

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

I-5 CAPM N/O DTLA (07-37870)

Resolution **SHOPP-P-2526-05B**  
(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 **March 19, 2026** (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 **3/20/2026** meeting the Commission approved the **State Highway Operation and Protection Program** and included in this program of projects the **I-5 CAPM N/O DTLA (07-37870)**, 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 **[REDACTED]**, "Adoption of Program of Projects for the Active Transportation Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Local Partnership Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated **[REDACTED]**
  - Resolution **G-26-33**, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated **3/20/2026**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated **[REDACTED]**

- 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 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 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

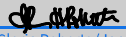
Project Name **I-5 CAPM N/O DTLA (07-37870)**


Resolution **[Redacted]**


(to be completed by CTC)

*Thein (David) Win* **01/18/2026**  
Date  
Thein (David) Win  
Project Manager  
Project Applicant

*David Yan* **01/18/2026**  
Date  
David Yan  
Chief, Office of Program Management  
Implementing Agency

  
[Gloria Roberts \(Jan 26, 2026 16:15:08 PST\)](#) **01/26/2026**  
Date  
Gloria Roberts  
District Director  
California Department of Transportation

  
[Dina El-Tawansy \(Mar 4, 2026 16:54:54 PST\)](#) **03/04/2026**  
Date  
Dina El-Tawansy  
Director  
California Department of Transportation

  
**03/23/2026**  
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**

<b>Date:</b>	01/09/26 03:01:07 PM
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District	EA	Project ID		PPNO	Project Manager
07	37870	0721000242		6081	WIN, THEIN
County	Route	Begin Postmile	End Postmile	Implementing Agency	
LA	5	19.2	28.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

**Project Nickname**

I-5 CAPM N/O DTLA

**Location/Description**

In the cities of Los Angeles, Glendale, and Burbank, from North Main Street to Verdugo Avenue. Rehabilitate pavement, apply pavement delineation, upgrade guardrail, install vegetation control pads, and upgrade facilities to Americans with Disabilities Act (ADA) standards.

**Legislative Districts**

<b>Assembly:</b>	44, 51, 52, 54	<b>Senate:</b>	20, 25, 26	<b>Congressional:</b>	30, 34
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**PERFORMANCE MEASURES**

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	5.0	65.7	9.4		80.1	Lane-miles
Programmed Condition	Pavement	80.1	0.0	0.0	0.0	80.1	Lane-miles

**Project Milestone**

	Actual	Planned
Project Approval and Environmental Document Milestone	09/23/25	
Right of Way Certification Milestone		12/1/27*
Ready to List for Advertisement Milestone		1/1/28*
Begin Construction Milestone (Approve Contract)		10/1/28*

**FUNDING (Allocated amounts are shaded)**

Component	Fiscal Year	SHOPP				Total
PA&ED	24/25	2,887				2,887
PS&E	25/26	3,732				3,732
RW Support	25/26	106				106
Const Support	27/28	7,669				7,669
RW Capital	27/28	196*				196*
Const Capital	27/28	56,640*				56,640*
<b>Total</b>		<b>71,230*</b>				<b>71,230*</b>

\*Per concurrent 2026 SHOPP

# Memorandum

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

**Date:** February 12, 2026

**File:** 07-378701  
07-LA-005  
PID: 0721000242

**From:** THEIN (DAVID) WIN  
Project Manager  
District 7

**Subject: SB1 BASELINE AGREEMENT CLARIFICATION MEMORANDUM**

This memorandum is written to accompany the SB-1 Baseline Agreement for this Capital Preventive Maintenance (CAPM) project on Interstate 005 in Los Angeles County.

At the time of processing the SB-1 Baseline Agreement, the current total for the project is as shown in current 2026 SHOPP cost data:

Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
07-Los Angeles-5 19.2/28.9 6081 0721000242	In the cities of Los Angeles, Glendale, and Burbank, from North Main Street to Verdugo Avenue. Rehabilitate pavement, apply pavement delineation, replace overhead sign structures and panels, upgrade guardrail, install vegetation control pads, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	37870 2027-28	R/W: \$196 Con: \$56,640	PA&ED: \$2,887 PS&E: \$3,732 R/W Sup: \$106 Con Sup: \$7,669	Prior Prior Prior 27-28	PA&ED: 9/23/2025 R/W Cert: 12/1/2027 RTL: 1/1/2028 Begin Con: 10/1/2028
Carryover			Subtotal: \$56,836	\$14,394		
			<b>Total Project Cost:</b>	<b>\$71,230</b>		

SB1 Baseline Agreement Required

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 80.1 Lane mile(s)

Primary Asset	Condition			Quantity	Unit
	Good	Fair	Poor		
Existing Condition	5.0	65.7	9.4	80.1	Lane mile(s)
Post Condition	80.1	0.0	0.0	80.1	Lane mile(s)

If you have any questions, please contact me at (279) 599-4466.

Thein (David) Win  
01/28/2026



## SUPPLEMENTAL PROJECT REPORT For Project Approval

**On Route** LA-005  
**Between** North of Main St UC (PM 19.2)  
**And** South of Verdugo Ave UC (PM 28.9)

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:

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Dan Murdoch,  
Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

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Thein (David) Win, Project Manager

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Greg Farr, Deputy District Director, Division of Design

PROJECT APPROVED:

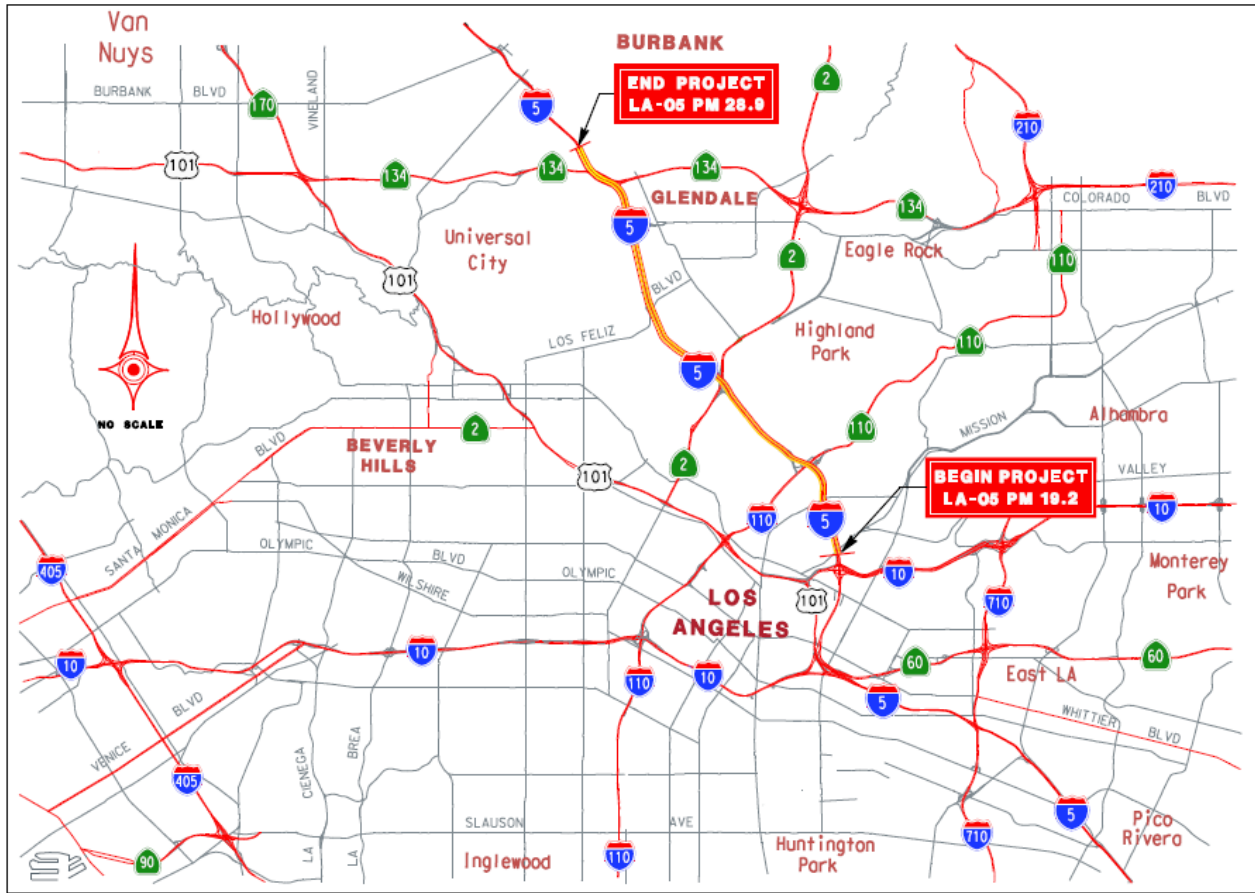
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Gloria Roberts, District Director

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*Date*

# VICINITY MAP



On LA- 5 from North of Main St UC (PM 19.2) to South of Verdugo Ave UC (PM 28.9) in Los Angeles County

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.

*Mohamed Ghannoum*

REGISTERED CIVIL ENGINEER

12/04/2025

DATE



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## 1. INTRODUCTION

### Project Description:

This Supplemental Project Report (SPR) is to document the changes to the Project Report approved on September 23, 2025. There has been a cost increase of \$28.23M from the Project Initiation Document (PID) to the Project Report (PR) phase. District 7 does not have additional funding to accommodate this increase requiring the cost estimate to stay close to the original programmed amount of \$53.28M. This funding constraint triggered a re-evaluation of the scope of work to stay within budget. The Construction Capital increased to \$56.640M from \$53.278M even with scope reduction due to item cost increases.

### Summary of Down scoping Decisions:

- 24 overhead sign structures and 40 sign panels - These are not core assets to the project and determined to be in fair condition and structurally sound, not requiring immediate replacement.
- 30 on-ramp locations of pavement rehabilitation - These are not core assets to the project and were determined to be in fair to good condition, not requiring rehabilitation at this time.
- 20 Midwest Guardrail Systems (MGS) locations (reduced from 5710LF to 1800LF) - Some locations are part of other projects already in construction. Locations that are not in construction have been evaluated by District Traffic Safety based on the Traffic Safety Systems Manual (TSSM) dated April 2025 and Supplemental TSSM dated April 2025. The evaluation indicates that upgrading the existing systems does not need to be pursued as part of this project.
- Reduction in electrical items due to the reduced items above in the project.

The remaining scope of work for this project is the same as mentioned in the Project Report approved on 9/23/2025. All work will occur within existing Caltrans Right-of-Way (R/W). The project highlights are as follows:

### Project Summary:

<b>Project Limits</b>	07-LA-05 PM 19.2/28.9	
<b>Number of Alternatives</b>	2	
<b>Preferred Project Alternative</b>	Alternative 2	
<b>Capital Outlay Project Cost</b>	<b>Current Cost Estimate Including Risk (\$1000)</b>	<b>Escalated Cost Estimate (\$1000)</b>
<b>Support</b>		
PA&ED	\$2,887	\$2,887
PS&E	\$3,537	\$3,732
R/W (Right-of-Way)	\$62	\$66
CONS (Construction)	\$6,785	\$7,669
<b>Capital</b>		
R/W	\$24	\$32
CONS	\$48,731	\$56,640
<b>Total</b>	<b>\$62,100</b>	<b>\$71,025</b>
<b>Funding Source</b>	Minor Pavement Rehabilitation - 20.XX.201.121	
<b>Funding Year</b>	FY 2027/2028	
<b>Type of Facility</b>	Freeway	
<b>Number of Structures</b>	N/A	

<b>Anchor Asset SHOPP Project Output (Please see Attachment M for details)</b>	80.1 Lane-Mile Pavement
<b>Anticipated Environmental/Determination or Document</b>	Categorical Exemption/Categorical Exclusion (CE/CE)
<b>Legal Description</b>	On LA- 5 from north of Main St UC (PM 19.2) to south of Verdugo Ave UC (PM 28.9) in Los Angeles County
<b>Project Development Category</b>	5

## 2. RECOMMENDATION

It is recommended that this Supplemental Project Report be approved, and the project be programmed with the revised estimate to proceed to the Plans, Specifications and Estimates (PS&E) phase.

## 3. BACKGROUND

### 3A. Project History

I-5 is a major north-south corridor that serves the communities and helps goods movement between southern and northern California including Los Angeles County. The most recent pavement rehabilitation work on this segment of LA-5 was completed in December 2016 (EA 295604). According to 2019 Pavement Condition Survey Report (See Attachment L), this segment of LA-5 has an International Roughness Index (IRI) value of 86 for Asphalt Concrete (AC) and 130 for Plain Cement Concrete (PCC) pavements, and it needs pavement rehabilitation/resurfacing to prevent further deterioration of the road surface. The existing MBGRs within the project limits (7 locations) that are either damaged or do not meet the current standards and the existing non-compliant ADA curb ramps at four ramp intersections will be upgraded. In addition, complete street elements such as pedestrian signs and crosswalks will be upgraded to meet the District Active Transportation Plan. This proposed project will address all user needs and improve user safety within the project limits of the LA-5 corridor.

### 3B. Community Interaction

No Change.

### 3C. Existing Facility

I-5 is a major north-south corridor that serves the communities and helps goods movement between southern and northern California including Los Angeles County.

The existing R/W width varies from approximately 440 ft. to 880 ft. within the project limits. The corridor contains many existing utilities. However, no utility conflicts are anticipated.

The landscape consists of multiple varieties of large mature trees and native vegetation/ bushes along the southbound segment between the LA-5/LA-134 interchange and the LA-5/LA-110 interchange, with steep slopes present in some locations.

The traffic management system includes closed circuit television systems (CCTV), changeable message signs (CMS), traffic census stations (TCS), and traffic monitoring stations (TMS) along both sides of the freeway. Existing safety streetlights are located at various points within the project limits.

### 3D. Railroad Facilities:

No Change.

### 3E. Cross Slopes:

No Change.

### 3F. Vertical Clearance

No Change.

### 3G. Median Barrier and Guardrail:

The proposed improvements include upgrading approximately 1,800 linear feet of existing MBGR to MGS or Concrete Barrier at 7 locations along both sides of LA-5, based on District Traffic Safety Devices Coordinator's recommendations (see Attachment B6 – Table B6.1 and Attachment N). These improvements will have no impact on stopping sight distances for horizontal and vertical curves in both directions of traffic.

### 3H. Roadway Geometric Information and Condition

No Change.

### 3I. Mainline Pavement Condition (for Current and Delivery Years)

No Change.

### 3J. Distress Types and Extents:

No Change.

### 3K. Pavement Performance Measures

This project will perform Pavement Rehabilitation (CAPM) of total 80.1 lane miles AC and PCC pavements of the freeway mainline lanes, shoulders, and the connected AC paved ramps along both sides of the freeway (Anchor Asset). The Pavement Condition Survey report is provided in Attachment L, and the pavement performance measures are summarized in the following table:

Year	Pavement Type	Caltrans Performance Measures (lane-miles)					MAP-21 Condition (lane-miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) / Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
Current APCS (2019)	Flexible	44.994	0.000	1.245	0.034	0.000	27.786	18.487	0.000	46.273	0.07	0.00
Current APCS (2019)	Rigid	25.918	1.884	4.863	1.127	0.000	7.431	22.627	3.734	33.792	3.34	0.00

RTL Delivery (2028)	Flexible	0.138	16.514	0.376	29.245	0.000	4.088	42.107	0.078	46.273	63.20	0.00
RTL Delivery (2028)	Rigid	11.309	2.154	0.808	19.521	0.000	0.873	23.579	9.340	33.792	57.77	0.00

### 3L. Median, Shoulder, and Ramp Pavement Condition:

No Change.

### 3M. Structures Geometric Information and Condition, See Table 3.2 below:

No Change.

## 4. PURPOSE AND NEED

### **Purpose:**

The purpose of this project is to preserve, restore, and extend the service life of the pavement, enhance structural integrity, and improve ride quality along LA-5 from PM 19.2 to PM 28.9. The project will also enhance freeway, roadside, and pedestrian safety through the replacement of MBGRs with current standard traffic safety devices and ADA compliant curb ramps.

### **Need:**

If the proposed improvements are not implemented, pavement and roadside conditions will continue to deteriorate, leading to higher future rehabilitation costs and increasing maintenance exposure.

### 4A. Problem, Deficiencies, Justification

The latest Pavement Condition Survey indicates structural distress and declining ride quality for both PCC and AC pavements within the project limits. Non-compliant ADA curb ramps further impact safety and accessibility and the implementation of Complete Streets Elements such as high visibility crosswalk improvements. The project upgrades will reduce maintenance frequency and costs while improving the pavement condition from “Poor/Fair” to “Good,” in compliance with Senate Bill 1 (SB1: The Road Repair and Accountability Act of 2017) and applicable federal performance safety criteria.

### 4B. Regional and System Planning

No Change.

### 4C. Traffic

No Change.

## 5. ALTERNATIVES

### **Alternative 1 - No Build**

This alternative would leave the existing facilities in their present condition, and no proposed improvements would be implemented. The pavement conditions would be more distressed and would require more extensive rehabilitation in the future at higher cost. In addition, Caltrans maintenance personnel, the motorists, and pedestrians would be exposed to higher risk of

incidents. This alternative does not serve the purpose and need of the project and is not recommended.

## **Alternative 2 - Programmable Project Alternative**

The scope of this multi-asset project primarily includes Pavement Rehabilitation (CAPM) of the freeway mainlines, shoulders, and the connected ramps along both NB and SB directions within the project limits. As shown in the plans, the project also includes:

- (a) **Roadside Safety Improvements:** Upgrading existing MBGRs to MGS with end treatments.
- (b) **Complete Streets Elements:** Installing/upgrading ADA curb ramps, restriping/installing crosswalks, and installing Accessible Pedestrian Signals (APS) with touchless push buttons and light-emitting diode (LED) Pedestrian signals with countdown.

### **Detailed Scope of Work:**

1. Replace damaged PCC slabs (approx. 500 slabs) on both NB and SB lanes per Materials Pavement Structural Recommendation (See Attachment K) between PM 19.20 to PM 23.73 and from PM 28.70 to PM 28.9.
  2. Grind all PCC lanes. Spall repair (polyester concrete, approx. 500 SQYD) will be performed to create a durable, stable surface.
  3. Cold plane 0.15 ft of existing AC layer and overlay 0.15 ft with Rubberized Hot Mix Asphalt – Type G (RHMA-Type G) on NB and SB shoulders and off-ramps between PM 19.20 and PM 28.70 (See Attachments A & B).
  4. Cold plane 0.15 ft of existing AC layers and overlay 0.15 ft of Rubberized Hot Mix Asphalt – Type G (RHMA-Type G) on the mainlines between PM 23.73 and PM 28.70 (See Attachments A & B).
  5. Install pavement striping and markings and install pavement markers per current standards on all lanes, shoulders, and all ramps for Items 1, 3 and 4 above.
  6. Replace existing MBGRs (total 1,800 LF) with MGS and/or Concrete Barrier including end treatments at 7 locations along both sides of the freeway (See Attachments A & B).
  7. Install vegetation growth control pads (PCC or other) under newly installed MGS.
  8. ADA Curb Ramp at SB Off to Riverside Dr (PM 21.0) needs to be rebuilt. NB On from Riverside Dr/Eads will be dropped since it's being built in EA 36270. Flower St location requires signal modification work at both ramps for the new crosswalk, touchless APS, and signal heads. Further analysis will be completed during the PS&E phase.
  9. Install two (2) new high visibility crosswalks, restripe 25 existing crosswalks (Ladder), and install 30 pedestrian warning signs at 10 ramp locations (See Attachment B6 – Table B6.4).
- The current total construction cost with R/W for this alternative is \$71.025M.

- **DESIGN STANDARDS RISK ASSESSMENT (DSRA)**

A Design Standards Risk Assessment (DSRA) has been prepared for the project based on discussion with District Design Liaison on 6/13/25. The DSRA has been reviewed, and concurrence was provided on 09/05/2025 (**Attachment P**).

The Design Standard Decision Document (DSDD) is deferred to the PS&E phase due to schedule constraints in this phase.

The following is the list of the existing non-standard features that are included in the DSRA:

- Horizontal Clearances for Highways
- Highway Shoulder Standard Widths
- Clear Recovery Zone

## 6. CONSIDERATIONS REQUIRING DISCUSSIONS

### 6A. Hazardous Waste

Hazardous Waste issues related to the exposed soil are limited to Aerially Deposited Lead (ADL) and Treated Wood Waste. The project will also remove existing traffic striping during pavement rehabilitation. Yellow thermoplastic traffic stripe and pavement markings are considered as hazardous waste. A Hazardous Waste Assessment for this Supplemental Project Report was prepared by District Hazardous Waste Branch – North Region on December 12, 2025. Refer to Attachment D for additional information.

### 6B. Value Analysis

No change.

### 6C. Resource Conservation

No Change.

### 6D. Right-of-Way Issues

Based on a preliminary Right of Way (ROW) map analysis, there are no ROW issues. All construction work within the project limits will be performed within Caltrans right-of-way (R/W). No R/W acquisitions or any temporary construction easements are anticipated per the R/W data sheet assessment dated 12/16/25 (see Attachment H), \$32,000 is allocated for all R/W costs.

### 6E. Environmental Compliance

A Categorical Exemption (CE)/Categorical Exclusion (CE) Determination Form has been prepared in accordance with Caltrans' environmental procedures, as well as the State environmental regulations (Attachment C). The project is Categorically Exempt under Class 1 (C) of the State CEQA Guidelines. A summary of the Environmental Commitment Record (ECR) can also be found on pages 4-6 of Attachment C. The document is dated December 18, 2025. During PS&E, a revalidation will be conducted as well as determination of any required SSP/NSSP.

**6F. Noise Abatement Decision Report (NADR) t**

No Change.

**6G. Life-Cycle Cost Analysis (LCCA)**

No Change.

**6H. Reversible Lanes**

No Change.

**6I. Stormwater Compliance**

The total calculated disturbed soil area (DSA) for this project is 0.14 acres. A short form Storm Water Data Report (SWDR) was prepared in accordance with the July 2017 Edition of Storm Water Quality Handbook– PPDG and approved on 12/17/25 (see Attachment E). Temporary construction Best Management Practice (BMPs) cost is estimated for \$585,000 (see Attachment G).

**6J. Materials Recommendation**

No Change.

**6K. Complete Streets**

No Change.

**6L. Green House Gas (GHG) Reduction Measures**

No Change.

**6M. Climate Change Adaptation Measures**

No Change.

**6N. Transportation Management Plan**

No Change.

**6O. Advance Technologies & Communication Systems**

No Change.

**6P. Asset Management**

No Change.

## 7. ADDITIONAL CONSIDERATIONS

No Change.

## 8. FUNDING AND PROGRAMMING

### Funding:

It has been determined that this project is eligible for Federal-aid funding. This project is in the current SHOPP and is programmed to be delivered in FY 27/28.

### 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 3.7% per year for each component. The construction capital cost is escalated to mid-construction at a rate of 4.89% for FY 25/26 and 3.80% for FY 26/27 and beyond. The Right of Way capital is escalated at 8% to 9/27/2029. The support cost ratio is estimated to be approximately 22.3% of the capital project cost. Please see table 8.1 on the following page.

**Table 8.1: Capital Outlay Support and Project Cost Estimates**

Fund Source	Programming by Fiscal Year								Current Estimate (Escalated)
	Prior	24/25	25/26	26/27	27/28	28/29	29/30	Programmed Total	At PAED Total
20.XX.201.121									
Component	In thousands of dollars (\$1,000)								
PA&ED Support		2,887						2,887	2,887
PS&E Support			3,732					3,732	3,732
Right-of-Way Support			106					106	66
Construction Support					7,669			7,669	7,669
Right-of-Way					115			115	32
Construction					53,277			53,277	56,640
Total		2,887	3,838		61,061			67,786	71,025

**Estimate:** Refer to Attachment G for Cost Estimate.

**Asset Management Performance Output:**

- Primary asset Pavement Preservation 80.1 lane miles remain the same.
- Secondary asset – all 24 overhead sign structures and panels have been removed.
- Secondary asset – all 30 o-ramp locations of pavement rehabilitation have been removed.
- Secondary asset – MBGR upgrade locations were reduced from 5710 LF to 1800 LF.
- Secondary asset – reduced electrical scope related to above items.
- Secondary asset – (location counts) crosswalks from (#num) to (#num)

**9. DELIVERY SCHEDULE**

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	03/22/24	A
BEGIN PAED	M020	08/15/24	A
PA & ED	M200	09/23/25	A
START PS&E	M210	04/01/26	T
PRE-60% PS&E		10/03/26	T
60% PS&E	M313	11/15/26	T
PRE-95% PS&E		02/03/27	T
95% PS&E	M315	03/15/27	T
PS&E TO DOE	M377	05/15/27	T
DRAFT STRUCTURES PS&E	M378	02/03/27	T
PROJECT PS&E	M380	09/20/27	T
RIGHT OF WAY CERTIFICATION	M410	10/20/27	T
READY TO LIST	M460	11/15/27	T
FUND ALLOCATION	M470	01/15/28	T
HEADQUARTERS ADVERTISE	M480	02/20/28	T
AWARD	M495	06/17/28	T
APPROVE CONTRACT	M500	07/07/28	T
CONTRACT ACCEPTANCE	M600	12/27/29	T
END PROJECT	M800	03/31/31	T

## 10. RISK SUMMARY

In accordance with District Directive 96 (DD-96), risk management activities were conducted. Potential risks were identified based on inputs from the Project Development Team (PDT). The potential impacts to project costs and schedules were assessed, and response strategies were developed for the identified risks. The project cost estimated at PA&ED(SPR) is \$56.64M. The PDT conducted risk assessments, and the Risk Register was prepared by the Risk Manager. The Risk Register was approved on December 24, 2025. Refer to Attachment J for additional details.

## 11. EXTERNAL AGENCY COORDINATION

No Change.

## 12. PROJECT REVIEWS

<b>Title/ Office</b>	<b>Reviewer Name</b>	<b>Date of Review</b>
Project Manager	Thein Win	12/04/2025
SHOPP Program Manager	Sona Juharyan	12/05/2025
District Asset Manager	Roger Yoh	12/05/2025
District Program Advisor	MD Musa	12/09/2025
Risk Manager	Cardiel Bugarin	12/17/2025
Office of Design	Carmenza Dobosh	12/04/2025
Constructability	Kyle Kunitake	12/17/2025
Environmental Planning	Robert Wang	12/16/2025
Storm Water	Shao-Chiang Liu	12/17/2025

## 13. PROJECT PERSONNEL

<b>Name</b>	<b>Title</b>	<b>Phone Number</b>
Thein Win	Project Manager	(279) 599-4466
MD Musa	Program Advisor	(213) 269-1252
Carmenza Dobosh	Office of Design	(213) 269-1764
Wayne Lee	Senior R/W Agent	(213) 264-9044
Robert Wang	Senior Environmental Planner	(213) 266-6903

**14. ATTACHMENTS**

- A. Project Title Sheet and Draft Layout Sheets**
- B. Project Details**
  - B6: Tables of Safety Improvement Items
- C. Environmental Document**
  - CEQA Exemption/ NEPA Categorical Exclusion Determination Form
- D. Hazardous Waste Assessment**
- E. Storm Water Data Report**
- F. Transportation Management Plan (TMP) Data Sheet** No Change.
- G. Project Cost Estimate**
- H. Right of Way Data Sheet**
- I. Complete Street Decision Document** No Change
- J. Risk Register**
- K. Materials Recommendation** No Change.
- L. Pavement Condition Survey Report** No Change.
- M. SHOPP Project Performance Output**
- N. Exception To Traffic Safety System Standards**
- O. Structure Cost Estimate** No Change.
- P. Design Standards Risk Assessment (DSRA)**
- Q. Asset Management Tool (AMT)**



07 - LA - 5 - PM 19.2/28.9

EA 378700 – EFIS 0721000242 – PPNO 6081  
20.XX.201.121 – Minor Pavement  
Rehabilitation (CAPM)  
December 2025

***Attachment A  
Project Title Sheet  
and Draft Layout  
Sheets***

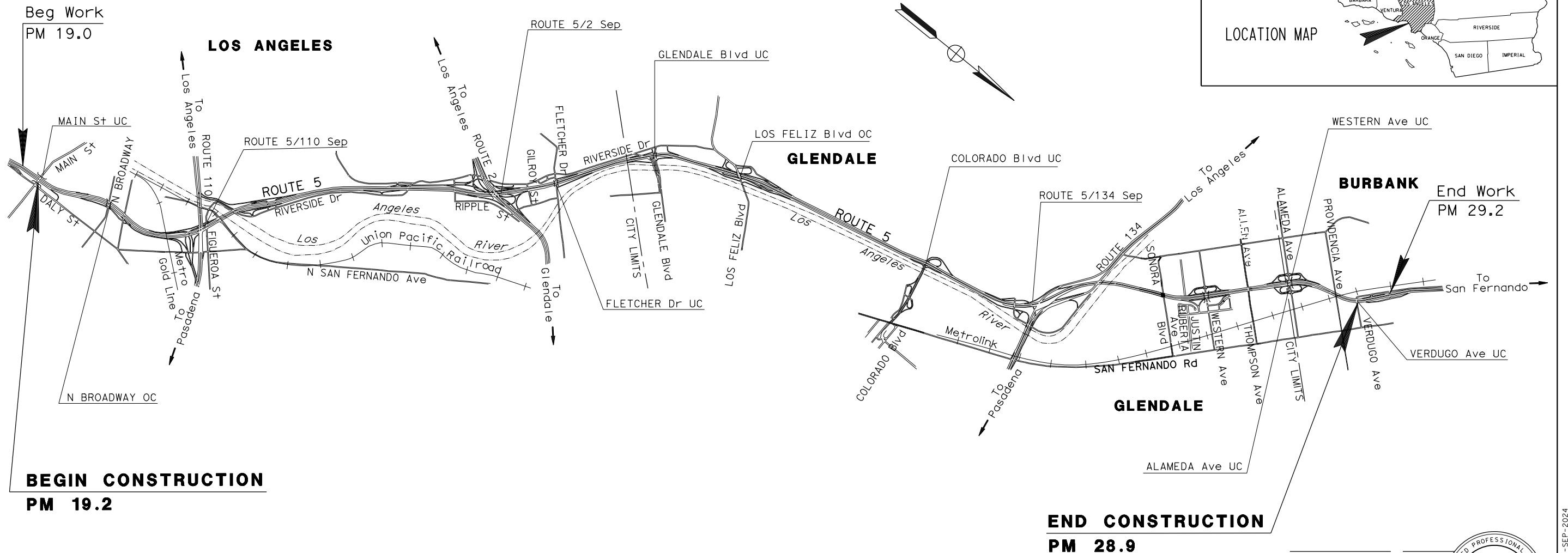
STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY

IN LOS ANGELES COUNTY, IN THE CITIES OF LOS ANGELES, GLENDALE,  
 AND BURBANK, BETWEEN MAIN STREET AND VERDUGO AVE  
 MULTI-OBJECTIVE, MULTI-MODAL PAVEMENT REHABILITATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	5	19.2/28.9	1	XXX

**Caltrans**



PROJECT MANAGER  
THEIN WIN

DESIGN MANAGER  
CARMENZA DOBOSH

PROJECT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
 REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	<b>07-37870</b>
PROJECT ID	<b>0721000242</b>

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

DATE PLOTTED => 26-SEP-2024  
 TIME PLOTTED => 08:33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CALCULATED-DESIGNED BY  
 CHECKED BY

REVISOR  
 WASIF BHUIYAN

REVISIONS  
 REVISION NO. DATE

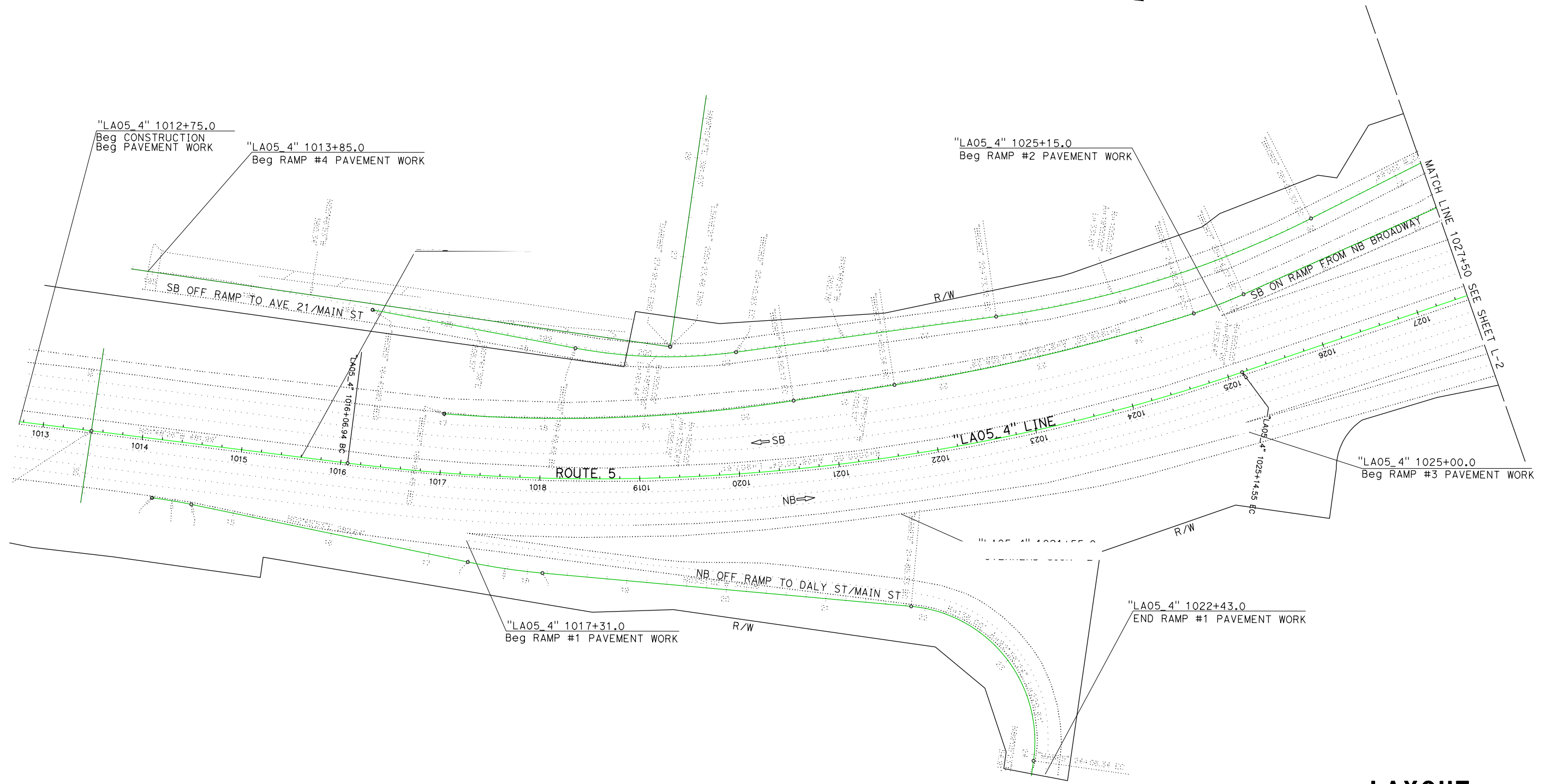
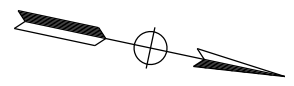
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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 SCALE: 1" = 50'  
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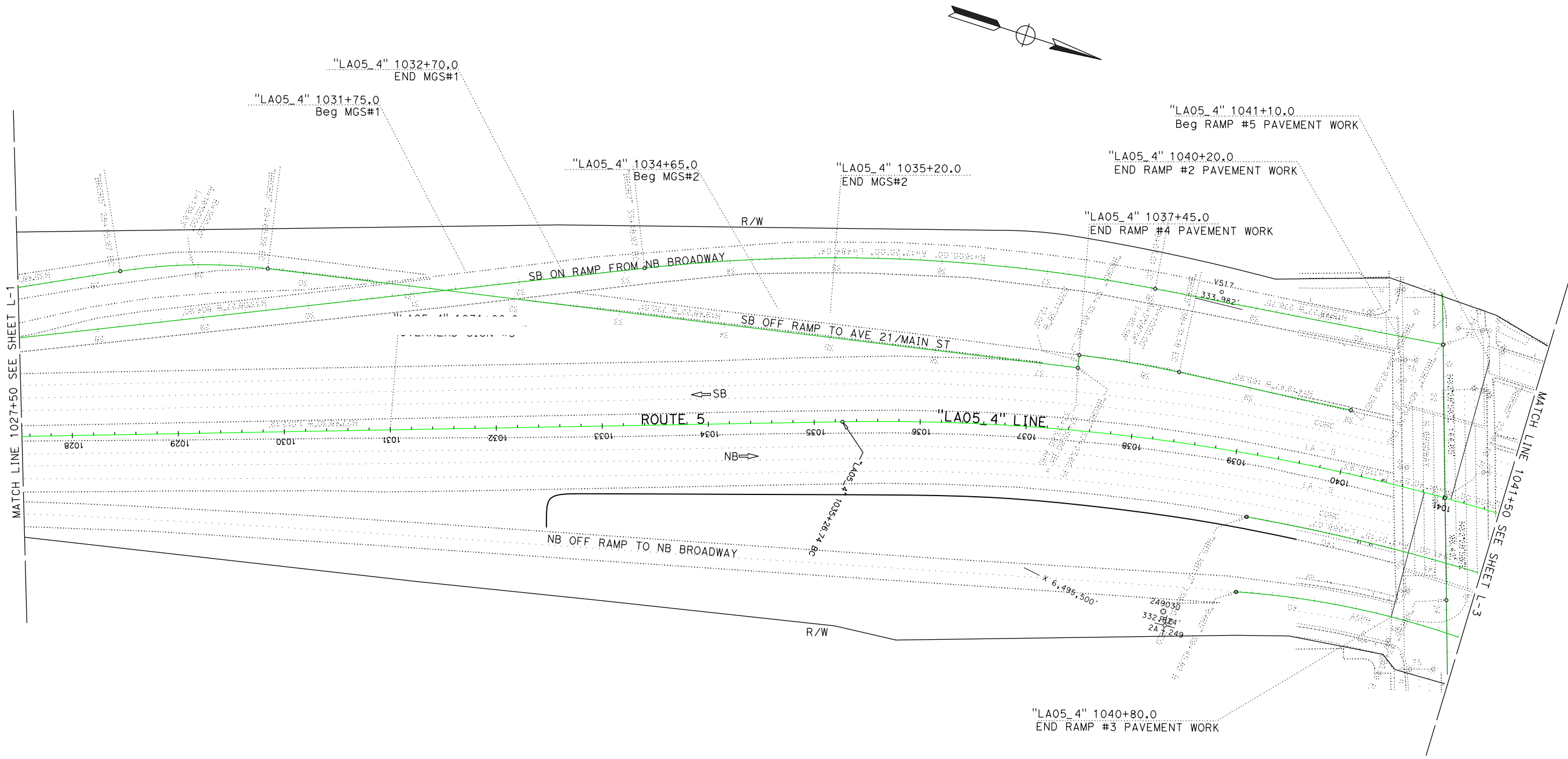
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED-DESIGNED BY: WASIF BHUIYAN  
 CHECKED BY: [Blank]  
 REVISED BY: [Blank]  
 DATE REVISED: [Blank]

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



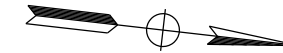
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**L-2**

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**NOTES:**

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



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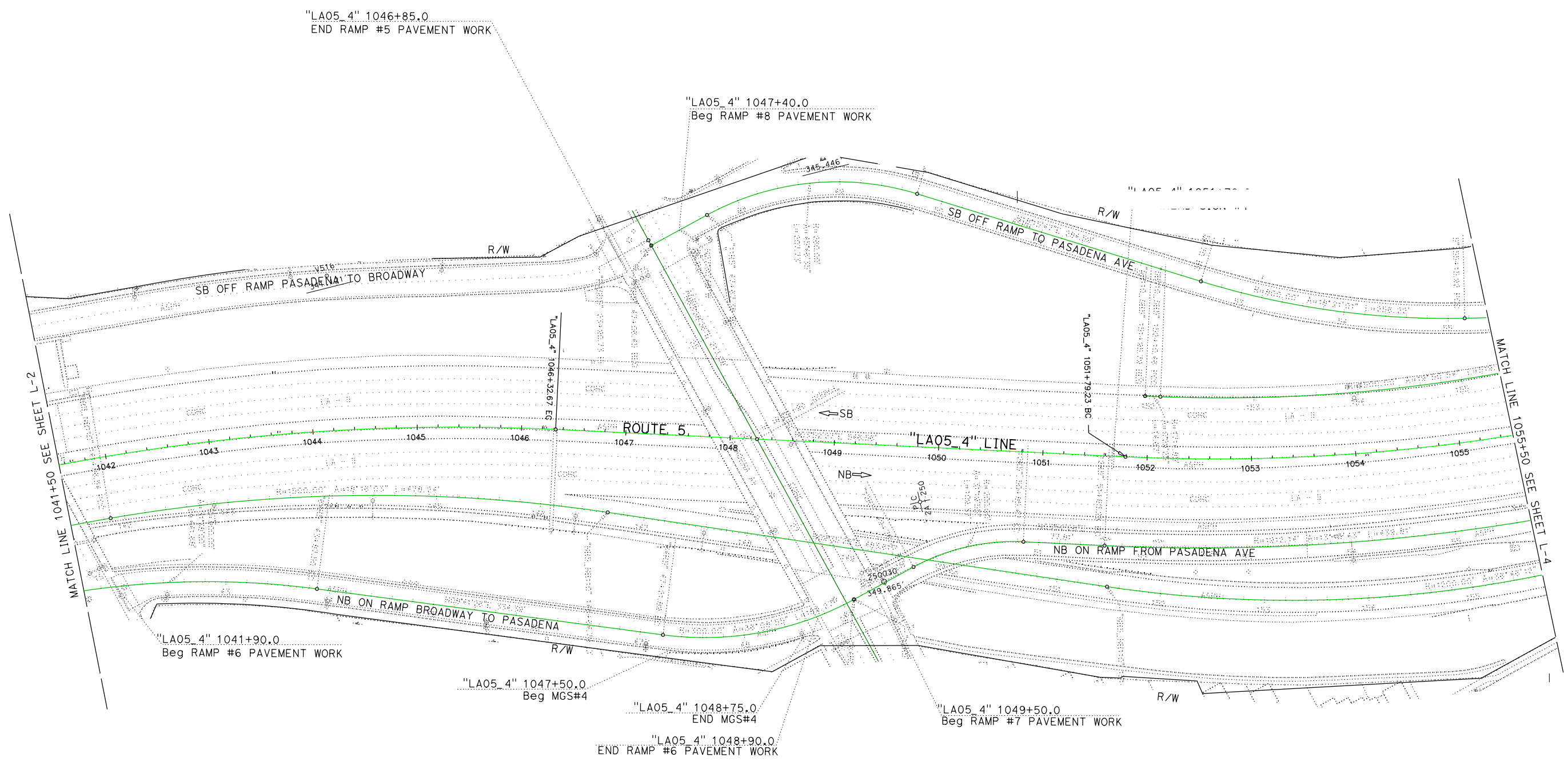
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**St. Gobans**  
**DESIGN**  
 FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH  
 CALCULATED/DESIGNED BY  
 CHECKED BY  
 WASIF BHUIYAN  
 REVISOR BY  
 DATE REVISED



**LAYOUT**  
 SCALE: 1" = 50'  
**L-3**

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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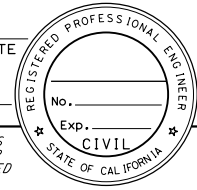
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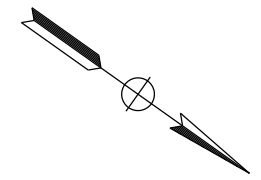
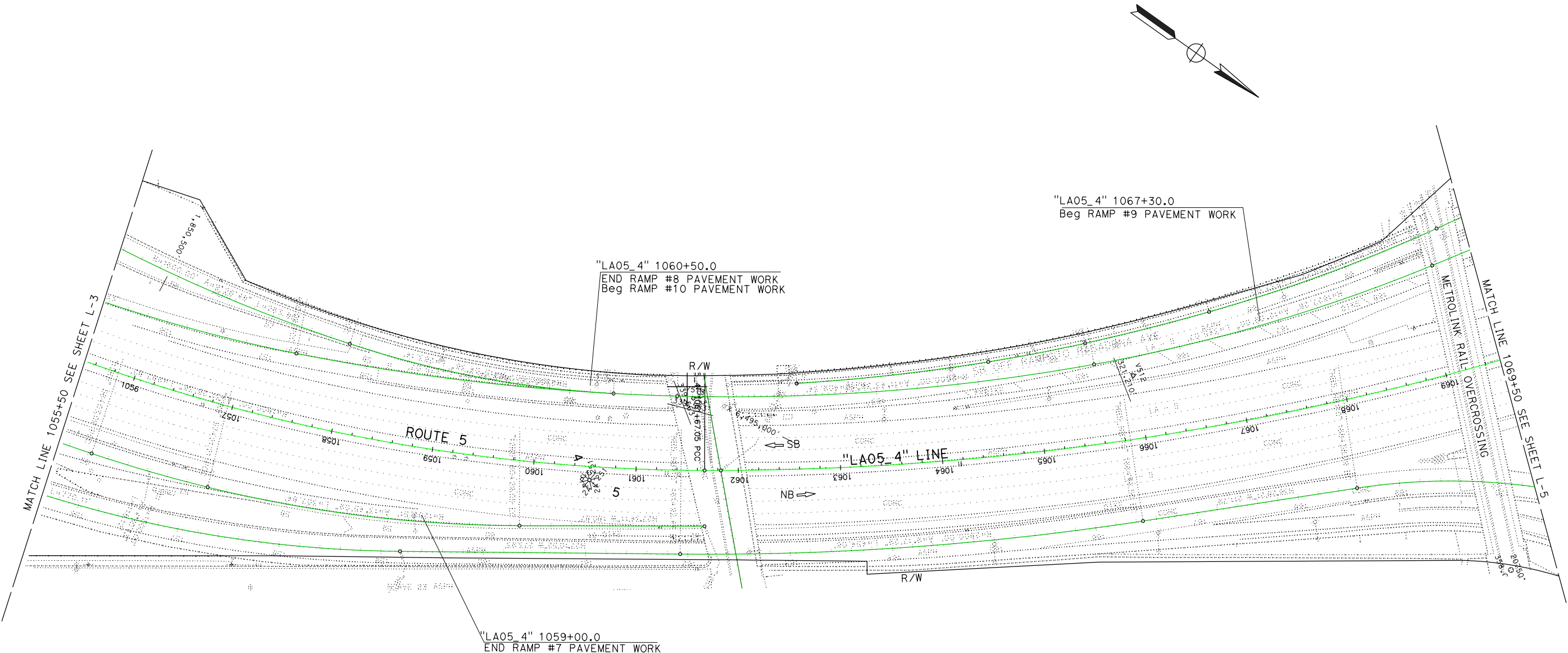
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Et Gibson**  
**DESIGN**  
 FUNCTIONAL SUPERVISOR CARMENZA DOBOSH  
 CALCULATED-DESIGNED BY CHECKED BY  
 WASIF BHUIYAN  
 REVISED BY DATE REVISED



**LAYOUT**  
 SCALE: 1" = 50'  
**L-4**

DATE PLOTTED => 23-JAN-2025  
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 LAST REVISION

**NOTES:**

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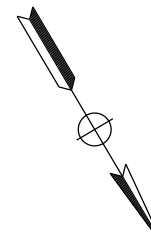
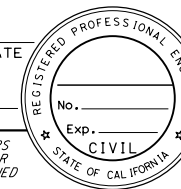
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

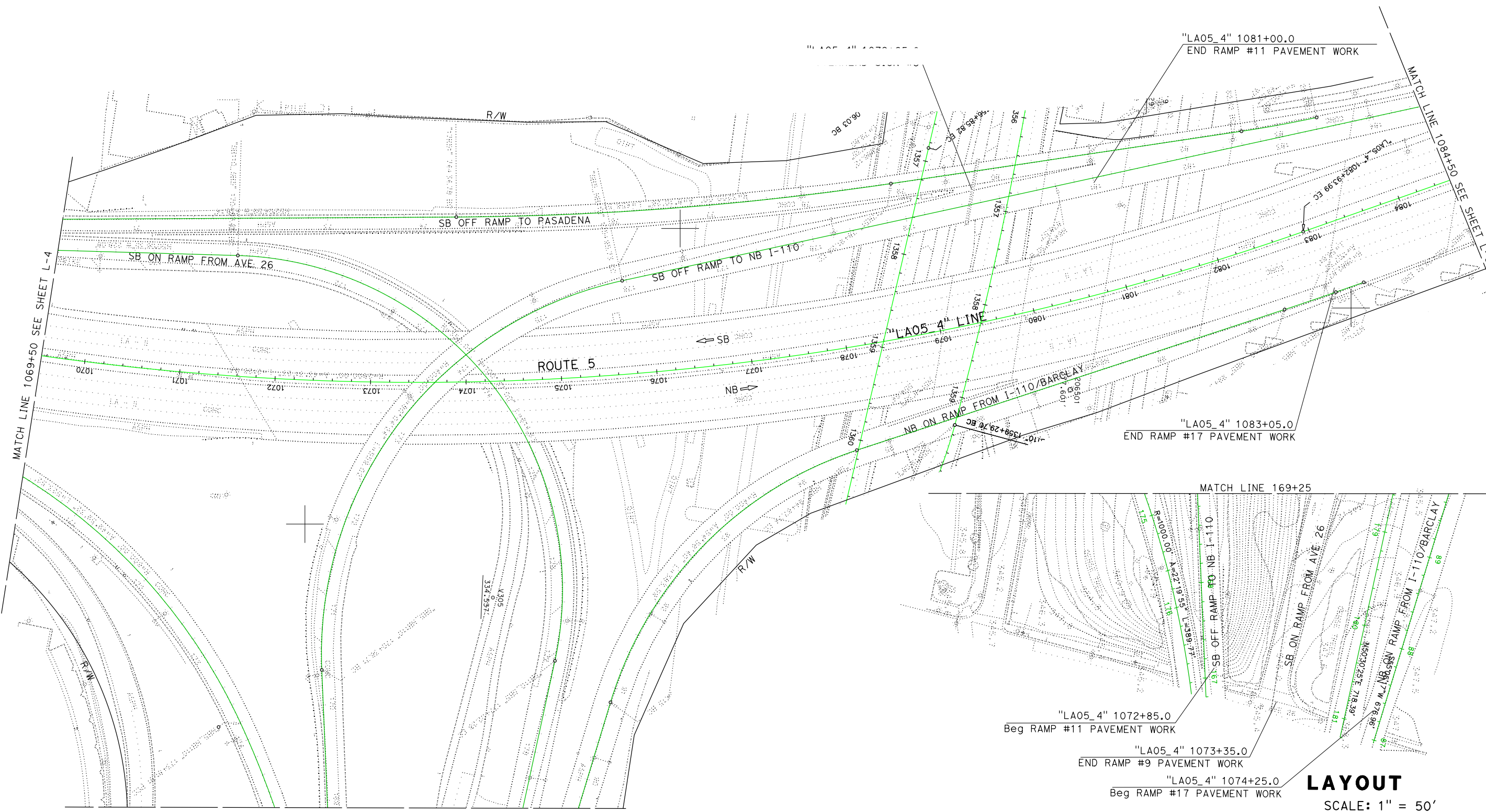
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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<b>St. Gibbons</b>	
FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH
CALCULATED-DRAWN BY	CHECKED BY
WASIF BHUIYAN	
REVISED BY	DATE REVISED



**LAYOUT**  
SCALE: 1" = 50'

**L-5**

DATE PLOTTED => 23-JAN-2025  
TIME PLOTTED => 15:31  
LAST REVISION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUIYAN

DESIGNED BY  
 CHECKED BY

REVISIONS

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**NOTES:**

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

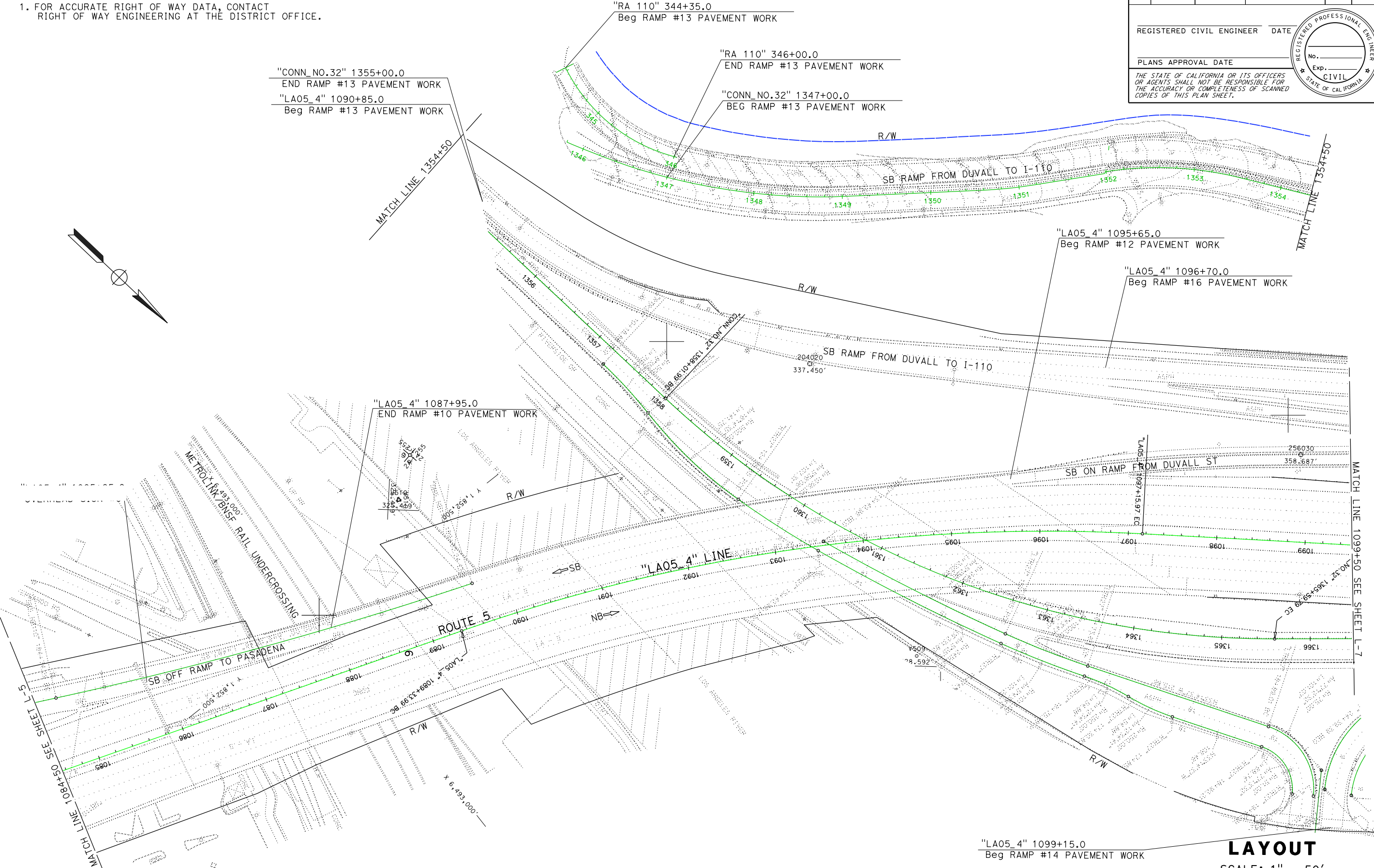
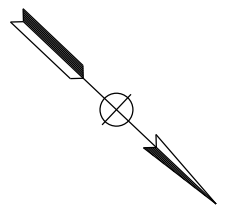
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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**LAYOUT**  
 SCALE: 1" = 50'  
**L-6**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
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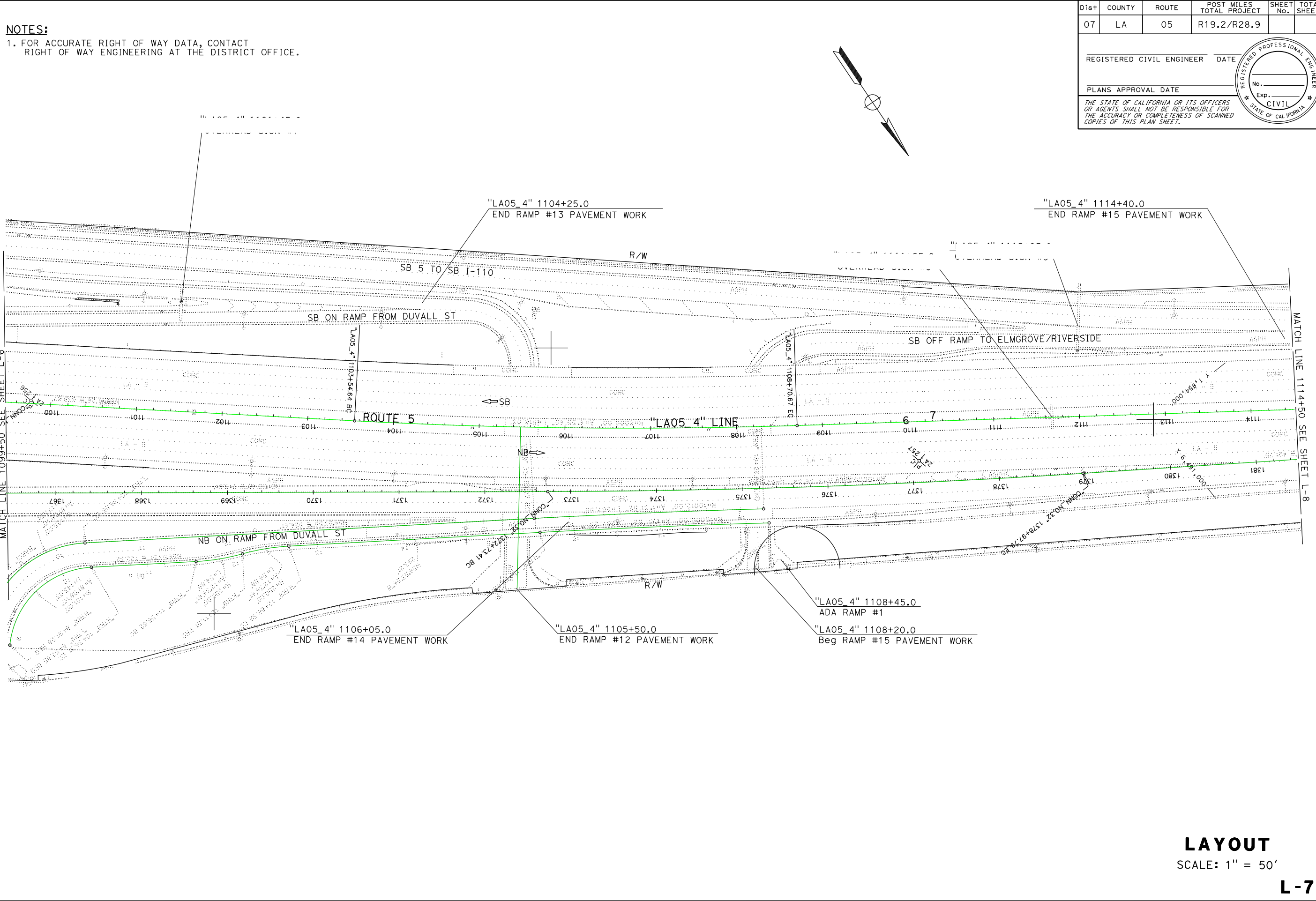
FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CHECKED BY

DESIGNED BY

WASIF BHUIYAN

REVISOR BY  
 DATE



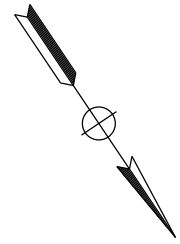
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
 No. \_\_\_\_\_  
 Exp. \_\_\_\_\_  
 CIVIL  
 STATE OF CALIFORNIA



**LAYOUT**  
 SCALE: 1" = 50'

**L-7**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:35  
 LAST REVISION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CDT** **Caltans**  
 DESIGN

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR BY  
 WASIF BHUYAN

DESIGNED BY  
 CHECKED BY

REVISIONS

NO.	DATE	DESCRIPTION

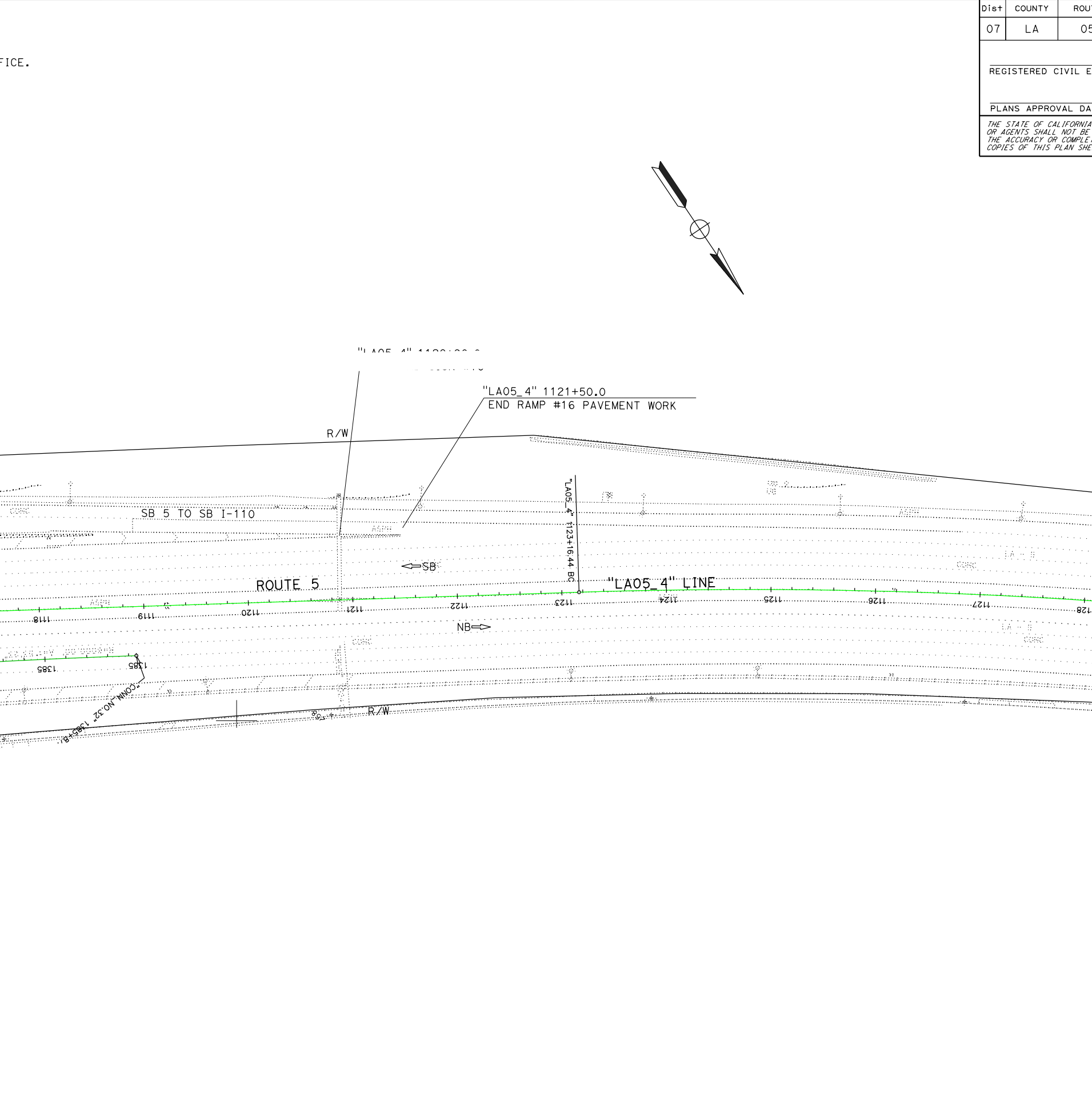
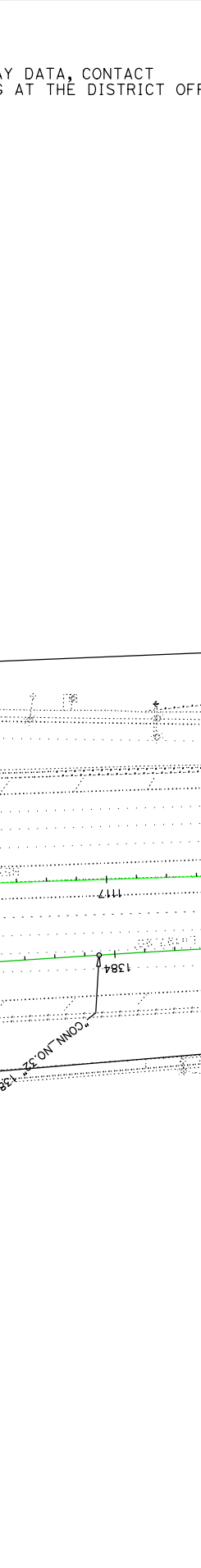
NOTES:  
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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**LAYOUT**  
 SCALE: 1" = 50'

**L-8**

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 TIME PLOTTED => 15:36

LAST REVISION

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED/DESIGNED BY: [Blank]  
 CHECKED BY: [Blank]  
 WASIF BHUYAN  
 REVISED BY: [Blank]  
 DATE REVISED: [Blank]

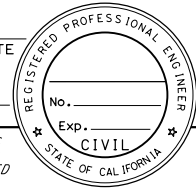
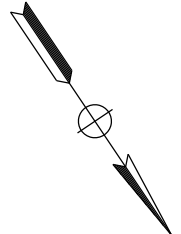
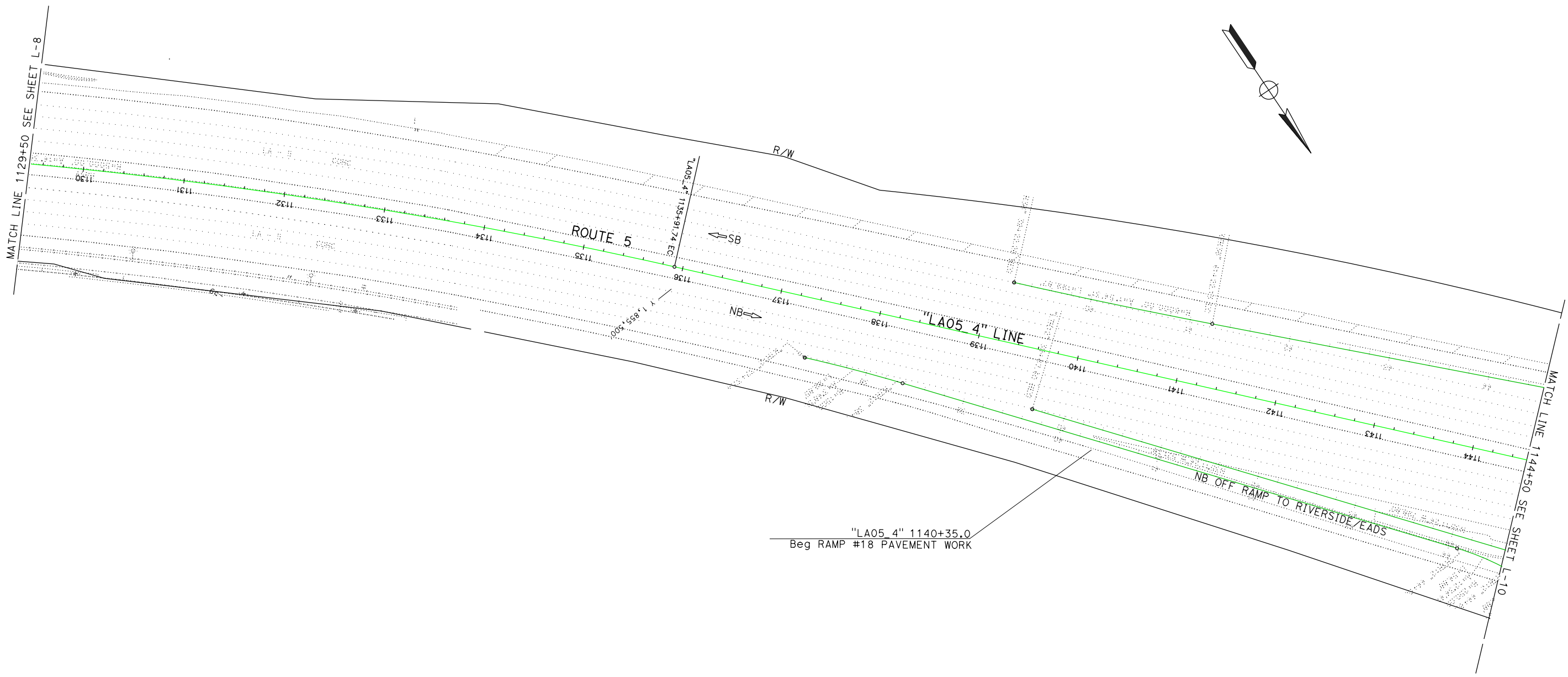
**NOTES:**

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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**LAYOUT**  
 SCALE: 1" = 50'  
**L-9**

DATE PLOTTED => 23-JAN-2025 TIME PLOTTED => 15:38

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED-DRAWN BY: WASIF BHUIYAN  
 CHECKED BY: [Blank]  
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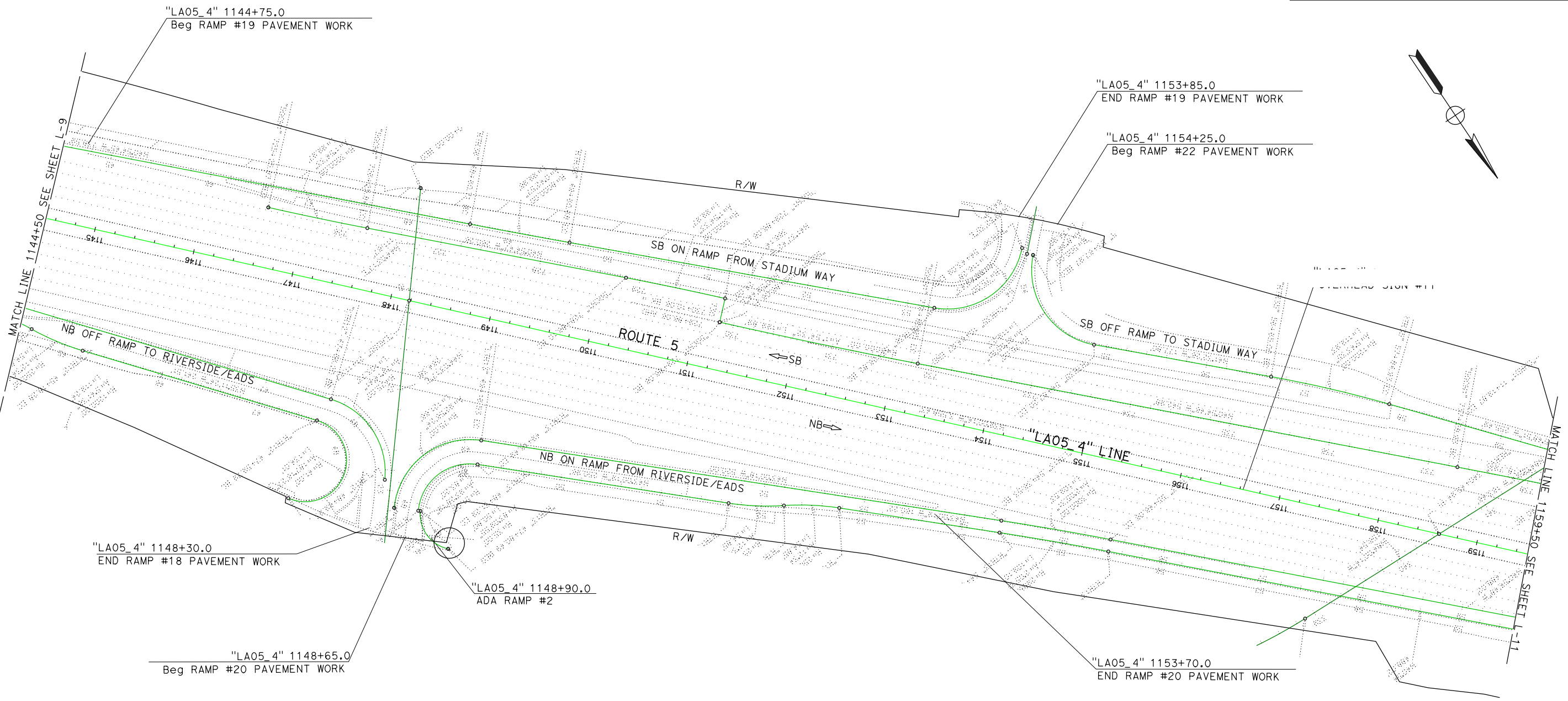
**NOTES:**  
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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**LAYOUT**  
 SCALE: 1" = 50'  
**L-10**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Et Gibson**  
 DESIGN

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CALCULATED-DESIGNED BY  
 CHECKED BY

WASIF BHUIYAN

REVISOR BY  
 DATE REVISED

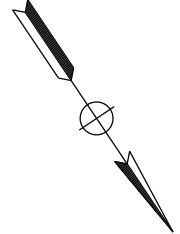
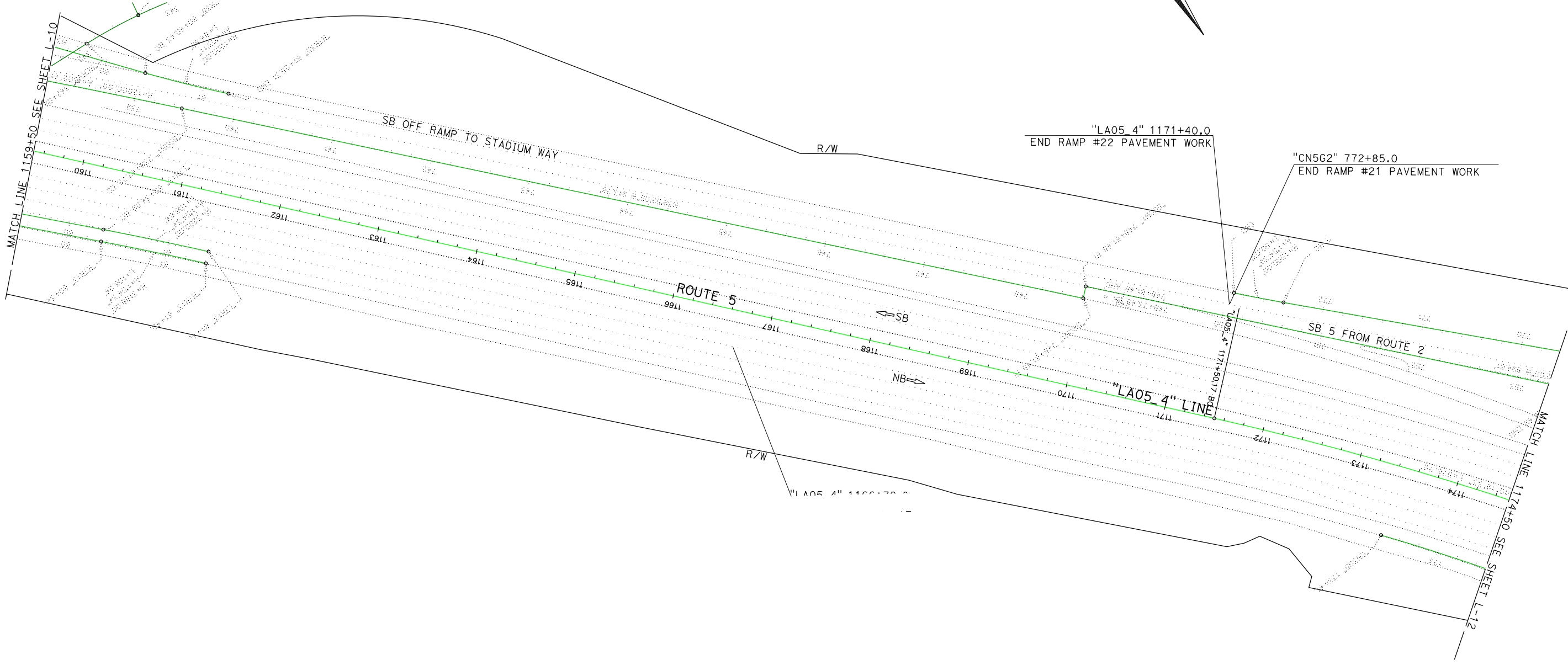
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

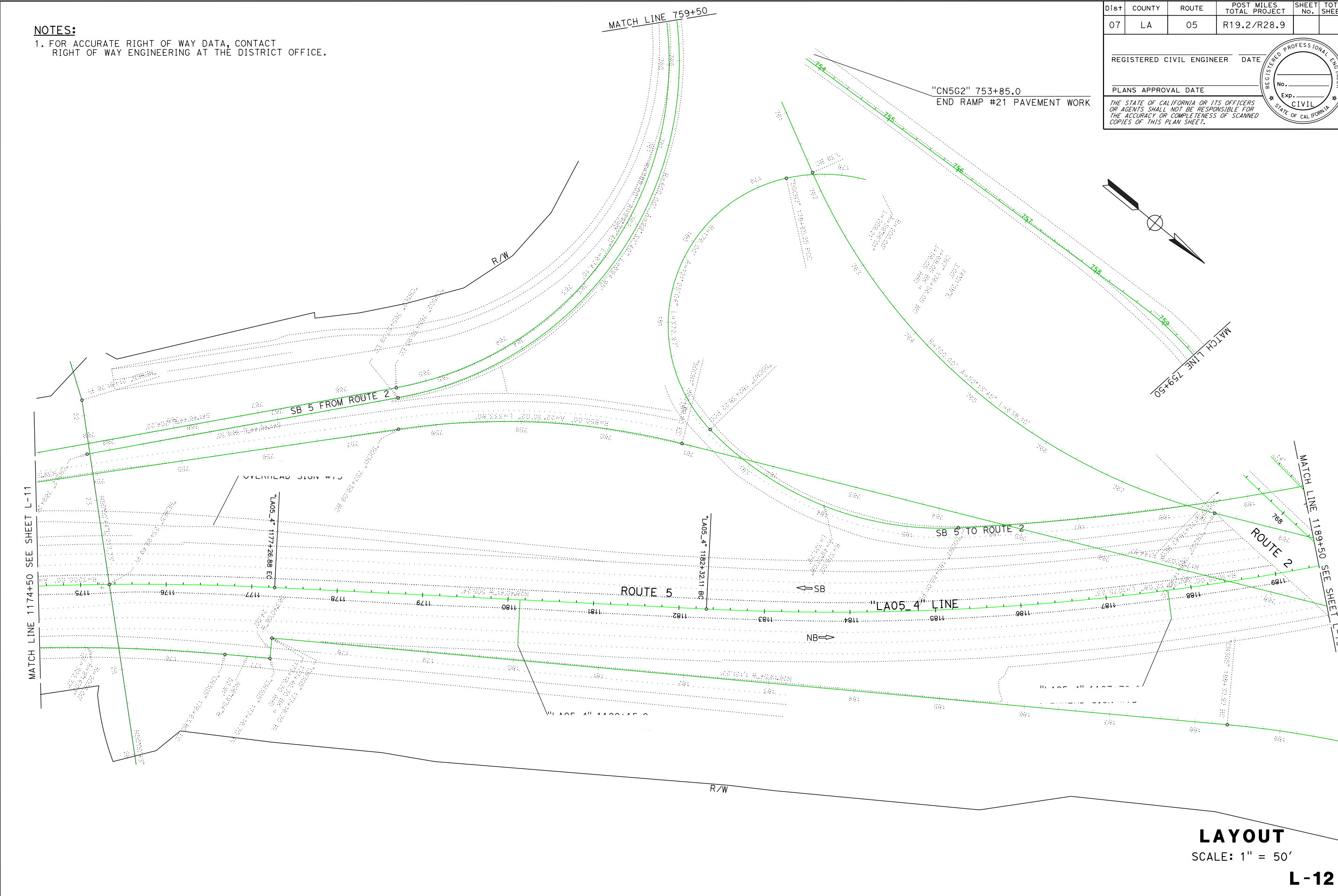
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**EdGibbons**  
 DESIGN

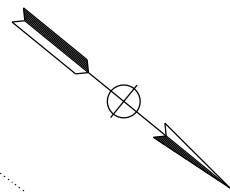


**NOTES:**  
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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**LAYOUT**  
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**L-12**

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 TIME PLOTTED => 15:43

**NOTES:**  
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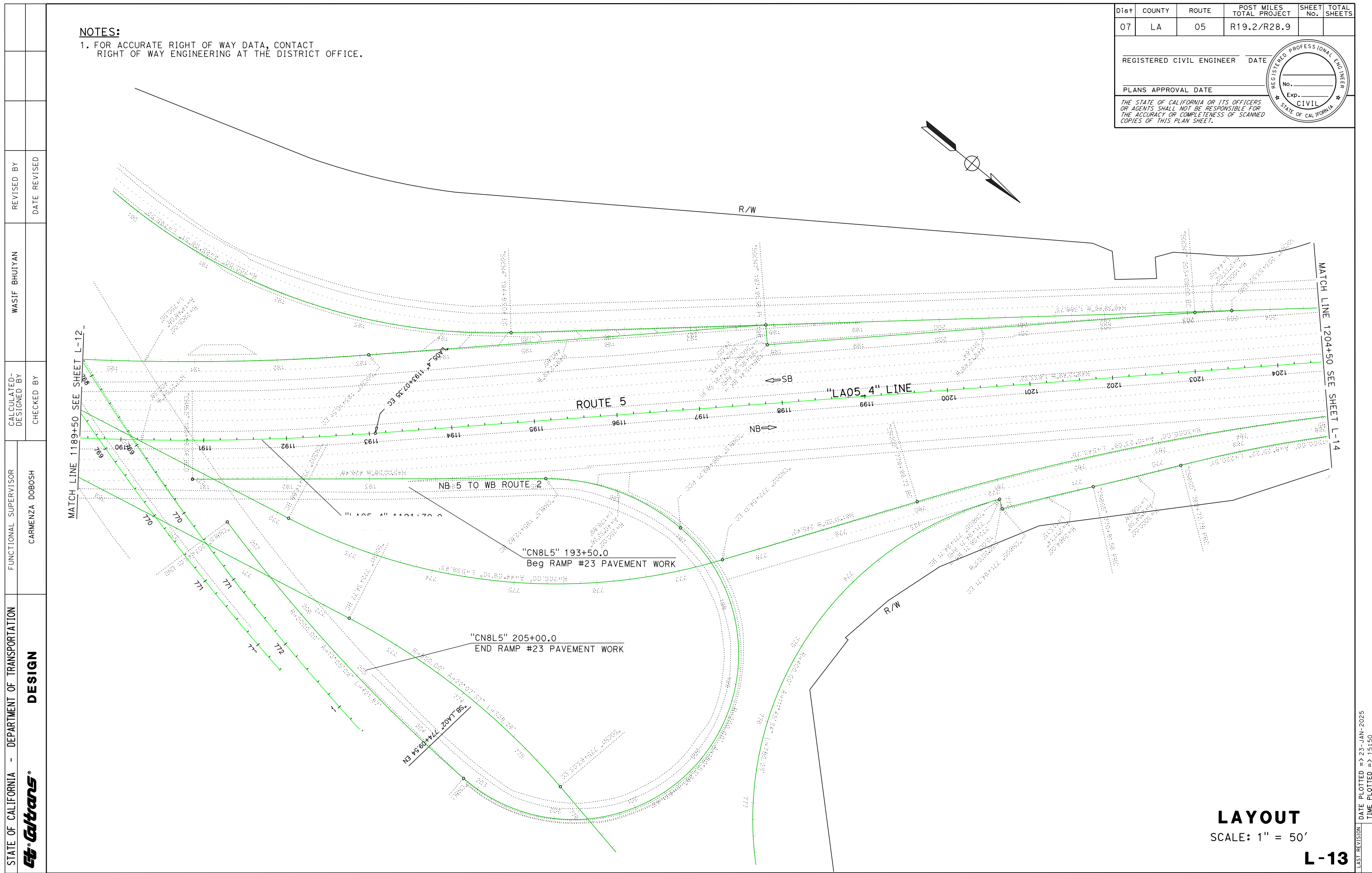
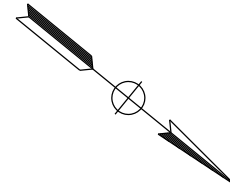
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07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CALCULATED-DESIGNED BY  
 CHECKED BY

WASIF BHUYAN

REVISED BY  
 DATE REVISED

**LAYOUT**  
 SCALE: 1" = 50'  
**L-13**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:50

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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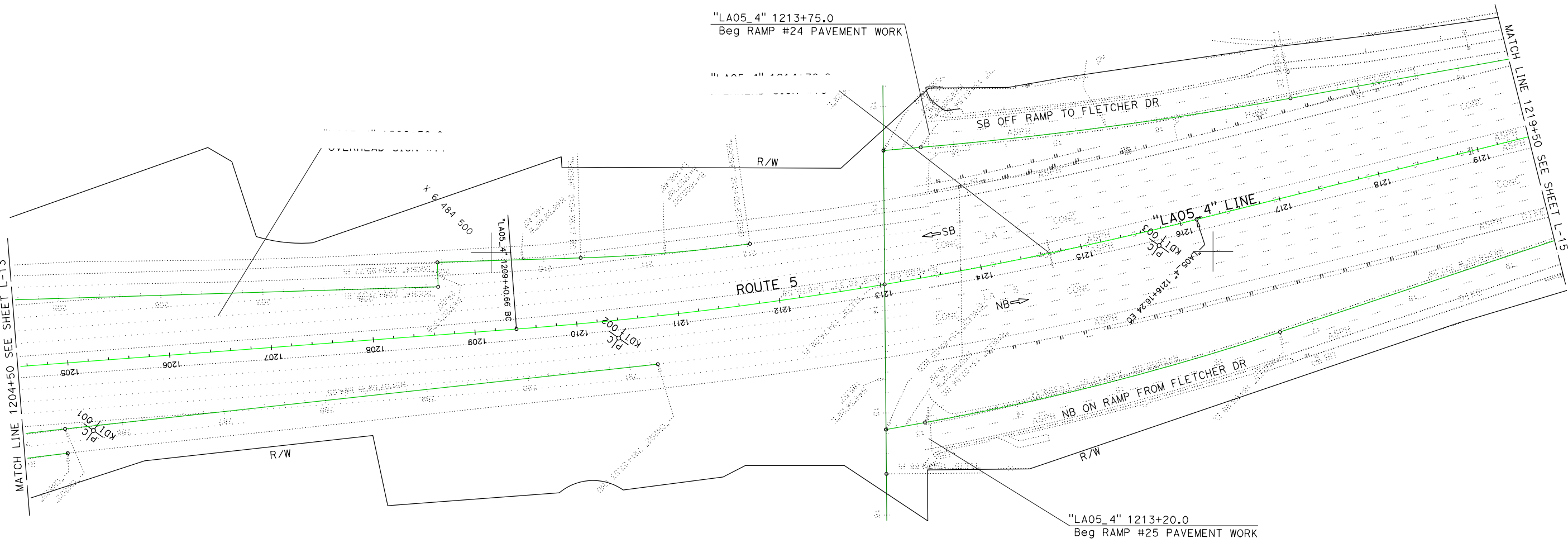
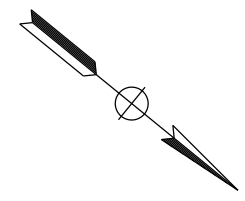
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 CARMENZA DOBOSH  
 FUNCTIONAL SUPERVISOR  
 WASIF BHUIYAN  
 REVISOR  
 DATE REVISOR  
 DATE REVISOR

**LAYOUT**  
 SCALE: 1" = 50'  
**L-14**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:49

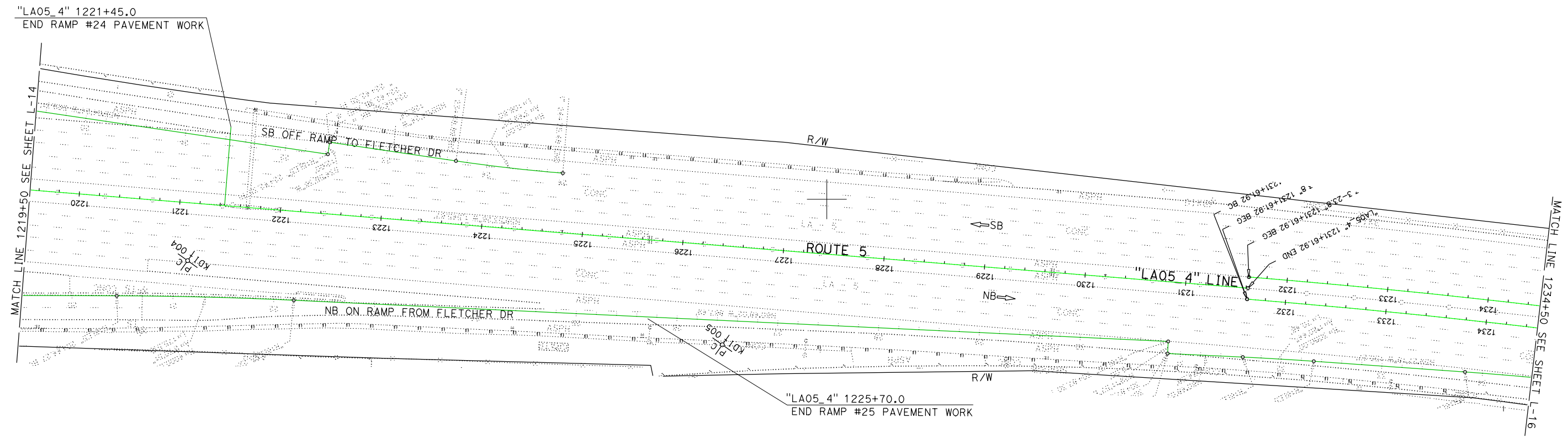
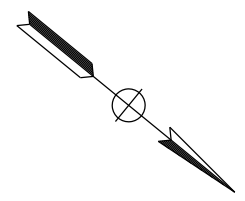
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CDT** **Gilbert** **DESIGN**

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED-DESIGNED BY: WASIF BHUIYAN  
 CHECKED BY: [Blank]  
 REVISED BY: [Blank]  
 DATE REVISED: [Blank]

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 No. \_\_\_\_\_  
 EXP. \_\_\_\_\_  
 CIVIL  
 STATE OF CALIFORNIA  
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**LAYOUT**  
 SCALE: 1" = 50'  
**L-15**

DATE PLOTTED => 23-JAN-2025 TIME PLOTTED => 15:52

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUIYAN

DESIGNED BY  
 CHECKED BY

REVISIONS


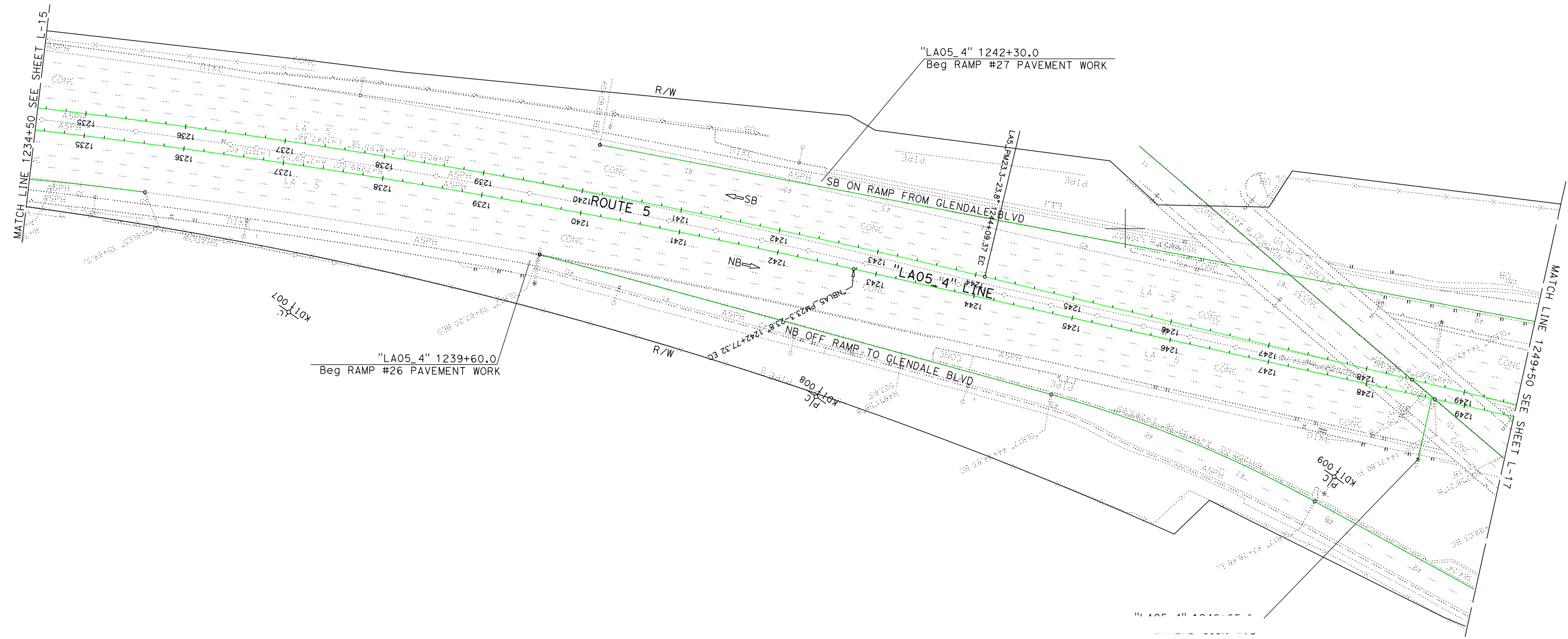
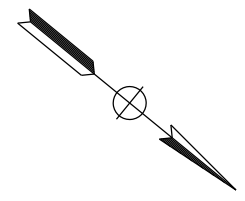
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**LAYOUT**  
 SCALE: 1" = 50'  
**L-16**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:53  
 LAST REVISION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

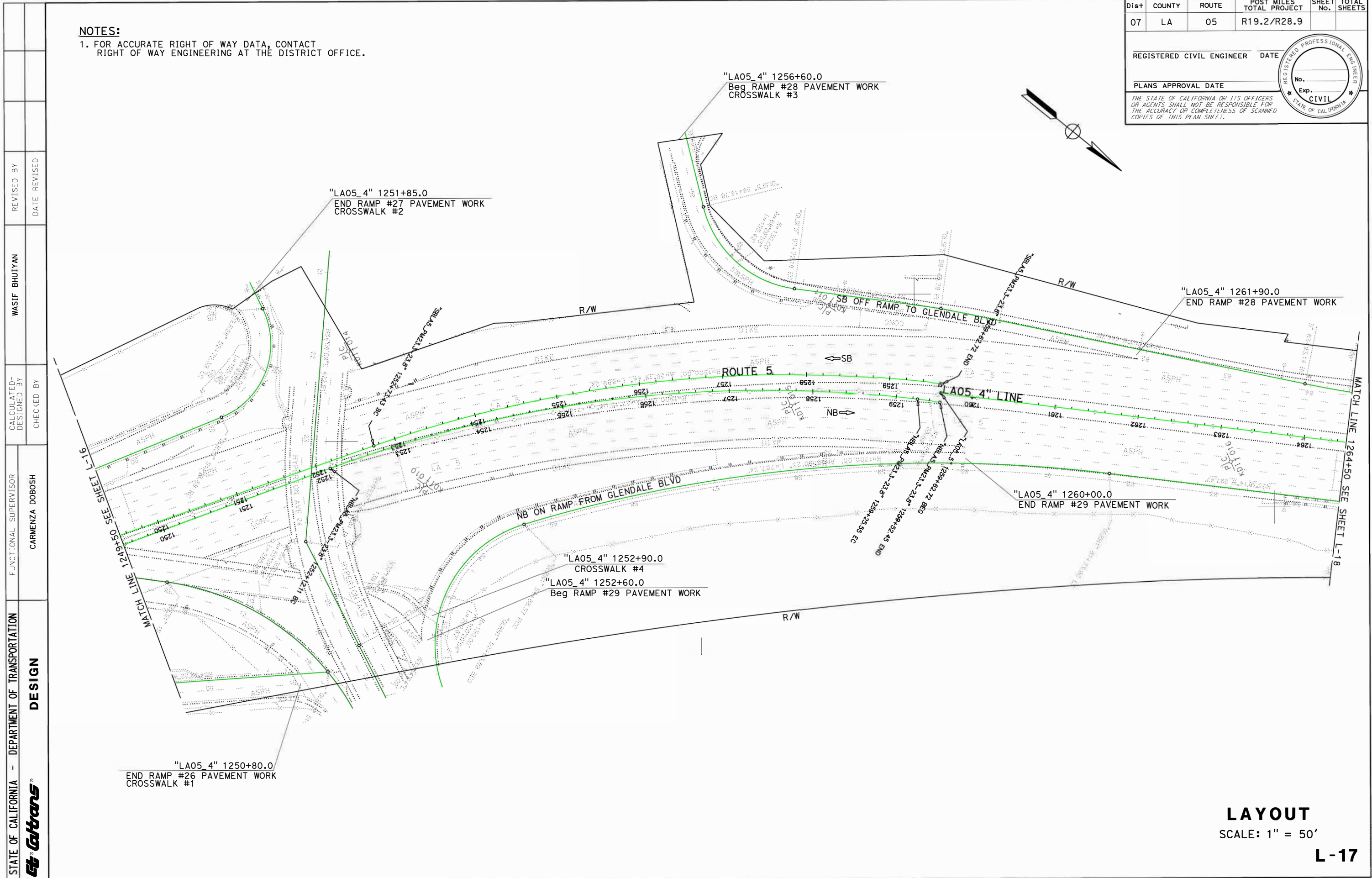
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN  
 FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED-DESIGNED BY: WASIF BHUIYAN  
 CHECKED BY: WASIF BHUIYAN  
 REVISED BY: WASIF BHUIYAN  
 DATE REVISED: [blank]

**LAYOUT**  
 SCALE: 1" = 50'  
**L-17**

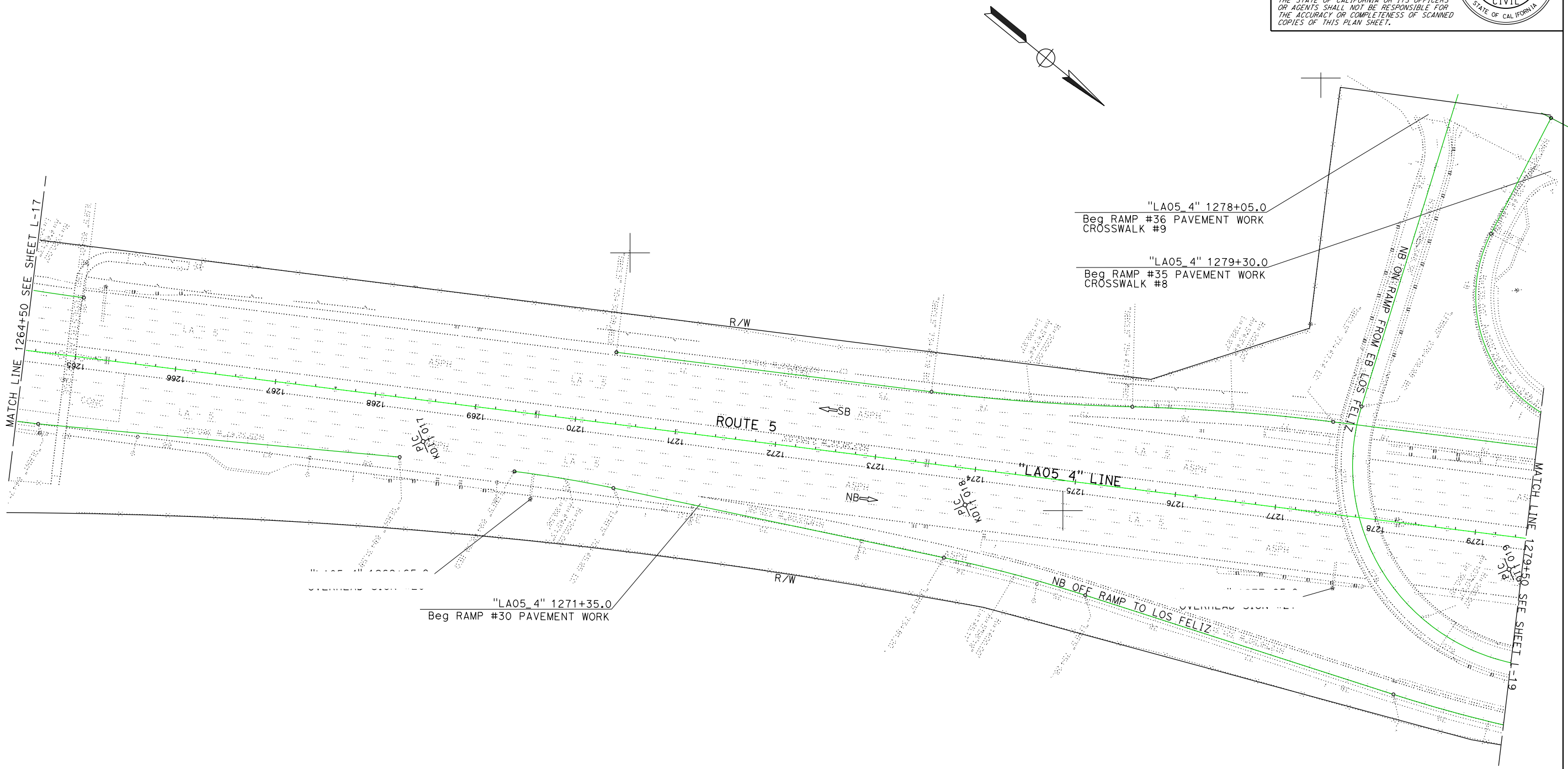
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**St. Gobran**  
 DESIGN

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED/DESIGNED BY: WASIF BHUIYAN  
 CHECKED BY: [ ]  
 REVISED BY: [ ]  
 DATE REVISED: [ ]

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 No. \_\_\_\_\_  
 Exp. \_\_\_\_\_  
 CIVIL  
 STATE OF CALIFORNIA  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



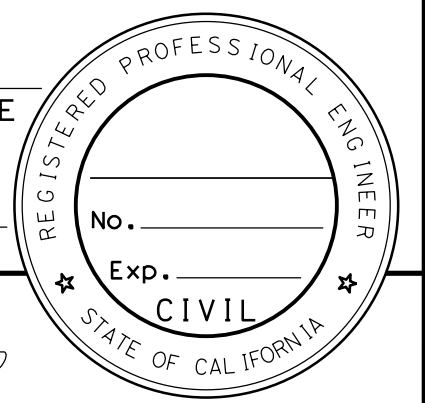
**LAYOUT**  
 SCALE: 1" = 50'  
**L-18**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

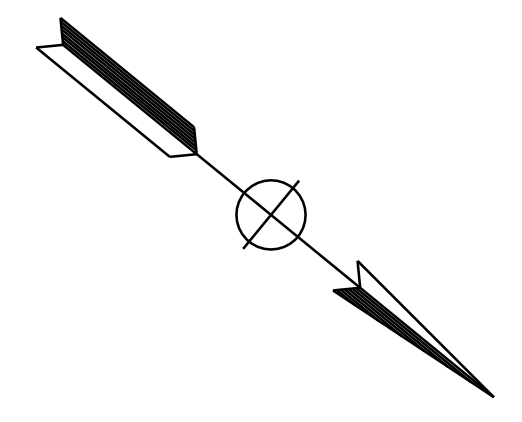
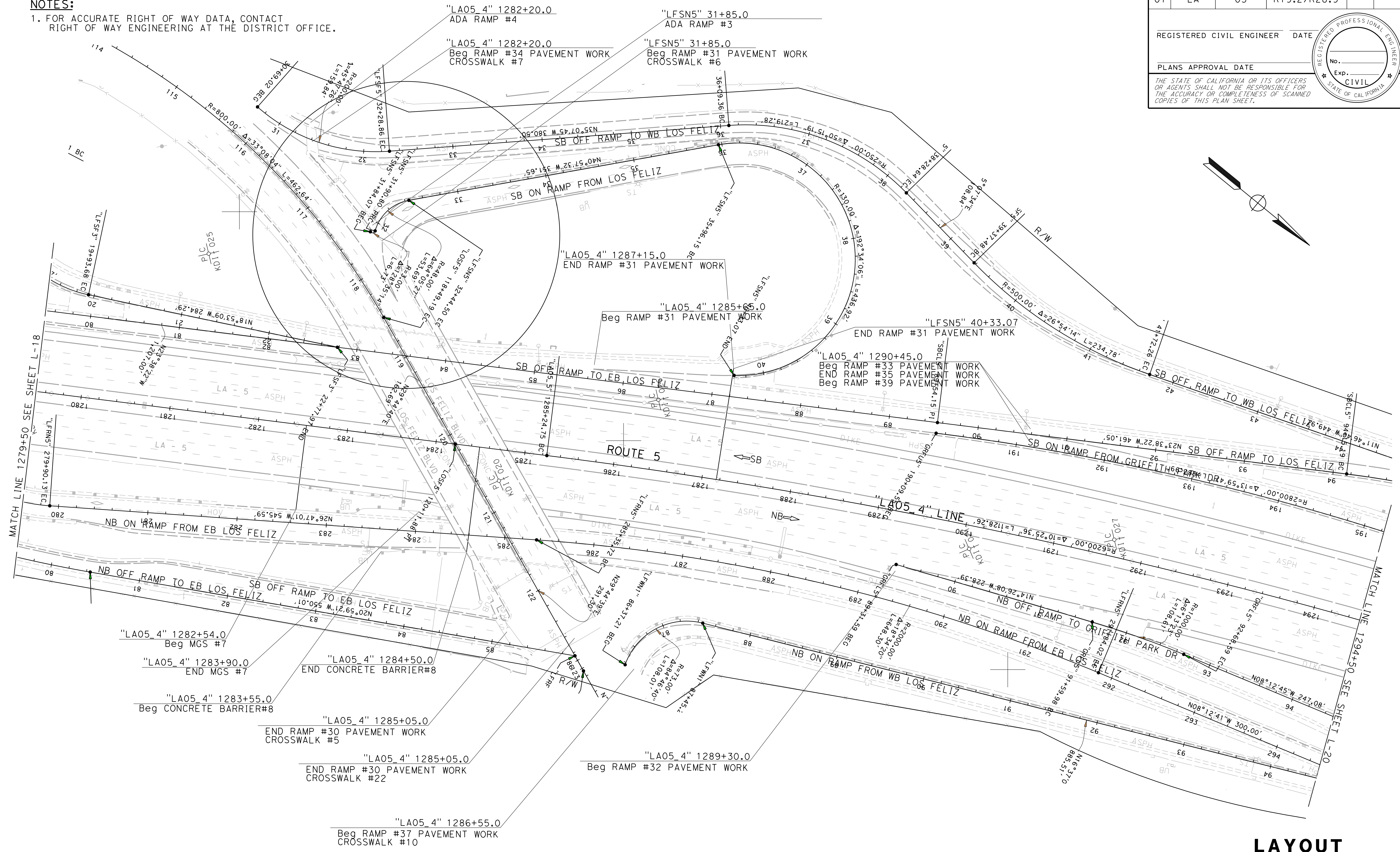
  

