R16W, Unsectioned Portion, and T2N, R17W, Unsectioned Portion; and Oat Mountain Map (1952; photorevised 1969) T2N, R16W, Unsectioned Portion and T2N, R17W, Unsectioned Portion.

The proposed LA-27 Corridor Improvement Project includes pavement rehabilitation to comply with the ADA curb ramp upgrades, metal beam guardrail (MBGR) upgrades, construction of maintenance vehicle pullouts (MVPs), relocation of signal poles, and replacement of bus stop pads. Specifically, the work includes:

- Pavement overlay of existing pavement from PM 0.0 to 10.1 with 0.10' HMA type A asphalt (Lower layer) and 0.15' rubberized asphalt (upper layer);
- Cold plane and overlay of existing pavement from PM 10.1 to 18.6 with 0.10' HMA type A asphalt (lower layer);
- Traffic striping and loop detectors will be replaced within paving limits;
- ADA replacement of 235 curb ramps;
- Replacement of damaged curbs and gutters;
- Upgrade 71 existing MBGR with MGS;
- Upgrades to drainage inlet grates;
- Construct 2 MVPs at PM 0.826 (northbound) and PM 1.52 (northbound). The estimated size of the MVPs at both locations is 12 feet (width) by 85 feet (length), within existing shoulder and Caltrans right of way; and
- Replace 49 bus stop pads.

The Area of Potential Effects (APE) that was developed for the Project includes the Area of Direct Impact (ADI), which encompasses all areas of proposed construction activities associated with the installation of the overlay pavement, ADA curb ramps, signal pole relocations, MVP construction, guard rail upgrades, traffic stripping, loop detector, and damaged curb and gutter replacement, drainage inlet grate upgrades, and bus pad replacements. In addition, the ADI includes staging areas and temporary locations of construction sign placements. The entire ADI is located within Caltrans right-of-way.

The APE also encompasses the known boundaries of CA-LAN-8/H (P-19-000008) and CA-LAN-4671H (P-19-004671). CA-LAN-8/H consists of a multi-component site consisting of a prehistoric village and historic trash dump in the community of Topanga. The proposed Project footprint will impact only a limited fraction of the site in the vicinity of PM 4.31. In this area, the proposed Project will upgrade the existing MBGR with MGS at the northwest and southwest corners of the SR-27 and Old Topanga Canyon Road intersection. CA-LAN-4671H consists of historic-era structural remnants, a road, and a cleared graded area, between PM 4.85 and PM 4.9. In this area, the proposed Project will include the installation of pavement overlay of the existing SR-27 roadway. No cold planing or grinding of the existing pavement will take place within the boundary of CA-LAN-4671H as part of the construction activities. As ground disturbance associated with the installation of the pavement overlay would be minimal (less than 4 inches or 10 centimeters) and will not extend into the site boundary, the proposed Project will have no effect on the site.

This ESA Action Plan is prepared as part of a Finding of No Adverse Effect pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA) and California Environmental Quality Act (CEQA).

- CA-LAN-8/H is located on both sides of SR-27. The ESA fencing (or other signage) will be established within the ADI at PM 4.31 at the northwest and southwest corners of the SR-27 and Old Topanga Canyon Road intersection.
- CA-LAN-4671H is located on the east side of SR-27. The ESA fencing (or other signage) will be established within the ADI between PM 4.85 and PM 4.9 along the east side of SR-27 south of the SR-27 and Circle Trail intersection.

SECTION 3. METHODS

This section describes the protocols to be followed for the ESAs established for the Project. The ESAs will be established to prevent inadvertent adverse effects to CA-LAN-8/H and CA-LAN-4671H during Project construction. Additionally, the ESA created for CA-LAN-8/H will be enforced through archaeological and Native American monitoring during Project construction. The ESA for CA-LAN-4671H will be inspected periodically to ensure it is still in place and has not been breached.

An ESA shall be established within the ADI at PM 4.31 to ensure construction-related access will be restricted to the portions of CA-LAN-8/H that contained the proposed work sites at the northwest and southwest corners of the SR-27 and Old Topanga Canyon Road intersection. The ESA will be delineated in the field by the installation of temporary orange fencing or other signage. If ground disturbance breaches the established ESA, construction will be halted until impacts of the breach can be assessed and a course of action approved.

An ESA shall be established within the ADI between PM 4.85 and PM 4.9 to ensure construction-related access will be restricted to the existing roadway outside the CA-LAN-4671H boundary south of the SR-27 and Circle Trail intersection. The ESA will be delineated in the field by the installation of temporary orange fencing or other signage. If ground disturbance breaches the established ESA, construction will be halted until impacts of the breach can be assessed and a course of action approved.

The ESA locations will be reviewed in the field one week prior to start of construction. Signs will be placed along the ESA boundaries, where possible, indicating that access is prohibited for construction equipment and personnel.

The ESAs will be established through depiction on the Project plans, by defining it in the PS&E package, and as provided in the Project's RE Pending File. No project-related activities shall occur within the ESA.

A map depicting the locations of the ESAs is found in Appendix A of this ESA Action Plan.

3.1 Archaeological Monitoring Area

Per Caltrans 2018 Standard Specifications Section 14-2.03B (Archaeological Monitoring Area [AMA]), an AMA shall be established within the proposed work locations at the northwest and southwest corners of the SR-27 and Old Topanga Canyon Road intersection within CA-LAN-8/H. An archaeological and Native American monitor will be present for all ground-disturbing activities occurring within the AMA.

A map depicting the location of the AMA is found in Appendix A of this ESA Action Plan.

ATTACHMENT “D”

RIGHT OF WAY DATA SHEET

Memorandum

*Serious Drought!
Help Save Water!*

To: Refugio Dominguez , Design Manager
Office of Design
District 7, Los Angeles Office

Date: 5/14/2021
EA: 32290
Data Sheet ID NO: ds5140
Project ID # 0716000175

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

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 Nguyen Hua 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.
- **HIGH RISK: The proposed project schedule does not allow for necessary RW lead time, and therefore a high risk of delivery failure is anticipated. PM has been made aware of the concern. RW is completing the Data Sheet Estimate with the PM's acknowledgment of HIGH RISK**

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 is 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)
7/1/2021	N/A	3/3/2022	3/17/2022	11/17/2025

TO Refugio Dominguez
ATTN Nguyen Hua

R/W DATA SHEET

ID NO ds5140

SENIOR R/W P&M David Miraaney

Date of Data Sheet 5/14/2021

ROUTE 27

Project Description CAPM

PM_KM 0-18.6

EA 32290

Project ID #

ALT

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

The estimate is subject to change and revision.

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

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

This cost estimate is pursuant to the following responses supplied by Refugio Dominguez 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

RAP (cont rate.)

Escrow costs (cont rate.)

Utility relocation costs

Estimate of Reimbursed Appraisal Fee

Total estimated cost

No Right of Way

\$1,362,000

\$1,927,913

\$1,362,000

\$1,927,913

Escalation Rate Rw .07

Escalation Rate Utilities .08

Cert.date 3/3/22

Comment

HIGH RISK: The proposed project schedule does not allow for necessary RW lead time, and therefore a high risk of delivery failure is anticipated. PM has been made aware of the concern. RW is completing the Data Sheet Estimate with the PM's acknowledgment of HIGH RISK

ROUTE 27

PM_KM 0-18.6

EA 32290

ALT

Parcel Count and Py Info

PARCEL DUAL TYPES 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	3
u5-7	
u5-8	
u5-9	3

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	1,290
185.20.40	Utility Potholing	5,625
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	Total	6,915

UTILITY INFORMATION**Please See the Utility Conflict Addendum for Complete Utility Information**Are utility easements required? NoAre Utility agreements required? No

Utility types , Facilities & Agreements Description:

Total Current Cost \$1,362,000Const. Completion Date 11/17/2025Utility Escalation Rate 8%Total Escalated Cost \$1,927,913

ROUTE 27

PM_KM 0-18.6

EA 32290

ALT

RR INFORMATIONAre RR affected NoneDescribe affected
RR None, 1/5/21

When Branch Lines Or Spurs Are Affected ,would Acquisition And Or Payment Of Damages To Businesses And Or Industries Served By The Railroad Facility Be More Cost Effective Than Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved?

N/AExplain Branch lines N/A

Discuss Types Of Agreements And Rights Required From The Railroads. Are Grade Xing Requiring Service Contracts ,or Grade Separations Requiring Construction And Maintenance Agreements Involved.

N/A

RAILROAD COST PERTAINING TO CONSTRUCTION ACTIVITY _____


The cost of flagging related to project construction activity is a Phase 4 cost (construction contract cost). Though noted on the RW data sheet, the estimated flagging cost is not a RW cost, and is not a part of RW Capital.. The estimate is provided so it can be added to the engineer's estimate for construction -- the RR flagging estimate is based on days needed for construction activity.

