

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

SR-213 Roadway Preservation (07-34660)

Resolution : SHOPP-P-2425-02B

(to 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) effective on October 16, 2025 (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

- 3.1 Whereas at its 3/22/2024 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the SR-213 Roadway Preservation (07-34660), 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**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 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 , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-24-34, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/22/2024
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's 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 to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports 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 m Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

ProjectName SR-213 Roadway Preservation (07-34660)

Resolution SHOPP-P-2425-02B
(to be completed by CTC)


Carlos Lopez (ugl, 202510:59:43 PDT)

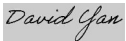
08/11/2025

Date

Nader Abdelmalek

Project Manager

Project Applicant



08/18/2025

Date

David Yan

Chief, Office of Program Management

Implementing Agency



09/04/2025

Date

Gloria Roberts

District Director

California Department of Transportation


Dina El-Tawansy (Sep 22, 2025 13:01:52 PDT)

09/22/2025

Date

Dina El-Tawansy

Director

California Department of Transportation



Paul Golaszewski for

10/31/2025

Date

Tanisha Taylor

Executive Director

California Transportation Commission

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:

08/11/25 10:04:19 AM

District	EA	Project ID		PPNO	Project Manager
07	34660	0718000076		5371	ABDELMALEK, NADER H
County	Route	Begin Postmile	End Postmile	Implementing Agency	
LA	213	0.0	9.984	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

SR-213 Roadway Preservation & ADA Ramps

Location/Description

In and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, install complete streets elements, including bike lanes, crosswalk improvements, new sidewalk, and upgrade curb ramps and signal to Americans with Disabilities Act (ADA) standards.

Legislative Districts

Assembly: 64, 66, 70 Senate: 26, 35 Congressional: 33, 43, 44

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0.0	42.9	0.0		42.9	Lane-miles
Programmed Condition	Pavement	42.9	0.0	0.0	0.0	42.9	Lane-miles

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	11/15/24	
Right of Way Certification Milestone		05/06/26
Ready to List for Advertisement Milestone		05/20/26
Begin Construction Milestone (Approve Contract)		01/09/27

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	22/23	910					910
PS&E	22/23	3,751					3,751
RW Support	22/23	900					900
Const Support	25/26	7,200					7,200
RW Capital	25/26	1,286					1,286
Const Capital	25/26	46,179					46,179
Total		60,226					60,226

Memorandum

To: Kelly Lamare
Deputy District Director
Program/Project Management
District 7

Date: August 11, 2025

File: 07-346601
07-LA-213
PID: 0718000076

From: NADER ABDELMALEK
Project Manager
District 7

Subject: SB1 BASELINE AGREEMENT CLARIFICATION MEMORANDUM

This memorandum is written to accompany the SB-1 Baseline Agreement for this Roadway Preservation & ADA Ramps project on State Route 213 Los Angeles County. The purpose of this memorandum is to update the Post Miles, project milestones, and Funding table in the Project Report (PR) and:

- The Post Miles are updated as shown in the PPR and PRSM as follows: 0.0/9.984
- The Performance Measures as shown in the PR as follows: 42.9 Lane Miles
- The project milestones are updated as shown in the PPR and PRSM as follows:
 - M200 Planned 09/27/2024 (PR)
Actual 11/15/2024 (PPR/PRSM)
 - M410 Planned 05/06/2026 (PPR/PRSM) 03/02/2026 (PR)
 - M460 Planned 05/20/2026 (PPR/PRSM) 04/06/2026 (PR)
 - M500 Planned 01/09/2027 (PPR/PRSM) 12/07/2026 (PR)

Fund Source	Fiscal Year Estimate								Current Estimate (Escalated)
	20.XX.201.121	Prior	23/24	24/25	25/26	26/27	27/28	Future	Programmed Total
Component	In thousands of dollars (\$1,000)								Total At PA&ED
PA&ED Support			\$1,620						\$1,620
PS&E Support				\$2,420					\$2,420
Right-of-Way Support				\$775					\$775
Construction Support					\$4,828				\$4,828
Right-of-Way					\$999				\$999
Construction					\$26,441				\$26,441
Total			\$1,620	\$3,195	\$32,268				\$37,083

If you have any questions, please contact me at (213) 598-6789.

Nader Abdelmalek

08/11/2024

Project Report

For Project Approval

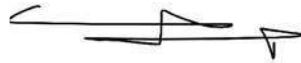
On Route 213
Between West 25th Street
And Junction Route 405

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:



Dan Murdoch, Deputy District Director, Right of Way

APPROVAL RECOMMENDED:



Nader Abdelmalek, Project Manager



Greg Farr, Deputy District Director, Design

PROJECT APPROVED:

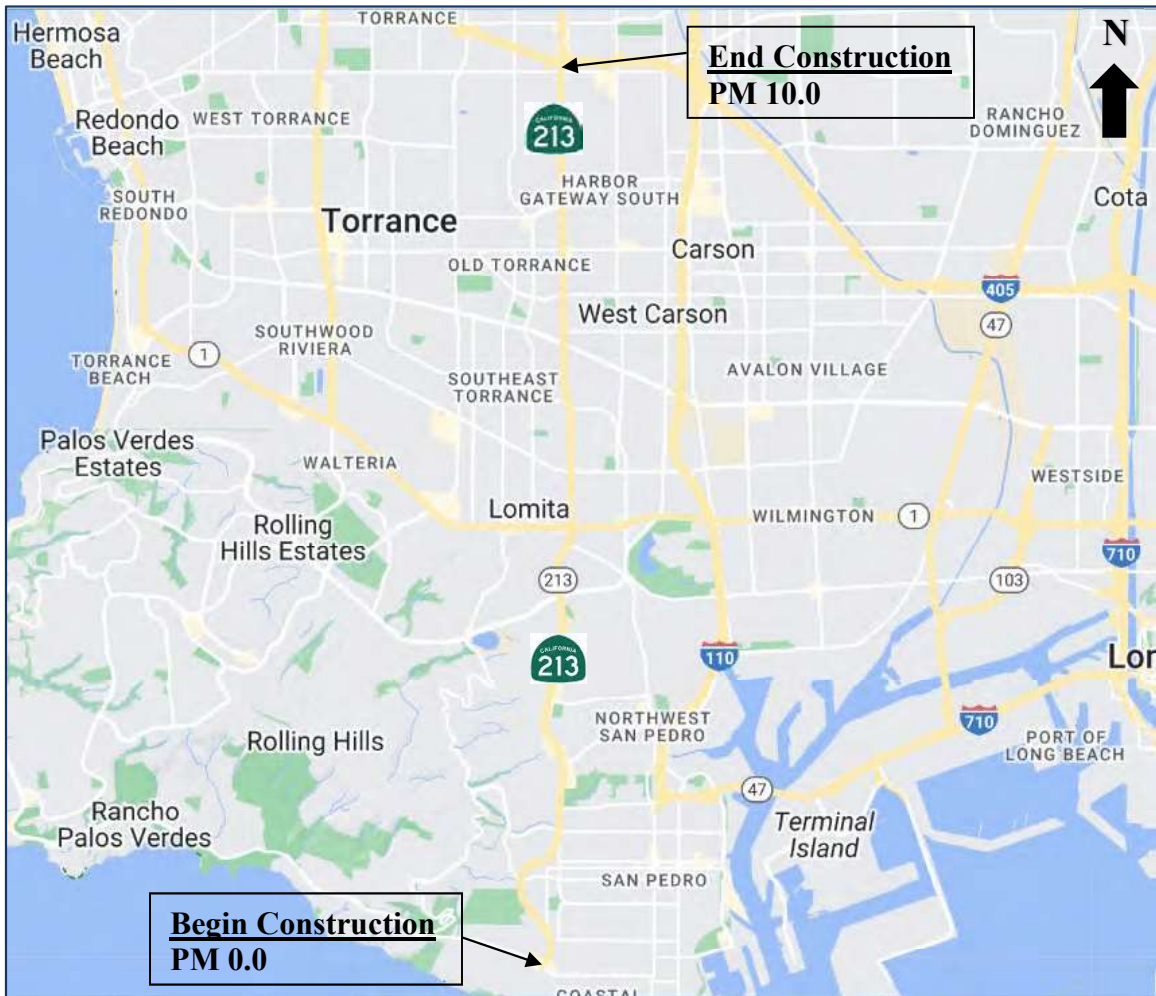


Gloria Roberts, District Director

10/09/2024

Date

Vicinity Map



Route 213
Project Limits PM 0.0/10.0

This 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.

Kin Seng Wong
KIN SENG WONG, REGISTERED CIVIL ENGINEER

06/26/2024
DATE



Table of Contents

1. INTRODUCTION	1
2. RECOMMENDATION	1
3. BACKGROUND.....	2
4. PURPOSE AND NEED.....	2
4A. Problem, Deficiencies, and Justification	3
4B. Regional and System Planning	3
4C. Traffic	4
5. ALTERNATIVES.....	5
5A. Viable Alternatives	5
5B. Rejected Alternatives.....	6
5C. Nonstandard Design Features	6
6. CONSIDERATIONS REQUIRING DISCUSSION.....	6
6A. Hazardous Waste	6
6B. Value Analysis	6
6C. Complete Streets	7
6D. Resource Conservation.....	7
6E. Right-of-Way Issues	7
6F. Railroad Involvement	8
6G. Environmental Compliance.....	8
6H. Air Quality Conformity	8
6I. Title VI Considerations	8
6J. Noise Abatement Decision Report	8
6K. Life-Cycle Cost Analysis	9
6L. Stormwater Compliance.....	9
6M. Utilities Information	9
6N. Geotechnical Information	9
7. OTHER CONSIDERATIONS	9
7A. Corridor and System Coordination	9
7B. Transportaion Management Plan	9
7C. Climate Change Considerations.....	10
7D. Stage Construction	10
7E. Transit Facilities	10
8. FUNDING, PROGRAMMING AND ESTIMATE.....	10
9. DELIVERY SCHEDULE	12
10. RISKS	12
11. EXTERNAL AGENCY COORDINATION	12
12. PROJECT REVIEWS.....	13
13. PROJECT PERSONNEL	13
14. ATTACHMENTS (Number or Pages).....	14

1. INTRODUCTION

Project Description:

This project report (PR) presents a roadway preservation project on State Route 213 in and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. This project was originally programmed in the 2022 State Highway Operation and Protection Program (SHOPP) under 20.XX.201.121 Roadway Preservation Program for delivery in the 2025/2026 fiscal year (FY). The project proposes to rehabilitate pavement (cold plane and overlay), upgrade guardrail, upgrade existing nonstandard ADA curb ramps facilities to Americans with Disabilities Act (ADA) standards, construct concrete bus pads at transit stops, construct retaining walls for the addition of sidewalk segments, relocate traffic signals, upgrade pedestrian push-buttons, replace vehicle loop detectors, reduce lane widths & medians to allow for the placement of Class II bike lanes, install bicycle loop detectors, upgrade existing drainage inlet grates with bicycle friendly grates, and install guide, warning and bicycle signs.

Project Limits	07-LA-213-PM 0.0/10.0	
Number of Alternatives	2	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$12,093,000	\$13,471,000
Capital Outlay Construction	\$38,381,000	\$45,879,000
Capital Outlay Right-of-Way	\$949,000	\$1,286,000
Funding Source	SHOPP (20.XX.201.121)	
Funding Year	2026	
Type of Facility	4 to 6 lane conventional highway	
Number of Structures	None	
SHOPP Project Output	42.87 lane miles CAPM, 478 LF Guard Rail, 64 ADA Curb Ramps, and others. For complete list of performance measures See Attachment M.	
Environmental Determination or Document	Categorical Exemption/Categorical Exclusion (CE/CE)	
Legal Description	In Los Angeles County, in the City of Los Angeles, between West 25 th Street and I-405.	
Project Development Category	5	

2. RECOMMENDATION

It is recommended that the project be approved with the preferred alternative and that the project proceed to the PS&E phase.

3. BACKGROUND

State Route 213 (SR-213) is a conventional highway in the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance. SR-213 is a north and south route which connects SR-1 to I-405 and provides access to the South Bay area. The highway consists of two lanes in each direction from West 25th St. to Carson St. where it then widens to three lanes in the southbound direction, and then becomes 3 lanes in each direction from Carson St. to Junction Route 405. The existing lane widths throughout SR-213 range from 11 to 12 feet, the raised median widths measure between 4 to 17 feet, and the shoulder widths along the segments of Western Ave. vary from 0 to 7 feet.

Federal-aid funding provisions allow for projects to accomplish preventative maintenance activities of the pavement. This work provides cost effective treatments to an existing roadway system without increasing pavement structural capacity. Geometric enhancements are not included, and the work cannot degrade any existing safety devices, complete streets, and asset management. Additionally, State law and policies have amended the process for management and selection of State Highway Operation and Protection Program (SHOPP) projects for Caltrans.

The Project Initiation Report (PIR) was approved on June 27, 2018, and recommended to be programmed into the State Highway Operation and Protection Program (SHOPP) for delivery in the 2023/2024 fiscal year (FY). Due to other competing priorities, the project was not programmed in the 2024 FY. Subsequently, the 1st Supplemental PIR, approved in 2019, adjusted the project cost. Later, the project scope and support cost were updated in the 2nd Supplemental PIR and approved on June 22, 2021. The project was programmed into the 2022 SHOPP with the use of the 2nd Supplemental PIR for delivery in the 2025/2026 FY.

In the summer of 2022, the District received SHOPP Complete Street Reservation funds to implement Class II bike lanes on SR-213 from PM 0.0 to PM 8.0 under EA 30661. Due to roadway width limitations, Caltrans implemented a combination of Class II bike lanes and Class III bike lines and would defer the study for the replacement of Class III bike lanes with Class II lanes to the upcoming project EA 34660. In July of 2023, the District received funding from the Infrastructure Investment and Jobs Act (IIJA) to incorporate additional complete streets items. This project, EA 34660, proposes continuous Class II bike lanes in both directions of SR-213 from PM 0.0 to PM 10.0. On June 12, 2024, Caltrans held a community outreach meeting to present the project to the public and city personnel at the City of Los Angeles, Lomita, Torrance, and Rancho Palos Verdes.

4. PURPOSE AND NEED

Purpose:

The purpose of the project is to rehabilitate the existing pavement, improve public safety, and enhance mobility for all users of the facility.

Need:

There is a need to rehabilitate the existing deteriorating roadway, upgrade non-standard ADA curb ramps to meet current standards, and to implement Class II bike lanes to improve safety for all users and maintenance workers.

The 2021 Pavement Condition Detailed Report (Pave M) states the average International Ride Index is 179. This pavement condition meets the requirements for preventative maintenance. See Attachment J for the Pavement Condition Survey. ADA curb ramps, not already upgraded, will be brought to current ADA curb ramp standards. The existing bikeway along Western Ave. is intermittent and in need for continuity.

4A. Problem, Deficiencies, and Justification

In addition to the need for pavement rehabilitation, ADA curb ramps are required to meet current ADA curb ramp standards.

Pedestrian Facility

A total of 64 existing ADA curb ramps will be upgraded to current ADA standards. This includes replacing existing crosswalks with continental crosswalk markings using enhanced wet night high visibility paint. Additionally, a sidewalk segment (1,125 ft.) will be constructed to provide a continuous pedestrian path. See Attachment B and R.

Bicycle Facility

SR-213 currently has limited segments of dedicated bike lanes. Project 07-306614, currently in construction, will add Class II bike lanes from West 25th St. to Palos Verdes Dr. North. This project, EA 34660, proposes to complete the Class II bikeway along the route by filling-in the gaps from West 25th St. to Palos Verdes Dr. North and extending Class II bike lanes north of Palos Verdes Dr. North.

Median reduction along segments of SR-213 are proposed to allow for the integration of Class II bike lanes. The reconstruction of these medians includes replacing the existing cracked asphalt concrete surfacing within the median with minor concrete (stamped concrete) and/or concrete pavers in keeping with the corridor design.

4B. Regional and System Planning**Identify Systems**

SR-213 is a north and south route and is classified as a “Principal Arterial” in an urbanized corridor {Federal Highway Administration (FHWA) bases functional classification on a roadway’s primary purpose}. SR-213 provides access to the community of San Pedro and the cities of Los Angeles, Rolling Hills Estates, Lomita, Torrance, and Rancho Palos Verdes.

State Planning

The Transportation Concept Report (TCR) is the Department of Transportation's (Caltrans) long-range planning document that identifies the existing and future route conditions and needs for each route on the State Highway System and establishes a twenty-year planning concept. The proposed improvements do not impact any transportation planning concepts in the TCR for State Route 213 (District 7, December 2016). There are no capacity enhancement projects proposed for SR-213 in the TCR.

Local Planning

It is anticipated that the proposed improvements would have little impact on local planning and other development efforts.

Transit Operation Planning

The project proposes to construct several new bus pads. It is anticipated that the construction of these improvements would have some temporary impacts to bus transit operations during construction.

4C. Traffic

Current and Forecasted Traffic

The following traffic data was obtained from the Traffic Census Program and summarized below.

Table 4.1 - Traffic Data

Project Limits (PM)	PHV	AADT (Year 2022)	AADT (Year 2045)	TRUCK AADT	% TRUCKS
25 th Avenue – Avenida Aprenda 0.00 – 3.46	1800	29,000	37,500	496	1.71
Avenida Aprenda – Palos Verdes Dr. North 3.46 – 4.31	2,200	36,000	46,500	496	1.71
Palos Verdes Dr. North – PCH 4.31 – 5.09	1,300	21,500	28,000	496	1.71
PCH – Lomita Blvd. 5.09 – 5.67	1,200	20,000	26,000	596	2.98
Lomita Blvd. – Sepulveda Blvd. 5.67 – 7.00	1,650	27,000	35,000	596	2.98
Sepulveda Blvd – I-405 7.00 – 9.98	1,850	30,000	39,000	1,140	3.80

*Linear Projection by 1.25% per year

Collision Analysis

The Caltrans Traffic System Network (TSN) provides available detailed collision data for all highways in the State of California. The Traffic Selective Accident Rate (TSAR) and Table B were provided by Caltrans District 7 on SR-213 between the project limits for the three-year period between October 1, 2020, and September 30, 2023. The Analysis of the TASAS Table B records a total of 54 collisions.

Table 4.2 - Collision Rates - TASAS Table B (October 1, 2020 - September 30, 2023)

Post Mile	Number of Collisions			Total Million Vehicle Miles (MVM)	Collision Rates (No. of Collisions/MVM)					
	Fatal	Fatal + Injury	Total		Actual			Statewide Average		
					Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.00-8.90	1	36	54	267.34	0.004	0.13	0.20	0.013	0.45	0.96

5. ALTERNATIVES

5A. Viable Alternatives

Alternative 1 - Programmable Project Alternative -

The scope of work for the programmable project alternative is as follows:

- Cold plane 0.20 feet of the existing asphalt concrete pavement and overlay with 0.20 feet of rubberized hot mix asphalt gap graded (RHMA-G).
- Dig-outs: Dig-out and replace failed pavement with hot mix asphalt type A (HMA-Type A).
- Upgrade 64 existing ADA curb ramps to the current American Disabilities Act standards. Ramps are located at various locations within project limits. See Attachment R.
- Add Class II Bike lanes to fill in the gaps in Ranchos Palos Verdes and continue from Palos Verdes Dr. North to Del Amo Blvd. (PM 4.31 to PM 9.05)
- Reconstruct/reduce various median islands to accommodate Class II Bike lanes (includes new pavement where needed).
- Upgrade existing 478 ft. Metal Beam Guardrail (MBGR) with Midwest Guardrail System (MGS) located between Bynner Dr. and S. Weymouth Ave. (PM 1.37 to PM 1.46)
- Construct 42 new concrete bus pads (JPCP-RSC).
- Modify Caltrans fiber optic cable systems impacted by installation of bus pads (7 bus pad locations). See Attachment T.
- Construct 2 retaining walls to accommodate new sidewalk: total combined retaining wall length is 533 ft. The retaining walls are located between Bynner Dr. and 0.2 miles south of S. Weymouth Ave.
- Construct 1,125 LF of sidewalk located between Bynner Dr. and 0.2 miles south of S. Weymouth Ave.

- Install 38 accessible pedestrian pushbuttons at various ADA curb ramp upgrade locations.
- Upgrade 11 existing drainage inlets with bicycle friendly grates.
- Replace all traffic loop detectors within limits of pavement rehabilitation.
- Install bicycle loop detectors at all signalized intersections.
- As required due to ADA curb ramp upgrades at intersections; replace 7 traffic signal poles and relocate 5 electrical boxes. See Attachment Q.
- Place bicycle, guide, and warning signs in both directions of travel.
- Upgrade crosswalks and pavement markings and replace traffic striping and pavement markers.
- Construct two BMPs.

5B. Rejected Alternatives

Alternative 2 - No Build Alternative

The no build alternative was rejected since it does not address the purpose and need of the project.

5C. Nonstandard Design Features

For the build alternative, there are 3 boldface nonstandard features associated with nonstandard shoulder width and 9 underlined nonstandard design features associated with nonstandard median width located along Route 213. Both nonstandard features will allow enough horizontal clearance to implement a 5' bicycle lane along Route 213. A Design Standard Decision Document (DSDD) was developed for this project.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

The project requires roadway excavation for the reconstruction of medians, construction of new bus pads, retaining walls, sidewalks, ADA curb ramps and traffic signal poles. Included in the project is the installation of signpost, and Midwest guardrail which generally contributes to minimal soil disturbance.

An assessment of known or likely hazardous materials and contamination that may be encountered during the construction of this project is attached in Attachment D. A full evaluation of potentially hazardous waste or contamination issues will be addressed during the design phase of the project. See Attachment D for Hazardous Waste Assessment.

6B. Value Analysis

The VA Sprint process is a virtual workshop available to federally non-mandated projects under \$50 million in construction costs (and bridge projects under \$40

million). The Caltrans VA Sprint process was designed to leverage innovative solutions from previous VA studies using a condensed workshop format to maximize the opportunity for value while reducing the time and expense of conducting standard VA studies on smaller, less complex projects.

A Value Analysis Sprint was conducted since it is a project requirement for projects costing over \$25 million. As a result of the study, savings for the project were estimated at \$4.4 M. See attachment K for the Final Value Analysis Sprint Report.

6C. Complete Streets

The Infrastructure Investment and Jobs Act (IIJA) is a bill which provides new funding for various infrastructure projects including highway and pedestrian safety projects. This project was selected and approved for IIJA federal funding for the following Complete Street elements: Addition of Class II bike lanes, conflict zone green paint, enhanced visibility paint crosswalks, bicycle detection loops, and bicycle and pedestrian signage. The Project Change Request (PCR) documents the additional complete street scope and associated cost to this 2022 State Highway Operation and Protection Program (SHOPP) project. See Attachment O. The Complete Streets Decision Document was revalidated. See Attachment S.

6D. Resource Conservation

The project will not increase roadway capacity and therefore not increase Green House Gas Emissions (GHG). Where available, the following strategies are recommended:

- i. Material within a local radius of the project area and/or locally available building material be utilized to reduce GHG emissions.
- ii. Promote the use of low-carbon footprint materials such as warm mix asphalt, or concrete (fly ash, limestone).
- iii. Construction incentives to use clean energy; Tier 4 or greater equipment emissions standards as a goal.

6E. Right-of-Way Issues

While most work will be completed within the existing R/W, additional right of way is required for the construction of two retaining walls and an ADA curb ramp. Positive identification/potholing of utilities will be conducted in the next phase to determine the need for any utility relocations. The R/W Data Sheet was prepared on June 24, 2024. See Attachment E.

Temporary Construction Easements (TCE) will be necessary to construct the new retaining wall and sidewalk located along southbound Route 213 between Bynner Dr. and Weymouth Ave.

A highway easement is required for the proposed ADA curb ramp at the southeast corner of 228th St. and Western Ave. Additional Right of Way needs will be assessed early in the PS&E phase.

6F. Railroad Involvement

The following railroad facilities cross SR-213:

- 1) Burlington Northern Santa Fe (BNSF) crosses Western Ave. at PM 6.88. BNSF also crosses Sepulveda Blvd. which is located within 1.5 miles of the project limits. The proximity of this crossing will also require coordination with BNSF to prevent vehicular back-up near railroad crossings.
- 2) Union Pacific Railroad (UPRR) runs along Torrance Blvd. and crosses SR-213 at PM 8.45. Coordination with UPRR is anticipated beginning in the PS&E phase and through construction.

Caltrans will be working with the California Public Utilities Commission (CPUC), UPRR, and BNSF to assess improvements within these crossings.

6G. Environmental Compliance

The project is Categorical Exempt under Class 1(c) and Categorical Excluded under the National Environmental Policy Act (NEPA) 23 CFR 771.117 (c): activity (c)(26). A Categorical Exemption/Categorical Exclusion Determination Form was signed on April 10, 2024. See Attachment F.

6H. Air Quality Conformity

This project is not a Congestion Mitigation and Air Quality Program (CMAQ) recipient. Air quality conformity is not required.

6I. Title VI Considerations

Title VI of the Civil Rights Act of 1964 and related statutes requires that there is no discrimination in federally assisted program on the basis of race, color, national origin, age, sex, or disability (religion is a protected category under the Fair Housing Act of 1968). There have been no findings of adverse impacts within the project area on minority groups, the elderly, handicapped, or other special interest groups.

6J. Noise Abatement Decision Report

This project does not meet Type I criteria; therefore, a detailed noise impact study is not required. Type I projects are proposed Federal or Federal-aid highway projects for the construction of a highway on a new location, the physical alteration of an existing highway where there is substantial horizontal or vertical roadway realignment, addition of through and auxiliary lanes, and the addition or relocation of an interchange or

ramps.

6K. Life-Cycle Cost Analysis

Per Appendix 8 of the Life Cycle Cost Analysis Manual (LCCA), CAPM projects are exempt from the LCCA requirement.

6L. Stormwater Compliance

Two permanent treatment BMP will be included in this CAPM project. An Alternative Compliance Plan will be needed for this project if the BMP(s) are not feasible. See Attachment G for SWDR.

6M. Utilities Information

Scope of work involving excavation will require potholing to positively identify the location of utilities. The Right of Way Data sheet has accounted for the necessary potholes along with the proposed utility relocations. For detailed information See Attachment E.

6N. Geotechnical Information

The Office of Geotechnical Design is in the process of testing soil from borings for the proposed retaining walls. Further testing will also be conducted for the proposed traffic signal poles during PS&E phase. See Attachment N and Q.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Corridor and System Coordination

The following are projects in the vicinity of this project:

EA	Route	Begin PM	End PM	Description	Current Phase	Construction	
						Begin	End
32160	1	0	18.0	Cold plane and overlay AC pavement, & install curb ramps	3	12/5/2023	9/17/2027
34610	1	7	7.4	Structures Seismic Retrofit	1	1/30/25	9/28/28
39020	47	0.4	2.0	Vincent Thomas Bridge Deck Replacement	0	10/17/2025	7/30/2027
0W670	103	0	1.8	0.15 ft. HMA-A Cold plane and overlay and dig-outs	1	7/15/2024	12/05/2028
37540	405	13.6	29.5	Replace and line various culverts	0	11/6/2026	5/30/2028
35310	405	16.4	20.2	Construct transition lane	1	12/3/2025	3/10/2027

7B. Transportation and Management Plan

A Transportation Management Plan (TMP) was prepared for handling traffic during construction. The key elements of TMP are Press Release, Internet, Lane Closure and

COZEER. See Attachment H for TMP Data Sheet dated 3/22/2024.

7C. Climate Change Considerations

Caltrans' Standard Specifications in Section 14-9 (2018) require reducing air quality impacts during construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

7D. Stage Construction

The scope of work will be performed in stages. In general, work commences with concrete work prior to roadway resurfacing and paving. This would include construction of medians, bus pads, traffic signal poles, drainage, curb and gutters, sidewalks, and ADA curb ramps in the first phase. Temporary pedestrian access will be provided during the construction of ADA curb ramps. Construction of retaining walls may occur concurrently. Pavement repairs and, cold plane and overlay operations would be next, followed by the placement of loop detectors, pavement delineation, and pavement markers.

7E. Transit Facilities

An integral part of the SR-213 multi-modal system includes bus transit offered by the local agencies. The implementation of new bus pads at bus stops will enhance the services along this route. Furthermore, the opportunity to construct the missing bus pads along Rte. 213 at one time will minimize future interruptions to transit services. See Attachment B.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

Programming

The table below provides the current programmed information for the project cost component, and the current cost estimate by component. The current cost estimate for support is escalated to the middle of each component at a rate of 3.5% per year. The construction capital cost is escalated to the middle of construction at a rate of 4.89% for FY 24/25 and 3.80% for FY 25/26 and beyond. The Right of Way capital is escalated at 8% to 2028.

Fund Source	Fiscal Year Estimate								Current Estimate (Escalated)
20.XX.201.121	Prior	23/24	24/25	25/26	26/27	27/28	Future	Programmed Total	Total At PA&ED
Component	In thousands of dollars (\$1,000)								
PA&ED Support		\$1,620						\$1,620	\$1,620
PS&E Support			\$2,420					\$2,420	\$3,751
Right-of-Way Support			\$775					\$775	\$900
Construction Support				\$4,828				\$4,828	\$7,200
Right-of-Way				\$999				\$999	\$1,286
Construction				\$26,441				\$26,441	\$45,879
Total		\$1,620	\$3,195	\$32,268				\$37,083	\$60,636

Estimate

The estimated capital cost for the project as of June 2024 is \$39.33 M, including R/W. The escalated capital cost is \$47.17 M. The total escalated project cost is \$60.64 M which exceeds the programmed amount by \$23.55 M. The project cost increase is largely due to the increase of bid item cost, quantities, and price index fluctuation from the PID approval date to the present. SHOPP variance will cover these capital and support cost increases. For the itemized cost comparison of the Project Initiation Report scope vs. the PA&ED scope, see Attachment P. For the Preliminary Project Cost Estimate, see Attachment C.

A Project Change Request (PCR) will be prepared for approval after the Project Report approval.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	6/30/22	Actual
BEGIN ENVIRONMENTAL	M020	1/04/23	Actual
PA & ED	M200	9/27/24	Target
START PS&E	M210	8/01/24	Target
BEGIN STRUCTURE	M215	8/09/24	Target
60% PS&E	M313	7/21/25	Target
PRE-95% PS&E		9/02/25	Target
95% PS&E	M315	11/3/25	Target
PS&E TO DOE	M377	12/01/25	Target
DRAFT STRUCTURES PS&E	M378	9/02/25	Target
PROJECT PS&E	M380	2/02/26	Target
RIGHT OF WAY CERTIFICATION	M410	3/02/26	Target
READY TO LIST	M460	4/06/26	Target
FUND ALLOCATION	M470	7/06/26	Target
HEADQUARTERS ADVERTISE	M480	8/10/26	Target
AWARD	M495	11/09/26	Target
APPROVE CONTRACT	M500	12/07/26	Target
CONTRACT ACCEPTANCE	M600	7/09/29	Target
END PROJECT	M800	1/06/31	Target

10. RISKS

A Level 3 Risk Register was prepared and approved on June 19, 2024. A total of 39 risks included the following risk: 16 Design related, 5 Right of Way related, 2 Environmental related, 2 Traffic related, 2 Program/Project Management related, and 12 Construction related risk all identified as shown in Attachment L.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

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

The project requires the following coordination:

Railroads

Railroad Agreement are anticipated for the at-grade crossing(s).

12. PROJECT REVIEWS

Scoping team field review Kin Seng Wong, Suzie Kearns, Kevin Nguyen Date 6/06/24

District SHOPP Program Advisor	<u>Md Musa</u>	Date	<u>6/06/24</u>
District ADA Program Advisor	<u>Wilfred Domingo</u>	Date	<u>6/06/24</u>
Headquarters SHOPP Program Advisor	<u>Long K. Huynh</u>	Date	<u>6/06/24</u>
District Maintenance	<u>Eric Chau</u>	Date	<u>6/06/24</u>
Headquarters Project Delivery Coordinator	<u>Robert Navarro</u>	Date	<u>6/06/24</u>
Project Manager	<u>Nader Abdelmalek</u>	Date	<u>6/06/24</u>
District Safety Review	<u>Kevin Ferrer</u>	Date	<u>6/06/24</u>
Constructability Review	<u>Kyle Kunitake</u>	Date	<u>6/06/24</u>
Transportation Planning	<u>Benjamin Medina</u>	Date	<u>6/06/24</u>

13. PROJECT PERSONNEL

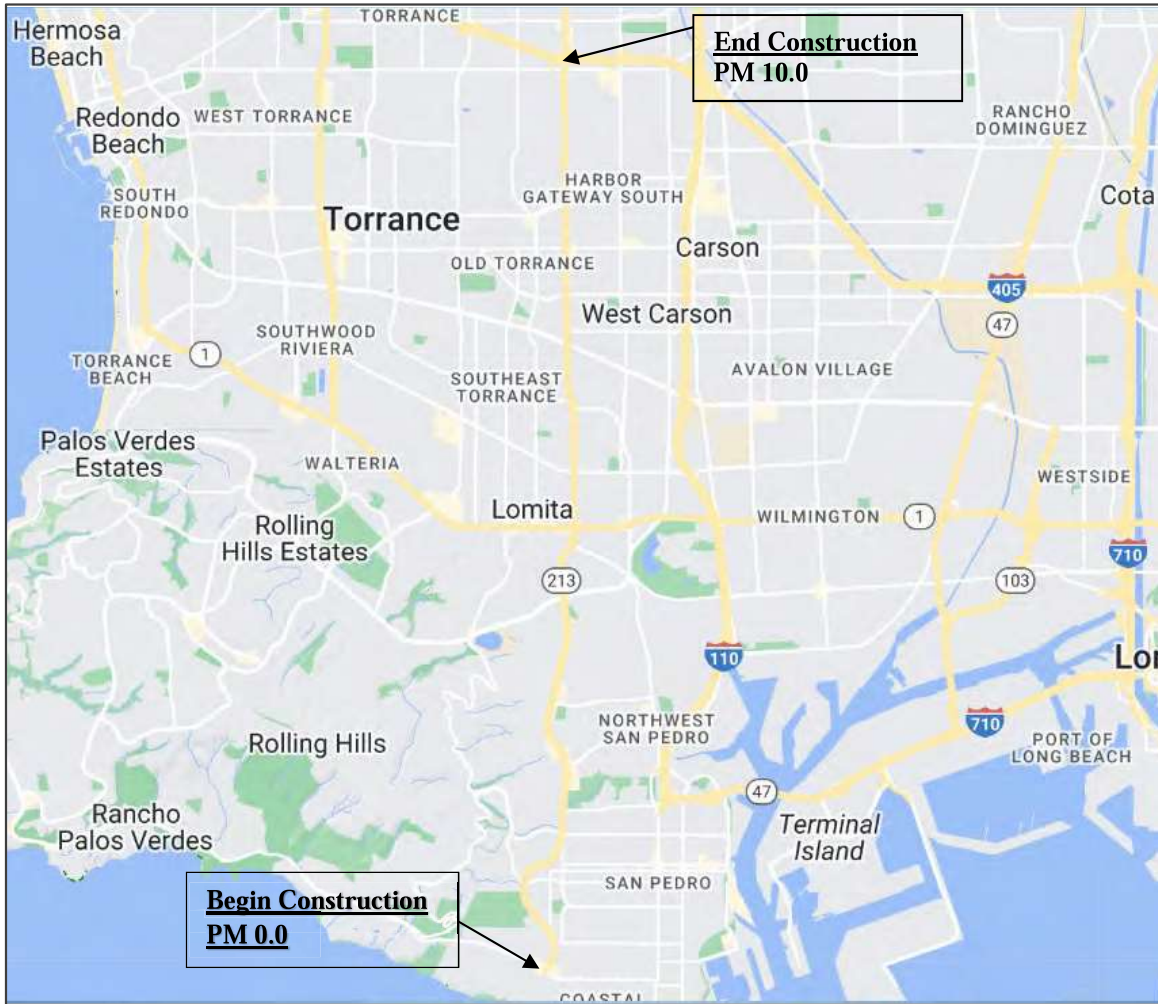
Joseph Reynoza	Design Manager	213-266-6121
Kin Seng Wong	Project Engineer	213-266-3705
Suzie Kearns	Project Engineer	213-266-3729
Nader Abdelmalek	Project Manager	213-598-6789
Md Musa	SHOPP Program Advisor	213-269-1252
Benjamin Medina	Sr. Transportation Planner, Office of Complete Streets	213-760-7740
Ryan Nai	AGPA, Project Management, Office of Risk Management	213-269-1433
Karl Price	Sr. Environmental Planner	213-266-3822
Anna Johnson	Environmental Scientist	213-310-2536
Wayne Lee	Sr. Right of Way Agent, Right of Way Project Coordination	213-264-9044
Stephanie Chew	Sr., R/W Engineering	213-266-3605
Shao-Chiang Liu	Sr. Transportation Engineer - Stormwater Compliance	213-269-1662
Fariborz Gahvari	Sr. Division of Engineering Services, Office of Geotechnical Design South	213-200-4073
Kenneth Young	Sr. Transportation Engineer, Office of DTM-TMP (South)	213-639-5923
Julio C. Valdez	Transportation Engineer - TMP (South)	213-266-6238
Fatemeh Ansari	Sr. Transportation Electrical Engineer, Office of Traffic Design	213-266-6180
Erick Morales	Transportation Electrical Engineer, Office of Traffic Design	213-269-1509
Candace Fung	Sr. Transportation Electrical Engineer, Office of ITS	213-266-3997
Benjamin Medina	Sr. Transportation Planner	213-760-7740
Joe A. Hernandez	Construction Traffic/Safety Coordinator	213-793-9065
Wayne Liu	Sr. Transportation Engineer Construction	562-860-5963
Syed Huq	Risk Manager	213-266-6630

14. ATTACHMENTS

- A. Vicinity map (1)
- B. Project Plans (38)
- C. Preliminary Project Cost Estimate (10)
- D. Hazardous Waste Assessment (7)
- E. Right of Way Data Sheet (8)
- F. Environmental Document (CE/CE) (7)
- G. Stormwater Data Report (32)
- H. Transportation Management Plan Data Sheet (5)
- I. Materials Engineering Recommendation (3)
- J. Pavement Condition Survey (1)
- K. Value Analysis Sprint Report (58)
- L. Risk Register (7)
- M. SHOPP Project Performance Output Worksheet (1)
- N. Geotechnical Services - Subsurface Information (2)
- O. Project Change Request (12)
- P. PIR/PAED Cost Estimate Comparison (4)
- Q. Traffic Electrical Work (1)
- R. ADA Curb Ramp List (2)
- S. Complete Streets Decision Document (5)
- T. Fiber Optic Cable Systems - Modification Table (1)

VICINITY MAP – Attachment A

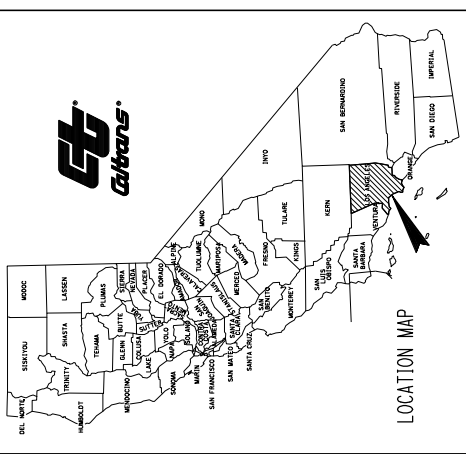
Vicinity Map



Route 213
Project Limits PM 0.0/10.0

PROJECT PLANS– Attachment B

Dist	COUNTY	ROUTE	POS. MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	



STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

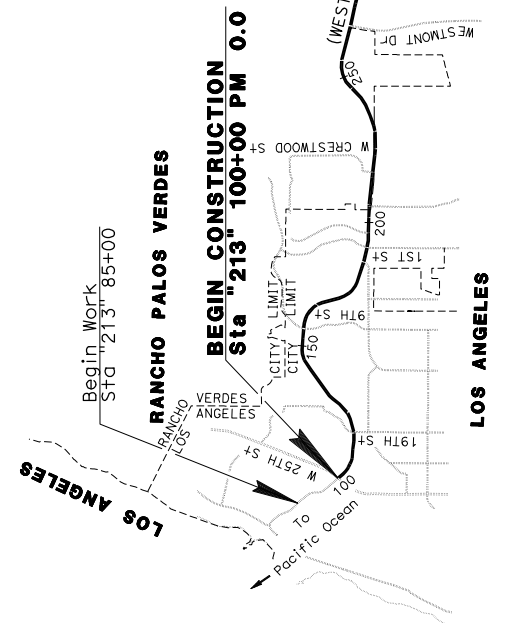
IN LOS ANGELES COUNTY
FROM WEST 25TH STREET
TO WEST 190TH STREET

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023

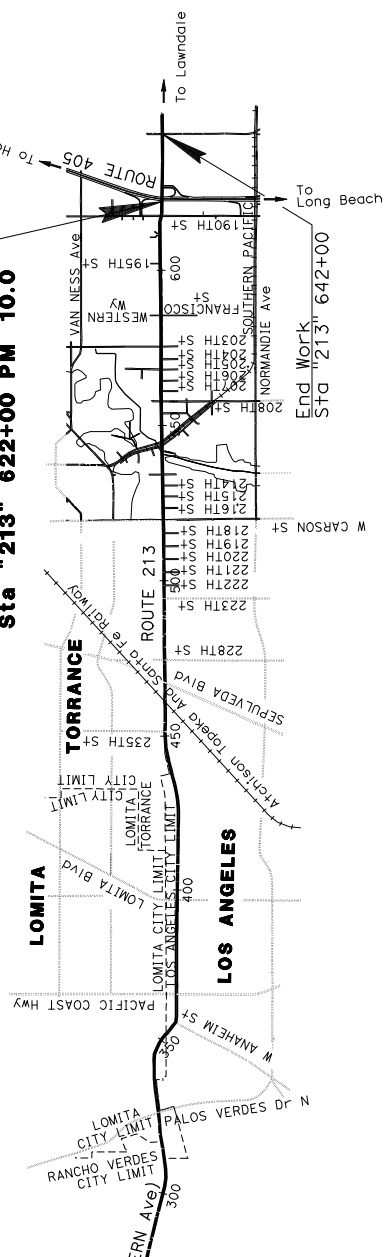


SHEET No.	DESCRIPTION
X	TITLE AND LOCATION MAP
XX	LOCATIONS OF CONSTRUCTION
XX	KEY MAP AND LINE INDEX
XX	PROJECT CONTROL
XX	CONSTRUCTION DETAILS
XX	UTILITY PLANS
XX	CONSTRUCTION AREA SIGNS
XX	TRAFFIC HANDLING DETAILS
XX	PAVEMENT DELINEATION PLANS
XX	PAVEMENT DELINEATION QUANTITIES
XX	SUMMARY OF QUANTITIES
XX	MODIFYING EXISTING ELECTRICAL SYSTEMS
XX	ELECTRICAL SYSTEMS DETAILS
XX	ELECTRICAL SYSTEMS QUANTITIES
XX	REVISED STANDARD PLANS

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.



END CONSTRUCTION
Sta "213" 622+00 PM 10.0



NOTE:
THE TABLE OF LOCATIONS OF CONSTRUCTION IS SHOWN ON THE
LOCATIONS OF CONSTRUCTION SHEETS.

DESIGN MANAGER

JOSEPH REYNOLZA

PROJECT MANAGER

MADER ABDELMALEK

PROJECT ENGINEER

REGISTERED CIVIL ENGINEER

DATE

REGISTERED PROFESSIONAL ENGINEER

STATE OF CALIFORNIA

CIVIL

NO. 00000000

PLANS APPROVAL DATE

THIS STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS OR INADEQUACIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."		BORDER LAST REVISED 8/1/2016		CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/		USER NAME => P307831 DWG FILE => 07346600001.dgn		UNIT 1797		PROJECT NUMBER & PHASE 0718000076		CONTRACT No. 07-346604		PROJECT ID 0718000076		LAST REVISION 00-00-00	
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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

2. SEE LAYOUT FOR PAVEMENT STRUCTURE [3] BUS PAD LOCATIONS.

ABBREVIATION:

JPCP : JOINTED PLAIN CONCRETE PAVEMENT

LCB : LEAN CONCRETE BASE

RSC : RAPID STRENGTH CONCRETE

RS : RAPID SETTING

HMA : HOT MIX ASPHALT

RHMA-G: RUBBERIZED HOT MIX ASPHALT (TYPE-G)

EXISTING PAVEMENT STRUCTURE

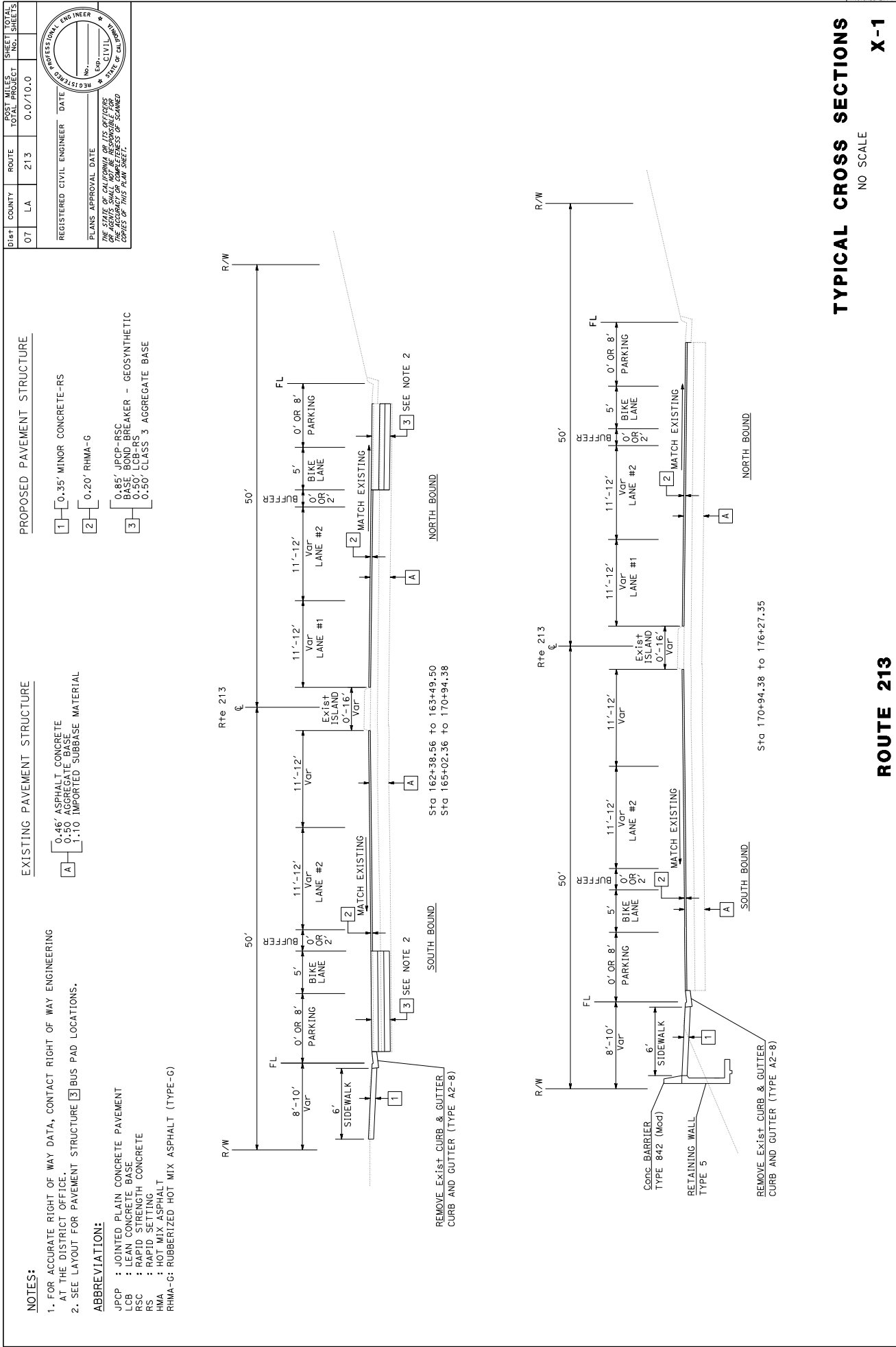
PROPOSED PAVEMENT STRUCTURE

[A] 0.46' ASPHALT CONCRETE
0.50' ASBESTOS FIBER REINFORCED
1.10 IMPORTED SUBBASE MATERIAL

[1] 0.35' MINOR CONCRETE-RS

[2] 0.20' RHMA-G

[3] 0.85' JPCP-RSC
BASE BOND BREAKER - GEOSYNTHETIC
0.50' LCB-RS
0.50' CLASS 3 AGGREGATE BASE



NOTES:

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0.50' LCB-RS
0.50' CLASS 3 AGGREGATE BASE

- NOTES:
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
 - SEE LAYOUT PLANS FOR THE LOCATION AND LIMIT OF THE RAISED ISLAND REMOVAL AND RECONSTRUCTION.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER

NO.

EXP.

CIVIL

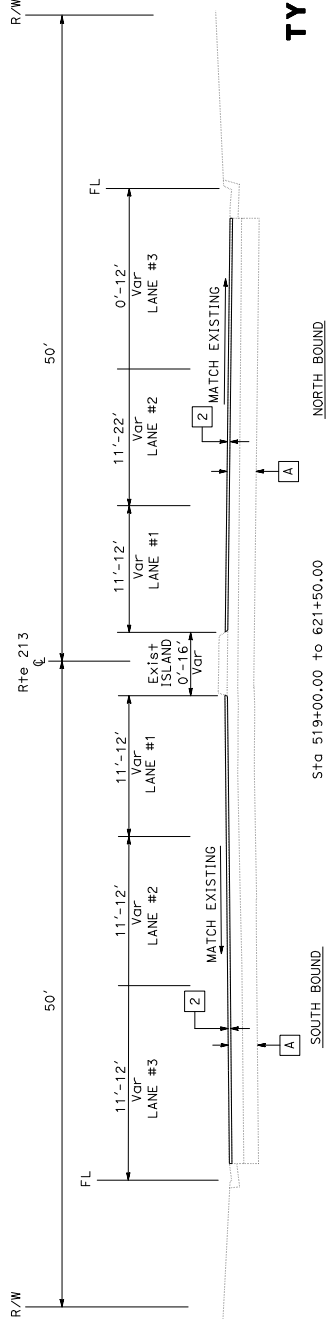
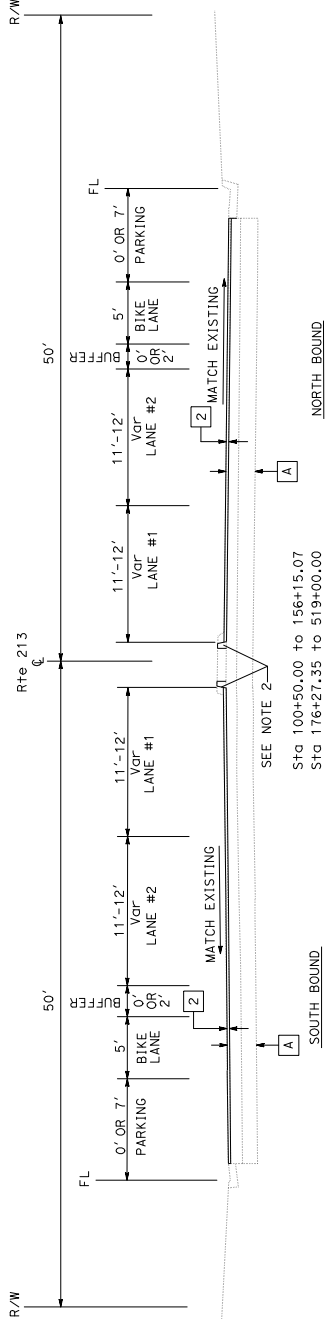
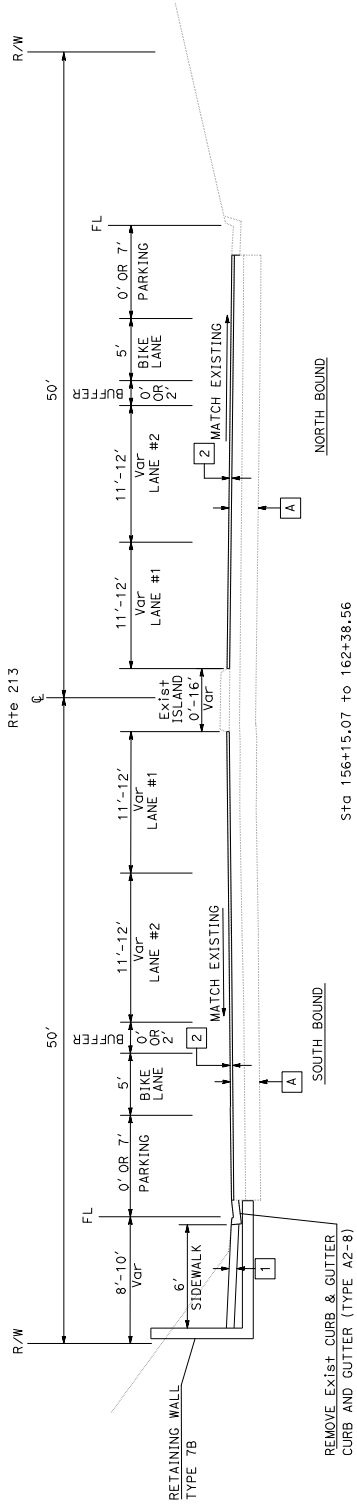
STATE OF CALIFORNIA

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TYPICAL CROSS SECTIONS

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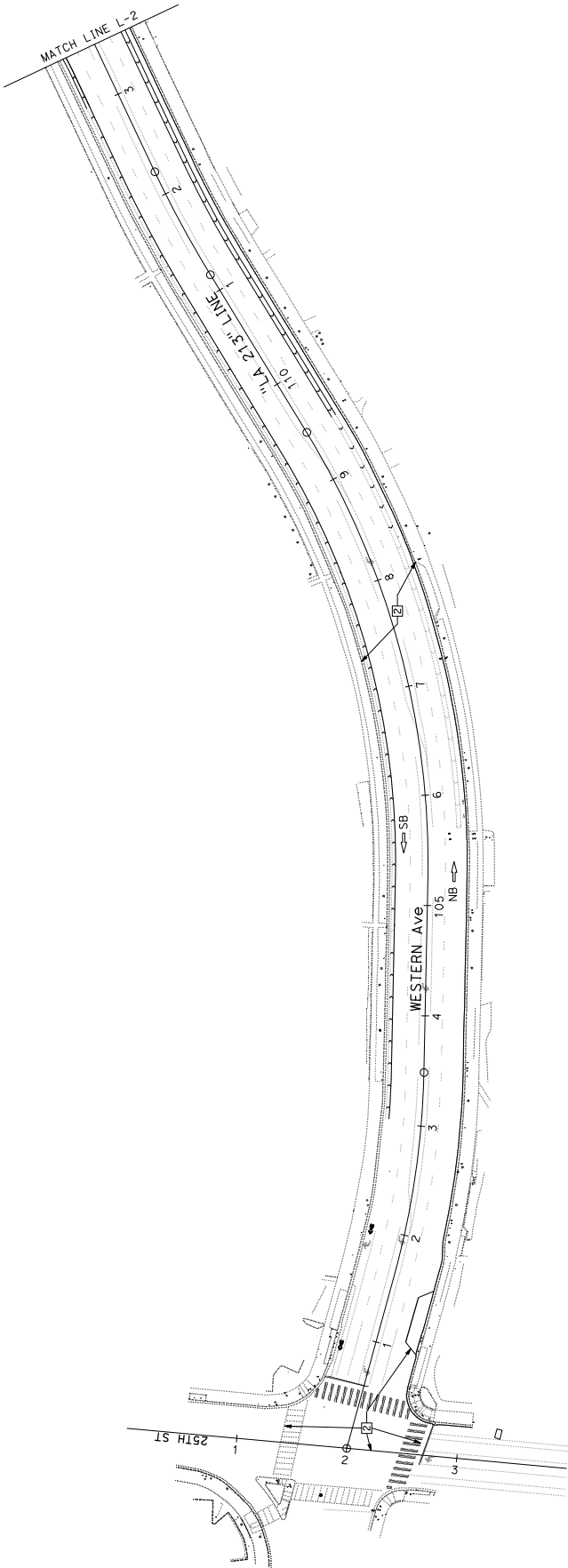
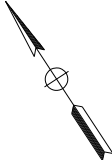
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DESIGN		CALCULATED BY	KEVIN NGUYEN	REVISOR			

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:



REMOVE MEDIAN RAISED ISLAND



DIS#	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	213	TOTAL PROJECT	NO. SHEETS
			0.0/10.0	

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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NO.