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



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



**LAYOUT**  
 SCALE: 1" = 50'

**L-19**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH
CALCULATED/DESIGNED BY	CHECKED BY
WASIF BHUYAN	
REVISOR BY	DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**


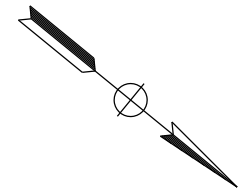
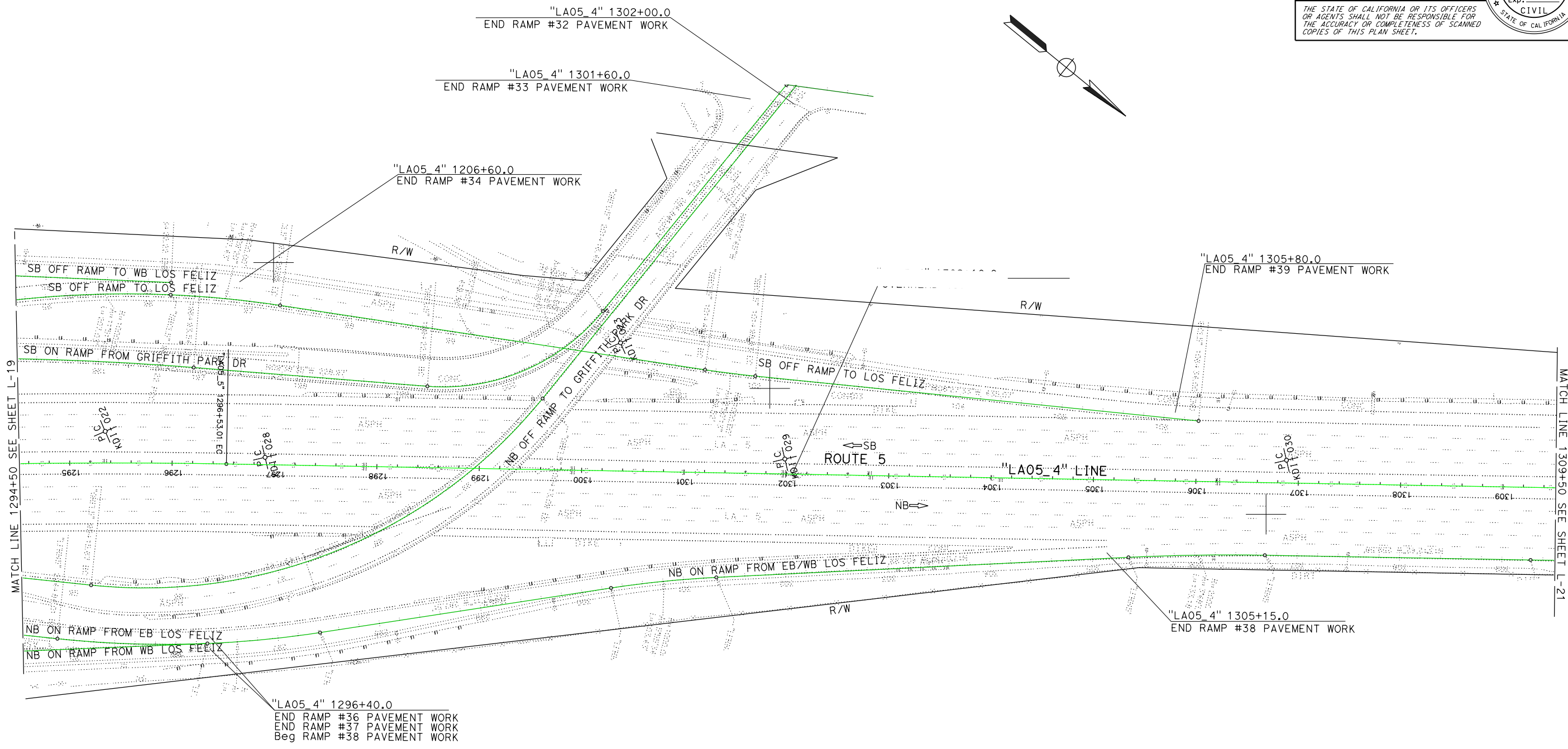
FUNCTIONAL SUPERVISOR CARMENZA DOBOSH	CHECKED BY	REVISOR	DATE
CALCULATED-DESIGNED BY	WASIF BHUYAN	REVISOR	DATE
DESIGNED BY		REVISOR	DATE

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**LAYOUT**  
 SCALE: 1" = 50'  
**L-20**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUYAN

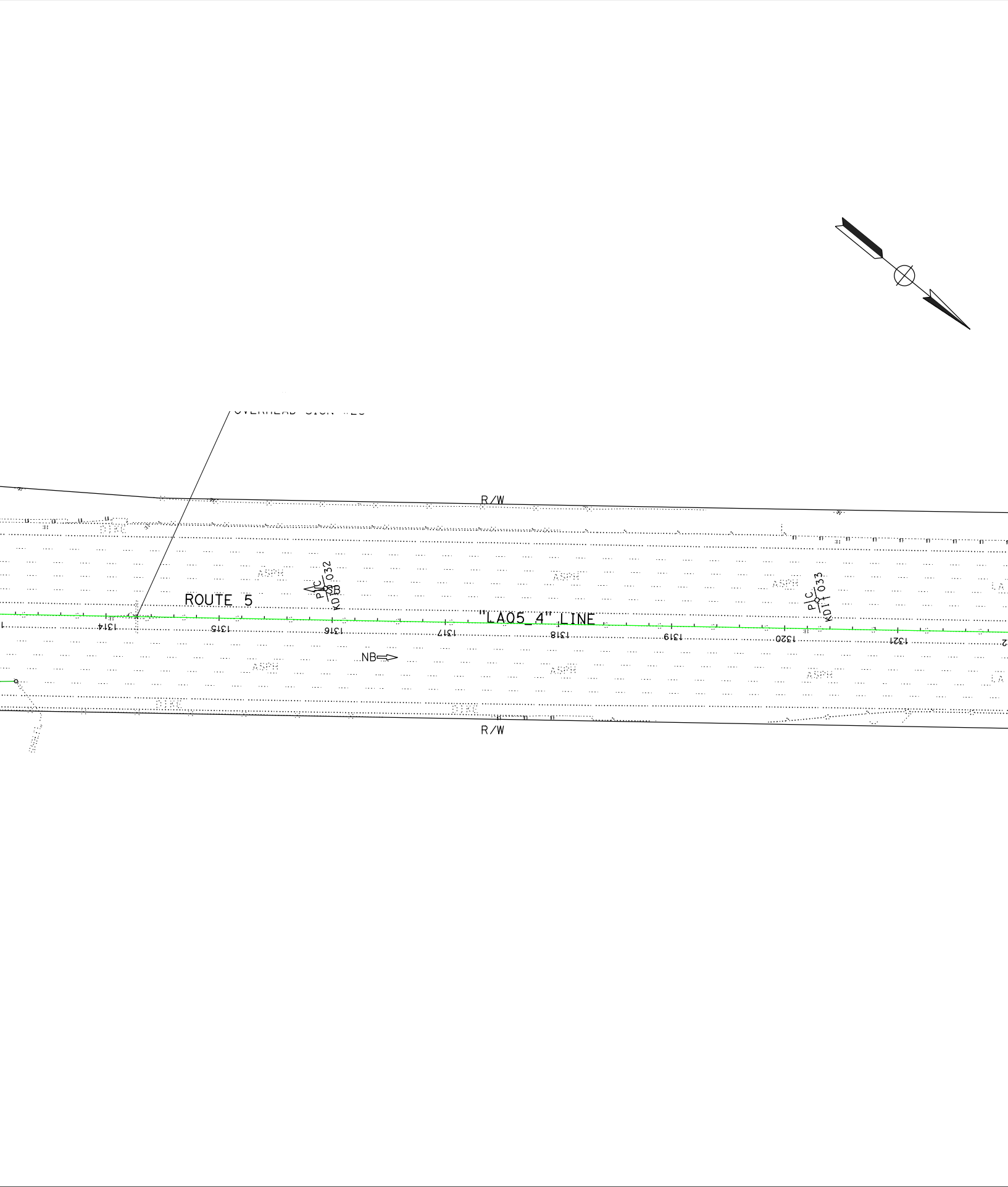
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CHECKED BY

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



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**LAYOUT**  
 SCALE: 1" = 50'  
**L-21**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 16:11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Et Gibson**  
 DESIGN

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CALCULATED-DESIGNED BY  
 CHECKED BY

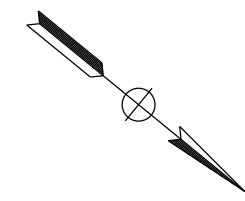
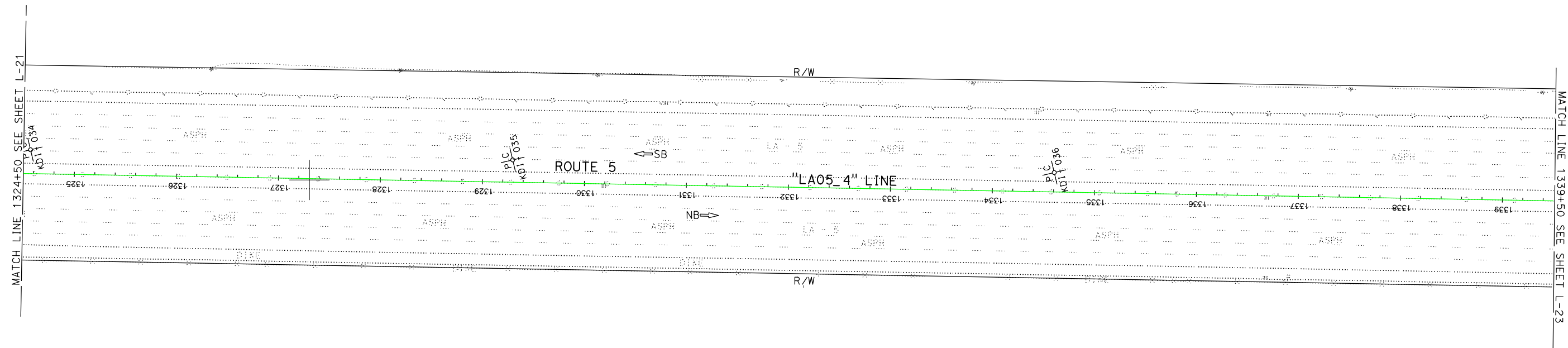
REVISOR BY  
 DATE REVISED

WASIF BHUIYAN

DATE REVISED

**NOTES:**

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

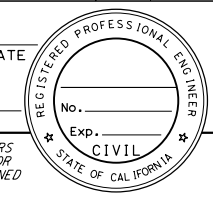


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-22**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

WASIF BHUYAN

REVISOR BY  
 DATE REVISOR

CALCULATED-DESIGNED BY  
 CHECKED BY

**NOTES:**

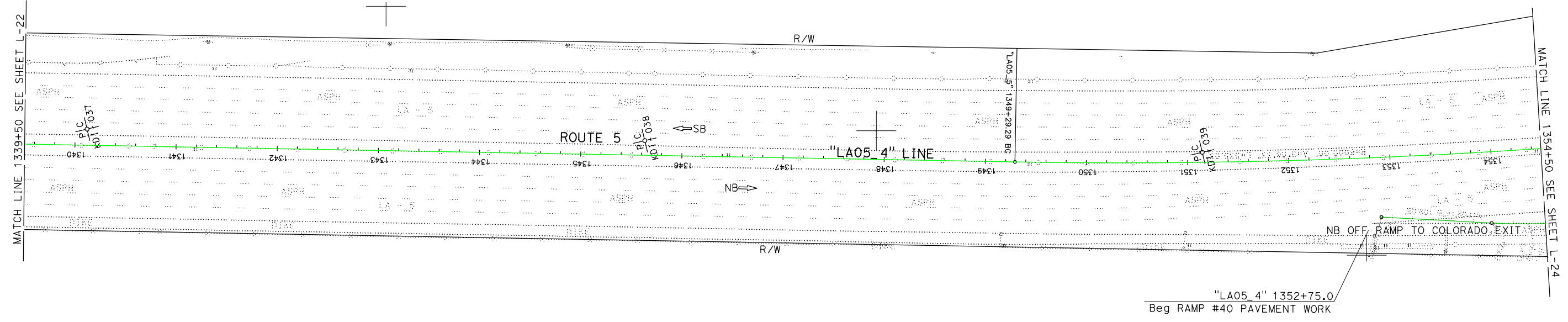
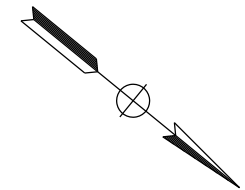
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



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 Beg RAMP #40 PAVEMENT WORK

**LAYOUT**  
 SCALE: 1" = 50'  
**L-23**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUIYAN

DESIGNER  
 CARMENZA DOBOSH

DESIGNED BY  
 CHECKED BY

REVISIONS

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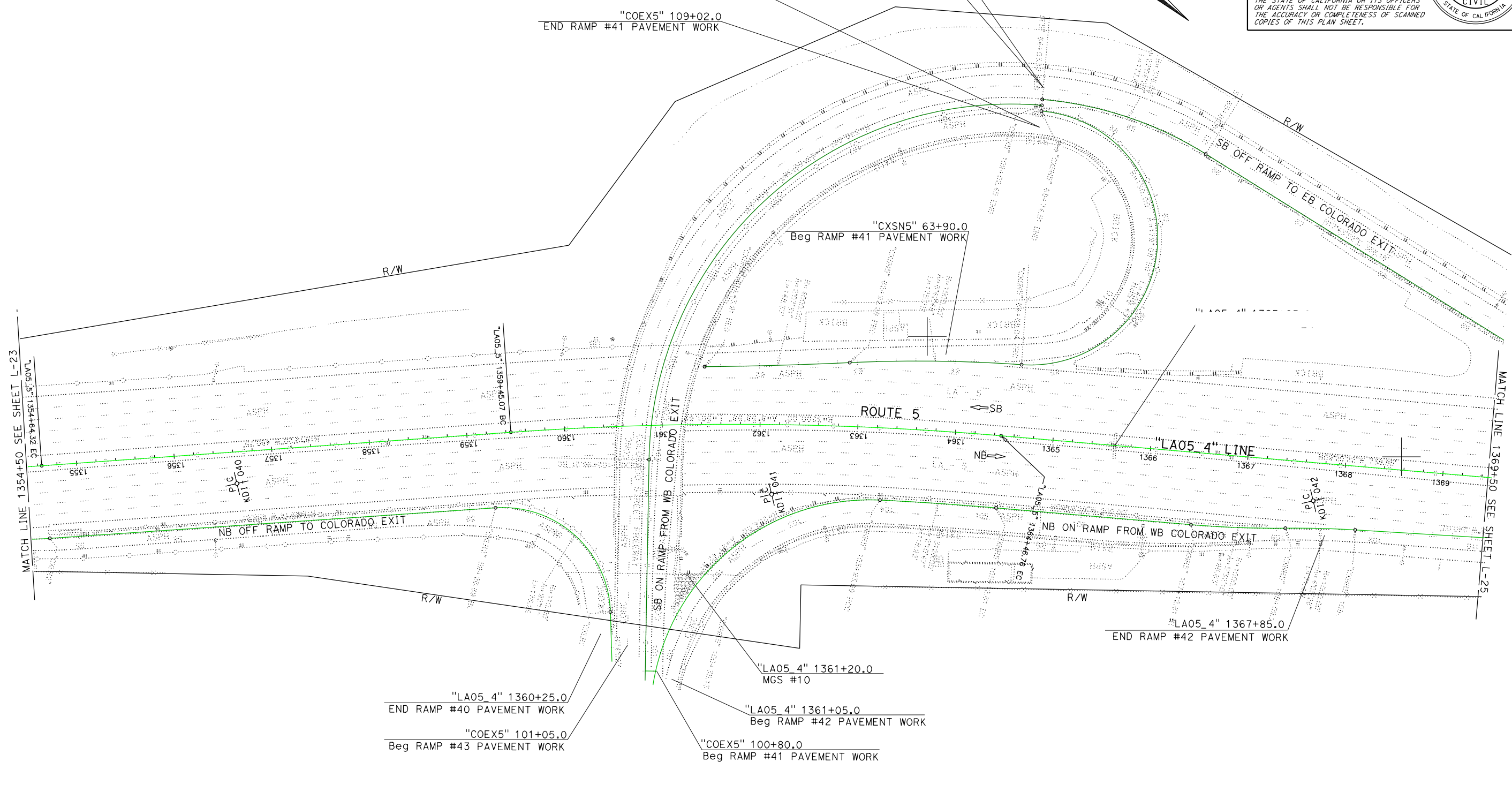
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-24**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUIYAN

DESIGNED BY  
 CHECKED BY

REVISIONS

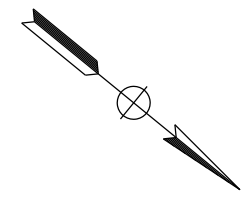
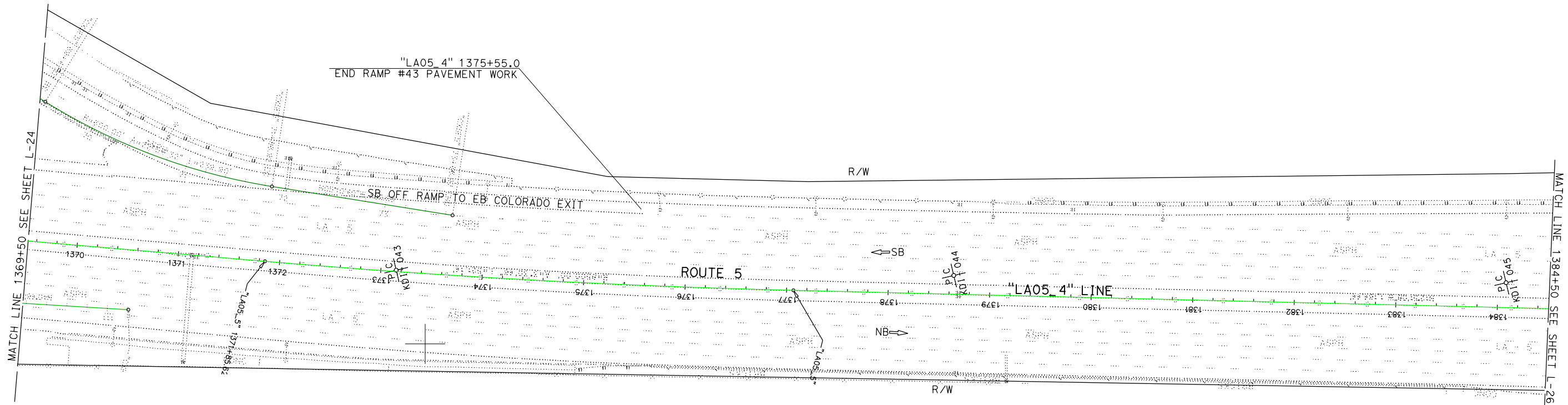
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-25**

DATE PLOTTED => 23-JAN-2025 TIME PLOTTED => 17:08

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

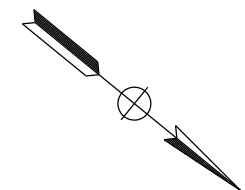
FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUIYAN

DESIGNED BY  
 CHECKED BY

REVISIONS

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



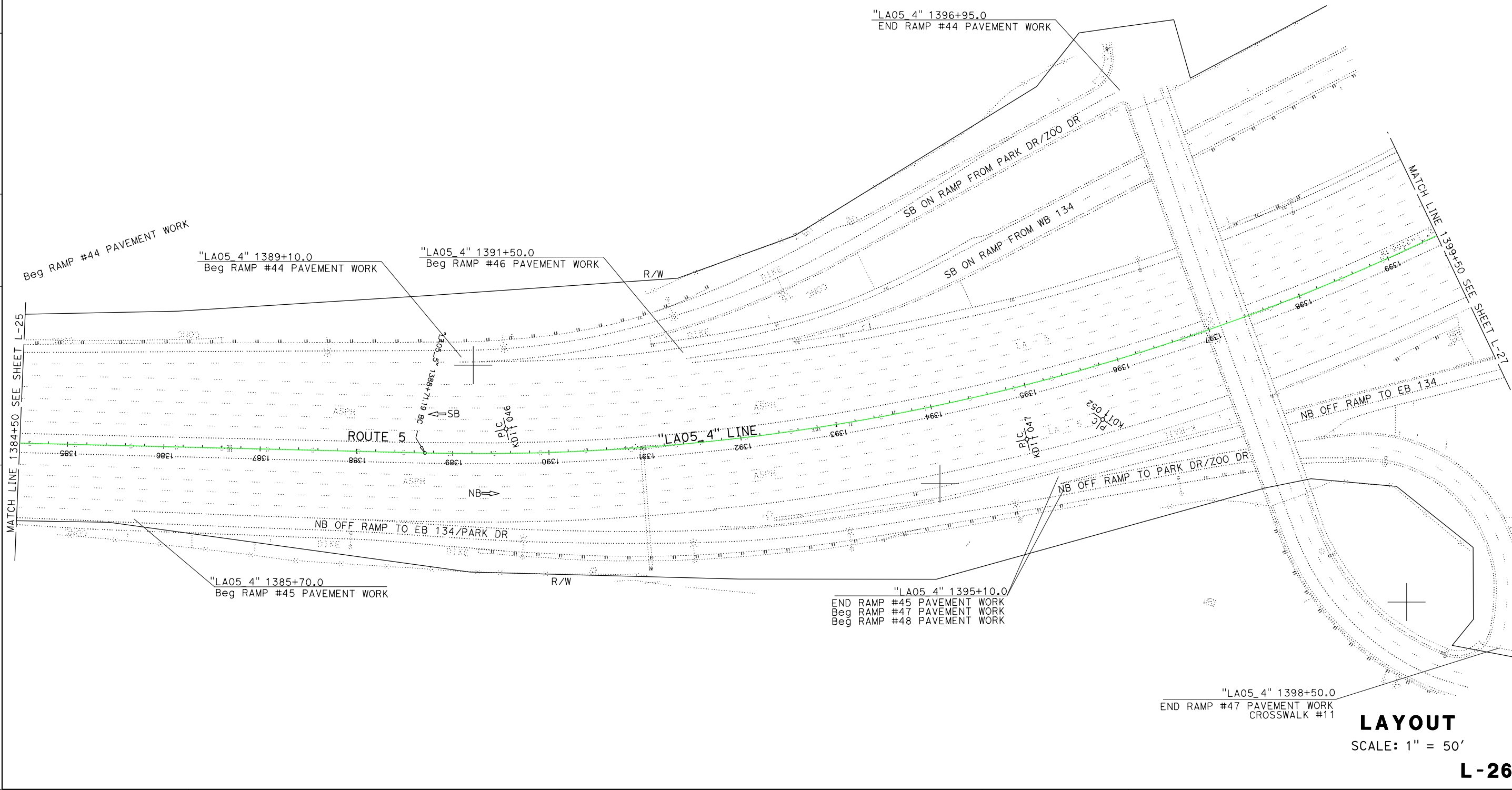
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-26**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CALCULATED-DESIGNED BY  
 CHECKED BY

WASIF BHUYAN

REVISED BY  
 DATE REVISED

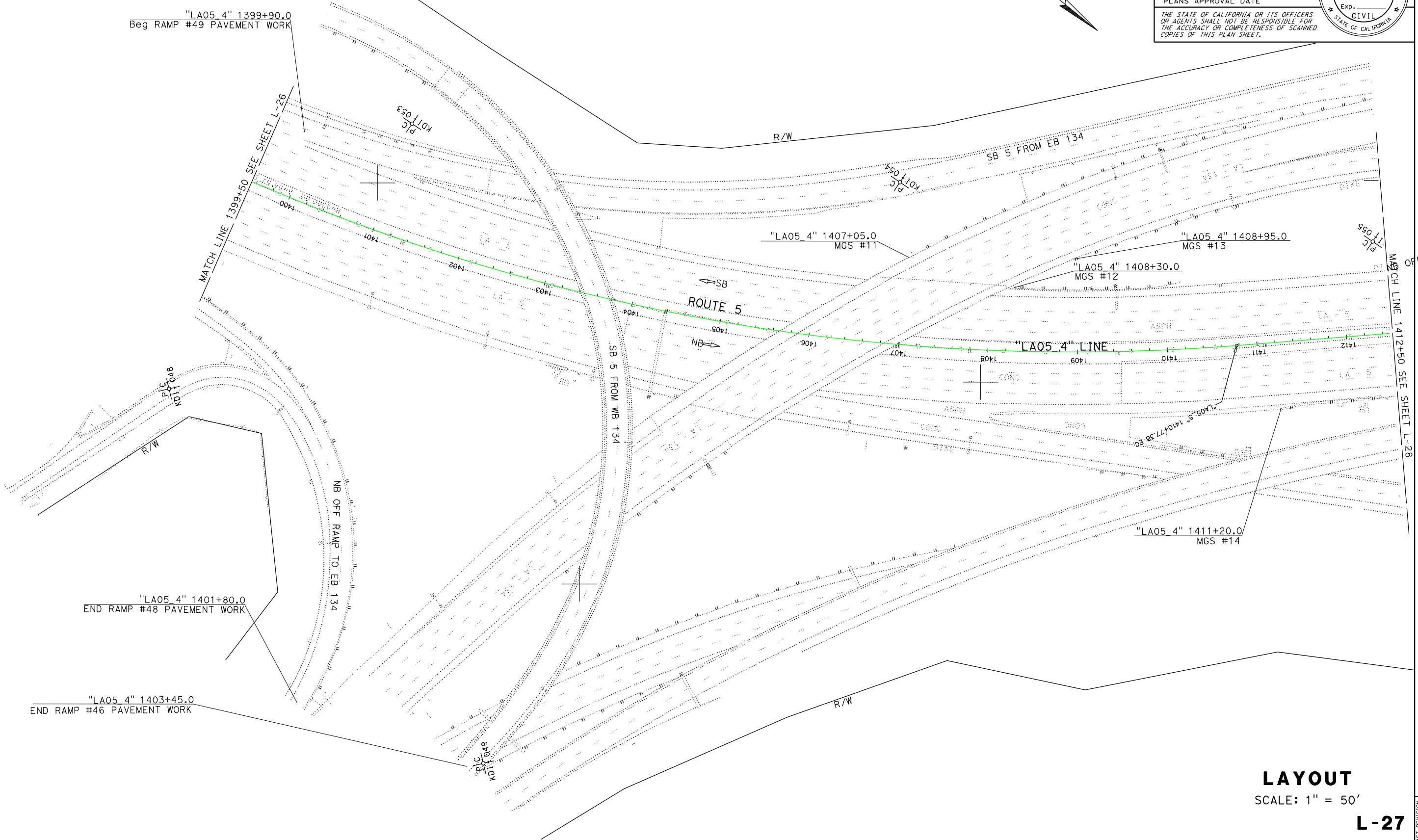
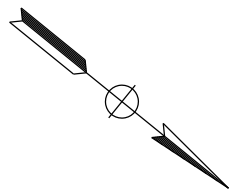
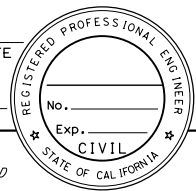
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-27**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 17:11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CHECKED BY

DESIGNED BY

REVISOR

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

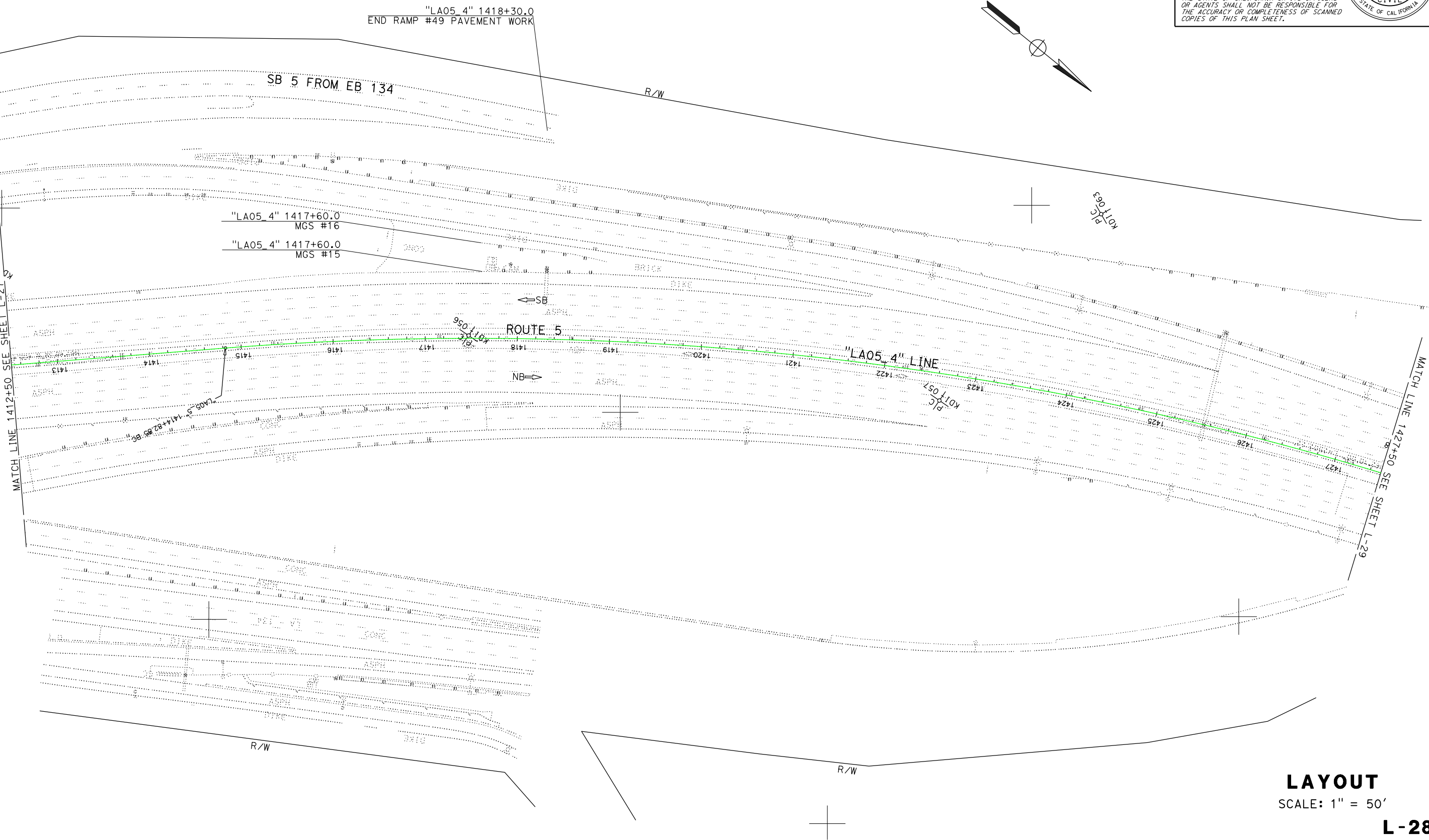
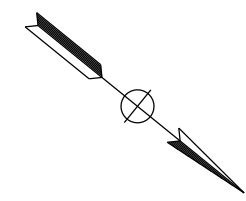
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-28**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

CHECKED BY

DESIGNED BY

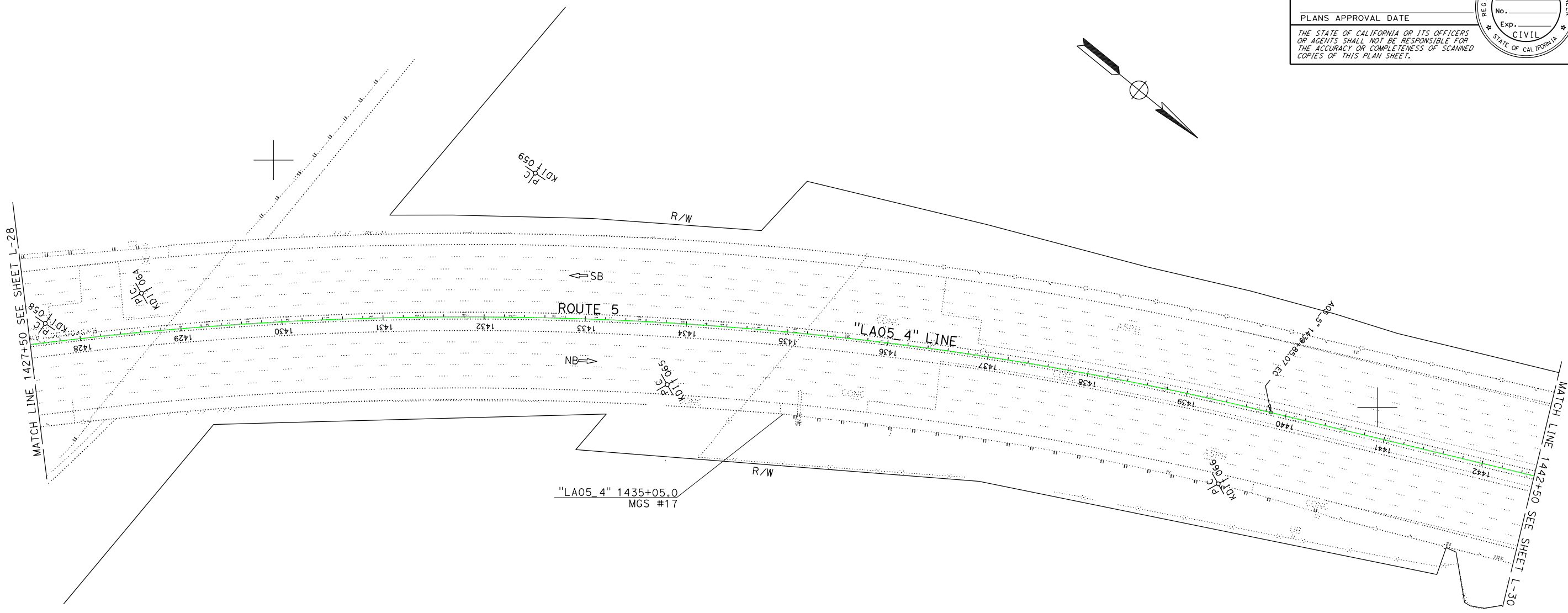
WASIF BHUIYAN

REVISOR BY

DATE REVISOR

**NOTES:**

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

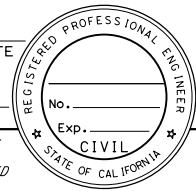


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-29**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 17:13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

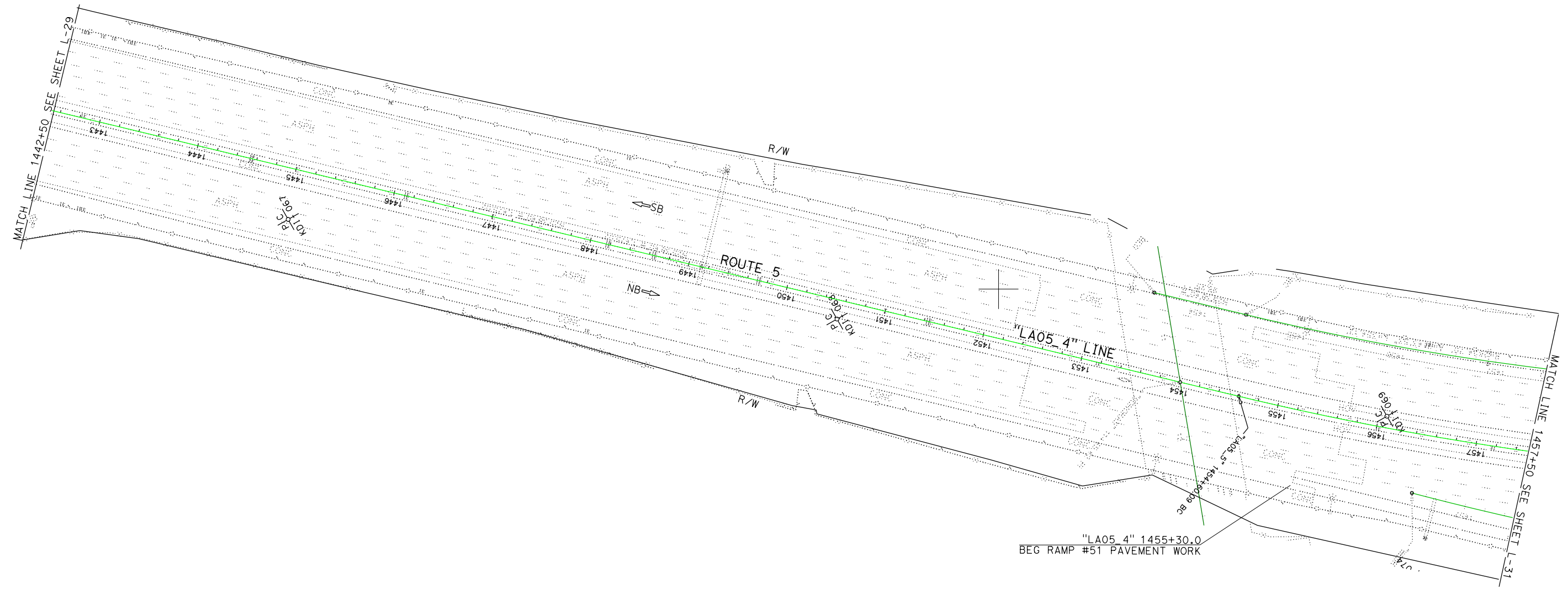
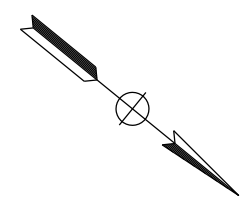
FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CHECKED BY: WASIF BHUIYAN  
 REVISIONS: (Table with columns for REVISION NO., DATE, BY, DESCRIPTION)

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-30**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 17:18  
 LAST REVISION:

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN

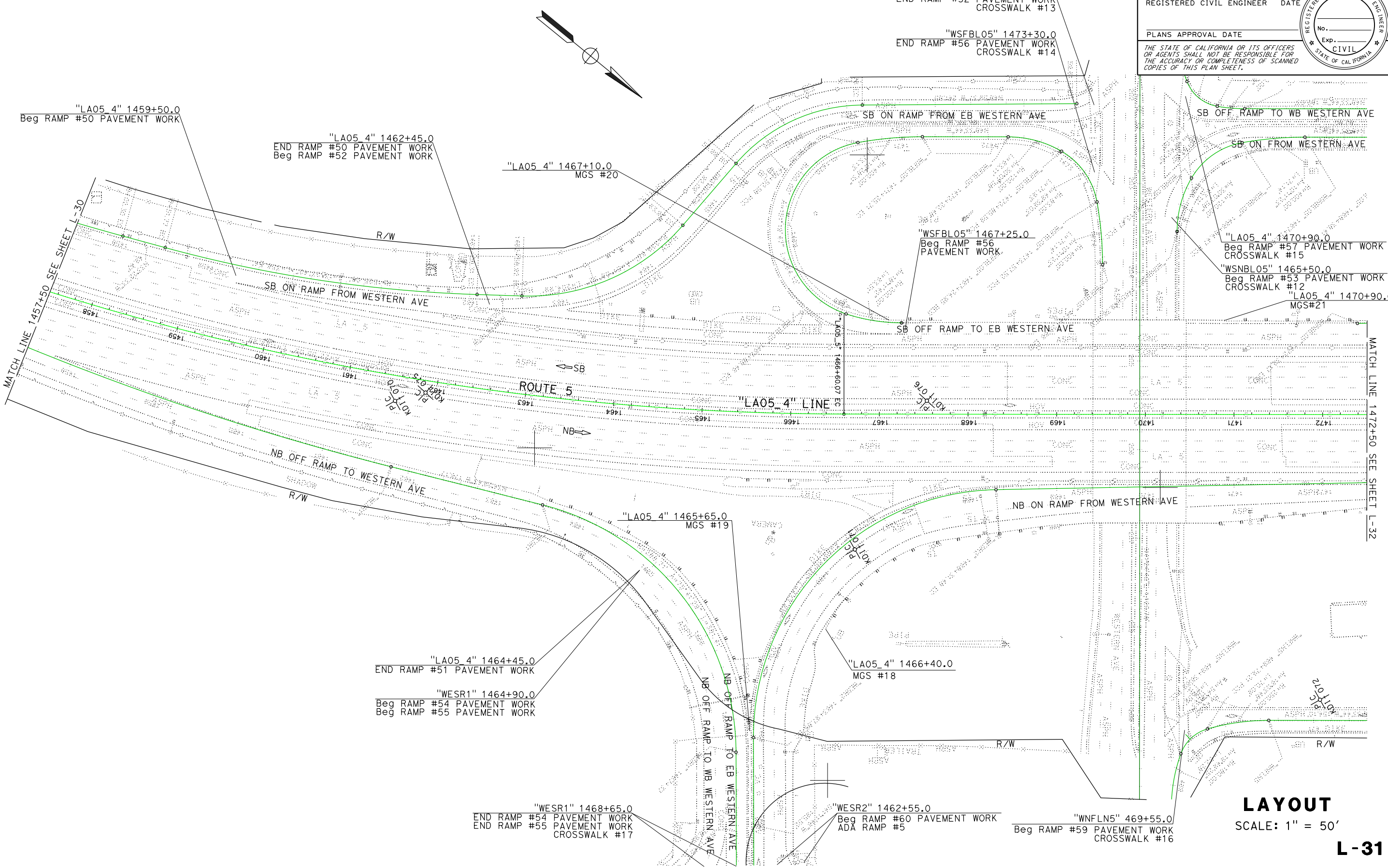
FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED-DESIGNED BY: CHECKED BY:  
 WASIF BHUIYAN  
 REVISED BY: DATE REVISED:

**NOTES:**

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

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



**LAYOUT**  
 SCALE: 1" = 50'  
**L-31**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 11:17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

DESIGNED BY  
 CHECKED BY

WASIF BHUIYAN

REVISOR BY  
 DATE REVISED

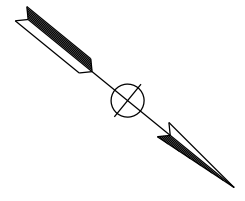
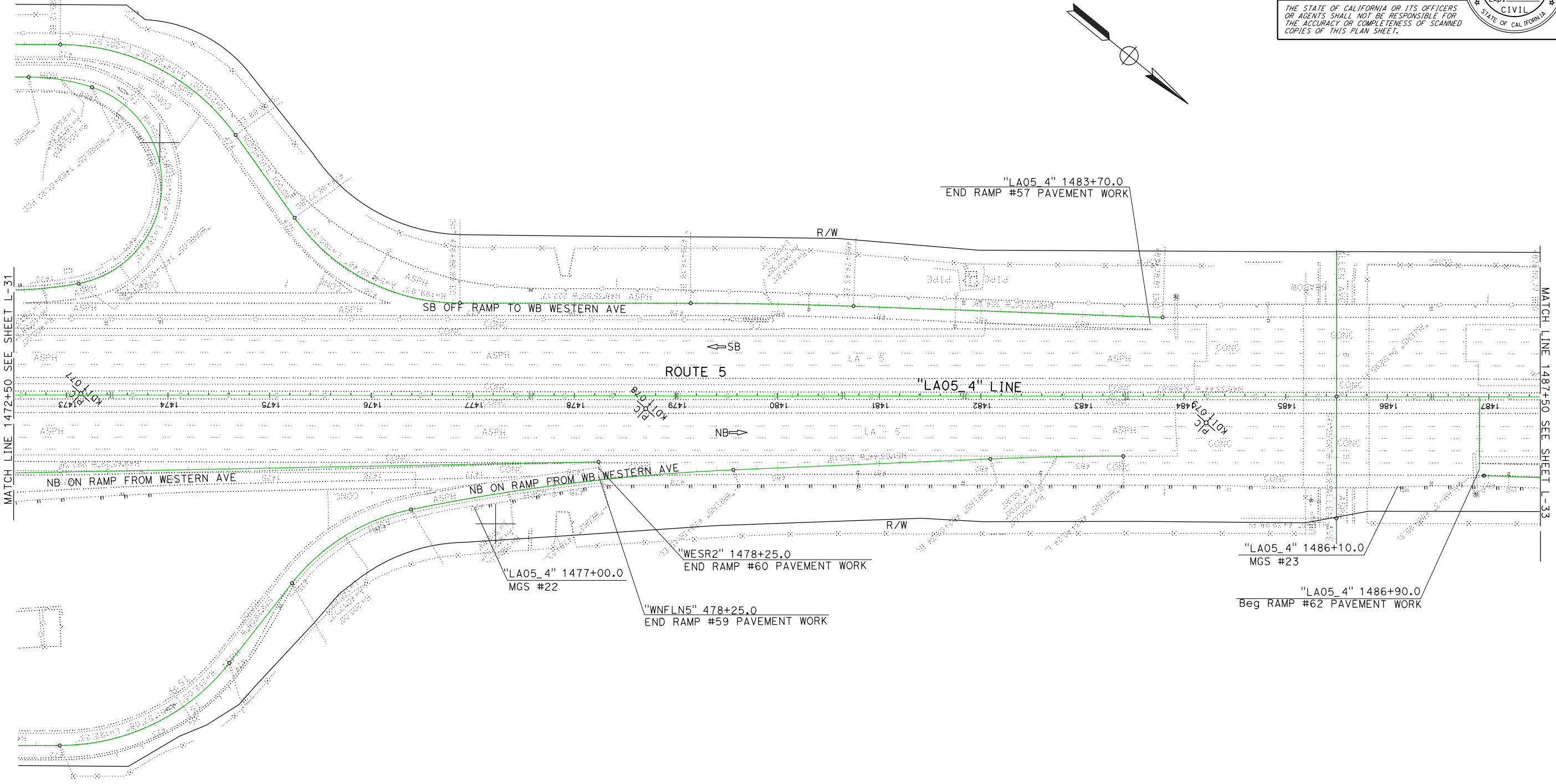
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-32**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

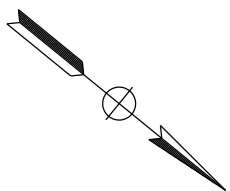
FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

DESIGNED BY  
 CHECKED BY

WASIF BHUIYAN

REVISOR BY  
 DATE REVISED

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



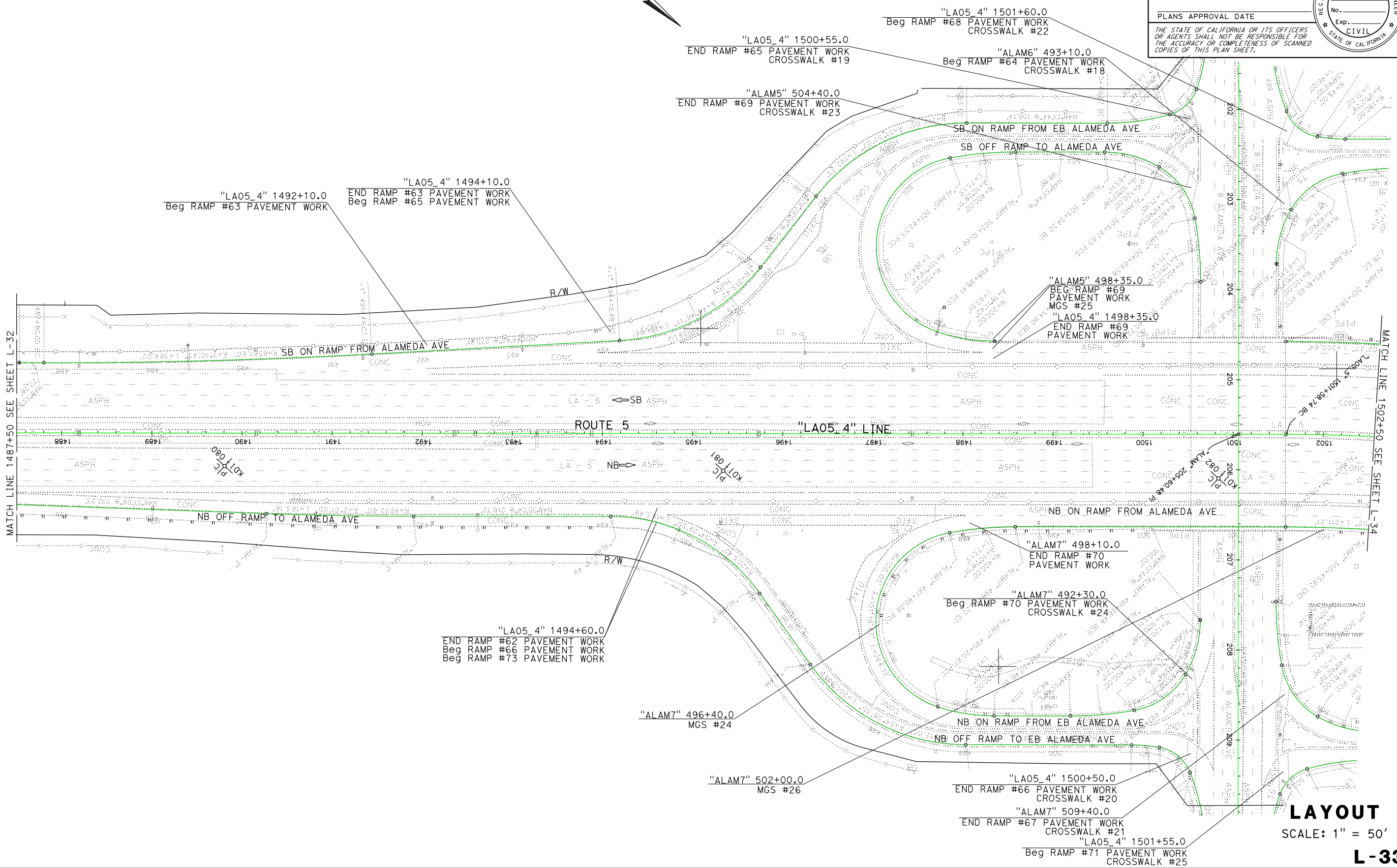
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

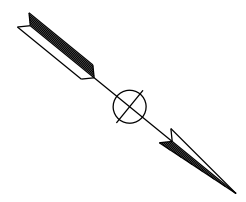


**LAYOUT**  
 SCALE: 1" = 50'  
**L-33**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
 CALCULATED-DESIGNED BY: WASIF BHUYAN  
 CHECKED BY: DATE REVISOR: DATE REVISOR

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

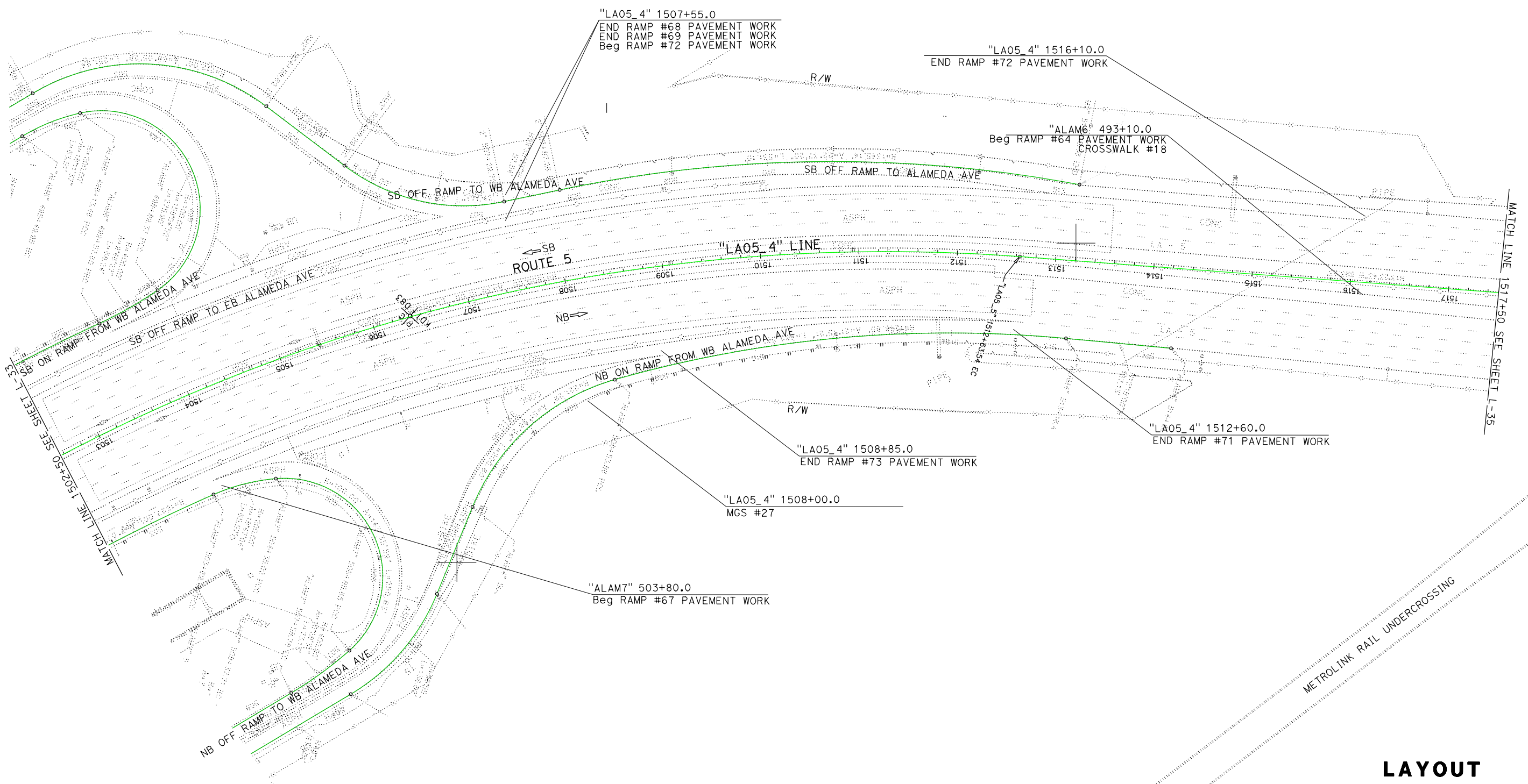


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
 SCALE: 1" = 50'  
**L-34**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 14:45

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

REVISOR  
 WASIF BHUIYAN

DESIGNED BY  
 CHECKED BY

REVISIONS

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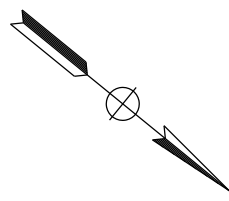
REVISIONS

REVISIONS

REVISIONS

REVISIONS

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



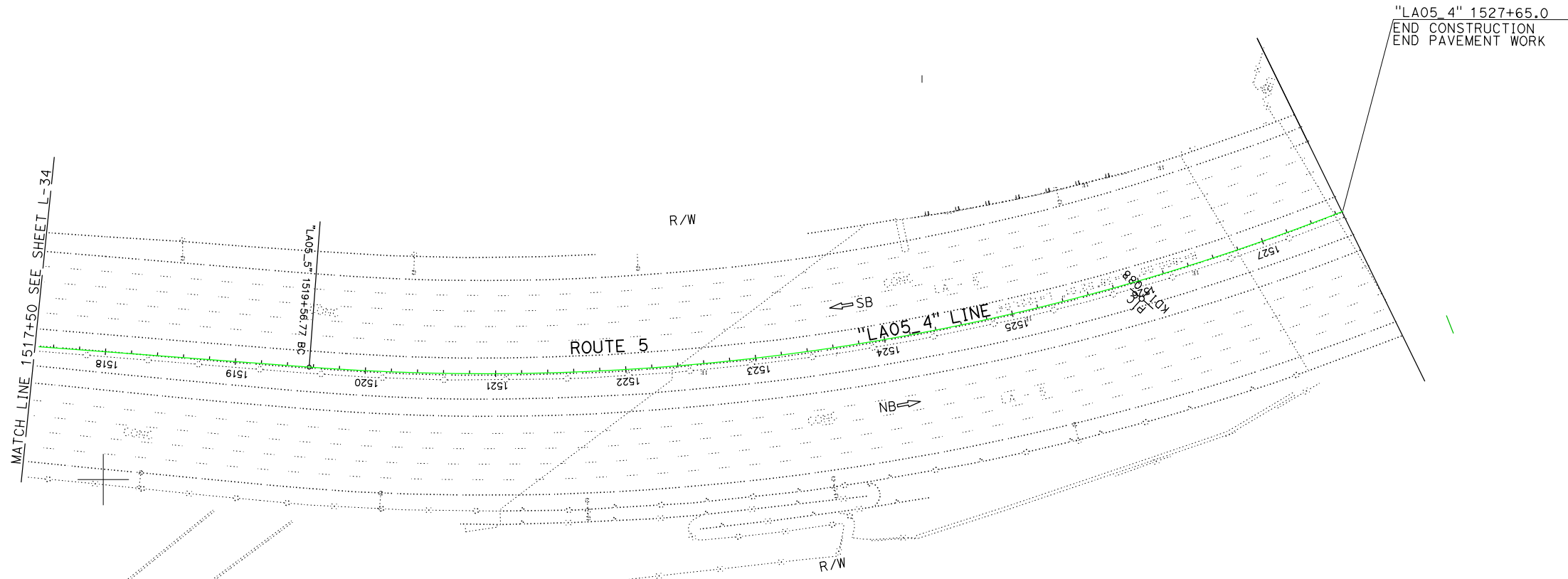
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS  
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
 THE ACCURACY OR COMPLETENESS OF SCANNED  
 COPIES OF THIS PLAN SHEET.



"LA05 4" 1527+65.0  
 END CONSTRUCTION  
 END PAVEMENT WORK

MATCH LINE 1517+50 SEE SHEET L-34

METROLINK RAIL UNDERCROSSING

**LAYOUT**  
 SCALE: 1" = 50'  
**L-35**



07 - LA - 5 - PM 19.2/28.9

EA 378700 – EFIS 0721000242 – PPNO 6081  
20.XX.201.121 – Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment B*

## *Project Details*

## **Tables of Safety Improvement Items**

**ATTACHMENT B6**

**Table B6.1 - List of MBGR Upgrading to MGS/End Terminal Systems**

Loc	PM	Dir	Exist. Type	Prop. Type	Description	Length (ft.)	Exist. End Treatment	Proposed End Terminal Systems
1	R19.577	SB	MBGR	MGS	005 SB To Exit 136 for Main St off-ramp @ Broadway overpass	95	BCT	In-line
2	R19.599	SB	MBGR	MGS	005 SB To Exit 136 for Main St off-ramp to Concrete Barrier	54	BCT	In-line
<del>3</del>	<del>R19.712</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB @ Broadway on-ramp</del>	<del>109</del>	<del>BCT</del>	<del>In-line</del>
4	R19.842	NB	MBGR	MGS	005 NB From Broadway to Pasadena Ave on-ramp	126	BCT	In-line
<del>5</del>	<del>M22.55</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB From RTE 2/5 SEP Bridge 53-527L overpass to 002 SB</del>	<del>551</del>	<del>BCT</del>	<del>In-line</del>
<del>6</del>	<del>R23.619</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB To Exit 140B Glendale Blvd off-ramp to Pump Plant 53-1068W</del>	<del>90</del>	<del>BCT</del>	<del>In-line</del>
<del>7</del>	<del>R24.297</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Los Feliz Blvd on-ramp 005 overpass Bridge 1 of 3 to Los Feliz Blvd Bridge</del>	<del>161</del>	<del>FLEAT</del>	<del>In-line</del>
8	R24.313	NB	MBGR	MGS	005 NB From Los Feliz Blvd on-ramp 005 Traffic light meter 1 of 3 to Los Feliz Blvd Bridge	98	BCT	In-line
9	R25.708	SB	MBGR	MGS	005 SB From Colorado St WB to Circle on-ramp to Concrete Barrier	154	BCT	In-line
10	R25.708	NB	MBGR	MGS	005 NB From Colorado St WB on-ramp With 42 Sand Barrel @ Gorpint	192	BCT	In-line
<del>11</del>	<del>M26.595</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB @ WB 134 overpass Bridge Double Guard Rail/90</del>	<del>62</del>	<del>BCT</del>	<del>Flared</del>
<del>12</del>	<del>C26.595</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB From 134 EB Connector WB 134 overpass Bridge Double Guard Rail/90</del>	<del>62</del>	<del>BCT</del>	<del>Flared</del>
<del>13</del>	<del>M26.716</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB To Colorado St 3/4 mile overhead sign to 134 EB overpass</del>	<del>175</del>	<del>SRT-350</del>	<del>Flared</del>
<del>14</del>	<del>C26.78</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 TO From WB 134 Connector Bridge</del>	<del>492</del>	<del>BCT</del>	<del>In-line</del>
<del>15</del>	<del>M26.883</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB @ Colorado St, Los Feliz Bl, Glendale Bl 3 mile overhead sign</del>	<del>140</del>	<del>SKT-350</del>	<del>In-line</del>
<del>16</del>	<del>C26.883</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB @ Colorado St, Los Feliz Bl, Glendale Bl 3 mile overhead sign on 134 Connector to Glandale/Pasadena only overhead sign</del>	<del>140</del>	<del>SRT-350</del>	<del>Flared</del>
<del>17</del>	<del>M27.19</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Exit 145A Western Ave Exit only overhead sign</del>	<del>558</del>	<del>A-Cap</del>	<del>In-line</del>
<del>18</del>	<del>R27.754</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Flower St for Western Ave on-ramp/90 Corer</del>	<del>90</del>	<del>BCT</del>	<del>In-line</del>
<del>19</del>	<del>R27.754</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Flower St for Western Ave on-ramp to into Thrie-Beam to Bridge 53-1079S</del>	<del>320</del>	<del>SRT-350</del>	<del>Flared</del>

Loc	PM	Dir	Exist. Type	Prop. Type	Description	Length (ft.)	Exist. End Treatment	Proposed End Terminal Systems
<del>20</del>	<del>R27.829</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB To EB Western Ave off-ramp from Bridge 53-1079K</del>	<del>187</del>	<del>A-Cap</del>	<del>In-line</del>
<del>21</del>	<del>R27.9</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB From Western Ave on-ramp to Bridge 53-1079K</del>	<del>196</del>	<del>FLEAT</del>	<del>In-line</del>
<del>22</del>	<del>M28.031</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From WB Western Ave on-ramp to Allen Ave Bridge 53-1081/1964</del>	<del>785</del>	<del>FLEAT</del>	<del>In-line</del>
<del>23</del>	<del>M28.155</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Allen Ave Bridge 53-1081/1964 &amp; Alameda Ave Exit &amp; Olive Ave 3/4 mile overhead sign</del>	<del>804</del>	<del>A-Cap</del>	<del>In-line</del>
<del>24</del>	<del>R28.356</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Alameda Ave EB on-ramp to Bridge 53-1082G</del>	<del>358</del>	<del>SRT-350</del>	<del>In-line</del>
<del>25</del>	<del>R28.419</del>	<del>SB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 SB From Bridge 53-1082 to Alameda Ave EB off-ramp</del>	<del>176</del>	<del>A-Cap</del>	<del>In-line</del>
<del>26</del>	<del>R28.457</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Bridge 53-1082 to Alameda Ave WB off-ramp</del>	<del>137</del>	<del>A-Cap</del>	<del>In-line</del>
<del>27</del>	<del>R28.579</del>	<del>NB</del>	<del>MBGR</del>	<del>MGS</del>	<del>005 NB From Alameda Ave to Bridge 53-1085</del>	<del>379</del>	<del>SRT-350</del>	<del>Flared</del>

Total ~~6691~~ **1,800LF**

~~USE~~ **6700**

**Table B6.2 - List of Overhead Sign Structures & Sign Panels Replacement**

No.	Post Mile	Location/ Direction	Type (Existing)	Frame (Existing)	Guardrail	Tapered ?	Ver Clr (ft)	Sign Panel Width (ft)	Sign Panel Height (ft)	Sign Panel Area (sf)	Sign Panel Count	Sign Panel Message
1	19.225	On Route SB	Two Posts	Truss	Yes	Yes	19	17, 28	10, 10	450	2	(1) I-5; Santa Ana (2) I-10 EAST; San Bernardino; (S Arrow, x2) ONLY
2	19.305	On Route NB	Single Post	Truss	Yes	Yes	18	11, 17	6, 6	168	2	(1) NORTH; SR-110 NO TRUCKS; Pasadena; 1/2 MILE (2) EXIT 136B; Broadway; ☒ ☒ ONLY
3	19.506	On Route SB	Single Post	Truss	Yes	Yes	0	18	6	108	1	Mission Road 1/2; San Bernardino Fwy I-10 3/4; Fourth Street 1 3/4
4	19.882	On Route SB	Single Post	Truss	Yes	Yes	0	18	5	90	1	Main Street 1/4; Mission Road 1; San Bernardino Fwy I-10 1 1/4
5	20.411	On Ramp SB	Two Posts	Truss	Yes	Yes	0	15, 12	7, 7	189	2	(1) NORTH; SR-110 Pkwy; Pasadena; ↓ NO TRUCKS (2) TRU TRAFFIC OK; TRUCK RTE; Broadway ☒
6	20.524	Off Ramp SB	Two Posts	Truss	Yes	Yes	0	24, 17	8, 8	328	2	(1) SOUTH; I-5 Fwy; Santa Ana; ↓ ↓ (2) THRU TRAFFIC OK; NORTH EXIT 137A; SR-110 Pkwy; Pasadena; ↓ ↓
7	20.874	On Route SB	Single Post	Truss	Yes	Yes	0	15, 14	7, 7	203	2	(1) SOUTH; I-5 Fwy; ↓ Santa Ana (2) SOUTH; SR-110 Pkwy; Los Angeles ☒
8	21.076	On Route SB	Single Post	Truss	Yes	Yes	0	22	8	176	1	SR-110 Pkwy NORTH 1/4; Main St 1 1/2; Mission Rd 2 1/4
9	21.079	On Route SB	Two Posts	Truss	Yes	Yes	19.5	14, 20	6, 6	204	2	(1) TRUCK RTE; Figueroa St; ↓ (2) SR-110 Pkwy SOUTH EXIT 137B; Los Angeles; ↓ NO TRUCKS ↓
10	21.236	On Route SB	Two Posts	Truss	Yes	Yes	18.5	20, 49, 20	10, 10, 10	890	3	(1) I-5 SOUTH; Santa Ana (2) NORTH NO TRUCKS SOUTH; SR-110 Arroyo Seco Parkway SR-110; Pasadena ↓ Los Angeles; ↓ ONLY ↓ ONLY ↓
11	21.895	On Route NB	Single Post	Truss	Yes	Yes	0	14	6	84	1	Glendale Fwy SR-2 1/2; Glendale Blvd 1 1/2; Los Feliz Blvd 2 1/4
12	22.085	On Route NB	Two Posts	Truss	NA	Yes	17.17	24, 29, 20	9, 9, 9	657	3	(1) I-5 NORTH; Sacramento; LEFT 4 LANES (2) SOUTH NORTH; SR-2 Echo Park Glendale SR-2; ↓ ↓ ONLY
13	22.298	On Route SB	Single Post	Truss	Yes	Yes	17	13	5	65	1	THRU TRAFFIC OK; Stadium; Way ☒

No.	Post Mile	Location/ Direction	Type (Existing)	Frame (Existing)	Guardrail	Tapered ?	Ver Clr (ft)	Sign Panel Width (ft)	Sign Panel Height (ft)	Sign Panel Area (sf)	Sign Panel Count	Sign Panel Message
14	22.336	On Route NB	Two Posts	Truss	Yes	Yes	16.75	16, 33	9, 9	441	2	(1) I-5 NORTH; Sacramento; LEFT 4 LANES (2) SR-2 Glendale Fwy; Echo Park Glendale; SOUTH NORTH; ↓ <input type="checkbox"/> ONLY <input type="checkbox"/>
15	22.476	On Route NB	Two Posts	Truss	Yes	Yes	16.5	24, 17	10, 10	410	2	(1) I-5 NORTH; Sacramento; LEFT 4 LANES (2) SR-2 SOUTH; Glendale Fwy; Echo Park <input type="checkbox"/>
16	22.591	On Route SB	Single Post	Truss	Yes	Yes	0	18	6	108	1	Stadium Way; 1/4 MILE; SR-110 Parkway SOUTH 1 1/2; SR-110 Parkway NORTH 2
17	22.843	On Route SB	Two Posts	Truss	Yes	Yes	18	30, 11, 28, 18	10, 10, 10, 10	870	4	(1) I-5; Los Angeles; ↓ ↓ TRUCKS OK ↓ (2) EXIT 138; Stadium; Way; THRU TRAFFIC OK; ↓ (3) NORTH SR-2 SOUTH; Glendale   Echo Park; ↓ ONLY ↓ ONLY
18	23.013	On Route SB	Single Post	Truss	Yes	Yes	0	18	6	108	1	SR-2 Freeway 1/4; Stadium Way 3/4; SR-110 Parkway SOUTH 2
19	23.67	On Route NB	Single Post	Truss	Yes	Yes	17	12	6	72	1	Los Feliz Blvd 1/2; Griffith Park 3/4; Colorado St 2
20	24.2	On Route NB	Single Post	Truss	Yes	Yes	19	13	5	65	1	Los Feliz <input type="checkbox"/> Blvd ONLY
21	24.203	On Route NB	Single Post	Truss	Yes	Yes	19	13	5	65	1	Griffith Park; 1/4 MILE
22	24.658	On Route SB	Single Post	Truss	Yes	Yes	0	14	5	70	1	Glendale Blvd 3/4; Fletcher Dr 1 1/2; Glendale Fwy 1 3/4
23	24.861	On Route NB	Single Post	Truss	Yes	Yes	0	18	6	108	1	Colorado St EAST 3/4; Ventura Fwy SR-134 1 1/2; Western Ave 2 3/4
24	25.773	On Route NB	Single Post	Truss	Yes	Yes	0	18, 18	6, 6	216	2	Ventura Fwy SR-134 1/2; Western Ave 1 3/4; Alameda Ave 2 1/4
<b>Total</b>										<b>9965</b>	<b>40</b>	

**Table B6.4 - Locations of Crosswalk & Signage Improvement**

No.	Post Mile	Location Description	Crosswalk Upgrade/Add	Signage * Y/N
1	23.573	NB Off to Glendale Blvd (Hyperion)	Upgrade	No
2	23.588	SB On from Glendale Blvd (Hyperion)	Upgrade	No
3	23.844	SB Off to Glendale Blvd (Hyperion)	Upgrade	No
4	23.855	NB On from Glendale Blvd (Hyperion)	Upgrade	No
5	24.122	NB Off to Los Feliz	Upgrade	No
<del>6</del>	<del>24.168</del>	<del>SB On from Los Feliz</del> SB Off to Pasadena Ave	Upgrade	Yes
<del>7</del>	<del>24.524</del>	<del>SB Off to WB Los Feliz</del> SB from Pasadena to Broadway	Upgrade	No
8	24.525	SB Off to EB Los Feliz	Upgrade	No
9	24.531	NB On from EB Los Feliz	Upgrade	Yes
10	24.532	NB On from WB Los Feliz	Upgrade	Yes
11	26.481	NB On/Off Park Dr/Zoo Dr	Add	No
12	27.603	SB On from Western Ave	Upgrade	No
13	27.712	SB On from EB Western Ave	Upgrade	Yes
14	27.957	SB Off to EB Western Ave	Upgrade	No
15	27.958	SB Off to WB Western Ave	Upgrade	Yes
16	27.972	NB On from WB Western Ave	Upgrade	Yes
17	28.012	NB On from SB Flower St (At Western Ave)	Add	No
<del>18</del>	<del>28.308</del>	<del>SB On from WB Alameda Ave</del> NB On from Pasadena Ave	Upgrade	Yes
<del>19</del>	<del>28.309</del>	<del>SB On from EB Alameda Ave</del> NB from Broadway to Pasadena	Upgrade	Yes
<del>20</del>	<del>28.323</del>	<del>NB Off to EB Alameda Ave</del> SB Off to Fletcher Dr	Upgrade	No
<del>21</del>	<del>28.324</del>	<del>NB Off to WB Alameda Ave</del> NB On from Fletcher Dr	Upgrade	No
<del>22</del>	<del>28.537</del>	<del>SB Off to WB Alameda Ave</del>	Upgrade	No
<del>23</del>	<del>28.538</del>	<del>SB Off to EB Alameda Ave</del>	Upgrade	No
24	28.578	NB On from EB Alameda Ave	Upgrade	Yes
<del>25</del>	<del>28.579</del>	<del>NB On from WB Alameda Ave</del>	Upgrade	Yes

Note:

- \* Install all three signs.
  1. R10-15 (Turning Vehicles Yield to Pedestrians) prior to on-ramps
  2. W11-2 (Pedestrian)
  3. W16-7 (Directional Arrow)

Table B6.5 - List of Ramps

No.	Post Mile	Type	Location Description	Ramp Dimension		
				Length (ft)	Width (ft)	Area (sq.ft)
1	19.301	AC	NB Off to Daly St/Main St	700	18	12600
<del>2</del>	<del>19.453</del>	<del>AC</del>	<del>SB On from NB Broadway</del>	<del>1750</del>	<del>30</del>	<del>52500</del>
3	19.510	AC	NB Off to NB Broadway	1560	30	46800
4	19.619	AC	SB Off to Ave 21/Main St.	2520	30	75600
5	19.710	AC	Seg SB from Pasadena to Broadway	650	36	23400
6	19.740	AC	Seg NB from Broadway to Pasadena	800	36	28800
<del>7</del>	<del>20.025</del>	<del>AC</del>	<del>NB On from Pasadena Ave</del>	<del>1450</del>	<del>32</del>	<del>46400</del>
8	20.057	AC	Seg SB to Pasadena Ave	1290	30	38700
9	20.358	AC	Seg SB On from Ave 26	645	30	19350
10	20.452	AC	Seg SB Off to Pasadena	1070	24	25680
11	20.453	AC/PCC	Seg SB Off to NB I-110	1730	36	62280
<del>12</del>	<del>20.786</del>	<del>AC</del>	<del>SB On from Duvall St</del>	<del>1430</del>	<del>24</del>	<del>34320</del>
13	20.802	AC	Seg SB from Duvall to I-110	860	24	20640
14	20.930	AC	Seg NB On from Duvall	900	30	27000
15	21.063	AC	Seg SB Off Elmgrove/ Riverside	927	30	27810
16	21.064	AC	Seg SB Off to SB I-110	2600	24	62400
<del>17</del>	<del>21.100</del>	<del>AC</del>	<del>NB On from I-110/Barclay</del>	<del>892</del>	<del>22</del>	<del>19624</del>
18	21.660	AC	NB Off to Riverside/ Eads	843	30	25290
19	21.708	AC	SB On from Stadium Way	1236	28	34608
<del>20</del>	<del>21.859</del>	<del>AC</del>	<del>NB On from Riverside/Eads</del>	<del>920</del>	<del>27</del>	<del>24840</del>
<del>21</del>	<del>21.927</del>	<del>AC</del>	<del>SB On from SR-2</del>	<del>1050</del>	<del>34</del>	<del>35700</del>
22	22.298	AC	SB Off to Stadium Way	1270	24	30480
23	22.634	AC	NB Off to WB SR-2	1160	24	27840
24	23.085	AC	SB Off to Fletcher Dr	1270	32	40640
<del>25</del>	<del>23.166</del>	<del>AC</del>	<del>NB On from Fletcher Dr</del>	<del>1890</del>	<del>30</del>	<del>56700</del>
26	23.573	AC	NB Off to Glendale Blvd	1130	30	33900
<del>27</del>	<del>23.588</del>	<del>AC</del>	<del>SB On from Glendale Blvd</del>	<del>1040</del>	<del>30</del>	<del>31200</del>
28	23.844	AC	SB Off to Glendale Blvd	1125	30	33750
<del>29</del>	<del>23.855</del>	<del>AC</del>	<del>NB On from Glendale Blvd</del>	<del>1090</del>	<del>24</del>	<del>26160</del>
30	24.122	AC	NB Off to Los Feliz	1400	30	42000
<del>31</del>	<del>24.168</del>	<del>AC</del>	<del>SB On from Los Feliz</del>	<del>850</del>	<del>24</del>	<del>20400</del>
32	24.463	AC	NB Off to Griffith Park Dr	850	30	25500
33	24.481	AC	Seg SB On from Griffith Park Dr	1310	30	39300
34	24.524	AC	Seg SB Off to WB Los Feliz	1680	30	50400
35	24.525	AC	Seg SB Off to EB Los Feliz	1970	24	47280
36	24.531	AC	Seg NB On from EB Los Feliz	2470	36	88920
37	24.532	AC	Seg NB On from WB Los Feliz	990	24	23760
<del>38</del>	<del>24.709</del>	<del>AC</del>	<del>NB On from EB/WB Los Feliz</del>	<del>1115</del>	<del>24</del>	<del>26760</del>
39	24.710	AC	SB Off to Los Feliz	1410	30	42300
40	25.663	AC	NB Off to Colorado Exit	1320	24	31680
<del>41</del>	<del>25.852</del>	<del>AC</del>	<del>SB On from WB Colorado Exit</del>	<del>1180</del>	<del>30</del>	<del>35400</del>
<del>42</del>	<del>25.903</del>	<del>AC</del>	<del>NB On from WB Colorado Exit</del>	<del>850</del>	<del>36</del>	<del>30600</del>
43	25.969	AC	SB Off to EB Colorado Exit	1990	36	71640

No.	Post Mile	Type	Location Description	Ramp Dimension		
				Length (ft)	Width (ft)	Area (sq.ft)
<del>44</del>	<del>26.345</del>	<del>AC</del>	<del>SB On from Park Dr/Zoo Dr</del>	<del>770</del>	<del>36</del>	<del>27720</del>
45	26.365	AC	NB Off to EB SR-134/Park Dr	980	24	23520
<del>46</del>	<del>26.383</del>	<del>AC</del>	<del>SB On from WB SR-134</del>	<del>2420</del>	<del>36</del>	<del>87120</del>
47	26.481	AC	Seg NB Off Park Dr/Zoo Dr	630	30	18900
48	26.482	AC	Seg NB Off to EB SR-134	670	24	16080
<del>49</del>	<del>26.543</del>	<del>AC</del>	<del>Dum SB On from EB SR-134</del>	<del>1700</del>	<del>36</del>	<del>61200</del>
<del>50</del>	<del>27.603</del>	<del>AC</del>	<del>SB On from Western Ave</del>	<del>230</del>	<del>30</del>	<del>6900</del>
51	27.657	AC	NB Off to Western Ave	780	24	18720
52	27.712	AC	Seg SB On from EB Western Ave	1440	30	43200
53	27.713	AC	Seg SB On from WB Western Ave	1590	20	31800
54	27.740	AC	Seg NB Off to EB Western Ave	1365	24	32760
55	27.741	AC	Seg NB Off to WB Western Ave	1560	20	31200
56	27.957	AC	Seg SB Off to EB Western Ave	1548	20	30960
57	27.958	AC	Seg SB Off to WB Western Ave	671	24	16104
58	27.971	AC	Seg SB On to EB Western Ave	0	20	0
59	27.972	AC	Seg NB On from WB Western Ave	777	30	23310
<del>60</del>	<del>28.012</del>	<del>AC</del>	<del>NB On from Western Ave</del>	<del>260</del>	<del>36</del>	<del>9360</del>
61	28.035	AC	Seg Off to Western Ave	554	24	13296
62	28.246	AC	NB Off to Alameda Ave	773	24	18552
<del>63</del>	<del>28.269</del>	<del>AC</del>	<del>SB On from Alameda Ave</del>	<del>202</del>	<del>24</del>	<del>4848</del>
64	28.308	AC	Seg SB On from WB Alameda Ave	1590	24	38160
65	28.309	AC	Seg SB On from EB Alameda Ave	754	24	18096
66	28.323	AC	Seg NB Off to EB Alameda Ave	680	24	16320
67	28.324	AC	Seg NB Off to WB Alameda Ave	1530	24	36720
68	28.537	AC	Seg SB Off to WB Alameda Ave	730	24	17520
69	28.538	AC	Seg SB Off to EB Alameda Ave	1500	24	36000
70	28.578	AC	Seg NB On from EB Alameda Ave	1620	24	38880
71	28.579	AC	Seg NB On from WB Alameda Ave	800	24	19200
72	28.616	AC	SB Off to Alameda Ave	550	24	13200
<del>73</del>	<del>28.654</del>	<del>AC</del>	<del>NB On from Alameda Ave</del>	<del>360</del>	<del>24</del>	<del>8640</del>



07 - LA - 5 - PM 19.2/28.9  
EA 378700 – EFIS 0721000242 – PPNO 6081  
20.XX.201.121 – Minor Pavement  
Rehabilitation (CAPM)  
December 2025

*Attachment C*  
*Environmental Document*  
*CEQA Exemption/ NEPA*  
*Categorical Exclusion*  
*Determination Form*



**NEPA/CEQA RE-VALIDATION FORM (rev. 08/2025)**

<b>DIST-CO-RTE:</b> 07-LA-5
<b>PM/PM:</b> 19.2/28.9
<b>EA or Fed-Aid Project No.:</b> 37870
<b>Other Project No. (specify):</b> CE# 202410009
<b>Project Title:</b> I-5 CAPM N/O DTLA
<b>Environmental Approval Type:</b> CE/CE
<b>Date Approved:</b> 4/23/2025
<b>Reason for Consultation (23 CFR 771.129):</b> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> <b>N/A</b> (Re-Validation for CEQA only)
<b>Description of Changed Conditions:</b> <i>Per Wasif Buiyan (Design), due to budgetary/funding limitations, they have decided to descope these items to meet the original programmed amount (\$53.277 million) in the Project Initiation Report (PIR). Per PM Thein (David) Win's confirmation email (12-15-2025), the only changes to this project are the "downscope".</i>

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether the type of environmental document will be elevated. NOTE: If applicable, remember to check conformity status. See the [SER Vol. 1, Chapter 11](#) and contact the District Air Quality Specialist for additional information.*)

- The original environmental document or CE remains valid. No further documentation will be prepared.**
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original environmental document or CE remains valid.**
- The original environmental document or CE is no longer valid. Supplemental environmental document is needed.  Yes  No New environmental document is needed.  Yes  No (If "Yes," specify type:            )**

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

Robert F. Wang  
Signature: Environmental Branch Chief

December 16, 2025  
Date

Thein (David) Win  
Signature: Project Manager/DLAE

December 18, 2025  
Date

## NEPA/CEQA RE-VALIDATION FORM

### **CEQA CONCLUSION** (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the five statements below, indicating whether any additional documentation is or will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

**Original document remains valid. No further documentation is necessary but may be included on continuation sheets.**

**An Addendum was prepared for minor technical changes or additions to the project and is:**

**included on the continuation sheets or**

**attached.**

**It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.**

**Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163).**

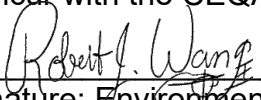
**Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15162).**

*(Specify type of subsequent document, e.g., Subsequent FEIR):*

**The CE is no longer valid. New CE is needed.  Yes  No**

### **CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

  
Signature: Environmental Branch Chief

December 16, 2025

Date

  
Signature: Project Manager/DLAE

December 18, 2025

Date

## NEPA/CEQA RE-VALIDATION FORM

### **CONTINUATION SHEET(S)**

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

#### **Changes in project design, e.g., scope change; a new alternative; change in project alignment.**

The SPR attached in Wasif Buiyan's email on 12-3-2025 has descoped the following items below to meet the original programmed amount (\$53.277 million) in the Project Initiation Report (PIR):

##### **Summary of Down scoping Decisions:**

- All 24 Overhead Sign Structure (OHSS) replacement work is removed.
- All On-Ramp Pavement Rehabilitation work (30 on-ramps) and subsequent Traffic Design-Electrical work are removed.
- 15 MBGR upgrade locations are removed, 7 MBGR upgrade locations remain.

The remaining scope of work for this project is the same as mentioned in the Project Report approved on 9/23/2025.

#### **Changes in environmental setting, e.g., new development affecting traffic or air quality.**

N/A

#### **Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.**

N/A

#### **Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.**

N/A

#### **Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

N/A

#### **Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

See attached ECR



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

**Project Information**

**Project Name (if applicable):** I-5 CAPM N/O DTLA

**DIST-CO-RTE:** 07-LA-5

**PM/PM:** 19.2/28.9

**EA:** 37870

**Federal-Aid Project Number:** CE# 202410009

**Project Description**

The project is located on LA-5 from the north of Main St undercrossing (UC) postmile (PM) 19.2 to the south of Verdugo Ave UC (PM 28.9) in Los Angeles County. This multi-asset project primarily proposes Minor Pavement Rehabilitation (Capital Preventive Maintenance – CAPM) of all Asphalt Concrete (AC) and Portland Cement Concrete (PCC) on freeway mainline lanes, shoulders, and the connected AC paved ramps along both northbound (NB) and southbound (SB) sides of the freeway (Anchor Asset). This project also proposes other improvements (Satellite Assets) such as (a) Freeway Safety Enhancements (b) Roadside Safety Improvements and (c) Complete Street Elements. All work is within Caltrans R/W.

**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**

Robert J. Wang

Print Name

Signature

April 22, 2025

Date

**Project Manager**

THEIN WIN

Print Name

Signature

April 23, 2025

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)(22)
23 CFR 771.117(d): activity (d)(-)
Activity - 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

Robert J. Wang
Print Name
Signature
Date
April 22, 2025

Project Manager/ DLA Engineer

THEIN WIN
Print Name
Signature
Date
April 23, 2025

Date of Categorical Exclusion Checklist completion (if applicable): -
Date of Environmental Commitment Record or equivalent: 4/22/25

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:

#### ***Air Quality***

- See attached ECR

#### ***Biology***

- See attached ECR
- In conclusion, this project will have no impacts to sensitive biological resources. This project does not require the removal of trees or sensitive vegetation. All work will be confined to the existing facilities maintained by Caltrans. There will be no effects to federal/state threatened/endangered species. As this project currently stands, there is no further need for biological review and this project may proceed.

#### ***Cultural***

- Based on this review, the undertaking, as currently proposed, 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 Stipulation VII and Attachment 2, and the work conforms to the following classes of screened undertakings listed in the Section 106 PA Attachment 2:
  - o Class 1 Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats.
  - o Class 10 Repair of the highway and its facilities.
  - o Class 11 Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way.
  - o Class 13 Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs.
  - o Class 14 Installation, removal or replacement of roadway markings, such as painted stripes, raised pavement markers, thermoplastic tape, or raised bars, or installation of sensors in existing pavements.
  - o Class 18 Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety.
  - o Class 20 Modification of traffic control systems or devices utilizing existing infrastructure, including installation, removal, or modification of regulatory, warning, or informational signs or signals.
  - o Class 22 Replacement of existing highway signs.

As a result, this undertaking is exempt from further review, no additional studies are required and the Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are complete.

#### ***Hazardous Waste***

- See attached ECR



### Environmental Commitments Record (ECR)

**DIST-CO-RTE:** 07 - LA - 005 **PM/PM:** 19.200/28.900 **EA/Project ID:** 07-37870\_ / 0721000242

**Project Description:** MULTI-OBJECTIVE, MULTI-MODAL PAVEMENT REHABILITATION

**Date (Last modification):** 12/15/2025

**Environmental Planner:** Jeremiah Garcia

**Phone:** 213-266-6937

**Construction Liaison:** Joshua Miller

**Phone:** 213-269-1114

**Resident Engineer:**

**Phone:**

#### PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
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#### ENVIRONMENTAL COMMITMENTS

##### PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	The AQB should be informed of any changes to the proposed scope or the class of action determined for this project. Such changes may require an update or reassessment of air quality issues for the proposed project	Env Doc		RE						
Biology	All appropriate storm water and Erosion BMPs will be incorporated into the project specifications	NES		PE						
Other	The Division of Environmental Planning will be provided the PS&E package for review and comment	Env Doc		PE						

##### CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	It is within the boundary of the SCAB and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD); and therefore, this project must comply with the SCAQMD Fugitive Dust Implementation Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate	Env Doc		RE	SCAQMD Rule 403					
Air Quality	SCAQMD Rule 1113 (Architectural Coating) limits the amount of VOC emissions from paving, asphalt, concrete curing, and cement coatings operations. Construction of the proposed project shall comply with all applicable AQMD Rules	Env Doc		RE	SCAQMD Rule 1113					

### Environmental Commitments Record for I-5 CAPM N/O DTLA

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	The AQB will coordinate for approval of a nonstandard special provision (NSSP) 14-9.05 to mandate contractors' compliance with the applicable air district rules including measures related to dust control	Env Doc	NSSP	RE	14-9.05					
Biology	All loose debris (as a result of construction of this project) must be hauled off the project site	NES		RE						
Biology	All pollution and litter laws and regulations will be followed by the contractor and all personnel on site	NES		RE						
Biology	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	NES		RE						
Biology	Pre-construction nesting bird surveys prior to any vegetation clearing or work activities near the Los Angeles River	NES		RE						
Cultural Resources	Please note that this assessment could change if there are any changes to the proposed activities or if additional locations are added. If there are any 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 must be halted in that area until a qualified archaeologist can assess the significance of the find	Section 106		RE						
Hazardous Waste	Appropriate special provisions (i.e., SSP 14-11.08, Regulated Material Containing Aerially Deposited Lead and SSP 14-11.09, Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead) will be prepared and provided for the PS&E package	HWA		RE	SSP 14-11.08 and SSP 14-11.09					
Hazardous Waste	During the PS&E phase and upon receiving additional and/or complete Project information, OEE will provide the appropriate special provisions	HWA		RE						
Hazardous Waste	If the Project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free of contamination. Specific requirements on analytical tests required for imported borrow can be provided upon request	HWA		RE, Contractor						
Hazardous Waste	The posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachloro-phenol are among the chemicals added to preserve wood. Once these wood posts are removed and become waste, they are considered as treated wood waste (TWW). TWW is a California Waste and the handling,	Env Doc	SSP	RE	SSP 14-11.14					

### Environmental Commitments Record for I-5 CAPM N/O DTLA

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	storage, transportation, and disposal are subject to California regulations in accordance with SSP 14-11.14.									
Hazardous Waste	The hazardous waste must be packaged, stored, transported, and disposed of at an appropriate permitted hazardous waste disposal facility as specified in the Standard Specification 14-11.15, Disposal of Electrical Equipment Requiring Special Handling	HWA		RE	SSP 14-11.15					
Hazardous Waste	To protect workers, the contractor shall prepare a project specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead in the soil in accordance with the standard specifications for all work in unpaved areas	HWA		RE	LCP					
Hazardous Waste	Upon receiving additional and/or complete project information, SSP 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking, SSP 84-9.03, Residue from Removing Traffic Stripes and Pavement Markings, and SSP 36-4, Residue Containing Lead from Paint and Thermoplastic may be prepared	HWA		RE	SSP 14-11.12, SSP 84-9.03, & SSP 36-4					
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. The proposed improvements are 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 noise sensitive receptors in the vicinity of the project, potential construction noise impacts would need to be addressed. Section 14-8.02, Sound Control Requirements, of Caltrans standard specifications states that construction noise levels should not exceed sustained 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. These requirements also state that noise levels generated during construction shall comply with applicable local, state, and federal regulations. Including the standard Sound Control Requirements previously mentioned in the Project Standard Specifications and Special Provisions would address temporary construction noise-related potential impacts	Env Doc	SSP	RE	14-8.02					
Other	If this project scope should change for any reason, this Division will be notified to determine whether current environmental documentation is adequate	Env Doc		PE						



07 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment D*

# *Hazardous Waste*


# *Assessment*

## Memorandum

**To:** ROBERT WANG  
Senior Environmental Scientist  
Division of Environmental Planning

**Date:** December 12, 2025  
**File:** LA-5, PM 19.2 to 28.9  
**EA:** 37870  
**EFIS:** 0721000242

**Attn:** Jeremiah Garcia  
Environmental Scientist  
Division of Environmental Planning

**From:** HENRY JONES, P.G.   
Senior Engineering Geologist  
Office of Environmental Engineering  
Hazardous Waste Branch – North Region

**Subject: UPDATED HAZARDOUS WASTE ASSESSMENT FOR EA 37870, MULTI-ASSET – PAVEMENT REHABILITATION, LA-5, PM 19.2 TO 28.9, LOS ANGELES COUNTY**

The Office of Environmental Engineering (OEE) has prepared this Updated Hazardous Waste Assessment in response to the Supplemental Project Report (SPR) dated December 2025 for the descoping of the proposed work in the Project Initiation Document (PID).

The PID originally proposed to:

1. Replace damaged slabs and coldplane rubberized hot mix asphalt-gap graded (RHMA-G) for mainline, ramps, and shoulders.
2. Upgrade 5 curb ramps to American Disabilities Act (ADA) standards.
3. Replace 24 overhead sign structures.
4. Replace 40 overhead sign panels.
5. Upgrade Metal Beam Guardrails (MBGR) to Midwest Guardrail System (MGS).

Due to the cost limitation, the SPR proposes to downscope the following from the PID:

1. Remove all 24 overhead sign structures
2. Remove all (30) on-ramp pavement rehabilitation work and subsequent traffic design-electrical work.
3. Remove 15 MBGR locations from upgrade work; retain 7 locations of MBGR to be upgraded to MGS.

The remaining scope of work from PID will remain.

### **Aerially Deposited Lead (ADL)**

Exposed soils along roadways may be impacted with ADL due to historic use of leaded gasoline. ADL impacted soils are generally present up to 30 feet laterally from the edge of the paved road and to depths of two feet below ground surface (ft bgs), sometime extending to five ft bgs. Caltrans must comply with the requirements of the Soil

Management Agreement with the Department of Toxic Substances Control (DTSC) on management, transport, and disposal of ADL contaminated soil.

During the PS&E phase and upon receiving additional project plans, a soil investigation will be conducted in the areas where soil will be disturbed (construction area signs, ADA curb ramps, guardrail upgrade). Appropriate standard special provisions (SSPs) will be provided based on the concentration of lead detected in the soil.

To protect workers, the contractor shall prepare a project specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead in the soil in accordance with the standard specifications for all work in unpaved areas. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

### **GeoTracker and EnviroStor Regulatory Databases**

The regulatory databases of authorized and unauthorized releases of hazardous materials, GeoTracker and EnviroStor, maintained by the California State Water Resources Control Board and the California Department of Toxic Substances Control (DTSC), have been reviewed. These regulatory databases were reviewed and summarized in the Hazardous Waste Assessment dated April 18, 2025.

### **Lead and Chromium in Yellow Thermoplastic and Painted Striping**

The Project will remove existing traffic striping during the pavement rehabilitation. Yellow thermoplastic traffic stripe and pavement markings are treated as hazardous waste. Residue from removing white traffic stripes by itself will not contain hazardous levels of lead. The appropriate SSPs will be provided during the PS&E phase.

All thermoplastic, paint stripes, and pavement markings contain lead, and a Lead Compliance Plan (LCP) will be required to protect workers, as management of these materials exposes workers to health hazards. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

### **Treated Wood Waste**

The project will remove MBGR and the wood used for the guardrails is a potential source of hazardous material. The posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachloro-phenol are among the chemicals added to preserve wood. Once these wood posts are removed and become waste, they are considered as treated wood waste (TWW). TWW is a California Waste and the handling, storage, transportation, and disposal are subject to California regulations in accordance with SSP 14-11.14. Please allocate appropriate funds for disposal of TWW and the California Department of Tax and Fee Administration (CDTFA) fee.

### **Imported Borrow**

If the project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free of contamination. The appropriate SSP will be provided during the PS&E phase.

**Support Hours**

OEE estimates the following resources will be required:

<b>WBS Task</b>	<b>Hours</b>
165.10	40 hours (PAED support, Phase 0)
235.10	200 hours (including 50 for PYE Site Investigation fieldwork, 150 for PS&E support, HWA Memo, and SSPs)
255.15	40 hours (PS&E support, final PS&E Package and Quality Review)
270.66	40 hours (LCP, Construction support)
280	40 hours (Construction support for ECR/CEC project closeout)

This Updated Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any questions, please contact me at (213) 269-1118, [Henry.Jones@dot.ca.gov](mailto:Henry.Jones@dot.ca.gov) or contact Jessica Yeung of my staff at (213) 266-3806, [Jessica.Yeung@dot.ca.gov](mailto:Jessica.Yeung@dot.ca.gov).



07 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment E*

## *Storm Water Data Report*



Dist-County-Route: 07-LA-5  
Post Mile Limits: 19.2/28.9  
Project Type: Minor Pavement Rehabilitation  
Project ID (EA): 0721000242 (EA 378700)

Phase:  PID  PA/ED  PS&E

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

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

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

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012  2022   
Total Disturbed Soil Area: 0.14 acres New Impervious Surface: 0 acres  
Estimated Const. Start Date: 04/07/28 Estimated Const. Completion Date: 09/27/29

Risk Level: RL 1  RL 2  RL 3  Not Applicable   
Is (M)WEL0 applicable? Yes  No

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

Mohamed Ghannoum 12/02/25  
Mohamed Ghannoum, Registered Project Engineer/Landscape Architect Date

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

S Liu 12/17/2025  
Shao-Chiang Liu, District/Regional Design SW Coordinator Date or Designee

[Stamp Required at PS&E only]

## 1. Project Description

- This is a minor pavement rehabilitation (Capital Pavement Maintenance – CAPM) project which consists of various types of work along Route 5 in Los Angeles County, from North Main St (PM 19.2) to East Verdugo Ave (PM 28.9). The major scope of work involves pavement resurfacing and restoration. The project also includes upgrading MBGR to MGS and upgrading five (5) non-compliant Americans with Disabilities Act (ADA) curb ramps.
- The environmental document for this project is a Categorical Exemption/Exclusion (CE/CE)
- The total disturbed soil area (DSA) is estimated as follows:  
Upgrade existing MBGR to MGS with vegetation control pads or Concrete Barrier,
  - Area (MGS) = 950ft x 4ft = 3,800sqft,
  - Area (Concrete Barrier) = 800ft x 2ft = 1,600sqft
  - Area (ADA curb ramp locations) = 120sf x 5 = 600sqft  
Total DSA = 6,000sqft (0.14 acres)
- There is no Net New Impervious (NNI) area for this project, NNI = 0 acre.
- There is no Replaced impervious surface (RIS) area for this project, RIS = 0 acre.
  - ADA Curb Ramp work is considered Excluded Impervious Area (EIA) per PPDG 2023 Table 4-1.
- New Impervious Surface (NIS) = NNI + RIS = 0 + 0 = 0 acre.
- No Additional Treated Areas (ATA) are anticipated. ATA = 0 acre.
- Post Construction Treatment Area (PCTA) = NIS + ATA = 0 acre.
- The total project cost estimate is \$67,900,000.

## 2. Site Data and Stormwater Quality Design Issues

- The project limits are within the Los Angeles River Hydrologic Unit, in the San Fernando hydrologic area with hydrologic sub-area Bull Canyon (#412.21) and Los Angeles River Hydrologic Unit, in the Los Angeles hydrologic area with hydrologic sub-area (#412.10).
- The 2024 303(d) listed receiving water bodies within the project limits are Burbank Western Channel, Lost Angeles River Reach 3 (Figueroa St. to Riverside Dr.), Los Angeles River Reach 2 (Carson to Figueroa St.), Arroyo Seco Reach 1 (LA River to West Holly Ave.). The pollutants of concern are Ammonia, Chlorine, Copper, Indicator Bacteria, Lead, Nutrients (Algae), Oil, Oil and Grease, pH, Selenium, Toxicity, Trash and Zinc.
- The project does not require 401 Certification.
- The environmental approval for California Environmental Quality Act (CEQA) is Categorical Exemption and for National Environmental Policy Act (NEPA) is Categorical Exclusion. The CE/CE document was approved on 04/22/25.
- The rainy season is from October 1<sup>st</sup> to May 1<sup>st</sup>.
- There are no drinking water reservoirs or recharge facilities within the project limits.
- The project limits are within the Los Angeles River Total Maximum Daily Load (TMDL) watershed boundary. The TMDLs are as follows:

Los Angeles River

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements <sup>1 2</sup>
<b>Title: Los Angeles River Trash TMDL</b>			
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.
<b>Title: TMDL for Metals for the Los Angeles River and its Tributaries</b>			
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.
<b>Title: TMDL for Indicator Bacteria for the Los Angeles River Watershed</b>			
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.
<b>Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL</b>			
Toxic pollutants (dichlorobiphenyl-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.

### 3. Construction Site BMPs

- The project will require a Water Pollution Control Program (WPCP) since the total disturbed area is less than 1 acre.
- The following contract bid items will be required for the implementation of temporary construction site BMP strategy:
  - Job Site Management
  - Temporary Silt Fence
  - Water Pollution Control Program (WPCP)
  - Temporary Drainage Inlet Protection
  - Street Sweeping
  - Temporary Construction Entrance
  - Temporary Concrete Washout
- The following temporary BMPs will be implemented under the lump sum of Job Site Management:
  - Water Control and Conservation
  - Spill Prevention and Control
  - Material delivery and storage
  - Sanitary/Septic Waste management
- Project specific BMP measures will be specified and quantified during later project phases.
- Additional information will be provided during the next phase.
- Temporary construction BMPs have been estimated at \$585,000, in accordance with the guidelines of Appendix F, 2023 PPDG.
- On May 28, 2025, Arthur Hedayati, District 7 Construction Stormwater Coordinator, concurs with the temporary construction site BMP strategy used (at PA&ED Phase) for the scope of work for this project.

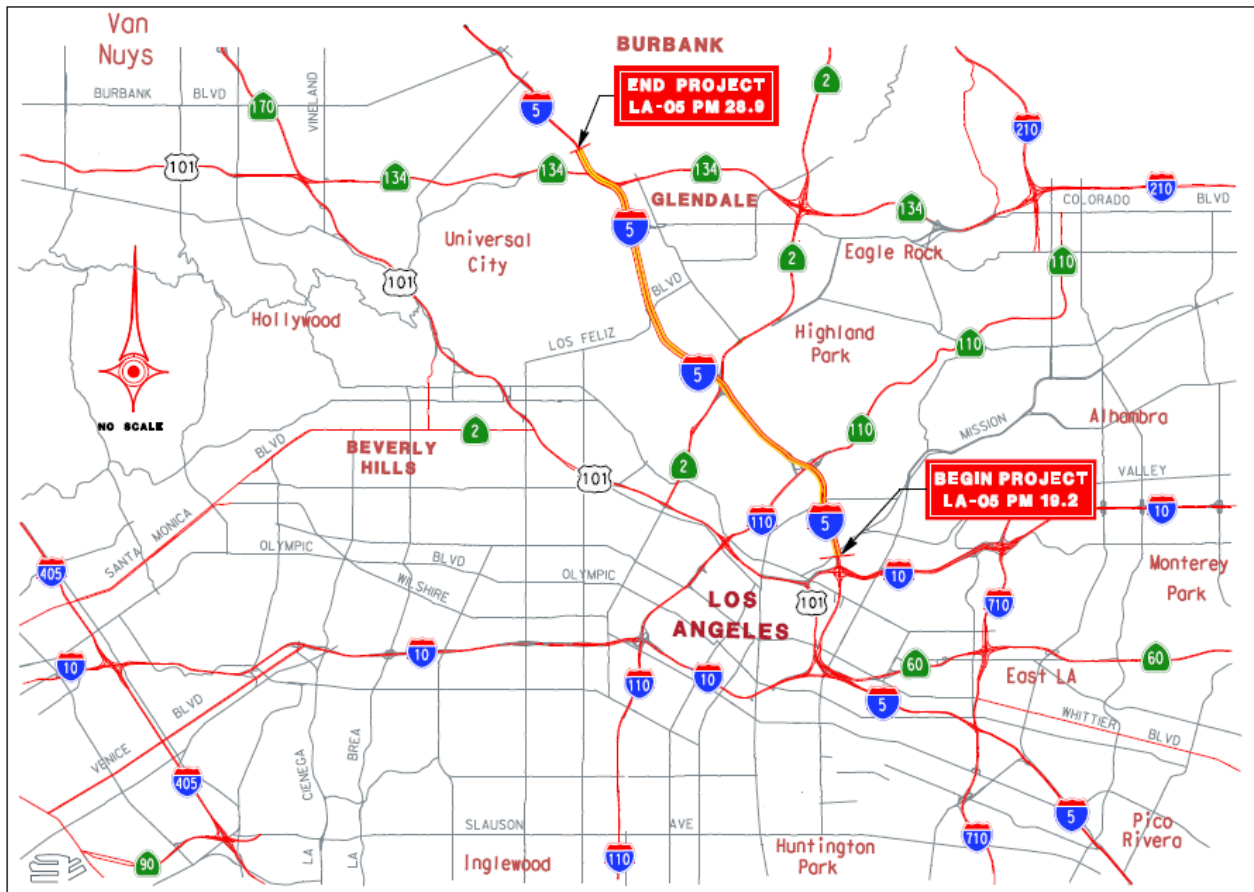
#### Required Attachments<sup>1</sup>

- Vicinity Map
- Evaluation Documentation Form
- SWDR Summary Spreadsheets

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

# VICINITY MAP



Project ID (EA) 0721000242 (EA 378700)

On LA- 5 from North of Main St UC (PM 19.2) to South of Verdugo Ave UC (PM 28.9) in Los Angeles County

## Evaluation Documentation Form

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 <b>Yes</b> , go to 8. If <b>No</b> , continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If <b>Yes</b> , continue to 4. If <b>No</b> , go to 9.
4.	As defined in the WQAR or ED, does the project: <ul style="list-style-type: none"> <li>a. discharge to Areas of Special Biological Significance (ASBS), or</li> <li>b. discharge to a TMDL watershed where Caltrans is named stakeholder, or</li> <li>c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?</li> </ul>	✓	✓	If <b>Yes to any</b> , 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 <b>No</b> to all, continue to 5.
		✓		
		✓		
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If <b>Yes</b> , go to 8 <b>AND</b> continue to 6. If <b>No</b> , continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If <b>Yes</b> , go to 9. If <b>No</b> , continue to 7.
7.	Does the project result in an increase of <u>10,000 ft<sup>2</sup> or more</u> (or <u>5,000 ft<sup>2</sup></u> for "non-highway facilities projects") of new impervious surface (NIS)?		✓	If <b>Yes</b> , go to 8.  If <b>No</b> , 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. <u>SL</u> (Dist./Reg. Design SW Coord. Initials) <u>WB</u> (Project Engineer Initials) <u>12/02/2025</u> (Date)	Document for Project Files by completing this form and attaching it to the SWDR.		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46			
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	BioStrip	BioSwale	Bioretention	Detention	Infiltration Basin	InfilTrench	InfilGallery	GSRD IS	GSRD LR	Capture Housing	Trash Net	TST	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 (ac)	Net New Impervious area (NNI) (ac)	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)	Stablized Area (ac)	MWEL0	RSA	SW Comment			
	7	378700/0721000242	LA	5	19.20	28.90	Minor Pavement Rehab	PA/ED	No	WPCP	0.58	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4/7/2028	9/27/2029	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	



007 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment G*

## *Project Cost*

### *Estimate*

**PROJECT  
PLANNING COST ESTIMATE©**

EA: 07-378700

EA: 07-378700 EFIS 0721000242

EFIS 0721000242

District-County-Route: 07-LA-5

PM: 19.2-28.9

**Type of Estimate :** Project Scope Summary Report

**Program Code :** 20.XX.201.121

**Project Limits :** On LA-5 from North Main Street to East Verdugo Avenue

**Project Description:** Multi-Objective, Multi-Modal Pavement Rehabilitation

**Scope :** Replace damaged PCC slabs, grind PCC panels, cold plane and overlay mainline, shoulders and ramps. Replace Overhead Sign Structures, upgrade ADA curb ramps, upgrade MBGR to MGS.