		<u>DATE</u>
Right of Way Estimate prepared by	<u>Victor Lee</u>	<u>5/14/21</u>
Railroad Estimate prepared by	<u>Mario Zamorano</u>	<u>5/14/21</u>
Utilities Estimate prepared by	<u>Onyx Smith-Taylor</u>	<u>5/14/21</u>

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

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

CHIEF


07/21/2021

Utility Conflicts
Id- ds5140
EA- 32290

	Description	Quantity	\$/Unit	Total Cost
1	Pothole, 1 Du Tel At&t, along NB of LA-27 at pm 8.243 (ea)	2	2000	4000
2	Pothole, 1 Du Tel At&t, along NB of LA-27 at pm 8.296 (ea)	2	2000	4000
3	Pothole, 2 Du Tel At&t, along NB of LA-27 at pm 8.604 (ea)	2	2000	4000
4	Pothole, 2 Du Tel At&t, along NB of LA-27 at pm 9.218 (ea)	2	2000	4000
5	Pothole, 6" Gas SCG, along NB of LA-27 at pm 9.218 (ea)	2	2000	4000
6	Pothole, 9-4" MCD Tel At&t, along NB of LA-27 from pm10.305 to pm	4	2000	8000
7	Pothole, 6" Gas SCG, along NB of LA-27 from pm10.305 to pm	4	2000	8000
8	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 11.312 - NW of LA	2	2000	4000
9	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 11.485 - NW of LA	2	2000	4000
10	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 11.742 - SW of LA	2	2000	4000
11	Pothole, 4" Gas SCG, along NB of LA-27 at pm 11.782 - NE of LA-27	2	2000	4000
12	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 11.974 - SW of LA	2	2000	4000
13	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 12.26 - SW of LA	2	2000	4000
14	Pothole, 12" Wtr LADWP, along NB of LA-27 at 12.298 - NE of LA-27	2	2000	4000
15	Pothole, 18 Du Tel At&t, along NB of LA-27 at 12.298 - NE of LA-27	2	2000	4000
16	Pothole, 8 Du Tel AT&T, along NB of LA-27 at 12.298 - NE of LA-27	2	2000	4000
17	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 12.494 - SW of LA	2	2000	4000
18	Pothole, 20" HP Gas SCG, at SW of LA-27 and Burbank Blvd	2	2000	4000
19	Pothole, 10" HP Gas SCG, SW of LA-27 and Burbank Blvd	2	2000	4000
20	Pothole, 20" HP Gas SCG, at NE of LA-27 and Burbank Blvd	2	2000	4000
21	Pothole, 10" HP Gas SCG, NE of LA-27 and Burbank Blvd	2	2000	4000
22	Pothole, 8 Du Tel AT&T, along NB of LA-27 at 12.53 - NE of LA-27 and	2	2000	4000
23	Pothole, 4" Gas SCG, along NB of LA-27 at 12.53 - NE of LA-27 and	2	2000	4000
24	Pothole, 8" Wtr LADWP, along NB of LA-27 at pm 12.53 - NE of LA-27	2	2000	4000
25	Pothole, 7" Wtr LADWP, along NB of LA-27 at pm 12.53 - NE of LA-27	2	2000	4000
26	Pothole, 8-5" Tel AT&T, along SB of LA-27 at pm 12.697 - NW of LA	2	2000	4000
27	Pothole, 8 Du Tel AT&T, Along NB of LA-27 at pm 12.73 - SE of LA-27	2	2000	4000
28	Pothole, 12" Wtr LADWP, Along NB of LA-27 at pm 12.73 - SE of LA	2	2000	4000
29	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 13.02 - NE of LA	2	2000	4000
30	Pothole, 21 Du Tel LADWP, along NB of LA-27 at pm 13.02 - NE of LA	2	2000	4000
31	Pothole, 21 Du Tel LADWP, along NB of LA-27 at pm 13.272 - SE of	2	2000	4000
32	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 13.272 - SE of LA	2	2000	4000
33	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 13.272 - SE of LA	2	2000	4000
34	Pothole, 6" Gas SCG, along SB of LA-27 at pm 13.293 - NW of LA-27	2	2000	4000
35	Pothole, 23 Du AT&T, along SB of LA-27 at pm 13.293 - NW of LA-27	2	2000	4000

Utility Conflicts
Id- ds5140
EA- 32290

	Description	Quantity	\$/Unit	Total Cost
36	Pothole, 6" Gas SCG, along SB of LA-27 at pm 13.552 - SW of LA-27	2	2000	4000
37	Pothole, 23 Du AT&T, along SB of LA-27 at pm 13.552 - SW of LA-27	2	2000	4000
38	Pothole, 4 Du AT&T, along SB of LA-27 at pm 13.552 - SW of LA-27	2	2000	4000
39	Pothole, 2 Du AT&T, along SB of LA-27 at pm 13.552 - SW of LA-27	2	2000	4000
40	Pothole, 6-5" & 4-4" Wtr LADWP, at SB of LA-27 and along EB of	2	2000	4000
41	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 13.592 - NE of LA	2	2000	4000
42	Pothole, 21 Du Tel AT&T, along NB of LA-27 at pm 13.592 - NE of LA	2	2000	4000
43	Pothole, 8 Du Tel AT&T, along NB of LA-27 at pm 13.592 - NE of LA	2	2000	4000
44	Pothole, 23 Du AT&T, along SB of LA-27 at pm 13.702 (ea)	2	2000	4000
45	Pothole, 6" Gas SCG, along SB of LA-27 at pm 13.702 (ea)	2	2000	4000
46	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 13.746 (ea)	2	2000	4000
47	Pothole, 21 Du Tel AT&T, along NB of LA-27 at pm 13.746 (ea)	2	2000	4000
48	Pothole, 8 Du Tel AT&T, along NB of LA-27 at pm 13.746 (ea)	2	2000	4000
49	Pothole, 23 Du AT&T, along SB of LA-27 at pm 13.847 - SW of LA-27	2	2000	4000
50	Pothole, 6" Gas SCG, along SB of LA-27 at 13.847 - SW of LA-27 and	2	2000	4000
51	Pothole, 4-6" Elect LADWP, along NB of LA-27 at pm 13.884 (ea)	2	2000	4000
52	Pothole, 8 Du Tel AT&T, along NB of LA-27 at pm 13.884 (ea)	2	2000	4000
53	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 14.026 - SW of LA	2	2000	4000
54	Pothole, 8 Du Tel AT&T, along SB of LA-27 at pm 14.026 - SW of LA	2	2000	4000
55	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 14.217 - SW of LA	2	2000	4000
56	Pothole, 8 Du Tel AT&T, along SB of LA-27 at pm 14.217 - SW of LA	2	2000	4000
57	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 14.515 - SW of LA	2	2000	4000
58	Pothole, 20 Du Tel AT&T, along SB of LA-27 at pm 14.515 - SW of LA	2	2000	4000
59	Pothole, 4" Gas SCG, along NB of LA-27 at pm 14.563 - NE of LA-27	2	2000	4000
60	Pothole, 10 Du Tel AT&T, along NB of LA-27 at pm 14.563 - NE of LA	2	2000	4000
61	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 14.835 - SW of LA	2	2000	4000
62	Pothole, 20 Du Tel AT&T, along SB of LA-27 at pm 14.835 - SW of LA	2	2000	4000
63	Pothole, 4" Gas SCG, along NB of LA-27 at pm 14.871 (ea)	2	2000	4000
64	Pothole, 8 Du Tel AT&T, along SB of LA-27 at pm 15.022 - SW of LA	2	2000	4000
65	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 15.022 - SW of LA	2	2000	4000
66	Pothole, Du Tel LADWP, along NB of LA-27 at pm 15.059 - NE of LA	2	2000	4000
67	Pothole, Elect LADWP, along NB of LA-27 at pm 15.059 - NE of LA-27	2	2000	4000
68	Pothole, Gas SCG, along NB of LA-27 at pm 15.059 - NE of LA-27	2	2000	4000
69	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 15.336 - SW of LA	2	2000	4000
70	Pothole, 6 Du Tel AT&T, along SB of LA-27 at pm 15.336 - SW of LA	2	2000	4000

Utility Conflicts
Id- ds5140
EA- 32290

	Description	Quantity	\$/Unit	Total Cost
71	Pothole, 2-4" Elect LADWP, crossing LA-27 at pm 15.336 (ea)	2	2000	4000
72	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 15.521 - SW of LA	2	2000	4000
73	Pothole, 6 Du Tel AT&T, along SB of LA-27 at pm 15.521 - SW of LA	2	2000	4000
74	Pothole, 1" Elect LADWP, along SB of LA-27 at pm 15.521 - SW of LA	2	2000	4000
75	Pothole, 1" Elect LADWP, along NB of LA-27 at pm 15.547 - NE of LA	2	2000	4000
76	Pothole, 4" Gas SCG, along NB of LA-27 at pm 15.547 - NE of LA-27	2	2000	4000
77	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 15.803 - SW of LA	2	2000	4000
78	Pothole, 6 Du Tel AT&T, along SB of LA-27 at pm 15.803 - SW of LA	2	2000	4000
79	Pothole, 1" Elect LADWP, along SB of LA-27 at pm 15.803 - SW of LA	2	2000	4000
80	Pothole, 4" Gas SCG, along SB of LA-27 at pm 15.803 - SW of LA-27	2	2000	4000
81	Pothole, 8" HP Gas SCG, along EB of Roscoe Blvd at SB of LA-27	2	2000	4000
82	Pothole, 4" Gas SCG, along NB of LA-27 at pm 15.841 - NE of LA-27	2	2000	4000
83	Pothole, 1" Elect LADWP, along NB of LA-27 at pm 15.841 - NE of LA	2	2000	4000
84	Pothole, 8" Wtr LADWP, along NB of LA-27 at pm 16.148 - NE of LA	2	2000	4000
85	Pothole, 4" Gas SCG, along NB of LA-27 at pm 16.148 - NE of LA-27	2	2000	4000
86	Pothole, 9-4" Duct Tel AT&T, along SB of LA-27 at pm 16.478 - NW of	2	2000	4000
87	Pothole, 6" Wtr LADWP, along SB of LA-27 at pm 16.478 - NW of LA	2	2000	4000
88	Pothole, 4" Gas SCG, along SB of LA-27 at pm 16.505 - NE of LA-27	2	2000	4000
89	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 16.697 (ea)	2	2000	4000
90	Pothole, 4" Gas SCG, along NB of LA-27 at pm 16.697 (ea)	2	2000	4000
91	Pothole, 9-4" Duct Tel AT&T, along SB of LA-27 at pm 16.712 - NW of	2	2000	4000
92	Pothole, 9-4" Duct Tel AT&T, along SB of LA-27 at pm 16.982 - NW of	2	2000	4000
93	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 16.982 - NW of LA	2	2000	4000
94	Pothole, Elect LADWP, along SB of LA-27 at pm 16.982 - NW of LA	2	2000	4000
95	Pothole, Elect LADWP, along NB of LA-27 at pm 17.035 - NE of LA-27	2	2000	4000
96	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 17.035 - NE of LA	2	2000	4000
97	Pothole, 12" Wtr LADWP, along SB of LA-27 at pm 17.26 - NW of LA	2	2000	4000
98	Pothole, Elect LADWP, along SB of LA-27 at pm 17.26 - NW of LA-27	2	2000	4000
99	Pothole, 9-4" Du Tel AT&T, along SB of LA-27 at pm 17.26 - NW of LA	2	2000	4000
100	Pothole, 12" Wtr LADWP, along NB of LA-27 at pm 17.292 - NE of LA	2	2000	4000
101	Pothole, Elect LADWP, along NB of LA-27 at pm 17.292 - NE of LA-27	2	2000	4000
102	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 18.026 - SW of LA	2	2000	4000
103	Pothole, 12-4" Du Tel AT&T, along SB of LA-27 at pm 18.026 - SW of	2	2000	4000
104	Pothole, 8" Wtr LADWP, along NB of LA-27 at pm 18.284 - SE of LA	2	2000	4000
105	Pothole, 4-4" Elect LADWP, along NB of LA-27 at pm 18.284 - SE of	2	2000	4000