EXP.

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L-1

PROJECT NUMBER & PHASE

UNIT 1797

RELATIVE BORDER SCALE
IS IN INCHES

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BORDER LAST REVISED 8/5/2020

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED	
				DESIGNED BY	KEVIN NGUYEN	REVISED BY	

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE
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UNIT 1797

PROJECT NUMBER & PHASE

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LAYOUT

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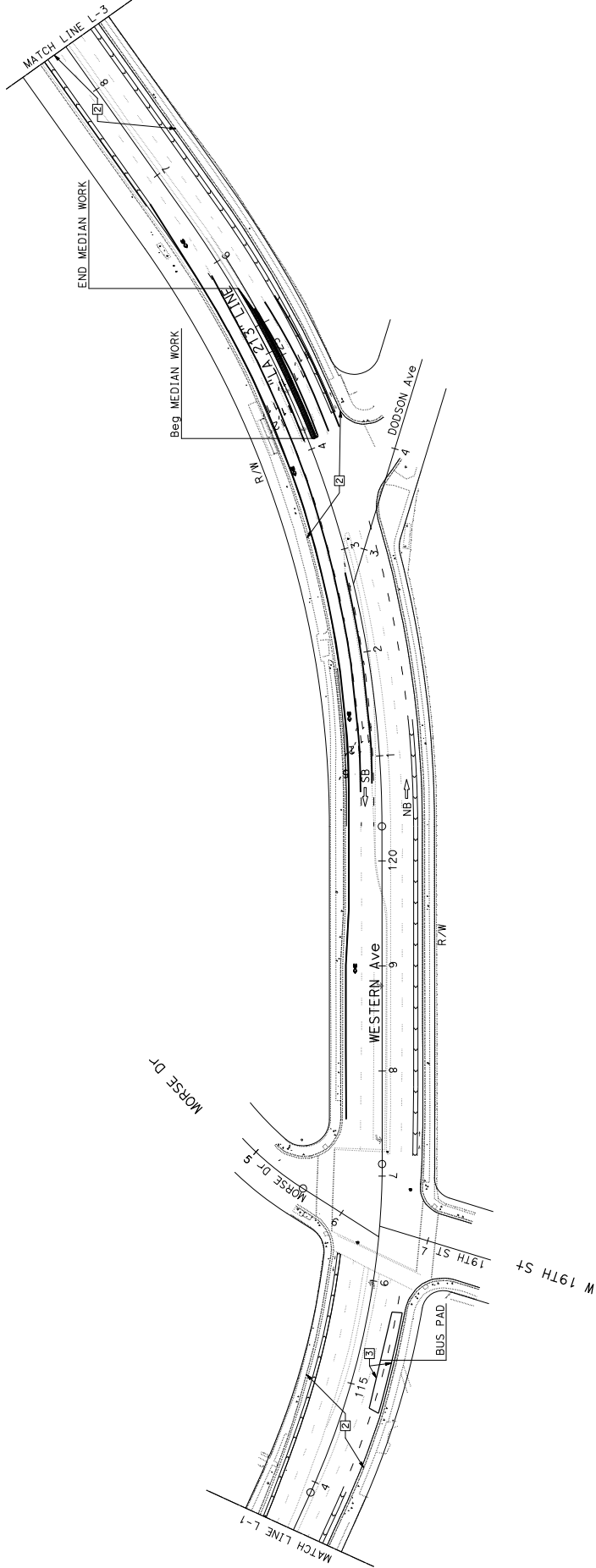
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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE

PLANS APPROVAL DATE	
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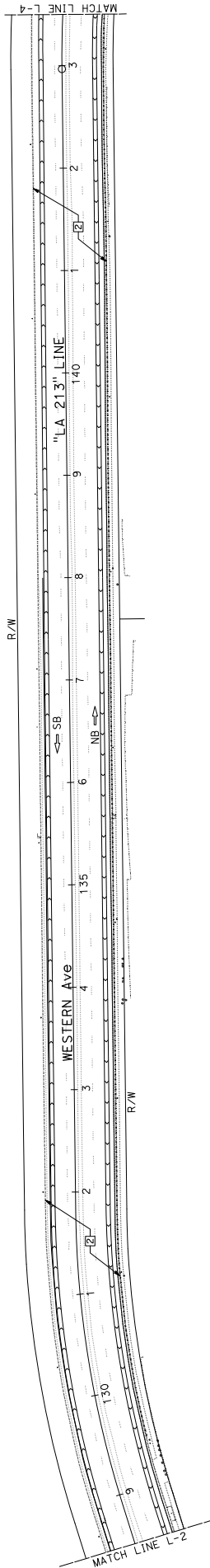
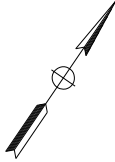
PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA



DATE PLOTTED => 26-JUN-2024
TIME PLOTTED => 08:41
LAST REVISION

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					KEVIN NGUYEN	REVISED BY	

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER		DATE
PLANS APPROVAL DATE		

PROFESSIONAL ENGINEER

REGISTERED

NO. _____

EXP. _____

CIVIL

STATE OF CALIFORNIA

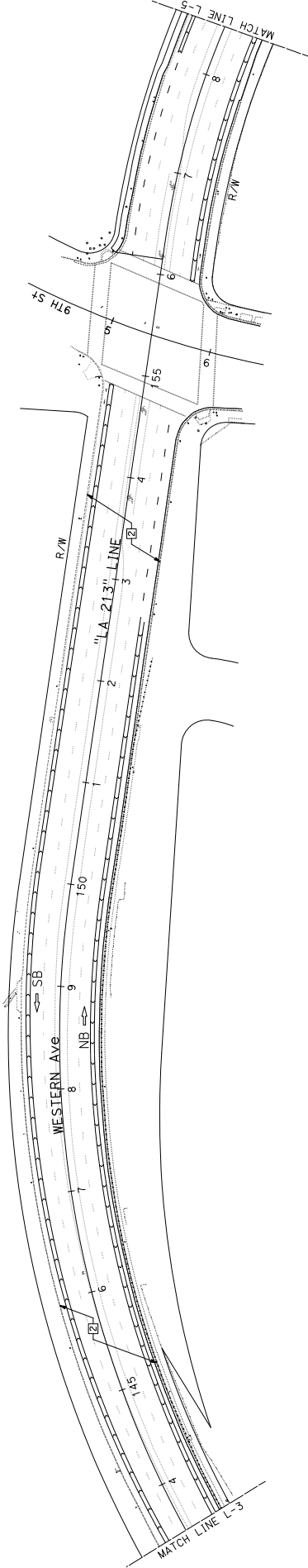
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		CALCULATED -	DESIGNED BY	KEVIN NGUYEN	REVISED BY				

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FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE	PLANS APPROVAL DATE

PROFESSIONAL ENGINEER

REG. NO. _____

EXP. DATE _____

CIVIL

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SCALE: 1" = 50'

L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED			
		CALCULATED BY	KEVIN NGUYEN	DESIGNED BY		REVISED BY			

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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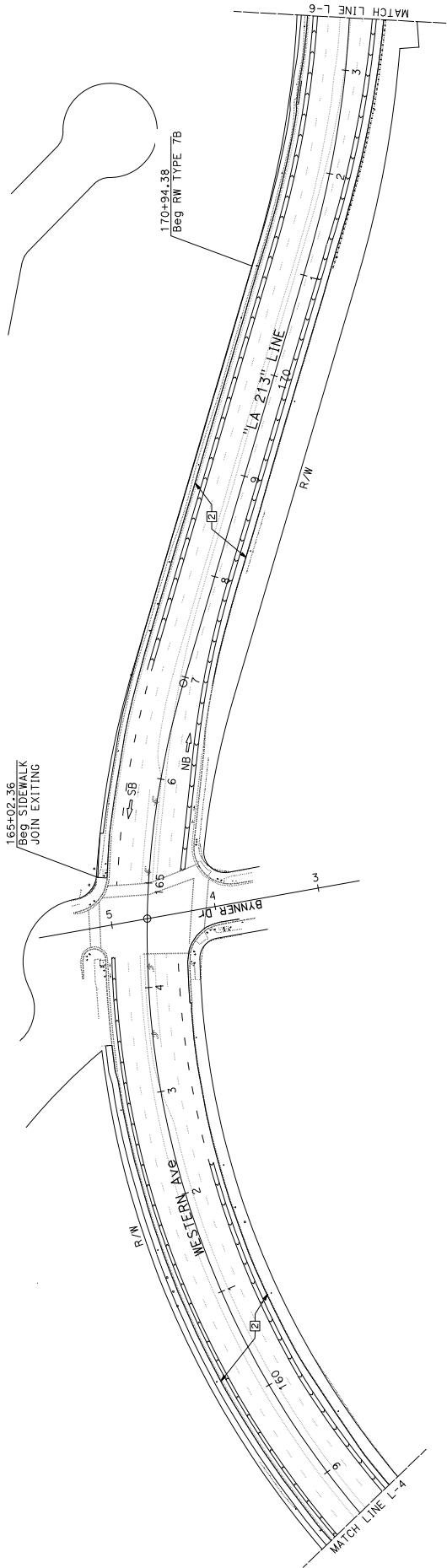
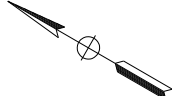
PROFESSIONAL ENGINEER

NO.

EXP.

CIVIL

STATE OF CALIFORNIA



LAYOUT
SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR		JOSEPH REYNOLZA		CHECKED BY	KINSENG WONG	DATE REVISSED	
		DESIGNED BY		KEVIN NGUYEN		REVISSED BY			

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist*	COUNTY	ROUTE	POST MILES	TOTAL PROJECT	SHEET TOTAL
07	LA	213	0.0/10.0		No. SHEETS

REGISTERED CIVIL ENGINEER		DATE
PLANS APPROVAL DATE		

PROFESSIONAL ENGINEER

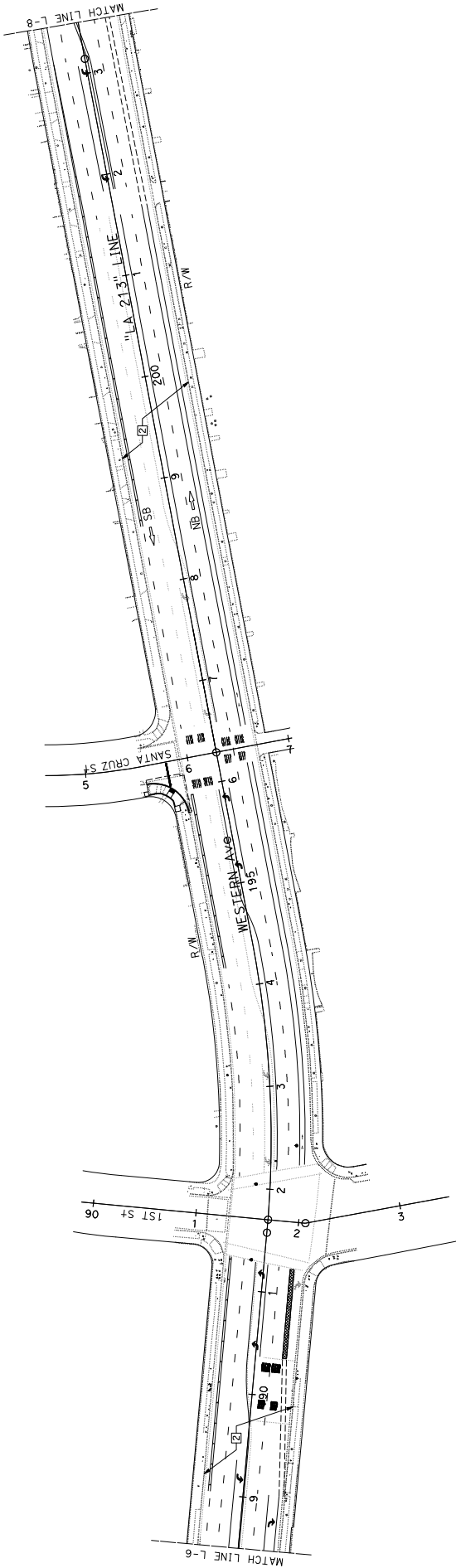
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LAYOUT
SCALE: 1" = 50'

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISID			
BORDER LAST REVISED 8/5/2020									

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

PROFESSIONAL ENGINEER

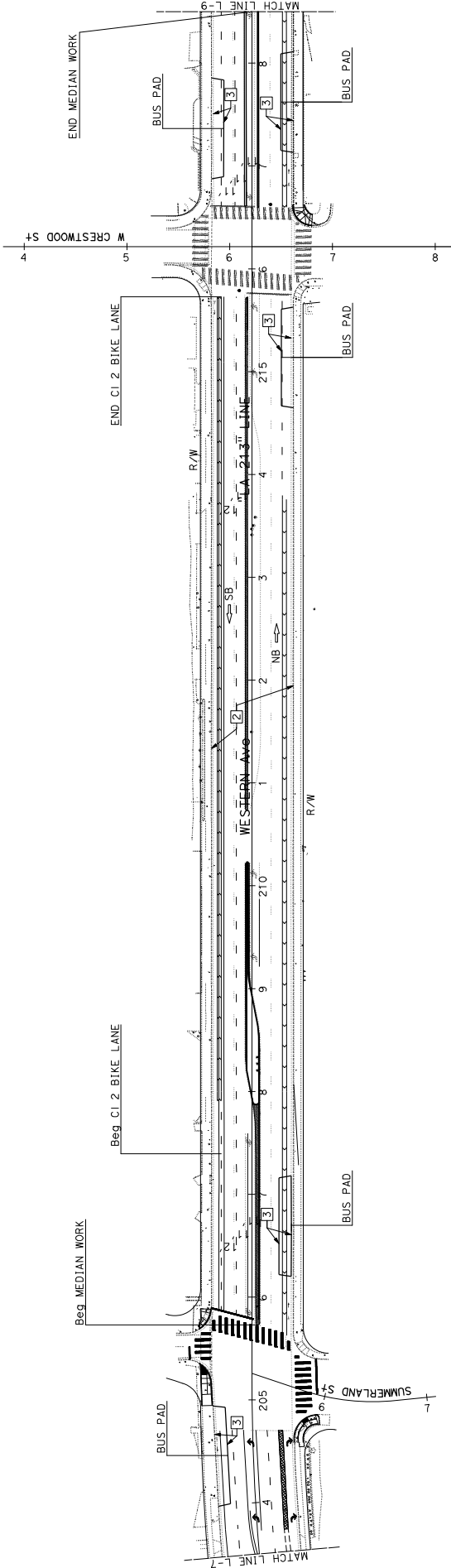
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EXP. DATE _____

CIVIL

STATE OF CALIFORNIA

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COPIES OF THIS PLAN SHEET.

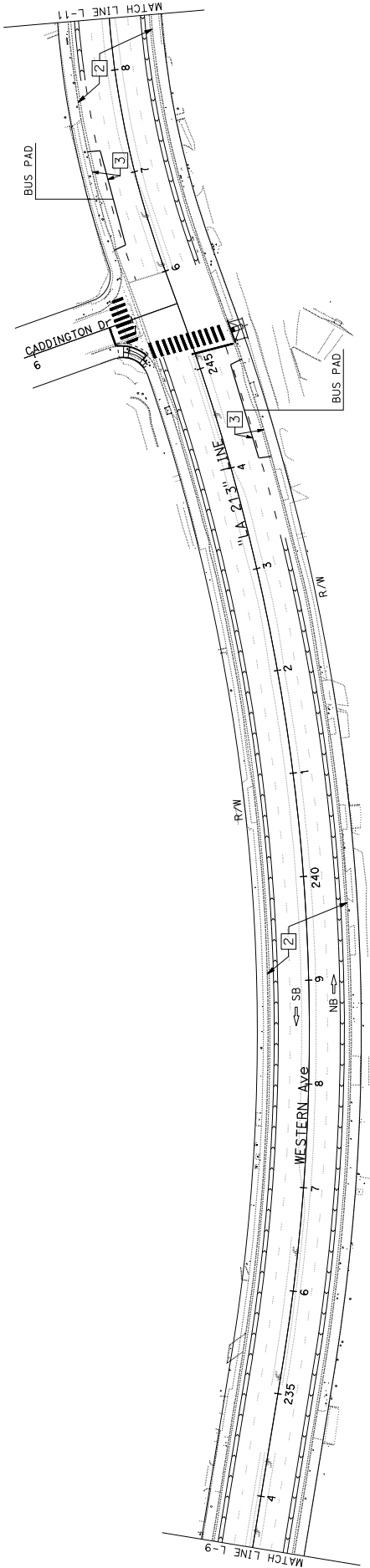
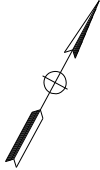


LAYOUT
SCALE: 1" = 50'

L-8

	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	KINSENG WONG	DATE REVISED	
		JOSEPH REYNOLZA	DESIGNED BY	KEVIN NGUYEN	REVISOR	

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist#	COUNTY	ROUTE	POST MILES	TOTAL PROJECT	SHEET TOTAL
07	LA	213	0.0/10.0		No. SHEETS

REGISTERED CIVIL ENGINEER		DATE	
PLANS APPROVAL		DATE	

PROFESSIONAL ENGINEER

No. _____

EXP. _____

CIVIL

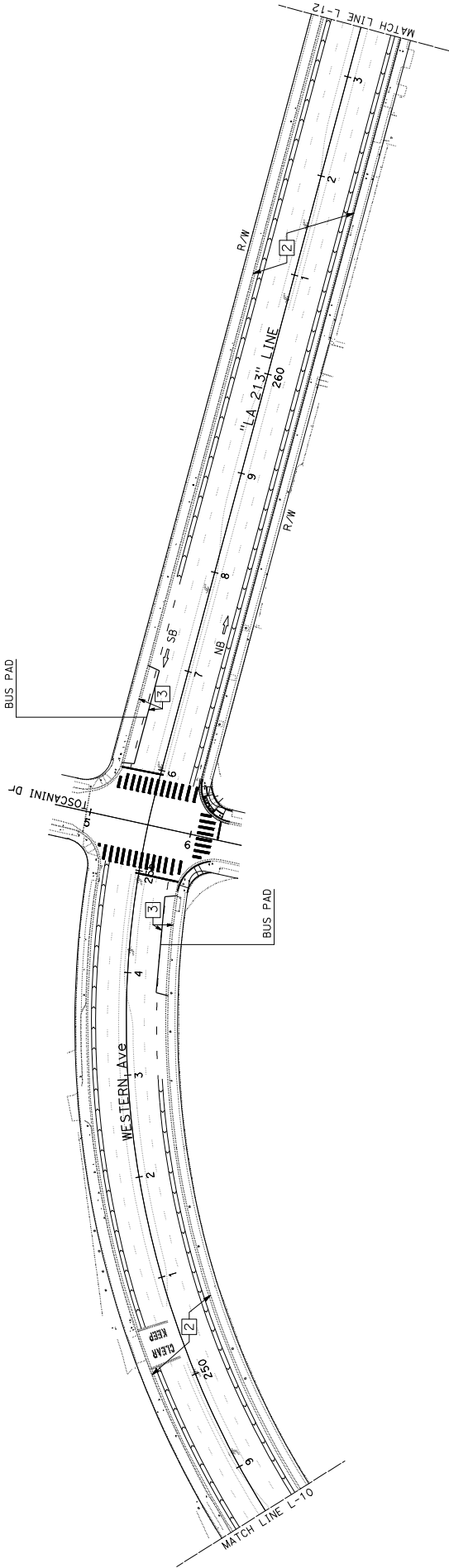
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICIALS
DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

LAYOUT
SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED	
				DESIGNED BY	KEVIN NGUYEN	REVISED BY	

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER

NO.

EXP.

CIVIL

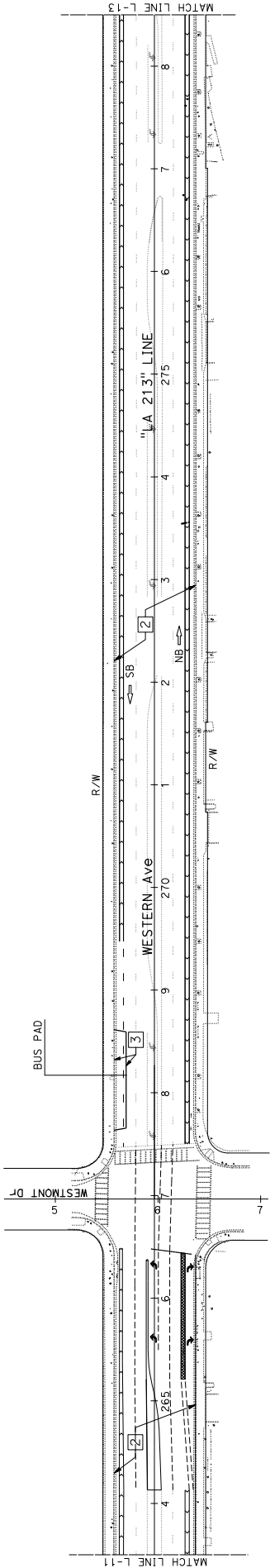
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICIALS
DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF ANY
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LAYOUT
SCALE: 1" = 50'

DESIGN		STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED- DESIGNED BY	KEVIN NGUYEN	REVISED BY			
44-101000-1		JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED				

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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PROFESSIONAL ENGINEER

No.

EXP.

CIVIL

STATE OF CALIFORNIA

LAYOUT
SCALE: 1" = 50'

L-12

NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

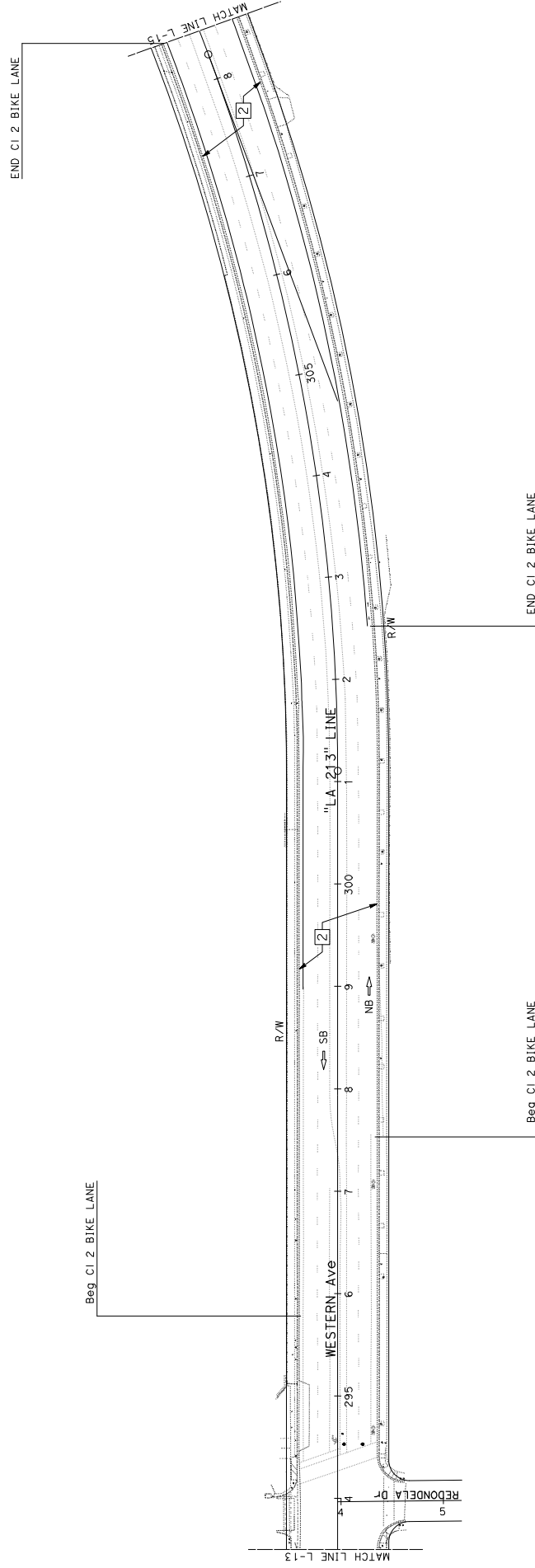


Dist*	COUNTY	ROUTE	POST MILE	TOTAL PROJECT	SHEET TOTAL
					NO. SHEETS
07	LA	213	0.0/10.0		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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THE ACCURACY OF THE INFORMATION CONTAINED
HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING
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LAYOUT

SCALE: 1" = 50'

L-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CD-44
DESIGN

DESIGN

FUNCTIONAL SUPERVISOR

JOSEPH H. REYNOLDS

CHECKED BY
DESIGNED BY
CALCULATED BY

CHECKED BY

KEVIN NGUYEN

KINSENG WONG

REVISER BY	DATE REVISED
------------	--------------

DATE REVISSED	
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NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

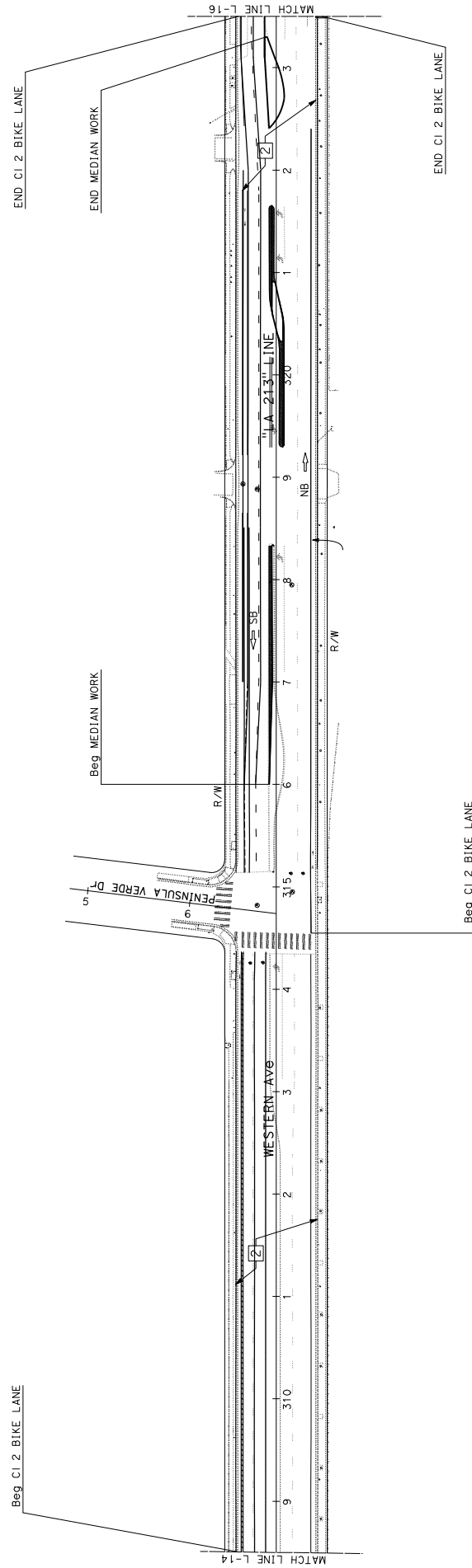


Dist*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0+0/10+0	

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		DESIGN		FUNCTIONAL SUPERVISOR		JOSEPH REYNOLZA		CHECKED BY		KINSENG WONG		DATE REVISED			
								DESIGNED BY		KEVIN NGUYEN		REVISED BY			

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE

PLANS APPROVAL DATE	REGISTERED CIVIL ENGINEER	DATE

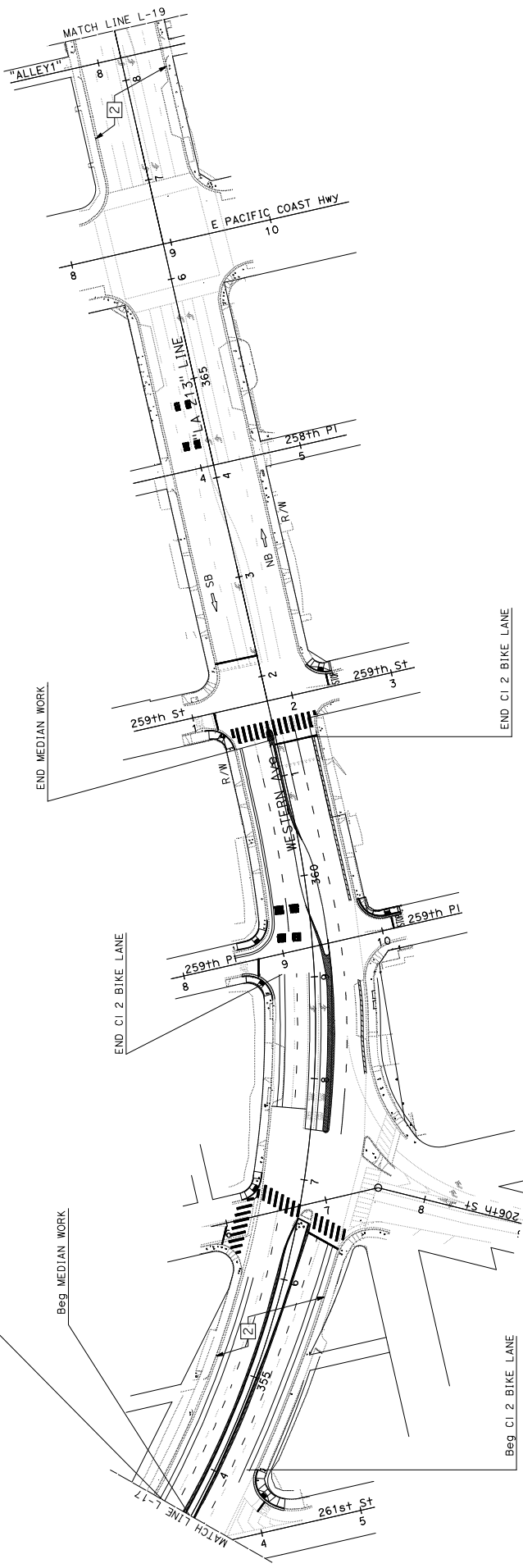
PROFESSIONAL ENGINEER	NO.	EXP.	CIVIL

THE STATE OF CALIFORNIA OR ITS OFFICIALS
THE STATE ENGINEERING BOARD OR ITS OFFICIALS
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.



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END MEDIAN WORK

LAYOUT

SCALE: 1" = 50'

L-18

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	KINSENG WONG	DATE REVISED	
		CALCULATED BY	KEVIN NGUYEN	REVISED BY	

BORDER LAST REVISED 8/5/2020

USERNAME => s133740
DON FILE => 075460e0019.dgn

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 1797

PROJECT NUMBER & PHASE

00000000000

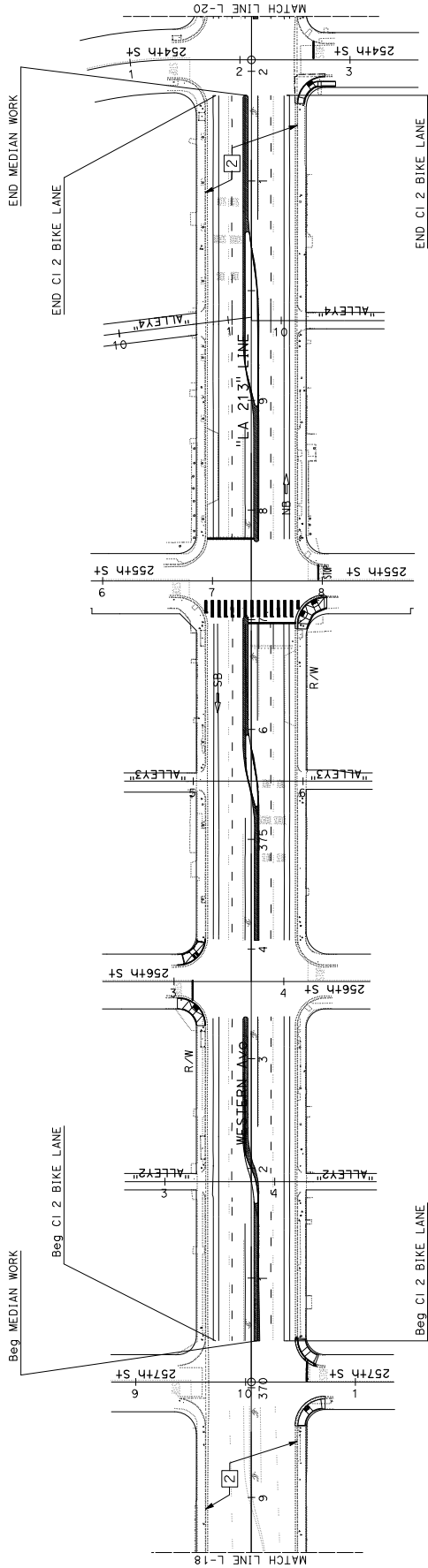
LAYOUT

SCALE: 1" = 50'

L-19

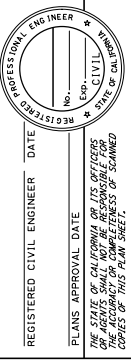
DATE PLOTTED => 6-JUN-2024
TIME PLOTTED => 17:55
LAST REVISION

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	213	TOTAL PROJECT	No. SHEETS
			0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE	APPROVAL
No.		
Exp.		
CIVIL		
STATE OF CALIFORNIA		
THE STATE OF CALIFORNIA OR ITS OFFICIALS		
THESE PLANS AND SPECIFICATIONS		
THE ACCURACY OR COMPLETENESS OF		
COPIES OF THIS PLAN SHEET.		



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	KINSENG WONG	DATE REVISID	
		CALCULATED-DESIGNED BY	KEVIN NOUYEN	REVISID BY	

BORDER LAST REVISED 8/5/2020

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DON FILE => 073460e0e020.dgn

RELATIVE BORDER SCALE
IS IN INCHES

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UNIT 1797

PROJECT NUMBER & PHASE

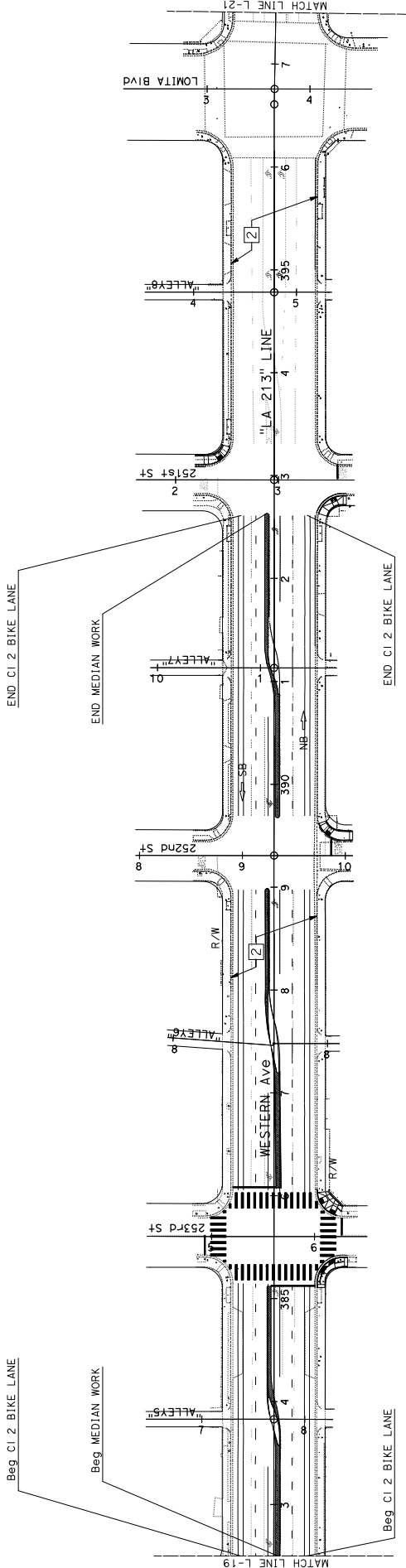
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LAYOUT

SCALE: 1" = 50'

L-20

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER		DATE
PLANS APPROVAL		

PROFESSIONAL ENGINEER No. _____ Exp. _____ CIVIL STATE OF CALIFORNIA	
--	--

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LAYOUT

SCALE: 1" = 50'

DATE	USERNAME	RELATIVE BONDIE SCALE	UNIT	PROJECT NUMBER & PHASE
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	8/5/2020	2	3	
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USERNAME => s133740
DGN FILE => 0734660eq023.dgn

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BORDER LAST REVISED 8/5/2020

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA
-----------------------	-----------------

CHECKED BY	
DESIGNED BY	

KEVIN NGUYEN

DATE REVISED	
REVISED BY	

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

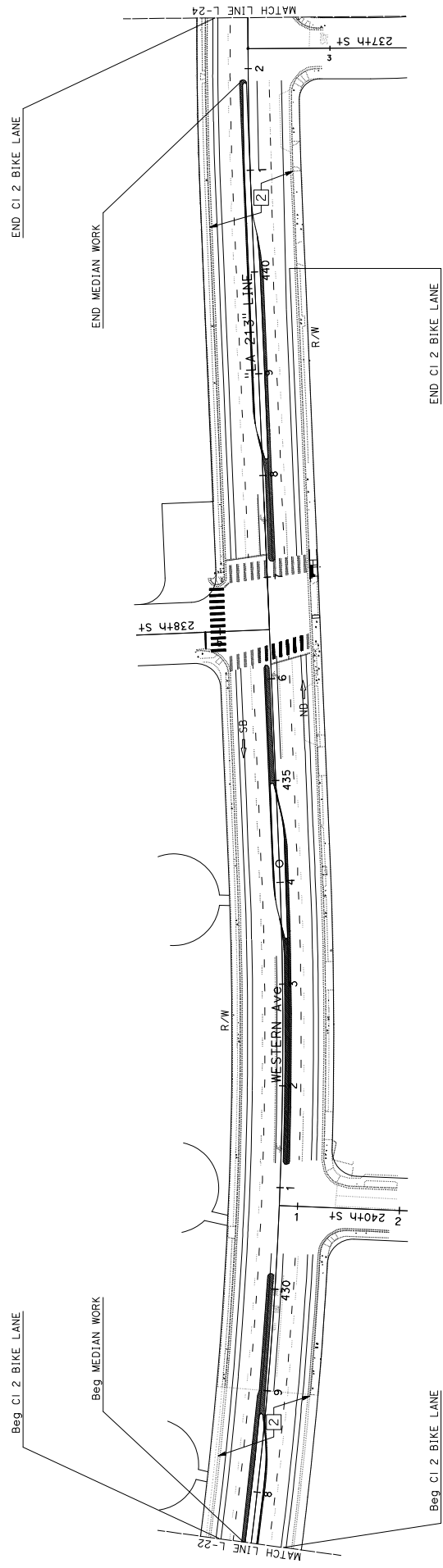


DIST#	COUNTY	ROUTE	TOTAL PROJECT MILES	SHEET NO.	TOTAL SHEETS
07	LA	213	0.0/10.0		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA AND ITS OFFICERS
 HEREBY CERTIFY THAT THE ACCURACY OF THIS SET OF PLANS
 WAS VERIFIED BY ME OR ANOTHER LICENSED PROFESSIONAL ENGINEER.
 COPIES OF THIS PLAN SHEET: _____



NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



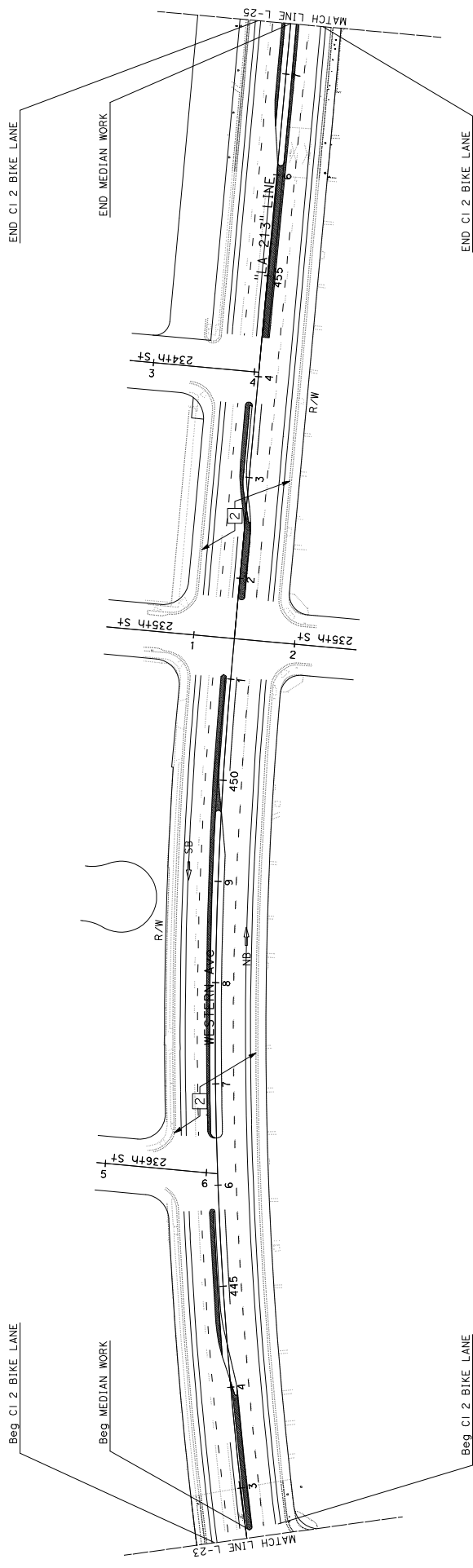
07	LA	213	ROUTE	0.0/10.0	TOTAL PROJECT MILES	SHEET NO.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER _____ DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA, BY ITS OFFICERS
DO HEREBY CERTIFY THAT THE ACCURACY FOR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No. _____ CIVIL
DATE OF EXPIRATION _____



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED -	KEVIN NGUYEN	REVISOR BY	DATE REVISOR			
		CHECKED BY	KINSENG WONG					

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

PROFESSIONAL ENGINEER

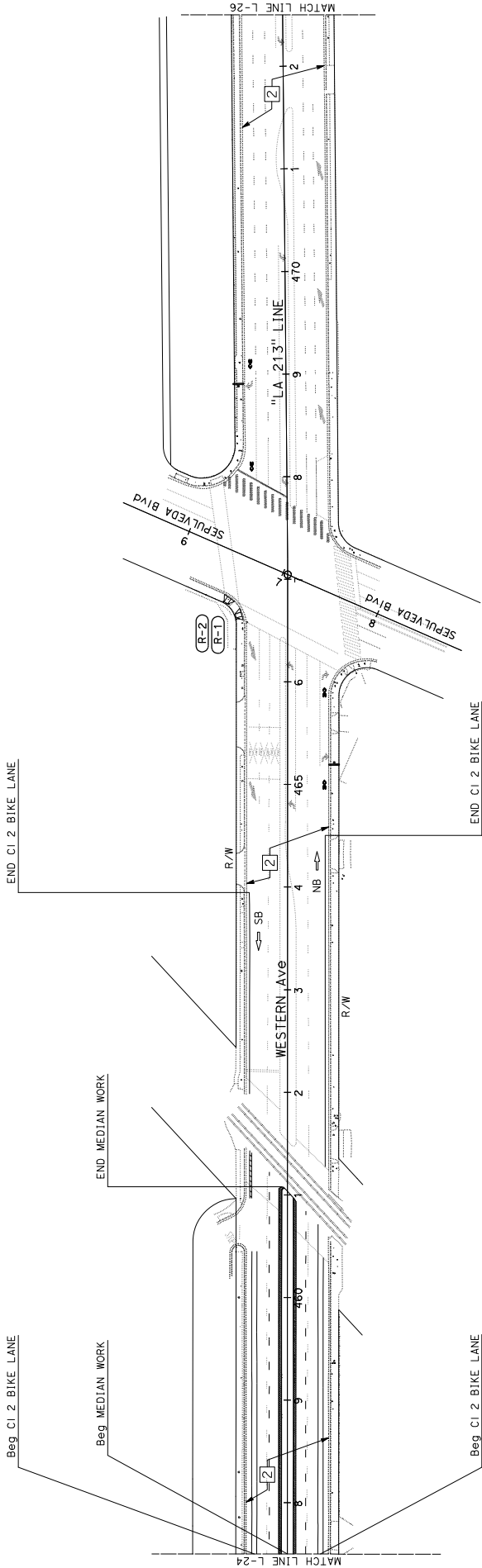
REG. NO. _____

EXP. DATE _____

CIVIL ENGINEER

STATE OF CALIFORNIA

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LAYOUT
SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		DESIGN		FUNCTIONAL SUPERVISOR		JOSEPH REYNOLZA		CHECKED BY		KINSENG WONG		DATE REVISED		REVISED BY		KEVIN NGUYEN		DESIGNED BY		CALCULATED		X		X		X		X	
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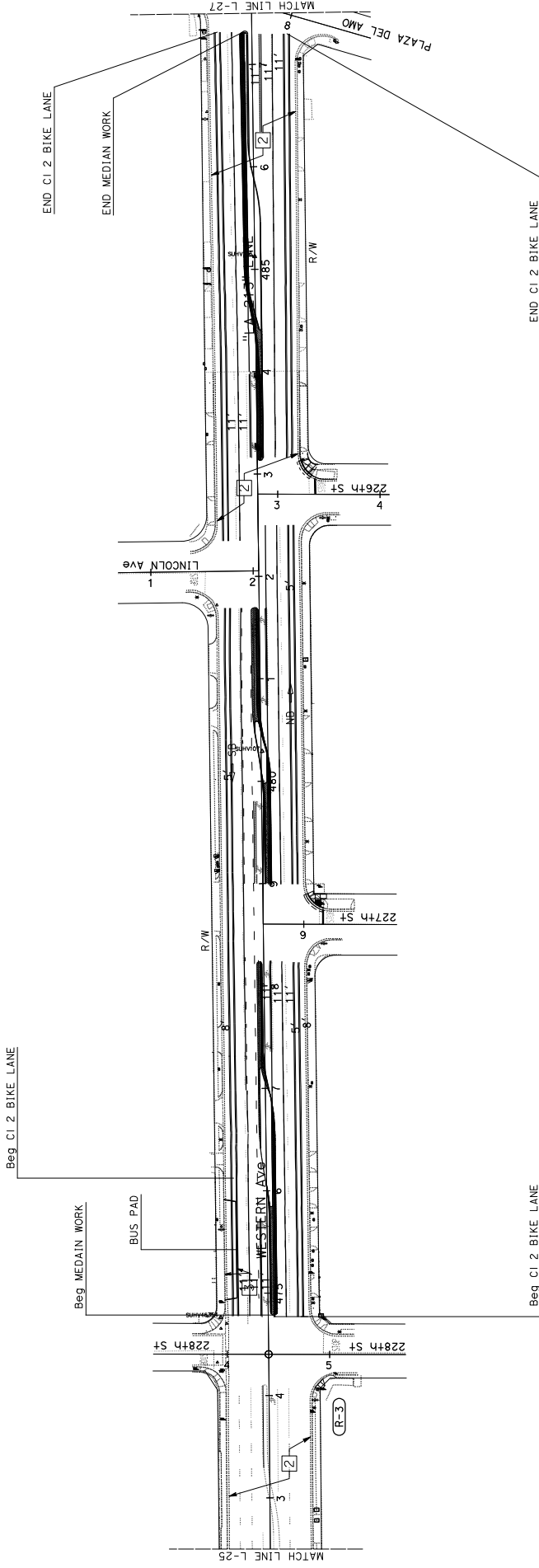
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL	DATE

PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

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LAYOUT

SCALE: 1" = 50'

L-26

LAYOUT

SCALE: 1" = 50'

PROJECT NUMBER & PHASE

UNIT 1797

3
2

RELATIVE BORDER SCALE
IS IN INCHES

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DGN FILE ==> 0734660eq030.dgn

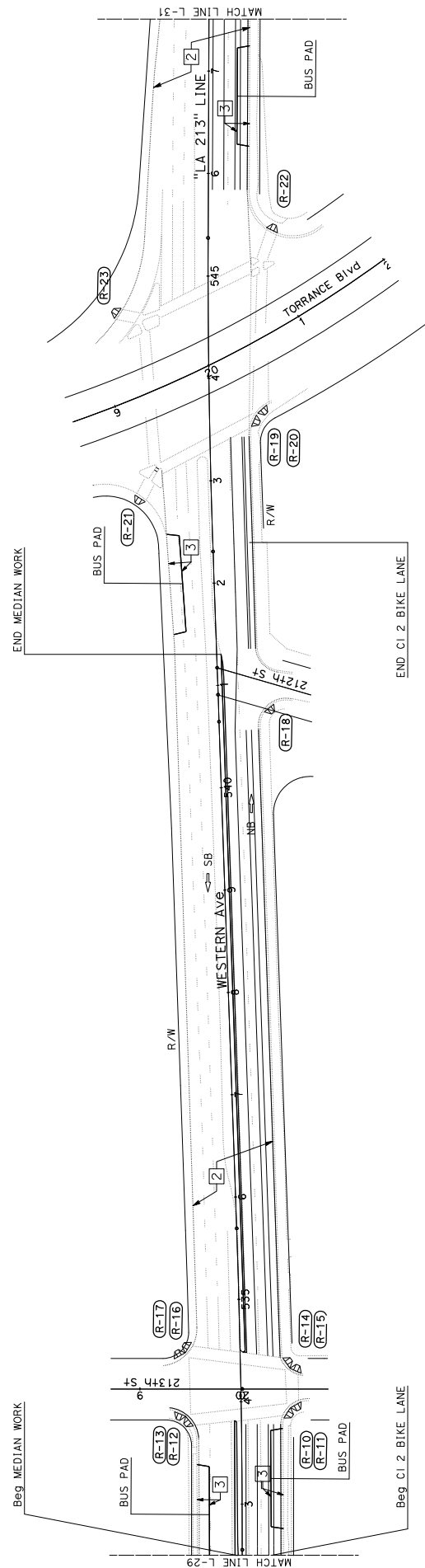
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BORDER LAST REVISED 8/5/2020

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED	
				DESIGNED BY	KEVIN NGUYEN	REVISED BY	

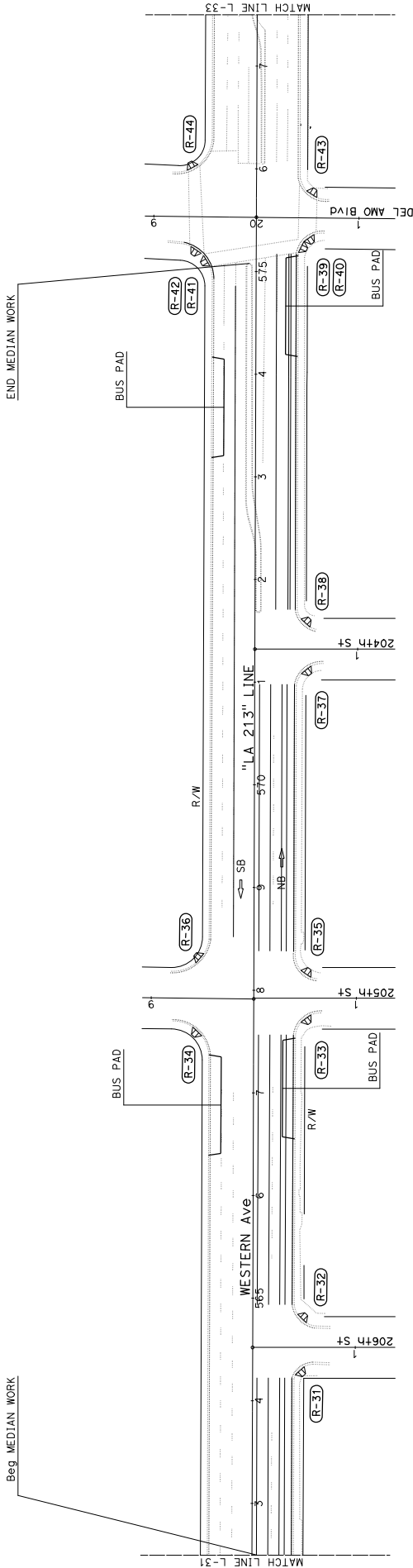
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

07	LA	213	ROUTE	0.0/0.0	TOTAL MILES	0.0/0.0	TOTAL SHEETS
DISTRICT COUNTY				REGISTERED CIVIL ENGINEER			
PLANS APPROVAL DATE				DATE			
THE STATE OF CALIFORNIA, BY ITS OFFICERS				REGISTERED CIVIL ENGINEER			
THE ENGINEER'S CERTIFICATE OF THE ACCURACY FOR COMPLETENESS OF SCANNED				DATE OF EXAMINATION			
COPIES OF THIS PLAN SHEET.				No. _____			



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED	
				DESIGNED BY	KEVIN NGUYEN	REVISD BY	

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



DIST	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	213	TOTAL PROJECT	NO. SHEETS
			0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE
PLANS	APPROVAL DATE

PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA

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COPIES OF THIS PLAN SHEET.