**Alternative :** Alternative # 2

**SUMMARY OF PROJECT COST ESTIMATE**

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 48,310,400	\$ 56,133,252
TOTAL STRUCTURES COST	\$ 420,000	\$ 505,748
SUBTOTAL CONSTRUCTION COST	\$ 48,730,400	\$ 56,639,000
TOTAL RIGHT OF WAY COST	\$ 24,000	\$ 31,400
<b>TOTAL CAPITAL OUTLAY COSTS</b>	<b>\$ 48,755,000</b>	<b>\$ 56,671,000</b>
PA/ED SUPPORT	\$ 2,887,000	\$ 2,887,000
PS&E SUPPORT	\$ 3,537,000	\$ 3,732,000
RIGHT OF WAY SUPPORT	\$ 62,618	\$ 66,000
CONSTRUCTION SUPPORT	\$ 6,785,000	\$ 7,669,000
<b>TOTAL SUPPORT COST</b>	<b>\$ 13,272,000</b>	<b>\$ 14,354,000</b>

<b>TOTAL PROJECT COST</b>	<b>\$ 62,100,000</b>	<b>\$ 71,025,000</b>
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Programmed Amount

Date of Estimate (Month/Year)	<u>Month</u> / <u>Year</u> 12 / 2025
Estimated Construction Start (Month/Year)	4 / 2028
Estimated Mid-Point of Construction (Month/Year)	10 / 2028
Estimated Construction End (Month/Year)	9 / 2029

Number of Working Days = 240

LA Olympics 2028  
Assume No  
Work 4 months

Number of Plant Establishment Days

**Estimated Project Schedule**

PID Approval	4/27/2023
PA/ED Approval	9/23/2025
PS&E	6/20/2027
RTL	8/15/2027

*Begin Construction*

Reviewed by District O.E. or Estimate Certifier

Cost



Ragy Samy

02-18-26

213-269-1218

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager



THEIN WIN

02/18/2026

(279) 599-4466

Project Manager

Date

Phone

# I. ROADWAY ITEMS SUMMARY

	<b>Section</b>	<b>Cost</b>
1	Earthwork	\$ 1,150,000
2	Pavement Structural Section	\$ 20,012,900
3	Drainage	\$ 400,000
4	Specialty Items	\$ 854,500
5	Environmental	\$ 645,000
6	Traffic Items	\$ 9,763,000
7	Detours	\$ -
8	Minor Items	\$ 656,600
9	Roadway Mobilization	\$ 3,348,200
10	Supplemental Work	\$ 1,839,700
11	State Furnished	\$ 2,082,700
12	Time-Related Overhead	\$ 3,979,200
13	Total Roadway Contingency	\$ 3,578,600
<b>TOTAL ROADWAY ITEMS</b>		<b>\$ 48,310,400</b>

Estimate Prepared By : Wasif Bhuiyan Project Engineer  
 Name and Title Date Phone

Estimate Reviewed By : Mohamed Ghannoum, Project Engineer  
 Name and Title Date Phone

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

**SECTION 1: EARTHWORK**

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101 Roadway Excavation	CY	2,000	x 500.00 = \$	1,000,000
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	1	x 150,000.00 = \$	150,000
100100 Develop Water Supply	LS		x = \$	-
19801X Imported Borrow	CY/TON		x = \$	-
21012X Duff	ACRE/SQFT		x = \$	-
XXXXXX Some Item	Unit		x = \$	-

to account for Type E Curb Removal and grading at concrete barrier locations

<b>TOTAL EARTHWORK SECTION ITEMS</b>	<b>\$ 1,150,000</b>
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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 = \$	-
260303 Class 3 Aggregate Base	CY	15	x 500.00 = \$	7,500
410120 Spall Repair (Polyester Concrete)	SQYD	500	x 1,000.00 = \$	500,000
414240 Isolation Joint Seal (Asphalt Rubber)	LF		x = \$	-
411105 Individual Slab Replacement (RSC)	CY	4,000	x 950.00 = \$	3,800,000
414200 Joint Seal (Asphalt Rubber)	LF	135,000	x 2.00 = \$	270,000
414201 Joint Seal (Silicone)	LF	90,000	x 2.50 = \$	225,000
414241 Isolation Joint Seal (Silicone)	LF		x = \$	-
280010 Rapid Strength Concrete Base	CY		x = \$	-
280015 Lean Concrete Base Rapid Setting	CY	800	x 500.00 = \$	400,000
410096 Drill and Bond (Dowel Bar)	EA	5,000	x 88.00 = \$	440,000
360200 Base Bond Breaker	SQYD	10,000	x 1.50 = \$	15,000
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	60,000	x 175.00 = \$	10,500,000
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		x = \$	-
377501 Slurry Seal	TON		x = \$	-
374493 Polymer Asphaltic Emulsion (Seal Coat)	TON		x = \$	-
370001 Sand Cover (Seal)	TON		x = \$	-
510501 Minor Concrete	CY	15	x 500.00 = \$	7,500
731530 Minor Concrete (Textured Paving)	CY		x = \$	-
731502 Minor Concrete (Miscellaneous Construction)	CY		x = \$	-
394073 Place Hot Mix Asphalt Dike (Type A)	LF	5,000	x 2.50 = \$	12,500
398100 Remove Asphalt Concrete Dike	LF	5,200	x 2.00 = \$	10,400
420201 Grind Existing Concrete Pavement	SQYD	255,000	x 5.00 = \$	1,275,000
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	630,000	x 4.00 = \$	2,520,000
846046 6" Rumble Strip (Asphalt Concrete Pavement)	STA	1,000	x 30.00 = \$	30,000
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 = \$	-
XXXXXX Some Item	Unit		x = \$	-

<b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b>	<b>\$ 20,012,900</b>
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**SECTION 3: DRAINAGE**

Item code	Unit	Quantity	Unit Price (\$)	Cost	
71013X Remove Culvert	EA/LF	x	= \$	-	
710238 Modify Drainage System	LS	1	x 400,000.00	= \$ 400,000	Assuming drainage impact at mutple locations including removal of Type E Curb
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	= \$	-	
XXXXXX Additional Drainage	LS	x	= \$	-	
<b>TOTAL DRAINAGE ITEMS</b>				<b>\$ 400,000</b>	

**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	1	x 100,000.00	= \$ 100,000	
151581 Reconstruct Sign Structure (1 Post)	EA	x	= \$	-	
151581 Reconstruct Sign Structure (2 Post)	EA	x	= \$	-	
832070 Vegetation Control (Minor Concrete)	SQYD	350	x 140.00	= \$ 49,000	
600160 Replace Access Door	EA	x	= \$	-	
070030 Lead Compliance Plan	LS	1	x 5,000.00	= \$ 5,000	
141120 Treated Wood Waste	LB	72,025	x 1.20	= \$ 86,430	
839750 Remove Barrier	LF	x	= \$	-	
839752 Remove Guardrail	LF	1,800	x 15.00	= \$ 27,000	
710167 Remove Flared End Section	EA	x	= \$	-	
810190 Guard Railing Delineator	EA	500	x 15.00	= \$ 7,500	
80XXXX XX" Chain Link Gate (Type CL-X)	EA	x	= \$	-	
832006 Midwest Guardrail System (Steel Post)	LF	950	x 50.00	= \$ 47,500	
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	2	x 4,000.00	= \$ 8,000	
839585 Alternative Flared Terminal System	EA	2	x 4,000.00	= \$ 8,000	
498052 60" Cast-In-Drilled-Hole Concrete Pile (Sign Foundation)	LF	x	= \$	-	
498056 72" Cast-In-Drilled-Hole Concrete Pile (Sign Foundation)	LF	x	= \$	-	
498058 78" Cast-In-Drilled-Hole Concrete Pile (Sign Foundation)	LF	x	= \$	-	
498xxx DES Special Design Sign Structure Across The Bridge	LS	x	= \$	-	
13754 Alternative Crash Cushion (TI-2)	EA	2	x 40,000.00	= \$ 80,000	
15019 Alternative Crash Cushion (TI-3)	EA	2	x 40,000.00	= \$ 80,000	
839640 Concrete Barrier (Type 60M)	LF	800	x 200.00	= \$ 160,000	Unit cost x2 to cover any additional costs in PS&E
839745 Concrete Barrier Transition	LF	50	x 200.00	= \$ 10,000	unit cost x2 to cover any additional costs in PS&E
475010 Retaining Wall (Masonry Wall)	SQFT	x	= \$	-	
511035 Architectural Treatment	SQFT	x	= \$	-	
780460 Anti-Graffiti Coating	SQFT	x	= \$	-	
730070 Detectable Warning Surface	EA	2	x 2,000.00	= \$ 4,000	
4730XX Reinforced Concrete Crib Wall (Insert Type)	SQFT	x	= \$	-	
XXXXX Install ADA Curb Ramp	EA	2	x 20,000.00	= \$ 40,000	
XXXXX Crosswalk Striping (ladder)	EA	x	= \$	-	
XXXXX Pedestrian Signage	EA	30	x 1,000.00	= \$ 30,000	
XXXXX Install APS	EA	2	x 6,000.00	= \$ 12,000	
780440 Prepare and Stain Concrete	SQFT	x	= \$	-	
XXXXX Hazardous Waste Mitigation	LS	1	x 100,000.00	= \$ 100,000	
839561 Rail Tensioning Assembly	EA	x	= \$	-	
83958X End Anchor Assembly (Insert Type)	EA	x	= \$	-	
<b>TOTAL SPECIALTY ITEMS</b>				<b>\$ 854,500</b>	

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 Despin Memo.](#)

**SECTION 5: ENVIRONMENTAL**

**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
XXXXX Biological Mitigation (on-site)	LS	1	10,000.00	= \$ 10,000
80010X Temporary Fence (Insert Type)	LF			= \$ -
130670 Temporary Reinforced Silt Fence	LF			= \$ -
<b>Subtotal Environmental Mitigation</b>				<b>\$ 10,000</b>

**5B - LANDSCAPE AND IRRIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS			= \$ -
20XXXX Irrigation System	LS			= \$ -
204099 Plant Establishment Work	LS			= \$ -
20XXXX Follow-up Landscape Project	LS			= \$ -
206405 Remove Irrigation Facility	LS			= \$ -
204096 Maintain Existing Planted Areas	LS	1	50,000.00	= \$ 50,000
206400 Check and Test Existing Irrigation Facilities	LS			= \$ -
21011X Imported Topsoil	CY/TON			= \$ -
200114 Rock Blanket	SQFT/SQYD			= \$ -
200122 Weed Germination	SQYD			= \$ -
995100 Water Meter Charges	LS			= \$ -
2087XX XX" Conduit (Use for Irrigation x-overs)	LF			= \$ -
20890X Extend X" Conduit (Use for Extension of Irrigation)	LF			= \$ -
<b>Subtotal Landscape and Irrigation</b>				<b>\$ 50,000</b>

**5C - EROSION CONTROL**

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

**5D - NPDES**

Item code	Unit	Quantity	Unit Price (\$)	Cost
130301 SWPPP	LS			= \$ -
130201 WPCP	LS	1	10,000.00	= \$ 10,000
130100 Job Site Management	LS	1	250,000.00	= \$ 250,000
130330 Storm Water Annual Report	EA			= \$ -
130310 Rain Event Action Plan	EA			= \$ -
130320 Storm Water Sampling and Analysis Day	EA			= \$ -
130520 Temporary Hydraulic Mulch	SQYD			= \$ -
130550 Temporary Hydroseed	SQYD			= \$ -
130505 Move-In/Move-Out (Temporary Erosion Control)	EA			= \$ -
130640 Temporary Fiber Roll	LF			= \$ -
130680 Temporary Silt Fence	LF	10,000	5.00	= \$ 50,000
130900 Temporary Concrete Washout	LS	1	65,000.00	= \$ 65,000
130710 Temporary Construction Entrance	EA	20	5,000.00	= \$ 100,000
130610 Temporary Check Dam	LF			= \$ -
130620 Temporary Drainage Inlet Protection	EA	50	500.00	= \$ 25,000
130730 Street Sweeping	LS	1	85,000.00	= \$ 85,000
<b>Subtotal NPDES</b>				<b>\$ 585,000</b>

<b>TOTAL ENVIRONMENTAL</b>	<b>\$ 645,000</b>
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**Supplemental Work for NPDES**

066595 Water Pollution Control Maintenance Sharing*	LS	1	5,000.00	= \$ 5,000
066596 Additional Water Pollution Control**	LS	1	5,000.00	= \$ 5,000
066597 Storm Water Sampling and Analysis***	LS			= \$ -
XXXXXX Some Item	LS			= \$ -
<b>Subtotal Supplemental Work for NDPS</b>				<b>\$ 10,000</b>

\*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	= \$ -
872131	Modifying Lighting Systems	LS	1 x	700,000.00 = \$ 700,000
872142	Removing Sign Illumination Systems	LS	1 x	= \$ -
872133	Modifying Signal and Lighting Systems	LS	1 x	740,000.00 = \$ 740,000
872134	Modifying Ramp Metering Systems	LS	1 x	2,570,000.00 = \$ 2,570,000
872135	Modifying Traffic Monitoring Stations	LS	1 x	870,000.00 = \$ 870,000
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	Maintaining Existing Traffic Management System Elements During Construction	LS	1 x	20,000.00 = \$ 20,000
86XXXX	Fiber Optic Conduit System	LS	x	= \$ -
371300	Modifying Camera Systems	LS	1 x	750,000.00 = \$ 750,000
<b>Subtotal Traffic Electrical</b>				<b>\$ 5,650,000</b>

**6B - Traffic Signing and Striping**

Item code	Unit	Quantity	Unit Price (\$)	Cost
820840	Roadside Sign - One Post	LS	x	= \$ -
820850	Roadside Sign - Two Post	EA	x	= \$ -
560226	Furnish Sign Structure (Versatile Truss)	LB	x	= \$ -
560227	Furnish Sign Structure (Versatile Truss)	LB	x	= \$ -
568042	Remove Sign Structure Walkway	EA	x	= \$ -
568046	Remove Sign Structure Walkway	EA	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	x	= \$ -
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	= \$ -
810120	Remove Pavement Marker	EA	3,000 x	2.20 = \$ 6,600
810230	Pavement Marker (Retroreflective)	EA	22,500 x	5.80 = \$ 130,500
820270	Remove Roadside Sign (Wood Post)	LS	x	= \$ -
820700	Furnish Formed Panel Sign (Overhead)	SQFT	x	= \$ -
820710	Furnish Laminted Panel Sign (1"-Type A)	SQFT	x	= \$ -
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	x	= \$ -
840515	Thermoplastic Pavement Marking	LS	x	= \$ -
840517	Preformed Thermoplastic Pavement Marking	SQFT	6,000 x	17.24 = \$ 103,440
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	237,000 x	1.20 = \$ 284,400
846009	8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	46,500 x	1.80 = \$ 83,700
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	10,000 x	6.00 = \$ 60,000
846013	12" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	23,700 x	4.40 = \$ 104,280
840621	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 17-7)	LF	0 x	0.00 = \$ -
840623	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 36-12)	LF	0 x	0.00 = \$ -
840656	Paint Traffic Stripe (2-Coat)	LF	264,000 x	0.42 = \$ 110,880
846030	Remove Thermoplastic Traffic Stripe	LF	102,000 x	0.75 = \$ 76,500
846035	Remove Thermoplastic Pavement Marking	SQFT	1,500 x	5.60 = \$ 8,400
847103	12" Traffic Stripe Tape (Warranty)	LF	x	= \$ -
847210	6" Traffic Stripe Tape (Warranty)	LF	x	= \$ -
847213	6" Traffic Stripe Tape (Warranty) (Broken 17-7)	LF	17,000 x	3.20 = \$ 54,400
847214	6" Traffic Stripe Tape (Warranty) (Broken 36-12)	LF	391,800 x	3.50 = \$ 1,371,300
847216	8" Traffic Stripe Tape (Warranty)	LF	x	= \$ -
847077	8" Traffic Stripe Tape (Warranty) (Broken 12-3)	LF	x	= \$ -
847077	8" Traffic Stripe Tape with Contrast (Warranty) (Broken 12-3)	LF	x	= \$ -
847196	Contrast Stripe Paint (2-Coat)	LF	x	= \$ -
847217	8" Traffic Stripe Tape (Warranty) (Broken 36-12)	LF	8,000 x	9.20 = \$ 73,600
120090	Construction Area Signs	LS	1 x	10,000.00 = \$ 10,000
84XXXX	Permanent Pavement Delineation	LS	x	= \$ -
<b>Subtotal Traffic Signing and Striping</b>				<b>\$ 2,478,000</b>

**6C - Traffic Management Plan**

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X	Portable Changeable Message Sign	EA/LS	1 x	\$ 10,000 = \$ 10,000
<b>Subtotal Traffic Management Plan</b>				<b>\$ 10,000</b>

**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	= \$ -
120103	Stationary Impact Attenuator Vehicle	LS	1 x	10,000.00 = \$ 10,000
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	1,200,000.00 = \$ 1,200,000
129110	Temporary Crash Cushion	EA	50 x	500.00 = \$ 25,000
120320	Temporary Barrier System	LF	7,000 x	50.00 = \$ 350,000
129152	Temporary Radar Speed Feedback Sign System Day	LS	1 x	10,000.00 = \$ 10,000
120204	Portable Radar Speed Feedback Sign System Day	LS	1 x	10,000.00 = \$ 10,000
120152	Temporary Pavement Marking (Tape)	SQFT	x	= \$ -
872001	Temporary Lighting System	LS	1 x	20,000.00 = \$ 20,000
8101XX	Delineator (Insert Class)	EA	x	= \$ -
<b>Subtotal Stage Construction and Traffic Handling</b>				<b>\$ 1,625,000</b>

includes traffic control from Traffic Design-Electrical

<b>TOTAL TRAFFIC ITEMS</b>	<b>\$ 9,763,000</b>
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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	= \$	-
<b>TOTAL DETOURS</b>				<b>\$ -</b>
SUBTOTAL SECTIONS 1 through 7				<b>\$ 32,825,400</b>

**SECTION 8: MINOR ITEMS**

<b>8A - Americans with Disabilities Act Items</b>				
ADA Items			1.0%	\$ 328,254
<b>8B - Bike Path Items</b>				
Bike Path Items			0.5%	\$ 164,127
<b>8C - Other Minor Items</b>				
Other Minor Items			0.5%	\$ 164,127
Total of Section 1-7		\$ 32,825,400	x 2.0%	= \$ 656,508
<b>TOTAL MINOR ITEMS</b>				<b>\$ 656,600</b>

**SECTIONS 9: ROADWAY MOBILIZATION** \*

Item code				
999990	Total Section 1-8	\$ 33,482,000	x 10%	= \$ 3,348,200
<b>TOTAL ROADWAY MOBILIZATION</b>				<b>\$ 3,348,200</b>

**SECTION 10: SUPPLEMENTAL WORK**

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670 Payment Adjustments For Price Index Fluctuations	LS	1	x 150,000.00 = \$	150,000
066393 Pavement Smoothness Incentive	LS	1	x 300,000.00 = \$	300,000
066094 Value Analysis	LS	1	x 50,000.00 = \$	50,000
066070 Maintain Traffic	LS	1	x 300,000.00 = \$	300,000
066860 Maintain Existing Electrical System	LS	1	x 200,000.00 = \$	200,000
066880A Wireless Service Connection	LS	1	x 10,000.00 = \$	10,000
066919 Dispute Resolution Board	LS	1	x 25,000.00 = \$	25,000
066921 Dispute Resolution Advisor	LS		x = \$	-
066015 Federal Trainee Program	LS		x = \$	-
066071 Maintain Existing Traffic Signal and Highway Lighting Systems	LS	1	x 100,000.00 = \$	100,000
066610 Partnering	LS	1	x 25,000.00 = \$	25,000
066204 Remove Rock and Debris	LS		x = \$	-
066222 Locate Existing Crossover	LS		x = \$	-
XXXXXX Some Item	Unit		x = \$	-
Cost of <b>NPDES</b> Supplemental Work specified in Section 5D				= \$ 10,000
Total Section 1-8		\$ 33,482,000	2%	= \$ 669,640
<b>TOTAL SUPPLEMENTAL WORK</b>				<b>\$ 1,839,700</b>

**SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES**

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066105	Resident Engineers Office	LS	1	x	543,000.00	=	\$543,000
066063	Traffic Management Plan - Public Information	LS	1	x	25,000.00	=	\$25,000
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	845,000.00	=	\$845,000
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			\$ 33,482,000		2%	= \$	669,640

<b>TOTAL STATE FURNISHED</b>	<b>\$2,082,700</b>
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**SECTION 12: TIME-RELATED OVERHEAD**

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
090100	Time-Related Overhead	WD	240	X	\$16,580	=	\$3,979,200

<b>TOTAL TIME-RELATED OVERHEAD</b>	<b>\$3,979,200</b>
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**SECTION 13: ROADWAY CONTINGENCY\***

Risk Amount from Risk Register	(for Known Risks)	8%	\$4,927,000
Additional or Residual Contingency	(for Unknown/Undefined Risks)	0%	\$0
Total Section 1-12		\$ 44,731,800 x	<b>8%</b> = \$3,578,544

<b>TOTAL CONTINGENCY*</b>	<b>\$3,578,600</b>
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**II. STRUCTURE ITEMS**

	<b>Bridge 1</b>		<b>Bridge 2</b>		
DATE OF ESTIMATE	06/27/25		06/27/25		00/00/00
Bridge Name	Riverside Drive UC		Fletcher Drive UC		XXXXXXXXXXXXXXXXXXXX
Bridge Number	53-0559F		53-1084		57-XXX
Structure Type	Approach Slab		Approach Slab		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$150		\$150		\$0
<b>COST OF EACH</b>	<b>\$140,000</b>		<b>\$160,000</b>		<b>\$0</b>

	<b>Building 1</b>				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
<b>COST OF EACH</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>

<b>TOTAL COST OF BRIDGES</b>	<b>\$300,000</b>
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<b>TOTAL COST OF BUILDINGS</b>	<b>\$0</b>
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Time-Related Overhead	10%	<b>\$30,000</b>
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<b>STRUCTURES MOBILIZATION</b>	10%	<b>\$30,000</b>
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<b>STRUCTURES CONTINGENCY*</b>	25%	<b>\$90,000</b>
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<b>TOTAL COST OF STRUCTURES</b>	<b>\$420,000</b>
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Estimate Prepared By: \_\_\_\_\_  
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

\_\_\_\_\_ Date

PROJECT COST ESTIMATE

EA: 07-378700 EFIS 0721000242

**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	\$ 0	\$	0
	A2)	Acquisition of Offsite Mitigation	\$ 0	\$	0
	A3)	Railroad Acquisition	\$ 0	\$	0
B)	B1)	Utility Relocation (State Share)	\$ 24,000	\$	31,329
	B2)	Potholing (Design Phase)	\$ 0	\$	0
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	\$ 0	\$	0
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) 

<b>TOTAL RIGHT OF WAY ESTIMATE</b>	<b>\$24,000</b>
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M) 

<b>TOTAL R/W ESTIMATE: Escalated</b>	<b>\$31,400</b>
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N) 

<b>RIGHT OF WAY SUPPORT</b>	<b>\$66,000</b>
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Support Cost Estimate Prepared By \_\_\_\_\_ Project Coordinator<sup>1</sup> \_\_\_\_\_ Phone \_\_\_\_\_

Utility Estimate Prepared By \_\_\_\_\_ Utility Coordinator<sup>2</sup> \_\_\_\_\_ Phone \_\_\_\_\_

R/W Acquisition Estimate Prepared By \_\_\_\_\_ Right of Way Estimator<sup>3</sup> \_\_\_\_\_ Phone \_\_\_\_\_

Note: Items G & H applied to items A + B  
<sup>1</sup> When estimate has Support Costs only

<sup>2</sup> When estimate has Utility Relocation <sup>3</sup> When R/W Acquisition is required



07 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment H*

## *Right of Way*

### *Data Sheet*

DEPARTMENT OF TRANSPORTATION

**Memorandum***Serious Drought!  
Help Save Water!*

To: Carmenza Dobosh, Design Manager  
Office of Design  
District 7, Los Angeles Office

**Date: 12/16/2025****EA: 37870**

From: Wayne D. Lee, Office Chief  
Right of Way Appraisals, and Planning & Management  
District 7, Los Angeles Office

Data Sheet ID NO: ds7156

Project ID # 0721000242

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 Wasif Bhuiyan, PE and the following assumptions and limiting conditions apply:

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

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

**Current Schedule: PRSM**

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
8/15/2025	N/A	7/20/2027	8/13/2027	5/27/2029

**R/W DATA SHEET**

**ID NO ds7156**

TO **Carmenza Dobosh**  
 ATTN **Wasif Bhuiyan**  
 SENIOR R/W P&M **Thein (David) Win**  
 ROUTE 5  
 PM\_KM 19.2/28.9  
 EA 37870  
 Project ID # 0721000242  
 ALT

Date of Data Sheet 12/16/2025

Project Description The Supplemental Project Report is proposing the following items to be descope from the project:  
 1) All 24 Overhead Sign Structure locations descope.  
 2) All 30 On-Ramp pavement rehabilitation work descope.  
 3) 20 MBGR locations out of the original 27 locations descope.

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 Carmenza Dobosh to the Data Sheet Request Form.**

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

**RW COST ESTIMATE**

CURRENT VALUE      ESCALATED VALUE

R/ w acq.(incl.contingency  
 G.w-condem.-adm.s'tl.)Permits

Clearance

RAP (cont rate.)

Escrow costs (cont rate.)

Utility relocation costs

Estimate of Reimbursed Appraisal Fee

**Total estimated cost**

**No Right of Way**

\$24,000

\$31,329

\$24,000

\$31,329

Escalation Rate Rw .07yes

Escalation Rate Utilities .08

Cert.date 7/20/27

### Parcel Count and Py Info

PARCEL DUAL TYPES APPR.		
A		
B		
C		
D		
F		

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP	

POTENTIAL CLEARANCE PARCELS	

POTENTIAL CONDEMNATION PARCELS	

POTENTIAL EXCESS PARCELS	

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

### Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	30
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	<b>Total</b>	<b>30</b>

### UTILITY INFORMATION

1) pothole 6" gas (SCG) near Ada ramp 1 on Riverside and Elmgrove	2	2000	\$4,000
2) pothole 6" gas (SCG) near MGS 1 on S Ave 20	2	2000	\$4,000
3) pothole 2" gas (SCG) near MGS 4 on S Ave 22	2	2000	\$4,000
4) pothole 40" water LADWP near Ada ramp 1 on Riverside and Elmgrove	2	2000	\$4,000
5) pothole UG electric (LADWP) near MGS 4 on S Ave 22	2	2000	\$4,000
6) pothole 24" water LADWP near MGS 4 on S Ave 22	2	2000	\$4,000

Are utility easements required? No

Are Utility agreements required? No

Utility types , Facilities & Agreements Description:  
 Reduced conflicts based on scope changes

Total Cu Ent Cost \$24,000

Const. Completion Date 5/27/2029

Utility Escalation Rate 8%

Total Escalated Cost \$31,329

## RR INFORMATION

Are RR affected None

Describe the RR facilities affected, and ownership: None  
 (i.e. RR name, RR spurs, branch lines, at grade crossings?)

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

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

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

<p><b>Phase 4 costs:</b> RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.</p>	
<p><b>Phase 9 costs:</b> Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.</p>	\$ None

	DATE
Right of Way Estimate prepared by <u>Victor Lee</u>	<u>12/16/25</u>
Estimate prepared by <u>Ethan Yoon</u>	<u>12/15/25</u>
Utilities Estimate prepared by <u>Tracie Banks</u>	<u>12/10/25</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 12/16/2025



007 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

*Attachment J*  
***RISK REGISTER***

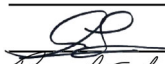

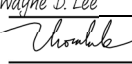
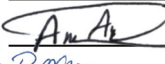
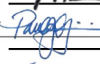
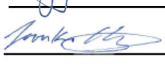
# RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-D07-0001 (REV 08/2025)

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.

<u>Project Information</u>	<input checked="" type="checkbox"/> Capital Project <input type="checkbox"/> Major Maintenance Project(Check One)	Risk-Based Total Construction Capital Cost (\$K):	\$48,667
Project ID/District-EA:	Project ID: 0721000242/ EA-07-378700		
Project Description/ Route/ Post-Mile:	Minor Pavement Rehabilitation/ LA-5 (PM 19.2/28.9)		
Project Manager:	Thein Win		
Project Risk Manager:	Cardiel Bugarin		
<input type="checkbox"/> No Risk Register Certification Required -- Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).			
Project Manager Signature	_____		Date: _____

<u>PID (Required for Capital Projects)</u>	
Project Manager	_____ Date: _____
Deputy District Director, Planning	_____ Date: _____
Deputy District Director, Design	_____ Date: _____
Deputy District Director, Rightof Way	_____ Date: _____
Deputy District Director, Environmental	_____ Date: _____
Deputy District Director, Traffic Operations	_____ Date: _____
Deputy District Director, Maintenance	_____ Date: _____
Deputy District Director, Project Management	_____ Date: _____

<u>PA&amp;ED (Required for Capital Projects)</u>	
Project Manager	<u>Thein (David) Win</u> _____ Date: 12/17/2025
Deputy District Director, Design	 _____ Date: 12/18/2025
Deputy District Director, Construction	 _____ Date: 12/19/2025
Deputy District Director, Rightof Way	<u>Wayne D. Lee</u> _____ Date: 12/18/2025
Deputy District Director, Environmental	 _____ Date: 12/18/2025
Deputy District Director, Traffic Operations	 _____ Date: 12/19/2025
Deputy District Director, Maintenance	 _____ Date: 12/17/2025
Deputy District Director, Project Management	 _____ Date: 12/24/2025

<u>Prior to PS&amp;E (Required for Capital Projects)</u>	
Project Manager	_____ Date: _____
Deputy District Director, Design	_____ Date: _____
Deputy District Director, Construction	_____ Date: _____
Deputy District Director, Rightof Way	_____ Date: _____
Deputy District Director, Environmental	_____ Date: _____
Deputy District Director, Traffic Operations	_____ Date: _____
Deputy District Director, Maintenance	_____ Date: _____
Deputy District Director, Project Management	_____ Date: _____

<b>EA-07-378700, EFIS ID: 0721000242</b>				<b>Milestones</b>					<b>Duration</b>			<b>Base Con Cap Est (k): \$45,062</b>				<b>PM: Thein Win</b>	
Route & Post Mile: LA-5-PM 19.2/28.9				PID	PA&ED	PS&E	RTL	CCA	Con Working Days: 240			Risk Based Contingency (k): \$3,605				DM: Carmenza Dobosh	
Project Description: I-5 Minor Pavement Rehabilitation Project (Capital Preventive Maintenance – CAPM) N/O DTLA				(M010)	(M200)	(M380)	(M460)	(M600)	Plant Est Days: 0			Risk Based Total Construction Capital Est (k): \$48,667				RM: Cardiel Bugarin	
				04/27/23A	09/23/2025	06/20/2027	07/07/2028	09/27/2029	Total Con Days: 240								

Scope Summary: The project proposes various types of work along Route 5 in Los Angeles County, from North Main St (PM 19.2) to East Verdugo Ave (PM 28.9). The major core of work involves pavement resurfacing and restoration. This multi-asset project also includes upgrading non-compliant Americans with Disabilities Act (ADA) curb ramps, and upgrading existing metal beam guard rail (MBGR) to Midwest guardrail system (MGS).

Risk Identification							Risk Impact Assessment						Response Strategy					
							Contingency (@70th Percentile):			8%	Risk Impact on Working Days* (@50th Percentile):							
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Low (\$)	Most Likely (\$)	High (\$)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
1	Active	Threat	CON	Prices & Economic Conditions	As a result of changes in the demand and supply of materials during the Bidding Phase, equipment costs, labor rates, and material price increases may occur, which would lead to increased project costs.	In the past year, there have been noticeable increases in the cost of building construction materials and fuel, e.g., the cost of steel, concrete, and gas. Also, the availability of products/materials has decreased and there have been shipping delays (up to 6 months). For example, it has been difficult to obtain concrete additives like Fly Ash. Uncertainty in prices and economic climate is expected to vary during the development of the project. The US and California economies may be negatively impacted resulting in fewer competitive bids and difficulty obtaining some materials, such as steel and concrete. In addition, labor costs and shortages have been increasing. The construction industry is in a period of exceptionally fast-rising costs for various construction materials, compounded by the rising price of diesel fuel and major supply-chain disruptions.	60%	\$1,500,000	\$2,500,000	\$4,000,000	10	15	20	If bidding is competitive, prices will be optimum. Construction materials/ equipment not readily available during construction may lead to delay and incur TRO/ claims cost.	Mitigate	Follow the Caltrans process to list and advertise this project for the maximum competition. The Project Engineer will work with the Construction Estimate Specialist in the PS&E Phase to determine the appropriate pricing and cost for the proposed work using recent bids information.	Project Manager/ Project Engineer	December 15, 2025
2	Active	Threat	DGN	Potential for Design Changes	As a result of site evaluation and accommodation, design changes may occur, which would lead to increased project costs and schedule duration.	In the subsequent phases of the development, potential design changes may occur, which may include pavement design, location, and the number of slabs to be replaced. Depending on the changes, it may lead to increased project costs and schedule duration. Standard Plan Design assumptions do not consider groundwater within the foundation zone.	50%	\$400,000	\$600,000	\$700,000	10	15	20	Since the project is in its developmental stage, the design may be revised upon further studies.	Mitigate	A final design determination will be made in the PS&E Phase.	Project Engineer	December 15, 2025
3	Active	Threat	CON	Graffiti, Vandalism & Theft	Due to graffiti and vandalism of the new /existing assets, as well as potential theft of construction materials, electrical components (conduit, copper wire, pull boxes, etc.), and irrigation system components, repairs and replacements may be necessary. This could result in increase project costs and delays to the overall schedule.	Additional funding may be required for security purposes. There is a constant risk of graffiti and theft. Maintenance may be unable to remove graffiti during construction activities and must wait until after construction is completed. Usually, the contract specifications require the contractor to remove graffiti at least once during the time of construction. However, the Resident Engineer (RE) may need to ask for additional graffiti removal.	50%	\$300,000	\$400,000	\$500,000	15	20	25	Graffiti, vandalism, and theft have been an issue on previous similar projects. Electrical conduit, copper wiring, and irrigation components may be stolen during construction activities.	Mitigate	Include provisions in the contract specifications for the contractor to mitigate the potential for graffiti, vandalism, and theft.	Resident Engineer	June 18, 2025
4	Active	Threat	CON	Differing Site Conditions	As a result of differences between survey design data and actual field conditions, design modifications may be required, which would lead to increased project costs and duration.	There is a possibility that the pavement conditions may deteriorate further from now until the project goes into construction. Currently there is an estimated 500 PCC slabs to be replaced but may increase. Also, there may be ditches needed for AC paving locations. In addition, loop sensors may be damaged during rehabilitation operations, there may be unsuitable base/sub base, and at certain location some MGS/concrete barrier may need redesign due to noncompliance with standards.	40%	\$300,000	\$400,000	\$500,000	20	25	30	Adequately characterizing the project site will reduce the cost uncertainty.	Mitigate	Conduct field visits to minimize contractor surprises by thoroughly characterizing the site.	Resident Engineer/ Project Engineer	December 15, 2025
5	Active	Threat	DGN	Scope Change	As a result of changes made to the project scope during its development, additional work may be required, which would lead to increased project costs and duration.	Since this project is a multi-asset (with the core work involving pavement rehabilitation), scope change may occur due to additional assets that may be deficient within the project limits. Also, additional pavement rehabilitation may be required within the project limits during the development of the project.	40%	\$200,000	\$300,000	\$400,000	10	15	20	The scope may be revised upon further studies.	Mitigate	In the subsequent phases, work with all functional units to clarify and finalize the project scope.	Project Engineer	June 18, 2025
6	Active	Threat	CON	Sub-Surface Discoveries	As a result of sub-surface conditions that are different from those described in the contract documents, changes in construction methods may occur, which would lead to increased project costs and duration.	There is a possibility of discovering buried man-made objects such as trash or debris. Excavations will be for new MGS. Keeping the same alignment for guardrails may reduce the risk. In addition there is a risk of digging/ driving MGS posts that may encounter buried asphalt, concrete, and/ or utilities.	25%	\$200,000	\$300,000	\$400,000	10	15	20	Encountering unidentified buried objects is common during excavation activities within urban environments.	Mitigate	During the PS&E Phase, review as-built plans to identify as many buried objects as possible and update cost estimates as needed.	Resident Engineer/ Project Engineer	December 15, 2025
7	Active	Threat	DGN	Storm Water Requirements	As a result of changes to stormwater requirements, Best Management Practices (BMP) design changes may occur, which would lead to increased costs and schedule delays.	A new Caltrans 2022 NPDES Permit (2022 Caltrans Permit), adopted by the State Water Resources Control Board (SWRCB) on June 22, 2022, became effective on January 1, 2023, to replace the current 2012 NPDES Permit. The 2022 Caltrans Permit requires post-construction stormwater treatment for all highway projects creating 10,000 square feet or more of new impervious surface and includes a Time Schedule Order (TSO) requiring compliance with assigned waste load allocations (WLA) in 63 TMDLs where Caltrans is a named stakeholder. Projects that will have an approved PIR prior to January 1, 2023, will be grandfathered and can continue to apply the one-acre minimum threshold of the 2012 NPDES Permit provided they have commenced construction within five years of the effective date of the 2022 Caltrans Permit (by January 1, 2028) or up to seven years of the approval of the PIR whichever is sooner. Caltrans will continue to utilize "acres treated" as the stormwater performance measure for SHOPP and depending on area it may be a need for BMP.	20%	\$200,000	\$300,000	\$500,000	20	30	40	Stormwater requirements must be incorporated.	Mitigate	Ensure that all legislative requirements for stormwater are met.	Stormwater Unit	June 18, 2025
8	Active	Threat	CON	Weather-Related & Non-Working Days	As a result of result of abnormal weather conditions, disruptions of construction may occur, which would lead to schedule delays.	The Contractor will need some weather-related and non-working days.	20%	\$200,000	\$300,000	\$400,000	15	20	25	Some weather-related and non-working days are expected (mean of 15% durations is assumed)	Mitigate	The Resident Engineer will work with the contractor to accommodate weather related and non-working days.	Resident Engineer	June 18, 2025
9	Active	Threat	DGN	Structural Involvement & Design	As project details emerge, required structural work may change, which would lead to increased project costs and duration.	There is some bridge approach and departure slab work on the project.	20%	\$200,000	\$250,000	\$300,000	40	50	60	Clarifying all structural work helps to determine a reliable cost estimate.	Mitigate	Conduct a thorough site investigation and develop a conceptual design by the end of the PS&E Phase	Project Engineer	December 15, 2025
10	Active	Threat	DGN	Missing Items (Assets) Within the Project Limits	As a result of unanticipated items (assets) within the project limits, a requirement to perform work on these items (assets) may occur, which would lead to increased project costs and schedule delays.	Additional work items/assets such as TMS elements, MVPs, and landscaping (stamped concrete) may be added in subsequent project phases. Landscaping irrigation lines may be damaged during construction. Although, there is \$50,000 to maintain existing irrigation and planting areas in the estimate.	15%	\$100,000	\$200,000	\$300,000	5	10	15	Identifying all items of work improves the reliability of the cost estimate.	Mitigate	Work with all functional units to comprehensively identify work items. Include funds in the cost estimate to cover this additional expense.	Project Engineer	June 30, 2025
11	Active	Threat	PPM	Conflict with Other Projects	As a result of the construction of this project within the limits and timeframe of other projects under construction, difficulties in coordinating traffic and work activities between the projects may occur, which would lead to increased project costs and duration.	There may be three (3) ongoing projects within/adjacent to the project limits. Although some of the projects have Construction Contract Acceptance (CCA) dates before the construction starts on this project, their schedules may change. The projects are EA 34420, EA 36270, and EA 35130. Also, there may be additional locally permitted projects within the project limits.	15%	\$100,000	\$200,000	\$300,000	15	20	25	Coordination efforts with all necessary parties will help minimize the impacts of this risk.	Mitigate	Coordinate with permitting agencies to identify local and/ or Caltrans projects within the same project limit and adjust the construction to avoid conflicts.	Project Manager/ Project Engineer	June 30, 2025
12	Active	Threat	CON	Remove Unsheltered/Homeless Encampments	As a result of encountering unsheltered people or homeless encampments within the project limits during construction, a need to relocate people experiencing homelessness may occur, which would lead to increased project costs and schedule delays.	Homeless encampments were not observed during field visits but could occur when the project goes into construction. To relocate unsheltered people, the schedule may be extended for weeks.	20%	\$75,000	\$100,000	\$125,000	10	15	20	In early 2021, new protocols/guidelines were issued regarding the proper handling of unsheltered/homeless encampments.	Mitigate	Before beginning construction activities, RE will work with Maintenance/Right-of-Way to relocate encampments. Include language in the project specifications for the Contractor to keep the area clear of any new homeless encampments.	Resident Engineer/ Project Engineer	June 18, 2025

\*Risk impact on construction schedule is estimated using Monte Carlo simulation without consideration of overlapping/concurrent activities.

<b>EA-07-378700, EFIS ID: 0721000242</b>  Route & Post Mile: LA-5-PM 19.2/28.9  Project Description: I-5 Minor Pavement Rehabilitation Project (Capital Preventive Maintenance – CAPM) N/O DTLA		Milestones					Duration	Base Con Cap Est (k): \$45,062	PM: Thein Win
		PID	PA&ED	PS&E	RTL	CCA	Con Working Days: 240	Risk Based Contingency (k): \$3,605	DM: Carmenza Dobosh
		(M010)	(M200)	(M380)	(M460)	(M600)	Plant Est Days: 0	Risk Based Total Construction Capital Est (k): \$48,667	RM: Cardiel Bugarin
		04/27/23A	09/23/2025	06/20/2027	07/07/2028	09/27/2029	Total Con Days: 240		

Scope Summary: The project proposes various types of work along Route 5 in Los Angeles County, from North Main St (PM 19.2) to East Verdugo Ave (PM 28.9). The major core of work involves pavement resurfacing and restoration. This multi-asset project also includes upgrading non-compliant Americans with Disabilities Act (ADA) curb ramps, and upgrading existing metal beam guard rail (MBGR) to Midwest guardrail system (MGS).

Risk Identification						Risk Impact Assessment							Response Strategy					
						Contingency (@70th Percentile):			8%	Risk Impact on Working Days* (@50th Percentile):		91						
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Details with Current Status/Assumptions	Probability of Occurrence	Low (\$)	Most Likely (\$)	High (\$)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
13	Active	Threat	ENV	Hazardous Materials	As a result of unanticipated HM discovered during the Construction Phase, additional hazardous mitigation planning may occur, which would lead to design schedule delays and project cost increases.	Hazardous levels of ADL are present in some portions of the project. A Lead Compliance Plan is required for worker safety. If other unanticipated hazardous materials (soils contaminated with heavy metals and or petroleum hydrocarbons, electronic wastes, contaminated groundwater, etc...) are discovered during the Construction Phase, additional hazardous mitigation planning may occur, which would lead to design schedule delays and project cost increases.	15%	\$50,000	\$100,000	\$200,000	20	40	60	Effective handling of hazardous waste on-site reduces the cost of disposal.	Mitigate	Conduct a complete investigation for possible hazardous waste existence during PS&E Phase. If needed, provide adequate funds in the project cost estimate for preparation of a plan to dispose of hazardous materials.	Hazardous Waste Engineer	June 18, 2025
14	Active	Threat	DGN	Quality, Constructability & Safety Review	As a result of missing crucial project information (Plans, Specs, Quantities, or Construction Details) uncovered during construction, additional items that were unintentionally overlooked or omitted during project design may be added, which would lead to contract change orders, potential claims, and schedule delays during construction.	All functional units will perform quality reviews to ensure design standards are met while minimizing the impacts on traffic operations during construction. The project is currently in the initiation phase and is tentatively scheduled to RTL by 8/13/2027 (FY 27/28).	15%	\$80,000	\$100,000	\$120,000	10	15	20	By following the Quality Management System (QMS) process, the cost and schedule impacts on the project can be minimized.	Mitigate	Monitor design progress to conform to the QMS process and ensure complete submittals are provided for review.	Project Engineer	June 18, 2025
15	Active	Threat	TRF	Traffic Systems & Handling	Because traffic management systems need to be protected and maintained throughout the construction zone, modifications to the traffic handling plans may occur, which would lead to increased project costs and schedule delays.	According to TMP Data Sheet dated 12/09/2025, a Public Awareness Campaign (PAC) strategy was prepared by Media Affairs with \$25k being allocated. Work shall conform to the lane requirement charts included in the Maintaining Traffic Specifications. A COZEEP cost amount of \$ 845k is estimated for the project. Also, there could be longer weekend works needed.	15%	\$75,000	\$100,000	\$125,000	10	15	20	Traffic handling and systems protection are developed to consider the safety of construction workers and traveling motorists.	Mitigate	In the subsequent phases, determine viable traffic handling that takes into consideration of the traveling and the workers safety. Update the plans and cost estimate to reflect the most ideal traffic handling plans within the project limit.	Traffic Engineer/Resident Engineer	June 18, 2025
16	Active	Threat	SUP	Staffing & Resources	As a result of hiring new staff and staff retirements, the availability of in-house personnel (or staff augmentation consultants) with the proper experience to complete all required tasks may be limited, which would lead to increased project costs and duration.	Caltrans staff may not be available to perform work on this project as needed, negatively impacting the project support costs and schedule. Also, there may be staff issues related to teleworking, retirements, and new-hires.	15%	\$50,000	\$75,000	\$100,000	15	20	25	Staffing and productivity are the main contributors to Support Costs. Since this is a Support Cost risk, it isn't captured in the project risk contingency calculations.	Mitigate	Develop a contingency plan to complete the tasks. Re-evaluate the project support cost and schedule, work with all functional units, and make the necessary resource adjustments as early as the situation permits.	Project Manager	June 18, 2025
17	Active	Threat	ENV	Environmental Impact & Clearance	As a result of a change in scope or details uncovered by environmental studies, a requirement for mitigation measures may occur, which would lead to increased project costs, changed environment document level, or delayed project schedule.	Based on the CEQA Exemption / NEPA Categorical Exclusion Re-validation Form (rev. 08/2025) and dated 12/16/2025, the environmental document is a still valid CE/CE. Although, if any major scope changes occur a reevaluation may need to be processed.	15%	\$50,000	\$75,000	\$100,000	15	20	25	Projects within a culturally sensitive historic district may lead to cultural impacts and the inability to exempt the project from further review.	Mitigate	Conduct all necessary studies for environmental compliance and facilitate ongoing coordination between Design and Environmental to minimize impacts of any scope changes.	Environmental Planner	January 16, 2026
18	Active	Threat	ROW	Utility Identification & Relocation Needs	As a result of a detailed site investigation, the need to relocate utilities within the project area may arise, which would lead to project cost increases and schedule delays.	The RW data sheet was submitted on 12/16/2025. Due to the current limited potholing labor resources, any needed potholing activities may be delayed which may impede design progress and construction deliveries.	15%	\$50,000	\$75,000	\$100,000	15	20	25	Since this is a Right-of-Way Capital Cost risk in the PID & PA&ED Phases, it isn't captured in the project risk contingency calculations. Review all relevant information including current utility plans to avoid relocations.	Mitigate	In the PS&E Phase, potholing will be completed. Any utility companies impacted will be contacted as early as possible to start the relocation process.	Project Engineer/ Utilities Engineer	January 16, 2026
19	Active	Threat	ROW	Right of Way Needs	Because detailed Right of Way (RW) requirements are not yet established, the effort needed to secure adequate rights for design and construction is unknown, which would lead to increased project costs and schedule delays.	All proposed work is within the existing Caltrans R/W. Therefore, Right of Way (ROW) requirements are not anticipated. However, as the project develops, right-of-way acquisitions may be required. Construction Permits from the cities for placing temporary signs may be necessary.	5%	\$25,000	\$50,000	\$75,000	15	20	25	The Right of Way needs, including construction access, are dependent on design and construction staging. Since this is a Right-of-Way Capital Cost risk, it isn't captured in the project risk contingency calculations.	Mitigate	Project Engineer (PE) to establish all Right of Way needs for the project and acquire and clear all Right of Way before the start of construction. PE to identify properties that will be impacted either temporarily or permanently.	Project Engineer/ Right of Way Engineer	June 18, 2025
	Retired	Threat	ROW	Right of Way Railroad Needs	Because work will affect an existing railroad crossing, a railroad agreement addressing additional project requirements and constraints may be needed, which would lead to increased costs and duration.	Retired: Sign No. 6 removed from scope.												December 15, 2025











# EA 378700 Risk Register Certification

Final Audit Report

2025-12-24


Created:	2025-12-17
By:	Ryan Nai (s148568@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAFZzmaHpwNUsFtAEjHF6JIn-LIJWh8sIL

## "EA 378700 Risk Register Certification" History


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007 - LA - 5 - PM 19.2/28.9  
EA 378700 – EFIS 0721000242 – PPNO 6081  
20.XX.201.121 – Minor Pavement  
Rehabilitation (CAPM)  
December 2025

*Attachment N*

***EXCEPTION TO  
TRAFFIC SAFETY  
SYSTEMS STANDARDS***

07 – LA – 5 – 19.2/28.9  
 Program Code (20.xx.201.121)  
 EFIS#0721000242  
 EA#37870

**APPENDIX A**

**EXCEPTION TO TRAFFIC SAFETY SYSTEM STANDARDS**

Check One Box

- DISTRICT APPROVAL REQUIRED**
- HEADQUARTERS APPROVAL REQUIRED**

Prepared By:

Wasif Bhuiyan

12/17/25

*( Type NAME of preparer )*

*DATE*

District Approval By or Recommended By if Headquarters Approval Required:



12/22/25

*(NAME), DISTRICT TRAFFIC SAFETY ENGINEER OR DESIGNEE*

*DATE*

Headquarters Approval By:

*HQ TRAFFIC SAFETY SYSTEMS BRANCH, CHIEF OR DESIGNEE*

*DATE*

**1. NONSTANDARD CONDITION / FEATURE**

Provide basic project information such as type of project, project estimate, and when RTL Milestone is. Place the exact wording of the specific standard(s) from TSSM that you are requesting an exception for. Briefly describe the nonstandard condition(s), and source document(s). (e.g. TSSM, Standard Plan, HDM, etc.).

Specify if the nonstandard feature is an existing condition that will be retained, or if a nonstandard feature will be introduced. Provide other factual information that supports the approval of the requested exception such as collision history and age of the existing safety system. Discuss other safety features of the project that are being upgraded to current standards.

**2. REASON(S) FOR REQUESTING EXCEPTION**

Summarize engineering and other reasons that support or justify the deviation(s). Reasons are typically related to the expected vehicle operating speed, major physical constraints (for spot / incremental improvement projects), and engineering analysis related to the expected performance of the safety system.

**3. CONSULTATIONS**

If relevant, identify other “specialists” who concur with the proposed nonstandard feature / condition. Provide names and dates of meetings and outcomes or decisions made. If the Project Development Team has discussed issue, add Project Managers' name and outcomes of the PDT meeting with regard to the Exception request.

## 1. NONSTANDARD CONDITION / FEATURE

Traffic Safety System Manual recommends when major work is done in a project, which is funded by STIP, Local Agencies, Propositions, Federal Government, SHOPP Resurfacing, Restoration & Rehabilitation (2R), or Assets Management (Multi Assets Projects), traffic safety systems should be upgraded to current standards. With other SHOPP programs, upgrading to current standards should be done provided that SHOPP program guidelines allow it.

The project under EA 07-37870 is in PA&ED phase seeking for an exemption to not upgrade existing metal beam guardrail at multiple locations shown in Table 1.

**Table 1**

Location	Plan sheet	PM	Direction	Route	Description
3	L-2	19.453	SB	5	SB ON N BROADWAY
5	L-12	15.074	EB	5	EB SR-2 FROM SB RTE 5
6	L-16	23.573	NB	5	NB OFF TO GLENDALE BLVD
7	L-19	24.531	NB	5	NB ON FROM LOS FELIZ
11	L-27	R5.436R	EB	5	EB SR-134 FROM SB I-5
12	L-27	26.706	EB	5	SB MAINLINE I-5
13	L-27	26.942	SB	5	SB OFF TO EB RTE 134
14	L-27	26.763	NB	5	NB MAINLINE I-5
15	L-28	26.869	SB	5	SB MAINLINE I-5
16	L-28	26.942	SB	5	SB OFF TO EB RTE 134
17	L-29	27.192	NB	5	NB Mainline I-5
18	L-31	27.657	NB	5	NB on Western
19	L-31	27.971	NB	5	NB on/off Western
20	L-31	27.957	SB	5	Seg SB off to EB Western
21	L-31	27.713	SB	5	SB loop on from WB Western
22	L-32	28.012	NB	5	NB on from WB Western
24	L-33	28.654	NB	5	NB on From EB Alameda
25	L-33	28.412	SB	5	SB off to EB Alameda
26	L-33	28.533	NB	5	NB off to WB Alameda
27	L-34	28.571	NB	5	NB on from WB Alameda

## **2. REASON(S) FOR REQUESTING EXCEPTION**

### **Location 3 and 6**

The existing system is MASH end terminal and MGS, up to MASH standards. These locations have been evaluated by District Traffic Safety based on the Traffic Safety Systems Manual (TSSM) dated April 2025 and Supplemental TSSM dated April 2025. The evaluation indicates that upgrading the existing systems does not need to be pursued as part of this project.

Descoping these locations will also provide resources to address removal of Type-E curbs (roadway costs and drainage costs) at multiple MBGR to MGS upgrade locations in this project.

### **Location 5 and 11**

Location 5 and 11 are part of other projects (EA 35130 and EA 34710) already in construction.

### **Location 7, 12 to 22, and 24 to 27**

The existing guardrail systems at these locations have been evaluated by District Traffic Safety based on the Traffic Safety Systems Manual (TSSM) dated April 2025 and Supplemental TSSM dated April 2025. The evaluation indicates that upgrading the existing MBGR at these locations can be considered for descoping from this project.

Additionally, Length-of-Need (LON) exceptions will be required at some locations to accommodate maintenance crew access. Removal of existing dikes and additional grading will be needed at multiple locations where concrete barriers are installed. All of these locations are under 20 years old and have little to no accident history. Please refer to the Traffic Safety Evaluation Table in Attachment B for collision evaluations and other potential site-specific considerations, including utility conflicts, dike reconstruction, embankment constraints, and maintenance access limitations.

Descoping these locations will conserve project resources by avoiding additional construction costs and the need to relocate existing utilities such as call boxes and light poles. As this is a Pavement Rehabilitation (CAPM) project, the resources saved from descoping the MBGR-to-MGS upgrade locations will help address any unforeseen pavement concerns during construction on Route 5.

## **3. CONSULTATIONS**

Traffic Safety Devices Coordinator, Mauricio Sanchez, has reviewed the requested locations to be descoped from the project and provided technical suggestions in the preparation of this Traffic Safety Systems Manual exception request.

## **4. ATTACHMENTS**

- a. Draft Layout Sheets
- b. Traffic Safety Evaluation
- c. Cost Analysis (programmed cost vs proposed cost)



07 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 – Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment A*

## *Draft Layout Sheets*

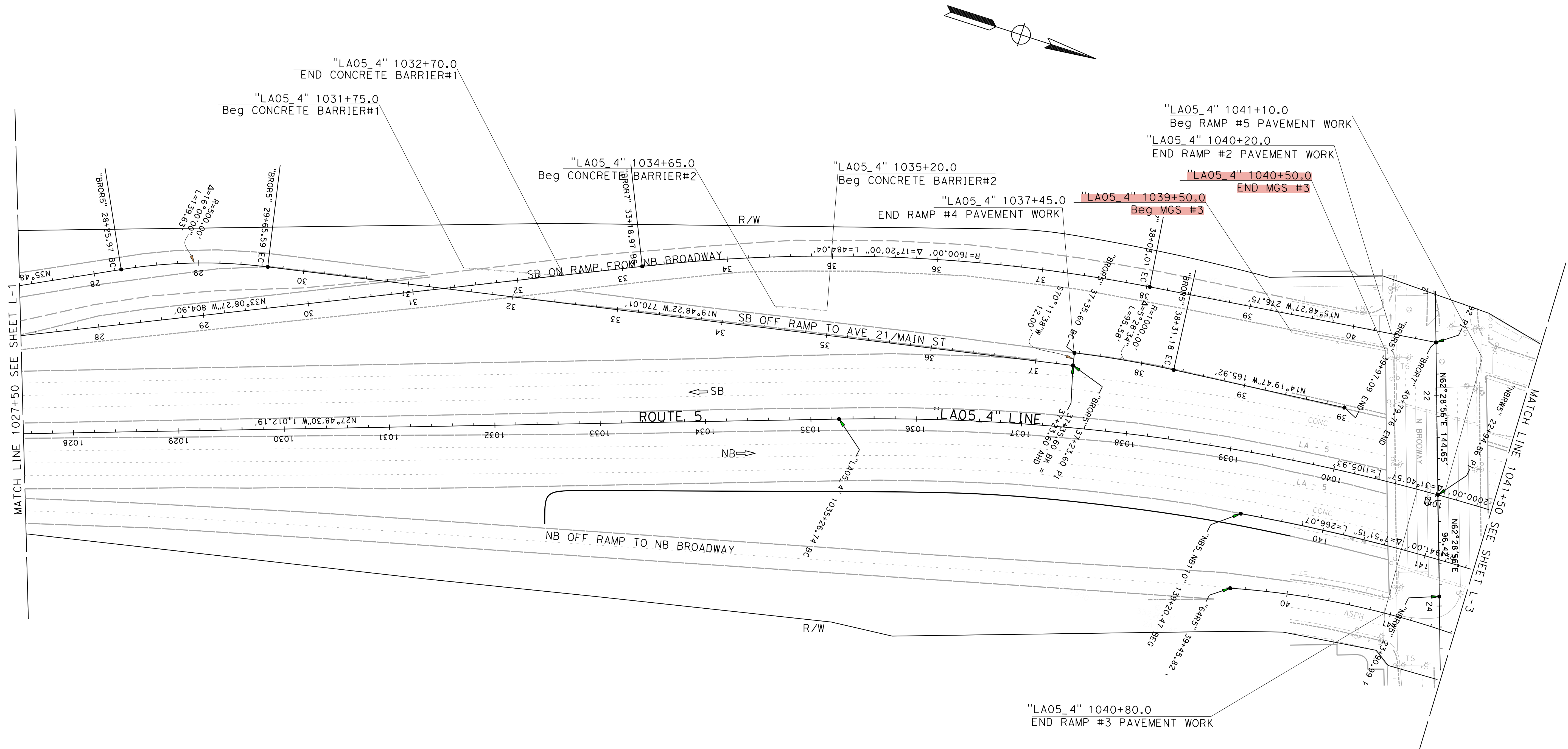
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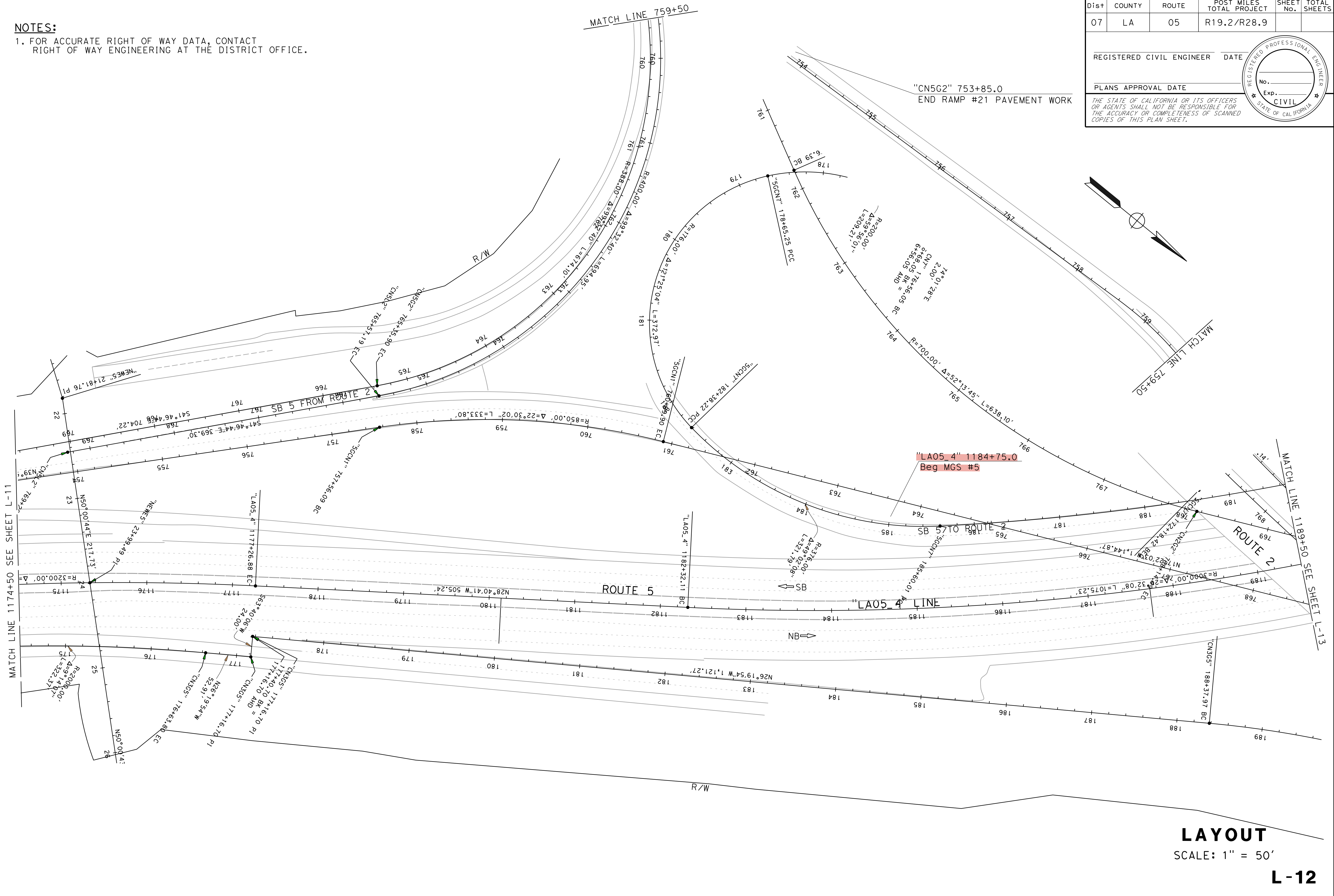
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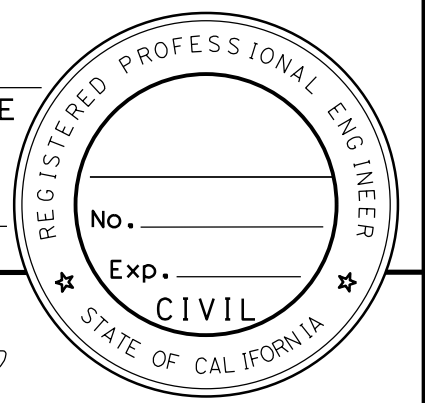
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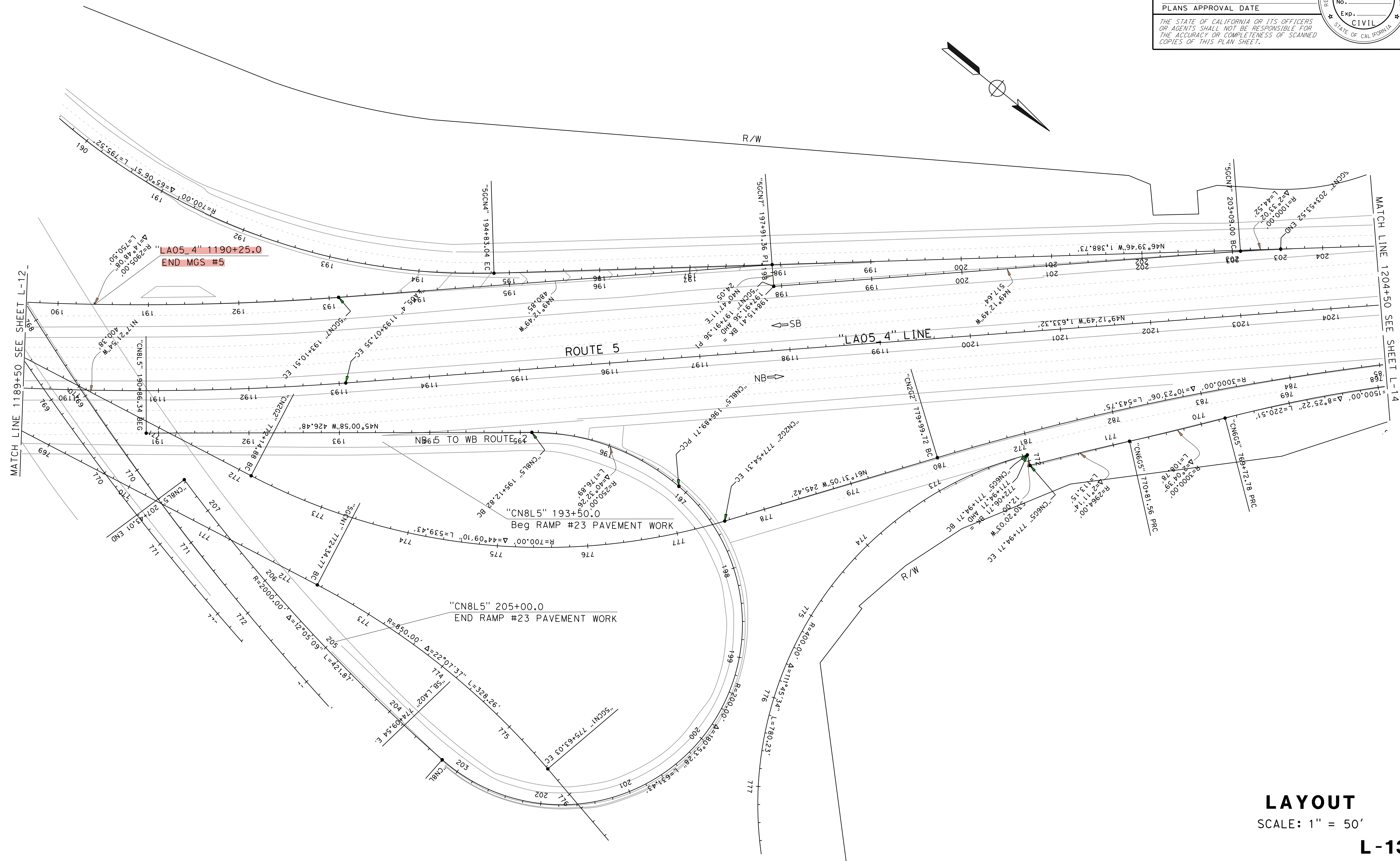
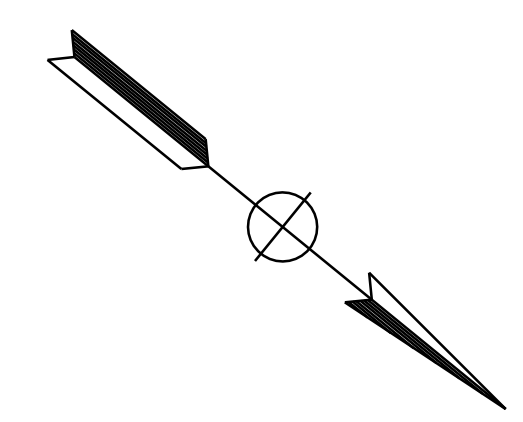
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REVISOR	DATE

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UNIT 1805

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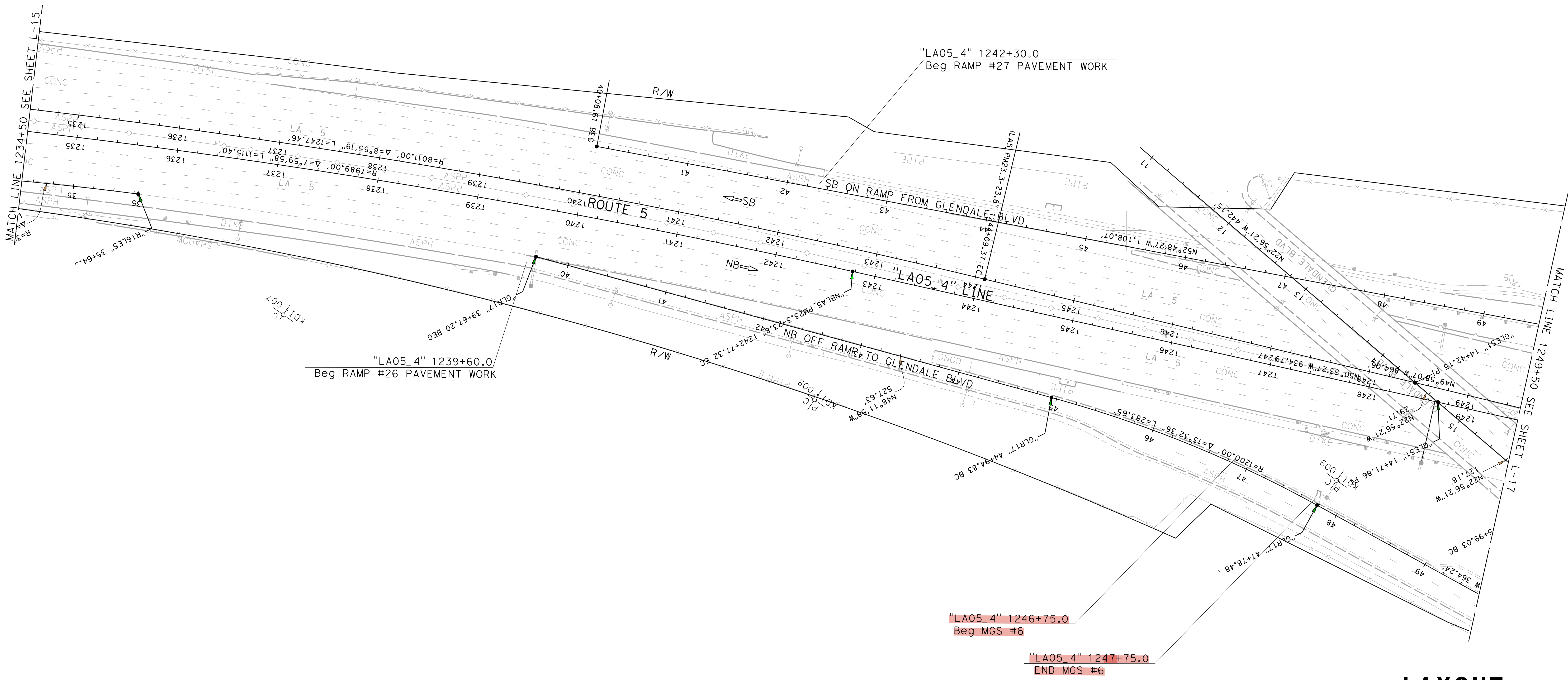
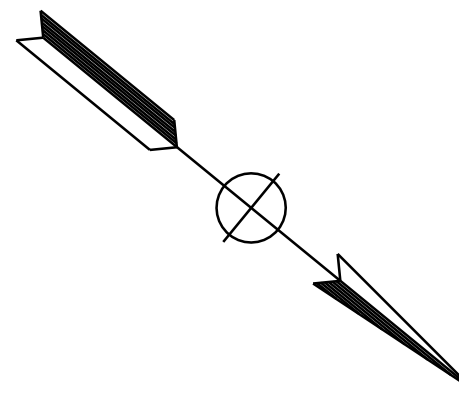
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UNIT 1805

PROJECT NUMBER & PHASE

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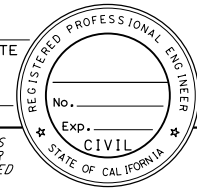
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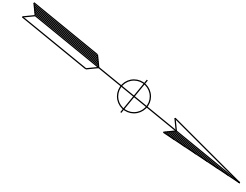
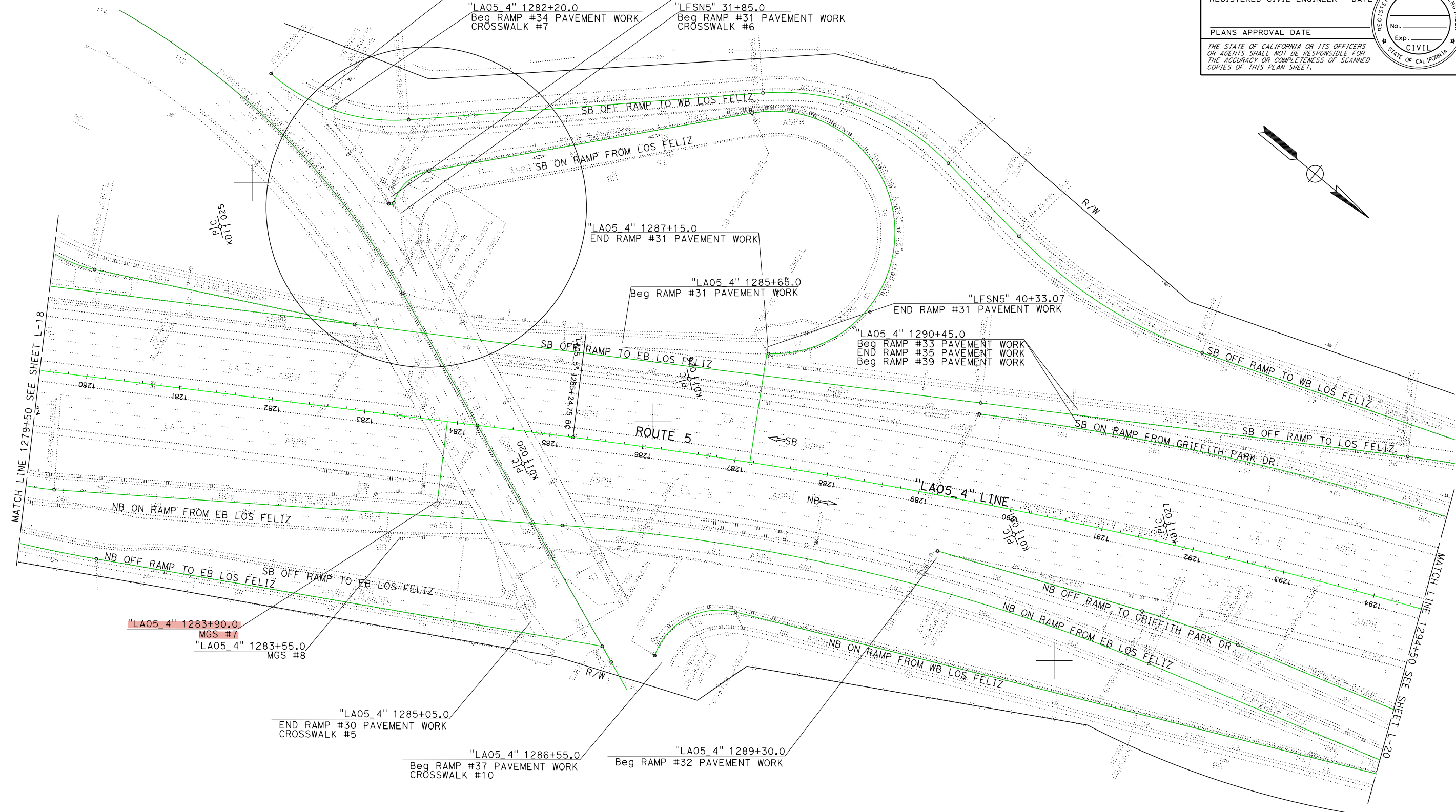
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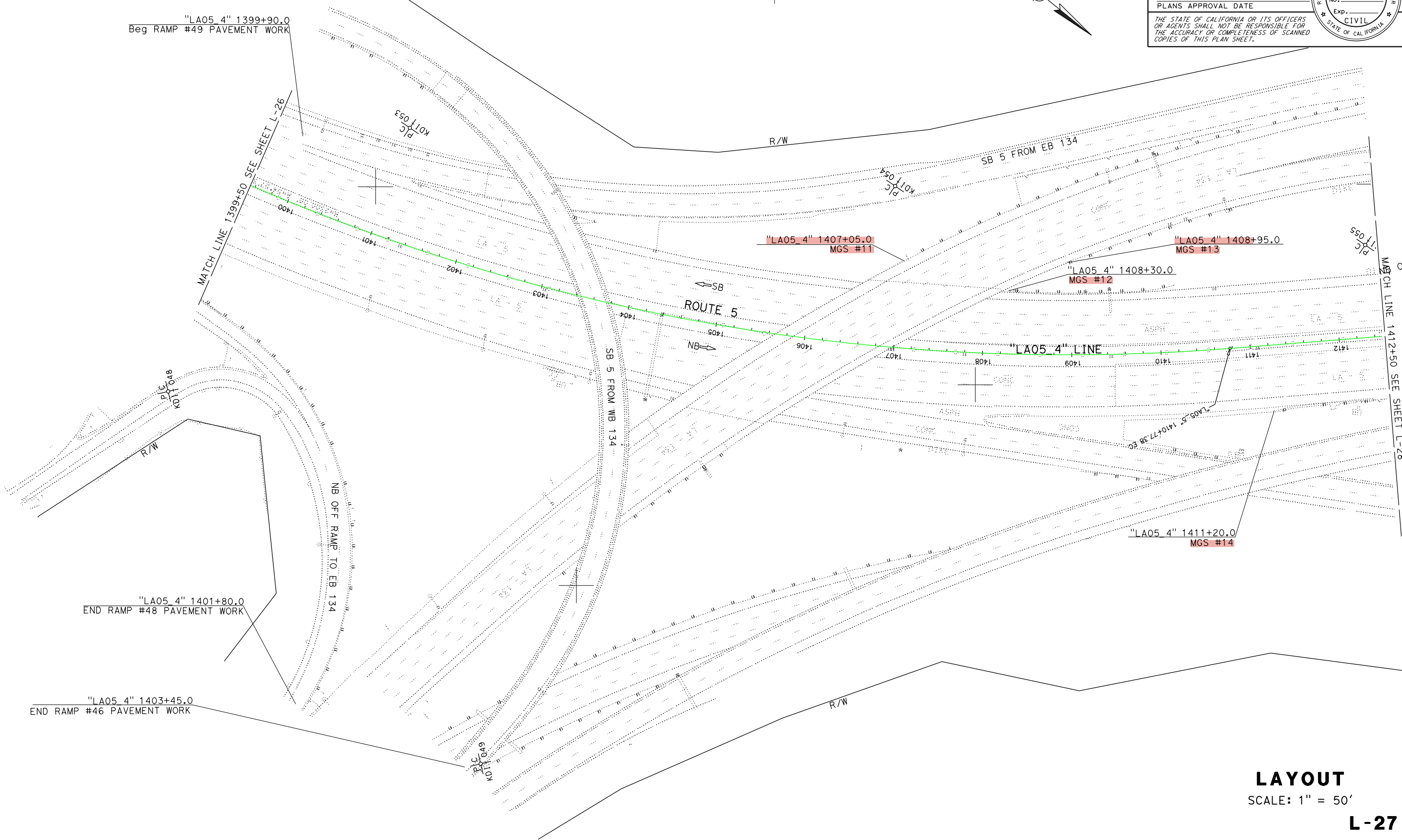
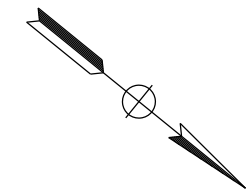
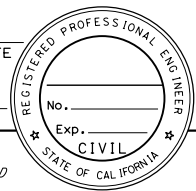
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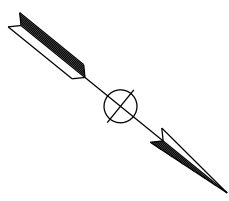
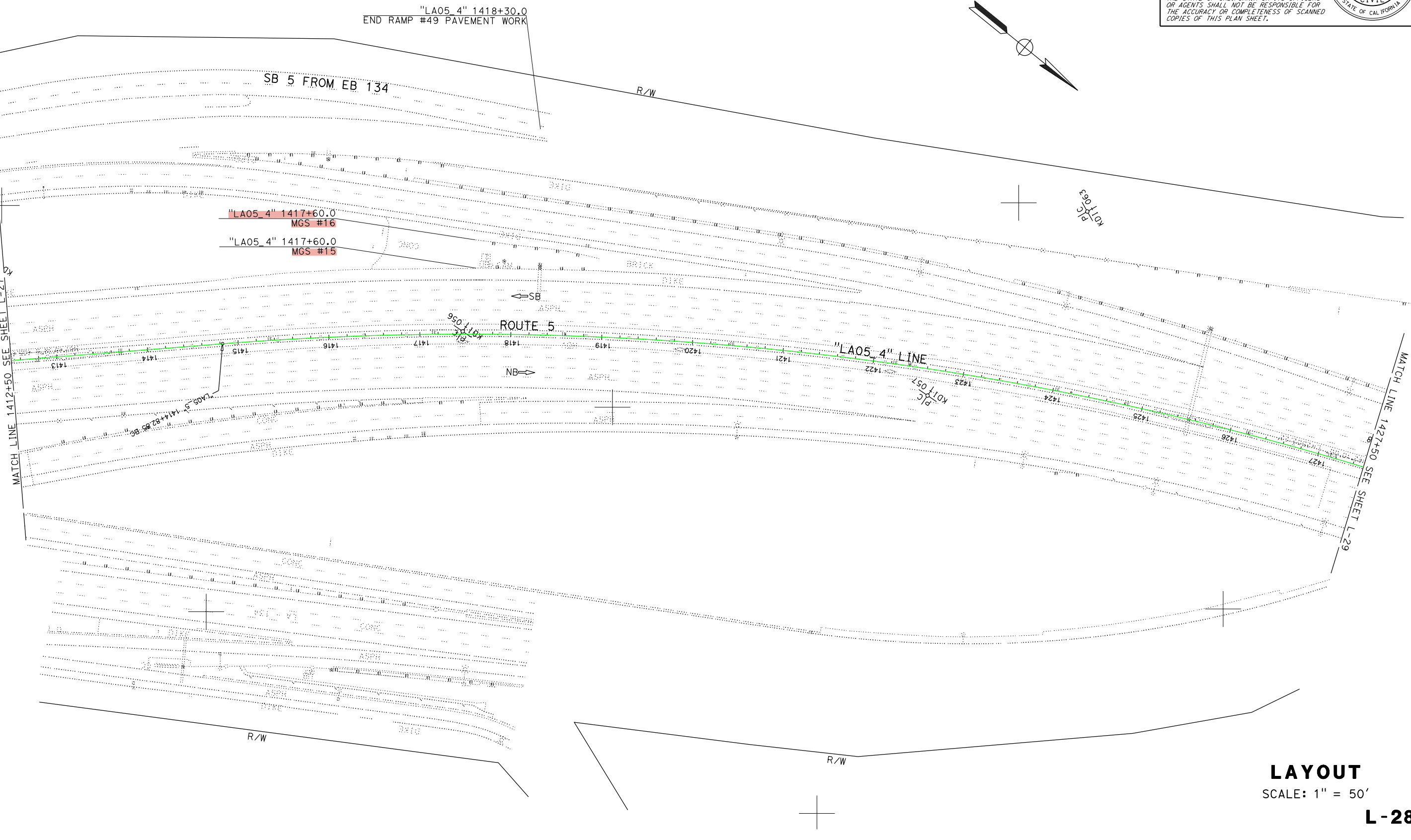
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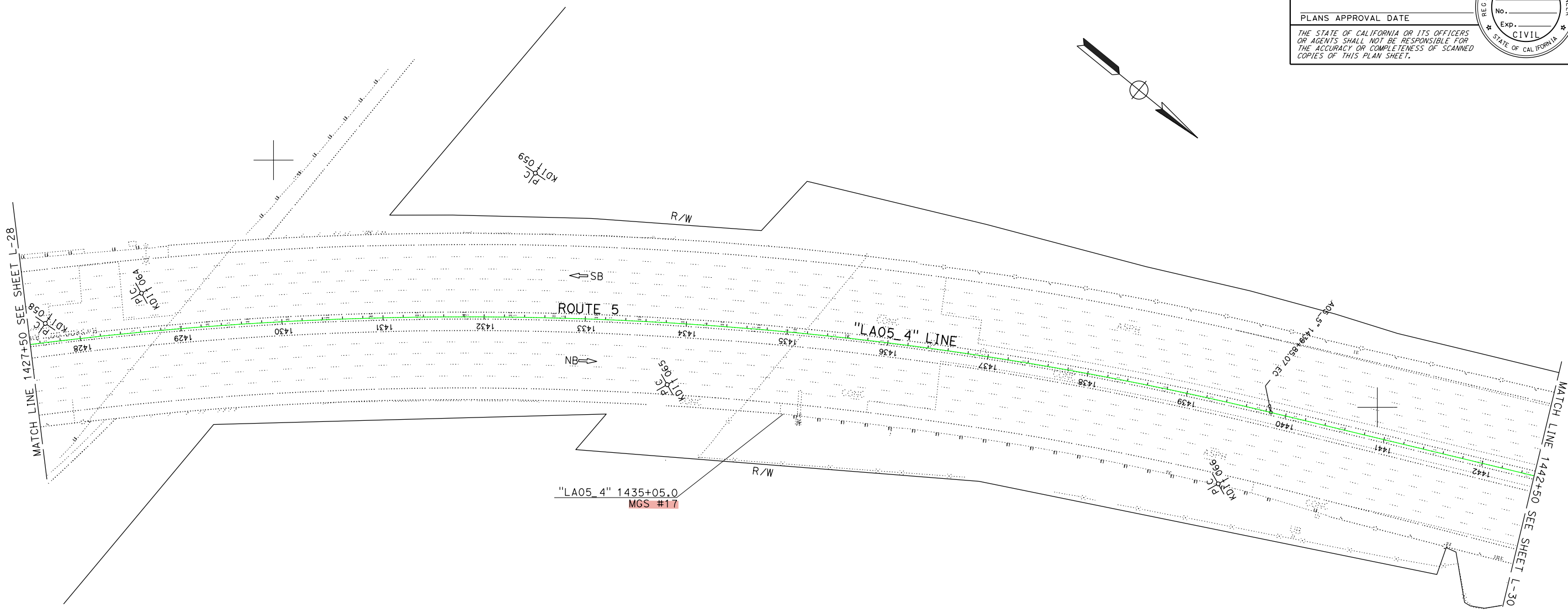
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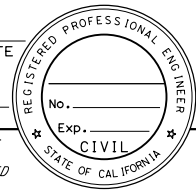


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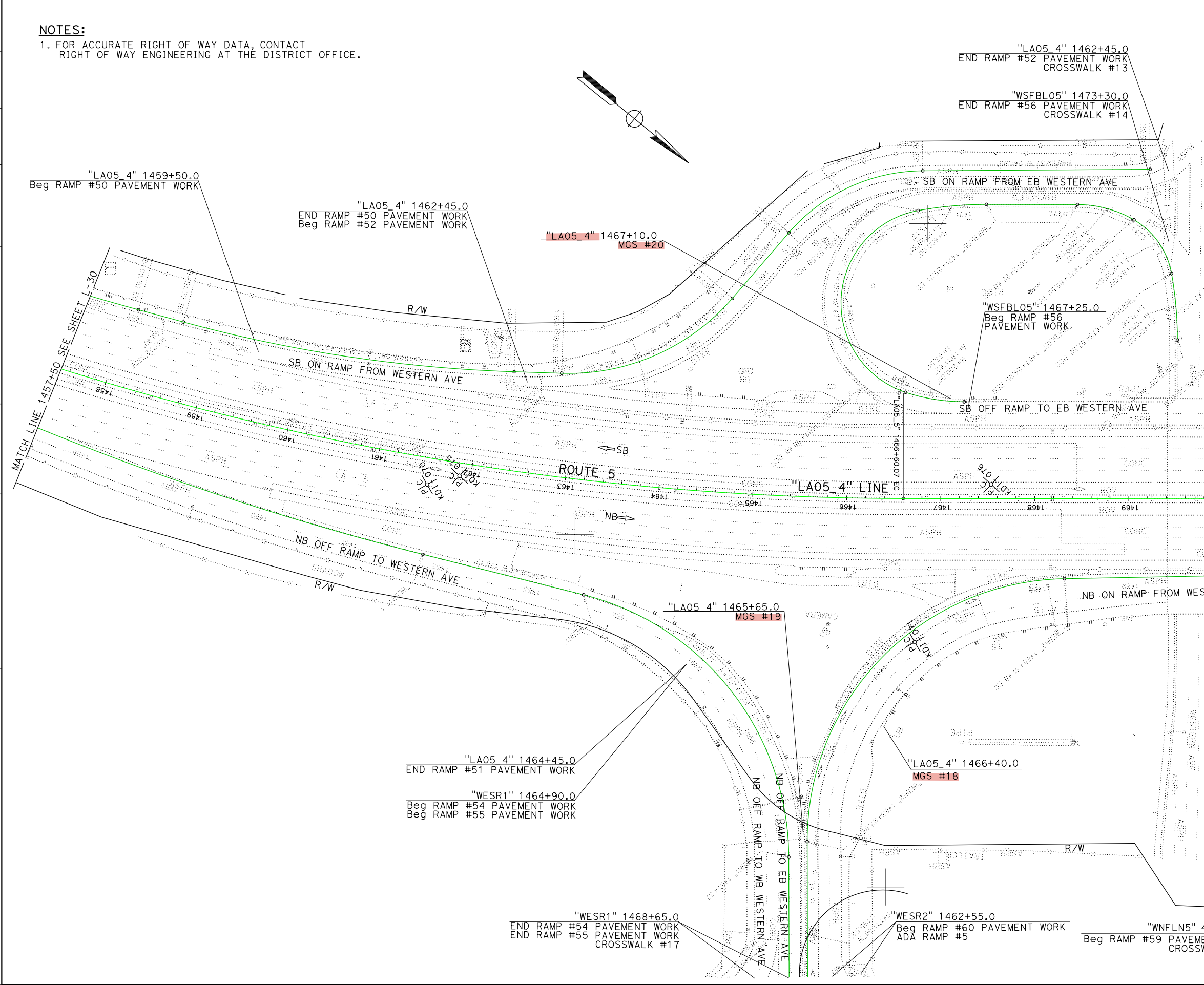
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 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



REVISOR: WASIF BHUIYAN  
 CALCULATED-DESIGNED BY: CARMENZA DOBOSH  
 CHECKED BY:

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH

**LAYOUT**  
 SCALE: 1" = 50'  
**L-31**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

DESIGNED BY  
 CHECKED BY

WASIF BHUIYAN

REVISOR BY  
 DATE REVISED

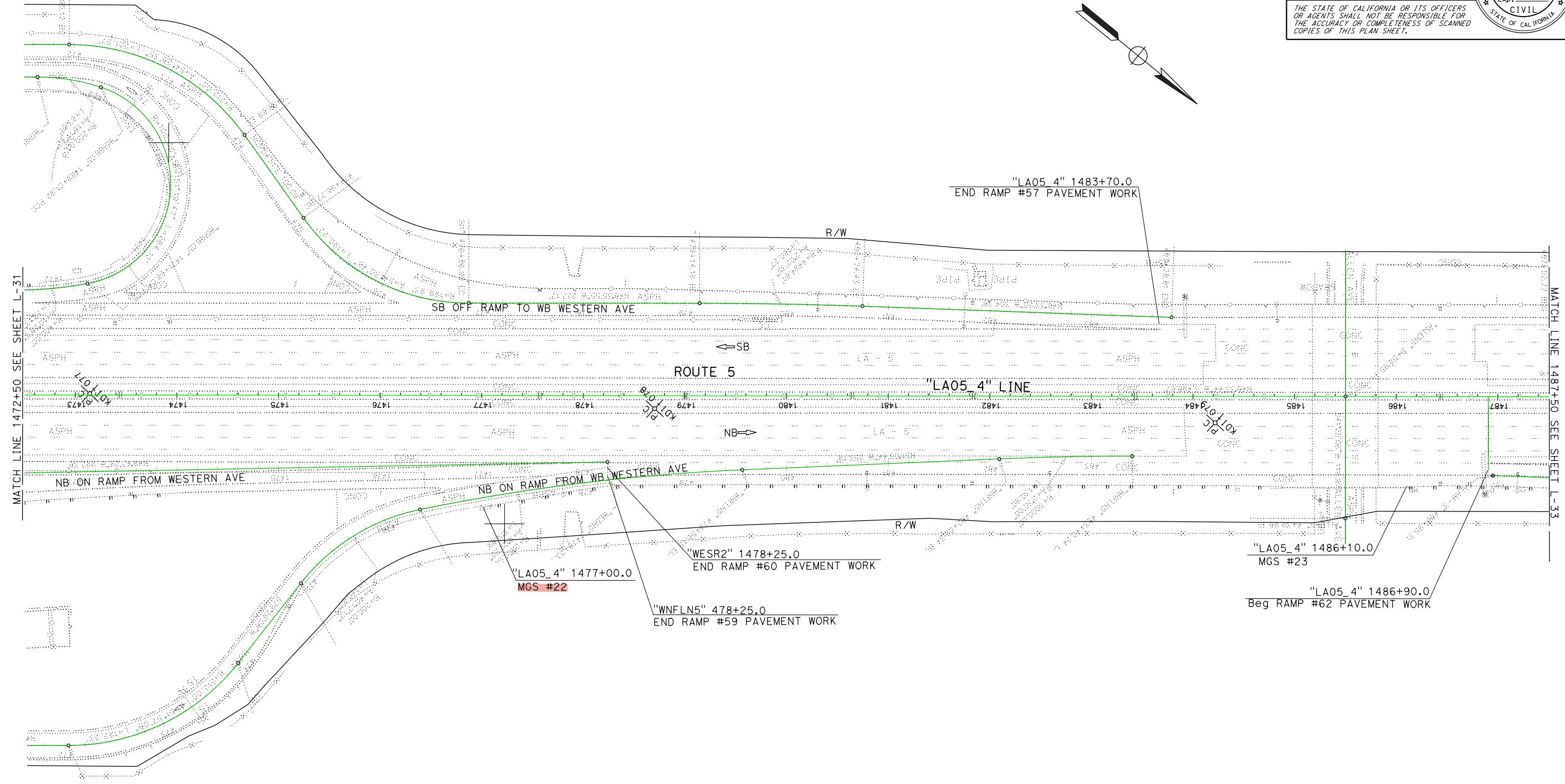
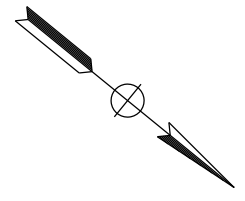
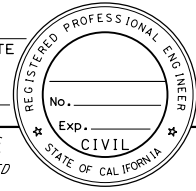
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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**LAYOUT**  
 SCALE: 1" = 50'  
**L-32**

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 17:20

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
**DESIGN**

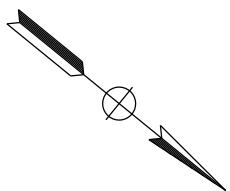
FUNCTIONAL SUPERVISOR  
 CARMENZA DOBOSH

DESIGNED BY  
 CHECKED BY

WASIF BHUIYAN

REVISOR BY  
 DATE REVISED

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



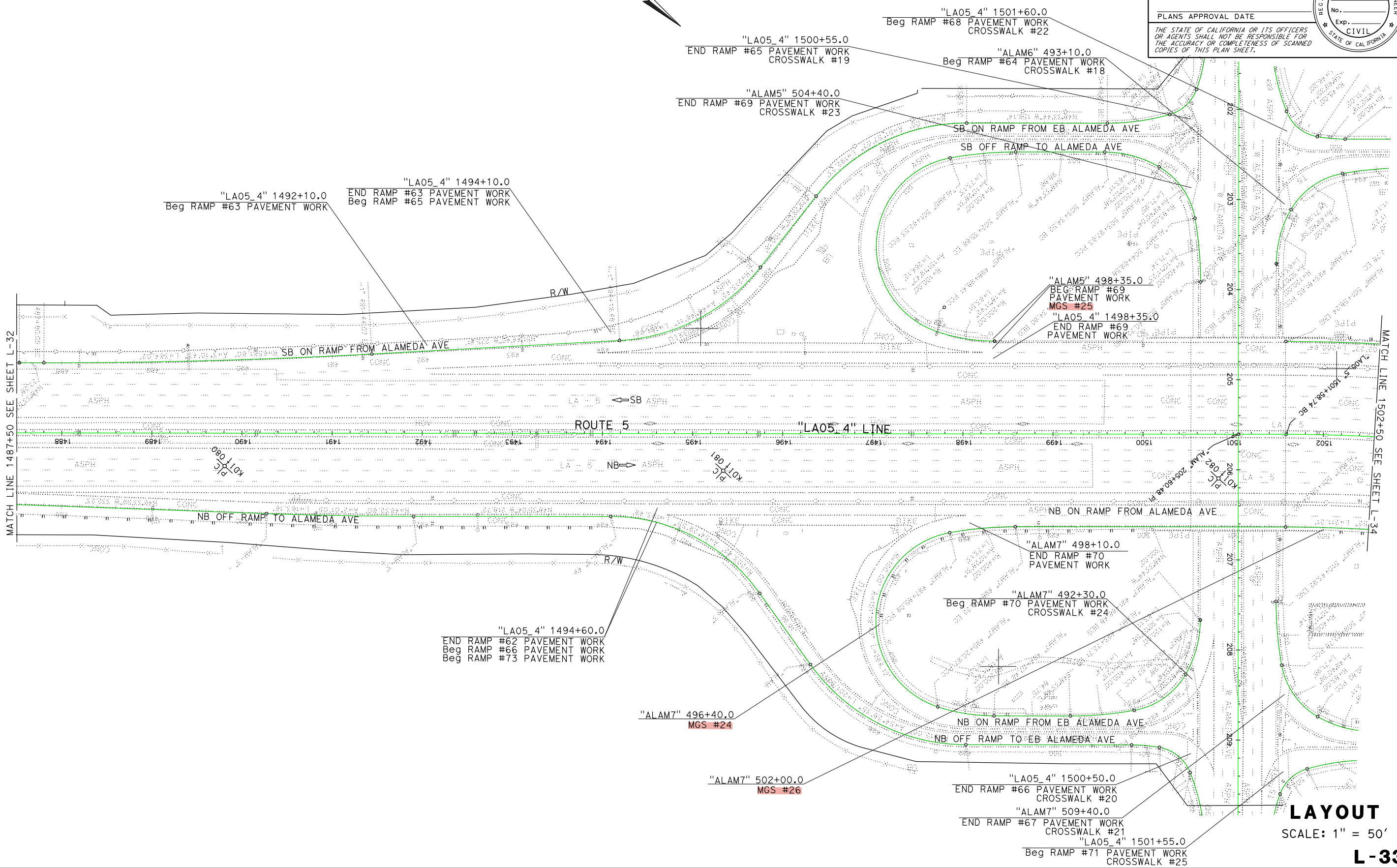
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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**LAYOUT**  
 SCALE: 1" = 50'  
**L-33**

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

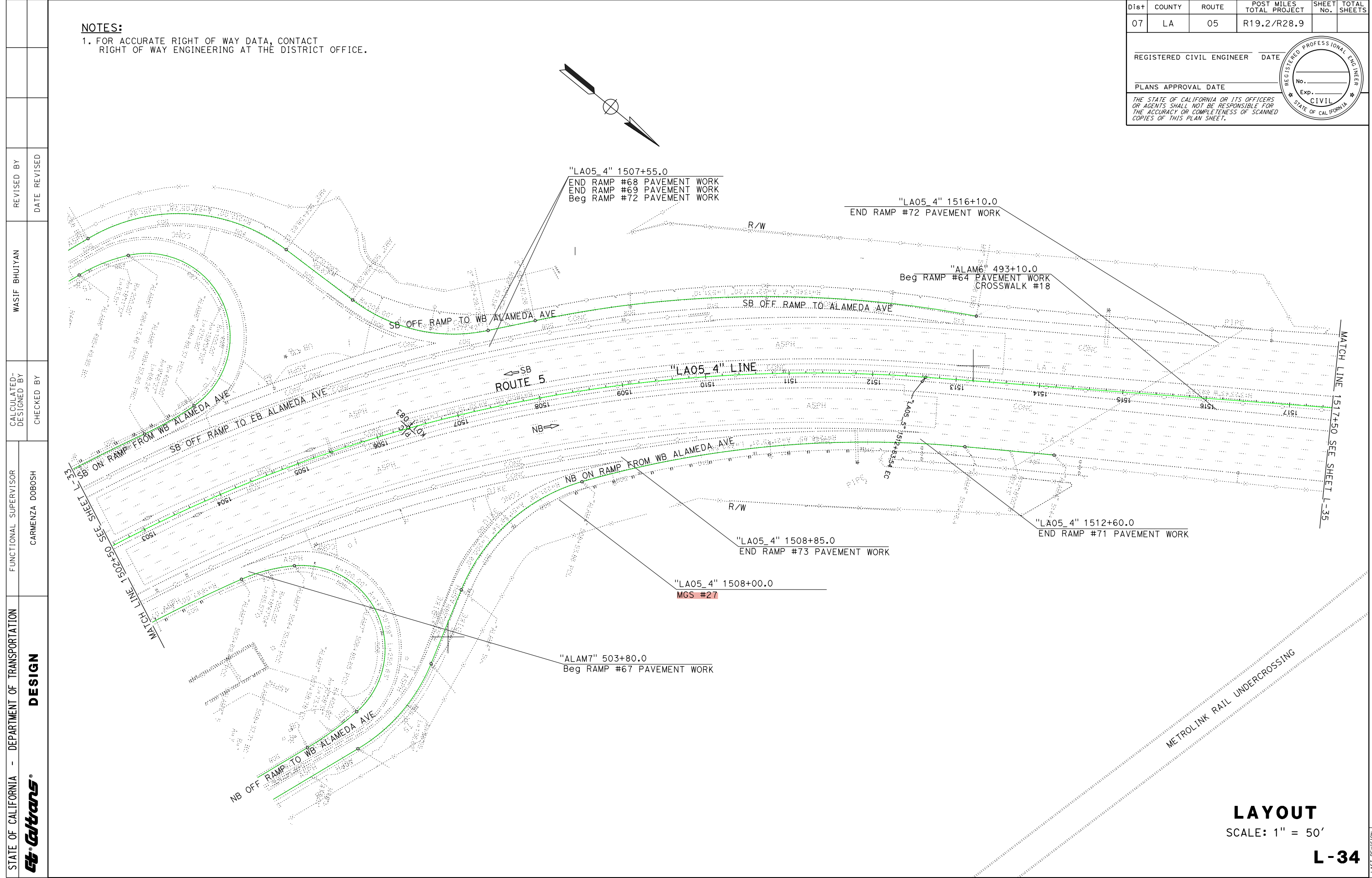
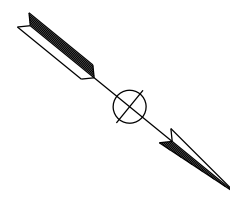
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH
CALCULATED-DESIGNED BY	CHECKED BY
WASIF BHUIYAN	
REVISOR BY	DATE REVISED

**LAYOUT**  
 SCALE: 1" = 50'  
**L-34**



07 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 – Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment B*

## *Traffic Safety Evaluation*

EA 07-37870  
 Description Pavement Rehabilitation  
 Project Limits LA-05 PM 19.2/28.9

**Note:** For Planning Purposes Only.  
 Locations 3 & 6 are crossed out, as they are MASH-compliant and do not require upgrading.  
 Location 11 is already being upgraded to MASH under project EA 07-34710.

