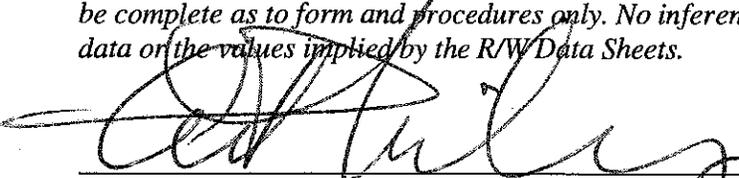


PROJECT STUDY REPORT To Request for Conceptual Approval And Programming for Capital Cost

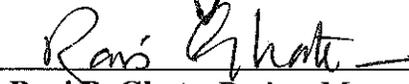
On Route US-101
Between 0.9 mile West of Liberty Canyon Road
And 1.3 mile East of Kanan Road

The Right-of Way Data Sheets were completed by a consultant. I have reviewed the right-of-way information contained in this PSR and the Right-of-Way Data Sheets attached hereto, and find the data to be complete as to form and procedures only. No inferences or assertions are made as to the validity of the data or the values implied by the R/W Data Sheets.



Andrew P. Nierenberg, District Division Chief, Right of Way

**APPROVAL
RECOMMENDED BY:**



Ravi B. Ghate, Project Manager

CONCURRED BY:



James McCarthy, Deputy District Director
Division of Planning, Public Transportation and Local Assistance



William H. Reagan, Deputy District Director
Division of Design

APPROVED BY:



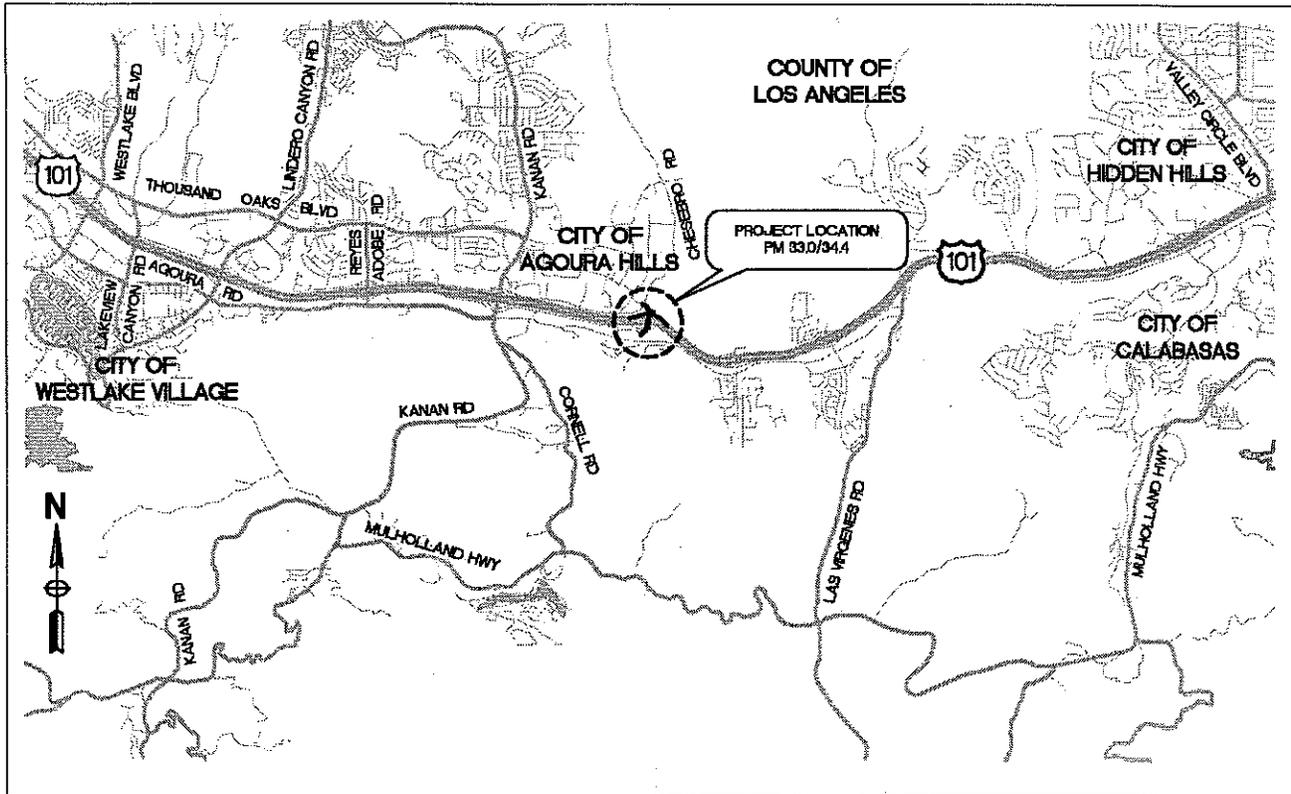
Douglas R. Failing
District Director

2/27/09
Date



Ramiro Adeva
City Engineer,
City Of Agoura Hills

2/22/09
Date



On Route	US-101
Between	0.9 mile West of Liberty Canyon Road
And	1.3 mile East of Kanan Road

This Project Study Report has been prepared under the direction of the following Registered Civil Engineer. The Registered Civil Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.

Surafael Teshale

2/23/2009

Surafael Teshale, P.E.
Registered Civil Engineer
Parsons Transportation Group, Inc.

Date



PREPARED BY:
Parsons Transportation Group Inc.
For the City of Agoura Hills

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PROJECT STUDY REPORT

1. INTRODUCTION

The City of Agoura Hills (City) proposes to improve Palo Comado Canyon Road and the US 101 Palo Comado Canyon Road interchange (PM 33.0/34.4) in Los Angeles County. The proposed work includes widening the US 101 Palo Comado Canyon Road Overcrossing (OC) from one lane to two lanes in each direction, adding median and sidewalks, modifying the northbound on- and off-ramps, and modifying the intersections. The improvements would facilitate the increased volume of traffic using the interchange due to the development of the surrounding community including the construction of the Heschel West School in the immediate vicinity of the interchange. The project will improve flow and enhance safety for vehicles.

See Cost Estimate for specific work items included in this project.

Project Limits (Dist., Co., Rte., PM):	07-LA-US101 PM 33.0/34.4
Number of Alternatives:	Four
Alternative Recommended for Programming:	Alternative 3A
Programmed or Proposed Capital Construction Costs:	\$19,812,000
Programmed or Proposed Capital Right-of-Way Costs:	\$1,491,500
Funding Source:	City of Agoura Hills – General Fund
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	One
Anticipated Environmental Determination/Document:	IS/EA
Legal Description:	
Project Category:	4B

Alternative 3 is the recommended alternative for programming only. All of the project alternatives will be carried to the next phase of the project. The Project Report will serve as the approval document for the selection of the preferred alternative.

US 101 is part of the federal highway system. The project includes improvements to local streets outside of the state and federal highway system, and it will require review and approval from local agencies – City of Agoura Hills and the County of Los Angeles.

2. BACKGROUND

The County of Los Angeles has approved the development of the vacant land in the northeast quadrant of the US 101/Palo Comado Canyon Road interchange. The land will be developed into Heschel West School, a private school, providing education to grades Pre-K-9. The school will have buildings totaling 166,450 square feet of floor space and ultimately serve up to 660 students and 90 preschoolers. Access to the school will be provided through Canwood Street, which is located adjacent to the US 101/Palo Comado Canyon Road interchange northbound off-ramp. The existing intersection at Palo Comado Canyon Road and the northbound ramps will be upgraded to a 5-legged signalized intersection as part of a current Caltrans permit project, with Canwood Street as the fifth leg (see Attachment B – Alternative 1). Although the development of the school occurs within Los Angeles County, the area adjacent to it, including Canwood Street and Palo Comado Canyon Road, are within the city of Agoura Hills. In addition to the proposed new school, there is a commercial office center with over 63,000 square feet of office space under construction at the northeast corner of Chesebro Road and Agoura Road, which is immediately south of the interchange. Furthermore, there are several developers seeking approval from the City to construct commercial and residential developments in the immediate vicinity of the interchange. On the north side of the freeway a new office center (8,000 square feet) and a furniture sales center (38,000 square feet) are planned. On the south side of the freeway a drive-through fast food restaurant (3,200 square feet), a tire retail store (8,000 square feet), a carpeting store (14,000 square feet) and an office center (20,000 square feet) are planned. These developments will use the Palo Comado Canyon Road interchange to access US 101.

Recognizing that the existing roadway network and freeway interchange will not accommodate the expected growth, the City is planning for the necessary roadway improvements.

Other Projects

The State approved a Project Study Report/Project Development Support (PSR/PDS) for the widening of US 101 (EA 24929k) on October 11, 2005. The PSR/PDS proposes to widen the median and add one mixed flow lane to each direction of the freeway.

3. PURPOSE AND NEED STATEMENT

Need

Currently, the distance between the existing Canwood Street intersection and the US 101 northbound ramps intersection on Palo Comado Canyon Road is approximately 100 feet (centerline to centerline). This configuration presents a nonstandard access control distance beyond the northbound off-ramp termini, and it does not have the capacity to handle the forecasted increase in traffic demand. Furthermore, the planned developments around Chesebro Road, Palo Comado Canyon Road, and Canwood Street west of Palo Comado Canyon Road will substantially increase traffic volumes on the local roadway network, as well as the US 101 interchange. Roadway improvements are needed to keep

traffic operation Level of Service (LOS) on the roadways and intersections within an acceptable range.

The need for this project is as follows:

- Planned development of the vacant lands adjacent to the interchange will increase traffic volumes around the area, and improvements to the interchange and the roadway network are needed to accommodate the additional traffic demands and relieve congestion.
- The existing access road, Canwood Street, has an intersection approximately 100 feet (centerline to centerline) from the existing northbound on-ramp intersection at the Palo Comado Canyon Road interchange. Improvements are needed to provide better access control and traffic circulation.

Purpose:

The purpose of the Palo Comado Canyon Road interchange improvement project is to:

- Provide improved access to the proposed new school
- Improve traffic circulation on the roadway network adjacent to the Palo Comado Canyon Road interchange
- Accommodate the forecasted increases in traffic volume resulting from future developments
- Improve the safety and operational LOS for the US 101/Palo Comado Canyon Road interchange

4. DEFICIENCIES

4.1 Land Use

Current Land Use

Land uses adjacent to the project area include residential, commercial, and school properties. The neighborhood along Agoura Road south of the interchange is mostly residential with single-family homes, while the properties in the immediate area of the interchange are mostly commercial, including business parks, light industrial, retail, and gas stations. Gas stations exist in the northeast and northwest quadrants of the interchange adjacent to the northbound ramps. Most of the remaining areas in the northeast quadrant of the interchange are vacant land, except for an equestrian community located near the intersection of Palo Comado Canyon Road and Driver Avenue. Several multi-family residential properties, Agoura Park, and Agoura High School are located northwest of the interchange.

Future Land Use

There are current plans to develop the vacant land in the northeast quadrant of the interchange into a school. The area has scattered vacant lots zoned commercial and residential that are planned to be developed as discussed in Section 2.

4.2 Roadway Network

Current Facility

US 101 is nominally a north-south principal arterial on the U.S. Highway System, but it runs east-west through the project area. The freeway is classified as an urban principal arterial freeway which provides international, interstate, interregional, and intra-regional travel and goods movement. It is part of the Surface Transportation Assistance Act (STAA) route network, the Interregional Road System (IRRS), a designated Lifeline route, and a Federal Aid Primary (FAP) system, which is a subset of the National Highway System (NHS). Within the project limits, approaching the Palo Comado Canyon Road Overcrossing from the east, the freeway typical section is on a curved horizontal alignment that is in cut that varies from 2 feet to 40 feet; west of the Palo Comado Canyon Road Overcrossing, the freeway typical section is on a tangent alignment that is on embankment fill that varies from 2 feet to 6 feet. The freeway is on an upgrade of 2.8 percent from the east, then crests at the existing overcrossing and continues on a downgrade of 0.8 percent to the west. The freeway has 4 mixed flow lanes in each direction and auxiliary lanes to and from the interchange ramps on both sides of the freeway.

The local roadways around the Palo Comado Canyon Road interchange have many discontinuities, as shown in Attachment B, Alternative 1. Canwood Street is a 2.5-mile east-west frontage road on the north side of US 101 that is discontinued between Chesebro Road and Palo Comado Canyon Road; it ends approximately 250 feet east of Palo Comado Canyon Road. Driver Avenue is also an east-west road parallel to US 101 located approximately 0.4-mile north of the freeway. Driver Avenue is the main collector road for the community north of the freeway, including Agoura High School located approximately 0.8-mile west of the project site. Driver Avenue feeds directly into Palo Comado Canyon Road at Chesebro Road north of the interchange. Agoura Road is a major east-west arterial approximately 0.2-mile south of the interchange running parallel to the freeway.

Chesebro Road is a north-south arterial that begins at Agoura Road south of the freeway and ends north beyond the limits of the city. Chesebro Road does not cross the freeway and is discontinued from where it joins the southbound freeway ramps on the south side of the freeway and Canwood Street on the north side of the freeway. Palo Comado Canyon Road intersects Chesebro Road on both sides of the freeway and serves to transport traffic over the freeway.

The Palo Comado Canyon Road interchange is configured with tight diamond (L-1) ramps for the northbound side and hook ramps (L-6) for the southbound side. The southbound hook ramps connect with Dorothy Drive and Chesebro Road at a four-point

intersection south of US 101. Dorothy Drive intersects with Palo Comado Canyon Road approximately 550 feet east of the hook ramp; however, due to a grade difference between the two roadways, the westerly side of Dorothy Drive and Palo Comado Canyon Road do not connect. A short section of Chesebro Road directly opposite the hook ramps provides access from the ramps to Palo Comado Canyon Road. The southbound off-ramp is a 1-lane exit that widens to 2 lanes at the termini. The southbound on-ramp is a 1-lane ramp throughout. The northbound on-ramp has 2 lanes starting from the intersection and tapers to a 1-lane on-ramp before joining the freeway. The northbound off-ramp is also a 1-lane facility and widens to 2 lanes at the termini.

Palo Comado Canyon Road is a 2-lane facility connecting Chesebro Road north and south of the freeway. The existing freeway overcrossing structure was built in 1963. It provides 12-foot-wide travel ways and 4-foot-wide shoulders in each direction. A 5-foot-wide sidewalk is provided on the west side of the structure. The bridge was repaired with one new concrete girder in 2006. The minimum vertical clearance is 15 feet, which is located in the northeast corner of the structure over the northbound US 101 outer lane.

The interchange does not have any signalized intersections. Palo Comado Canyon Road is a free-flowing street from Agoura Road to Driver Avenue, where the intersection is four-way "stop" controlled. Canwood Street at Palo Comado Canyon Road, and the US 101 northbound off-ramp at Palo Comado Canyon Road, and Dorothy Drive at Palo Comado Canyon Road are all one-way "stop" controlled. The intersection at Dorothy Drive, Chesebro Road, and the southbound hook ramps is four-way "stop" controlled.

4.3 Traffic

The results of the traffic analyses for the project, which includes year 2008, 2015, and 2035 as the existing, opening year, and design year, respectively, are presented below. The LOS conditions for the no build and build conditions for each of the intersection movements and for the intersection as a whole are illustrated in Figures 1 through 9 of Attachment D. The figures also show projected volumes of traffic and the type of control devices proposed. The traffic volume data is based on information collected from the June 2006 Environmental Impact Report for the Heschel School project. The "no build" condition reflects a 5-legged intersection at the northbound on-/off-ramps as proposed by the Heschel School project. A layout of the no build condition is shown as Alternative 1 in Attachment B. Refer to Section 6 of this PSR for an explanation of the project alternatives.

Table 1 summarizes the LOS results of the traffic analysis for the intersections. The analysis indicates that the existing stop-controlled northbound off-ramp is already operating at LOS F and E for the left-turn movement during the AM and PM peak hour, respectively. The projected year 2015 intersection LOS at the northbound ramps under the no build condition would be at unacceptable LOS E and F during the AM and PM peak hour, respectively, even with construction and signalization of the 5-legged Palo Comado Canyon Road/Canwood Street/northbound ramps intersection. The LOS for the intersection would worsen further to LOS F for both the AM and PM peak hour by year 2035. The capacity constraints for the no build condition are reflected in the lower volumes of traffic projected during the peak hours.

The year 2015 intersection LOS for all of the build alternatives would be LOS B or better. The year 2035 intersection LOS for all of the build alternatives would be at acceptable LOS D or better. Under Alternative 2, the year 2035 intersection LOS at Palo Comado Canyon Road and the northbound ramps would be LOS D and B for the AM and PM peak hour, respectively, while the intersection at Palo Comado Canyon Road and the school entrance would be LOS B for both the AM and PM peak hour.

Table 1 – Intersection Levels of Service Summary

Intersection Location	ALTERNATIVE					
	1		2		3/3A	
	AM	PM	AM	PM	AM	PM
2008						
Palo Comado Canyon Road at NB Diamond On Ramp	F	E	-	-	-	-
2015						
Palo Comado Canyon Road at NB On Ramp	F	E	B	B	B	B
Palo Comado Canyon Road at NB Off Ramp	F	E	B	B	A	A
School Entrance at Palo Comado Canyon Road (Alternative 2 only)	-	-	A	A	-	-
Roundabout at NB ramps and Palo Comado Canyon Road	-	-	-	-	-	-
2035						
Palo Comado Canyon Road at NB On Ramp	F	F	D	B	B	C
Palo Comado Canyon Road at NB Off Ramp	F	F	D	B	A	A
School Entrance at Palo Comado Canyon Road (Alternative 2 only)	-	-	B	B	-	-
Roundabout at NB ramps and Palo Comado Canyon Road	-	-	-	-	-	-

Under Alternative 3 and 3A, Canwood Street would serve as a frontage road and connect to Palo Comado Canyon Road as the easterly leg of the northbound on-ramp/Palo Comado Canyon Road intersection. The northbound diamond off-ramp would be replaced by a northbound hook off-ramp connecting to Canwood Street. The intersection at the northbound on-ramp would have an overall year 2035 intersection LOS of B and C for the AM and PM peak hour, respectively. The proposed intersection at Canwood Street and the northbound hook off-ramp would have an overall year 2035 LOS of A for both the AM and PM peak hours.

4.4 Accident Analysis

The accident data from Traffic Accident Surveillance and Analysis System (TASAS) Table B, for the 3-year period ending December 31, 2007, shows that the total rate of accidents at the Palo Comado Canyon Road interchange is generally lower than the statewide average accident rate, except for the northbound off-ramp. The total accident rate for the northbound off-ramp is 0.42 points higher than the statewide average for similar facilities. No accidents are reported on the mainline. The TASAS data is provided in Attachment D, and the information is summarized in Table 2.

Table 2 – Accident Rates for US 101/Palo Comado Canyon Road Interchange

Period: 1/1/05–12/31/2007

Route Segment	Actual Accident Rates			Statewide Average Accident Rate for Similar Facility		
	Fatalities	Injuries & Fatalities	Total	Fatalities	Injuries & Fatalities	Total
US 101 Palo Comado Canyon Road Interchange						
Northbound US 101 Mainline	0.000	0.000	0.000	0.003	0.186	0.596
Southbound US 101 Mainline	0.000	0.000	0.000	0.003	0.186	0.596
Northbound off-ramp	0.000	0.70	1.92	0.005	0.61	1.50
Southbound on-ramp	0.000	0.17	0.17	0.002	0.19	0.55
Northbound on-ramp	0.000	0.33	0.65	0.002	0.32	0.80
Southbound off-ramp	0.000	0.34	0.67	0.005	0.39	1.15

Source: TASAS Table "B" Caltrans District 7.

Table 3 summarizes the types of collisions that occurred at the interchange.

The data indicates that 69 percent of all accidents at the interchange occurred at the northbound off-ramp. Out of 11 accidents that occurred at the northbound off-ramp, 9 (82 percent) of them occurred at the intersection with Palo Comado Canyon Road where the off-ramp is stop controlled. The remaining 2 occurred midway through the ramp and had "influence alcohol" as the primary collision factor. No accidents are reported in the area with nonstandard minimum vertical clearance in the northbound direction of US 101.

The proposed improvements are not anticipated to contribute to an increase in accidents. Additional lanes for through and turning movements would be provided to accommodate the increased traffic. Signalized intersections in Alternative 2 and 3 would be provided to improve right-of-way control. The improvements under Alternative 2 and 3 would increase the spacing between intersections, and traffic operations would be enhanced despite the nonstandard intersection spacing that would remain.

Table 3 – Types of Collision for US 101/Palo Comado Canyon Road Interchange

Period: 1/1/05–12/31/2007

Route Segment	TYPE OF COLLISION							
	Head-on	Side-swipe	Rear End	Broadside	Hit Object	Over-Turn	Other	TOTAL
US 101 Palo Comado Canyon Road Interchange								
Northbound US 101 Mainline								0
Southbound US 101 Mainline								0
Northbound off-ramp		3	3	2	1		2	11
Southbound on-ramp			1					1
Northbound on-ramp	1						1	2
Southbound off-ramp			2					2

Source: TASAS Table "B" Caltrans District 7.

5. CORRIDOR AND SYSTEM COORDINATION

5.1 System Planning

The 1999 Transportation Concept Report for US 101 was approved on August 2, 1999, and the recommended lane configuration for the segment of US 101 within the project limits is four mixed-flow lanes and one high-occupancy vehicle lane. The proposed project does not conflict with the report.

The proposed project is not listed in Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan or its 2006/2007 Regional Transportation Improvement Program. The project is not found in the latest Congestion Management Program.

The project sponsor should take steps to assure that the project is listed in all of the required documents, including the Southern California Association of Governments' Regional Transportation Plan and the Regional Transportation Improvement Plan, as required.

5.2 Air Quality Conformity

The project would increase capacity, and it should be included with other projects that will be modeled for determining conformity. The project needs to be included in the Southern California Association of Governments' Regional Transportation Plan and the Regional Transportation Improvement Plan as appropriate to satisfy the regional conformity requirement.

6. ALTERNATIVES

One no build alternative (Alternative 1) and three build alternatives are proposed for the project. Layouts and typical cross sections for each of the viable alternatives are provided in Attachment B. All of the build alternatives propose to widen Palo Comado Canyon Road from two lanes to four lanes with standard median, shoulders, and sidewalk.

6.1 Viable Project Alternatives

6.1.1 Alternative 1: No Build

The No Build Alternative would maintain the configuration of the US 101/Palo Comado Canyon Road interchange and the Palo Comado Canyon Road/Canwood Street intersection. The northbound ramp intersection at Palo Comado Canyon Road will include a fifth leg to Canwood Street, and the intersection will be signalized as part of a current Caltrans permit project. The Palo Comado Canyon Road Overcrossing would remain as a two-lane road and would not accommodate the future traffic demand. Congestion would not be alleviated, and the situation would deteriorate with time. There are no construction or right-of-way costs associated with this alternative.