DATE PLOTTED => 17:23

LAYOUT

SCALE: 1" = 50'

L-32

PROJECT NUMBER & PHASE

UNIT 1797

RELATIVE BORDER SCALE
IS IN INCHES

USERNAME => s133740
DON FILE => 075460e0032.dgn

BORDER LAST REVISED 8/5/2020

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR		JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED	
		CALCULATED-DESIGNED BY		KEVIN NGUYEN	REVISOR			

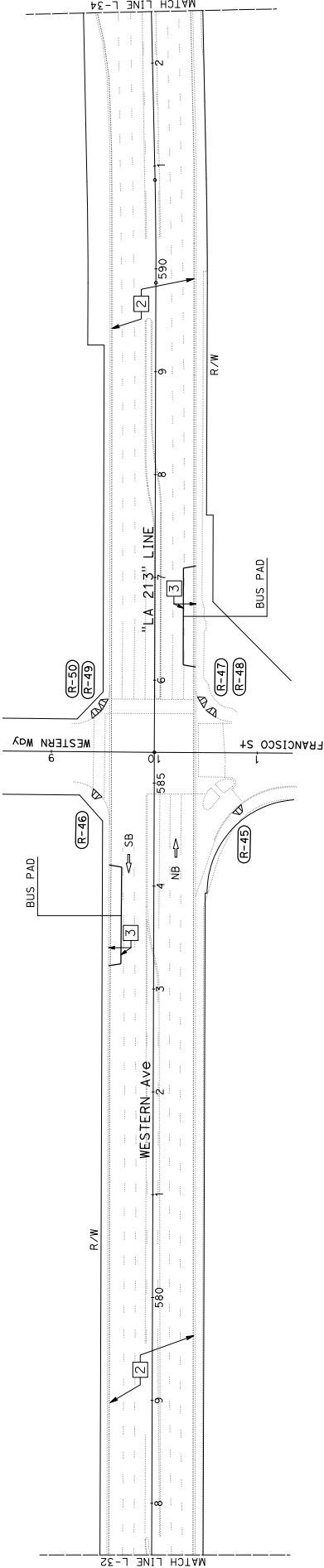
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER		DATE
PROFESSIONAL ENGINEER REG. NO. EXP. CIVIL STATE OF CALIFORNIA		

PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS HEREBY CERTIFIES THAT THE ENGINEER HAS THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT SCALE: 1" = 50'

L-33

PROJECT NUMBER & PHASE

UNIT 1797

RELATIVE BORDER SCALE
IS IN INCHES

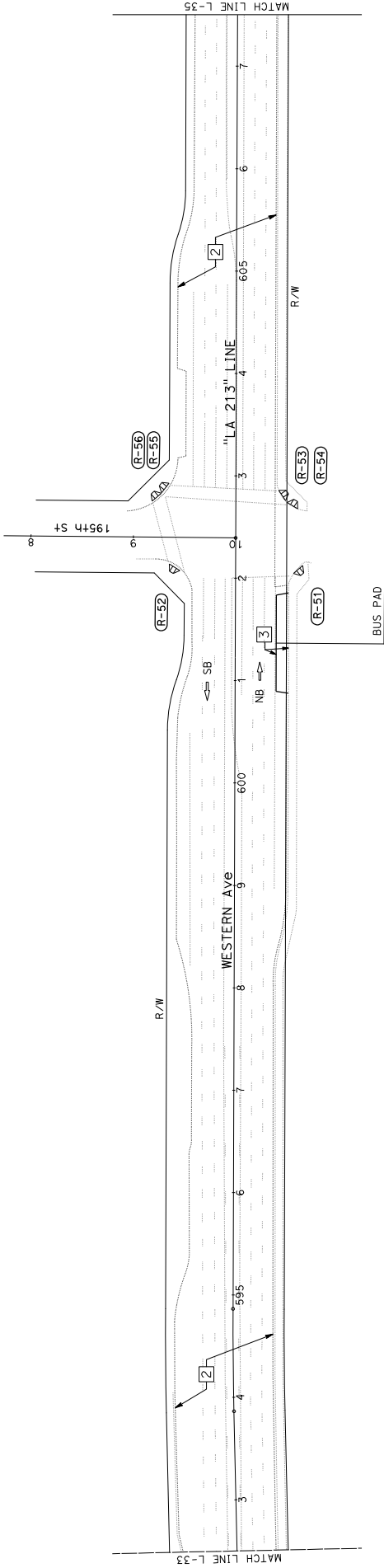
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BORDER LAST REVISED 8/5/2020

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR		JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED		
		DESIGNED BY		KEVIN NGUYEN		REVISD BY			

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist*	COUNTY	ROUTE	POST MILES	SHEET TOTAL
07	LA	213	TOTAL PROJECT	No. SHEETS
			0.0/10.0	

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

PROFESSIONAL ENGINEER

No.

EXP.

CIVIL

STATE OF CALIFORNIA

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COPIES OF THIS PLAN SHEET.

LAYOUT
SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR		JOSEPH REYNOLZA	CHECKED BY	KINSENG WONG	DATE REVISED		
		DESIGNED BY		KEVIN NGUYEN		REVISD BY			

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
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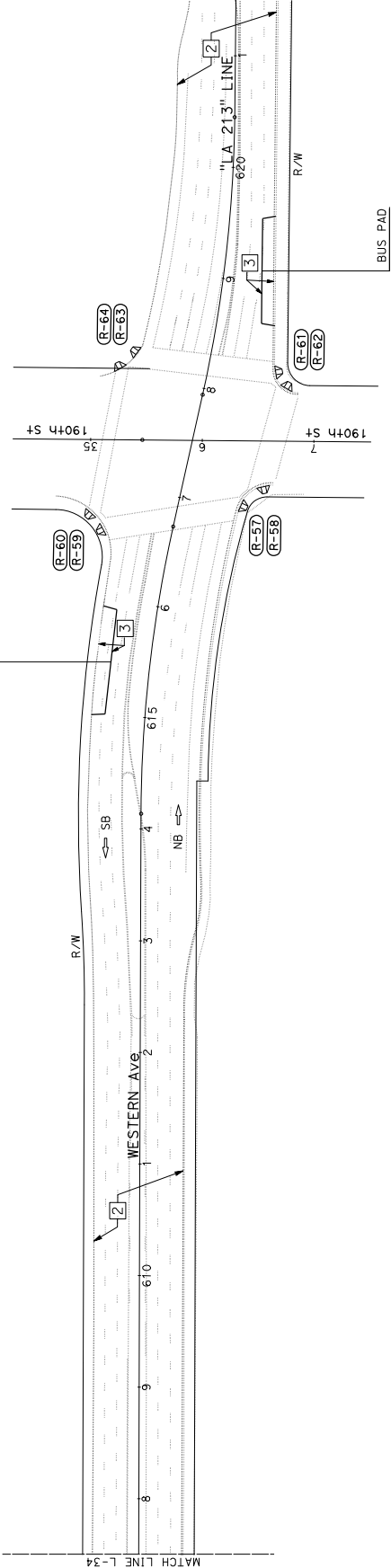
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

PROFESSIONAL ENGINEER

REG. NO.
 EXPI.
 CIVIL
 STATE OF CALIFORNIA

THE SEAL OF CALIFORNIA OR ITS OFFICIALS
THE STATE OF CALIFORNIA OR ITS OFFICIALS
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COPIES OF THIS PLAN SHEET.



LAYOUT
SCALE: 1" = 50'

L-35

PRELIMINARY PROJECT COST
ESTIMATE –
Attachment C

PROJECT
PLANNING COST ESTIMATE©

EA: DS-34660

EA: DS-34660 PAED:

PAED:

District-County-Route: 07-LA-213

PM: 00.0 - 10.0

Type of Estimate : Project Report

Program Code : 20.XX.201.121

Project Limits : SR -213, PM 0.0/PM 10.0

Project Description: In Los Angeles County, in the City of Los Angeles, between W. 25th St. and I-405.

Scope : Pavement Capital Preventative Maintenance project

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 38,380,700	\$ 45,878,924
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 38,380,700	\$ 45,878,924
TOTAL RIGHT OF WAY COST	\$ 948,960	\$ 1,285,717
TOTAL CAPITAL OUTLAY COSTS	\$ 39,330,000	\$ 47,165,000
PA/ED SUPPORT	\$ 1,620,000	\$ 1,620,000
PS&E SUPPORT	\$ 3,659,000	\$ 3,751,000
RIGHT OF WAY SUPPORT	\$ 775,000	\$ 900,000
CONSTRUCTION SUPPORT	\$ 6,039,000	\$ 7,200,000
TOTAL SUPPORT COST	\$ 12,093,000	\$ 13,471,000

TOTAL PROJECT COST	\$ 51,423,000	\$ 60,636,000
---------------------------	----------------------	----------------------

Programmed Amount

Date of Estimate (Month/Year) Month / Year
3 / 2024

Estimated Construction Start (Month/Year) 11 / 2026

Number of Working Days = 600

Estimated Mid-Point of Construction (Month/Year) 1 / 2028

Estimated Construction End (Month/Year) 1 / 2029

Number of Plant Establishment Days 0

Estimated Project Schedule

PID Approval	6/27/2018
PA/ED Approval	6/28/2024
PS&E	12/1/20256
RTL	3/30/2026
Begin Construction	12/7/2026

Reviewed by District O.E. or
Cost Estimate Certifier

Samy Ragy

5/17/2024

(213) 269-1218

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

Nader Abdelmalek

6/24/2024

(213) 598-6789

Project Manager

Date

Phone

PROJECT COST ESTIMATE

EA: DS-34660 PAED:

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 2,209,500
2	Pavement Structural Section	\$ 15,040,000
3	Drainage	\$ 27,500
4	Specialty Items	\$ 1,357,400
5	Environmental	\$ 302,900
6	Traffic Items	\$ 7,019,100
7	Detours	\$ 540,000
8	Minor Items	\$ 397,500
9	Roadway Mobilization	\$ 2,689,400
10	Supplemental Work	\$ 989,000
11	State Furnished	\$ 1,457,500
12	Time-Related Overhead	\$ 1,344,700
13	Total Roadway Contingency	\$ 5,006,200

TOTAL ROADWAY ITEMS	\$ 38,380,700
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Estimate Prepared By :	6/18/2024	(213) 266-3705
Kin Seng Wong, P.E.	Date	Phone

Estimate Reviewed By :	6/20/2024	(213) 266-6121
Joseph Reynoza, Senior T.E.	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	3,380	x	200.00	= \$	676,000
19010X Roadway Excavation (Insert Type) ADL	CY	250	x	250.00	= \$	62,500
19801X Imported Borrow	CY/TON		x		= \$	-
194001 Ditch Excavation	CY		x		= \$	-
192037 Structure Excavation (Retaining Wall)	CY	3,660	x	225.00	= \$	823,500
192053 Structure Excavation (Type Z-2)	CY	640	x	450.00	= \$	288,000
193013 Structure Backfill (Retaining Wall)	CY	3,320	x	100.00	= \$	332,000
193031 Pervious Backfill Material (Retaining Wall)	CY	50	x	250.00	= \$	12,500
17010X Clearing & Grubbing	LS/ACRE	1	x	15,000.00	= \$	15,000
100100 Develop Water Supply	LS		x		= \$	-
19801X Imported Borrow	CY/TON		x		= \$	-
21012X Duff	ACRE/SQFT		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	2,209,500
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code	Unit	Quantity		Unit Price (\$)		Cost
401055 Jointed Plain Concrete Pavement (RSC)	CY	1,560	x	850.00	= \$	1,326,000
400050 Continuously Reinforced Concrete Pavement	CY		x		= \$	-
390132 Hot Mix Asphalt (Type A)	TON		x		= \$	-
280015 Lean Concrete Base Rapid Setting	CY	900	x	280.00	= \$	252,000
26020X Class 2 Aggregate Base	TON/CY		x		= \$	-
260303 Class 3 Aggregate Base	CY	2,040	x	175.00	= \$	357,000
360200 Base Bond Breaker	SQYD	5,490	x	3.00	= \$	16,470
153103 Cold Plane Asphalt Concrete Pavement	SQYD	427,900	x	5.00	= \$	2,139,500
414240 Isolation Joint Seal (Asphalt Rubber)	LF		x		= \$	-
414241 Isolation Joint Seal (Silicone)	LF		x		= \$	-
280010 Rapid Strength Concrete Base	CY		x		= \$	-
410096 Drill and Bond (Dowel Bar)	EA		x		= \$	-
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
391006 Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		= \$	-
290201 Asphalt Treated Permeable Base	CY		x		= \$	-
374002 Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005 Tack Coat	TON	100	x	800.00	= \$	80,000
377501 Slurry Seal	TON		x		= \$	-
374493 Polymer Asphaltic Emulsion (Seal Coat)	TON		x		= \$	-
370001 Sand Cover (Seal)	TON		x		= \$	-
731530 Minor Concrete (Textured Paving)	CY		x		= \$	-
731502 Minor Concrete (Miscellaneous Construction)	CY		x		= \$	-
731521 Minor Concrete (Sidewalk)	CY	60	x	1,500.00	= \$	90,000
731504 Minor Concrete (Curb and Gutter)	CY	70	x	100.00	= \$	7,000
7318940 Remove Concrete (Curb and Gutter)	LF	500	x	30.00	= \$	15,000
730020 Minor Concrete (Curb)	CY	900	x	1,000.00	= \$	900,000
39407X Place Hot Mix Asphalt Dike (Insert Type)	LF		x		= \$	-
398100 Remove Asphalt Concrete Dike	LF		x		= \$	-
420201 Grind Existing Concrete Pavement	SQYD		x		= \$	-
398300 Remove Base and Surfacing	CY		x		= \$	-
390095 Replace Asphalt Concrete Surfacing	CY	100	x	450.00	= \$	45,000
41800X Remove Concrete Pavement	SQYD/CY		x		= \$	-
394090 Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		= \$	-
398200 Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
846046 6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		= \$	-
846049 6" Rumble Strip (Concrete Pavement)	STA		x		= \$	-
846051 12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		= \$	-
846052 12" Rumble Strip (Concrete Pavement)	STA		x		= \$	-
420102 Groove Existing Concrete Pavement	SQYD		x		= \$	-
394095 Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
390136 Minor Hot Mix Asphalt	TON		x		= \$	-
390132 Hot Mix Asphalt (Type A)	TON		x		= \$	-
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	57,800	x	150.00	= \$	8,670,000
731502 ADA Curb Ramps	EA	64	x	13,000.00	= \$	832,000
280000 Lean Concrete Base	CY	620	x	500.00	= \$	310,000
XXXXXX Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	15,040,000
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SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
71013X Remove Culvert	EA/LF	x	= \$	-
710240 Modify Inlet	EA	x	= \$	-
710370 Sand Backfill	CY	x	= \$	-
71010X Abandon Culvert	EA/LF	x	= \$	-
710196 Adjust Inlet	LF	x	= \$	-
710262 Cap Inlet	EA	x	= \$	-
510501 Minor Concrete	CY	x	= \$	-
510502 Minor Concrete (Minor Structure)	CY	x	= \$	-
731627 Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	x	= \$	-
6101XX XX" Alternative Pipe Culvert (Insert Type)	LF	x	= \$	-
6411XX XX" Plastic Pipe	LF	x	= \$	-
65XXXX XX" Reinforced Concrete Pipe (Insert Type)	LF	x	= \$	-
6811XX XX" Plastic Pipe (Edge Drain)	LF	x	= \$	-
6901XX XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	= \$	-
7006XX XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$	-
7032XX 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 (Insert Class)	SQYD	x	= \$	-
721420 Concrete (Ditch Lining)	CY	x	= \$	-
721430 Concrete (Channel Lining)	CY	x	= \$	-
750001 Miscellaneous Iron and Steel	LB	x	= \$	-
150820 Modify Inlet	EA	11	x 2,500.00	= \$ 27,500
XXXXXX Additional Drainage	LS	x	= \$	-

TOTAL DRAINAGE ITEMS	\$ 27,500
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SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
520103 Bar Reinforced Steel (Retaining Wall)	LB	33,020	x 3.00	= \$ 99,060
5100XX Structural Concrete	CY	x	= \$	-
510060 Structural Concrete, Retaining Wall	CY	x	= \$	-
5201XX Bar Reinforcing Steel	LB	x	= \$	-
080050 Progress Schedule (Critical Path Method)	LS	x	= \$	-
582001 Sound Wall (Masonry Block)	SQFT	x	= \$	-
510530 Minor Concrete (Wall)	CY	380	x 2,500.00	= \$ 950,000
60005X Remove Sound Wall	LF/LS/SQFT	x	= \$	-
190110 Lead Compliance Plan	LS	1	x 20,000.00	= \$ 20,000
141120 Treated Wood Waste	LB	x	= \$	-
839750 Remove Barrier	LF	x	= \$	-
839752 Remove Guardrail	LF	478	x 20.00	= \$ 9,560
710167 Remove Flared End Section	EA	x	= \$	-
8000XX Chain Link Fence (Insert Type)	LF	x	= \$	-
80XXXX XX" Chain Link Gate (Type CL-X)	EA	x	= \$	-
832007 Midwest Guardrail System	LF	478	x 75.00	= \$ 35,850
839301 Single Thrie Beam Barrier	LF	x	= \$	-
839310 Double Thrie Beam Barrier	LF	x	= \$	-
839521 Cable Railing	LF	x	= \$	-
839566 Terminal System (Type CAT)	EA	x	= \$	-
839584 Alternative In-line Terminal System	EA	x	= \$	-
839585 Alternative Flared Terminal System	EA	x	= \$	-
4906XX XX" Cast-In-Drilled-Hole Concrete Piling	LF	x	= \$	-
8396XX Crash Cushion (Insert Type)	EA	x	= \$	-
8331XX Concrete Barrier (Insert Type)	LF	x	= \$	-
839701 Concrete Barrier (Type 60)	LF	144	x 350.00	= \$ 50,400
839749 Concrete Barrier (Type 842 Mod)	LF	150	x 550.00	= \$ 82,500
780460 Anti-Graffiti Coating	SQFT	x	= \$	-
780450 Rock Stain	SQFT	x	= \$	-
4730XX Reinforced Concrete Crib Wall (Insert Type)	SQFT	x	= \$	-
83954X Transition Railing (Insert Type)	EA	x	= \$	-
780440 Prepare and Stain Concrete	SQFT	x	= \$	-
839561 Rail Tensioning Assembly	EA	x	= \$	-
839581 End Anchor Assembly (Type SFT)	EA	4	x 2,500.00	= \$ 10,000
XXXX Side Walk, Raised island and Curb repair	LS	1	x 100,000.00	= \$ 100,000

TOTAL SPECIALTY ITEMS	\$ 1,357,400
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Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). [Link to Design Memo.](#)

SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation (on-site)	LS	x	= \$	-
80010X Temporary Fence (Insert Type)	LF	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
<i>Subtotal Environmental Mitigation</i>				\$ -

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Permanent BMP #1	LS	1 x	73,440.00 = \$	73,440
20XXXX Permanent BMP #2	LS	1 x	30,150.00 = \$	30,150
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
206405 Remove Irrigation Facility	LS	x	= \$	-
204096 Maintain Existing Planted Areas	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil	CY/TON	x	= \$	-
200114 Rock Blanket	SQFT/SQYD	x	= \$	-
XXXXXX Vegetation Control (Minor Concrete)	SQYD	300 x	47.00 = \$	14,100
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation	LF	x	= \$	-
<i>Subtotal Landscape and Irrigation</i>				\$ 117,690

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
211111 Permanent Erosion Control Establishment Work	LS	x	= \$	-
210010 Move-In/Move-Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	1,000 x	5.00 = \$	5,000
210360 Compost Sock	LF	x	= \$	-
2102XX Rolled Erosion Control Product (Insert Type)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	x	= \$	-
210610 Compost	CY	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
<i>Subtotal Erosion Control</i>				\$ 5,000

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	1 x	10,000.00 = \$	10,000
130200 Prepare WPCP	LS	x	= \$	-
130100 Job Site Management	LS	1 x	10,000.00 = \$	10,000
130330 Storm Water Annual Report	EA	2 x	3,000.00 = \$	6,000
130310 Rain Event Action Plan	EA	10 x	1,000.00 = \$	10,000
130320 Storm Water Sampling and Analysis Day	EA	1 x	3,200.00 = \$	3,200
130520 Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550 Temporary Hydroseed	SQYD	x	= \$	-
130505 Move-In/Move-Out (Temporary Erosion Control)	EA	x	= \$	-
130640 Temporary Fiber Roll	LF	1,000 x	5.00 = \$	5,000
130900 Temporary Concrete Washout	LS	1 x	35,000.00 = \$	35,000
130710 Temporary Construction Entrance	EA	x	= \$	-
130610 Temporary Check Dam	LF	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	100 x	300.00 = \$	30,000
130730 Street Sweeping	LS	1 x	50,000.00 = \$	50,000
130570 Temporary Cover	SQYD	3,000 x	7.00 = \$	21,000
<i>Subtotal NPDES</i>				\$ 180,200

Supplemental Work for NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
066595 Water Pollution Control Maintenance Sharing*	LS	1 x	100,000.00 = \$	100,000
066596 Additional Water Pollution Control**	LS	1 x	10,000.00 = \$	10,000
066597 Storm Water Sampling and Analysis***	LS	1 x	5,000.00 = \$	5,000
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				\$ 115,000

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

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

Item code	Unit	Quantity	Unit Price (\$)	Cost
870200 Lighting System	LS	x	= \$	-
870300 Sign Illumination System	LS	x	= \$	-
870400 Signal and Lighting System	LS	x	= \$	-
870510 Ramp Metering System	LS	x	= \$	-
87181X Interconnection Conduit and Cable	LF/LS	x	= \$	-
5602XX Furnish Sign Structure (Insert Type)	LB	x	= \$	-
5602XX Install Sign Structure (Insert Type)	LB	x	= \$	-
4980XX XX" CIDHC Pile (Sign Foundation)	LF	x	= \$	-
87011X Inductive Loop Detector	EA/LS	x	= \$	-
870600 Traffic Monitoring Station System	LS	x	= \$	-
56804X Remove Sign Structure	EA/LS	x	= \$	-
568054 Reconstruct Sign Structure	EA	x	= \$	-
568060 Modify Sign Structure	EA	x	= \$	-
870901A Traffic Census Station Systems	LS	1	x 225,000.00 = \$	225,000
870009 During Construction	LS	1	x 10,000.00 = \$	10,000
86XXXX Modifying Fiber Optic Cable System (Relocate f/o)	LS	1	x 400,000.00 = \$	400,000
872133 Modify Signal and Lighting Systems	LS	1	x 1,186,152.00 = \$	1,186,152
870112 Relocate Signal Structures/ Pull Boxes, and Loop Detectors	LS	1	x 740,000.00 = \$	740,000
87XXXX Modifying Wireless Magnetometer Vehicle Detection Systems	LS	1	x 80,000.00 = \$	80,000
Subtotal Traffic Electrical				\$ 2,641,152

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
820840 Roadside Sign -(One Post & Two Post)	LS	1	x 820,000.00 = \$	820,000
5602XX Furnish Sign Structure (Insert Type)	SQFT	x	= \$	-
820890 Install Sign Panel on Existing Frame	SQFT	x	= \$	-
846020 Remove Painted Traffic Stripe	LF	x	= \$	-
141102 Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF	104,060	x 2.00 = \$	208,120
846025 Remove Painted Pavement Marking	SQFT	x	= \$	-
820250 Remove Roadside Sign	EA	x	= \$	-
820530 Reset Roadside Sign	EA	x	= \$	-
820610 Relocate Roadside Sign	EA	x	= \$	-
820101 Delineator (Marker)	EA	970	x 10.00 = \$	9,700
840501 Temporary Traffic Stripe	LF	200,000	x 1.50 = \$	300,000
840502 Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	400,000	x 3.00 = \$	1,200,000
846012 Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	x	= \$	-
120090 Construction Area Signs	LS	1	x 100,000.00 = \$	100,000
84XXXX Permanent Pavement Delineation	LS	x	= \$	-
Subtotal Traffic Signing and Striping				\$ 2,637,820

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X Portable Changeable Message Sign	LS	1	x \$ 185,500 = \$	185,500
Subtotal Traffic Management Plan				\$ 185,500

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120198 Plastic Traffic Drums	EA	x	= \$	-
12016X Channelizer (Insert Type)	EA	100	x 50.00 = \$	5,000
120116 Type II Barricade	EA	x	= \$	-
120120 Type III Barricade	EA	x	= \$	-
129100 Temporary Crash Cushion Module	EA	42	x 260.00 = \$	10,920
120100 Traffic Control System	LS	1	x 1,500,000.00 = \$	1,500,000
129110 Temporary Crash Cushion	EA	30	x 350.00 = \$	10,500
120320 Temporary Barrier System	LF	740	x 30.00 = \$	22,200
120149 Temporary Pavement Marking (Paint)	SQFT	600	x 10.00 = \$	6,000
120152 Temporary Pavement Marking (Tape)	SQFT	x	= \$	-
8101XX Delineator (Insert Class)	EA	x	= \$	-
Subtotal Stage Construction and Traffic Handling				\$ 1,554,620

TOTAL TRAFFIC ITEMS	\$ 7,019,100
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY/TON		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON		x		= \$	-
26020X	Class 2 Aggregate Base	CY/TON		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
130620	Temporary Drainage Inlet Protection	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF	18,000	x	30.00	= \$	540,000
128601	Temporary Signal System	LS		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
80010X	Temporary Fence (Insert Type)	LF		x		= \$	-
XXXXXX	Some Item	LS		x		= \$	-

TOTAL DETOURS	\$ 540,000
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SUBTOTAL SECTIONS 1 through 7	\$ 26,496,400
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	0.0%	\$	-
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8B - Bike Path Items

Bike Path Items	0.0%	\$	-
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8C - Other Minor Items

Other Minor Items	0.0%	\$	-
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Total of Section 1-7	\$ 26,496,400	x	1.5%	= \$	397,446
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TOTAL MINOR ITEMS	\$ 397,500
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SECTIONS 9: ROADWAY MOBILIZATION *

Item code						
999990	Total Section 1-8	\$ 26,893,900	x	10%	= \$	2,689,390

TOTAL ROADWAY MOBILIZATION	\$ 2,689,400
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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	350,000.00	= \$	350,000
066094	Value Analysis	LS	1	x	10,000.00	= \$	10,000
066070	Maintain Traffic	LS	1	x	150,000.00	= \$	150,000
066919	Dispute Resolution Board	LS	1	x	25,000.00	= \$	25,000
066921	Dispute Resolution Advisor	LS	1	x	10,000.00	= \$	10,000
066015	Federal Trainee Program	LS	8	x	5,000.00	= \$	40,000
066610	Partnering	LS	1	x	20,000.00	= \$	20,000
066204	Remove Rock and Debris	LS		x		= \$	-
066222	Locate Existing Crossover	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

<i>Cost of NPDES Supplemental Work specified in Section 5D</i>	= \$	115,000
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Total Section 1-8	\$ 26,893,900	1%	= \$	268,939
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TOTAL SUPPLEMENTAL WORK	\$ 989,000
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
66020	Railroad Work (Flagging)	LS	1	x	300,000.00	=	\$300,000
66020	Railroad Work (Pedestrian Gates)	LS	1	x	500,000.00	=	\$500,000
066105	Resident Engineers Office	LS	1	x	150,000.00	=	\$150,000
066063	Traffic Management Plan - Public Information	LS	1	x	150,000.00	=	\$150,000
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	COZEEP Contract	LS	1	x	85,000.00	=	\$85,000
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	3,500.00	=	\$3,500
XXXXXX	Some Item	Unit		x		=	\$0

Total Section 1-8 \$ 26,893,900 1% = \$ 268,939

TOTAL STATE FURNISHED	\$1,457,500
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$26,893,900 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = 5%

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	600	X	\$2,241	=	\$1,344,700

TOTAL TIME-RELATED OVERHEAD	\$1,344,700
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SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)	13%	\$2,000,000
Additional or Residual Contingency	(for Unknown/Undefined Risks)	2%	\$667,490
Total Section 1-12	\$ 33,374,500	x 15%	= \$5,006,175

TOTAL CONTINGENCY*	\$5,006,200
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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	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	LF		LF		0 LF
Total Bridge Length (Feet)	LF		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>				
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]	LF		0 LF		0 LF
Total Building Length (Feet)	LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$0
------------------------------	------------

TOTAL COST OF BUILDINGS	\$0
--------------------------------	------------

Time-Related Overhead	10%	\$0
------------------------------	-----	------------

STRUCTURES MOBILIZATION	10%	\$0
--------------------------------	-----	------------

STRUCTURES CONTINGENCY*	25%	\$0
--------------------------------	-----	------------

TOTAL COST OF STRUCTURES	\$0
---------------------------------	------------

Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

 Date

EA: DS-34660 PAED:

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$		\$
	A2)	SB-1210	\$	235,250	\$ 255,479
B)	B1)	Utility Relocation (State Share)	\$		\$
	B2)	Potholing (Design Phase)	\$	696,500	\$ 1,011,800
C)	Utility - Advance Engineering Estimate (Encumber with State Only Funds)		\$	0	\$ 0
D)	RAP and/or Last Resort Housing		\$	0	\$ 0
E)	Clearance & Demolition		\$	0	\$ 0
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		\$	0	\$ 0
G)	Title and Escrow		\$	8,210	\$ 9,438
	Reimbursed Appraisal Fee		\$	9,000	\$ 9,000
H)	Environmental Review		\$	0	\$ 0
I)	Condemnation Settlements	<u>0%</u>	\$	0	\$ 0
J)	Design Appreciation Factor	<u>0%</u>	\$	0	\$ 0
K)	Utility Relocation (Construction Cost)		\$	0	\$ 0

L)	TOTAL RIGHT OF WAY ESTIMATE	\$948,960
----	------------------------------------	------------------

M)	TOTAL R/W ESTIMATE: Escalated	\$1,285,717
----	--------------------------------------	--------------------

N)	RIGHT OF WAY SUPPORT	\$44,721
----	-----------------------------	-----------------

Support Cost Estimate
Prepared By _____ Project Coordinator¹ _____ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² _____ Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ _____ 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

HAZARDOUS WASTE ASSESSMENT – Attachment D

Memorandum

*Making Conservation
a California Way of Life.*

To: Joseph Reynoza, STE
Office of Design A
Division of Design

Date: March 25, 2024

Attn: Kin Seng Wong, PE
Project Engineer

File: 07-LA-213
PM 0.0/10.0
Western Ave
CAPM/ADA Curb
Ramps Project in Los
Angeles County

PN: 1846-0718000076-0
EA: 07-333-346600

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

Subject: **PROJECT REPORT (PR) PRELIMINARY HAZARDOUS WASTE ASSESSMENT**

The Office of Environmental Engineering (OEE) is in receipt of your memorandum, dated October 31 2023 and update February 16, 2024 requesting a Preliminary Hazardous Waste Assessment for the above-mentioned CAPM/ADA Curb Ramps Project (refer to herein as the "Project") along Western Avenue (State Route SR-213) in Los Angeles County. OEE also received an update draft right of way plan from your office on March 21, 2024 as reference.

The Project proposes to cold plane and overlay of Asphalt Concrete pavement for pavement rehabilitation on SR-213. In addition to construct/reconstruct 64 curb ramps to meet the current Americans with Disabilities Act (ADA) standards. The purpose of the Project is to accomplish preventative maintenance activities of the pavement, and to improve continuity to pedestrian accessibility along the State facilities on Western Avenue (SR-213) within the said Project limits for pedestrians with disabilities.

Based on the submittals/emails received on 10/31/23, 2/16/24, and 03/21/2024, the specific scope of work for this Project consists of the following:

- Cold plane 0.20' of existing AC pavement and overlay with AC pavement.
- Dig-out failed segments of roadway and replace with pavement structure.
- Reconstruct existing 64 curb ramps to comply with the current ADA standards.
- Upgrade 478' of MBGR with MGS. Replace 144' of MBGR with Concrete Barrier.
- Place 42 Concrete Bus Pads.
- Place 11 bicycle friendly drainage grates to replace existing non-grid type.
- Incorporate addition of Class II/Class II Buffered Bike lanes, include median width reductions.
- Enhanced Visibility Paint Crosswalks

- Conflict zone green paint approaching intersections.
- Bicycle and Pedestrian Signage.
- Installation of pedestrian push buttons (APS).
- Upgrade 7 traffic signal poles and 5 pull boxes located at six intersections.
- Install new loops and bicycle loops.
- Install sidewalk segment (PM 1.256 to PM 1.47) from Bynner Dr to Weymouth Place.
- Remove existing and install new pavement delineations.
- Reconstruct new structural section under the existing curb & gutter along the existing & new curb ramps, and
- Acquire new Right of Way (R/W) and/or Temporary Construction Easements (TCEs) for 5 parcels to accommodate the improvements.

In reviewing the draft Project plans and discussion with the Project Engineer, the followings are potential hazardous waste concerns that require special handling and waste management during construction:

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

Per OEE's review of the Project scope of work, excess soil, potentially containing hazardous waste concentrations of ADL, will be generated from said improvements/excavation work at unpaved areas. Based on OEE's reviewed of relevant reports/data obtained for ADL site investigations at/near the Project vicinity, elevated ADL concentrations exist at the upper shallow soil layer at the unpaved areas due to particulate emissions from historical leaded gasoline usage. The excess soil suspects to have elevated lead and other heavy metals concentrations that may exceed the California and/or Federal hazardous waste threshold limits. Special handling and/or waste management may be required from the Project excavation activities. OEE recommends a Project-specific Aerially Deposited Lead (ADL) site investigation (SI) to be conducted in PS&E phase to evaluate and to determine the extent of the ADL contamination. Furthermore, the ADL SI data will assist the General Contractor (GC) to develop task-specific Lead Compliance Plans (LCPs) and to implement lead awareness trainings in conformance with 8CCR, Section 1532.1, "Lead" and Cal-OSHA Construction Safety Order prior to commencement of ADL excavation work. For the PR Cost Estimate, it is recommended to assume all excess excavated soils at the unpaved areas to be classified as California hazardous waste (***Roadway/Structural Excavation Type Z-2***) and shall be disposed at a permitted Class I hazardous waste disposal facility within the State of California.

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

The Project will require installation of temporary stationary mounted construction area signposts and minor landscape/irrigation restoration at existing unpaved areas. These works are considered "minimal soil disturbance" and will not generate excess/surplus potential ADL soil that requires special handling and/or waste management. According to Caltrans' ADL guidance document (2010), US EPA allows certain discrete areas of generally dispersed contamination to be considered as individual waste management unit. These discrete areas

are defined as Areas of Contamination (AOCs). An AOC is equated to a single unit, and therefore movement, consolidation, or in-situ treatment of hazardous waste within the AOC does not create a new point of hazardous waste generation. For an AOC, contamination must be contiguous but can have various concentrations. The Department of Toxic Substances Control (DTSC) allows Caltrans to apply AOC approach to projects that will only cause minimal disturbances of soil containing hazardous waste concentrations of aerially deposited lead. All soil disturbed must remain in the immediate area of disturbance and not be transported elsewhere. Health and safety precautions and dust control for hazardous waste must be implemented. It is important to notify the General Contractor (GC) that lead is present and allow for preparation of a task-specific Lead Compliance Plan (LCP) and implement lead awareness training as required by Title 8, Section 1532.1 of the California Code of Regulations (8CCR) and Cal-OSHA Construction Safety Order.

Remove Existing Yellow Traffic Stripes and Pavement Marking With Hazardous Residue:

Yellow traffic paint used prior to 1999 in District 1 and prior to 1997 in all other districts contained high concentrations of lead. Application of yellow thermoplastic material containing high concentrations of lead was phased out during 2004 to 2006. The lead concentrations in the older yellow paint and yellow thermoplastic are high enough to make these materials hazardous wastes when they are removed. In addition, in many areas there are new low lead concentration paints on top of older yellow high lead concentration paints. The GC is required to properly manage removed stripe and pavement marking as a hazardous waste and to have and implement a LCP prepared by a Certified Industrial Hygienist (CIH). The LCP shall be prepared in conformance with 8CCR, Section 1532.1 and Cal-OSHA Construction Safety Order. The GC is also required to submit a work plan for the removal, containment, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe and pavement marking.

Remove Existing Traffic Stripes and Pavement Markings Containing Lead (Non-Yellow And Non-Hazardous):

Residues from the removal of existing white (non-yellow) thermoplastic and lead-based painted traffic stripe/pavement marking can be classified as non-hazardous and does not require disposal at a permitted Class I hazardous waste disposal facility. The GC is required to develop a task-specific LCP as required in 8CCR, section 1532.1, Cal-OSHA Construction Safety Order, and training program to ensure worker safety at the construction site prior to commencement of work.

For Project preliminary cost estimate, refer to <http://sv08doweb1/contractcost/> for the latest bid costs per the hazardous waste conditions/items stated above.

Temporary Construction Easements, Highway Easements, and Partial Fee Acquisition:

Based on OEE's discussion with the Project Engineer, two locations/5 parcels will require temporary construction easements (TCEs), highway easements (HEs) and/or partial fee (F) acquisitions. Refer to the attached map locations with potential new right of way (R/W) acquisitions. Initial site assessments (ISAs) may/will be required to assess all new

commercial/industrial parcels/properties that will be acquire for the Project. The objective of the ISA is to identify recognized environmental conditions (RECs) presence or likely presence of nay hazardous substances or petroleum products in, on, or at a property (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

OEE RESOURCE ESTIMATE FOR PROJECT (CC 1846):

WBS 235.10 = 700 hours (200 PY hours (SI Support) + 500 PYE hours (ADL Site Investigation and ISA Consultant Work)

WBS 255.05 = 120 hours (PS&E Support)

WBS 270.66 = 80 hours (Construction Support)

WBS 280.10 = 24 hours (Project Close Out)

Upon completion of the final draft PR, please provide a copy to OEE for review. Please note that this preliminary hazardous waste assessment is only applicable to limited scope of work provided with the Project request and it is not applicable for a final hazardous waste assessment/clearance of the project.

If you have any questions, I can be reached at tuanchi.liu@dot.ca.gov (213) 269-1109, or contact Avery Chan of my staff at avery.chan@dot.ca.gov, (213) 897-0936.



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

Reference:

draft Project Repot, January 2014; HWA request memo 10/31/23, Scope Update memo 2/16/24, draft Plan, and draft Right of Way Maps March/2024.

Attachment:

draft ROW Cost Estimate Map (Pertaining to Sidewalk and ADA locations with New R/W Acquisition)

File:

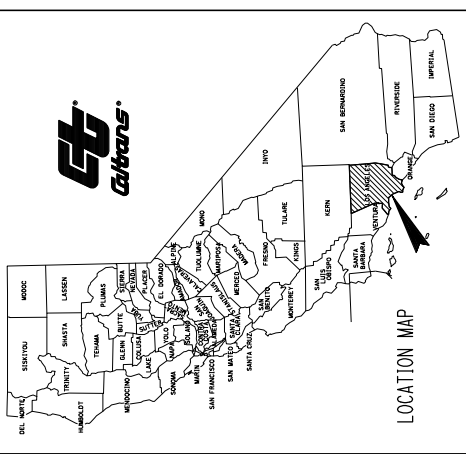
D7EnvPlngDocs

Cheryl Henderson - Division of Environmental Planning

Karl Price - Division of Environmental Planning

Nader Abdelmalek - Division of Project Management

Dist	COUNTY	ROUTE	POS. MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	213	0.0/10.0	



STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

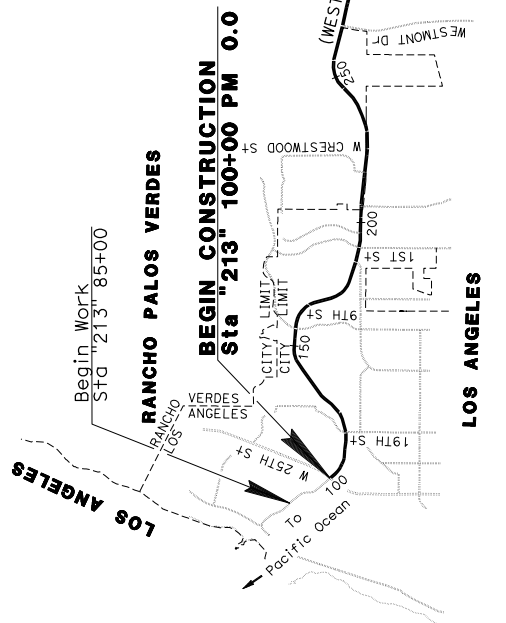
IN LOS ANGELES COUNTY
FROM WEST 25TH STREET
TO WEST 190TH STREET

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023

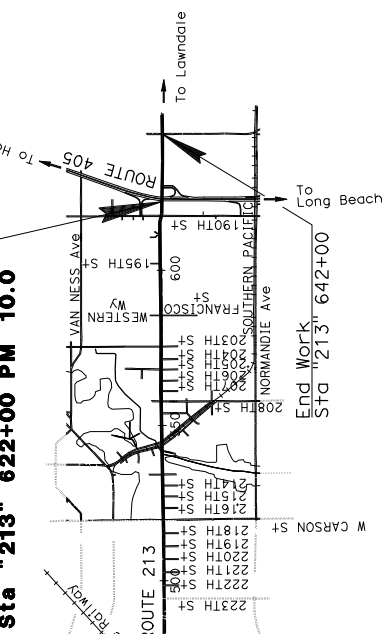


INDEX OF PLANS	SHEET No.	DESCRIPTION
X		TITLE AND LOCATION MAP
XX		LOCATIONS OF CONSTRUCTION
XX		KEY MAP AND LINE INDEX
XX		PROJECT CONTROL
XX		CONSTRUCTION DETAILS
XX		UTILITY PLANS
XX		CONSTRUCTION AREA SIGNS
XX		TRAFFIC HANDLING DETAILS
XX		PAVEMENT DELINEATION PLANS
XX		SUMMARY OF QUANTITIES
XX		MODIFYING EXISTING ELECTRICAL SYSTEMS
XX		ELECTRICAL SYSTEMS DETAILS
XX		ELECTRICAL SYSTEMS QUANTITIES
XX		REVISED STANDARD PLANS

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.



END CONSTRUCTION
Sta "213" 622+00 PM 10.0



NOTE:
THE TABLE OF LOCATIONS OF CONSTRUCTION IS SHOWN ON THE
LOCATIONS OF CONSTRUCTION SHEETS.

DESIGN MANAGER

JOSEPH REYNOLZA

PROJECT MANAGER

MADER ABDELMALEK

PLANS APPROVAL DATE

DATE

PROJECT ENGINEER

REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER

DATE

PROJECT ENGINEER

REGISTERED CIVIL ENGINEER

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."		BORDER LAST REVISED 8/1/2016		CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/		USERNAME => P307831 DWG FILE => 07346600001.dgn		NO SCALE		LAST REVISION	
		3		2		1		0		RELATIVE BORDER SCALE IS IN INCHES	
		UNIT 1797		PROJECT NUMBER & PHASE		0718000076		CONTRACT No.		07-346604	
		PROJECT ID		0718000076		CONTRACT No.		07-346604		PROJECT ID	



WB

ALBERTA ST

S WESTERN AVE

228TH ST

EB

ROUTE 213

APN 7347-017-083
LEE, BYONG WOO
LEE, JUNG JA
HWY EASE : ~ 172.65 SF



DATE	3-7-24
REVISIONS	
BY	VU PHAM
DATE	

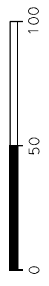
NOTES

For cost estimating only, NOT FOR DESIGN
All lines are from the Los Angeles County
GIS System:
<http://dpw.lacounty.gov/general/DCN/>

LEGEND

 Highway Easement(HWY EASE)

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
COST ESTIMATE MAP
EA 34660, ds6388
ROUTE 213, R/W MAP "NOT AVAILABLE"



ISSUE DATE: MAR./2024 PROJECT ID: 0718000076

DISTRICT	COUNTY	ROUTE	PROJECT PM LIMITS	SHEET NO.	TOTAL SHEETS
07	LA	213	0.0/10.0	1	1



APN 7559-023-001
DUESUND, HJORDIS RIGMOR
HJORDIS RIGMOR DUESUND TRUST
TCE : ~ 5,226.88 SF

APN 7559-023-002
FAAL, POLENE
POLENE FAMILY TRUST
TCE : ~ 5,026.23 SF

APN 7559-037-015
LIM, KIMNEE
SEAV, SOVICHARY
TCE : ~ 5,532.84 SF

APN 7559-024-010
JONES, WESTON FREDERICK
JONES, CHELSEY
TCE : ~ 2,450.91 SF

APN 7559-024-009
MATTERA, MARK KEVIN
MATTERA, ELIZABETH LEA
TCE : ~ 651.25 SF

DATE	BY	REVISIONS
2-28-24	VU PHAM	

LEGEND	NOTES
 Temporary Construction Easement (TCE)	For cost estimating only, NOT FOR DESIGN All lines are from the Los Angeles County GIS System: http://dpm.lacounty.gov/general/DCN/

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
COST ESTIMATE MAP
EA 34660, ds6386
ROUTE 213, R/W MAP "NOT AVAILABLE"



ISSUE DATE: MAR./2024		PROJECT ID: 0718000076			
DISTRICT	COUNTY	ROUTE	PROJECT PM LIMITS	SHEET NO.	TOTAL SHEETS
07	LA	213	0.0/10.0	1	1

RIGHT OF WAY DATA SHEET –
Attachment E

Memorandum

*Serious Drought!
Help Save Water!*

To: Joseph Reynoza, Design Manager
Office of Design
District 7, Los Angeles Office

Date: 6/24/2024
EA: 34660
Data Sheet ID NO: ds6502
Project ID # 0718000076

From: Zoltan Elo, 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 Suzie Kearns, PE and the following assumptions and limiting conditions apply:

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

Right of Way Certificate (RWC) lead time will require a minimum of 24 months 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 18 months 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)
6/7/2024	6/30/2024	3/20/2026	4/20/2026	2/28/2029

TO Joseph Reynoza
ATTN Suzie Kearns

R/W DATA SHEET

ID NO ds6502

SENIOR R/W P&M Nader Abdelmalek

Date of Data Sheet 6/24/2024

ROUTE 213

PM_KM 0/10

EA 34660

Project ID # 0718000076

ALT

Project Description In Los Angeles Co., in the City of Los Angeles, between
25th St. and I-405. Pavement Capital Preventative
Maintenance

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 Joseph Reynoza 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	\$235,250	\$255,479
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)	\$8,210	\$9,438
Utility relocation costs	\$696,500	\$1,011,800
Estimate of Reimbursed Appraisal Fee	\$9,000	\$9,000
Total estimated cost	\$948,960	\$1,285,717

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 3/20/26

Parcel Count and Py Info

PARCEL DUAL TYPES APPR.	
A	
B	6
C	
D	
F	

RIGHTS NEEDED	
FEE	
EASE	2
TCE	4

TAKES	
FULL	
PART	6
TOTAL	6

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP	

POTENTIAL CLEARANCE PARCELS	

POTENTIAL CONDEMNATION PARCELS	
1.8	

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	1,050
225 & 245	Acquisitions	1,230
200	Utilities	1,290
185.20.40	Utility Potholing	570
205	Railroads	790
225 & 245	Condemnation	756
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	1,800
	Total	7,486

UTILITY INFORMATION

Please See the Utility Conflict Addendum for Complete Utility Information

Are utility easements required? No

Are Utility agreements required? Yes

Utility types , Facilities & Agreements Description:

Not all as-builts information received from ROWU

Total Current Cost \$696,500

Const. Completion Date 2/28/2029

Utility Escalation Rate 8%

Total Escalated Cost \$1,011,800

ROUTE 213

PM_KM 0/10

EA 34660

ALT

RR INFORMATIONAre RR affected YESDescribe affected RR UPRR/BNSF
BNSF At-Grade Crossing at PM 6.88
UPRR At-Grade Crossing at PM 8.45

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?

100,000Explain Branch lines Plan Review and Inspection

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.

Flagging and Inspection during construction. Compensating Railroad for Safety Enhancements.