Traffic Safety Device Locations										Memo Guideline Information				
No.	Route	From	To	Direction	Type (H-Highway, I-Intersection, R-Ramp)	Right/Left Side	Coordinates	Description	Posted Speed (MPH)	Existing System Standard	Collision History Evaluation	Device Age (Yrs)	Site-Specific Considerations & Engineering Judgement	Device Height
1	LA-05	19.619		SB	R	Right	34.070621, -118.218993	SB OFF AVE 21/MAIN	55	230	0	30+	Reconstruct Dike, Column protection	
2	LA-05	19.619		SB	R	Right	34.071375, -118.218935	SB OFF AVE 21/MAIN	55	230	0	30+	Regrade embankment, Reconstruct Dike, Relocate Utilities	
3	LA-05	19.459		SB	R	Left	34.072747, -118.219621	SB ON N BROADWAY	35	MASH	0	0-10	Existing system is MASH end terminal and MGS	91
4	LA-05	19.740		NB	R	Right	34.074764, -118.218701	SEG N BR BROW TO PSDNA	35	230	0	30+	Reconstruct Dike, Relocate pole	
5	LA-02	15.074		EB	R	Right	34.101770, -118.249564	EB SR 2 FROM SB RTE 5	65	350	0	10-20	Regrade embankment, Reconstruct Dike, Relocate Pole	31
6	LA-05	23.579		NB	R	Left	34.112020, -118.264846	NB OFF TO GLENDALE BLVD	65	MASH	0	0-10	Existing system is MASH end terminal and MGS, up to MASH standard	91
7	LA-05	24.531		NB	R	Left	34.120372, -118.270884	NB ON FROM LOS FELIZ	35	350	1	10-20	SKT 350 End Terminal with MGS.	31
8	LA-05	24.531		NB	R	Right	34.120640, -118.270813	NB ON FROM LOS FELIZ	35	230	1	30+	Breakaway Cable Terminal (BCT) with MBGR.	
9	LA-05	25.781		NB	R	Left	34.141149, -118.277315	JCT RTE5/SS-COLO EXI	65	230	0	30+	BCT with MBGR	
10	LA-05	25.852		SB	R	Right	34.141149, -118.277315	SB ON FR SB 55 COL EXI	65	230	5	30+	BCT with MBGR	
11	SR-134	H5-436H		EB	R	Right	34.152104, -118.263650	EB SR 134 FROM SB I-5	65	350	1	10-20	HEAGT 350 with MBGR. Being upgrade on EA 07-34710.	
12	LA-05	26.706		EB	H	Right	34.152468, -118.283827	SB MAINLINE I-5	65	350	1	0-10	SLOTTED SRT 350 with MBGR	27.5
13	LA-05	26.942		SB	R	Left	34.152394, -118.284464	SB OFF TO EB RTE 134	65	MASH	1	0-10	SLOTTED SRT with MGS, bridge connection is not MASH standard	
14	LA-05	26.763		NB	H	Right	34.153017, -118.284308	NB MAINLINE I-5	65	350	1	10-20	SLOTTED SRT 350 with MBGR	
15	LA-05	26.869		SB	H	Right	34.153435, -118.286511	SB MAINLINE I-5	65	350	2	0-10	SKT 350 with MBGR	
16	LA-05	26.942		SB	R	Left	34.153320, -118.286535	SB OFF TO EB RTE 134	65	350	1	0-10	SLOTTED SRT 350 with MBGR	
17	LA-05	27.192	27.294	NB	H	Right	34.156756, -118.290210	NB Mainline I-5	65	350	0	10-20	WB and Type A Cap Transitions with MBGR	27-3/4+
18	LA-05	27.657	27.971	NB	R	Right	34.164486, -118.295158	NB on Western	30	350	0	10-20	SRT-350 with MBGR	27-3/4+
19	LA-05	27.971		NB	R	Right	34.164566, -118.294697	NB on/off Western	65	350	2	10-20	SRT-350 with MBGR and Type TA Return Cap	27-3/4+
20	LA-05	27.957		SB	R	Right	34.164242, -118.296557	Seg SB off to EB Western	65	350	1	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+
21	LA-05	27.713		SB	R	Right	34.164900, -118.297463	SB loop on from WB Western	35	350	1	10-20	SKT-350 with MBGR	27-3/4+
22	LA-05	28.012		NB	R,H	Right	34.166141, -118.298087	NB on from WB Western	35	350	0	10-20	ET-Plus End Terminal with MBGR	27-3/4+
23	LA-05	28.159	28.308	NB	H,R	Right	34.167752, -118.300397	Mainline and NB off to EB Alameda	65	350	3	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+
24	LA-05	28.654		NB	R	Right	34.169984, -118.302857	NB on From EB Alameda	35	350	1	10-20	SKT-350 with MBGR	27-3/4+
25	LA-05	28.412		SB	R	Right	34.169867, -118.304269	SB off to EB Alameda	65	350	0	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+
26	LA-05	28.533		NB	R	Right	34.170669, -118.304304	NB off to WB Alameda	65	350	0	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+
27	LA-05	28.571	28.646	NB	H	Right	34.171903, -118.305388	NB on from WB Alameda	35	350	0	10-20	SRT-350 with MBGR	27-3/4+



*Attachment C*  
*Cost Analysis*  
*(Programmed Cost*  
*vs Proposed Cost)*

EA 37870  
 Description Pavement Rehab  
 Project Limits LA-5 PM 19.2/28.9

Indicates 7 locations that will be included in this project

Traffic Safety Device Locations

No.	Length	Posted Speed (MPH)	Programmed Work(PIR)	Proposed Work (PA&ED)	Programmed Cost (PIR)	Proposed Cost (PA&ED)
1	95	55	MBGR to MGS	Conc barrier w/ concrete anchor block, remove type-E curb, reconstruct shoulder, grading, MGS to structure transition	\$ 7,500.00	\$ 338,330.00
2	55	55	MBGR to MGS	Regrade embankment, MGS w/ buried end terminal, concrete transition block and AGT transition, relocate electrolier, remove type-E curb, reconstruct shoulder, grading	\$ 4,350.00	\$ 190,800.00
3	109	35	MBGR to MGS	Existing system is MASH end terminal and MGS	\$ 8,620.00	
4	126	35	MBGR to MGS	Reconstruct Dike, protect existing electrolier, conc barrier w/ TL-2 crash cushion, remove curb and gutter, grading	\$ 9,960.00	\$ 24,700.00
5	551	65	MBGR to MGS	System being upgraded as part of EA 351304	\$ 43,570.00	
6	90	65	MBGR to MGS	Existing system is MASH end terminal and MGS, up to MASH standard.	\$ 7,120.00	
7	161	35	MBGR to MGS	redesign MGS to align with existing MVP, SFT-M anchor, obtain design exceptions to provide maintenance crew access	\$ 12,730.00	\$ 31,560.00
8	98	35	MBGR to MGS	Conc barrier w/ concrete crash cushion TL-2, MGS to structure transition, protect and/or relocate utilities, remove dike, grade and reconstruct area.	\$ 7,750.00	\$ 19,020.00
9	154	65	MBGR to MGS	conc barrier w/ crash cushion TL-3, remove existing curb and gutter, grade and reconstruct area.	\$ 12,180.00	\$ 30,190.00
10	350	65	MBGR to MGS	conc barrier w/ crash cushion TL-3, remove existing curb and gutter, grade and reconstruct area.	\$ 27,680.00	\$ 68,620.00
11	610	65	MBGR to MGS	conc barrier w/ crash cushion TL-3, remove existing curb and gutter, grade and reconstruct area.	\$ 48,240.00	
12	62	65	MBGR to MGS	MGS w/ buried end anchor, conc anchor block, MGS to structure transition, reconstruct dike, grading.	\$ 4,900.00	\$ 12,150.00
13	275	65	MBGR to MGS	conc anchor block, bridge transition, MGS, grading.	\$ 21,750.00	\$ 54,910.00
14	492	65	MBGR to MGS	MGS w/ AILT TL-3, conc transition block, MGS to Retaining wall transition, grading.	\$ 38,900.00	\$ 96,450.00
15	140	65	MBGR to MGS	MGS w/ AILT TL-3, conc transition block, MGS to Retaining wall transition, grading.	\$ 11,070.00	\$ 27,450.00
16	140	65	MBGR to MGS	MGS w/ AILT TL-3, conc transition block, MGS to Retaining wall transition, grading.	\$ 11,070.00	\$ 27,450.00
17	558	65	MBGR to MGS	MGS, conc barrier transition, transition to exsiting sound wall, grade and reconstruct area.	\$ 44,120.00	\$ 100,940.00
18	320	30	MBGR to MGS	MGS w/ crash cushion TL-2, remove median, remove curb, construct dike type F, grade and reconstruct area.	\$ 25,300.00	\$ 62,730.00
19	90	65	MBGR to MGS	conc barrier w/ crash cushion TL-2, grade and reconstruct area, MGS to bridge barrier transition.	\$ 7,120.00	\$ 17,645.00
20	187	65	MBGR to MGS	MGS with transition to bridge barrier, end anchor assembly, remove conc curb, construct dike type F, grade and reconstruct area.	\$ 14,790.00	\$ 36,660.00
21	196	35	MBGR to MGS	MGS w/ AILT TL-3, remove conc curb, construct dike type C, MGS to bridge transition.	\$ 15,500.00	\$ 38,425.00
22	785	35	MBGR to MGS	MGS w/ AILT TL-3, remove curb, construct dike type F or C, grade and reconstruct area.	\$ 62,100.00	\$ 153,890.00
23	804	65	MBGR to MGS	MGS w/ SFT-M end anchor, deeper MGS posts, reconstruct dike, grade and reconstruct area.	\$ 63,600.00	\$ 157,662.00
24	358	35	MBGR to MGS	MGS w/ AILT TL-2, extend MGS to facilitate AILT installation.	\$ 28,310.00	\$ 7,020.00
25	176	65	MBGR to MGS	MGS w/ SFT-M end anchor, remove mountable dike, construct dike type F,conc transition block, grade and reconstruct area.	\$ 13,920.00	\$ 34,540.00
26	137	65	MBGR to MGS	MGS w/ SFT-M end anchor, remove mountable dike, construct dike type F,conc transition block, grade and reconstruct area.	\$ 10,830.00	\$ 26,860.00
27	379	35	MBGR to MGS	MGS w/ AILT TL-2, extend MGS to facilitate AILT installation, conc transition block.	\$ 29,970.00	\$ 74,300.00
					\$ 592,950.00	\$ 1,632,302.00

From: [Sanchez, Mauricio@DOT](#)  
 To: [Bhuiyan, Wasif@DOT](#)  
 Cc: [Win, Their@DOT](#); [Dobosh, Carmenza@DOT](#); [Tareque, Akm@DOT](#); [Islam, Mohammed M@DOT](#); [Tran, Van@DOT](#); [Padres, Mary@DOT](#)  
 Subject: RE: 07-37870: Cost of Guard Rail Replacement with MGS - TSSM Exception to Descope  
 Date: Tuesday, October 28, 2025 9:42:09 AM

Good morning Wasif,

After yesterday's meeting and further internal discussions with my Safety unit, **please submit an Exception to Traffic Safety Systems Standard for Descoping the following (15) locations:**

No.	Route	From	To	Direction	Type (H-Highway Intersection, R-Ramp)	Right/Left Side	Coordinates	Description	Posted Speed (MPH)	Existing System Standard	Collision History Evaluation	Device Age (Yrs)	Site-Specific Considerations & Engineering Judgement	Device Height	TSDC Comments
7	LA-05	24.531		NB	R	Left	34.120372, -118.270984	NB ON FROM LOS FELIZ	35	350	1	10-20	SKT 350 End Terminal with MGS.	31	PENDING REQUEST TO DESCOPE
12	LA-05	26.706		SB	H	Right	34.152468, -118.283827	SB MAINLINE I-5	65	350	1	0-10	SLOTTED SRT 350 with MBGR	27.5	PENDING REQUEST TO DESCOPE
14	LA-05	26.763		NB	H	Right	34.153017, -118.284308	NB MAINLINE I-5	65	350	1	10-20	SLOTTED SRT 350 with MBGR		PENDING REQUEST TO DESCOPE
15	LA-05	26.869		SB	H	Right	34.153435, -118.286511	SB MAINLINE I-5	65	350	2	0-10	SKT 350 with MBGR		PENDING REQUEST TO DESCOPE
16	LA-05	26.942		SB	R	Left	34.153320, -118.286535	SB OFFTO EB RTE 124	65	350	1	0-10	SLOTTED SRT 350 with MBGR		PENDING REQUEST TO DESCOPE
17	LA-05	27.192	27.294	NB	H	Right	34.156756, -118.290210	NB Mainline I-5	65	350	0	10-20	WB and Type A Cap Transitions with MBGR	27-3/4+	PENDING REQUEST TO DESCOPE
18	LA-05	27.657	27.971	NB	R	Right	34.164486, -118.295158	NB on Western	30	350	0	10-20	SRT-350 with MBGR	27-3/4+	PENDING REQUEST TO DESCOPE
19	LA-05	27.871		NB	R	Right	34.164566, -118.294697	NB on/off Western	65	350	2	10-20	SRT-350 with MBGR and Type TA Return Cap	27-3/4+	PENDING REQUEST TO DESCOPE
20	LA-05	27.857		SB	R	Right	34.164242, -118.296557	Seg SB off to EB Western	65	350	1	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+	PENDING REQUEST TO DESCOPE
21	LA-05	27.713		SB	R	Right	34.164900, -118.297463	SB loop on from WB Western	35	350	1	10-20	SKT-350 with MBGR	27-3/4+	PENDING REQUEST TO DESCOPE
22	LA-05	28.012		NB	R,H	Right	34.166141, -118.296067	NB on from WB Western	35	350	0	10-20	ET-Plus End Terminal with MBGR	27-3/4+	PENDING REQUEST TO DESCOPE
24	LA-05	28.654		NB	R	Right	34.169984, -118.302857	NB on From EB Alameda	35	350	1	10-20	SKT-350 with MBGR	27-3/4+	PENDING REQUEST TO DESCOPE
25	LA-05	28.412		SB	R	Right	34.169867, -118.304269	SB off to EB Alameda	65	350	0	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+	PENDING REQUEST TO DESCOPE
26	LA-05	28.533		NB	R	Right	34.170669, -118.304304	NB off to WB Alameda	65	350	0	10-20	Type A Cap with MBGR to SFT end anchor	27-3/4+	PENDING REQUEST TO DESCOPE
27	LA-05	28.571	28.646	NB	H	Right	34.171903, -118.305388	NB on from WB Alameda	35	350	0	10-20	SRT-350 with MBGR	27-3/4+	PENDING REQUEST TO DESCOPE

The 15 guardrail locations were identified to have a lower priority for upgrade based on the [MASH Guidance for Upgrading Existing Traffic Safety Hardware Memo \(dated November 25, 2025\)](#), [Traffic Safety Systems Manual \(TSSM\) Topic 1.4\(3\)](#), and [Supplement to Traffic Safety Systems Manual](#).

Regards,

**Mauricio Sanchez**  
 Transportation Engineer (Civil)  
 District 7 Traffic Safety Devices Coordinator  
 (213)266-6203 - Cell  
[Mauricio.Sanchez@dot.ca.gov](mailto:Mauricio.Sanchez@dot.ca.gov)  
 D7 Transportation Safety  
 5<sup>th</sup> Floor, Cubicle 05-170

-----Original Appointment-----

From: Tareque, Akm@DOT <[akm.tareque@dot.ca.gov](mailto:akm.tareque@dot.ca.gov)>  
 Sent: Thursday, October 23, 2025 5:00 PM  
 To: Tareque, Akm@DOT; Padres, Mary@DOT; Sanchez, Mauricio@DOT; Win, Their@DOT; Dobosh, Carmenza@DOT; Bhuiyan, Wasif@DOT  
 Cc: Ghannoum, Mohamed H@DOT; Tran, Van@DOT  
 Subject: 07-37870: Cost of Guard Rail Replacement with MGS  
 When: Monday, October 27, 2025 2:00 PM-2:30 PM (UTC-08:00) Pacific Time (US & Canada).  
 Where: Microsoft Teams Meeting

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 258 720 304 195 3  
 Passcode: su7b7wa3

Dial in by phone

+1 279-895-7250, 472174576# United States, Sacramento  
[Find a local number](#)  
 Phone conference ID: 472 174 576#

Join on a video conferencing device

Tenant key: [cadot@mwebex.com](mailto:cadot@mwebex.com)  
 Video ID: 112 166 531 8  
[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)  
[Privacy and security](#)



007 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

*Attachment P*  
*Design Risk*  
*Assessment (DSRA)*

The nonstandard design features proposed for the preferred alternative presented in the PR have been discussed with the Design Manager, District Design Liaison, and Geographical Design Office Chief and they concurred on the Probability Rating of Conceptual Approval for all nonstandard features based on the justifications provided. More detailed studies and information, in the Plans, Specifications and Estimate (PS&E) phase, may change the probabilities of certain listed non-standard features, and therefore the final Design Standard Decision Document approval.

	Initial	Date
<u>Sunil Gandrathi</u> District 7 Project Delivery Coordinator	<i>Sg</i>	09/05/2025
<u>Andy Liao</u> Design Office Chief	<i>AL</i>	09/05/2025
<u>Zebunnesa Tareque</u> District Design Liaison	<i>ZT</i>	09/04/2025
<u>Carmenza Dobosh</u> Design Manager	<i>CD</i>	09/03/2025

**DESIGN STANDARDS RISK ASSESSMENT (DSRA)**

**07-378700: LA-5 (POST MILE 19.2 to 28.9)**

9/04/2025

Design Exception #	Alternative	Design Std. from Highway Design Manual Tables 82.1A & 82.1B	Probability of Nonstd. Design Feature Approval (None, Low, Medium, High)	Midwest Guardrail System (MGS) Locations Google Maps	Highway Design Manual (HDM) Design Standard	Proposed	Existing Condition (Description and Station Location)	Justification for Probability Rating/Reasoning	Proposed Mitigations in Plans, Specifications and Estimate (PS&E) Phase
Chapter 300 - Geometric Cross Sections									
1	#2	HDM Topic 309.1 Horizontal Clearances for Highways 309.1 (3) Minimum Clearances Minimum horizontal clearance to fixed objects (e.g. bridge abirments, safety shaped barriers, guardrail and treatments) is required where objects are closer to the traveled way than the clear recovery distance.	High	<p><a href="#">MGS 1 Los Angeles, California - Google Maps</a></p> <p><a href="#">MGS 2 Los Angeles, California - Google Maps</a></p> <p><a href="#">MGS 4 Los Angeles, California - Google Maps</a></p> <p><a href="#">MGS 8 Los Angeles, California - Google Maps</a></p>	<p><b>309.1 (3) Minimum Clearances. The following minimum horizontal clearances shall apply to all objects that are closer to the edge of traveled way than the clear recovery zone distances (Freeways and Expressways – 30 feet; Conventional Highways – 20 feet):</b>                      (a) <b>The minimum horizontal clearance to all objects, such as bridge rails and safety-shaped concrete barriers, as well as sand-filled barrels, guardrail, etc., on all freeway and expressway facilities, including auxiliary lanes, ramps, and collector-distributor roads, shall be equal to the standard shoulder width of the highway facility as stated in Table 302.1. A minimum clearance of 4 feet shall be provided where the standard shoulder width is less than 4 feet. Approach rail connections to bridge rail may require special treatment to maintain the standard shoulder width.</b>  <b>Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."</b></p>	<p><b>Concrete Barrier #1:</b>                      Replace MBGR with concrete barrier and concrete anchor block tied into the abutment. This will provide increased protection for traffic from the existing column and trees within the constrained lateral clearance area.                      .The existing nonstandard shoulder will remain with upgraded protection.</p> <p><b>MGS #2:</b>                      .Replace the MBGR with MGS with buried-end- backfill terminal.                      .Approach Guardrail Transition (AGT) rail and a 15ft concrete transition block tied into the abutment will be installed as well.                      The new system provides continued protection for the abutment, and slope area.                      .Maintain existing nonstandard shoulder with upgraded protection.</p> <p><b>Concrete Barrier #4</b>                      .Replace MBGR with concrete barrier                      .Install TL-2 crash cushion to protect blunt end.                      This new system will provide continued protection to the traffic from the fixed objects.                      .Maintain existing nonstandard shoulder with upgraded protection.</p> <p><b>Concrete Barrier #8</b>                      .Replace MBGR with concrete barrier and concrete anchor block tied into the abutment to maintain shielding for the column, trees, and electroliers within the constrained lateral clearance area.                      .Concrete barrier with crash cushion TL-2.                      .Concrete barrier anchor will be connected to the Los Feliz Blvd OC.                      .Concrete barrier will also be extended to protect existing slope and utilities.                      .Maintain existing nonstandard shoulder.</p>	<p><b>Metal Beam Guardrail (MBGR) #1 Southbound (SB) I-5 On-Ramp from Northbound (NB) Broadway, Layout L-2 from Station 1031+75 to Station 1032+70:</b>                      MBGR runs along the right shoulder, shielding the bridge column and trees. The shoulder width is approximately 6-ft, which is less than the 8' paved shoulder stated in <b>Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #2 SB I-5 Off-Ramp to Ave 21/Main Street, Layout L-2 from Station 1034+65 to Station 1035+20</b>                      MBGR runs along the west side (right shoulder) of the SB Off Ramp. It is located adjacent to a cut slope. The shoulder width is approximately 6-ft, which is less than the 8' paved shoulder stated in <b>Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #4 NB I-5 On-Ramp Broadway, to Pasadena, Layout L-3 from Station 1047+50 to Station 1048+75</b>                      Currently, there is an MBGR running along the west side (right shoulder) of the On-Ramp, shielding the adjacent properties. The shoulder width is limited to approximately 2-ft, significantly less than the 8' paved shoulder stated in <b>Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #8 NB I-5 On-Ramp (Right) from EB Los Feliz, Layout L-19 from Station 1283+55 to Station 1284+50</b>                      There is an MBGR that runs along the right shoulder (east side) of the On-Ramp. It shields the bridge abutment, and slopes. The shoulder is extremely constrained (varies, with a maximum of approximately 2-ft), which does not meet the desirable 8' standard shoulder width as stated in <b>Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."</b></p>	<p><b>Location #1:</b>                      .Current location does not meet design standards because the bridge abutment and column are located within the desirable standard shoulder width, constraining standard lateral clearance.                      .Limited Caltrans Right-of-way (R/W) and existing roadway geometry do not allow relocation of the fixed object (column) or room to do widening to meet width requirements.</p> <p><b>Location #2</b>                      .Current location does not fully meet design standards for shielding the bridge abutment and protecting roadside slope.                      .The bridge abutment is within the desirable standard shoulder width, constraining lateral clearance.                      .The proposed MGS system is in accordance with current Caltrans roadside safety standards.                      . There is also limited Caltrans R/W that prevents widening to meet standard shoulder width requirements.                      . The proposed improvement addresses traffic safety requirements and significantly reduces the probability of severe vehicle run off.</p> <p><b>Location #4</b>                      . There is limited Caltrans R/W that prevents widening to meet standard shoulder requirements.                      . The proposed improvement addresses traffic safety requirements and significantly reduces the probability of severe vehicle run off.</p> <p><b>Location #8</b>                      .Existing guardrail does not meet current Caltrans roadside safety design standards.                      .The bridge abutment and slope fall within the desirable standard shoulder width, creating constrained lateral clearance.</p>	<p><b>Location #1:</b>                      .Replacing the MBGR with a rigid concrete barrier provides a safe method to shield the fixed objects while maintaining the operational width of the ramp.                      .Installing retroreflective object markers on barrier face (per Caltrans standards)                      .The concrete barrier provides adequate protection while fitting within the available space.                      .Removing the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025.                      .Restore roadway shoulder and extend the roadway cross slope on the same plane.</p> <p><b>Location #2</b>                      .Replacing the MBGR with MGS with buried- end- backfill terminal.                      .Applying high visibility thermoplastic striping along the edge of travel way (ETW) next to the new MGS to enhance driver awareness.                      .Removing Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025.                      .Restoring roadway shoulder and extend the roadway cross slope on the same plane.</p> <p><b>Location #4</b>                      .Replacing the MBGR with a rigid concrete barrier provides a safe method to shield the fixed objects while maintaining the operational width of the ramp.                      .Install retroreflective object markers on barrier face (per Caltrans standards)                      .The concrete barrier provides adequate protection while fitting within the available space.</p> <p><b>Location #8</b>                      .Installing a concrete barrier with TL-2 crash cushion to safely shield the fixed objects while maintaining the operational width of the ramp.                      .Apply high visibility thermoplastic striping along the edge of travel way (ETW) to enhance driver awareness.                      .Install retroreflective object markers on barrier face (per Caltrans standards).                      .The concrete barrier fits within the available space and provides the required shielding.</p>

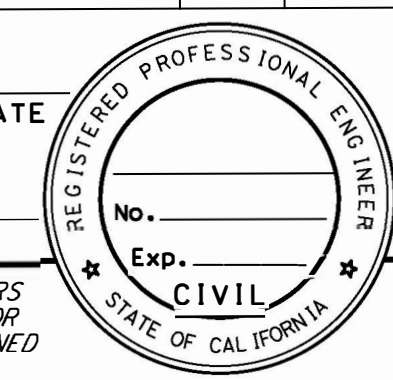
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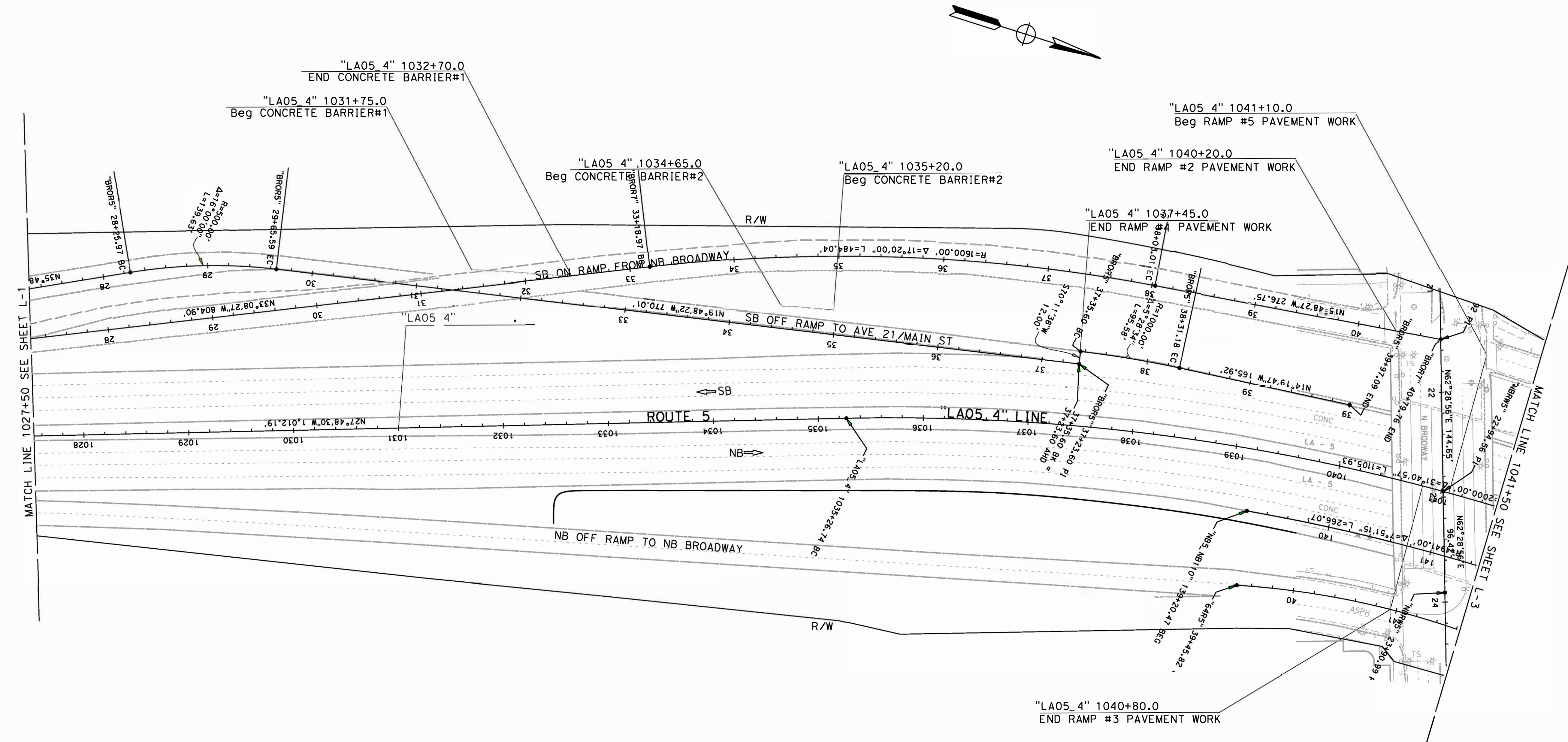
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH
CHECKED BY	
DESIGNED BY	
REVISOR	WASIF BHUIYAN
DATE REVISED	

**LAYOUT**  
 SCALE: 1" = 50'

**L-2**

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES

UNIT 1805

PROJECT NUMBER & PHASE

0721000242

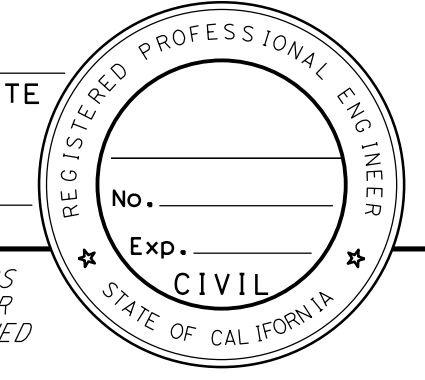
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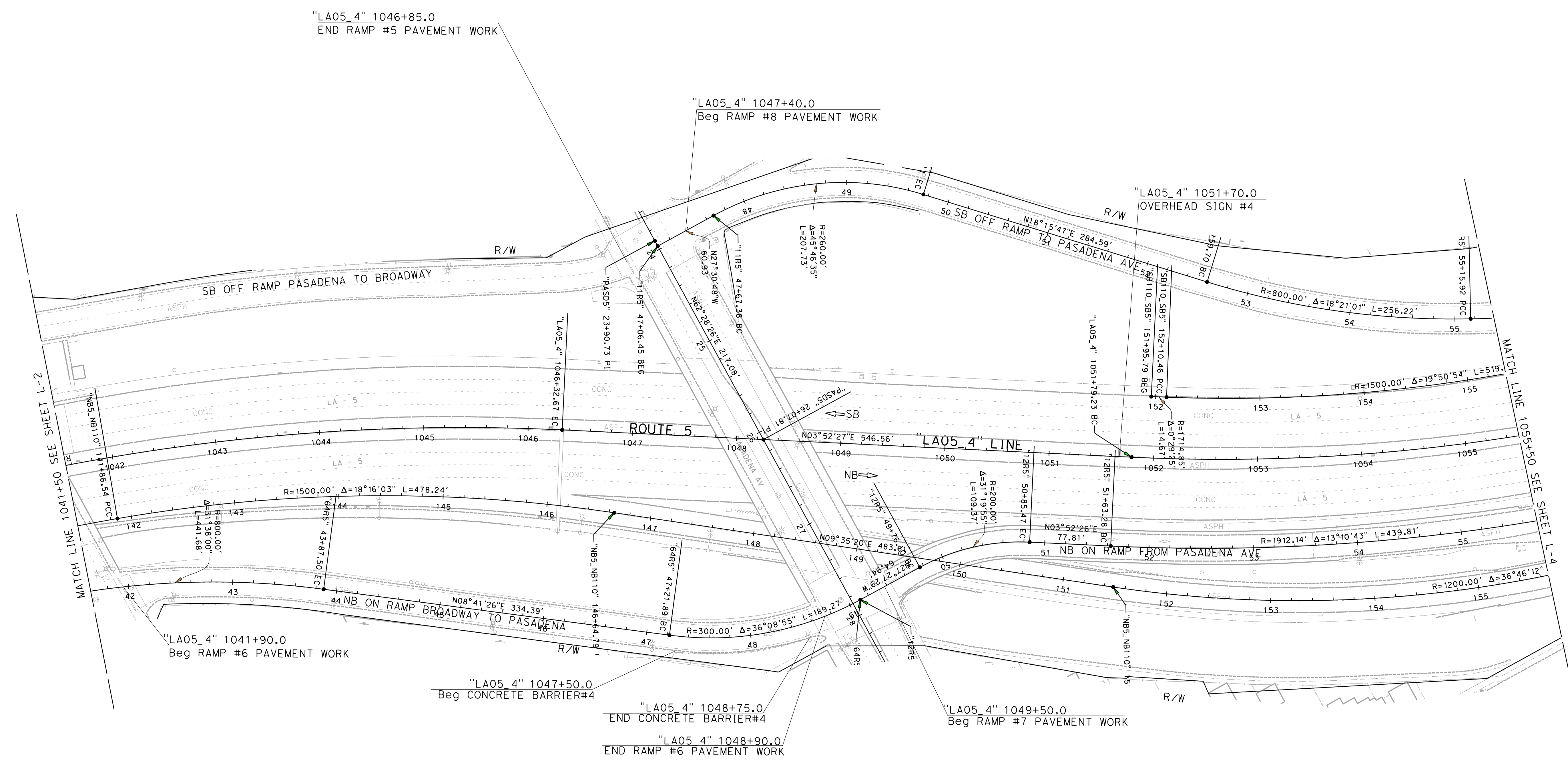
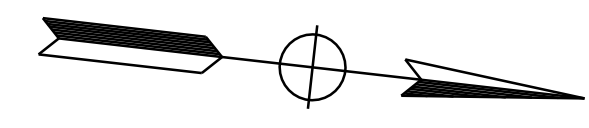
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_


PLANS APPROVAL DATE \_\_\_\_\_

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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR	DATE
		CARMENZA DOBOSH	WASIF BHUIYAN		

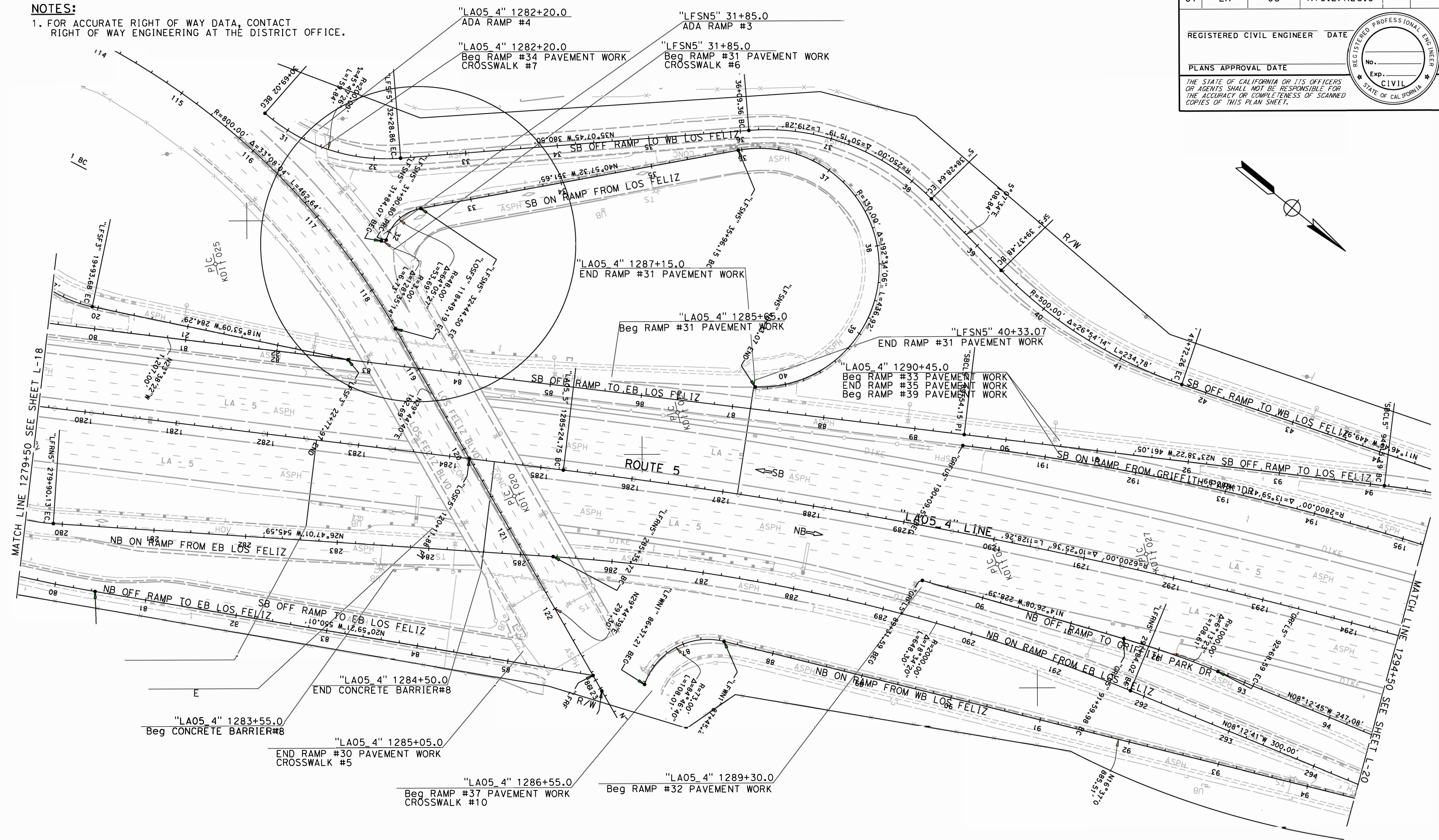
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07	LA	05	R19.2/R28.9		
REGISTERED CIVIL ENGINEER		DATE			
PLANS APPROVAL DATE					
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**NOTES:**

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**LAYOUT**  
SCALE: 1" = 50'  
**L-19**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**

FUNCTIONAL SUPERVISOR: CARMENZA DOBOSH  
DESIGNED BY: WASIF BHUIYAN  
CHECKED BY: DATE REVISOR: DATE REVISOR

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RELATIVE BORDER SCALE IS IN INCHES  
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UNIT 1805

PROJECT NUMBER & PHASE

0721000242

DATE PLOTTED => 8/19/2025  
TIME PLOTTED => 11:50:42 AM  
LAST REVISION



007 - LA - 5 - PM 19.2/28.9  
EA 378700 - EFIS 0721000242 - PPNO 6081  
20.XX.201.121 - Minor Pavement  
Rehabilitation (CAPM)  
December 2025

# *Attachment Q*

## *Asset Management*

### *Tool (AMT)*

**SHOPP Project - Accomplishment - Performance Measures - Benefits**

District: 07    Tool ID: 22197    Project ID: 0721000242    EA: 37870    Co-Rte-PM: LA-005-19.2/28.9 (Primary Location)

View/Print PIR (Performance) Report

Multi-Objective Worksheet  MO  Bridge  B  Pavement  P  Drainage  Facilities  Signs and Lighting  Mobility  Roadside  Bicycle and Pedestrian Infrastructure  Sustainability /Climate Change  Advance Mitigation /Mitigation  Major Damage & Betterments  Green-house Gases  Relinquishment

**Performance & Accomplishments** (PPC)

ActID	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	A06 Bridge Approach Slabs	No Performance Objective in the SHSMP	Square Feet	900.000			900.000		900.000							
2	A08 Number of Bridges	No Performance Objective in the SHSMP	Each	2.000												
3	B25 Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	46.228	4.083	42.082	0.063		46.228			Yes		11/08/21		
4	B26 Concrete Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	33.837	0.878	23.604	9.355		33.837			Yes		11/08/21		
5	E07 Guard Rail	No Performance Objective in the SHSMP	Linear Feet	1,800			1,800		1,800							From EA 30800
6	E23 Signing	No Performance Objective in the SHSMP	Each	53.000			53.000		53.000							
7	E77 Proactive Safety	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.179			0.179		0.179						07/28/25	
8	F24 ADA - Repair/Upgrade Curb Ramp	No Performance Objective in the SHSMP	Each	2.000			2.000		2.000			Yes		08/01/23	07/28/25	per ADA database on 5/7/2020
9	F43 ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	2.000			2.000		2.000							
10	G10 Worker Safety - Vegetation Control	Roadside Safety Improvements	Locations	13.400			13.400		13.400			Yes		04/28/23		6,700 LF Veg control
11	H32 Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes								Yes		05/05/23		On freeway
12	H42 Bicycle and Pedestrian Signage	No Performance Objective in the SHSMP	Each	30.000				30.000				Yes	In PID	04/28/23		Three signs installed at 10 locati
13	N04 Defer	No Performance Objective in the SHSMP														Defer

(Last Saved - 11/11/25 @ 7:29 PM by AMT Admin)

**Programming Performance Summary (All Locations)**

Program Code	Activity Category	Asset Class	Asset	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	80.1	Lane mile(s)	Lane mile(s)	5.0	65.7	9.4	80.1	80.1	0.0	80.1	0.0	0.0	80.1

**Notes:**

- The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
- The data summarized in the table represents the performance reported or to be reported in CTIPS.
- Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
- Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
- 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.
- 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.
- During the transition to the new Proactive Safety objective, the performance output for projects 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 the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.



## PROJECT REPORT For Project Approval

**On Route** LA-005  
**Between** North of Main St UC (PM 19.2)  
**And** South of Verdugo Ave UC (PM 28.9)

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:

Thein (David) Win, Project Manager

  
Greg Farr (Sep 23, 2025 08:39:57 PDT)

Greg Farr, Deputy District Director, Division of Design

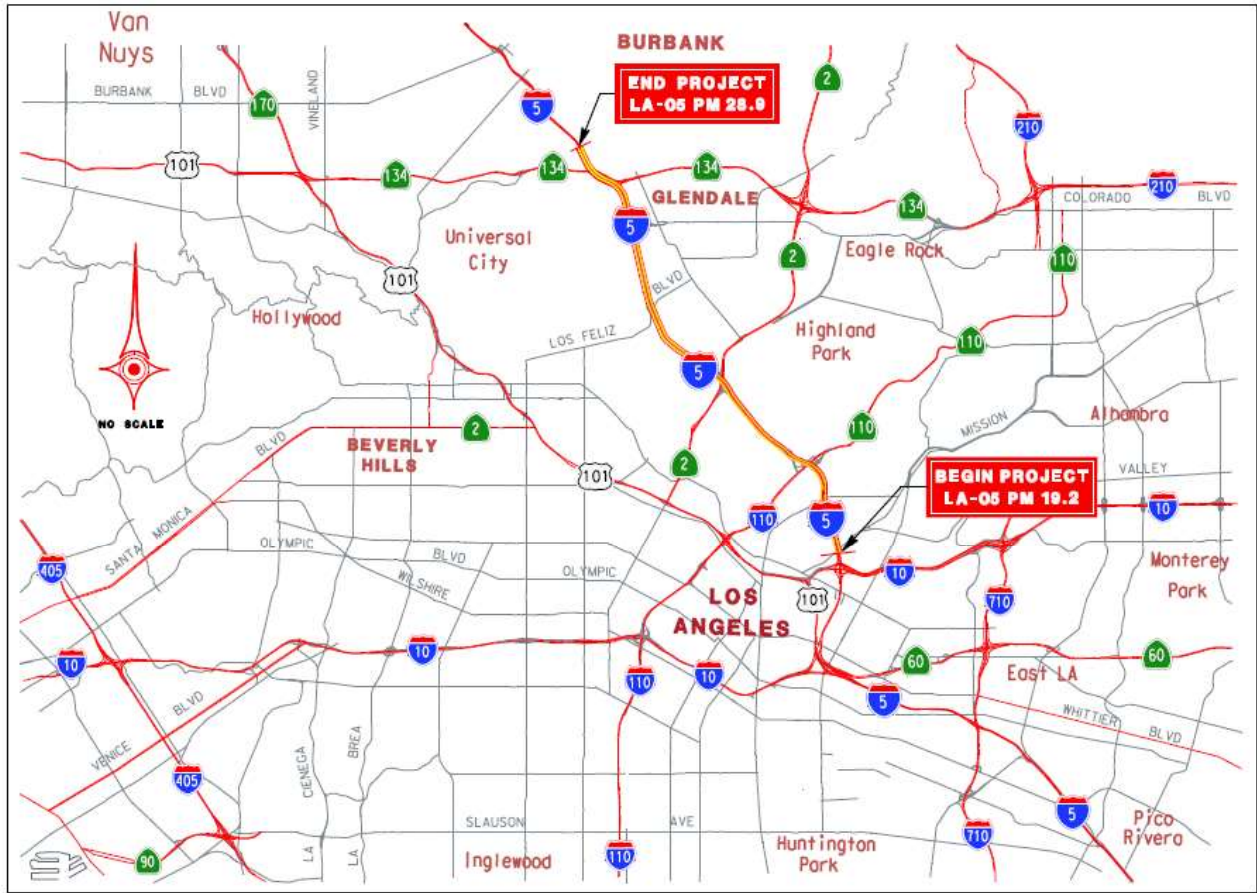
PROJECT APPROVED:

Gloria Roberts, District Director

09/23/2025

Date

# VICINITY MAP



On LA- 5 from North of Main St UC (PM 19.2) to South of Verdugo Ave UC (PM 28.9) in Los Angeles County

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.

*Mohamed Ghannoum*

REGISTERED CIVIL ENGINEER

09/04/2025

DATE



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## 1. INTRODUCTION

### Project Description:

This project is located on Interstate-5 (LA-5) in Los Angeles County, from the north of Main St Undercrossing (UC) at postmile (PM) 19.2 to the south of Verdugo Ave UC at PM 28.9. This work consists primarily of Pavement Rehabilitation (Capital Preventive Maintenance -CAPM) of all Asphalt Concrete (AC) and Portland Cement Concrete (PCC) freeway mainline lanes, shoulders, and the connected AC paved ramps along both northbound (NB) and southbound (SB) sides of the freeway (Anchor Asset).

Additional Satellite Assets improvements include:

- (a) Freeway Safety Enhancements: Upgrading or replacing overhead sign structures and sign panels.
- (b) Roadside Safety Improvements: Upgrading Metal Beam Guard Rails (MBGRs) to Midwest Guardrail System (MGS) with appropriate end treatments.
- (c) Complete Streets Elements: Upgrading existing curb ramps to current Americans with Disabilities Act (ADA) standards at selected ramp intersections, installing high visibility crosswalks, and adding pedestrian safety features.

All work will occur within existing Caltrans Right-of-Way (R/W). The project highlights are as follows:

### Project Summary:

<b>Project Limits</b>	07-LA-05 PM 19.2/28.9	
<b>Number of Alternatives</b>	2	
<b>Preferred Project Alternative</b>	Alternative 2	
<b>Capital Outlay Project Cost</b>	<b>Current Cost Estimate Including Risk (\$1000)</b>	<b>Escalated Cost Estimate (\$1000)</b>
<b>Support</b>		
PA&ED	\$2,887	\$2,887
PS&E	\$4,101	\$4,404
R/W (Right-of-Way)	\$106	\$114
CONS (Construction)	\$8,716	\$10,006
<b>Capital</b>		
R/W	\$140	\$197
CONS	\$70,107	\$81,503
<b>Total</b>	<b>\$86,000</b>	<b>\$99,000</b>
<b>Funding Source</b>	Minor Pavement Rehabilitation - 20.XX.201.121	
<b>Funding Year</b>	FY 2027/2028	
<b>Type of Facility</b>	Freeway	
<b>Number of Structures</b>	N/A	

<b>Anchor Asset SHOPP Project Output (Please see Attachment M for details)</b>	80.1 Lane-Mile Pavement
<b>Anticipated Environmental/Determination or Document</b>	Categorical Exemption/Categorical Exclusion (CE/CE)
<b>Legal Description</b>	On LA- 5 from north of Main St UC (PM 19.2) to south of Verdugo Ave UC (PM 28.9) in Los Angeles County
<b>Project Development Category</b>	5

## 2. RECOMMENDATION

It is recommended that this Project Report be approved with the preferred Alternative (Alternative 2) and proceed to the Plans, Specifications and Estimates (PS&E) phase.

## 3. BACKGROUND

### 3A. Project History

I-5 is a major north-south corridor that serves the communities and helps goods movement between southern and northern California including Los Angeles County. The last pavement rehabilitation work on this segment of LA-5 was completed in December 2016 (EA 295604). According to 2019 Pavement Condition Survey Report (See Attachment L), this segment of LA-5 has an International Roughness Index (IRI) value of 86 for AC and 130 for PCC pavements, and it needs pavement rehabilitation/resurfacing to prevent further deterioration of the road surface. The existing overhead sign structures and sign panels are outdated and need upgrading or replacement. Furthermore, the existing MBGRs within the project limits are either damaged or do not meet the current standards; and the existing curb ramps at four ramp intersections are not ADA compliant and would need to be upgraded. In addition, complete street elements such as pedestrian signs and crosswalks will be upgraded to meet the District Active Transportation Plan. This proposed project will address all user needs and improve user safety within the project limits of the LA-5 corridor.

### 3B. Community Interaction

District 7's Complete Streets/ADA Specialist and Complete Streets Lead met with LADOT and LA Metro staff regarding their upcoming efforts in the area, in addition to discussing roadway use preferences. Both agencies expressed support for maintaining existing sidewalk widths at the above standard size to accommodate bicyclists and pedestrians. Ongoing collaboration with LA Metro was encouraged to continue through PS&E.

The MP2035 – Bike Enhanced Network shows multiple Existing or Expected “Protected Bike Lanes – T1” and “Unprotected Lanes – T2” along city streets within the project limits, please see table below:

Location	Street Name	Postmile on LA-5
1	N Main St.	19.2 (crosses/intersects LA-5)
2	Glendale Blvd	19.2 to 23.0 (running parallel to LA-5)
3	Daly St, Griffith Ave	19.2 to 19.5 (running parallel to LA-5)
4	N Broadway	19.5 (going further west from LA-5)
5	Stadium Way/Crystal Springs	19.6 to 27.1 (runs parallel to LA-5)

Location	Street Name	Postmile on LA-5
6	Pasadena Ave	19.6 (crosses/intersects LA-5)
7	W Ave 26	19.6 to 23.5 (runs parallel to LA-5)
8	Los Feliz Blvd	23.6 (crosses LA-5, going further east from LA-5)
9	N Ave 19	19.5 to 20.5 (running parallel to LA-5)
10	Figueroa St	20.4 (going further east from LA-5)
11	Cypress Ave	20.4 to 23.0(running parallel to LA-5)
12	Fletcher Dr	23.0 (crosses/intersects LA-5)

### 3C. Existing Facility

I-5 is a major north-south corridor that serves the communities and helps goods movement between southern and northern California including Los Angeles County.

The existing R/W width varies from approximately 440 ft. to 880 ft. within the project limits. The corridor contains many existing utilities. However, no utility conflicts are anticipated.

The landscape consists of multiple varieties of large mature trees and native vegetation/ bushes along the southbound segment between LA-5/LA-134 interchange and the LA-5/LA-110 interchange, with steep slopes present in some locations.

The traffic management system includes closed circuit television systems (CCTV), changeable message signs (CMS), traffic census stations (TCS), and traffic monitoring stations (TMS) along both sides of the freeway. Existing safety streetlights are located at various points within the project limits.

Several overhead sign structures and sign panels exist along both sides of the freeway and will require replacement or upgrades (see Attachment B – Table B6.2). The median barrier consists of a Type-60 concrete barrier that will not be upgraded as part of this project.

### 3D. Railroad Facilities:

The following railroads intersect the route segment:

1. PM 20.2 - Metrolink Undercrossing
2. PM 20.6 - Metrolink/BNSF Rail Undercrossing
3. PM 28.8 - Metrolink Undercrossing

### 3E. Cross Slopes:

The current cross slope on both the northbound and southbound mainlines is typically 1.5%. For the mainline shoulders and median, the cross slope varies from 0% to 5.0%. This cross slope is a geometric feature that will be maintained after the pavement surface rehabilitation process is completed.

### 3F. Vertical Clearance

The existing vertical clearance varies from 14.9 ft. to 35.4 ft. throughout the project limits. Since the project involves pavement surface rehabilitation where the existing grade profile will be matched, no vertical clearance issues are anticipated.

**3G. Median Barrier and Guardrail:**

The proposed improvements include upgrading approximately 5,710 linear feet of existing MBGR to MGS or Concrete Barrier at 22 locations along both sides of LA-5, based on District Traffic Safety Office recommendations (see Attachment B6 – Table B6.1). These improvements will have no impact on stopping sight distances for horizontal and vertical curves in both directions of traffic.

**3H. Roadway Geometric Information and Condition**

Traveled Way, Shoulders, and Median Geometric Information, See Table 3.1 below:

**Table 3.1: Roadway Geometric Information and Condition:**

Facility Location	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width (ft)	Shoulder is a Bike Lane (Y/N)-Width (ft)	Bicycle Lane Width (ft)	Bicycle Route (Y/N)	Facilities Adjacent to the Roadbed Code-Width (ft)
		Number of Lanes	Lane Width (ft)	Type (Flexible, Rigid,)	Left (ft)	Right (ft)					
19.20/19.82	2000	8	12	Rigid	5-10	5-10	13-22	N	N/A	N	N/A
19.82/20.51	1800	7-8	12	Rigid	5-10	5-10	22	N	N/A	N	N/A
20.51/23.73	1800	8-10	12	Rigid	10	0-10	22	N	N/A	N	N/A
23.73/25.74	2000	8-10	12	Flexible	0-10	0-10	22	N	N/A	N	N/A
25.74/26.72	2300	10-12	12	Flexible	0-10	0-10	22	N	N/A	N	N/A
26.72/27.28	3400	8-10	12	Flexible	0-10	0-10	22	N	N/A	N	N/A
27.28/28.65	1800	8-10	12	Flexible	0-33	0-23	22	N	N/A	N	N/A
28.65/28.90	1800	8	12	Rigid	0-47	0-28	22	N	N/A	N	N/A

**3I. Mainline Pavement Condition (for Current and Delivery Years)**

General Information:

Item or Milestone	Year
Current Automated Pavement Condition Survey (APCS)	2019
Ten-Year Plan (TYP)	2022
PR Completed and Signed (Current)	2025
Planned Delivery (RTL)	2027/2028

**3J. Distress Types and Extents:**

- Rigid Pavement (PCC) Distress:

Type	Extent	
	Current APCS 2019 (Actual)	RTL 2028 (predicted)
3rd Stage Cracking (%)	0.71	3.39
Faulting (% elements > 0.15 inch)	9.53	29.30
International Roughness Index (IRI, inches/mile)	130	181

- Flexible Pavement (AC) Distress:

Type	Extent	
	Current APCS 2019 (Actual)	RTL 2028 (predicted)
Alligator B Cracking (%)	0.01	10.73
Rutting (inches)	0.14	0.14
International Roughness Index (IRI, inches/mile)	86	112

### 3K. Pavement Performance Measures:

This project will perform Pavement Rehabilitation (CAPM) of total 80.1 lane miles AC and PCC pavements of the freeway mainline lanes, shoulders, and the connected AC paved ramps along both sides of the freeway (Anchor Asset). The Pavement Condition Survey report is provided in Attachment L, and the pavement performance measures are summarized in the following table:

Year	Pavement Type	Caltrans Performance Measures (lane-miles)					MAP-21 Condition (lane-miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) / Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
Current APCS (2019)	Flexible	44.994	0.000	1.245	0.034	0.000	27.786	18.487	0.000	46.273	0.07	0.00
Current APCS (2019)	Rigid	25.918	1.884	4.863	1.127	0.000	7.431	22.627	3.734	33.792	3.34	0.00
RTL Delivery (2028)	Flexible	0.138	16.514	0.376	29.245	0.000	4.088	42.107	0.078	46.273	63.20	0.00
RTL Delivery (2028)	Rigid	11.309	2.154	0.808	19.521	0.000	0.873	23.579	9.340	33.792	57.77	0.00

### 3L. Median, Shoulder, and Ramp Pavement Condition:

In most parts, the existing median and outside shoulder top layers consist of either 0.30 ft asphalt concrete (AC) or 1.10 ft of Jointed Plane Concrete Pavement (JPCP), see Cross Sections in Attachment B4. Existing AC pavement ramps appear to show some deterioration.

### 3M. Structures Geometric Information and Condition, See Table 3.2 below:

**Table 3.2: Structures Geometric Information and Condition**

Structures	Width Between Curbs			Vertical Clearance			Work Identified in Project EA Report	Replace Bridge Approach Rail	Replace Bridge Approach Slab		
	Name Number	Exist (ft)	RRR Std (ft)	Prop (ft)	Exist (ft)	RRR Std (ft)			Prop (ft)	(Y/N)	Number
Main St. UC 53-1360		138	138	-	16.5	15	-	N	N	N	-
Mozart St. POC 53-1426		8	8	-	15.9	16	-	N	N	N	-
N. Broadway Off-Ramp UC 53-1411K		28	36	-	15.6	15	-	N	N	N	-
N. Broadway OC 53-1373		94	95	-	15.1	16	-	N	N	N	-

Structures	Width Between Curbs			Vertical Clearance			Work Identified in Project EA Report	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
	Name Number	Exist (ft)	RRR Std (ft)	Prop (ft)	Exist (ft)	RRR Std (ft)			Prop (ft)	(Y/N)
Pasadena Ave. OC 53-1379	74.2	73	-	19.7	16	-	N	N	N	-
Pasadena Ave. On-Ramp OC 53-1404S	30	36	-	18.25	16	-	N	N	N	-
Humboldt St UP 53 1374	45	32	-	16.25	16	-	N	N	N	-
Lacy Street UP 53-1405	N/A	N/A	-	15	15	-	N	N	N	-
Elysian Viaduct 53-1424	124	138	-	15.3	15	-	N	N	N	-
Avenue 26 UC 53-1443H	48	39	-	15.5	15	-	N	N	N	-
Arroyo Seco Channel 53-1456H	28	39	-	N/A	N/A	-	N	N	N	-
Duvall Street On-Ramp UC 53-1460	135.1	138	-	16.8	15	-	N	N	N	-
Duvall Street On-Ramp UC 53-1460S	53	56	-	16.8	15	-	N	N	N	-
Elmgrove Street Off-Ramp UC 53-1461	135	138	-	16.4	15	-	N	N	N	-
Elmgrove Street Off-Ramp UC 53-1461S	47.2	49	-	20.25	15	-	N	N	N	-
Riverside Drive UC 53-0163	245	192	-	15.25	15	-	N	N	N	-
Newell Street UC 53-0162	141	138	-	15.33	15	-	N	N	N	-
Newell Street UC 53-0162K	22	24	-	19.75	15	-	N	N	N	-
Riverside Drive UC (S5-W2) 53-0559F	43	37	-	35.42	15	-	Y	N	Y	-
Route 2/5 Separation 53-0527R	58	68	-	19.75	16	-	N	N	N	-
Route 2/5 Separation 53-0527L	58	68	-	15.75	16	-	N	N	N	-
NW Connector Separation (N5 W2 Conn.) 53-0562G	22	27	-	15.2	16	-	N	N	N	-
Gilroy Street UC 53-0164	172.7	172	-	16.4	15	-	N	N	N	-
Fletcher Drive UC 53-1084	162	162	-	15.5	15	-	N	N	N	-
Glendale Blvd OC 53-1068	66	62	-	14.9	16	-	N	N	N	-

Structures	Width Between Curbs			Vertical Clearance			Work Identified in Project EA Report	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
	Name Number	Exist (ft)	RRR Std (ft)	Prop (ft)	Exist (ft)	RRR Std (ft)			Prop (ft)	(Y/N)
Hyperion Avenue Viaduct 53-1069	67.4	62	-	18.8	16	-	N	N	N	-
Griffith Park POC 53-1183	7.83	8	-	15.5	18	-	N	N	N	-
Los Feliz Blvd. On-Ramp OC 53-1096S	28	36	-	15.8	16	-	N	N	N	-
Los Feliz Blvd OC 53-1070	92	92	-	15.4	16	-	N	N	N	-
Griffith Park OC 53-1180K	28	36	-	15.5	16	-	N	N	N	-
Griffith Park Off-Ramp OC 53-1181S	28	36	-	15.2	16	-	N	N	N	-
Park Equestrian UC 53-1296	152	162	-	9	10	-	N	N	N	-
Golf Creek 53-1297	166	162	-	N/A	N/A	-	N	N	N	-
Route 5S/5 Separation 53-1073E	64	62	-	15	16	-	N	N	N	-
Riverside Drive UC 53-0570G	32	39	-	15.9	15	-	N	N	N	-
Zoo Drive OC 53-1173	47	52	-	15.3	16	-	N	N	N	-
W134-5 Connector BOH 53-1790H	22-36	39-51	-	16.1	16	-	N	N	N	-
Route 134/5 Separation 53-1074R	78	80	-	14.8	16	-	N	N	N	-
Los Angeles River Br. & Sep. 53-1075L	161.2	162	-	17.42	16	-	N	N	N	-
Los Angeles River Br. & Sep. 53-1075R	161.2	162	-	15	16	-	N	N	N	-
Hazel Street PUC 53-1076	194.6	162	-	10	10	-	N	N	N	-
Sonora Avenue UC 53-1077L	84.3	80	-	15.5	15	-	N	N	N	-
Sonora Avenue UC 53-1077R	161.2	162	-	15.17	15	-	N	N	N	-
Justin Avenue PUC 53-1078	239	138	-	10	10	-	N	N	N	-
Western Avenue UC 53-1079K	28	36	-	15	15	-	N	N	N	-
Western Avenue UC 53-1079L	73.2	68	-	15	15	-	N	N	N	-

Structures	Width Between Curbs			Vertical Clearance			Work Identified in Project EA Report	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
	Name Number	Exist (ft)	RRR Std (ft)	Prop (ft)	Exist (ft)	RRR Std (ft)			Prop (ft)	(Y/N)
Western Avenue UC 53-1079R	73.2	68	-	15	15	-	N	N	N	-
Western Avenue UC 53-1079S	44.1	36	-	15	15	-	N	N	N	-
Thompson Avenue PUC 53-1080	189	184	-	10	10	-	N	N	N	-
Allen Avenue UC 53-1081	178	162	-	15	15	-	N	N	N	-
Alameda Avenue UC 53-1082K	28.22	36	-	15.08	15	-	N	N	N	-
Alameda Avenue UC 53-1082L	72.83	68	-	17.92	15	-	N	N	N	-
Alameda Avenue UC 53-1082R	72.83	68	-	15.25	15	-	N	N	N	-
Alameda Avenue UC 53-1082S	28.22	36	-	17.92	15	-	N	N	N	-
Providencia OH 53-1085L	91.6	68	-	30.33	15	-	N	N	N	-
Providencia OH 53-1085	95.5	68	-	28.5	15	-	N	N	N	-
Verdugo Avenue UC 53-1086	186	138	-	14.7	15	-	N	N	N	-

#### 4. PURPOSE AND NEED

##### **Purpose:**

The purpose of this project is to preserve, restore, and extend the service life of the pavement, enhance structural integrity, and improve ride quality along LA-5 from PM 19.2 to PM 28.9. The project will also enhance freeway, roadside, and pedestrian safety through the replacement or upgrade of overhead sign structures, the replacement of MBGRs with MGS.

##### **Need:**

If the proposed improvements are not implemented, pavement and roadside conditions will continue to deteriorate, leading to higher future rehabilitation costs and increasing maintenance exposure.

##### **4A. Problem, Deficiencies, Justification**

The latest Pavement Condition Survey indicates structural distress and declining ride quality for both PCC and AC pavements within the project limits. Nonstandard overhead sign structures, nonstandard MBGRs, and non-compliant ADA curb ramps further impact safety and accessibility and the implementation of Complete Streets Elements such as high visibility crosswalk improvements. These upgrades will reduce maintenance frequency and costs while improving the

pavement condition from “Poor/Fair” to “Good,” in compliance with Senate Bill 1 (SB1: The Road Repair and Accountability Act of 2017) and applicable federal performance safety criteria.

#### 4B. Regional and System Planning

This segment of LA-5 lies between the Main St UC (PM 19.2) and the Verdugo Ave UC (PM 28.9). There is no immediate and long-term transportation plan to modify this segment of the corridor. The following projects are currently active within the project limits that would need close coordination during the subsequent phases of this project:

##### **Projects within the limits:**

EA	Route	Post Mile	Type of Work	RTL* (M460)	CCA** (M600)
34420	005	PM 23.2/36.3	Stormwater Mitigation	01/31/23	12/31/25
35130	002	PM 15/15.3	Seismic Retrofit of I-5/Route 2 Corridor	06/29/23	12/14/26
36270	005	PM 16.9/27.0	Upgrade TMS	08/12/25	09/27/28

\* RTL – Ready To List, \*\* CCA – Construction Contract Acceptance

#### 4C. Traffic

##### **Traffic Volume:**

Based on 2023 Caltrans Traffic Volume Data Report, on LA-5, PM 19.2/28.9, the maximum Annual Average Daily Traffic (AADT) volume is 265,000; and the maximum Truck AADT is 15,473. The following traffic data are needed for Design Designation per HDM Topic 103.1 for this project:

AADT (2023) = 265,000	D = 60%
AADT (2043) = 330,000	T = 6.1%
DHV = 15,900	V = 70 mph

Climate Region = Inland Valley

##### **Collision History:**

Based on the latest ten years of Caltrans Traffic Accident Surveillance and Analysis System (TASAS) - Table B incident data report, there were a total of 9490 collisions occurred within the project limits including 24 fatal and 2,834 fatal + injury collisions from January 1, 2014, to December 31, 2023. The primary collision factor for both NB and SB LA-5 are speeding, resulting in rear end collisions. As shown on the Table 4.1 below: The ten years traffic data indicates that the number of incidents in the SB direction (5,710) is higher than that of the NB direction (3,780).

**Table 4.1: TASAS Incident Data From 01/01/2014 To 12/31/2023 For LA-5 (PM 19.2-28.9)**

Location: LA-05	Number of Collisions			Actual Rate (Acc/MVM)			Statewide Average Rate (Acc/MVM)		
	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>
PM									
19.2/28.9 NB	13	1,107	3,780	0.003	0.26	0.89	0.004	0.37	1.16
19.2/28.9 SB	11	1,727	5,710	0.003	<b>0.40</b>	<b>1.34</b>	0.004	0.37	1.16

Notes: MVM- Million vehicle miles, 1- Fatal collision, 2- Fatal plus injury collisions, 3- All reported collisions

\* **Bolded** actual collision rates indicate a higher collision rate than the corresponding collision rate for similar facilities statewide.

### Collision Rates:

As provided in the above Table 4.1, the TASAS incident data for the latest ten-year period from 01/01/2014 to 12/31/2023 indicates that the fatal collision rates on both NB and SB directions within the project limits were less than those of the statewide average for similar state facilities. However, within this ten-year period, the total incident rate in the SB direction was slightly higher than those of the statewide average for similar state facilities. The scope of work for this project (pavement rehabilitation, upgrading the MBGRs to MGS, and replacing the overhead sign structures and sign panels) is anticipated to reduce both the number of incidents and the incident rates.

### Roadway Geometric Information and Condition

#### Traveled Way, Shoulders, and Median Geometric Information

See Table 4.2 below:

**Table 4.2: Roadway Geometric Information and Condition:**

Facility Location	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width (ft)	Shoulder is a Bike Lane (Y/N)-Width (ft)	Bicycle Lane Width (ft)	Bicycle Route (Y/N)	Facilities Adjacent to the Roadbed Code-Width (ft)
		Number of Lanes	Lane Width (ft)	Type (Flexible, Rigid,)	Left (ft)	Right (ft)					
19.20/19.82	2000	8	12	Rigid	5-10	5-10	13-22	N	N/A	N	N/A
19.82/20.51	1800	7-8	12	Rigid	5-10	5-10	22	N	N/A	N	N/A
20.51/23.73	1800	8-10	12	Rigid	10	0-10	22	N	N/A	N	N/A
23.73/25.74	2000	8-10	12	Flexible	0-10	0-10	22	N	N/A	N	N/A
25.74/26.72	2300	10-12	12	Flexible	0-10	0-10	22	N	N/A	N	N/A
26.72/27.28	3400	8-10	12	Flexible	0-10	0-10	22	N	N/A	N	N/A
27.28/28.65	1800	8-10	12	Flexible	0-33	0-23	22	N	N/A	N	N/A
28.65/28.90	1800	8	12	Rigid	0-47	0-28	22	N	N/A	N	N/A

## 5. ALTERNATIVES

### Alternative 1 - No Build

This alternative would leave the existing facilities in their present condition and no proposed improvements would be implemented. The pavement condition would be more distressed and would require more extensive rehabilitation in the future at higher cost. In addition, Caltrans maintenance personnel, the motorists, and pedestrians would be exposed to higher risk of incidents. This alternative does not serve the purpose and need of the project and is not recommended.

## Alternative 2 - Programmable Project Alternative

The scope of this multi-asset project primarily includes Pavement Rehabilitation (CAPM) of the freeway mainlines, shoulders, and the connected ramps along both NB and SB directions within the project limits. As shown on the plans, the project also includes:

**(a) Freeway Safety Improvements:** upgrading/replacing overhead sign structures and sign panels.

**(b) Roadside Safety Improvements:** Upgrading existing MBGRs to MGS with end treatments.

**(c) Complete Streets Elements:** Installing/upgrading ADA curb ramps, restriping/installing crosswalks, and installing Accessible Pedestrian Signals (APS) with touchless push buttons and light-emitting diode (LED) Pedestrian signals with countdown.

### Detailed Scope of Work:

1. Replace damaged PCC slabs (approx. 500 slabs) on both NB and SB lanes per Materials Pavement Structural Recommendation (See Attachment K) between PM 19.20 to PM 23.73 and from PM 28.70 to PM 28.9.
2. Grind all PCC lanes. Spall repair (polyester concrete, approx. 500 SQYD) will be performed to create a durable, stable surface.
3. Cold plane 0.15 ft of existing AC layer and overlay 0.15 ft with Rubberized Hot Mix Asphalt – Type G (RHMA-Type G) on all NB and SB shoulders and ramps between PM 19.20 and PM 28.70 (See Attachments A & B).
4. Cold plane 0.15 ft of existing AC layers and overlay 0.15 ft of Rubberized Hot Mix Asphalt – Type G (RHMA-Type G) on the mainlines between PM 23.73 and PM 28.70 (See Attachments A & B).
5. Install pavement striping and markings and install pavement markers per current standards on all lanes, shoulders, and all ramps for Items 1, 3 and 4 above.
6. Replace overhead sign structures and upgrade sign panels at 24 locations (See Attachments A & B).
7. Replace existing MBGRs (total 5710 LF) with MGS and Concrete Barrier including end treatments at 22 locations along both sides of the freeway (See Attachments A & B).
8. Install vegetation growth control pads (PCC or other) under newly installed MGS.
9. ADA Curb Ramp at SB Off to Riverside Dr (PM 21.0) needs to be rebuilt. NB On from Riverside Dr/Eads will be dropped since it's being built in EA 36270. Flower St location requires signal modification work at both ramps for the new crosswalk, touchless APS, and signal heads. Further analysis will be completed during the PS&E phase.
10. Install two (2) new high visibility crosswalks, restripe 19 existing crosswalks (Ladder), and install 30 pedestrian warning signs at 10 ramp locations (See Attachment B6 – Table B6.4).

The current total construction cost without R/W for this alternative is \$99.0M.

**Project Discussion:**

- **ADA Curb Ramp Improvements:** Installation of new ADA curb ramp and detectable warning surfaces on existing ADA curb ramps will not involve R/W, utility relocations, electrical connections, or underground work.
- **Overhead Sign Structures (OHSS):** Some OHSS (double-post type) may have clearance or foundation issues due to median barriers and shoulder widths. These will be further evaluated during the Plans, Specifications, and Estimates (PS&E) phase.
- **Structure Approach Slabs:** The SB I-5 to SB SR-2 Connector approach lanes (Riverside Dr UC Bridge # 53-0559F) are in distressed condition and require replacement. The Fletcher Dr UC (Bridge #53-1084) approach slab needs a polyester overlay to improve ride quality at the bridge to departure transition. A 1-inch polyester concrete overlay will be placed on the SB departure Lanes 1-5. See Attachment O for details and cost estimate.
- **Railroad Facilities:** No impacts are anticipated since pavement work will be performed underneath the railroad crossings. Coordination with railroad owners may prevent unnecessary delays and costs during construction.
- **Drainage:** Finished grades for freeway mainlines and ramps will match existing profiles. Existing drainage systems are expected to remain unaffected.
- **Electrical Items:** Work includes modifying lighting systems, signal and lighting systems, modifying ramp metering systems, modifying traffic monitoring systems, and maintaining existing traffic management system components during construction (see Attachment G - Section 6: Traffic Items).
- **AC Pavement Repairs:** Certain AC pavement stretches may require localized dig-outs to address failed areas.
- **Traffic Safety recommendations:** Use of concrete barrier and concrete transition anchor blocks is recommended for 15 of 22 proposed MBGR to MGS upgrade locations.
- **Special Design Needs for OHSS:** Overhead sign structures locations 19-24 may require special design considerations for geotechnical related issue (e.g., groundwater within foundation zone). See Attachment N.
- **Pavement and Sign Program Advisor:** At sign #6, the sign panel maybe replaced with a type 11 panel of the same size and weight. The catwalk/walkway and lighting will be removed. Existing anchorage, post, and truss will remain.
- **Overhead Sign #5:** Proceed with design, verifying feasibility to span across entire structure.
- **Scope Adjustments:** MBGR to MGS locations #3 and #6 have been removed from the project since existing systems are MASH compliant. Location #5, #11, and #13 are part of other projects (EA 35130 and EA 34710) and are already in construction. Location #9 and #10 have been combined into one.
- **Design Exceptions:** Project may require a design exception for Overhead Sign Structures in median locations (#1, 3, 4, 8, 10, 11, 12, 14-18, 22-24).
  - ✓ OHSS pile foundations measure up to 5'-0" in diameter, significantly larger than older sign foundations. This would result in the OHSS encroaching on to the median shoulder, not allowing to maintain a standard minimum width of 10 ft.
  - ✓ Existing Type 50 barrier with sign foundation is very slim, compared to current standards.

- ✓ **Standard Plan Type 60MF** (see Std plan A76C) at the sign structure pedestal will add approximately 3'-7 ½" to the width of the median and may encroach on the shoulder.
  - ✓ **Standard Plan Type 60MGF** (see Std plan A76F) at the sign structure pedestal will add 2'-4" to the width of the median and may encroach on the shoulder.
  - ✓ **Special Design** can provide a slimmer barrier (see **Attachment P**, DSRA), though some shoulder encroachment may still occur.
- The project will also require design exception for MBGR to MGS upgrade locations that do not meet current standards for horizontal clearance, stopping sight distance, or side slope. The final proposed MBGR upgrade locations and lengths will be screened upgraded in accordance with the TSSM priorities during the Design phase.
  - **DESIGN STANDARDS RISK ASSESSMENT (DSRA)**

A Design Standards Risk Assessment (DSRA) has been prepared for the project based on discussion with District Design Liaison on 6/13/25. The DSRA has been reviewed and concurrence was provided on 09/05/2025 (**Attachment P**).

The Design Standard Decision Document (DSDD) is deferred to the PS&E phase due to schedule constraints in this phase. Updated Length-Of-Need (LON) calculations will also be provided for the proposed locations.

The following is the list of the existing non-standard features that are included in the DSRA:

- Horizontal Clearances for Highways
- Highway Shoulder Standard Widths
- Median Standard Widths
- Clear Recovery Zone

## 6. CONSIDERATIONS REQUIRING DISCUSSIONS

### 6A. Hazardous Waste

The Hazardous Waste issues related to the exposed soil are limited to Aerially Deposited Lead (ADL) and Treated Wood Waste. A Hazardous Waste Assessment for the PA&ED phase was prepared by District Hazardous Waste Branch – North Region on April 18, 2025. Refer to Attachment D for additional information.

### 6B. Value Analysis

Per Caltrans Chapter 19, Article 2, of the Project Development Procedures Manual and Deputy Directive DD-92-R1, and Caltrans memo titled "New Value Analysis Threshold", dated February 5, 2019, a Value Analysis (VA) study for this project will be required since the project total cost meets or exceeds the \$25 million VA study threshold. A VA study will be considered in the next phase.

### 6C. Resource Conservation

Resource Conservation will be exercised throughout the lifecycle of the project.

### 6D. Right-of-Way Issues

Based on a preliminary Right of Way (ROW) map analysis, there are no ROW issues. All construction work within the project limits will be performed within Caltrans right-of-way (R/W).

No R/W acquisitions or any temporary construction easements are anticipated. Per the R/W data sheet assessment dated 05/19/25 (see Attachment H), \$140,000 is allocated for utility relocation costs.

#### **6E. Environmental Compliance**

A Categorical Exemption (CE)/Categorical Exclusion (CE) Determination Form has been prepared in accordance with Caltrans' environmental procedures, as well as the State environmental regulations (Attachment C). The project is Categorically Exempt under Class 1 (C) of the State CEQA Guidelines. A summary of the Environmental Commitment Record (ECR) can also be found on pages 4-6 of Attachment C. The document is dated April 22, 2025. During PS&E, a revalidation will be conducted as well as determination of any required SSP/NSSP.

#### **6F. Noise Abatement Decision Report (NADR)**

A NADR is not required for this project as it is not classified as a Type 1 project (capacity-enhancing project).

#### **6G. Life-Cycle Cost Analysis (LCCA)**

According to the Life Cycle Cost Analysis Procedures Manual is not required for minor CAPM projects.

#### **6H. Reversible Lanes**

This project does not qualify as a capacity increasing initiative or a major street or highway realignment project. Therefore, the consideration of reversible lanes is not applicable.

#### **6I. Stormwater Compliance**

The total calculated disturbed soil area (DSA) for this project is 0.03 acres. A short form Storm Water Data Report (SWDR) was prepared in accordance with the July 2017 Edition of Storm Water Quality Handbook– PPDG and approved on 08/27/25 (see Attachment E). Temporary construction Best Management Practice (BMPs) cost is estimated for \$585,000 (see Attachment G).

#### **6J. Materials Recommendation**

District Materials Office has provided Structural Section Recommendations on 12/17/2024 for slab replacement, cold plane and overlay, dig outs and ADA Curb ramps. Please see Attachment K.

#### **6K. Complete Streets**

Are complete streets features included? Yes No

#### Bicycle facilities:

Community feedback on improvements to Loz Feliz Blvd were brought to the attention and considered by the PDT after the PID process. After review, it was determined that while Class II facilities would be feasible along the bridge deck, there are hurdles that impede the feasibility for incorporation into the scope of this project. Modifications would require restriping of the existing lanes, potential traffic studies regarding potential queuing, and further feedback or buy-in from agency partners such as LADOT, who have also prioritized those travel lanes as candidates for bus-only lanes. (Glendale, Los Angeles, ACCE). Due to the time impacts of additional studies, as well as the impact on cost on scope, these bike lanes were determined to be infeasible for this project but noteworthy in the event of future projects.

Pedestrian facilities:

Upgrade ADA curb ramps as shown in Table 6.1 below.

**Table 6.1: ADA Curb Ramp Improvement**

Curb Ramps:	Location Description:	Meets ADA Standards?	If Facility Does Not Meet ADA Standards, What Features Are Not ADA Compliant?	Status of Each Noncompliant Location
<b>No. 1</b> PM 21.00	SB Off to Riverside Dr (NW Corner)	No	ADA Curb Ramp, DWS*	Will be corrected as part of this project
<b>No. 2</b> PM 21.76	<del>NB On from Riverside Dr/Eads (Rt) (NW Corner)</del>	<del>No</del>	<del>DWS</del>	Location already updated as part of a separate EA 36270
Curb Ramps:	Location Description:	Meets ADA Standards?	If Facility Does Not Meet ADA Standards, What Features Are Not ADA Compliant?	Status of Each Noncompliant Location
<b>No. 3</b> PM 24.34	SB On from Los Feliz Blvd (Lt) (SW Corner)	No	DWS	Will be corrected as part of this project
<b>No. 4</b> PM 24.34	SB Off to Los Feliz Blvd (Rt) (SW Corner)	No	DWS	Will be corrected as part of this project
<b>No. 5</b> PM 27.77	NB On from S. Flower St. (At Western Ave) (NW Corner)	No	ADA Curb Ramp, APS**	Will be corrected as part of this project

\*DWS: Detectable Warning Surface, \*\*Touchless APS: Accessible Pedestrian Signal (pedestrian push button)

Other Pedestrian Facilities Improvements:

Upgrade and/or add the following crosswalks to high visibility “Ladder” design. Refer to the Complete Street Decision Document (CSDD) Attachment I and Attachment B6 – Table B6.4 for more details.

**6L. Green House Gas (GHG) Reduction Measures**

The Environmental Approval for California Environmental Quality Act (CEQA) is Categorical Exemption, and for National Environmental Policy Act (NEPA), it is Categorical Exclusion. GHG Emissions Analysis is being deferred to the future Plans, Specifications and Estimate (PS&E) phase when an in-depth GHG Analysis will be performed with Environmental Document.

**6M. Climate Change Adaptation Measures**

Climate Change Stressors:

- Fires - Installing MGS with metal posts will most likely mitigate the spread of fires of dried vegetation during the dry season.
- Floods - There is no known risk associated and this will have no impact on the project.
- Sea Level Rise - There is no known risk associated and this will have no impact on the project.

## 6N. Transportation Management Plan

The Transportation Management Plan (TMP) data sheet for the PA&ED phase had been prepared and approved on 12/09/24 (see Attachment F). The total estimated cost of the TMP elements which includes Construction Zone Enhanced Enforcement Program (COZEEP) contract and Traffic Management Plan (Public Information) is \$870,000.

## 6O. Advance Technologies & Communication Systems

- a) Wired Broadband - No request has been received from broadband stakeholders to include wired broadband facilities within the project limits during the time of the PIR development. Therefore, no wired broadband facility has been considered.
- b) Fueling or charging opportunities for zero-emission vehicles - Not applicable for this project.
- c) Vehicle to infrastructure (V2I) communications for transitional or full autonomous vehicle and supporting high speed data infrastructure - Not applicable for this project.

## 6P. Asset Management

This multi-objective project aims to improve the condition of existing transportation assets. Based on the Transportation Analysis under California Environmental Quality Act (TAC), it is unlikely that this improvement would lead to a measurable and substantial increase in vehicle travel.

In consistent with the 2021 State Highway System Management Plan (SHSMP) and the Transportation Asset Management Plan's (TAMP) 10-year performance targets for Fiscal Years 2021/22 through 2030/31, the scope of the project was developed based on the asset life cycle replacement criteria.

This project will derive funds from multiple asset programs. The measurable performance objectives include but are not limited to Pavement Class-1 which includes the mainline, shoulders, and ramps under Program 20.XX.201.121 (Anchor Asset), Proactive Safety Measures (Vehicle and Pedestrian), Roadside Safety, Overhead Sign Structures Rehabilitation and Sign Panel Replacement, ADA Infrastructure Improvements, and Complete Streets elements. Refer to Attachment M for detailed SHOPP Project Performance Measures Report.

## 7. ADDITIONAL CONSIDERATIONS

### Permits:

No permits are anticipated for this project other than standard construction permits from respective cities within the project limits, LA County and Metrolink/BNSF.

### Air quality conformity

The project limits are outside the Los Angeles County South Coast Air Basin restrictions; therefore, it is exempt from the conformity requirements per 40 CFR 93.126 (See Attachment C).

### Contaminated material including regulated, designated, and hazardous waste

Refer to Attachment D for Hazardous Waste Assessment at PA&ED.

### Constructability issue

Some OH sign structures (double posts) may conflict with the existing median barriers, foundation, and shoulder widths. Further studies and investigations will be conducted during PS&E phase.

### Construction staging

This project will require pedestrian detour and possibly temporary street lighting due to upgrades. Additionally, the traffic handling will involve travel lane shifts on the roads and local streets. No major issues are identified at this phase. Stage construction and traffic handlings analysis will be performed at PS&E phase.

### Environmental justice (Title VI considerations),

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. Title VI prohibits discrimination on the ground of race, color, or national origin under any program or activity that receives Federal funds or other Federal financial assistance.

### Highway Planting and Irrigation

Existing planting and irrigation system affected by construction activities is to be replaced per Caltrans policies and procedures, as appropriate and approved by District Landscape Architect.

### Maintenance and workers safety

This pavement rehabilitation project incorporates preventive maintenance measures that are cost-effective in extending pavement life and reducing the need for major future costly major repairs. The proposed work includes upgrading the pavement and replacing the MBGRs with MGS. Since the scope focuses on rehabilitation, it is anticipated that implementing these measures will result in reduced traffic exposure for maintenance operations.

### SB 1's Sustainability Provision 2030 (c)

- Material and/or disposal site:  
All disturbed soil must remain in the immediate area of disturbance and not be transported elsewhere.
- Material disposal, staging and borrow sites:  
Staging and borrow sites will be evaluated during construction phase.
- Recycled materials:  
Existing asphalt removed during resurfacing when cold planning can be recycled and reused.

### Noise abatement decision report

Refer to Environmental Document (CE/CE) (Attachment C).

### Salvaging and recycling of hardware and other non-renewable resources

All existing traffic signs, posts, and related hardware to be removed can be salvaged and shall remain the property of the State.

### Tribal Employment Rights Ordinance (TERO)

The project does not involve this topic.

### Cooperative Agreements

No cooperative agreements are anticipated.

### Other Agreements

No other agreements are anticipated.

## 8. FUNDING AND PROGRAMMING

### Funding:

It has been determined that this project is eligible for Federal-aid funding. This project is in the current SHOPP and is programmed to deliver in FY 27/28.

### 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 3.7% per year for each component. The construction capital cost is escalated to mid-construction at a rate of 4.89% for FY 25/26 and 3.80% for FY 26/27 and beyond. The Right of Way capital is escalated at 8% to 9/27/2029. The support cost ratio is estimated to be approximately 22.3% of the capital project cost. Please see table 8.1 in the following page.

**Table 8.1: Capital Outlay Support and Project Cost Estimates**

Fund Source	Programming by Fiscal Year								Current Estimate (Escalated)
	Prior	24/25	25/26	26/27	27/28	28/29	29/30	Programmed Total	At PAED Total
20.XX.201.121									
Component	In thousands of dollars (\$1,000)								
PA&ED Support		2,887						2,887	2,887
PS&E Support			3,732					3,732	4,404
Right-of-Way Support			106					106	114
Construction Support					7,669			7,669	10,006
Right-of-Way					115			115	197
Construction					53,277			53,277	81,503
Total		2,887	3,838		61,061			67,786	99,000

### Estimate:

Refer to Attachment G for Cost Estimate. A Project Change Request (PCR) will be processed either to address the project costs or to reevaluate project Purpose and Need for down-scoping/project-limit-reduction opportunities to keep the project costs within the programmed amounts.

## 9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	03/22/24	A
BEGIN PAED	M020	08/15/24	A
PA & ED	M200	09/17/25	T
START PS&E	M210	12/5/25	T
PRE-60% PS&E		06/03/26	T
60% PS&E	M313	07/15/26	T
PRE-95% PS&E		11/03/26	T
95% PS&E	M315	12/15/26	T
PS&E TO DOE	M377	02/15/27	T
DRAFT STRUCTURES PS&E	M378	11/03/26	T
PROJECT PS&E	M380	06/20/27	T
RIGHT OF WAY CERTIFICATION	M410	07/20/27	T
READY TO LIST	M460	08/15/27	T
FUND ALLOCATION	M470	10/15/27	T
HEADQUARTERS ADVERTISE	M480	11/20/27	T
AWARD	M495	03/17/28	T
APPROVE CONTRACT	M500	04/07/28	T
CONTRACT ACCEPTANCE	M600	09/27/29	T
END PROJECT	M800	12/31/30	T

## 10. RISK SUMMARY

In accordance with District Directive 96 (DD-96), risk management activities were conducted. Potential risks were identified based on inputs from the Project Development Team (PDT). The potential impacts to project costs and schedules were assessed, and response strategies were developed for the identified risks. The escalated project cost estimated at PA&ED is \$99.0M, a \$31.21M (46.06%) increase from the cost estimate at PID, \$67.78M. The PDT conducted risk assessments, and the Risk Register was prepared by the Risk Manager. The Risk Register was approved on August 7, 2025. Refer to Attachment J for additional details.

## 11. EXTERNAL AGENCY COORDINATION

This project has not been selected by FHWA for risk-based project involvement (RBPI) and will not require any FHWA involvement.

## 12. PROJECT REVIEWS

Title/ Office	Reviewer Name	Date of Review
Project Manager	Thein Win	08/14/2025
SHOPP Program Manager	Sona Juharyan	08/08/2025
District Asset Manager	Roger Yoh	7/26/2025
District Program Advisor	MD Musa	7/17/2025

<b>Title/ Office</b>	<b>Reviewer Name</b>	<b>Date of Review</b>
District Maintenance	Shawn Enjily	7/17/2025
Risk Manager	Cardiel Bugarin	08/07/2025
Office of Design	Carmenza Dobosh	08/14/2025
Constructability	Kyle Kunitake	7/17/2025
Environmental Planning	Robert Wang	7/17/2025
Storm Water	Shao-Chiang Liu	7/17/2025
Quality Review	Quality Review Team	7/17/2025
HQ Project Delivery Coordinator	Ezra Kelley	7/17/2025

### 13. PROJECT PERSONNEL

<b>Name</b>	<b>Title</b>	<b>Phone Number</b>
Thein Win	Project Manager	(279) 599-4466
MD Musa	Program Advisor	(213) 269-1252
Carmenza Dobosh	Office of Design	(213) 269-1764
Wayne Lee	Senior R/W Agent	(213) 264-9044
Robert Wang	Senior Environmental Planner	(213) 266-6903

### 14. ATTACHMENTS

- A. Project Title Sheet and Draft Layout Sheets**
- B. Project Details**
  - B4: Cross Sections
  - B6: Tables of Safety Improvement Items
- C. Environmental Document**
  - CEQA Exemption/ NEPA Categorical Exclusion Determination Form
- D. Hazardous Waste Assessment**
- E. Storm Water Data Report**
- F. Transportation Management Plan (TMP) Data Sheet**
- G. Project Cost Estimate**
- H. Right of Way Data Sheet**
- I. Complete Street Decision Document**
- J. Risk Register**
- K. Materials Recommendation**
- L. Pavement Condition Survey Report**

- M. SHOPP Project Performance Output**
- N. Preliminary Geotechnical Design Report**
- O. Structure Cost Estimate**
- P. Design Standards Risk Assessment (DSRA)**



*Attachment A*  
*Project Title Sheet*  
*and Draft Layout*  
*Sheets*

INDEX OF PLANS

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

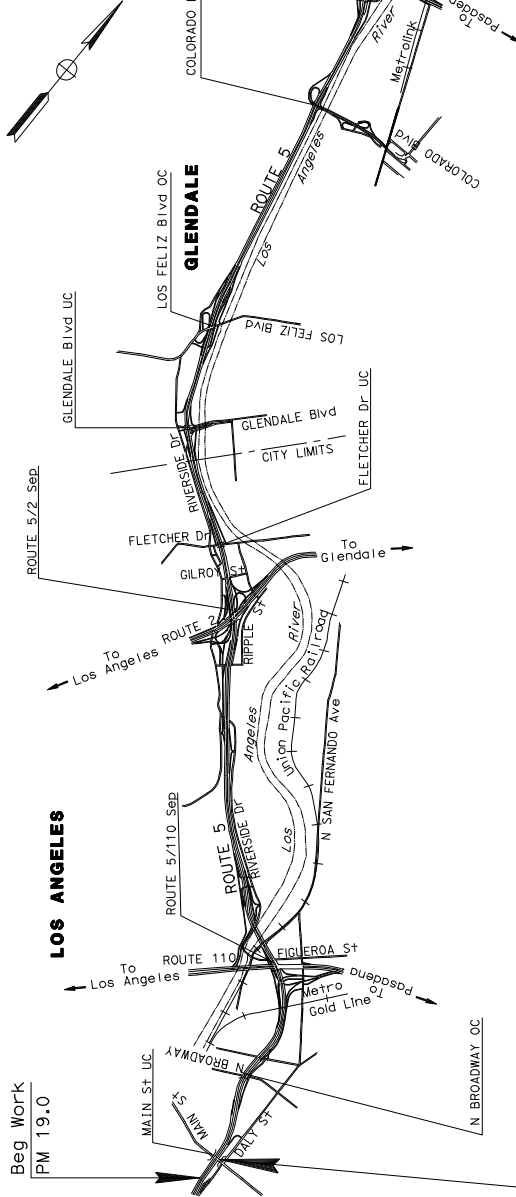
**IN LOS ANGELES COUNTY, IN THE CITIES OF LOS ANGELES, GLENDALE,  
AND BURBANK, BETWEEN MAIN STREET AND VERDUGO AVE  
MULTI-OBJECTIVE, MULTI-MODAL PAVEMENT REHABILITATION**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	5	19.2/28.9	1	XXX

**Gibsons**

LOCATION MAP



**BEGIN CONSTRUCTION  
PM 19.2**

**END CONSTRUCTION  
PM 28.9**

DESIGN MANAGER	CARMENZA DOBOSH
PROJECT MANAGER	THEIN WIN

DATE PLOTTED => 26-SEP-2024  
TIME PLOTTED => 08:33

REGISTERED PROFESSIONAL ENGINEER  
No. 148350  
CIVIL  
STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_ DATE \_\_\_\_\_  
THE STATE OF CALIFORNIA OR ITS  
AGENTS SHALL BE RESPONSIBLE FOR THE ACCURACY OF  
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	<b>07-37870</b>
PROJECT ID	<b>0721000242</b>
PROJECT NUMBER & PHASE	

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

BORDER LAST REVISED 9/17/2018 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

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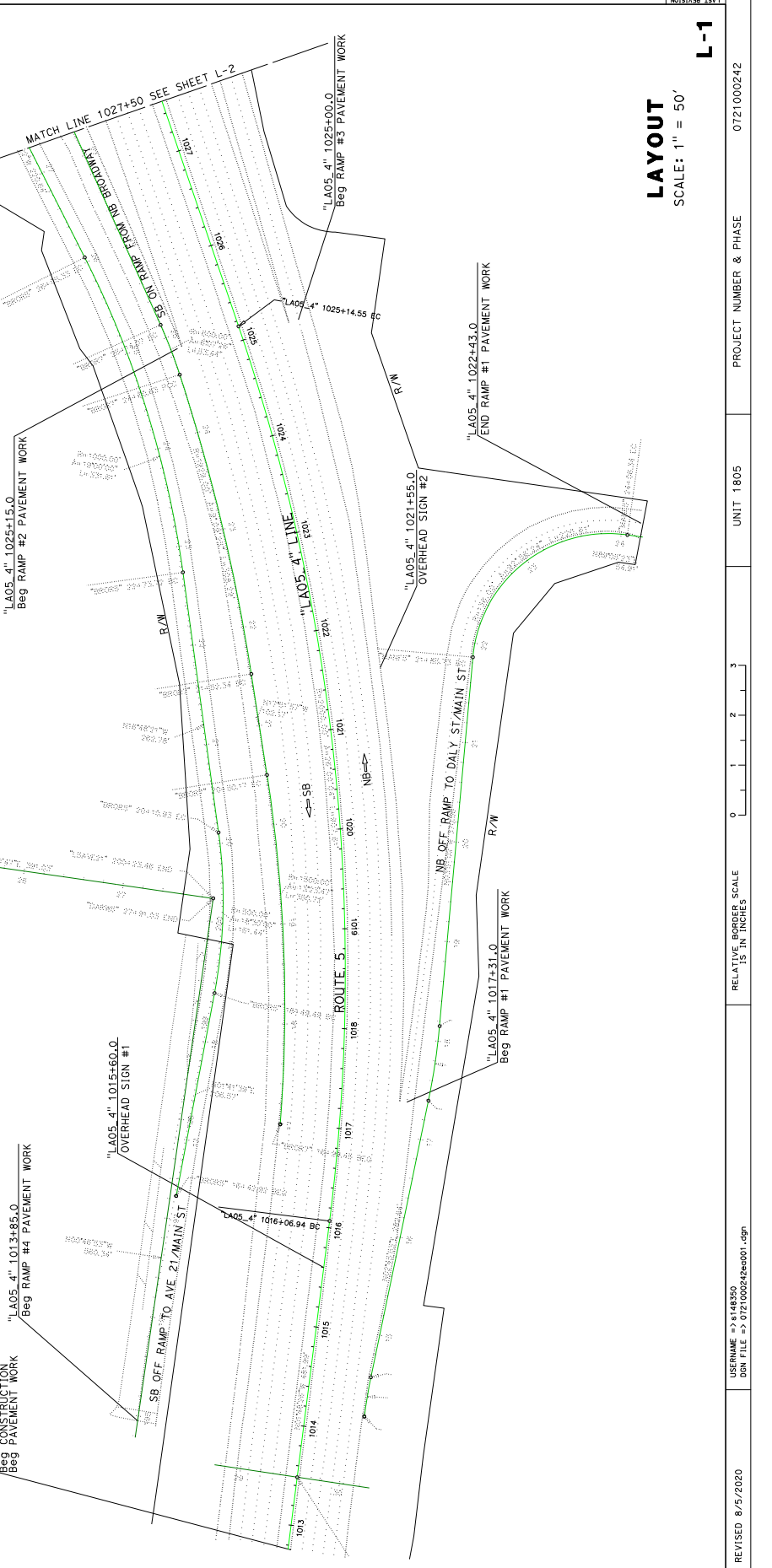
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REGISTERED CIVIL ENGINEER DATE _____ PLANS APPROVAL DATE _____ THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.				

PROFESSIONAL ENGINEER  
 No. \_\_\_\_\_  
 Exp. CIVIL \_\_\_\_\_  
 State of California



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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
DESIGN	DESIGNED BY	WASIF BHUIYAN	REVISOR	DATE REVISED

**LAYOUT**  
 SCALE: 1" = 50'

L-1

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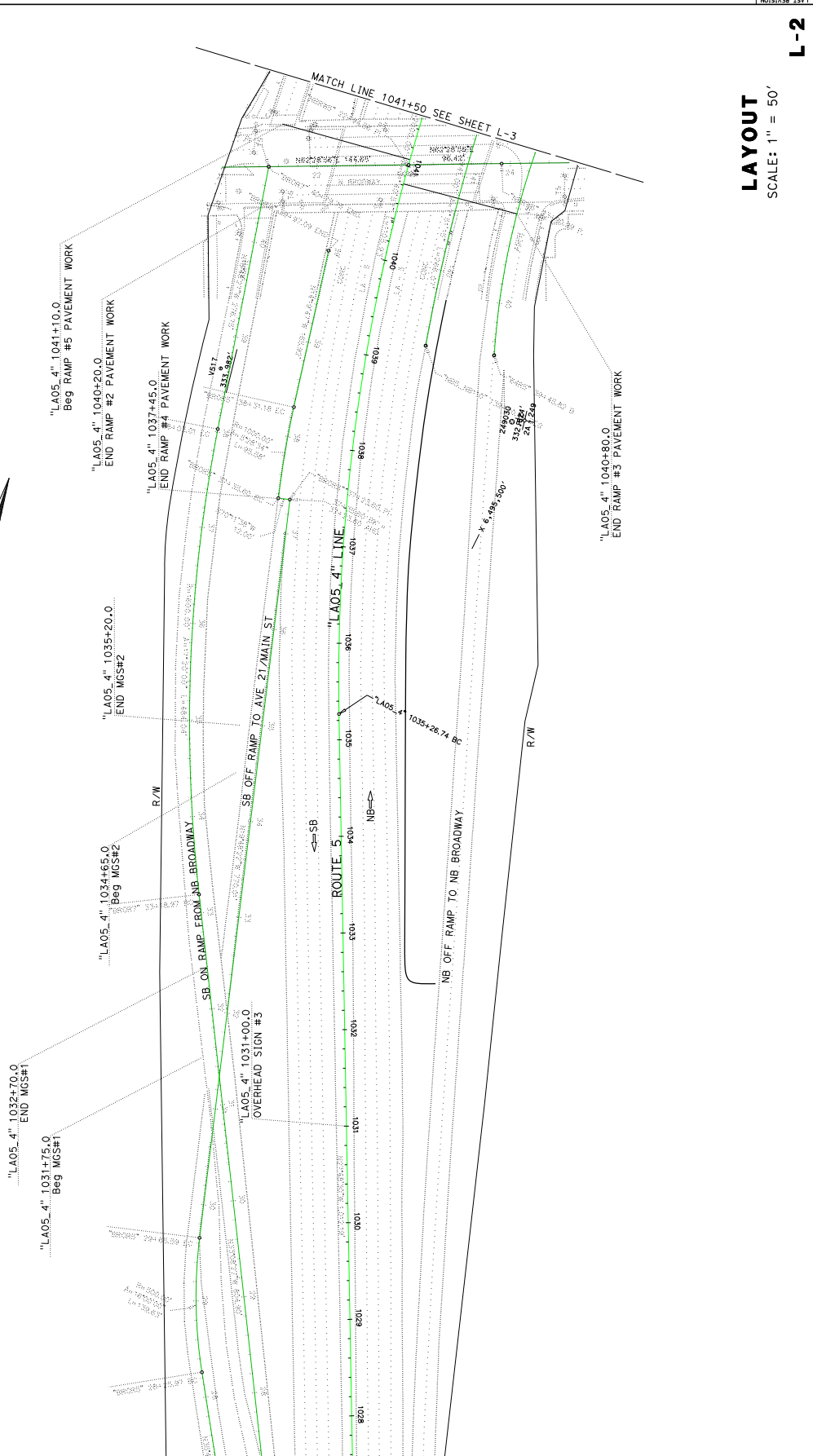
  

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	NO.	DATE
CIVIL		

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# LAYOUT

SCALE: 1" = 50'

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REGISTERED CIVIL ENGINEER	DATE
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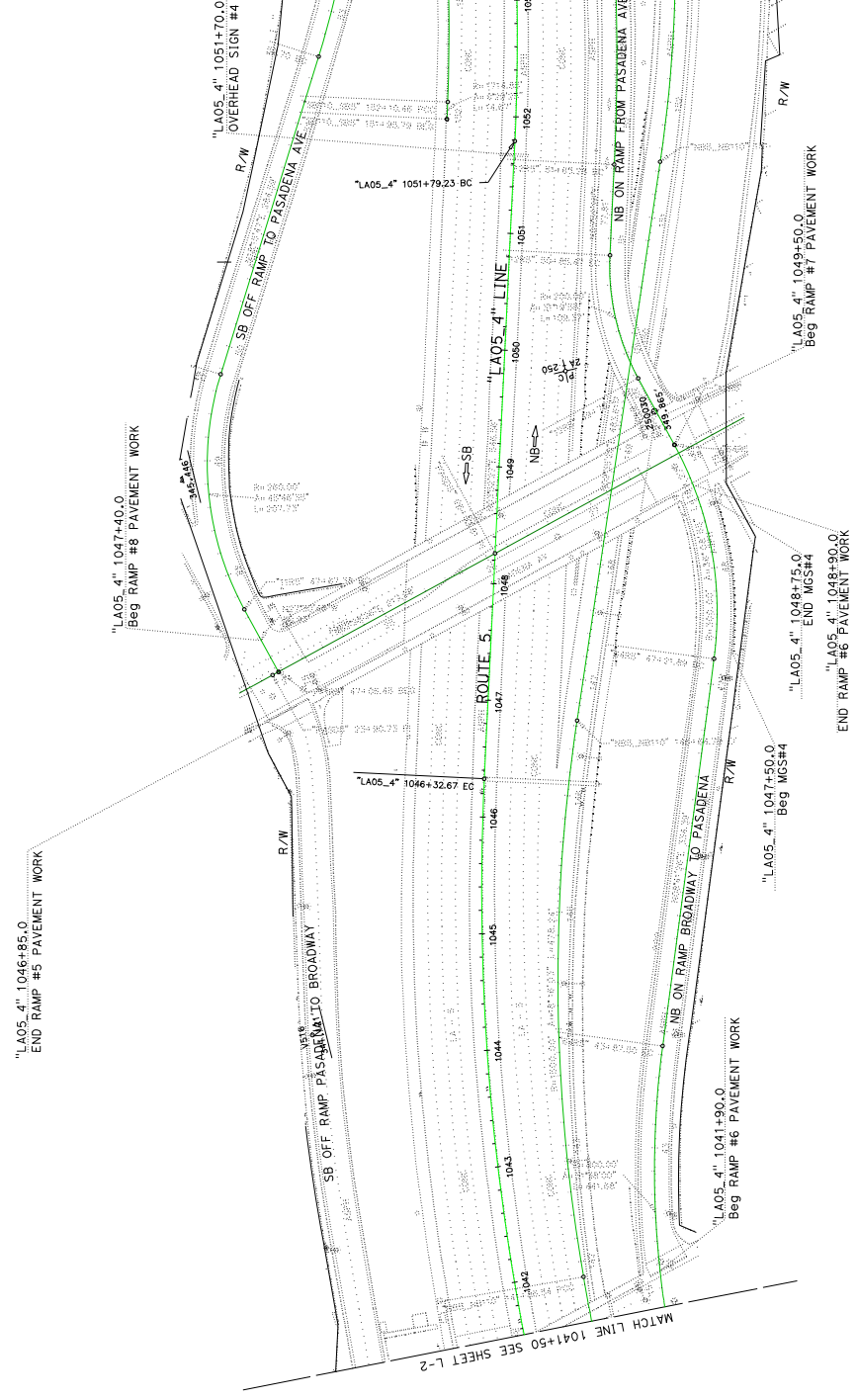
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_____	_____

REGISTERED PROFESSIONAL ENGINEER	STATE OF CALIFORNIA
_____	_____



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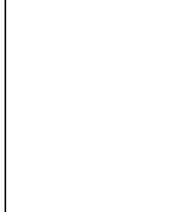


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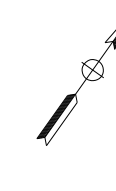
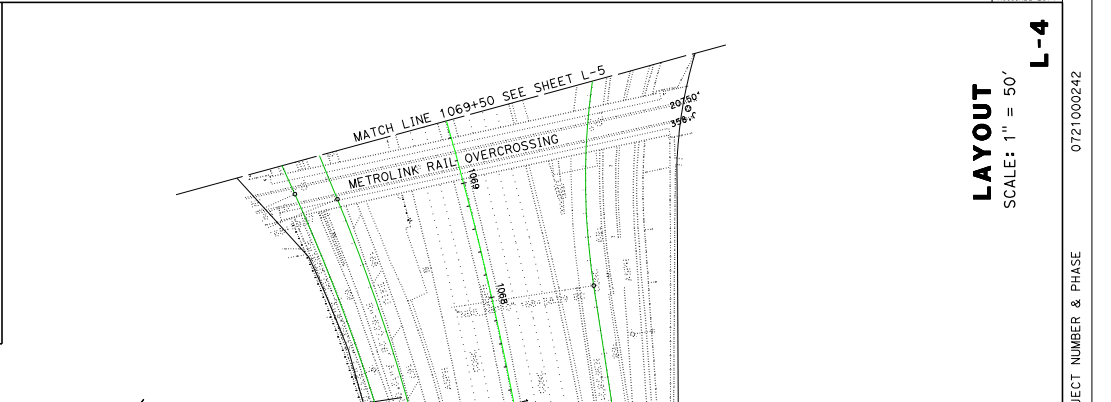
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07	LA	05	R19.2/R28.9	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE  
 I, \_\_\_\_\_, CALIFORNIA REGISTERED PROFESSIONAL ENGINEER  
 IN THE SPECIALTY OF \_\_\_\_\_ CIVIL  
 DO HEREBY CERTIFY THAT I AM THE DESIGNER OF THESE PLANS AND  
 THE ACCURACY OF THE INFORMATION CONTAINED HEREON IS TO THE  
 BEST OF MY KNOWLEDGE AND BELIEF.