6.1.2 Alternative 2: Widen Palo Comado Canyon Road and Overcrossing and Maintain Tight Diamond Ramps

This alternative proposes to maintain the existing tight diamond configuration of the northbound ramps and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The project would provide access to Heschel School via a new signalized intersection on Palo Comado Canyon Road between the northbound ramps and Driver Avenue. The project would eliminate the fifth leg (i.e. Canwood Street) at the existing Palo Comado Canyon Road, northbound ramps, and Canwood Street intersection that is proposed as part of the school project. Canwood Street, east of Palo Comado Canyon Road would be closed. The northbound ramps intersection would be modified to provide standard approach angles. Traffic signals will be installed at the northbound ramps intersection at Palo Comado Canyon Road or modified if the Heschel School project has already implemented a 5-legged signalized intersection. The estimated total project cost for Alternative 2 is \$14,345,500, including \$11,533,000 in construction costs, \$1,082,500 in right-of-way costs, and \$1,730,000 in support costs. A summary of the project cost estimate is provided in Attachment E.

6.1.3 Alternative 3: Widen Palo Comado Canyon Road and Construct Northbound Hook Off-Ramp.

This alternative proposes to reconfigure the northbound off-ramp to a partial Type L-6 hook ramp and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The school driveway would be relocated to the eastern end of Canwood Street approximately 60 feet east of the proposed hook off-ramp. The existing tight diamond northbound off-ramp would be removed, and the frontage road (i.e., Canwood Street) would be realigned and reconstructed to provide 2 lanes in

each direction. The intersection at Palo Comado Canyon Road and Canwood Street would be signalized and reconfigured so that westbound Canwood Street would have dual left-turn lanes to southbound Palo Comado Canyon Road, one shared through/right-turn lane to the northbound on-ramp and northbound Palo Comado Canyon Road, and one right-turn lane to northbound Palo Comado Canyon Road. The intersection at the proposed hook off-ramp and Canwood Street would be signalized, and the hook off-ramp would be configured with a right-turn lane and dual left-turn lanes to eastbound and westbound Canwood Street, respectively. Overhead lane usage signs and traffic markings are recommended to guide motorists on the northbound off-ramp and westbound Canwood Street. This alternative would widen the existing overcrossing and its approaches from 2 lanes to 4 lanes, similar to Alternative 2. The existing northbound tight diamond on-ramp would be modified to provide a standard approach angle at the intersection with Palo Comado Canyon Road. The estimated total project cost for Alternative 3 is \$21,608,500, including \$17,493,000 in construction costs, \$1,491,000 in right-of-way costs, and \$2,624,000 in support costs. A summary of the project cost estimate is provided in Attachment E.

6.1.4 Alternative 3A: Widen Palo Comado Canyon Road with Full Overcrossing Replacement and Construct Northbound Hook Off-Ramp

This alternative is identical to Alternative 3 except that the existing Palo Comado Canyon Road overcrossing will be replaced instead of being widened. The overcrossing and its approaches will be constructed at a higher vertical profile to allow for a standard vertical clearance over the US 101. The estimated total project cost for Alternative 3A is \$24,275,500, including \$19,812,000 in construction costs, \$1,491,500 in right-of-way costs, and \$2,972,000 in support costs. A summary of the project cost estimate is provided in Attachment E.

6.2 Analysis of Proposals

All three of the build alternatives would provide acceptable LOS through to the design year 2035, as discussed in Section 4.3. A summary of the estimated cost for each of the alternatives is shown in Table 4. Alternative 2 provides acceptable LOS, and it has the lowest construction cost for the project. Alternative 2 will require the realignment of the school access road from Canwood Street as described in Section 2 to Palo Comado Canyon Road.

The access road to the school via Canwood Street with a five-legged intersection at the northbound ramps is an interim condition. The access via Canwood Street is provided on condition that the school will reconstruct or relocate the school access road to accommodate future improvements at the interchange. The realignment of the private school access road will be funded and constructed as a separate project by others. The realignment of the access road will take right-of-way through a private open space parcel within the Old Agoura equestrian community in the City of Agoura Hills. The cut slopes required through the existing hillside of this parcel will change the character of this semi-rural community. The realignment of the school access road will not be part of this project.

Table 4 – Summary Cost Estimate of the Project Alternatives

	Alternative 2	Alternative 3	Alternative 3A
Cost for Improvements within the State Right-of-Way			
Roadway	\$5,270,000	\$9,410,000	\$9,480,000
Structures	\$2,943,000	\$2,943,000	\$4,812,000
Subtotal Construction	\$8,213,000	\$12,353,000	\$14,292,000
Right-of-Way	\$0	\$174,000	\$174,000
Support	\$1,232,000	\$1,853,000	\$2,144,000
Total Cost	\$9,445,000	\$14,380,000	\$16,610,000
Cost for improvements outside the State Right of Way			
Roadway	\$3,320,000	\$5,140,000	\$5,520,000
Structures	\$0	\$0	\$0
Subtotal Construction	\$3,320,000	\$5,140,000	\$5,520,000
Right-of-Way	\$1,082,500	\$1,317,500	\$1,317,500
Support	\$498,000	\$771,000	\$828,000
Total Cost	\$4,900,500	\$7,228,500	\$7,665,500
Cost for Entire Project			
Roadway	\$8,590,000	\$14,550,000	\$15,000,000
Structures	\$2,943,000	\$2,943,000	\$4,812,000
Subtotal Construction	\$11,533,000	\$17,493,000	\$19,812,000
Right-of-Way	\$1,082,500	\$1,491,500	\$1,491,500
Support	\$1,730,000	\$2,624,000	\$2,972,000
Total Project Cost	\$14,345,500	\$21,608,500	\$24,275,500

Alternative 3 and 3A would also provide acceptable LOS. However, the realignment of the school access road at the eastern terminus joining Canwood Street is expected to have far fewer right-of-way and community impacts compared to Alternative 2. The design of the tall retaining walls required along the freeway and the ramps will need to be consistent with the mountainous, open space characteristics of the US 101 corridor in the area. All the alternatives meet the need and purpose of this project.

6.3 Nonstandard Design Features

6.3.1 Nonstandard Design Features for Alternative 2

The proposed nonstandard design features for Alternative 2 are identified as follows. The location of the design exceptions are also shown in the layout sheet provided in Attachment B.

Mandatory Design Features

Vertical Clearances

A nonstandard minimum vertical clearance of 15 feet exists at the right edge of the traveled way on the northbound lane of US 101 under the overcrossing. The existing minimum vertical clearance would be maintained. The vertical clearance under the widened portion would be 15.0 feet, and it would not deteriorate the existing minimum vertical clearance. Index 309.2(1) (a) of the Highway Design Manual requires that 16 feet 6 inches shall be the minimum vertical clearance over the roadbed of the State facility.

Location and Design of Ramp Intersection on the Crossroads

The existing intersection of Canwood Street and Palo Comado Canyon Road will be eliminated in Alternative 2 and a nonstandard distance of 212 feet (curb return to curb return) is proposed between the northbound off-ramp intersection and the proposed school access road intersection on Palo Comado Canyon Road. The existing nonstandard distance between the intersection of the northbound off-ramp and the intersection of Canwood Street on Palo Comado Canyon Road is zero feet (curb return to curb return). Index 504.3(3) of the Highway Design Manual requires that for new construction or major reconstruction of interchanges, the minimum distance between the ramp intersection and local road intersection shall be 400 feet.

Superelevation Rate

A nonstandard superelevation rate of -2 percent is proposed for a horizontal curve of 850 feet radius on the proposed northbound on-ramp. Index 202.2 of the Highway Design Manual requires that based on an e_{max} selected by the designer for one of the conditions, superelevation rates from Table 202.2 shall be used within the given range of curve radii. Based on Table 202.2, the standard superelevation for ramps with range of radii of 850 to 1,099 feet is 10 percent.

Advisory Design Features

Location and Design of Ramp Intersection on the Crossroads

The existing intersection of Canwood Street and Palo Comado Canyon Road will be eliminated in Alternative 2 and a nonstandard distance of 212 feet (curb return to curb return) is proposed between the northbound off-ramp intersection and the proposed school access road intersection on Palo Comado Canyon Road. The existing nonstandard distance between the intersection of the northbound off-ramp and the intersection of Canwood Street on Palo Comado Canyon Road is zero feet. Index 504.3(3) of the Highway Design Manual requires that for new construction or major reconstruction of interchanges, the preferred minimum distance between the ramp intersection and local road intersection should be 500 feet.

Superelevation Transition Rate

A nonstandard superelevation transition rate of 6% per 100' is proposed for a horizontal curve of 850 feet radius on the proposed northbound on-ramp. Index 202.5(1) of the

Highway Design Manual requires that a superelevation transition should be designed in accordance with the diagram and tabular data shown in Figure 202.5A to satisfy the requirements of safety, comfort and pleasing appearance. Based on Table 202.5A, the standard superelevation transition rate is 1% per 2,500 feet.

6.3.2 Nonstandard Design Features for Alternative 3 and 3A

The proposed nonstandard design features for Alternative 3 and 3A are identified as follows. The location of the design exceptions are also shown in the layout sheet provided in Attachment B.

Mandatory Design Features

Vertical Clearances (not applicable to Alternative 3A)

A nonstandard minimum vertical clearance of 15 feet exists at the right edge of the traveled way on the northbound lane of US 101 under the overcrossing. The existing minimum vertical clearance would be maintained. The vertical clearance under the widened portion would be 15.0 feet, and it would not deteriorate the existing minimum vertical clearance. Index 309.2(1) (a) of the Highway Design Manual requires that 16 feet 6 inches shall be the minimum vertical clearance over the roadbed of the State facility.

Location and Design of Ramp Intersection on the Crossroads

A nonstandard distance of 226 feet (curb return to curb return) is proposed between the northbound off-ramp intersection and the Palo Comado Canyon Road intersection on Canwood Street. The existing nonstandard distance between the intersection of the northbound off-ramp and the intersection of Canwood Street on Palo Comado Canyon Road is zero feet (curb return to curb return). Index 504.3(3) of the Highway Design Manual requires that for new construction or major reconstruction of interchanges, the minimum distance between the ramp intersection and local road intersection shall be 400 feet.

Superelevation Rate

A nonstandard superelevation rate of 3 percent is proposed for a horizontal curve of 215 feet radius on the proposed northbound off-ramp. Index 202.2 of the Highway Design Manual requires that based on an e_{max} selected by the designer for one of the conditions, superelevation rates from Table 202.2 shall be used within the given range of curve radii. Based on Table 202.2, the standard superelevation for ramps with range of radii of 625 feet and under is 12 percent.

A nonstandard superelevation rate of -2 percent is proposed for a horizontal curve of 850 feet radius on the proposed northbound on-ramp. Index 202.2 of the Highway Design Manual requires that based on an e_{max} selected by the designer for one of the conditions, superelevation rates from Table 202.2 shall be used within the given range of curve radii. Based on Table 202.2, the standard superelevation for ramps with range of radii of 850 to 1,099 feet is 10 percent.

Access Control

A nonstandard access control distance of zero feet exists between the northbound on-ramp and Canwood Street on Palo Comado Canyon Road. A nonstandard access control distance of zero feet is proposed opposite the northbound on-ramp at Palo Comado Canyon Road. Index 504.8 of the Highway Design Manual requires that access control shall extend 50 feet beyond the end of the curb return or ramp radius, or taper.

Advisory Design Features

Location and Design of Ramp Intersection on the Crossroads

A nonstandard distance of 226 feet is provided between the northbound off-ramp intersection and the Palo Comado Canyon Road intersection on Canwood Street. The existing nonstandard distance between the intersection of the northbound off-ramp and the intersection of Canwood Street on Palo Comado Canyon Road is zero feet. Index 504.3(3) of the Highway Design Manual requires that for new construction or major reconstruction of interchanges, the preferred minimum distance between the ramp intersection and local road intersection should be 500 feet.

Access Control

A nonstandard access control distance of zero feet exists between the northbound off-ramp and Canwood Street along Palo Comado Canyon Road. A nonstandard access control distance of zero feet is proposed opposite the northbound on-ramp at Palo Comado Canyon Road. Index 504.8 of the Highway Design Manual requires that for new construction, access control should extend 100 feet beyond the end of the curb return or ramp radius in urban areas and 300 feet in rural areas, or as far as necessary, to ensure that entry onto the facility does not impair operational characteristics.

Isolated Off-Ramp

A nonstandard isolated off-ramp and partial interchange is proposed for the northbound hook off-ramp. Index 502.2 of the Highway Design Manual requires that isolated off-ramps or partial interchanges should be avoided because of the potential for wrong-way movements and added driver confusion.

6.4 Other Geometries Considered for the Project

Several other layout geometries have been considered for the project. A roundabout at the northbound ramp and Palo Comado Canyon Road intersection with Canwood Street as a fifth leg of the roundabout was considered in the PSR phase. Providing a roundabout layout with adequate spacing between the five legs of the roundabout, and a configuration that could reduce the ramp speeds, and provide adequate pedestrian and bicycle access would result in substantial right-of-way impacts to the both gas stations located at the intersection of the northbound ramps and Palo Comado Canyon Road.

7. Common Features for Alternatives

7.1 Right-of-Way Impacts

Right-of-way data sheets and exhibits for the project alternatives are provided in Attachment I. For Alternative 2, the City would need to acquire a partial take from one vacant undeveloped commercial retail zoned parcel in the northeast quadrant to accommodate the construction of vehicular access around the existing gas station and one full take of a vacant undeveloped single family residence zoned parcel in the southwest quadrant of the project to accommodate grading slopes associated with the widening of Palo Comado Canyon Road. Under Alternative 3 and 3A, additional right-of-way will be required from two additional parcels to accommodate the proposed hook off-ramp intersection at Canwood Street. These include a partial take from vacant County of Los Angeles land and a full take of a vacant commercial retail/service zoned parcel due to access restrictions. The latter parcel will be result in excess City right-of-way. Please refer to the exhibits attached to the right-of-way data sheets in Attachment I showing the areas of right-of-way acquisitions. There are no displacements required in any of the alternatives. The estimated total acquisition cost is \$619,000 for Alternative 2 and \$968,000 for Alternative 3 and 3A.

7.2 Utility Impacts

There are several utilities within the limits of the project including a sewer lines, overhead electrical lines, overhead telephone lines, and Caltrans communications including a fiber optic line along the outside shoulder of the freeway. Research shows no existing longitudinal utilities along Palo Comado Canyon Road. The replacement or widening of the overcrossing has the potential to impact the fiber optic and electrical communication lines located on the outside shoulders of the freeway. The widening and/or reconstruction of Palo Comado Canyon Road and the construction of retaining walls along Palo Comado Canyon Road and the northbound on-ramp may impact the existing overhead electrical, existing overhead telephone, and existing underground sewer lines and manholes. The estimated cost for the potential relocation of these utilities is \$583,500. Please refer to the right-of-way utility estimate worksheets in Attachment I for a breakdown of the potential utility relocation costs. The project cost estimates include the potential cost of relocating these utilities. The layout showing the location of the existing utilities can be found in Attachment I.

7.3 Construction Staging

The project would require construction staging to maintain Palo Comado Canyon Road and the freeway ramps open during construction. Widening or replacement of the overcrossing would be performed in stages that would allow at least two lanes of Palo Comado Canyon Road and one lane of the freeway ramps to remain open during construction. More information regarding stage construction for the project is provided in the Transportation Management Plan (TMP) included in Attachment J.

7.4 Transportation Management Plan

A TMP for the project was prepared to minimize delay and inconvenience to the traveling public during construction of the proposed improvements at the Palo Comado Canyon Road interchange. Information regarding stage construction and a preliminary cost estimate for the TMP for the project is provided Attachment J.

7.5 Resource Conservation

Measures would be taken to conserve energy and nonrenewable resources during construction. Materials would be recycled according to Caltrans specifications, and existing pavement would be incorporated back into the project.

8. ENVIRONMENTAL DETERMINATION/DOCUMENTATION

8.1 Environmental Summary

Based on the Preliminary Environmental Analysis Report (PEAR), which is provided in Attachment F, the anticipated environmental document for this project will be a joint Initial Study/Environmental Assessment (IS/EA), with anticipated Mitigated Negative Declaration (MND) under the California Environmental Quality Act (CEQA) and Finding of No Significant Impact (FONSI) under the National Environmental Policy Act (NEPA) as the approval documents. The California Department of Transportation would be the lead agency under CEQA and Caltrans would be the lead agency under the assumption of responsibility pursuant to the 23 U.S.C. 327, NEPA delegation. No significant impacts are associated with the build alternatives that cannot be mitigated to a less than significant level. The environmental issues that could affect the cost and schedule of the project include:

- Air quality analysis and potential abatement
- Noise impact and potential abatement
- Soil investigations and structure surveys for hazardous materials and potential for special handling and disposal of hazardous materials

Table 5 presents potential and anticipated permits required for this proposed project. The project would have to obtain a National Pollutant Discharge Elimination System (NPDES) permit. Based on the reconnaissance survey, no water bodies are located within the immediate project vicinity. The proposed project would not require application to the Regional Water Quality Control Board (RWQCB) under provisions of §401 of the Clean Water Act.

Table 5 – Potential and Anticipated Permits Required for this Project

Regulation and Description	Resource Agency
National Pollutant Discharge Elimination System (NPDES) – Storm Water Pollution Prevention Plan (SWPPP)	California Water Resources Control Board

8.2 Anticipated Project Mitigation

8.2.1 Hazardous Waste

Prior to disposal of drilled soil and groundwater from the piling areas, sampling and analysis of the subject soil and groundwater would be conducted to determine the level of contamination to identify proper handling and disposal methods.

Prior to project construction, sampling and analysis of the liquids in the pole-top transformers would be conducted to determine if polychlorinated biphenyls (PCBs) are present in the pole-top transformer fluid and to determine proper disposal methods if the transformers are to be removed or proper handling methods if the transformers are to be relocated.

Prior to project construction, sampling and analysis of the joint compound in the overcrossing would be conducted to determine whether or not asbestos-containing materials (ACMs) are present in the joint compound and to determine proper disposal methods if ACMs are found.

Prior to project construction, sampling and analysis of the paint striping on the roadways would be conducted to determine whether lead-based paint (LBP) is present in the lane striping paint and to determine proper disposal methods if lead is found.

Prior to project construction, sampling and analysis of surface soils from unpaved areas along the US 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of total and soluble lead to allow proper excavated soil management, including onsite placement or offsite disposal.

Prior to project construction, sampling and analysis of soils from landscaped areas along the US 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of pesticides/herbicides contamination to identify a proper handling method.

Two service stations within the project limits have recorded underground storage tanks discharges of gasoline into the soil and groundwater. Prior to the project construction or right-of-way take, sampling and analysis of soil and groundwater within in any of the right-of-way areas being transferred to Caltrans including any acquisitions in the area of the gas stations, should be conducted for petroleum hydrocarbons to determine proper handling and disposal requirements.

8.2.5 Biological Resources

Mitigation for permanent impacts to sensitive biological resources (i.e., oak trees) may be required. Such mitigation may include avoidance (i.e., alignment modification) or tree replacement. The removal of any large trees would be scheduled outside the nesting and fledging season (i.e., after August).

8.2.6 Paleontology

Areas of deep excavation (i.e., deeper than 5 feet below surface grade) would be monitored for any vertebrate fossils. If found, the excavation activities would be temporarily halted to allow samples to be collected and analyzed for paleontological potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution.

8.2.7 Invasive Species

Exposed soil areas would be replanted with noninvasive vegetation, and equipment inspection and control would be performed to ensure that they are cleaned of potential noxious weed sources (i.e., mud and vegetation) before and after entering the project area. To the extent applicable, any topsoil removed to a depth of 6 inches during construction should be stockpiled onsite for subsequent use as fill needed directly onsite to avoid the spread of existing invasive plant species at the project site.

8.2.8 Community Impacts

Impacts to the community during project construction could be minimized by keeping area residents and business owners informed of the project schedule, and coordinating closely with utility service providers to ensure that minimum disruption would occur. In addition, the contractor would develop a TMP for implementation during project construction to ensure that traffic impacts are minimized.

9. FUNDING

9.1 Capital Cost

The City is sponsoring the preparation of the PSR and intends to provide 100 percent of the funding for the project approval and environmental document (PA/ED); plans, specifications, and estimate (PS&E); and construction of this project from the City's general fund. Table 6 shows the programmed right-of-way capital and construction capital costs for the project by fiscal year.

Table 6 – Programmed Capital Cost

Fiscal Year	Right of Way Capital	Construction Capital
FY10-11 - STIP	\$ -	
FY10-11 - Local	\$ -	
FY11-12 - STIP	\$ -	
FY11-12 - Local	\$ 1,491,500	\$ 4,930,000
FY12-13 - STIP	\$ -	
FY12-13 - Local	\$ -	\$ 9,866,000
FY13-14 - STIP	\$ -	
FY13-14 - Local	\$ -	\$ 5,016,000
Total	\$ 1,491,500	\$ 19,812,000

See “ready to sign” cooperative agreement for the cooperative features.

9.2 Capital Support Estimate

Table 7 – Capital Support Estimate (Caltrans only)

	PROJECT SUPPORT COMPONENTS								Total
	PA&ED 0 Phase		Design 1 Phase		Right of Way 2 Phase		Construction 3 Phase		
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	1.5	0.5	1.5	0.5	0.2	0	1.9	0.8	6.9
Estimated PS \$'s (\$1000's)	240.0	80	240.0	80.0	32.0	0	304.0	128.0	1104.0
Total \$'s (\$1000's)	240.0		240.0		32.0		304.0		1104.0

10. SCHEDULE

Table 8 – Project Schedule

HQ Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	03/23/2009
Circulate DED	06/07/2010
PA/ED	12/13/2010
Regular Right-of-Way	04/15/2011
Project PS&E	06/15/2012
Right-of-Way Certification	09/15/2012
Ready to List	09/24/2012
Approve Contract	11/19/2012
Contract Acceptance	10/23/2014
End Project	01/05/2015

11. FHWA COORDINATION

No federal-aid funding is anticipated and no FHWA action is required for this project. US 101 is part of the National Highway System. This project does not propose to use federal funds and based on Chapter 2, Section 7, Figure 2 & 3 of the PDPM, FHWA involvement is not expected.

12. VALUE ANALYSIS

A formal Value Analysis (VA) study is required for all federal-aid highway projects on the NHS with a total estimated cost of \$25 million or more. US 101 is part of the NHS and the project is close to \$25 million but the project does not propose to use federal funds. Although a formal VA is not required, efforts have been made to provide alternatives that maximize the value and effectiveness of the project.