RAILROAD COST PERTAINING TO CONSTRUCTION ACTIVITY

\$800,000

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>Carly Corona</u>	<u>6/24/24</u>
Railroad Estimate prepared by	<u>Mario Zamorano</u>	<u>4/24/24</u>
Utilities Estimate prepared by	<u>Michele Graves</u>	<u>4/24/24</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 Wayne D. Lee 6/25/24

Utility Conflicts
Id- ds6502
EA- 34660

	Description	Quantity	\$/Unit	Total Cost
1	Pothole 10" SCG line along Western Ave near Summerland St (ea)	2	2000	4000
2	Pothole 12" SCG line along Western Ave near Summerland St (ea)	2	2000	4000
3	Pothole 12" California Water water line along Western Ave near	2	2000	4000
4	Pothole AT&T conduit along Western Ave near Park Western Dr (ea)	2	2000	4000
5	Pothole 8" California Water water line along Western Ave near Park	2	2000	4000
6	Pothole 12" SCG line along Western Ave near Trudie Dr (ea)	2	2000	4000
7	Pothole 8" SCG line along Western Ave near Trudie Dr (ea)	2	2000	4000
8	Pothole 8" California Water water line along Western Ave near Trudie	2	2000	4000
9	Pothole 6" California Water water line along Western Ave near	2	2000	4000
10	Pothole 8" California Water water line along Western Ave near	2	2000	4000
11	Pothole AT&T conduit along Western Ave near Caddington Dr (ea)	2	2000	4000
12	Pothole 12" SCG line along Western Ave near Caddington Dr (ea)	2	2000	4000
13	Pothole 8" SCG line along Western Ave near Caddington Dr (ea)	2	2000	4000
14	Pothole AT&T conduit along Western Ave near Toscanini Dr (ea)	2	2000	4000
15	Pothole 12" SCG line along Western Ave near Toscanini Dr (ea)	2	2000	4000
16	Pothole 8" SCG line along Western Ave near Toscanini Dr (ea)	2	2000	4000
17	Curb Ramp 1 and 2 Relocate Firehydrant (ea)	1	25000	25000
18	Curb Ramp 1 and 2 adjust to grade manhole (ea)	1	7500	7500
19	Curb Ramp 1 and 2 Pothole 20" Philips Pipeline along Western Ave	2	2000	4000
20	Curb Ramp 1 and 2 Pothole 6" Plains All American Oil Line along	2	2000	4000
21	Curb Ramp 1 and 2 Pothole SCE along Sepulveda Blvd (ea)	2	2000	4000
22	Curb Ramp 1 and 2 Pothole 8" SCG along Sepulveda Blvd (ea)	2	2000	4000
23	Curb Ramp 3 Relocate Firehydrant (ea)	1	25000	25000
24	Curb Ramp 3 adjust to grade pullbox (ea)	1	5000	5000
25	Curb Ramp 3 Pothole 8" SCG along Western Ave (ea)	2	2000	4000
26	Pothole 8" Marathon Pipeline along 228th St (ea)	2	2000	4000
27	Pothole 6" Crimson oil line along Western Ave (ea)	2	2000	4000
28	Pothole 10" PBF Energy oil line along Western Ave at 228th St (ea)	2	2000	4000
29	Pothole 8" SCG along 228th St (ea)	2	2000	4000
30	Pothole 2" SCG along Plaza Del Amo (ea)	2	2000	4000
31	Pothole 10" PBF Energy oil line along Western Ave at 224th St (ea)	2	2000	4000
32	Pothole SCE along Western Ave at 223rd St (ea)	2	2000	4000
33	Pothole 10" PBF Energy oil line along Western Ave at 223rd St (ea)	2	2000	4000
34	Pothole 4" SCG along Western Ave at 223rd St (ea)	2	2000	4000
35	Pothole 10" PBF Energy oil line along Western Ave at 220th St (ea)	2	2000	4000

Utility Conflicts
Id- ds6502
EA- 34660

	Description	Quantity	\$/Unit	Total Cost
36	Pothole 4" SCG along Western Ave at 220th St (ea)	2	2000	4000
37	Curb Ramp 4 Pothole 8" SCG along Western Ave (ea)	6	2000	12000
38	Curb Ramp 10 Pothole 8" SCG along Western Ave (ea)	2	2000	4000
39	Curb Ramp 12 Pothole SCE along Western Ave (ea)	2	2000	4000
40	Curb Ramp 12 Pothole 10" PBF Energy oil line along Western Ave (ea)	2	2000	4000
41	Curb Ramp 12 Pothole 12" PBF Energy oil line along Western Ave (ea)	2	2000	4000
42	Curb Ramp 19 and 20 adjust to grade pullbox (ea)	3	5000	15000
43	Curb Ramp 19 and 20 Pothole Frontier line along Torrance Blvd (ea)	2	2000	4000
44	Curb Ramp 19 and 20 Pothole 10" PBF Energy oil line along Western	2	2000	4000
45	Curb Ramp 21 adjust to grade pullbox (ea)	1	5000	5000
46	Curb Ramp 21 Pothole 10" PBF Energy oil line along Western Ave (ea)	3	2000	6000
47	Curb Ramp 21 Pothole 12" PBF Energy oil line along Western Ave (ea)	3	2000	6000
48	Curb Ramp 21 Pothole SCE along Western Ave (ea)	3	2000	6000
49	Curb Ramp 22 Pothole AT&T conduit along Torrance Blvd (ea)	2	2000	4000
50	Curb Ramp 22 Pothole Lumen conduit along Torrance Blvd (ea)	2	2000	4000
51	Curb Ramp 22 Pothole 10" PBF Energy oil line along Western Ave (ea)	2	2000	4000
52	Curb Ramp 23 Pothole SCE along Western Ave (ea)	3	2000	6000
53	Curb Ramp 23 Pothole 8" SCG along 209th St (ea)	2	2000	4000
54	Curb Ramp 24 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
55	Curb Ramp 24 Pothole 2" SCG along 209th St (ea)	2	2000	4000
56	Curb Ramp 24 Pothole 4" SCG along Western Ave (ea)	2	2000	4000
57	Curb Ramp 26 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
58	Curb Ramp 26 Pothole 8" PBF Energy Oil Line along Western Ave (ea)	2	2000	4000
59	Curb Ramp 26 Pothole Lumen conduit along 208th St (ea)	2	2000	4000
60	Curb Ramp 26 Pothole 4" SCG along Western Ave (ea)	3	2000	6000
61	Curb Ramp 26 Pothole 12" PBF Energy oil line along Western Ave (ea)	2	2000	4000
62	Curb Ramp 28 Pothole AT&T conduit along 208th St (ea)	2	2000	4000
63	Curb Ramp 28 Pothole SCE along Western Ave (ea)	2	2000	4000
64	Curb Ramp 28 Pothole 10" gas Line along Western Ave (ea)	2	2000	4000
65	Curb Ramp 28Pothole MWD line along Western Ave	2	2000	4000
66	Curb Ramp 29 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
67	Curb Ramp 29 Pothole 8" PBF Energy Oil Line along Western Ave (ea)	2	2000	4000
68	Curb Ramp 29 Pothole 4" SCG along Western Ave (ea)	2	2000	4000
69	Curb Ramp 29 Pothole 2" SCG along 207th St (ea)	2	2000	4000
70	Curb Ramp 31 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000

Utility Conflicts
Id- ds6502
EA- 34660

	Description	Quantity	\$/Unit	Total Cost
71	Curb Ramp 31 Pothole 8" PBF Energy Oil Line along Western Ave (ea)	2	2000	4000
72	Curb Ramp 31 Pothole 4" SCG along Western Ave (ea)	2	2000	4000
73	Curb Ramp 32 adjust to grade pullbox (ea)	1	5000	5000
74	Curb Ramp 34 Pothole AT&T conduit along 205th St (ea)	2	2000	4000
75	Curb Ramp 34Pothole 10" PBF Energy oil line Line along Western Ave	2	2000	4000
76	Curb Ramp 34 Pothole SCE along 205th St (ea)	4	2000	8000
77	Curb Ramp 35 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
78	Curb Ramp 35 Pothole 8" PBF Energy Oil Line along Western Ave (ea)	2	2000	4000
79	Curb Ramp 35 Pothole 4" SCG along Western Ave (ea)	2	2000	4000
80	Curb Ramp 35 Pothole 2" SCG along 205th St (ea)	4	2000	8000
81	Curb Ramp 37 and 38 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
82	Curb Ramp 37 and 38 Pothole 8" PBF Energy Oil Line along Western	2	2000	4000
83	Curb Ramp 37 and 38 Pothole 4" SCG along Western Ave (ea)	2	2000	4000
84	Curb Ramp 39 and 40 adjust to grade pullbox (ea)	2	5000	10000
85	Curb Ramp 39 and 40 Pothole 20" Chevron oil line along Western Ave	2	2000	4000
86	Curb Ramp 39 and 40 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
87	Curb Ramp 39 and 40 Pothole 8" PBF Energy Oil Line along Western	2	2000	4000
88	Curb Ramp 39 and 40 Pothole 16" Plains All American Oil Line along	2	2000	4000
89	Curb Ramp 39 and 40 Pothole 4" SCG along 190th St (ea)	4	2000	8000
90	Curb Ramp 41 and 42 adjust to grade pullbox (ea)	1	5000	5000
91	Curb Ramp 41 and 42 Pothole SCE along Del Amo Blvd (ea)	3	2000	6000
92	Curb Ramp 41 and 42 Pothole 10" PBF Energy oil line along Western	2	2000	4000
93	Curb Ramp 41 and 42 Pothole 12" PBF Energy oil line along Western	2	2000	4000
94	Curb Ramp 41 and 42 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
95	Curb Ramp 44 adjust to grade pullbox (ea)	1	5000	5000
96	Curb Ramp 44 Pothole Shell Oil Line along Western Ave (ea)	2	2000	4000
97	Curb Ramp 44 Pothole 16" Plains All American Oil Line along Western	2	2000	4000
98	Curb Ramp 46 adjust to grade pullbox (ea)	1	5000	5000
99	Curb Ramp 46 Pothole SCE along Western Way (ea)	2	2000	4000
100	Curb Ramp 47 and 48 adjust to grade pullbox (ea)	1	5000	5000
101	Curb Ramp 47 and 48 Pothole Lumen conduit along Fransisco St (ea)	2	2000	4000
102	Curb Ramp 47 and 48 Pothole AT&T conduit along Western Ave (ea)	2	2000	4000
103	Curb Ramp 47 and 48 Pothole 4" SCG along Western Ave (ea)	4	2000	8000
104	Curb Ramp 49 and 50 adjust to grade pullbox (ea)	1	5000	5000
105	Curb Ramp 49 and 50 Pothole SCE along Western Way (ea)	2	2000	4000

Utility Conflicts
Id- ds6502
EA- 34660

Description		Quantity	\$/Unit	Total Cost
106	Curb Ramp 51 adjust to grade pullbox (ea)	2	5000	10000
107	Curb Ramp 52 adjust to grade pullbox (ea)	1	5000	5000
108	Curb Ramp 53 and 54 adjust to grade pullbox (ea)	2	5000	10000
109	Curb Ramp 55 and 56 adjust to grade pullbox (ea)	2	5000	10000
110	Curb Ramp 55 and 56 Pothole SCE along Western Ave (ea)	4	2000	8000
111	Curb Ramp 57 and 58 adjust to grade pullbox (ea)	5	5000	25000
112	Curb Ramp 57 and 58 Pothole Lumen conduit along 190th St (ea)	2	2000	4000
113	Curb Ramp 59 and 60 adjust to grade pullbox (ea)	3	5000	15000
114	Curb Ramp 59 and 60 Pothole AT&T conduit along 190th St (ea)	2	2000	4000
115	Curb Ramp 59 and 60 Pothole SCE along Western Ave (ea)	3	2000	6000
116	Curb Ramp 59 and 60 Pothole 36" SCG along 190th St (ea)	2	2000	4000
117	Curb Ramp 59 and 60 Pothole 2" SCG along 190th St (ea)	2	2000	4000
118	Curb Ramp 61 and 62 adjust to grade pullbox (ea)	4	5000	20000
119	Curb Ramp 61 and 62 Relocate Firehydrant (ea)	1	25000	25000
120	Curb Ramp 61 and 62 pothole 10" Air Products gas line in 16" csg	2	2000	4000
121	Curb Ramp 61 and 62 Pothole AT&T conduit along 190th St (ea)	2	2000	4000
122	Curb Ramp 61 and 62 Pothole SCE along 190th St (ea)	4	2000	8000
123	Curb Ramp 61 and 62 Pothole 6" SCG along Western Ave (ea)	2	2000	4000
124	Curb Ramp 3 Relocate 6" Crimson oil line (lf)	60		0

ENVIRONMENTAL DOCUMENT – Attachment F



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Roadway Rehabilitation

DIST-CO-RTE: 07-LA-213

PM/PM: 0.0/10.0

EA: 34660

Federal-Aid Project Number: 0718000076

Project Description

This project proposes to rehabilitate pavement (cold plane and overlay), upgrade guardrail, upgrade existing nonstandard ADA curb ramp facilities to Americans with Disabilities Act standards, construct concrete bus pads at transit stops, construct retaining walls for the addition of sidewalk segments, relocate some traffic signals, upgrade some pedestrian push buttons, replace loop detectors, reduce some medians to allow for placement of Class II bike lanes, place Class II bike lanes, install bicycle loop detectors, upgrade existing drainage inlet grates with bicycle friendly grates, and install guide, warning and bicycle signs.

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

Karl Price

Print Name

Karl Price

Signature

4/10/2024

Date

Project Manager

Nader Abdelmalek

Print Name

Signature

4/10/2024

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, 2022, 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Karl Price

Print Name

Karl Price

Signature

4/10/2024

Date

Project Manager/ DLA Engineer

Nader Abdelmalek

Print Name

Nader Abdelmalek

Signature

4/10/2024

Date

Date of Categorical Exclusion Checklist completion (if applicable): 4/4/24

Date of Environmental Commitment Record or equivalent: 4/4/24

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:

Biological Resources

This project will have no impacts to biological resources. There will be minor removal of vegetation (mostly grass) with no removal of trees. All work is within the prism of the roadway or the unvegetated shoulder only. There will be no effect to federal/state threatened/endangered species.

Avoidance and Minimization Measures:

1. All work will be limited to the prism of the roadway, or the edge of the unvegetated roadway for purposes of equipment maneuvering and traffic control.
2. There will be no clearing or grubbing of vegetation as a result of this project. There will be minor removal of vegetation (mostly non-native invasive grasses) with no removal of trees.
3. All appropriate Stormwater and Erosion Best Management Practices will be incorporated into the project specifications.
4. All pollution and litter laws and regulations will be followed by the contractor.
5. If this project scope should change for any reason, this Division will be notified to determine whether current environmental documentation is adequate.
6. This Division will be provided the Project Specifications & Expenditures Review Package for review and comments.
7. 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 year. The limitation on asphalt use near waterways is restricted to shoulder backing.
8. Construction should be limited to the period outside of the bird nesting season, from September 1 to February 1. If work is conducted during the nesting bird season (February 1 to September 1), the District Biologist should be notified 1 week in advance of work and nesting bird surveys by a qualified biologist must be conducted a minimum of 3 days before commencement of work. For songbirds and raptors, if there are active nests, a buffer zone of 150 feet or 500 feet, respectively, must be established with no work in the buffer zone until the fledglings can flee the project area.
9. Clearing and grubbing is not anticipated for this project. If clearing and grubbing is conducted during the nesting bird season (February 1 to September 1), nesting bird surveys will be necessary before any clearing and grubbing can be conducted. A qualified biologist should be notified 1 week prior to clearing and grubbing to conduct nesting bird surveys a maximum of 3 days before clearing and grubbing commences.

Cultural Resources

This project has no potential to affect historic properties eligible for or listed in the National Register of Historic Places, and is exempt from further review pursuant to the Section 106 PA. No additional studies are required and the Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

complete. This assessment could change if there are any changes to the proposed activities or if additional locations are added. If there are such changes to the proposed undertaking, an additional review by the cultural resources unit will be required. If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

Air Quality

This project is considered exempt from conformity requirements pursuant to 40 CFR 93.126 under "Safety" and classification "Pavement resurfacing and/or rehabilitation" It is unlikely that the project will result in an adverse impact to ambient CO, PM₁₀, or PM_{2.5}. The project is not anticipated to contribute to an increase in mobile source air toxic (MSAT) emissions impacts relative to the no-build alternative and does not require an analysis or discussion of MSAT.

The proposed project is not anticipated to result in increase in operational GHG emissions as no additional roadway capacity will be added. However, per Executive Order B-30-15, Caltrans requires that construction GHG emissions be quantified.

Caltrans DEA Office of Environmental Management developed a GHG Reduction Measures Toolbox

(<https://env.onramp.dot.ca.gov/downloads/env/managedfiles/caltrans-ghg-reduction-measures-jun-2021-a11y.pdf>) for use in project development. It is recommended that the PDT review, evaluate, and consider project measures in Tables 1 and 3 of the Toolbox and that the project commit to include all feasible and relevant measures identified from the Tables. If any measures are proposed outside the tables, the PDT shall ensure that those measures are biddable, buildable, and can be successfully implemented. All identified reduction measures shall be carried forward in the ECR.

The proposed project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and therefore must comply with the SCAQMD Fugitive Dust Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate. While construction equipment on site would generate some objectionable odors primarily arising from diesel exhaust, these emissions would generally be limited to the project site and would be temporary in nature. Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible. The AQB will coordinate for approval of NSSP 14.9-.05 to mandate contractors' compliance with the applicable air district rules including measure related to dust control.

The AQB should be informed of any changes to the proposed scope or the class of action determination for this project. Such changes may require an update or reassessment of air quality issues for the proposed project.

Hazardous Waste

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



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Per OEE's review of the scope of work, excess soil, potentially containing hazardous waste concentrations of ADL, will be generated from said improvements/excavation work at unpaved areas. OEE recommends a Project-specific Aerially Deposited Lead (ADL) site investigation (SI) to be conducted in PS&E phase to evaluate and to determine the extent of the ADL contamination. Furthermore, the ADL SI data will assist the General Contractor (GC) to develop task-specific Lead Compliance Plans (LCPs) and to implement lead awareness trainings in conformance with 8CCR, Section 1532.1, "Lead" and Cal-OSHA Construction Safety Order prior to commencement of ADL excavation work. For the PR Cost Estimate, it is recommended to assume all excess excavated soils at the unpaved areas to be classified as California hazardous waste (Roadway/Structural Excavation Type Z-2) and shall be disposed at a permitted Class I hazardous waste disposal facility within the State of California.

Minimum Disturbance of Material Containing ADL

The Project will require installation of temporary stationary mounted construction area signposts and minor landscape/irrigation restoration at existing unpaved areas. These works are considered "minimal soil disturbance" and will not generate excess/surplus potential ADL soil that requires special handling and/or waste management. According to Caltrans' ADL guidance document (2010), US EPA allows certain discrete areas of generally dispersed contamination (AOCs) to be considered as individual waste management unit. An AOC is equated to a single unit, and therefore movement, consolidation, or in-situ treatment of hazardous waste within the AOC does not create a new point of hazardous waste generation. For an AOC, contamination must be contiguous but can have various concentrations. The Department of Toxic Substances Control (DTSC) allows Caltrans to apply AOC approach to projects that will only cause minimal disturbances of soil containing hazardous waste concentrations of aerially deposited lead. All soil disturbed must remain in the immediate area of disturbance and not be transported elsewhere. Health and safety precautions and dust control for hazardous waste must be implemented. It is important to notify the General Contractor (GC) that lead is present and allow for preparation of a task-specific Lead Compliance Plan (LCP) and implement lead awareness training as required by Title 8, Section 1532.1 of the California Code of Regulations (8CCR) and Cal-OSHA Construction Safety Order.

Remove Existing Yellow Traffic Stripes & Pavement Marking With Hazardous Residue

Application of yellow thermoplastic material containing high concentrations of lead was phased out during 2004 to 2006. The lead concentrations in the older yellow paint and yellow thermoplastic are high enough to make these materials hazardous wastes when they are removed. In addition, in many areas there are new low lead concentration paints on top of older yellow high lead concentration paints. The GC is required to properly manage removed stripe and pavement marking as a hazardous waste and to have and implement an LCP prepared by a Certified Industrial Hygienist (CIH). The LCP shall be prepared in conformance with 8CCR, Section 1532.1 and Cal-OSHA Construction Safety Order. The GC is also required to submit a work plan for the removal, containment, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe and pavement marking.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Remove Existing Traffic Stripes & Pavement Marking Containing Lead (Non-yellow & Non-hazardous)

Residues from the removal of existing white (non-yellow) thermoplastic and lead-based painted traffic stripe/pavement marking can be classified as non-hazardous and does not require disposal at a permitted Class I hazardous waste disposal facility. The GC is required to develop a task-specific LCP as required in 8CCR, section 1532.1, Cal-OSHA Construction Safety Order, and training program to ensure worker safety at the construction site prior to commencement of work.

Temporary Construction Easements, Highway Easements, and Partial Fee Acquisition

Based on OEE's discussion with the Project Engineer, two locations/5 parcels will require temporary construction easements (TCEs), highway easements (HEs) and/or partial fee (F) acquisitions. Refer to the map locations with potential new right of way acquisitions attached to the HWA dated 3/25/24. Initial site assessments (ISAs) will be required to assess all new commercial/industrial parcels/properties that will be acquired for the project. The objective of the ISA is to identify recognized environmental conditions (RECs) presence or likely presence of any hazardous substances or petroleum products in, on, or at a property (1) due to any release of the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

Noise

Based on the scope of work listed above, this is not a Type I project as defined in the 2020 Traffic Noise Analysis Protocol and it is not expected to raise traffic noise levels or cause a substantial permanent noise increase. Therefore, a detailed traffic noise impact study is not required for this project. However, since there are sensitive land uses in the vicinity where construction work will take place, potential construction noise impacts would need to be addressed. Section 13-8.02, Sound Control Requirements, of Caltrans Standard Specifications states that overnight construction noise levels should not exceed sustained 86 dBA at 50 feet from the job site activities. These requirements also state that noise levels generated during construction shall comply with applicable local, state, and federal regulations. Incorporating the standard Sound Control Requirements previously mentioned into the Project Standard Specifications and Special Provisions would address any temporary construction noise-related potential impacts.

Visual

A Questionnaire to Determine Visual Impact Assessment (VIA) was completed on 3/8/24 and found the following:

- The project will not impact the surrounding aesthetics or visual resources.
- The project will not introduce a new major light source.
- The project is not within a scenic vista, and the route is not eligible for designation as a state scenic highway at the time of this assessment.

No further assessment is required unless the project scope changes.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Section 4(f)

There are a few park and recreational facilities in the vicinity of SR-213 within the project limits:

- Deane Dana Friendship Park
- Peck Park
- Navy Field Sports Complex

Due to the nature and location of the activities associated with this project, there will be no "use" of the properties.

STORM WATER DATA REPORT
SIGNED COVER SHEET –
Attachment G



Dist-County-Route: 07-LA-213
Post Mile Limits: 0.00/10.00
Type of Work: CAPM & ADA CURB RAMPS
Project ID (EA): 0718000076 (346600)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒

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

Total Disturbed Soil Area: 6.25 Acres PCTA: 0.93 Acres

Alternative Compliance (acres): 0.32 Acres ATA 2 (50% Rule)? Yes ☐ No ☒

Estimated Const. Start Date: 11-23-2026 Estimated Const. Completion Date: 01-31-2029

Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____

Is (M)WEL0 applicable? Yes ☐ No ☒

Is the Project within a TMDL watershed? Yes ☒ No ☐

Does the project require trash treatment? Yes ☐ No ☒

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.

Kin Seng Wong

06/03/2024

Kin Seng Wong, Registered Project Engineer/Landscape Architect

Date

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

For *Mehdi Salehinik*

06/03/2024

Nader Abdelmalek, Project Manager

Date

Jose Villaseñor

6/12/2024

Jose Villaseñor, District Maintenance Stormwater Coordinator

Date

Kathleen S Hamer

6/13/2024

Kathleen Hamer, Designated Landscape Architect
Representative

Date

S Lin

6/13/2024

[Stamp Required at PS&E only]

Shao-Chiang Liu, District/Regional Design SW Coordinator or
Designee

Date

1. Project Description

- This project report (PR) presents a roadway preservation project on Route 213 in and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. This project is programmed in the 2022 State Highway Operation and Protection Program (SHOPP) under 20.XX.201.121 Roadway Preservation Program for delivery in the 2023/2024 fiscal year. The project proposes to rehabilitate pavement (cold plane and overlay), upgrade guardrail, upgrade existing nonstandard ADA curb ramps facilities to Americans with Disabilities Act (ADA) standards, construct concrete bus pads at transit stops, construct retaining walls for the addition of sidewalk segments, relocate some traffic signals, upgrade some pedestrian push-buttons, replace loop detectors, reduce some medians to allow for placement of Class II bike lanes, place Class II bike lanes, install bicycle loop detectors, upgrade existing drainage inlet grates with bicycle friendly grates, and install guide, warning and bicycle signs.
- This project also proposes design and installation of treatment Best Management Practice (BMP) for implementation of Total Maximum Daily Loads (TMDL) along segments of SR-213 (PM 10.00) and I-405 (PM 14.9) based on recommendations of the Corridor Stormwater Management Studies for the I-405.
- The scope of work for the programmable project alternative is as follows:
 - Cold plane 0.25 feet of the existing asphalt concrete pavement and overlay with 0.10 feet of HMA-Type A and 0.15 feet of rubberized hot mix asphalt gap graded (RHMA-G).
 - Dig-outs: Dig-out and replace failed pavement.
 - Upgrade 64 existing ADA curb ramps to the current American Disabilities Act standards. Ramps are located at various locations within project limits.
 - Upgrade existing 478 ft. Metal Beam Guardrail (MBGR) with Midwest Guardrail System (MGS).
 - Place 42 concrete bus pads (JPCP-RSC).
 - Place 2 retaining walls: total length of 533 ft.
 - Place 1,125 LF of sidewalk.
 - Place accessible pedestrian pushbuttons (PBA pole) at location of ADA curb ramp upgrades.
 - Upgrade 11 existing drainage inlets with bicycle friendly grates.
 - Replace all traffic loop detectors within limits of pavement rehabilitation.
 - Install bicycle loop detectors at all signalized intersections.
 - Include protection for State fiber optics within the roadway.
 - At six intersections, as required due to ADA curb ramp upgrades, replace 7 traffic signals, and relocate 5 electrical boxes.
 - The construction of 2 Biofiltration Device (Bioswale).
- The construction cost for this project is estimated to be \$48,481,437.
- The project Limit is within Los Angeles County MS 4 area.

- The Total disturbed soil area (DSA) of this project is 6.25 acres, based on the following work:

Construction Work Item	Disturbed Soil Area		
Bus Pads (Full Structural Section)	40,320 ft ²	0.93	acres
Curb Ramps	25,600 ft ²	0.59	acres
Dig Outs (3% of Cold-Plane Area)	158,400 ft ²	3.64	acres
MGS with Vegetation Control	1,434 ft ²	0.03	acres
Traffic Signals	34 ft ²	0.0007	acres
Sidewalks	6,750 ft ²	0.15	acres
Medians	33,298 ft ²	0.76	acres
Retaining Walls	5,330 ft ²	0.12	acres
Total	271,166 ft ²	6.23	acres

Construction of BMPs					
BMP Site	BMP Type	Length (ft)	Width (ft)	Area (sf)	Area (ac)
3	Bioswale	100	6.5	650	0.015
5	Bioswale	50	6	300	0.007
			Total	950	0.022

- The total new impervious surface (NIS) for this project is about 0.93 acres.
 - NIS=NNI+RIS
 - Net New Impervious (NNI)= 0.00 acre
 - Replaced Impervious Surface (RIS) is 0.93 acre
 - Bus Pads (Full Structural Section) = 0.93 acres
 - The area of sidewalks, curb, and gutter are not incorporated into the RIS because the structural section is not being removed.
 - The area of curb ramp sidewalk concrete cutout is not included as RIS because the full structural section is not being removed and it is not a roadway item.
- The existing impervious area for this project is estimated to be 121 acres.
 - There is no Net New Impervious Area (NNI) and there are no existing Treatment BMPs to be removed or modified as a part of the project. Therefore, Additional Treatment Area (ATA) is not applicable.
 - There are no existing Treatment BMPs being removed as part of this project; thus, ATA Condition 1 = 0.00 acres (PPDG 4-4-2).
 - NNI for this project has been found to be 0.00 acres, making it less than 25% of the total post-project impervious area; thus, ATA Condition 2 = 0.00 acres (PPDG 4-4-2).
- The Post Construction Treatment Area (PCTA) is 0.00 acres.
 - PCTA = NIS + ATA 1 + ATA 2 = 0.93 acres + 0.00 acres + 0.00 acres = 0.93 acres.
- The Corridor Stormwater Management Study (May 2013) recommended four permanent treatment Best Management Practice (BMP) devices. Implementation and applicability of treatment BMPs have been studied as part of this report. It has been determined that two of the recommended permanent BMPs are not feasible. See Section 6 Treatment Permanent BMPs.

- This project does not include irrigated landscape area; therefore, the project conditions do not require compliance with the Model Water Efficient Landscape Ordinance (MWEL0).

2. Site Data and Stormwater Quality Design Issues

- The project limits on State Route 213 – Western Ave are from 25th Street (PM 0.00) to the I-405 (PM 10.00). The project limits are within the Santa Monica Bay, Los Angeles Harbor, Machado Lake, and Dominquez Channel Total Maximum Daily Load (TMDL) Watershed Boundaries. The TMDLs are as follows:

Santa Monica Bay

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements ^{1 2}
Title: Santa Monica Bay Beaches Dry- and Wet-Weather Bacteria TMDLs			
Indicator bacteria	07/15/2003	2002-004 (dry-weather) 2002-022 (wet-weather)	Dry-weather non-storm water and wet-weather storm water discharges may significantly increase bacteria loading to receiving waters. Caltrans shall implement control measures and/or BMPs to prevent the discharge of bacteria from its R/W. Source control measures include street sweeping, illegal dumping clean-up, public education on littering. BMPs include devices which treat storm water through retention/detention, infiltration and/or diversion.
Title: Santa Monica Bay Nearshore and Offshore Debris TMDL			
Debris (trash and plastic pellets)	03/20/2012	R10-010	Discharge of trash to receiving waters from Caltrans R/W is prohibited. Caltrans is assigned a WLA and compliance schedule in the Trash TMDL. Installation/retrofit of Gross Solid Removal Devices (GSRDs) and/or full capture systems at existing drainage outfalls within Caltrans R/W are required for TMDL compliance. Existing projects with GSRDs do not require additional implementation.
Title: Santa Monica Bay TMDLs for DDT and PCBs			
Dichlorodiphenyl-trichloroethane (DDT), total polychlorinated biphenyls (PCBs)	03/26/2012	US EPA established TMDL	Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

Los Angeles River

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements ^{1 2}
Title: Los Angeles River Trash TMDL			
Trash	12/24/2008, revised 06/30/2016	R15-006	Discharge of trash to receiving waters from Caltrans R/W is prohibited. Caltrans is assigned a WLA and compliance schedule in the Los Angeles River Trash TMDL. Installation/retrofit of Gross Solid Removal Devices (GSRDs) and/or full capture systems at existing drainage outfalls within Caltrans R/W are required for TMDL compliance. Existing projects with GSRDs do not require additional implementation.
Title: TMDL for Metals for the Los Angeles River and its Tributaries			
Metals (Cu, Pb)	12/22/2005, revised 12/12/2016	R15-004	Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain metals. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil. Compliance of the TMDL will be achieved through implementation of BMPs.
Title: TMDL for Indicator Bacteria for the Los Angeles River Watershed			
Indicator bacteria	03/23/2012	R10-007	Dry-weather non-storm water and wet-weather storm water discharges may significantly increase bacteria loading to receiving waters. Caltrans shall implement control measures and/or BMPs to prevent the discharge of bacteria from its R/W. Source control measures include street sweeping, illegal dumping clean-up, public education on littering. BMPs include devices which treat storm water through retention/detention, infiltration and/or diversion.
Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL			
Toxic pollutants (dichlorodiphenyl-trichloroethane (DDT), polycyclic aromatic hydrocarbons (PAHs), total polychlorinated biphenyls (PCBs), metals (Cu, Pb, Zn))	03/23/2012	R11-008	Targeted pollutants are to be monitored in the water column in the channel and harbors as well as the sediment in the harbors. The TMDL requires the dischargers of the Los Angeles River and the San Gabriel River to monitor water quality at the mouth of each river. Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

Machado Lake

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements ^{1 2}
Title: Machado Lake Trash TMDL			
Trash	03/06/2008 (currently in the revision process)	R19-004	Discharge of trash to receiving waters from Caltrans R/W is prohibited. Caltrans is assigned a WLA and compliance schedule in the Machado Lake Trash TMDL. Installation/retrofit of Gross Solid Removal Devices (GSRDs) and/or full capture systems at existing drainage outfalls within Caltrans R/W are required for TMDL compliance. Existing projects with GSRDs do not require additional implementation.
Title: Machado Lake Nutrients TMDL			
Nutrients (algae, ammonia, eutrophic and odor)	03/11/2009	2008-006	Caltrans shall implement control measures to prevent or minimize erosion and sediment discharge. Control efforts may include protecting hillsides, intercepting and filtering runoff, avoiding concentrated flows and not modifying natural runoff flow patterns.
Title: Machado Lake Toxics TMDL			
Toxics (Chem A (chlordane, dieldrin), total polychlorinated biphenyls (PCBs))	03/20/2012	R10-008	Responsible Agencies, including Caltrans must implement actions to reduce pollutant loadings by weight in order to achieve the final wasteload allocations. Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

Dominguez Channel

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements ^{1 2}
Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL			
Toxic pollutants (dichlorodiphenyl-trichloroethane (DDT), polycyclic aromatic hydrocarbons (PAHs), total polychlorinated biphenyls (PCBs), metals (Cu, Pb, Zn))	03/23/2012	R11-008	Targeted pollutants are to be monitored in the water column in the channel and harbors as well as the sediment in the harbors. The TMDL requires the dischargers of the Los Angeles River and the San Gabriel River to monitor water quality at the mouth of each river. Caltrans shall implement control measures and/or treatment BMPs to prevent the discharge of sediments which may contain toxic pollutants as listed in the TMDL. Possible treatment options include the interception and infiltration of runoff which will allow water to percolate into soil.

1 Refer to §4 of the PPDG to determine the specific impervious threshold for stormwater Treatment BMP requirements.

2 General TMDL Requirements can be found in Attachment IV of the NPDES Statewide Storm Water Permit.

- The following are the Hydrologic Units, Hydrologic Sub-Area, 303(d) listed receiving water bodies, and pollutants that are near the project limits.

Hydrologic Unit	Hydrologic Sub-Area #
SANTA MONICA BAY	404.70
DOMINGUEZ CHANNEL	411.02
DOMINGUEZ CHANNEL	411.01

Receiving Water Bodies	Pollutant
TORRANCE CARSON CHANNEL	Copper
	Indicator Bacteria
	Lead
LOS ANGELES/LONG BEACH INNER HARBOR	Benthic Community Effects
	Benzo(a)pyrene
	Chrysene (C1-C4)
	Copper (sediment)
	DDT (tissue & sediment)
	PCBs
	Toxicity
	Zinc (sediment)

- The topography of the project site is generally flat and primarily under 3% grade. It is an urbanized area, and the local land use is mainly commercial and residential.
- There is no presence of any or anticipated persistent dry weather flow within the project limits.
- The Los Angeles Regional Water Quality Control Board (RWQCB) has the jurisdiction of these project limits.
- 401 Certification is not required for this project.
- The project limits are within the Los Angeles County Municipal Separate Storm Sewer Systems (MS4) area.
- Per-Caltrans Storm Water Quality Handbook Construction Site BMPs Manual (dated March 1, 2003), the rainy season is defined as October 1st through May 1st.
- Per-National Oceanic & Atmospheric Administration (National Climate Data Center), the annual average precipitation totals for the project location are 13.67".
- There are no local agency requirements or concerns.
- There are no known areas with present slope stabilization concerns.
- No aerially deposited lead (ADL) soil is expected to be reused within the project limits.
- This project has multiple watersheds with multiple K and LS factors. Therefore, a risk level analysis was made for each watershed. The most conservative risk level (Santa Monica Bay Watershed) was chosen to represent this project.

- The project risk level determination for this project was determined as follows: sediment risk is medium, receiving water risk is high, and the combined risk is level 2. The parameters of the determination were based on: R-factor = 94.55, K-factor = 0.32, LS-factor = 1.26, which were obtained from the Caltrans Water Quality Planning Tool Website, District 7 GIS Website, and the Construction Rainfall Erosivity Waiver, under the guidance of Caltrans Project Risk Level Determination Guidance.
- The construction of this project will utilize measures to avoid or reduce potential storm water impacts by disturbing existing slopes only when necessary and minimizing cut and fill areas to reduce slope lengths.
- Construction is to be scheduled or phased to minimize soil-disturbing work during the rainy season. The rainy season is defined as October 1st through May 1st.
- It is anticipated that this project will be Categorically Exempt/Categorically Excluded by California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) guidelines, respectively.
- There are no drinking water reservoirs or recharge facilities within the project limits.

3. Construction Site BMPs to be used on Project

- This project requires a Storm Water Pollution Prevention Plan (SWPPP) since the disturbed soil area (DSA) of this project is more than 1 acre.
- The project will disturb the underlying soil when reconstructing existing curb ramps and bus pads.
- During construction, the following temporary construction site BMPs will be considered in the project special provisions and incorporated in a separate bid item line.
- The following construction site BMPs that will be included as contract bid items are:
 - Job Site Management (130100)
 - Storm Water Pollution Prevention Plan (SWPPP) (130301)
 - Stormwater Sampling and Analysis Day
 - Stormwater Annual Report
 - Temporary Cover
 - Temporary Drainage Inlet Protection
 - Temporary Fiber Roll
 - Temporary Gravel Bag Berm
 - Street Sweeping
 - Temporary Concrete Washout
- Job Site Management lump sum costs include the following items:
 - Paving, Sealing, Saw Cutting, and Grinding Operations
 - Concrete Curing
 - Concrete Finishing
 - Vehicle and Equipment Fueling
 - Vehicle and Maintenance
 - Concrete Waste Management
 - Hazardous Waste Management
 - Stockpile Management

- Spill Prevention and Control
- Solid Waste Management
- Wind Erosion Control
- Water Control and Conservation
- Sanitary/Septic Waste Management
- Material Delivery and Storage
- Material Use
- Illegal Connection and Illegal Discharge Detection and Reporting
- Supplemental work items for this project include:
 - Water Pollution Control Maintenance Sharing
 - Additional Water Pollution Control
 - Stormwater Sampling and Analysis
- Department Furnished Materials and Expenses for this project include:
 - Annual Construction General Permit Fee
- Dewatering will not be needed for the project.
- Temporary construction site BMPs have been estimated at \$402,290 in accordance with the guidelines of Appendix F, 2023 PPDG.
- Project specific BMP measures will be specified and quantified during the design phase.
- Additional information will be provided during the PS&E phase.
- On April 08, 2024, Arthur Hedayati, District 7 Construction Stormwater Coordinator, agrees to the temporary construction site BMP strategy used (at PAED phase) for the scope of work of this project.

4. Maintenance BMPs

- No maintenance BMPs are required for this project but drain inlets will require stenciling within this project.
- There are existing features (chain link fence with gate) that will assist with maintaining the BMP.
- The existing delegated maintenance agreement(s) between Caltrans and local cities will be assessed and possibly amended in the next project phase. If agreement(s) can't be amended, maintenance may withdraw support for the construction of the proposed TBMP for the project and construct in an alternate location.

5. Other Water Quality Requirements and Agreements

- The Los Angeles Regional Water Quality Control Board (RWQCB) requires all new/major reconstruction projects that increase impervious area to evaluate the feasibility of post construction treatment BMPs as a condition of permit process. It has been determined that this project will not be required to construct any treatment BMPs, due to it being a CAPM project and not exceeding one or more acres of NIS.
- Since the Environmental Document of the project is expected to be Categorical Exemption requirement from other permits.

6. Treatment Permanent BMPs

- In accordance with Deputy Directive DD-92 dated March 17, 2008, this project is required to implement all treatment BMPs recommended in the Corridor Stormwater Management Study (Corridor Study) for State Route 213 (Western Ave) from 25th Street to I-405 (PM 0.00 to PM 10.00) completed in December 2013.

Rapid Stability Assessment

- Not applicable.
- The Caltrans Permit mandates that a Rapid Stability Assessment (RSA) be conducted during planning and design for all projects that will include 1 acre or more of Net New Impervious (NNI). The Net New Impervious (NNI) for this project is 0.00 acres. Therefore, an RSA will not be required for this project.

Design Pollution Prevention (DPP) BMP Strategy

- There will be no increase of velocity or volume of downstream flow within the project limits. This Capital Preventive Maintenance Project will not add or modify the existing grade, alignment, or profile of the roadway.
- The project will not discharge to lined channels.
- There are no hydraulic changes that may affect the downstream channel stability.
- The existing slopes are stable and vegetated within the project limits. This project will not create new slopes or modify existing slopes.
- Per Caltrans policy, all landscape that is disturbed due to construction will be replaced following Caltrans policy and procedure.
- All runoffs will be directed to the existing road drainage system. Any damaged curb and gutters will be repaired at some locations.
- This project will minimize impacts to the existing vegetation. All disturbed vegetation resulted from construction activities will be replaced following Caltrans policy and procedure.
- Any landscaping that is removed or disturbed by construction related activities will be replaced following Caltrans Replacement Highway Planting Policy.

Treatment BMP Strategy

- The Treatment BMP strategy is to consider the existing site constraints and determine the feasibility of BMP implementation at the site-specific location. The goal for the BMPs is to retain and treat the paved area runoff to the maximum extent practicable (MEP). Treatment BMPs have been evaluated individually for implementation on the project in accordance with the guidelines provided in the Project Planning and Design Guide (PPDG).

Biofiltration Swales

- The biofiltration swale identified by the corridor study at Site #2 has recently been developed into a new housing development and resulted in the widening of a portion of Western Ave. A bioswale behind the back of sidewalk would require a highway easement purchased from the property landowner.
- The biofiltration swale identified by the corridor study at Site #3 may require a highway easement. Further investigation will occur during the PS&E phase.
- The implementation of biofiltration swale identified by the corridor study at Site #5 may require a highway easement. Further investigation will occur during the PS&E phase.
- The biofiltration swale identified by the corridor study at Site #6 is not feasible. The parkway between the sidewalk and curb is too narrow, and the placement of the bioswale behind the back of sidewalk would require a highway easement on private property.

Treatment BMP Strategy - Checklist T-1, Part 1

- The pervious vs impervious area breakdown is as follows:

Treated Drainage Area (TDA) Table		
Impervious, w/in Caltrans ROW	1.25	ac
Pervious, w/in Caltrans ROW	0.02	ac
Impervious, not w/in Caltrans ROW	0	ac
Pervious, not w/in Caltrans ROW	0	ac
Total	1.27	ac

Biofiltration Swales – Checklist T-1, Parts 1 and 3

- Site No. 3 biofiltration swale will be incorporated into the project. The paved tributary area for the biofiltration swale is 0.89 acres. The total tributary area for unpaved surfaces is 0.01 acres.
- Site No. 5 biofiltration swale will be incorporated into the project. The paved tributary area for the biofiltration swale is 0.36 acres. The total tributary area for unpaved surfaces is 0.01 acres.

Table E-1. Overall Project Treatment Summary Table¹

		PCTA (ac) ²	A=0.93
Total Area to be Treated	Treated Impervious Area (CT RW) (ac)	B=1.25	
	Treated Impervious Area (Outside CT RW) (ac) ³	C=0	
	Treated Pervious Area (CT RW) (CUs) (ac)	D=0.02	
	Treated Pervious Area (Outside CT RW) (CUs) (ac) ³	E=0	
		Stabilized Area (ac) ⁵	G=0
		Alternative Compliance (ac) ⁴	F=(B+C) - A=0.32

- ¹ This table is provided as an example. The table may be edited, altered, or removed as applicable or as directed by the District/Regional Design Stormwater Coordinator.
- ² Provide treatment for ATA 1 even if NIS is less than 10,000 ft².
- ³ Requires Regional Water Quality Control Board approval. Coordinate with District/Regional NPDES Coordinator.
- ⁴ Available Alternative Compliance
 - Negative Value - amount of treatment needed through Alternative Compliance.
 - Positive Value – amount of treatment available for Alternative Compliance (within the same watershed) as determined by the district.
- ⁵ surface area disturbed during construction and stabilized through method that is not an impervious surface.

Required Attachments

- Vicinity Map
- Evaluation Documentation Form (EDF)
- Risk Level Determination Documentation
- SWDR Summary Spreadsheets

Supplemental Attachments

- BMP Cost Summary
- Plans showing BMP deployment

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION					
PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY					
IN LOS ANGELES COUNTY FROM WEST 25TH STREET TO WEST 190TH STREET					
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023					
INDEX OF PLANS SHEET NO. _____ DESCRIPTION X TITLE AND LOCATION MAP XX LOCATIONS OF CONSTRUCTION XX KEY MAP AND LINE INDEX XX PROJECT CONTROL XX CONSTRUCTION DETAILS XX UTILITY PLANS XX CONSTRUCTION AREA SIGNS XX TRAFFIC HANDLING DETAILS XX PAVEMENT DELINEATION PLANS XX SUMMARY OF QUANTITIES XX MODIFYING EXISTING ELECTRICAL SYSTEMS XX ELECTRICAL SYSTEMS DETAILS XX ELECTRICAL SYSTEMS QUANTITIES XX REVISED STANDARD PLANS					
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.					
LOCATION MAP					
BEGIN CONSTRUCTION Sta "213" 100+00 PM 0.0 RANCHO PALOS VERDES LOS ANGELES END CONSTRUCTION Sta "213" 642+00 PM 10.0					
NOTES: THE TABLE OF LOCATIONS OF CONSTRUCTION IS SHOWN ON THE LOCATIONS OF CONSTRUCTION SHEET.					
NO SCALE					
CONTRACT NO. 07-348604 PROJECT NO. 0715000078 UNIT 1787					

DATE: 05/31/2024

Project ID (EA): 0718000076 (346600)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs		✓	Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If Yes , go to 8. If No , continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If Yes , continue to 4. If No , go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?		✓	If Yes to any , contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. <u>SL</u> (Dist./Reg. Coordinator initials) If No to all, continue to 5.
		✓		
		✓		
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If Yes , go to 8 AND continue to 6. If No , continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If Yes , go to 9. If No , continue to 7.
7.	Does the project result in an increase of 10,000 ft ² or more (or 5,000 ft ² for "non-highway facilities projects") of new impervious surface (NIS)?	✓		If Yes , go to 8. If No , go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. ____ (Dist./Reg. Design SW Coord. Initials) ____ (Project Engineer Initials) ____ (Date)	Document for Project Files by completing this form and attaching it to the SWDR.		

Rainfall Erosivity R Factor

Construction Project Span: 11/23/26 to 01/31/29

Facility Information

Start Date: 11/23/2026	Latitude: 33.7895
End Date: 11/22/2027	Longitude: -118.3076

Calculation Results

Rainfall erosivity factor (R Factor) = **39.43**

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

Facility Information

Start Date: 11/23/2027	Latitude: 33.7895
End Date: 11/22/2028	Longitude: -118.3076

Calculation Results

Rainfall erosivity factor (R Factor) = **39.43**

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

Facility Information

Start Date: 11/23/2028	Latitude: 33.7895
End Date: 01/31/2029	Longitude: -118.3076

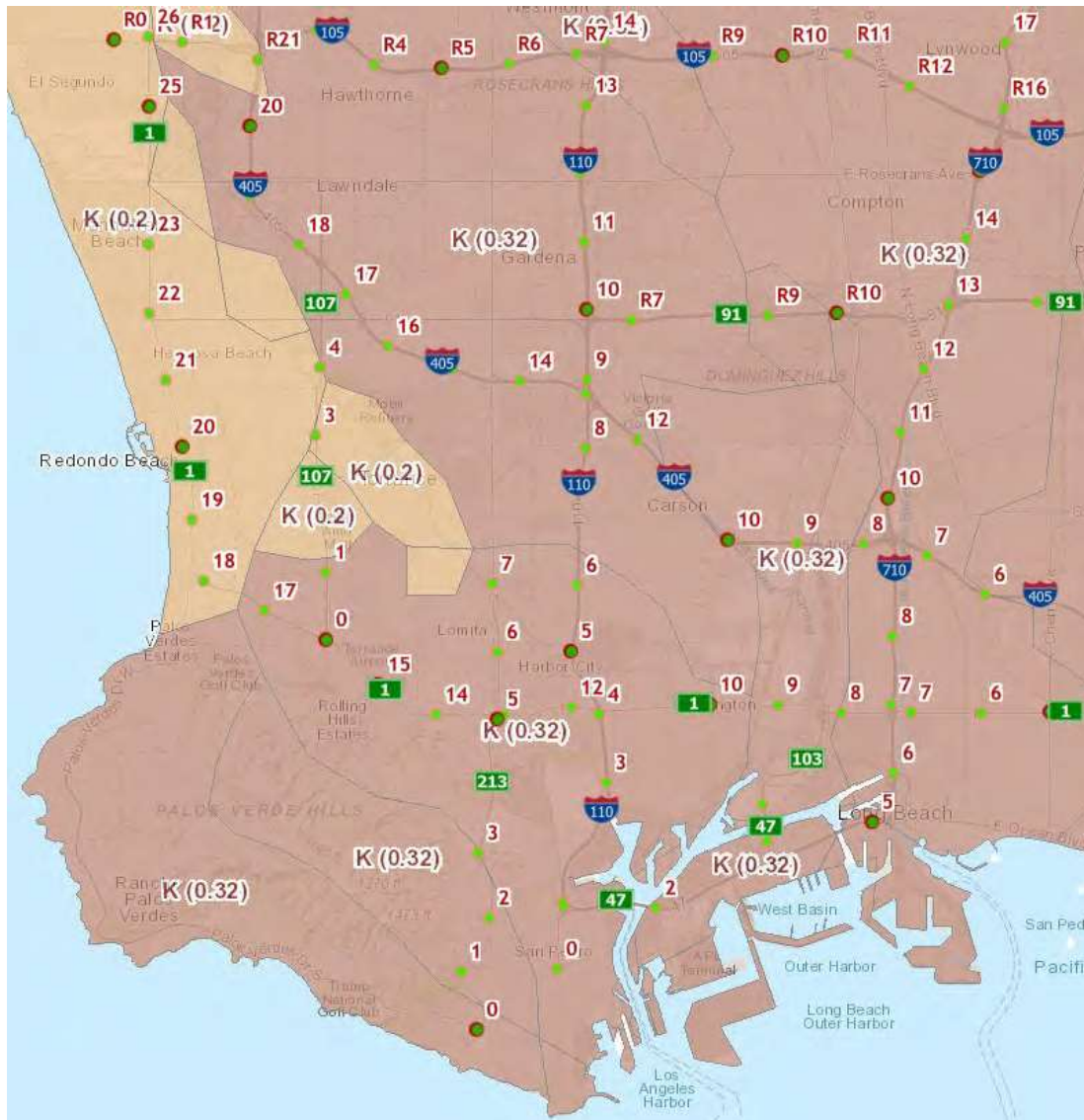
Calculation Results

Rainfall erosivity factor (R Factor) = **15.69**

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

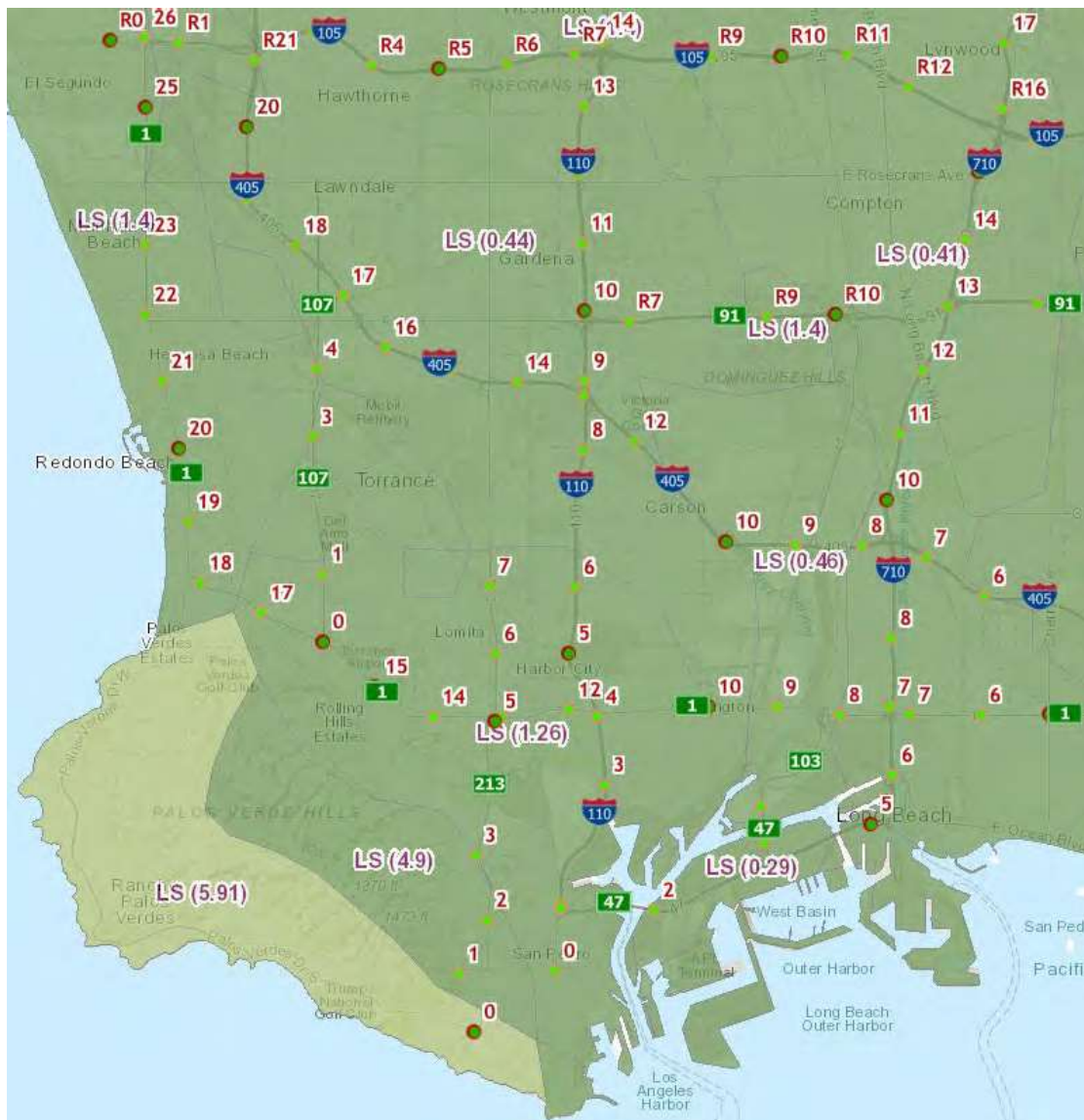
The site's overall R factor between November 23, 2026, and January 31, 2029, would be:
Overall R Factor = 39.43 + 39.43 + 15.69 = 94.55.

K Factor



Project Limit:
SR-213 PM 0.00 / PM 10.00

LS Factor



Project Limit:
SR-213 PM 0.00 / PM 10.00

Risk Level Determination Documentation

- This project has multiple watersheds with multiple K and LS factors. Therefore, a risk level analysis was made for each watershed. The most conservative risk level (Santa Monica Bay Watershed) was chosen to represent this project.