Utility Conflicts
Id- ds5140
EA- 32290

	Description	Quantity	\$/Unit	Total Cost
106	Pothole, 6" Gas SCG, along NB of LA-27 at pm 18.284 - SE of LA-27	2	2000	4000
107	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 18.38 - NW of LA	2	2000	4000
108	Pothole, 12-4" Du Tel AT&T, along SB of LA-27 at pm 18.38 - NW of	2	2000	4000
109	Pothole, 12-4" Elect LADWP, along SB of LA-27 at pm 18.607 - SW of	2	2000	4000
110	Pothole, 8" Wtr LADWP, along SB of LA-27 at pm 18.607 - SW of LA	2	2000	4000
111	Pothole, 12-4" Du Tel LADWP, along SB of LA-27 at pm 18.607 - SW	2	2000	4000
112	Pothole, 10" Gasoline Shell, crossing LA-27 at SW of LA-27 and	2	2000	4000
113	Pothole, 8" Wtr LADWP, crossing LA-27 at SW of LA-27 and	2	2000	4000
114	Pothole, 12-Cond AT&T, crossing LA-27 at SW of LA-27 and	2	2000	4000
115	Pothole, 6" Wtr LA CO Wtr, along SB of LA-27 at SW of LA-27 and	2	2000	4000
116	Pothole, 6" Du Tel AT&T, along NB of LA-27 at LA-27 and De La Osa	2	2000	4000
117	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and De La Osa St	2	2000	4000
118	Pothole, 8" Wtr LADWP, along SB of LA-27 at LA-27 and De La Osa	2	2000	4000
119	Pothole, 2" Gas SCG, cossing LA-27 at LA-27 and De La Osa St	2	2000	4000
120	Pothole, 4" Wte LADWP, cossing LA-27 at LA-27 and De La Osa St	2	2000	4000
121	Pothole, 8" Elect LADWP, along NB of LA-27 at LA-27 and Ventura	3	2000	6000
122	Pothole, 18 Du Tel AT&T, along NB of LA-27 at LA-27 and Ventura	2	2000	4000
123	Pothole, 12 Du Tel AT&T, along NB of LA-27 at LA-27 and Ventura	2	2000	4000
124	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Ventura Blvd	2	2000	4000
125	Pothole, 30 Du Tel AT&T, along EB of Ventura Blvd at LA-27 and	2	2000	4000
126	Pothole, 3" Gas SCG, along EB of Ventura Blvd at LA-27 and Ventura	2	2000	4000
127	Pothole, 16" Wtr LADWP, along EB of Ventura Blvd at LA-27 and	2	2000	4000
128	Pothole, 9 Du Elect, along EB of Ventura Blvd at LA-27 and Ventura	5	2000	10000
129	Pothole, 16" HP Gas SCG, along EB of Ventura Blvd at LA-27 and	4	2000	8000
130	Pothole, 6" Gas SCG, along WB of Ventura Blvd at LA-27 and Ventura	2	2000	4000
131	Pothole, 20 Du Tel AT&T, along WB of Ventura Blvd at LA-27 and	4	2000	8000
132	Pothole, 18 Du Tel AT&T, along NB of LA-27 at LA-27 and Clarendoin	2	2000	4000
133	Pothole, 8 Du Tel AT&T, along NB of LA-27 at LA-27 and Clarendoin	2	2000	4000
134	Pothole, 12" Du Tel AT&T, along NB of LA-27 at LA-27 and Clarendoin	2	2000	4000
135	Pothole, 12" Wtr LADWP, along NB of LA-27 at LA-27 and Clarendoin	2	2000	4000
136	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Clarendoin St	3	2000	6000
137	Pothole, 8" Wtr LADWP, along SB of LA-27 at LA-27 and Clarendoin	2	2000	4000
138	Pothole, 6" Wtr LADWP, along EB of Clarendin St at LA-27 and	2	2000	4000
139	Pothole, 2" Gas SCG, along WB of Clarendin St at LA-27 and	2	2000	4000
140	Pothole, 12" Wtr LADWP, along NB of LA-27 at LA-27 and Burbank	2	2000	4000

Utility Conflicts
Id- ds5140
EA- 32290

	Description	Quantity	\$/Unit	Total Cost
141	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Burbank Blvd	2	2000	4000
142	Pothole, 18 Du Tel AT&T, along NB of LA-27 at LA-27 and Burbank	4	2000	8000
143	Pothole, 6-4" & 6-5" Elect LADWP, along NB of LA-27 at LA-27 and	4	2000	8000
144	Pothole, 20" HP Gas SCG, along Burbank Blvd at LA-27 and Burbank	4	2000	8000
145	Pothole, 10" HP Gas SCG, along Burbank Blvd at LA-27 and Burbank	4	2000	8000
146	Pothole, 6" Du Tel AT&T, along NB of LA-27 at LA-27 and Martinez St	2	2000	4000
147	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Martinez St	2	2000	4000
148	Pothole, 8" Wtr LADWP, along SB of LA-27 at LA-27 and Martinez St	2	2000	4000
149	Pothole, 2" Gas SCG, cossing LA-27 at LA-27 and Martinez St	2	2000	4000
150	Pothole, 6" Wtr LADWP, cossing LA-27 at LA-27 and Martinez St	2	2000	4000
151	Pothole, 6" Gas SCG, along NB of LA-27 at LA-27 and Erwin St	3	2000	6000
152	Pothole, 12" Wtr LADWP, along NB of LA-27 at LA-27 and Erwin St	2	2000	4000
153	Pothole, 6" Gas SCG, along NB LA-27 at LA-27 and Victory Blvd	2	2000	4000
154	Pothole, 6 Du Tel AT&T, along SB LA-27 at LA-27 and Victory Blvd	2	2000	4000
155	Pothole, 8 Du Tel AT&T, along NB of LA-27 at LA-27 and Kittridge St	2	2000	4000
156	Pothole, 4-6" Elect LADWP, along LA-27 at LA-27 and Kittridge St	6	2000	12000
157	Pothole, 6" Wtr LADWP, along NB of LA-27 at LA-27 and Kittridge St	4	2000	8000
158	Pothole, 6" Gas SCG, along SB of LA-27 at LA-27 and Kittridge St	2	2000	4000
159	Pothole, 6 Du Tel AT&T, along SB of LA-27 at LA-27 and Kittridge St	2	2000	4000
160	Pothole, 2" Gas SCG, cossing LA-27 at LA-27 and School Craft St	2	2000	4000
161	Pothole, 6" Wtr LADWP, along NB LA-27 at LA-27 and School Craft	2	2000	4000
162	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Oxnard St	2	2000	4000
163	Pothole, 12" Wtr LADWP, along NB of LA-27 at LA-27 and Oxnard St	2	2000	4000
164	Pothole, 8-5" Du Tel AT&T, along NB of LA-27 at LA-27 and Oxnard	6	2000	12000
165	Pothole, 6" Gas SCG, along EB of Oxnard St at LA-27 and Oxnard St	4	2000	8000
166	Pothole, 6" Gas SCG, along EB of Sherman St at LA-27 and Sherman	2	2000	4000
167	Pothole, 8" Wtr LADWP, along EB of Sherman St at LA-27 and	2	2000	4000
168	Pothole, 10 Du Tel AT&T, crpsing LA-27 at LA-27 and Sherman St	4	2000	8000
169	Pothole, 12" Wte LADWP, along SB of LA-27 at LA-27 and Valerio St	4	2000	8000
170	Pothole, 20 Du Tel AT&T, along SB of LA-27 at LA-27 and Valerio St	2	2000	4000
171	Pothole, 10 Du Tel AT&T, along NB of LA-27 at LA-27 and Valerio St	2	2000	4000
172	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Valerio St	4	2000	8000
173	Pothole, 6 Du Tel AT&T, along EB of Saticoy St at LA-27 and Saticoy	4	2000	8000
174	Pothole, 6" Wtr LADWP, along EB of Saticoy St at LA-27 and Saticoy	2	2000	4000
175	Pothole, 3" Gas SCG, along WB of Saticoy St at LA-27 and Saticoy St	2	2000	4000