13. CONTACTS

Principal contacts for the project are as follows:

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Project Manager, Parsons
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Surafael Teshale
Project Manager, Parsons
(949) 333-4540

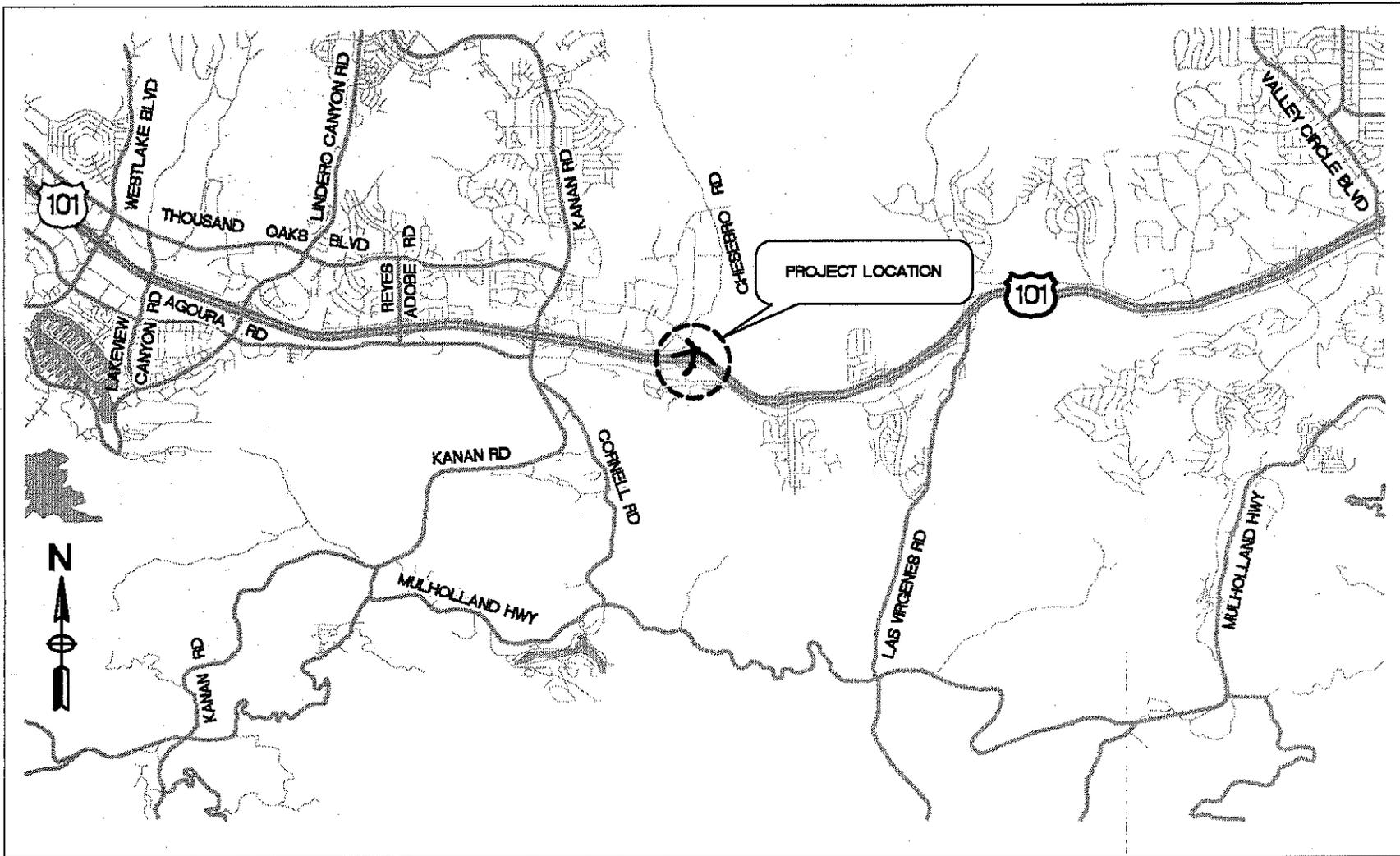
PROJECT REVIEWS

Field Review _____	Date _____
District Maintenance _____	Date _____
District Safety Review _____	Date _____
Constructability Review _____	Date _____
HQ Design Coordinator _____	Date _____
Project Manager District Safety Review _____	Date _____

LIST OF ATTACHMENTS

- ATTACHMENT A PROJECT LOCATION MAP
- ATTACHMENT B TYPICAL CROSS SECTIONS & LAYOUTS
- ATTACHMENT C ADVANCE PLANNING STUDY (APS)
- ATTACHMENT D TRAFFIC DATA
- ATTACHMENT E PROJECT COST ESTIMATE SUMMARY
- ATTACHMENT G INITIAL SITE ASSESSMENT (ISA) CHECKLIST
- ATTACHMENT H INITIAL SITE ASSESSMENT (ISA) (*SEE PROJECT FILE*)
- ATTACHMENT I RIGHT-OF-WAY DATA SHEET & EXHIBITS
- ATTACHMENT J TRANSPORTATION MANAGEMENT PLAN (TMP)
- ATTACHMENT K PROJECT WORK PLAN AND SCHEDULE
- ATTACHMENT L STORM WATER DATA REPORT (*PROJECT FILES*)

ATTACHMENT A
PROJECT LOCATION MAP



US101 PALO COMADO CANYON ROAD INTERCHANGE
LOCATION MAP

ATTACHMENT B

TYPICAL CROSS SECTIONS & LAYOUTS

TYPICAL STRUCTURAL SECTIONS

1 0.60' HMA-B
0.60' LCB (RAPID SETTING)
1.15' AB (CLASS 3)

2 0.85' JPCP (RAPID STRENGTH CONCRETE)
0.40 LCB (RAPID SETTING)
0.60 AB (CLASS 3)

ABBREVIATIONS

JPCP JOINTED PLAIN CONCRETE PAVEMENT

EXISTING STRUCTURAL SECTIONS

A 0.33' AC
0.67' AB (CLASS 2)
1.00' AGGREGATE SUBBASE (CLASS 2)

B 0.33' AC
0.33' AB (CLASS 2)
0.67' ROAD MIXED CEMENT TREATED BASE
0.57' AGGREGATE SUBBASE (CLASS 2)

C 0.45' TYPE B AC
0.65' AB (CLASS 2)
0.60' AGGREGATE SUBBASE (CLASS 4)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.4 / 33.9		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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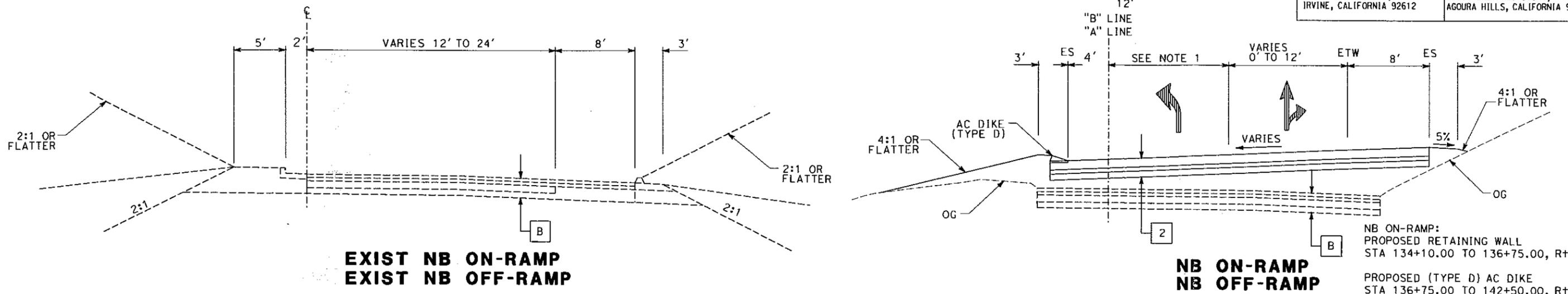
CITY OF AGOURA HILLS
30001 LADYFACE COURT,
AGOURA HILLS, CALIFORNIA 91301



NOTE 1:
FOR NB ON-RAMP
VARIES 21.2' to 12'

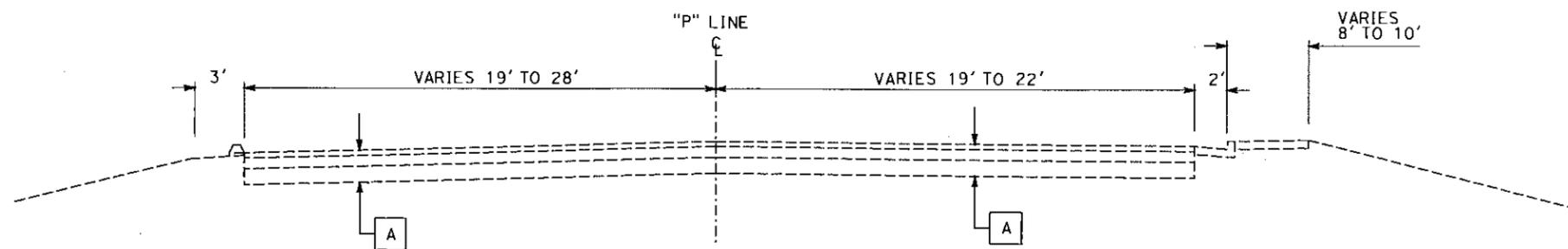
FOR NB OFF-RAMP
12'

"B" LINE
"A" LINE

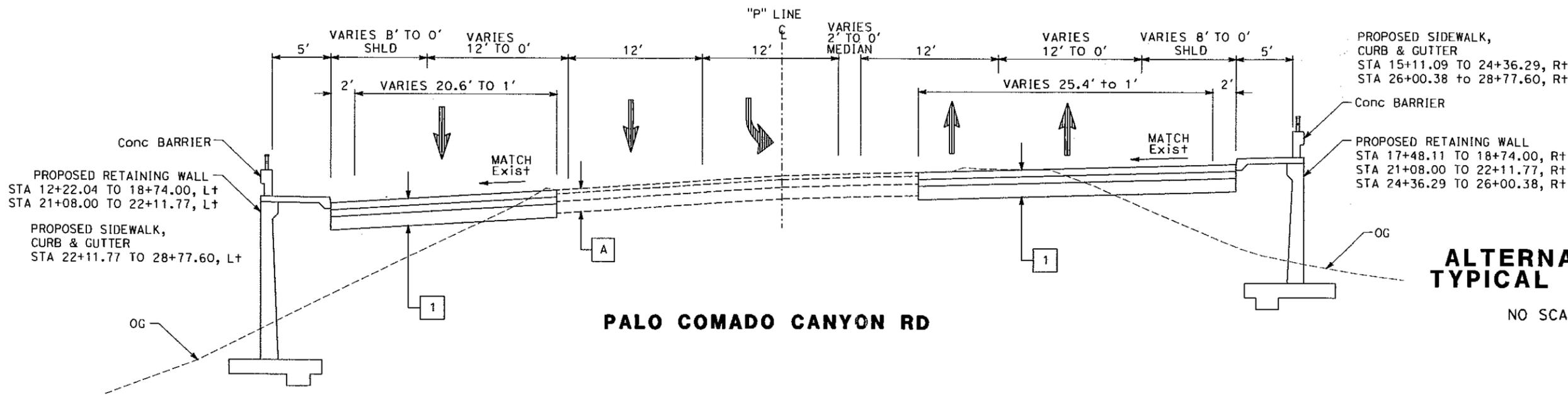


EXIST PALO COMADO CANYON RD

STA 21+08.00 TO 28+77.60
STA 12+22.04 TO 18+74.00



PALO COMADO CANYON RD



REVISOR

DESIGNER

FUNCTIONAL SUPERVISOR

STATE OF CALIF. - DEPARTMENT OF TRANSPORTATION



LAST REVISION

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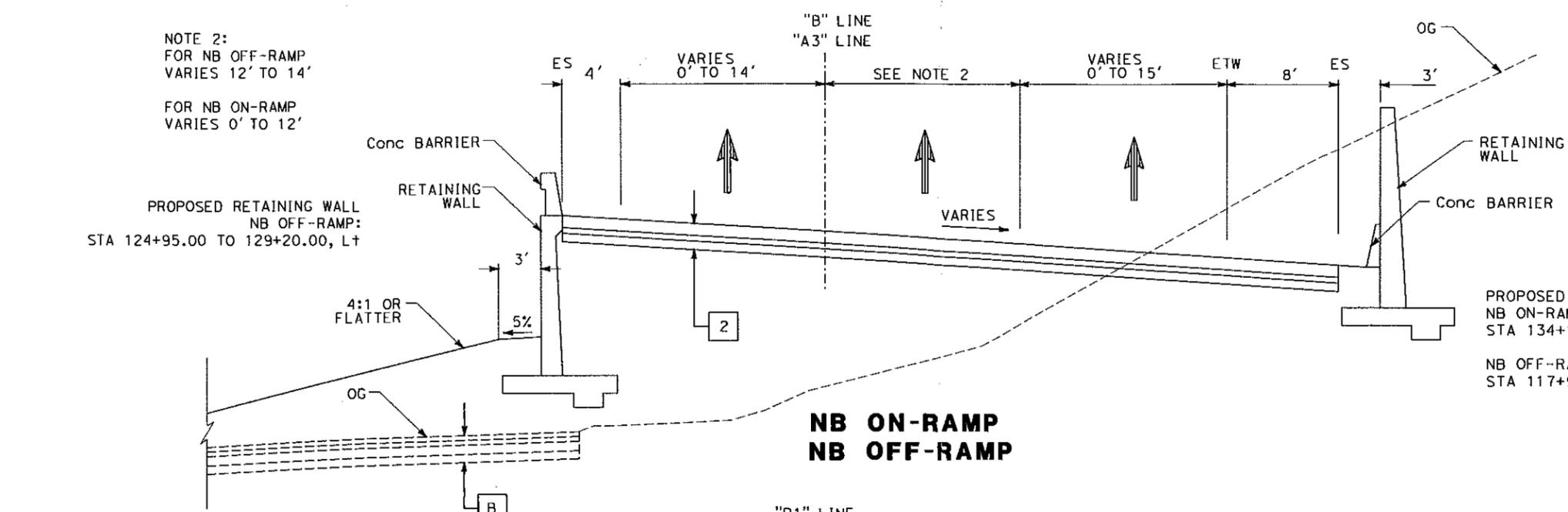
NOTE 2:
 FOR NB OFF-RAMP
 VARIES 12' TO 14'

FOR NB ON-RAMP
 VARIES 0' TO 12'

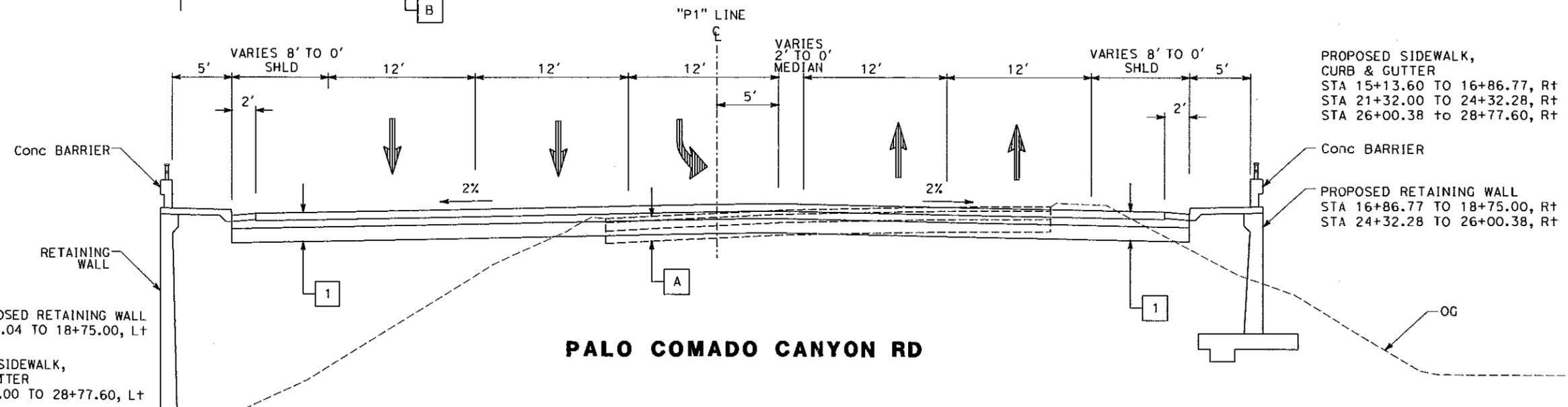
PROPOSED RETAINING WALL
 NB OFF-RAMP:
 STA 124+95.00 TO 129+20.00, Lt

PROPOSED RETAINING WALL
 NB ON-RAMP:
 STA 134+10.00 TO 136+75.00, Rt

NB OFF-RAMP:
 STA 117+99.99 TO 129+65.50, Rt



**NB ON-RAMP
 NB OFF-RAMP**



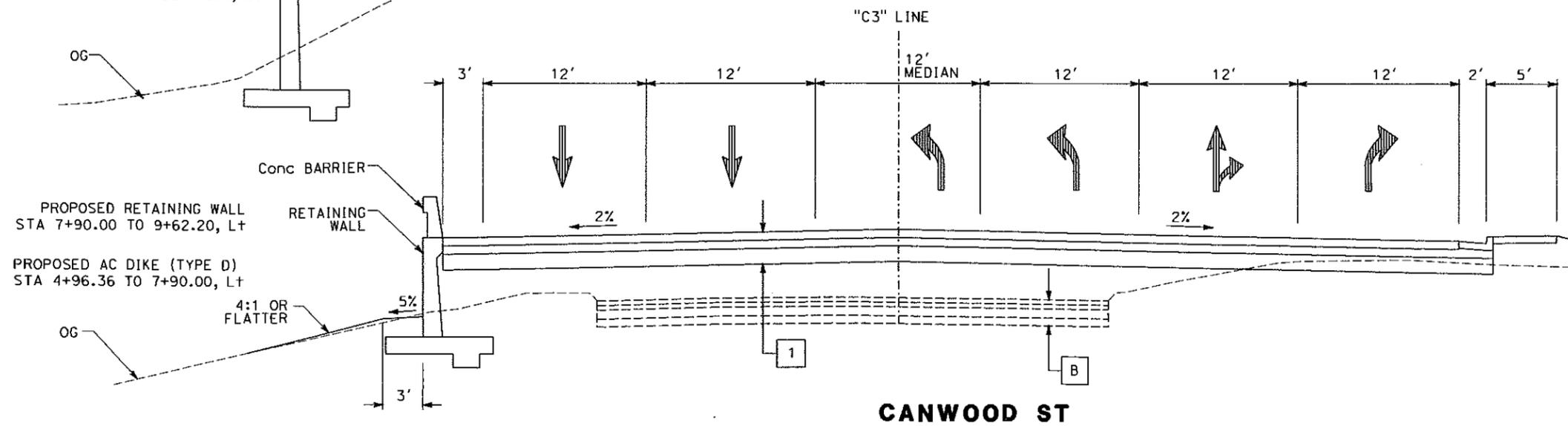
PALO COMADO CANYON RD

PROPOSED RETAINING WALL
 STA 12+22.04 TO 18+75.00, Lt

PROPOSED SIDEWALK,
 CURB & GUTTER
 STA 21+32.00 TO 28+77.60, Lt

PROPOSED SIDEWALK,
 CURB & GUTTER
 STA 15+13.60 TO 16+86.77, Rt
 STA 21+32.00 TO 24+32.28, Rt
 STA 26+00.38 TO 28+77.60, Rt

PROPOSED RETAINING WALL
 STA 16+86.77 TO 18+75.00, Rt
 STA 24+32.28 TO 26+00.38, Rt



CANWOOD ST

PROPOSED RETAINING WALL
 STA 7+90.00 TO 9+62.20, Lt

PROPOSED AC DIKE (TYPE D)
 STA 4+96.36 TO 7+90.00, Lt

**ALTERNATIVE 3
 TYPICAL SECTION**

NO SCALE

X- 2

REVISOR
 DATE

CALCULATED-
 DESIGNED BY
 CHECKED BY

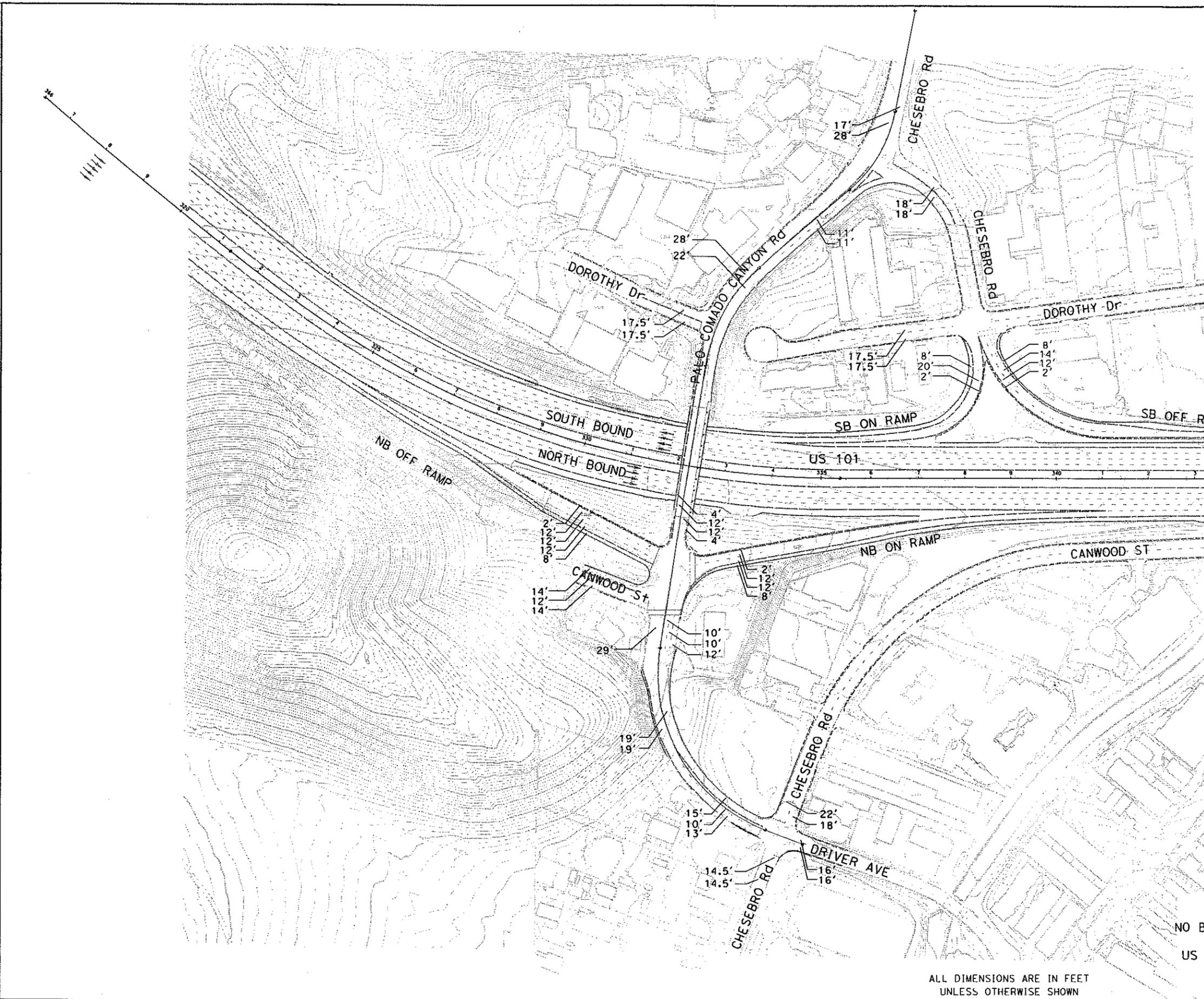
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Et Gibbons



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07	LA	101	33.0/34.4		
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PLANS APPROVAL DATE					
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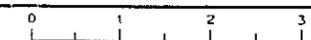


ALTERNATIVE 1
 NO BUILD (WITH 5-LEGGED INTERSECTION
 PER HESCHEL SCHOOL PLANS)
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1" = 100'

ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE
 IS IN INCHES



USERNAME => p0032249
 DGN FILE => H:\646928_US101_CHESEBRO\REF\Alt+notul'd_1A.dgn

CU 00000

EA 25720K

LAST REVISION DATE PLOTTED => 2/19/2009
 00-00-00 TIME PLOTTED => 8:42:29 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR
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 CHECKED BY
 REVISED BY
 DATE REVISED

MANDATORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
M1	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	400'	212'
M2	HDM 309.2(1)	VERTICAL CLEARANCE	16.5' at ES	15.0' at ES
M3	HDM 202.2	STANDARDS FOR SUPERELEVATION	e=0.10	e=-0.02

ADVISORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
A1	HDM 202.5	SUPERELEVATION TRANSITION	1% PER 2500'	6% PER 100' MAX
A2	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	500'	212'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

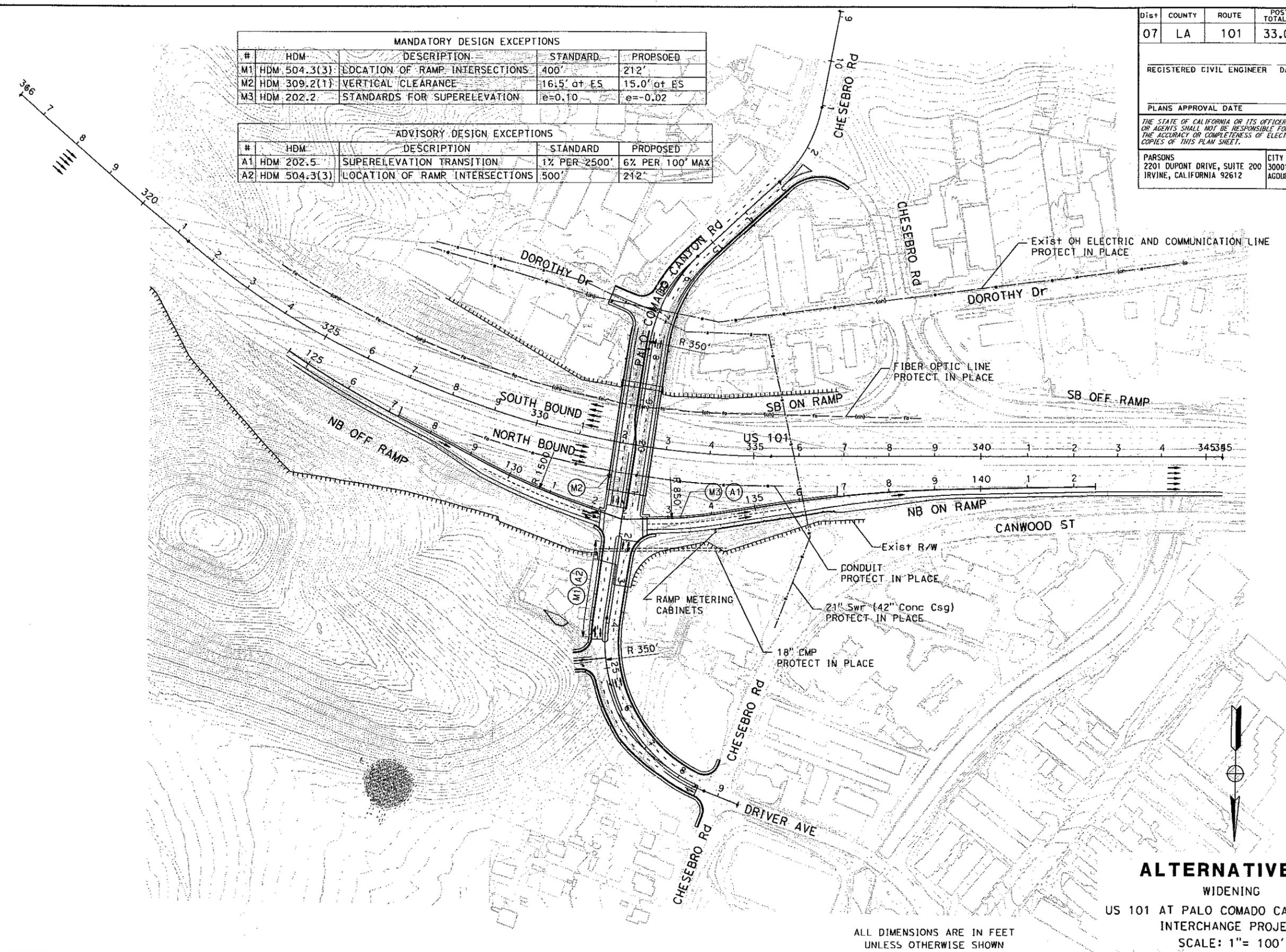
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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 30001 LADYFACE COURT,
 AGOURA HILLS, CALIFORNIA 91301



ALTERNATIVE 2
 WIDENING
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1" = 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISOR: []
 DATE REVISOR: []
 CALCULATED-DESIGNED BY: []
 CHECKED BY: []
 CONSULTANT FUNCTIONAL SUPERVISOR: []

MANDATORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
M1	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	400'	226'
M2	HDM 309.2(1)	VERTICAL CLEARANCE	16.5' at ES	15.0' at ES
M3	HDM 202.2	STANDARDS FOR SUPERELEVATION	NB OFF-RAMP e=0.12 NB ON-RAMP e=0.10	NB OFF-RAMP e=0.03 NB ON-RAMP e=-0.02

ADVISORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
A1	HDM 202.5	SUPERELEVATION TRANSITION	1% PER 2500'	6% PER 100' MAX
A2	HDM 502.2	POTENTIAL OF WRONG-WAY MOVEMENT		
A3	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	500'	212'
A4	HDM 504.8	ACCESS CONTROL		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

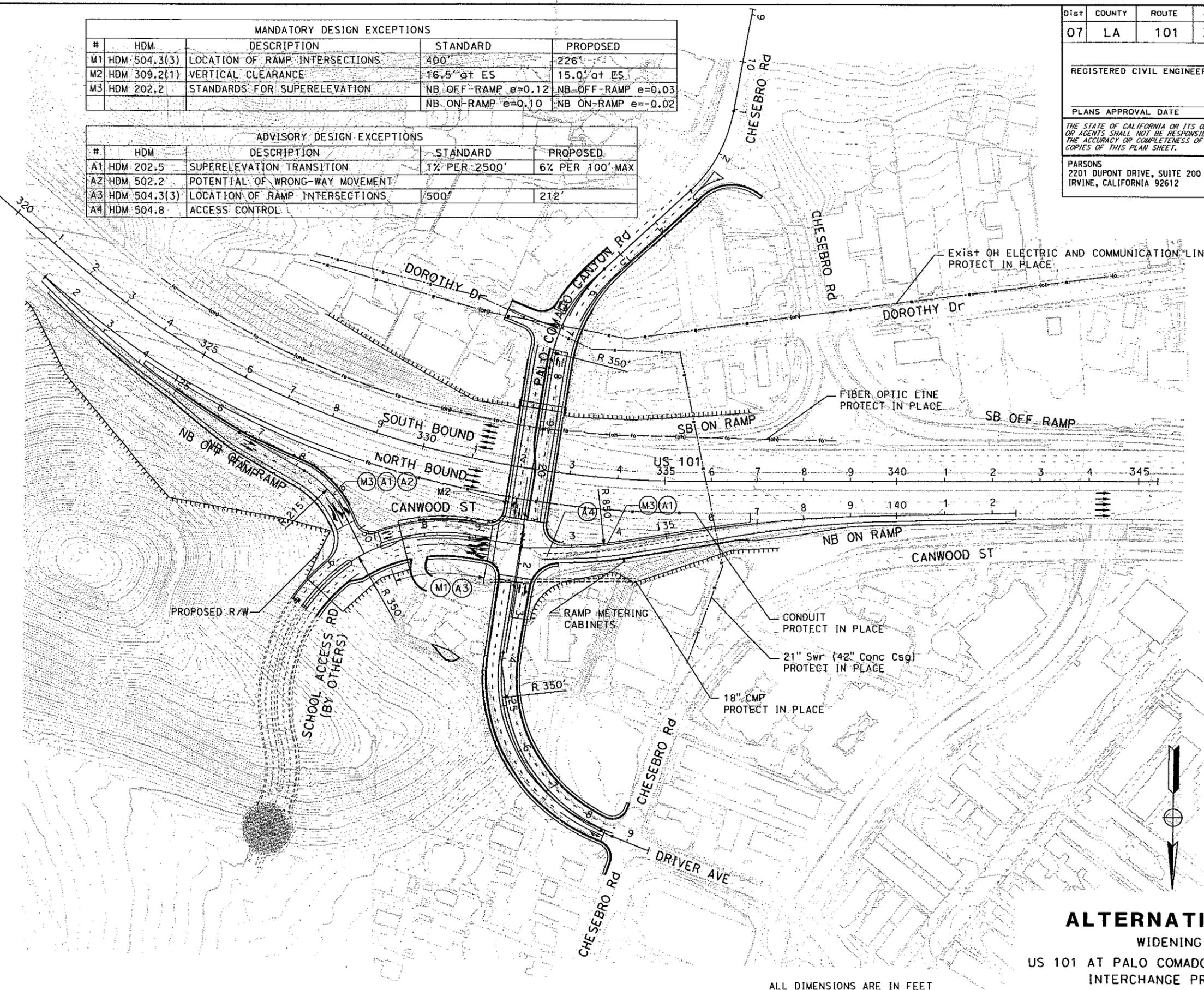
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

PARSONS
 2201 DUPONT DRIVE, SUITE 200
 IRVINE, CALIFORNIA 92612

CITY OF AGOURA HILLS
 30001 LADYFACE COURT,
 AGOURA HILLS, CALIFORNIA 91301



ALTERNATIVE 3 & 3A
 WIDENING
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1"= 100'

ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

ATTACHMENT C
ADVANCE PLANNING STUDY (APS)

DEPARTMENT OF TRANSPORTATION
Advanced Planning Study Design Memo

PROJECT IDENTIFICATION City of Agoura Hills – Palo Comado Canyon Road Overcrossing						DATE November 11, 2008		
DIST 7	CO LA	RTE 101	Post Mile 33.69	CU	EA	DESIGN GROUP Parsons – Irvine, Ca		
BRIDGE NAME (S)					BR NO(S)	MP	CONSTRUCTION COST - \$	Cost per SF \$/SF
Palo Comado Canyon Road OC (Widen)					53-1678		\$2,943,000	\$254
Palo Comado Canyon Road OC (Replace)					53-1678		\$4,812,000	\$228

CLIENT: City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301	CONSULTANT : PARSONS 2201 Dupont Drive, Suite 200 Irvine, Ca 92612 (949) 333-4500
City Project Engineer:	Project Manager: Tom Sardo, P.E. Roadway Manager: Structures Manager:

Project Overview

Parsons Transportation Group (PTG) is currently preparing the Project Study Report (PSR) for the improvements to the Palo Comado Canyon Road Overcrossing at the U.S. 101 Freeway with the City of Agoura Hills within the County of Los Angeles. This project will include four APS alternatives; Alternative 1 will be “no build”; Alternatives 2 and 3 will include widening to the east and west side of the existing Palo Comado Canyon Road Overcrossing; and Alternative 3A will include an entire bridge replacement. Alternatives 2, 3, and 3A will accommodate both the existing and future traffic conditions and provide for increased safety. Note that for Alternatives 2 and 3, there will be no change in the APS, only in the ramp configuration, which will not affect the layout or type of the bridge widening. In addition to the bridge widening/replacement, the project will also include minor ramp and signal modifications, along with other related changes to each respective alternative.

As-Built Information

Palo Comado Canyon Road Overcrossing is a four-span bridge with precast prestressed “I” girders, having a total length of 234’-0” and depth of 5’-1 ½”. The structure provides a 12’-0” travel way and 4’-0” shoulder in each direction, as well as a 5’-0” sidewalk located on the west side of the bridge. The original structure was built in 1963, and was repaired with one new concrete “I” girder on span 3 in 2006. All foundations are supported on 45-ton Cast in Drilled Hole (CIDH) piles.

Alternatives 2 and 3 (Bridge Widening)

Structure Type

The new Palo Comado Canyon Road Overcrossing will provide two 12'-0" travel lanes, one 8'-0" shoulder and 5'-0" sidewalk in each direction with a 14'-0" center median. The widened structure will match in kind with precast prestressed "T" girders on diaphragm abutments. Intermediate supports will consist of multi-column bents. All foundations will consist of pile caps on CIDH piles as recommended in the Preliminary Foundation Report prepared by Group Delta Consultants. Concrete Barrier Type 26 will be provided with a chain link fence placed on top to act as safety barriers for pedestrians on Palo Comado Canyon Road. A 30-ft structure approach slab will be used on the approaches and rock cobble slope paving will be utilized in front of each abutment to match the adjacent bridge aesthetics scheme.

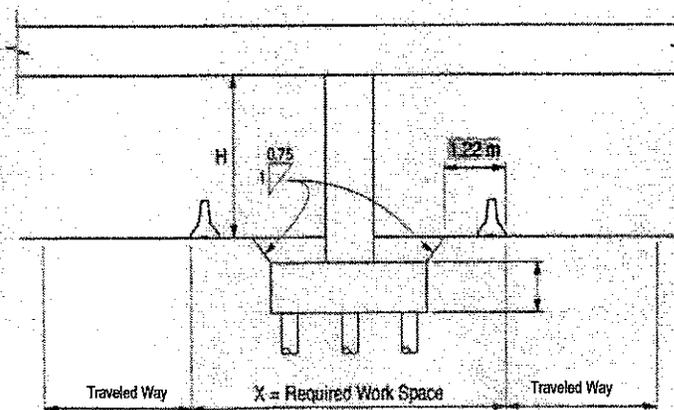
The structure type shown is proposed to match in kind with the existing, limit structure depth and maintain a minimum vertical clearance no less than the existing. Other viable alternatives may be researched further during the Type Selection process.

Minimum Vertical Clearance

The minimum vertical clearance is 15'-0" located in the northeast corner of the structure over the northbound US-101 lane at the edge of traveled way. The proposed widening is designed to maintain at least a minimum existing clearance of 15'-0" to not worsen the existing condition. In order to do this, the proposed widening needs to be shallower than the existing superstructure. By utilizing higher strength concrete, closer girder spacing, and modifying the prestressing cable paths for the precast girder will enable the use of a shallower girder depth.

Construction Clearance and Traffic Control for Widening Alternatives

For construction at or around the bents, the construction of the footing and column in the median will require a minimum working space of 18'-0" feet between the traffic faces of the temporary railing, as shown below. Construction of falsework bents will not be required due to the use of precast, prestressed concrete I-beam girders. The existing median is 36'-0", which is wide enough to conduct the operation safely without any hindrance to the traveled way.



Footing and Column Construction

When erecting girders over traveled ways, a temporary freeway closure will be required during the erection process.

Additional Comments for Widening Alternatives

As previously discussed, the existing Palo Comado Canyon Road Overcrossing has a non-standard minimum vertical clearance over US-101. A cast-in-place, prestressed concrete box girder bridge would not be feasible to widen the existing bridge because of vertical clearance restrictions and the limited space required for falsework to construct the widening. The proposed precast, prestressed I-girder Bridge is the most desirable option and will eliminate the need for falsework.

The existing bridge has been seismically retrofitted with hinge restrainers in 1986. In 1991, the bridge was screened out of Caltrans' seismic retrofit program. The seismic retrofit was analyzed for a peak rock acceleration of 0.4g according to Caltrans 1996 Hazard Map. However, the map has been revised and now reflects a PRA of 0.5g. Recently, the subject bridge was flagged for re-analysis to determine if it should be placed back into the seismic retrofit program for a more in-depth seismic analysis. Under a future design contract, the design engineer may wish to consider a small contingency for a seismic analysis and retrofit. A qualitative seismic review has been performed. The widening will increase the overall seismic mass of the existing superstructure. The addition of hinge restrainers (existing) will prevent potential unseating of spans upon the relatively short seat supports. The existing bridge has relatively short spans founded upon multi-column bents, providing a degree of redundancy. Further, the bridge is not skewed at the supports. Therefore the bridge does not appear to require any additional seismic retrofit as a result of the widening. However, due to the increase in PRA and that Caltrans has placed the bridge back into the seismic screening program, it is recommended that further seismic analysis is warranted. The advanced planning study reflects this potential cost.

The aesthetics for the proposed widening will match that of the other bridges in the immediate area and to the City's requirements. The bent cap for the proposed widening will maintain a cantilevered portion adjacent to the existing bent cap for an appearance of one continuous structure.

Alternative 3A (Bridge Replacement)

Structure Type

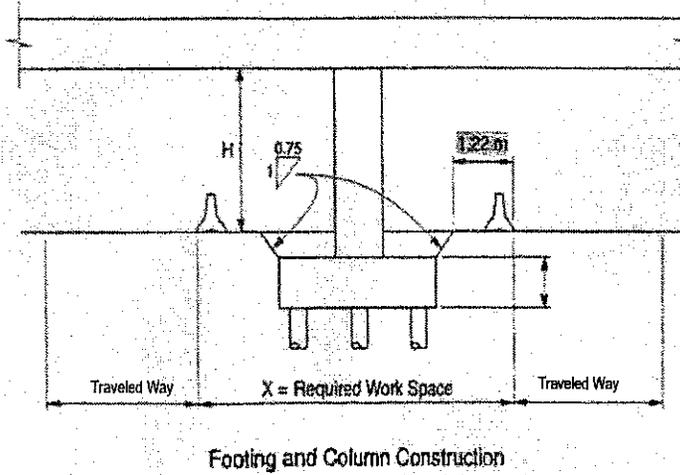
The new Palo Comado Canyon Road Overcrossing will provide four 12'-0" travel lanes, two 8'-0" shoulders, two 5'-0" sidewalks and a center median. The new structure will be in the same location as the existing, comprised of the same span lengths (36'-0", 90'-0", 78'-0" and 30'-0") and total length (234'-0"). The superstructure will consist of precast prestressed "I" girders on seat type abutments. Intermediate supports will consist of multi-column bents. All foundations will consist of pile caps on CIDH piles as recommended in the Preliminary Foundation Report prepared by Group Delta Consultants. Concrete Barrier Type 26 will be provided with a chain link fence placed on top to act as safety barriers for pedestrians on Palo Comado Canyon Road. A 30-ft structure approach slab will be used on the approaches and rock cobble slope paving will be utilized in front of each abutment to match the adjacent bridge aesthetics scheme.

Minimum Vertical Clearance

The proposed minimum vertical clearance will be approximately 16'-6" in the northeast corner of the structure over the northbound US-101 lane at the edge of traveled way. This meets the Caltrans criteria provided in Caltrans Bridge Design Aids 10-4.

Construction Clearance and Traffic Control for Replacement Alternative

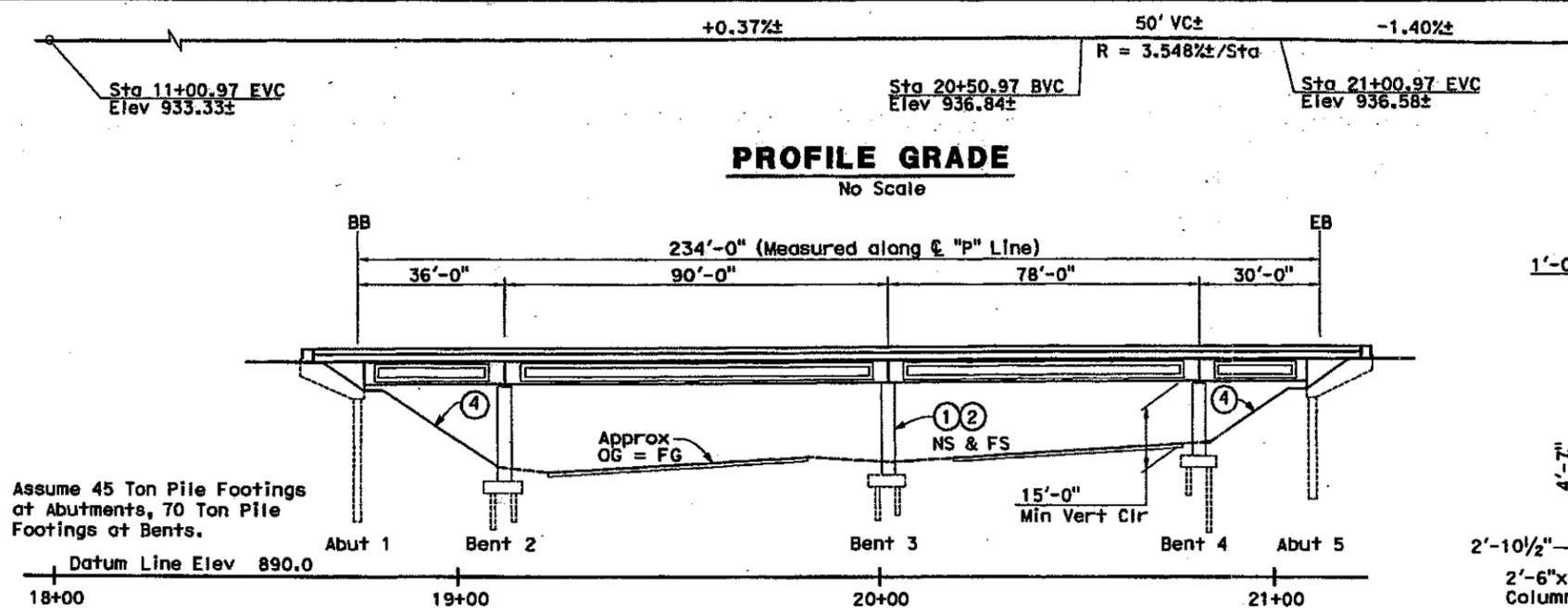
For construction at or around the bents, the construction of the footing and column in the median will require a minimum working space of 22'-0" between the traffic faces of the temporary railing, as shown below. The existing median is 36'-0", which is wide enough to conduct the operation safely without any hindrance to the traveled way.



When erecting girders over traveled ways, a temporary freeway closure will be required during the erection process.