Sediment Risk Factor Worksheet		Entry
A) R Factor		
Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site. http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm		
R Factor Value		94.55
B) K Factor (weighted average, by area, for all site soils)		
The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted. Site-specific K factor guidance		
K Factor Value		0.32
C) LS Factor (weighted average, by area, for all slopes)		
The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction. LS Table		
L S Factor Value		1.26
Watershed Erosion Estimate (=R _x K _x L S) in tons/acre		38.12256
Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre		Medium

Receiving Water (RW) Risk Factor Worksheet		Entry	Score
A. Watershed Characteristics		yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a 303(d)-listed waterbody impaired by sediment (For help with impaired waterbodies please visit the link below) or has a USEPA approved TMDL implementation plan for sediment?: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml OR A.2. Does the disturbed area discharge to a waterbody with designated beneficial uses of SPAWN & COLD & MIGRATORY? (For help please review the appropriate Regional Board Basin Plan) http://www.waterboards.ca.gov/waterboards_map.shtml		no	Low
Region 1 Basin Plan Region 2 Basin Plan Region 3 Basin Plan Region 4 Basin Plan Region 5 Basin Plan Region 6 Basin Plan Region 7 Basin Plan Region 8 Basin Plan Region 9 Basin Plan			

Combined Risk Level Matrix			
Receiving Water Risk	Sediment Risk		
	Low	Medium	High
	Low Level 1	Level 2	
High	Level 2		Level 3

Project Sediment Risk:	Medium
Project RW Risk:	Low
Project Combined Risk:	Level 2

SWDR Signed Date	District	EA/ Project ID	County	Route	Beg_PM	End_PM	Project Description	Project Phase	Long SWDR	Risk Level	DSA (ac)	TMDL Waterbody
	7	346600/ 07180000076	LA	213	0.00	10.00	Capital Preventative Maintenance Project (CAPM)	PA/ED	Yes	RL2	6.25	Yes

Bio Strip	Bio Swale	Bio Retention	Detention	Infiltration Basin	Infiltration Trench	Infiltration Gallery	GSRD IS	GSRD LR	Capture Housing	Trash Net	TST
0	2	0	0	0	0	0	0	0	0	0	0

Austin Vault Med Filter	Delaware Media	Austin/Del Sand Filter	Compost Media	DPPIA	OGFC	Other BMP	Est. Const_Start	Est. Const _Comp	New Impervious Surface (NIS) (ac)	Net New Impervious area (NNI) (ac)
0	0	0	0	0	0	0	11/23/2026	1/31/2029	0.93	0.00

Replaced Impervious Surface (RIS) (ac)	Additional Treatment Area (ATA) (ac)	Post Const Treatment Area (ac)	Treated Impervious Area (ac)	Treated Impervious Area Balance (ac)	Treated Pervious Area (ac)	Stabilized Area (ac)	MWELO	RSA	SW Comment
0.93	0.00	0.93	1.25	0.32	0.02	0.00	No	No	N/A

IDNO	EA/ Project ID	BMP Type (IMMS Abbreviation)	District	County	Route	LocBPM	Begin Latitude (d.ddddd)	Begin Longitude (d.ddddd)	LocEPM	End Latitude (d.ddddd)	End Longitude (d.ddddd)
346600/ 0718000076-1	346600/ 0718000076	Biofiltration Swale (BIOSWL)	7	LA	213	4.50	33.781640	-118.309840	4.50	33.781640	-118.309840
346600/ 0718000076-2	346600/ 0718000076	Biofiltration Swale (BIOSWL)	7	LA	213	7.26	33.821520	-118.308840	7.26	33.821520	-118.308840

Direction	Sand Storage Volume (cyd)	Trash Storage Volume (cyd)	BMP Specific Comments	Treated Impervious Area (ac CT R/W)	Treated Impervious Area (ac Outside CT R/W)	Treated Pervious Area (ac CT R/W)	Treated Pervious Area (ac Outside CT R/W)	WQV (cf)	WQF (cfs)
S	0.00	0.00	BSW 3	0.89	0.00	0.01	0.00	2,448	0.18
S	0.00	0.00	BSW 5	0.36	0.00	0.01	0.00	1,005	0.07

FCV (cf)	FCF (cfs)	Basis of BMP Requirement (non 402)	Stabilized Area (ac)	TMDL Waterbody	BMP Capital Cost	Watershed (HSA & #)	RWB
0.00	0.00	N/A	0.00	Yes	\$73,440	Frontal Santa Monica Bay-San Pedro Bay (Region 4)	Los Angeles (Region 4)
0.00	0.00	N/A	0.00	Yes	\$30,150	Dominguez Channel	Los Angeles (Region 4)

Storm Water BMP Cost Summary

Project Name:	Capital Preventative Maintenance Project
District:	7
Project ID (EA):	0718000076 (34660)
County:	Los Angeles
Route:	SR-213
Postmile:	0.00
End Postmile:	10.00

Permanent Storm Water BMPs

Treatment	\$	103,590
Design Pollution Prevention	\$	-
Total	\$	103,590

Construction Site BMPs

Soil Stabilization	\$	-
Sediment Control	\$	85,000
Wind Erosion Control	\$	21,000
Tracking Control	\$	-
Waste Management & Materials Handling	\$	35,000
Non-Storm Water Management	\$	-
Miscellaneous	\$	39,200
Supplemental Items	\$	115,000
Total	\$	298,700
TOTAL STORM WATER BMPs	\$	402,290

Storm Water BMP Cost Summary

Project ID (EA):
0718000076 (07-34660)

Treatment BMPs

BEES	Pollution Prevention BMPs PPDG Appendix A	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
	Biofiltration Strip				
	Biofiltration Swale	2	LS		\$ 103,590
	Dry Weather Diversion				
	Infiltration Devices (Trench)				
	Infiltration Devices (Basin)				
	DPP Infiltration Area				
	Detention Devices				
	Gross Solid Removal Devices				
	LR-1-(4'-0") GSRD	0	EA	\$0	\$ -
	LR(HV)-3-(6'-0") GSRD	0	EA	\$0	\$ -
	INCLINED SCREEN TYPE D GSRD	0	EA	\$0	\$ -
	Traction Sand Traps				
	Media Filters (Austin)				
	S-3500-3	0	EA	\$0	\$ -
	Media Filters (Delaware)				
	Wet Basins				
	Multi Chamber Treatment Train (MCTT)				

Total \$ 103,590

Design Pollution Prevention BMPs

BEES	Pollution Prevention BMPs PPDG Appendix A	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
	Downstream Effects/Increased Flow Mitigation				
	Slope/Surface Protection Systems- Hard Surfaces				
	Slope/Surface Protection Systems- Vegetated Surfaces				
	Concentrated Flow Conveyance Systems				

Total \$ -

Total Permanent Storm Water BMPs \$ 103,590

Storm Water BMP Cost Summary

Project ID (EA):
0718000076 (07-34660)

Construction Site BMPs

BEES	Temporary Soil Stabilization BMPs	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
Soil Stabilization BMPs					
	Scheduling		EA		
130505	Move-In/Move-out (Temporary Erosion Control)		EA		\$ -
	Preservation of Exist Vegetation		EA		
141000	Temporary Fence (Type ESA)		LF		\$ -
	Hydraulic Mulch		EA		
130520	Temporary Hydraulic Mulch		SQYD		\$ -
130550	Temporary Hydroseed		SQYD		\$ -
	Hydroseeding		SQFT		
	Compost (Incorporate)		SQYD		\$ -
	Soil Binders				
130560	Temporary Soil Binder		SQYD		\$ -
	Temporary Soil Stabilizer		SQYD		\$ -
	Straw Mulch				
130540	Temporary Tacked Straw		SQYD		\$ -
	Geotextiles, Mats/Plastic Covers & Erosion Control Blankets				
130500	Erosion Control Blankets/Mats		SQYD		\$ -
130570	Temporary Cover		SQYD		\$ -
	Wood Mulching		CY		
130510	Temporary Mulch		SQYD		\$ -
					\$ -

Storm Water BMP Cost Summary

BEES	Temporary Soil Stabilization BMPs	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
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Sediment Control BMPs

	Silt Fence				
130680	Temporary Silt Fence		LF		\$ -
	Sediment/Desilting Basin				
	Sediment Trap				
	Check Dams				
130610	Temporary Check Dams		LF		\$ -
	Fiber Rolls				
130640	Temporary Fiber Rolls	1000	LF	\$5	\$ 5,000
130660	Temporary Large Sediment Barrier		LF		\$ -
	Gravel Bag Berm				
130650	Temporary Gravel Bag Berm		LF		\$ -
	Street Sweeping and Vacuuming				
130730	Street Sweeping	1	LS	\$50,000	\$ 50,000
	Sandbag Barrier				
	Straw Bale Barrier				
130690	Temporary Straw Bale Barrier		LF		\$ -
	Storm Drain Inlet Protection				
130620	Temporary Storm Drain Inlet Protection	100	EA	\$300	\$ 30,000
					\$ 85,000

Wind Erosion Control BMPs

	Wind Erosion Control				
130720	Temporary Construction Roadway		CY		\$ -
130570	Temporary Cover	3000	SQYD	\$7	\$ 21,000
					\$ 21,000

Tracking Control BMPs

	Stabilized Construction Entrance/Exit				
130710	Temporary Construction Entrance		EA		\$ -
	Stabilized Construction Roadway				
130720	Temporary Construction Roadway		LS		\$ -
	Entrance/Outlet Tire Wash				
					\$ -

Storm Water BMP Cost Summary

BEES	Temporary Soil Stabilization BMPs	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
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Non-Storm Water Management

JSM*	Dewatering Operations				
JSM*	Paving & Grinding Operations				
	Temporary Stream Crossing		LS		\$ -
JSM*	Vehicle and Equipment Cleaning				
JSM*	Vehicle and Equipment Fueling				
JSM*	Concrete Curing				
JSM*	Material & Equipment Use Over Water				
JSM*	Structure Demolition/Removal Over or Adjacent to Water				
130730	Street Sweeping				

\$ -

Waste Management & Materials Handling BMPs

JSM*	Material Delivery and Storage				
JSM*	Material Use				
JSM*	Spill Prevention and Control				
JSM*	Solid Waste Management				
JSM*	Concrete Waste Management				
	Temporary Concrete Washout (Portable)	1	LS	\$35,000	\$ 35,000
	Temporary Concrete Washout Bin		EA		\$ -
JSM*	Sanitary/Septic Waste Management		LS		
JSM*	Liquid Waste Management		LS		

\$ 35,000

Miscellaneous Items

130100	Job Site Management	1	LS	\$10,000	\$ 10,000
130200	Prepare Water Pollution Control Program		LS		\$ -
130300	Prepare Storm Water Pollution Prevention Plan	1	LS	\$10,000	\$ 10,000
130310	Rain Event Action Plan	10	EA	\$1,000	\$ 10,000
130330	Storm Water Annual Report	2	EA	\$3,000	\$ 6,000
130320	Storm Water Sampling and Analysis Day	1	EA	\$3,200	\$ 3,200
130800	Temporary Active Treatment System		LS		\$ -
131103	Water Quality Sampling and Analysis Day		EA		\$ -
131104	Water Quality Monitoring Report		EA		\$ -
131105	Water Quality Annual Report		EA		\$ -
	Relations With California Regional Water Quality Control Board				
	Order of Work				

\$ 39,200

Storm Water BMP Cost Summary

BEES	Temporary Soil Stabilization BMPs	Quantity	Unit	Unit Cost (\$/Unit)	Cost (\$)
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Supplemental Items

066596	Additional Water Pollution Control	1	LS	\$10,000	\$ 10,000
066595	Water Pollution Control Maintenance Sharing	1	LS	\$100,000	\$ 100,000
066597	Storm Water Sampling and Analysis	1	LS	\$5,000	\$ 5,000
	Receiving Water Bioassessment (RL 3)		LS		\$ -

\$ 115,000

Department Furnished Materials and Expenses

066916	Annual Construction General Permit Fee	1	LS	\$3,500	\$ 3,500
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\$ 3,500

Total Construction Site BMPs \$ 298,700

Appendix O
Summary of Hydraulics of Flow Based BMPs along the SR-213 Corridor

Site No.	Post Mile	NB/SB	Nearest Cross Street	Inside Future ROW	Recommended BMP	Length ¹ (ft)	Top Width ² (ft)	Bottom Width ³ (ft)	Side Slope ⁴ (H:V)	Slope ⁵ %	Runoff C (paved) ⁶	Runoff C (unpaved) ⁷	WQF				Q ₂₅				
													I ⁸ (in/hr)	WQF ⁹ (ft ³ /s)	Water Depth ¹⁰ (ft)	Velocity ¹¹ (ft/s)	HRT ¹² (min)	I _{10min} ¹³ (in/hr)	Q ₂₅ ¹⁴ (ft ³ /s)	Water Depth ¹⁵ (ft)	Velocity ¹⁶ (ft/s)
2	3.49	SB	Avenue Aranda	Y	Biofiltration Swale	50.0	11.5	4.0	4.0	0.30	1.00	0.90	0.20	0.43	0.41	0.16	5.0	2.04	4.37	0.61	0.96
3	4.50	SB	Leesdale Ave	Y	Biofiltration Swale	100.0	6.5	4.0	3.0	4.00	1.00	0.90	0.20	0.18	0.14	0.31	5.0	2.17	1.96	0.22	1.97
5	7.26	SB	Lincoln Ave	N	Biofiltration Swale	50.0	6.0	2.0	4.0	1.00	1.00	0.90	0.20	0.07	0.17	0.16	5.0	2.24	0.83	0.27	1.01
6	7.79	SB	220th St	Y	Biofiltration Swale	50.0	6.0	2.0	4.0	1.00	1.00	0.90	0.20	0.04	0.13	0.14	6.0	2.25	0.47	0.20	0.85

- For biofiltration strips, the length is the distance along the shoulder or lateral length. For biofiltration swales, the length is the distance along the flow direction.
- For biofiltration swale the top width = 2 x total depth x side slope-bottom width. The total depth = water depth at Q₂₅-free board. Assume that the minimum total depth is 0.5 ft. For biofiltration strips, the top width is the distance along the sheet flow direction. For biofiltration swales, it is the top width of the channel.
- For a trapezoidal bioswale, bottom width is 2.0 ft to 10 ft per PPDG Table B-1.
- Side slope ratio should be 1:4(V:H) or flatter per PPDG Table B-1.
- Slope in the direction of flow. Minimum 0.25%, maximum 6%, with 1 to 2% preferred per PPDG Table B-1.
- Runoff coefficient for paved area set as 1.0 per the Stipulation and Order for the Corridor Stormwater Management Studies, dated January 17, 2008.
- Runoff coefficient for unpaved area from Highway Design Manual Table 819.2A, taken as the upper limit of the "Normal" classification.
- Rainfall intensity (I) is 0.27 in/hr in Region 4 (Los Angeles). PPDG Section 2.4.2.2
- Water Quality Flow (WQF) = C_{paved} * A_{area paved} + C_{unpaved} * A_{area unpaved}
- Water depth is calculated using Manning's Equation per the Highway Design Manual.
- Velocity = WQF/A, where A is the cross sectional area. Maximum velocity is 1.0 ft/s per PPDG Table B-1.
- Hydraulic Residence Time (HRT) is the time during which the WQF travels in the swale or strip. Minimum HRT is 5 min for biofiltration swales per PPDG Table B-1; no HRT requirement for biofiltration strips per PPDG Table B-1.
- Rainfall intensity of 10 min during 25-year return period rainfall event per Los Angeles County Hydrology Manual.
- Q₂₅ = C_{paved} * I_{10min} * A_{area paved} + C_{unpaved} * I_{10min} * A_{area unpaved}
- Velocity = Q₂₅/A. A is the cross sectional area. If flow velocity exceeds 4.0 ft/s, consult with Hydraulics to determine if geosynthetic reinforcement of the bioswale would be helpful to prevent erosion per PPDG Table B-1.



Figure 3 Site 3, Biofiltration Swale, North View

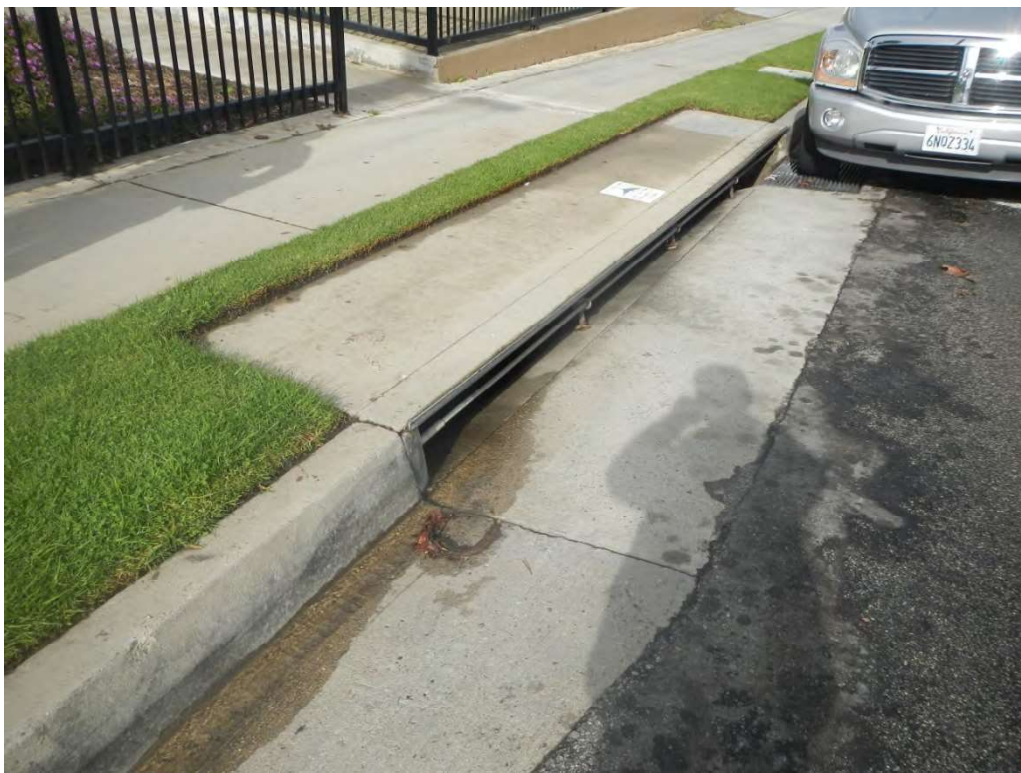


Figure 4 Site 3, Biofiltration Swale, North View



Figure 5 Site 5, Biofiltration Swale, North View



Figure 6 Site 5, Biofiltration Swale, South View

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR		CHECKED BY	DATE REVISED
	DESIGNED BY			

City of Caltrans

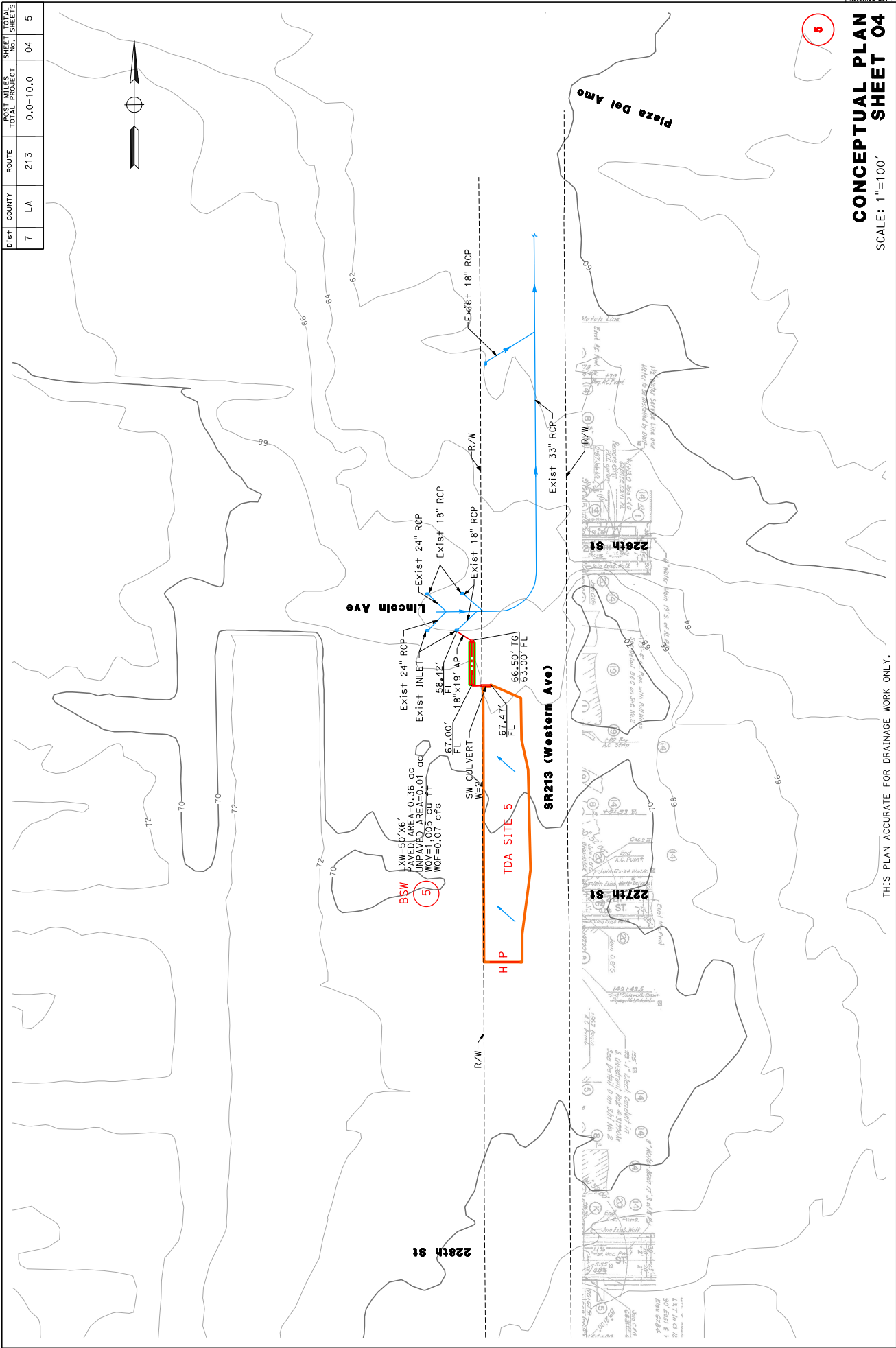
THIS PLAN ACCURATE FOR DRAINAGE WORK ONLY.

RELATIVE HORROR SCALE 0 1 2 USERNAME -> JCHW13

DATE PLOTTED => 07-FEB-2013

CONCEPTUAL PLAN
SCALE: 1"=100'

6



Dist	County	Route	Post Mile Total Project	Sheet In Project	Total Sheets
7	LA	213	0.0-10.0	04	5

TRANSPORTATION MANAGEMENT
PLAN DATA SHEET–
Attachment H

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

Co-Rte-PM LA-213-0.0/10.0 EA/EFIS 346600/0718000076 Alt. No. PA&ED
 Project Limit Route 213 (Western Ave) from 25th Street to Route 405
 Project Description CAPM and ADA curb-ramps upgrade project

1) Public Information

- | | | |
|-------------------------------------|---|-----------|
| ☐ | a. Brochures and Mailers | \$ |
| ☒ | b. Press Release | |
| ☒ | c. Paid Advertising | \$150,000 |
| ☐ | d. Public Information Center/Kiosk | \$ |
| ☐ | e. Public Meeting/Speakers Bureau | |
| ☐ | f. Telephone Hotline | |
| ☒ | g. Internet | |
| ☒ | h. Others <u>Fact sheets and fliers</u> | \$ |

2) Motorists Information Strategies

- | | | |
|-------------------------------------|--|-----------|
| ☐ | a. Changeable Message Signs (Fixed) | \$ |
| ☒ | b. Changeable Message Signs (Portable) | \$185,500 |
| ☐ | c. Ground Mounted Signs | \$ |
| ☐ | d. Highway Advisory Radio | \$ |
| ☐ | e. Caltrans Highway Information Network (CHIN) | |
| ☐ | f. Others | \$ |

3) Incident Management

- | | | |
|-------------------------------------|--|----------|
| ☒ | a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$84,000 |
| ☐ | b. Freeway Service Patrol | \$ |
| ☐ | c. Traffic Management Team | |
| ☐ | d. Helicopter Surveillance | \$ |
| ☐ | e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ |
| ☐ | f. Others | \$ |

4) Construction Strategies

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

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

- | | |
|---|----------|
| ☐ a. Application of New Technology | \$ _____ |
| ☐ b. Others _____ | \$ _____ |

TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$419,500

Project Notes:

3/21/2024

1. Project Information:

The approved TMP Data Sheet dated February 23, 2024 has been revised to reflect Design's decision to place temporary barrier systems in both direction of Route 213 in segments where the raised median island will be reconstructed.

The following project information was provided by the Office of Design on February 9, 2024:

- Estimated total project cost: \$26,000,000
- Estimated begin construction date: 11/23/2026
- Estimated construction duration: 26 months

2. Public Information:

David White from the Office of Public Affairs & Media Relations determined on March 13, 2024 that the Public Awareness Campaign (PAC) will involve press releases, possible fact sheets, fliers, web notices and possible paid advertising. Include The PAC cost estimate of \$150,000 for possible paid advertising in State Furnished Materials, BEES Item #066063. Construction will notify Caltrans' Office of Public Affairs & Media Relations a minimum of one month prior to the start of construction to commence the PAC. Additionally, all project road closure information will be made available to the public via the Caltrans internet website at <http://www.dot.ca.gov> > Click "Travel" > Click "Lane Closures."

3. Motorists Information Strategies:

Portable changeable message signs (PCMS) will be utilized to inform motorists prior to and during construction activities along Route 213. Funding for PCMS cost estimate of \$185,500 should be added to Traffic Control System in BEES Item #120100.

4. Incident Management:

The Construction Traffic Advisor Joe Hernandez provided a Construction Zone Enhanced Enforcement Program (COZEEP) cost estimate of \$84,000 on March 21, 2024. Include COZEEP funding in State Furnished Materials, BEES Item #066062.

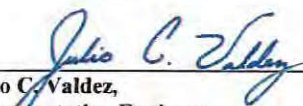
5. Construction Strategy:

To improve worker and public safety on State Highway System, Caltrans' policy issued on April 19, 2019 requires a ten miles per hour (10 mph) speed limit reduction in the work zones. Design should perform an assessment and allocate necessary funds for any construction work zone speed limit reduction bid items.

6. The Office of District Traffic Manager will notify the Cities of Los Angeles, Rancho Palos Verdes, Lomita and Torrance about this project during Design phase.

7. Work shall conform to the lane requirement charts that will be included in the Maintaining Traffic Specifications. Any changes to the scope of the project that will result in different types of traffic lane closures than anticipated will require a re-evaluation of TMP cost and strategies.

PREPARED BY


Julio C. Valdez,
Transportation Engineer

DATE 03/21/2024

APPROVAL RECOMMENDED BY


Mohammad Islam,
Acting Senior Transportation Engineer

DATE 03/21/2024

APPROVED BY


Kenneth Young,
District Traffic Manager

DATE 03/22/2024

March 13, 2024
EFIS 0718000076
EA 346600

Public Awareness Campaign

SR-213 Resurfacing Project Between I-405 & 25th Street Revised II

1. Press Release:

Announcing upcoming project may be sent to local media outlets, elected officials & others if needed. Press Release may include:

- Start of work
- Explanation of project
- Lane closures
- Completion

2. Fact Sheets, Fliers or Web Notices

- May be utilized as needed

3. Possible Caltrans PY Hours – 30

4. Possible Paid Advertising

5. Funding Elements

- Advertising – \$150,000

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

MEMORANDUM

TO: JULIO VALDEZ
FROM: JOE HERNANDEZ, CONSTRUCTION TRAFFIC ADVISOR
SUBJECT: COZEEP COST ESTIMATE, PROJECT # EA 346600
LA-213 – PM 0/10.0

**INSTALL ADA RAMPS, AC PAVEMENT OVERLAY AND OTHER
IMPROVEMENTS**
DATE: 3/21/2024
CC: TMP ESTIMATE FILES

After reviewing the project plans and scope of work including the proposed changes of K-rail and as indicated in the memo dated February 13, 2024, the estimated **\$84,000** will be sufficient for COZEEP services.

The estimate will provide approximately 640 hours of COZEEP services for the project. The estimate is derived by estimating 40 shifts at 16 hours per shift and 100% of the COZEEP resourcing will be for nighttime closures.

640 hrs. @ \$130.00 per hour = \$83,200.00 call it \$84,000.00.

If you have any questions or comments, please call me at (213) 793-9065.

MATERIALS ENGINEERING
RECOMMENDATION –
Attachment I

Memorandum

To: JOSEPH REYNOZA
Senior Transportation Engineer, PE
District 7 Maintenance Engineering
West Region
Attn: Kin Seng Wong

Date: March 29, 2024

File: 07-LA-213 PM 0.0/10.0
EA 07-34660
EFIS 0718000076

Sona Juharyan
Transportation Engineer, Range D
Materials Engineering
Office Engineering Services

Subject: **MATERIALS RECOMMENDATION UPDATED SCOPE OF CHANGE**

This Materials Recommendation supersedes to the recommendation provided on January 9, 2024. Materials has reviewed the above-mentioned project and has the following recommendation:

1. The proposed pavement section Type 2 on the Typical Cross Sections X-1 and X-2 shall reflect the following information.

- A. For existing AC layers **more than or equal to 0.30'**
 - Cold plane 0.15' of the existing AC layer
 - Overlay with 0.15' of Rubberized Hot Mix Asphalt Gap Graded (RHMA-G)
- B. For existing AC layers **more than or equal to 0.35'**,
 - Cold plane 0.20' of the existing AC layer
 - Overlay with 0.20' of Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G)
- C. For existing AC layer **less than 0.30'**
 - Cold plane the full depth of the existing AC layer
 - Overlay with Hot Mix Asphalt – Type A (HMA-A).

GENERAL NOTES:

- After cold planning, the existing AC layer must remain at least 0.15' thick for stability.
- Digouts not exceeding 20 percent of the CAPM pavement costs may be included. Please see attached construction details for digout
- Transition Taper Slopes should be 200:1 or flatter, follow HDM Section 673.1 for tapering into existing pavement or structure.

2. Pavement Section for Raised Island Removal and reconstruction:

TI = 10; R-Value = 15

0.20' Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G)

0.25' Hot Mix Asphalt, Type A (HMA-A)

0.50' Lean Concrete Base (LCB)

0.90' Aggregate Base, Class 3 (AB, CI3)

1.85' Total

- Lean Concrete Base Rapid Setting (LCB-RS) can be used as a substitute for LCB to satisfy the construction window.
- The newly replaced HMA section should be at least 2 feet in width from the edge of the curb ramp gutter.
- Extend the base and subbase layers of the new pavement section underneath the new constructed curb ramp gutter (modified curb ramp gutter recommended below).
- Where the proposed curb ramps do not impact the grading of the adjacent pavement, Materials highly recommends saw cutting the existing pavement to the exact footprint of the curb ramp/curb and gutter and constructing the new curb ramps/curb and gutter to match the existing pavement grade as closely as possible. It is recommended to not disturb the adjacent pavement wherever possible.

3. Modified Curb Ramp Gutter

0.50' Minor Concrete

0.50' Lean Concrete Base (LCB)

0.90' Aggregate Base, Class 3 (AB, CI3)

1.90' Total

- The above modified gutter section should be used at locations where it is anticipated that vehicles may off-track into the gutter. This section is recommended at ADA curb ramp locations.
- Gutters in other areas where off-tracking of vehicles is not expected to occur (not expected for use on this project) may be constructed with 0.50' Minor Concrete over 0.50' AB, CI3.

4. Revise the proposed pavement section Type 1 on the Typical Cross Sections X-1 and X-2 to read as follows for sidewalk.

0.35' minor Concrete

0.35' AB, Class 3

- AB Class 3 may be removed if native soil has sand equivalent of 20 or more determined by CT 217F.

5. Curb Ramp at pedestrian
0.35' Minor Concrete
0.35' AB, Class 3
6. Curb Ramp at Driveway
0.50' Minor Concrete
0.50' AB, Class 3
7. Bus Pad
0.85' Jointed Plain Concrete Pavement (JPCP)
0.50' AB, Class 3

Please submit the design plans include Typical Cross Sections and corresponding construction details for our next review during PS&E stage.

If you have any questions, please email me at sona.juharyan@dot.ca.gov or call me at (213) 269-0866. This project was peer reviewed by Min Deng.



Sona Juharyan, PE
Materials Engineering

PAVEMENT CONDITION SURVEY – Attachment J

PaveM Scenario Used: #3625
APCS Data Year: 2021
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 7; County: Los Angeles (LA); Route: 213

From PM: 0.000 To PM: 9.984

Year: 2021 (Current)

R-Length: 9.984. L-Length: 9.984

R-Lane Miles: 20.898. L-Lane Miles: 21.968 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator		Rut (in)					
						A%	B%						
Post Mile: 0.000 to 1.769 Length: 1.769 Estimated Lane Mileage: 7.076	L1	Flexible				11.30	1.00	0.13	165	Fair	Yellow	2	1.769
	L2	Flexible				5.70	1.00	0.11	124	Fair	Yellow	2	1.769
	R1	Flexible				13.10	1.00	0.13	154	Fair	Yellow	2	1.769
	R2	Flexible				18.40	2.00	0.12	151	Fair	Yellow	2	1.769
Post Mile: 1.769 to 3.458 Length: 1.689 Estimated Lane Mileage: 6.756	L1	Flexible				16.60	0.00	0.14	189	Fair	Blue	2	1.689
	L2	Flexible				23.20	1.00	0.13	154	Fair	Yellow	2	1.689
	R1	Flexible				12.90	0.00	0.13	183	Fair	Blue	2	1.689
	R2	Flexible				20.10	3.00	0.15	160	Fair	Yellow	2	1.689
Post Mile: 3.458 to 5.085 Length: 1.627 Estimated Lane Mileage: 6.508	L1	Flexible				9.40	0.00	0.23	168	Fair	Yellow	2	1.627
	L2	Flexible				6.20	1.00	0.21	159	Fair	Yellow	2	1.627
	R1	Flexible				4.60	0.00	0.21	187	Fair	Blue	2	1.627
	R2	Flexible				2.60	0.00	0.18	198	Fair	Blue	2	1.627
Post Mile: 5.085 to 5.667 Length: 0.582 Estimated Lane Mileage: 2.328	L1	Flexible				3.80	0.00	0.21	166	Fair	Green	2	0.582
	L2	Flexible				1.90	0.00	0.20	151	Fair	Green	2	0.582
	R1	Flexible				1.50	0.00	0.21	177	Fair	Blue	2	0.582
	R2	Flexible				2.20	0.00	0.21	159	Fair	Green	2	0.582
Post Mile: 5.667 to 6.996 Length: 1.329 Estimated Lane Mileage: 5.316	L1	Flexible				3.60	0.00	0.18	175	Fair	Blue	2	1.329
	L2	Flexible				2.70	0.00	0.18	138	Fair	Green	2	1.329
	R1	Flexible				2.00	0.00	0.21	204	Fair	Blue	2	1.329
	R2	Flexible				7.70	0.00	0.20	166	Fair	Yellow	2	1.329
Post Mile: 6.996 to 7.984 Length: 0.988 Estimated Lane Mileage: 3.952	L1	Flexible				2.10	0.00	0.20	165	Fair	Green	2	0.988
	L2	Flexible				4.30	0.00	0.22	132	Fair	Green	2	0.988
	R1	Flexible				1.90	0.00	0.23	176	Fair	Blue	2	0.988
	R2	Flexible				4.00	0.00	0.21	132	Fair	Green	2	0.988
Post Mile: 7.984 to 9.054 Length: 1.070 Estimated Lane Mileage: 2.140	R1	Flexible				4.20	1.00	0.25	216	Fair	Blue	2	1.070
	R2	Flexible				10.80	4.00	0.26	209	Fair	Blue	2	1.070
Post Mile: 7.984 to 9.984 Length: 2.000 Estimated Lane Mileage: 6.000	L1	Flexible				3.90	1.00	0.22	175	Fair	Blue	2	2.000
	L2	Flexible				2.60	1.00	0.23	236	Fair	Blue	2	2.000
	L3	Flexible				7.40	5.00	0.23	277	Fair	Blue	2	2.000
Post Mile: 9.054 to 9.984 Length: 0.930 Estimated Lane Mileage: 2.790	R1	Flexible				3.70	0.00	0.20	189	Fair	Blue	2	0.930
	R2	Flexible				1.00	0.00	0.22	199	Fair	Blue	2	0.930
	R3	Flexible				2.70	0.00	0.22	252	Fair	Blue	2	0.930
						7.83	0.85	0.19	179				42.866
			Lane Weighted Average										Total

VALUE ANALYSIS SPRINT REPORT – Attachment K



Final Value Analysis Sprint Report



D-7 LA-213 Capital Preventive Maintenance Project

**EA 07-34660 PN 0718000076
07-LA-213
(PM 0.0/9.8)**

**Contract No. 53A0248
Task Order No. 1405**

January 2024

***Prepared by
Value Management Strategies, Inc.***





Date: January 17, 2024

To: Ryan Nai, District 7 DVAC

Subject: Final VA Study Report

D7 LA-213 Capital Preventive Maintenance Project Sprint (T.O 1405)

Dear Mr. Nai,

Value Management Strategies, Inc. is pleased to submit this Final VA Sprint Report for the referenced project. This report summarizes the results of the virtual sprint conducted January 8-9, 2024, using the WebEx virtual meeting platform, for District 7 in Los Angeles, California.

It was a pleasure working with District 7 on this project, and I look forward to the next one. If you have any questions or comments concerning this final report, please do not hesitate to contact me at 206-679-8029 or email eric.trimble@vms-inc.com.

Sincerely,

Value Management Strategies, Inc.

A handwritten signature in black ink, appearing to read "Eric Trimble", written in a cursive style.

Eric Trimble, CVS, MBA, PMP
VA Study Team Leader

Copy: (PDF) Nader Abdelmalek, Project Manager
(PDF) Suzie Kearns, Project Designer
(PDF) Jaroslaw Kusz, HQ VA Program Manager
(PDF) Erika Barrick, HQ VA Program Administrator

VA SPRINT SUMMARY REPORT.....	1
Project Summary	
VA Study Timing	
Project Purpose and Need	
VA Study Objectives	
Key Project Issues	
Evaluation of Baseline Concept	
Final VA Sprint Results	
Rejected VA Alternatives – Reason for Rejection	
VA Sprint Team	
VA ALTERNATIVES	7
Proposed VA Alternatives	
Other Considerations	
Summary of Performance Improvements	
• Proposed	
• Accepted	
Alignment with Safe System Objectives	
VA Alternative Documentation	
PROJECT ANALYSIS	30
Summary of Analysis	
Key Project Factors	
• Project Issues	
Cost Model	
Function Analysis	
• Random Function Identification	
IDEA EVALUATION	36
Evaluation Process	
Idea Summary	
Idea Summary List	
VA PROCESS	39
VA Sprint Agenda	
VA Sprint Meeting Attendees	
APPENDIX.....	42
Cost Estimate	

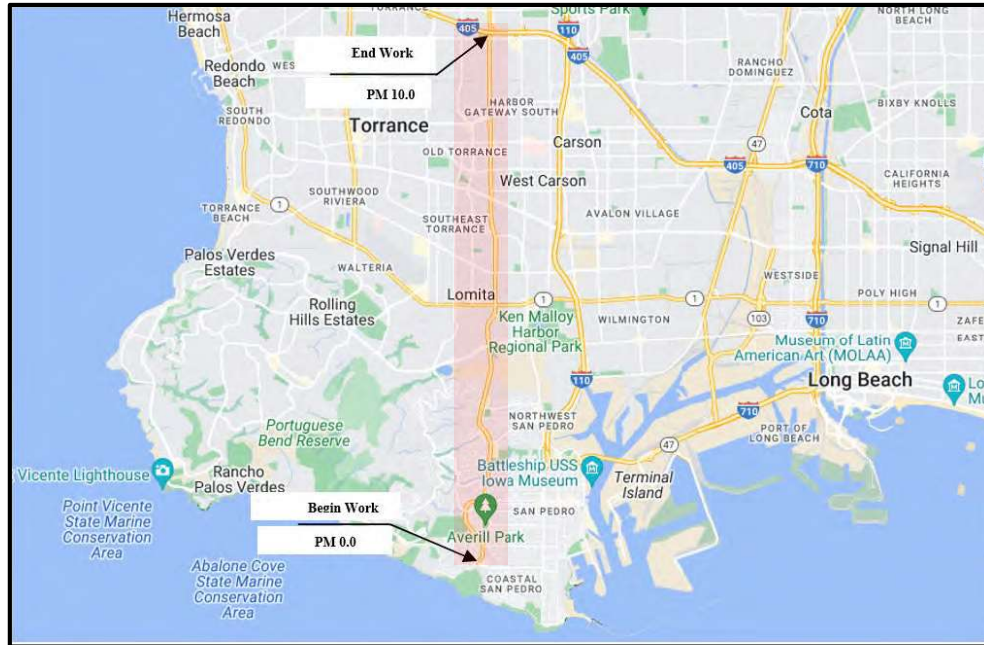
VA STUDY SUMMARY REPORT

FINAL RESULTS

VA Sprint Summary Report – Final Results

D-7 LA-213 Capital Preventive Maintenance Project

PN 0718000076
EA 07-34660
07-LA-213
PM 0.0/9.8



A virtual Value Analysis (VA) sprint, sponsored by the California Department of Transportation (Caltrans) District 7 and facilitated by Value Management Strategies, Inc. (VMS), was conducted for the LA-213 Capital Preventive Maintenance (CAPM) Project located in Los Angeles County, California. The workshop was facilitated on January 8-9 using the WebEx virtual meeting platform. This *VA Sprint Summary Report – Final Results* provides an overview of the project, key findings, the alternatives developed by the VA team and the final implementation decisions made by the project stakeholders regarding the six recommended VA alternatives.

PROJECT SUMMARY

This VA sprint—an abbreviated two-day VA study for SB-1 projects—was performed for this CAPM project for State Route 213 (SR-213) in Los Angeles County. The facility passes through the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance from West 25th Street to Route 405. This project is programmed in the 2022 State Highway Operation and Protection Program (SHOPP) under the Roadway Preservation Program for delivery in the 2023/2024 fiscal year. The project proposes to rehabilitate pavement (cold plane and overlay); upgrade guardrail; upgrade existing nonstandard ADA curb ramps facilities to Americans with Disabilities Act (ADA) standards; construct concrete bus pads at transit stops; construct retaining walls for the addition of sidewalk segments; relocate some traffic signals; upgrade some pedestrian push-buttons; replace loop detectors; reduce some medians to allow for placement of Class II bicycle lanes; place Class II bicycle lanes; install bicycle loop detectors; upgrade existing drainage inlet grates with bicycle friendly grates; and install guide, warning, and bicycle signs.

The detailed scope is as follows:

- Cold plane 0.25 ft. of the existing asphalt concrete pavement and overlay with 0.10 ft. of HMA-Type A and 0.15 ft. of rubberized hot mix asphalt gap graded (RHMA-G).
- Dig-outs: Dig-out and replace failed pavement.
- Upgrade 64 existing ADA curb ramps to the current ADA standards. Ramps are located at various locations within project limits.
- Upgrade existing 478 ft. Metal Beam Guardrail (MBGR) with Midwest Guardrail System (MGS).
- Place 42 concrete bus pads (JPCP-RSC).
- Place three retaining wall: total length of 1,157 ft.
- Place 1,860 LF of sidewalk.
- Place accessible pedestrian pushbuttons at location of ADA curb ramp upgrades.
- Upgrade 11 existing drainage inlets with bicycle friendly grates.
- Replace all traffic loop detectors within limits of pavement rehabilitation.
- Install bicycle loop detectors at all signalized intersections.
- Include protection for State fiber optics within the roadway.
- At six intersections, as required due to ADA curb ramp upgrades, replace traffic signals and relocate five electrical boxes.
- Replace/repair southbound sidewalk (PM 0.326 to PM 0.388) approximately 330 LF.
- Replace 3,000 LF curb and gutter.

The current total project cost is estimated to be \$73,400,000 – including support and escalation.

VA STUDY TIMING

The VA sprint was conducted midway through the PA&ED phase which is scheduled to be completed by June 2024. PS&E is schedule for completion in January 2026. The project is scheduled for Ready to List (RTL) in April 2026 and Construction Completion in October 2028.

PROJECT PURPOSE AND NEED

The purpose of the project is to extend pavement life, improve ride quality, and reduce extraordinary maintenance. Previously, several pavement related projects rehabilitated the pavement within the projects limits as found in the PAVE M Highway H-Chart database. Four of these were cold plane and overlay projects implemented between PM 7.0/8.0, 3.4/7.0, 3.4/8.0, 0.0/0.3, and 0.3/3.4 in 1999, 2001, 2009, 2010, and 2013 respectively. The current pavement condition survey justifies the need to program this project for pavement rehabilitation.

VA STUDY OBJECTIVES

The objectives of the VA study were to:

1. Utilize a condensed VA study process by referencing previous Caltrans VA alternatives for similar project types
2. Analyze the current project design, estimate, and schedule
3. Provide cost and/or schedule saving recommendations
4. Provide performance improvement recommendations

KEY PROJECT ISSUES

The items listed below are the key drivers, constraints, or issues being addressed by the project and considered during this VA sprint to identify improvements.

Project Scope and Budget – The escalated cost for the project completion has far exceeded the original programmed amount (PA), mainly due to market conditions and the additional scope items since included in the project such as retaining walls, right-of-way (R/W), and median removal. Completing the rehabilitation work of the anchor asset while incorporating the more essential satellite assets (curb ramps, guardrail, ITS elements, etc.) will be a challenge for this project.

Construction Process – Contractor means and methods will be integral to the project minimizing impacts to the traveling public and local communities. During the daytime, all lanes need to be open to accommodate traffic volumes. The 600-working-day schedule appears more than adequate to complete work while achieving this with nighttime work. However, this period of work will generate unwanted noise in the residential areas.

Public Partnership – Building rapport for public engagement with the City of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance will be important to the success of the project as well as for coordinating future maintenance of the facilities. Also, a significant level of additional public engagement will be needed for the project with the local community (businesses and residents) and the traveling public, including drivers, bicyclists, pedestrians, and equestrians to help the project reach completion with as little community disruption as possible.

EVALUATION OF BASELINE CONCEPT

During the VA sprint, the VA team was comprised mainly of members of the Project Development Team (PDT) as this process does not require an independent VA team. Therefore, most VA team members were already familiar with the project. During the Information Phase, the design teams provided an in-brief presentation and there were opportunities for VA team members to discuss the baseline concept.

Overall, the VA team concluded that these baseline concepts were typical for similar pavement rehabilitation projects. The team recognized that the value improvement opportunities would focus on cost reductions to help mitigate rising project costs.

FINAL VA SPRINT RESULTS

Two of the six VA alternatives proposed for consideration were accepted. Below are the two accepted VA alternatives along with their associated potential initial cost savings, potential change in schedule, a brief discussion of each, and the rationale for their acceptance. The four rejected VA alternatives and the rationale for rejection are in the following section.

Alternative No. and Description	Initial Cost Savings	Change in Schedule
1.0 Use 0.20 ft. RHMA-G in lieu of 0.25 ft. HMA/RHMA-G mix	\$3,956,000	60-day reduction

The baseline concept proposes to cold plane 0.25 ft. of the existing asphalt concrete pavement and overlay with 0.10 ft. of HMA-Type A and 0.15 ft. of rubberized hot mix asphalt gap graded (RHMA-G). The alternative concept proposes to use 0.20 ft. RHMA-G pavement strategy in lieu of the 0.25 ft. pavement structural section. There will be no HMA portion in this proposal.

This alternative was accepted based on initial feasibility and cost savings represented.

4.0 Use appropriate bus pad length	\$474,000	12-day reduction
---	------------------	-------------------------

The baseline concept proposes to include 42 concrete bus pads constructed of JPCP-RSC and 115 ft. in length (8-9 panels of roughly 14 ft. length). The alternative concept proposes to reduce the length of the bus pads by approximately 2 panels for a total length of 98 ft. (roughly seven panels).

This alternative was accepted for implementation as it seems to be a reasonable design for the bus pad which will provide cost and time savings while still meeting the intended function of the bus pad – provided that the pad meets the 1:1.2 criteria and avoids placing any wheel tracks on pavement joints.

Rejected VA Alternatives – Reason for Rejection

2.0 Use 0.15 ft. RHMA-G in lieu of 0.25 ft. HMA/RHMA-G mix

\$8,430,000

60-day reduction

The baseline concept proposes to cold plane 0.25 ft. of the existing asphalt concrete pavement and overlay with 0.10 ft. of HMA-Type A and 0.15 ft. of rubberized hot mix asphalt gap graded (RHMA-G). The alternative concept proposes to use 0.15 ft. RHMA-G pavement strategy in lieu of the 0.25 ft. pavement structural section throughout the facility. There would be no HMA portion in this proposal.

This alternative was rejected in favor of VA Alternative 1.0 which provides a more durable pavement section. This should be considered a fallback position if the project is short of funding and the pavement is at least 0.30 ft. thick.

3.0 Reduce number of bus pads to reduce conflicts with fiber optic line

\$454,000

12-day reduction

The baseline concept proposes to include 42 concrete bus pads constructed of JPCP-RSC. There are several of these planned bus pads between PM 2.0 and 5.0 that will conflict with existing fiber optic line. The alternative concept proposes to reduce the total number of bus pads for this section by six (or where appropriate) to reduce the potential fiber conflict. The total number bus stops will not be changed, but the construction of new JPCP bus pads will be reduced.

This alternative was rejected at this time as it was determined that additional investigation (potholing) needs to be completed and depth of fiber lines verified before removing any bus pads from the project.

5.0 Eliminate one segment of retaining walls

\$3,116,000

40-day reduction

The baseline concept proposes to include sidewalks along the facility at two separate locations (Locations 1 and 2). The sidewalks will require retaining walls to be constructed at these locations. The necessary R/W for the retaining wall at Location 1 (SB on SR-213 between West Weymouth Place and Bynner Drive) has not yet been acquired. The alternative concept proposes to eliminate the two retaining walls needed for Location 1.

This alternative was rejected at this time to provide more time to allow the potential inclusion of the sidewalk and necessary retaining walls at Location 1 in the project – dependent on more funding and R/W acquisition.

6.0 Eliminate permanent BMPs from project

\$377,000

No change

The baseline concept proposes to include three BMPs for storm water management within the project limits. The alternative concept proposes to eliminate these three treatment BMPs as there is currently no available R/W for placement within the project limits.

This alternative was rejected at this time to provide more time to allow the potential inclusion of BMPs in the project – dependent on more funding and R/W acquisition.

VA SPRINT TEAM

VA Sprint Team

Name	Organization	Title
Eric Trimble	VMS, Inc.	VA Study Team Leader
Suzie Kearns	Caltrans	Project Designer
Kinseng Wong	Caltrans	Project Engineer
Kevin Nguyen	Caltrans	Design - ADA
Wendel Davidson	Caltrans	Construction/Field Office Resident Engineer
Joseph Reynoza	Caltrans	Design Manager

Key Project Contacts

Name	Organization	Title
Ryan Nai	Caltrans	DVAC
Nader Abdelmalek	Caltrans	Project Manager

VA ALTERNATIVES

The results of this study are presented as individual alternatives to the baseline concept. Each alternative consists of a summary of the baseline concept, a description of the suggested change, a listing of its advantages and disadvantages, a cost comparison, change in performance and value, discussion of schedule and risk impacts (if applicable), and a brief narrative comparing the baseline concept with the alternative. Sketches, calculations, and performance attribute ratings are also presented where applicable. The cost comparisons reflect a similar level of detail as in the baseline estimate.

PROPOSED VA ALTERNATIVES

Alternative No. & Description	Initial Cost Savings	Schedule Savings	Initial Disposition
1.0 Use 0.20 ft. RHMA-G in lieu of 0.25 ft. HMA/RHMA-G mix	\$3,956,000	60-day reduction	Accept
2.0 Use 0.15 ft. RHMA-G in lieu of 0.25 ft. HMA/RHMA-G mix	\$8,430,000	60-day reduction	Reject
3.0 Reduce number of bus pads to avoid fiber optic line conflict	\$454,000	12-day reduction	Reject
4.0 Use appropriate bus pad length	\$474,000	12-day reduction	Accept
5.0 Eliminate one segment of retaining walls	\$3,116,000	40-day reduction	Reject
6.0 Eliminate permanent BMPs from project	\$377,000	No change	Reject

Note: Please refer to the alternative form for reason of Acceptance or Rejection

OTHER CONSIDERATIONS

The VA team identified the following observations and design suggestions, relatively general in nature, for consideration by the Project Development Team (PDT). More detailed descriptions can be found in the *Idea Evaluation* portion of this report.

CS-2 Eliminate replanting from project

This concept would seek to eliminate the proposed planting work from the project as the trees currently identified within the project area are located in the sidewalk areas of the facility and are causing sidewalk pavement uplift. The proposed tree removal and replanting elements of the project are not currently included in the project estimate. A project currently in construction may be better suited for the immediate removal of the planted trees in lieu of attempting to include them in this project. The future replanting can be pursued later once an aesthetic and maintenance plan has been discussed with the cities. Different types of trees and/or root protection design elements can be placed in the future to help reduce the ongoing maintenance burden on either Caltrans or the cities.