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



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"LA05-4" 1060+50.0  
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 BEG RAMP #10 PAVEMENT WORK

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"LA05-4" 1067+30.0  
 BEG RAMP #9 PAVEMENT WORK

"LA05-4" LINE

MATCH LINE 1055+50 SEE SHEET L-3

MATCH LINE 1069+50 SEE SHEET L-5

ROUTE 5

Metrolink RAIL OVERCROSSING

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
DESIGNED BY	REVISOR	WASIF BHUIYAN	DATE REVISED	

DESIGN

PROJECT NUMBER & PHASE

UNIT 1805

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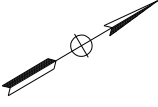
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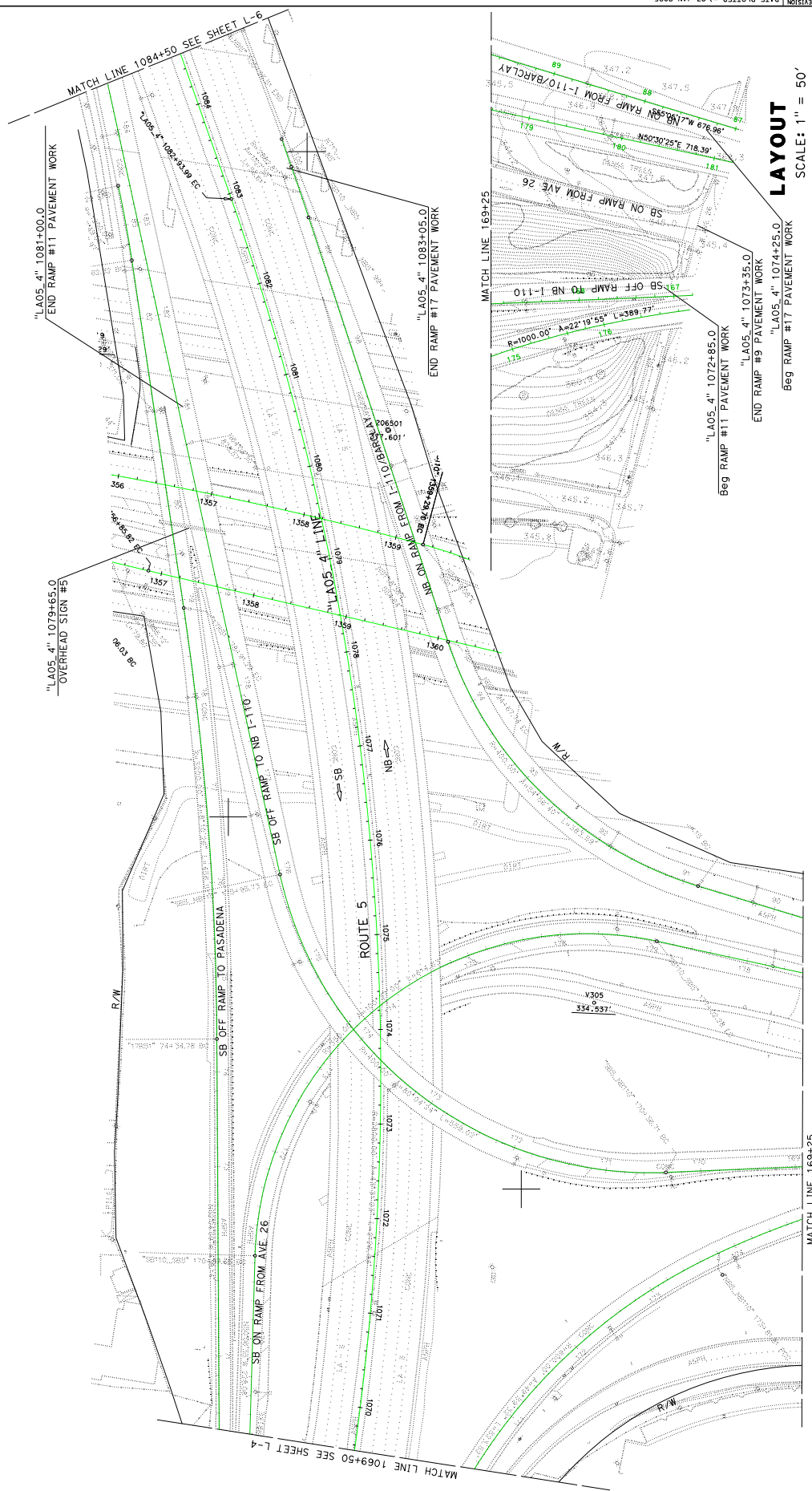
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REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No. _____ Exp. _____ State of California		
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FUNCTIONAL SUPERVISOR			DESIGNED BY	REVISD BY
			WASIF BHUIYAN	

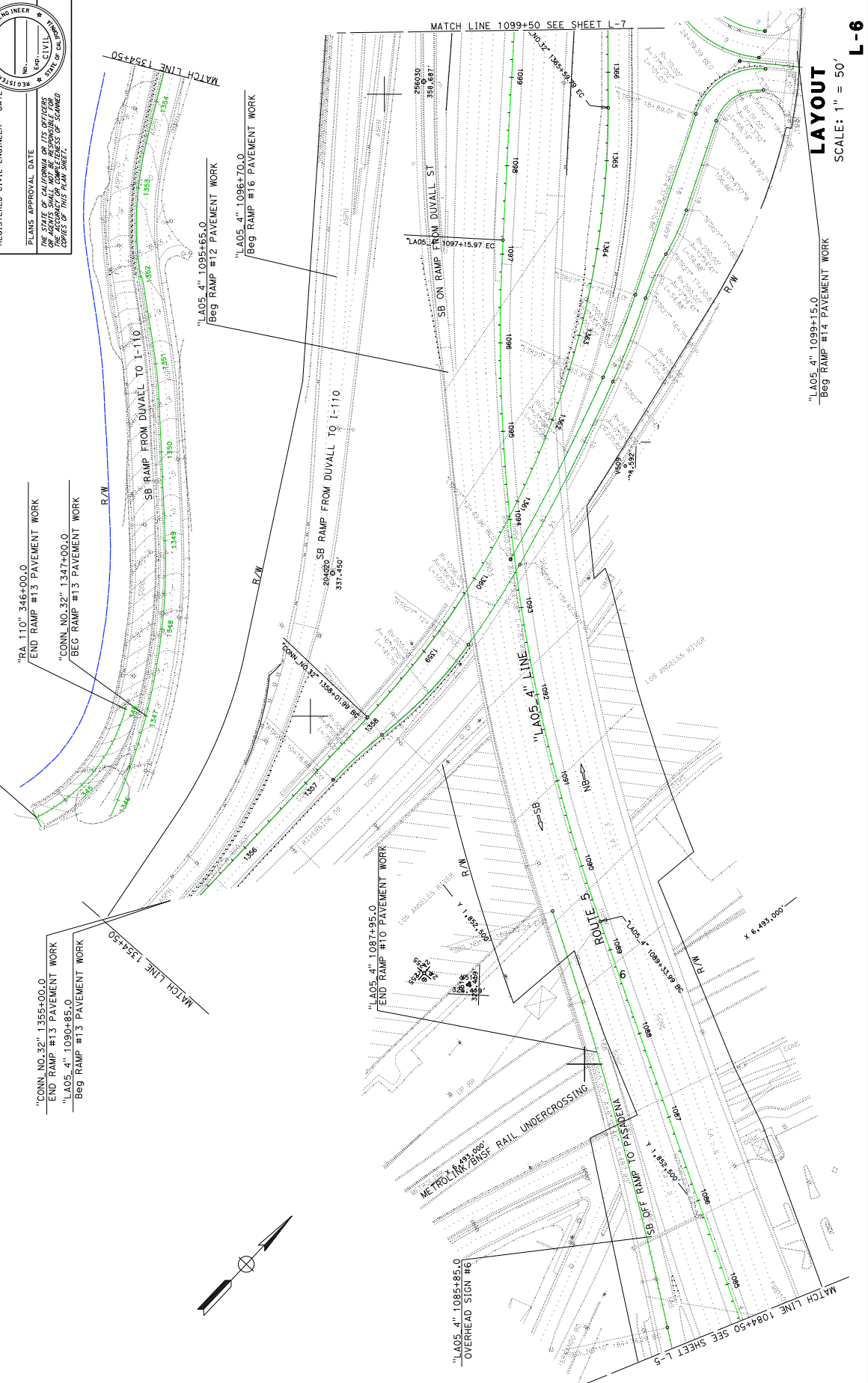
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 UNIT 1805  
 PROJECT NUMBER & PHASE 0721000242

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
DESIGNED BY	DESIGNED BY	WASIF BHUIYAN	REVISOR	DATE REVISED

**NOTES:**  
 1. FOR ACCURATE RIGHT-OF-WAY DATA, CONTACT  
 RIGHT-OF-WAY ENGINEERING AT THE DISTRICT OFFICE.

DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.2/R28.9	

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
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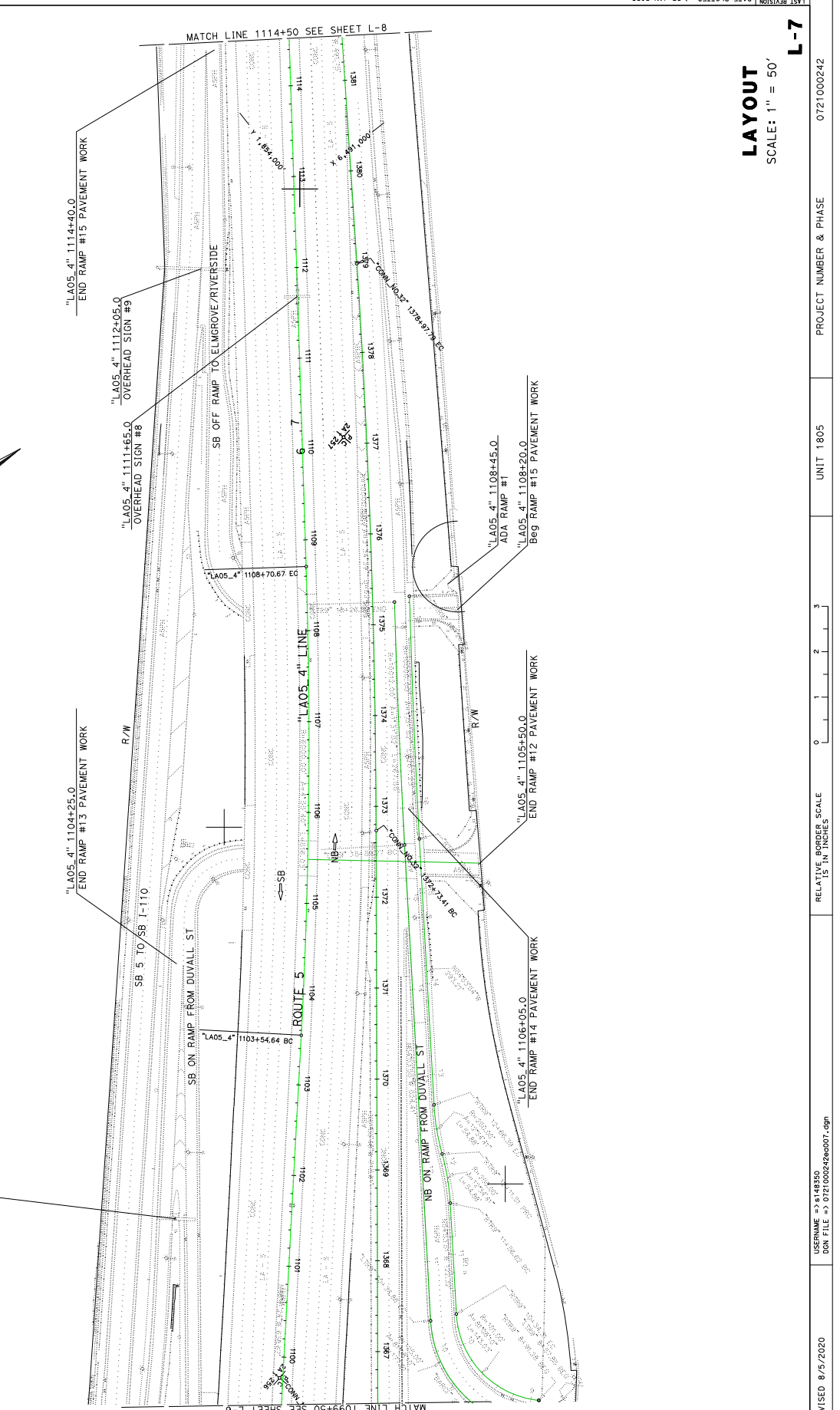
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Dist	County	Route	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
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PROJECT NUMBER & PHASE

UNIT 1805

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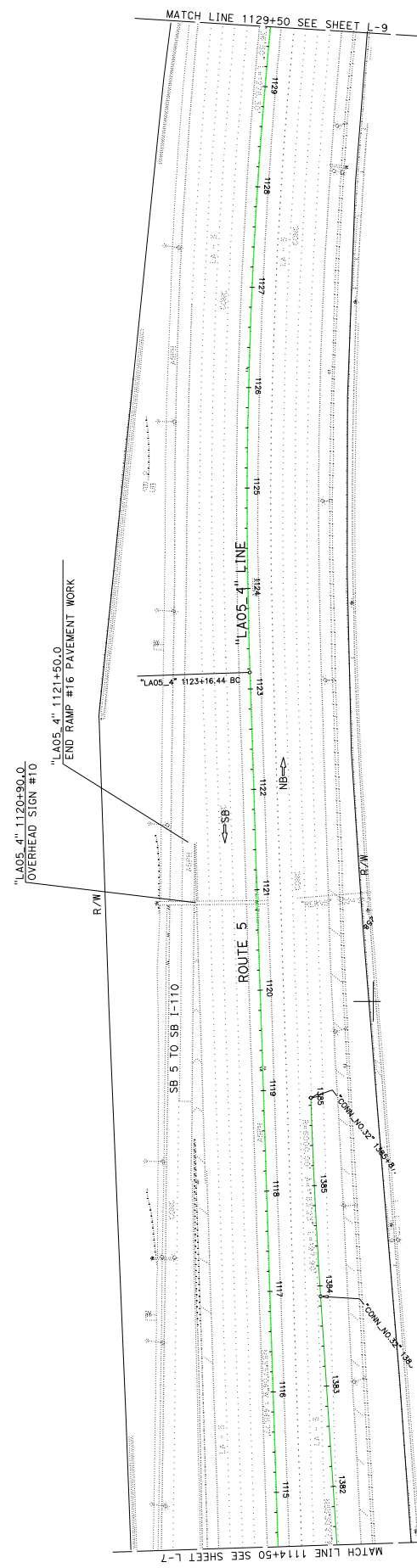
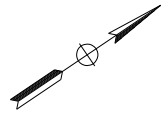
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FUNCTIONAL SUPERVISOR	DESIGNED BY	WASIF BHUYAN	REVISOR	DATE REVISED

Dist	COUNTY	ROUTE	POST MILES LOCAL PROJECT NO.	SHEET TOTAL NO. SHEETS
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**NOTES:**  
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REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PROFESSIONAL ENGINEER No. \_\_\_\_\_  
 CIVIL No. \_\_\_\_\_  
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CDTRANS**  
**DESIGN**

FUNCTIONAL SUPERVISOR	CARMENA DOBOSH
CHECKED BY	CARMENA DOBOSH
DESIGNED BY	WASIF BHUIYAN
DATE REVISED	
REVISOR	

USERNAME = 33148350  
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BORDER LAST REVISED 8/5/2020

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UNIT 1805

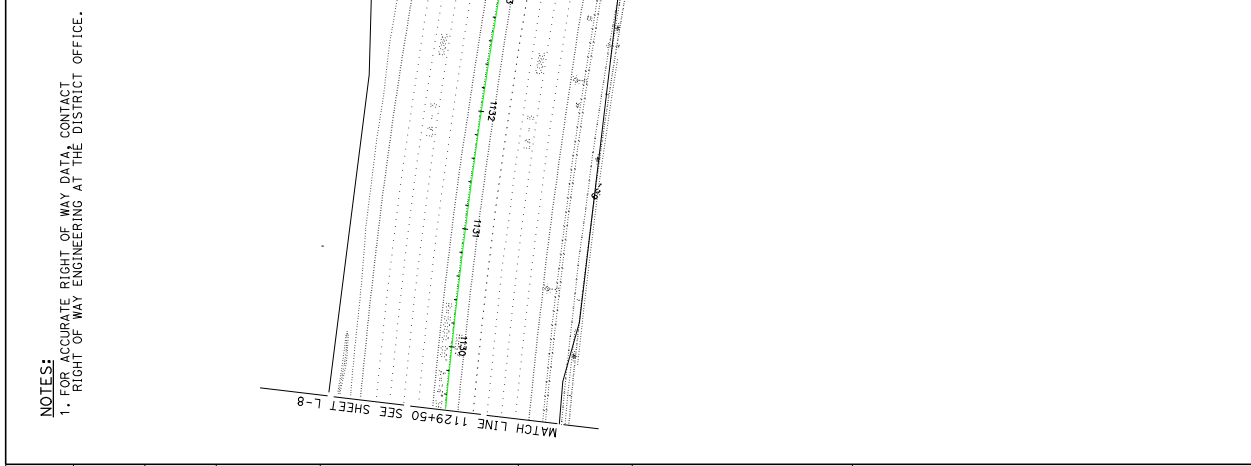
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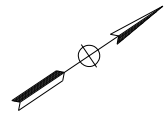
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FUNCTIONAL SUPERVISOR	DESIGNED BY	WASIF BHUIYAN	REVISION
CHECKED BY	DATE REVISION		



**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILE	SHEET TOTAL
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REGISTERED CIVIL ENGINEER DATE: \_\_\_\_\_  
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 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR CONSEQUENCES OF THIS PLAN SHEET.



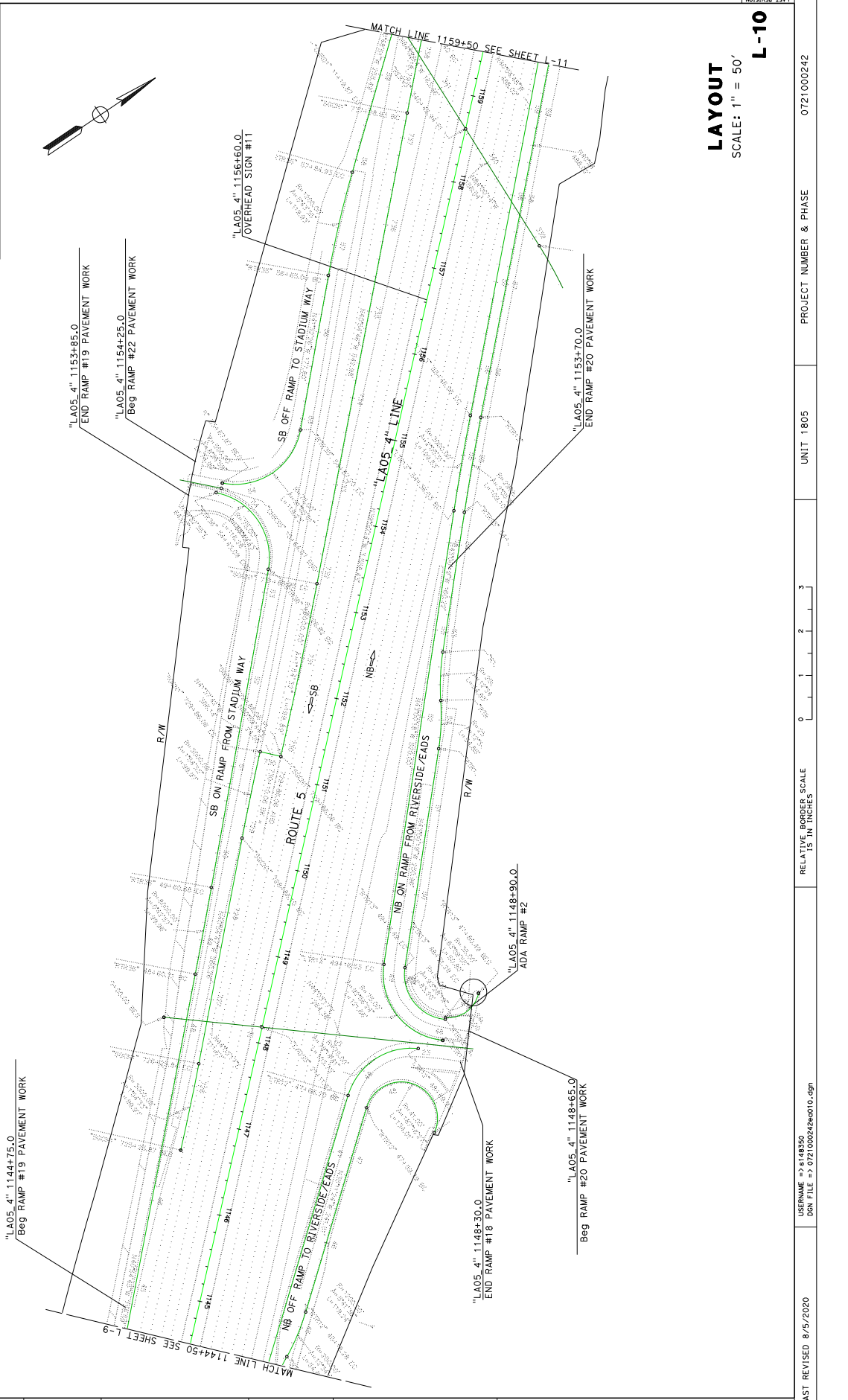
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TIME PLOTTED =>	25-JAN-2025		
LAST			

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REGISTERED CIVIL ENGINEER  
 DATE  
 PROFESSIONAL ENGINEER  
 No. CIVIL  
 STATE OF CALIFORNIA  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE CONSEQUENCES OF THIS PLAN SHEET.

**NOTES:**  
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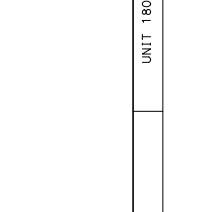


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	WASIF BHUIYAN	REVISION	DATE
DESIGN						

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PROJECT NUMBER & PHASE  
 UNIT 1805

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BORDER LAST REVISED 8/5/2020

0721000242

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL
07	LA	05	R19.2/R28.9	No. SHEETS

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

NO. \_\_\_\_\_

REG. NO. \_\_\_\_\_

PROFESSIONAL SEAL

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

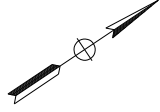
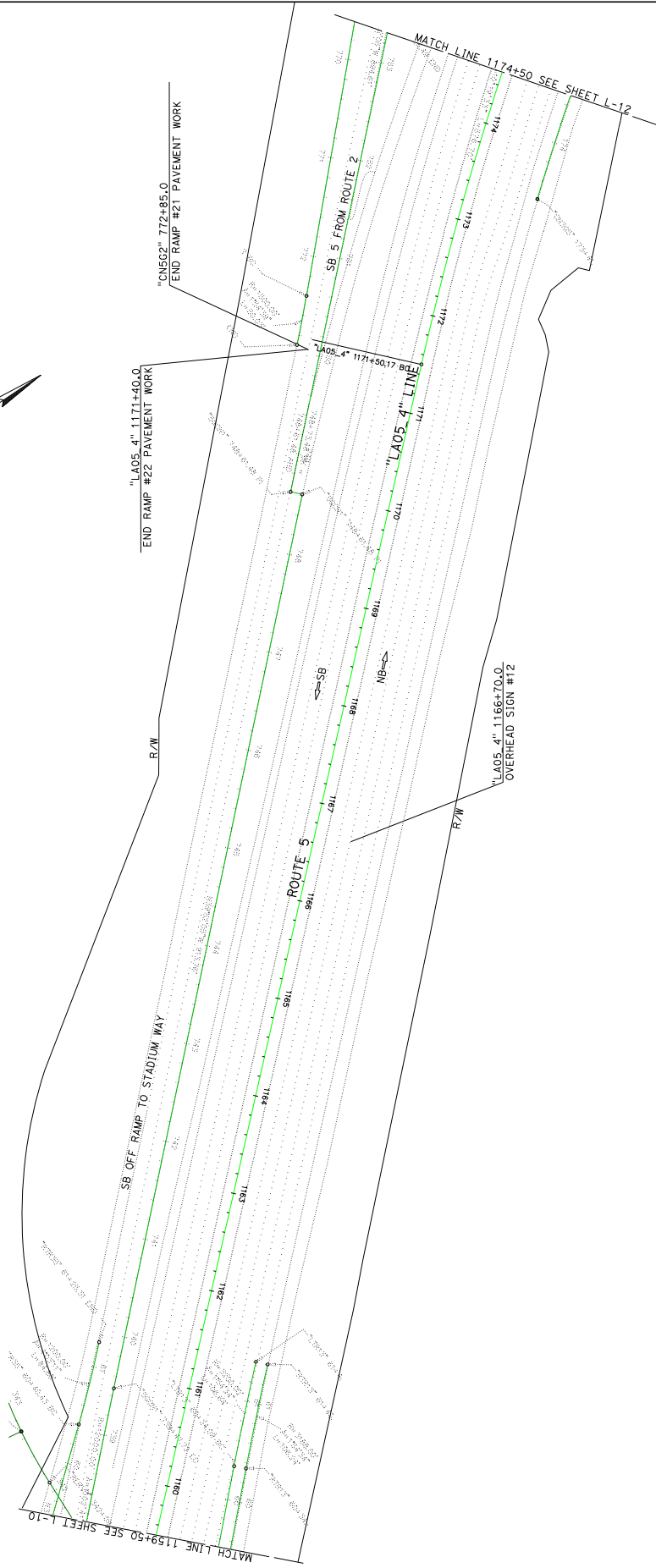
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REG. NO. \_\_\_\_\_

PROFESSIONAL SEAL

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

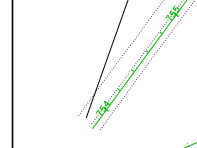


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGNED BY	DATE REVISION
FUNCTIONAL SUPERVISOR	WASIF BHUYAN	
CARMENZA DOBOSH		
CHECKED BY		

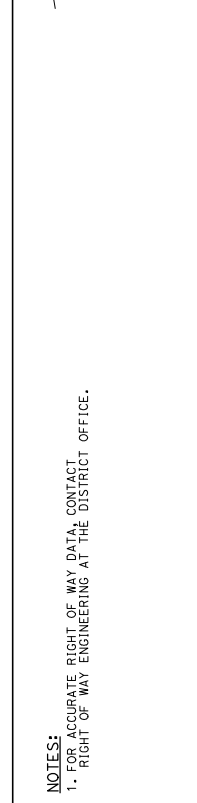
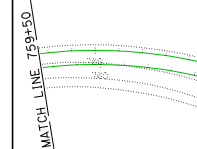
**LAYOUT**  
 SCALE: 1" = 50'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.2/R28.9	

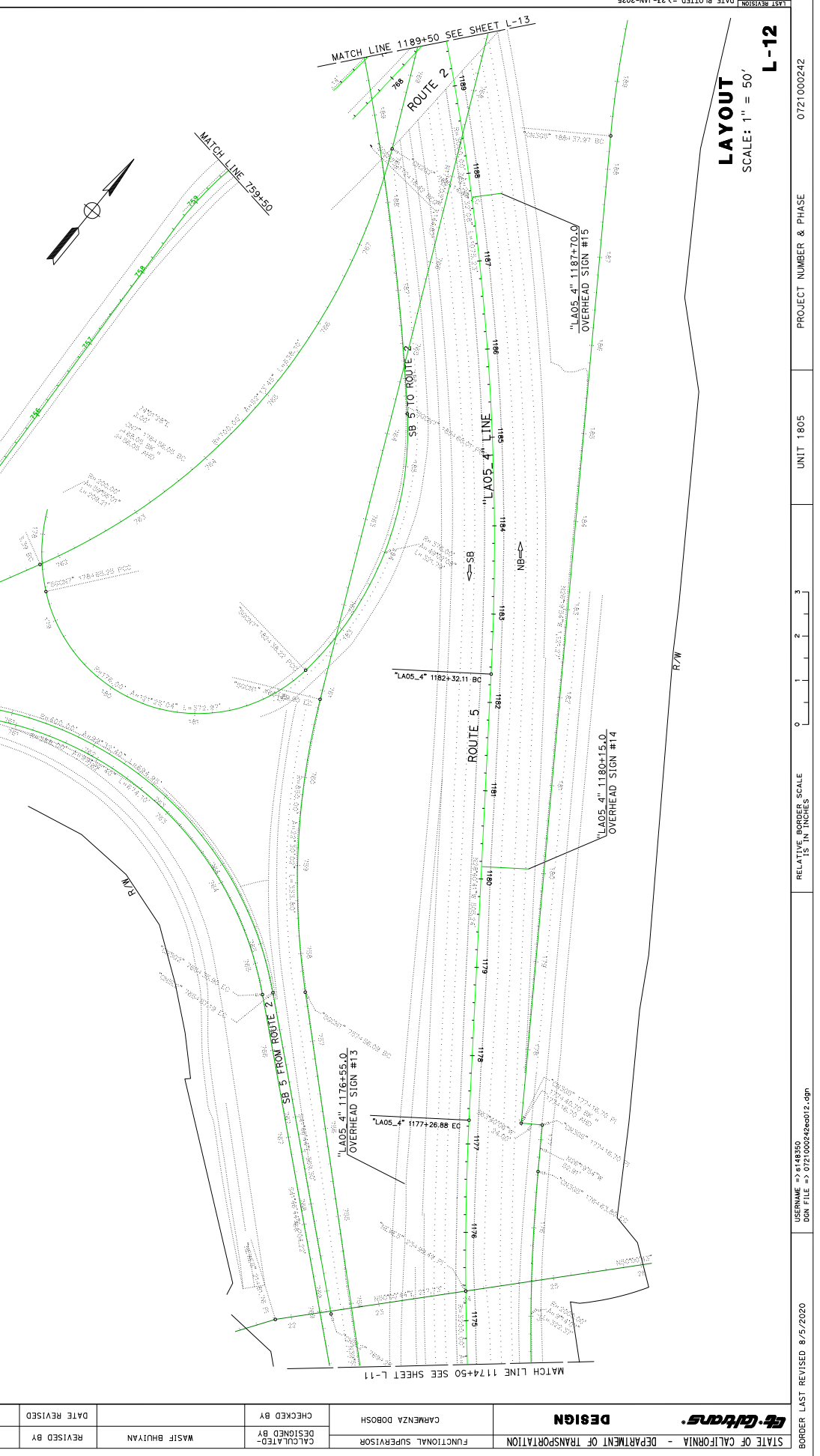
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 FOR AGENTS SHALL HOLD AN ACTIVE LICENSE FOR THE CATEGORY OF COMPLETENESS OF SCANNED STATUS OF THIS PLANS SHEET.



"CNS62" 753+85.0  
 END RAMP #21 PAVEMENT WORK



NOTES:  
 1. TO ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



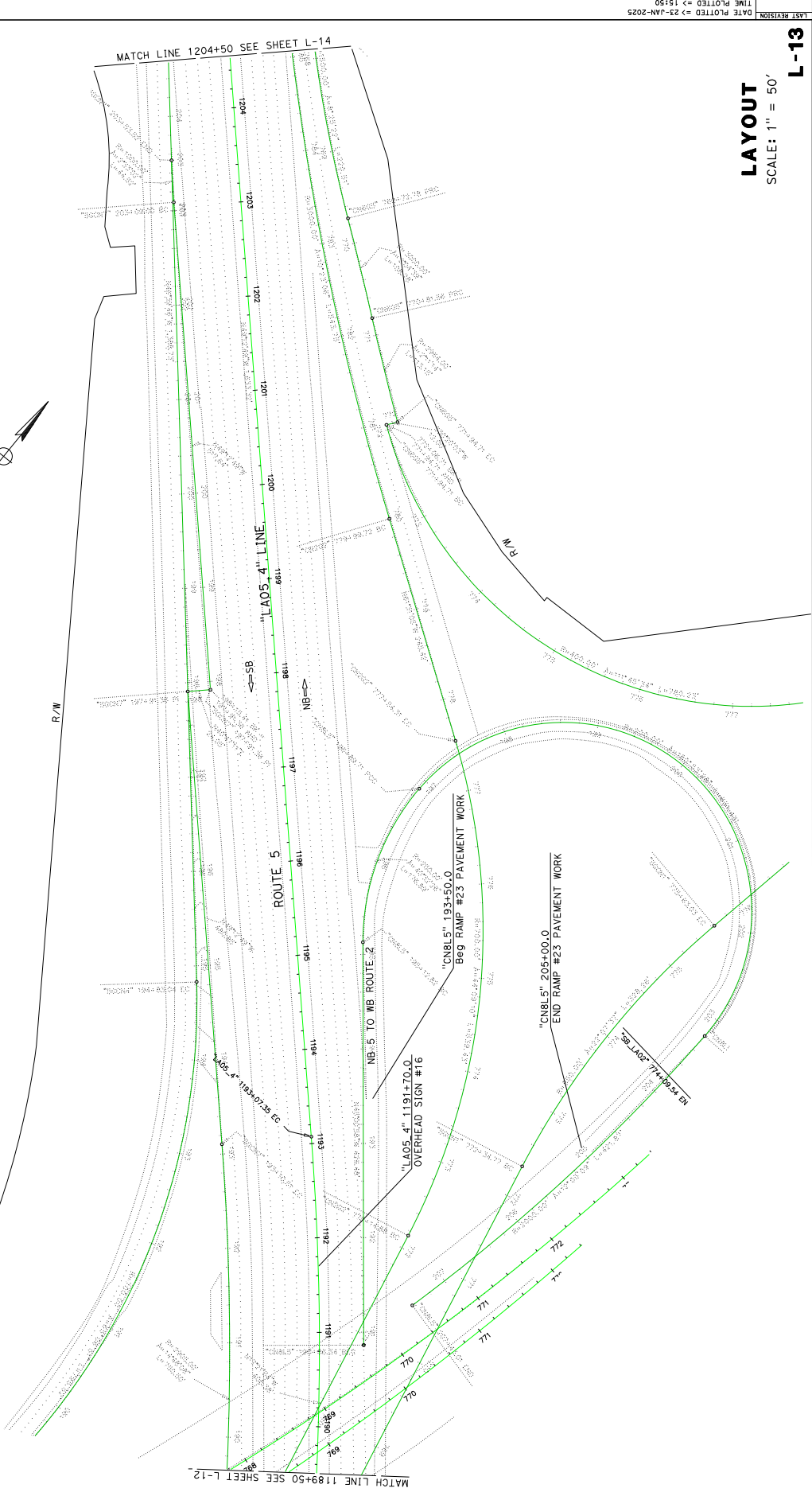
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISION
DESIGNED BY	WASIF BHUYAN	REVISION	DATE	REVISION

DIST	COUNTY	ROUTE	POST MILE/CAT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/728.9	15	15

REGISTERED CIVIL ENGINEER DATE: \_\_\_\_\_  
 PLANS APPROVAL DATE: \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.



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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARENZA DOBOSH	CHECKED BY	CARENZA DOBOSH	DATE REVISED	
DESIGN	DESIGNED BY	WASIF BHUIYAN	REVISOR			

BORDER LAST REVISED 8/5/2020

USERNAME => s148350  
 DGN FILE => 0721000246e015.dgn

PROJECT NUMBER & PHASE

UNIT 1805

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

0721000242

L-13

SCALE: 1" = 50'

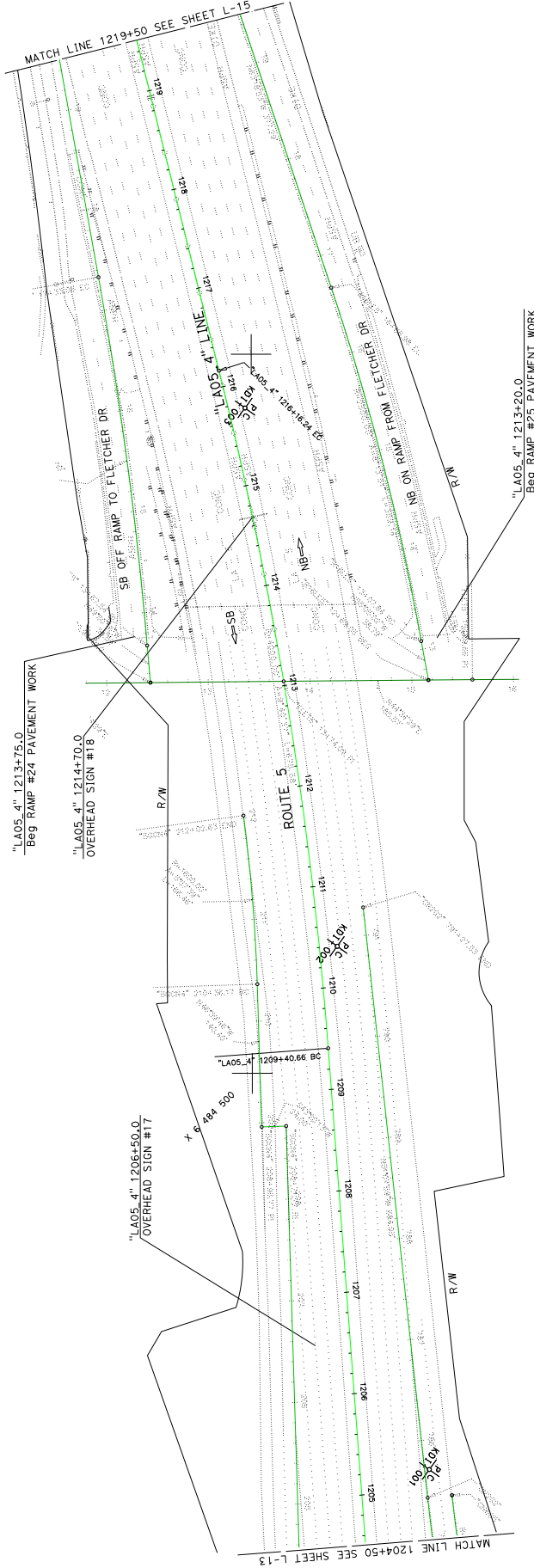
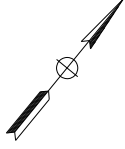
DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:50

DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER	DATE	REVISIONS
PLANS APPROVAL DATE		
THE ENGINEER OF CALIFORNIA FOR THE DISTRICT OF PUBLIC WORKS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THIS PLAN SHEET.		

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



**LAYOUT**  
 SCALE: 1" = 50'  
**L-14**

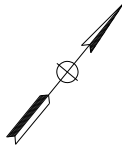
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISIED
	DESIGNED BY	WASIF BHUYAN	REVISIED BY	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

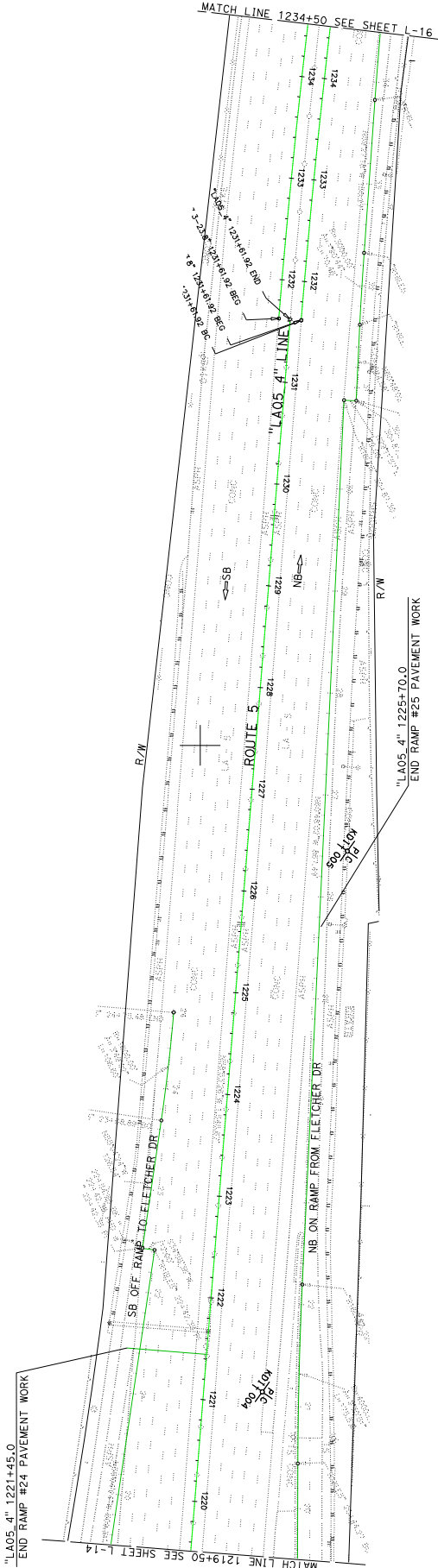
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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



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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOROSH	CHECKED BY	DATE REVISED
DESIGN	DESIGNED BY	MASIF BHUYAN	REVISOR	DATE REVISED

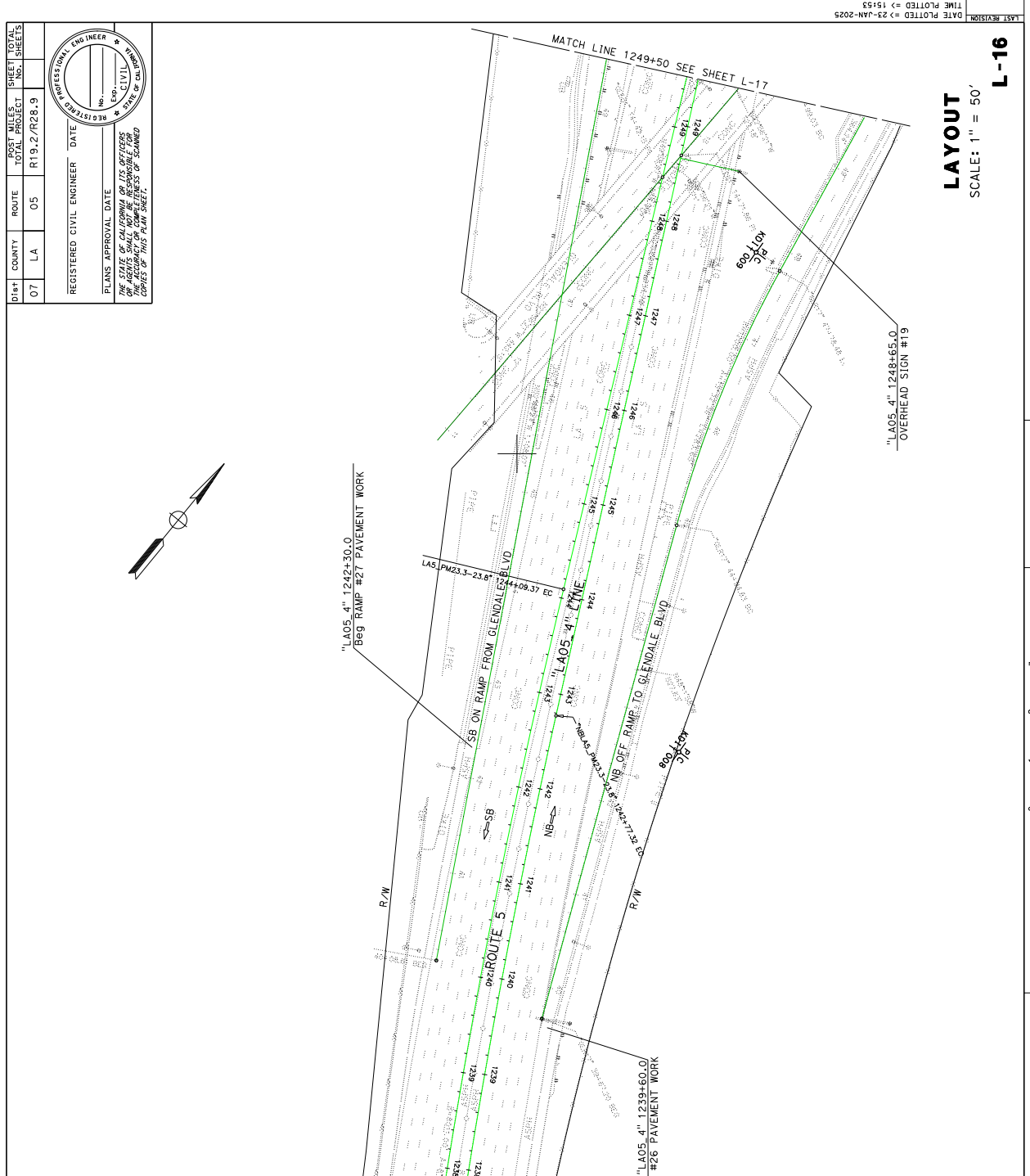
**LAYOUT**  
SCALE: 1" = 50'

**L-15**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	CHECKED BY	DATE REVISION
FUNCTIONAL SUPERVISOR	DESIGNED BY	WASIF BHUYAN	REVISION	

BORDER LAST REVISED 8/5/2020	USERNAME => e148350	RELATIVE BORDER SCALE IS IN INCHES	UNIT 1805	PROJECT NUMBER & PHASE	0721000242
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NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



DATE PLOTTED => 23-JAN-2025	LAST REVISION
TIME PLOTTED => 15:55	

07	LA	05	R19.2/R28.9	PROJECT NO.	07	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER	DATE	REGISTERED PROFESSIONAL ENGINEER
PLANS APPROVAL DATE		

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.

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

"LA05.4" 1256+60.0  
BEG RAMP #28 PAVEMENT WORK  
CROSSWALK #3

"LA05.4" 1251+85.0  
END RAMP #27 PAVEMENT WORK  
CROSSWALK #2

"LA05.4" 1252+90.0  
CROSSWALK #1  
BEG RAMP #29 PAVEMENT WORK

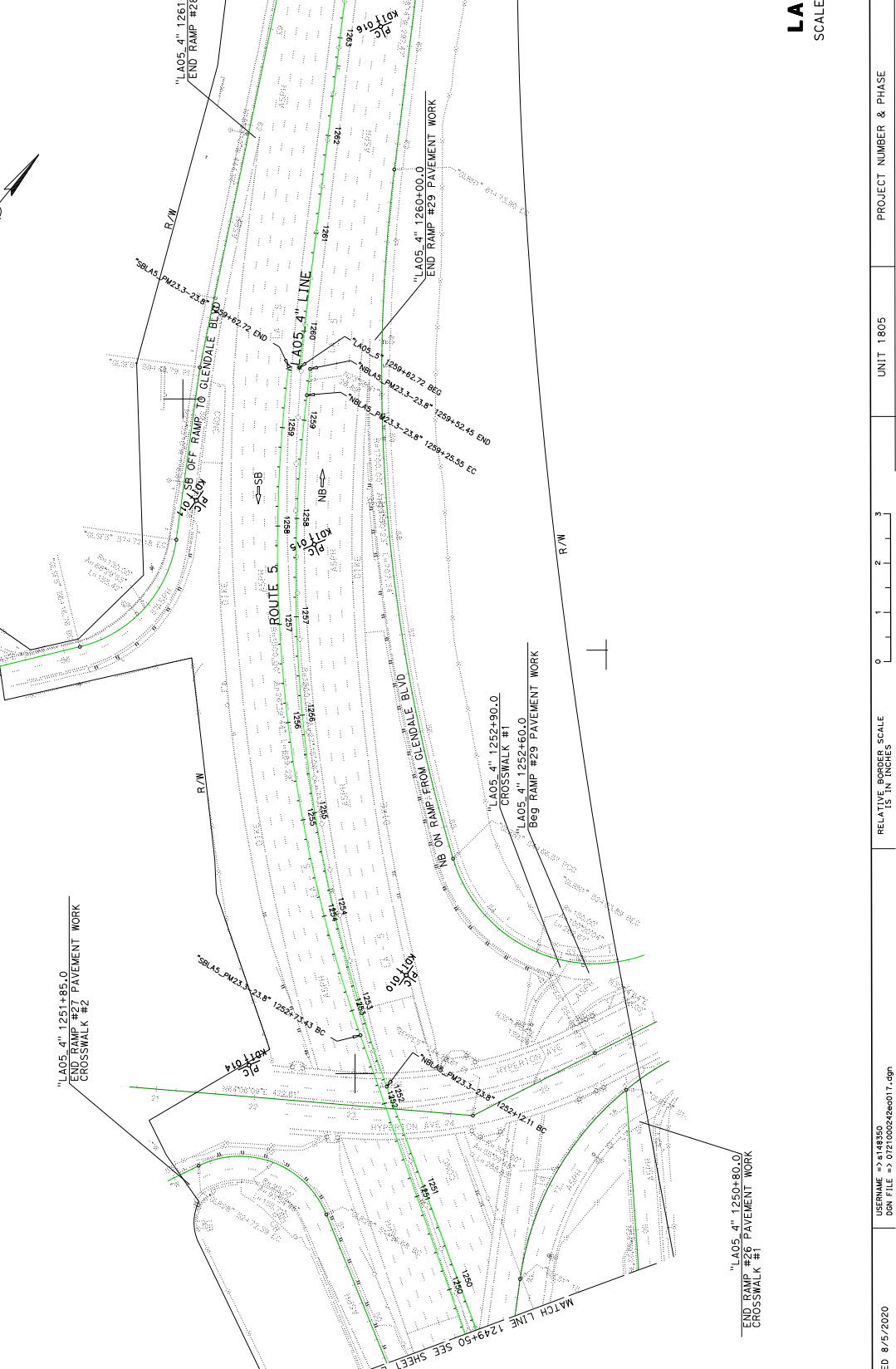
"LA05.4" 1250+80.0  
END RAMP #26 PAVEMENT WORK  
CROSSWALK #1

"LA05.4" 1261+90.0  
END RAMP #28 PAVEMENT WORK

"LA05.4" 1260+00.0  
END RAMP #29 PAVEMENT WORK

MATCH LINE 1249+50 SEE SHEET L-16

MATCH LINE 1264+50 SEE SHEET L-18



ROUTE 5

GLS OFF RAMP TO GLENDALE BLVD

NB ON RAMP FROM GLENDALE BLVD

ROUTE 5

LA05.4 LINE

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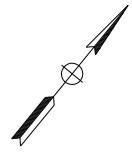
DIS#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No.
07	LA	05	R19.2/R28.9	

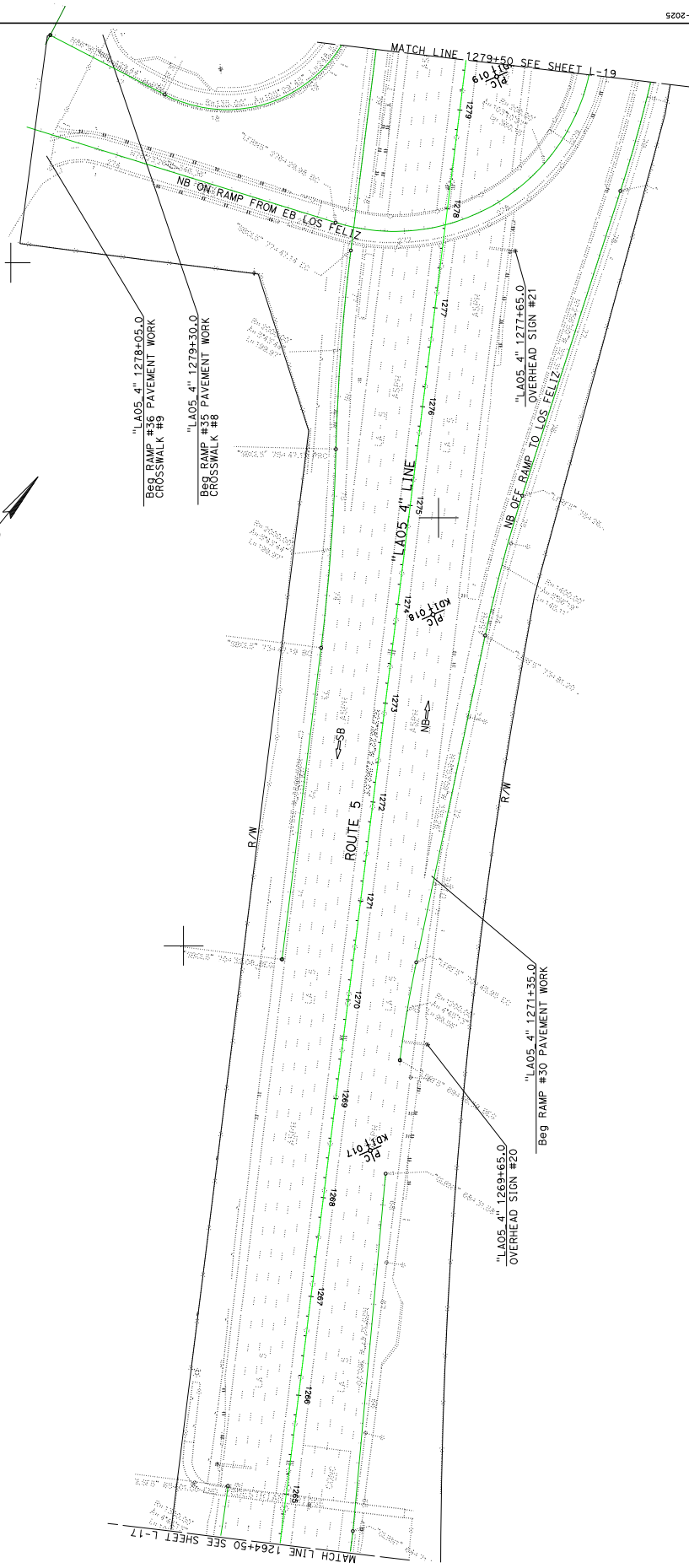
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

PROFESSIONAL ENGINEER	NO.
CIVIL	



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



LAST REVISION  
 DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:58

**LAYOUT**  
 SCALE: 1" = 50'

0721000242

PROJECT NUMBER & PHASE

UNIT 1805

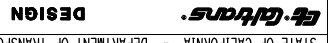
RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

USERNAME => s148350  
 DCN FILE => 0721000242e018.dgn

BORDER LAST REVISED 8/5/2020

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGNED BY	REVISOR	DATE
FUNCTIONAL SUPERVISOR	CHECKED BY	REVISION	
CARENZA DOBOSH	WASIF BHUYAN		



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	WASIF BHUIYAN	REVISOR	DATE REVISOR
DESIGN	DESIGNED BY		DESIGNED BY			
	CAL. A.T.O.					

BORDER LAST REVISED 8/5/2020

USERNAME => s148350  
 DON FILE => 0721000242e019.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 1805

PROJECT NUMBER & PHASE

0721000242

# LAYOUT

SCALE: 1" = 50'

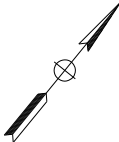
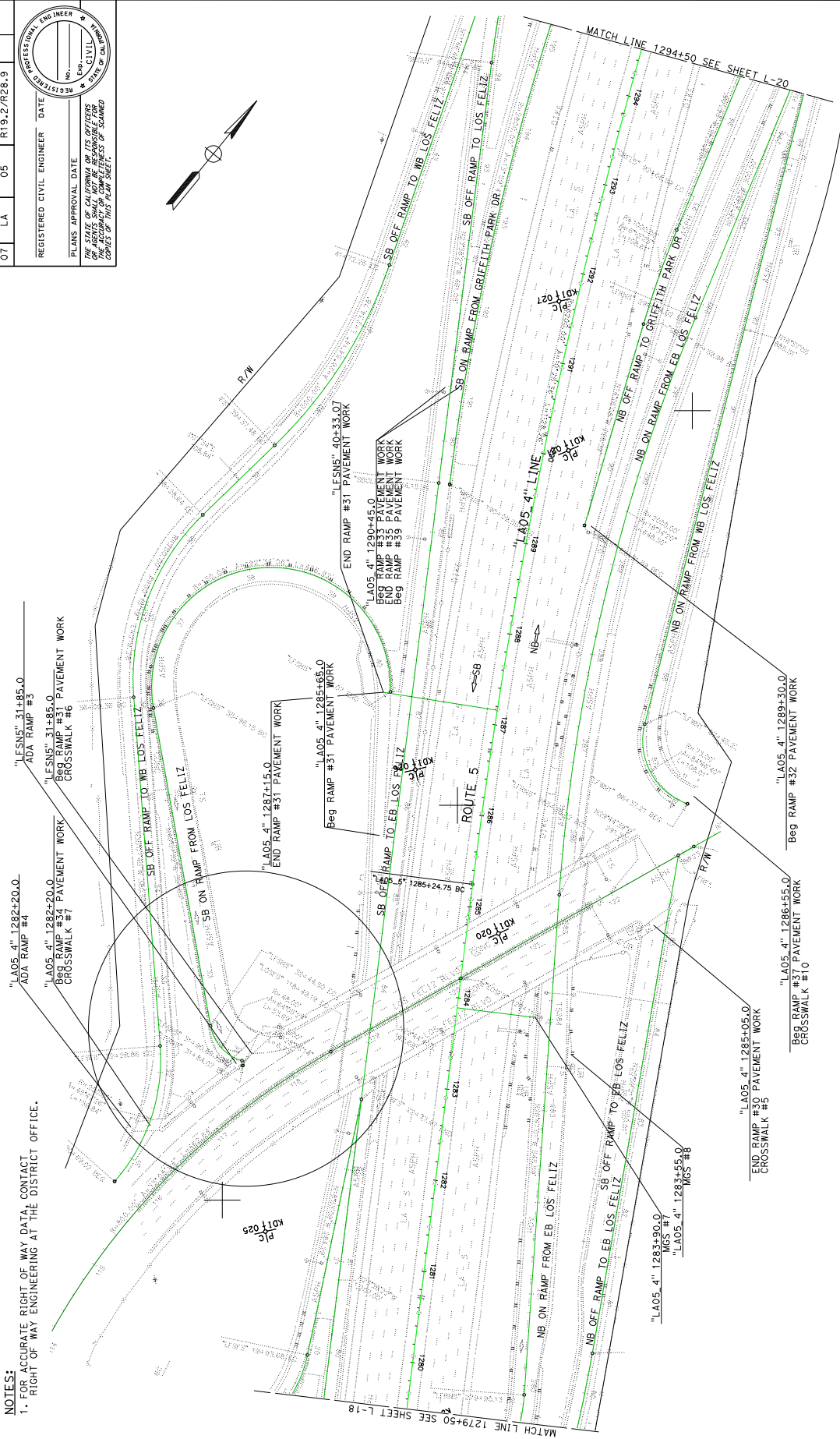
L-19

LAST REVISION  
 DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 15:59

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	05	R19.2/R28.9	



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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	CARMENZA DOBOSH
		DESIGNED BY	WASIF BHUIYAN	REVISOR	DATE REVISOR

BORDER LAST REVISED 8/5/2020  
 USERNAME => s148350  
 BDN FILE => 072100024(Rev220).dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 1805

PROJECT NUMBER & PHASE

0721000242

L-20

SCALE: 1" = 50'

LAYOUT

DATE PLOTTED => 23-JAN-2025  
 TIME PLOTTED => 16:06

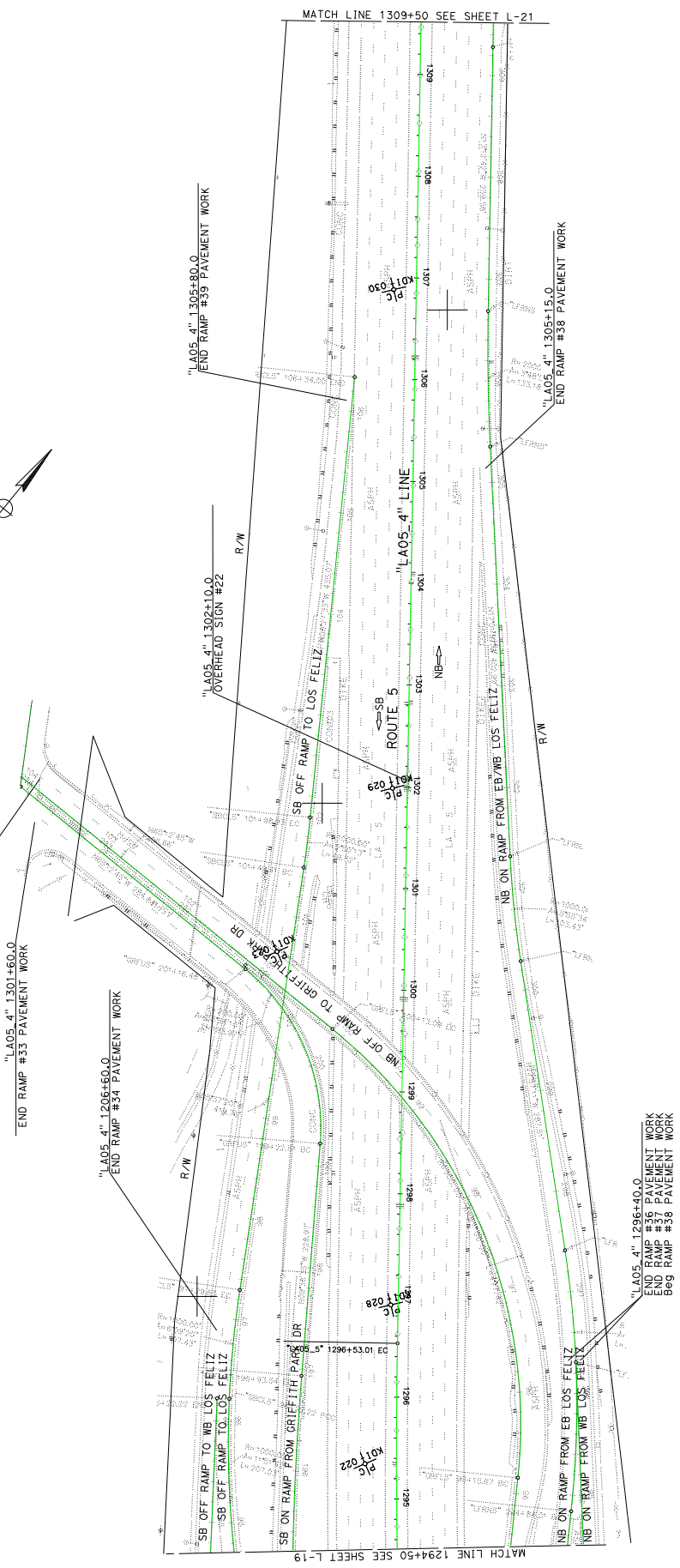
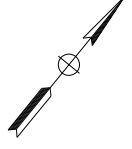
**NOTES:**  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 1. RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES LOCAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.12/R28.9	1/1

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN SHEET.



MATCH LINE 1294+50 SEE SHEET L-19

MATCH LINE 1309+50 SEE SHEET L-21

LA05.4" 1296+40.0  
 END RAMP #36 PAVEMENT WORK  
 Beg RAMP #36 PAVEMENT WORK

LA05.4" 1301+60.0  
 END RAMP #33 PAVEMENT WORK

LA05.4" 1302+00.0  
 END RAMP #32 PAVEMENT WORK

LA05.4" 1306+60.0  
 END RAMP #34 PAVEMENT WORK

LA05.4" 1302+10.0  
 OVERHEAD SIGN #22

LA05.4" 1305+80.0  
 END RAMP #39 PAVEMENT WORK

LA05.4" 1305+15.0  
 END RAMP #38 PAVEMENT WORK

ROUTE 5

SB OFF RAMP TO LOS FELIZ

NB OFF RAMP TO GREYFITH PARK DR

NB ON RAMP FROM EB/WB LOS FELIZ

NB ON RAMP FROM WB LOS FELIZ

R/W

R/W

R/W

DIST	COUNTY	ROUTE	POST MILES LOCAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.12/R28.9		

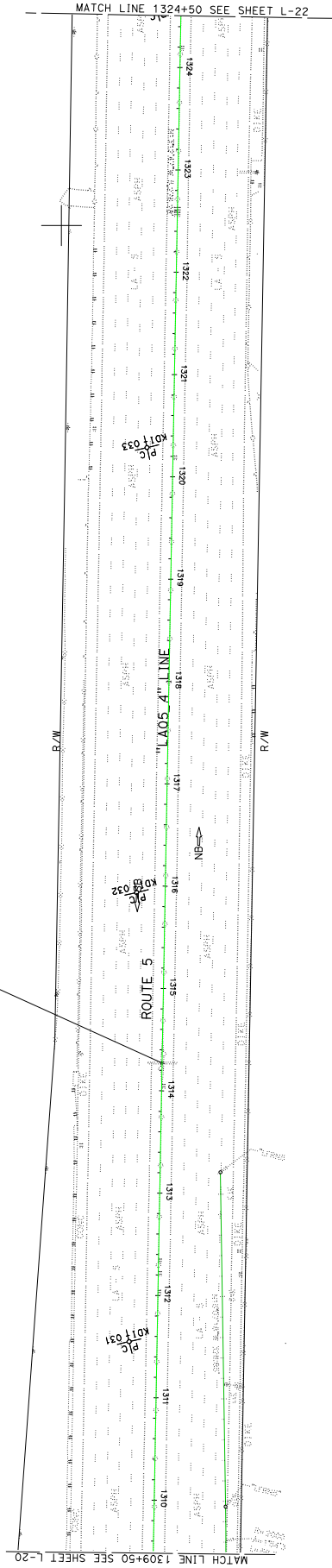
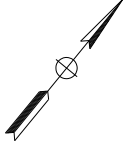
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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



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



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	CHECKED BY	DATE REVISION
FUNCTIONAL SUPERVISOR			WASIF BHUIYAN	
CALCULATED BY				
DESIGNED BY				
REVISION				

**LAYOUT**  
SCALE: 1" = 50'

L-21

PROJECT NUMBER & PHASE

UNIT 1805

RELATIVE BORDER SCALE IS IN INCHES

USERNAME => s148350  
DGN FILE => 072100024Rev021.dgn

BORDER LAST REVISED 8/25/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.2/R28.9	

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

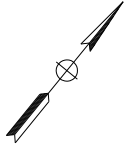
NO. \_\_\_\_\_

EXP. CIVIL \_\_\_\_\_

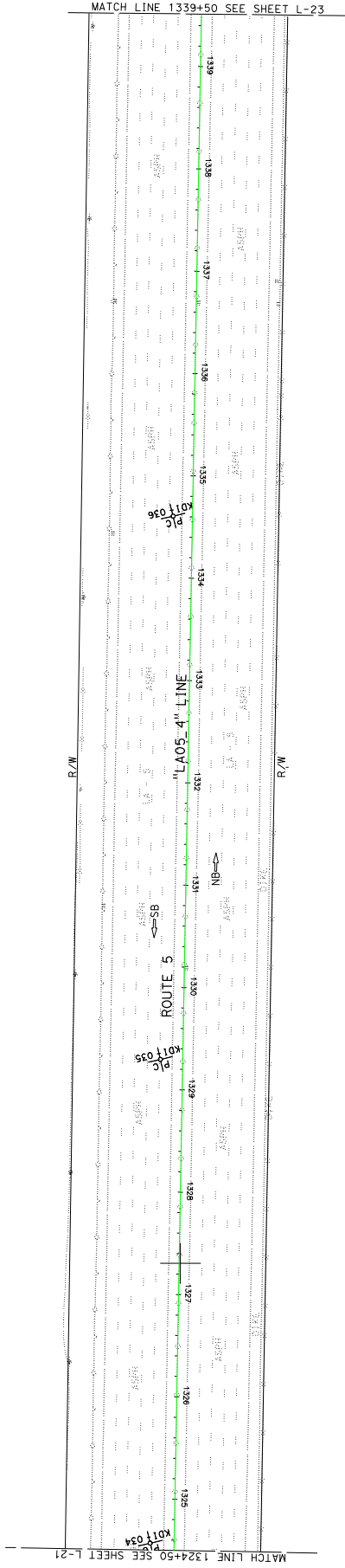
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER

THE CITY OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS OF ANY KIND OR CONSEQUENCES OF THIS PLAN SHEET.



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



**LAYOUT**  
SCALE: 1" = 50'  
**L-22**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CHECKED BY	DATE REVISED
FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	DESIGNED BY	REVISOR
		WASIF BHUIYAN	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
FUNCTIONAL SUPERVISOR	DESIGNED BY	WASIF BHUYAN	REVISOR	DATE REVISED

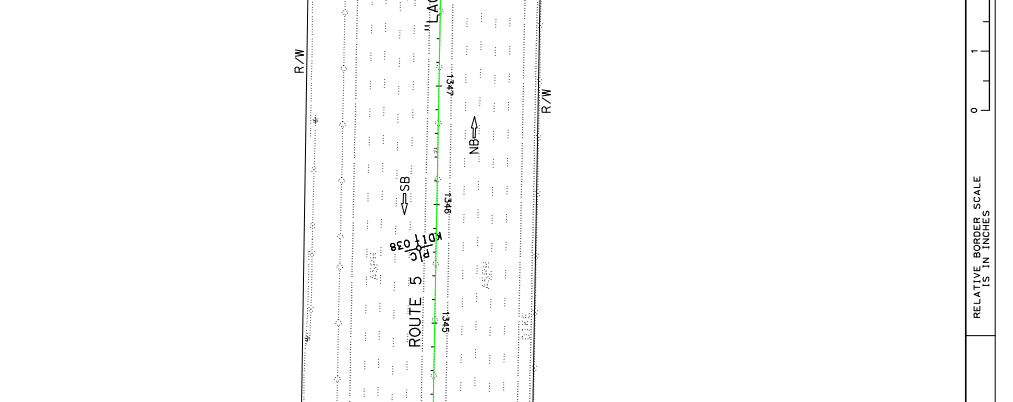
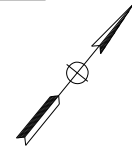
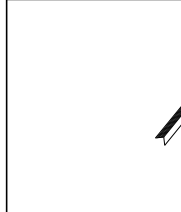
NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES LOCAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.27/R28.9	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN SHEET.



MATCH LINE 1339+50 SEE SHEET L-22

MATCH LINE 1354+50 SEE SHEET L-24

"LA05 4\"/>

LAYOUT  
 SCALE: 1" = 50'

L-23

PROJECT NUMBER & PHASE

UNIT 1805

RELATIVE BORDER SCALE IS IN INCHES


0 1 2 3

USERNAME => s148350 DON FILE => 072100024e0025.dgn

BORDER LAST REVISED 8/25/2020

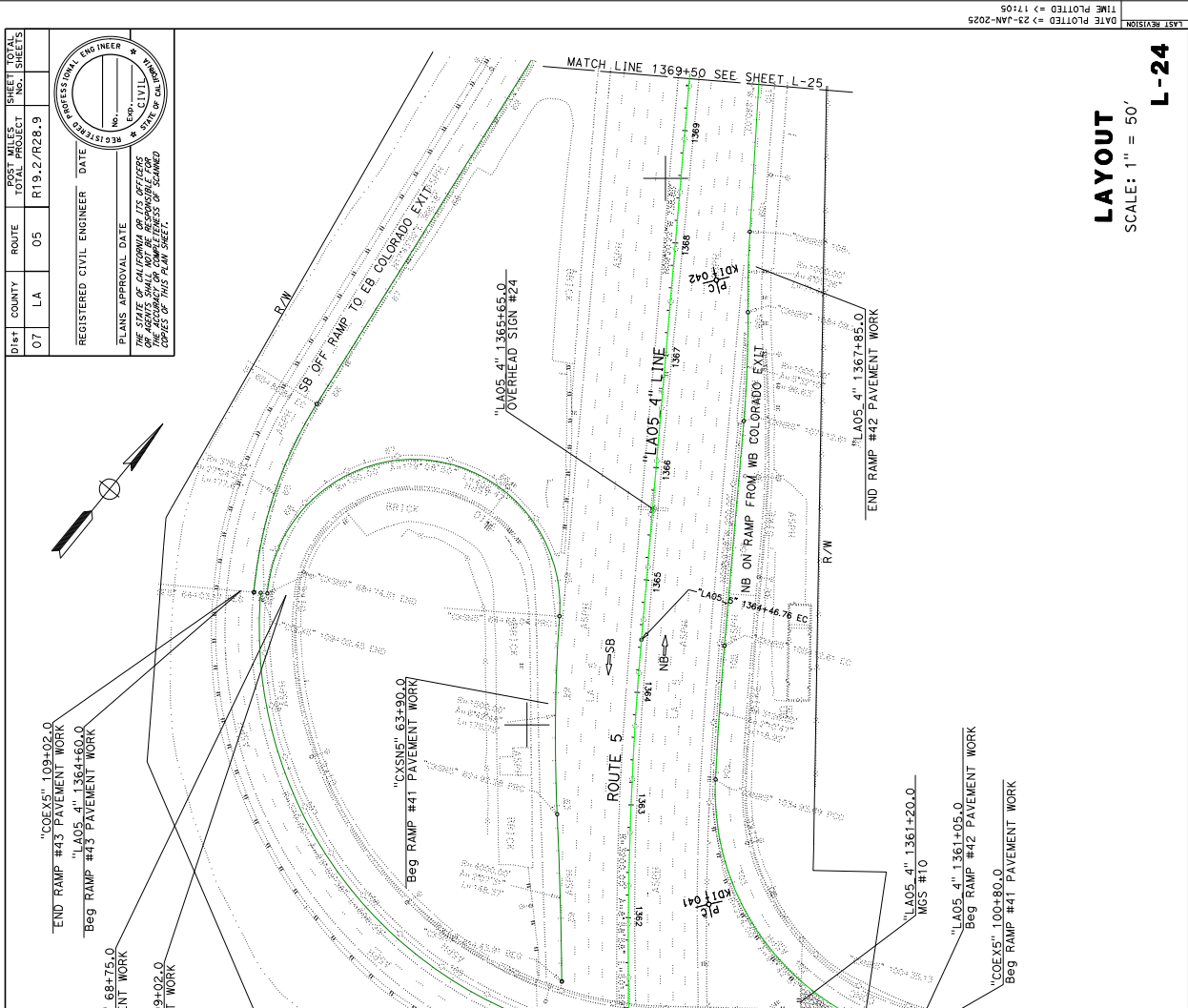
DATE PLOTTED => 23-JAN-2025

LAST REVISION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
	DESIGNED BY	WASIF BHUIYAN	REVISOR	DATE REVISED
	CALCULATED BY			

USER NAME => s148350	PROJECT NUMBER & PHASE	UNIT 1805	RELATIVE BORDER SCALE IS IN INCHES	0 1 2 3
DOB FILE => 0721000246e024.dgn				

DATE PLOTTED => 23-JAN-2025	PROJECT NUMBER & PHASE	UNIT 1805	RELATIVE BORDER SCALE IS IN INCHES	0 1 2 3
LAST REVISION				



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

DIST#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.2/R28.9	

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
 THE CIVIL ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THIS PLAN SHEET.

REGISTERED CIVIL ENGINEER: \_\_\_\_\_  
 CIVIL ENGINEER: \_\_\_\_\_

**LAYOUT**  
SCALE: 1" = 50'  
**L-24**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	<b>DESIGN</b>	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY		DATE REVISED	
		DESIGNED BY	WASIF BHUYAN	REVISOR BY			

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

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
07	LA	05	R19.2/R28.9	

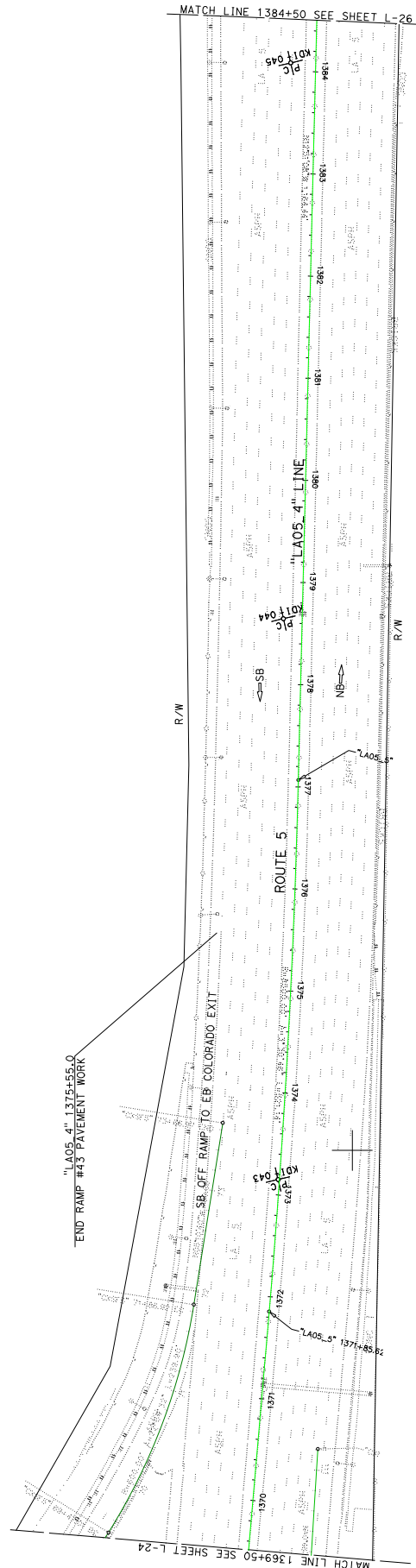
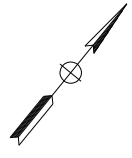
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER	NO.
EXPIRES	

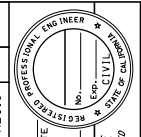
  

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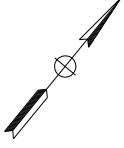
**LAYOUT**  
 SCALE: 1" = 50'  
**L-25**

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
07	LA	05	R19.2/R28.9	

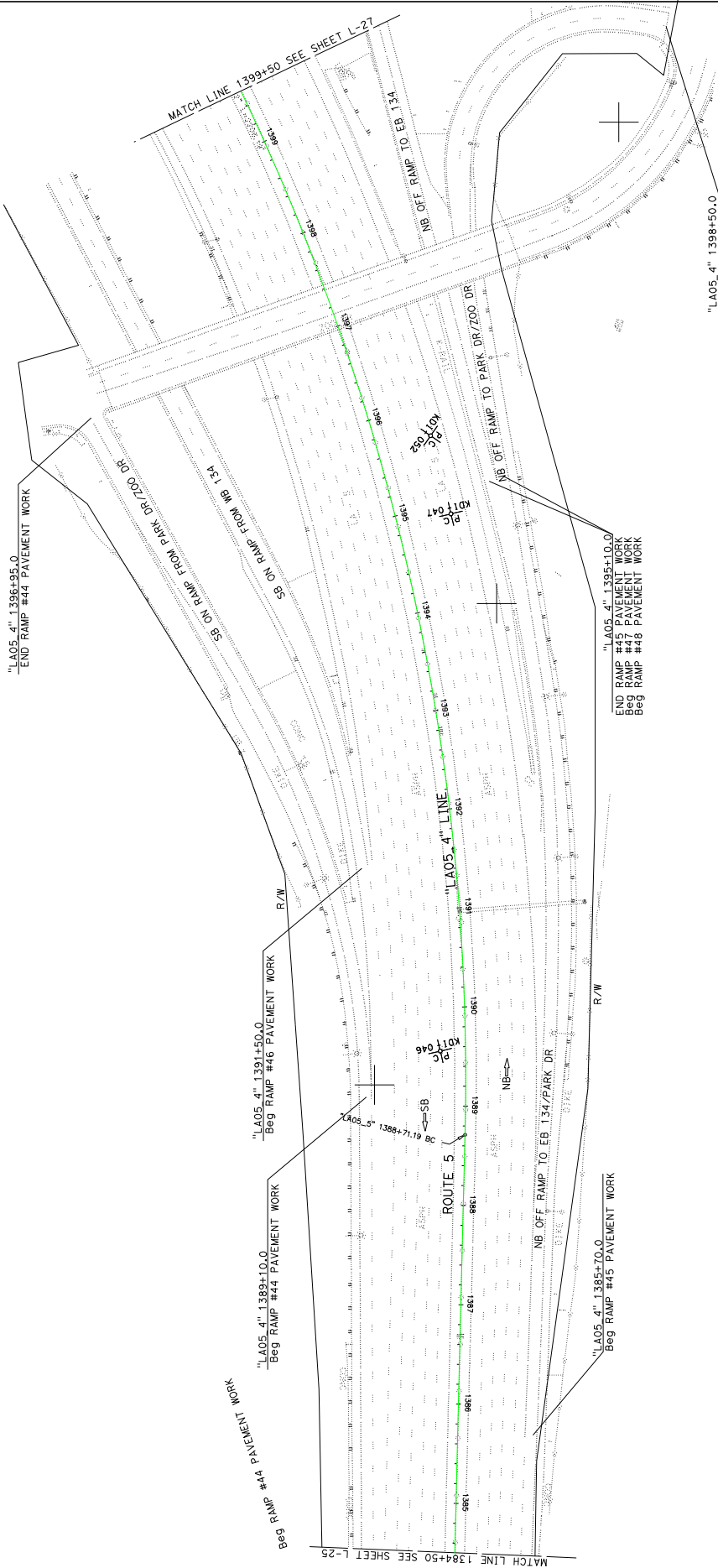


REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.

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

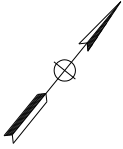


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	CHECKED BY	DATE REVISION
FUNCTIONAL SUPERVISOR			WASIF BHUYAN	REVISION BY



**LAYOUT**  
 SCALE: 1" = 50'  
 L-26

Dist	County	Route	Post Miles	Total Sheets
07	LA	05	R19.2/R28.9	1
REGISTERED CIVIL ENGINEER DATE PLANS APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.				

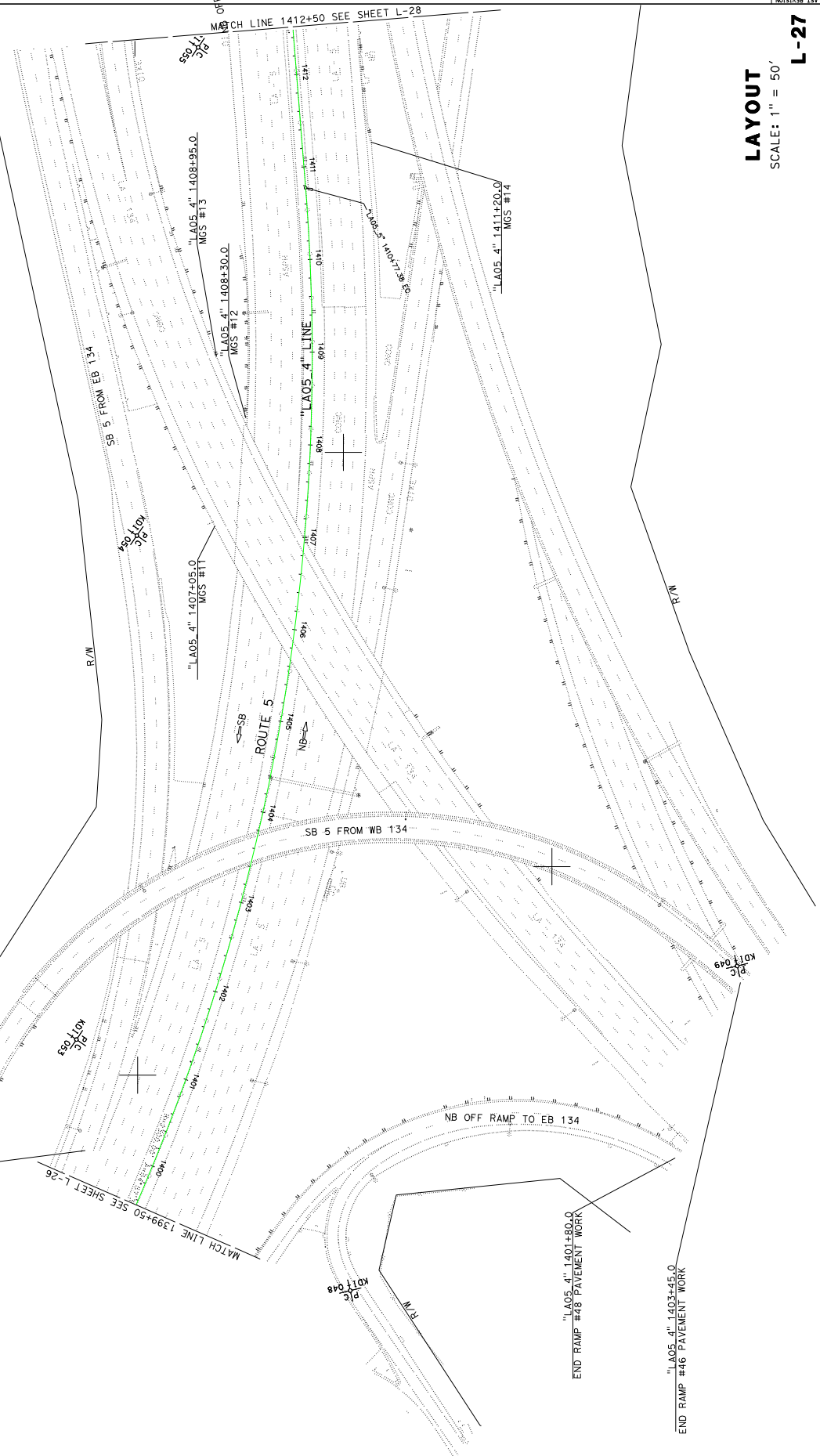


NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

"LA05.4" 1409+90.0  
 BEG RAMP #43 PAVEMENT WORK

"LA05.4" 1401+80.0  
 END RAMP #46 PAVEMENT WORK

"LA05.4" 1403+45.0  
 END RAMP #46 PAVEMENT WORK



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
DESIGN	DESIGNED BY	WASIF BHUIYAN	REVISOR	REVISOR

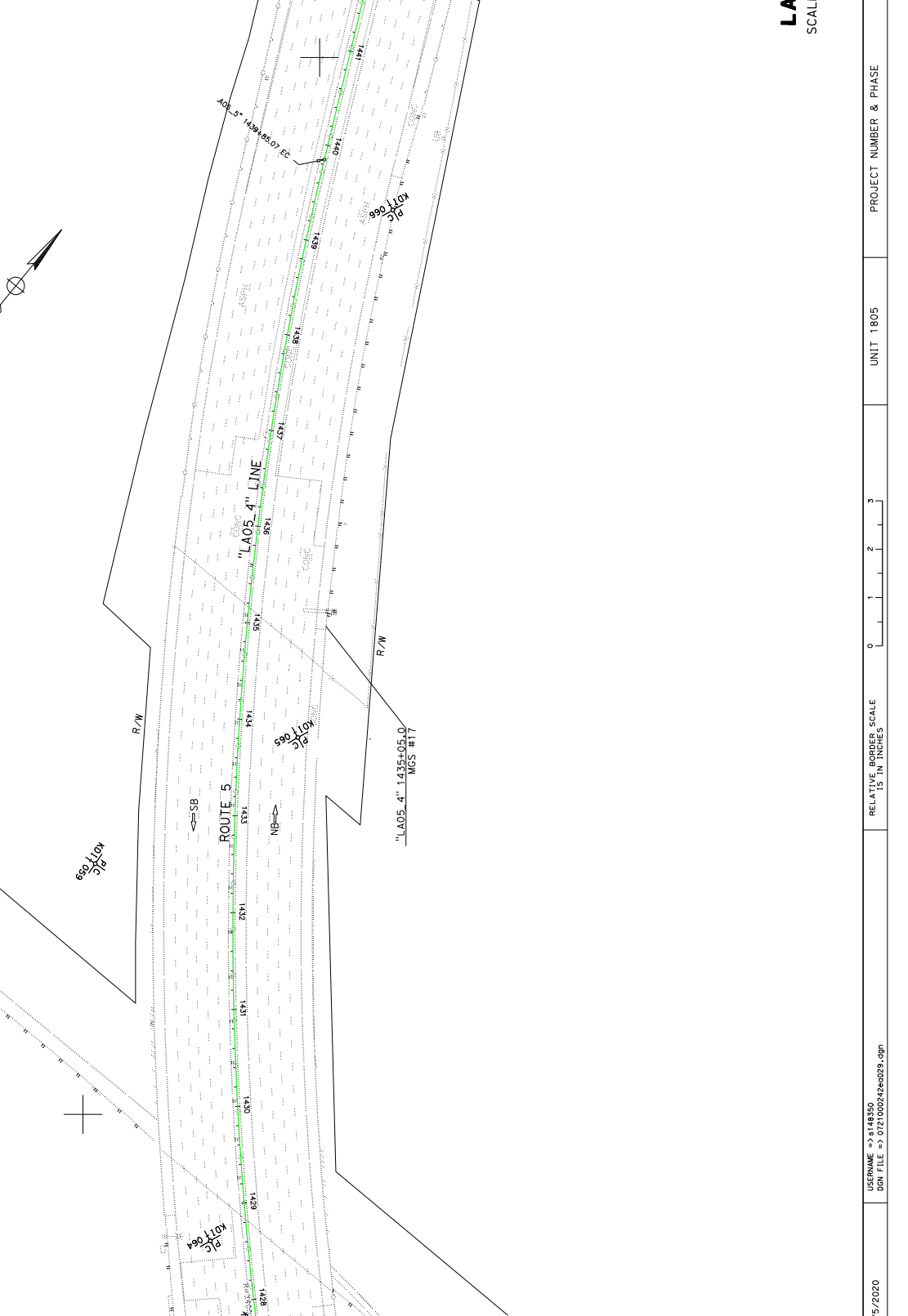
**LAYOUT**  
 SCALE: 1" = 50'  
**L-27**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	FUNCTIONAL SUPERVISOR	WASIE BHUIYAN	REGISTERED CIVIL ENGINEER	DATE REVISION
BORDER LAST REVISED 8/5/2020		USERNAME => s148350		PROJECT NUMBER & PHASE		UNIT 1805
DGN FILE => 072100024e025.dgn		RELATIVE BORDER SCALE IS IN INCHES		UNIT 1805		0721000242

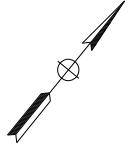
DATE PLOTTED => 23-JAN-2025	LAST REVISED	TIME PLOTTED => 17:13
DATE PLOTTED => 23-JAN-2025	LAST REVISED	TIME PLOTTED => 17:13
DATE PLOTTED => 23-JAN-2025	LAST REVISED	TIME PLOTTED => 17:13

DIST#	COUNTY	ROUTE	POST MILES - TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN SHEET.					



**LAYOUT**  
SCALE: 1" = 50'

**L-29**



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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	FUNCTIONAL SUPERVISOR	WASIE BHUIYAN	REGISTERED CIVIL ENGINEER	DATE REVISION
BORDER LAST REVISED 8/5/2020		USERNAME => s148350		PROJECT NUMBER & PHASE		UNIT 1805
DGN FILE => 072100024e025.dgn		RELATIVE BORDER SCALE IS IN INCHES		UNIT 1805		0721000242

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	CARMENZA DOBOSH	DATE REVISED	
		CALCULATED BY	WASIF BHUYAN	DESIGNED BY	WASIF BHUYAN	REVISOR	

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

Dist#	07	County	LA	Route	05	POST MILES LOCAL PROJECT NO.	R19.2/R28.9	SHEET TOTAL NO. SHEETS	
REGISTERED CIVIL ENGINEER		DATE		APPROVAL DATE		REGISTERED PROFESSIONAL ENGINEER			
PLANS APPROVAL DATE		No.		No.		No.			
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.									

DATE PLOTTED => 23-JAN-2025  
 LAST REVISION

**LAYOUT**  
 SCALE: 1" = 50'

**L-30**

PROJECT NUMBER & PHASE: 0721000242  
 UNIT 1805

RELATIVE BORDER SCALE IS IN INCHES

USER NAME => e148300  
 DGN FILE => 0721000242r030.dgn

BORDER LAST REVISED 8/5/2020

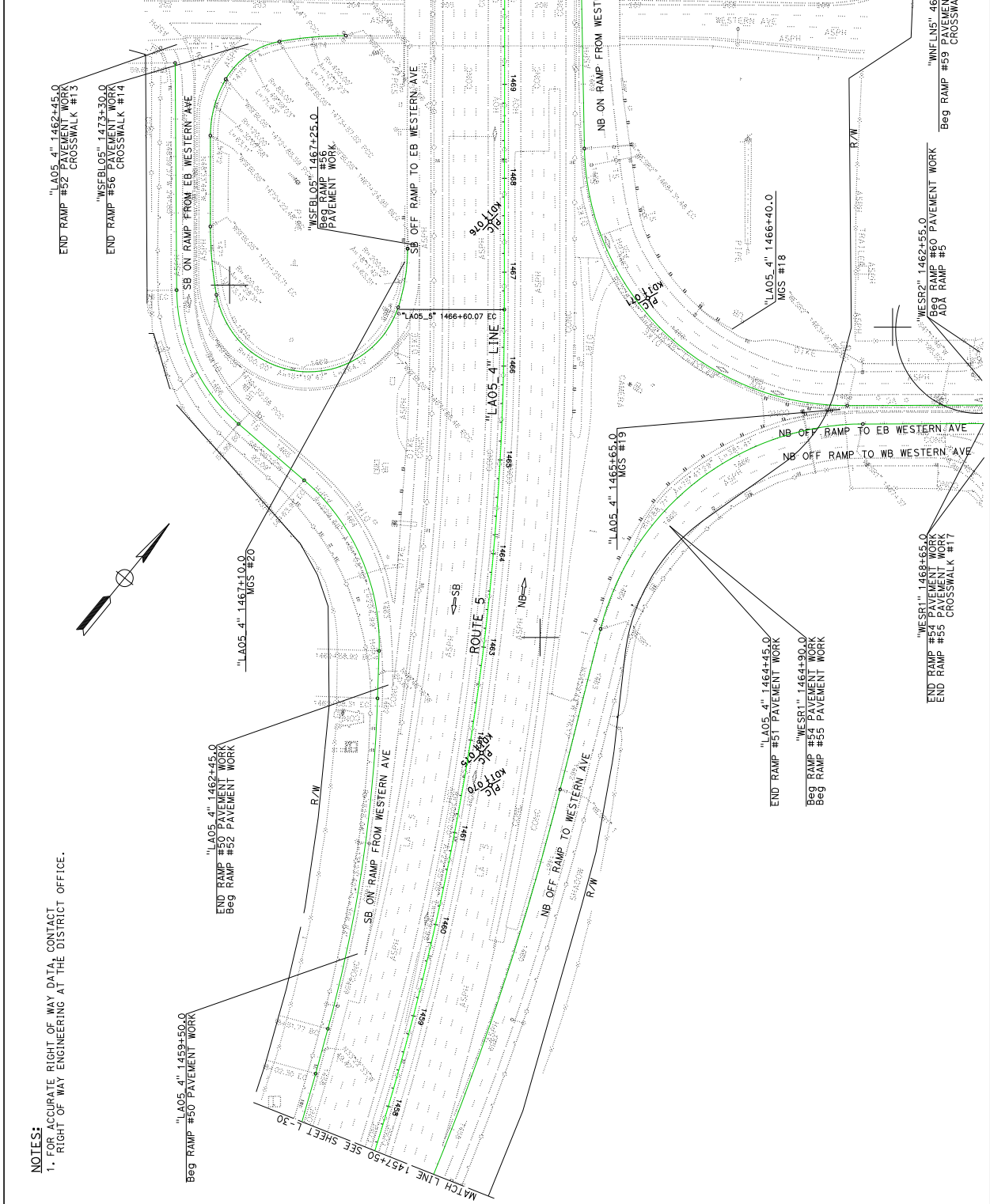


DATE PLOTTED => 23-JAN-2025  
 LAST REVISION

DATE REVISION	DESIGNED BY	REVISION	DATE REVISION
	WASIF BHUIYAN		
CHECKED BY	FUNCTIONAL SUPERVISOR	DESIGNED BY	REGISTERED CIVIL ENGINEER
CARMENA DOBOSH			
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	PROJECT NUMBER & PHASE 0721000242	

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

DIS+ COUNTY	ROUTE	POST MILE LOC.	SHEET TOTAL SHEETS
07 LA	05	R19.2/R28.9	
REGISTERED CIVIL ENGINEER DATE PLANS APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THIS PLAN SHEET.			



**LAYOUT**  
 SCALE: 1" = 50'

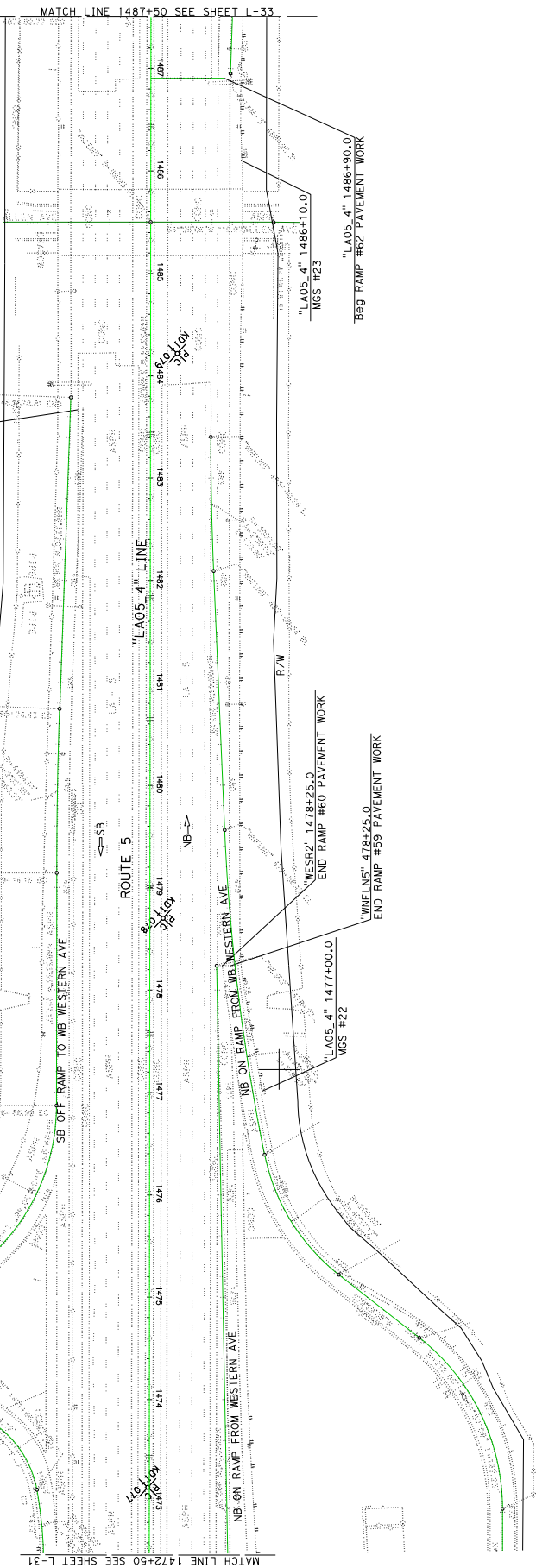
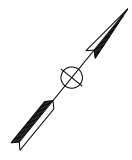
DIST	COUNTY	ROUTE	POST MILES LOC	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN SHEET.

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



**LAYOUT**  
SCALE: 1" = 50'  
**L-32**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENA DOBOSH	CHECKED BY	WASIF BHUYAN	DATE REVISED	
DESIGNED BY						
DESIGNED BY						
REVISOR						



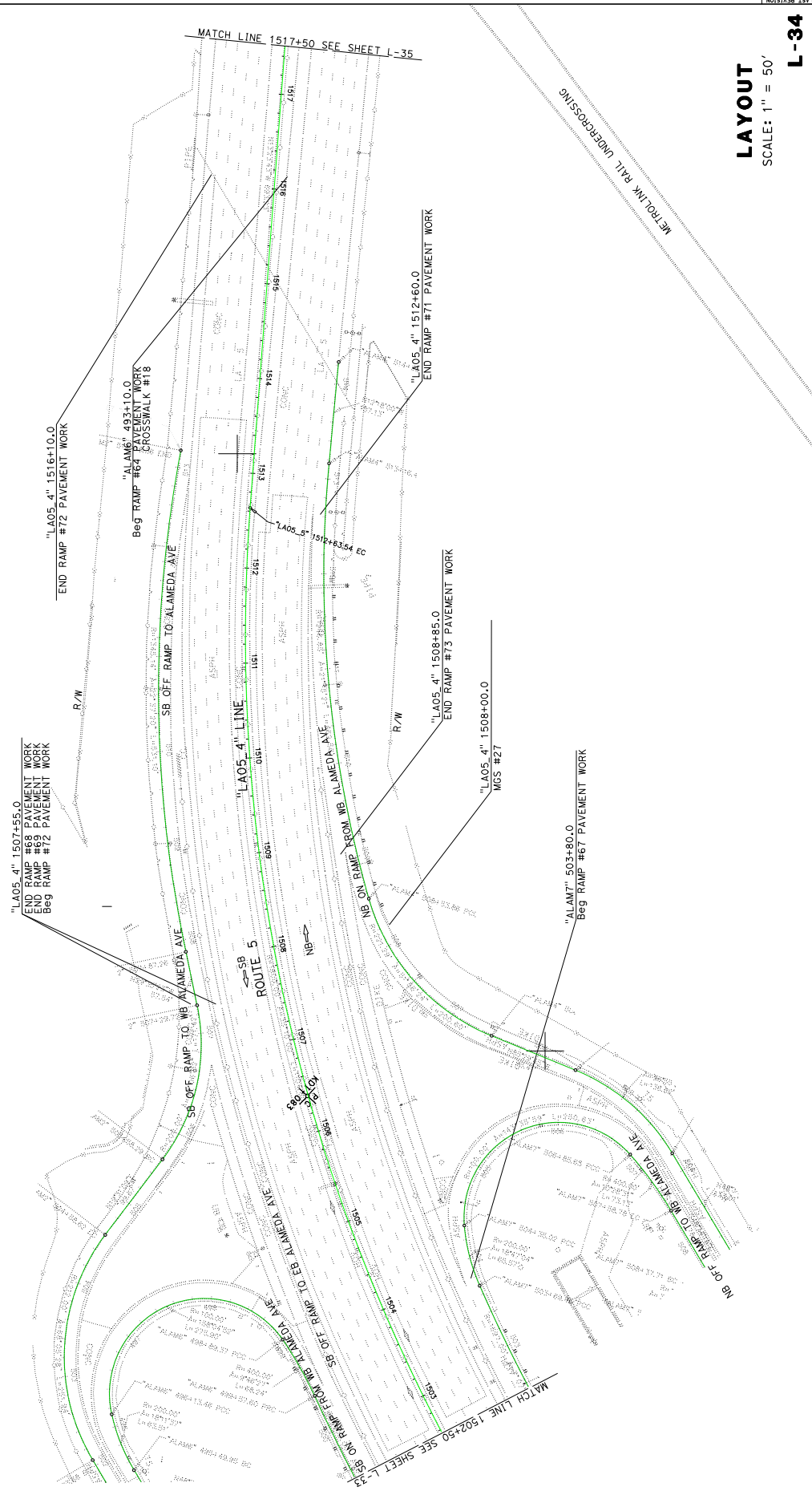
Blot	COUNTY	ROUTE	POST MILES LOCAL PROJECT NO.	SHEET TOTAL SHEETS
07	LA	05	R19.2/R28.9	103

REGISTERED CIVIL ENGINEER	DATE	REGISTERED PROFESSIONAL ENGINEER
PLANS APPROVAL DATE		No. 02111

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



**LAYOUT**  
 SCALE: 1" = 50'  
**L-34**

DATE PLOTTED => 25-JAN-2025  
 TIME PLOTTED => 14:45

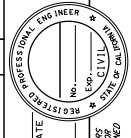
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CARMENZA DOBOSH	CHECKED BY	DATE REVISD
FUNCTIONAL SUPERVISOR	DESIGNED BY	WASIF BHUIYAN	REVISD BY	

USERNAME => s148350  
 DGN FILE => 072100024e0054.dgn  
 BORDER LAST REVISED 8/5/2020  
 PROJECT NUMBER & PHASE  
 UNIT 1805  
 RELATIVE BORDER SCALE IS IN INCHES  
 0 1 2 3

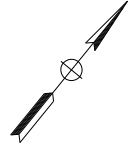
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY	DATE REVISED
<b>CDTRANS</b>	DESIGN		DESIGNED BY	REVISOR
			WASIF BHUYAN	

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

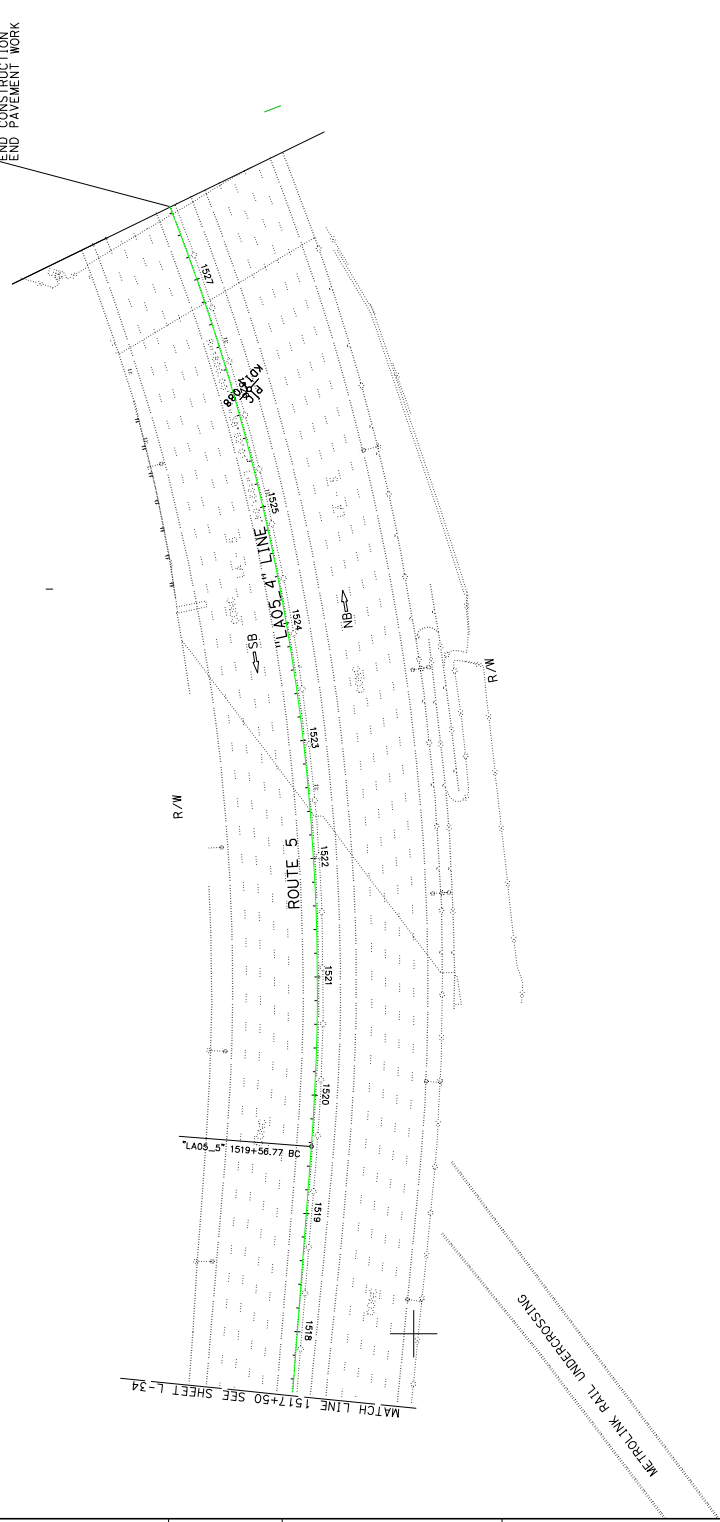
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.27/28.19		



REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.