Utility Conflicts
Id- ds5140
EA- 32290

	Description	Quantity	\$/Unit	Total Cost
176	Pothole, 24" Wtr LADWP, along WB of Saticoy St at LA-27 and	2	2000	4000
177	Pothole, 2-5" and 7-4" Elect LADWP, along WB of Saticoy St at LA-27	2	2000	4000
178	Pothole, 4" Gas SCG, along EB of Strathern St at LA-27 and	2	2000	4000
179	Pothole, 8" Wtr LADWP, along EB of Strathern St at LA-27 and	2	2000	4000
180	Pothole, 6 Du Tel AT&T, at SW of LA-27 and Roscoe Blvd intersection	2	2000	4000
181	Pothole, 4" Gas SCG, cossing LA-27 at LA-27 and Roscoe Blvd	2	2000	4000
182	Pothole, 52" Wtr LADWP, along EB of Roscoe Blvd at LA-27 and	2	2000	4000
183	Pothole, 8" Wtr LADWP, along WB of Roscoe Blvd at LA-27 and	4	2000	8000
184	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Schoenborn St	3	2000	6000
185	Pothole, 1 Du Elect LADWP, along NB of LA-27 at LA-27 and	3	2000	6000
186	Pothole, 1 Du Tel AT&T, corssing LA-27 at LA-27 and Schoenborn St	2	2000	4000
187	Pothole, 4 Du Tel AT&T, along SB of LA-27 at LA-27 and Chase St	2	2000	4000
188	Pothole, 9-4" Elect LADWP, along SB of LA-27 at LA-27 and Chase St	2	2000	4000
189	Pothole, 2 Du Tel AT&T, along WB of Chase St at LA-27 and Chase St	4	2000	8000
190	Pothole, 2" Gas SCG, at NE of LA-27 and Chase St intersection (ea)	2	2000	4000
191	Pothole, 8" Wtr LADWP, along EB of Chase St at LA-27 and Chase St	2	2000	4000
192	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Parthenia St	2	2000	4000
193	Pothole, 8" Wtr LADWP, along NB of LA-27 at LA-27 and Parthenia St	2	2000	4000
194	Pothole, 9-4" Elect LADWP, along NB of LA-27 at LA-27 and	6	2000	12000
195	Pothole, 4 Du Tel AT&T, along WB of Parthenia St at LA-27 and	3	2000	6000
196	Pothole, 4" Gas SCG, along WB of Parthenia St at LA-27 and	5	2000	10000
197	Pothole, 8" Wte LADWP, along WB of Parthenia St at LA-27 and	6	2000	12000
198	Pothole, 12" Wtr LADWP, NB of LA-27 at LA-27 Nordhoff St	9	2000	18000
199	Pothole, Elect LADWP, along EB of Nordhoff St at LA-27 Nordhoff St	3	2000	6000
200	Pothole, 4" Gas SCG, along WB of Nordhoff St at LA-27 Nordhoff St	4	2000	8000
201	Pothole, 8" Wtr LADWP, along NB of LA-27 ate LA-27 and Plummer	3	2000	6000
202	Pothole, 12" Wtr LADWP, along SB of LA-27 ate LA-27 and Plummer	3	2000	6000
203	Pothole, 9-4" Du Tel AT&T, along SB of LA-27 ate LA-27 and Plummer	2	2000	4000
204	Pothole, 8" Wtr LADWP, along NB of LA-27 at LA-27 and Marilla St	3	2000	6000
205	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Marilla St	2	2000	4000
206	Pothole, 9-4" Du Tel AT&T, along SB of LA-27 at LA-27 and Marilla St	2	2000	4000
207	Pothole, 11" Elect LADWP, along SB of LA-27 at LA-27 and Marilla St	2	2000	4000
208	Pothole, 8" Wtr LADWP, along SB of LA-27 at LA-27 and Marilla St	3	2000	6000
209	Pothole, 8" Wtr LADWP, along NB of LA-27 at LA-27 and Lassen St	2	2000	4000
210	Pothole, 4" Gas SCG, along NB of LA-27 at LA-27 and Lassen St	2	2000	4000

Utility Conflicts
Id- ds5140
EA- 32290

Description		Quantity	\$/Unit	Total Cost
211	Pothole, Elect LADWP, along NB of LA-27 at LA-27 and Lassen St	2	2000	4000
212	Deenergization, Overhead Elect LADWP, along NB of LA-27 and	3	10000	30000
213	Deenergization, Overhead Elect LADWP, along NB of LA-27 and	3	10000	30000
214	Deenergization, Overhead Elect LADWP, along EB of Lassen St at LA	3	10000	30000
215	Deenergization, Overhead Elect LADWP, along NB of LA-27 at LA-27	3	10000	30000
216	Deenergization, Overhead Elect LADWP, along EB of Nordhoff St at	3	10000	30000
217	Deenergization, Overhead Elect LADWP, along SB of LA-27 at LA-27	6	10000	60000
218	Deenergization, Overhead Elect LADWP, along SB of LA-27 at LA-27	3	10000	30000
219	Deenergization, Overhead Elect LADWP, along WB of Saticoy St at	4	10000	40000
220	Deenergization, Overhead Elect LADWP, along WB of Vanowen St at	6	10000	60000
221	Deenergization, Overhead Elect LADWP, along NB of LA-27 at LA-27	3	10000	30000

ATTACHMENT “E”

STORM WATER DATA REPORT



Dist-County-Route: 07-LA-27
Post Mile Limits: PM 0.0 to 18.6
Type of Work: Capital Preventive Maintenance (CAPM)
Project ID (EA): 0716000059 (322900)
Program Identification: 20.10.201.121
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Los Angeles - Region 4
Total Disturbed Soil Area: 7.12 Acres PCTA: 0 acres
Alternative Compliance (acres): 0 acres ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 06/05/2022 Estimated Const. Completion Date: 07/01/2024
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☒ WPCP ☐ Other: _____
Is MWEL0 applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☒ No ☐
TMDL Compliance Units (acres): 0 Acres
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: _____ No ☒

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

Nguyen Hua

07/15/2021

Nguyen Hua, Registered Project Engineer/Landscape Architect

Date

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

David H Miraaney
David H Miraaney, Project Manager

07/15/2021

Date

David Lawrence
David Lawrence, Designated Maintenance Representative

07/16/2021

Date

Ron Russak
for Ron Russak, Designated Landscape Architect Representative

7/16/2021

Date

Sunny Liem
Sunny Liem, District/Regional Design SW Coordinator or Designee

07/16/2021

Date

[Stamp Required at PS&E only]

ATTACHMENT “F”

PROJECT ESTIMATES

PROJECT PLANNING COST ESTIMATE ©

EA: 322900

EA: 322900 PID: 07-1600-0059

PID: 07-1600-0059

District-County-Route: 07-LA-27

PM: 0.0 - 18.6

Type of Estimate : Project Report

Program Code : 20.XX.201.121

Project Limits : In Los Angeles County on Topanga Canyon

Project Description: Overlay pavement and upgrade ADA ramps

Scope :

Alternative : Build

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 32,135,600	\$ 35,550,000
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 32,135,600	\$ 35,550,000
TOTAL RIGHT OF WAY COST	\$ 1,362,000	\$ 1,927,913
TOTAL CAPITAL OUTLAY COSTS	\$ 33,497,600	\$ 37,478,000
PA/ED SUPPORT	\$ 1,593,000	\$ 1,593,000
PS&E SUPPORT	\$ 4,405,000	\$ 4,405,000
RIGHT OF WAY SUPPORT	\$ 576,000	\$ 576,000
CONSTRUCTION SUPPORT	\$ 5,540,000	\$ 5,540,000
TOTAL SUPPORT COST	\$ 12,114,000	\$ 12,114,000
TOTAL PROJECT COST	\$ 45,650,000	\$ 49,600,000

Programmed Amount \$ 35,550,000

Date of Estimate (Month/Year) Month / Year
8 / 2020

Estimated Construction Start (Month/Year) 11 / 2022

Number of Working Days = 400

Estimated Mid-Point of Construction (Month/Year) 12 / 2023

Estimated Construction End (Month/Year) 11 / 2025

Number of Plant Establishment Days 0

Estimated Project Schedule

PID Approval	6/1/17 Actual
PA/ED Approval	7/30/2021
PS&E	1/20/2022
RTL	3/17/2022
Begin Construction	11/17/2022

Reviewed by District O.E. or
Cost Estimate Certifier

Project Engineer	Date	Phone
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Approved by Project Manager

Design Manager	Date	Phone
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I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 221,000
2	Pavement Structural Section	\$ 12,703,900
3	Drainage	\$ -
4	Specialty Items	\$ 1,601,000
5	Environmental	\$ 66,000
6	Traffic Items	\$ 6,866,400
7	Detours	\$ -
8	Minor Items	\$ 2,145,900
9	Roadway Mobilization	\$ 2,360,500
10	Supplemental Work	\$ 1,202,200
11	State Furnished	\$ 677,100
12	Time-Related Overhead	\$ 100,000
13	Roadway Contingency	\$ 4,191,600
TOTAL ROADWAY ITEMS		\$ 32,135,600

Estimate Prepared By :

*Nguyen Hua*Project
Engineer

07/28/2021

(213) 269-1009

Name and Title

Date

Phone

Sr. Transp. Eng.