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT
07	LA	101	33.69

PARSONS
2201 DUPONT DRIVE
SUITE 200
IRVINE, CA 92612



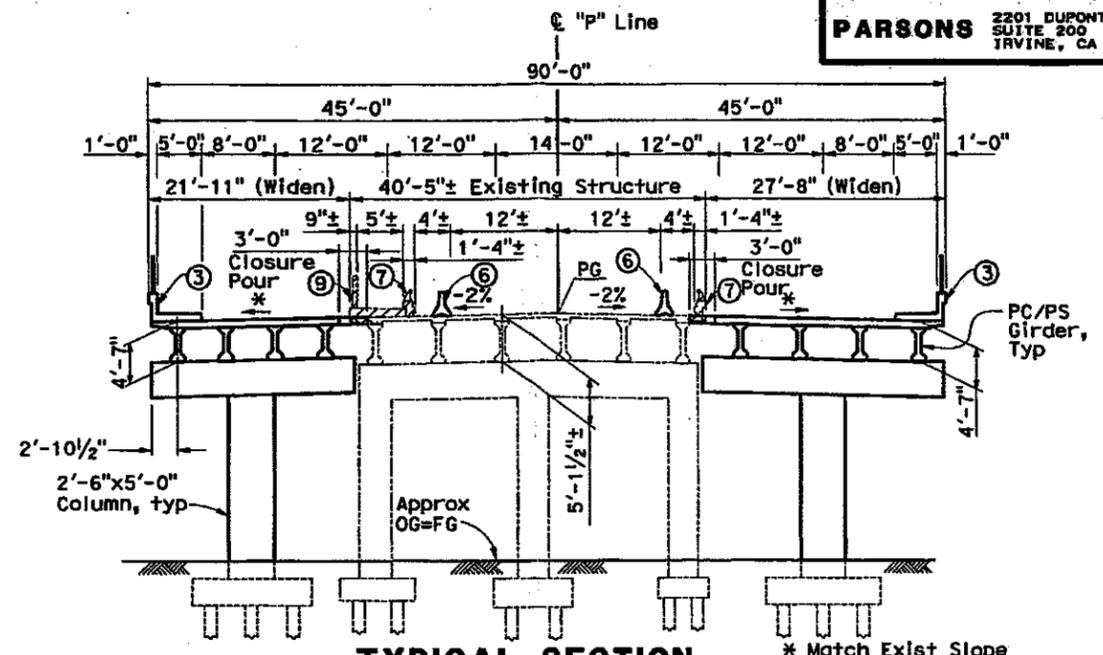
PROFILE GRADE
No Scale

Assume 45 Ton Pile Footings at Abutments, 70 Ton Pile Footings at Bents.



ELEVATION
1" = 20'

Note: Traffic will pass through during construction (No falsework is required for erection of PC/PS Girder)



TYPICAL SECTION
1" = 10'

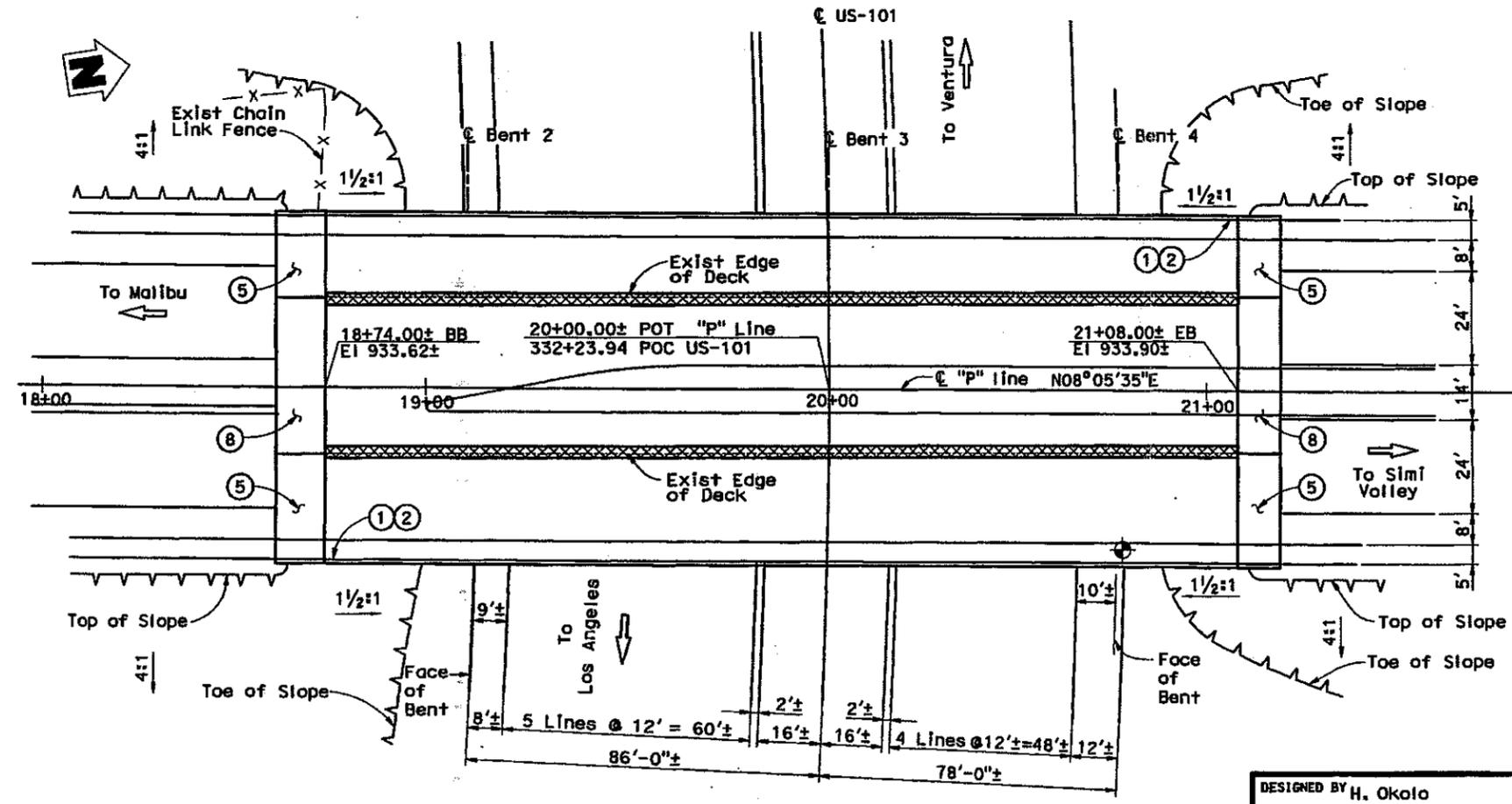
DATE OF ESTIMATE	= 7/14/08
BRIDGE REMOVAL	= 2,646 SF
STRUCTURE DEPTH	= 4'- 7"
LENGTH	= 234'-0"
WIDTH	= 53'-5"
AREA	= 11,602 SF
COST/SF INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= \$254
TOTAL COST	= \$2,943,000

LEGEND:

- Point of Minimum Vertical Clearance
- Indicates Removal Structure
- Indicates Closure Pour

NOTES:

- ① Paint "Br No. 53-1678"
- ② Paint "Palo Comado Canyon Road OC"
- ③ Concrete Barrier Type 26 (Mod) w/Chain Link Railing Type 7
- ④ Rock Cobble Slope Paving
- ⑤ Structure Approach Slab Type N(30S)
- ⑥ Temporary Railing Type K
- ⑦ Remove and Solvage Existing Type 1 Barrier Railing
- ⑧ Structure Approach Type R(30D)
- ⑨ Existing Pipe Rolling



PLAN
1" = 20'

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

DESIGNED BY	H. Okolo	DATE	7/14
DRAWN BY	E. Abapo	DATE	7/14
CHECKED BY	T. Sordo	DATE	7/14
APPROVED		DATE	

PLANNING STUDY ALTERNATIVE 2 & 3	
PALO COMADO CANYON RD OC (WIDEN)	
BRIDGE NO. 53-1678	CU X
SCALE: As Noted	EA X

Consultant Prepared Advance Planning Study (APS) Checklist

Sheet 1 of 2

Date: Sept 11, 2008	Consultant Firm (for structures): PARSONS 2201 Dupont Ave., Ste. 200 Irvine, CA 92612	Phone No: 949-333-4500
Designed by: Heather Okolo		Phone No: 949-333-4521
EA:	County: Los Angeles	Rte: 101
Project Description: Improvements and widening of the Palo Comado Canyon Road Overcrossing over U.S. Route 101		
Bridge No(s): 53-1678	Bridge Name(s): Palo Comado Canyon Road Overcrossing	
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): N/A
Purpose of this APS: Initial APS Cost & Feasibility <input checked="" type="checkbox"/> Revised scope <input type="checkbox"/> Update cost <input type="checkbox"/>		

Part A Items to collect and considerations prior to beginning the APS

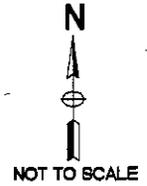
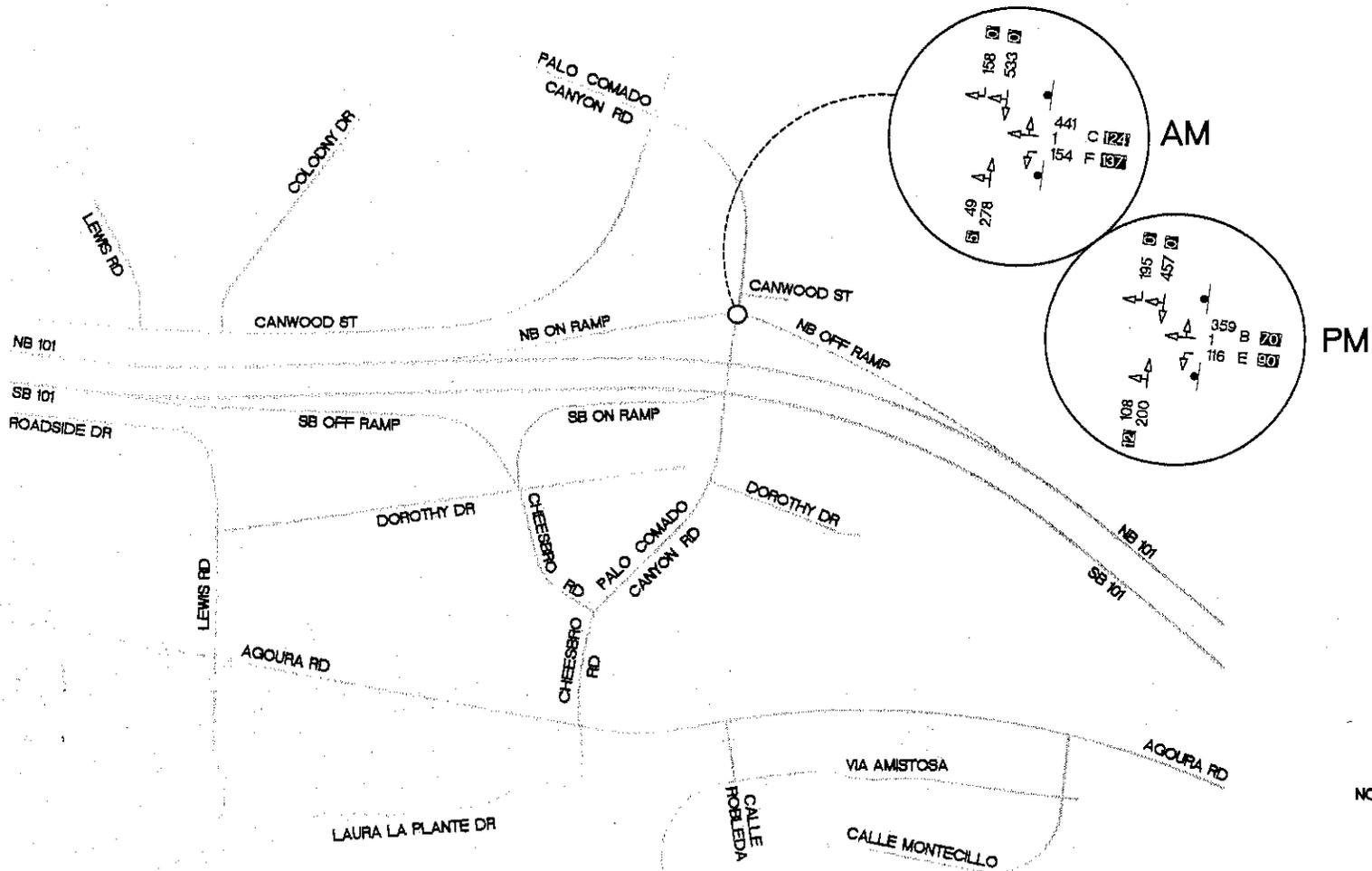
All items listed in Part A are to be made available and submitted if requested by the Liaison Engineer.
(Mark N/A if not applicable)

- N/A Preliminary profile grade of proposed structure.
- Typical section of the proposed structure. (Including barrier type, sidewalks, cross slope %, etc.)
- Grades or spot elevations of roadway below the structure.
- Typical section of roadway below the structure. (Including shoulders, gutters, embankment slope.)
- N/A Site map: including horizontal alignment of new structure and the roadway below, topo, contours, etc.
- Stage construction or detour plan for traffic on the structure.
(number of lanes to remain open, Temp Railing, etc.)
- N/A Stage construction or detour plan for the roadway below the structure.
(falsework openings for each stage and any restrictions.)
- "As Built" plans for existing structures.
- N/A Future widening plans of upper and lower roadway (verify with Route Concept Report).
- Site aerial photograph (at the proposed structure).
- N/A Environmental and/or permit requirements (areas of potential impact, construction windows, etc.)
- Overhead and underground utility plans
- Any other information that you feel is necessary to complete the study. (Other concerns that may affect the APS: local agency requirements such as aesthetics, improvements in vicinity of structure, airspace usage, other obstructions, etc.)

ATTACHMENT D

TRAFFIC DATA

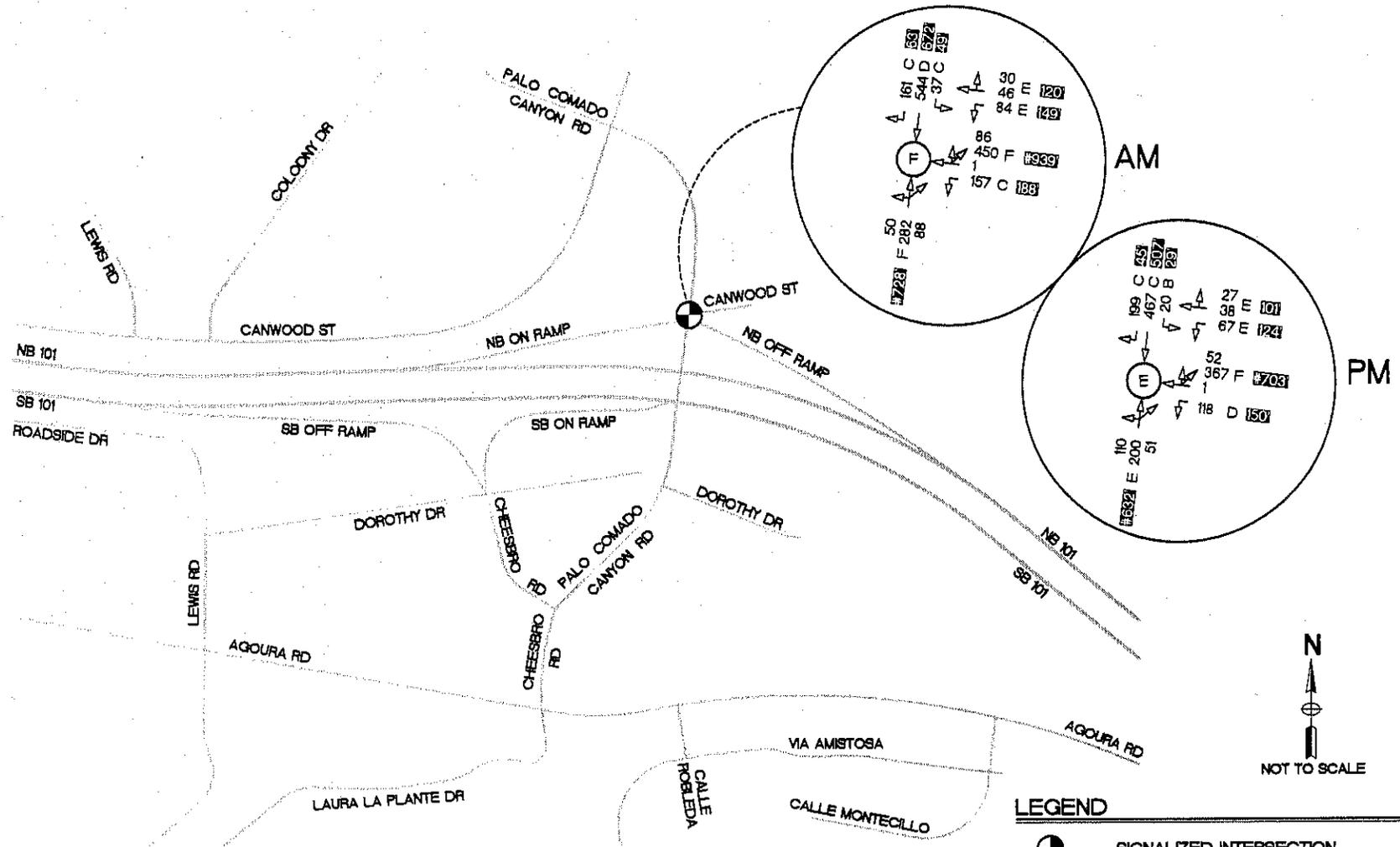
- 1. Intersection Level of Service and Traffic Volume Exhibits**
- 2. Traffic Accident Data – US 101/Palo Comado Canyon Road Interchange**



EXISTING 2008 PEAK HOUR TRAFFIC
 FIGURE 1

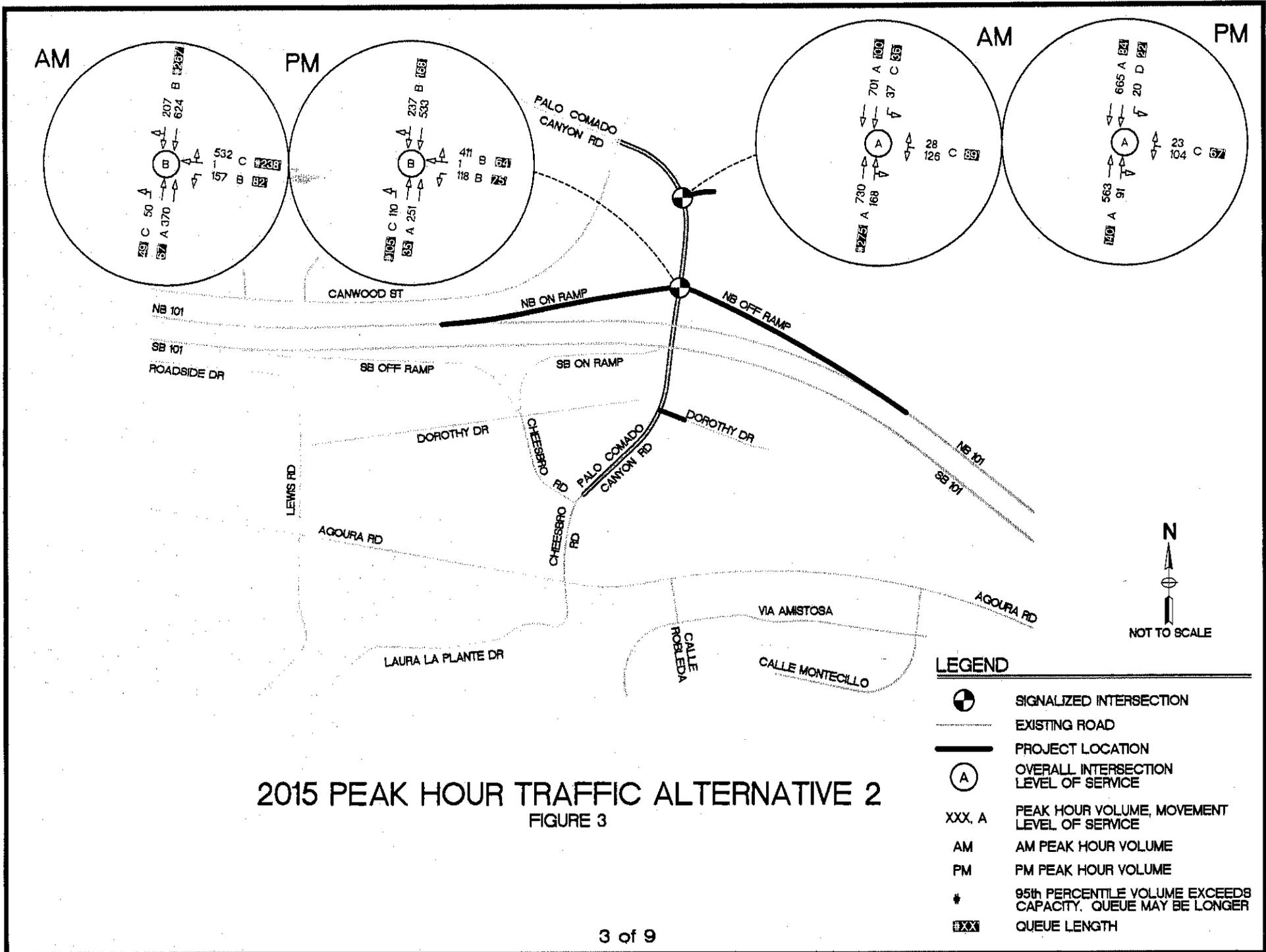
LEGEND

○	UNSIGNALIZED INTERSECTION
—	EXISTING ROAD
●	STOP SIGN
XXX	QUEUE LENGTH



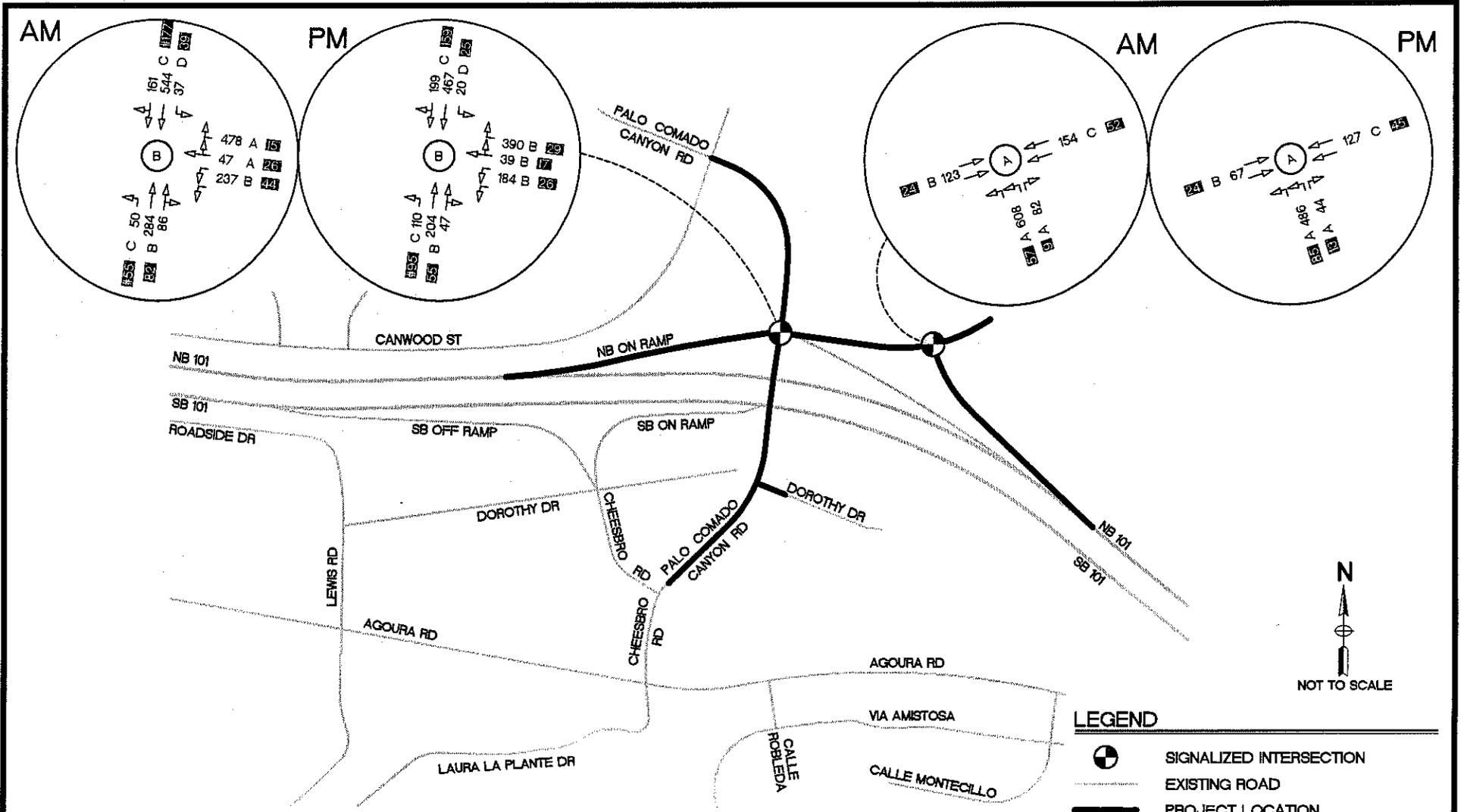
2015 PEAK HOUR ALTERNATIVE 1 NO BUILD
 (WITH 5-LEGGED INTERSECTION PER HESCHEL SCHOOL PLANS)
 FIGURE 2