"LA05.4" 1527+65.0  
 END CONSTRUCTION  
 END PAVEMENT WORK



**LAYOUT**  
 SCALE: 1" = 50'  
**L-35**

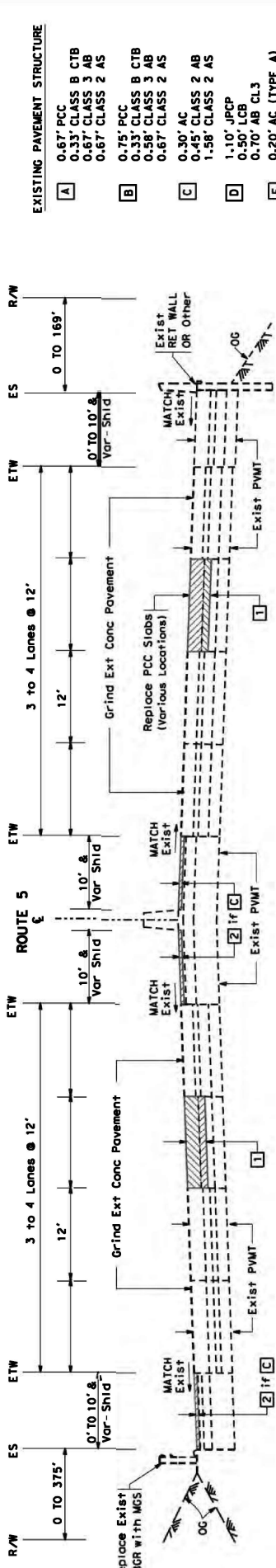


07 - LA - 5 - PM 19.2/28.9  
EA 378700 – EFIS 0721000242 – PPNO 6081  
20.20.201.121 – Minor Pavement Rehabilitation  
July 2025

# *Attachment B*

## *Project Details*

DATE PLOTTED	08-22-21
TIME PLOTTED	11:58:00 AM
DATE REVISION	
PROJECT	07 LA 5
ROUTE	19.2/28.9
POST MILES	
TOTAL PROJECT	4
SHEET NO.	7

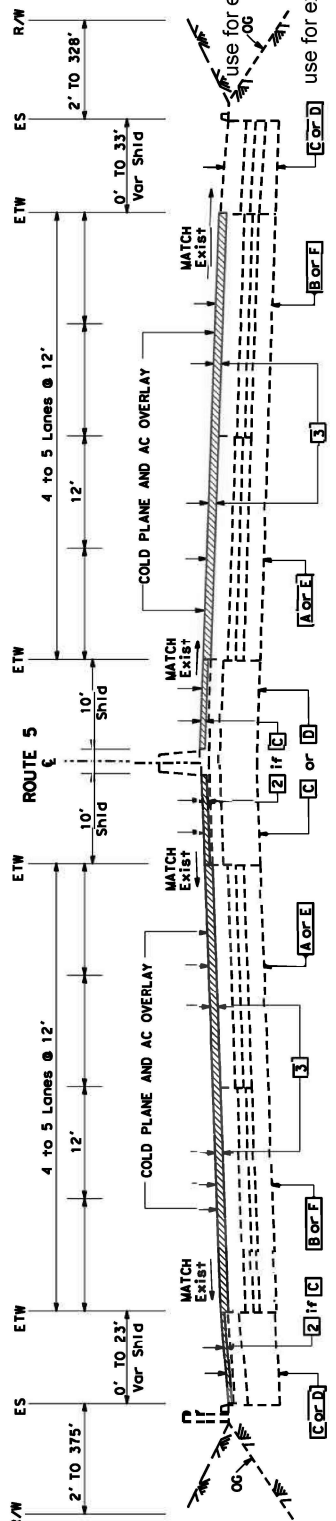


### TYPICAL X-SECTION A-A

PM 19.2 TO PM 23.7 PM 28.70 TO PM 28.9

- EXISTING PAVEMENT STRUCTURE**
- A 0.67' PCC
  - 0.33' CLASS B CTB
  - 0.67' CLASS 3 AB
  - 0.67' CLASS 2 AS
  - B 0.75' PCC
  - 0.33' CLASS B CTB
  - 0.58' CLASS 3 AB
  - 0.67' CLASS 2 AS
  - C 0.30' AC
  - 0.45' CLASS 2 AB
  - 1.58' CLASS 2 AS
  - D 1.10' JPCP
  - 0.50' LCB
  - 0.70' AB CL3
  - E 0.20' AC (TYPE A)
  - 0.15' RUBBERIZED AC
  - 0.67' PCC
  - 0.33' CLASS B CTB
  - 0.67' CLASS 3 AB
  - 0.67' CLASS 2 AS
  - F 0.20' AC (TYPE A)
  - 0.15' RUBBERIZED AC
  - 0.75' PCC
  - 0.33' CTB
  - 0.25' CLASS 3 AB
  - 0.67' CLASS 2 AS
  - G 0.33' AC (TYPE A)
  - 0.67' CTB
  - 0.33' CLASS 3 AB
  - 0.67' CLASS 2 AS
  - H 1.10' JPCP
  - BASE BOND BRAKER
  - 0.33' ATB

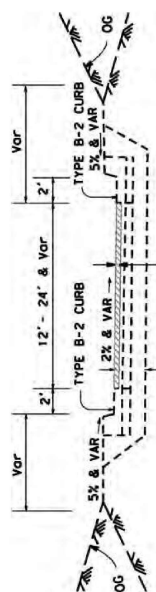
- PROPOSED PAVEMENT STRUCTURE**
- 1 1.10' OR MATCH EXIST THICKNESS-JPCP (RSC)
  - BASE BOND BRAKER
  - 0.33' LCB (RS), AS NEEDED
  - 2 0.15' COLD PLANE AC
  - REPLACE 0.15' RHMA-G
  - 3 0.35' COLD PLANE AC
  - REPLACE 0.35' HMA-A
  - 0.15' RHMA-G



### TYPICAL X-SECTION B-B

PM 23.70 TO PM 28.7

\* SEE NOTE 1



### TYPICAL RAMP X-SECTION

**NOTES:**  
FOR MBGR TO MGS UPGRADING LOCATIONS, SEE ATTACHMENTS B1-B3 AND TABLE B7.1.

## TYPICAL CROSS SECTIONS

NO SCALE

# **Tables of Safety Improvement Items**

**ATTACHMENT B6**

**Table B6.1 - List of MBGR Upgrading to MGS/End Terminal Systems**

Loc	PM	Dir	Exist. Type	Prop. Type	Description	Length (ft.)	Exist. End Treatment	Proposed End Terminal Systems
1	R19.577	SB	MBGR	MGS	005 SB To Exit 136 for Main St off-ramp @ Broadway overpass	95	BCT	In-line
2	R19.599	SB	MBGR	MGS	005 SB To Exit 136 for Main St off-ramp to Concrete Barrier	54	BCT	In-line
3	R19.712	SB	MBGR	MGS	005 SB @ Broadway on-ramp	109	BCT	In-line
4	R19.842	NB	MBGR	MGS	005 NB From Broadway to Pasadena Ave on-ramp	126	BCT	In-line
5	M22.55	SB	MBGR	MGS	005 SB From RTE 2/5 SEP Bridge 53-527L overpass to 002 SB	551	BCT	In-line
6	R23.619	NB	MBGR	MGS	005 NB To Exit 140B Glendale Blvd off-ramp to Pump Plant 53-1068W	90	BCT	In-line
7	R24.297	NB	MBGR	MGS	005 NB From Los Feliz Blvd on-ramp 005 overpass Bridge 1 of 3 to Los Feliz Blvd Bridge	161	FLEAT	In-line
8	R24.313	NB	MBGR	MGS	005 NB From Los Feliz Blvd on-ramp 005 Traffic light meter 1 of 3 to Los Feliz Blvd Bridge	98	BCT	In-line
9	R25.708	SB	MBGR	MGS	005 SB From Colorado St WB to Circle on-ramp to Concrete Barrier	154	BCT	In-line
10	R25.708	NB	MBGR	MGS	005 NB From Colorado St WB on-ramp With 42 Sand Barrel @ Gorpint	192	BCT	In-line
11	M26.595	SB	MBGR	MGS	005 SB @ WB 134 overpass Bridge Double Guard-Rail/90	62	BCT	Flared
12	C26.595	SB	MBGR	MGS	005 SB From 134 EB Connector WB 134 overpass Bridge Double Guard-Rail/90	62	BCT	Flared
13	M26.716	SB	MBGR	MGS	005 SB To Coloralo St 3/4 mile overhead sign to 134 EB overpass	175	SRT-350	Flared
14	C26.78	NB	MBGR	MGS	005 TO From WB 134 Connector Bridge	492	BCT	In-line
15	M26.883	SB	MBGR	MGS	005 SB @ Colorado St, Los Feliz Bl, Glendale Bl 3 mile overhead sign	140	SKT-350	In-line
16	C26.883	SB	MBGR	MGS	005 SB @ Colorado St, Los Feliz Bl, Glendale Bl 3 mile overhead sign on 134 Connector to Glandale/Pasadena only overhead sign	140	SRT-350	Flared
17	M27.19	NB	MBGR	MGS	005 NB From Exit 145A Western Ave Exit only overhead sign	558	A-Cap	In-line
18	R27.754	NB	MBGR	MGS	005 NB From Flower St for Western Ave on-ramp/90 Corer	90	BCT	In-line
19	R27.754	NB	MBGR	MGS	005 NB From Flower St for Western Ave on-ramp to into Thrie-Beam to Bridge 53-1079S	320	SRT-350	Flared

Loc	PM	Dir	Exist. Type	Prop. Type	Description	Length (ft.)	Exist. End Treatment	Proposed End Terminal Systems
20	R27.829	SB	MBGR	MGS	005 SB To EB Western Ave off-ramp from Bridge 53-1079K	187	A-Cap	In-line
21	R27.9	SB	MBGR	MGS	005 SB From Western Ave on-ramp to Bridge 53-1079K	196	FLEAT	In-line
22	M28.031	NB	MBGR	MGS	005 NB From WB Western Ave on-ramp to Allen Ave Bridge 53-1081/1964	785	FLEAT	In-line
23	M28.155	NB	MBGR	MGS	005 NB From Allen Ave Bridge 53-1081/1964 & Alameda Ave Exit & Olive Ave 3/4 mile overhead sign	804	A-Cap	In-line
24	R28.356	NB	MBGR	MGS	005 NB From Alameda Ave EB on-ramp to Bridge 53-1082G	358	SRT-350	In-line
25	R28.419	SB	MBGR	MGS	005 SB From Bridge 53-1082 to Alameda Ave EB off-ramp	176	A-Cap	In-line
26	R28.457	NB	MBGR	MGS	005 NB From Bridge 53-1082 to Alameda Ave WB off-ramp	137	A-Cap	In-line
27	R28.579	NB	MBGR	MGS	005 NB From Alameda Ave to Bridge 53-1085	379	SRT-350	Flared

Total 6691

**USE 6700**

**Table B6.2 - List of Overhead Sign Structures & Sign Panels Replacement**

No.	Post Mile	Location/ Direction	Type (Existing)	Frame (Existing)	Guardrail	Tapered ?	Ver Clr (ft)	Sign Panel Width (ft)	Sign Panel Height (ft)	Sign Panel Area (sf)	Sign Panel Count	Sign Panel Message
1	19.225	On Route SB	Two Posts	Truss	Yes	Yes	19	17, 28	10, 10	450	2	(1) I-5, Santa Ana (2) I-10 EAST; San Bernardino; (S Arrow, x2) ONLY
2	19.305	On Route NB	Single Post	Truss	Yes	Yes	18	11, 17	6, 6	168	2	(1) NORTH; SR-110 NO TRUCKS; Pasadena; 1/2 MILE (2) EXIT 138B; Broadway; [ ] ONLY
3	19.506	On Route SB	Single Post	Truss	Yes	Yes	0	18	6	108	1	Mission Road 1/2; San Bernardino Fwy I-10 3/4; Fourth Street 1 3/4
4	19.882	On Route SB	Single Post	Truss	Yes	Yes	0	18	5	90	1	Main Street 1/4; Mission Road 1; San Bernardino Fwy I-10 1 1/4
5	20.411	On Ramp SB	Two Posts	Truss	Yes	Yes	0	15, 12	7, 7	189	2	(1) NORTH; SR-110 Pkwy; Pasadena; J NO TRUCKS (2) TRU TRAFFIC OK; TRUCK RTE; Broadway [ ]
6	20.524	Off Ramp SB	Two Posts	Truss	Yes	Yes	0	24, 17	8, 8	328	2	(1) SOUTH; I-5 Fwy; Santa Ana; J J J (2) THRU TRAFFIC OK; NORTH EXIT 137A; SR-110 Pkwy; Pasadena; J J
7	20.874	On Route SB	Single Post	Truss	Yes	Yes	0	15, 14	7, 7	203	2	(1) SOUTH; I-5 Fwy; J Santa Ana (2) SOUTH; SR-110 Pkwy; Los Angeles [ ]
8	21.076	On Route SB	Single Post	Truss	Yes	Yes	0	22	8	176	1	SR-110 Pkwy NORTH 1/4; Main St 1 1/2; Mission Rd 2 1/4
9	21.079	On Route SB	Two Posts	Truss	Yes	Yes	19.5	14, 20	6, 6	204	2	(1) TRUCK RTE; Figueroa St; J (2) SR-110 Pkwy SOUTH EXIT 137B; Los Angeles; J NO TRUCKS J
10	21.236	On Route SB	Two Posts	Truss	Yes	Yes	18.5	20, 49, 20	10, 10, 10	890	3	(1) I-5 SOUTH; Santa Ana (2) NORTH NO TRUCKS SOUTH; SR-110 Arroyo Seco Parkway SR-110; Pasadena J Los Angeles; J ONLY J ONLY J
11	21.895	On Route NB	Single Post	Truss	Yes	Yes	0	14	6	84	1	Glendale Fwy SR-2 1/2; Glendale Blvd 1 1/2; Los Feliz Blvd 2 1/4
12	22.085	On Route NB	Two Posts	Truss	NA	Yes	17.17	24, 29, 20	9, 9, 9	657	3	(1) I-5 NORTH; Sacramento; LEFT 4 LANES (2) SOUTH NORTH; SR-2 Echo Park; Glendale SR-2; J J ONLY
13	22.298	On Route SB	Single Post	Truss	Yes	Yes	17	13	5	65	1	THRU TRAFFIC OK; Stadium; Way [ ]

No.	Post Mile	Location/ Direction	Type (Existing)	Frame (Existing)	Guardrail	Tapered ?	Ver Clr (ft)	Sign Panel Width (ft)	Sign Panel Height (ft)	Sign Panel Area (sf)	Sign Panel Count	Sign Panel Message
14	22.336	On Route NB	Two Posts	Truss	Yes	Yes	16.75	16, 33	9, 9	441	2	(1) 1-5 NORTH; Sacramento; LEFT 4 LANES (2) SR-2 Glendale Fwy; Echo Park Glendale; SOUTH NORTH; <input type="checkbox"/> ONLY <input checked="" type="checkbox"/>
15	22.476	On Route NB	Two Posts	Truss	Yes	Yes	16.5	24, 17	10, 10	410	2	(1) 1-5 NORTH; Sacramento; LEFT 4 LANES (2) SR-2 SOUTH; Glendale Fwy; Echo Park <input checked="" type="checkbox"/>
16	22.591	On Route SB	Single Post	Truss	Yes	Yes	0	18	6	108	1	Stadium Way; 1/4 MILE; SR-110 Parkway SOUTH 1 1/2; SR-110 Parkway NORTH 2
17	22.843	On Route SB	Two Posts	Truss	Yes	Yes	18	30, 11, 28, 18	10, 10, 10, 10	870	4	(1) 1-5; Los Angeles; <input type="checkbox"/> TRUCKS OK <input type="checkbox"/> (2) EXIT 138; Stadium; Way; THRU TRAFFIC OK; <input type="checkbox"/> (3) NORTH SR-2 SOUTH; Glendale   Echo Park; <input type="checkbox"/> ONLY <input type="checkbox"/>
18	23.013	On Route SB	Single Post	Truss	Yes	Yes	0	18	6	108	1	SR-2 Freeway 1/4; Stadium Way 3/4; SR-110 Parkway SOUTH 2
19	23.67	On Route NB	Single Post	Truss	Yes	Yes	17	12	6	72	1	Los Feliz Blvd 1/2; Griffith Park 3/4; Colorado St 2
20	24.2	On Route NB	Single Post	Truss	Yes	Yes	19	13	5	65	1	Los Feliz <input type="checkbox"/> Blvd ONLY
21	24.203	On Route NB	Single Post	Truss	Yes	Yes	19	13	5	65	1	Griffith Park; 1/4 MILE
22	24.658	On Route SB	Single Post	Truss	Yes	Yes	0	14	5	70	1	Glendale Blvd 3/4; Fletcher Dr 1 1/2; Glendale Fwy 1 3/4
23	24.861	On Route NB	Single Post	Truss	Yes	Yes	0	18	6	108	1	Colorado St EAST 3/4; Ventura Fwy SR-134 1 1/2; Western Ave 2 3/4
24	25.773	On Route NB	Single Post	Truss	Yes	Yes	0	18, 18	6, 6	216	2	Ventura Fwy SR-134 1/2; Western Ave 1 3/4; Alameda Ave 2 1/4
<b>Total</b>										<b>9965</b>	<b>40</b>	

**Table B6.4 - Locations of Crosswalk & Signage Improvement**

No.	Post Mile	Location Description	Crosswalk Upgrade/Add	Signage * Y/N
1	23.573	NB Off to Glendale Blvd (Hyperion)	Upgrade	No
2	23.588	SB On from Glendale Blvd (Hyperion)	Upgrade	No
3	23.844	SB Off to Glendale Blvd (Hyperion)	Upgrade	No
4	23.855	NB On from Glendale Blvd (Hyperion)	Upgrade	No
5	24.122	NB Off to Los Feliz	Upgrade	No
6	24.168	SB On from Los Feliz SB Off to Pasadena Ave	Upgrade	Yes
7	24.524	SB Off to WB Los Feliz SB from Pasadena to Broadway	Upgrade	No
8	24.525	SB Off to EB Los Feliz	Upgrade	No
9	24.531	NB On from EB Los Feliz	Upgrade	Yes
10	24.532	NB On from WB Los Feliz	Upgrade	Yes
11	26.481	NB On/Off Park Dr/Zoo Dr	Add	No
12	27.603	SB On from Western Ave	Upgrade	No
13	27.712	SB On from EB Western Ave	Upgrade	Yes
14	27.957	SB Off to EB Western Ave	Upgrade	No
15	27.958	SB Off to WB Western Ave	Upgrade	Yes
16	27.972	NB On from WB Western Ave	Upgrade	Yes
17	28.012	NB On from SB Flower St (At Western Ave)	Add	No
18	28.308	SB On from WB Alameda Ave NB On from Pasadena Ave	Upgrade	Yes
19	28.309	SB On from EB Alameda Ave NB from Broadway to Pasadena	Upgrade	Yes
20	28.323	NB Off to EB Alameda Ave SB Off to Fletcher Dr	Upgrade	No
21	28.324	NB Off to WB Alameda Ave NB On from Fletcher Dr	Upgrade	No
22	28.537	SB Off to WB Alameda Ave	Upgrade	No
23	28.538	SB Off to EB Alameda Ave	Upgrade	No
24	28.578	NB On from EB Alameda Ave	Upgrade	Yes
25	28.579	NB On from WB Alameda Ave	Upgrade	Yes

Note:

- \* Install all three signs.
  1. R10-15 (Turning Vehicles Yield to Pedestrians) prior to on-ramps
  2. W11-2 (Pedestrian)
  3. W16-7 (Directional Arrow)

Table B6.5 - List of Ramps

No.	Post Mile	Type	Location Description	Ramp Dimension		
				Length (ft)	Width (ft)	Area (sq.ft)
1	19.301	AC	NB Off to Daly St/Main St	700	18	12600
2	19.453	AC	SB On from NB Broadway	1750	30	52500
3	19.510	AC	NB Off to NB Broadway	1560	30	46800
4	19.619	AC	SB Off to Ave 21/Main St.	2520	30	75600
5	19.710	AC	Seg SB from Pasadena to Broadway	650	36	23400
6	19.740	AC	Seg NB from Broadway to Pasadena	800	36	28800
7	20.025	AC	NB On from Pasadena Ave	1450	32	46400
8	20.057	AC	Seg SB to Pasadena Ave	1290	30	38700
9	20.358	AC	Seg SB On from Ave 26	645	30	19350
10	20.452	AC	Seg SB Off to Pasadena	1070	24	25680
11	20.453	AC/PCC	Seg SB Off to NB I-110	1730	36	62280
12	20.786	AC	SB On from Duvall St	1430	24	34320
13	20.802	AC	Seg SB from Duvall to I-110	860	24	20640
14	20.930	AC	Seg NB On from Duvall	900	30	27000
15	21.063	AC	Seg SB Off Elmgrove/ Riverside	927	30	27810
16	21.064	AC	Seg SB Off to SB I-110	2600	24	62400
17	21.100	AC	NB On from I-110/Barclay	892	22	19624
18	21.660	AC	NB Off to Riverside/ Eads	843	30	25290
19	21.708	AC	SB On from Stadium Way	1236	28	34608
20	21.859	AC	NB On from Riverside/Eads	920	27	24840
21	21.927	AC	SB On from SR-2	1050	34	35700
22	22.298	AC	SB Off to Stadium Way	1270	24	30480
23	22.634	AC	NB Off to WB SR-2	1160	24	27840
24	23.085	AC	SB Off to Fletcher Dr	1270	32	40640
25	23.166	AC	NB On from Fletcher Dr	1890	30	56700
26	23.573	AC	NB Off to Glendale Blvd	1130	30	33900
27	23.588	AC	SB On from Glendale Blvd	1040	30	31200
28	23.844	AC	SB Off to Glendale Blvd	1125	30	33750
29	23.855	AC	NB On from Glendale Blvd	1090	24	26160
30	24.122	AC	NB Off to Los Feliz	1400	30	42000
31	24.168	AC	SB On from Los Feliz	850	24	20400
32	24.463	AC	NB Off to Griffith Park Dr	850	30	25500
33	24.481	AC	Seg SB On from Griffith Park Dr	1310	30	39300
34	24.524	AC	Seg SB Off to WB Los Feliz	1680	30	50400
35	24.525	AC	Seg SB Off to EB Los Feliz	1970	24	47280
36	24.531	AC	Seg NB On from EB Los Feliz	2470	36	88920
37	24.532	AC	Seg NB On from WB Los Feliz	990	24	23760
38	24.709	AC	NB On from EB/WB Los Feliz	1115	24	26760
39	24.710	AC	SB Off to Los Feliz	1410	30	42300
40	25.663	AC	NB Off to Colorado Exit	1320	24	31680
41	25.852	AC	SB On from WB Colorado Exit	1180	30	35400
42	25.903	AC	NB On from WB Colorado Exit	850	36	30600
43	25.969	AC	SB Off to EB Colorado Exit	1990	36	71640

No.	Post Mile	Type	Location Description	Ramp Dimension		
				Length (ft)	Width (ft)	Area (sq.ft)
44	26.345	AC	SB On from Park Dr/Zoo Dr	770	36	27720
45	26.365	AC	NB Off to EB SR-134/Park Dr	980	24	23520
46	26.383	AC	SB On from WB SR-134	2420	36	87120
47	26.481	AC	Seg NB Off Park Dr/Zoo Dr	630	30	18900
48	26.482	AC	Seg NB Off to EB SR-134	670	24	16080
49	26.543	AC	Dum SB On from EB SR-134	1700	36	61200
50	27.603	AC	SB On from Western Ave	230	30	6900
51	27.657	AC	NB Off to Western Ave	780	24	18720
52	27.712	AC	Seg SB On from EB Western Ave	1440	30	43200
53	27.713	AC	Seg SB On from WB Western Ave	1590	20	31800
54	27.740	AC	Seg NB Off to EB Western Ave	1365	24	32760
55	27.741	AC	Seg NB Off to WB Western Ave	1560	20	31200
56	27.957	AC	Seg SB Off to EB Western Ave	1548	20	30960
57	27.958	AC	Seg SB Off to WB Western Ave	671	24	16104
58	27.971	AC	Seg SB On to EB Western Ave	0	20	0
59	27.972	AC	Seg NB On from WB Western Ave	777	30	23310
60	28.012	AC	NB On from Western Ave	260	36	9360
61	28.035	AC	Seg Off to Western Ave	554	24	13296
62	28.246	AC	NB Off to Alameda Ave	773	24	18552
63	28.269	AC	SB On from Alameda Ave	202	24	4848
64	28.308	AC	Seg SB On from WB Alameda Ave	1590	24	38160
65	28.309	AC	Seg SB On from EB Alameda Ave	754	24	18096
66	28.323	AC	Seg NB Off to EB Alameda Ave	680	24	16320
67	28.324	AC	Seg NB Off to WB Alameda Ave	1530	24	36720
68	28.537	AC	Seg SB Off to WB Alameda Ave	730	24	17520
69	28.538	AC	Seg SB Off to EB Alameda Ave	1500	24	36000
70	28.578	AC	Seg NB On from EB Alameda Ave	1620	24	38880
71	28.579	AC	Seg NB On from WB Alameda Ave	800	24	19200
72	28.616	AC	SB Off to Alameda Ave	550	24	13200
73	28.654	AC	NB On from Alameda Ave	360	24	8640
			<b>Subtotal</b>	84,217		2,359,238

**TOTAL      262,138  
sq. yd.**



*Attachment C*  
*Environmental*  
*Document*  
*(CE/CE)*



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

**Project Information**

**Project Name (if applicable):** I-5 CAPM N/O DTLA

**DIST-CO-RTE:** 07-LA-5

**PM/PM:** 19.2/28.9

**EA:** 37870

**Federal-Aid Project Number:** CE# 202410009

**Project Description**

The project is located on LA-5 from the north of Main St undercrossing (UC) postmile (PM) 19.2 to the south of Verdugo Ave UC (PM 28.9) in Los Angeles County. This multi-asset project primarily proposes Minor Pavement Rehabilitation (Capital Preventive Maintenance – CAPM) of all Asphalt Concrete (AC) and Portland Cement Concrete (PCC) on freeway mainline lanes, shoulders, and the connected AC paved ramps along both northbound (NB) and southbound (SB) sides of the freeway (Anchor Asset). This project also proposes other improvements (Satellite Assets) such as (a) Freeway Safety Enhancements (b) Roadside Safety Improvements and (c) Complete Street Elements. All work is within Caltrans R/W.

**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**

Robert J. Wang

Print Name

Signature

April 22, 2025

Date

**Project Manager**

THEIN WIN

Print Name

Signature

April 23, 2025

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)(22)
23 CFR 771.117(d): activity (d)(-)
Activity - 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

Robert J. Wang
Print Name
Signature
Date
April 22, 2025

Project Manager/ DLA Engineer

THEIN WIN
Print Name
Signature
Date
April 23, 2025

Date of Categorical Exclusion Checklist completion (if applicable): -
Date of Environmental Commitment Record or equivalent: 4/22/25

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:

#### **Air Quality**

- See attached ECR

#### **Biology**

- See attached ECR
- In conclusion, this project will have no impacts to sensitive biological resources. This project does not require the removal of trees or sensitive vegetation. All work will be confined to the existing facilities maintained by Caltrans. There will be no effects to federal/state threatened/endangered species. As this project currently stands, there is no further need for biological review and this project may proceed.

#### **Cultural**

- Based on this review, the undertaking, as currently proposed, 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 Stipulation VII and Attachment 2, and the work conforms to the following classes of screened undertakings listed in the Section 106 PA Attachment 2:
  - o Class 1 Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats.
  - o Class 10 Repair of the highway and its facilities.
  - o Class 11 Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way.
  - o Class 13 Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs.
  - o Class 14 Installation, removal or replacement of roadway markings, such as painted stripes, raised pavement markers, thermoplastic tape, or raised bars, or installation of sensors in existing pavements.
  - o Class 18 Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety.
  - o Class 20 Modification of traffic control systems or devices utilizing existing infrastructure, including installation, removal, or modification of regulatory, warning, or informational signs or signals.
  - o Class 22 Replacement of existing highway signs.

As a result, this undertaking is exempt from further review, no additional studies are required and the Section 106 compliance process, CEQA cultural resources component, and PRC 5024 compliance are complete.

#### **Hazardous Waste**

- See attached ECR



## Environmental Commitments Record (ECR)

**DIST-CO-RTE:** 07 - LA - 005 **PW/PM:** 19.200/28.900 **EA/Project ID:** 07-37870\_ / 0721000242

**Project Description:** MULTI-OBJECTIVE, MULTI-MODAL PAVEMENT REHABILITATION

**Date (Last modification):** 4/22/2025

**Environmental Planner:** Jeremiah Garcia **Phone:** 213-266-6937

**Construction Liaison:** **Phone:**

**Resident Engineer:** **Phone:**

### PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments

### ENVIRONMENTAL COMMITMENTS

#### PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	The AQB should be informed of any changes to the proposed scope or the class of action determined for this project. Such changes may require an update or reassessment of air quality issues for the proposed project	Env Doc		RE					

Biology	All appropriate storm water and Erosion BMPs will be incorporated into the project specifications	NES		PE					
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Other	The Division of Environmental Planning will be provided the PS&E package for review and comment	Env Doc		PE					
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#### PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Pre-construction nesting bird surveys prior to any vegetation clearing or work activities near the Los Angeles River	NES		RE					

**Environmental Commitments Record for I-5 CAPM N/O DTLA**

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
<b>CONSTRUCTION</b>										
Air Quality	It is within the boundary of the SCAB and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD); and therefore, this project must comply with the SCAQMD Fugitive Dust Implementation Rule 403 to minimize temporary emissions during construction of the project as applicable and appropriate	Env Doc		RE	SCAQMD Rule 403					
Air Quality	SCAQMD Rule 1113 (Architectural Coating) limits the amount of VOC emissions from paving, asphalt, concrete curing, and cement coatings operations. Construction of the proposed project shall comply with all applicable AQMD Rules	Env Doc		RE	SCAQMD Rule 1113					
Air Quality	The AQB will coordinate for approval of a nonstandard special provision (NSSP) 14-9.05 to mandate contractors' compliance with the applicable air district rules including measures related to dust control	Env Doc	NSSP	RE	14-9.05					
Biology	All loose debris (as a result of construction of this project) must be hauled off the project site	NES		RE						
Biology	All pollution and litter laws and regulations will be followed by the contractor and all personnel on site	NES		RE						
Biology	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	NES		RE						
Cultural Resources	Please note that this assessment could change if there are any changes to the proposed activities or if additional locations are added. If there are any 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 must be halted in that area until a qualified archaeologist can assess the significance of the find	Section 106		RE						
Hazardous Waste	Appropriate special provisions (i.e., SSP 14-11.08, Regulated Material Containing Aerially Deposited Lead and SSP 14-11.09, Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead) will be prepared and provided for the PS&E package	HWA		RE	SSP 14-11.08 and SSP 14-11.09					

### Environmental Commitments Record for I-5 CAPM N/O DTLA

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Hazardous Waste	During the PS&E phase and upon receiving additional and/or complete Project information, OEE will provide the appropriate special provisions	HWA	RE							
Hazardous Waste	If the Project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free of contamination. Specific requirements on analytical tests required for imported borrow can be provided upon request	HWA	RE, Contractor							
Hazardous Waste	The hazardous waste must be packaged, stored, transported, and disposed of at an appropriate permitted hazardous waste disposal facility as specified in the Standard Specification 14-11.15, Disposal of Electrical Equipment Requiring Special Handling	HWA	RE		SSP 14-11.15					
Hazardous Waste	To protect workers, the contractor shall prepare a project specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead in the soil in accordance with the standard specifications for all work in unpaved areas	HWA	RE		LCP					
Hazardous Waste	Upon receiving additional and/or complete project information, SSP 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking, SSP 84-9.03, Residue from Removing Traffic Stripes and Pavement Markings, and SSP 36-4, Residue Containing Lead from Paint and Thermoplastic may be prepared	HWA	RE		SSP 14-11.12, SSP 84-9.03, & SSP 36-4					
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. The proposed improvements are 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 noise sensitive receptors in the vicinity of the project, potential construction noise impacts would need to be addressed. Section 14-8.02, Sound Control Requirements, of Caltrans standard specifications states that construction noise levels should not exceed sustained 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. These requirements also state that noise levels generated during construction shall comply with applicable local, state, and federal regulations. Including the standard Sound Control Requirements previously mentioned in the Project Standard Specifications and Special Provisions would address temporary construction noise-related potential impacts	Env Doc	SSP	RE		14-8.02				
Other	If this project scope should change for any reason, this Division will be notified to determine whether current environmental documentation is adequate	Env Doc		PE						



# *Attachment D*

## *Hazardous Waste*

### *Assessment*

## Memorandum

**To:** ROBERT WANG  
Senior Environmental Scientist  
Division of Environmental Planning

**Date:** April 18, 2025

**File:** 07-LA-5, PM  
19.2/28.9

**Attn:** JEREMIAH GARCIA  
Environmental Scientist  
Division of Environmental Planning

**EA:** 37870

**EFIS:** 0721000242

**From:** HENRY JONES, P.G. *V L for Henry Jones*  
Senior Engineering Geologist  
Office of Environmental Engineering  
Hazardous Waste Branch – North Region

**Subject: HAZARDOUS WASTE ASSESSMENT FOR 07-37870 PAED, MULTI-ASSET – PAVEMENT REHABILITATION / CAPM, LOS ANGELES COUNTY**

The Office of Environmental Engineering (OEE) has prepared this Hazardous Waste Assessment (HWA) in response to your request for Project Approval and Environmental Document (PAED) analysis/study, dated October 23, 2024, and the Project Initiation Report (PIR), dated April 27, 2023, for the above reference project (Project). The Project is located on Interstate 5 (LA-5) from postmile (PM) 19.2 to 28.9.

Based on your request and the PIR, the Project proposes the following:

1. In Portland cement concrete (PCC) segments (PM 19.2 - 23.73 and PM 28.70 - 28.90):
  - a. Grind existing pavement
  - b. Replace individual damaged slabs in mainline (approximately 400 to 500 slabs)
  - c. Cold plane 0.20' and overlay 0.20' rubberized hot mix asphalt-gap graded (RHMA-G) for ramps and shoulders
2. In asphalt concrete (AC) Segment (PM 23.73 - 28.70):
  - a. Cold plane 0.20' and overlay 0.20' RHMA-G for mainline
  - b. Cold plane 0.20' and overlay 0.20' RHMA-G for ramps and shoulders
3. Upgrade Americans with Disabilities Act (ADA) curb ramps – 5 locations
4. Replace overhead sign structures – 24 units
5. Replace overhead sign panels – 40 panels
6. Upgrade metal beam guardrails (MBGR) to Midwest guardrail system (MGS) – 27 locations (6,691 feet)

The Project also includes complete street elements such as pedestrian signs and crosswalks.

### **Aerially Deposited Lead (ADL)**

Exposed soils along roadways may be impacted with ADL due to historic use of leaded gasoline. ADL impacted soils are generally present up to 30 feet laterally from the edge of the paved road and to depths of two feet below ground surface (ft bgs), sometime extending to five ft bgs. Caltrans must comply with the requirements of the Soil Management Agreement with the Department of Toxic Substances Control (DTSC) on management, transport, and disposal of ADL contaminated soil.

Based on the information provided, OEE understands that there will be both minor (e.g., trenching for conduit, installing construction area signs, installing controller cabinets, upgrading guardrail, etc.) and major (e.g., constructing overhead sign foundations, constructing pile foundations for signal poles or ramp meters, upgrading ADA curb ramps, etc.) soil disturbances during the Project's rehabilitation and improvement work. OEE has reviewed its records for prior site investigations covering and/or in the vicinity of the Project limits and identified twelve (12) prior site investigation reports (see table on the next page).

The total lead concentrations ranged from 0.0 to 5,250 mg/kg, STLCs ranged from 0.0 to 200 mg/L, and TCLP concentrations ranged from 0.03 to 66 mg/L. Soil with STLC at or above 5 mg/L is classified as California non-RCRA hazardous waste. Soil with TCLP concentrations at or above 5 mg/L is classified as RCRA hazardous waste (12 samples in the upper 1 ft bgs identified in investigation reports 7B02 [2003; interchange modification and retaining wall construction] and 7B31 [2006; freeway widening], approximately PM 27.50 to PM 28.904).

To protect workers, the contractor shall prepare a project specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead in the soil in accordance with the standard specifications for all work in unpaved areas. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

During the PS&E phase and upon receiving additional and/or complete Project information, site investigation(s) covering the Project limits is warranted, particularly in disturbed areas that potentially may generate non-RCRA hazardous waste and RCRA hazardous waste and area(s) of major soil disturbance. Allocate up to four months in the Project schedule to allow for testing and analyses. Appropriate special provisions (i.e., SSP 14-11.08, *Regulated Material Containing Aerially Deposited Lead* and SSP 14-11.09, *Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead*) will be prepared and provided for the PS&E package.

HW Library ID	Task Order (TO) Contract & TO Number	TO Date	PM(s)	Total Lead Range (milligram per kilogram [mg/kg])	Soluble Threshold Limit Concentration (STLC) Results* (mg/L)	Toxic Characteristic Leaching Procedure (TCLP) Results* (mg/L)
7B02a 7B02b	07-1786A1-QV	1/20/2003 3/28/2003	27.50 – 28.10	5.0 – 2,200 (maximum detected in 0.5 ft-bgs sample of 579-101)	2.5 – 64 (maximum detected in surface sample of 579-102)	0.43 – 8.6 (maximum detected in 0.5 ft-bgs sample of 579-101)
7B03	07-148501-01	8/18/1994	27.80 – 31.87	3.4 – 309 (maximum detected in 0.5 ft-bgs sample, 53-1082-0.5-B1)	1.60 – 11 (maximum detected in 0.5 ft-bgs sample, 53-1082-0.5-B1)	N/A
7B04	07-137901-01	11/25/1996	28.70 – 34.60	17 – 2,030 (maximum detected in surface sample of PRO2)	0.15 – 6.20 (maximum detected in 2 ft-bgs sample of PRO2)	N/A
7B05	07-051071-QK	3/19/2002	27.60 – 28.60	0.0 – 1,800 (maximum detected in surface sample of S4)	0.0 – 67.0 (maximum detected in surface sample of S31)	N/A
7B30	07-A1752-07	9/30/2005	26.70 – 36.40	6.2 – 1,500 (maximum detected in surface sample of 102)	2.90 – 110 (maximum detected in surface sample of 105)	N/A
7B31	07-A1752-09	9/8/2006	26.70 – 36.40	5.0 – 5,250 (maximum detected in surface sample of 301)	1.70 – 80.0 (maximum detected in 2 ft-bgs sample of 115)	0.28 – 66 (maximum detected in surface sample of 402)
7B34	07-A2211-07	6/30/2008	26.72 – 29.40	5.0 – 630 (maximum detected in	0.46 – 75 (maximum detected in surface sample of 104)	0.25 – 3.10 (maximum detected in surface sample of 104)

HW Library ID	Task Order (TO) Contract & TO Number	TO Date	PM(s)	Total Lead Range (milligram per kilogram [mg/kg]) surface sample of	Soluble Threshold Limit Concentration (STLC) Results* (mg/L)	Toxic Characteristic Leaching Procedure (TCLP) Results* (mg/L)
				surface sample of 104)		
7B45	07A5236-06	1/13/2023	23.20 – 36.30	1.0 – 3,900 (maximum detected in surface sample of 105)	0.18 – 190 (maximum detected in surface sample of 105)	0.05 – 2.50 (maximum detected in surface sample of 105)
7B47	07A3963-01	6/9/2017	25.67 – 25.67	2.7 – 1,400 (maximum detected in 0.5 ft-bgs sample of 101)	0.18 – 83 (maximum detected in 0.5 ft-bgs sample of 101)	0.03 – 3.0 (maximum detected in 0.5 ft-bgs sample of 111)
7B48	07A3963-03	8/17/2016	13.70 – 26.70	110 – 3,500 (maximum detected in surface sample of 158)	6.40 – 200 (maximum detected in surface sample of 158)	0.11 – 2.80 (maximum detected in surface sample of 158)
7B51	07A3963-36	6/26/2019	27.60 – 27.80	1.1 – 4.2 (maximum detected in 10 ft-bgs sample of 108)	N/A	N/A
7P23	07A2729-23	2/28/2013	15.72 – 26.77	0.4 – 690 (maximum detected in 0.5 ft-bgs sample of 1191-126)	0.91 – 46.0 (maximum detected in 0.5 ft-bgs sample of 1191-126)	0.26 – 1.50 (maximum detected in 0.5 ft-bgs sample of 1191 – 106)
Note: * STLC and TCLP data were collected only for selected soil samples.						

### **GeoTracker and EnviroStor Regulatory Databases**

The regulatory databases of authorized and unauthorized releases of hazardous materials, GeoTracker and EnviroStor, maintained by the California State Water Resources Control Board and the California DTSC, have been reviewed.

For Project-applicability and brevity, only regulated properties within 500 feet of the anticipated major soil disturbance and 200 feet of the anticipated minor soil disturbance are considered. These regulatory databases reviewed on April 4, 2025, identified twenty-one (21) closed and two (2) open (one inactive and one undergoing assessment and interim remediation) regulated properties.

The regulated properties and their evaluations, organized by the nearest corresponding Project work item, are included in the table below.

Historical publicly available information indicate depth to groundwater is variable, ranging between 13 and 60 ft bgs along the Project limits. Constructing overhead sign foundations and pile foundations for signal poles/ramp meters may encounter groundwater impacted by releases of petroleum and other hazardous substances.

During the PS&E phase and upon receiving additional and/or complete Project information, site investigation(s) covering the Project limits is warranted particularly in the area(s) of major soil disturbance. Allocate four months in the Project schedule to allow for testing and analyses. Appropriate special provisions will be prepared and provided for the PS&E package.

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Overhead Sign #1	UNOCAL #2579	2600 MAIN ST N, LOS ANGELES, CA 90031	Completed - Case Closed as of 1/9/2003	LUST Cleanup Site	<p>Medium Risk.</p> <p>Former underground storage tanks (USTs) (two 10,000-gallon gasoline, two 12,000-gallon gasoline, two 550-gallon waste oil) removed revealed leaks. Excavation(s) associated with USTs and their features was the remediation, which revealed localized impacts. Residual groundwater impacts (total petroleum hydrocarbon [TPH] gasoline, benzene, toluene, Methyl tert-butyl ether [MTBE]) at low concentrations are present.</p> <p>Highest/shallowest GW (~2002) measured 24 ft-bgs.</p> <p>Overhead (OH) Sign #1 is approximately 320 feet away. The proposed depth of OH Sign #1 of 40 feet may encounter groundwater with petroleum-related contaminants.</p> <p>Low Risk.</p>
Overhead Sign #1	TUNEUP MASTERS SHOP #67	2131 MAIN ST N, LOS ANGELES, CA 90031	Completed - Case Closed as of 8/8/1997	LUST Cleanup Site	<p>Low Risk.</p> <p>One 750-gallon waste oil UST removed. Benzene and petroleum hydrocarbons were the constituents of concern and were the primary constituents evaluated. Excavation associated with the removal of UST revealed localized impacts.</p> <p>Highest/shallowest GW (~1997) measured 28 ft-bgs.</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Ramp #5	NASA OIL SERVICE STATION	2001 BROADWAY N, LOS ANGELES, CA 90031	Completed - Case Closed as of 11/3/2006	LUST Cleanup Site	<p>The proposed depth of OH Sign #1 of 40 feet may encounter groundwater with petroleum-related contaminants.</p> <p>The regulated property is not anticipated to directly impact the Project work item.</p> <p>Low Risk.</p> <p>One 12,000-gallon gasoline UST and one 12,000-gallon diesel UST removed in 1998. One 20,000-gallon gasoline UST and one 10,000-gallon diesel UST remain active as property operates as fueling station.</p> <p>Soil remediation via excavation; approximately 688 tons disposed. Minor residual soil impacts remain; elevated TPH-gasoline and benzene, toluene, ethylbenzene, and xylenes (BTEX) detected in groundwater.</p> <p>Highest/shallowest GW (~2006) measured 44 ft-bgs.</p> <p>The regulated property is not anticipated to directly impact the Project work item.</p> <p>Low Risk.</p>
Ramp #10	SAN FERNANDO CONSOLIDATED FACILITY	452 SAN FERNANDO RD., LOS ANGELES, CA 90031	Completed - Case Closed as of 11/14/2017	LUST Cleanup Site	<p>An active service facility for the MTA City bus with six (6) active gasoline, hydraulic oil, motor oil, transmission oil, waste oil, and diesel of capacities ranging from 2,000 to 15,000 gallons. Leak detected during replacements. Residual soil and groundwater impacts remain; TPH-gasoline, TPH-</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Overhead Sign #5; Overhead Sign #6	LAWRY'S CENTER	528 SAN FERNANDO RD, LOS ANGELES, CA	Completed -Case Closed as of 6/1/2003	Cleanup Program Site	<p>diesel, and BTEX in groundwater detected above applicable regulatory levels. Limited-to-no remediation performed; only bailing of free product.</p> <p>Highest/shallowest GW (~2014) measured 36 ft-bgs. Flow direction is to the southwest.</p> <p>The regulated property is located more than 350 feet away and is not anticipated to impact the Project work item.</p> <p>Medium Risk.</p> <p>Former Chromal Plating Company from 1940s to 1960. Soil remediation to approximately 41 ft-bgs via excavation and in-situ (soil mixing). Deed restricted and I-5 portion owned by Caltrans. Groundwater impacted by hexavalent chrome 0.130 mg/L remains. Case closed due to stabilization and assumed decrease over time. Hexavalent chrome levels remain above current applicable Maximum Contaminant Levels as well as some chlorinated compounds.</p> <p>Highest/shallowest GW (~2002) encountered at 40 ft-bgs. OGDS did not propose exploratory drilling at OH Signs # 5 and 6.</p> <p>The regulated property is not anticipated to impact the Project work item.</p> <p>Medium Risk.</p>
ADA Ramp #2; Ramp	SHELL (TEXACO)	1633 RIVERSIDE DR, LOS	Completed -Case	LUST Cleanup Site	

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
#18, Ramp #20		ANGELES, CA 90031	Closed as of 5/6/2013		Former gas station with six (6) USTs removed in 1991 – five 6,000-gallon gasoline USTs and one 550-gallon waste oil UST. Remediation via soil vapor extraction and free product removal using passive skimmers and absorbent socks. Minor residual soil impacts remain. Groundwater impacts remain, but no free product; TPH-gasoline, TPH-diesel, and BTEX in groundwater detected above applicable regulatory levels.  Highest/shallowest GW (~2012) measured 19 ft-bgs.  The regulated property is not anticipated to impact the Project work items if earthwork does not extend to groundwater.  Unknown Risk.
Overhead Sign #16	LA UNIFIED SCHOOL DISTRICT	2210 RIVERSIDE DR ATWATER VILLAGE, CA 90039	Completed -Case Closed as of 2/4/1989	LUST Cleanup Site	Limited-to-no data available on GeoTracker. Soil potentially impacted by heating oil or fuel oil.  OH Sign #16 is approximately 500 feet away.  The regulated property, albeit with limited-to-no data available, is located more than 400 feet away and not anticipated to impact the Project work item.  Medium Risk.
Overhead Sign #18	ARCO #0045	2466 RIVERSIDE DR. LOS ANGELES, CA 90039	Completed - Case Closed as of 1/28/1997	LUST Cleanup Site	Two 4,000-gal fuel tank, two 6,000-gal fuel tank, three unknown size gasoline tank, three 10,000-gal gasoline USTs and two dispenser islands were removed. Soil remediation via over-

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
(PM 23.398) PCC segments – grind, replace damaged slabs, cold plan and overlay	CHEVRON #9-5108	11113 SAN FERNANDO RD, ATWATER VILLAGE, CA 90039	Completed - Case Closed as of 6/26/1998	LUST Cleanup Site	excavation with 61.3 tons removed in 1989 and excavation with 49 tons removed in 2001. Minor residual impacts to soil and groundwater remain.  The regulated property operates as an active gas station. There exists an active gas station caddy corner as well.  Highest/shallowest groundwater measured 18 to 20 ft-bgs.  OH Sign # 18 is approximately 425 feet from the regulated property. The proposed depth of OH Sign # 18 of 35 feet may encounter groundwater with petroleum-related contaminants.  Low Risk.
Ramp #26; Overhead Sign #19	TRIANGLE GAS STATION	2918 RIVERSIDE DR ATWATER VILLAGE, CA 90039	Completed - Case Closed as of 2/25/2013	LUST Cleanup Site	Name suggest former gas station and summary indicate potential contaminants of concern as gasoline and potential media of concern as soil.  The regulated property, albeit with limited-to-no data available, is not anticipated to impact the Project work item.  Unknown Risk.  Limited-to-no data available on GeoTracker. Soil potentially impacted by gasoline. OH Sign # 19 is approximately 420 feet away.  The regulated property currently operates as an active gas station.

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Ramp #26; Overhead Sign #19	DOUGLAS BERGLUND/FORMER TEXACO	2900 RIVERSIDE DR LOS ANGELES, CA 90039	Completed - Case Closed as of 6/27/2006	LUST Cleanup Site	<p>The regulated property, albeit with limited-to-no data available, is located more than 425 feet away and not anticipated to impact the Project work items.            Medium Risk.</p> <p>Four gasoline USTs ranging from 550- to 10,000-gallon in capacity, two 550-gal waste oil USTs, and two 40-gal waste oil USTs removed in 1996. UST removal activities and over-excavation was remediation. Minor residual impacts to soil and groundwater remain.</p> <p>Highest/shallowest groundwater measured 14 ft-bgs.</p> <p>OH Sign #19 and Ramp#26 (if there is associated pile foundation[s] for signal poles and/or ramp meters) are approximately 425 feet away.            The proposed depth of OH Sign #19 of 40 feet may encounter groundwater with petroleum-related contaminants (BTEX and TPH-gasoline).</p> <p>The regulated property also currently operates as an active gas station.</p> <p>The proposed depth of OH Sign #19 of 40 feet and may encounter groundwater with petroleum-related contaminants.</p>
Ramp #28	LOS FELIZ FUEL STOP	3160 RIVERSIDE DR, LOS FELIZ, CA 90027	Completed - Case Closed as	LUST Cleanup Site	<p>Low-to-Medium Risk.</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
			of 1/30/2009		<p>One (1) 8,000-gallon diesel UST, one (1) 8,000-gallon gasoline UST, and one (1) 550-gallon waste oil UST removed in 1999. One 12,000-gallon diesel UST and one 12,000-gallon gasoline UST in-use. Minor residual soil and groundwater impacts remain. Remediation via groundwater pump-and-treat extracted over 2 million gallons of water.</p> <p>Highest/shallowest GW (~2008) measured at 13 ft-bgs.</p> <p>The regulated property is unlikely to impact the Project work item. If there is associated pile foundation[s] for signal poles and/or ramp meters extending to groundwater, dewater measures must be considered.</p> <p>Low Risk.</p>
Ramp #49	Two Brothers Transportation Diesel Release	I-5 and SR 134 West on Ramp, Glendale, CA 91207	Open - Inactive as of 3/3/2015	Cleanup Program Site	<p>An accidental release as the result of a produce truck losing control and colliding with an embankment; unknown amount of diesel fuel released. Remediation via limited excavation and backfill. Confirmation soil samples for petroleum-related constituents are below applicable regulatory levels.</p> <p>The regulated property is not anticipated to impact the Project work item.</p> <p>Unknown Risk.</p>
Ramp #51	GCG PRECISION METAL FINISHING	608 RUBERTA AVE., GLENDALE, CA 91201	Completed - Case Closed as	Cleanup Program Site	<p>Limited-to-no data available on GeoTracker. Potential contaminants of concern identified to</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Ramp #51; Ramp #54	CALIFORNIA REFRIGERATION SUPP.	627 RUBERTA AVE, GLENDALE, CA 91201	of 9/16/2005  Completed - Case Closed	LUST Cleanup Site	be chromium and volatile organic compounds. Potential media of concern identified to be groundwater. Overseeing regulatory agency (Los Angeles Regional Water Quality Control Board [LARWQCB]) issued "no further requirements."  The regulated property is unlikely to impact the Project work item if groundwater is not encountered.  Low Risk.  Limited-to-no data available on GeoTracker. Name and summary suggest refrigeration entity with solvents as potential contaminant of concern and soil as potential media of concern.  The regulated property is not anticipated to impact the Project work items based on its distance and potential media of concern.  Medium Risk.
Ramp #55; ADA Ramp #5	Lockheed Librascope	1607 - 1625 Flower Street, Glendale, CA 91201	Open - Assessment & Interim Remedial Action	Cleanup Program Site	A former independent principal supplier of weapons and combat control systems for tactical shipboard applications, tactical communications terminals, and equipment for army field communications. The property comprised of five (5) primary buildings associated with TPH, chlorinated volatile organic compounds (VOCs), and chromium impacts to soil, soil vapor, and groundwater.  Depths to GW historically were between 38 to 48 ft-bgs.

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
ADA Ramp #5	B. C. ANALYTICAL	801 WESTERN AVE., GLENDALE, CA 91201	Completed - Case Closed as of 12/22/2014	Cleanup Program Site	<p>The regulated property appears to be up for closure consideration due to: no evidence of ongoing source, lines of evidence of offsite upgradient source(s), VOCs are off-gassing from shallow groundwater, and risks are insignificant for commercial settings (~2014); a land use covenant is in-place.</p> <p>The regulated property is unlikely to impact the Project work items if groundwater is not encountered.</p> <p>Low Risk.</p> <p>A regulated property that appeared to be part of a region-wide San Fernando Valley chromium VI investigation. A 2001 site investigation and the facility's completed chemical use questionnaire determined that there were no further requirements.</p> <p>The regulated property is unlikely to impact the Project work item.</p> <p>Low Risk.</p>
Ramp #59	WESTERN MAGNETIC INC.	1733 FLOWER ST, GLENDALE, CA 91201	Completed - Case Closed as of 10/24/1996	LUST Cleanup Site	<p>Limited-to-no data available on GeoTracker. Potential contaminants of concern and potential media of concern were solvents and groundwater, respectively.</p> <p>The regulated property is unlikely to impact the Project work item if groundwater is not encountered.</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Ramp #59	VITAMINERALS INC.	1815 S. FLOWER ST., GLENDALE, CA 91201	Completed - Case Closed as of 12/12/2014	Cleanup Program Site	<p>Low Risk.</p> <p>A regulated property that appeared to be part of a region-wide San Fernando Valley superfund area investigation. Based on completed chemical use questionnaire, staff inspection, and/or assessment work, U.S. EPA and LARWQCB determined there were no further requirements.</p> <p>The regulated property is unlikely to impact the Project work item.</p> <p>Low Risk.</p>
Ramp #72; Ramp #65; Ramp #64	SHELL #204-1026-0101	181 ALAMEDA AVE W, BURBANK, CA 91502	Completed - Case Closed as of 7/19/2017	LUST Cleanup Site	<p>Low Risk.</p> <p>Formerly and currently a gas station. Two (2) 15,000-gallon gasoline USTs remain active. Remediation via over-excavation of soils (200 cubic yards) during UST removal/upgrades in 1995, soil vapor extraction in 2010-2011, and dual phase extraction system in 2004 to 2011. Minor residual soil impacts remain. Residual petroleum-related (TPH, BTEX, tertiary butyl alcohol) groundwater impacts remain in concentrations above applicable regulatory levels.</p> <p>Shallow and deep groundwater zones identified. Highest/shallowest GW (shallow zone; ~2015) encountered at 20 ft-bgs.</p> <p>The regulated property is unlikely to impact the Project work item if groundwater is not encountered.</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
Ramp #72; Ramp #65; Ramp #64	ARCO #5039	201 ALAMEDA AVE W, BURBANK, CA 91502	Completed - Case Closed as of 7/20/2004	LUST Cleanup Site	<p>Low risk.</p> <p>Formerly and currently a gas station. Three (3) 6,000-gallon gasoline USTs, two (2) 4,000-gallon gasoline USTs, one (1) 280-gallon used-oil UST removed in 1989. Three 10,000-gallon gasoline USTs remained active as of 1989. Remediation via over excavation of impacted soil during UST removal.</p> <p>Highest/shallowest GW (~2004) encountered at 58 ft-bgs.</p> <p>The regulated property is unlikely to impact the Project work item.</p> <p>Low Risk.</p>
Ramp #62; Ramp #66; Ramp #70	3 R WOOD DESIGN INC.	1116 S. VARNEY ST., BURBANK, CA 91502	Completed - Case Closed as of 7/27/2009	Cleanup Program Site	<p>Limited-to-no data available on GeoTracker. Chronology of regulatory activities suggest the property was part of a region-wide San Fernando Valley superfund area investigation. Potential contaminants of concern listed as chromium and VOCs; potential media of concern listed as groundwater.</p> <p>The regulated property is unlikely to impact the Project work item.</p> <p>Low Risk.</p>
Ramp #67	TECHNIBILT CORPORATION	1 WEST ALAMEDA AVENUE, BURBANK, CA 91502	Completed - Case Closed as of 7/14/2014	Cleanup Program Site	<p>The regulated property is unlikely to impact the Project work item.</p> <p>Low Risk.</p> <p>Facility manufacturing of shopping carts, electroplating, parts finishing, parts assembly, and warehousing. Deepest soil explored depths to 60 ft bgs; no groundwater was encountered. Soil</p>

Nearest Project Work Item	Site Name	Address	Status	Site Type	Evaluation
					closure granted as hexavalent chromium in soil deemed not mobile with minimal impacts to groundwater.  The regulated property is unlikely to impact the Project work item.

### **Lead and Chromium in Yellow Thermoplastic and Painted Striping**

The Project will remove existing traffic striping while grinding PCC pavement and cold planing AC pavement. The Project will also be placing crosswalk pavement delineation, which will require removal of the striping and pavement marking prior to application.

White, non-yellow, and low lead-yellow thermoplastic, paint stripes, and pavement markings contain lead at a concentration that is not hazardous. Yellow thermoplastic traffic stripe and pavement markings are treated as hazardous waste.

All thermoplastic, paint stripes, and pavement markings contain lead, and a Lead Compliance Plan (LCP) will be required to protect workers, as management of these materials exposes workers to health hazards. Please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP.

Residue from removing white traffic stripes by itself will not contain hazardous levels of lead. However, Lead Compliance Plan (LCP) is required as per Cal-OSHA Title 8 requirements. For cost estimate, for removal of white traffic stripes, please refer to the latest Contract Cost Database (<http://sv08web/contractcost/>).

During the PS&E phase and upon receiving additional and/or complete Project information, SSP 14-11.12, *Removal of Yellow Traffic Stripe and Pavement Marking*, SSP 84-9.03, *Residue from Removing Traffic Stripes and Pavement Markings*, and SSP 36-4, *Residue Containing Lead from Paint and Thermoplastic* may be prepared.

### **Treated Wood Waste**

The Project will be upgrading 6,691 feet of MBGR to MGS. The Project may also remove and/or relocate existing road signs on wood post.

The wood used for the sign posts is a potential source of hazardous material. The posts are treated with chemical preservatives. Arsenic, chromium, copper, and pentachlorophenol are among the chemicals added to preserve wood.

If these wood posts are removed and they become waste and are considered as treated wood waste (TWW). TWW is a California Waste, and the handling, storage, transportation, and disposal are subject to California regulations in accordance with special provisions. Please plan on allocating appropriate funds for disposal of TWW and the California Department of Tax and Fee Administration (CDTFA) fee.

During the PS&E phase and upon receiving additional and/or complete Project information, OEE will provide the appropriate special provision.

### **Electronic and Electrical Waste**

The Project will replace overhead sign structures, ramp meters, and ramp signals.

The equipment may contain hazardous substances such as polychlorinated biphenyls (PCB) ballasts, fluorescent or mercury lamps, mercury switches and timers, electronic components with heavy metals, and/or other electrical components regulated by DTSC. Disposal of electrical equipment containing hazardous substances that will not be salvaged will generate hazardous waste that must be properly managed and disposed. The Contractor must determine if electrical equipment containing hazardous substances are present prior to removal.

The hazardous waste must be packaged, stored, transported, and disposed of at an appropriate permitted hazardous waste disposal facility as specified in the Standard Specification 14-11.15, *Disposal of Electrical Equipment Requiring Special Handling*.

### **Imported Borrow**

If the Project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free of contamination. Specific requirements on analytical tests required for imported borrow can be provided upon request.

### **Support Hours**

OEE estimates the following resources will be required:

<b>WBS Task</b>	<b>Hours</b>
235.10	650 hours (525 PYE site investigation field work, 125 for PS&E support, HWA memo[s], and SSPs)
255.15	60 hours (PS&E support; final PS&E Package and quality review)
270.66	80 hours (LCP, Construction support)
280	40 hours (Construction support for closeout)

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any questions, please contact me at (213) 269-1118, [Henry.Jones@dot.ca.gov](mailto:Henry.Jones@dot.ca.gov) or contact Kevin Lin of my staff at (213) 266-6887, [Kevin.Lin@dot.ca.gov](mailto:Kevin.Lin@dot.ca.gov).

#### Attachments:

- Review of multi-asset project for CE/CE
- Vicinity Map

#### Cc:

- Wasif Bhuiyan
- Thein Win



*Attachment E*

*Storm Water Data*

*Report*



Dist-County-Route: 07-LA-5  
Post Mile Limits: 19.2/28.9  
Project Type: Minor Pavement Rehabilitation  
Project ID (EA): 0721000242 (EA 378700)

Phase:  PID  PA/ED  PS&E

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

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

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

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012  2022   
Total Disturbed Soil Area: 0.58 acres New Impervious Surface: 0 acres  
Estimated Const. Start Date: 04/07/28 Estimated Const. Completion Date: 09/27/29

Risk Level: RL 1  RL 2  RL 3  Not Applicable   
Is (M)WELo applicable? Yes  No

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

Mohamed Ghannoum 8/27/25  
Mohamed Ghannoum, Registered Project Engineer/Landscape Architect Date

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

S Liu 08/27/2025

[Stamp Required at PS&E only]

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

## 1. Project Description

- This is a minor pavement rehabilitation (Capital Pavement Maintenance – CAPM) project which consists of various types of work along Route 5 in Los Angeles County, from North Main St (PM 19.2) to East Verdugo Ave (PM 28.9). The major scope of work involves pavement resurfacing and restoration. The project also includes replacing overhead sign structures and sign panels, upgrading MBGR to MGS and upgrading five (5) non-compliant Americans with Disabilities Act (ADA) curb ramps. Four (4) of the ADA curb ramp locations will only install new Detectable Warning Surface (DWS). The one (1) remaining location is an existing sidewalk that will have an ADA Curb ramp and an Accessible Pedestrian Signal (APS) installed.
- The environmental document for this project is a Categorical Exemption/Exclusion (CE/CE)
- The total disturbed soil area (DSA) is estimated as follows:  
Upgrade existing MBGR to MGS with vegetation control pads or Concrete Barrier,
  - Area (MGS) = 5,210ft x 4ft = 20,840sqft,
  - Area (Concrete Barrier) = 850ft x 2ft = 1,700sqft
  - Area (Overhead Sign Structures) = 8ft x 8ft x 24 = 1,536sqft
  - Area (ADA curb ramp locations) = 120sf x 5 = 600sqftTotal DSA = 24, 676sqft (0.57 acres)
- There is no Net New Impervious (NNI) area for this project, NNI = 0 acre.
- There is no Replaced impervious surface (RIS) area for this project, RIS = 0 acre.
  - ADA Curb Ramp work is considered Excluded Impervious Area (EIA) per PPDG 2023 Table 4-1.
- New Impervious Surface (NIS) = NNI + RIS = 0 + 0 = 0 acre.
- No Additional Treated Areas (ATA) are anticipated. ATA = 0 acre.
- Post Construction Treatment Area (PCTA) = NIS + ATA = 0 acre.
- The total project cost estimate is \$81,503,000.

## 2. Site Data and Stormwater Quality Design Issues

- The project limits are within the Los Angeles River Hydrologic Unit, in the San Fernando hydrologic area with hydrologic sub-area Bull Canyon (#412.21) and Los Angeles River Hydrologic Unit, in the Los Angeles hydrologic area with hydrologic sub-area (#412.10).
- The 2024 303(d) listed receiving water bodies within the project limits are Burbank Western Channel, Lost Angeles River Reach 3 (Figueroa St. to Riverside Dr.), Los Angeles River Reach 2 (Carson to Figueroa St.), Arroyo Seco Reach 1 (LA River to West Holly Ave.). The pollutants of concern are Ammonia, Chlorine, Copper, Indicator Bacteria, Lead, Nutrients (Algae), Oil, Oil and Grease, pH, Selenium, Toxicity, Trash and Zinc.
- The project does not require 401 Certification.
- The environmental approval for California Environmental Quality Act (CEQA) is Categorical Exemption and for National Environmental Policy Act (NEPA) is Categorical Exclusion. The CE/CE document was approved on 04/22/25.
- The rainy season is from October 1<sup>st</sup> to May 1<sup>st</sup>.
- There are no drinking water reservoirs or recharge facilities within the project limits.

- The project limits are within the Los Angeles River Total Maximum Daily Load (TMDL) watershed boundary. The TMDLs are as follows:

Los Angeles River

Pollutant(s)	Effective Date	LA RWQB Resolution No.	Categorical Implementation Requirements <sup>1 2</sup>
<b>Title: Los Angeles River Trash TMDL</b>			
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.
<b>Title: TMDL for Metals for the Los Angeles River and its Tributaries</b>			
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.
<b>Title: TMDL for Indicator Bacteria for the Los Angeles River Watershed</b>			
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.
<b>Title: Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants TMDL</b>			
Toxic pollutants (dichlorobiphenyl-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.

### 3. Construction Site BMPs

- The project will require a Water Pollution Control Program (WPCP) since the total disturbed area is less than 1 acre.
- The following contract bid items will be required for the implementation of temporary construction site BMP strategy:
  - Job Site Management
  - Temporary Silt Fence
  - Water Pollution Control Program (WPCP)
  - Temporary Drainage Inlet Protection
  - Street Sweeping
  - Temporary Construction Entrance
  - Temporary Concrete Washout
- The following temporary BMPs will be implemented under the lump sum of Job Site Management:
  - Water Control and Conservation
  - Spill Prevention and Control
  - Material delivery and storage
  - Sanitary/Septic Waste management
- Project specific BMP measures will be specified and quantified during later project phases.
- Additional information will be provided during the next phase.
- Temporary construction BMPs have been estimated at \$585,000, in accordance with the guidelines of Appendix F, 2023 PPDG.
- On May 28, 2025, Arthur Hedayati, District 7 Construction Stormwater Coordinator, concurs with the temporary construction site BMP strategy used (at PA&ED Phase) for the scope of work for this project.

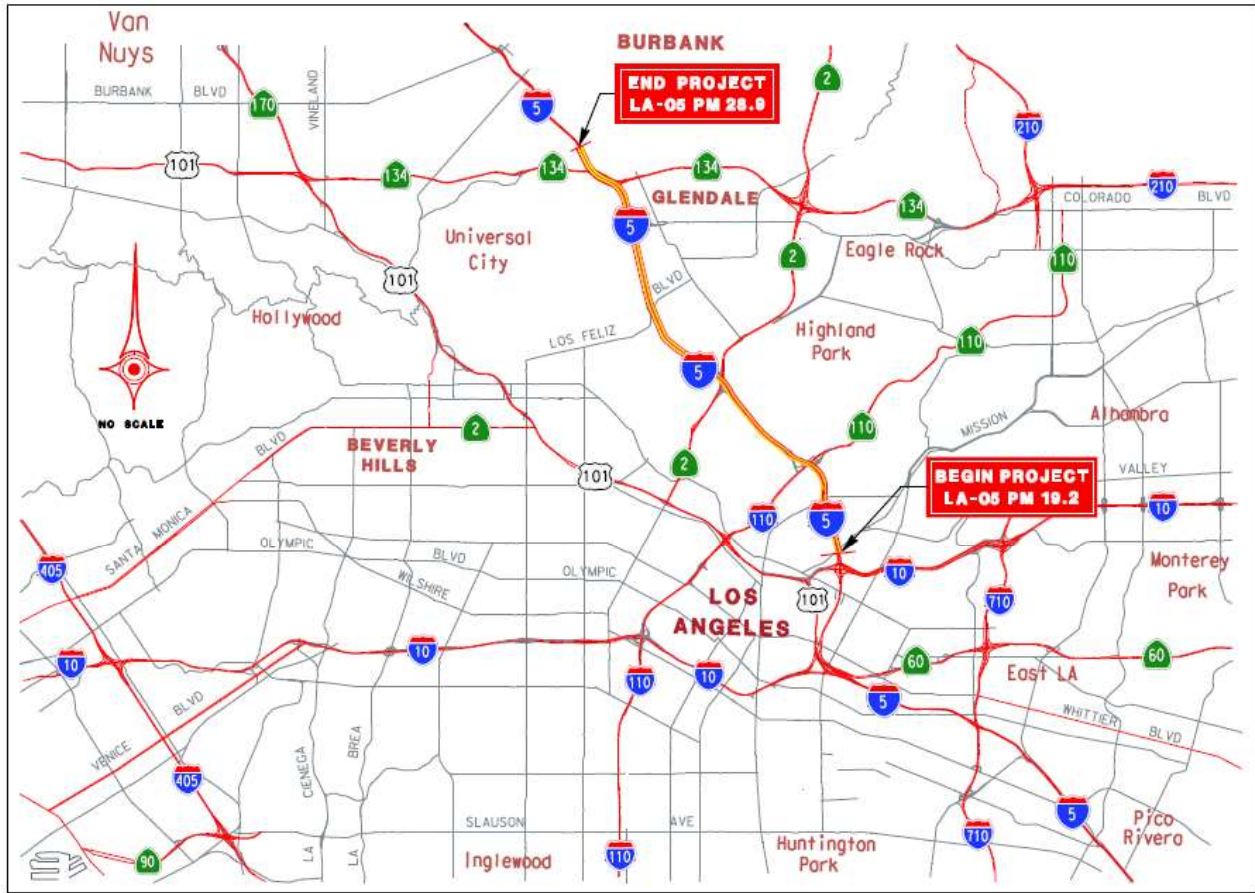
#### Required Attachments<sup>1</sup>

- Vicinity Map
- Evaluation Documentation Form
- SWDR Summary Spreadsheets

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

# VICINITY MAP



Project ID (EA): 0721000242 (EA 378700)

On LA- 5 from North of Main St UC (PM 19.2) to South of Verdugo Ave UC (PM 28.9) in Los Angeles County

## Evaluation Documentation Form

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 <b>Yes</b> , go to 8. If <b>No</b> , continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If <b>Yes</b> , continue to 4. If <b>No</b> , go to 9.
4.	As defined in the WQAR or ED, does the project: <ul style="list-style-type: none"> <li>a. discharge to Areas of Special Biological Significance (ASBS), or</li> <li>b. discharge to a TMDL watershed where Caltrans is named stakeholder, or</li> <li>c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?</li> </ul>		✓	If <b>Yes to any</b> , 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 <b>No</b> to all, continue to 5.
		✓		
		✓		
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If <b>Yes</b> , go to 8 <b>AND</b> continue to 6. If <b>No</b> , continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If <b>Yes</b> , go to 9. If <b>No</b> , continue to 7.
7.	Does the project result in an increase of <u>10,000 ft<sup>2</sup> or more</u> (or <u>5,000 ft<sup>2</sup></u> for "non-highway facilities projects") of new impervious surface (NIS)?		✓	If <b>Yes</b> , go to 8. If <b>No</b> , 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. <u>SL</u> (Dist./Reg. Design SW Coord. Initials) <u>WB</u> (Project Engineer Initials) <u>8/27/2025</u> (Date)	Document for Project Files by completing this form and attaching it to the SWDR.		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
SWDR Signed Date	District	EA/Project ID	County/Route	Big_Big_Err_Pk	Project Description	Phase	PAED	Long SWDR	Risk Level	DSA (no)	TMDL Waterbody	Bus/Ship	Backwash	Shortcircuit	Obstruction	Infiltration	Blowoff	Hydraulic	Capacity	GSRD LR	GSRD LR	Capture Housing	Transit Net	TS3 Net	Autin Filter	Disinfectant Media	Audit/Del Sand Filter	Compost Media	OPPC	Other	Est Cont. Start	Est Cont. Comp	Net New Impervious (NNI) (sq ft)	Impervious Surface (IS) (sq ft)	Additional Treatment (ATA) (sq ft)	Cont. Treatment (ATA) (sq ft)	Treated Area (sq ft)	Impervious Area Balance (sq ft)	Treated Area (sq ft)	Stabilized Area (sq ft)	RSA	RSA	SW Comment			
7	3762000721002942	LA	5	19.20	28.90	Minor Pavement Repairs	PAED	No	MVCP	0.88	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4/7/2028	9/27/2029	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	No	No	



07 - LA -101 – PM 5.8/6.2

EA 38660 (0722000178)

20.XX.201.112 – Proactive Safety-Bridge Rail Replacement/Upgrade

February 2025

***Attachment F  
Transportation  
Management  
Plan(TMP)***

# Memorandum

*Making Conservation  
a California Way of Life.*

**To:** Carmenza Dobosh  
Senior Transportation Engineer  
Office of Design B

**Date:** December 9, 2024  
**File:** 07-LA-Route  
PM 19.2/28.9  
**EA 07-378700**  
**EFIS 0721000242**

**From:** Attention: Wasif  
Daisy Vergara  
Senior Transportation Engineer  
Office of District Traffic Manager - North

**Subject: Transportation Management Plan (TMP) Data Sheet**

Attached is the preliminary copy of the Transportation Management Plan (TMP) Data Sheet for the above referenced project that was developed for the PSR stage of the project. Please contact our office to request for the Maintaining Traffic Specifications and a re-evaluation of the TMP Data Sheet when the project is in the PS&E phase.

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

- 066062 COZEEP Contract \$845,000
- 066063 Traffic Management Plan (Public Information) \$ 25,000

If you have any questions or comments, please contact Dennis Do of my staff at 213-944-7248 or myself at 213-317-0593.



For Daisy Vergara, S.T.E.  
Office of District Traffic Manager - North

Attachments: TMP Data Sheet

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

Co/Rte/PM LA/05/19.2-28.9 EA 07-378700 Alternative No. 2

Project Limit Route 5 from North Main St to East Verdugo Ave

Project Description Multi-Objective, Multi-Modal Pavement Rehabilitation

1) Public Information

- |                                     |                                    |                   |
|-------------------------------------|------------------------------------|-------------------|
| <input type="checkbox"/>            | a. Brochures and Mailers           | _____             |
| <input checked="" type="checkbox"/> | b. Press Release                   | _____             |
| <input checked="" type="checkbox"/> | c. Paid Advertising                | <u>\$25000.00</u> |
| <input type="checkbox"/>            | d. Public Information Center/Kiosk | _____             |
| <input type="checkbox"/>            | e. Public Meeting/Speakers Bureau  | _____             |
| <input type="checkbox"/>            | f. Telephone Hotline               | _____             |
| <input type="checkbox"/>            | g. Internet                        | _____             |
| <input checked="" type="checkbox"/> | h. Others <u>Fact sheets, Maps</u> | <u>\$0</u>        |

2) Motorists Information Strategies

- |                                     |                                                |                       |
|-------------------------------------|------------------------------------------------|-----------------------|
| <input checked="" type="checkbox"/> | a. Changeable Message Signs (Fixed)            | <u>\$0</u>            |
| <input checked="" type="checkbox"/> | b. Changeable Message Signs (Portable)         | <u>See Note No. 5</u> |
| <input type="checkbox"/>            | c. Ground Mounted Signs                        | _____                 |
| <input type="checkbox"/>            | d. Highway Advisory Radio                      | _____                 |
| <input type="checkbox"/>            | e. Caltrans Highway Information Network (CHIN) | _____                 |
| <input type="checkbox"/>            | f. Others _____                                | _____                 |

3) Incident Management

- |                                     |                                                            |                     |
|-------------------------------------|------------------------------------------------------------|---------------------|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement Program (COZEEP) | <u>\$845,000.00</u> |
| <input type="checkbox"/>            | b. Freeway Service Patrol                                  | _____               |
| <input type="checkbox"/>            | c. Traffic Management Team                                 | _____               |
| <input type="checkbox"/>            | d. Helicopter Surveillance                                 | _____               |
| <input type="checkbox"/>            | e. Traffic Surveillance Stations (Loop Detector and CCTV)  | _____               |
| <input type="checkbox"/>            | f. Others _____                                            | _____               |

4) Construction Strategies

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Facility Closure
- d. Contra Flow
- e. Truck Traffic Restrictions
- f. Reduced Speed Zone
- g. Connector and Ramp Closures
- h. Incentive and Disincentive
- i. Moveable Barrier
- j. Others IAV

See Note No. 6

See Note No. 7

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

- a. Application of New Technology
- e. Others \_\_\_\_\_




**TOTAL ESTIMATED COST OF TMP ELEMENTS =**

**\$ 870,000.00**

Project Notes:

1. The project is located in Los Angeles County from North Main St to East Verdugo Ave (PM 19.2-29.9). The scope of work involves the following:
  - Individual slab replacement of mainline, including approach and departure slabs.
  - 0.20' cold plane and 0.20' RHMA overlay of mainline lanes, shoulders & ramps.
  - Grind existing PCC segments along mainline.
  - Replace overhead sign structures and overhead sign panels.
  - Upgrade existing metal beam guardrails to the current standard Midwest Guardrail System.
  - Improve ADA curb ramps.
  - Complete street elements such as sidewalk crossing markings and bicycle facility crossings.
2. The estimated construction cost for this project is about \$58.1 million and construction is scheduled to begin in Spring 2028 and completed by Spring 2030.
3. Public Awareness Campaign cost estimate of \$25,000 was provided by the Caltrans Office of Public Relations and Media Affairs. Press release announcing upcoming project will be sent to local media outlets, California trucking association, auto club, and chamber of commerce local transit.
4. The COZEEP cost estimate of \$845,000 was provided by the Caltrans Construction Traffic Advisor.
5. The portable changeable message sign (PCMS) cost estimate will be included in the total project cost and paid for as traffic control system.
6. The Reduced Speed Zone cost estimate will be included in the total project cost.
7. The Stationary Impact Attenuator Vehicle cost estimate will be included in the total project cost and paid for as traffic control system.
8. The estimate in this TMP Datasheet is for the Project Approval and Environmental Document (PA&ED) phase.

---

PREPARED BY	 _____ Dennis Do, P.E. Transportation Engineer	DATE	11/22/2024
APPROVAL RECOMMENDED BY	 _____ Daisy Vergara, P.E. Senior Transportation Engineer	DATE	11/22/2024
APPROVED BY	 _____ Kenneth C. Young, P.E. District Traffic Manager	DATE	12/02/2024











# 07-378700 TMP-Datasheet\_

Final Audit Report

2024-12-02

Created:	2024-11-22
By:	Dennis Do (S128573@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAASujNeLzbOV7XpEJBTYuv9-CRdsx_QW_h

## "07-378700 TMP-Datasheet\_" History

-  Document created by Dennis Do (S128573@dot.ca.gov)  
2024-11-22 - 4:52:35 PM GMT- IP address: 149.136.33.248
-  Document e-signed by Dennis Do (S128573@dot.ca.gov)  
Signature Date: 2024-11-22 - 4:55:15 PM GMT - Time Source: server- IP address: 149.136.33.248
-  Document emailed to Daisy Vergara (s128840@dot.ca.gov) for signature  
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Signature Date: 2024-11-22 - 5:06:01 PM GMT - Time Source: server- IP address: 149.136.33.253
-  Document emailed to Kenneth Young (s114883@dot.ca.gov) for signature  
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-  Document e-signed by Kenneth Young (s114883@dot.ca.gov)  
Signature Date: 2024-12-02 - 6:35:18 PM GMT - Time Source: server- IP address: 149.136.17.249
-  Agreement completed.  
2024-12-02 - 6:35:18 PM GMT



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# *Attachment G*

## *Project Cost*

### *Estimate*

**PROJECT  
PLANNING COST ESTIMATE©**

EA: 07-378700

EA: 07-378700 EFIS 0721000242

EFIS 0721000242

District-County-Route: 07-LA-5

PM: 19.2-28.9

**Type of Estimate :** Project Scope Summary Report

**Program Code :** 20.XX.201.121

**Project Limits :** On LA-5 from North Main Street to East Verdugo Avenue

**Project Description:** Multi-Objective, Multi-Modal Pavement Rehabilitation

**Scope :** Replace damaged PCC slabs, grind PCC panels, cold plane and overlay mainline, shoulders and ramps. Replace Overhead Sign Structures, upgrade ADA curb ramps, upgrade MBGR to MGS.

**Alternative :** Alternative # 2

**SUMMARY OF PROJECT COST ESTIMATE**

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 69,546,600	\$ 80,800,252
TOTAL STRUCTURES COST	\$ 420,000	\$ 505,748
SUBTOTAL CONSTRUCTION COST	\$ 69,966,600	\$ 81,306,000
TOTAL RIGHT OF WAY COST	\$ 140,000	\$ 196,400
<b>TOTAL CAPITAL OUTLAY COSTS</b>	<b>\$ 70,107,000</b>	<b>\$ 81,503,000</b>
PA/ED SUPPORT	\$ 2,887,000	\$ 2,887,000
PS&E SUPPORT	\$ 4,101,000	\$ 4,404,000
RIGHT OF WAY SUPPORT	\$ 106,000	\$ 114,000
CONSTRUCTION SUPPORT	\$ 8,716,000	\$ 10,006,000
<b>TOTAL SUPPORT COST</b>	<b>\$ 15,810,000</b>	<b>\$ 17,411,000</b>

<b>TOTAL PROJECT COST</b>	<b>\$ 86,000,000</b>	<b>\$ 99,000,000</b>
---------------------------	----------------------	----------------------

Programmed Amount

Month / Year

Date of Estimate (Month/Year) \_\_\_\_\_ 10 / 2025

Estimated Construction Start (Month/Year) \_\_\_\_\_ 4 / 2028

Number of Working Days = 300

Estimated Mid-Point of Construction (Month/Year) \_\_\_\_\_ 12 / 2028

Estimated Construction End (Month/Year) \_\_\_\_\_ 9 / 2029

Number of Plant Establishment Days

**Estimated Project Schedule**

PID Approval 4/27/2023

PA/ED Approval 9/15/2025

PS&E 6/20/2027

RTL 8/15/2027

*Begin Construction*

Reviewed by District O.E. or  
Estimate Certifier

Cost



Ragy Samy

9-08-25

213-269-1218

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager



Project Manager

09/10/2025

Date

(279) 599-4466

Phone

# I. ROADWAY ITEMS SUMMARY

Section		Cost
1	Earthwork	\$ 1,150,000
2	Pavement Structural Section	\$ 21,352,900
3	Drainage	\$ 400,000
4	Specialty Items	\$ 3,652,200
5	Environmental	\$ 645,000
6	Traffic Items	\$ 23,366,700
7	Detours	\$ -
8	Minor Items	\$ 1,011,400
9	Roadway Mobilization	\$ 5,157,900
10	Supplemental Work	\$ 2,101,600
11	State Furnished	\$ 2,444,600
12	Time-Related Overhead	\$ 3,112,700
13	Total Roadway Contingency	\$ 5,151,600
<b>TOTAL ROADWAY ITEMS</b>		<b>\$ 69,546,600</b>

Estimate Prepared By : Wasif Bhuiyan Project Engineer  
 Name and Title Date Phone

Estimate Reviewed By : Mohamed Ghannoum, Project Engineer  
 Name and Title Date Phone

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

**SECTION 1: EARTHWORK**

Item code		Unit	Quantity		Unit Price (\$)	=	Cost	
190101	Roadway Excavation	CY	2,000	x	500.00	=	\$ 1,000,000	to account for Type E Curb Removal
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	\$ -	and grading at concrete barrier locations
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	1	x	150,000.00	=	\$ 150,000	
100100	Develop Water Supply	LS		x		=	\$ -	
19801X	Imported Borrow	CY/TON		x		=	\$ -	
21012X	Duff	ACRE/SQFT		x		=	\$ -	
XXXXXX	Some Item	Unit		x		=	\$ -	

<b>TOTAL EARTHWORK SECTION ITEMS</b>	<b>\$</b>	<b>1,150,000</b>
--------------------------------------	-----------	------------------

**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		=	\$ -
260303	Class 3 Aggregate Base	CY	15	x	500.00	=	\$ 7,500
410120	Spall Repair (Polyester Concrete)	SQYD	500	x	1,000.00	=	\$ 500,000
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	\$ -
411105	Individual Slab Replacement (RSC)	CY	4,000	x	950.00	=	\$ 3,800,000
414200	Joint Seal (Asphalt Rubber)	LF	135,000	x	2.00	=	\$ 270,000
414201	Joint Seal (Silicone)	LF	90,000	x	2.50	=	\$ 225,000
414241	Isolation Joint Seal (Silicone)	LF		x		=	\$ -
280010	Rapid Strength Concrete Base	CY		x		=	\$ -
280015	Lean Concrete Base Rapid Setting	CY	800	x	500.00	=	\$ 400,000
410096	Drill and Bond (Dowel Bar)	EA	5,000	x	90.00	=	\$ 450,000
360200	Base Bond Breaker	SQYD	10,000	x	1.50	=	\$ 15,000
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	70,000	x	175.00	=	\$ 12,250,000
391006	Asphalt Binder (Geosynthetic Pavement)	TON		x		=	\$ -
290201	Asphalt Treated Permeable Base	CY		x		=	\$ -
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	\$ -
397005	Tack Coat	TON		x		=	\$ -
377501	Slurry Seal	TON		x		=	\$ -
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	\$ -
370001	Sand Cover (Seal)	TON		x		=	\$ -
510501	Minor Concrete	CY	15	x	500.00	=	\$ 7,500
731530	Minor Concrete (Textured Paving)	CY		x		=	\$ -
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	\$ -
394073	Place Hot Mix Asphalt Dike (Type A)	LF	5,000	x	2.50	=	\$ 12,500
398100	Remove Asphalt Concrete Dike	LF	5,200	x	2.00	=	\$ 10,400
420201	Grind Existing Concrete Pavement	SQYD	255,000	x	5.00	=	\$ 1,275,000
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	700,000	x	3.00	=	\$ 2,100,000
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA	1,000	x	30.00	=	\$ 30,000
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		=	\$ -
XXXXXX	Some Item	Unit		x		=	\$ -

<b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b>	<b>\$</b>	<b>21,352,900</b>
------------------------------------------------	-----------	-------------------

**SECTION 3: DRAINAGE**

Item code	Unit	Quantity	Unit Price (\$)	Cost	
71013X Remove Culvert	EA/LF	x	= \$	-	
710238 Modify Drainage System	LS	1	x 400,000.00	= \$ 400,000	Assuming drainage impact at multiple locations
710240 Modify Inlet	EA	x	= \$	-	including removal of Type E Curb
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	= \$	-	
XXXXXX Additional Drainage	LS	x	= \$	-	

**TOTAL DRAINAGE ITEMS \$ 400,000**

**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	1	x 100,000.00	= \$ 100,000	
151581 Reconstruct Sign Structure (1 Post)	EA	x	= \$	-	
151581 Reconstruct Sign Structure (2 Post)	EA	x	= \$	-	
832070 Vegetation Control (Minor Concrete)	SQYD	450	x 140.00	= \$ 63,000	
600160 Replace Access Door	EA	x	= \$	-	
070030 Lead Compliance Plan	LS	1	x 5,000.00	= \$ 5,000	
141120 Treated Wood Waste	LB	110,000	x 1.25	= \$ 137,500	includes \$5k estimate from traffic
839750 Remove Barrier	LF	x	= \$	-	
839752 Remove Guardrail	LF	5,710	x 15.00	= \$ 85,650	
710167 Remove Flared End Section	EA	x	= \$	-	
810190 Guard Railing Delineator	EA	1,000	x 15.00	= \$ 15,000	
80XXXX XX" Chain Link Gate (Type CL-X)	EA	x	= \$	-	
832006 Midwest Guardrail System (Steel Post)	LF	4,910	x 50.00	= \$ 245,500	
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	11	x 4,000.00	= \$ 44,000	
839585 Alternative Flared Terminal System	EA	5	x 4,000.00	= \$ 20,000	
498052 60" Cast-In-Drilled-Hole Concrete Pile (Sign Foundation)	LF	465	x 2,600.00	= \$ 1,209,000	
498056 72" Cast-In-Drilled-Hole Concrete Pile (Sign Foundation)	LF	50	x 2,500.00	= \$ 125,000	
498058 78" Cast-In-Drilled-Hole Concrete Pile (Sign Foundation)	LF	145	x 2,700.00	= \$ 391,500	
498xxx DES Special Design Sign Structure Across The Bridge	LS	1	x 375,000.00	= \$ 375,000	
13754 Alternative Crash Cushion (TI-2)	EA	6	x 40,000.00	= \$ 240,000	
15019 Alternative Crash Cushion (TI-3)	EA	6	x 40,000.00	= \$ 240,000	
839640 Concrete Barrier (Type 60M)	LF	800	x 200.00	= \$ 160,000	Unit cost x2 to cover any additional costs in PS&E
839745 Concrete Barrier Transition	LF	50	x 200.00	= \$ 10,000	unit cost x2 to cover any additional costs in PS&E
475010 Retaining Wall (Masonry Wall)	SQFT	x	= \$	-	
511035 Architectural Treatment	SQFT	x	= \$	-	
780460 Anti-Graffiti Coating	SQFT	x	= \$	-	
730070 Detectable Warning Surface	EA	2	x 2,000.00	= \$ 4,000	
4730XX Reinforced Concrete Crib Wall (Insert Type)	SQFT	x	= \$	-	
XXXXX Install ADA Curb Ramp	EA	2	x 20,000.00	= \$ 40,000	
XXXXX Crosswalk Striping (ladder)	EA	x	= \$	-	
XXXXX Pedestrian Signage	EA	30	x 1,000.00	= \$ 30,000	
XXXXX Install APS	EA	2	x 6,000.00	= \$ 12,000	
780440 Prepare and Stain Concrete	SQFT	x	= \$	-	
XXXXX Hazardous Waste Mitigation	LS	1	x 100,000.00	= \$ 100,000	
839561 Rail Tensioning Assembly	EA	x	= \$	-	
83958X End Anchor Assembly (Insert Type)	EA	x	= \$	-	

**TOTAL SPECIALTY ITEMS \$ 3,652,200**

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
XXXXX Biological Mitigation (on-site)	LS	1	x 10,000.00	= \$ 10,000
80010X Temporary Fence (Insert Type)	LF		x	= \$ -
130670 Temporary Reinforced Silt Fence	LF		x	= \$ -
<i>Subtotal Environmental Mitigation</i>				\$ 10,000

**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	1	x 50,000.00	= \$ 50,000
206400 Check and Test Existing Irrigation Facilities	LS		x	= \$ -
21011X Imported Topsoil	CY/TON		x	= \$ -
200114 Rock Blanket	SQFT/SQYD		x	= \$ -
200122 Weed Germination	SQYD		x	= \$ -
995100 Water Meter Charges	LS		x	= \$ -
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>				\$ 50,000

**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		x	= \$ -
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>				\$ -

**5D - NPDES**

Item code	Unit	Quantity	Unit Price (\$)	Cost
130301 SWPPP	LS		x	= \$ -
130201 WPCP	LS	1	x 10,000.00	= \$ 10,000
130100 Job Site Management	LS	1	x 250,000.00	= \$ 250,000
130330 Storm Water Annual Report	EA		x	= \$ -
130310 Rain Event Action Plan	EA		x	= \$ -
130320 Storm Water Sampling and Analysis Day	EA		x	= \$ -
130520 Temporary Hydraulic Mulch	SQYD		x	= \$ -
130550 Temporary Hydroseed	SQYD		x	= \$ -
130505 Move-In/Move-Out (Temporary Erosion Control)	EA		x	= \$ -
130640 Temporary Fiber Roll	LF		x	= \$ -
130680 Temporary Silt Fence	LF	10,000	x 5.00	= \$ 50,000
130900 Temporary Concrete Washout	LS	1	x 65,000.00	= \$ 65,000
130710 Temporary Construction Entrance	EA	20	x 5,000.00	= \$ 100,000
130610 Temporary Check Dam	LF		x	= \$ -
130620 Temporary Drainage Inlet Protection	EA	50	x 500.00	= \$ 25,000
130730 Street Sweeping	LS	1	x 85,000.00	= \$ 85,000
<i>Subtotal NPDES</i>				\$ 585,000

**Supplemental Work for NPDES**

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

\*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.

<b>TOTAL ENVIRONMENTAL</b>	<b>\$ 645,000</b>
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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	= \$ -
872131	Modifying Lighting Systems	LS	1 x 700,000.00	= \$ 700,000
872142	Removing Sign Illumination Systems	LS	1 x 480,000.00	= \$ 480,000
872133	Modifying Signal and Lighting Systems	LS	1 x 636,000.00	= \$ 636,000
872134	Modifying Ramp Metering Systems	LS	1 x 4,216,400.00	= \$ 4,216,400
872135	Modifying Traffic Monitoring Stations	LS	1 x 744,400.00	= \$ 744,400
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	Maintaining Existing Traffic Management System Elements During Construction	LS	1 x 20,000.00	= \$ 20,000
86XXXX	Fiber Optic Conduit System	LS	x	= \$ -
371300	Modifying Camera Systems	LS	x	= \$ -
<b>Subtotal Traffic Electrical</b>				<b>\$ 6,796,800</b>

**6B - Traffic Signaling and Striping**

Item code	Unit	Quantity	Unit Price (\$)	Cost
820840	Roadside Sign - One Post	LS	1 x 50,000.00	= \$ 50,000
820850	Roadside Sign - Two Post	EA	x	= \$ -
560226	Furnish Sign Structure (Versatile Truss)	LB	907,500 x 9.00	= \$ 8,167,500
560227	Furnish Sign Structure (Versatile Truss)	LB	907,500 x 1.00	= \$ 907,500
568042	Remove Sign Structure Walkway	EA	1 x 6,115.00	= \$ 6,115
568046	Remove Sign Structure Walkway	EA	23 x 12,500.00	= \$ 287,500
820890	Install Sign Panel on Existing Frame	SQFT	400 x 37.00	= \$ 14,800
846020	Remove Painted Traffic Stripe	LF	x	= \$ -
141102	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF	x	= \$ -
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	= \$ -
810120	Remove Pavement Marker	LS	1 x 20,000.00	= \$ 20,000
810230	Pavement Marker (Retroreflective)	EA	25,500 x 6.00	= \$ 153,000
820270	Remove Roadside Sign (Wood Post)	LS	1 x 30,000.00	= \$ 30,000
820700	Furnish Formed Panel Sign (Overhead)	SQFT	400 x 30.00	= \$ 12,000
820710	Furnish Laminted Panel Sign (1"-Type A)	SQFT	10,500 x 52.00	= \$ 546,000
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	x	= \$ -
840515	Thermoplastic Pavement Marking	LS	x	= \$ -
840517	Preformed Thermoplastic Pavement Marking	SQFT	32,000 x 20.40	= \$ 652,800
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	278,000 x 1.59	= \$ 442,020
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	20,000 x 5.00	= \$ 100,000
846013	12" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	21,200 x 3.80	= \$ 80,560
846030	Remove Thermoplastic Traffic Stripe	LF	283,000 x 1.39	= \$ 393,370
846035	Remove Thermoplastic Pavement Marking	SQFT	1,500 x 10.00	= \$ 15,000
847103	12" Traffic Stripe Tape (Warranty)	LF	2,550 x 15.50	= \$ 39,525
847210	6" Traffic Stripe Tape (Warranty)	LF	15,100 x 7.50	= \$ 113,250
847213	6" Traffic Stripe Tape (Warranty) (Broken 17-7)	LF	16,900 x 2.80	= \$ 47,320
847214	6" Traffic Stripe Tape (Warranty) (Broken 36-12)	LF	303,000 x 2.30	= \$ 696,900
847216	8" Traffic Stripe Tape (Warranty)	LF	162,000 x 9.60	= \$ 1,555,200
847077	8" Traffic Stripe Tape (Warranty) (Broken 12-3)	LF	11,200 x 4.55	= \$ 50,960
847077	8" Traffic Stripe Tape with Contrast (Warranty) (Broken 12-3)	LF	11,200 x 9.00	= \$ 100,800
847196	Contrast Stripe Paint (2-Coat)	LF	416,000 x 0.42	= \$ 174,720
847217	8" Traffic Stripe Tape (Warranty) (Broken 36-12)	LF	24,000 x 7.00	= \$ 168,000
120090	Construction Area Signs	LS	1 x 10,000.00	= \$ 10,000
84XXXX	Permanent Pavement Delineation	LS	x	= \$ -
<b>Subtotal Traffic Signaling and Striping</b>				<b>\$ 14,834,840</b>

**6C - Traffic Management Plan**

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X	Portable Changeable Message Sign	EA/LS	1 x \$ 10,000	= \$ 10,000
<b>Subtotal Traffic Management Plan</b>				<b>\$ 10,000</b>

**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	= \$ -
120103	Stationary Impact Attenuator Vehicle	LS	1 x 10,000.00	= \$ 10,000
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 1,300,000.00	= \$ 1,300,000
129110	Temporary Crash Cushion	EA	50 x 500.00	= \$ 25,000
120320	Temporary Barrier System	LF	7,000 x 50.00	= \$ 350,000
129152	Temporary Radar Speed Feedback Sign System Day	LS	1 x 10,000.00	= \$ 10,000
120204	Portable Radar Speed Feedback Sign System Day	LS	1 x 10,000.00	= \$ 10,000
120152	Temporary Pavement Marking (Tape)	SQFT	x	= \$ -
872001	Temporary Lighting System	LS	1 x 20,000.00	= \$ 20,000
8101XX	Delineator (Insert Class)	EA	x	= \$ -
<b>Subtotal Stage Construction and Traffic Handling</b>				<b>\$ 1,725,000</b>

includes traffic control for Traffic Design-Electrical

<b>TOTAL TRAFFIC ITEMS</b>	<b>\$ 23,366,700</b>
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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	= \$	-

<b>TOTAL DETOURS</b>	<b>\$</b>	<b>-</b>
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<b>SUBTOTAL SECTIONS 1 through 7</b>	<b>\$</b>	<b>50,566,800</b>
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**SECTION 8: MINOR ITEMS**

**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	505,668
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**8B - Bike Path Items**

Bike Path Items	0.5%	\$	252,834
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**8C - Other Minor Items**

Other Minor Items	0.5%	\$	252,834
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Total of Section 1-7	\$	50,566,800	x	2.0%	= \$	1,011,336
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<b>TOTAL MINOR ITEMS</b>	<b>\$</b>	<b>1,011,400</b>
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**SECTIONS 9: ROADWAY MOBILIZATION \***

Item code	Item code	Total Section 1-8	\$	51,578,200	x	10%	= \$	5,157,820
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<b>TOTAL ROADWAY MOBILIZATION</b>	<b>\$</b>	<b>5,157,900</b>
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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 150,000.00 = \$	150,000
066393 Pavement Smoothness Incentive	LS	1	x 300,000.00 = \$	300,000
066094 Value Analysis	LS	1	x 50,000.00 = \$	50,000
066070 Maintain Traffic	LS	1	x 300,000.00 = \$	300,000
066860 Maintain Existing Electrical System	LS	1	x 100,000.00 = \$	100,000
066880A Wireless Service Connection	LS	1	x 10,000.00 = \$	10,000
066919 Dispute Resolution Board	LS	1	x 25,000.00 = \$	25,000
066921 Dispute Resolution Advisor	LS		x = \$	-
066015 Federal Trainee Program	LS		x = \$	-
066071 Maintain Existing Traffic Signal and Highway Lighting Systems	LS	1	x 100,000.00 = \$	100,000
066610 Partnering	LS	1	x 25,000.00 = \$	25,000
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 = \$ 10,000

Total Section 1-8	\$	51,578,200	2%	= \$	1,031,564
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<b>TOTAL SUPPLEMENTAL WORK</b>	<b>\$</b>	<b>2,101,600</b>
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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	543,000.00	=	\$543,000
066063	Traffic Management Plan - Public Information	LS	1	x	25,000.00	=	\$25,000
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	845,000.00	=	\$845,000
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			\$ 51,578,200		2%	=	\$ 1,031,564

**TOTAL STATE FURNISHED \$2,444,600**

**SECTION 12: TIME-RELATED OVERHEAD**

Total of Roadway and Structures Contract Items excluding Mobilization \$51,878,200 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **6%**

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
090100	Time-Related Overhead	WD	300	X	\$10,376	=	\$3,112,700

**TOTAL TIME-RELATED OVERHEAD \$3,112,700**

**SECTION 13: ROADWAY CONTINGENCY\***

Risk Amount from Risk Register	(for Known Risks)	8%	\$4,927,000
Additional or Residual Contingency	(for Unknown/Undefined Risks)	0%	\$0
Total Section 1-12	\$ 64,395,000	x <b>8%</b>	= \$5,151,600

**TOTAL CONTINGENCY\* \$5,151,600**

**II. STRUCTURE ITEMS**

	<u><b>Bridge 1</b></u>		<u><b>Bridge 2</b></u>		
DATE OF ESTIMATE	06/27/25		06/27/25		00/00/00
Bridge Name	Riverside Drive UC		Fletcher Drive UC		XXXXXXXXXXXXXXXXXXXX
Bridge Number	53-0559F		53-1084		57-XXX
Structure Type	Approach Slab		Approach Slab		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$150		\$150		\$0
<b>COST OF EACH</b>	<b>\$140,000</b>		<b>\$160,000</b>		<b>\$0</b>

	<u><b>Building 1</b></u>				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
<b>COST OF EACH</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>

<b>TOTAL COST OF BRIDGES</b>	<b>\$300,000</b>
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<b>TOTAL COST OF BUILDINGS</b>	<b>\$0</b>
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Time-Related Overhead	10%	<b>\$30,000</b>
STRUCTURES MOBILIZATION	10%	<b>\$30,000</b>
STRUCTURES CONTINGENCY*	25%	<b>\$90,000</b>

<b>TOTAL COST OF STRUCTURES</b>	<b>\$420,000</b>
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Estimate Prepared By: \_\_\_\_\_  
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

\_\_\_\_\_ Date

### III. RIGHT OF WAY

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

			<i>Current Value Future Use</i>		<i>Escalated Value</i>
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	\$ 0	\$	0
	A2)	Acquisition of Offsite Mitigation	\$ 0	\$	0
	A3)	Railroad Acquisition	\$ 0	\$	0
B)	B1)	Utility Relocation (State Share)	\$ 140,000	\$	196,381
	B2)	Potholing (Design Phase)	\$ 0	\$	0
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	\$ 0	\$	0
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)	<b>TOTAL RIGHT OF WAY ESTIMATE</b>	<b>\$140,000</b>
M)	<b>TOTAL R/W ESTIMATE: Escalated</b>	<b>\$196,400</b>
N)	<b>RIGHT OF WAY SUPPORT</b>	<b>\$114,000</b>

Support Cost Estimate  
Prepared By \_\_\_\_\_ Project Coordinator<sup>1</sup> \_\_\_\_\_ Phone \_\_\_\_\_

Utility Estimate Prepared  
By \_\_\_\_\_ Utility Coordinator<sup>2</sup> \_\_\_\_\_ Phone \_\_\_\_\_

R/W Acquisition Estimate  
Prepared By \_\_\_\_\_ Right of Way Estimator<sup>3</sup> \_\_\_\_\_ Phone \_\_\_\_\_

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

<sup>1</sup> When estimate has Support Costs only

<sup>2</sup> When estimate has Utility Relocation

<sup>3</sup> When R/W Acquisition is required



# *Attachment H*

## *Right of Way Data*

### *Sheet*

# Memorandum

*Serious Drought!  
Help Save Water!*

To: Carmenza Dobosh, Design Manager  
Office of Design  
District 7, Los Angeles Office

Date: 5/19/2025  
EA: 37870  
Data Sheet ID NO: ds6860  
Project ID # 0721000242

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 Wasif Bhuiyan, PE and the following assumptions and limiting conditions apply:

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

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

### **Current Schedule: PRSM**

<b>PAED (M 200)</b>	<b>MA (M 224)</b>	<b>RWC (M 410)</b>	<b>RTL (M 460)</b>	<b>CCA (M 600)</b>
8/15/2025	N/A	7/20/2027	8/13/2027	9/27/2029

TO Carmenza Dobosh  
 ATTN Wasif Bhuiyan

R/W DATA SHEET

ID NO ds6860

SENIOR R/W P&M Thein (David) Win

Date of Data Sheet 5/19/2025

ROUTE 5

Project Description In Los Angeles County, in the cities of Los Angeles, Glendale and Burbank, between Main Street and Verdugo Ave: Multi-Objective, Multi-Modal pavement rehabilitation. We are currently in PA&ED (Phase 0).