Estimate Reviewed By :

Refugio Dominguez

07/28/2021

(213) 269-1762

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	1,200	x	30.00	= \$	36,000
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/ACRE	1	x	10,000.00	= \$	10,000
170101	Develop Water Supply	LS		x		= \$	-
19801X	Imported Borrow	CY/TON		x		= \$	-
210130	Duff	ACRE		x		= \$	-
190105	Roadway Excavation (ADL)_	CY	500	x	350	= \$	175,000

TOTAL EARTHWORK SECTION ITEMS	\$	221,000
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY	1,610	x	300.00	= \$	483,000
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	51,218	x	90.00	= \$	4,609,620
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	42,327	x	125.00	= \$	5,290,875
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260303	Class 3 Aggregate Base	TON/CY	1,610	x	30.00	= \$	48,300
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
280000	Lean Concrete Base	CY	1,610	x	100.00	= \$	161,000
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 (Curb and Gutter)	CY	3,000	x	300.00	= \$	900,000
731502	Minor Concrete (Miscellaneous Construction)	CY	400	x	700.00	= \$	280,000
394075	Place Hot Mix Asphalt Dike (Type D)	LF	0	x	0.00	= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	SQFT	44,000	x	2.00	= \$	88,000
390095	Replace Asphalt Concrete Surfacing	CY	0	x	0.00	= \$	-
15312X	Remove Concrete	SQFT	40,000	x	3.00	= \$	120,000
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		= \$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD	3,286,800	x	0.22	= \$	723,096
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		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	12,703,900
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SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
15080X Remove Culvert	EA/LF	x	= \$	-
150820 Modify Inlet	EA	0	x 0.00 = \$	-
155232 Sand Backfill	CY	x	= \$	-
15020X Abandon Culvert	EA/LF	x	= \$	-
152430 Adjust Inlet	LF	x	= \$	-
155003 Cap Inlet	EA	0	x 0.00 = \$	-
510501 Minor Concrete	CY	x	= \$	-
510502 Minor Concrete (Minor Structure)	CY	x	= \$	-
5105XX Minor Concrete (Type XX)	CY	x	= \$	-
620XXX XX" Alternative Pipe Culvert (Type X)	LF	x	= \$	-
6411XX XX" Plastic Pipe	LF	x	= \$	-
65XXXX XX" Reinforced Concrete Pipe (Type X)	LF	x	= \$	-
6650XX XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	= \$	-
68XXXX XX" Plastic Pipe (Edge Drain)	LF	x	= \$	-
69011X XX" Corrugated Steel Pipe Downdrain (0.XXX" Th	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	= \$	-
750001 Miscellaneous Iron and Steel	LB	x	= \$	-
710206 Adjust Overside Drain	EA	x	= \$	-

TOTAL DRAINAGE ITEMS	\$	-
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SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
080050 Progress Schedule (Critical Path Method)	LS	1	x 5,000.00 = \$	5,000
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 5,000.00 = \$	5,000
141120 Treated Wood Waste	LB	600	x 20.00 = \$	12,000
153221 Remove Concrete Barrier	LF	x	= \$	-
150662 Remove Metal Beam Guard Railing	LF	9,800	x 10.00 = \$	98,000
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	= \$	-
832005 Midwest Guardrail System	LF	39,800	x 30.00 = \$	1,194,000
839301 Single Thrie Beam Barrier	LF	x	= \$	-
839310 Double Thrie Beam Barrier	LF	x	= \$	-
839521 Cable Railing	LF	x	= \$	-
8395XX Terminal System (Type CAT)	EA	x	= \$	-
839585 Alternative Flared Terminal System	EA	x	= \$	-
839584 Alternative In-line Terminal System	EA	2	x 40,000.00 = \$	80,000
4906XX CIDH Concrete Piling (Insert Diameter)	LF	x	= \$	-
839XXX Crash Cushion (Insert Type)	EA	x	= \$	-
83XXXX Concrete Barrier (Insert Type)	LF	x	= \$	-
520103 Bar Reinforced Steel (Retaining Wall)	LB	x	= \$	-
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	= \$	-
839561 Rail Tensioning Assembly	EA	x	= \$	-
83958X End Anchor Assembly (Type X)	EA	46	x 4,500.00 = \$	207,000
XXXXXX Some Item	Unit	x	= \$	-

TOTAL SPECIALTY ITEMS	\$	1,601,000
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	1,000	x 5.00 = \$	5,000
141000 Temporary Fence (Type ESA)	LF	x	= \$	-
<i>Subtotal Environmental Mitigation</i>				<i>\$ 5,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	0.00 = \$	-
20XXXX Irrigation System	LS	x	0.00 = \$	-
204099 Plant Establishment Work	LS	x	0.00 = \$	-
204101 Extend Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
150685 Remove Irrigation Facility	LS	x	0.00 = \$	-
20XXXX Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	0.00 = \$	-
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	= \$	-
<i>Subtotal Landscape and Irrigation</i>				<i>\$ -</i>

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010 Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	\$ 1,000	x 5 = \$	5,000
210360 Compost Sock	LF	x	= \$	-
2102XX Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	x	= \$	-
210600 Compost	SQFT	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
<i>Subtotal Erosion Control</i>				<i>\$ 5,000</i>

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	1	x 5,000.00 = \$	5,000
130200 Prepare WPCP	LS	x	= \$	-
130100 Job Site Management	LS	1	x 20,000.00 = \$	20,000
130330 Storm Water Annual Report	EA	2	x 2,000.00 = \$	4,000
130310 Rain Event Action Plan (REAP)	EA	1	x 2,000.00 = \$	2,000
130520 Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550 Temporary Hydroseed	SQYD	x	= \$	-
130505 Move-In/Move-Out (Temporary Erosion Control)	EA	x	= \$	-
130570 Temporary Cover	SQYD	400	50.00 = \$	2,000
130640 Temporary Fiber Roll	LF	1,000	x 6.00 = \$	6,000
130650 Temporary Gravel Bag Berm	LF	1,000	6.00 = \$	6,000
130680 Temporary Silt Fence	LF	100	3.00 = \$	3,000
130900 Temporary Concrete Washout	LS	2	x 1,000.00 = \$	2,000
130710 Temporary Construction Entrance	EA	x	= \$	-
130610 Temporary Check Dam	LF	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	1	x 1,000.00 = \$	1,000
130730 Street Sweeping	LS	1	x 5,000.00 = \$	5,000
<i>Subtotal NPDES</i>				<i>\$ 56,000</i>

Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	1	x 5,000.00 = \$	5,000
066596 Additional Water Pollution Control**	LS	1	x 3,000.00 = \$	3,000
066597 Storm Water Sampling and Analysis***	LS	1	x = \$	5,000
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				<i>\$ 13,000</i>

*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.

TOTAL ENVIRONMENTAL \$ 66,000

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860460	Lighting and Sign Illumination	LS	1	x	5,929,400.00	= \$	5,929,400
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
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		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System Elen	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 5,929,400

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	EA	2	x	1,000.00	= \$	2,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
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)	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA	2	x	500.00	= \$	1,000
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night V	LF	394,000	x	0.50	= \$	197,000
846012	Thermoplastic Crosswalk and Pavement Marking (E	SQFT		x		= \$	-
120090	Construction Area Signs	LS	1	x	2,000.00	= \$	2,000
84XXXX	Permanent Pavement Delineation	LS	1	x	5,000.00	= \$	5,000
Subtotal Traffic Signing and Striping							\$ 207,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	20	x	\$ 1,500	= \$	30,000
Subtotal Traffic Management Plan							\$ 30,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA	1	x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA	0	x	0.00	= \$	-
120100	Traffic Control System	LS	1	x	700,000.00	= \$	700,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF	0	x	0.00	= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 700,000

TOTAL TRAFFIC ITEMS	\$ 6,866,400
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190105	Roadway Excavation (ADL)_	CY	0	x	0.00	= \$	-
19801X	Imported Borrow	CY/TON		x		= \$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	0	x	0.00	= \$	-
260303	Class 3 Aggregate Base	TON/CY	0	x	0.00	= \$	-
280000	Lean Concrete Base	CY	0	x	0.00	= \$	-
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	LS		x		= \$	-

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$	-
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SUBTOTAL SECTIONS 1 through 7	\$	21,458,300
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	214,583
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8B - Bike Path Items

Bike Path Items	1.0%	\$	214,583
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8C - Other Minor Items

Other Minor Items	8.0%	\$	1,716,664
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Total of Section 1-7	\$	21,458,300	x	10.0%	= \$	2,145,830
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TOTAL MINOR ITEMS	\$	2,145,900
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SECTIONS 9: ROADWAY MOBILIZATION

Item code						
999990	Total Section 1-8	\$	23,604,200	x	10%	= \$ 2,360,420

TOTAL ROADWAY MOBILIZATION	\$	2,360,500
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	2,000.00	= \$	2,000
066094	Value Analysis	LS	1	x	10,000.00	= \$	10,000
066070	Maintain Traffic	LS	1	x	168,000.00	= \$	168,000
066919	Dispute Resolution Board	LS	1	x	15,000.00	= \$	15,000
066921	Dispute Resolution Advisor	LS	1	x	10,000.00	= \$	10,000
066015	Federal Trainee Program	LS	1	x	5,000.00	= \$	5,000
066610	Partnering	LS	1	x	35,000.00	= \$	35,000
066204	Remove Rock and Debris	LS	1	x		= \$	-
066222	Locate Existing Crossover	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

Cost of NPDES Supplemental Work specified in Section 5D	= \$	13,000
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Total Section 1-8	\$	23,604,200	4%	= \$	944,168
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TOTAL SUPPLEMENTAL WORK	\$	1,202,200
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	100,000.00	=	\$100,000
066063	Traffic Management Plan - Public Information	LS	1	x	10,000.00	=	\$10,000
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	COZEED Contract	LS	1	x	90,000.00	=	\$90,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
066916	Annual Construction General Permit Fee	LS	1	x	5,000.00	=	\$5,000
XXXXXX	Permits	LS		x		=	\$0
Total Section 1-8		\$	23,604,200	2%	=	\$	472,084