CS-3 Determine balance between bicycle lane, parking, and median

This concept would explore where several conflicting facility elements should be located for the betterment of the entire corridor. The facility elements in question include the proposed bicycle lane, parking lane, and raised median structure. There simply is not enough space along the facility to support all of these design elements while also allowing for travel lanes, shoulders, turn lanes, and drainage. A meeting with the involved cities should be held to determine the overall priorities of these items in relation to the entire facility.

CS-4 Coordinate with railroad for two crossings

This concept would continue discussions with the railroads which currently have tracks crossing the facility in two locations. A determination needs to be made with the input of the railroads about the proposed roadway work and how the required traffic management plan will affect railroad operations. It is possible that flaggers will be required, or other special arrangements or restrictions will need to be in place. It would also be beneficial to reach a shared understanding with the railroads over the current R/W and each entities responsibilities in terms of the limits of the finished pavement.

CS-5 Determine construction staging options

This concept would explore the available staging options open for the contractor to construct the project. Currently, it is assumed that the project will rely heavily on night work as day work is not allowable due to traffic volumes and city preference. However, it is expected that some work will need to be completed during daylight hours or will be of significant duration that daytime traffic impacts or prolonged closures (sidewalks and ramps) cannot be avoided. Defining what is or is not allowable (weekend work periods, multiple locations, detours, longer directional night work closures, etc.) with the aid of the District Traffic Manager and city representatives will help to identify the total number of workdays needed as well as providing better information for potential contractor bids.

CS-6 Reduce lane width in lieu of median reduction for bicycle lane

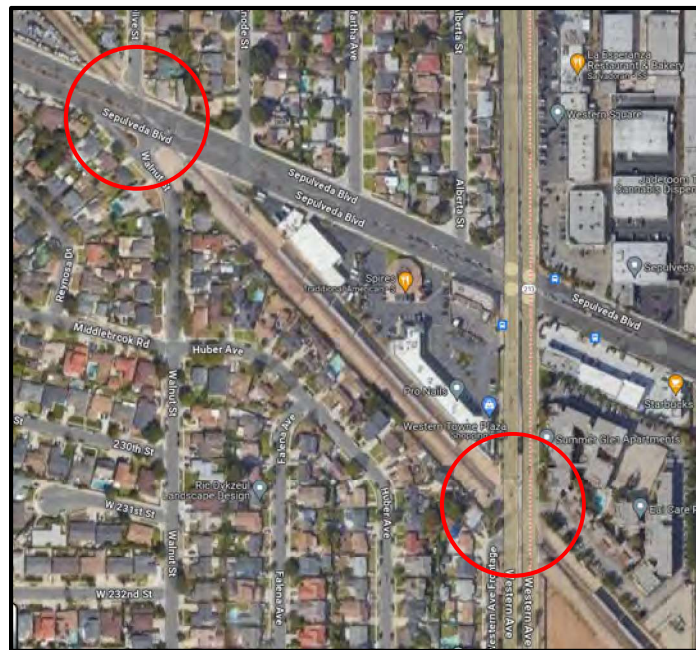
This concept would explore the use of reduced width travel lanes (from 12 ft. to 11 ft.) to allow for more roadway space to accommodate bicycle lanes.

CT-1 Widen sidewalks where appropriate

This concept would seek to widen the existing sidewalks in several locations. The additional width would make better use of existing slivers of unused land and would be helpful for pedestrians. There are currently several locations where the current tree planting areas result in a sidewalk width that is not per current pedestrian/ADA design standards.

CT-2 Detour traffic to avoid railroad crossing near Sepulveda Ave.

This concept would address the potential for significant traffic and railroad operational disruptions from the work being conducted near the two railroad crossings near Sepulveda Blvd. and Western Ave. (SR-213) and which are in relatively close proximity to each other. A planned detour may be a potential solution to route traffic away from the Sepulveda Blvd. and Western Ave. and, thereby, reduce the potential traffic conflicts while this portion of the facility is completed.



SL-2 Use RAP for RHMA-G mix

This concept would seek to use the waste material from the cold planing/milling pavement process and recycle it as reclaimed asphalt pavement (RAP) within the needed RHMA-G mixture. An allowance of 10%-15% use of this material is permitted by Caltrans in its RHMA mixtures (and the contractor is anticipated to do it anyway); however, this concept would simply require the use of RAP

and would reflect the lower cost in the project estimate. The approval of the use of RAP in an RHMA-G pavement mixture would need to be verified.

TW-2 Determine drainage inlet design for removed median areas

This concept needs to determine an appropriate design for drainage inlets in locations where the median is proposed to be removed or modified as there are several locations stormwater is currently directed to the center of the roadway. If these medians are removed, the drainage flow pattern may be significantly impacted and will need to be redesigned to avoid potential drainage issues, future maintenance and/or possible traffic conflicts.

MB-1 Reduce paving limits

This concept would seek to focus the rehabilitation work only on those pavement areas of the project that need it. This determination would be made with the aid of recent pavement condition surveys and would aim to reduce the overall total cost of the project. Areas of pavement not rehabilitated at this time would be addressed in a subsequent CAPM project eight to 12 years further in the future. Please reference the *D7 APCS Data Sheet*, accessible from the PDT, which details the current pavement condition for each lane of the facility.

SUMMARY OF PERFORMANCE IMPROVEMENTS

The Caltrans HQ VA Program requires the following information to enable reporting of performance to the FHWA. Only the six standard Caltrans performance attributes, shown in the table below, are to be documented. Caltrans does not require reporting of the performance of any other attributes utilized in this study.

SUMMARY OF PROPOSED VA ALTERNATIVE PERFORMANCE IMPROVEMENTS

Alt. No.	Connectivity	Long-Term Impacts	Maintainability	Construction Impacts	Traffic Ops	Project Schedule
1.0		Improved	Improved	Improved	Improved	Improved
2.0				Improved		Improved
3.0				Improved		Improved
4.0			Improved	Improved		Improved
5.0		Improved	Improved	Improved		Improved
6.0			Improved	Improved		

SUMMARY OF ACCEPTED VA ALTERNATIVE PERFORMANCE IMPROVEMENTS

Alt. No.	Connectivity	Long-Term Impacts	Maintainability	Construction Impacts	Traffic Ops	Project Schedule
1.0		Improved	Improved	Improved	Improved	Improved
4.0			Improved	Improved		Improved

Alignment with Safe System Objectives

The VA process considers the degree to which the baseline concept and VA alternatives align with and support the five USDOT Safe System objectives for all road users. These objectives include:

Safe Road Users focuses on people and behaviors with the goal to support safe, responsible behavior by people who use the roads; this prioritizes their ability to reach the destination unharmed. This often takes the form of improvement through clear signage, roadway facilities that are consistent with expectations, and items that affect driver behavior and predictability.

Safe Vehicles expands the availability of vehicle systems and roadway features that facilitate the operation of safer vehicles; this additionally aims to help prevent crashes and minimize the impact of crashes for both occupants and non-occupants. This currently focuses primarily on transportation management systems (TMS) and their communication with drivers in addition to shoulder width accommodations for law enforcement, EMS, and distressed vehicles.

Safe Speeds promotes safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement. This category often includes aspects such as signage, traffic management, and road characteristics including speedbumps, roundabouts, crosswalks, etc.

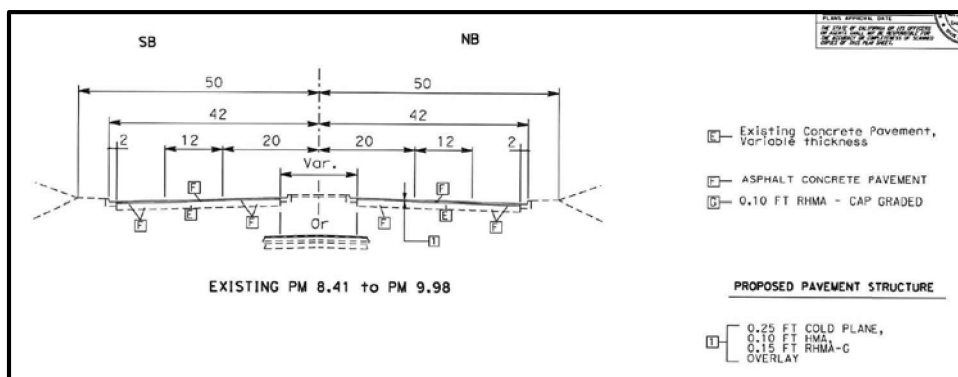
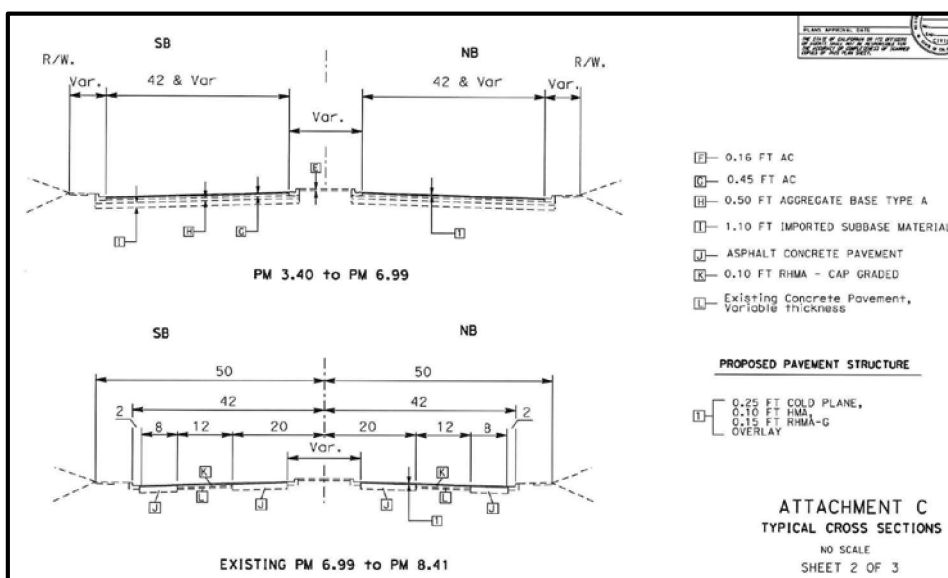
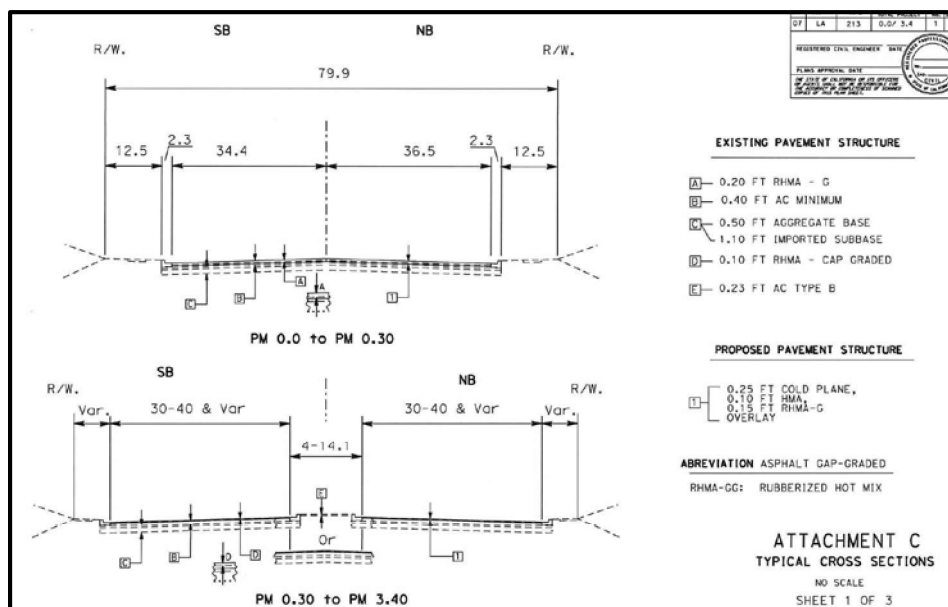
Safe Roads aims to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel for the most vulnerable users. This encompasses the geometry and logistics of a roadway with items such as roadway sight distance, stopping sight distance, shoulder and buffer widths, and roadway delineation.

Post-Crash Care provides roadway features that support post-crash care and enhances the survivability of crashes through expedient access to emergency medical care while simultaneously creating a safe working environment for vital first responders. This also helps prevent secondary crashes through robust traffic incident management practices. This category often encompasses features such as shoulder width suitable for supporting first responders and emergency vehicle turn-arounds, pullouts, or other access points.

Each VA alternative was assessed by the VA team with respect to its influence on alignment with Safe System objectives and is included in each VA alternative form.

VA Alt. No. 1.0		VA Alt. Title: Use 0.20 ft. RHMA-G in lieu of 0.25 ft. HMA/RHMA-G mix			
Initial Cost Savings:		\$3,956,000			
Initial LCC Savings:		TBD			
Change in Schedule:		60-day reduction (3 months)			
Description of Baseline Concept:					
The baseline concept proposes to cold plane 0.25 ft. of the existing asphalt concrete pavement and overlay with 0.10 ft. of HMA-Type A and 0.15 ft. of rubberized hot mix asphalt gap graded (RHMA-G).					
Description of Alternative Concept:					
The alternative concept proposes to use 0.20 ft. RHMA-G pavement strategy in lieu of the 0.25 ft. pavement structural section. There will be no HMA portion in this proposal.					
Advantages:			Disadvantages:		
Traffic Operations – Will provide a more dependable more preserved roadway surface and structure. Ride quality should be smoother. Construction Impacts – Will require less work by the contractor. Less material handling, fewer lifts, and fewer days (less traffic disruption). Better productivity; assume 20-25% saving on paving effort. Long-Term Impacts – Will allow for more use of recycle of material. Maintainability – Will provide a more consistent and durable pavement structure. Will require less maintenance in the future – longer pavement lifespan anticipated.			None noted.		
Discussion:					
The main reason to consider this alternative is to provide a better structural pavement section. The 0.10 ft. HMA layer is structurally too thin to provide a durable structure to resist potential future pavement cracking and provide the desired pavement lifespan.					
Performance Assessment			Alignment with Safe System Objectives		
Connectivity	☐	No change	Safer People	☐	No change
Long-Term Impacts	☐	Improved	Safer Roads	☐	No change
Maintainability	☐	Improved	Safer Vehicles	☐	No change
Construction Impacts	☐	Improved	Safer Speeds	☐	No change
Traffic Ops.	☐	Improved	Post-Crash Care	☐	No change
Risk Assessment:					
This alternative should reduce construction related risk while also having a minor reduction on future operational risk due to the improved pavement durability.					
Additional Comments:					
This alternative presents a better pavement approach than the baseline concept. The use of one homogenous paving approach would make construction much easier. Further coring samples will provide more information regarding the current pavement condition and should confirm that this alternative will provide an appropriate paving rehabilitation approach.					
Final Determination: <i>This alternative was accepted based on initial feasibility and cost savings represented.</i>					
Resolution of Alternative:			Audit date (milestones)		

Concept Images



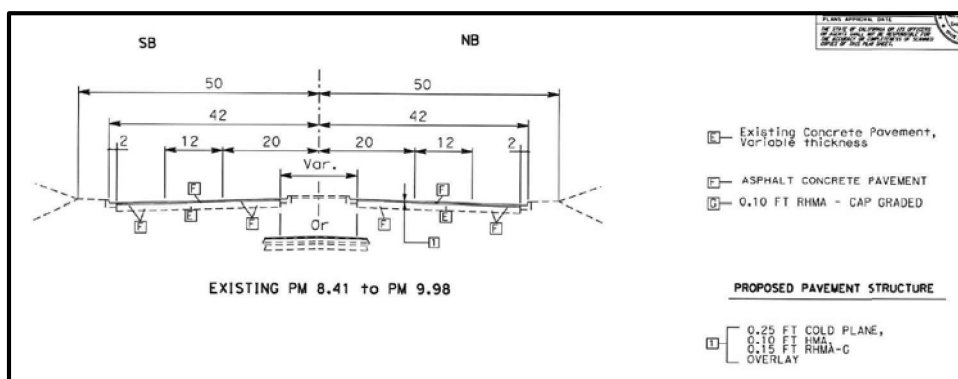
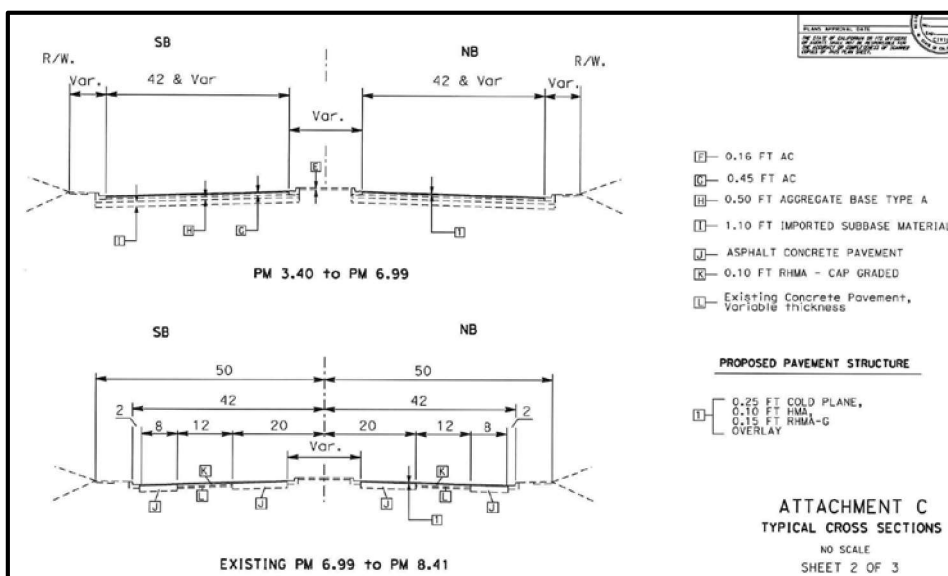
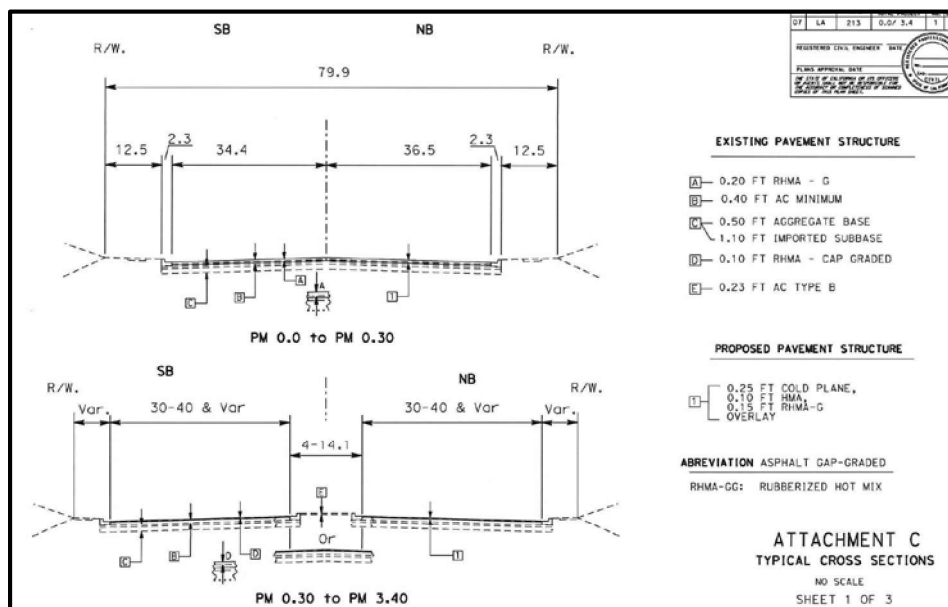
Images of existing/proposed pavement between PM 0.0 to PM 9.98

Initial Cost Estimate

CONSTRUCTION ELEMENT		BASELINE CONCEPT			ALTERNATIVE CONCEPT		
Description	Unit	Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
ROADWAY ITEMS							
				\$ -			\$ -
Cold Plane Asphalt Concrete Pavement	SY	427,953	\$ 5	\$ 2,139,765	342,362	\$ 5	\$ 1,711,810
Mot Mix Asphalt (Type A)	Ton	27,924	\$ 130	\$ 3,630,120			\$ -
Rubberized Hot Mix Asphalt (Gap Graded)	Ton	41,886	\$ 150	\$ 6,282,900	55,848	\$ 150	\$ 8,377,200
				\$ -			\$ -
Traffic Management	LS	1	\$ 280,000	\$ 280,000	1	\$ 252,000	\$ 252,000
				\$ -			\$ -
				\$ -			\$ -
ROADWAY SUBTOTAL				\$ 12,332,785			\$ 10,341,010
ROADWAY MARK-UP	79%			\$ 9,792,231			\$ 8,210,762
ROADWAY TOTAL				\$ 22,125,016			\$ 18,551,772
TIME RELATED OVERHEAD (TRO) ITEMS							
Time Related Overhead	Ea	360	\$ 4,328	\$ 1,558,080	300	\$ 4,328	\$ 1,298,400
TRO SUBTOTAL				\$ 1,558,080			\$ 1,298,400
TRO MARK-UP	47%			\$ 736,972			\$ 614,143
TRO TOTAL				\$ 2,295,052			\$ 1,912,543
R/W or OTHER MATERIALS and EXPENSES							
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
R/W or OTHER SUBTOTAL				\$ -			\$ -
R/W or OTHER MARK-UP	57%			\$ -			\$ -
R/W or OTHER TOTAL				\$ -			\$ -
TOTAL				\$ 24,420,068			\$ 20,464,315
TOTAL (Rounded)				\$24,420,000			\$20,464,000
						SAVINGS	\$3,956,000

VA Alt. No. 2.0	VA Alt. Title: Use 0.15' RHMA-G in lieu of 0.25' HMA/RHMA-G mix				
Initial Cost Savings:	\$8,430,000				
Initial LCC Savings:	TBD				
Change in Schedule:	60-day reduction (3 months)				
Description of Baseline Concept:					
The baseline concept proposes to Cold plane 0.25 feet of the existing asphalt concrete pavement and overlay with 0.10 feet of HMA-Type A and 0.15 feet of rubberized hot mix asphalt gap graded (RHMA-G).					
Description of Alternative Concept:					
The alternative concept proposes to use 0.15' RHMA-G pavement strategy in lieu of the 0.25' pavement structural section throughout the facility. There would be no HMA portion in this proposal.					
Advantages:			Disadvantages:		
Construction Impacts – Will require less work by the contractor. Less material handling, fewer lifts and fewer days (less traffic disruption). Better productivity – assume 10-15% saving on paving effort and reduction in project duration of 3 months (60 workdays).			Construction Impacts – May discover pavement areas where a full rehab is needed.		
Discussion:					
The main reason to consider this alternative is to provide a sufficient structural pavement section for areas in which a full 0.25' rehabilitation is needed. The 0.10' HMA layer is structurally too thin to provide a durable structure to resist potential future pavement cracking and provide the desired pavement lifespan. This alternative can work in conjunction with VA Alt 1.0, which reduces the pavement structural section from 0.25' to 0.20'. This pavement rehabilitation approach has been used before within the district on similar facilities and has proven itself in providing the desired 10-12 years of additional service life.					
Performance Assessment			Alignment with Safe System Objectives		
Connectivity	☐	No change	Safer People	☐	No change
Long-Term Impacts	☐	No change	Safer Roads	☐	No change
Maintainability	☐	No change	Safer Vehicles	☐	No change
Construction Impacts	☐	Improved	Safer Speeds	☐	No change
Traffic Ops.	☐	No change	Post-Crash Care	☐	No change
Risk Assessment:					
This alternative should reduce construction related risk while having a minor increase on future operational risk due to the slightly thinner pavement thickness.					
Additional Comments:					
This alternative presents a more aggressive pavement approach than the baseline. The use of one homogenous paving approach would make construction much easier. Further coring samples will provide more information regarding the current pavement condition, but Alternative 1 is a superior option compared to this – especially if the paving has variable structural depth throughout the facility. However, if the coring samples show that the pavement is all thicker than 0.30'. Final Determination: <i>This alternative was rejected in favor of VA Alternative 1.0 which provides a more durable pavement section. This should be considered a fallback position if the project is short of funding and the pavement is at least 0.30' thick.</i>					
Resolution of Alternative:			Audit date (milestones)		

Concept Images



Images of existing/proposed pavement between PM 0.0 to PM 9.98

Initial Cost Estimate

CONSTRUCTION ELEMENT		BASELINE CONCEPT			ALTERNATIVE CONCEPT		
Description	Unit	Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
ROADWAY ITEMS							
				\$ -			\$ -
Cold Plane Asphalt Concrete Pavement	SY	427,953	\$ 5	\$ 2,139,765	256,772	\$ 5	\$ 1,283,860
Mot Mix Asphalt (Type A)	Ton	27,924	\$ 130	\$ 3,630,120		\$ 130	\$ -
Rubberized Hot Mix Asphalt (Gap Graded)	Ton	41,886	\$ 150	\$ 6,282,900	41,886	\$ 150	\$ 6,282,900
				\$ -			\$ -
Traffic Management	LS	1	\$ 280,000	\$ 280,000	1	\$ 280,000	\$ 280,000
				\$ -			\$ -
				\$ -			\$ -
ROADWAY SUBTOTAL				\$ 12,332,785			\$ 7,846,760
ROADWAY MARK-UP	79%			\$ 9,792,231			\$ 6,230,327
ROADWAY TOTAL				\$ 22,125,016			\$ 14,077,087
TIME RELATED OVERHEAD (TRO) ITEMS							
Time Related Overhead	Ea	360	\$ 4,328	\$ 1,558,080	300	\$ 4,328	\$ 1,298,400
TRO SUBTOTAL				\$ 1,558,080			\$ 1,298,400
TRO MARK-UP	47%			\$ 736,972			\$ 614,143
TRO TOTAL				\$ 2,295,052			\$ 1,912,543
R/W or OTHER MATERIALS and EXPENSES							
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
R/W or OTHER SUBTOTAL				\$ -			\$ -
R/W or OTHER MARK-UP	57%			\$ -			\$ -
R/W or OTHER TOTAL				\$ -			\$ -
TOTAL				\$ 24,420,068			\$ 15,989,631
TOTAL (Rounded)				\$24,420,000			\$15,990,000
						SAVINGS	\$8,430,000

VA Alt. No. 3.0		VA Alt. Title: Reduce number of bus pads to avoid fiber optic line conflict			
Initial Cost Savings:		\$454,000			
Initial LCC Savings:		TBD			
Change in Schedule:		12-day reduction			
Description of Baseline Concept: The baseline concept proposes to include 42 concrete bus pads constructed of JPCP-RSC. There are several of these planned bus pads between PM 2.0 and 5.0 that will conflict with existing fiber optic line.					
Description of Alternative Concept: The alternative concept proposes to reduce the total number of bus pads for this section by six (or where appropriate) to reduce the potential fiber conflict. The total number bus stops will not be changed, but the construction of new JPCP bus pads will be reduced.					
Advantages: Construction Impacts – Would reduce the amount of construction needed for the bus pads. Less material handling, less construction, less traffic impact, and fewer workdays. Will reduce the potential for Caltrans-owned fiber conflict conflicts.			Disadvantages: Maintainability – Will potentially increase the amount of future roadway maintenance work to keep the bus stop areas in good operational condition.		
Discussion: The main benefit of this alternative is to help avoid time-consuming and costly conflicts with the existing Caltrans-owned fiber optic line which would otherwise be permanently relocated away from the bus pad locations. The potential conflicts with fiber optic lines occur between PM 2.0 and PM 5.0. The JPCP bus pads would be placed to a depth of 1.85 ft. It is anticipated that the fiber optics may be between 1.8 ft. to 3.0 ft. which may create conflicts dependent on the specific separation criteria. <i>The current estimate does not yet include the cost of potential fiber optic utility relocation.</i> It is possible that discussions with the cities may allow for the bus stops to be consolidated and the number of potential bus stops reduced in the PM 2.0 to 5.0 location which would require fewer bus pads to be constructed for the project.					
Performance Assessment			Alignment with Safe System Objectives		
Connectivity	☐	No change	Safer People	☐	No change
Long-Term Impacts	☐	No change	Safer Roads	☐	No change
Maintainability	☒	Degraded	Safer Vehicles	☐	No change
Construction Impacts	☒	Improved	Safer Speeds	☐	No change
Traffic Ops.	☐	No change	Post-Crash Care	☐	No change
Risk Assessment: This alternative represents a reduction in construction-related risk but will have a slight increase on operational risk due to the reduced durability of the areas with regular bus stop pavement.					
Additional Comments: Removing any bus pads is undesirable. Potholing needs to be performed to verify the depth of the fiber optic lines under the pavement in the shoulder and determine the separation criteria with IT. Final Determination: <i>This alternative was rejected at this time as it was determined that additional investigation (potholing) needs to be completed and depth of fiber lines verified before removing any bus pads from the project.</i>					
Resolution of Alternative:			Audit date (milestones)		

Concept Images

PM	NB-AC	PCC or AC	SB-AC	PCC or AC	Intersection
0.022	1	AC	NA	NA	W 25th St
0.166	1	AC	NA	NA	No Intersection (Dash Station)
0.293	1	AC	NA	NA	19th St
2.025	1	AC	1	AC	Summerland
2.23	1	AC	1	AC	Crestwood
2.369	1	AC	1	AC	Park Western
2.484	1	AC	1	AC	Trudie Dr / Capital Dr
2.786	1	AC	1	AC	Caddington Dr
2.971	1	AC	1	AC	Toscanini Dr
3.19	1	AC	1	AC	WB Delasonde Dr & EB Westmont Dr.
3.454	1	AC	1	PCC	Avenue Aprenda
3.699	0	PCC	0	PCC	Green Hills St

List of proposed bus pad locations with potential fiber conflicts (highlighted)

Initial Cost Estimate

CONSTRUCTION ELEMENT		BASELINE CONCEPT			ALTERNATIVE CONCEPT		
Description	Unit	Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
ROADWAY ITEMS							
				\$ -			\$ -
Bus Pads	Ea	42	\$ 35,000	\$ 1,470,000	36	\$ 35,000	\$ 1,260,000
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
Traffic Management	LS	1	\$ 280,000	\$ 280,000	1	\$ 280,000	\$ 280,000
				\$ -			\$ -
				\$ -			\$ -
ROADWAY SUBTOTAL				\$ 1,750,000			\$ 1,540,000
ROADWAY MARK-UP	79%			\$ 1,389,500			\$ 1,222,760
ROADWAY TOTAL				\$ 3,139,500			\$ 2,762,760
TIME RELATED OVERHEAD (TRO) ITEMS							
Time Related Overhead	Ea	360	\$ 4,328	\$ 1,558,080	348	\$ 4,328	\$ 1,506,144
TRO SUBTOTAL				\$ 1,558,080			\$ 1,506,144
TRO MARK-UP	47%			\$ 736,972			\$ 712,406
TRO TOTAL				\$ 2,295,052			\$ 2,218,550
R/W or OTHER MATERIALS and EXPENSES							
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
R/W or OTHER SUBTOTAL				\$ -			\$ -
R/W or OTHER MARK-UP	57%			\$ -			\$ -
R/W or OTHER TOTAL				\$ -			\$ -
TOTAL			\$	5,434,552	\$		4,981,310
TOTAL (Rounded)				\$5,435,000			\$4,981,000
						SAVINGS	\$454,000

VA Alt. No. 4.0		VA Alt. Title: Use appropriate bus pad length	
Initial Cost Savings:		\$474,000	
Initial LCC Savings:		TBD	
Change in Schedule:		12-day reduction	
Description of Baseline Concept: The baseline concept proposes to include 42 concrete bus pads constructed of JPCP-RSC and 115 ft. in length (8-9 panels of roughly 14 ft. length).			
Description of Alternative Concept: The alternative concept proposes to reduce the length of the bus pads by approximately two panels for a total length of 98 ft. (roughly seven panels).			
Advantages: Construction Impacts – Reduces the construction effort by the contractor. Less materials, fewer panels, less traffic disruption, and fewer workdays. Maintainability – Will reduce the amount of future maintenance with regard to the transition panels.		Disadvantages: Maintainability – Potential to introduce some buckling of asphalt concrete (AC) pavement prior to bud pad location.	
Discussion: The main benefit of this alternative is to reduce the total cost of the project but to also provide a more efficient bus pad design. The Highway Design Manual (HDM) provides a recommended length of 115 ft. and a width of 14 ft.; however, the actual design is left to the discretion of each district and the unique aspects of the existing/proposed facility. It is anticipated that a length of 98 ft. will provide an adequate length for bus activity on the facility, while the width of 14 ft. should be maintained.			
Performance Assessment		Alignment with Safe System Objectives	
Connectivity	☐ No change	Safer People	☐ No change
Long-Term Impacts	☐ No change	Safer Roads	☐ No change
Maintainability	☒ Improved	Safer Vehicles	☐ No change
Construction Impacts	☒ Improved	Safer Speeds	☐ No change
Traffic Ops.	☐ No change	Post-Crash Care	☐ No change
Risk Assessment: This alternative represents a reduction in construction-related risk but will not have any measurable impact on operational risk.			
Additional Comments: Reducing the length of the bus pads appears to be reasonable given that the HDM provides guidance but no static design and allows the District to use their own discretion. The design will need only to avoid wheel paths with the pavement joints and will need to conform with the 1:1.2 ratio included in the HDM guidance.			
Final Determination: <i>This alternative was accepted for implementation as it seems to be a reasonable design for the bus pad which will provide cost and time savings while still meeting the intended function of the bus pad – provided that the pad meets the 1:1.2 criteria and avoids placing any wheel tracks on pavement joints.</i>			
Resolution of Alternative:		Audit date (milestones)	

Concept Images

- (3) **Bus Pads.** Bus pads are subjected to similar stresses as intersections; however, it is not practical to engineer rigid bus pads according to the Traffic Index, or according to bus counts. The minimum pavement structure for bus pads should be 0.85 foot JPCP with dowel bars at transverse joints on top of 0.5 foot lean aggregate subbase. Type III soil should be treated in accordance with Index 614.4. Where local standards are more conservative than the pavement structures mentioned above, local standards should govern.

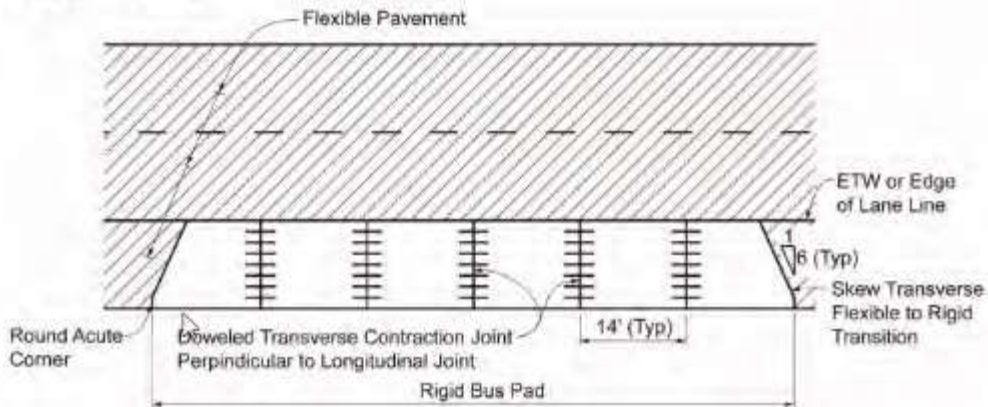
Relative slab dimensions for bus pads should be approximately 1:1 to 1:1.25, transverse-to-longitudinal. The width of the bus pad should be no less than the width of the bus plus 4 feet. If the bus pad extends into the traveled way, the rigid bus pad should extend for the full width of the lane occupied by buses. The minimum length of the bus pad should be 1.5 times the length of the bus(es) that will use the pad at any given time. This will provide some leeway for variations in where the bus stops. Additional length of rigid pavement should be considered for approaches and departures from the bus pad since these locations may be subjected to the same stresses from buses as the pad. A 115-foot length of bus pad (which is approximately 250 percent to 300 percent times the length of typical 40-foot buses) should provide sufficient length for bus approach and departure. The decision whether to use rigid pavement for bus approach and departure to/from bus pads is the responsibility of the District.

A JPCP end anchor is not required, but may improve long-term performance at the flexible-to-rigid pavement transition. Doweled transverse joints should be perpendicular to the longitudinal joint at maximum 14 feet spacing, but consider skewing (at 1:6 typical) entrance/exit transverse flexible-to-rigid transitions, note that since acute corners can fail prematurely, acute corners should be reinforced or rounded (see Figure 626.4). Special care should be taken to assure skid resistance in conformance with current Standard Specifications in the braking area, especially where oil drippage is concentrated.

Highway Design Manual (HDM) Bus Pad guidance

Figure 626.4

Rigid Bus Pad



NOTES:

- (1) Not all details shown.

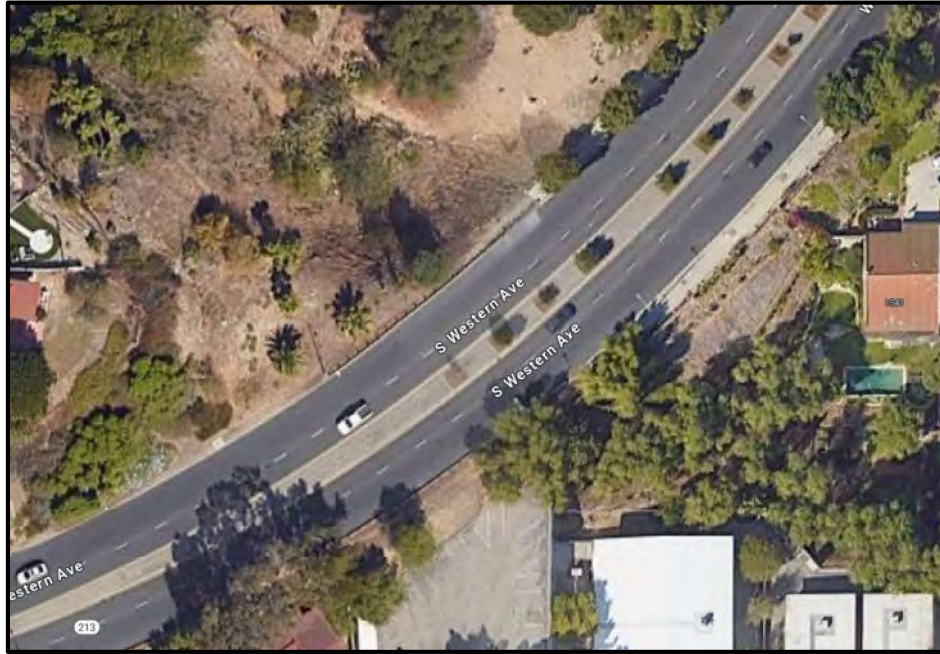
Example plan sheet of Bus Pad from HDM

Initial Cost Estimate

CONSTRUCTION ELEMENT		BASELINE CONCEPT			ALTERNATIVE CONCEPT		
Description	Unit	Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
ROADWAY ITEMS							
				\$ -			\$ -
Bus Pads	Ea	42	\$ 35,000	\$ 1,470,000	42	\$ 29,750	\$ 1,249,500
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
Traffic Management	LS	1	\$ 280,000	\$ 280,000	1	\$ 280,000	\$ 280,000
				\$ -			\$ -
				\$ -			\$ -
ROADWAY SUBTOTAL				\$ 1,750,000			\$ 1,529,500
ROADWAY MARK-UP	79%			\$ 1,389,500			\$ 1,214,423
ROADWAY TOTAL				\$ 3,139,500			\$ 2,743,923
TIME RELATED OVERHEAD (TRO) ITEMS							
Time Related Overhead	Ea	360	\$ 4,328	\$ 1,558,080	348	\$ 4,326	\$ 1,505,448
TRO SUBTOTAL				\$ 1,558,080			\$ 1,505,448
TRO MARK-UP	47%			\$ 736,972			\$ 712,077
TRO TOTAL				\$ 2,295,052			\$ 2,217,525
R/W or OTHER MATERIALS and EXPENSES							
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
R/W or OTHER SUBTOTAL				\$ -			\$ -
R/W or OTHER MARK-UP	57%			\$ -			\$ -
R/W or OTHER TOTAL				\$ -			\$ -
TOTAL				\$ 5,434,552			\$ 4,961,448
TOTAL (Rounded)				\$5,435,000			\$4,961,000
						SAVINGS	\$474,000

VA Alt. No. 5.0		VA Alt. Title: Eliminate one segment of retaining walls			
Initial Cost Savings:		\$3,116,000			
Initial LCC Savings:		TBD			
Change in Schedule:		40-day reduction			
Description of Baseline Concept: The baseline concept proposes to include sidewalks along the facility at two separate locations (Locations 1 and 2). The sidewalks will require retaining walls to be constructed at these locations. The necessary R/W for the retaining wall at Location 1 (SB on SR-213 between West Weymouth Place and Bynner Drive) has not yet been acquired.					
Description of Alternative Concept: The alternative concept proposes to eliminate the two retaining walls needed for location 1.					
Advantages: Construction Impacts – Requires less construction effort required by the contractor. Less materials, less excavation, fewer workdays, and less traffic disruption. Long-Term Impacts – Requires less permanent R/W acquisition required. Represents less soil and vegetation disturbance to the ravine. Maintainability – Less retaining wall and sidewalk to maintain into the future.			Disadvantages: Multi-Modal Connectivity – Reduces community connectivity by eliminating sidewalk. Creates potential for more traffic conflicts to occur.		
Discussion: The main benefit of this alternative is to reduce the cost of the project and to align the design with what is currently included (or not included) within the budget. The District is still pursuing the funding to acquire the R/W needed to support the retaining wall for the inclusion of the retaining walls and sidewalk originally intended for this portion of the facility.					
Performance Assessment			Alignment with Safe System Objectives		
Connectivity	▽	Degraded	Safer People	○	No change
Long-Term Impacts	△	Improved	Safer Roads	○	No change
Maintainability	△	Improved	Safer Vehicles	○	No change
Construction Impacts	△	Improved	Safer Speeds	○	No change
Traffic Ops.	○	No change	Post-Crash Care	○	No change
Risk Assessment: This alternative will reduce the construction-related risk of the project but will increase the operational risk of the project by not providing a sidewalk in Location 1.					
Additional Comments: The inclusion of the sidewalk at this location is desirable; however, there currently is not enough funding in the project included for additional R/W acquisitions despite the retaining walls being identified and included in the estimate. Final Determination: <i>This alternative was rejected at this time to provide more time to allow the potential inclusion of the sidewalk and necessary retaining walls at Location 1 in the project – dependent on more funding and R/W acquisition.</i>					
Resolution of Alternative:			Audit date (milestones)		

Concept Images



Overhead image of the proposed sidewalk and retaining wall location on the SB side of SR-213



Street level image of the proposed sidewalk and retaining wall location on the SB side of SR-213

Initial Cost Estimate

CONSTRUCTION ELEMENT		BASELINE CONCEPT			ALTERNATIVE CONCEPT		
Description	Unit	Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
ROADWAY ITEMS							
				\$ -			\$ -
Retaining Wall (Segment 1)	LS	1	\$ 1,574,405	\$ 1,574,405			\$ -
				\$ -			\$ -
Traffic Management	LS	1	\$ 280,000	\$ 280,000	1	\$ 260,000	\$ 260,000
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
ROADWAY SUBTOTAL				\$ 1,854,405			\$ 260,000
ROADWAY MARK-UP	79%			\$ 1,472,398			\$ 206,440
ROADWAY TOTAL				\$ 3,326,803			\$ 466,440
TIME RELATED OVERHEAD (TRO) ITEMS							
Time Related Overhead	Ea	360	\$ 4,328	\$ 1,558,080	320	\$ 4,328	\$ 1,384,960
TRO SUBTOTAL				\$ 1,558,080			\$ 1,384,960
TRO MARK-UP	47%			\$ 736,972			\$ 655,086
TRO TOTAL				\$ 2,295,052			\$ 2,040,046
R/W or OTHER MATERIALS and EXPENSES							
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
R/W or OTHER SUBTOTAL				\$ -			\$ -
R/W or OTHER MARK-UP	57%			\$ -			\$ -
R/W or OTHER TOTAL				\$ -			\$ -
TOTAL				\$ 5,621,854			\$ 2,506,486
TOTAL (Rounded)				\$5,622,000			\$2,506,000
						SAVINGS	\$3,116,000

VA Alt. No. 6.0		VA Alt. Title: Eliminate permanent BMPs from project	
Initial Cost Savings:		\$377,000	
Initial LCC Savings:		TBD	
Change in Schedule:		No change	
Description of Baseline Concept: The baseline concept proposes to include three BMPs for storm water management within the project limits.			
Description of Alternative Concept: The alternative concept proposes to eliminate these three treatment BMPs as there is currently no available R/W for placement within the project limits.			
Advantages: Construction Impacts – Would reduce the amount of worked required in the project. Maintainability – Will reduce the future workload on maintenance staff.		Disadvantages: Long-Term Impacts – Reduces the ability to receive stormwater water pollution credits. There will still be a need for stormwater treatment until R/W is acquired.	
Discussion: The main benefit of this alternative is that it removes an element from the project that is that currently not possible to pursue. There is no R/W available within the project limits where the stormwater treatment BMPs can be placed and no additional project resources to acquire more property. The need for proper stormwater treatment within the project limits is still desirable for the facility; however, the project does not currently have the resources to include it. The District (and cities) does not currently have the staffing resources to maintain the proposed stormwater BMPs for the facility. The maintenance agreement with the affected cities would need to be revisited to determine how best to maintain any completed BMPs.			
Performance Assessment		Alignment with Safe System Objectives	
Connectivity	☐ No change	Safer People	☐ No change
Long-Term Impacts	☒ Degraded	Safer Roads	☐ No change
Maintainability	☒ Improved	Safer Vehicles	☐ No change
Construction Impacts	☒ Improved	Safer Speeds	☐ No change
Traffic Ops.	☐ No change	Post-Crash Care	☐ No change
Risk Assessment: The operational risk will be marginally increased due to the reduction in overflow relief at this location.			
Additional Comments: The inclusion of BMPs within the project is an important objective, but it is understandably limited by the availability of appropriate property and the funding for property acquisition. Final Determination: <i>This alternative was rejected at this time to provide more time to allow the potential inclusion of BMPs in the project – dependent on more funding and R/W acquisition.</i>			
Resolution of Alternative:		Audit date (milestones)	

Initial Cost Estimate

CONSTRUCTION ELEMENT		BASELINE CONCEPT			ALTERNATIVE CONCEPT		
Description	Unit	Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
ROADWAY ITEMS							
				\$ -			\$ -
Water Pollution Control	Ea	1	\$ 360,000	\$ 360,000	1	\$ 150,000	\$ 150,000
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
ROADWAY SUBTOTAL				\$ 360,000			\$ 150,000
ROADWAY MARK-UP	79%			\$ 285,840			\$ 119,100
ROADWAY TOTAL				\$ 645,840			\$ 269,100
TIME RELATED OVERHEAD (TRO) ITEMS							
Time Related Overhead				\$ -			\$ -
TRO SUBTOTAL				\$ -			\$ -
TRO MARK-UP	47%			\$ -			\$ -
TRO TOTAL				\$ -			\$ -
R/W or OTHER MATERIALS and EXPENSES							
				\$ -			\$ -
				\$ -			\$ -
				\$ -			\$ -
R/W or OTHER SUBTOTAL				\$ -			\$ -
R/W or OTHER MARK-UP	57%			\$ -			\$ -
R/W or OTHER TOTAL				\$ -			\$ -
TOTAL			\$ 645,840		\$ 269,100		
TOTAL (Rounded)			\$646,000		\$269,000		
						SAVINGS	\$377,000

PROJECT ANALYSIS

PROJECT ANALYSIS

SUMMARY OF ANALYSIS

The following analysis tools were used to study the project:

- Key Project Factors
- Cost Model
- Function Analysis

KEY PROJECT FACTORS

The first day of the VA study included meetings with the project stakeholders. The following summarizes key project issues and site visit observations identified during these sessions.

Project Issues

The following are some of the issues and concerns associated with the project:

Project Scope and Budget – The escalated cost for the project completion has far exceeded the original PA, mainly due to market conditions and the additional scope items since included in the project such as retaining walls, R/W, and median removal. Completing the rehabilitation work of the anchor asset while incorporating the more essential satellite assets (curb ramps, guardrail, ITS elements, etc.) will be a challenge for this project.

Construction Process – Contractor means and methods will be integral to the project minimizing impacts to the traveling public and local communities. During the daytime, all lanes need to be open to accommodate traffic volumes. The 600-working-day schedule appears more than adequate to complete work while achieving this with nighttime work. However, this period work will generate unwanted noise in the residential areas.

Public Partnership – Building rapport for public engagement with the City of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance will be important to the success of the project as well as for coordinating future maintenance of the facilities. Also, a significant level of additional public engagement will be needed for the project with the local community (businesses and residents) and the traveling public including drivers, bicyclists, pedestrians, and equestrians to help the project reach completion with as little community disruption as possible.

COST MODEL

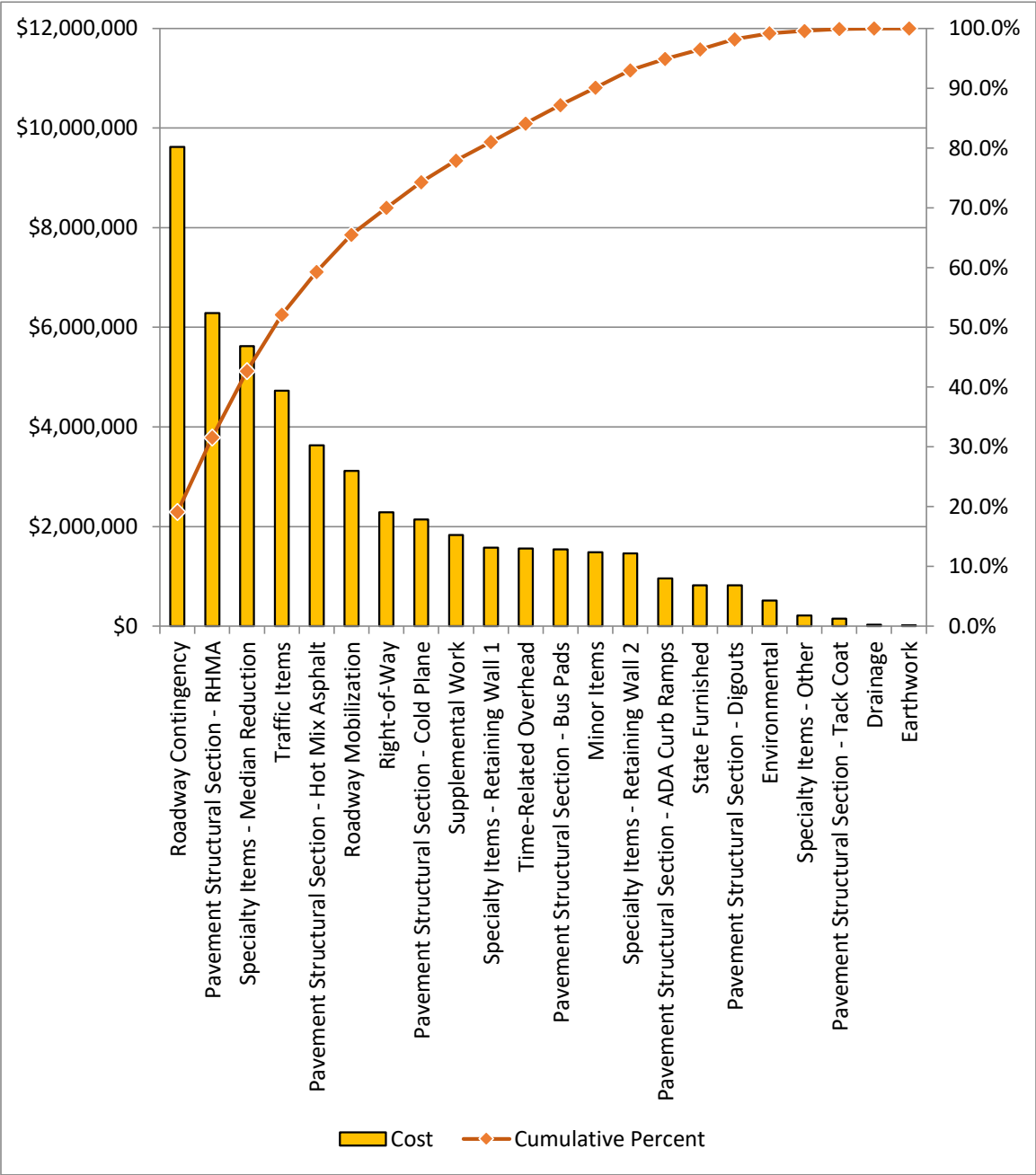
The VA team leader prepared a cost model from the cost estimated presented in the *Project Information* section of this report. The model is based on the updated project cost estimate dated October 18, 2023, which was made available during the VA study and is organized to identify major construction element or trade categories, the original estimated costs, and the percent of total project cost for the significant cost items. The cost model and Pareto chart below provide a concise perspective of where major cost items reside within the project cost estimate.