PM\_KM 19.2-28.9

EA 37870

Project ID #0721000242

ALT

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

The estimate is subject to change and revision.

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

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

**This cost estimate is pursuant to the following responses supplied by Carmenza Dobosh to the Data Sheet Request Form.**

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

RW COST ESTIMATE

CURRENT VALUE      ESCALATED VALUE

R/w acq.(incl.contingency  
 G.w-condem.-adm.s'tl.)Permits

Clearance

RAP (cont rate.)

Escrow costs (cont rate.)

Utility relocation costs

\$140,000

\$196,381

Estimate of Reimbursed Appraisal Fee

Total estimated cost

\$140,000

\$196,381

**No Right of Way**

Escalation Rate Rw .07

Escalation Rate Utilities .08

Cert.date 7/20/27

### Parcel Count and Py Info

PARCEL DUAL  
TYPES APPR.

A		
B		
C		
D		
F		

RIGHTS  
NEEDED

FEE	
EASE	
TCE	

TAKES

FULL	
PART	
TOTAL	

DISPLACEMENT  
OF UNITS

SFR	
BUS	
MULTI	

PARCELS WITH  
RAP

POTENTIAL  
CLEARANCE  
PARCELS

POTENTIAL  
CONDEMNATION  
PARCELS

POTENTIAL  
EXCESS  
PARCELS

UTILITY IMPACTS

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

### Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	170
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
<b>Total</b>		<b>170</b>

### UTILITY INFORMATION

**Please See the Utility Conflict Addendum for Complete Utility Information**

Are utility easements required? No

Are Utility agreements required? No

Total Current Cost \$140,000

Const. Completion Date 9/27/2029

Utility Escalation Rate 8%

Total Escalated Cost \$196,381



**Utility Conflicts  
Id- ds6860  
EA- 37870**

	Description	Quantity	\$/Unit	Total Cost
1	pothole 4" gas (SCG) near Xwalk 19. 23. 24.20 on Alameda	4	2000	8000
2	pothole 12" gas (SCG) near Xwalk 18. 21. 22. 25 on Alameda	4	2000	8000
3	pothole 4" gas (SCG) near Xwalk 12. 15. 16 on Western	4	2000	8000
4	pothole 2" gas (SCG) near Xwalk 17 on Flower	2	2000	4000
5	pothole 8" gas (SCG) near Xwalk 17 on Flower	2	2000	4000
6	pothole 6" gas (SCG) near Xwalk 2. 3 on Riverside	2	2000	4000
7	pothole 2" gas (SCG) near Xwalk 2. 3 on Riverside	2	2000	4000
8	pothole 4" gas (SCG) near Ada ramp 2 on Riverside and Eads	2	2000	4000
9	pothole 6" gas (SCG) near Ada ramp 1 on Riverside and	2	2000	4000
10	pothole 3" gas (SCG) near MGS 3 on Broadway	2	2000	4000
11	pothole 6" gas (SCG) near MGS 1 on S Ave 20	2	2000	4000
12	pothole 2" gas (SCG) near MGS 4 on S Ave 22	2	2000	4000
13	pothole UG SCE near Xwalk 19. 23. 24.20 on Alameda	4	2000	8000
14	pothole UG SCE near Xwalk 17 on Flower	2	2000	4000
15	pothole UG SCE near Xwalk 2. 3 on Riverside	2	2000	4000
16	pothole 12" water (Burbank Water and Power) near Xwalk 19.	4	2000	8000
17	pothole 6 UG ducts (City of Glendale) near Xwalk 12. 15. 16 on	4	2000	8000
18	pothole 12" water (Glendale Water and Power) near Xwalk 12.	4	2000	8000
19	pothole UG electric (LADWP) near Xwalk 2. 3 on Riverside	2	2000	4000
20	pothole UG electric (LADWP) near Xwalk 8. 9 on Los Feliz	2	2000	4000
21	pothole 24" water LADWP near MGS 3 on Broadway	2	2000	4000
22	pothole 40" water LADWP near Ada ramp 1 on Riverside and	2	2000	4000
23	pothole UG electric (LADWP) near OH sign 3 on S Ave 20 and	2	2000	4000
24	pothole UG electric (LADWP) near MGS 4 on S Ave 22	2	2000	4000
25	pothole 24" water LADWP near MGS 4 on S Ave 22	2	2000	4000
26	pothole UG electric (LADWP) near Xwalk 11 on Park Dr and	2	2000	4000
27	pothole 4 ducts ATT near Xwalk 13. 14 on Western	2	2000	4000
28	pothole 30" gas (SCG) near MGS 23 on Allen	2	2000	4000



*Attachment I*  
*Complete Street*  
*Decision*  
*Document*

## Complete Streets Decision Document (CSDD)

- 1) Is it infeasible to include complete streets improvements because the project is 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 scope of the primary project not suitable because the purpose is to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and the 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, etcetera.

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:

1. Install and upgrade ADA Curb Ramps

2. Upgrade Crosswalks

3. Install Pedestrian Signs and Accessible Pedestrian Signals

- 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
1. Add detectable warning surface	EA	4	\$8,000
2. Install ADA curb ramp	EA	1	\$10,000
3. Upgrade crosswalks	EA	23	\$55,200
4. Add new crosswalks	EA	2	\$4,800
5. Add pedestrian signs	EA	30	\$30,000
6. Install APS	EA	1	\$6,000

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	APPROXIMATE QUANTITY	ESTIMATED TOTAL COST

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:



Duke Nguyen, RE  
Office of Project and Special Studies  
Division of Planning, Caltrans District 7

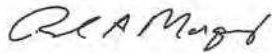
Concurred by:



Susan Tse  
District Complete Streets Coordinator

02/24/2023

Date



Paul Marquez  
Deputy District Director, Planning

03/24/2023

Date



Gregory Farr  
Deputy District Director, Design or  
Division Chief, Design/Project Development

03/25/2023

Date



Gloria Roberts (Mar 26, 2023 06:45 PDT)

Gloria Roberts  
Acting District 7 Director

03/26/2023

Date

**Revalidation or supersession 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, certify, and obtain concurrence signatures in sequence. Attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.

  X   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. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

Wasif Bhuiyan  
Name, Project Engineer  
Branch/Company

8/7/25  
Date

Concurrence: *(Include concurrence signatures only if a superseding CSDD is prepared.)*

\_\_\_\_\_  
Name, District Complete Streets Coordinator

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Chief, Office of Complete Streets,  
Headquarters Division of Design

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Deputy District Director, Planning

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Deputy District Director, Design or  
Division Chief, Design/Project Development

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, District Director

\_\_\_\_\_  
Date

**Revalidation or supersession 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 revalidated CSDD (or superseding CSDD, if applicable) certified at PA&ED and the project approval document?

\_\_\_\_\_ NO – Prepare a superseding CSDD (answer questions 1 through 11) replacing the CSDD that was revalidated or superseded at PA&ED, certify, and obtain concurrence signatures in sequence. Attach completed superseding CSDD to the supplemental PR. If a supplemental PR is not required, place in the project history file. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.

\_\_\_\_\_ 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 completed at PA&ED and place the CSDD in the project history file. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

\_\_\_\_\_  
Name, Project Engineer  
Branch/Company

\_\_\_\_\_  
Date

Concurrence: *(Include concurrence signatures only if a superseding CSDD is prepared.)*

\_\_\_\_\_  
Name, District Complete Streets Coordinator

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Chief, Office of Complete Streets,  
Headquarters Division of Design

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Deputy District Director, Planning

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, Deputy District Director, Design or  
Division Chief, Design/Project Development

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name, District Director

\_\_\_\_\_  
Date



07 - LA -101 – PM 5.8/6.2  
EA 38660 (0722000178)  
20.XX.201.112 – Proactive Safety-Bridge Rail Replacement/Upgrade  
February 2025

# *Attachment J*

## *Risk Register*

**RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM**

PPM-D07-0001 (REV 09/2023)

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: \$61,819,000 \$67,844,000

Project ID/District-EA: Project ID: 0721000242/ EA-07-378700

Project Description/ Route/ Post-Mile: Minor Pavement Rehabilitation/ LA-5 (PM 19.2/28.9)

Project Manager: Thien Win    Thein Win

Project Risk Manager: Cardiel Bugarin

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, Rightof 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 Thien Win (David) Date: 07/31/2025

Deputy District Director, Design Gregory Lam Date: 07/25/2025  
Greg Lam July 27, 2025 17:45:25 PDT

Deputy District Director, Construction Robert Gal Date: 07/28/2025

Deputy District Director, Rightof Way John El Date: 07/29/2025

Deputy District Director, Environmental Don Matner Date: 07/25/2025

Deputy District Director, Traffic Operations Am Ar Date: 07/30/2025

Deputy District Director, Maintenance Paula Date: 07/25/2025

Deputy District Director, Project Management Frank Date: 08/06/2025

Prior to PS&E (Required for Capital Projects)

Project Manager \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Design \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Construction \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Rightof Way \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Environmental \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Traffic Operations \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Maintenance \_\_\_\_\_ Date: \_\_\_\_\_

Deputy District Director, Project Management \_\_\_\_\_ Date: \_\_\_\_\_

<p><b>EA-07-378700, EFRS ID: 0721000242</b></p>		<p><b>Base Con Cap Est (N): \$91,597</b></p>		<p><b>PII: Thin Win</b></p>	
<p><b>Road &amp; Port Mile: LA-4-PM 19.2269</b></p>		<p><b>Risk Based Contingency (N): \$4,927</b></p>		<p><b>DK: Camrenz Dobosh</b></p>	
<p><b>Project Description: 15 Milner Pavement Rehabilitation Project (Capital Preventive Maintenance – CAPM) W/O DTLA</b></p>		<p><b>Risk Based Total Construction Capital Est (N): \$66,514</b></p>		<p><b>RM: Cardinal Bugarin</b></p>	
<p><b>Scope Summary: The project proposes various types of work along Route 5 in Los Angeles County, from North Main St (PM 18.2) to East Verdugo Ave (PM 20.9). The major core of work involves pavement resurfacing and restoration. This multi-asset project also includes upgrading overhead sign structures, upgrading non-compliant Americans with Disabilities Act (ADA) curb ramps, and upgrading existing metal beam guard rail (MBGR) to Midwest guardrail system (MGS).</b></p>		<p><b>Duration</b></p> <p>Con Working Days: 300</p> <p>Plan Est Days: 0</p> <p>Total Con Days: 300</p>			
<p><b>Milestones</b></p> <p>PAEED (M200) 06/15/2025</p> <p>PSAE (M300) 06/20/2027</p> <p>RTL (M400) 08/13/2027</p> <p>CCA (M600) 09/27/2029</p>					

Risk No.		Status	Type	Category	Risk Title	Risk Statement	Risk Detail with Current Status/Assumptions	Probability of Occurrence	Low (\$)	Most Likely (\$)	High (\$)	Low	Most Likely	High	Rationale	Strategy	Response Actions	Risk Owner	Updated
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Risk Impact Assessment																			
Contingency (80th Percentile): 8%																			
Risk Impact on Working Days (80th Percentile): 114																			
1	Active	Threat	CON	CON	Priest & Economic Conditions	As a result of changes in the demand for materials and labor during the bid phase, equipment costs, labor rates, and material prices may increase, which would lead to increased project costs.	In the past year, there have been noticeable increases in the cost of materials, particularly for aggregates, asphalt, and steel reinforcement. Labor rates have also increased due to tight labor markets. These cost increases could significantly impact the project budget and potentially lead to schedule delays if not managed proactively.	70%	\$1,000,000	\$3,000,000	\$5,000,000	10	15	20	Provides to contractor advice on the availability of materials and equipment during construction. The project team will work with the construction team to identify alternative materials and equipment options that are available at a lower cost.	Mitigate	Follow the contract process to list and advertise materials and equipment. The project team will work with the construction team to identify alternative materials and equipment options that are available at a lower cost.	Project Manager/Project Engineer	June 18, 2025
2	Active	Threat	DGN	DGN	Potential for Design Changes	As a result of the evaluation and recommendations, design changes may occur, which would lead to increased project costs and schedule delays.	In the subsequent phases of the bid/bond, potential design changes may occur, which may include pavement design, location, and the number of lanes to be widened. Depending on the changes, it may lead to increased project costs and schedule delays. The project team will work with the design team to identify alternative design options that are available at a lower cost.	40%	\$900,000	\$1,000,000	\$1,200,000	10	15	20	Since the project is in its developmental stage, the design team will work with the contractor to identify alternative design options that are available at a lower cost.	Mitigate	Follow the contract process to list and advertise materials and equipment. The project team will work with the construction team to identify alternative materials and equipment options that are available at a lower cost.	Project Engineer	June 18, 2025
3	Active	Threat	DGN	DGN	Structural Reinforcement Design	As a result of changes in the project scope, structural reinforcement may be required, which would lead to increased project costs and duration.	As a result of changes in the project scope, structural reinforcement may be required, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative reinforcement options that are available at a lower cost.	50%	\$400,000	\$500,000	\$600,000	40	50	60	Clarify all structural work helps to determine a reliable cost estimate.	Mitigate	Coordinate with the design team to identify alternative reinforcement options that are available at a lower cost.	Project Engineer	June 18, 2025
4	Active	Threat	DGN	DGN	Scope Change	As a result of changes in the project scope, additional work may be required, which would lead to increased project costs and duration.	As a result of changes in the project scope, additional work may be required, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative work options that are available at a lower cost.	35%	\$100,000	\$200,000	\$300,000	10	15	20	The scope may be revised upon further studies.	Mitigate	Coordinate with the design team to identify alternative work options that are available at a lower cost.	Project Engineer	June 18, 2025
5	Active	Threat	DGN	DGN	Storm Water Requirements	As a result of changes in the project scope, storm water requirements may increase, which would lead to increased project costs and duration.	As a result of changes in the project scope, storm water requirements may increase, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative storm water management options that are available at a lower cost.	20%	\$200,000	\$300,000	\$500,000	20	30	40	Stormwater requirements must be incorporated.	Mitigate	Coordinate with the design team to identify alternative storm water management options that are available at a lower cost.	Stormwater Unit	June 18, 2025
6	Active	Threat	CON	CON	Differing Site Conditions	As a result of differences between the design and actual site conditions, design modifications may be required, which would lead to increased project costs and duration.	As a result of differences between the design and actual site conditions, design modifications may be required, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative design options that are available at a lower cost.	50%	\$300,000	\$400,000	\$500,000	20	25	30	Identify all potential work helps to determine a reliable cost estimate.	Mitigate	Coordinate with the design team to identify alternative design options that are available at a lower cost.	Project Engineer/Project Engineer	June 18, 2025
7	Active	Threat	DGN	DGN	Missing Items (Aspects) Within the Project Limits	As a result of the construction of the project within the limits and timeframe of other projects, deficiencies in construction methods may occur, which would lead to increased project costs and duration.	As a result of the construction of the project within the limits and timeframe of other projects, deficiencies in construction methods may occur, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative construction methods that are available at a lower cost.	15%	\$100,000	\$200,000	\$300,000	5	10	15	Identify all items of work improves the reliability of the cost estimate.	Mitigate	Coordinate with the design team to identify alternative construction methods that are available at a lower cost.	Project Engineer	June 30, 2025
8	Active	Threat	PFM	PFM	Conflicts with Other Projects	As a result of the construction of the project within the limits and timeframe of other projects, deficiencies in construction methods may occur, which would lead to increased project costs and duration.	As a result of the construction of the project within the limits and timeframe of other projects, deficiencies in construction methods may occur, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative construction methods that are available at a lower cost.	15%	\$100,000	\$200,000	\$300,000	15	20	25	Coordinate with other projects to identify alternative construction methods that are available at a lower cost.	Mitigate	Coordinate with the design team to identify alternative construction methods that are available at a lower cost.	Project Manager/Project Engineer	June 30, 2025
9	Active	Threat	CON	CON	Sub-surface Discoveries	As a result of the construction of the project within the limits and timeframe of other projects, deficiencies in construction methods may occur, which would lead to increased project costs and duration.	As a result of the construction of the project within the limits and timeframe of other projects, deficiencies in construction methods may occur, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative construction methods that are available at a lower cost.	40%	\$200,000	\$300,000	\$400,000	10	15	20	Identify all items of work improves the reliability of the cost estimate.	Mitigate	Coordinate with the design team to identify alternative construction methods that are available at a lower cost.	Project Engineer/Project Engineer	June 18, 2025
10	Active	Threat	CON	CON	Weather-Related & Non-Working Days	As a result of weather-related and non-working days, deficiencies in construction methods may occur, which would lead to increased project costs and duration.	As a result of weather-related and non-working days, deficiencies in construction methods may occur, which would lead to increased project costs and duration. The project team will work with the design team to identify alternative construction methods that are available at a lower cost.	20%	\$200,000	\$300,000	\$400,000	15	20	25	Some weather-related and non-working days are expected (based on 15% duration of a season).	Mitigate	Coordinate with the design team to identify alternative construction methods that are available at a lower cost.	Project Engineer	June 18, 2025

<p><b>EA-07-378700, EFRS ID: 0721000242</b></p> <p>Route &amp; Post Mile: LA-5-PH 19.2269</p> <p>Project Description: L5 Inliner Pavement Rehabilitation Project (Capital Preventive Maintenance – CAPM) W/O DTLA</p>		<p><b>EA-07-378700, EFRS ID: 0721000242</b></p> <p>Base on Cap Est (N): \$91,597</p> <p>Risk Based Contingency (N): \$4,427</p> <p>Risk Based Total Construction Capital Est (N): \$86,514</p>		<p><b>Duration</b></p> <p>Con Working Days: 300</p> <p>Plan Est Days: 0</p> <p>Total Con Days: 300</p>		<p><b>PM, Thin Win</b></p> <p>DK, Camrenz Dobosh</p> <p>RM, Carifall Bagatin</p>	
<p><b>Milestones</b></p> <p>PALED (M30) 06/15/2025</p> <p>PSAE (M30) 06/20/2027</p> <p>RTL (M46) 08/13/2027</p> <p>CCA (M60) 09/27/2029</p>		<p><b>PID</b></p> <p>IM(0) 04/27/23A</p>		<p><b>CC</b></p> <p>06/20/2027</p>		<p><b>CCA</b></p> <p>09/27/2029</p>	

Scope Summary: The project addresses various types of work along Route 5 in Los Angeles County, from North Main St (PH 14.2) to East Verdugo Ave (PH 24.9). The major costs of work involves pavement resurfacing and restoration. This maintenance project also includes upgrading overhead sign structures, upgrading non-compliant Americans with Disabilities Act (ADA) curb ramps, and upgrading existing metal beam guard rail (MBGR) to Midwest guardrail system (MGS).

Risk Identification		Risk Impact Assessment		Response Strategy		Updated											
Risk No.	Status	Type	Category	Risk Title	Risk Statement	Risk Detail with Current Status/Assumptions	Probability of Occurrence	Contingency (70th Percentile)	Low (\$)	Most Likely (\$)	High (\$)	High (8% Risk Impact on Working Days @50th Percentile)	High	Strategy	Response Actions	Risk Owner	Updated
11	Active	Threat	CON	Graffiti, Vandalism & Theft	Due to graffiti and vandalism of the new existing assets, as well as the potential for vandalism of the new existing assets, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	Additional funding may be required for security purposes. There is a risk that graffiti and vandalism will occur during construction and may impact the project schedule. The project team will implement measures to minimize the risk of graffiti and vandalism, including increased security and signage. The project team will also implement measures to minimize the risk of theft, including increased security and signage.	5%	\$200,000	\$400,000	\$600,000	15	20	25	Mitigate	Include provisions in the contract specifications for the contractor to implement measures to minimize the potential for graffiti, vandalism, and theft.	Resident Engineer	June 18, 2025
12	Active	Threat	CON	Reactive Unsubstantiated Encampments	As a result of increasing unaffordable people or homeless encampments, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	Homeless encampments were not observed during field visits but could occur when the project goes into construction. To reduce unaffordable people, the schedule may be extended for weeks.	20%	\$75,000	\$100,000	\$125,000	10	15	20	Mitigate	Before beginning construction activities, the project team will implement measures to minimize the potential for homeless encampments. This includes providing information to the contractor to help the area around the project site.	Resident Engineer/Project Engineer	June 18, 2025
13	Active	Threat	ENV	Hazardous Materials	As a result of unanticipated HM discovered during the Construction Phase, additional hazardous mitigation planning may be required, which could result in increased project costs and schedule delays.	Hazardous levels of AQL are present in some portions of the project. A Lead Contractor has been engaged for worker safety. Further unanticipated hazardous materials may be discovered during the project. The project team will implement measures to minimize the risk of hazardous materials, including increased safety and signage.	15%	\$50,000	\$100,000	\$200,000	20	40	60	Mitigate	Conduct a complete investigation for possible hazardous materials. If hazardous materials are identified, provide adequate funds in the project cost estimate for preparation of a plan to dispose of hazardous materials.	Hazardous Waste Engineer	June 18, 2025
14	Active	Threat	CON	Quality, Communicability & Safety Review	As a result of missing crucial project information (Plans, Specifications, etc.) and/or incomplete information, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	All technical data will undergo quality review to ensure design considerations are met while minimizing the impact on traffic operations during construction. The project is currently in the initiation phase and is iterative (per schedule RIT, by 01/30/2027 (1/7/26)).	15%	\$80,000	\$100,000	\$120,000	10	15	20	Mitigate	By following the Quality Management System (QMS) process, the project team will ensure that all technical data is complete and accurate. This includes providing information to the contractor to help the area around the project site.	Project Engineer	June 18, 2025
15	Active	Threat	TRF	Traffic Systems & Handling	Because traffic management systems need to be protected and maintained throughout the construction zone, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	According to TRF Data Sheet dated 12/05/2025, a Traffic Awareness Campaign (TAC) strategy was prepared by Meta Affairs with \$25 being allocated. Work shall conform to the line requirement chart included in the project schedule. The project team will implement measures to minimize the risk of traffic systems and handling, including increased safety and signage.	15%	\$75,000	\$100,000	\$125,000	10	15	20	Mitigate	In the subsequent phases, alternate viable traffic management systems shall be implemented. This includes providing information to the contractor to help the area around the project site.	Traffic Engineer/Resident Engineer	June 18, 2025
16	Active	Threat	ROW	Right of Way Railroad Needs	Because work will affect an existing railroad crossing, a railroad agreement addressing additional project needs, which would lead to increased costs and duration. This risk is a result of increased project costs and schedule delays.	Because work will affect an existing railroad crossing, a railroad agreement addressing additional project needs, which would lead to increased costs and duration. This risk is a result of increased project costs and schedule delays.	10%	\$100,000	\$150,000	\$200,000	5	7	10	Mitigate	Start the negotiations promptly and include an estimate for the railroad that will be impacted by construction activities. In addition, add cost for the review.	Resident Engineer	June 18, 2025
17	Active	Threat	SUP	Staffing & Resources	As a result of hiring new staff and staff turnover, the availability of resources (personnel) for staff augmentation consultants with the proper experience to complete all project tasks, there would lead to increased project costs and duration. This risk is a result of increased project costs and schedule delays.	Collaborate with the contractor to ensure that the project team has the necessary resources to complete the project. This includes providing information to the contractor to help the area around the project site.	15%	\$50,000	\$75,000	\$100,000	15	20	25	Mitigate	Reevaluate the project support cost and schedule. Work with all functional units, and make adjustments to the project schedule to accommodate the situation permits.	Project Manager	June 18, 2025
18	Active	Threat	ENV	Environmental Impact & Clearance	As a result of a change in scope or design, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	Based on the CEQA Exemption (IEPA, Categorical Exclusion Determination Form (rev. 05/2022) and dated 04/23/2025), the project team will implement measures to minimize the risk of environmental impact and clearance, including increased safety and signage.	15%	\$50,000	\$75,000	\$100,000	15	20	25	Mitigate	Conduct all necessary studies for environmental compliance and facilitate ongoing coordination between design and environmental to minimize impacts of any scope changes.	Environmental Planner	June 18, 2025
19	Active	Threat	ROW	Right of Way Needs	As a result of a change in scope or design, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	The Right of Way (ROW) requirements are not yet established. The effort needed to secure subsurface rights for design and construction is unknown, which would lead to increased project costs and schedule delays.	15%	\$50,000	\$75,000	\$100,000	15	20	25	Mitigate	In the PS&E Phase, subsurface rights will be completed. Any utility companies impacted will be contacted as early as possible to start the negotiation process.	Project Engineer/Utility Engineer	June 18, 2025
20	Active	Threat	ROW	Right of Way Needs	As a result of a change in scope or design, the project may experience increased project costs and schedule delays. This risk is a result of increased project costs and schedule delays.	The Right of Way (ROW) requirements are not yet established. The effort needed to secure subsurface rights for design and construction is unknown, which would lead to increased project costs and schedule delays.	5%	\$25,000	\$50,000	\$75,000	15	20	25	Mitigate	Project Engineer (PE) to establish all Right of Way needs for the project and secure subsurface rights for design and construction as early as possible to start the negotiation process.	Project Engineer/Utility Engineer	June 18, 2025











# EA 378700 Risk Register Certification

Final Audit Report

2025-08-06


Created:	2025-07-25
By:	Ryan Nai (s148568@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAANrIoDPf085ST3MsdV_H9Sgu0Wbdga1y2

## "EA 378700 Risk Register Certification" History

-  Document created by Ryan Nai (s148568@dot.ca.gov)  
2025-07-25 - 3:58:10 PM GMT- IP address: 149.136.33.252
-  Document emailed to Thein Win (thein.win@dot.ca.gov) for signature  
2025-07-25 - 4:00:04 PM GMT
-  Document emailed to Greg Farr (greg.farr@dot.ca.gov) for signature  
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-  Document emailed to Patricia Galvan (patricia.galvan@dot.ca.gov) for signature  
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-  Document emailed to Angela Perez (angela.perez@dot.ca.gov) for approval  
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-  Document sent to Wayne Lee (wayne.d.lee@dot.ca.gov) and Zoltan Elo (zoltan.elo@dot.ca.gov) for signature.  
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-  Document emailed to Dawn Montano (dawn.kukla@dot.ca.gov) for signature  
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-  Document emailed to Amir Elsharief (amir.elsharief@dot.ca.gov) for signature  
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-  Document sent to Md Musa (md.musa@dot.ca.gov) and Shawn Enjily (shawn.enjily@dot.ca.gov) for approval.  
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-  Document emailed to Paul Crispi (paul.j.crispi@dot.ca.gov) for signature  
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# *Attachment K*

## *Materials*

### *Recommendation*

# Memorandum

**To:** Carmenza Dobosh  
Senior Transportation Engineer  
Office of Design B

**Date:** December 17, 2024

**File:** 07-LA-05  
PM 19.2/28.9

**From:** Devin Fielding  
Transportation Engineer, Range D  
Materials Engineering  
Office of Engineering Services

**EA:** 37870  
**EFIS:** 0721000242

**Subject: STRUCTURAL SECTION RECOMMENDATIONS FOR SLAB REPLACEMENT, COLD PLANE AND OVERLAY, DIGOUTS, AND ADA CURB RAMPS**

Materials has reviewed your request for the above-mentioned project and has the following recommendations:

## Individual Slab Replacement

The thickness of the replacement slab should match the thickness of the slab being replaced. Additionally, the existing CTB or LCB layer should be replaced with LCB of the same thickness on an as needed basis (see note below).

*Match Existing Thickness: Individual Slab Replacement – Rapid Strength Concrete (ISR-RSC)\**

*----- Base Bond Breaker*

*Match Existing Thickness: Lean Concrete Base Rapid Setting (LCB-RS)\*\**

- \* Where more than 3 consecutive slabs require replacement, use Jointed Plain Concrete Pavement – Rapid Strength Concrete (JPCP-RSC) in place of ISR-RSC.
- \*\* Should base materials be found to be in poor condition or damaged before and during construction, replace existing CTB or LCB as needed with new LCB-RS of the same thickness. For cost estimate purposes, assume 20% of the slabs will need base replacement.
- It is recommended to grind the entire surface of PCC panels within the proposed project limits to restore surface friction, correct faulting problems, and provide a smooth driving condition.

## Cold Plane and Overlay

1. For Existing Pavement Section [C]:
  - Cold plane 0.15' of the existing AC layer
  - Overlay with 0.15' of Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G)

2. For Existing Pavement Sections [P] and [Q]:
  - Cold plane the full depth of the existing AC layers (0.35')
  - Overlay with 0.35' Hot Mix Asphalt – Type A (HMA-A)

General Notes:

- After cold plane, the existing AC layer (if present) must remain at least 0.15' thick for stability.
- Transition Taper Slopes should be 200:1 or flatter, follow HDM Section 671.3 for tapering into existing pavement or structure.

### **Digouts**

Digouts should be performed as necessary and as described below:

- Remove a minimum thickness of 0.15' Hot Mix Asphalt (HMA).
- After removal of failed areas, leave at least the bottom 0.15' of existing HMA or AC intact. If less than 0.15' of existing HMA or AC remains, remove the entire layer.
- If the failed area reaches into the base material, replace the failed base prior to the replacement of HMA.
- Extend digouts a minimum of 1' horizontally into suitable existing pavement surrounding the failed area.
- Replace failed AC or HMA with HMA-A.

### **ADA Ramp (NB On-Ramp from S. Flower St.)**

1. Sidewalk and Curb Ramp for Pedestrian Traffic:

*0.35' Minor Concrete*  
*0.35' Aggregate Base, Class 3 (AB, CI3)*

- AB, CI3 can be eliminated if the natural soil sand equivalent value is 20 or more per CT 217.

2. Modified Curb Ramp Gutter

*0.50' Minor Concrete*  
*0.50' Lean Concrete Base (LCB)*  
*0.50' Aggregate Base, Class 3 (AB, CI3)*  
*1.50' Total*

- The above modified gutter section should be used at locations where it is anticipated that vehicles may off-track into the gutter (e.g., at curb ramp locations, intersections, or where there is no shoulder). This section is recommended at the ADA curb ramp location for this project.
- 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. If there are changes to the

project and this section is considered for use, please allow Materials Engineering to review the gutter locations prior to implementation into the plans.

3. Replace Existing HMA Section Adjacent to Curb Ramp

*0.50' Hot Mix Asphalt, Type A (HMA-A)*  
*0.50' Lean Concrete Base (LCB)*  
*0.50' Aggregate Base, Class 3 (AB, C13)*  
*1.50' 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 above).
- 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.

Please incorporate these recommendations into the design plans, cross sections, and construction details, and submit to Materials for review. If you have any questions, please email me at Devin.Fielding@dot.ca.gov or call me at (213) 453-7566. This project was peer reviewed by Min Deng.



Devin Fielding, P.E.  
Materials Engineering



07 - LA -101 – PM 5.8/6.2  
EA 38660 (0722000178)  
20.XX.201.112 – Proactive Safety-Bridge Rail Replacement/Upgrade  
February 2025

# *Attachment L*

## *Pavement*

### *Condition Survey*

#### *Report*

# Memorandum

**To:** Carmenza Dobosh  
Senior Transportation Engineer  
Office of Design B

**Date:** December 17, 2024

**File:** 07-LA-05  
PM 19.2/28.9

**From:** Devin Fielding  
Transportation Engineer, Range D  
Materials Engineering  
Office of Engineering Services

**EA:** 37870  
**EFIS:** 0721000242

**Subject: STRUCTURAL SECTION RECOMMENDATIONS FOR SLAB REPLACEMENT, COLD PLANE AND OVERLAY, DIGOUTS, AND ADA CURB RAMPS**

Materials has reviewed your request for the above-mentioned project and has the following recommendations:

## **Individual Slab Replacement**

The thickness of the replacement slab should match the thickness of the slab being replaced. Additionally, the existing CTB or LCB layer should be replaced with LCB of the same thickness on an as needed basis (see note below).

*Match Existing Thickness: Individual Slab Replacement – Rapid Strength Concrete (ISR-RSC)\**

*----- Base Bond Breaker*

*Match Existing Thickness: Lean Concrete Base Rapid Setting (LCB-RS)\*\**

- \* Where more than 3 consecutive slabs require replacement, use Jointed Plain Concrete Pavement – Rapid Strength Concrete (JPCP-RSC) in place of ISR-RSC.
- \*\* Should base materials be found to be in poor condition or damaged before and during construction, replace existing CTB or LCB as needed with new LCB-RS of the same thickness. For cost estimate purposes, assume 20% of the slabs will need base replacement.
- It is recommended to grind the entire surface of PCC panels within the proposed project limits to restore surface friction, correct faulting problems, and provide a smooth driving condition.

## **Cold Plane and Overlay**

1. For Existing Pavement Section [C]:
  - Cold plane 0.15' of the existing AC layer
  - Overlay with 0.15' of Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G)

2. For Existing Pavement Sections [P] and [Q]:
  - Cold plane the full depth of the existing AC layers (0.35')
  - Overlay with 0.35' Hot Mix Asphalt – Type A (HMA-A)

General Notes:

- After cold plane, the existing AC layer (if present) must remain at least 0.15' thick for stability.
- Transition Taper Slopes should be 200:1 or flatter, follow HDM Section 671.3 for tapering into existing pavement or structure.

### **Digouts**

Digouts should be performed as necessary and as described below:

- Remove a minimum thickness of 0.15' Hot Mix Asphalt (HMA).
- After removal of failed areas, leave at least the bottom 0.15' of existing HMA or AC intact. If less than 0.15' of existing HMA or AC remains, remove the entire layer.
- If the failed area reaches into the base material, replace the failed base prior to the replacement of HMA.
- Extend digouts a minimum of 1' horizontally into suitable existing pavement surrounding the failed area.
- Replace failed AC or HMA with HMA-A.

### **ADA Ramp (NB On-Ramp from S. Flower St.)**

1. Sidewalk and Curb Ramp for Pedestrian Traffic:

*0.35' Minor Concrete*  
*0.35' Aggregate Base, Class 3 (AB, CI3)*

- AB, CI3 can be eliminated if the natural soil sand equivalent value is 20 or more per CT 217.

2. Modified Curb Ramp Gutter

*0.50' Minor Concrete*  
*0.50' Lean Concrete Base (LCB)*  
*0.50' Aggregate Base, Class 3 (AB, CI3)*  
*1.50' Total*

- The above modified gutter section should be used at locations where it is anticipated that vehicles may off-track into the gutter (e.g., at curb ramp locations, intersections, or where there is no shoulder). This section is recommended at the ADA curb ramp location for this project.
- 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. If there are changes to the

project and this section is considered for use, please allow Materials Engineering to review the gutter locations prior to implementation into the plans.

3. Replace Existing HMA Section Adjacent to Curb Ramp

*0.50' Hot Mix Asphalt, Type A (HMA-A)*  
*0.50' Lean Concrete Base (LCB)*  
*0.50' Aggregate Base, Class 3 (AB, C13)*  
*1.50' 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 above).
- 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.

Please incorporate these recommendations into the design plans, cross sections, and construction details, and submit to Materials for review. If you have any questions, please email me at Devin.Fielding@dot.ca.gov or call me at (213) 453-7566. This project was peer reviewed by Min Deng.



Devin Fielding, P.E.  
Materials Engineering



*Attachment M*  
*SHOPP Project*  
*Performance*  
*Output*

**SHOPP Project - Accomplishment - Performance Measures - Benefits**

District: 07    Tool ID: 22187    Project ID: 0721000242    EA: 37870    View/Print PIR (Performance) Report

Bridge     Pavement     Drainage     Facilities     Signs and Lighting     Mobility     Roadside     Complete Streets     Sustainability /Climate Change     Advance Mitigation /Mitigation     Major Damage & Betterments     Green-house Gases     Relinquishment

Co-Rte-PM: LA-005-19.2/28.9 (Primary Location)    HQ Program Review - Agree with District?

**Performance & Accomplishments ( PRG )**

ActID	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	B25 Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	46.228	4.083	42.082	0.063		46.228			Yes		11/08/21		
2	B26 Concrete Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	33.837	0.878	23.604	9.355		33.837			Yes		11/08/21		
3	E23 Collisions Reduced (201.015)	Collision Severity Reduction	Fatal/Serious Injury Collisions	11,200			11,200		11,200							Based on the new methodology
4	E25 Overhead Sign Structures Rehabilitation (201.170)	Overhead Sign Structures Rehabilitation	Each	24,000			24,000		24,000							per OHS database on 5/7/2020
5	E26 Sign Panel Replacement	Sign Panel Replacement	Each	40,000			40,000		40,000							Based on the new methodology
6	E55 Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.560			0.560		0.560							Proactive Estimate Tool
7	E56 Proactive Safety Pedestrians	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.930			0.930		0.930							per ADA database on 5/7/2020
8	F24 ADA - Repair/Upgrade Curb Ramp (201.361)	No Performance Objective in the SHSMP	Each	5,000			5,000		5,000							
9	F43 ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	5,000			5,000		5,000							
10	G10 Worker Safety - Vegetation Control	Roadside Safety Improvements	Locations	13,400			13,400		13,400							6,700 LF Veg control
11	H13 Crosswalks	No Performance Objective in the SHSMP	Linear Feet	975,000				975,000								23 upgrade to continental, 2 new, 25 crosswalks total
12	H32 Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	No												On freeway
13	H42 Bicycle and Pedestrian Signage	No Performance Objective in the SHSMP	Each	30,000			30,000									Three signs installed at 10 locations
14	H56 Complete Streets Fix Existing	Complete Streets Fix Existing	Linear Feet													
15	H57 Complete Streets Build New	Complete Streets Build New	Linear Feet	975,000			975,000		975,000							
16	N04 Defer	No Performance Objective in the SHSMP														Defer

(Last Saved - 03/14/23 @ 4:16 PM by Wilfred Domingo)

**Programming Performance Summary (All Locations)**

Program Code	Activity Category	Asset Class	Asset	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	80.1	Lane mile(s)	Lane mile(s)	5.0	65.7	9.4	80.1	80.1	0.000	80.1	0.0	0.0	80.1

**Notes:**

- The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dol.ca.gov.
- The data summarized in the table represents the performance reported or to be reported in CTIPS.
- Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
- Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
- 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-bial value for posting of the post good value, and gets deleted from the statewide CIF inventory database.
- 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.
- During the transition to the new Proactive Safety objective, the performance output for projects 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 the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

Pavement Worksheet - Tool ID: 22197 - 07-LA-005-19.2/28.9 (Primary Location - Section PRG)

Plan Year: 2028

PROJECT INPUT															2019 PAVEMENT PRE-CONDITION										COMMENTS			
No	Project Location	District	County	Route	Route Suffix	Pavement Work Limits				Direction	Lane	Treatment	ActID	Roadway Class	Traditional Condition (Lane Miles)				MAP-21 Condition (Lane Miles)				EFFECTIVENESS				District's Notes	
						Beg PM	End PM	Beg PM	End PM						Green	Yellow	Blue	Orange	Red	Good	Fair	Poor	SHOPP Lane Effective	Rehab Effective	MAP-21 Effective	PCR Scenario		
1	LA-005-19.2/28.9 (Primary Location)	07	LA	005		19.2	23.66	23.66	23.66	Right	All	Grind/Replace Slabs - CAPM	B26	1	5.669	1.262	0.000	10.606	0.000	0.005	10.690	6.832	17.527	61	0	100	3299	
2	LA-005-19.2/28.9 (Primary Location)	07	LA	005		19.2	23.66	23.66	23.66	Left	All	Grind/Replace Slabs - CAPM	B26	1	5.665	0.892	0.808	8.945	0.000	0.873	12.914	2.523	16.310	55	0	95	3299	
3	LA-005-19.2/28.9 (Primary Location)	07	LA	005		23.66	28.9	28.9	28.9	Left	All	HMA Medium Overlay	B25	1	0.005	8.353	0.218	14.632	0.000	1.769	21.434	0.005	23.208	63	0	92	3299	
4	LA-005-19.2/28.9 (Primary Location)	07	LA	005		23.66	28.9	28.9	28.9	Right	All	HMA Medium Overlay	B25	1	0.118	8.161	0.158	14.583	0.000	2.314	20.648	0.058	23.020	63	0	90	3299	

Pavement Class Summary Performance Tab Information														
Activity ID	Activity Description	Activity Unit	Pavement Class I			Pavement Class II			Pavement Class III			Total Good, Fair, Poor		
			Good	Fair	Poor	Good	Fair	Poor	Good	Fair	Poor	Good	Fair	Poor
B21	Concrete Pavement Major Rehab	Lane Miles	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B22	Asphalt Pavement Major Rehab	Lane Miles	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B25	Asphalt Pavement Minor Rehab (CAPM)	Lane Miles	4.083	42.082	0.063	0.000	0.000	0.000	0.000	0.000	0.000	4.083	42.082	0.063
B26	Concrete Pavement Minor Rehab (CAPM)	Lane Miles	0.878	23.604	9.355	0.000	0.000	0.000	0.000	0.000	0.000	0.878	23.604	9.355
B29	Existing Ramps & Connectors & Existing Shoulders	Lane Miles	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

(Last Saved - 10/04/21 @ 3:54 PM by Md Musa)



07 - LA -101 – PM 5.8/6.2  
EA 38660 (0722000178)  
20.XX.201.112 – Proactive Safety-Bridge Rail Replacement/Upgrade  
February 2025

*Attachment N*  
*Preliminary*  
*Geotechnical*  
*Design Report*

# Memorandum

**To:** CARMENZA DOBOSH  
Office of Design B  
Division of Design

**Date:** June 2, 2025

**Attention:** Wasif Bhuiyan

**File:** 07-LA-005 PM 19.2/ R 28.9  
EA: 07-37870  
EFIS: 0721000242  
24 Overhead Signs

**From:** GEOTECHNICAL SERVICES  
Office of Geotechnical Design South  
Branch A

**Subject:** **PRELIMINARY GEOTECHNICAL DESIGN REPORT FOR 24 OVERHEAD SIGNS FOR PAVEMENT REHABILITATION (CAPM) PROJECT ALONG INTERSTATE 5 (I-5)**

## INTRODUCTION

Pursuant to the request dated October 16, 2024, this Preliminary Geotechnical Design Report (PGDR) has been prepared for the replacement of 24 overhead sign structures (OHS) with 24 new OHS along I-5 in Los Angeles County from Post Miles (PM) 19.2 to 28.9. The purpose of this report is to summarize anticipated subsurface conditions and to provide preliminary geotechnical recommendations for the design and construction of the OHS. The recommendations presented in this report are based on the Project Initiation Report (PIR) dated April 27, 2023, the supplemental PIR dated August 14, 2023, OHS layouts provided with the initial request, and subsequent email updates provided on December 14, 2025 regarding OHS-5 and OHS-6.

## Project Description

This multi-asset project is part of the State Highway Operations and Protection Program (SHOPP) and is primarily for Minor Pavement Rehabilitation (Capital Preventative Maintenance – CAPM) as well as for Freeway Safety Enhancements, including the replacement of 24 overhead sign structures. The project is located in Los Angeles County along Interstate 5 from PM 19.2, north of Main Street UC (53 1360), to PM 28.9, south of Verdugo Ave UC (53 1086). Preliminary intent is to utilize standard plan foundations with the exception of OHS-5 and OHS-6, which are currently bridge mounted along Elysian Viaduct (53 1424). It is our understanding that due to structural constraints, these OHS cannot be bridge mounted again and require special design.

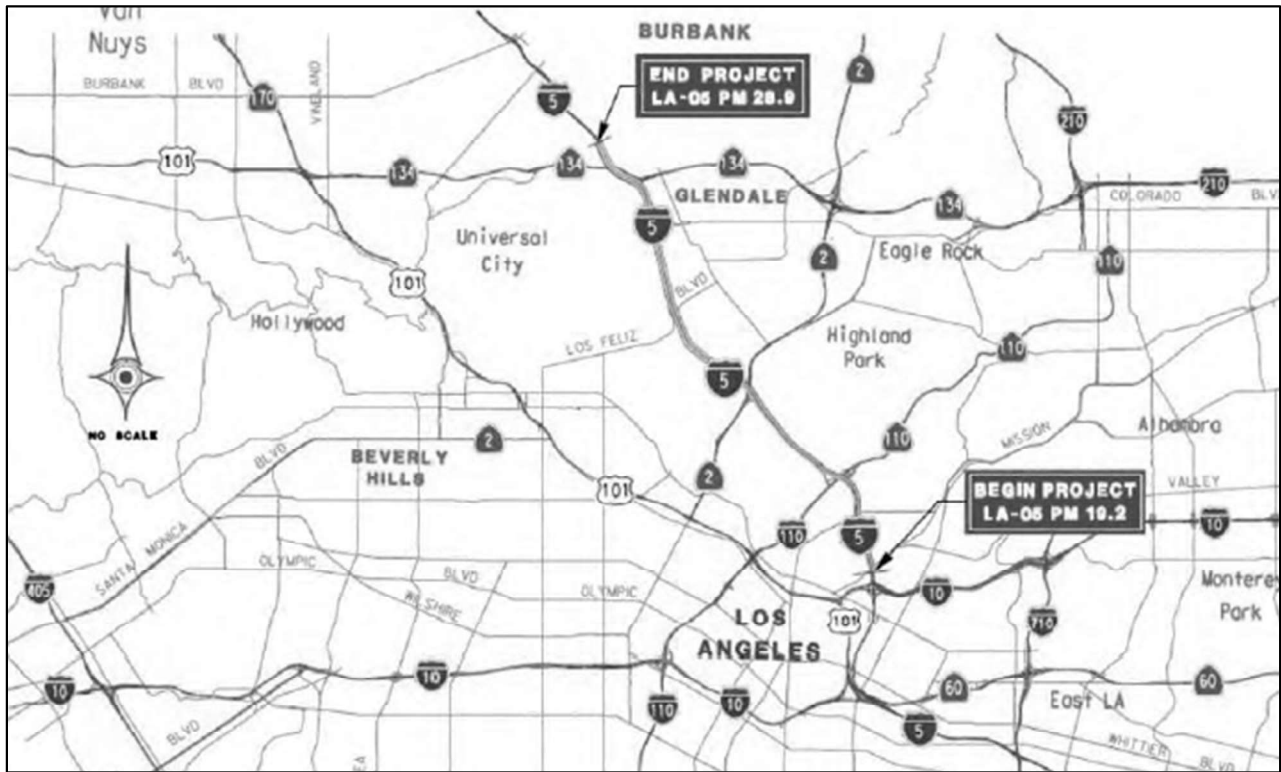
Table 1 presents a summary of the project components covered in this report. A Site Vicinity Map is shown below in Figure 1. Location Maps provided by the district are in Appendix I. All elevations referenced within this report are based on the North American Vertical Datum of 1988 (NAVD 88).

**Table 1: Summary of OHS Locations**

OHS	PM	Direction	# of Posts	Nearest Cross Street	Approximate Coordinates	
					Latitude (°)	Longitude (°)
1	19.225	S/B / median	2	Main Street	34.066478	-118.216418
2	19.305	N/B	1	Main St./Broadway	34.068292	-118.216444
3(old)	19.506	median	1	Broadway	34.068471	-118.217002
3(new)	19.310	S/B	1	Main St./Broadway	34.068170	-118.216869
4	19.882	median	1	Pasadena Ave.	34.075937	-118.219311
5	20.411	Spans bridge	2	5/110	34.081619	-118.224359
6	20.524	Spans bridge	2	5/110	34.082420	-118.226150
7	20.874	S/B	1	SB5-SB110 Connector and S/B Riverside Drive on-ramp	34.084447	-118.230736
8(old)	21.076	median	1	SB5-SB110 Connector and Riverside Drive	34.086466	-118.233110
8(new)	20.870	S/B	1	SB5-SB110 Connector and Riverside Drive	34.084434	-118.230356
9	21.079	S/B Connector	2	Riverside Drive to SB5-SB110 Connector	34.086226	-118.233306
10	21.236	S/B connector	2	--	34.087791	-118.235557
11(old)	21.895	median	1	Riverside Drive UC	34.096130	-118.244133
11(new)	21.992	N/B	1	Riverside Drive UC	34.096129	-118.244138
12	22.085	Median / N/B	2	Riverside Drive UC / Newell St.	34.097336	-118.245532
13	22.298	S/B	1	Newell Street	34.099386	-118.247897
14	22.336	Median / N/B	2	Newell Street	34.100375	-118.247959
15	22.476	N/B	2	Gilroy Street	34.102132	-118.249380
16(old)	22.591	Median	1	SR-2	34.102877	-118.250377
16(new)	22.354	S/B	1	SR-2 / Newell	34.100075	-118.248289
17	22.843	Median / N/B	2	Fletcher Dr.	34.105441	-118.254158
18	23.013	median	1	Fletcher Dr.	34.106915	-118.256211
19	23.67	N/B	1	Glendale Blvd. Hyperion Ave.	34.112248	-118.265390
20	24.20	N/B	1	Hyperion Los Feliz Blvd.	34.116906	-118.269019
21 <sup>(1)</sup>	24.203	N/B	1	Los Feliz Blvd.	34.118911	-118.270105
22	24.658	median	1	Crystal springs Dr.	34.125176	-118.272918
23(old)	24.861	median	1	Colorado St./ Crystal Springs Dr.	34.128437	-118.273840
23(new)	24.203	N/B	1	Los Feliz Blvd.	34.118911	-118.270105
24(old)	25.767	N/B	1	Colorado St.	34.140679	-118.277400
24(new)	25.773	median	1	Colorado St.	34.142115	-118.277965

**Notes:**

1. OHS to be located at approximate location of current OHS unless both old/new locations listed.
2. OHS-23 will be re-located and combined with OHS-21 at OHS-21, utilizing multiple panels on a shared foundation/post.



**Figure 1: Vicinity Map**

## **GEOTECHNICAL INVESTIGATION**

Site investigation has not been performed at the time of this report. The preliminary geotechnical investigation included a review of the following:

- Published Geologic maps.
- Previous geotechnical reports and As-built LOTBs. A complete list of the As-built data utilized for this study is presented in the Appendix.

Site-specific investigation should be performed later during PAED or PS&E.

## **GEOTECHNICAL CONDITIONS**

### **Geology**

The Geologic Maps of the Los Angeles Quadrangles, Los Angeles County, California (Dibblee, 1989) and the Hollywood and South ½ Burbank Quadrangles, Los Angeles County, California (Dibblee, 1991), indicate the project area is primarily underlain by Quaternary alluvium deposits (Qa/Qf), consisting of unconsolidated detrital, floodplain sediments. These sediments are composed of clay, sand, and gravel. These deposits are characterized by interbedded layers that are typically loose to moderately compacted, which

is characteristic of active depositional environments influenced by fluvial processes. Geologic maps illustrating these formations are provided in Appendix II.

### **Surface Conditions**

Along the project corridor, the I-5 freeway passes through densely populated, urban areas. Topography is variable along the alignment as the freeway traverses through numerous cut, fill, and transition sections. Between OHS-6 and OHS-7, the alignment crosses and then follows the Los Angeles River at the base of the steep hillsides ascending to Elysian and Griffith Parks from OHS 7 to OHS-24. Drainage is accommodated through surface swales and drop inlets for below-ground systems. Existing OHS, walls, median barriers, and adjacent bridges in close proximity to the OHS all appear based on general observation to be in generally fair condition, although some evidence of rusting was observed on the OHS poles/trusses. A complete summary of surface conditions at each OHS site is presented in Appendix III.

### **Subsurface Conditions**

OGDS reviewed available As-built LOTBs in the vicinity of the OHS locations, which indicated a mixture of fill, alluvial deposits, and sedimentary bedrock along the alignment. In general, soils throughout the project alignment consist of loose to very dense sand with varying amounts of fines and gravels. Occasional fine-grained (silt/clay), gravel, and cobble layers are also present at certain sites. Apparent density tends to generally increase with depth, with most loose layers occurring closer to the ground surface. Sedimentary bedrock would be anticipated or was encountered within As-built LOTBs performed in the vicinity of OHS 9, 10, 11, 12, 19, 20, 21, 22, and 23. With the exception of OHS 9, 19 and 21, the elevation of the bedrock would likely be below the pile tips, pending confirmation of top of CIDH elevations during PS&E. A detailed summary of subsurface conditions can be found in Appendix III.

### **Groundwater**

Historic groundwater table information obtained from As-built LOTBs near each OHS is summarized in Appendix III. A review of currently available groundwater information from Department of Water Resources (DWR) and LA County monitoring wells located within approximately 1,500 feet of the project vicinity was also performed and is summarized below in Table 2.

**Table 2: Groundwater Summary (Current DWR and LA County Wells)**

Well ID	Approximate Location			Groundwater Information			
	Latitude	Longitude	Closest OHS	Date of Last Reading	Ground Surface Elevation (ft)	Depth to GW (ft)	GW Elevation (ft)
340855N1182215W001	34.085503	-118.220984	~1,500 ft NE of OHS 5	11/25/2024	352.30	51.20	301.1
3949R unknown	34.107949	-118.251993	~1,100 ft NE of OHS17	4/14/2021	369.2	33.7	335.5
341078N1182518W001	34.107852	-118.252215	~1,100 ft NE of OHS17	11/25/2024	366.8	34.3	332.5
3948H 1S13W05J01	34.115157	-118.259767	~1,100 ft NE of OHS17	4/21/2021	369.5	26.4	343.1
341235N1182621W001	34.123481	-118.261965	~1,100 ft N of OHS 24	11/25/2024	415.2	27.6	387.6
341557N1182826W001	34.155451	-118.282999	~1,100 ft N of OHS 24	11/25/2024	438.4	14.7	423.7

## Seismic Hazards

### Site Seismic Parameters

The site shear wave velocity,  $V_{s30}$ , varies along the long project alignment. Based on published regional maps,  $V_{s30}$  within the overall project limits is estimated to range from roughly 270 to 450 m/s.

### Ground Motion Parameters

Table 1 presents the ground motion parameters. The design seismic horizontal acceleration coefficient,  $K_h = 0.24$ .

Table 1: Ground Motion Parameters

Site Parameters			Design Ground Motion Parameters <sup>1</sup> (Return Period = 975 years)	
Latitude (degrees)	Longitude (degrees)	Shear-Wave Velocity <sup>2</sup> $V_{s30}$ , (m/sec)	Horizontal Peak Ground Acceleration (g)	Deaggregated Mean Earthquake Moment Magnitude for PGA
34.097336	-118.245532	350	0.73	7.21

1. Based on Caltrans web tool ARS Online (Version 4.1.0)
2. Shear wave velocity determined by published regional maps.

### Fault Rupture

According to the California Geological Survey (CGS) Earthquake Zones of Required Investigation Hollywood, Quadrangle, Overhead sign #20, falls within an Alquist-Priolo Earthquake Fault Zone. Traces of the Hollywood fault cross I-5, trending east to west, north of the Sunnynook River Park Pedestrian Bridge. Due to the proximity of OHS-20 to the active fault zone, OHS-20 is susceptible to surface fault rupture hazards. Damage to the sign is anticipated should fault rupture occur along this section of the Hollywood fault. A map depicting the fault crossing is presented in Appendix IV, Figure 5.

All other OH Sign locations are not located within an Alquist-Priolo Earthquake Fault Zone or 1000 feet from any unzoned fault with an age of Holocene or younger. Therefore, these structures are not considered susceptible to surface fault rupture hazards.

### Liquefaction

According to the California Geological Survey (CGS) Earthquake Zones of Required Investigation Burbank, Hollywood, and Los Angeles Quadrangles (Appendix IV), the majority of the OHS, with the exception of OHS-4 included in this project fall within mapped Liquefaction zones. For OH Signs, the primary impact of liquefaction involves strength loss in liquefiable soils along the pile length as well as potential settlement.

## **GEOTECHNICAL DESIGN EVALUATION**

OGDS reviewed the As-Built data within the project vicinity for the preliminary geotechnical design evaluation.

- Preliminary design parameters:
  - Internal Friction Angle ( $\Phi$ ) for cohesionless soil =  $30^\circ$
  - Undrained Shear Strength ( $S_u$ ) of cohesive soils = 1.5 ksf
  - Total Unit Weight ( $\gamma$ ) for cohesionless soil = 120 pcf

These parameters may be refined following site specific data collection.

- Preliminary Design Groundwater:

Groundwater varies greatly across the project corridor from elevation + 410 feet to deeper than Elevation + 238 feet. In terms of depths, groundwater ranges from approximately 10 to 55 feet below ground surface. A complete summary of groundwater data may be found in the Groundwater Section as well as in the Appendix.

- Assessment of potential pile installation challenges, which include the potential at select OHS for encountering bedrock and groundwater within the pile lengths. This information is presented in the summary table in the Appendix.

## RECOMMENDATIONS

Preliminary recommendations for overhead sign structures are based on a review of available subsurface data in the project vicinity. The preliminary recommendations are as follows:

1. Site-specific borings and lab testing should be performed at select OHS site where new or additional data is required to confirm that soil and groundwater conditions meet the requirements for standard plan design and to evaluate constructability.
2. Standard plan CIDH foundations may be feasible for preliminary design at all locations except OHS-5 and OHS-6 which are being specially design by Bridge Design due to the wide-span overtop the existing bridge.
3. Preliminary groundwater table studies indicate that groundwater may be present within the foundation zone of the following OHS: 5, 6, 7, 19, 20, 21, 22, 23, and 24. Standard Plan Design assumptions do not consider groundwater within the foundation zone. Updated site specific groundwater will be collected during the OGDS field investigation. Design checks by OGDS may then be required. A Foundation Data Table from the Office of Design and Technical Services (OTDS) during PS&E would be needed to perform these checks.
4. A request for Foundation Report should be provided to OGDS for the design of OHS-5 and OHS-6 given that structural/geometric constraints have already resulted in these OHS requiring special design.
5. Given the potential to encounter the presence of gravels and cobbles or potentially bedrock at the OHS locations, there is a likelihood of difficult pile installation.
6. Until site-specific data is collected, all OHS sites should be assumed corrosive.

Questions relating to this report should be directed to Heath Sawyer at 916-296-0657 or Michael Marin at 279-766-1763.

*Anis Hasanpour*

ANIS HASANPOUR  
Transportation Engineer  
Office of Geotechnical Design South,  
Branch A

*Michael Marin*

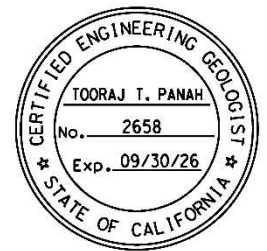


MICHAEL MARIN, P.E., G.E.  
Senior Transportation Engineer  
Office of Geotechnical Design South,  
Branch A, Chief

*Heath Sawyer*

HEATH SAWYER  
Engineering Geologist  
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Branch A

*Tooraj Panah*



TOORAJ PANAH, P.G., C.E.G.  
Engineering Geologist  
Office of Geotechnical Design South,  
Branch A

Attachment:

- Appendix I – OHS Location Maps
- Appendix II – Geologic Maps
- Appendix III – OHS Summary Tables
- Appendix IV – Liquefaction Maps

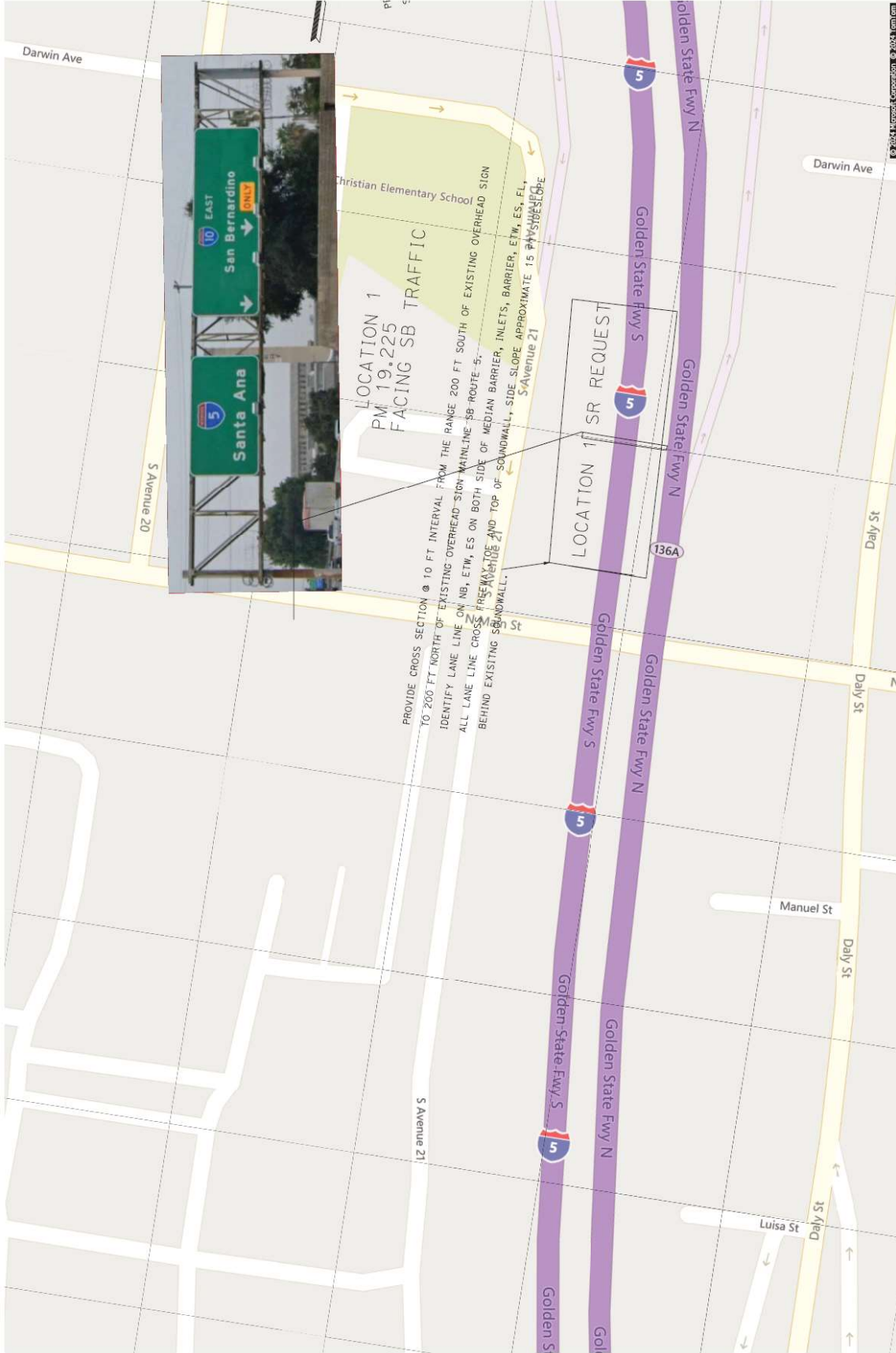
c:

- Thein Win, D7 Project Manager
- Pratheep Piratheepan, Project Liaison Engineer
- Nader Gobran, D7 Materials Engineer

CARMENZA DOBOSH  
June 2, 2025

Preliminary Geotechnical Design Report  
Overhead Signs: 07-LA-5 PM 19.2/ R 28.9  
07-37870 / 0721000242

**APPENDIX I:  
OHS LOCATION MAPS  
(Traffic Design)**



OHS\_2 and OHS\_3



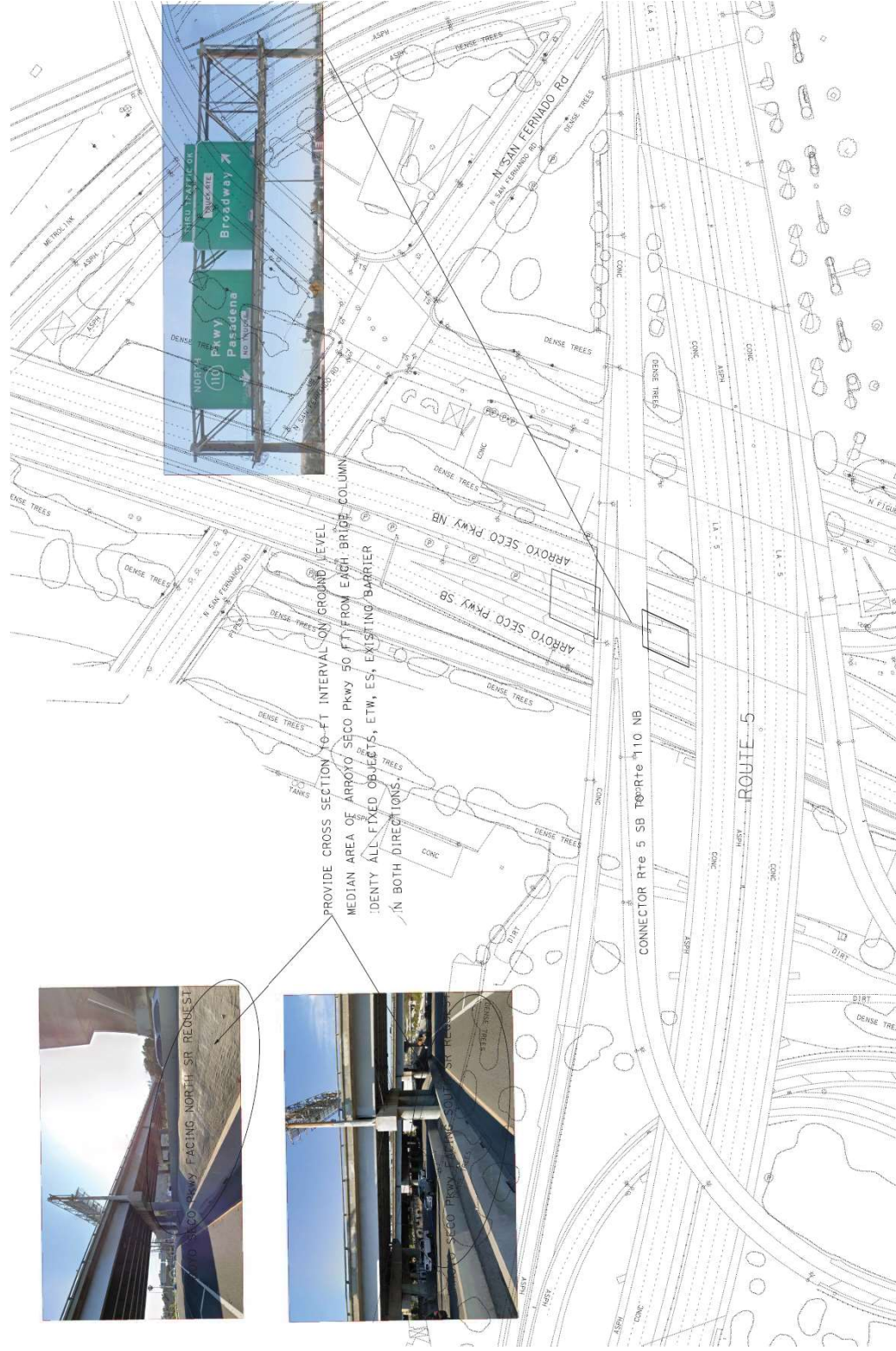


LOCATION 4  
SR 19 882  
FACING SB TRAFFIC

PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 100 FT SOUTH OF EXISTING OVERHEAD SIGN TO 100 FT NORTH OF EXISTING OVERHEAD SIGN MAINLINE SB ROUTE 5. IDENTIFY LANE LINES, ETW, FL, SIDE SLOPE APPROXIMATE 20 FT FROM FL.



OHS\_5 (New Location will not be bridge mounted, instead will span over bridge and be founded on ground below I-5)



OHS\_6 (New Location will not be bridge mounted, instead will span over bridge and be founded on ground below I-5)



PROVIDE CROSS SECTION 10 FT INTERVAL ON GROUND LEVEL 200 FT SIDE WALK  
N SANFERNADO Rd FROM EXISTING SIGN POST ON BRIDGE COLUMN TO FLOWLINE.  
IDENTIFY ALL FIXED OBJECTS, TREES, CURB AND GUTTER,

# OHS\_7\_and\_New OHS\_8 (New Location)



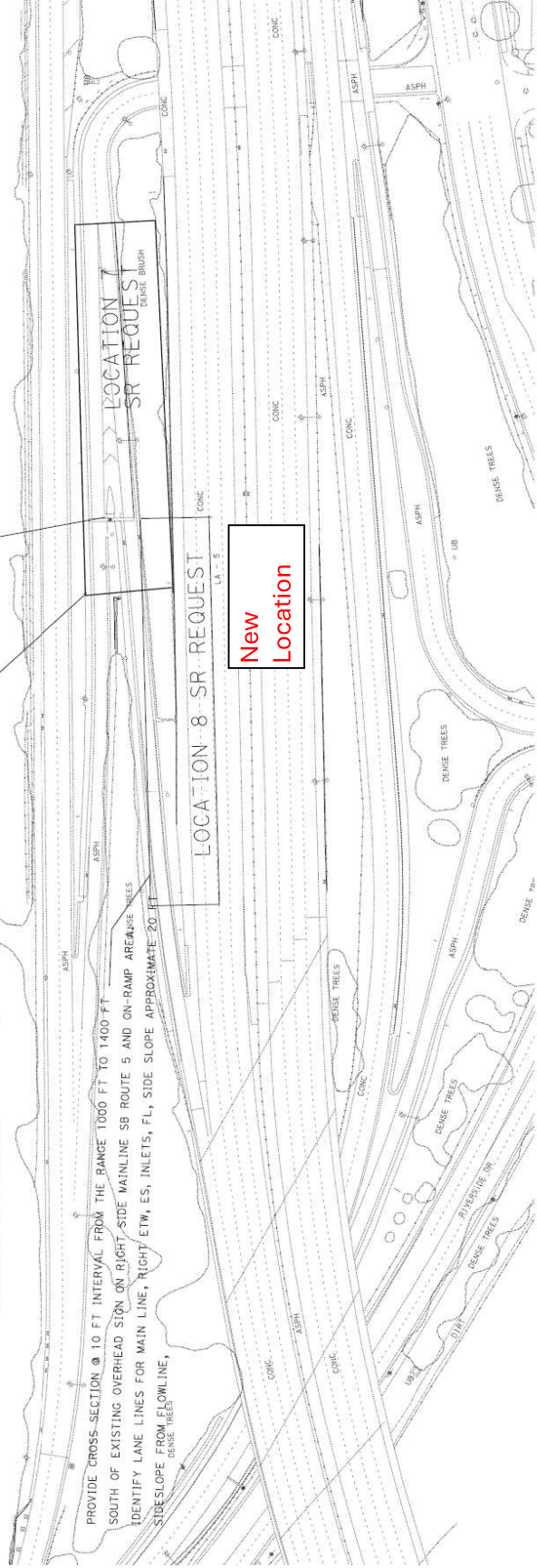
## LOCATION 7 PM 20.874

FACING SB TRAFFIC  
ASPH/CONC  
ASPH/CONC

PROVIDE 10 FT CROSS SECTION @ 10 FT INTERVAL FROM 100 FT NORTH OF EXISTING OVERHEAD SIGN AND 100 FT SOUTH OF EXISTING OVERHEAD SIGN ON-RAMP AND GORE AREA.  
 IDENTIFY ETW ON BOTH SIDES OF GORE AREA, ES., FL., BARRIER, CRASH CUSHION, LANE LINES, AND LEFT SIDE SLOPE APPROXIMATE 15 FT SIDESLOPE BETWEEN ON-RAMP AND MAIN LINE.

DENSE TREES  
 G.M.V

USE TREES & BRUSH



OHS\_8 (current OHS Location\_ OHS\_9 and \_ OHS\_10



LOCATION 9  
PM 21.079  
FACING SB TRAFFIC

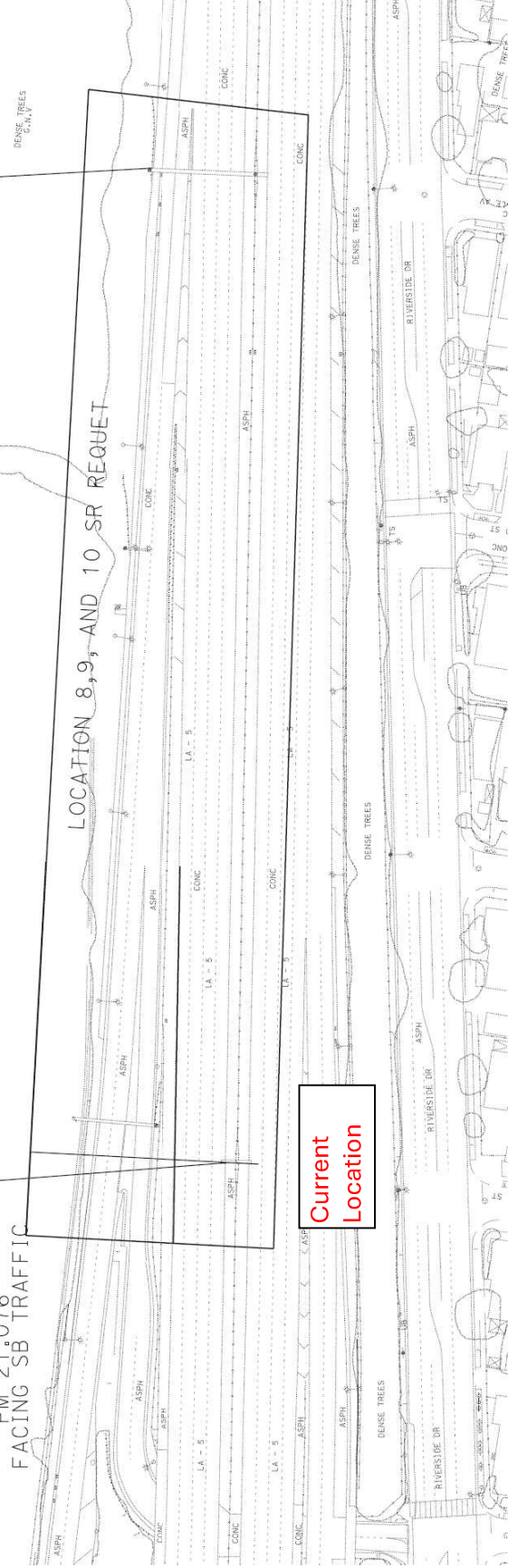


LOCATION 10  
PM 21.236  
FACING SB TRAFFIC

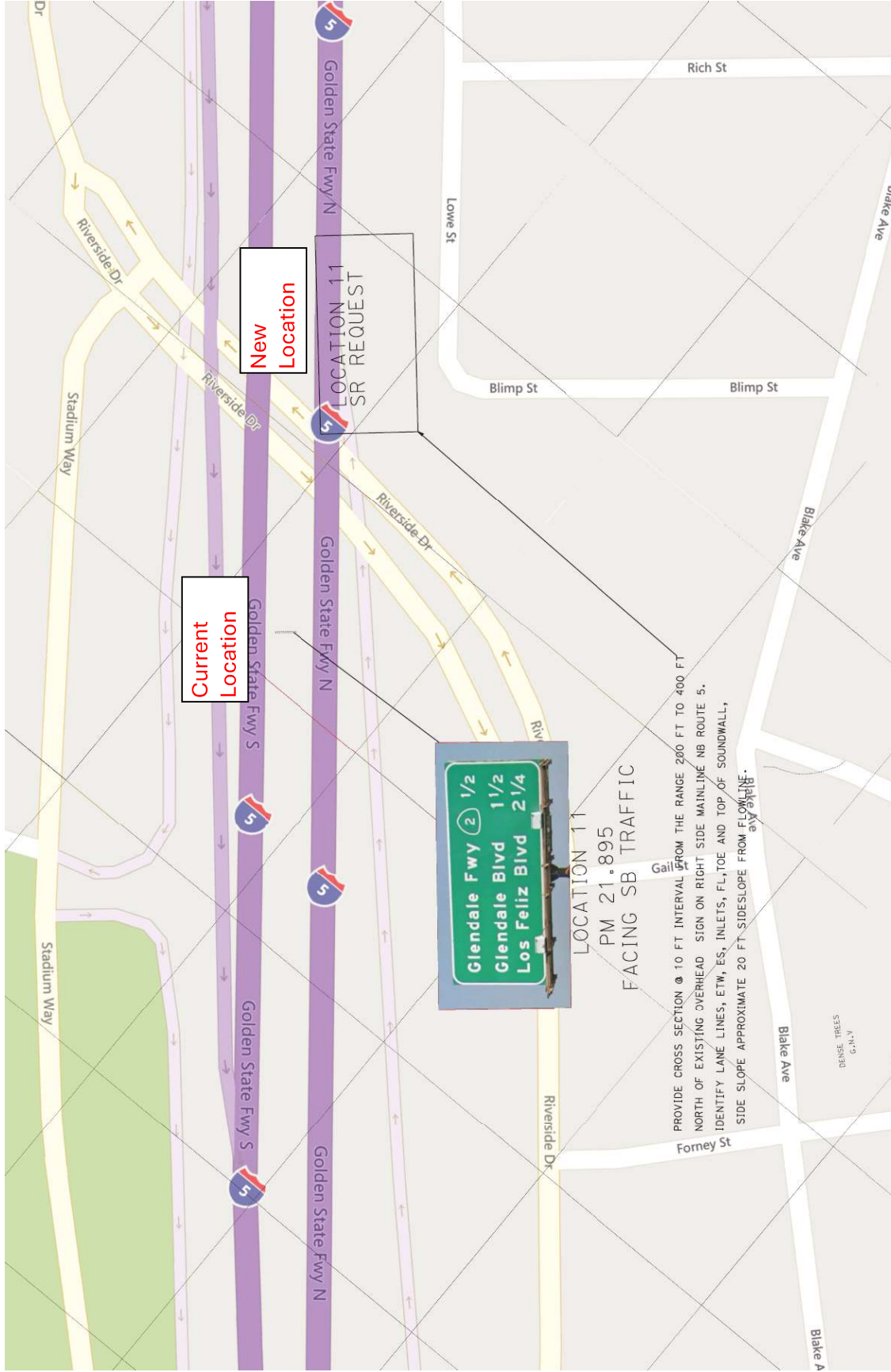


LOCATION 8  
PM 21.076  
FACING SB TRAFFIC

PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 50 FT SOUTH OF EXISTING OVERHEAD SIGN  
LOCATION 10 TO 1000 FT NORTH OF EXISTING OVERHEAD SIGN MAINLINE AND RAMP SB ROUTE 5.  
IDENTIFY ETW ON BOTH SIDE OF MEDIAN BARRIER, INLETS, BARRIER, ETW, ES, FL, CROSS FREEMWAY,  
TOE AND TOP OF SOUNDWALL, SIDE SLOPE APPROXIMATE 20 FT SIDESLOPE FROM FLOWLINE.



OHS\_11 (current OHS and New OHS Locations)

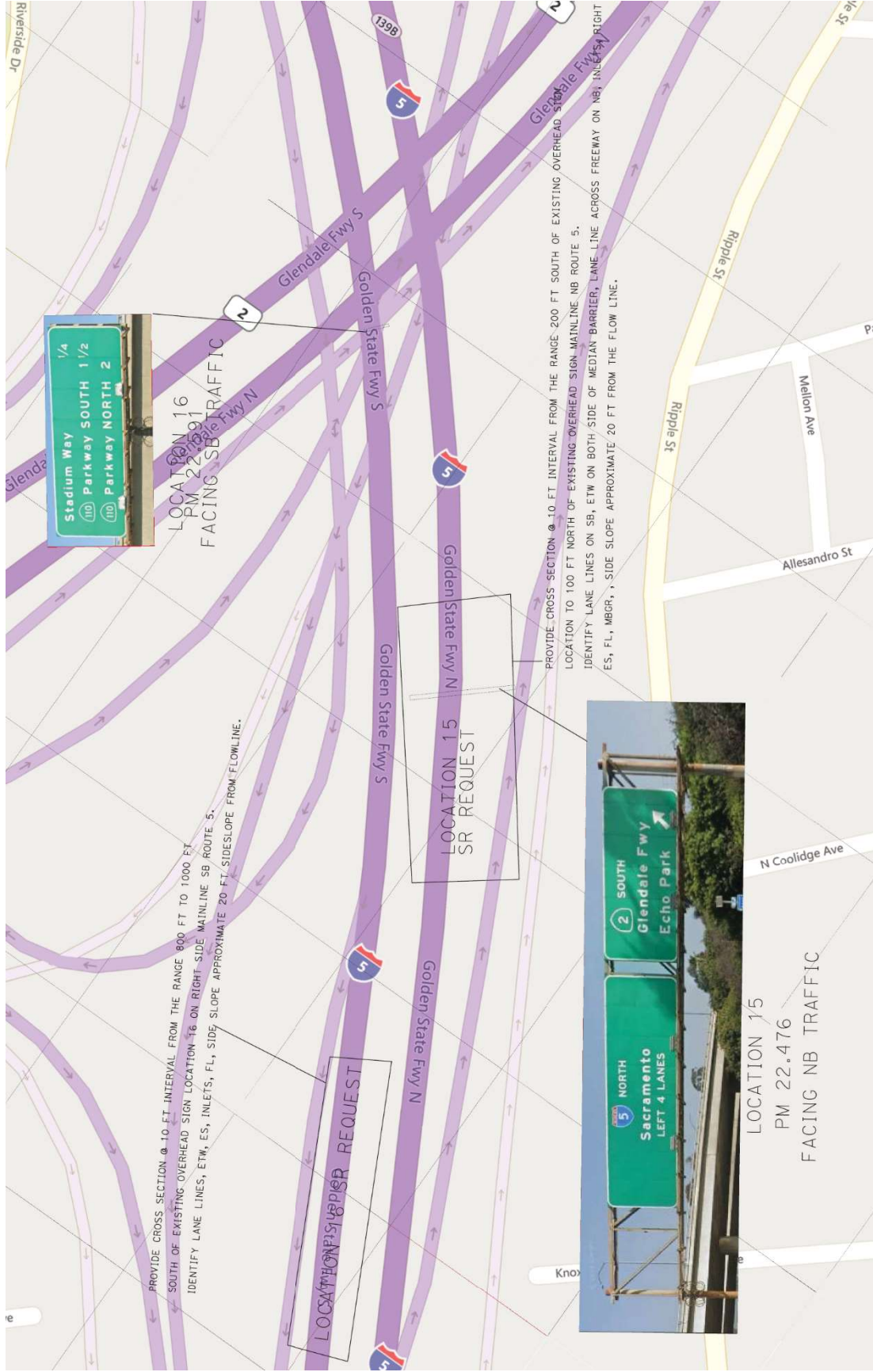


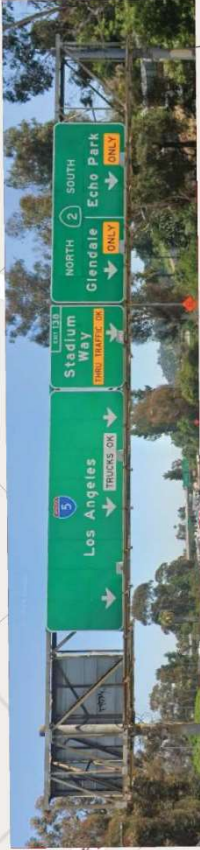


OHS\_13 and OHS 14



OHS\_15 and OHS\_16 (current and new OHS Locations)

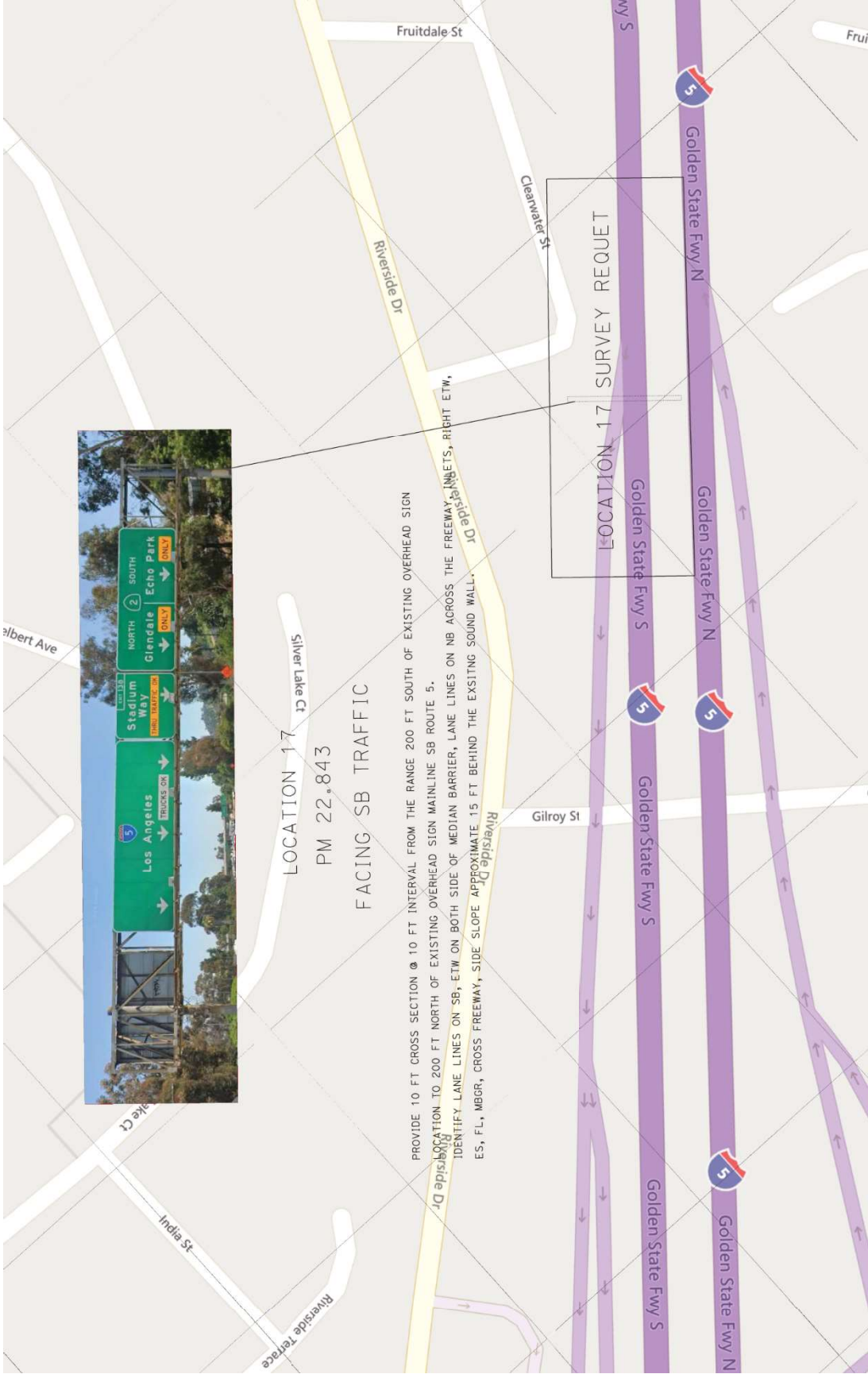




LOCATION 17  
PM 22.843

FACING SB TRAFFIC

PROVIDE 10 FT CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 200 FT SOUTH OF EXISTING OVERHEAD SIGN TO 200 FT NORTH OF EXISTING OVERHEAD SIGN MAINLINE SB ROUTE 5.  
IDENTIFY LANE LINES ON SB, ETW ON BOTH SIDE OF MEDIAN BARRIER, LANE LINES ON NB ACROSS THE FREEWAY, INLETS, RIGHT ETW, ES, FL, MBOR, CROSS FREEWAY, SIDE SLOPE APPROXIMATE 15 FT BEHIND THE EXISTING SOUND WALL.



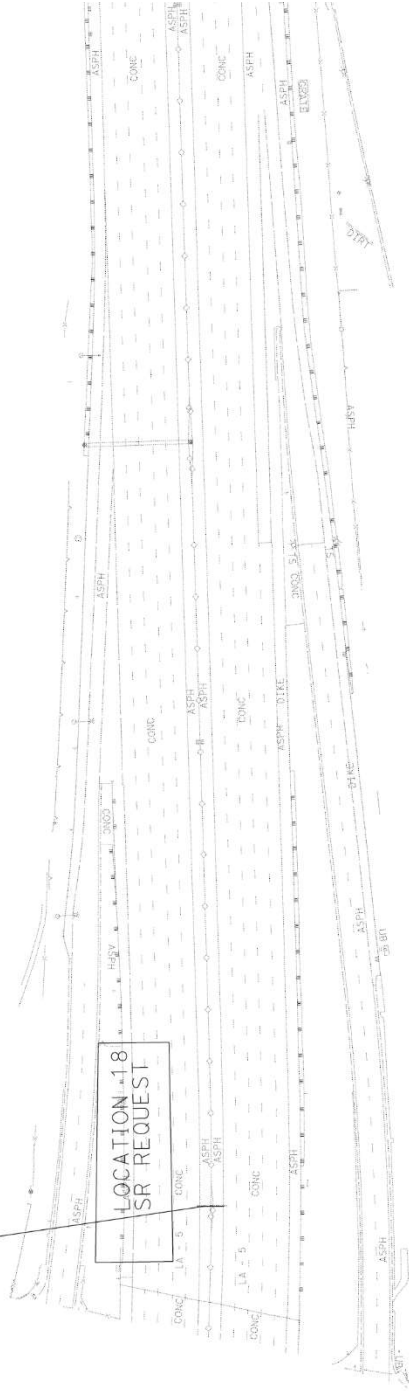


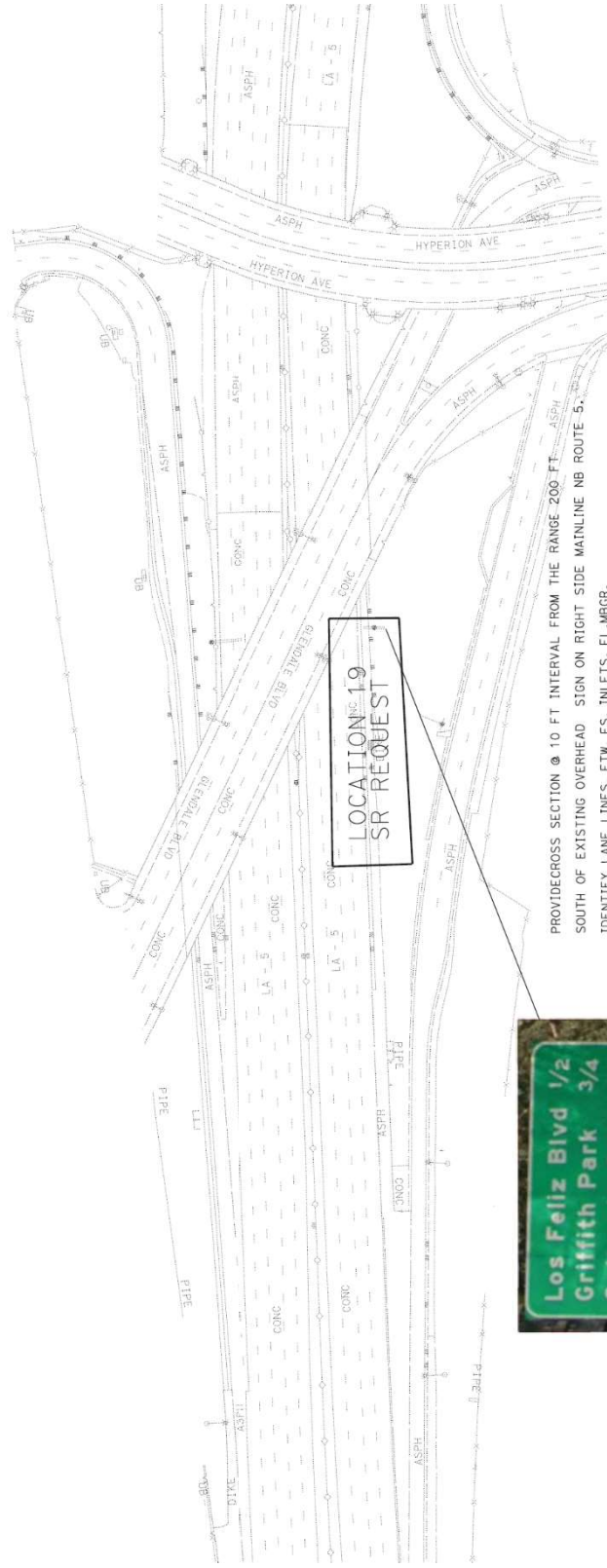
LOCATION 18

PM 22.303

FACING SB TRAFFIC

PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 50 FT SOUTH OF EXISTING OVERHEAD SIGN LOCATION TO 100 FT NORTH OF EXISTING OVERHEAD SIGN ON RIGHT SIDE MAINLINE SB ROUTE 5. IDENTIFY LANE LINES, INLETS, RIGHT ETW, ES, FL, MBSR, CROSS FREEWAY, SIDE SLOPE APPROXIMATE 20 FT FROM THE FLOW LINE.





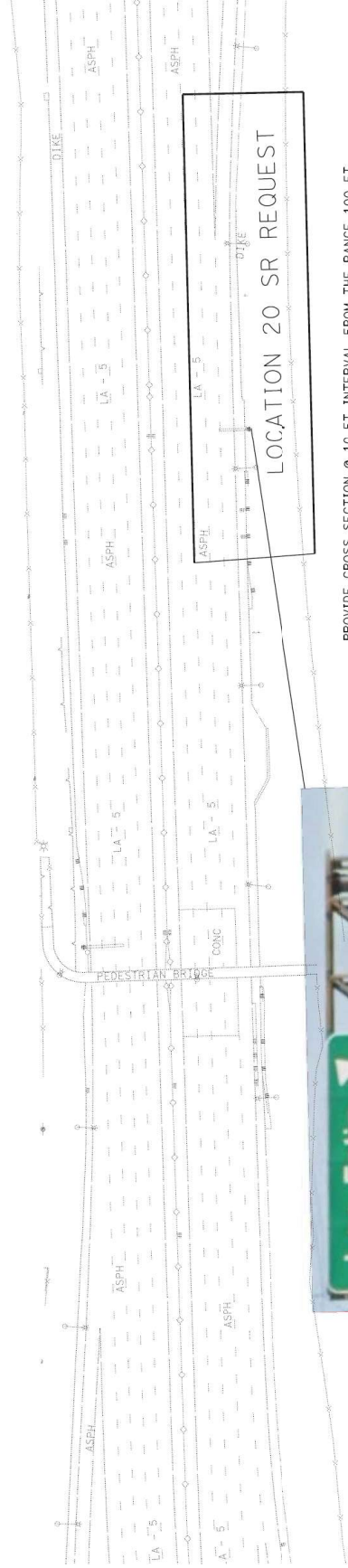
LOCATION 19  
SR REQUEST

PROVIDECROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 200 FT SOUTH OF EXISTING OVERHEAD SIGN ON RIGHT SIDE MAINLINE NB ROUTE 5. IDENTIFY LANE LINES, ETW, ES, INLETS, FI, MRGR, SIDE SLOPE APPROXIMATE 20 FT SIDESLOPE FROM FLOWLINE.



LOCATION 19  
PM 22.67  
FACING NB TRAFFIC

OHS\_20



PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 100 FT SOUTH OF EXISTING OVERHEAD SIGN TO 300 FT NORTH OF EXISTING OVERHEAD SIGN ON RIGHT SIDE MAINLINE NB ROUTE 5. IDENTIFY LANE LINES, ETW, ES, INLETS, FL, CONCRETE BARRIER, MBGR, SIDE SLOPE APPROXIMATE 20 FT SIDESLOPE FROM FLOWLINE.



LOCATION 20  
PM 24.2  
FACING NB TRAFFIC

OHS\_21 and OHS\_23 (New Location) – Combined OHS into 1 post/foundation w/ multiple panels.



PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 150 FT SOUTH OF EXISTING OVERHEAD SIGN TO 50 FT NORTH OF EXISTING OVERHEAD SIGN ON RIGHT SIDE MAINLINE NB ROUTE 5. IDENTIFY LANE LINES, ETW, ES, INLETS, FL, MBGR, AND SIDE SLOPE APPROXIMATE 20 FT SIDESLOPE FROM FLOWLINE.



LOCATION 21  
PM 24.203  
FACING NB TRAFFIC

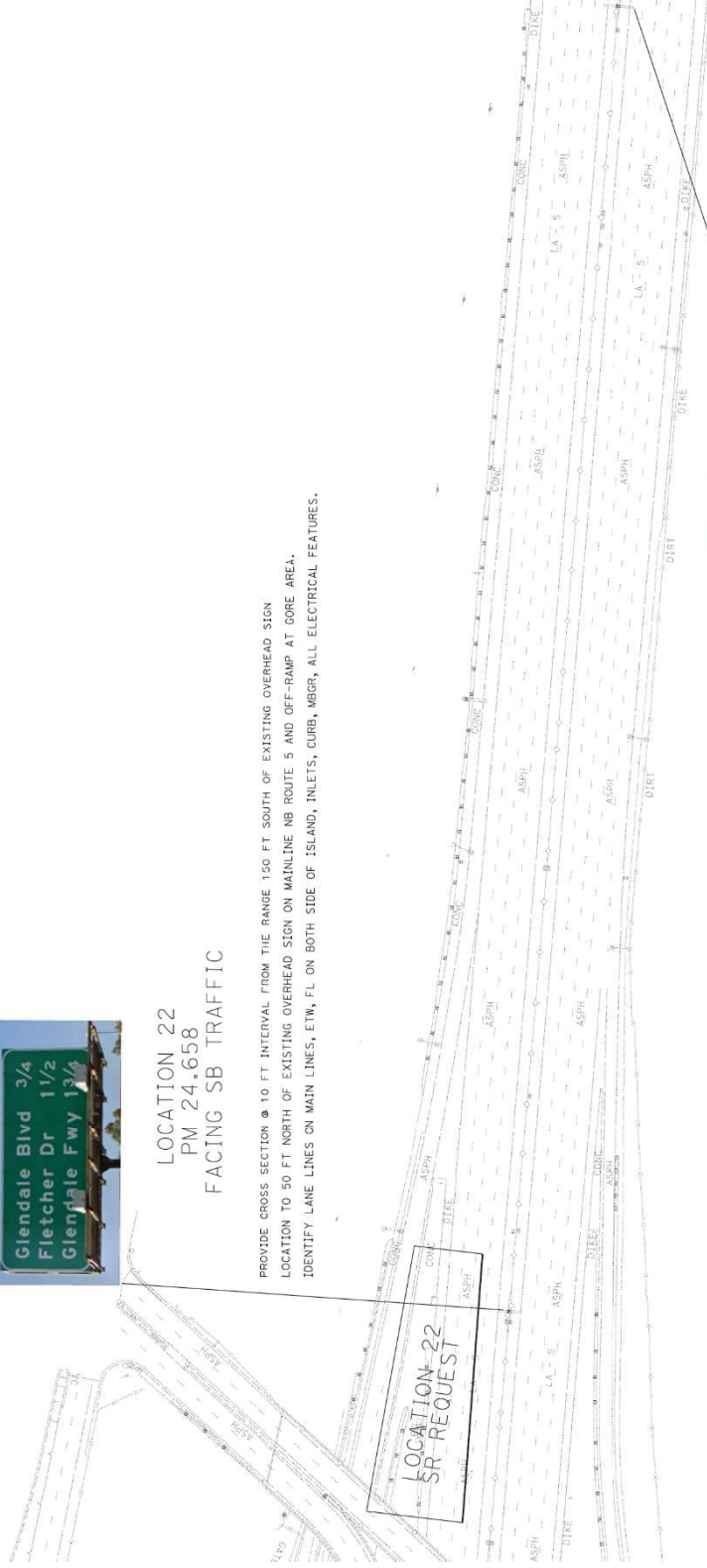
OHS\_22\_and\_OHS\_23 (current location)



LOCATION 22  
PM 24.658  
FACING SB TRAFFIC

PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 150 FT SOUTH OF EXISTING OVERHEAD SIGN  
LOCATION TO 50 FT NORTH OF EXISTING OVERHEAD SIGN ON MAINLINE NB ROUTE 5 AND OFF-RAMP AT GORE AREA.  
IDENTIFY LANE LINES ON MAIN LINES, ETW, FL ON BOTH SIDE OF ISLAND, INLETS, CURB, MBGR, ALL ELECTRICAL FEATURES.

LOCATION-22  
SR REQUEST



LOCATION 23  
PM 24.861  
FACING NB TRAFFIC

OHS\_24 (Current and New Locations)



PROVIDE CROSS SECTION @ 10 FT INTERVAL FROM THE RANGE 100 FT SOUTH OF EXISTING BRIDGE WALL TO 50 FT NORTH OF EXISTING OVERHEAD SIGN ON RIGHT SIDE MAINLINE NB ROUTE 5. IDENTIFY LANE LINES, ETW, ES, INLETS, FL, BARRIER, RETAINING WALL, AND SIDE SLOPE APPROXIMATE 20 FT SIDESLOPE FROM FLOWLINE.