TOTAL STATE FURNISHED**\$677,100****SECTION 12: TIME-RELATED OVERHEAD**

Total of Roadway and Structures Contract Items excluding Mobilization \$23,604,200 (used to calculate TRO)
 Total Construction Cost (excluding TRO and Contingency) \$27,844,000 (used to check if project is greater than \$5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **4%**

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	200	X	\$500	=	\$100,000

TOTAL TIME-RELATED OVERHEAD**\$100,000****SECTION 13: ROADWAY CONTINGENCY**

Hidden Calculations do not print
 Hidden Calculations do not print
 Total Section 1-12

Known risk amount 7%
 Unknown risks 8%
 \$ 27,944,000 x 15% = \$4,191,600

\$2,000,000**TOTAL CONTINGENCY****\$4,191,600**

II. STRUCTURE ITEMS

	<u>Bridge 1</u>		<u>Bridge 2</u>		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	XX-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge 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)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$150		\$150		\$0
COST OF EACH	\$0		\$0		\$0

	<u>Building 1</u>		<u>Secant Wall 1</u>		<u>Secant wall 2</u>
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building 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)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$0
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$0
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Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	10%	\$0
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TOTAL COST OF STRUCTURES	\$0
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Estimate Prepared By: _____

XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

_____ Date

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)	\$	1,362,000
	C2)	Potholing (Design Phase)	\$	0
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 <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	0

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,362,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,927,913
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N)	RIGHT OF WAY SUPPORT	\$576,000
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Support Cost Estimate	Victor Lee	
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared	Onyx Smith-Taylor	
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

ATTACHMENT “G”

RISK REGISTER

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-D07-0001 (REV 02/2020)

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		<input checked="" type="checkbox"/> Capital Project <input type="checkbox"/> Major Maintenance Project (Check One)	Total Capital Cost: \$33,498,000
Project ID/District-EA		Project ID: 0716000059/ EA: 07- 322900	
Project Description		LA-027-0/18.62-In Los Angeles County on Topanga Canyon between SR-1 & Devonshire Street: AC overlay and ADA Ramps	
Project Manager		David Miraaney	
Project Risk Manager		Chan Kuoch	
<input type="checkbox"/> 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: _____	
<u>PID (Recommended for Capital Projects Only excluding Minor Projects)</u>			
Project Manager			Date: _____
Deputy District Director, Planning			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: _____
<u>PA&ED (Required for Capital Projects Only)</u>			
Project Manager	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
Deputy District Director, Design	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
Deputy District Director, Construction	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
Deputy District Director, Right of Way	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
Deputy District Director, Environmental	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
Deputy District Director, Traffic Operations	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/13/21	
Deputy District Director, Maintenance	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
Deputy District Director, Project Management	Approved via E-mail- See Attached Approval Tracking Document	Date: 6/11/21	
<u>Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)</u>			
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: _____

From: Shepard, Daeja@DOT
Sent: Friday, June 11, 2021 9:55 AM
To: Archuleta, Mark A@DOT; Saadatnejadi, Hamidreza@DOT; Islam, Shafiqul@DOT; Higa, Derek@DOT; So, Robert C H@DOT; Kukla, Dawn E@DOT; Elo, Zoltan@DOT; Miraaney, David H@DOT
Subject: EA 322900 Risk Register [REQUEST FOR DEPUTY DISTRICT DIRECTORS APPROVAL]
Attachments: EA 32290 Risk Register 6-10-2021.pdf

Importance: High

Categories:
Tracking:

Risk

Recipient

Delivery

Response

Archuleta, Mark A@DOT

Delivered: 6/11/2021 9:55 AM

Approved as is: 6/11/2021 10:00 AM

Saadatnejadi, Hamidreza@DOT

Delivered: 6/11/2021 9:56 AM

Approved as is: 6/11/2021 10:47 AM

Islam, Shafiqul@DOT

Delivered: 6/11/2021 9:55 AM

Approved as is: 6/13/2021 5:05 PM

Higa, Derek@DOT

Delivered: 6/11/2021 9:55 AM

Approved as is: 6/11/2021 9:56 AM

So, Robert C H@DOT

Delivered: 6/11/2021 9:55 AM

Approved as is: 6/11/2021 10:02 AM

Kukla, Dawn E@DOT

Delivered: 6/11/2021 9:55 AM

Approved as is: 6/11/2021 9:56 AM

Elo, Zoltan@DOT

Delivered: 6/11/2021 9:56 AM

Approved as is: 6/11/2021 2:20 PM

Miraaney, David H@DOT

Delivered: 6/11/2021 9:55 AM

Approved as is: 6/11/2021 9:56 AM

Attached please find final Risk Register for your approval to proceed via Email Voting Buttons.

- By approving this request via email vote buttons, 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 and you are authorizing the use of the Approval Tracking Document printed from this email request in-lieu of the wet signatures on the Risk Register Certification (Accountability Checkpoints) Form.
- Wet signature on the project Risk Register Certification (Accountability Checkpoints) form will be replaced with the statement "Approved via Email - See attached Approval Tracking Document."
- The Approval Tracking Document from this email will be attached to project Risk Register Certification (Accountability Checkpoints) Form.

Risk Register Summary:

1. EA: 322900 / Project ID: 0716000059
2. Recommended Contingency @ 70% Confidence: 15%
3. Project Description: LA-027-0/18.62-In Los Angeles County on Topanga Canyon between SR-1 & Devonshire Street: AC overlay and ADA Ramps
4. Project Manager: David Miraaney
5. Project Risk Manager: Chan Kuoch

Should you have any questions or require additional information, please call me at (213) 760-7756.

Thank You,
Mirna Dagher, P.E., PMP
Caltrans, District 07
Office of Risk Management

Approving Via Email for:

Construction – Mark Archuleta
Design – Derek Higa
Right of Way – Zoltan Elo

Maintenance – Hamid Saadatnejadi
Prog/Proj Mgmt – Robert So
Proj Mgr – David Miraaney

Traffic Ops – Shafiqul Islam
Environmental – Dawn E. Kukla

Risk Register

322900 - LA027-018.62-In Los Angeles County on Topanga Canyon between SR-1 & Devonshire Street: AC overlay and ADA Ramps										Risk Based RW Cap Est (K): \$1,352				Risk Based RW Cap Est (K): \$2,977															
										Adjusted Base Con Cap Est (K): \$27,944				Adjusted Base Con Cap Est (K): \$28,954															
										Base Contingency (K): \$4,192 (15%)				Risk Impact on Con Cap (K): \$4,205 (15%)															
										Base Total Capital Est (K): \$33,498				Risk Based Total Capital Est (K): \$36,135															
Scope Summary: The project proposes to add lane and overlay the existing asphalt pavement, upgrade the existing curb ramps to meet the requirements of the Americans with Disabilities Act (ADA) standards, construct concrete pads at transit bus stops, upgrade the existing Metal Beam Guard Railing (MBGR) with Midwest Guardrail System (MGS), relocate signals and replace loop detectors due to the proposed improvements, and replace damaged curb and gutters.																													
Risk Identification										Risk Impact Assessment										Response Strategy									
Risk No.	Status	Type	Category	Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Probability	Distribution Type	Distribution Parameter	Low (\$)	Most Likely (\$)	High (\$)	Cost Impact	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated							
1	Active	Threat	Dgn	Missing Items (Assets) Within the Project Limits	If unanticipated items (assets or deficiencies) are discovered within the project limits, a requirement to protect in place, relocate or remediate these items may be required, which would lead to increased project costs and schedule delays.	The current project proposes to improve/construct 210 ADA compliant curb ramps. The project team has identified such additional curb ramps, MGS, and ITS elements (damaged or aging conduits, cables), lightings, electrical components (loop detector, pull boxes), cabinets, TMS elements (CCTV, CMS, VDS, Census Station), and drainage systems, irrigation system (missing irrigation wires and valve boxes), MVP, and complete street elements (lane stripings, blue stripings), etc, that may require repairs, upgrades or replacement.	50%	Bernoulli		\$1,000,000	\$2,000,000	\$3,000,000	1,000,000	10	15	22	Identifying all items of work improves the reliability of the cost estimate. Multiple field visits and consultant reviews confirmed locations of items proposed for construction with high confidence level. Possibility of needing additional curb ramps is very low.	Mitigate	Work with all functional units to comprehensively identify work items.	Design Senior	05/19/21								
2	Active	Threat	Env	Utility Identification and Relocation Needs (PD Risk #1)	If impacts on utilities are identified after site investigation and relocation is required, additional effort for relocation or protection in place may be required, which would lead to project cost increases and schedule delays.	The escalated cost for potholing and utility relocation is \$1,927,913 per RW data sheet dated 05/14/21. Cost is included in current estimates. Utilities such as SCG, DWP, LA Water, SCE, City of LA, and AT&T are within project limits. Updated project requires 497 pot-holes (4 pot-holes/day) and dewaterized LA DWP overhead lines which may require RW and utility relocation milestones. If additional utility relocation is required, the project team consider removing scope to avoid high cost impact to project budget. RW Capital is currently programmed at \$495K on FY 21/22. RW office believed that utility relocation costs are somewhere between \$500K and \$1,927,913. A documentation PCR for the RW capital is in process. The proposed project schedule does not allow for necessary RW lead time, and therefore a high risk of delivery failure is anticipated.	50%	Bernoulli		\$750,000	\$975,000	\$1,500,000	512,500	10	15	22	Identifying all impacted utilities is critical to establishing the cost of utility relocations. Potholing will minimize this risk.	Accept	Review possible utility conflicts and conduct potholing to identify all impacted utilities early in the PS&E Phase. Once identified, contact utility companies and monitor progress. Document PCR during Phases 1 & 2, and assume that the Satewide RW Annual Allocation Contingency has a surplus of funds to cover extra utility relocation cost in addition to using G-12 or Supplemental Fund if needed.	Utility Engineer	05/19/21								
3	Active	Threat	Dgn	Survey and Mapping	If surveying data and mapping information are not available, existing field conditions, adjustments and modifications during project development may be required, which would lead to increased project costs and schedule delays.	Survey data received and assume existing conditions will be reflected in the available surveying and mapping data. Survey data was not available between PM 0 - 10 and the design of MGS, AC overlay, MVP, dikes, bus pads, etc. was based on Google Map for this section.	50%	Bernoulli		\$1,000,000	\$1,500,000	\$3,000,000	833,333	10	15	22	Surveys and maps serve as the basis for the design.	Mitigate	Request survey and mapping information as early as possible in the PS&E Phase.	Design Senior	05/19/21								
4	Active	Threat	Env	Environmental impact and clearance	If the scope, environmental setting and/or laws change, the project may require additional review and studies which would lead to increased project costs and schedule delays.	The environmental document level is a Categorical Exemption/Categorical Exclusion (CE/CEX) per CEQA and NEPA guidelines and was approved on 05/19/21. Ground disturbing activities and construction activities near or along bridges could impact migratory bird species or bats, therefore it is recommended construction take place outside of the bird nesting season (February 1 – September 1).	30%	Bernoulli		\$50,000	\$95,000	\$200,000	31,500	10	15	22	Environmental impacts determine the level of environmental documentation needed. Nesting birds may be present in vegetation that is slated for clearing and grubbing.	Mitigate	Inform the Division of Environmental Planning of any change in scope or methods. Schedule construction outside of bird nesting season. February 1st - September 1st. If the construction window occurs within bird nesting season, the District Biologist must conduct a Nesting Bird Survey prior to start of construction. If nesting birds are observed near the project area (150 ft. for songbirds, or 500 ft. for raptors), construction will be halted until fledglings have left the nest. If unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archeologist can assess the nature of the find.	Env Senior	05/19/21								
5	Active	Threat	Env	Hazardous Materials	If additional unanticipated hazardous waste is discovered during the construction, additional hazardous waste mitigation planning may occur, which would lead to design schedule delays and project cost increases.	Based on revised HW Assessment dated 01/17/20, the source of hazardous waste in this project would be limited to 1. lead based thermoplastic traffic striping and pavement markings, 2. ADL from impacted soils, 3. treated wood waste (MBGR posts) 4. Asbestos containing construction material (ACCM) removal of existing metal beam guard railing, 3. volatile organic compounds and petroleum products etc. (\$131,300 costs are accounted for in estimates).	20%	Bernoulli		\$50,000	\$95,000	\$200,000	21,000				Effective handling of hazardous materials on site reduces the cost of disposal.	Accept	Develop an effective and acceptable plan to dispose of hazardous materials per determination of level of contamination after testing and investigation.	Hazardous Waste South	05/19/21								