- LEGEND**
- SIGNALIZED INTERSECTION
 - EXISTING ROAD
 - OVERALL INTERSECTION LEVEL OF SERVICE
 - XXX, A PEAK HOUR VOLUME, MOVEMENT LEVEL OF SERVICE
 - AM AM PEAK HOUR VOLUME
 - PM PM PEAK HOUR VOLUME
 - # 95th PERCENTILE VOLUME EXCEEDS CAPACITY. QUEUE MAY BE LONGER
 - ##XX QUEUE LENGTH



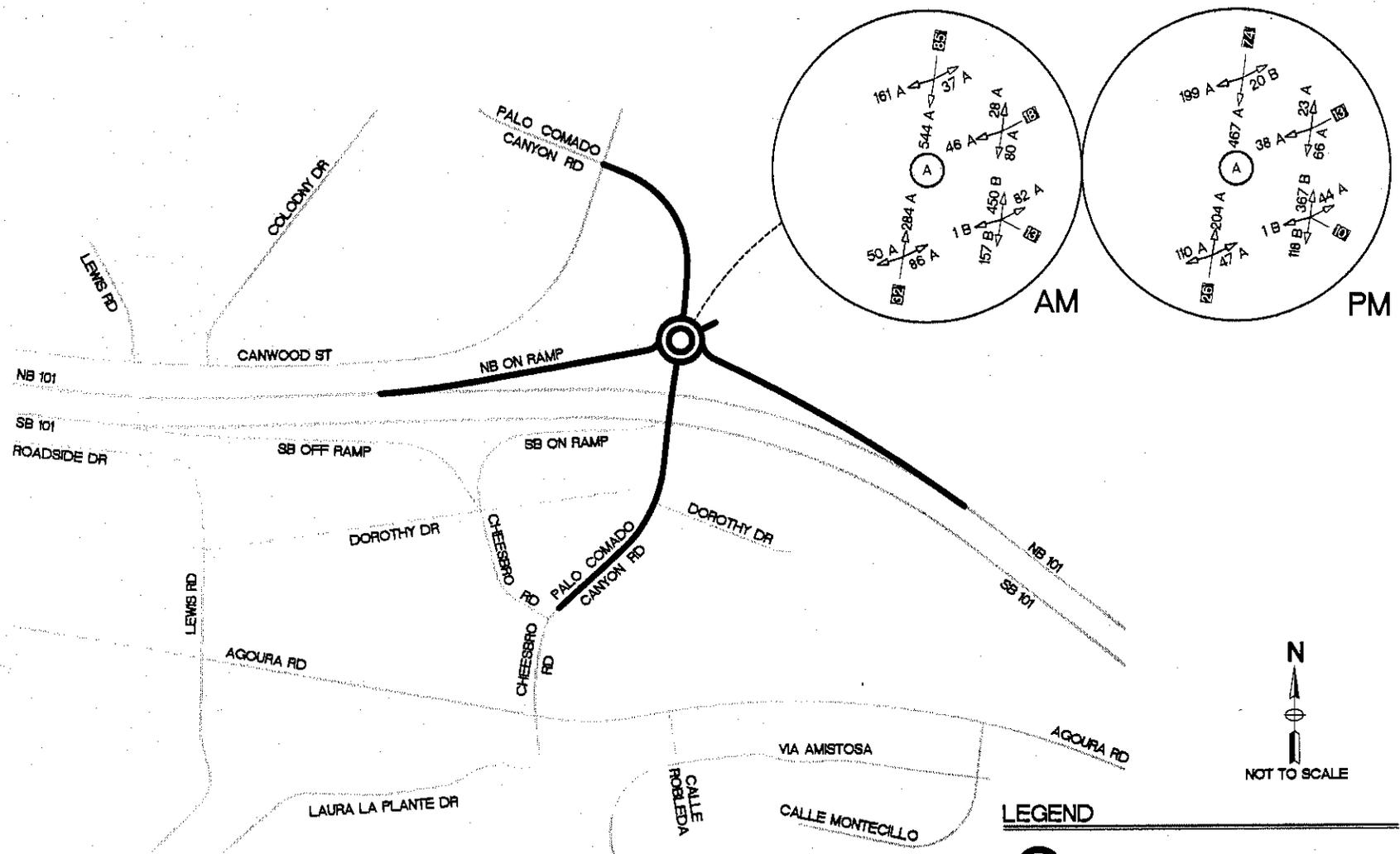
2015 PEAK HOUR TRAFFIC ALTERNATIVE 2
 FIGURE 3

- LEGEND**
- SIGNALIZED INTERSECTION
 - EXISTING ROAD
 - PROJECT LOCATION
 - OVERALL INTERSECTION LEVEL OF SERVICE
 - XXX, A PEAK HOUR VOLUME, MOVEMENT LEVEL OF SERVICE
 - AM AM PEAK HOUR VOLUME
 - PM PM PEAK HOUR VOLUME
 - # 95th PERCENTILE VOLUME EXCEEDS CAPACITY. QUEUE MAY BE LONGER
 - XXX QUEUE LENGTH



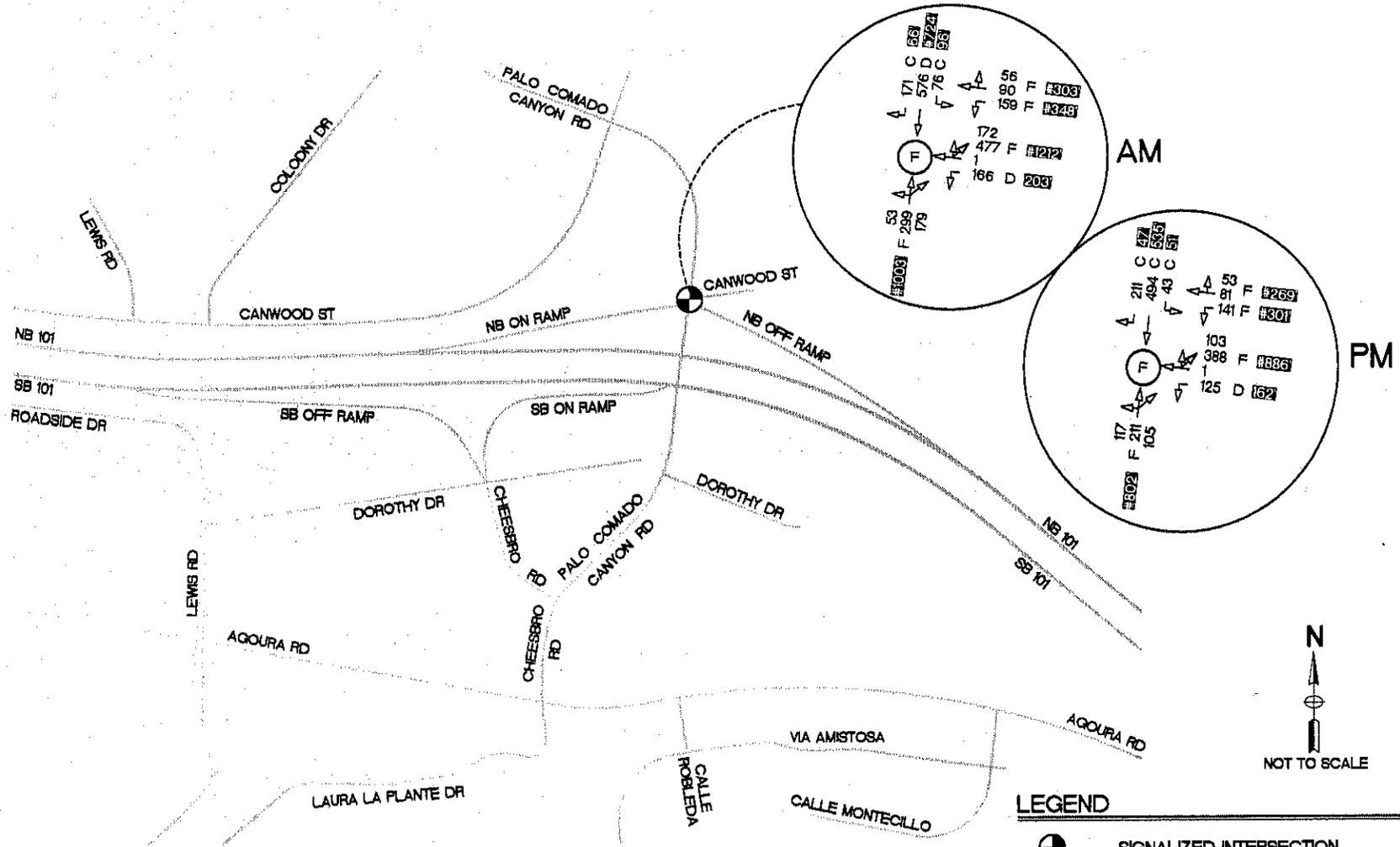
- LEGEND**
- SIGNALIZED INTERSECTION
 - EXISTING ROAD
 - PROJECT LOCATION
 - OVERALL INTERSECTION LEVEL OF SERVICE
 - XXX, A PEAK HOUR VOLUME, MOVEMENT LEVEL OF SERVICE
 - AM AM PEAK HOUR VOLUME
 - PM PM PEAK HOUR VOLUME
 - # 95th PERCENTILE VOLUME EXCEEDS CAPACITY. OUEUE MAY BE LONGER
 - OUEUE LENGTH

2015 PEAK HOUR ALTERNATIVE 3 AND 3A
 FIGURE 4



2015 PEAK HOUR TRAFFIC ALTERNATIVE 4
FIGURE 5

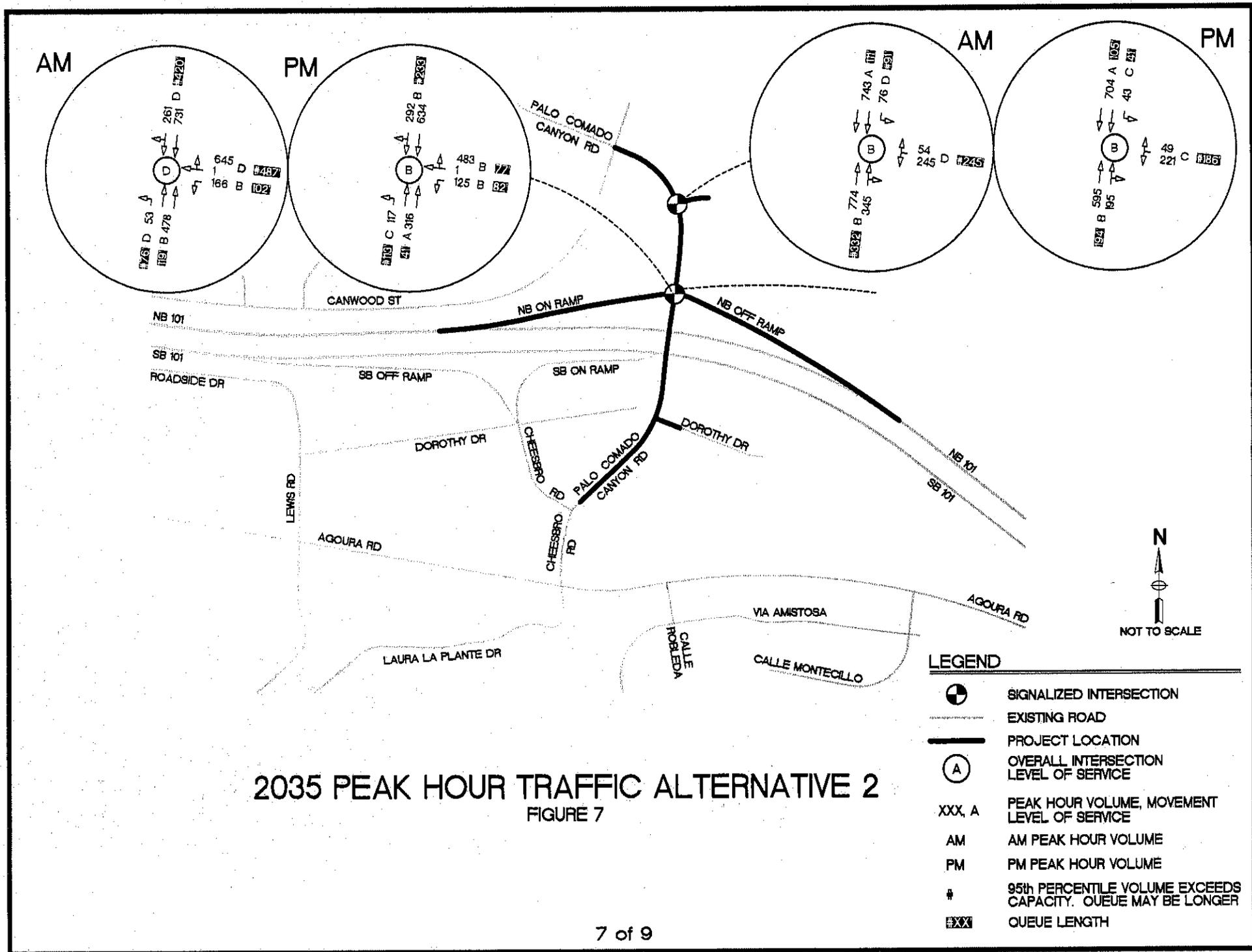
- LEGEND**
- ROUNDABOUT
 - EXISTING ROAD
 - PROJECT LOCATION
 - OVERALL INTERSECTION LEVEL OF SERVICE
 - PEAK HOUR VOLUME, MOVEMENT LEVEL OF SERVICE
 - AM AM PEAK HOUR VOLUME
 - PM PM PEAK HOUR VOLUME
 - QUEUE LENGTH

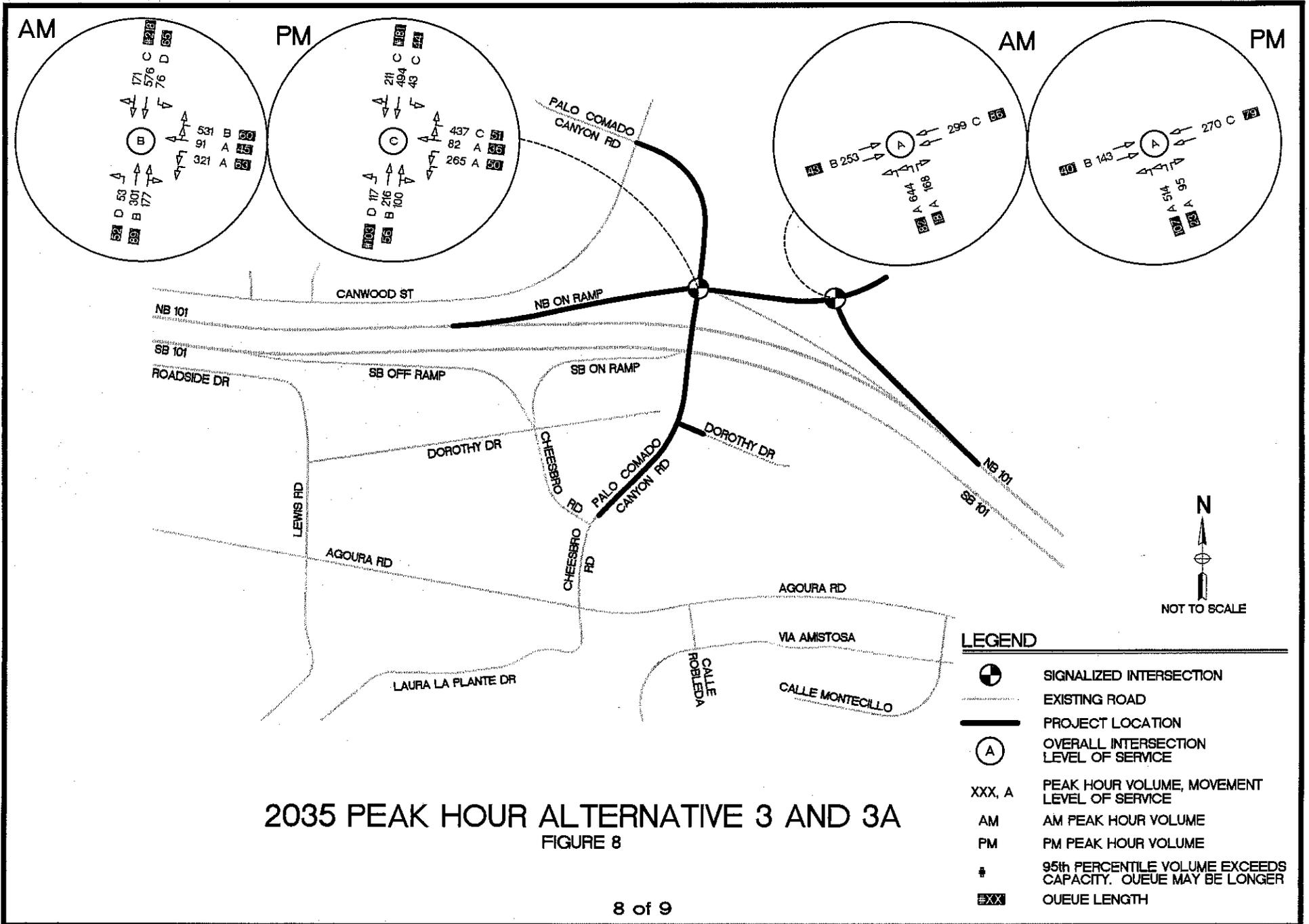


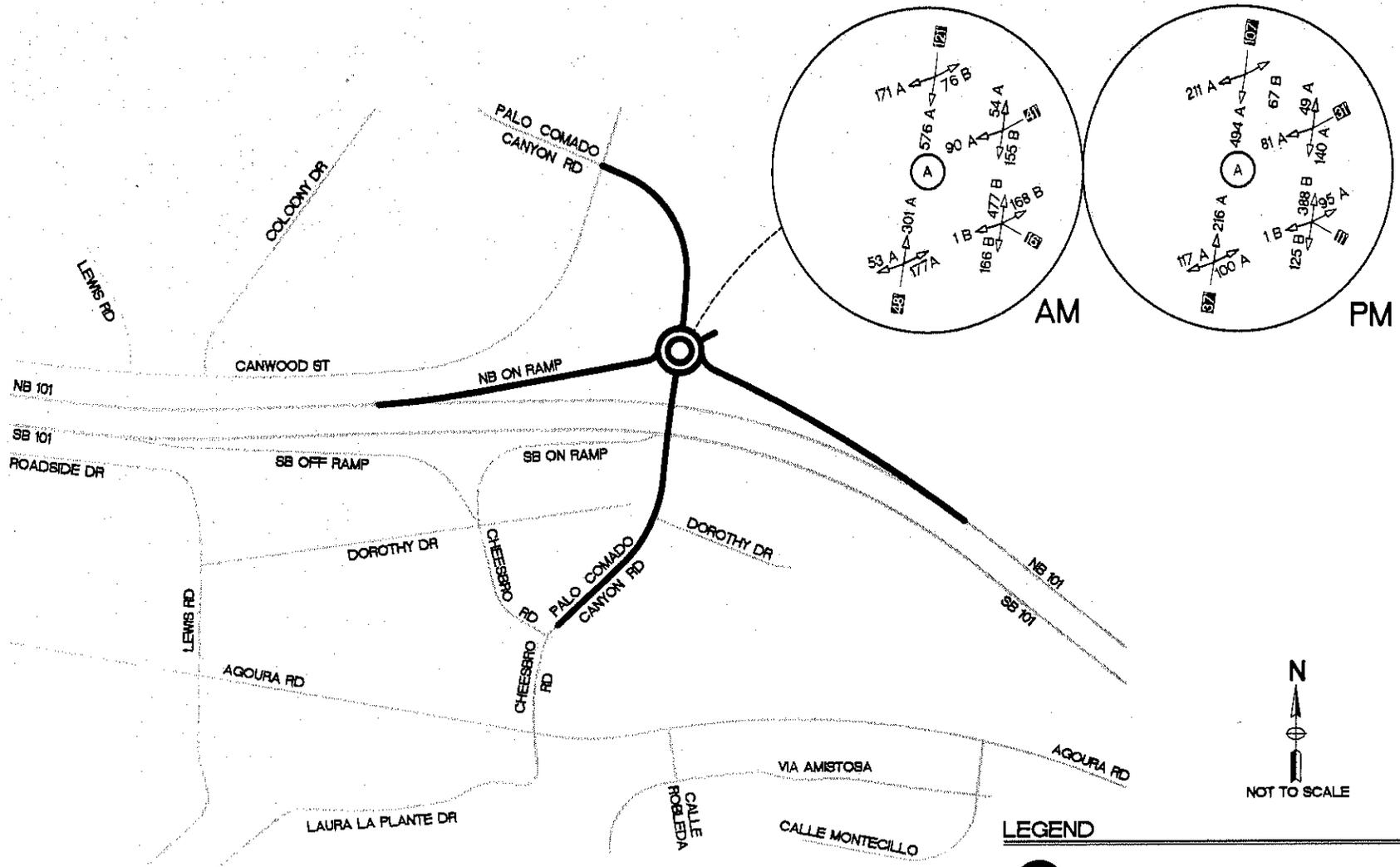
2035 PEAK HOUR ALTERNATIVE 1 NO BUILD
 (WITH 5-LEGGED INTERSECTION PER HESCHEL SCHOOL PLANS)
 FIGURE 6

- LEGEND**
- SIGNALIZED INTERSECTION
 - EXISTING ROAD
 - OVERALL INTERSECTION LEVEL OF SERVICE
 - XXX, A PEAK HOUR VOLUME, MOVEMENT LEVEL OF SERVICE
 - AM AM PEAK HOUR VOLUME
 - PM PM PEAK HOUR VOLUME
 - * 95th PERCENTILE VOLUME EXCEEDS CAPACITY. QUEUE MAY BE LONGER
 - ##XX# QUEUE LENGTH









2035 PEAK HOUR TRAFFIC ALTERNATIVE 4
 FIGURE 9

- LEGEND**
- ROUNDABOUT
 - EXISTING ROAD
 - PROJECT LOCATION
 - OVERALL INTERSECTION LEVEL OF SERVICE
 - XXX, A PEAK HOUR VOLUME, MOVEMENT LEVEL OF SERVICE
 - AM AM PEAK HOUR VOLUME
 - PM PM PEAK HOUR VOLUME
 - [XXX] QUEUE LENGTH

OTM22130
11/25/2008
03:10 PM

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance									Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Fat	Actual		Accident Rates Average		
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Fat	F+I					Tot	Fat	F+I	Tot	
07 LA 101 033.818 101/NB OFF TO CHEESEBRO RD 0001-0001 2005-01-01 2007-12-31 36 mo.	R 10 U	11	0	4	4	9	0	5	0	7	5.2 .0	5.73 +	0.000	.70	1.92	0.005	.61	1.50	
07 LA 101 033.764 101/SB ON PALO COMADO CYN 0001-0001 2005-01-01 2007-12-31 36 mo.	R 32 U	1	0	1	1	1	1	0	0	1	5.3 .0	5.77 +	0.000	.17	.17	0.002	.19	.55	
07 LA 101 033.798 101/NB ON FR CHEESEBRO RD 0001-0001 2005-01-01 2007-12-31 36 mo.	R 12 U	2	0	1	1	1	0	0	0	1	2.8 .0	3.07 +	0.000	.33	.65	0.002	.32	.80	
07 LA 101 033.893 101/SB OFF TO CHEESEBRO RD 0001-0001 2005-01-01 2007-12-31 36 mo.	R 26 U	2	0	1	1	0	0	1	0	1	2.7 .0	2.98 +	0.000	.34	.67	0.005	.39	1.15	

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

All ramp acc. for LA 101, PM 33.4/34.0. For the time period of 01/01/05-12/31/07. T. Duong. Log# 791.