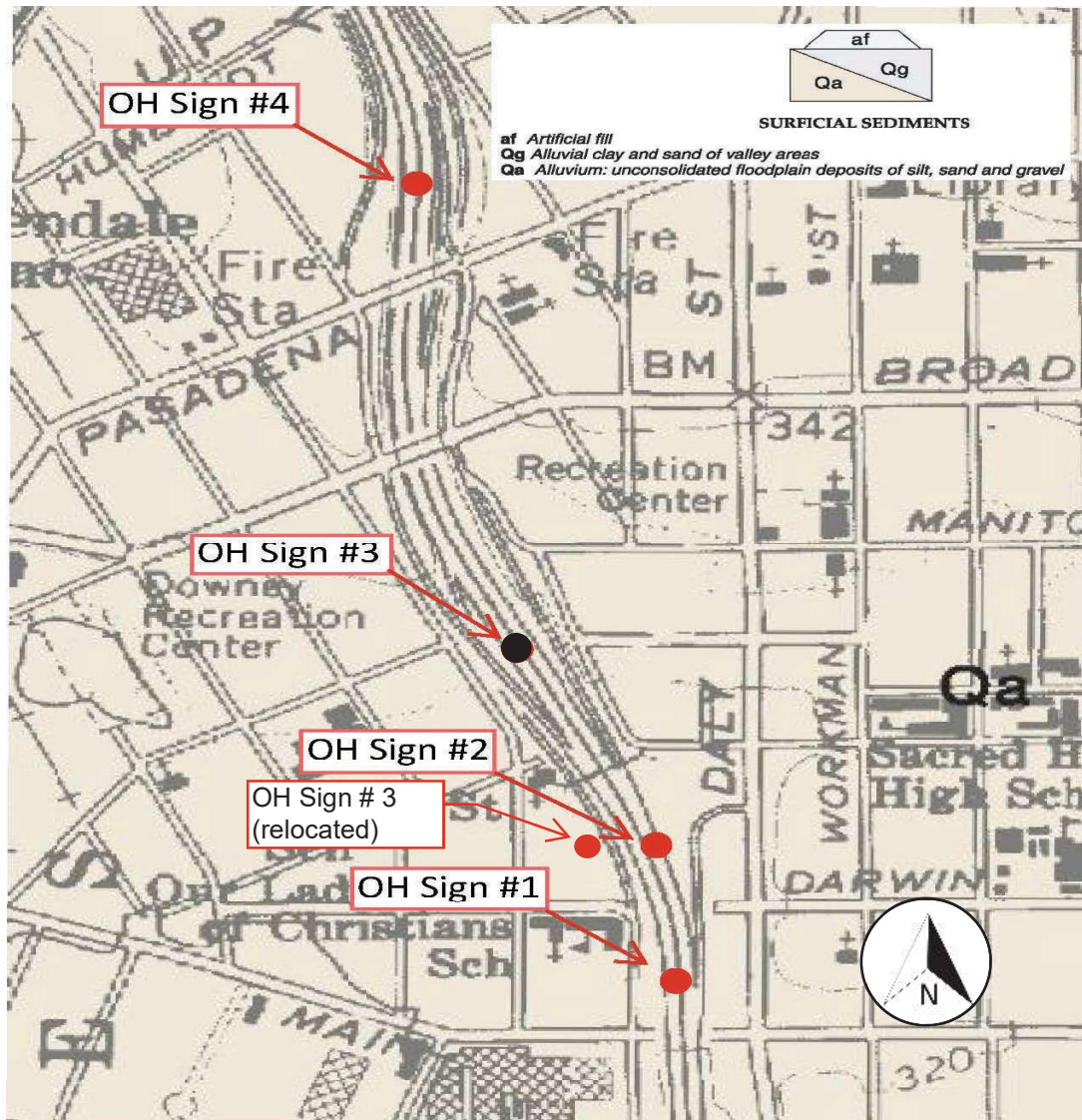


PM 25.773  
 LOCATION 24  
 FACING NB TRAFFIC

CARMENZA DOBOSH  
June 2, 2025

Preliminary Geotechnical Design Report  
Overhead Signs: 07-LA-5 PM 19.2/ R 28.9  
07-37870 / 0721000242

## APPENDIX II: GEOLOGIC MAPS



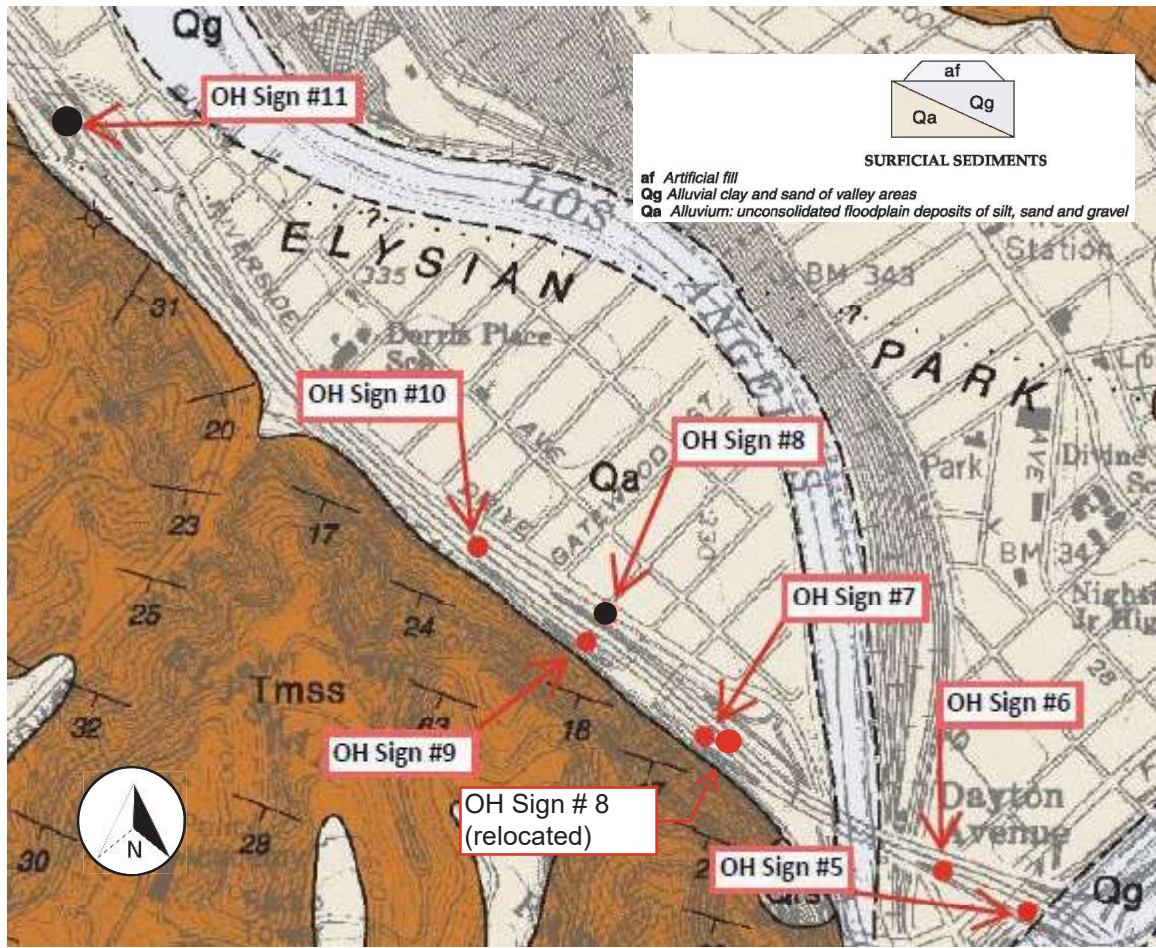
**Caltrans**  
 Division of Engineering  
 Services  
 Geotechnical Services  
 Office of Geotechnical Design South


0721000242 (EA 07-37870)

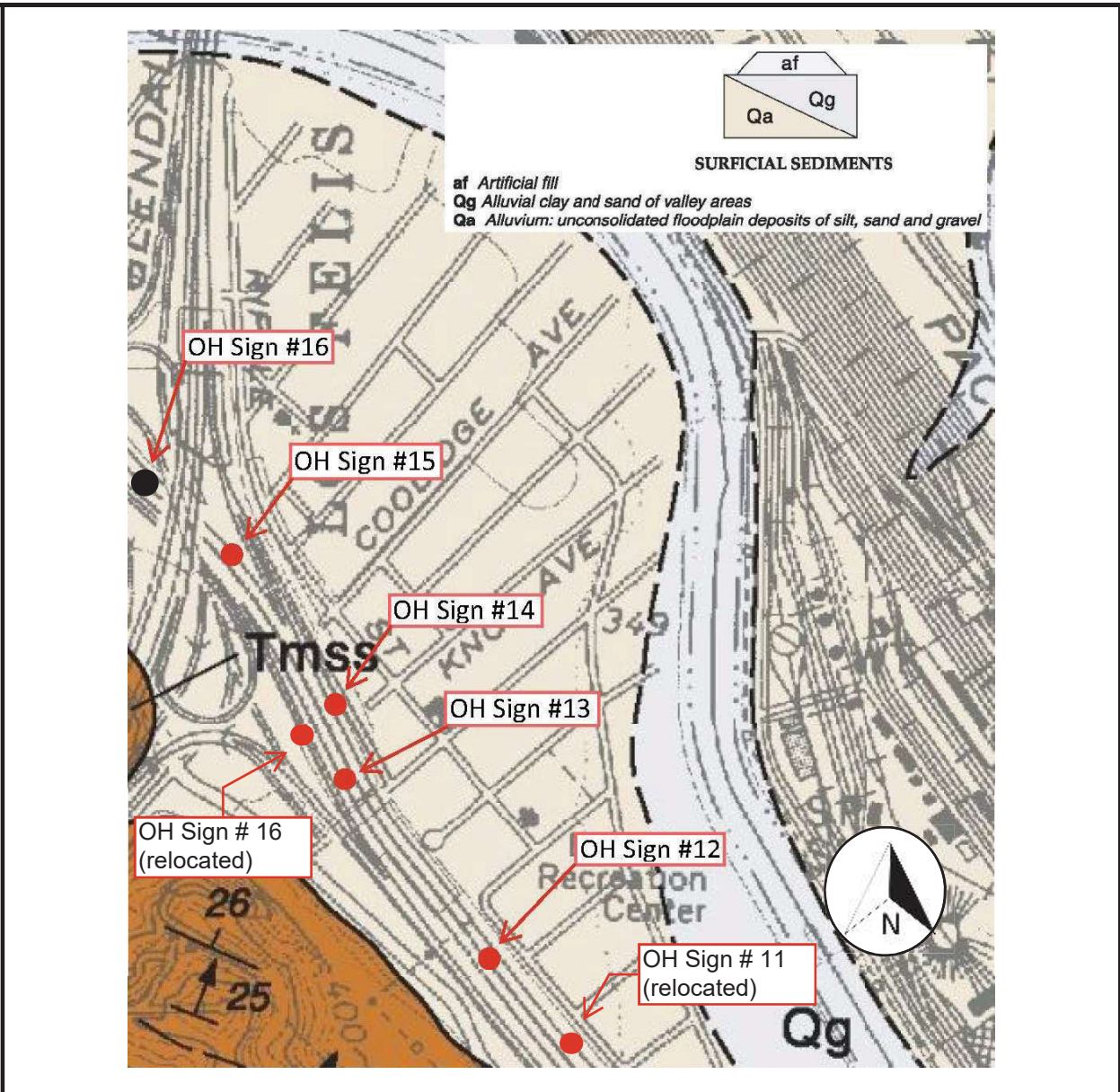
Date: 4/08/2025


Excerpt from Preliminary Geologic  
 Map of the Los Angeles  
 Quadrangle – Dibblee, et. al.,  
 1989

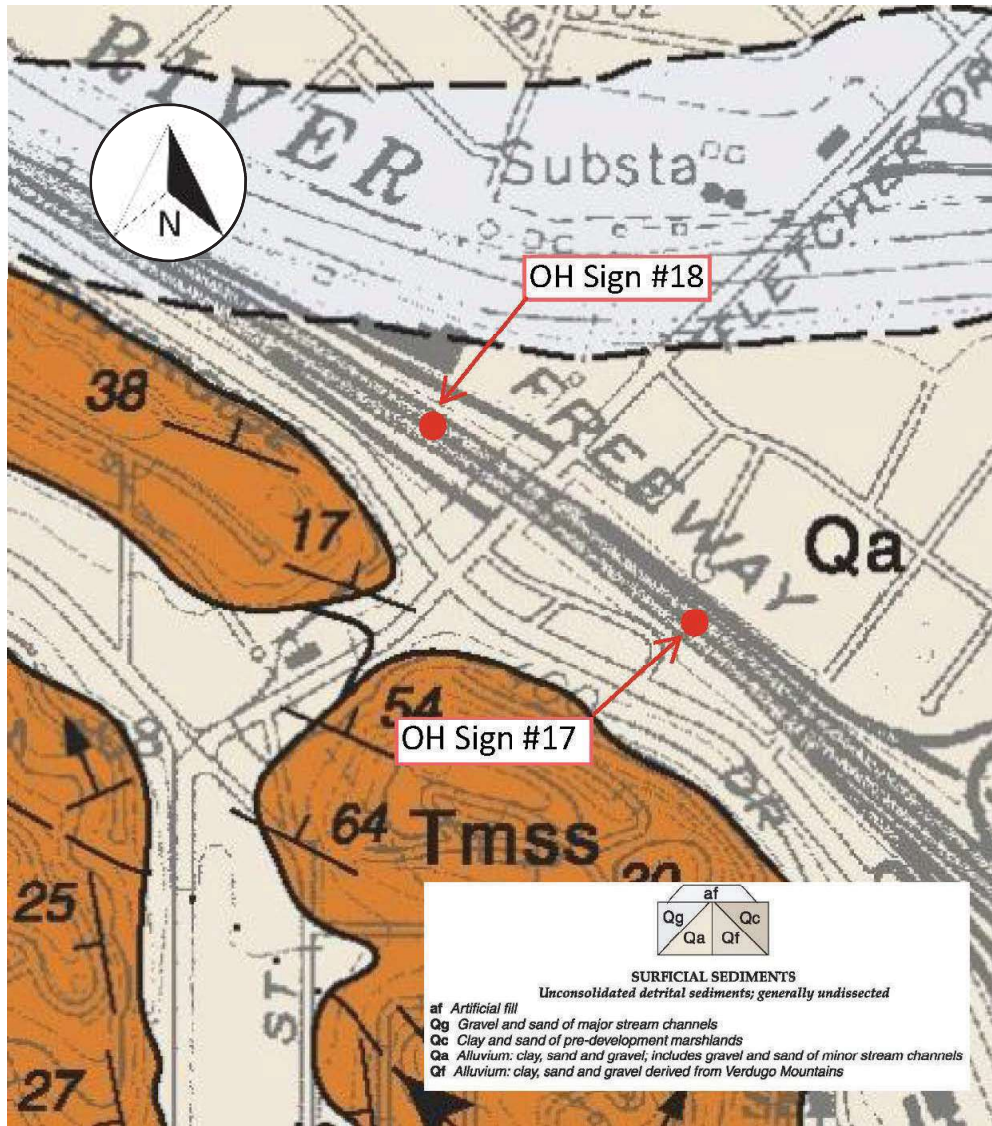
Figure 1



 <p> <b>Caltrans</b>          Division of Engineering Services          Geotechnical Services          Office of Geotechnical Design South       </p>	0721000242 (EA 07-37870)	Figure 2
	Date: 4/08/2025	
	Excerpt from Preliminary Geologic Map of the Los Angeles Quadrangle – Dibblee, et. al., 1989	



 <p><b>Caltrans</b> Division of Engineering Services Geotechnical Services Office of Geotechnical Design South</p>	0721000242 (EA 07-37870)	Figure 3
	Date: 4/08/2025	
	Excerpt from Preliminary Geologic Map of the Los Angeles Quadrangle – Dibblee, et. al., 1989	



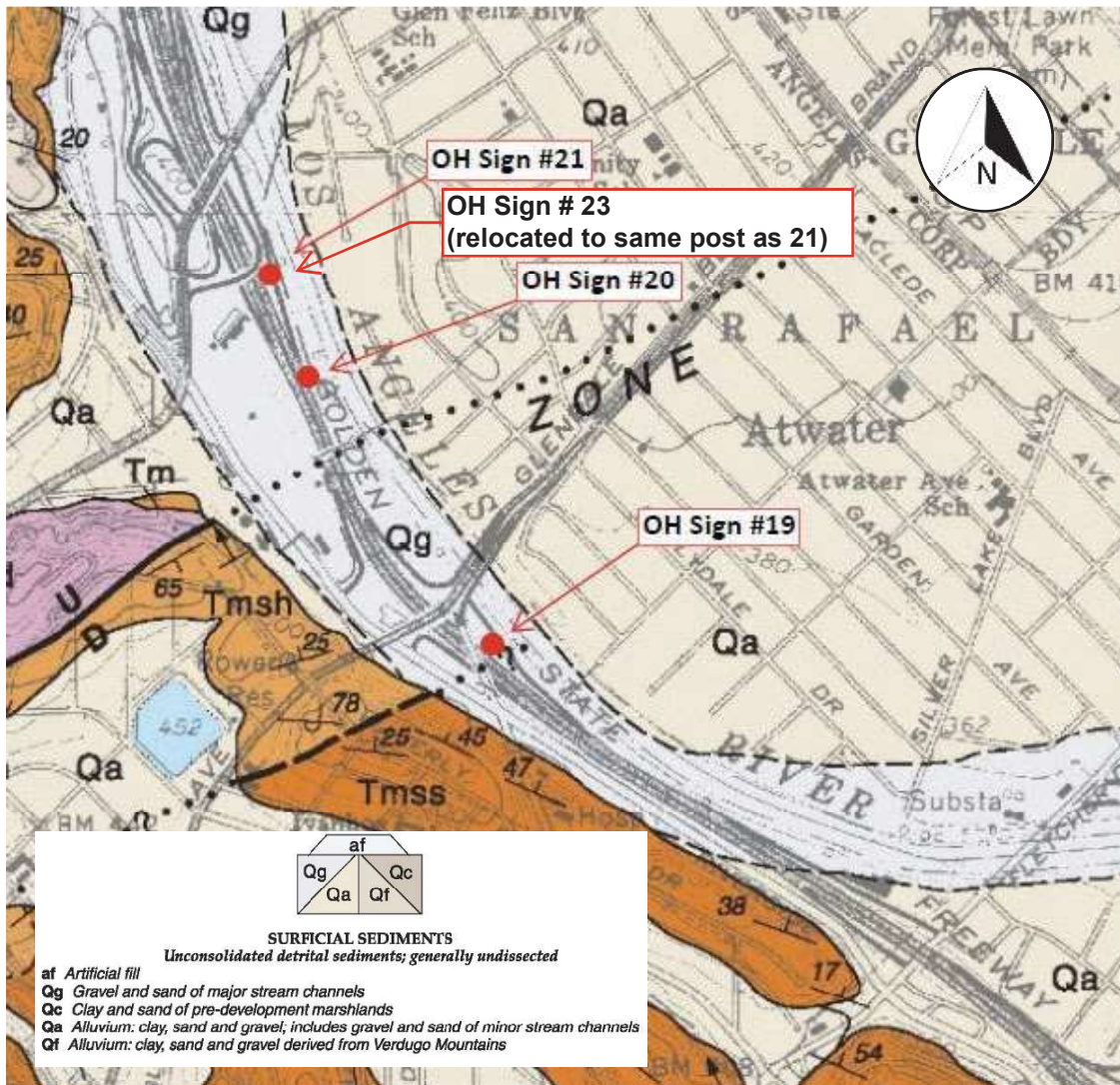
**Caltrans**  
 Division of Engineering  
 Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 4/08/2025

Excerpt from Preliminary Geologic  
 Map of the Hollywood and South  
 1/2 Burbank Quadrangle – Dibblee,  
 et. al., 1991

Figure 4



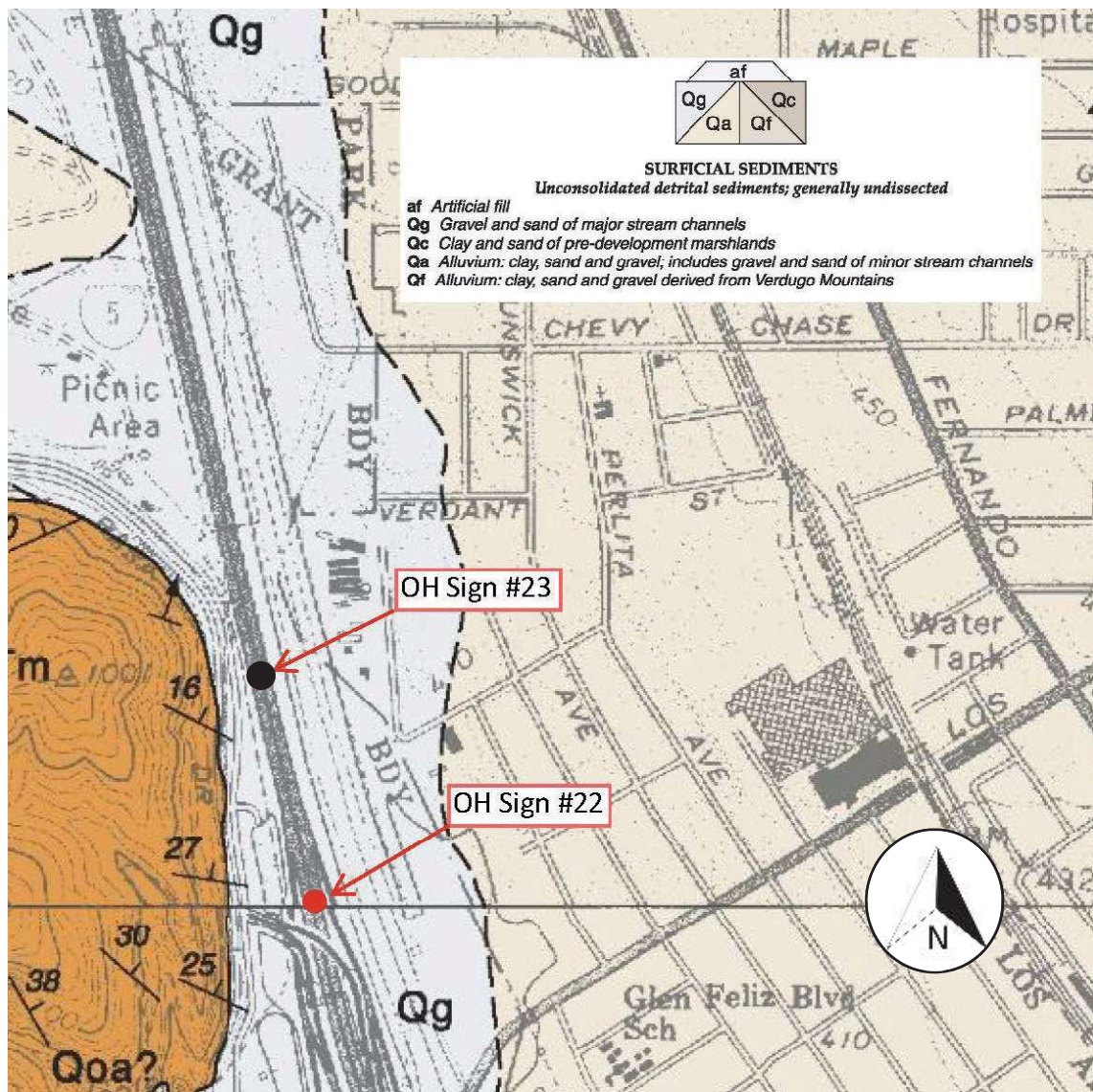
**Caltrans**  
 Division of Engineering  
 Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 4/08/2025

Excerpt from Preliminary Geologic  
 Map of the Hollywood and South 1/2  
 Burbank Quadrangle – Dibblee, et.  
 al., 1991

Figure 5



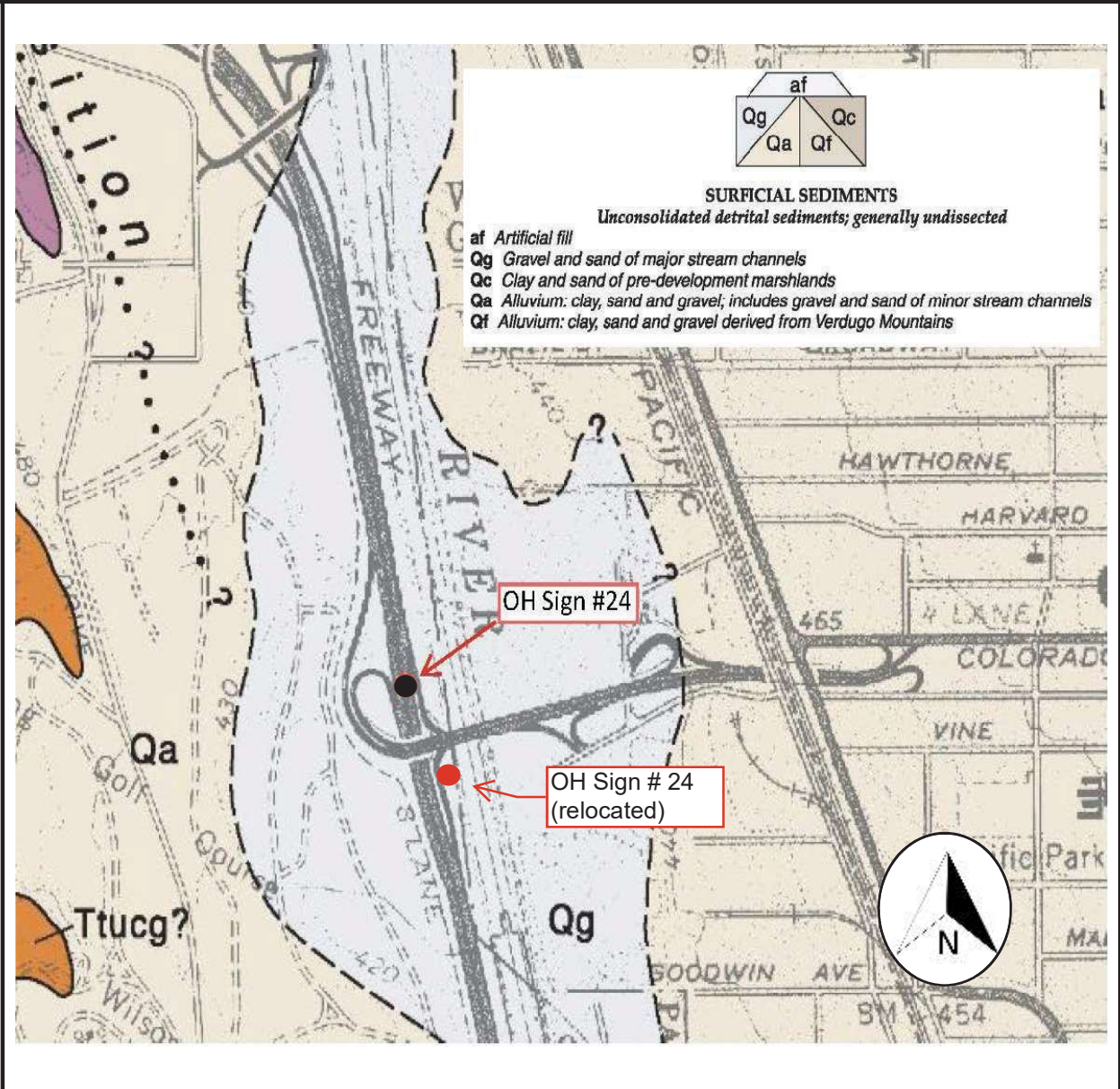
Caltrans  
 Division of Engineering  
 Services  
 Geotechnical Services  
 Office of Geotechnical Design South


0721000242 (EA 07-37870)

Date: 4/08/2025

Excerpt from Preliminary  
 Geologic Map of the Hollywood  
 and South ½ Burbank Quadrangle  
 – Dibblee, et. al., 1991

Figure 6



 <p><b>Caltrans</b>          Division of Engineering Services          Geotechnical Services          Office of Geotechnical Design South</p>	0721000242 (EA 07-37870)	Figure 7
	Date: 4/08/2025	
	Excerpt from Preliminary Geologic Map of the Hollywood and South ½ Burbank Quadrangle – Dibblee, et. al., 1991	

CARMENZA DOBOSH  
June 2, 2025

Preliminary Geotechnical Design Report  
Overhead Signs: 07-LA-5 PM 19.2/ R 28.9  
07-37870 / 0721000242

## APPENDIX III: OHS Summary Tables

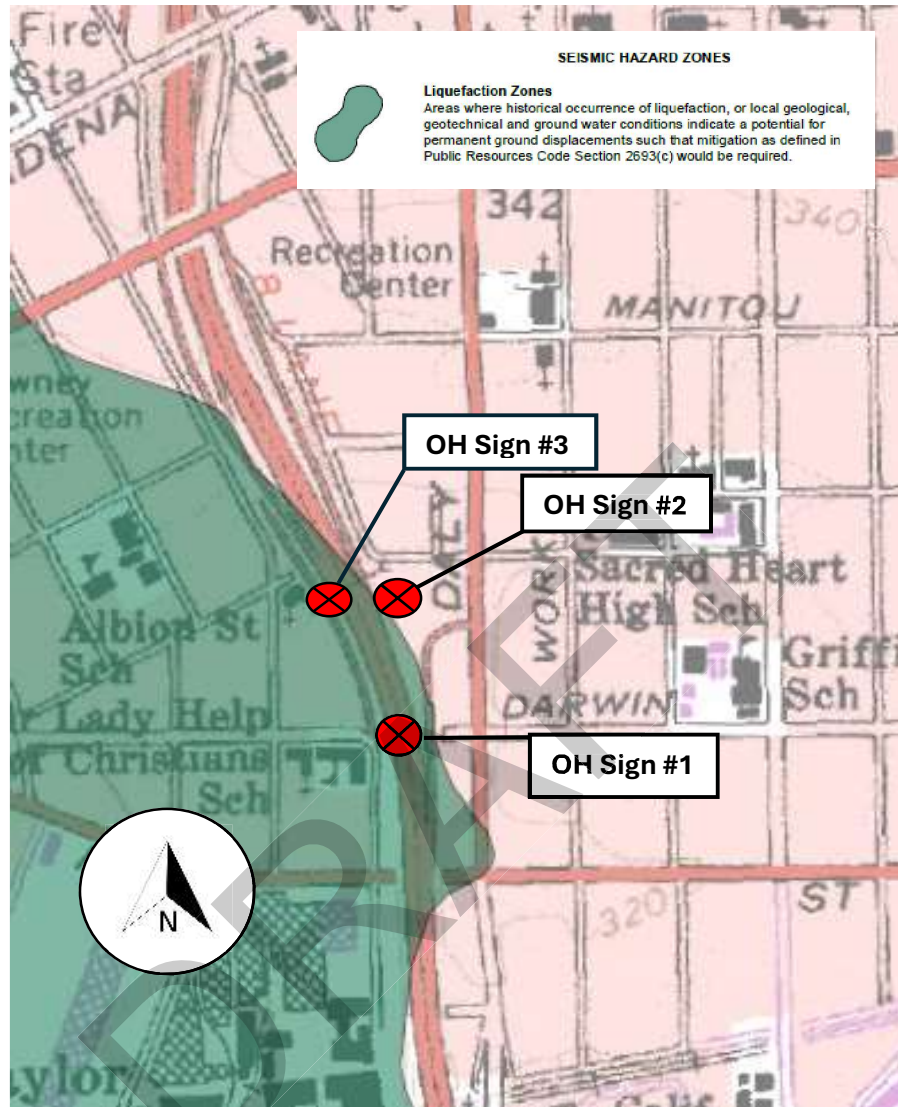
OHS	OHS Information			Surface Conditions			Subsurface Conditions			Groundwater Data (from As-built LOTBs)				
	EMI	Approximate Ground Surface Elevation (ft.)	Approximate Ground Surface Elevation (ft.)	Roadway Construction	Ground Conditional OHS	Surface Features	Utilities	Nearest LOTB/Result	Approximate Elevation (ft.)	Anticipated Subsurface Materials	LOTB	Approximate Ground Surface Elevation (ft.)	Elevation (ft.)	Depth Below Ground Surface (ft.)
1	18,295	325 to 330	325 to 330	Embankment Fill (H=20 feet, -3H:1V)	Grade slope to NW	Concrete lanes w/ AC shoulders. Embankment slope is covered by mulch w/ sparse vegetation and trees.	Existing stand wall, median concrete barrier, OHS	Foundation Recommendations Memo for Sound Barrier Wall 224, 229, 234, PM19.2/19.7 (February 23, 1982)	varies	Embankment Fill, silty sand with scattered gravel (recommended friction angle of 28 degrees)	Main Street UC (1957)	300	284	16
2	18,305	325 to 330	325 to 330	Minor fill	Generally level	gorge area between freeway and off-ramp behind soundwall contains concrete cobble, mulch, and nearby trees	Existing soundwall and OHS	B-1 / B-2 Main Street UC (1957) PM19.2 B-1 / B-4 Mojave Pedestrian OC (1957), PM19.3 B-1 / B-3 N Broadway On-Ramp OC (1957), PM19.5	318 to 323	Loose to very dense sands and silts, with varying amounts of fine gravel	Mojave Pedestrian OC (1957)	312	Net encountered to max employed Elevation = + 283	>29
3	18,508	325 to 330	325 to 330	Minor fill	Generally level	Concrete lanes and AC shoulders	Existing median concrete barrier, OHS	Padadena Ave On Ramp OC Earthquake Retrofit (1957/1991) PM19.3/6	316 to 323	Loose sandy fill overlying medium dense to very dense sand and gravel with Cobbles	N Broadway OC (1957)	335	Net encountered to max employed Elevation = + 285	>50
4	18,682	323	323	Cut	Generally level	Concrete lanes and AC shoulders	Existing median concrete barrier, OHS	Padadena Ave On Ramp OC Earthquake Retrofit (1957/1991) PM19.3/6	354 to 370	Loose sandy fill overlying medium dense to very dense sand and gravel with Cobbles	Padadena Ave on-Ramp OC (1957)	354	Net encountered to Elevation = + 310	>44
5	20,411	340 to 345	340 to 345	OHS S Fill (to be on each side of 1-5 viaduct, OHS B, Minor Fill (to be founded at level of San Fernando Road))	OHS: Minor slope NE and SB L5 OHS B: AC parking lot for Commercial Property, Top of San Fernando Road (AC lanes)	OHS S: LA River (800 feet south) Elystan Viaduct (LA-9) w/ bridge mounted OHS OHS B: LA River (350 feet west) Arroyo Seco (700 feet east) Elystan Viaduct (LA-9) w/ bridge mounted OHS	OHS S: LA River (800 feet south) Elystan Viaduct (LA-9) w/ bridge mounted OHS OHS B: LA River (350 feet west) Arroyo Seco (700 feet east) Elystan Viaduct (LA-9) w/ bridge mounted OHS	OHS S: Elystan Viaduct Earthquake Retrofit, B-3 (1953) and B-2 (1953), PM20.3/20.6 OHS B: Elystan Viaduct Earthquake Retrofit, B-1 (1953) and B-5 (1953), PM20.3/20.6	341 to 351	Very loose to very dense sand and gravel with varying amounts of fill. Occasional layer of sandy silty clay with sandy silt.	Geotechnical Investigation - Arroyo Seco Project (03/27 by ACE (2002)) Elystan Viaduct (1957), B-1	343	B-1 = 293.9 B-4 = 307.7 B-5 = 296.5 B-5 = 305.5	46
6	20,454	340 to 345	340 to 345	Embankment: Bottom: 5:10 Bottom: 5:10 connection, 5:5 Mud was bent for Riverside Drive on- ramp, Top of on-ramp	Embankment: Bottom: 5:10 connection, 5:5 Mud was bent for Riverside Drive on- ramp, Top of on-ramp	Drainage System 530054002085, existing OHS, MSS, LA River (800 feet east)	Drainage System 530054002085, existing OHS, MSS, LA River (800 feet east)	B-4 Duval Street Ramp UC (1958), PM20.84 B-2 Engrove Street Ramp UC (1958), PM20.9	338 to 348	Loose to very dense sand and gravel with varying amounts of fill. Coarse sand at top of deeper depths.	B-4 Duval Street Ramp UC (1958), PM20.84	337	312.5	24.5
7	20,874	350 to 355	350 to 355	Minor fill	Generally level	AC shoulder and raised (H=3 feet) drainage swale at base of non-vertical hillside covered by vegetation/trees.	Existing OHS, Drainage system (53005400221) Median concrete barrier shoulder, MSS	B-4 Duval Street Ramp UC (1958), PM20.84 B-2 Engrove Street Ramp UC (1958), PM20.9	357 to 361	Per Geologic Interpretation: Bedrock may be encountered within the foundation zone at very soft sandy silty clay overlying medium dense to very dense sand and gravel (medium to stiff) encountered at + 310 feet.	Doris Place P-OC (1958), PM21.4/7	357	310	47
8	21,079	350	350	Embankment fill	Generally level	Shoulder: AC shoulder w/ dirt shoulder beyond roadway	Existing OHS, Left shoulder, retaining wall and MGS. Right shoulder: AC/masonry drainage swale, chain link fence, concrete barrier	B-1 Riverside Drive UC (1958) PM 21.84	357 to 367	Loose to medium dense sands and silts, and gravel. Occasional layers of silty sand. Sundry bedrock (shale, sandstone, shale) at elevation +328	Riverside Drive UC (1958)	355	329	26
9	21,236	355	355	Embankment fill	Generally level	Shoulder: AC shoulder w/ dirt shoulder beyond roadway	Existing luminaires, OHS and alignment wall (100 feet south)	A-4-001, 002, 003 LA River Trash Area 57.5 & 58 (2014), PM 22.3	383 to 328	Loose to medium dense sands and silts, and gravel. Occasional layers of silty sand. Sundry bedrock (shale, sandstone, shale) at elevation +328	LA River Trash Area 57.5 & 58 (2014), A-14-003	378.5	Net Encountered to Elevation + 328	>52.5
10	21,236	355	355	Embankment fill	Generally level	Shoulder: AC shoulder w/ dirt shoulder beyond roadway	Existing luminaires, OHS and alignment wall (100 feet south)	A-14-002 LA River Trash Area 97 & 98 (2014) PM 22.3 B-4 R 18/181 (BR-2/9) Separation (1958) PM22.52	383 to 300	Interbedded medium dense to dense clay/silty sands, medium stiff to very stiff silty sands, and poorly graded sands with varying amounts of fines/gravel.	B-1 Gilroy St UC (1958) PM 22.78	365	Net Encountered to Elevation + 310	>55
11	21,895	365 to 370	365 to 370	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	B-4 and B-5 Gilroy St UC (1958) PM 22.78	370 to 318	Loose to dense sands with varying amounts of silt and gravel. Occasional layers of silt and clay. Being reported in borings between elevation +332 and +325 feet.	B-1 Gilroy St UC (1958) PM 22.78	369	328	41
12	22,065	380 to 385	380 to 385	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	B-4 and B-5 Fletcher Drive UC (1958) PM 22.81	383 to 330	Interbedded loose silt and sand, becoming medium dense at elevation +365, and then becoming sand and gravel at +352 feet.	B-1 Fletcher Drive UC (1958) PM 22.81	363	Net Encountered to Elevation + 330	>53
13	22,298	380 to 385	380 to 385	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	B-5 Glendale Blvd UC (1955) PM 23.65	384 to 335	medium dense to dense sands and gravels, Occasional cobble, Shale bedrock encountered at elevation + 341	B-4 Glendale Blvd UC (1955) PM 23.65	364	370	24
14	22,338	380 to 385	380 to 385	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	B-2, B-3 Griffith Park Pedestrian OC, PM 23.97 (1955)	386 to 331	Medium dense to dense sands, gravels, Occasional layers of Cobble/boulders, silty clay, Siltsone bedrock encountered between +346 to +340 feet.	B-1, 2, 3 Griffith Park Pedestrian OC, PM 23.97 (1955)	366	366	20
15	22,478	380 to 385	380 to 385	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	B-1 Los Felle Blvd On ramp OC (1951) PM 24.2	384 to 338	sand and gravel, with fine silts, Siltsone bedrock encountered at elevation + 370.	B-2 Los Felle Blvd On ramp OC (1951) PM 24.2	390	380	10
16	22,591	380 to 385	380 to 385	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	Griffith Park Off Ramp OC (1991) Griffith Park OC (1954) PM 24.61	419 to 369	dense to very dense sands/gravelly sands with asphalt fragments fill materials overlying loose to very dense sand and gravel. Bedrock encountered at +388	Griffith Park Off Ramp OC (1991) Griffith Park OC (1954) PM 24.61	B-1 (1991) = 397 B-3 (1954) = 383 B-3 (1954) = 397	B-1 (1991) = 383 B-3 (1954) = 383 B-3 (1954) = 397	14 14
17	22,843	380 to 385	380 to 385	Embankment Fill (H=7 feet, -5H:1V)	Median slope	Median: AC shoulder, embankment with trees, boulders visible at ground surface	Existing OHS, median concrete barrier, retaining wall (Chewwater stream), luminaires, shoulder MGS	A-13-004 GOR for LA River TMDL's Project (25021) PM25.89 Los Angeles River Bridge/Walton (Br. No. 53-1072)	434 to 393	Medium dense to dense Puffy graded Sands with varying amounts of gravel. Bedrock encountered at +388	A-13-004 GOR for LA River TMDL's Project (25021) PM25.89 Los Angeles River Bridge/Walton (Br. No. 53-1072)	434	410	24
18	23,013	400 to 405	400 to 405	Embankment Fill	Generally level	AC shoulder	Concrete barrier, OH power lines north of existing OHS LA River (400 feet north)	B-4 and B-5 Fletcher Drive UC (1958) PM 22.81	383 to 330	Interbedded loose silt and sand, becoming medium dense at elevation +365, and then becoming sand and gravel at +352 feet.	B-1 Fletcher Drive UC (1958) PM 22.81	363	Net Encountered to Elevation + 330	>53
19	23,687	370 to 375	370 to 375	Cut	Level at freeway, ascending slope to north	Slope is covered by mulch, sparse vegetation and trees	Drainage System 530055020383, Glendale pump plant (5310689), Glendale Blvd OC, existing OHS, LA River (150 feet north)	B-5 Glendale Blvd UC (1955) PM 23.65	384 to 335	medium dense to dense sands and gravels, Occasional cobble, Shale bedrock encountered at elevation + 341	B-4 Glendale Blvd UC (1955) PM 23.65	364	370	24
20	24,2	385 to 390	385 to 390	Embankment Fill	Generally level	AC roadway/shoulder	LA River (100 feet north), existing OHS, MSS, Drainage System 530052003397 (23.97 (1951))	B-2, B-3 Griffith Park Pedestrian OC, PM 23.97 (1955)	386 to 331	Medium dense to dense sands, gravels, Occasional layers of Cobble/boulders, silty clay, Siltsone bedrock encountered between +346 to +340 feet.	B-1, 2, 3 Griffith Park Pedestrian OC, PM 23.97 (1955)	366	366	20
21	24,203	385 to 390	385 to 390	Transition	Generally level	AC roadway/shoulder	LA River (200 feet north), existing OHS, MSS, Los Felle On-ramp bridge.	B-1 Los Felle Blvd On ramp OC (1951) PM 24.2	384 to 338	sand and gravel, with fine silts, Siltsone bedrock encountered at elevation + 370.	B-2 Los Felle Blvd On ramp OC (1951) PM 24.2	390	380	10
22	24,698	405 to 410	405 to 410	Minor fill	Generally level	AC roadway/shoulder	LA River (150 to 200 feet north), existing OHS, median concrete barrier	Griffith Park Off Ramp OC (1991) Griffith Park OC (1954) PM 24.61	419 to 369	dense to very dense sands/gravelly sands with asphalt fragments fill materials overlying loose to very dense sand and gravel. Bedrock encountered at +388	Griffith Park Off Ramp OC (1991) Griffith Park OC (1954) PM 24.61	B-1 (1991) = 397 B-3 (1954) = 383 B-3 (1954) = 397	B-1 (1991) = 383 B-3 (1954) = 383 B-3 (1954) = 397	14 14
24	25,773	420 to 425	420 to 425	Minor fill	Generally level	AC roadway/shoulder	LA River (150 to 200 feet north), LA River Bridge (Colony), median concrete barrier	A-13-004 GOR for LA River TMDL's Project (25021) PM25.89 Los Angeles River Bridge/Walton (Br. No. 53-1072)	434 to 393	Medium dense to dense Puffy graded Sands with varying amounts of gravel. Bedrock encountered at +388	A-13-004 GOR for LA River TMDL's Project (25021) PM25.89 Los Angeles River Bridge/Walton (Br. No. 53-1072)	434	410	24

Note:  
1. Elevations are approximate in the vicinity of the proposed OHS and were obtained from Google Earth and/or the As-built LOTB / Boring Record.  
2. Blue highlight indicates higher potential for groundwater within foundation zone which triggers special design checks for foundation.

CARMENZA DOBOSH  
June 2, 2025

Preliminary Geotechnical Design Report  
Overhead Signs: 07-LA-5 PM 19.2/ R 28.9  
07-37870 / 0721000242

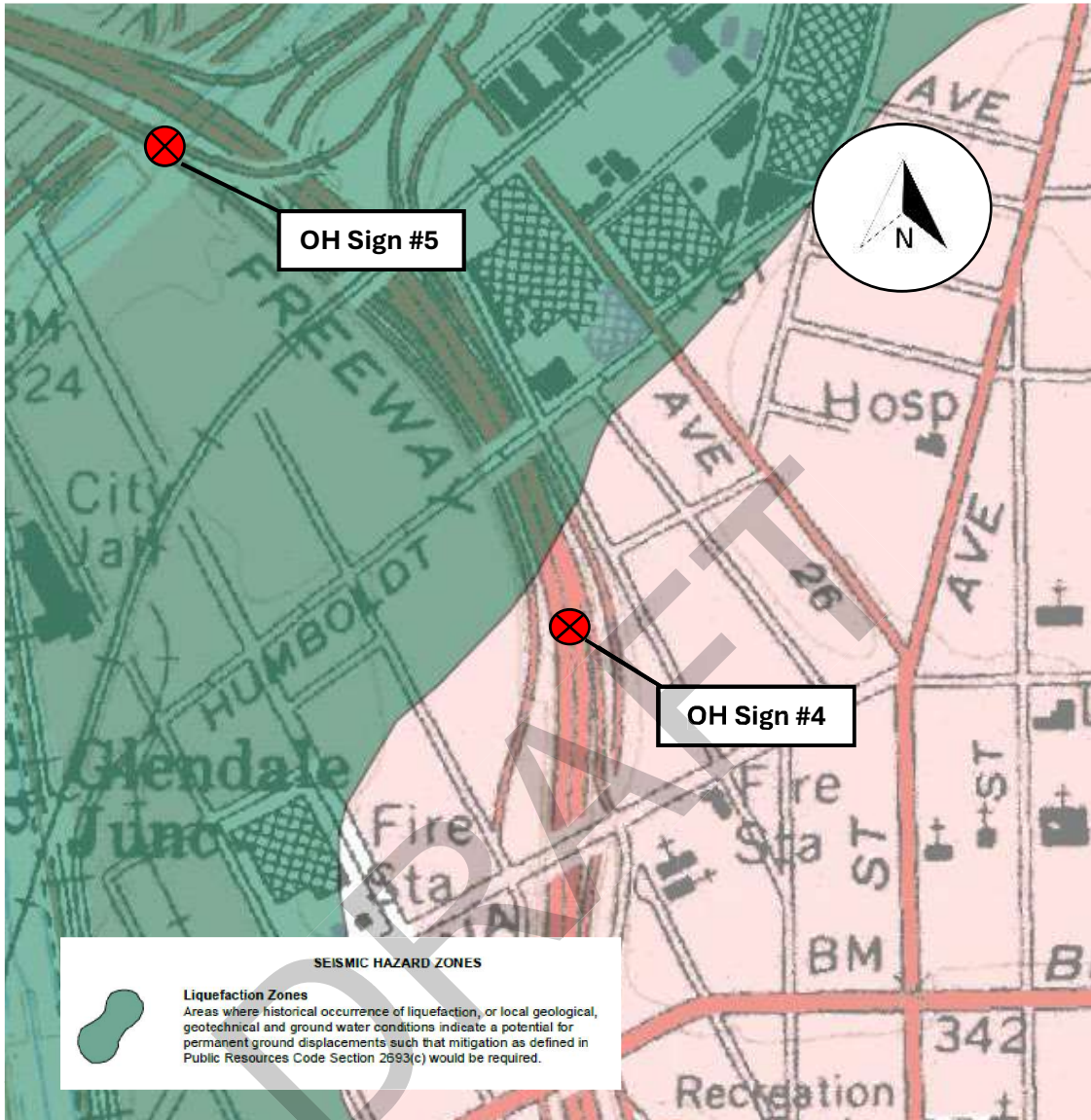
## APPENDIX IV: Liquefaction Map



**Caltrans**  
 Division of Engineering Services  
 Geotechnical Service Office  
 of Geotechnical Design South

0721000242 (EA 07-37870)  
 Date: 5/12/2025  
 Earthquake Zones of Required Investigation Los Angeles Quadrangle – Parrish, 1999

Figure 1



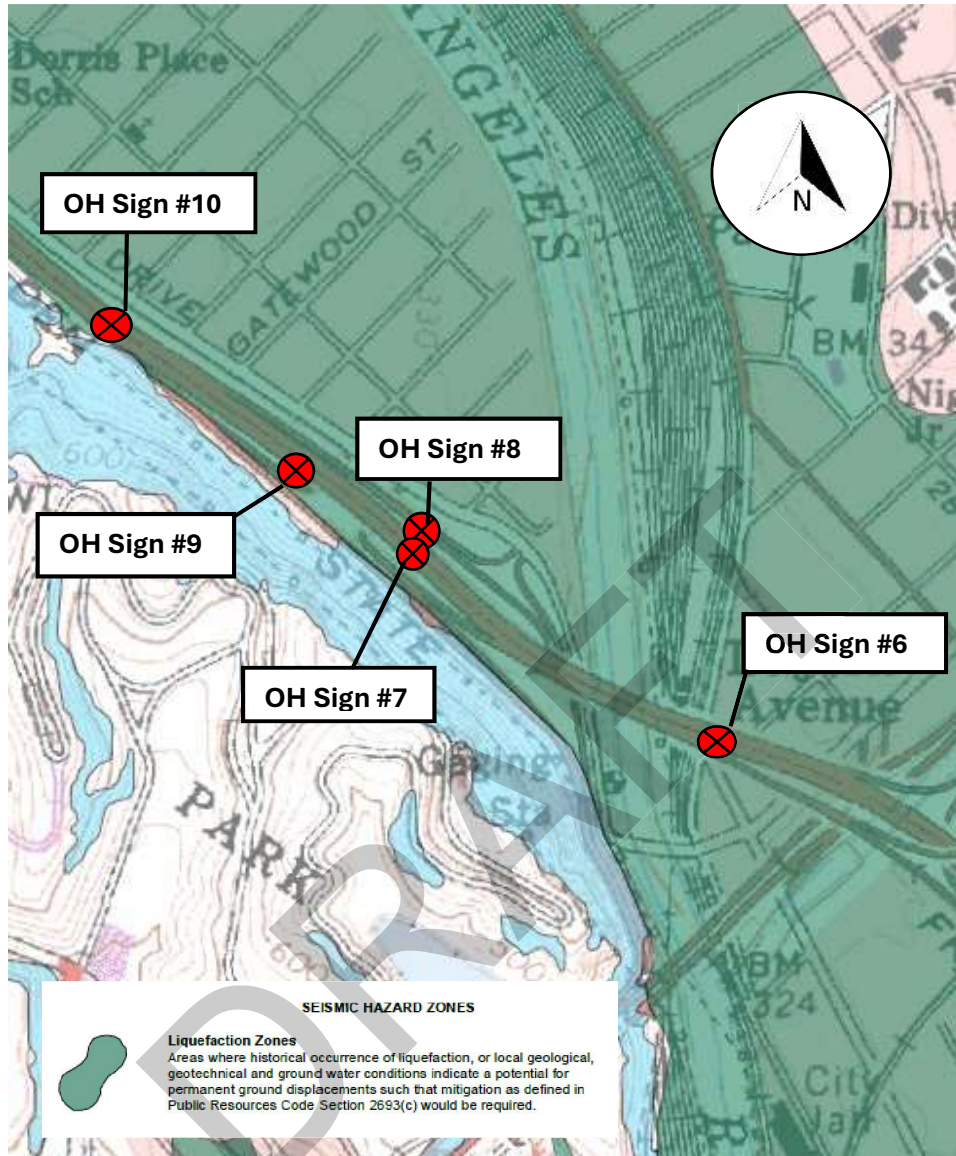
**Caltrans**  
 Division of Engineering Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 5/12/2025

Earthquake Zones of Required Investigation Los Angeles Quadrangle – Parrish, 1999

Figure 2



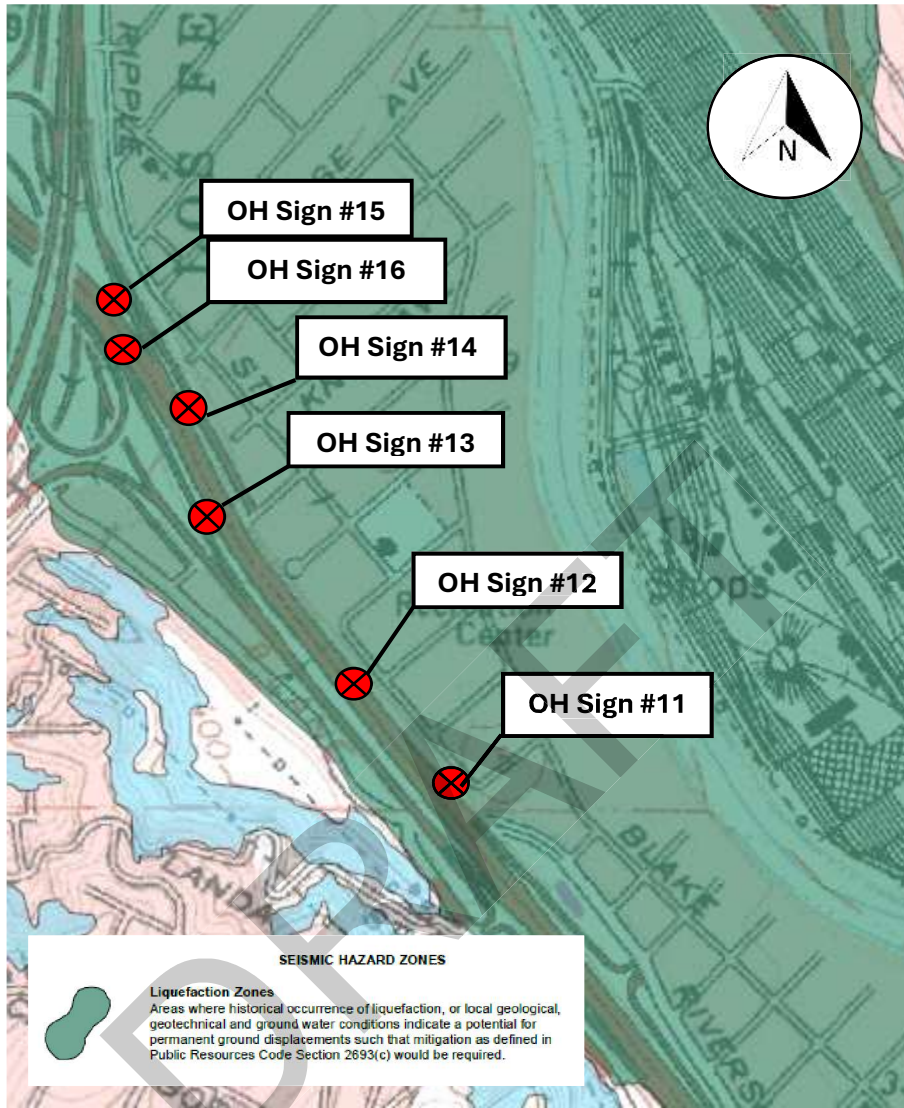
**Caltrans**  
 Division of Engineering Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 5/12/2025

Earthquake Zones of Required Investigation Los Angeles  
 Quadrangle – Parrish, 1999

Figure 3



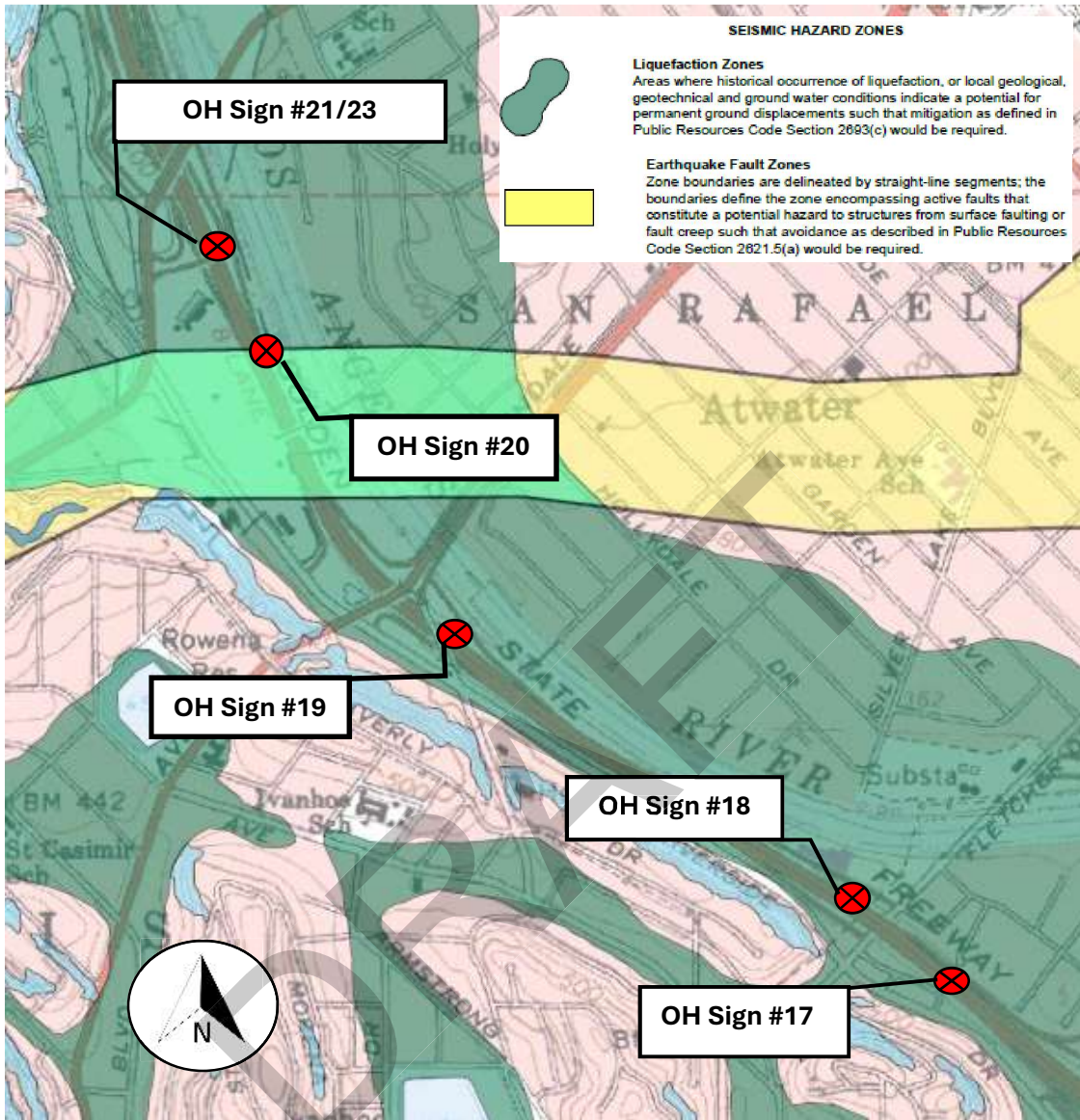
**Caltrans**  
 Division of Engineering Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 5/12/2025

Earthquake Zones of Required Investigation Los Angeles Quadrangle – Parrish, 1999

Figure 4



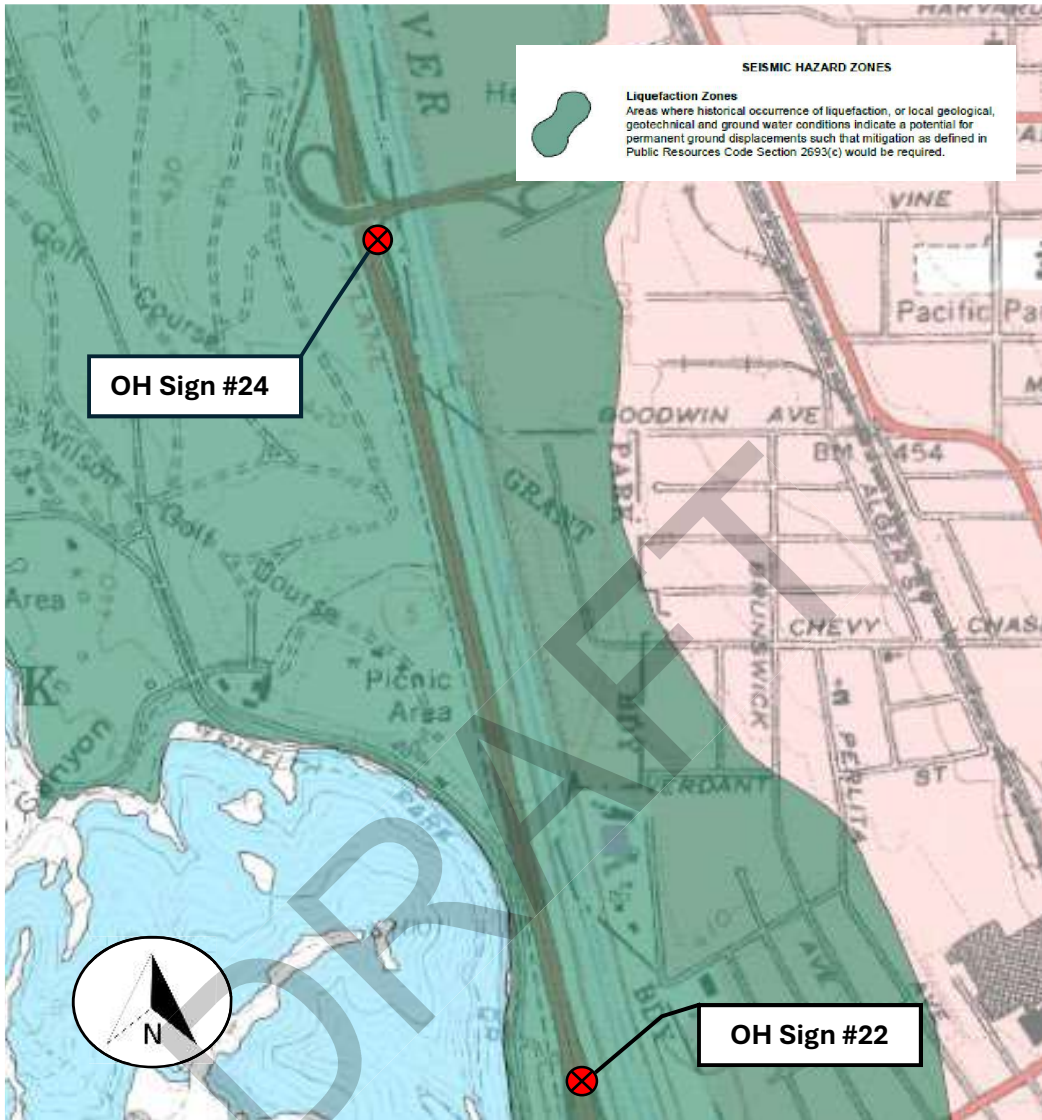
**Caltrans**  
 Division of Engineering Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 5/12/2025

Earthquake Zones of Required Investigation Hollywood Quadrangle – Parrish, 1999

Figure 5



**Caltrans**  
 Division of Engineering  
 Services  
 Geotechnical Services  
 Office of Geotechnical Design South

0721000242 (EA 07-37870)

Date: 5/12/2025

Earthquake Zones of Required  
 Investigation Burbank Quadrangle  
 – Parrish, 1999

Figure 6



07 - LA -101 – PM 5.8/6.2  
EA 38660 (0722000178)  
20.XX.201.112 – Proactive Safety-Bridge Rail Replacement/Upgrade  
February 2025

# *Attachment O*

# *Structure Cost*

# *Estimate*

# Memorandum

*Making Conservation  
a California Way of Life.*

**To:** CARMENZA DOBOSH, Senior Transportation Engineer  
Office of Design B  
District 7

**Date:** June 27, 2025

**File:** 07-LA-5-PM 19.2/28.9  
07-37870  
0721000242  
I-5 Pavement CAPM

**From:** CESAR SANCHEZ *CS*  
Technical Liaison Engineer  
Office of Bridge Design South  
Division of Engineering Services

**Subject:** **STRUCTURE COST ESTIMATE FOR PAED PHASE**

The Division of Engineering Services has prepared a Structure Cost Estimate for the above referenced project as requested by your email dated June 10, 2025.

An Advance Planning Study (APS) was not developed as part of this estimate due to the tight schedule allowed for circulating the Draft Project Report. In lieu of a typical 0-Phase APS, a K-Phase level structure cost estimate was prepared as requested by the District.

The estimated construction cost, including 10% time-related overhead, 10% mobilization and 25% contingencies, is as follows:

Bridge Name	Br. No.	Structure Cost Estimate
Riverside Drive UC	53-0559F	\$200,000
Fletcher Drive UC	53-1084	\$220,000
	Total	\$420,000

The above estimate should be considered preliminary pending a more comprehensive study effort with formal DES functional unit recommendations.

*“Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California’s economy and livability”*

The anticipated structure scope of work is as follows:

Riverside Drive UC (Br. No. 53-0559F):

- Replace structure approach slabs at SB 5 to SB 2 Connector Approach lanes
- Replace joint seal (MR =2") across entire SB approach

Fletcher Drive UC (Br. No. 53-1084):

- Place 1" polyester concrete overlay on existing structure approach slabs at SB Departure Lanes 1, 2, 3, 4, 5
  - Approximate Area = 2430 SQFT
- Grind 0.5" to 1" and prepare surface prior to overlay placement
  - Grind polyester concrete overlay to create smooth transition between roadway and bridge deck
- Clean and replace joint seal (MR = ½") at locations with new polyester concrete overlay

This structures cost estimate was prepared based on the following assumptions and risks:

1. An Advance Planning Study (APS) was not developed as part of this estimate due to the tight schedule allowed for circulating the Draft Project Report. In lieu of a typical 0-Phase APS, a K-Phase level structure cost estimate without any plans was prepared as requested by the District. Changes in the structure scope may be found necessary, which could result in an increase in the construction and support costs.
2. Applying polyester concrete overlay to approach slabs to address settlement and rideability issues is assumed at Fletcher Drive UC (Br. No. 53-1084) as recommended by the D7 Pavement Program Advisor. Polyester concrete overlay tapering/feathering required at transition of structure approach slab and roadway section.
3. Lane closure will be required. Traffic handling cost to be determined by the District.

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

CARMENZA DOBOSH - District 7

June 27, 2025

Page 3

If you have any questions or if you need additional information regarding this cost estimate, please contact me at (916) 639-5923.

c: THEIN WIN, Project Manager  
WASIF BHUIYAN, District 7 Project Engineer  
MINA PEZESHPOUR, Chief, Office of Bridge Design South  
HOWARD NG, Branch Chief, Bridge Design Branch 20  
Structure Design Task Management Support Unit  
PRATHEEP PIRATHEEPAN, Project Liaison Engineer  
CHING CHAO, Chief, Structure Maintenance and Investigations - South  
CORY COWDEN, Structure Maintenance and Investigations Program Advisor  
MICHAEL FRANCIS, Structure Construction Area Construction Manager

*“Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California’s economy and livability”*



*Attachment P*  
*Design Standards*  
*Risk Assessment*  
*(DSRA)*

The nonstandard design features proposed for the preferred alternative presented in the PR have been discussed with the Design Manager, District Design Liaison, and Geographical Design Office Chief and they concurred on the Probability Rating of Conceptual Approval for all nonstandard features based on the justifications provided. More detailed studies and information, in the Plans, Specifications and Estimate (PS&E) phase, may change the probabilities of certain listed non-standard features, and therefore the final Design Standard Decision Document approval.

	Initial	Date
<u>Sunil Gandrathi</u> District 7 Project Delivery Coordinator	<i>SG</i>	09/05/2025
<u>Andy Liao</u> Design Office Chief	<i>AL</i>	09/05/2025
<u>Zebunnesa Tareque</u> District Design Liaison	<i>ZT</i>	09/04/2025
<u>Carmenza Dobosh</u> Design Manager	<i>CD</i>	09/03/2025

DESIGN STANDARDS RISK ASSESSMENT (DSRA)

07-378700: LA-5 (POST MILE 19.2 to 28.9)

9/05/2025

Design Exception #	Alternative	Design Std. for Design Manual Tables 82.1A & 82.1B	Probability of Network Disruption (None, Low, Medium, High)	Midwest Guardrail System (MGS) Locations Google Maps	Highway Design Manual (HDM) Design Standard	Proposed	Existing Condition (Description and Station Location)	Justification for Probability Rating/Reasoning	Proposed Mitigations in Plans, Specifications and Estimate (PS&E) Phase
1	#2	HDM Topic 302.1 Horizontal Clearances for Highways 302.1 (3) Minimum Clearances Minimum Clearances Horizontal clearance to fixed objects (e.g. bridge abutments, safety shaped barriers, guardrail and treatments) is required where objects are closer to the traveled way than the recovery distance.	High	<a href="#">MGS 1 Los Angeles, California - Google Maps</a>  <a href="#">MGS 2 Los Angeles, California - Google Maps</a>  <a href="#">MGS 4 Los Angeles, California - Google Maps</a>  <a href="#">MGS 7 Los Angeles, California - Google Maps</a>	302.1 (3) Minimum Clearances. The clearances shall apply to all objects that are closer to the edge of traveled way than the clear recovery zone distances (Freeways and Expressway Highways - 20 feet): a) The minimum horizontal clearance to all objects, such as bridge piers, as well as sand-filled barrels, guardrail, etc., on all freeway and expressway facilities, including auxiliary lanes, ramps, and collector-distributor roads, shall be equal to the standard shoulder width of the highway facility as stated in Table 302.1. A minimum clearance of 4 feet shall be provided where the standard shoulder width is less than 4 feet. Approach rail connections to bridge rail may require special treatment to maintain the standard shoulder width. Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."	Concrete Barrier #1: Replace MBGR with concrete barrier and approach rail into the existing shoulder. This will provide increased protection for traffic from the existing column and trees within the constrained lateral clearance area. The existing nonstandard shoulder will remain with upgraded protection.  MGS #2: Replace the MBGR with MGS with buried-end- backfill terminal. Approach Guardrail Transition (AGT) rail and a 15ft concrete transition block tied into the abutment will be installed as well. The new system provides continued protection for the abutment, and slope area. Maintain existing nonstandard shoulder with upgraded protection.  Concrete Barrier #4: Replace MBGR with concrete barrier and install TL-2 crash cushion to protect blunt end. This new system will provide continued protection to the traffic from the fixed objects. Maintain existing nonstandard shoulder with upgraded protection.	Metal Beam Guardrail (MBGR) #1 Southbound SB L5 On-Ramp from Station 1031+75 to Station 1032+70. MBGR runs along the right shoulder, shielding the bridge column and trees. The shoulder width is approximately 6-ft, which is less than the 8' paved shoulder stated in Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."  MBGR #2 SB L5 On-Ramp to Ave 21/Main Street, Layout L-2 from Station 1034+65 to Station 1035+20 MBGR runs along the west side (right shoulder) of the SB Off Ramp. It is located adjacent to a cut slope. The shoulder width is approximately 6-ft, which is less than the 8' paved shoulder stated in Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."  MBGR #4 NB L5 On-Ramp Broadway, to Pasadena, Layout L-3 from Station 1047+50 to Station 1048+75 Currently, there is an MBGR running along the west side (right shoulder) of the On-Ramp. The shoulder width is limited to approximately 2-ft, significantly less than the 8' paved shoulder stated in Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."  MBGR #7 NB L5 On-Ramp (Left) from Ensbound (EB) Los Feliz, Layout L-19 from Station 1282+54 to Station 1283+90 Currently, there is an MBGR running along the west side (left shoulder) of the On-Ramp, shielding the bridge columns and abutment of the OC. The shoulder width is limited to approximately 2-ft, which is significantly less than the 8' paved shoulder stated in Table 302.1 "Boldface Standards for Paved Shoulder Widths on Highways."	Location #1: Current location does not meet design standards because bridge abutment and column are located within the desired shoulder width, constraining standard lateral clearances. Limited Caltrans Right-of-way (ROW) and existing roadway geometry do not allow relocation of the fixed object (column) or room to do widening to meet width requirements.  Location #2: Current location does not fully meet design standards for shielding the bridge abutment and protecting roadside slope. The bridge abutment is within the desirable standard shoulder width, constraining lateral clearance. The proposed MGS system is in accordance with current Caltrans roadside safety standards. There is also limited Caltrans ROW that prevents widening to meet standard shoulder width requirements. The proposed improvement addresses traffic safety requirements and significantly reduces the probability of severe vehicle run off.  Location #4: There is limited Caltrans ROW that prevents widening to meet standard shoulder requirements. The proposed improvement addresses traffic safety requirements and significantly reduces the probability of severe vehicle run off.  Location #7: Existing guardrail does not fully meet current Caltrans roadside safety design standards. The bridge abutment, columns, and median barrier fall within the minimum desirable standard shoulder width, constraining lateral clearance.	Location #1: Replacing the MBGR with a rigid concrete barrier provides a safe interlocking with the fixed objects while maintaining the operational width of the ramp. Installing retroreflective object markers on barrier face (per Caltrans standards). The concrete barrier provides adequate protection while fitting within the available space. Removing the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Restore roadway shoulder and extend the roadway cross slope on the same plane.  Location #2: Replacing the MBGR with MGS with buried-end- backfill terminal. Applying high visibility thermoplastic striping along the edge of travel way (ETW) next to the new MGS to enhance driver awareness. Remove the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Restoring roadway shoulder and extend the roadway cross slope on the same plane.  Location #4: Replacing the MBGR with a rigid concrete barrier provides a safe method to shield the fixed objects while maintaining the operational width of the ramp. Install retroreflective object markers on barrier face (per Caltrans standards). The concrete barrier provides adequate protection while fitting within the available space.  Location #7: Replace the MBGR with MGS. The proposed MGS is in accordance with current Caltrans roadside safety standards. The proposed MGS provides adequate shielding for the bridge items while fitting within the available space. Apply high visibility thermoplastic striping along the edge of travel way (ETW) next to the new MGS to enhance driver awareness.

<p>HDM Topic 309.1 (3) Horizontal Clearances for Highways - Minimum Horizontal clearance to fixed objects (e.g. bridge abriments, safety shaped barriers, guardrail and treatments) is required where objects are closer to the traveled way than the clear recovery distance.</p>	<p>High</p>	<p><a href="#">MGS 8 Los Angeles, California - Google Maps</a></p> <p><a href="#">MGS 19 Glendale, California - Google Maps</a></p> <p><a href="#">MGS 20 Glendale, California - Google Maps</a></p> <p><a href="#">MGS 21 Glendale, California - Google Maps</a></p> <p><a href="#">MGS 24 Burbank, California - Google Maps</a></p>	<p><b>Concrete Barrier #8</b> Replace MBGR with concrete barrier and concrete anchor block tied into the abutment to maintain shielding for the column, trees, and electroliners within the constrained lateral clearance area. Concrete barrier with crash cushion TL-2 to the Los Feliz Blvd OC. Concrete barrier will also be extended to protect existing slope and utilities. Maintain existing nonstandard shoulder.</p> <p><b>Concrete Barrier #19</b> Transition anchor block to existing bridge barrier. This barrier is protecting an existing bridge sign structure in a gore area leading to room to increase horizontal clearance.</p> <p><b>MGS #20</b> MGS with Type A cap at bridge barrier and concrete curb and end wall. Remove existing concrete curb and replace with Dike Type F. Proposed barrier will be attached to the bridge barrier/rail limiting the horizontal clearance width to a maximum of 3ft.</p> <p><b>MGS #21</b> MGS with Alternative In-line Terminal (ALT) TL-3. Remove existing mountable concrete curb and replace with Dike Type C. A new anchor transition block to connect to the bridge will be required to accommodate new AGT transition rail. Proposed barrier will be attached to the bridge barrier/rail limiting the horizontal clearance width to a maximum of 3ft.</p> <p><b>MGS #24</b> MGS with ALT TL-2. Remove mountable dike and install Type F dike at MGS and Type C at ALT to 25' ahead. Proposed barrier will be attached to the existing bridge barrier/rail limiting the horizontal clearance width to a maximum of 3ft.</p>	<p><b>MBGR #8 NB L5 On-Ramp (Right) from EB Los Feliz Layout L-19 from Station 1283+55 to Station 1284+50</b> There is an MBGR that runs along the right shoulder (east side) of the On-Ramp. It shields the bridge abutment, and slopes. The shoulder is extremely constrained (varies with a maximum of approximately 2-ft), which does not meet the desirable 8' standard shoulder width as stated in <b>Table 302.1 "Bokface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #19 NB L5 Off-Ramp to EB Western Ave. Layout L-31 from Station 1463+20 to Station 1463+50</b> Currently, there is an MBGR running along the right shoulder (east side) of the Off-Ramp, to protect the existing OH sign structure at the gore area. The shoulder width is limited to approximately 2-ft, which does not meet the desirable 8' standard shoulder width as stated in <b>Table 302.1 "Bokface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #20 SB L5 Off-Ramp to EB Western Ave. Layout L-31 from Station 1497+10 to Station 1499+50</b> MBGR is present along the west side (right shoulder). The guardrail is shielding the roadside side slope and road electroliners. The geometry of the roadway constrains the available shoulder width, not allowing the desirable 8' standard shoulder width as stated in <b>Table 302.1 "Bokface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #21 SB L5 Off-Ramp to EB Western Ave. Layout L-31 from Station 1470+50 to Station 1472+65</b> MBGR is present along the west side (right shoulder). The guardrail is shielding the roadside side slope, trees and road electroliners. The geometry of the roadway constrains the available shoulder width, not allowing the desirable 8' standard shoulder width as stated in <b>Table 302.1 "Bokface Standards for Paved Shoulder Widths on Highways."</b></p> <p><b>MBGR #24 NB L5 On-Ramp from Alameda Ave. Layout L-33 from Station 496+40 to Station 500+10</b> MBGR is present along the west side (right shoulder). The guardrail is shielding the roadside side slope and road electroliners. The geometry of the roadway constrains the available shoulder width, not allowing the desirable 8' standard shoulder width as stated in <b>Table 302.1 "Bokface Standards for Paved Shoulder Widths on Highways."</b></p>	<p><b>Location #8</b> Existing guardrail does not meet current Caltrans roadside safety design standards. The bridge abutment and slope fall within the desirable standard shoulder width, creating constrained lateral clearance.</p> <p><b>Location #19</b> Existing guardrail does not fully meet current Caltrans roadside safety design standards. The OH sign falls within the desirable standard shoulder width, creating constrained lateral clearance.</p> <p><b>Location #20</b> Current location does not meet current Caltrans roadside safety design standards.</p> <p><b>Location #21</b> Current location does not meet current Caltrans roadside safety design standards.</p> <p><b>Location #24</b> Current location does not meet current Caltrans roadside safety design standards.</p>	<p><b>Location #8</b> Installing a concrete barrier with TL-2 crash cushion to safely shield the fixed objects while maintaining the operational width of the ramp. Apply high visibility thermoplastic striping along the edge of travel way (ETW) to enhance driver awareness. Install retroreflective object markers on barrier face (per Caltrans standards). The concrete barrier fits within the available space and provides the required shielding.</p> <p><b>Location #19</b> Installing a concrete barrier with TL-2 crash cushion to safely shield the OH sign structure within the gore area. Remove the existing guardrail and replace with a concrete barrier face to enhance driver awareness. Apply high visibility thermoplastic striping along the barrier face to enhance driver awareness. The proposed concrete barrier fits within the available space and meets Caltrans roadside safety standards.</p> <p><b>Location #20</b> The proposed MGS is in accordance with current Caltrans roadside safety standards. Removal of the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Restore roadway shoulder and extend the roadway cross slope on the same plane. Installing a Dike Type C (2') in front of the MGS and 25ft ahead of the fixed object provides a safe method to shield the fixed object while maintaining the operational width of the ramp. Apply high visibility thermoplastic striping along the edge of travel way (ETW) to enhance driver awareness.</p> <p><b>Location #21</b> The proposed MGS is in accordance with current Caltrans roadside safety standards. Removal of the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Restore roadway shoulder and extend the roadway cross slope on the same plane. Installing a Dike Type C (2') in front of the MGS and 25ft ahead of the fixed object provides a safe method to shield the fixed object while maintaining the operational width of the ramp. Apply high visibility thermoplastic striping along the edge of travel way (ETW) to enhance driver awareness.</p> <p><b>Location #24</b> The proposed MGS is in accordance with current Caltrans roadside safety standards. Removal of the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Restore roadway shoulder and extend the roadway cross slope on the same plane. Installing a Dike Type C (2') in front of the MGS and 25ft ahead of the fixed object provides a safe method to shield the fixed object while maintaining the operational width of the ramp. Apply high visibility thermoplastic striping along the edge of travel way (ETW) to enhance driver awareness.</p>
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<p>HDM Topic 305.1 Horizontal Clearances for Highway 305.1 (3) Minimum Clearances Minimum horizontal clearance to fixed objects (e.g. bridge abriments, safety shaped barriers, guardrail and treatments) is required where objects are closer to the traveled way than the clear recovery distance.</p>	<p>#2</p>	<p><a href="#">MGS 25 Burbank, California - Google Maps</a></p>	<p>MGS #25 MGS with SFT-M end anchor. Type A cap at bridge connection. Remove mountable dike and install Type F dike at MGS and SFT-M end anchor. Proposed barrier will be attached to the bridge barrier/rail limiting the horizontal clearance width to a maximum of 3ft.</p> <p>MGS #26 MGS with Type SFT-M end anchor. Type A cap at bridge connection. Remove mountable dike and install Type F dike at MGS and SFT-M end anchor. Proposed barrier will be attached to the bridge barrier/rail limiting the horizontal clearance width to a maximum of 3ft.</p>	<p>MBGR #25 SB I-5 On-Ramp to Alameda Ave. Layout L-33 from Station 1498+35 to Station 1500+05 MBGR is present along the east side (right shoulder). The guardrail is shielding the roadside side slope and road electrolers. The geometry of the roadway constraints the available shoulder width, not allowing the desirable 8' standard shoulder width as stated in Table 302.1 "Boifrance Standards for Paved Shoulder Widths on Highways."</p> <p>MBGR #26 NB I-5 On-Ramp from Alameda Ave. Layout L-33 from Station 502+00 to Station 503+40 MBGR is present along the east side (right shoulder). The guardrail is shielding the roadside side slope. an Austin Vault Sand Filter (BMP Structure), and road electrolers. The geometry of the roadway constraints the available shoulder width, not allowing the desirable 9' standard shoulder width as stated in Table 302.1 "Boifrance Standards for Paved Shoulder Widths on Highways."</p>	<p>Location #25 Current location does not meet current Caltrans roadside safety design standards.</p> <p>Location #26 Current location does not meet current Caltrans roadside safety design standards.</p>	<p>The proposed MGS is in accordance with current Caltrans roadside safety standards. Removal of the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Restore roadway shoulder and extend the roadway cross slope on the same plane. Installing a Dike Type C (2') in front of the MGS and 25ft ahead of the fixed object provides a safe method to shield the fixed object while maintaining the operational visibility of the roadway. Apply high visibility thermoplastic striping along the edge of travel way (ETW) to enhance driver awareness.</p> <p>The proposed MGS is in accordance with current Caltrans roadside safety standards. Removing of the Type E curb in front of the MGS to comply with the latest Traffic Safety Systems Manual (TSSM) dated April 2025. Installing a Dike Type C (2') in front of the MGS and 25ft ahead of the fixed object provides a safe method to shield the fixed object and significantly reduces the probability of secondary vehicle run off. Apply high visibility striping along the edge of travel way (ETW) and installing Roadway Storage (Chevrons) to provide higher visibility and enhance driver awareness..</p>
<p>Topic 302.1 Highway Shoulder Standards (Width) Topic 305.1 Median Standards (width)</p>	<p>#2</p>	<p><a href="#">MGS 26 Burbank, California - Google Maps</a></p> <p>The following Overhead Sign Locations are anticipated, final list of locations will be available in PS&amp;E: 1. 3, 4, 6-12, 14-18 and 22</p>	<p>-OHSS pile foundations are up to 5'-0" in diameter. They are much bigger than older sign foundations. sign foundation is very close to the shoulder edge. The sign height is compared to current standards. Barrier Type 60MF (see std pin A76C) at sign structure pedestal will add almost 3'-7 1/2" to the width of the median which may encroach onto the shoulder. Barrier Type 60MGF (see std pin A78F) at sign structure pedestal will add 2'-4" to the width of the median, which may encroach onto the shoulder. A special slimmer barrier could be designed but may not completely eliminate the possibility of shoulder encroachment.</p> <p>305.1 (3) (a) Freeways and Expressways. In areas where restrictive conditions prevail the minimum median width shall be 22 feet.</p>	<p>Existing slimmer sign foundations and median barrier have a combined width of 3ft, providing the minimum required 6ft median width. The current design allows for 10ft width per design standards. Entire roadway design will need to be changed to accommodate standard median width incurring large additional costs that will not be feasible for a pavement rehabilitation project.</p>	<p>Current design standards for OHSS foundation and median barrier occupies a much wider area than the existing older foundation and median barrier. Existing roadway width from design standards. Entire roadway design will need to be changed to accommodate standard median width incurring large additional costs that will not be feasible for a pavement rehabilitation project.</p>	<p>The proposed mitigations that are being considered for implementation in the PS&amp;E design stage are the following: - Update Roadway Signage (appropriate warning signs) to provide higher visibility. - Retroeffective signage, pavement markers, and markers on the median barrier.</p>

DIST	COUNTY	ROUTE	POST MILE	SECTION	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2	R28.9		

REGISTERED CIVIL ENGINEER  
 DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_

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 THE ACCURACY OF THE INFORMATION CONTAINED  
 HEREIN IS NOT GUARANTEED OR WARRANTED  
 IN CONNECTION WITH ANY CONTRACT OF ANY KIND  
 ENTERED INTO BY ANY PARTY.

REGISTERED PROFESSIONAL ENGINEER  
 CIVIL  
 STATE OF CALIFORNIA

DATE PLOTTED => 8/19/2025  
 TIME PLOTTED => 11:47:14 AM

LAST REVISION

PROJECT NUMBER & PHASE  
 UNIT 1805

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BORDER LAST REVISED 8/5/2020

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR  
 CARMEZNA DOROSH

DESIGNED BY  
 WAKIF BHUIYAN

REVIEWED BY

DATE REVISED

CHECKED BY

DESIGNED BY

REVIEWED BY

DATE REVISED

CHECKED BY

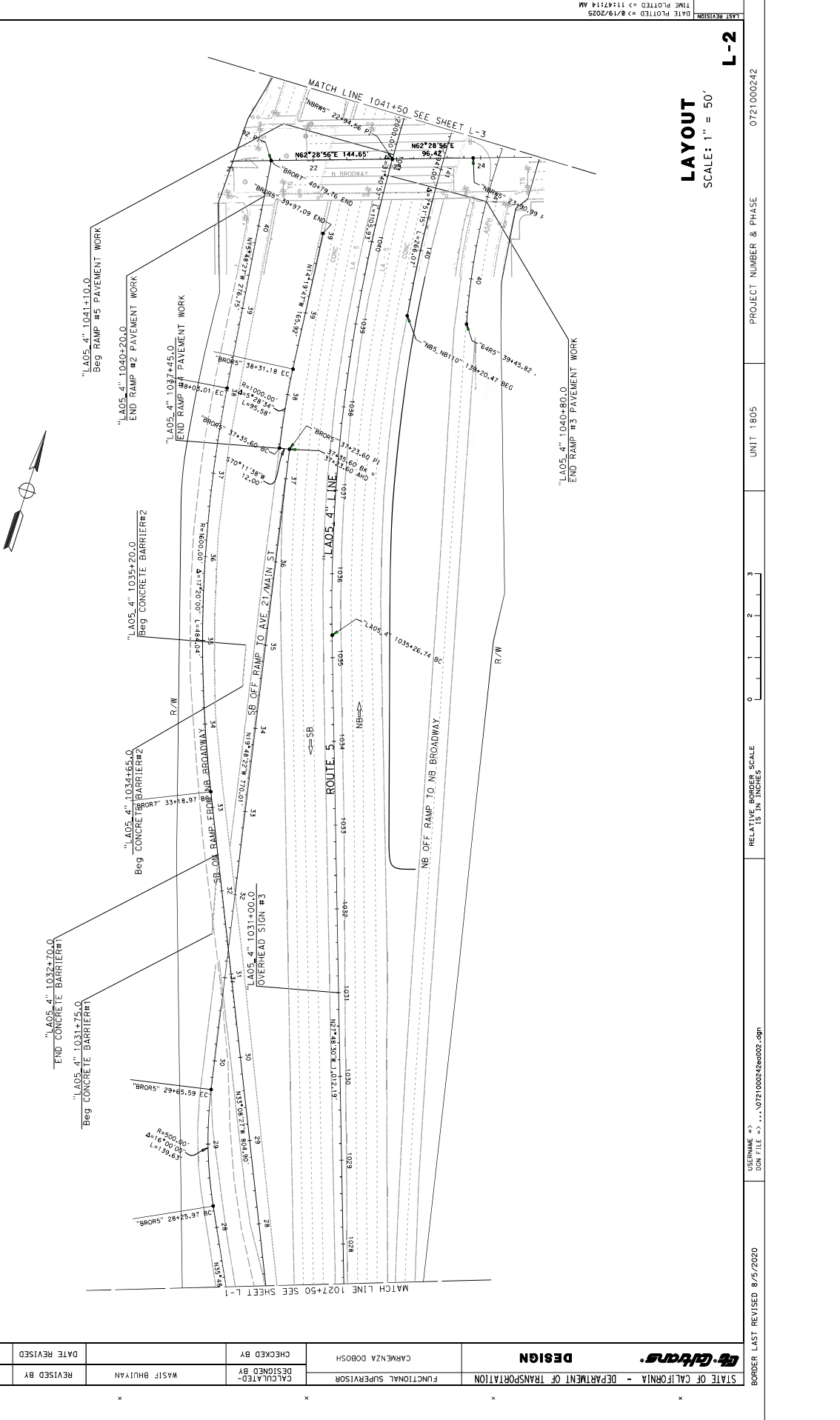
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REVIEWED BY

DATE REVISED

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DESIGNED BY



**LAYOUT**  
 SCALE: 1" = 50'

L-2

0721000242

DESIGN

FUNCTIONAL SUPERVISOR

DESIGNED BY

REVIEWED BY

DATE REVISED

CHECKED BY

DESIGNED BY

REVIEWED BY

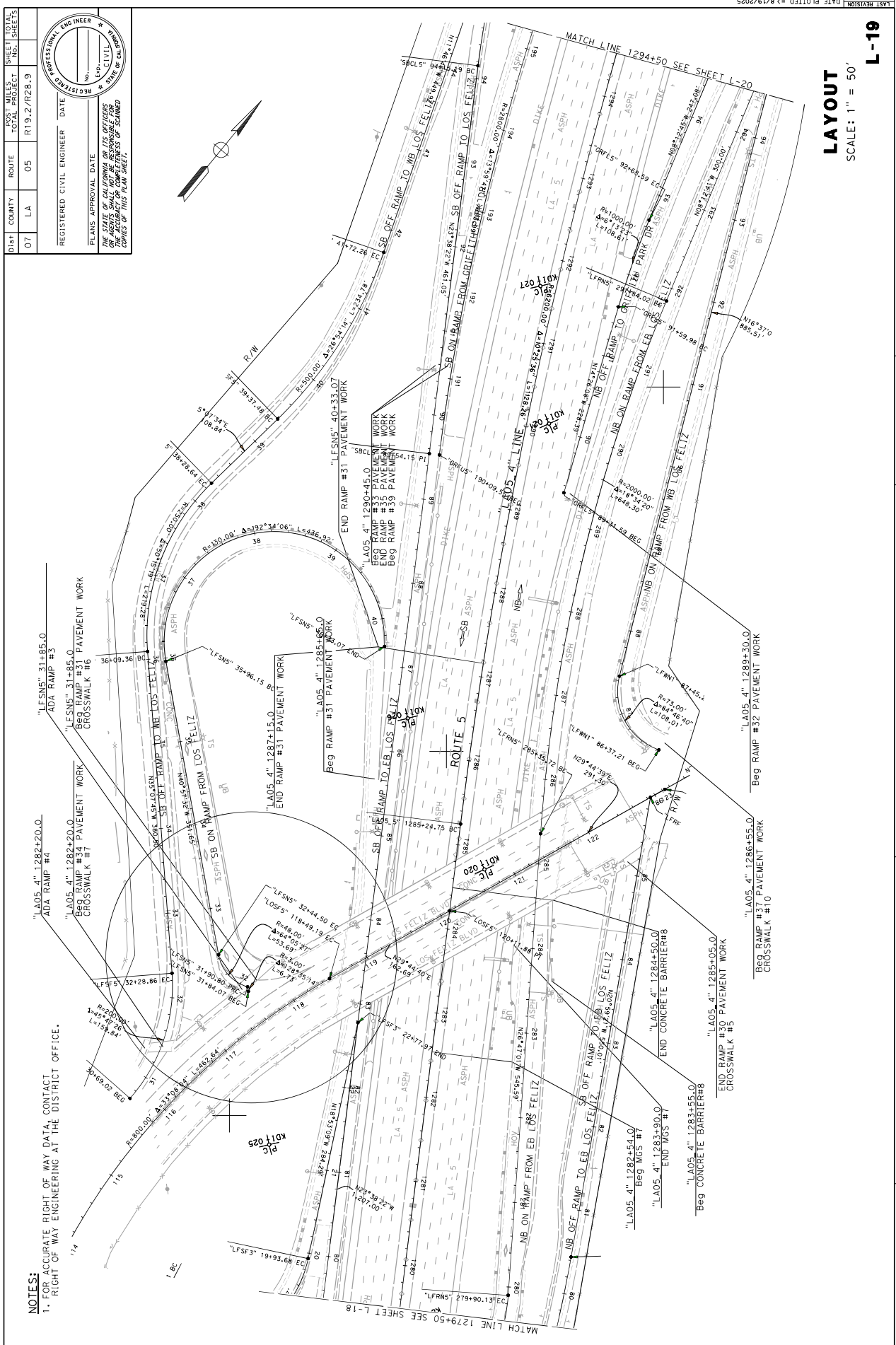
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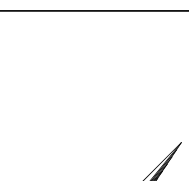
**NOTES:**  
 1. FOR ACCURATE RIGHT-OF-WAY DATA, CONTACT RIGHT-OF-WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	05	R19.2/R28.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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DATE REVISED

REVISOR BY

MANSIF BHUIYAN

CHECKED BY

DATE REVISED

DESIGNED BY

FUNCTIONAL SUPERVISOR

CARMENZA DOBOSH

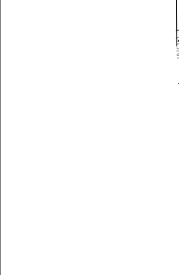
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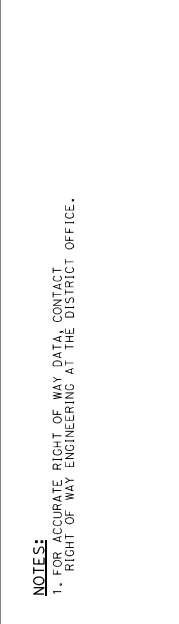
PROJECT NUMBER & PHASE  
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DATE	07	LA	05	ROUTE	R19.2/R28.9	SHEET TOTAL	1 OF 2
REGISTERED CIVIL ENGINEER	DATE		REGISTERED CIVIL ENGINEER		DATE		

PLANS APPROVAL DATE  
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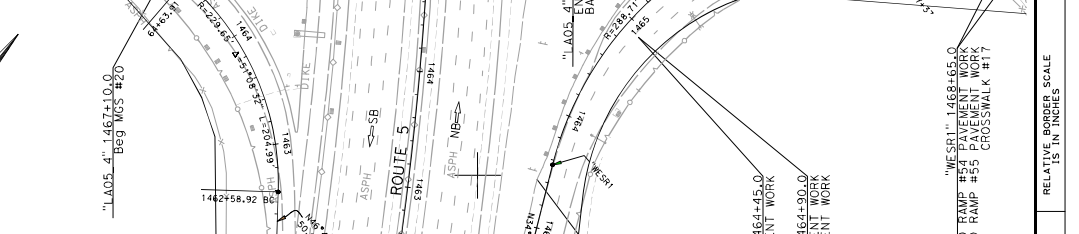
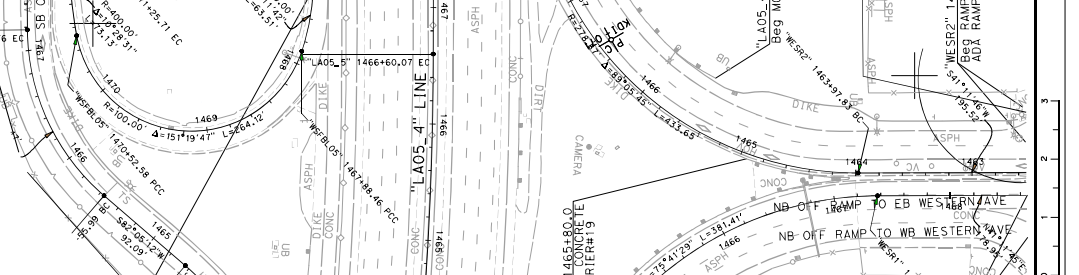
NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



REVISION	DATE	REVISION	DATE

DESIGNED BY	MAJID BHUYAN	CHECKED BY	CARMENZA DOBOSH
DESIGNED BY		CHECKED BY	

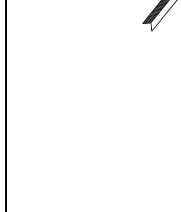
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 FUNCTIONAL SUPERVISOR  
**DESIGN**  
**LA-31**  
 SCALE: 1" = 50'



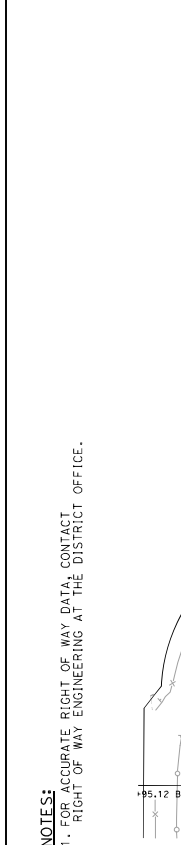
REVISION	DATE	REVISION	DATE

DIST	COUNTY	ROUTE	POST MILEPOST	SHEET TOTAL	LOCAL SHEETS
07	LA	05	R19.27R28.9		

REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENCIES SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY OR ALL PORTIONS OF THIS PLAN SHEET.



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



DATE REVISION	REVISION	BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CARMENZA DOBOSH	CHECKED BY		DATE REVISION	REVISION	BY
CALCULATED BY			WASIF BHUIYAN					
USER NAME ->			... \DTR\0027426032.dgn	RELATIVE BORDER SCALE IS IN INCHES		0 1 2 3		UNIT 1.805
PROJECT NUMBER & PHASE			0721000242	LAYOUT		SCALE: 1" = 50'		L-32



POST MILES	ROUTE	COUNTY	SHEET TOTAL
07	05	LA	19
TOTAL PROJECT		R19.2/R28-9	

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED HEREIN UNLESS SPECIFICALLY STATED OTHERWISE ON THIS PLAN SHEET.



DATE PLOTTED => 8/19/2025  
LAST REVISION

PROJECT NUMBER & PHASE  
0721000242

UNIT 1805

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

DATE PLOTTED => 8/19/2025  
LAST REVISION

SCALE: 1" = 50'

L-34

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

DESIGNED BY

CHECKED BY

DATE REVISED

REVISOR

WASIF BHUYAN

CARMENZA DOBOSH

DESIGN

DESIGNED BY

CHECKED BY

DATE REVISED

REVISOR

WASIF BHUYAN

CARMENZA DOBOSH

DESIGN

DESIGNED BY

CHECKED BY

DATE REVISED

REVISOR

WASIF BHUYAN

CARMENZA DOBOSH

DESIGN

DESIGNED BY

CHECKED BY

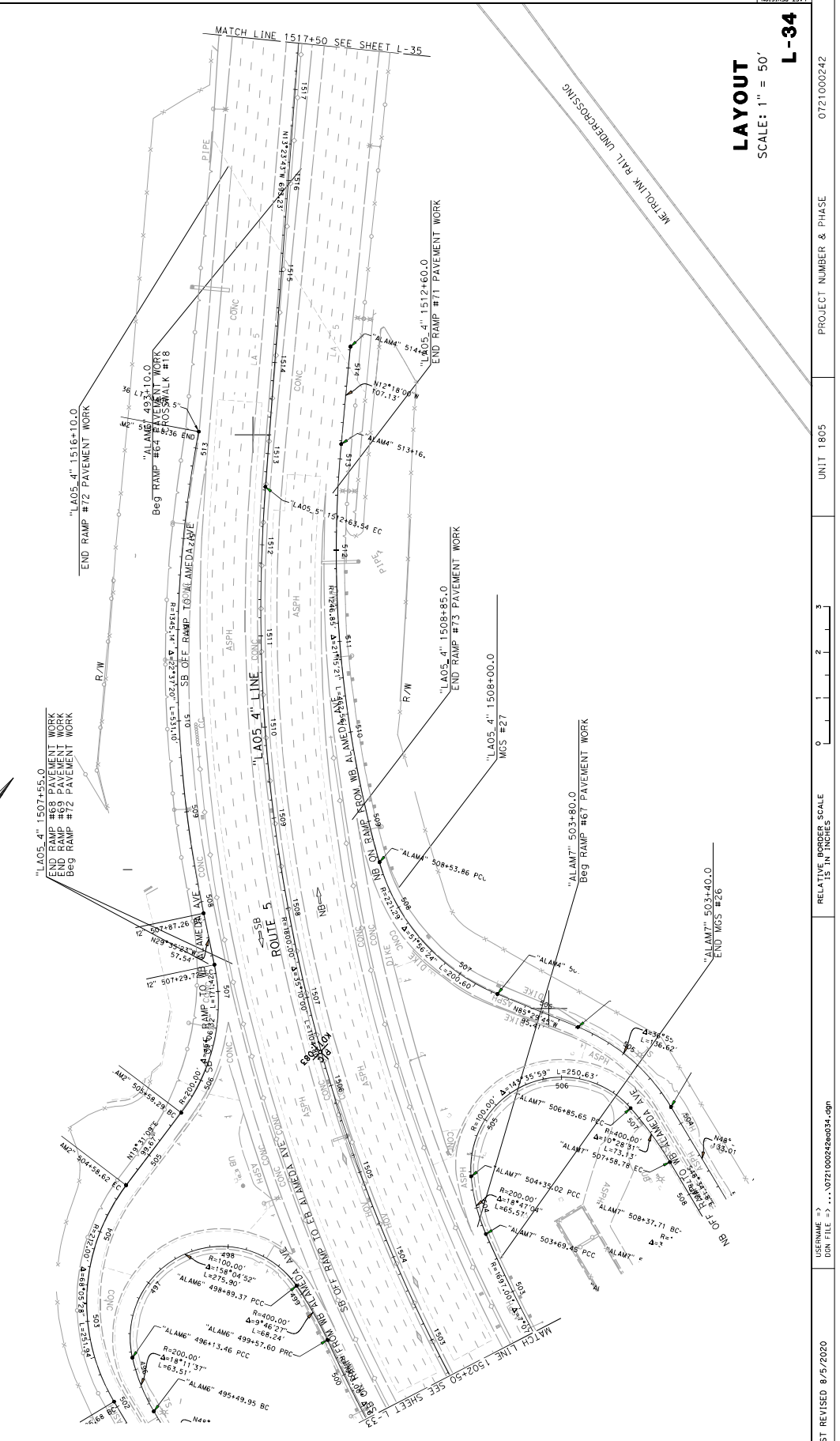
DATE REVISED

REVISOR

WASIF BHUYAN

CARMENZA DOBOSH

DESIGN



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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

DESIGNED BY

CHECKED BY

DATE REVISED

REVISOR

WASIF BHUYAN

CARMENZA DOBOSH

DESIGN












# EA 37870 Level 2 PR approvals

Final Audit Report

2025-09-18

Created:	2025-09-17
By:	Colin Kozai (s163064@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAgH2g8T8AL2CLTrbDslc4wUXX8CRH5B2x

## "EA 37870 Level 2 PR approvals" History


-  Document created by Colin Kozai (s163064@dot.ca.gov)  
2025-09-17 - 3:58:07 PM GMT- IP address: 149.136.33.246
-  Document emailed to Dan Murdoch (dan.murdoch@dot.ca.gov) for signature  
2025-09-17 - 4:00:49 PM GMT
-  Document emailed to Thein Win (thein.win@dot.ca.gov) for signature  
2025-09-17 - 4:00:49 PM GMT
-  Document emailed to Greg Farr (greg.farr@dot.ca.gov) for signature  
2025-09-17 - 4:00:49 PM GMT
-  Document emailed to Joon Kang (joon.kang@dot.ca.gov) for approval  
2025-09-17 - 4:00:50 PM GMT
-  Document emailed to Chan Kuoch (chan.kuoch@dot.ca.gov) for approval  
2025-09-17 - 4:00:50 PM GMT
-  Document emailed to Andy Liao (andy.liao@dot.ca.gov) for approval  
2025-09-17 - 4:00:50 PM GMT
-  Document emailed to Kelly Lamare (kelly.m.lamare@dot.ca.gov) for approval  
2025-09-17 - 4:00:50 PM GMT
-  Document emailed to Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov) for approval  
2025-09-17 - 4:00:50 PM GMT
-  Colin Kozai (s163064@dot.ca.gov) added alternate approver David Yan (david.yan@dot.ca.gov). The original approver Chan Kuoch (chan.kuoch@dot.ca.gov) can still approve.  
2025-09-17 - 4:05:09 PM GMT- IP address: 149.136.33.246
-  Document emailed to David Yan (david.yan@dot.ca.gov) for approval  
2025-09-17 - 4:05:09 PM GMT



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 Email viewed by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)

2025-09-17 - 4:06:09 PM GMT- IP address: 149.136.33.253

 Document approved by Kelly Ewing-Toledo (kelly.ewing-toledo@dot.ca.gov)

Approval Date: 2025-09-17 - 4:06:39 PM GMT - Time Source: server- IP address: 149.136.33.253

 Email viewed by Andy Liao (andy.liao@dot.ca.gov)

2025-09-17 - 4:20:19 PM GMT- IP address: 149.136.33.251

 Email viewed by Greg Farr (greg.farr@dot.ca.gov)

2025-09-17 - 4:24:42 PM GMT- IP address: 146.75.146.1

 Email viewed by Dan Murdoch (dan.murdoch@dot.ca.gov)

2025-09-17 - 4:25:00 PM GMT- IP address: 149.136.33.251

 Document e-signed by Dan Murdoch (dan.murdoch@dot.ca.gov)

Signature Date: 2025-09-17 - 4:28:33 PM GMT - Time Source: server- IP address: 149.136.33.251

 Email viewed by Joon Kang (joon.kang@dot.ca.gov)

2025-09-17 - 4:38:00 PM GMT- IP address: 149.136.33.249

 Email viewed by Thein Win (thein.win@dot.ca.gov)

2025-09-17 - 4:41:28 PM GMT- IP address: 149.136.33.249

 Document approved by Joon Kang (joon.kang@dot.ca.gov)

Approval Date: 2025-09-17 - 4:41:35 PM GMT - Time Source: server- IP address: 149.136.33.249

 Document e-signed by Thein Win (thein.win@dot.ca.gov)

Signature Date: 2025-09-17 - 4:42:30 PM GMT - Time Source: server- IP address: 149.136.33.249

 Document approved by Andy Liao (andy.liao@dot.ca.gov)

Approval Date: 2025-09-17 - 5:16:24 PM GMT - Time Source: server- IP address: 149.136.33.251

 Email viewed by David Yan (david.yan@dot.ca.gov)

2025-09-17 - 11:32:26 PM GMT- IP address: 98.89.60.149

 Email viewed by Kelly Lamare (kelly.m.lamare@dot.ca.gov)

2025-09-18 - 3:33:44 AM GMT- IP address: 3.213.181.210

 Document approved by Kelly Lamare (kelly.m.lamare@dot.ca.gov)

Approval Date: 2025-09-18 - 2:09:40 PM GMT - Time Source: server- IP address: 149.136.33.251

 Document approved by David Yan (david.yan@dot.ca.gov)

Approval Date: 2025-09-18 - 3:22:30 PM GMT - Time Source: server- IP address: 149.136.33.248

 Document e-signed by Greg Farr (greg.farr@dot.ca.gov)

Signature Date: 2025-09-18 - 3:39:57 PM GMT - Time Source: server- IP address: 149.136.33.252



✔ Agreement completed.

2025-09-18 - 3:39:57 PM GMT



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# EA 37870 Level 3 Project Report Approvals

Final Audit Report

2025-09-23

Created:	2025-09-18
By:	Colin Kozai (s163064@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAkclciNuDHM9_3BIPsPfyO5KIKGtAt6O7

## "EA 37870 Level 3 Project Report Approvals" History

-  Document created by Colin Kozai (s163064@dot.ca.gov)  
2025-09-18 - 4:37:52 PM GMT- IP address: 149.136.33.250
-  Document emailed to Monica Benavides (monica.benavides@dot.ca.gov) for approval  
2025-09-18 - 4:44:11 PM GMT
-  Email viewed by Monica Benavides (monica.benavides@dot.ca.gov)  
2025-09-18 - 11:52:03 PM GMT- IP address: 18.215.135.140
-  Email viewed by Monica Benavides (monica.benavides@dot.ca.gov)  
2025-09-22 - 5:53:09 PM GMT- IP address: 98.89.164.194
-  Document shared with Joon Kang (joon.kang@dot.ca.gov) by Colin Kozai (s163064@dot.ca.gov)  
2025-09-22 - 6:09:40 PM GMT- IP address: 149.136.33.249
-  Colin Kozai (s163064@dot.ca.gov) added alternate approver Greg Farr (greg.farr@dot.ca.gov). The original approver Monica Benavides (monica.benavides@dot.ca.gov) can still approve.  
2025-09-22 - 8:21:27 PM GMT- IP address: 149.136.33.249
-  Document emailed to Greg Farr (greg.farr@dot.ca.gov) for approval  
2025-09-22 - 8:21:27 PM GMT
-  Document approved by Greg Farr (greg.farr@dot.ca.gov)  
Approval Date: 2025-09-22 - 9:21:26 PM GMT - Time Source: server- IP address: 149.136.33.252
-  Document emailed to Gloria Roberts (gloria.roberts@dot.ca.gov) for signature  
2025-09-22 - 9:21:38 PM GMT
-  Email viewed by Gloria Roberts (gloria.roberts@dot.ca.gov)  
2025-09-22 - 10:27:12 PM GMT- IP address: 98.89.237.158
-  Document e-signed by Gloria Roberts (gloria.roberts@dot.ca.gov)  
Signature Date: 2025-09-23 - 1:18:43 PM GMT - Time Source: server- IP address: 174.195.130.250



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✔ Agreement completed.

2025-09-23 - 1:18:43 PM GMT



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