Risk Register

322900 - LA027-018.62-In Los Angeles County on Topanga Canyon between SR- & Devonshire Street: AC overlay and ADA Ramps										Risk Based RW Cap Est (K): \$1,362 Adjusted Base Con Cap Est (K): \$28,954 Risk Impact on Con Cap (K): \$4,205 (15%) Risk Based Total Capital Est (K): \$33,435												
Scope Summary: The project proposes to add lane and overlay the existing asphalt pavement, upgrade the existing curb ramps to meet the requirements of the Americans with Disabilities Act (ADA) standards, construct concrete pads at transit bus stops, upgrade the existing Metal Beam Guard Railing (MBGR) with Midwest Guardrail System (MGS), relocate signals and replace loop detectors due to the proposed improvements, and replace damaged curb and gutters.										Risk Based RW Cap Est (K): \$1,362 Adjusted Base Con Cap Est (K): \$28,954 Risk Impact on Con Cap (K): \$4,205 (15%) Risk Based Total Capital Est (K): \$33,435												
Risk No.	Status	Type	Category	Title	Risk Statement	Risk Details with Current Status/Assumptions	Risk Identification				Risk Impact Assessment				Response Strategy				Risk Owner	Updated		
							Probability of Occurrence	Distribution Type	Distribution Parameter	Recommended Contingency (@70th Percentile): 15% Risk Impact on Con Capital (@70th Percentile): \$4,204,733				Risk Impact on Schedule	Most Likely	Low	High	Strategy			Response Actions	
										Low (\$)	Most Likely (\$)	High (\$)	Cost Impact									
6	Active	Threat	Dgn	Storm Water Requirements	If stormwater requirements changes or recommended Best Management Practices (BMP) locations and types are found to be non-viable, a modification to the BMP types and locations may be required, which would lead to increased project costs and schedule delays.	Project requires a Water Pollution Control Program (WPCP) since the disturbed soil area (DSA) created by the project is less than 1 acre. Project is not required to implement permanent BMP and temporary construction site BMPs cost of \$50,000 is included in estimates. If above then average rains are encountered, additional construction site BMPs may be required.	30%	Bernoulli		\$50,000	\$95,000	\$100,000	20,500	10	15	22	Mitigate	Comply with current requirements early in the Design Phase. R.E. will ensure that we are meeting all legislative requirements for storm water.	Storm Water			
7	Active	Threat	Trf	Permits and Approvals	As a result of securing proper permits and approvals, additional delays and concessions may occur, which would lead to increased project costs and schedule delays.	City of Los Angeles/County of Los Angeles may require additional scope as part of concessions to permit approval (20 intersections will be impacted). During COVID, Caltrans has experienced significant delays accessing the City of LA Staff for permit negotiations and the Contractor may experience similar delays when obtaining construction permits.	40%	Bernoulli		\$100,000	\$150,000	\$200,000	600,000	22	35	66	Mitigate	Schedule adequate time for the permit approval process and allow for uncertainty. Design to coordinate and ensure the plans submitted to city are consistent with Caltrans plans. Team to coordinate with all regulatory agencies to obtain permits.	Traffic Ops Senior / Hydraulic Senior	06/04/21		
8	Active	Threat	Con	Construction Coordination (PID Risk #6)	If other adjacent Caltrans and/or local projects are in construction at the same time as this project, difficulties in coordinating traffic and work activities between the projects may occur, which would lead to increased project costs and duration.	The following projects are planned within this project limits however schedule and scope are not in conflict with this project: EA 29860, EA 27810, 31760, and 30490 as well as emergency and maintenance projects. There could be local-permitted projects scheduled during the same time-frame. To avoid conflicts, Traffic Management Plan (TMP) will be prepared.	20%	Bernoulli		\$50,000	\$95,000	\$200,000	21,000	10	15	22	Mitigate	Include a coordination clause in the project specifications (P-S-E). Coordinate with permitting agencies to identify local projects within the project limits and adjust the construction schedule to avoid conflicts.	Project Manager / Design Senior / Traffic Senior	05/18/21		
9	Active	Threat	Con	Weather related and Non-working Days	If impacts from weather and natural disaster or non-working days are encountered, additional contract non-working days and extension of contract duration may be required, which would lead to increased project costs and schedule delays.	Impacts from inclement weather or natural disaster may require subsequent remediation and repairs time. Natural disaster such as fire (based on previous year in the area) may require suspension of work.	30%	Bernoulli		\$100,000	\$180,000	\$300,000	52,000	10	15	22	Accept	RE to work with Contractor to minimize the non-working days.	Construction Senior	05/18/21		
10	Active	Threat	Trf	Traffic Control and Handling (PID Risk #2)	Because traffic management systems need to be protected within the project area during construction, additional effort and 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 transportation systems must be protected during construction. All work will be done all in one phase with typical roadblocks and lane closures. Per updated approved TMP Data Sheet dated 1/13/2020, \$100,000 is included in cost estimates.	10%	Bernoulli		\$25,000	\$47,500	\$100,000	5,250	10	15	22	Mitigate	A construction staging plan is being prepared that takes into consideration work windows and traffic volumes and is being coordinated with the City. RE to work with contractor and local agencies to develop traffic handling plans and detours that are responsive to the public's needs.	Traffic	05/18/21		
11	Active	Threat	Dgn	Roadway Geometrics and Design	As a result of not having geometric design standards fully assessed, additional effort is required on geometric evaluation and approval in PSE phase, which would lead to increase in both COS and capital cost of the project.	Roadway geometrics must meet mandatory standards. Existing conditions may not be feasible to install the required length for MGS at various locations and will be explored during PSE phase risk analysis.	10%	Bernoulli		\$500,000	\$750,000	\$1,000,000	75,000	10	15	22	Accept	Schedule adequate time and Design to obtain Design Exception approval as soon as possible.	Design Senior	05/18/21		
12	Active	Threat	Con	Unsheltered / Homeless - non-TRO	If unsheltered or homeless encampments are encountered within the project area during construction, additional effort may be required for their removal or possible relocation, which would lead to increased project cost.	1. Established encampments are not observed at this time. 2. There is a possibility that future encampments could take place in this area during construction. 3. Limited encampment spaces/areas within the project limits provided unfavorable environment for unsheltered homeless. 4. Cost for TRO only will be accounted for in the following Risk (Unsheltered / Homeless - TRO)	20%	Bernoulli		\$100,000	\$150,000	\$300,000	33,333				Mitigate	Before beginning construction activities, RE will work with Maintenance/Right-of-Way to address encampments and prevention of future encampments. Include language in the project specifications for the Contractor to keep the area clear of any new homeless encampments. Include in Notice to Proceed to notify the Contractor at least 30 days prior to needing access to areas in the right of way with encampments that affect performance of the work for Caltrans to remove encampments including encampment debris. Expect to use contingency funds to cover risk.	Construction Senior / Maint. Senior	05/18/21		