Table with columns: PARTY TYPE, MOVEMENT PRECEDING COLLISION, OTHER ASSOCIATED FACTORS. Includes sub-headers for NUMBER, PCT, CODE and sub-headers #1, #2.

Table with columns: DIRECTION OF TRAVEL, NUMBER, PCT, CODE. Includes codes like N-N, NE, NW BOUND, S-S, SE, SW BOUND, etc.

Table with columns: SPECIAL INFORMATION, NUMBER, PCT, CODE. Includes codes like A-HAZARDOUS MATERIALS, B-CELL PHONE IN USE*, etc.

* INATTENTION CODES EFF. 01-01-01

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

All ramp acc. for LA 101, PM 33.4/34.0. For the time period of 01/01/05-12/31/07. T. Duong. Log# 791.

----- OBJECT STRUCK -----					----- LOCATION OF COLLISION -----				
PRIMARY		OTHERS		CODE	PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT		NUMBER	PCT	NUMBER	PCT	
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING	0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	02-END OF BRIDGE RAILING	4	25.0	2	12.5	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT	0	0.0	0	0.0	C-LEFT SHOULDER AREA
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE	2	12.5	0	0.0	D-LEFT LANE
0	0.0	0	0.0	05-BRIDGE END POST IN GORE	0	0.0	0	0.0	E-INTERIOR LANES
0	0.0	0	0.0	06-END OF GUARD RAIL	12	75.0	2	12.5	F-RIGHT LANE
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL	1	6.3	1	6.3	G-RIGHT SHOULDER AREA
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE	1	6.3	3	18.8	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	11-UTILITY POLE	0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)	0	0.0	0	0.0	J-OTHER
0	0.0	3	18.8	13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	15-GUARDRAIL	0	0.0	0	0.0	<-NOT STATED
0	0.0	0	0.0	16-MEDIAN BARRIER	0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)	1	6.3	14	87.5	-INVALID CODES
2	12.5	2	12.5	18-DIKE OR CURB	0	0.0	0	0.0	
0	0.0	0	12.5	19-TRAFFIC ISLAND					
0	0.0	0	0.0	20-RAISED BARS					
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)					
0	0.0	1	6.3	22-GUIDEPOST, CULVERT, PM					
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT					
1	6.3	0	0.0	24-OVER EMBANKMENT					
0	0.0	0	0.0	25-IN WATER					
0	0.0	0	0.0	26-DRAINAGE DITCH					
0	0.0	1	6.3	27-FENCE					
0	0.0	0	0.0	28-TREES					
0	0.0	2	12.5	29-PLANTS	13	81.3	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	30-SOUND WALL	3	18.8	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD	0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	41-TEMP BARRICADES, CONES	0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD	0	0.0	1	6.3	E-UNDER DRUG INFLUENCE
0	0.0	3	18.8	43-OTHER OBJECT OFF ROAD	0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	6.3	2	12.5	44-OVERTURNED	2	12.5	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	45-CRASH CUSHION (SAND)	0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)	0	0.0	0	0.0	I-FATIGUE
0	0.0	0	0.0	51-CALL BOX	1	6.3	16	100.0	< NOT STATED
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0	--DOES NOT APPLY
1	6.3	0	0.0	99- NO OBJECT INVOLVED	0	0.0	0	0.0	-INVALID CODES
11	68.8	1	6.3	V1 THRU V9 VEHICLE 1 TO 9					
0	0.0	0	0.0	<< NOT STATED					
1	6.3	14	87.5	-- DOES NOT APPLY					
0	0.0	0	0.0	- INVALID CODES					

----- DRUG/PHYSICAL -----

PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT	
13	81.3	0	0.0	A-HAD NOT BEEN DRINKING
3	18.8	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	1	6.3	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
2	12.5	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
1	6.3	16	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

OTM22200
11/20/2008
10:58 AM

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT DETAIL

All ramp acc. for LA 101, PM 33.893. For the time period of 01/01/05-12/31/07. T. Duong. Log# 793.

RTE S	P	-----HIGHWAY-----	I S D		P ENVIR	R T NO	D V S	PERSON	O L O L O L O L O L O A M SD
U	R POST	H A M B LANES R F R O A			C COND	R W O MTR P I H I	K I	S O S O S O S O S O F O P	
DI NO F CO	E MILE	G C T A LT RT U T L H Y			F W L S C C C VEH T R I			P C O C O C O C O C 12 V 12	
07 101 LA	033.893	D F H E 04 04 U R 2 S 4			5 A A A H D E 01	A S 1	< 00 01	18B 44B 13B 43B N< B G<	
07 101 LA	033.893	D F H E 04 04 U R 2 S 5			1 A C A D D E 01	A S 1	C 00 00	18B 22B 43B 29B 5H C B<	

Total Accidents: 2

OTM22200
11/20/2008
10:59 AM

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT DETAIL

All ramp acc. for LA 101, PM 33.618. For the time period of 01/01/05-12/31/07. T. Duong. Log# 794.

DI	NO	F	CO	P R POST E MILE	-----HIGHWAY-----				I S D R F R O A U T L H Y	P ENVIR C COND F W L S	R T NO R W O MTR C C C VEH	D V S P I H I T R I	PERSON K I P C	O L S O P C	O L S O C O	O A S O C O	M F O 12 V	SD P 12			
					H A M B G C T A	LANES LT RT	04 04	04 04													
07	101	LA	033.618	D F H E	04	04	U R	1 N 2	[REDACTED]	6	A A A H D < 02	A N 1 C 00 00	V2 F	----	----	----	----	F < B A <			
												A N 1 C 00 02	V1 F	----	----	----	----	N < A A <			
07	101	LA	033.618	D F H E	04	04	U R	1 N 1	[REDACTED]	6	A A A H A C 02	A N 1 C 00 00	V2 F	----	----	----	----	H < B A <			
												A N 1 C 00 01	V1 F	----	----	----	----	H < A A <			
07	101	LA	033.618	D F H E	04	04	U R	2 N 3	[REDACTED]	1	A D A H D C 03	G N 1 < 00 01	V2 F	18 H	43 H	13 H	5 < B < E				
												D N 1 C 00 01	V1 F	V3 G	18 H	27 H	N < B B <				
												A N 1 C 00 01	V2 F	----	----	----	N < A A <				
07	101	LA	033.618	D F H E	04	04	U R	1 N 3	[REDACTED]	5	A C A H D B 02	A N 1 C 00 00	V2 F	----	----	----	----	N < B G <			
												A N 1 C 00 00	V1 F	----	----	----	----	N < A A <			
07	101	LA	033.618	D F H E	04	04	U R	1 N 5	[REDACTED]	5	A A A H D B 02	A N 1 B 00 00	V2 G	18 H	13 H	----	----	H < B A <			
												A N 1 B 00 00	V1 F	----	----	----	----	H < A A <			
07	101	LA	033.618	D F H E	04	04	U R	1 N 4	[REDACTED]	4	A A A H D B 02	G N 1 C 00 00	V2 F	----	----	----	----	H < E A <			
												A N 1 C 00 00	V1 D	----	----	----	----	H < A A <			
07	101	LA	033.618	D F H E	04	04	U R	4 N 7	[REDACTED]	4	A A A H D H 01	C S 1 < 00 01	44 B	----	----	----	----	N < E A <			
07	101	LA	033.618	D F H E	04	04	U R	1 N 7	[REDACTED]	6	A A A H A C 02	C W 1 C 00 00	V2 F	44 F	----	----	----	H N B A <			
												A W 1 C 00 00	V1 F	----	----	----	----	N < A A <			
07	101	LA	033.618	D F H E	04	04	U R	2 N 7	[REDACTED]	1	A C A H D E 01	A N 1 C 00 00	24 H	29 H	----	----	----	4 < R B <			
07	101	LA	033.618	D F H E	04	04	U R	4 N 1	[REDACTED]	3	A C A H D D 02	A W 1 C 00 00	V2 B	----	----	----	----	E H E A <			
												A N 2 C 00 00	V1 F	----	----	----	----	N < B A <			
07	101	LA	033.618	D F H E	04	04	U R	4 N 4	[REDACTED]	3	A C A H A D 02	A W 1 C 00 00	V2 F	----	----	----	----	N < E A <			
												A S 2 C 00 00	V1 F	----	----	----	----	N < B A <			

Total Accidents: 11

OTM22215

11/20/2008

10:59 AM

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY

All ramp acc. for LA 101, PM 33.618. For the time period of 01/01/05-12/31/07. T. Duong. Log# 794.

Summary table with columns: TOTAL ACCIDENTS, FATAL, INJURY, PDO, PERSONS KILLED, INJURED, MOTOR VEHICLES INVOLVED (NUMBER, PCT, CODE), and LINES CODED (NUMBER, PCT, CODE).

Table: <---- HOUR OF DAY ----> with columns: NUMBER, PCT, CODE and rows for hours 00-25.

Table: <---- ACCESS CONTROL ----> with columns: NUMBER, PCT, CODE and rows for C-CONVENTIONAL, E-EXPRESSWAY, F-FREEWAY, S-1-WAY CITY ST, --INVALID DATA, +-NO DATA.

Table: <---- SIDE OF HIGHWAY ----> with columns: NUMBER, PCT, CODE and rows for N-NORTHBOUND, S-SOUTHBOUND, E-EASTBOUND, W-WESTBOUND.

Table: <---- YEAR ----> with columns: NUMBER, PCT, CODE and rows for years 1997-2008.

Table: <---- MONTH ----> with columns: NUMBER, PCT, CODE and rows for months 01-JANUARY to 12-DECEMBER.

Table: <---- DAY OF WEEK ----> with columns: NUMBER, PCT, CODE and rows for days 1-SUNDAY to 7-SATURDAY.

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY

All ramp acc. for LA 101, PM 33.618. For the time period of 01/01/05-12/31/07. T. Duong. Log# 794.

<--- PRIMARY COLLISION FACTOR --->		
NUMBER	PCT	CODE
2	18.2	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
2	18.2	3-FAILURE TO YIELD
2	18.2	4-IMPROPER TURN
2	18.2	5-SPEEDING
3	27.3	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
0	0.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->		
NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
3	27.3	B-SIDESWIPE
3	27.3	C-REAR END
2	18.2	D-BROADSIDE
1	9.1	E-HIT OBJECT
0	0.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
1	9.1	H-OTHER
1	9.1	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->		
NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
11	100.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- WEATHER --->		
NUMBER	PCT	CODE
11	100.0	A-CLEAR
0	0.0	B-CLOUDY
0	0.0	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- LIGHTING --->		
NUMBER	PCT	CODE
6	54.5	A-DAY LIGHT
0	0.0	B-DUSK/DAWN
4	36.4	C-DARK-STREET LIGHT
1	9.1	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROAD SURFACE --->		
NUMBER	PCT	CODE
11	100.0	A-DRY
0	0.0	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- RIGHT OF WAY CONTROL --->		
NUMBER	PCT	CODE
3	27.3	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
8	72.7	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- HIGHWAY GROUP --->		
NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
11	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<--- INTERSECTION/RAMP ACCIDENT LOCATION --->		
NUMBER	PCT	CODE
6	54.5	1-RAMP INTERSECTION (EXIT)
2	18.2	2-RAMP
0	0.0	3-RAMP ENTRY
3	27.3	4-RAMP AREA, INTERSECTION STREET
0	0.0	5-IN INTERSECTION
0	0.0	6-OUTSIDE INTRSCCT-NONSTATE RTE
0	0.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

All ramp acc. for LA 101, PM 33.618. For the time period of 01/01/05-12/31/07. T. Duong. Log# 794.

----- PARTY TYPE -----			-< MOVEMENT PRECEDING COLLISION ->			----- OTHER ASSOCIATED FACTORS -----				
NUMBER	PCT	CODE	NUMBER	PCT	CODE	#1 NUMBER	PCT	#2 NUMBER	PCT	CODE
10	90.9	A-PASNGR CAR/STA WAGON	7	63.6	A-STOPPED	0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	B-PASNGR CAR W/TRAILER	8	72.7	B-PROCEEDED STRAIGHT	0	0.0	0	0.0	2-FOLLOW TOO CLOSE
2	18.2	C-MOTORCYCLE	0	0.0	C-RAN OFF ROAD	0	0.0	0	0.0	3-FAILURE TO YIELD
1	9.1	D-PICKUP/PANEL TRUCK	0	0.0	D-MAKING RIGHT TURN	1	9.1	0	0.0	4-IMPROPER TURN
0	0.0	E-PICKUP/PANEL W/TRAILER	4	36.4	E-MAKING LEFT TURN	1	9.1	0	0.0	5-SPEEDING
0	0.0	F-TRUCK/TRUCK TRACTOR	0	0.0	F-MAKING U TURN	0	0.0	0	0.0	6-OTHER VIOLATIONS
2	18.2	G-TRUCK/TRACTOR & 1 TRAILER	0	0.0	G-BACKING	0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER	0	0.0	H-SLOWING, STOPPING	0	0.0	0	0.0	B-ELECTRC EQUIP*(INATTN)
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER	0	0.0	I-PASS OTHER VEHICLE	0	0.0	0	0.0	C-RADIO/CD/HDPHN*(INATTN)
0	0.0	4-SINGLE UNIT TANKER	0	0.0	J-CHANGING LANES	0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	5-TRUCK/TRA & 1 TANK TRALR	0	0.0	K-PARKING	1	9.1	0	0.0	E-VISION OBSCUREMENT
0	0.0	6-TRUCK/TRA & 2 TANK TRALR	0	0.0	L-ENTER FROM SHLDR	1	9.1	0	0.0	F-INATTENTION - OTHER
0	0.0	H-SCHOOL BUS	0	0.0	M-OTHER UNSAFE TURN	0	0.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	I-OTHER BUS	0	0.0	N-CROSS INTO OPP LN	4	36.4	1	9.1	H-ENTER/LEAVE RAMP
0	0.0	J-EMERGENCY VEHICLE	0	0.0	O-PARKED	0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	K-HIGHWAY CONST EQUIP.**	0	0.0	P-MERGING	0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	L-BICYCLE	0	0.0	Q-TRAVEL WRONG WAY	0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
0	0.0	M-OTHER-MOTOR VEH	1	9.1	R-OTHER	0	0.0	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	N-OTHER-NON-MOTOR VEH	0	0.0	<-NOT STATED	0	0.0	0	0.0	M-OTHER
0	0.0	O-SPIILLED LOADS				7	63.6	1	9.1	N-NONE APPARENT
0	0.0	P-DISENGAGED TOW				0	0.0	0	0.0	P-WIND
0	0.0	Q-UNINVOLVED VEHICLE				0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	R-MOPED				0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	T-TRAIN	0	0.0	2- XING XWALK - INTRST	0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	U-PEDESTRIAN	0	0.0	3- XING XWALK - NOT INTR	0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	V-DISMOUNT PEDESTRIAN	0	0.0	4- XING NOT XWALK	0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	W-ANIMAL - LIVESTOCK	0	0.0	5- ROADWAY - INCL SHLDR	0	0.0	0	0.0	W-PERSNL HYGIENE*(INATTN)
0	0.0	X-ANIMAL - DEER	0	0.0	6- NOT IN ROADWAY	0	0.0	0	0.0	X-READING* (INATTN)
0	0.0	Z-ANIMAL - OTHER	0	0.0	7- APRH-LEAVE SCHL BUS	0	0.0	11	100.0	<-NOT STATED
			0	0.0	- INVALID CODES	0	0.0	0	0.0	--DOES NOT APPLY

<----- DIRECTION OF TRAVEL ----->

NUMBER	PCT	CODE
8	72.7	N-N, NE, NW BOUND
2	18.2	S-S, SE, SW BOUND
0	0.0	E-EASTBOUND
3	27.3	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

<----- SPECIAL INFORMATION ----->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
1	9.1	B-CELL PHONE IN USE*
9	81.8	C-CELL PHONE NOT IN USE*
0	0.0	D-CELL PHONE NONE/UNKNOWN*
2	18.2	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* INATTENTION CODES EFF. 01-01-01

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT
ACTIVITIES AS OF 00-02-22

* SPECIAL INFORMATION CODES EFF. 04-01-01

OTM22215
 11/20/2008
 10:59 AM

TASAS SELECTIVE RECORD RETRIEVAL
 TSAR - PARTY SUMMARY

All ramp acc. for LA 101, PM 33.618. For the time period of 01/01/05-12/31/07. T. Duong. Log# 794.

----- OBJECT STRUCK -----					----- LOCATION OF COLLISION -----				
PRIMARY		OTHERS		CODE	PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT		NUMBER	PCT	NUMBER	PCT	
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING					
0	0.0	0	0.0	02-END OF BRIDGE RAILING	0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT	2	18.2	0	0.0	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE	0	0.0	0	0.0	C-LEFT SHOULDER AREA
0	0.0	0	0.0	05-BRIDGE END POST IN GORE	1	9.1	0	0.0	D-LEFT LANE
0	0.0	0	0.0	06-END OF GUARD RAIL	0	0.0	0	0.0	E-INTERIOR LANES
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL	9	81.8	2	18.2	F-RIGHT LANE
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE	1	9.1	1	9.1	G-RIGHT SHOULDER AREA
0	0.0	0	0.0	11-UTILITY POLE	1	9.1	3	27.3	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)	0	0.0	0	0.0	I-GORE AREA
0	0.0	2	18.2	13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	15-GUARDRAIL	0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	16-MEDIAN BARRIER	0	0.0	0	0.0	<-NOT STATED
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)	1	9.1	11	100.0	--DOES NOT APPLY
0	0.0	2	18.2	18-DIKE OR CURB	0	0.0	0	0.0	-INVALID CODES
0	0.0	0	18.2	19-TRAFFIC ISLAND					
0	0.0	0	0.0	20-RAISED BARS					
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)					
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM					
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT					
1	9.1	0	0.0	24-OVER EMBANKMENT					
0	0.0	0	0.0	25-IN WATER					
0	0.0	0	0.0	26-DRAINAGE DITCH					
0	0.0	1	9.1	27-FENCE					
0	0.0	0	0.0	28-TREES					
0	0.0	1	9.1	29-PLANTS	10	90.9	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	30-SOUND WALL	2	18.2	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD	0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	41-TEMP BARRICADES, CONES	0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD	0	0.0	1	9.1	E-UNDER DRUG INFLUENCE
0	0.0	1	9.1	43-OTHER OBJECT OFF ROAD	0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	9.1	1	9.1	44-OVERTURNED	1	9.1	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	45-CRASH CUSHION (SAND)	0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)	0	0.0	0	0.0	I-FATIGUE
0	0.0	0	0.0	51-CALL BOX	1	9.1	11	100.0	< NOT STATED
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	99- NO OBJECT INVOLVED	0	0.0	0	0.0	-INVALID CODES
9	81.8	1	9.1	V1 THRU V9 VEHICLE 1 TO 9					
0	0.0	0	0.0	<< NOT STATED					
1	9.1	11	100.0	-- DOES NOT APPLY					
0	0.0	0	0.0	- INVALID CODES					

----- DRUG/PHYSICAL -----				
PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT	
10	90.9	0	0.0	A-HAD NOT BEEN DRINKING
2	18.2	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	1	9.1	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	9.1	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
1	9.1	11	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

ATTACHMENT E

PROJECT COST ESTIMATE SUMMARY

- 1. For improvements within the State right-of-way**
- 2. For improvements outside of the State right-of-way**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE	07 - LA - 101
Type of Estimate	PSR
Program Code:	
Post Miles	33.4/33.9
EA	25720K
Project No.	

PROJECT DESCRIPTION

Project Title: Palo Comado Canyon Rd Interchange

Limits: Post Mile 33.4/33.9

Proposed Improvements: Overcrossing widening . US 101 NB off-ramp and on-ramp modification.