Cost Model

Item	Cost	% of Total	Cumulative %
Roadway Contingency	\$9,621,900	19.1 %	19.1 %
Pavement Structural Section - RHMA	\$6,282,900	12.5 %	31.6 %
Specialty Items - Median Reduction	\$5,624,058	11.2 %	42.7 %
Traffic Items	\$4,728,700	9.4 %	52.1 %
Pavement Structural Section - Hot Mix Asphalt	\$3,630,120	7.2 %	59.3 %
Roadway Mobilization	\$3,116,200	6.2 %	65.5 %
Right-of-Way	\$2,286,300	4.5 %	70.0 %
Pavement Structural Section - Cold Plane	\$2,139,765	4.2 %	74.3 %
Supplemental Work	\$1,831,500	3.6 %	77.9 %
Specialty Items - Retaining Wall 1	\$1,574,405	3.1 %	81.0 %
Time-Related Overhead	\$1,558,100	3.1 %	84.1 %
Pavement Structural Section - Bus Pads	\$1,540,000	3.1 %	87.2 %
Minor Items	\$1,483,900	2.9 %	90.1 %
Specialty Items - Retaining Wall 2	\$1,458,554	2.9 %	93.0 %
Pavement Structural Section - ADA Curb Ramps	\$960,000	1.9 %	94.9 %
State Furnished	\$820,300	1.6 %	96.5 %
Pavement Structural Section - Digouts	\$819,000	1.6 %	98.2 %
Environmental	\$511,100	1.0 %	99.2 %
Specialty Items - Other	\$216,250	0.4 %	99.6 %
Pavement Structural Section - Tack Coat	\$150,000	0.3 %	99.9 %
Drainage	\$27,500	0.1 %	100.0 %
Earthwork	\$15,000	0.0 %	100.0 %
TOTAL	\$50,395,552		

For VA alternative development, additional percentage-based cumulative mark-ups not included in the initial cost of construction are reflected within the total project estimate. These mark-ups include 5% for Minor Items, 10% for Mobilization, 4% for Supplemental Work, 2% for State Furnished Materials and Expenses, 25% for Roadway Contingency, and 18% for escalation. The mark-up for each initial construction cost items cumulatively amounts to 79.4% for Roadway Construction items, 47.3% for Time Related Overhead, and 56.7% for R/W items. This mark-up total was used for the purpose of developing initial construction costs for analyzing individual practical design VA alternatives.

Pareto Chart



FUNCTION ANALYSIS

Function analysis was performed, and a Function Analysis System Technique (FAST) diagram was produced which revealed the key functional relationships for the project. This analysis provided a greater understanding of the total project and how the project's performance, cost, time, and risk characteristics are related to the various functions identified. The FAST diagram arranges the functions in logical order so that when read from left to right, the functions answer the question "How?" If the diagram is read from right to left, the functions answer the questions "Why?" Functions connected with a vertical line are those that happen at the same time as, or are caused by, the function at the top of the column (a "When?" relationship).

FUNCTION ANALYSIS

Function analysis was performed, and a Function Analysis System Technique (FAST) diagram was produced which revealed the key functional relationships for the project. This analysis provided a greater understanding of the total project and how the project's performance, cost, time, and risk characteristics are related to the various functions identified. The FAST diagram arranges the functions in logical order so that when read from left to right, the functions answer the question "How?" If the diagram is read from right to left, the functions answer the questions "Why?" Functions connected with a vertical line are those that happen at the same time as, or are caused by, the function at the top of the column (a "When?" relationship).

Random Function Identification

Project Element	Function
Drainage	Collect Water
Drainage	Connect Stormwater
Drainage	Convey Water
Drainage	Remove Water
Drainage	Resist Erosion
Drainage	Treat Water
Earthwork	Acquire Fill
Earthwork	Investigate Conditions
Earthwork	Prepare Site
Earthwork	Remove Existing
Earthwork	Remove HAZMAT
Electrical	Collect Data
Electrical	Control Signals
Electrical	Control Traffic
Electrical	Decrease Delay

Project Element	Function
Electrical	Enhance Safety
Electrical	Enhance Visibility
Electrical	Illuminate Space
Electrical	Increase Delay
Electrical	Inform Public
Electrical	Manage Traffic
Electrical	Optimize Transportation
Electrical	Sense Traffic
Electrical	Store Data
Electrical	Transmit Data
Pavement Structural	Enhance Durability
Pavement Structural	Enhance Ride
Pavement Structural	Increase Longevity
Pavement Structural	Increase Traction
Pavement Structural	Match Existing

Project Element	Function
Pavement Structural	Smooth Pavement
Pavement Structural	Support Load
Project Management	Advertise Project
Project Management	Complete Milestones
Project Management	Coordinate Stakeholders
Project Management	Engage Public
Project Management	Ensure Scope
Project Management	Maintain Schedule
Project Management	Manage Contract
Project Management	Manage Cost
Project Management	Manage Expectations
Project Management	Manage Risk
Project Management	Meet Standards
Project Management	Obtain Approvals
Project Management	Obtain Funding
Project Management	Play Nice

Project Element	Function
Project Management	Protect Environment
Project Management	Stage Construction
Project Requirement	Accommodate Bicycles
Project Requirement	Accommodate Pedestrians
Project Requirement	Accommodate Vehicles
Project Requirement	Create Separation
Project Requirement	Enhance Public Trust
Project Requirement	Enhance Safety
Project Requirement	Extend Life
Project Requirement	Improve Mobility
Project Requirement	Maintain Assets
Project Requirement	Reduce Maintenance
Project Requirement	Rehabilitate Pavement
Project Requirement	Separate Traffic
Project Requirement	Support Community

The study team concluded that the higher-order function of the project is to *Improve Mobility* through the basic functions of *Rehabilitate Pavement and Accommodate Modes*. Key secondary functions include *Support Load, Enhance Durability, Reduce Maintenance, Treat Water, Convey Water, Engage Public, Manage Traffic, Transmit Data, Stage Construction, Enhance Safety, and Recycle Materials*. Essential requirements included *Manage Estimate and Deliver Project*.

IDEA EVALUATION

IDEA EVALUATION

The ideas generated by the VA team were carefully evaluated, and project-specific attributes were applied to each idea to assure an objective evaluation.

EVALUATION PROCESS

The VA team generated and evaluated ideas on how to perform the various project functions using other approaches. The idea list was grouped by function or major project element. Each idea was evaluated with respect to the functional requirements of the project. Performance, cost, time, and risk may also have been considered during this evaluation.

Once each idea was fully evaluated, it was rated to determine which ideas had the greatest potential for value improvement. Ideas identified for development as VA alternatives or as other considerations are documented in the *VA Alternatives* section of this report.

IDEA SUMMARY

All the ideas generated during the Creativity Phase using brainstorming techniques are recorded on the following pages. The team created and evaluated these ideas together using Miro. Each idea received an idea code based on the function statement under which it was brainstormed. The following table indicates the functions related to each idea code.

Idea Code	Related Function
AM	Accommodate Modes
CS	Coordinate Stakeholders
CT	Control Traffic
MT	Manage Budget

Idea Code	Related Function
RE	Retain Earth
SL	Support Load
TW	Treat Water

IDEA SUMMARY LIST

Idea Code	Idea Description	Rating
AM-1	Reduce number of bus pads	DEV
AM-2	Optimize bus pad length	DEV
CS-1	Improve Maintenance Agreements	OC
CS-2	Eliminate replanting from project	OC
CS-3	Determine balance between bicycle lane, parking, and median	OC
CS-4	Coordinate with Railroad for two crossings	OC
CS-5	Determine construction staging options	OC
CS-6	Reduce lane width in lieu of median reduction for bicycle lane	OC

Idea Code	Idea Description	Rating
CT-1	Widen sidewalks	OC
CT-2	Detour traffic to avoid railroad crossing near Sepulveda Ave.	OC
CT-3	Drop parking adjacent to left turn lane	ABD
CT-4	Eliminate median reduction where parking must remain	COM
MB-1	Reduce paving limits	OC
MB-2	Eliminate city rail replacement	ABD
RE-1	Eliminate one segment of retaining walls	DEV
SL-1	Use 0.20 ft. RHMA-G in lieu of 0.25 ft.	DEV
SL-2	Use RAP for RHMA-G mix	OC
SL-3	Use 0.15 ft. RHMA-G where appropriate in lieu of 0.25 ft.	DEV
SL-4	Use crack sealant	ABD
SL-5	Request materials recommendation	ABD
SL-6	Use slurry seal	DIS
SL-7	Use alternative concrete method in lieu of JPCP at bus pads to reduce fiber optic conflict	DIS
TW-1	Eliminate permanent BMPs	DEV
TW-2	Determine drainage inlet design for removed median areas	OC

DEV: Develop as VA Alternative

OC: Other Consideration

ABD: Already Being Done (in the Baseline Concept)

DIS: Dismissed

COM: Combine

VA PROCESS

Day 1 – Monday, January 8th 2024– via WebEx

8:00 Introductions

8:05 Project In-Brief

- **Need & Purpose**
- **Overview of Current Project Status**
- **Review Project Cost Estimate & Schedule**
- **VA Sprint Goals**

10:00 Break

10:15 Review Project Functions

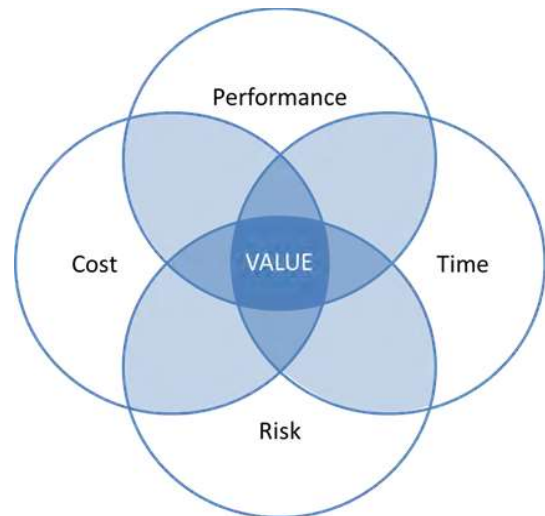
11:00 Brainstorm New Ideas

12:00 Lunch

1:00 Review Applicable Caltrans VA Database Ideas

2:00 Evaluate Ideas

4:00 Adjourn



Day 2 – Tuesday, January 9th 2024– via WebEx

8:00 Review Shortlist of Top Ideas

8:15 Assign and Develop VA Alternatives

10:00 Break

10:30 Continue Development of VE Alternatives

12:00 Lunch

12:30 Development of VE Alternatives (cont.)

2:00 Presentation Prep

3:00 VA Sprint Presentation

4:00 Adjourn

VA STUDY MEETING ATTENDEES

11/6	1/3	1/8	1/9	Name	Position/Role	Telephone	E-mail
X	X	X	X	Eric Trimble	VA Study Team Leader	206-679-8029	Eric.trimble@vms-inc.com
X	X	X	X	Ryan Nai	DVAC		Ryan.Nai@dot.ca.gov
X		X	X	Joseph Reynoza	Design Manager	213-266-6121	Joseph.reynoza@dot.ca.gov
X	X	X	X	Kinseng Wong	Project Engineer	213-266-3705	Kin.Seng.Wong@dot.ca.gov
X	X	X	X	Suzie Kearns	Project Designer	213-266-3729	Suzie.kearns@dot.ca.gov
		X	X	Kevin Nguyen	Design - ADA		Kevin.q.nguyen@dot.ca.gov
		X	X	Wendel Davidson	Construction/Field Office Resident Engineer		Wendel.davidson@dot.ca.gov
	X	X		Nader Abdelmalek	Project Manager	213-598-6789	Nader.abdelmalek@dot.ca.gov
X				Jesse Ornelas	Asst. Project Manager		
X				Mehdi Salehinik	Office Chief		
		X	X	Benjamin Medina	Complete Streets		Benjamin.medina@dot.ca.gov
		X		George Olguin	Landscape Architecture - South Region/Sr.	213-266-6588	George.olguin@dot.ca.gov
		X	X	Nader Gobran	Engineering Services – Materials/Sr.	213-269-1357	Nader.gobran@dot.ca.gov
		X		Wing-Yan (Karen) Lee	Hydraulics/Sr.	213-269-1861	Wing.y.lee@dot.ca.gov
		X		Carly Corona	Right-of-Way		Carly.corona@dot.ca.gov
		X		Mario Zamorano	Right-of-Way/Railroad	213-266-3576	Mario.zamorano.jr@dot.ca.gov
		X		Maximilio Chavez	Office of District Traffic Manager		Maximiliano.chavez@dot.ca.gov
		X	X	Jose Martinez	Office of Intelligent Transportation Systems, ITS Infrastructure Development - Electrical	213-266-6047	Jose.flores.martinez@dot.ca.gov
		X		Fatemeh Ansari	Office of Traffic Design, Electrical Sys. Design/Sr.	213-598-1671	Fatemeh.ansari@dot.ca.gov
		X	X	Erick Morales	Office of Traffic Design, Electrical Sys. Design		Erick.morales@dot.ca.gov
		X	X	Godfrey Nzeogu	Maintenance		
		X		Ara Jitechian	Hydraulics		

APPENDIX: COST ESTIMATE

PROJECT
PLANNING COST ESTIMATE©

EA: DS-123456

EA: DS-123456 PID: DS1234567

PID: DS1234567

District-County-Route: 00-XXX-X-000

PM: 00.0 - 00.0

Type of Estimate : Project Scope Summary Report

Program Code : STIP

Project Limits : X street west of a highway to y street east of route b.

Project Description: Freeway widening, bridge widen/replace and maintenance structure.

Scope : Freeway Widening and Building Work - Not a real example.

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 48,109,300	\$ 56,677,878
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 48,109,300	\$ 56,677,878
TOTAL RIGHT OF WAY COST	\$ 2,286,300	\$ 3,583,500
TOTAL CAPITAL OUTLAY COSTS	\$ 50,396,000	\$ 60,262,000
PA/ED SUPPORT	\$ 4,037,128	\$ 4,079,233
PS&E SUPPORT	\$ 3,049,041	\$ 3,369,774
RIGHT OF WAY SUPPORT	\$ 139,688	\$ 152,914
CONSTRUCTION SUPPORT	\$ 4,464,060	\$ 5,463,298
TOTAL SUPPORT COST	\$ 11,690,000	\$ 13,066,000

TOTAL PROJECT COST	\$ 62,100,000	\$ 73,400,000
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Programmed Amount \$ 250,000,000

Date of Estimate (Month/Year) Month / Year
1 / 2023

Estimated Construction Start (Month/Year) 1 / 2025

Number of Working Days = 600

Estimated Mid-Point of Construction (Month/Year) 7 / 2024

Estimated Construction End (Month/Year) 12 / 2026

Number of Plant Establishment Days 261

Estimated Project Schedule

PID Approval	1/15/2014
PA/ED Approval	12/10/2017
PS&E	6/25/2023
RTL	12/18/2023
Begin Construction	1/19/2023

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 15,000
2	Pavement Structural Section	\$ 15,521,800
3	Drainage	\$ 27,500
4	Specialty Items	\$ 8,873,300
5	Environmental	\$ 511,100
6	Traffic Items	\$ 4,728,700
7	Detours	\$ -
8	Minor Items	\$ 1,483,900
9	Roadway Mobilization	\$ 3,116,200
10	Supplemental Work	\$ 1,831,500
11	State Furnished	\$ 820,300
12	Time-Related Overhead	\$ 1,558,100
13	Total Roadway Contingency	\$ 9,621,900

TOTAL ROADWAY ITEMS	\$ 48,109,300
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Estimate Prepared By :

Name and Title	Date	Phone
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Estimate Reviewed By :

Name and Title	Date	Phone
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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	x	= \$	-
19010X Roadway Excavation (Insert Type) ADL	CY	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
194001 Ditch Excavation	CY	x	= \$	-
192037 Structure Excavation (Retaining Wall)	CY	x	= \$	-
193013 Structure Backfill (Retaining Wall)	CY	x	= \$	-
193031 Pervious Backfill Material (Retaining Wall)	CY	x	= \$	-
17010X Clearing & Grubbing	LS/ACRE	1 x	15,000.00 = \$	15,000
100100 Develop Water Supply	LS	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
21012X Duff	ACRE/SQFT	x	= \$	-
XXXXXX Some Item	Unit	x	= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$ 15,000
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code	Unit	Quantity	Unit Price (\$)	Cost
401050 Jointed Plain Concrete Pavement	CY	x	= \$	-
400050 Continuously Reinforced Concrete Pavement	CY	x	= \$	-
390132 Hot Mix Asphalt (Type A)	TON	x	= \$	-
26020X Class 2 Aggregate Base	TON/CY	x	= \$	-
250401 Class 4 Aggregate Subbase	CY	x	= \$	-
153103 Cold Plane Asphalt Concrete Pavement	SQYD	427,953 x	5.00 = \$	2,139,765
414240 Isolation Joint Seal (Asphalt Rubber)	LF	x	= \$	-
414241 Isolation Joint Seal (Silicone)	LF	x	= \$	-
280010 Rapid Strength Concrete Base	CY	x	= \$	-
410096 Drill and Bond (Dowel Bar)	EA	x	= \$	-
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	x	130.00 = \$	-
391006 Asphalt Binder (Geosynthetic Pavement Interlayer)	TON	x	= \$	-
290201 Asphalt Treated Permeable Base	CY	x	= \$	-
374002 Asphaltic Emulsion (Fog Seal Coat)	TON	x	= \$	-
397005 Tack Coat	LS	1 x	150,000.00 = \$	150,000
377501 Slurry Seal	TON	x	= \$	-
374493 Polymer Asphaltic Emulsion (Seal Coat)	TON	x	= \$	-
370001 Sand Cover (Seal)	TON	x	= \$	-
731530 Minor Concrete (Textured Paving)	CY	x	= \$	-
731502 Minor Concrete (Miscellaneous Construction)	CY	x	= \$	-
39407X Place Hot Mix Asphalt Dike (Insert Type)	LF	x	= \$	-
398100 Remove Asphalt Concrete Dike	LF	x	= \$	-
420201 Grind Existing Concrete Pavement	SQYD	x	= \$	-
398300 Remove Base and Surfacing	CY	x	= \$	-
390095 Replace Asphalt Concrete Surfacing	CY	x	= \$	-
41800X Remove Concrete Pavement	SQYD/CY	x	= \$	-
394090 Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	x	= \$	-
398200 Cold Plane Asphalt Concrete Pavement	SQYD	x	= \$	-
846046 6" Rumble Strip (Asphalt Concrete Pavement)	STA	x	= \$	-
846049 6" Rumble Strip (Concrete Pavement)	STA	x	= \$	-
846051 12" Rumble Strip (Asphalt Concrete Pavement)	STA	x	= \$	-
846052 12" Rumble Strip (Concrete Pavement)	STA	x	= \$	-
420102 Groove Existing Concrete Pavement	SQYD	x	= \$	-
394095 Roadside Paving (Miscellaneous Areas)	SQYD	x	= \$	-
390136 Minor Hot Mix Asphalt	TON	x	= \$	-
390132 Hot Mix Asphalt (Type A)	TON	27,924 x	130.00 = \$	3,630,120
390132 Hot Mix Asphalt (Type A) Dig out	TON	6,300 x	130.00 = \$	819,000
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	41,886 x	150.00 = \$	6,282,900
731502 ADA Curb Ramps	EA	64 x	15,000.00 = \$	960,000
731502 Bus Pads	TON	44 x	35,000.00 = \$	1,540,000
XXXXXX Some Item	Unit	x	= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 15,521,800
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SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
71013X Remove Culvert	EA/LF	x	= \$	-
710240 Modify Inlet	EA	x	= \$	-
710370 Sand Backfill	CY	x	= \$	-
71010X Abandon Culvert	EA/LF	x	= \$	-
710196 Adjust Inlet	LF	x	= \$	-
710262 Cap Inlet	EA	x	= \$	-
510501 Minor Concrete	CY	x	= \$	-
510502 Minor Concrete (Minor Structure)	CY	x	= \$	-
731627 Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	x	= \$	-
6101XX XX" Alternative Pipe Culvert (Insert Type)	LF	x	= \$	-
6411XX XX" Plastic Pipe	LF	x	= \$	-
65XXXX XX" Reinforced Concrete Pipe (Insert Type)	LF	x	= \$	-
6811XX XX" Plastic Pipe (Edge Drain)	LF	x	= \$	-
6901XX XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	= \$	-
7006XX XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$	-
7032XX 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 (Insert Class)	SQYD	x	= \$	-
721420 Concrete (Ditch Lining)	CY	x	= \$	-
721430 Concrete (Channel Lining)	CY	x	= \$	-
750001 Miscellaneous Iron and Steel	LB	x	= \$	-
150820 Modify Inlet	EA	11	x 2,500.00	= \$ 27,500
XXXXXX Additional Drainage	LS	x	= \$	-

TOTAL DRAINAGE ITEMS	\$	27,500
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SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost	
520103 Bar Reinforced Steel (Retaining Wall)	LB	x	= \$	-	PRSM quantity input for Look Ahead report.
5100XX Structural Concrete	CY	x	= \$	-	PRSM quantity input for Look Ahead report.
510060 Structural Concrete, Retaining Wall	CY	x	= \$	-	PRSM quantity input for Look Ahead report.
5201XX Bar Reinforcing Steel	LB	x	= \$	-	PRSM quantity input for Look Ahead report.
080050 Progress Schedule (Critical Path Method)	LS	x	= \$	-	
582001 Sound Wall (Masonry Block)	SQFT	x	= \$	-	
510530 Minor Concrete (Wall)	CY	x	= \$	-	
60005X Remove Sound Wall	LF/LS/SQFT	x	= \$	-	
190110 Lead Compliance Plan	LS	1	x 20,000.00	= \$ 20,000	
141120 Treated Wood Waste	LB	x	= \$	-	
839750 Remove Barrier	LF	x	= \$	-	
839752 Remove Guardrail	LF	x	= \$	-	
710167 Remove Flared End Section	EA	x	= \$	-	
8000XX Chain Link Fence (Insert Type)	LF	x	= \$	-	
80XXXX XX" Chain Link Gate (Type CL-X)	EA	x	= \$	-	
832007 Midwest Guardrail System	LF	478	x 75.00	= \$ 35,850	
839301 Single Thrie Beam Barrier	LF	x	= \$	-	
839310 Double Thrie Beam Barrier	LF	x	= \$	-	
839521 Cable Railing	LF	x	= \$	-	
839566 Terminal System (Type CAT)	EA	x	= \$	-	
839584 Alternative In-line Terminal System	EA	x	= \$	-	
839585 Alternative Flared Terminal System	EA	x	= \$	-	
4906XX XX" Cast-In-Drilled-Hole Concrete Piling	LF	x	= \$	-	
8396XX Crash Cushion (Insert Type)	EA	x	= \$	-	
8331XX Concrete Barrier (Insert Type)	LF	x	= \$	-	
475010 Retaining Wall (Segment 1 Type- 6A & 5) & Sidewalk	LS	1	x 1,574,405.00	= \$ 1,574,405	
Retaining Wall (Segment 2 - Type 6A) & Sidewalk	LS	1	x 1,458,554.00	= \$ 1,458,554	
839701 Concrete Barrier (Type 60)	LF	144	x 350.00	= \$ 50,400	
780460 Anti-Graffiti Coating	SQFT	x	= \$	-	
780450 Rock Stain	SQFT	x	= \$	-	
4730XX Reinforced Concrete Crib Wall (Insert Type)	SQFT	x	= \$	-	
83954X Transition Railing (Insert Type)	EA	x	= \$	-	
780440 Prepare and Stain Concrete	SQFT	x	= \$	-	
839561 Rail Tensioning Assembly	EA	x	= \$	-	
839581 End Anchor Assembly (Type SFT)	EA	4	x 2,500.00	= \$ 10,000	
Median Reduction and Pavement Replacement at median	LS	x	= \$	5,624,058	
XXXX Side Walk, Raised island and Curb repair	LS	1	x 100,000.00	= \$ 100,000	
TOTAL SPECIALTY ITEMS				\$	8,873,300

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200).

[Link to Design Memo.](#)

SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation (on-site)	LS	x	= \$	-
80010X Temporary Fence (Insert Type)	LF	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
<i>Subtotal Environmental Mitigation</i>				<i>\$ -</i>

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
206405 Remove Irrigation Facility	LS	x	= \$	-
204096 Maintain Existing Planted Areas	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil	CY/TON	x	= \$	-
200114 Rock Blanket	SQFT/SQYD	x	= \$	-
XXXXXX Vegetation Control (Minor Concrete)	SQYD	300	x 47.00	= \$ 14,100
209801 Water Pollution Control	EA	1	x 360,000.00	= \$ 360,000
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation)	LF	x	= \$	-
<i>Subtotal Landscape and Irrigation</i>				<i>\$ 374,100</i>

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
211111 Permanent Erosion Control Establishment Work	LS	x	= \$	-
210010 Move-In/Move-Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	1,000	x 5.00	= \$ 5,000
210360 Compost Sock	LF	x	= \$	-
2102XX Rolled Erosion Control Product (Insert Type)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	x	= \$	-
210610 Compost	CY	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 10,000.00	= \$ 10,000
130200 Prepare WPCP	LS	x	= \$	-
130100 Job Site Management	LS	1	x 10,000.00	= \$ 10,000
130330 Storm Water Annual Report	EA	2	x 6,000.00	= \$ 12,000
130310 Rain Event Action Plan	EA	10	x 1,000.00	= \$ 10,000
130320 Storm Water Sampling and Analysis Day	EA	x	= \$	-
130520 Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550 Temporary Hydroseed	SQYD	x	= \$	-
130505 Move-In/Move-Out (Temporary Erosion Control)	EA	x	= \$	-
130640 Temporary Fiber Roll	LF	1,000	x 5.00	= \$ 5,000
130900 Temporary Concrete Washout	LS	1	x 35,000.00	= \$ 35,000
130710 Temporary Construction Entrance	EA	x	= \$	-
130610 Temporary Check Dam	LF	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	x	= \$	-
130730 Street Sweeping	LS	1	x 50,000.00	= \$ 50,000
<i>Subtotal NPDES</i>				<i>\$ 132,000</i>

Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	1	x 100,000.00	= \$ 100,000
066596 Additional Water Pollution Control**	LS	1	x 10,000.00	= \$ 10,000
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				<i>\$ 110,000</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	\$	511,100
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SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code	Unit	Quantity	Unit Price (\$)	Cost
870200 Lighting System	LS	x	= \$	-
870300 Sign Illumination System	LS	x	= \$	-
870400 Signal and Lighting System	LS	x	= \$	-
870510 Ramp Metering System	LS	x	= \$	-
87181X Interconnection Conduit and Cable	LF/LS	x	= \$	-
5602XX Furnish Sign Structure (Insert Type)	LB	x	= \$	-
5602XX Install Sign Structure (Insert Type)	LB	x	= \$	-
4980XX XX" CIDHC Pile (Sign Foundation)	LF	x	= \$	-
87011X Inductive Loop Detector	EA/LS	x	= \$	-
870600 Traffic Monitoring Station System	LS	x	= \$	-
56804X Remove Sign Structure	EA/LS	x	= \$	-
568054 Reconstruct Sign Structure	EA	x	= \$	-
568060 Modify Sign Structure	EA	x	= \$	-
870009 Elements During Construction	LS	1	x 100,000.00 = \$	100,000
86XXXX Protect Fiber Optic Conduit System	LS	1	x 160,000.00 = \$	160,000
872130 Relocate Signal Structures/ Pull Boxes, and Loop I	LS	1	x 1,500,000.00 = \$	1,500,000
XXXXX Some Item	Unit	x	= \$	-
Subtotal Traffic Electrical				\$ 1,760,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
820840 Roadside Sign - One Post	EA	1	x 10,000.00 = \$	10,000
820850 Roadside Sign - Two Post	EA	x	= \$	-
5602XX Furnish Sign Structure (Insert Type)	SQFT	x	= \$	-
820890 Install Sign Panel on Existing Frame	SQFT	x	= \$	-
846020 Remove Painted Traffic Stripe	LF	x	= \$	-
141102 Remove Yellow Painted Traffic Stripe (Hazardous	LF	1,040,600	x 2.00 = \$	2,081,200
846025 Remove Painted Pavement Marking	SQFT	x	= \$	-
820250 Remove Roadside Sign	EA	x	= \$	-
820530 Reset Roadside Sign	EA	x	= \$	-
820610 Relocate Roadside Sign	EA	x	= \$	-
820101 Delineator (Marker)	EA	970	x 10.00 = \$	9,700
840502 Thermoplastic Traffic Stripe (Enhanced Wet Night	LF	160,600	x 3.00 = \$	481,800
846012 Thermoplastic Crosswalk and Pavement Marking	SQFT	x	= \$	-
(Enhanced Wet Night Visibility)				
120090 Construction Area Signs	LS	1	x 100,000.00 = \$	100,000
84XXXX Permanent Pavement Delineation	LS	x	= \$	-
Subtotal Traffic Signing and Striping				\$ 2,682,700

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X Portable Changeable Message Sign	EA/LS	4	x \$ 1,500 = \$	6,000
Subtotal Traffic Management Plan				\$ 6,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120198 Plastic Traffic Drums	EA	x	= \$	-
12016X Channelizer (Insert Type)	EA	x	= \$	-
120116 Type II Barricade	EA	x	= \$	-
120120 Type III Barricade	EA	x	= \$	-
129100 Temporary Crash Cushion Module	EA	x	= \$	-
120100 Traffic Control System	LS	1	x 280,000.00 = \$	280,000
129110 Temporary Crash Cushion	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
120152 Temporary Pavement Marking (Tape)	SQFT	x	= \$	-
8101XX Delineator (Insert Class)	EA	x	= \$	-
Subtotal Stage Construction and Traffic Handling				\$ 280,000

TOTAL TRAFFIC ITEMS	\$ 4,728,700
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

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

TOTAL DETOURS	\$	-
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SUBTOTAL SECTIONS 1 through 7	\$	29,677,400
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	296,774
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8B - Bike Path Items

Bike Path Items	1.0%	\$	296,774
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8C - Other Minor Items

Other Minor Items	3.0%	\$	890,322
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Total of Section 1-7	\$	29,677,400	x	5.0%	= \$	1,483,870
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TOTAL MINOR ITEMS	\$	1,483,900
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SECTIONS 9: ROADWAY MOBILIZATION *

Item code						
999990	Total Section 1-8	\$	31,161,300	x	10%	= \$ 3,116,130

TOTAL ROADWAY MOBILIZATION	\$	3,116,200
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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 300,000.00	= \$ 300,000
066094	Value Analysis	LS		x	= \$ -
066070	Maintain Traffic	LS	1	x 150,000.00	= \$ 150,000
066919	Dispute Resolution Board	LS	1	x 25,000.00	= \$ 25,000
066921	Dispute Resolution Advisor	LS		x	= \$ -
066015	Federal Trainee Program	LS		x	= \$ -
066610	Partnering	LS		x	= \$ -
066204	Remove Rock and Debris	LS		x	= \$ -
066222	Locate Existing Crossover	LS		x	= \$ -
XXXXXX	Some Item	Unit		x	= \$ -

Cost of NPDES Supplemental Work specified in Section 5D	= \$	110,000
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Total Section 1-8	\$	31,161,300	4%	= \$	1,246,452
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TOTAL SUPPLEMENTAL WORK	\$	1,831,500
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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	150,000.00	=	\$150,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
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	COZEEP Contract	LS	1	x	42,000.00	=	\$42,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
066916	Annual Construction General Permit Fee	LS		x		=	\$0
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8		\$	31,161,300		2%	= \$	623,226

TOTAL STATE FURNISHED	\$820,300
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$31,161,300 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = 5%

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	360	X	\$4,328	=	\$1,558,100

TOTAL TIME-RELATED OVERHEAD	\$1,558,100
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SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)	5%	\$2,000,000
Additional or Residual Contingency	(for Unknown/Undefined Risks)	20%	\$7,621,850
Total Section 1-12	\$ 38,487,400	x 25%	= \$9,621,850
TOTAL CONTINGENCY*			\$9,621,900

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	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	LF		LF		0 LF
Total Bridge Length (Feet)	LF		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>				
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]	LF		0 LF		0 LF
Total Building Length (Feet)	LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	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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Time-Related Overhead	10%	\$0
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STRUCTURES MOBILIZATION	10%	\$0
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STRUCTURES CONTINGENCY*	25%	\$0
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TOTAL COST OF STRUCTURES	\$0
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Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

 Date

EA: DS-123456 PID: DS1234567

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$		\$
	A2)	SB-1210	\$	1,661,058	\$ 2,499,741
B)	B1)	Utility Relocation (State Share)	\$		\$
	B2)	Potholing (Design Phase)	\$	486,000	\$ 908,319
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	\$	0	\$ 0
D)		RAP and/or Last Resort Housing	\$	0	\$ 0
E)		Clearance & Demolition	\$	0	\$ 0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0	\$ 0
G)		Title and Escrow	\$	71,721	\$ 107,932
		Reimbursed Appraisal Fee	\$	67,500	\$ 67,500
H)		Environmental Review	\$	0	\$ 0
I)		Condemnation Settlements <u>0%</u>	\$	0	\$ 0
J)		Design Appreciation Factor <u>0%</u>	\$	0	\$ 0
K)		Utility Relocation (Construction Cost)	\$	0	\$ 0

L) **TOTAL RIGHT OF WAY ESTIMATE** **\$2,286,300**

M) **TOTAL R/W ESTIMATE: Escalated** **\$3,583,500**

N) **RIGHT OF WAY SUPPORT** **\$44,721**

Support Cost Estimate
Prepared By _____ Project Coordinator¹ _____ Phone _____

Utility Estimate Prepared
By _____ Utility Coordinator² _____ Phone _____

R/W Acquisition Estimate
Prepared By _____ Right of Way Estimator³ _____ 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

IV. SUPPORT COST ESTIMATE SUMMARY

Run a Support Cost Estimate Summary report (D11 Project Management Support onramp) for component data.

	Unescalated+Risk Loaded				Total \$	Escalated (4.2% per year for ETC, effective 1/2/2018)				Total \$
Total by FY	PA&ED	PS&E	RW	CON		PA&ED	PS&E	RW	CON	
Expended ETC										
2016/17										
2017/18	Expended ETC									
2018/19	Expended ETC	\$2,000,000			\$2,000,000					\$2,000,000
2019/20	Expended ETC	\$1,019,440			\$1,019,440					\$1,019,440
2020/21	Expended ETC	\$909,402			\$909,402					\$947,597
2021/22	Expended ETC	\$8,286	\$1,633,898	\$5,295	\$1,647,479	\$8,996	\$1,774,028	\$5,749		\$1,788,773
2022/23	Expended ETC		\$1,287,021	\$33,254	\$1,320,275		\$1,456,092	\$37,623		\$1,493,715
2023/24	Expended ETC		\$28,122	\$1,015	\$1,915,124		\$33,152	\$1,196	\$2,223,359	\$2,257,707
2024/25	Expended ETC			\$124	\$1,532,712			\$153	\$1,882,778	\$1,882,931
2025/26	Expended ETC				\$540,251				\$691,516	\$691,516
2026/27	Expended ETC				\$228,100				\$304,229	\$304,229
2027/28	Expended ETC				\$173,826				\$241,578	\$241,578
2028/29	Expended ETC				\$3,184				\$4,610	\$4,610
>2029/30	Expended ETC									
EAC (Expended + ETC)	\$3,937,128	\$2,949,041	\$39,688	\$4,364,060	\$11,289,917	\$3,976,033	\$3,263,272	\$44,721	\$5,348,070	\$12,632,096
Risk Amount from Risk Register	\$100,000	\$100,000	\$100,000	\$100,000	Escalated Risk Amount	\$103,200	\$106,502	\$108,193	\$115,228	\$433,124
Support Escalation Rate	3.2%	3.2%	3.2%	3.2%						
Duration to mid-point component	1.00	2.00	2.50	4.50						
Total including Risk Amount	\$4,037,128	\$3,049,041	\$139,688	\$4,464,060	Total Esc. Support Cost	\$4,079,233	\$3,369,774	\$152,914	\$5,463,298	\$13,065,220
Approved Budget (PRSM)										
Difference (Budget - EAC)	-\$3,937,128	-\$2,949,041	-\$39,688	-\$4,364,060	-\$11,289,917	\$4,079,233	-\$3,263,272	-\$44,721	-\$5,348,070	-\$4,576,830
Support Ratio (EAC / Cap Cost)	6.5%	4.9%	0.1%	7.2%	18.7%	6.6%	5.4%	0.1%	8.9%	21.0%

Total Capital Cost:	60,262,000
Total Capital Outlay Support Cost:	13,065,220
Overall Percent Support Cost:	21.7%

PRSM workplan hours/costs verified against approved MWA:

Approved by:

Office Chief -

Date

Project Control -

Date

PIR Input Table: Provided here to facilitate input into the PIR Programmable Alternative Table in PIR document.

Gray cells are not in PIR Table Blue cells are for Input from elsewhere							
Column Headings in the PIR Table							
Component or Sub-phase	(C) Base Estimate (Total Most Likely Amount)	(D) Risk Amount	(E) Total Including Risk (C+D) (Total Current Year Cost)	(F) # of Years to mid-point of Component	(G) Escalation Rate	(H) Escalation Amount	(I) Program Amount (E+H) (Total Escalated Cost)
Support							
PA&ED	\$ 3,937,128	\$ 100,000	\$ 4,037,128	1.0	3.2%	\$ 129,188	\$ 4,079,233
PS&E	\$ 2,949,041	\$ 100,000	\$ 3,049,041	2.0	3.2%	\$ 198,261	\$ 3,369,774
Right of Way	\$ 39,688	\$ 100,000	\$ 139,688	2.5	3.2%	\$ 11,445	\$ 152,914
Construction	\$ 4,364,060	\$ 100,000	\$ 4,464,060	4.5	3.2%	\$ 679,794	\$ 5,463,298
Support Total	\$ 11,289,917	\$ 400,000	\$ 11,690,000		\$ 0	\$ 1,018,688	\$ 13,066,000
Capital	Current Year Base Estimate with Total Contingency less Risk Amount	Risk Amount	Total Including Risk (Total Current Year Cost)				
Right of Way	\$ 2,286,300	\$ 1,000,000	\$ 3,286,300	1.5	3.2%	\$ 1,297,200	\$ 3,583,500
Construction	\$ 46,109,300	\$ 2,000,000	\$ 48,109,300	1.5	3.2%	\$ 2,327,623	\$ 50,436,923
Capital Total	\$ 48,396,000	\$ 3,000,000	\$ 51,396,000			\$ 3,624,823	\$ 54,021,000
Total Project Cost	\$ 60,000,000	\$ 3,400,000	\$ 63,100,000			\$ 4,643,511	\$ 68,000,000

Note: See the notes in red comment marks at the top right of cells.

Rounded Amounts

\$ 158,998

RISK REGISTER – Attachment L

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-D07-0001 (REV 05/2022)

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

Project Information ☒ Capital Project ☐ Major Maintenance Project (Check One) Total Capital Cost: \$44,494,000	
Project ID/District-EA:	Project ID: 0718000076/ EA-07-346600
Project Description/ Route/ Post-Mile:	Roadway Preservation/ LA-213-0/10
Project Manager:	Carlos Loera
Project Risk Manager:	Syed A. Huq
☐ No Risk Register Certification Required -- Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).	
Project Manager Signature _____	Date: _____
PID (Required for Capital Projects)	
Project Manager _____	Date: _____
Deputy District Director, Planning _____	Date: _____
Deputy District Director, Design _____	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: _____
PA&ED (Required for Capital Projects)	
Project Manager _____	Date: 06/19/2024
Deputy District Director, Design _____	Date: 06/20/2024
Deputy District Director, Construction _____	Date: 06/21/2024
Deputy District Director, Right of Way _____	Date: 06/25/2024
Deputy District Director, Environmental _____	Date: 06/19/2024
Deputy District Director, Traffic Operations _____	Date: 06/20/2024
Deputy District Director, Maintenance _____	Date: 06/26/2024
Deputy District Director, Project Management _____	Date: 06/26/2024
Prior to PS&E (Required for Capital Projects)	
Project Manager _____	Date: _____
Deputy District Director, Design _____	Date: _____
Deputy District Director, Construction _____	Date: _____
Deputy District Director, Right of Way _____	Date: _____
Deputy District Director, Environmental _____	Date: _____
Deputy District Director, Traffic Operations _____	Date: _____
Deputy District Director, Maintenance _____	Date: _____
Deputy District Director, Project Management _____	Date: _____

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

[illegible]

EA 346600 Risk Register Certification

Final Audit Report

2024-06-26

Created:	2024-06-20
By:	Ryan Nai (s148568@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAd8djWO9EjE0XnXBM1BzW5PcEPibJN6cl

"EA 346600 Risk Register Certification" History

-  Document created by Ryan Nai (s148568@dot.ca.gov)
2024-06-20 - 0:52:17 AM GMT- IP address: 149.136.33.249
-  Document emailed to Carlos Loera (carlos.loera@dot.ca.gov) for signature
2024-06-20 - 0:54:23 AM GMT
-  Document emailed to Greg Farr (greg.farr@dot.ca.gov) for signature
2024-06-20 - 0:54:23 AM GMT
-  Document emailed to Issam Abumuhor (issam.abumuhor@dot.ca.gov) for signature
2024-06-20 - 0:54:23 AM GMT
-  Document emailed to Angela Perez (angela.perez@dot.ca.gov) for approval
2024-06-20 - 0:54:24 AM GMT
-  Document sent to Wayne Lee (wayne.d.lee@dot.ca.gov) and Zoltan Elo (zoltan.elo@dot.ca.gov) for signature.
One of them to sign
2024-06-20 - 0:54:24 AM GMT
-  Document emailed to Dawn Montano (dawn.kukla@dot.ca.gov) for signature
2024-06-20 - 0:54:24 AM GMT
-  Document emailed to Son Dao (son.dao@dot.ca.gov) for signature
2024-06-20 - 0:54:24 AM GMT
-  Document emailed to Shawn Enjily (shawn.enjily@dot.ca.gov) for approval
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-  Document emailed to Hamid Saadatnejadi (hamid.saadatnejadi@dot.ca.gov) for signature
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-  Document emailed to Mehdi Salehinik (mehdi.salehinik@dot.ca.gov) for approval
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Document e-signed by Nancy Pe (nancy.n.pe@dot.ca.gov)

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Agreement completed.

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SHOPP PROJECT PERFORMANCE
MEASURES –
Attachment M

GEOTECHNICAL SERVICES
SUBSURFACE INFORMATION –
Attachment N

Memorandum

*Making Conservation
a California Way of Life*

To: Division of Environmental Planning
District 7

Date: February 23, 2024

File: 07-LA-213 PM 1.072-1.47
0718000076 (07-34660)
1 Retaining Wall

From: Geotechnical Services
Office of Geotechnical Design South
Branch D

**Subject: REVISED CATEGORICAL EXEMPTION/CATERGORICAL EXCLUSION (CE/CE) REQUEST
FOR SUBSURFACE INVESTIGATION**

Please process the revised CE/CE request for the subject project. The Office of Geotechnical Design is proposing three borings for one proposed retaining wall along southbound State Route 213 in Los Angeles County. Reference attached plans depicting the subsurface exploration area. Your response is requested by March 22, 2024.

If you have any questions, please contact Pamela Brutzkus at (915) 296-1895 or James Majors at (213) 200-4188.

Prepared by:



Pamela Brutzkus, GIT
Engineering Geologist
Office of Geotechnical Design South
Branch D

Supervised by:



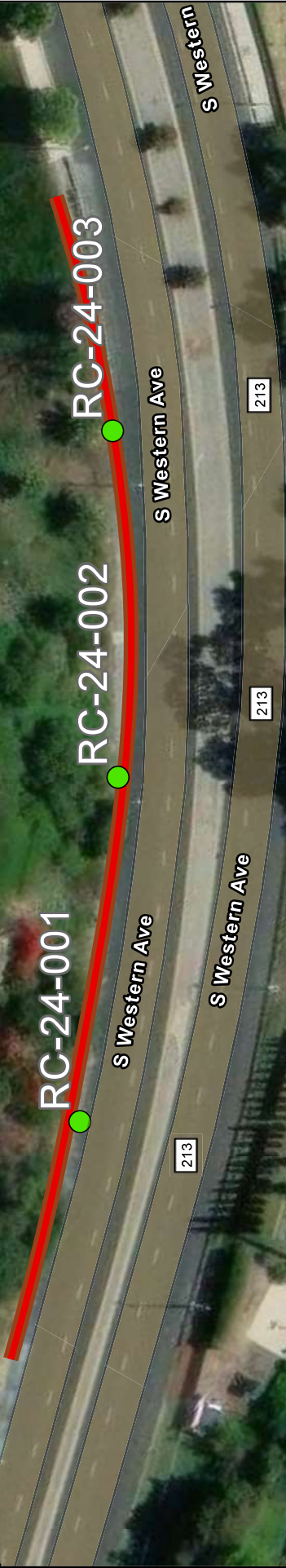
James Majors, PE, GE
Transportation Engineer
Office of Geotechnical Design South
Branch D

Borehole No.	Depth (ft)	Estimated Groundwater Depth (ft)	Sampling Info	Testing Info
RC-24-001	30	>30	Sample 2.5' for first 10', every 5' after to bottom of borehole, SPT and mod cal sampling	Sieve, Atterberg, corrosion, direct shear, consolidation
RC-24-002	30	>30	Sample 2.5' for first 10', every 5' after to bottom of borehole, SPT and mod cal sampling	Sieve, Atterberg, corrosion, direct shear, consolidation
RC-24-003	30	>30	Sample 2.5' for first 10', every 5' after to bottom of borehole, SPT and mod cal sampling	Sieve, Atterberg, corrosion, direct shear, consolidation

Legend

● Borings

— Retaining Wall



Scale: 1:960



Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET /NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar



Caltrans

Division of Engineering Services

Geotechnical Services

Office of Geotechnical Design South

Dist	County	Route	Postmile	EFIS	EA	Date
07	LA	213	1.07/1.47	0718000076	07-34660	2/21/2024
SR-213 Exploration Plan for Retaining Wall (Station 170+94.38 to 176+27.35)						

Figure 1

PROJECT CHANGE REQUEST – Attachment O



Project Change Request

Submitted on 01-SEP-2023 12:00:00 AM

Project ID: 0718000076

District: 07 **EA5:** 34660

PPNO: 5371

Pgm Doc: SHOPP

Pgm Del Fy: 2026

Prog Code: 20.XX.201.121

County: LA

Route: 213

Postmile: 0.000/10

Project Scope Description

In and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards.

Type of Request

Split No **Combine** No **Outputs** No **Description** Yes **Documentation** No **Fund Type** No
Cost Yes **Schedule** No **Scope** Yes **Delete** No

Components

Note: Highlighted cells indicate phase allocated for SHOPP projects.

(\$ in 1,000s)

Existing (Programmed)			Proposed		Cost Expended to Date %Complete			Cost Change			
	Value	FY	Value (EAC)	FY	Expended	Pct Expended	Pct Complete	Value	Value%	Yrs	Type
PA&ED	\$ 910	22/23	\$ 1,189	22/23	\$ 583	64.1%	52.4%	\$ 279	30.66%	0	D
PS&E	\$ 2,420	22/23	\$ 2,805	22/23	\$ 0	0%	0%	\$ 385	15.91%	0	D
R/W SUP	\$ 775	22/23	\$ 830	22/23	\$ 0	0%	0%	\$ 55	7.1%	0	D
CON SUP	\$ 4,010	25/26	\$ 4,828	25/26	\$ 0	0%	0%	\$ 818	20.4%	0	P
R/W CAP	\$ 839	25/26	\$ 999	25/26	\$ 0	0%	0%	\$ 160	19.07%	0	P
CON CAP	\$ 20,060	25/26	\$ 26,441	25/26	\$ 0	0%	0%	\$ 6,381	31.81%	0	P
Totals	\$ 29,014		\$ 37,092		\$ 583			\$ 8,078	125%		

Change Type	Description
P	Programming Cost Change: Per Senate Bill 1, any cost change subject to a CTC action.
D	Documentation: Not a programming change; it does not involve CTC action. For internal documentation only.
G12	G12: The change is within the delegated G-12 capacity. No PCR is required for this change; needs a G-12 Approval Memo.
NA	Not Applied/Blank: There is no cost change.

PRE-PGM DELIVERY YR	Yes	PGM DELIVERY YR & PRE VOTE	No	POST VOTE	No
---------------------	-----	----------------------------	----	-----------	----

New Project Description (Only if revised)

County	LA	Route	213	Post Mile	0.0/10
Description	In and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, upgrade facilities to Americans with Disabilities Act (ADA) standards, and install Complete Streets elements including: bike lanes, and crosswalks.				

Outputs (Project Performance)

Performance Measure (CTIPS) (Include counts of bridges and culverts)

	Value	Units
Programmed (from CTIPS)	42.9	Lane Miles(201.121)
Proposed in this PCR	42.9	Lane Miles(201.121)
Change	0	

Primary Asset Information (for Pavement, Bridge, Culvert, or TMS)

Primary and Supplementary Asset:	Pavement
Units :	Lane miles

Existing Condition (Pre Project)	Good	Fair	Poor	Total
Programmed (from CTIPS)	0	42.9	0	42.9
Proposed in this PCR	0	42.9	0	42.9
Change	0	0	0	0

Expected Post-Construction Condition	Good	Fair	Poor	New	Total
Programmed (from CTIPS)	42.9	0	0	0	42.9
Proposed in this PCR	42.9	0	0	0	42.9
Change	0	0	0	0	0

1.) WHAT IS THE PROPOSED CHANGE?

Augmenting project with available IIJA program funding for Complete Streets as follows:

- A. Increase Construction Capital by \$6,381K.
- B. Increase Construction Support by \$818K.
- C. Document Increase in PS&E Support by \$385K.
- D. Document increase in PA/ED Support cost by \$279K.
- E. Document RW Support cost increase by \$55K.
- F. Increase RW capital by \$160K.

G. Make scope and description change for complete streets elements.

**2.) COMPLETE THE FOLLOWING REGARDING THE LATEST TWO COST ESTIMATES.
(\$'s in 1,000's.)**

	Con Cap Est Date	Con Capital \$	RW Cap Est Date	RW Capital \$
Current	22-Aug-23	26,441	22-Aug-23	999
Previous	22-Jun-21	20,060	22-Jun-21	839

**3.) WHAT CHANGED SINCE THE PREVIOUS PROGRAMMING ACTION?
WHAT NEW INFORMATION WAS NOT AVAILABLE WHEN THE PROJECT WAS PROGRAMMED OR AMENDED?**

The original scope of work entails rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards.

The Infrastructure Investment and Jobs Act (IIJA) has provided increased federal funding for transportation system projects in California. This Project Change Request (PCR) documents the additional scope and associated cost to an existing 2022 State Highway Operation and Protection Program (SHOPP) project made possible by the IIJA funding for Complete Street items for EA 34660. Adding Complete Street elements to the project will enhance bicycle awareness and usage.

A. Adding Complete Street elements to the project to enhance bicycle awareness and usage. These elements will Increase Construction Capital with IIJA funding as follows:

- 1- Class II/Class II Buffered Bike Lanes - \$5,492,230.
- 2- Conflict zone green paint - \$19,786.
- 3- Enhanced Visibility Paint Crosswalk - \$412,200.
- 4- Bicycle Detection Loops - \$102,292.
- 5- Bike Boxes & Two-Stage Left turn Queue Boxes - \$26,106.
- 6- Bicycle and Pedestrian Signage - \$328,386.

Total Estimated Cost is \$6,381,000 from IIJA.

B. Increase Construction Support with IIJA funding for the added work.- The additional work listed above will necessitate the need for further funding for support to accommodate the additional inspection and coordination that is anticipated. The additional scope of work will increase the working days for the project by approximately 120 days. Total Amount Needed: \$818,000

C. Document the increase in PS&E Support with IIJA funding for the added work. The additional work listed above will necessitate the need for further funding for support to accommodate the required design and coordination efforts. This phase has an approved time extension and an allocation greater than 100% will be requested. Total amount from IIJA is \$385,000.

D. Document the increase in PA/ED Support of \$279K from IIJA fund for the added work. As this phase has been allocated, we are documenting in this PCR that we'll be making a request for supplemental funds for the additional funds. The additional bike lane will require field surveys, outreach effort with local agencies and communities, and additional studies during the PAED phase.

E. Document the increase in Right of Way Support with IIJA funding for added work. This support cost for the estimated potholing to cover the added scope of work. This phase has an approved time extension and an allocation greater than 100% will be requested. Total Amount Needed: \$55,000.

F. Increase Right of Way Capital with IIJA funding for the added work. The additional work listed above will necessitate the need for further potholing to accommodate the additional design, environmental studies, and required coordination efforts. Total Amount Needed: \$160,000

G. We are adding the above mentioned complete street elements to enhance bicycle awareness and usage and updating the project description to include the new scope of work.

4.) WHEN WAS THE CHANGE DISCOVERED?

The change was discovered on May 2023, when District identified this project for IIJA funding.

5.) WHAT HAS BEEN DONE TO MANAGE ANY CHANGE? (ie. Field Reviews)

Field reviews have been conducted to determine the feasibility of the added scope. Additional coordination and outreach will be conducted with local agencies in the project area to ensure consistency and support. Funding augmentation with complete street improvements to the programmed project will enhance transportation assets and increase bicycle safety within the corridor limits.

6.) IF THIS IS A COST INCREASE, WHAT IS THE PLAN IF THIS PCR IS DENIED?

If the PCR is denied, there would not be additional funding to enhance the project's transportation assets and increase bicycle safety within the corridor limits. The Complete Street Elements will not be added to the project scope.