Risk Register

322900 - LA027-0118.62-In Los Angeles County on Topanga Canyon between SR- & Devonshire Street: AC overlay and ADA Ramps																													
Scope Summary: The project proposes to add, plane and overlay the existing asphalt pavement, upgrade the existing curb ramps to meet the requirements of the Americans with Disabilities Act (ADA) standards, construct concrete pads at transit bus stops, upgrade the existing Metal Beam Guard Railings (MGR) with Midwest Quadrant System (MGS), relocate signals and replace loop detectors due to the proposed improvements, and replace damaged curb and gutters.																													
Risk Identification										Risk Impact Assessment										Response Strategy									
Risk No.	Status	Type	Category	Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Distribution Type	Probability	Recommended Contingency (@70th Percentile): Risk Impact on Con Capital	@70th Percentile):	15%	Risk Impact on Schedule	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated								
13	Active	Threat	Con	Unsheltered / Homeless - TRO	If unsheltered or homeless encampments are encountered within the project area during construction, additional time may be required for their removal or possible relocation, which would lead to increased TRO cost and schedule delays.	1. Established encampments are not observed at this time. 2. There is a possibility that future encampments could take place within the project area during construction. 3. Limited encampment specialists within the project limits provided unfavorable environment for unsheltered encampments. 4. This risk is accounting only for TRO cost taking removal and relocation of unsheltered or homeless encampments within project limits.	20%	Bernoulli		\$35,000	\$47,600	\$77,000	10,080	10	15	22	Since proper protocols/guidelines are not set in regards to proper handling of unsheltered or homeless encampments, the cost impact on the project will be high. Bidders and Special Provisions for risk assessment is set in the low range to avoid over allocation of resources for this risk until better guidance for the cost is established.	Accept	Before beginning construction activities RE will work with Maintenance/Right-of-Way to address encampments and prevention of future encampments. Include language in the project specifications for the Contractor to keep the area clear of any new homeless encampments. Include a Notice to Bidders and Special Provisions for contractor to notify the Caltrans at least 30 days prior to meeting access to areas that may be affected by the work for affected performance of the work for Caltrans to remove encampments including encampment debris. Expect to use contingency funds to cover risk.	Construction Senior / Maint. Senior	05/18/21								
14	Active	Threat	Con	Prices and Economic Conditions	As a result of a dynamic economy, fluctuations in material prices, equipment costs, and labor rates may occur, which would lead to increased project cost.	Uncertainty in prices and economic climate are expected to continue throughout the project. The COVID-19 pandemic has caused the US and California economies may be negatively impacted resulting in fewer competitive bids and difficulty obtaining some materials such as asphalt, wood (post for MGS) etc.	30%	Bernoulli		\$250,000	\$500,000	\$1,000,000	162,500	10	15	22	If bidding is competitive, prices will be optimum.	Accept	Follow the Caltrans process to list and advertise this project for maximum competition.	Design Senior	05/18/21								
15	Active	Threat	PPM	Staffing & Resources	If staffing with the proper experience is unavailable, securing consultant to augment the effort or delaying project may be required, which would lead to increased project cost and schedule delays.	Staffing & resources may be different than anticipated, (new and retired staff), CA Safer at Home Order (3/16/20) due to the COVID-19 Outbreak has changed the normal workflow of the project development process. In our effort to support the Order, most staff are exploring the option of telework and continuing to perform their duties through telework arrangements. Some staff may not be available due to sickness or quarantine. Due to limited traffic operations specialist for electrical support, consultant task order will be utilized to supplement the shortfall. Construction may have a potential staffing shortfall which may require AAE dollars to supplement.	25%	Bernoulli		\$100,000	\$160,000	\$300,000	43,333	10	15	22	Staffing and productivity contribute mainly to the support cost, however it may translate to daily cost as well as cost for potential rework and repairs.	Mitigate	Balance experienced and knowledgeable staff with new staff and consider contingency funds to pay for work if sufficient AAE capacity to supplement the shortfall.	Construction Senior	05/18/21								
16	Active	Threat	PPM	Quality Review	If errors and omission have been unintentionally overlooked during the quality control (QC) and quality assurance (QA) process, corrective actions may be required during construction, which would lead to increased project cost and schedule delays.	Although the project plans will go through several iterations of quality control and assurance in the P&S&C phase, errors may still occur which will cause the project plans to be inadequate and incomplete.	20%	Bernoulli		\$250,000	\$500,000	\$750,000	100,000	10	15	22	By following the QMS process the cost and schedule impact on the estimate can be minimized	Mitigate	Monitor design progress to conform to the QMS process, by providing complete submittals for review. Expect to use contingency funds to pay for work if necessary arising from misdiagnose project plans.	Design Senior	05/18/21								
17	Active	Threat	Con	Differing Site Conditions	If unexpected site conditions, soil and materials are encountered during construction, design modifications may be required, which would lead to increased project costs and schedule delays.	Variances in site conditions, subsurface or latent physical conditions may be encountered during construction which are not shown on the project plans. Risk conditions may differ from the design data because of natural events (i.e., rain, rock slides, etc.). New electrical poles proposed assumed no subsurface obstruction, however, there is a potential for a need to relocate the poles and/or remove the obstruction.	25%	Bernoulli		\$500,000	\$750,000	\$1,000,000	187,500	10	15	22	Adequately characterizing the project site will reduce the cost of uncertainty.	Mitigate	Conduct an appropriate site visit and a comprehensive site investigation. Expect to use contingency funds to pay for work increases arising from site condition variations after conducting site visits and investigations. N.E. will work with contractor and functional to reach agreement on appropriate compensation.	Design Senior	05/18/21								

ATTACHMENT “H”
PERFORMANCE OUTPUT

Programming Performance Summary (All Locations)															
Program Code	Activity Category	Asset Class	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.121	Pavement	Primary	61.0	Lane mile(s)	Lane mile(s)	0.4	60.5	0.0	61.0	61.0	0.000	61.0	0.0	0.0	61.0

4. Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.

ATTACHMENT “I”
TMP DATA SHEET

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

07-322900

Co/Rte/PM LA-27, PM 0.0/18.6 EA 0716000059 Alternative No. N/A

Project Limit Route 27 from Pacific Coast Highway (PM 0.00) to Devonshire Street (PM 18.6),
in Los Angeles County.

Project Description The scope of the project consists of cold plane and overlay the existing
asphalt pavement, dig-out damaged pavement structural sections and replace
with new structural sections, upgrade the existing curb ramps to meet the
requirements of the American with Disabilities Act (ADA) standards,
construct concrete pads at transit bus stops, upgrade the existing MBGR with
Midwest Guardrail System (MGS), relocate signals and replace loop detectors
due to the proposed improvements and replace damaged curb and gutters.

1) Public Information

- | | | | |
|-------------------------------------|------------------------------------|----------|--|
| <input type="checkbox"/> | a. Brochures and Mailers | \$ | |
| <input checked="" type="checkbox"/> | b. Press Release | | |
| <input checked="" type="checkbox"/> | c. Paid Advertising | \$10,000 | |
| <input type="checkbox"/> | d. Public Information Center/Kiosk | \$ | |
| <input type="checkbox"/> | e. Public Meeting/Speakers Bureau | | |
| <input type="checkbox"/> | f. Telephone Hotline | | |
| <input checked="" type="checkbox"/> | g. Internet | | |
| <input type="checkbox"/> | h. Others _____ | \$ | |

2) Motorists Information Strategies

- | | | | |
|-------------------------------------|--|-----|--|
| <input checked="" type="checkbox"/> | a. Changeable Message Signs (Fixed) | \$0 | |
| <input type="checkbox"/> | b. Changeable Message Signs (Portable) | \$ | |
| <input type="checkbox"/> | c. Ground Mounted Signs | \$ | |
| <input type="checkbox"/> | d. Highway Advisory Radio | \$ | |
| <input type="checkbox"/> | e. Caltrans Highway Information Network (CHIN) | | |
| <input type="checkbox"/> | f. Others _____ | \$ | |

3) Incident Management

- | | | | |
|-------------------------------------|--|----------|--|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$90,000 | |
| <input type="checkbox"/> | b. Freeway Service Patrol | \$ | |
| <input type="checkbox"/> | c. Traffic Management Team | | |
| <input type="checkbox"/> | d. Helicopter Surveillance | \$ | |
| <input type="checkbox"/> | e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ | |
| <input type="checkbox"/> | f. Others _____ | \$ | |

4) Construction Strategies

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

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

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

TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$100,000

Project Notes:

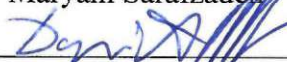
1. This TMP Data Sheet supersedes the previous one dated 02/04/2016.
2. The Public Awareness Campaign (PAC) cost estimate of \$10,000 was provided by, Dave White, Caltrans Office of Public Affairs and Media Relations, on January 8, 2020.
3. In the "Instruction to RE File", inform RE to Notify Public Affairs prior to construction to ensure that a PIO is assigned for the project.
4. The COZEEP cost estimate of \$90,000 was provided by Michael Lopez (Construction Traffic Advisor) on January 13, 2020.
5. The following existing fixed Changeable Message Signs (CMS) may be utilized to inform motorists on traffic conditions during construction:
Northbound Route 101: #108 (De Soto Ave) &
Southbound Route 101: #114 (Parkway Calabasas).
6. It is anticipated that work will be performed in accordance with the Lane Closure Charts provided in the Maintenance Traffic Specifications.
7. Any changes in construction strategy that would result in a different type of closures other than indicated here shall require a revision for the TMP Data Sheet.

PREPARED BY


Maryam Sarafzadeh

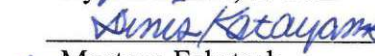
DATE 1/13/2020

APPROVAL RECOMMENDED BY


Dyari Ahmed, S. T. E

DATE 1/13/2020

APPROVED BY


Morteza Fahrtash,
District Traffic Manager

DATE 1/13/2020