7.) IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT? No

n/a

**8.) IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? Yes
IF YES STATUS?**

CT will work on the Supplemental PIR to add the additional complete street elements for the project scope of work, the estimated date for this Supplemental PIR will be 11/16/2023. The Project is currently in PAED. The added scope will be documented in the PR for the project, which is scheduled to be completed in 06/07/2024.

**9.) WAS A VALUE ANALYSIS STUDY CONDUCTED? No
EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED.**

The value analysis will be done during the PA/ED phase.

10.) COST - WHERE WILL THE REQUIRED FUNDS COME FROM?

The required funds for all the above mentioned elements will come from the Infrastructure Investment and Job Act (IIJA) complete streets funding allocated by headquarters.

11.) PRIOR PCRs LIST OTHER PCRs PREVIOUSLY APPROVED.

N/A

12.) (A) (STIP-RIP) WHEN DID THE DISTRICT OBTAIN CONCURRENCE FROM THE HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSION STAFF?

N/A

(B) (STIP-IIP) WHEN DID THE DISTRICT OBTAIN CONCURRENCE FROM HEADQUARTERS STIP PROGRAM MANAGER?

N/A

(C) (SHOPP) IS THE HQ PROGRAM MANAGER'S RECOMMENDATION CONSISTENT WITH THE DISTRICT'S REQUEST? PROVIDE A NAME, DATE, AND SHORT SUMMARY OF THE DISCUSSION WITH THE PROGRAM MANAGER.

The HQ Program Manager (Complete Streets), Joshua Davis concurred with this PCR on 08/24/23. The HQ Program Manager (CAPM), Long Huynh concurred with this PCR on 08/24/23.

**13.) LESSONS LEARNED, NEW STRATEGIES
(What new information pertaining to this project could be beneficial to others?)**

Early in the project development process, look for opportunities for funding augmentation through different grants and programs. Identifying unprogrammable opportunities in the PID helps to quickly manage change when funding becomes available. Complete Street Elements should be identified during the development of the Project Initiation Report.

14.) HOW WAS THE CAUSE OF THE PROPOSED CHANGE DESCRIBED IN THE RISK REGISTER?

The opportunity was not identified in the risk register. This is an opportunity and could not have been foreseen as an opportunistic risk since new funding programs typically are not known at the time of project programming.

District PM: Nader Abdelmalek		Date:	Ph: (213) 598-6789
Deputy District Director: Susan Chang		Date:	
HQ Project Delivery: Robert Navarro		Date:	
Concurrence: Y	Objections:n/a		
District Director: Gloria Roberts		Date:	
HQ Division PM Chief: JEFFREY N. WILEY		Date:	
HQ Division Chief Financial Programming: JAMES R. ANDERSON		Date:	



Project Change Request Signature Page

Print Date: Mon Aug 28 2023 17:08:06 GMT-0700 (Pacific Daylight Time)

Project ID: 0718000076

District: 07

EA5: 34660

PPNO: 5371

Pgm Doc: SHOPP

County: LA

Route: 213

Postmile: 0.000/10

Prog Code: 20.XX.201.121

Pgm Del Fy: 2026


District Project Manager: _____ **Date:** 08/28/2023
Nader Abdelmalek


**Deputy District Director
Program/Project Management:** _____ **Date:** 08/29/2023
Susan Chang


HQ Project Coordinator: _____ **Date:** 08/30/2023
Robert Navarro


District Director: _____ **Date:** 09/01/2023
Gloria Roberts

	Approve	Deny	No HQ Action
Cost	☐	☐	☐
Scope	☐	☐	☐
Schedule	☐	☐	☐
Split/Combine	☐	☐	☐
Other	☐	☐	☐
Revise and Resubmit	☐	☐	☐

**HQ Division Chief
Project Management:** For  _____ **Date:** 10/2/23
JEFFREY N. WILEY

**HQ Division Chief
Financial Programming:**  _____ **Date:** 10-24-2023
for JAMES R. ANDERSON

State Highway Operation and Protection Program

Los Angeles County
Document Year 2022, Version Number 3

PPNO: 5371

(Dollars in Thousands)

DIST: 07	PPNO: 5371	EA: 34660	CTIPS ID: 109-0000-4710	TCRP NO.:	TITLE (DESCRIPTION): (In and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards.)	ELEMENT: SHOPP Major Const.	MPO ID: 9	LAW: 22
CT PROJECT ID: 0718000076						SPONSOR: Caltrans		
COUNTY: Los Angeles County	ROUTE: 213	PM: 0.000 / 9.984				MPO: Southern California Association of Governments		
						CORRIDOR:		
						PRJ MGR:		
						PHONE:		
						EMAIL:		

ASSEMBLY: 64,66,70
SENATE: 26,35
CONGRESS: 33,43,44

IMPLEMENTING
AGENCIES:

PAED

RW

PSE

CON

<u>Program Code</u>	<u>Quantity</u>	<u>Performance Measure</u>				<u>Asset Class</u>
201.121	42.9	Lane mile(s)				Primary
	<u>Unit</u>	<u>Good/operational</u>	<u>Fair</u>	<u>Poor/non-operational</u>	<u>Quantity</u>	
Existing Condition	Lane mile(s)	0.0	42.9	0.0	42.9	
Post Condition	Lane mile(s)	42.9	0.0	0.0	42.9	

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
3	Official		GBAINS	Time Extension - Allocation		910		20,060	839	910	2,420	775	4,010
2	Official	06/29/2022	GBAINS	Allocation - CTC Vote	FP-21-92	910		20,060	839	910	2,420	775	4,010
1	Official	03/16/2022	LSTOCKTO	Approved - New Project	22H-000			20,060	839	910	2,420	775	4,010

Fund Source 1 of 1 SHOPP - Roadway Preservation

20.XX.201.121 - Pavement Preservation (CAPM)

Fund Type

National Hwy System

Funding Agency

VOTE	DATE	AMOUNT
PAED	06/29/2022	910

PA&ED
PS&E
R/W SUP
CON SUP

PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	FUTURE	TOTAL
	910							910
	2,420							2,420
	775							775
				4,010				4,010
				839				839
				20,060				20,060
Total:	4,105			24,909				29,014

Phase	Deadline	Waiver
PSE	08/31/2024	23-72
RW Sup	08/31/2024	23-72

R/W
CON
Total:

HQ Comments:

07/12/2023 Made official fourteen month time extension for PS& and R/W Sup approved under Waiver 23-72; June 2023; expiring August 2024 -GB

***** Version 3 - 07/06/2023 *****

Entered Time Extension- NM

6/30/22: Made COS allocation (PA&ED) official - GB

***** Version 2 - 06/28/2022 *****

Entered COS allocation (PA&ED) ? RS

***** Version 1 - 03/16/2022 *****

New 2022 SHOPP project

From: [Bains, Harsimran@DOT](mailto:Bains_Harsimran@DOT)
To: Abdelmalek, Nader H@DOT
Cc: Salehinik, Mehdi@DOT; Kuoch, Chan Q@DOT; Romero Jr, Leon@DOT; Sanchez, Noah R@DOT; Navarro, Robert M@DOT
Subject: RE: 07-34660 Exec PCR Outcome
Date: Friday, September 29, 2023 11:33:17 AM

Good morning Nader,

I appreciate you getting back to me. Thanks a lot for sharing this information.

Hope you have a great weekend!

Regards,
-Harsimran Bains (Simran)
Cell (916) 956-9688

From: Abdelmalek, Nader H@DOT <nader.abdelmalek@dot.ca.gov>
Sent: Friday, September 29, 2023 11:18 AM
To: Bains, Harsimran@DOT <Harsimran.Bains@dot.ca.gov>
Cc: Salehinik, Mehdi@DOT <mehdi.salehinik@dot.ca.gov>; Kuoch, Chan Q@DOT <chan.kuoch@dot.ca.gov>; Romero Jr, Leon@DOT <leon.romero@dot.ca.gov>; Sanchez, Noah R@DOT <noah.sanchez@dot.ca.gov>; Navarro, Robert M@DOT <robert.navarro@dot.ca.gov>
Subject: 07-34660 Exec PCR Outcome

Good morning Harsimran,

Per the HQ PCR Exec review meeting on 09/22/23, please find the project information below along with the attached updated PCR:

EA 07-34660

The original scope of work:

In and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards.

Added scope of work:

Adding Complete Street elements to the project to enhance bicycle awareness and usage. These elements are:

- 1- Class II/Class II Buffered Bike Lanes
- 2- Conflict zone green paint
- 3- Enhanced Visibility Paint Crosswalk
- 4- Bicycle Detection Loops
- 5- Bike Boxes & Two-Stage Left turn Queue Boxes
- 6- Bicycle and Pedestrian Signage

Please contact us if you need any further information and I really appreciate if you may reply that you received this email.

Thank you so much for all your help,

Nader Abdelmalek, PE
Project Manager
Division of Program/Project Management
Cell: (213) 598-6789

District:

07

Tool ID:

19243

Project ID:

0718000076

EA:

34660

Co-Rte-PM:

LA-213-A/9,984 (Primary Location)

View/Print PIR (Performance) Report

Bridge

Pavement

Drainage

Facilities

Signs and Lighting

Mobility

Roadside

Complete Streets

Sustainability

Climatic Change

Advance Mitigation

Major Damage & Betterments

Green-house Gases

Relinquishment

SHOPP Project - Accomplishment - Performance Measures - Benefits

Performance & Accomplishments

	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	B05 Mainline Existing Asphalt CAPM (e.g., 2" Thin Overlay with or without Wearing Surface, Cold in Place, Digouts, Etc.) (201.121)	Pavement Class II	Lane Miles	42,866		39,796	3,070		42,866							2027 MAP-21 Condition
2	E07 Guard Rail (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	880,000			880,000		880,000							
3	F24 ADA - Repair/Upgrade Curb Ramp (201.361)	No Performance Objective in the SHSMP	Each	45,000			45,000		45,000							Implement truncated domes
4	F32 ADA - Install New Detectable Warning Surface (201.361)	No Performance Objective in the SHSMP	Square Feet	70,000				70,000								Implement
5	F43 ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	45,000			45,000		45,000							
6	H13 Crosswalks	No Performance Objective in the SHSMP	Linear Feet	3840,000				3840,000								New continental crosswalk
7	H56 Complete Streets Fix Existing	Complete Streets Fix Existing	Linear Feet													
8	H57 Complete Streets Build New	Complete Streets Build New	Linear Feet	3840,000			3840,000		3840,000							
9	N02 Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	4200,000												

(Last Saved - 08/22/18 @ 11:21 AM by Charles Lau)

Programming Performance Summary (All Locations)

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 - Pavement Preservation	Primary	Pavement	42.9	Lane mile(s)	0.0	39.8	3.1	42.9	42.9	0.000	42.9	0.0	0.0	42.9

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRa. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-IAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CIPPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
5. Reporting drainage pre-total and post good may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
6. Reactive Safety projects will temporarily use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
7. During the transition to the new Proactive Safety objective, the performance output with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

PIR/PA&ED COST ESTIMATE
COMPARISON –
Attachment P

ROADWAY ITEMS			PAED		PID		REASON OF COST (+/-)
SECTION 1: EARTHWORK			Unit	Quantity	Unit Price (\$)	Cost	
Item code							
190101	Roadway Excavation		CY	3,380	x 200.00 = \$	676,000	The addition of sidewalk segment requires a retaining wall.
19010X	Roadway Excavation (Insert Type) ADL		CY	250	x 250.00 = \$	62,500	
192037	Structure Excavation (Retaining Wall)		CY	3,660	x 225.00 = \$	823,500	
192053	Structure Excavation (Type Z-2)		CY	640	x 450.00 = \$	288,000	Reduction of median for bike lanes and predicted dig out locations requires roadway excavation.
193013	Structure Backfill (Retaining Wall)		CY	3,320	x 100.00 = \$	332,000	
193031	Pervious Backfill Material (Retaining Wall)		CY	50	x 250.00 = \$	12,500	
17010X	Clearing & Grubbing		LS	1	x 15,000.00 = \$	15,000	
TOTAL					\$	2,209,500	\$ 15,000.00 \$ 2,194,500.00
SECTION 2: PAVEMENT STRUCTURAL SECTION			Unit	Quantity	Unit Price (\$)	Cost	
Item code							
260303	Class 3 Aggregate Base		CY	2,040	x 175.00 = \$	357,000	
153103	Cold Plane Asphalt Concrete Pavement		SQYD	427,900	x 5.00 = \$	2,139,500	
397005	Tack Coat		TON	100	x 800.00 = \$	80,000	410 x 2.2 = \$ 902,000.00
360200	Base Bond Breaker		SQYD	5,490	x 3.00 = \$	16,470	\$ 1 x 150,000 \$ 150,000.00
731521	Minor Concrete (Sidewalk)		CY	60	x 1,500.00 = \$	90,000	
731504	Minor Concrete (Curb and Gutter)		CY	70	x 100.00 = \$	7,000	
7318940	Remove Concrete (Curb and Gutter)		LF	500	x 30.00 = \$	15,000	
730020	Minor Concrete (Curb)		CY	900	x 1,000.00 = \$	900,000	
390095	Replace Asphalt Concrete Surfacing		CY	100	x 450.00 = \$	45,000	
390132	Hot Mix Asphalt (Type A) Dig out		TON	57,800	x 130.00 = \$	-	
390137	Rubberized Hot Mix Asphalt (Gap Graded)		TON	64	x 150.00 = \$	8,670,000	
731502	ADA Curb Ramps		EA	64	x 13,000.00 = \$	832,000	
731502	Bus Pads		EA		x 35,000.00 = \$	-	
401055	Jointed Plain Concrete Pavement (RSC)		CY	1,560	x 850.00 = \$	1,326,000	
280000	Lean Concrete Base		CY	620	x 500.00 = \$	310,000	
280015	Lean Concrete Base (RS)		CY	900	x 280.00 = \$	252,000	
TOTAL					\$	15,040,000	\$ 9,240,500.00 \$ 5,799,500.00
SECTION 3: DRAINAGE			Unit	Quantity	Unit Price (\$)	Cost	
Item code							
150820	Modify Inlet		EA	11	x 2,500.00 = \$	27,500	
TOTAL					\$	27,500	\$ 27,500.00 \$ -
SECTION 4: SPECIALTY ITEMS			Unit	Quantity	Unit Price (\$)	Cost	
Item code							
520103	Bar Reinforced Steel (Retaining Wall)		LB	33,016	x 3.00 = \$	99,048	
510530	Minor Concrete (Wall)		CY	380	x 2,500.00 = \$	950,000	
190110	Lead Compliance Plan		LS	1	x 20,000.00 = \$	20,000	
839752	Remove Guardrail		LF	478	x 20.00 = \$	9,560	
832007	Midwest Guardrail System		LF	478	x 75.00 = \$	35,850	
839701	Concrete Barrier (Type 60)		LF	144	x 350.00 = \$	50,400	
839749	Concrete Barrier (Type 842 Mod)		LF	150	x 550.00 = \$	82,500	
839581	End Anchor Assembly (Type SFT)		EA	4	x 2,500.00 = \$	10,000	
XXXX	Side Walk, Raised island and Curb repair		LS	1	x 100,000.00 = \$	100,000	
TOTAL					\$	1,357,400	\$ 209,600.00 \$ 1,147,800.00

SECTION 5: ENVIRONMENTAL

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
Permanent BMP #1	LS	1	x 73,440.00 = \$	73,440
Permanent BMP #2	LS	1	x 30,150.00 = \$	30,150
Vegetation Control (Minor Concrete)	SQYD	300	x 47.00 = \$	14,100
Water Pollution Control	EA		x = \$	-
209801				

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210350 Fiber Rolls	LF	1,000	x 5.00	= \$ 5,000

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300	LS	1	x 10,000.00	= \$ 10,000
130100	LS	1	x 10,000.00	= \$ 10,000
130330	EA	2	x 3,000.00	= \$ 6,000
130310	EA	10	x 1,000.00	= \$ 10,000
130320	EA	1	x 3,200.00	= \$ 3,200
130640	LF	1,000	x 5.00	= \$ 5,000
130900	LS	1	x 35,000.00	= \$ 35,000
130620	EA	100	x 300.00	= \$ 30,000
130570	SQYD	3,000	x 7.00	= \$ 21,000
130730	LS	1	x 50,000.00	= \$ 50,000

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1	x	100,000.00	=	\$	100,000			
066597	Storm Water Sampling and Analysis***	LS	1	x	5,000.00	=	\$	5,000			
066596	Additional Water Pollution Control**	LS	1	x	10,000.00	=	\$	10,000			
TOTAL									\$	115,000	\$ 115,000.00

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code	Unit	Quantity	Unit Price (\$)	Cost	
Modifying Wireless Magnetometer Vehicle detection System	LS	1	x 80,000 = \$	80,000	
87XXXX					
Traffic Census Station Systems	LS	1	x 225,000 = \$	225,000	
870901A					
Maintaining Existing Traffic Management System Elements					
During Construction	LS	1	x 10,000.00 = \$	10,000	
870009					
Protect Fiber Optic Conduit System	LS	1	x 400,000.00 = \$	400,000	
86XXXX					
Modify Signal and Light system	LS	1	x 1,186,152.00 = \$	1,186,152	
872133					
Relocate Signal Structures/ Pull Boxes, and Loop Detectors	LS	1	x 740,000.00 = \$	740,000	
872130					
TOTAL			\$	2,641,152	
			\$	1,760,000.00	\$ 881,152.00

6B - Traffic Signing and Striping

[illegible]

066062	COZEEP Contract	LS	1	x	85,000.00	=	\$85,000	1	x	42000	=	\$	42,000.00	
066916	Annual Construction General Permit Fee	LS	1	x	3,500.00	=	\$3,500	12458900	x	0	=	\$	124,589.00	
TOTAL SECTION 1-8		Item 1-8	26,893,900	x	0.01	=	\$268,939							
TOTAL							\$ 1,457,500					\$	321,600.00	\$1,135,900.00
SECTION 12: TIME-RELATED OVERHEAD														
Item code														
090100	Time-Related Overhead	WD	600	X	\$2,241	=	\$1,344,700	360	x	1731	=	\$	623,000.00	
TOTAL							\$1,344,700					\$	623,000.00	\$ 721,700.00
SECTION 13: CONTINGENCY														
			\$ 33,374,500	X	15% =	\$ 5,006,200.00		15,147,800	x	25%	=	\$	3,787,000.00	
TOTAL						\$ 5,006,200.00						\$	3,787,000.00	1,219,200.00
TOTAL PROJECT COST														
						\$ 38,380,700.00						\$	18,934,800.00	\$ 19,561,000.00

TRAFFIC ELECTRICAL WORK – Attachment Q

<i>Intersection/Location</i>	<i>Design Ramp #'s</i>	<i>Description of Electrical Work: Type pole, Pullbox, etc.</i>	<i>Notes</i>
SW SEPULVEDA Blvd.	R-1 & R-2	4-Type 5 Pull Boxes 2-Type 2 Post PBA	•Hydrant might be in the way of the curb ramp •Relocate 4 pullboxes •May need to install PBA posts
SE 213TH St	R-10 & R-11	2-Type 5 Pull Boxes 1-Type 6 Pull Boxes Type 16-3-100 Pole	•Relocate Type 16-3-100 Pole •Relocate 4 pullboxes •May need to install PBA posts
SW 213TH St	R-12 & R-13	4-Type 5 Pull Boxes	•Relocate 4 pullboxes
NE 213TH St	R-14 & R-15	4-Type 5 Pull Boxes	•Relocate 4 pullboxes
NW 213TH St	R-16 & R-17	3-Type 5 Pull Boxes	•Relocate 3 pullboxes
SE TORRANCE Blvd	R-19 & R-20	4-Type 5 Pull Boxes Type 24-4-100 Pole C-1-100 Pole	•Relocate Type 24-4-100 Pole •Relocate 4 pullboxes •Relocate C-1-100 Pole
SW TORRANCE Blvd	R-21	2-Type 5 Pull Boxes	•Relocate 2 pullboxes
NE TORRANCE Blvd	R-22	N/A	N/A
NW TORRANCE Blvd	R-23	2-Type 5 Pull Boxes	•Relocate 2 pullboxes
SE DEL AMO Blvd	R-39 & R-40	3-Type 5 Pull Boxes 2-Type 2 Post PBA	•Relocate 3 pullboxes •May need to install PBA posts
SW DEL AMO Blvd	R-41 & R-42	2-Type 5 Pull Boxes Type CD954 Pole 2-Type 2 Post PBA	•Relocate 2 pullboxes •Relocate Type CD954 Pole •May need to install PBA posts
NE DEL AMO Blvd	R-43	2-Type 5 Pull Boxes 1-Type 6 Pull Boxes Type 2 Post PBA Type CD954 Pole Type 332 Controller Cabinet	•Relocate 2 pullboxes •Relocate Type CD954 Pole •May need to install PBA posts •Relocate 332 Controller Cabinet
NW DEL AMO Blvd	R-44	2-Type 5 Pull Boxes Type 2 Post PBA	•Relocate 2 pullboxes •May need to install PBA post
SE FRANCISCO St	R-45	N/A	N/A
SW WESTERN Way	R-46	2-Type 5 Pull Boxes Type 2 Post PBA	•Relocate 2 pullboxes •May need to install PBA post
NE FRANCISCO St	R-47 & R-48	3-Type 5 Pull Boxes Type 2 Post PBA Type 17-3-100 Pole	•Relocate 3 pullboxes •Relocate Type 17-3-100 Pole •May need to install PBA post
NW WESTERN Way	R-49 & R-50	N/A	N/A
SE 195TH St	R-51	2-Type 5 Pull Boxes Type 2 Post PBA	•Relocate 2 pullboxes •May need to install PBA posts
SW 195TH St	R-52	2-Type 5 Pull Boxes Type 2 Post PBA Type 1A-Pole	•May need to install PBA post •Relocate 2 pullboxes •Relocate Type 1A Pole
NE 195TH St	R53 & R54	2-Type 5 Pull Boxes 2-Type 2 Post PBA	•Relocate 2 pullboxes •May need to install PBA posts
NW 195TH St	R55 & R56	N/A	N/A
SE 190TH St	R57 & R58	5-Type 5 Pull Boxes 2-Type 2 Post PBA	•Relocate 5 pullboxes •May need to install PBA posts
SW 190TH St	R59 & R60	3-Type 5 Pull Boxes 2-Type 2 Post PBA Type CD953C Pole	•May need to install PBA posts •Relocate 3 pullboxes •Relocate Type CD953C Pole

ADA CURB RAMP LIST – Attachment R

PM	Intersection	Location/ Corner	ADA Curb Ramp #	Layout Sheet #
6.984	Sepulveda Blvd.	SW	R-1	L-25
6.984	Sepulveda Blvd.	SW	R-2	L-25
7.127	228th St.	SE	R-3	L-26
8.063	216th St.	SE	R-4	L-29
8.07	216th St.	NE	R-5	L-29
8.13	215th St.	SE	R-6	L-29
8.14	215th St.	NE	R-7	L-29
8.196	214th St.	SE	R-8	L-29
8.202	214th St.	NE	R-9	L-29
8.263	213th St.	SE	R-10	L-30
8.262	213th St.	SE	R-11	L-30
8.261	213th St.	SW	R-12	L-30
8.262	213th St.	SW	R-13	L-30
8.27	213th St.	NE	R-14	L-30
8.272	213th St.	NE	R-15	L-30
8.273	213th St.	NW	R-16	L-30
8.275	213th St.	NW	R-17	L-30
8.404	212th St.	SE	R-18	L-30
8.441	Torrance Blvd.	SE	R-19	L-30
8.443	Torrance Blvd.	SE	R-20	L-30
8.432	Torrance Blvd.	SW	R-21	L-30
8.476	Torrance Blvd.	NE	R-22	L-30
8.459	Torrance Blvd.	NW	R-23	L-30
8.647	209th St.	SE	R-24	L-31
8.655	209th St.	NE	R-25	L-31
8.727	208th St.	SE	R-26	L-31
8.735	208th St.	NE	R-27	L-31
8.736	208th St.	NW	R-28	L-31
8.778	207th St.	SE	R-29	L-31
8.786	207th St.	NE	R-30	L-31
8.846	206th St.	SE	R-31	L-32
8.855	206th St.	NE	R-32	L-32
8.908	205th St.	SE	R-33	L-32
8.906	205th St.	SW	R-34	L-32
8.916	205th St.	NE	R-35	L-32
8.917	205th St.	NW	R-36	L-32
8.969	204th St.	SE	R-37	L-32
8.976	204th St.	NE	R-38	L-32
9.049	Del Amo Blvd.	SE	R-39	L-32
9.051	Del Amo Blvd.	SE	R-40	L-32
9.046	Del Amo Blvd.	SW	R-41	L-32
9.048	Del Amo Blvd.	SW	R-42	L-32
9.059	Del Amo Blvd.	NE	R-43	L-32
9.064	Del Amo Blvd.	NW	R-44	L-32

PM	Intersection	Location/ Corner	ADA Curb Ramp #	Layout Sheet #
9.234	Western Way/Francisco St.	SE	R-45	L-33
9.238	Western Way/Francisco St.	SW	R-46	L-33
9.252	Western Way/Francisco St.	NE	R-47	L-33
9.254	Western Way/Francisco St.	NE	R-48	L-33
9.253	Western Way/Francisco St.	NW	R-49	L-33
9.255	Western Way/Francisco St.	NW	R-50	L-33
9.573	195th St.	SE	R-51	L-34
9.573	195th St.	SW	R-52	L-34
9.586	195th St.	NE	R-53	L-34
9.588	195th St.	NE	R-54	L-34
9.587	195th St.	NW	R-55	L-34
9.587	195th St.	NW	R-56	L-34
9.864	190th St.	SE	R-57	L-35
9.867	190th St.	SE	R-58	L-35
9.857	190th St.	SW	R-59	L-35
9.86	190th St.	SW	R-60	L-35
9.885	190th St.	NE	R-61	L-35
9.888	190th St.	NE	R-62	L-35
9.884	190th St.	NW	R-63	L-35
9.888	190th St.	NW	R-64	L-35

COMPLETE STREETS DECISION
DOCUMENT –
Attachment S

Complete Streets Decision Document (CSDD)

- 1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

☒ NO - Proceed to Question 2

☐ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

- 2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

☒ NO - Continue to Question 3

☐ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

- 3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

☐ NO – Proceed to Question 4

☒ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

- 4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.

☐ a. District Active Transportation Plan

☐ b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans

☐ c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)

☐ d. Corridor planning documents

☐ e. Other (list here) _____

- 5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

☐ NO – Provide brief description of findings: _____

Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.

☒ YES – Describe them here and proceed to Question 6: _____

45 Existing curb ramps will be brought up to standard and new 16 additional dual curb ramps at signalized intersections. Additionally, it will provide pedestrian push buttons at locations where they do not currently exist. Also bicycle and pedestrian circulation, as well as roadway accessibility for all users will be studied in more detail in the next phase

- 6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and

provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
<i>Bicycle Facilities - Existing inlet grate</i>	<i>Ea</i>	<i>11</i>	<i>\$27,500</i>
<i>Bicycle Facilities – Marking & Striping</i>	<i>Ea</i>	<i>LS</i>	<i>\$250,000</i>
<i>Transit Facilities – Concrete bus Pad</i>	<i>Ea</i>	<i>44</i>	<i>\$1,245,200</i>
<i>ADA curb ramps</i>	<i>Ea</i>	<i>61</i>	<i>\$335,500</i>

- 7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

☒ NO

☐ YES – Describe the opposition position here: _____

- 8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

☐ NO - Proceed to Question 9

☒ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

- 9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

☐ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.

☐ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
<i>e.g. Class III Bike Route- Segment [PM xx.x- xx.x]</i>	<i>LF</i>		
<i>e.g. Standard 8-foot shoulder- Segment [PM xx.x- xx.x]</i>	<i>LF</i>		

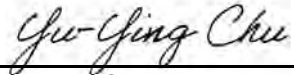
- 10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

☐ NO

☐ YES – Describe the constraints here: _____

- 11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.). _____

Prepared by:



Yu-Ying Chu, P.E.
Office of Project & Special Studies

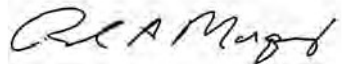
Concurred by:



Mine Struhl
District Complete Streets Coordinator

5/10/2021

Date



Paul Marquez
Deputy District Director, Planning

6/22/2021

Date



Jerrel Kam
Deputy District Director, Design or
Division Chief, Design/Project Development

06/21/2021

Date

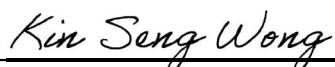
Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document.

☒ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document.

Certified by:



Name, Project Engineer
Branch/Company

06/24/2024

Date

Concurred by: (Only include concurrence signatures if a Superseding CSDD is prepared.)

Name
District Complete Streets Coordinator

Date

Name
Deputy District Director, Planning

Date

Name
Deputy District Director, Design or
Division Chief, Design/Project Development

Date

Revalidation of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the CSDD (or Superseding CSDD, if applicable) certified at the PA&ED revalidation and the project approval document?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the CSDD that was approved at PA&ED revalidation, obtain all certified and concurrence signatures below, and attach to the Supplemental PR. If a Supplemental PR is not required, place in the project history file.

_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was approved at PA&ED revalidation and place the CSDD in the project history file.

Certified by:

Name, Project Engineer
Branch/Company

Date

Concurred by: (Only include concurrence signatures if a Superseding CSDD is prepared.)

Name
District Complete Streets Coordinator

Date

Name
Deputy District Director, Planning

Date

Name
Deputy District Director, Design or
Division Chief, Design/Project Development

Date

FIBER OPTIC SYSTEMS TABLE – Attachment T

The following are locations of proposed bus pads in conflict with State-owned fiber optics:

	Route	Location	Direction	PM	Type of ITS Work
1	LA-213	N/O Crestwood St	SB	2.23	Relocate 1 pull box Relocate 250 linear feet of fiber optic conduit
2	LA-213	N/O Park Western Dr	SB	2.37	Relocate 2 pull boxes, Relocate 250 linear feet of fiber optic conduit
3	LA-213	N/O Trudie Dr/Capitol Dr	SB	2.48	Relocate 1 pull box, Relocate 250 linear feet of fiber optic conduit
4	LA-213	S/O Caddington Dr	NB	2.79	Relocate 1 pull box Relocate 250 linear feet of fiber optic conduit
5	LA-213	N/O Caddington Dr	SB	2.79	Relocate 1 pull box Relocate 250 linear feet of fiber optic conduit
6	LA-213	S/O Toscanini Dr	NB	2.97	Relocate 1 pull box Relocate 250 linear feet of fiber optic conduit
7	LA-213	N/O Delasonde Dr/Westmont Dr	SB	3.19	Relocate 2 pull boxes Relocate 250 linear feet of fiber optic conduit
				Total:	Relocate 9 Pull Boxes Relocate 1750 linear feet of fiber optic conduit *Replace 9000 linear feet of fiber optic cable

*In order to restore communication along this route, the 60-strand single-mode fiber optic cable from Summerland Ave (PM 2.02) to the splice vault on Avenida Aprenda (PM 3.45) would be replaced. A total of about 9000 LF of fiber optic cable.

Project Approval/Environmental Document (PA/ED) QA/IQA Routing Slip

Office Lead: (OPSS, Maintenance, Operations, Design)

Lvl	Reviewer	Initials	Date Concurred	Comments	
1st	Project Engineer preparing the PA/ED Name: Kin Seng Wong				
	Senior preparing the PA/ED Name: Joseph Reynoza		6/23/24	Please see attached approval email.	
	District Program Advisor(s) Name: Shawn Enjily for MD Musa		6/25/24	Please see attached approval email.	
	District Asset Manager Name: Roger Yoh		6/24/24	Please see attached approval email.	
	District Program (or SB-1) Manager Name: Sona Juharyan (Acting)		6/21/24	Please see attached approval email.	
	Office Chief of Environmental Planning Name: Dawn E. Kukla		6/19/24	Please see attached approval email.	
	Office Chief of R/W Name: Zolton Elo		6/26/24	Please see attached approval email.	
	Office Chief preparing the PA/ED Name: Asadour Terterian (Simon Kuo - Acting)		6/25/24	Please see attached approval email.	
	PS&E Lead	Office Chief of Design Name: Asadour Terterian (Simon Kuo - Acting)		6/25/24	Please see attached approval email.
		Office Chief of Maintenance Name: Shawn Enjily		6/25/24	Please see attached approval email.
		Office Chief of Operations, Mobility Name: Siew Mei Tan		6/25/24	Please see attached approval email.
	Project Manager Name: Carlos Loera (Acting)		6/26/24	Please see attached approval email.	
	Office Chief of Project Management Name: Mehdi Salehinik		6/24/24	Please see attached approval email.	
	2nd	PPM Assistant Division Chief (Project Management)* Name: Nancy Pe	 NP	07/03/2024	
PPM Assistant Division Chief (Programming) Name: Chan Kuoch (Acting)		 CK	06/28/2024		
Design Assistant Division Chief Name: Andy Liao (Acting)		 AL	06/27/2024		
PA/ED Lead Assistant Division Chief Name: Andy Liao (Acting)		 AL	06/27/2024		
Deputy District Director preparing the PA/ED Name: Greg Farr		 GF	07/03/2024		
Deputy District Director of Environmental Planning Name: Kelly Ewing-Toledo		 KET	07/08/2024		
Deputy District Director of Right-of-Way Name: Dan Murdoch		 DEM	07/03/2024	Dem	
PS&E Lead*		Deputy District Director of Design Name: Greg Farr	 GF	07/03/2024	
		Deputy District Director of Maintenance Name: Godson Okereke			
		Deputy District Director of Operations Name: Rafael Molina			
Deputy District Director of Program & Project Management* Name: Kelly Lamare (Acting)		 KL	07/15/2024		
3rd	Chief Deputy District Director* Name: Monica Benavides		10/04/2024		
	District Director* Name: Gloria Roberts	Signature			

*When PR is delegated then PD DDD (Lead Division) signs the document after all other reviewers in level 2 have approved and level 3 review is not required.

Kearns, Suzie@DOT

From: Kearns, Suzie@DOT
Sent: Wednesday, June 19, 2024 4:47 PM
To: Reynoza, Joseph E@DOT; Yoh, Roger@DOT; Juharyan, Sona@DOT; Kukla, Dawn E@DOT; Elo, Zoltan@DOT; Kuo, Simon S@DOT; Enjily, Shawn@DOT; Tan, Siew Mei@DOT; Musa, Md@DOT; Loera, Carlos@DOT; Salehinik, Mehdi@DOT
Subject: [REQUEST FOR OFFICE CHIEF/MANAGER APPROVAL] PROJECT REPORT FOR EA 346600
Attachments: 0734660_LA_213_PR_6-19-24.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Tracking:	Recipient	Read	Response
	Reynoza, Joseph E@DOT	Read: 6/19/2024 5:52 PM	Approve with Comments: 6/23/2024 6:04 PM
	Yoh, Roger@DOT	Read: 6/20/2024 9:08 PM	Approve with Comments: 6/24/2024 9:03 PM
	Juharyan, Sona@DOT	Read: 6/19/2024 5:27 PM	Approve with Comments: 6/21/2024 2:56 PM
	Kukla, Dawn E@DOT		Approve with Comments: 6/19/2024 7:55 PM
	Elo, Zoltan@DOT	Read: 6/25/2024 12:44 PM	Approve: 6/26/2024 11:00 AM
	Kuo, Simon S@DOT		Approve: 6/25/2024 11:17 AM
	Enjily, Shawn@DOT		
	Tan, Siew Mei@DOT	Read: 6/19/2024 4:53 PM	Approve with Comments: 6/25/2024 11:53 AM
	Musa, Md@DOT		
	Loera, Carlos@DOT		Approve with Comments: 6/26/2024 8:57 AM
	Salehinik, Mehdi@DOT	Read: 6/20/2024 7:58 AM	Approve with Comments: 6/24/2024 3:56 PM

Greetings Office Chiefs, Program Managers, and Project Managers;

The attached is the Project Report (PR) for Project EA 07-346600. The Project Manager and Project Engineer would like to request for your [approval/concurrence of this PR before Monday 6/24/2024](#), to facilitate the Level 2 review and approval of District Director.

Requested 1st Level QA/QC Approval/Concurrence from:

Senior Preparing the PA/ED	Joseph Reynoza
District Program Advisor	Shawn Enjily for MD Musa (on vacation until 6/27/24)
District Asset Manager	Roger Yoh

District Program (or SB-1) Manager	Sona Juharyan
Office Chief of Environmental Planning	Dawn Kukla
Office Chief of R/W	Zoltan Elo
Office Chief preparing the PA/ED	Simon Kuo (Acting for Asadour Terterian)
Office Chief of Maintenance	Shawn Enjily
Office Chief of Operations	Siew Mei Tan
Project Manager	Carlos Loera
Office Chief of Project Management	Mehdi Salehinik

Project Info Summary:

- Pavement Capital Preventative Maintenance Project
- Design Manager: Joseph Reynoza, (213) 269-6121
- Project Manager: Carlos Loera (213) 266-6202

Project Limits	07-LA-213-PM 0.0/10.0	
Number of Alternatives	2	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$8,933,000	\$13,079,000
Capital Outlay Construction	\$38,015,400	\$45,443,000
Capital Outlay Right-of-Way	\$949,000	\$1,286,000
Funding Source	SHOPP (20.XX.201.121)	
Funding Year	2026	
Type of Facility	4 to 6 lane conventional highway	
Number of Structures	None	
SHOPP Project Output	42.87 lane miles CAPM, 478 LF Guard Rail, 64 ADA Curb Ramps, and others. For complete list of performance measures See Attachment M.	
Environmental Determination or Document	Categorical Exemption/Categorical Exclusion (CE/CE)	
Legal Description	In and near the cities of Los Angeles, Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, install complete streets elements, including bike lanes and crosswalk improvements, and upgrade facilities to American with Disabilities Act (ADA) standards.	
Project Development Category	5	

Attached please find the PR for your QA/QC approval/concurrence via Email Voting Button.

- By approving this request via email voting buttons, you are certifying that you have reviewed the PR and are recommending approval of the PR by the Executive Office, contingent on minor changes & updates, if any.
- You are also authorizing the use of the Approval Tracking Document printed from this email request in lieu of the wet signatures on the Project Report Signature Routing.

Voting:

1. To approve/concur the attached PR:
 - a. Select the vote button above (Approve, or Approve with Comments)
 - b. Select (edit the response before sending), if you select (Approve with Comments) and want to include a note for the Project Engineer or the Project Manager
 - c. Send
2. To reject the attached PR with comments:
 - a. Select the vote button above (Reject with comments)
 - b. Select (edit the response before sending) and provide your comments
 - c. Send

Should you have any questions or require additional information, please call me at 213-266-3679.

Thank you,

Suzie Kearns

Transportation Engineer (Civil)

District 7 – Division of Design – Office of Design A

Mobile: 213-266-3729

From: Enjily, Shawn@DOT
Sent: Wednesday, June 26, 2024 10:00 AM
To: Kearns, Suzie@DOT
Cc: Loera, Carlos@DOT; Reynoza, Joseph E@DOT; Wong, Kin Seng@DOT; Musa, Md@DOT
Subject: RE: Status of Level 1 Vote

Hi Suzie

Md does not need to vote , since the level 1 approval is for office chiefs.
Md is the Program advisor and my approval is covering his review and concurrence.,

Thanks 😊

Shawn Enjily
Office Chief, Maintenance Engineering-SHOPP
Cell- 213-266-6134

Regions Boundary Map:

<http://sv07lamaint.ct.dot.ca.gov/Maint/MS%20Station%20&%20Boundary%20Directory/D7%20Mtce%20Area%20Map.pdf>

GIS Boundary Map<http://sv07lamaint.ct.dot.ca.gov/gis/MTCEBN>

<http://sv07lamaint.ct.dot.ca.gov/GIS/MTCEBN>

[Statement of Ongoing Contracts | Caltrans](#)
[Caltrans 2020-2024 Strategic Plan 2-Page Summary](#)

[D7 Bridge and Pavement Condition Web Map \(ca.gov\)](#)

From: Kearns, Suzie@DOT <suzie.kearns@dot.ca.gov>
Sent: Wednesday, June 26, 2024 9:56 AM
To: Enjily, Shawn@DOT <shawn.enjily@dot.ca.gov>
Cc: Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>; Reynoza, Joseph E@DOT <joseph.reynoza@dot.ca.gov>; Wong, Kin Seng@DOT <Kin.Seng.Wong@dot.ca.gov>
Subject: RE: Status of Level 1 Vote

Good morning Shawn,

May I request an email with your vote/approval on behalf of Md Musa?

Thank you,

Suzie Kearns

Transportation Engineer (Civil)
District 7 – Division of Design – Office of Design A
Mobile: 213-266-3729

From: Enjily, Shawn@DOT <shawn.enjily@dot.ca.gov>
Sent: Tuesday, June 25, 2024 9:38 AM
To: Kearns, Suzie@DOT <suzie.kearns@dot.ca.gov>
Cc: Reynoza, Joseph E@DOT <joseph.reynoza@dot.ca.gov>; Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>; Elo, Zoltan@DOT <zoltan.elo@dot.ca.gov>; Kuo, Simon S@DOT <simon.kuo@dot.ca.gov>; Tan, Jackie C@DOT <jackie.tan@dot.ca.gov>; Abdelhameid, Ezzeldin@DOT <Ezzeldin.Abdelhameid@dot.ca.gov>; Chau, Eric D (D7)@DOT <eric.d.chau@dot.ca.gov>
Subject: RE: Status of Level 1 Vote

Hi Suzie

Thank you.

Most of my comments have been addressed. I saw a couple of minor editing issues, but not crucial.
Cost estimate was corrected and revised. Thank you.

You can consider this as an approval from my side.

Thanks 😊

Shawn Enjily
Office Chief, Maintenance Engineering-SHOPP
Cell- 213-266-6134

Regions Boundary Map:

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[Caltrans 2020-2024 Strategic Plan 2-Page Summary](#)

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From: Kearns, Suzie@DOT <suzie.kearns@dot.ca.gov>

Sent: Tuesday, June 25, 2024 9:05 AM

To: Enjily, Shawn@DOT <shawn.enjily@dot.ca.gov>

Cc: Reynoza, Joseph E@DOT <joseph.reynoza@dot.ca.gov>; Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>; Elo, Zoltan@DOT <zoltan.elo@dot.ca.gov>; Kuo, Simon S@DOT <simon.kuo@dot.ca.gov>

Subject: RE: Status of Level 1 Vote

Good morning Shawn,

Please see attached PR, revised estimate as well as responses to your comments.

Thank you,

Suzie Kearns

Transportation Engineer (Civil)

District 7 – Division of Design – Office of Design A

Mobile: 213-266-3729

From: Enjily, Shawn@DOT <shawn.enjily@dot.ca.gov>

Sent: Tuesday, June 25, 2024 8:37 AM

To: Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>; Elo, Zoltan@DOT <zoltan.elo@dot.ca.gov>; Kuo, Simon S@DOT <simon.kuo@dot.ca.gov>

Cc: Kearns, Suzie@DOT <suzie.kearns@dot.ca.gov>; Reynoza, Joseph E@DOT <joseph.reynoza@dot.ca.gov>

Subject: RE: Status of Level 1 Vote

Hi

Please respond to my comments, and I will approve it.

Thanks 😊

Shawn Enjily
Office Chief, Maintenance Engineering-SHOPP
Cell- 213-266-6134

Regions Boundary Map:

<http://sv07lamaint.ct.dot.ca.gov/Maint/MS%20Station%20&%20Boundary%20Directory/D7%20Mtce%20Area%20Map.pdf>

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[D7 Bridge and Pavement Condition Web Map \(ca.gov\)](#)

From: Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>
Sent: Tuesday, June 25, 2024 8:20 AM
To: Elo, Zoltan@DOT <zoltan.elo@dot.ca.gov>; Kuo, Simon S@DOT <simon.kuo@dot.ca.gov>; Enjily, Shawn@DOT <shawn.enjily@dot.ca.gov>
Cc: Kearns, Suzie@DOT <suzie.kearns@dot.ca.gov>; Reynoza, Joseph E@DOT <joseph.reynoza@dot.ca.gov>
Subject: FW: Status of Level 1 Vote

Hi Team,

Please either Approve or Approve with Comments by Noon today. Design needs to incorporate your comments and submit for Level 2 Vote today. If there is anything I can do on my end to help expedite the process then please let me know.

Carlos Loera, PE
Acting Project Manager
Caltrans, District 7
(213) 266-6202

From: Kearns, Suzie@DOT <suzie.kearns@dot.ca.gov>
Sent: Tuesday, June 25, 2024 8:11 AM
To: Ferrer, Kevin@DOT <Kevin.Ferrer@dot.ca.gov>
Cc: Wong, Kin Seng@DOT <Kin.Seng.Wong@dot.ca.gov>; Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>
Subject: FW: Status of Level 1 Vote

Sorry sent to you by mistake.

Suzie Kearns

Transportation Engineer (Civil)
District 7 – Division of Design – Office of Design A
Mobile: 213-266-3729

From: Kearns, Suzie@DOT
Sent: Tuesday, June 25, 2024 8:10 AM
To: Ferrer, Kevin@DOT <Kevin.Ferrer@dot.ca.gov>
Cc: Wong, Kin Seng@DOT <Kin.Seng.Wong@dot.ca.gov>; Loera, Carlos@DOT <Carlos.Loera@dot.ca.gov>
Subject: Status of Level 1 Vote

 This message was sent on 6/19/2024 4:47 PM.
Reply Totals: Approve with Comments 5; Approve 0; Reject 0

Recipient	Read
Reynoza, Joseph E@DOT	Read: 6/19/2024 5:52 PM
Yoh, Roger@DOT	Read: 6/20/2024 9:08 PM
Juharyan, Sona@DOT	Read: 6/19/2024 5:27 PM
Kukla, Dawn E@DOT	
Elo, Zoltan@DOT	
Kuo, Simon S@DOT	
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Tan, Siew Mei@DOT	Read: 6/19/2024 4:53 PM
Musa, Md@DOT	
Loera, Carlos@DOT	
Salehinik, Mehdi@DOT	Read: 6/20/2024 7:58 AM

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District 7 – Division of Design – Office of Design A
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Cc: Reynoza, Joseph E@DOT; Loera, Carlos@DOT; Elo, Zoltan@DOT; Kuo, Simon S@DOT; Tan, Jackie C@DOT; Abdelhameid, Ezzeldin@DOT; Chau, Eric D (D7)@DOT
Subject: RE: Status of Level 1 Vote

Hi Suzie

Thank you.

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You can consider this as an approval from my side.

Thanks 😊

Shawn Enjily
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Cell- 213-266-6134

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Subject: FW: Status of Level 1 Vote

Hi Team,

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Caltrans, District 7
(213) 266-6202

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District 7 – Division of Design – Office of Design A
Mobile: 213-266-3729

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Musa, Md@DOT	
Loera, Carlos@DOT	
Salehinik, Mehdi@DOT	Read: 6/20/2024 7:58 AM

Suzie Kearns

Transportation Engineer (Civil)
District 7 – Division of Design – Office of Design A
Mobile: 213-266-3729

EA 34660: Project Report Approval

Final Audit Report

2024-07-12

Created:	2024-06-27
By:	Jesse Ornelas (s157087@dot.ca.gov)
Status:	Canceled / Declined
Transaction ID:	CBJCHBCAABAAMpWn68lR5h7q354n4sPxIVxiNoZAHgWB

"EA 34660: Project Report Approval" History

-  Document created by Jesse Ornelas (s157087@dot.ca.gov)
2024-06-27 - 11:47:36 PM GMT- IP address: 149.136.33.247
-  Document emailed to Chan Kuoch (chan.kuoch@dot.ca.gov) for approval
2024-06-28 - 0:18:27 AM GMT
-  Document emailed to Andy Liao (andy.liao@dot.ca.gov) for approval
2024-06-28 - 0:18:27 AM GMT
-  Document emailed to Nancy Pe (nancy.n.pe@dot.ca.gov) for approval
2024-06-28 - 0:18:27 AM GMT
-  Email viewed by Andy Liao (andy.liao@dot.ca.gov)
2024-06-28 - 0:24:44 AM GMT- IP address: 216.165.250.117
-  Email viewed by Nancy Pe (nancy.n.pe@dot.ca.gov)
2024-06-28 - 2:31:00 AM GMT- IP address: 149.136.33.248
-  Email viewed by Chan Kuoch (chan.kuoch@dot.ca.gov)
2024-06-28 - 5:44:06 AM GMT- IP address: 146.75.146.1
-  Document approved by Andy Liao (andy.liao@dot.ca.gov)
Approval Date: 2024-06-28 - 5:57:08 AM GMT - Time Source: server- IP address: 216.165.250.117
-  Document approved by Chan Kuoch (chan.kuoch@dot.ca.gov)
Approval Date: 2024-06-28 - 3:22:14 PM GMT - Time Source: server- IP address: 149.136.33.251
-  Email viewed by Nancy Pe (nancy.n.pe@dot.ca.gov)
2024-06-29 - 2:43:37 PM GMT- IP address: 172.226.3.176
-  Document approved by Nancy Pe (nancy.n.pe@dot.ca.gov)
Approval Date: 2024-07-03 - 7:31:52 PM GMT - Time Source: server- IP address: 149.136.33.253

 Document emailed to Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov) for approval

2024-07-03 - 7:32:05 PM GMT

 Document emailed to Dan Murdoch (dan.murdoch@dot.ca.gov) for signature

2024-07-03 - 7:32:05 PM GMT

 Document emailed to Kelly Lamare (kelly.m.lamare@dot.ca.gov) for approval

2024-07-03 - 7:32:05 PM GMT

 Document emailed to Greg Farr (greg.farr@dot.ca.gov) for signature

2024-07-03 - 7:32:06 PM GMT

 Email viewed by Greg Farr (greg.farr@dot.ca.gov)

2024-07-03 - 8:19:58 PM GMT- IP address: 149.136.33.250

 Document e-signed by Greg Farr (greg.farr@dot.ca.gov)

Signature Date: 2024-07-03 - 8:26:04 PM GMT - Time Source: server- IP address: 149.136.33.250

 Email viewed by Dan Murdoch (dan.murdoch@dot.ca.gov)

2024-07-03 - 9:33:23 PM GMT- IP address: 172.226.7.8

 Document e-signed by Dan Murdoch (dan.murdoch@dot.ca.gov)

Signature Date: 2024-07-03 - 9:36:05 PM GMT - Time Source: server- IP address: 174.243.144.246

 Email viewed by Kelly Lamare (kelly.m.lamare@dot.ca.gov)

2024-07-05 - 1:46:45 PM GMT- IP address: 172.226.7.28

 Email viewed by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)

2024-07-08 - 6:24:50 PM GMT- IP address: 149.136.33.251

 Document approved by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)

Approval Date: 2024-07-08 - 6:25:53 PM GMT - Time Source: server- IP address: 149.136.33.251

 Document canceled by Jesse Ornelas (s157087@dot.ca.gov)

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EA 34660: Project Report Approval

Final Audit Report

2024-07-16

Created:	2024-07-15
By:	Jesse Ornelas (s157087@dot.ca.gov)
Status:	Canceled / Declined
Transaction ID:	CBJCHBCAABAAM-YrzwuBfjFWoyplnoPIQ3p743upe5a

"EA 34660: Project Report Approval" History

-  Document created by Jesse Ornelas (s157087@dot.ca.gov)
2024-07-15 - 10:58:13 PM GMT- IP address: 149.136.33.249
-  Document emailed to Kelly Lamare (kelly.m.lamare@dot.ca.gov) for approval
2024-07-15 - 11:13:53 PM GMT
-  Email viewed by Kelly Lamare (kelly.m.lamare@dot.ca.gov)
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-  Document approved by Kelly Lamare (kelly.m.lamare@dot.ca.gov)
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EA 34660: Project Report Approval

Final Audit Report

2024-09-19

Created:	2024-08-09
By:	Jesse Ornelas (s157087@dot.ca.gov)
Status:	Canceled / Declined
Transaction ID:	CBJCHBCAABAAOkS5GiS62xjL5-d_3v3ndLygEfz4fJsh

"EA 34660: Project Report Approval" History

-  Document created by Jesse Ornelas (s157087@dot.ca.gov)
2024-08-09 - 5:18:20 PM GMT- IP address: 149.136.33.252
-  Document emailed to Monica Benavides (monica.benavides@dot.ca.gov) for approval
2024-08-09 - 5:23:47 PM GMT
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2024-08-10 - 3:41:07 AM GMT- IP address: 172.226.212.20
-  Email viewed by Monica Benavides (monica.benavides@dot.ca.gov)
2024-08-19 - 5:53:49 AM GMT- IP address: 104.28.85.120
-  Document declined by Monica Benavides (monica.benavides@dot.ca.gov)
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EA 34660: Project Report Approval

Final Audit Report

2024-10-09

Created:	2024-09-24
By:	Jesse Ornelas (s157087@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA7zSFtQRrDuB1dRvg9NOYhOMYt986CGg

"EA 34660: Project Report Approval" History

-  Document created by Jesse Ornelas (s157087@dot.ca.gov)
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-  Email viewed by Monica Benavides (monica.benavides@dot.ca.gov)
2024-09-25 - 6:00:22 AM GMT- IP address: 172.226.186.30
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-  Document emailed to Gloria Roberts (gloria.roberts@dot.ca.gov) for signature
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-  Email viewed by Gloria Roberts (gloria.roberts@dot.ca.gov)
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-  Document e-signed by Gloria Roberts (gloria.roberts@dot.ca.gov)
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