Alternative Project: Alternative 2 **(Improvements Within Caltrans R/W)**

Project Costs	ROADWAY ITEMS	\$5,270,000
	STRUCTURE ITEMS	\$2,943,000
	SUBTOTAL CONSTRUCTION	<u>\$8,213,000</u>
	RIGHT OF WAY (Current Value)	\$0
	TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$8,213,000</u>
	ENGINEERING, CONSTRUCTION MANAGEMENT & PROJECT ADMINISTRATION	\$1,232,000
	TOTAL PROJECT COST	<u>\$9,445,000</u>

Prepared By: Huihui Date: 2/25/2009

Reviewed By: Surafael Date: 2/25/2009

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing & Grubbing	1	LS	\$8,000.00	\$8,000	
Roadway Excavation	3,752	CY	\$25.65	\$96,251	
Import Borrow		CY		\$0	
Develop Water Supply	1	LS	\$5,000.00	\$5,000	
Structure Approach Embankment	2,178	CY	\$20.22	\$44,049	
					Total Earthwork
					\$153,299

Section 2 - Structural Section	Quantity	Unit	Unit Price	Unit Cost	Section Cost
PCC Pavement		CY		\$0	
Asphalt Concrete (Type B)	1,318	TON	\$76.00	\$100,169	
Asphalt Concrete (Misc. Area)		SQ FT		\$0	
Asphalt Concrete Dike (Type C)		LF		\$0	
Asphalt Concrete Dike (Type D)		LF		\$0	
JPCP	704	CY	\$545.09	\$383,864	
Asphalt Concrete (Open Graded)		TON		\$0	
LCB (Rapid Setting)	1,005	CY	\$174.68	\$175,503	
Cold Plane Asphalt Concrete Pavement		SQ YD		\$0	
Minor Concrete (Sidewalk and C&G Type A2-6)	0	CY	\$441.60	\$0	
Aggregate Base (Class 3)	1,788	CY	\$68.97	\$123,292	
					Total Structural Items
					\$782,827

Section 3 - Drainage	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Project Drainage	1	LS	\$140,419	\$140,419	
Storm Drains	1	LS	\$93,613	\$93,613	
					Total Drainage
					\$234,032

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Wall	1,212	SQFT	\$100.00	\$121,201	
Erosion Control	1	LS	\$11,000	\$11,000	
Water Pollution Control	1	LS	\$250,860	\$250,860	
Treatment BMP's	1	LS	\$277,200	\$277,200	
Barriers and Guardrails	1	LS	\$30,000	\$30,000	
Highway Planting	1	LS	\$40,000	\$40,000	
Resident Engineer Office	1	LS	\$120,000	\$120,000	
Hazardous Waste Work	1	LS	\$250,000	\$250,000	
Environmental Mitigation	1	LS	\$100,000	\$100,000	
Landscape and Irrigation	1	LS	\$20,000	\$20,000	
Slope Protection	1	LS	\$5,000	\$5,000	
Plant Establishment Work	1	LS	\$20,000	\$20,000	
					Total Specialty Items
					\$1,245,261

Section 5 - Traffic Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Traffic Delineation Items	1	LS	\$23,403	\$23,403	
Traffic Signal and Lighting	1	LS	\$175,000	\$175,000	
Roadside Signs (new and relocate)	1	LS	\$25,000	\$25,000	
Transportation Management Plan	1	LS	\$133,920	\$133,920	
Traffic Control System (Relocate Ramp Metering Cabinets)	1	LS	\$45,000	\$45,000	
					Total Traffic Items
					\$402,323

SUBTOTAL SECTIONS 1-5 \$2,817,743

Section 6 - Minor Items

10% of Subtotal Sections 1-5 2,817,743 X 10%

Unit Price	Section Cost
\$281,774	
Total Minor Items	\$281,774

Section 7 - Roadway Mobilization

Subtotal Sections 1-5 2,817,743

Minor Items 281,774

Sum 3,099,517 X 10%

Unit Price	Section Cost
\$309,952	
Total Mobilization	\$309,952

Section 8 - Roadway Additions

Supplemental

Subtotal Sections 1-5 2,817,743

Minor Items 281,774

Sum 3,099,517 X 10%

\$309,952

Contingencies

Subtotal Sections 1-5 2,817,743

Minor Items 281,774

Sum 3,099,517 X 25%

\$774,879

Escalation

Subtotal Sections 1-5 2,817,743

Minor Items 281,774

Sum 3,099,517 X 15%

\$464,928

TOTAL ROADWAY ADDITIONS \$1,549,758

Section 9 - Time Related Overhead

Time Related Overhead 10% \$309,952

TOTAL ROADWAY ITEMS, SECTIONS 1 - 9 \$5,269,179

II. STRUCTURES ITEMS

Bridge Name

Chesebro Rd
Overcrossing
(Widen)

Structure Type

Width ft (out to out)

49.58

Span Lengths, ft

234

Total Area, Sq Ft

11,602

Footing Type (Pile/Spread)

Cost Per Sq Ft (incl. 10% mobilization

\$254

, 25% contingency and 15% escalation)

Total Cost for Structure

\$2,943,000

\$2,943,000

Roadway Related Costs (Flag Man & Inspection)

\$0

\$2,943,000

III. RIGHT OF WAY

Current Values
(Future Use)

A. Acquisition, including excess lands and
damages to remainder(s)

\$0

B. Utility Relocation

\$0

C. Clearance/Demolition

D. RAP

E. Title and Escrow Fees

\$0

F. Construction Contract Work

Total Right of Way (Current Value) \$0

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE	07 - LA - 101
Type of Estimate	PSR
Program Code:	
Post Miles	33.4/33.9
EA	25720K
Project No.	

PROJECT DESCRIPTION

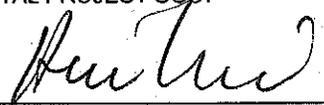
Project Title: Palo Comado Canyon Rd Interchange

Limits: Post Mile 33.4/33.9

Proposed Improvements: Overcrossing widening . US 101 NB off-ramp and on-ramp modification.

Alternative Project: Alternative 2 **(Improvements Outside Caltrans R/W)**

Project Costs	ROADWAY ITEMS	\$3,320,000
	STRUCTURE ITEMS	\$0
	SUBTOTAL CONSTRUCTION	<hr/> \$3,320,000
	RIGHT OF WAY (Current Value)	\$1,082,500
	TOTAL PROJECT CAPITAL OUTLAY COSTS	<hr/> \$4,402,500
	ENGINEERING, CONSTRUCTION MANAGEMENT & PROJECT ADMINISTRATION	\$498,000
	TOTAL PROJECT COST	<hr/> \$4,900,500

Prepared By:  **Date:** 2/25/2009

Reviewed By:  **Date:** 2/25/2009

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing & Grubbing	1	LS	\$4,000	\$4,000	
Roadway Excavation	5,187	CY	\$25.65	\$133,043	
Import Borrow		CY		\$0	
Develop Water Supply	1	LS	\$7,000	\$7,000	
Structure Approach Embankment	0	CY	\$20.22	\$0	
Total Earthwork					\$144,043

Section 2 - Structural Section	Quantity	Unit	Unit Price	Unit Cost	Section Cost
PCC Pavement		CY		\$0	
Asphalt Concrete (Type B)	1,635	TON	\$76.00	\$124,269	
Asphalt Concrete (Misc. Area)		SQ FT		\$0	
Asphalt Concrete Dike (Type C)		LF		\$0	
Asphalt Concrete Dike (Type D)		LF		\$0	
JPCP	0	CY	\$545.09	\$0	
Asphalt Concrete (Open Graded)		TON		\$0	
LCB (Rapid Setting)	835	CY	\$174.68	\$145,912	
Cold Plane Asphalt Concrete Pavement		SQ YD		\$0	
Minor Concrete (Sidewalk and C&G Type A2-6)	300	CY	\$441.60	\$132,273	
Aggregate Base (Class 3)	1,601	CY	\$68.97	\$110,422	
Total Structural Items					\$512,876

Section 3 - Drainage	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Project Drainage	1	LS	\$98,538	\$98,538	
Storm Drains	1	LS	\$65,692	\$65,692	
Total Drainage					\$164,230

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Wall	7,735	SQFT	\$100.00	\$773,542	
Erosion Control	1	LS	\$7,390	\$7,390	
Water Pollution Control	1	LS	\$99,000	\$99,000	
Barriers and Guardrails		LS		\$0	
Highway Planting		LS		\$0	
Resident Engineer Office		LS		\$0	
Hazardous Waste Mitigation		LS		\$0	
Slope Protection	1	LS	\$5,000	\$5,000	
Total Specialty Items					\$884,932

Section 5 - Traffic Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Relocate Ramp Metering Cabinets		LS		\$0	
Traffic Delineation Items	1	LS	\$16,423	\$16,423	
Traffic Signal		LS		\$0	
Roadside Signs		LS		\$0	
Transportation Management Plan	1	LS	\$33,480.00	\$33,480	
Construction Area Signs	1	LS	\$20,000	\$20,000	
Total Traffic Items					\$69,903

SUBTOTAL SECTIONS 1-5 **\$1,775,984**

Section 6 - Minor Items

10% of Subtotal Sections 1-5 1,775,984 X 10%

Unit Price	Section Cost
\$177,598	
Total Minor Items	\$177,598

Section 7 - Roadway Mobilization

Subtotal Sections 1-5 1,775,984
Minor Items 177,598
Sum 1,953,583 X 10%

Unit Price	Section Cost
\$195,358	
Total Mobilization	\$195,358

Section 8 - Roadway Additions

Supplemental
Subtotal Sections 1-5 1,775,984
Minor Items 177,598
Sum 1,953,583 X 10%

Contingencies
Subtotal Sections 1-5 1,775,984
Minor Items 177,598
Sum 1,953,583 X 25%

Escalation
Subtotal Sections 1-5 1,775,984
Minor Items 177,598
Sum 1,953,583 X 15%

TOTAL ROADWAY ADDITIONS **\$976,791**

Section 9 - Time Related Overhead

Time Related Overhead 10% **\$195,358**
TOTAL ROADWAY ITEMS, SECTIONS 1 - 9 **\$3,321,091**

II. STRUCTURES ITEMS

Bridge Name
Structure Type
Width ft (out to out)
Span Lengths, ft
Total Area, Sq Ft
Footing Type (Pile/Spread)
Cost Per Sq Ft (incl. 10% mobilization
, 25% contingency and 15% escalation)
Total Cost for Structure

Roadway Related Costs (Flag Man & Inspection)

	\$0
	\$0
	\$0

III. RIGHT OF WAY

	Current Values (Future Use)
A. Acquisition, including excess lands and damages to remainder(s)	\$619,000
B. Utility Relocation	\$433,500
C. Clearance/Demolition	
D. RAP	
E. Title and Escrow Fees	\$30,000
F. Construction Contract Work	

Total Right of Way (Current Value) **\$1,082,500**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE	07 - LA - 101
Type of Estimate	PSR
Program Code:	
Post Miles	33.4/33.9
EA	25720K
Project No.	

PROJECT DESCRIPTION

Project Title: Palo Comado Canyon Rd Interchange

Limits: Post Mile 33.4/33.9

Proposed Improvements: Overcrossing widening . US 101 NB off-ramp and on-ramp modification.

Alternative Project: Alternative 3 **(Improvements Within Caltrans R/W)**

Project Costs	ROADWAY ITEMS	\$9,410,000
	STRUCTURE ITEMS	\$2,943,000
	SUBTOTAL CONSTRUCTION	<u>\$12,353,000</u>
	RIGHT OF WAY (Current Value)	\$174,000
	TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$12,527,000</u>
	ENGINEERING, CONSTRUCTION MANAGEMENT & PROJECT ADMINISTRATION	\$1,853,000
	TOTAL PROJECT COST	<u>\$14,380,000</u>

Prepared By: Huihui Date: 2/25/2009

Reviewed By: Sunjaet Date: 2/25/2009

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing & Grubbing	1	LS	\$16,000	\$16,000	
Roadway Excavation	8,344	CY	\$25.65	\$214,025	
Import Borrow		CY		\$0	
Develop Water Supply	1	LS	\$11,000	\$11,000	
Structure Approach Embankment	2,178	CY	\$20.22	\$44,049	
					Total Earthwork
					\$285,074

Section 2 - Structural Section	Quantity	Unit	Unit Price	Unit Cost	Section Cost
PCC Pavement		CY		\$0	
Asphalt Concrete (Type B)	1,340	TON	\$76.00	\$101,830	
Asphalt Concrete (Misc. Area)		SQ FT		\$0	
Asphalt Concrete Dike (Type C)		LF		\$0	
Asphalt Concrete Dike (Type D)		LF		\$0	
JPCP	890	CY	\$545.09	\$485,360	
Asphalt Concrete (Open Graded)		TON		\$0	
LCB (Rapid Setting)	1,104	CY	\$174.68	\$192,760	
Cold Plane Asphalt Concrete Pavement		SQ YD		\$0	
Minor Concrete (Sidewalk and C&G Type A2-6)	39	CY	\$441.60	\$17,384	
Aggregate Base (Class 3)	1,940	CY	\$68.97	\$133,833	
					Total Structural Items
					\$931,167

Section 3 - Drainage	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Project Drainage	1	LS	\$182,436	\$182,436	
Storm Drains	1	LS	\$121,624	\$121,624	
					Total Drainage
					\$304,060

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Wall	18,463	SQFT	\$100.00	\$1,846,274	
Erosion Control	1	LS	\$11,000	\$11,000	
Water Pollution Control	1	LS	\$250,860	\$250,860	
Treatment BMP's	1	LS	\$277,200	\$277,200	
Barriers and Guardrails	1	LS	\$30,000	\$30,000	
Highway Planting	1	LS	\$40,000	\$40,000	
Resident Engineer Office	1	LS	\$120,000	\$120,000	
Hazardous Waste Work	1	LS	\$250,000	\$250,000	
Environmental Mitigation	1	LS	\$100,000	\$100,000	
Landscape and Irrigation	1	LS	\$50,000	\$50,000	
Slope Protection	1	LS	\$15,000	\$15,000	
Plant Establishment Work	1	LS	\$20,000	\$20,000	
					Total Specialty Items
					\$3,010,334

Section 5 - Traffic Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Traffic Delineation Items	1	LS	\$30,406	\$30,406	
Traffic Signal and Lighting	1	LS	\$175,000	\$175,000	
Roadside Signs (new and relocate)	1	LS	\$25,000	\$25,000	
Transportation Management Plan	1	LS	\$147,360	\$147,360	
Overhead Guide Sign	1	LS	\$80,000	\$80,000	
Traffic Control System (Relocate Ramp Metering Cabinets)	1	LS	\$45,000	\$45,000	
					Total Traffic Items
					\$502,766

SUBTOTAL SECTIONS 1-5 \$5,033,401

Section 6 - Minor Items

10% of Subtotal Sections 1-5	5,033,401	X	10%	<u>Unit Price</u>	<u>Section Cost</u>
				\$503,340	
				Total Minor Items	<u>\$503,340</u>

Section 7 - Roadway Mobilization

Subtotal Sections 1-5	5,033,401			<u>Unit Price</u>	<u>Section Cost</u>
Minor Items	503,340				
Sum	5,536,742	X	10%	\$553,674	
				Total Mobilization	<u>\$553,674</u>

Section 8 - Roadway Additions

Supplemental					
Subtotal Sections 1-5	5,033,401				
Minor Items	503,340				
Sum	5,536,742	X	10%	\$553,674	
Contingencies					
Subtotal Sections 1-5	5,033,401				
Minor Items	503,340				
Sum	5,536,742	X	25%	\$1,384,185	
Escalation					
Subtotal Sections 1-5	5,033,401				
Minor Items	503,340				
Sum	5,536,742	X	15%	\$830,511	
				TOTAL ROADWAY ADDITIONS	<u>\$2,768,371</u>

Section 9 - Time Related Overhead

	Time Related Overhead 10%	<u>\$553,674</u>
	TOTAL ROADWAY ITEMS, SECTIONS 1 - 9	<u>\$9,412,461</u>

II. STRUCTURES ITEMS

Bridge Name	Chesebro Rd Overcrossing (Widen)	
Structure Type		
Width ft (out to out)	49.58	
Span Lengths, ft	234	
Total Area, Sq Ft	<u>11,602</u>	
Footing Type (Pile/Spread)		
Cost Per Sq Ft (incl. 10% mobilization , 25% contingency and 15% escalation)	\$254	
Total Cost for Structure	\$2,943,000	
		<u>\$2,943,000</u>
Roadway Related Costs (Flag Man & Inspection)		<u>\$0</u>
		<u>\$2,943,000</u>

III. RIGHT OF WAY

	Current Values (Future Use)	
A. Acquisition, including excess lands and damages to remainder(s)	<u>\$129,000</u>	
B. Utility Relocation	<u>\$0</u>	
C. Clearance/Demolition	<u></u>	
D. RAP	<u></u>	
E. Title and Escrow Fees	<u>\$45,000</u>	
F. Construction Contract Work	<u></u>	
Total Right of Way (Current Value)	<u>\$174,000</u>	

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE	07 - LA - 101
Type of Estimate	PSR
Program Code:	
Post Miles	33.4/33.9
EA	25720K
Project No.	

PROJECT DESCRIPTION

Project Title: Palo Comado Canyon Rd Interchange

Limits: Post Mile 33.4/33.9

Proposed Improvements: Overcrossing widening . US 101 NB off-ramp and on-ramp modification.

Alternative Project: Alternative 3 (**Improvements Outside Caltrans R/W**)

Project Costs	ROADWAY ITEMS	\$5,140,000
	STRUCTURE ITEMS	\$0
	SUBTOTAL CONSTRUCTION	<u>\$5,140,000</u>
	RIGHT OF WAY (Current Value)	\$1,317,500
	TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$6,457,500</u>
	ENGINEERING, CONSTRUCTION MANAGEMENT & PROJECT ADMINISTRATION	\$771,000
	TOTAL PROJECT COST	<u>\$7,228,500</u>

Prepared By: Hui Liu Date: 2/25/2009

Reviewed By: Sunafet Date: 2/25/2009

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing & Grubbing	1	LS	\$7,000	\$7,000	
Roadway Excavation	13,603	CY	\$25.65	\$348,911	
Import Borrow		CY		\$0	
Develop Water Supply	1	LS	\$18,000	\$18,000	
Structure Approach Embankment	0	CY	\$20.22	\$0	
Total Earthwork					\$373,911

Section 2 - Structural Section	Quantity	Unit	Unit Price	Unit Cost	Section Cost
PCC Pavement		CY		\$0	
Asphalt Concrete (Type B)	3,117	TON	\$76.00	\$236,875	
Asphalt Concrete (Misc. Area)		SQ FT		\$0	
Asphalt Concrete Dike (Type C)		LF		\$0	
Asphalt Concrete Dike (Type D)		LF		\$0	
JPCP	0	CY	\$545.09	\$0	
Asphalt Concrete (Open Graded)		TON		\$0	
LCB (Rapid Setting)	1,592	CY	\$174.68	\$278,130	
Cold Plane Asphalt Concrete Pavement		SQ YD		\$0	
Minor Concrete (Sidewalk and C&G Type A2-6)	329	CY	\$441.60	\$145,358	
Aggregate Base (Class 3)	3,052	CY	\$68.97	\$210,480	
Total Structural Items					\$870,843

Section 3 - Drainage	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Project Drainage	1	LS	\$186,713	\$186,713	
Storm Drains	1	LS	\$124,475	\$124,475	
Total Drainage					\$311,189

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Wall	9,754	SQFT	\$100.00	\$975,354	
Erosion Control	1	LS	\$14,003	\$14,003	
Water Pollution Control	1	LS	\$99,000	\$99,000	
Barriers and Guardrails		LS		\$0	
Highway Planting		LS		\$0	
Resident Engineer Office		LS		\$0	
Hazardous Waste Mitigation		LS		\$0	
Slope Protection	1	LS	\$10,000	\$10,000	
Total Specialty Items					\$1,098,357

Section 5 - Traffic Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Relocate Ramp Metering Cabinets		LS		\$0	
Traffic Delineation Items	1	LS	\$31,119	\$31,119	
Traffic Signal		LS		\$0	
Roadside Signs		LS	\$8,000.00	\$8,000	
Transportation Management Plan	1	LS	\$36,840	\$36,840	
Construction Area Signs	1	LS	\$20,000	\$20,000	
Total Traffic Items					\$95,959

SUBTOTAL SECTIONS 1-5 \$2,750,260

Section 6 - Minor Items

10% of Subtotal Sections 1-5 2,750,260 X 10%

<u>Unit Price</u>	<u>Section Cost</u>
\$275,026	
Total Minor Items	<u>\$275,026</u>

Section 7 - Roadway Mobilization

Subtotal Sections 1-5 2,750,260

Minor Items 275,026

Sum 3,025,286 X 10%

<u>Unit Price</u>	<u>Section Cost</u>
\$302,529	
Total Mobilization	<u>\$302,529</u>

Section 8 - Roadway Additions

Supplemental

Subtotal Sections 1-5 2,750,260

Minor Items 275,026

Sum 3,025,286 X 10%

\$302,529

Contingencies

Subtotal Sections 1-5 2,750,260

Minor Items 275,026

Sum 3,025,286 X 25%

\$756,321

Escalation

Subtotal Sections 1-5 2,750,260

Minor Items 275,026

Sum 3,025,286 X 15%

\$453,793

TOTAL ROADWAY ADDITIONS \$1,512,643

Section 9 - Time Related Overhead

Time Related Overhead 10% \$302,529

TOTAL ROADWAY ITEMS, SECTIONS 1 - 9 \$5,142,986

II. STRUCTURES ITEMS

Bridge Name

Structure Type

Width ft (out to out)

Span Lengths, ft

Total Area, Sq Ft _____

Footing Type (Pile/Spread)

Cost Per Sq Ft (incl. 10% mobilization
, 25% contingency and 15% escalation)

Total Cost for Structure

_____ \$0

Roadway Related Costs (Flag Man & Inspection)

_____ \$0

_____ \$0

III. RIGHT OF WAY

	<u>Current Values</u>
	<u>(Future Use)</u>
A. Acquisition, including excess lands and damages to remainder(s)	<u>\$839,000</u>
B. Utility Relocation	<u>\$433,500</u>
C. Clearance/Demolition	_____
D. RAP	_____
E. Title and Escrow Fees	<u>\$45,000</u>
F. Construction Contract Work	<u>\$150,000</u>

Total Right of Way (Current Value) **\$1,317,500**

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE	07 - LA - 101
Type of Estimate	PSR
Program Code:	
Post Miles	33.4/33.9
EA	25720K
Project No.	

PROJECT DESCRIPTION

Project Title: Palo Comado Canyon Rd Interchange

Limits: Post Mile 33.4/33.9

Proposed Improvements: Overcrossing widening . US 101 NB off-ramp and on-ramp modification.

Alternative Project: Alternative 3A **(Improvements Within Caltrans R/W)**

Project Costs	ROADWAY ITEMS	\$9,480,000
	STRUCTURE ITEMS	\$4,812,000
	SUBTOTAL CONSTRUCTION	<hr/> \$14,292,000
	RIGHT OF WAY (Current Value)	\$174,000
	TOTAL PROJECT CAPITAL OUTLAY COSTS	<hr/> \$14,466,000
	ENGINEERING, CONSTRUCTION MANAGEMENT & PROJECT ADMINISTRATION	\$2,144,000
	TOTAL PROJECT COST	<hr/> \$16,610,000

Prepared By: Hui hui **Date:** 2/25/2009

Reviewed By: Surapatsalek **Date:** 2/25/2009

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Clearing & Grubbing	1	LS	\$16,000.00	\$16,000	
Roadway Excavation	8,344	CY	\$25.65	\$214,025	
Import Borrow		CY		\$0	
Develop Water Supply	1	LS	\$11,000.00	\$11,000	
Structure Approach Embankment	2,178	CY	\$20.22	\$44,049	
Total Earthwork					\$285,074

Section 2 - Structural Section	Quantity	Unit	Unit Price	Unit Cost	Section Cost
PCC Pavement		CY		\$0	
Asphalt Concrete (Type B)	1,340	TON	\$76.00	\$101,830	
Asphalt Concrete (Misc. Area)		SQ FT		\$0	
Asphalt Concrete Dike (Type C)		LF		\$0	
Asphalt Concrete Dike (Type D)		LF		\$0	
JPCP	890	CY	\$545.09	\$485,360	
Asphalt Concrete (Open Graded)		TON		\$0	
LCB (Rapid Setting)	1,104	CY	\$174.68	\$192,760	
Cold Plane Asphalt Concrete Pavement		SQ YD		\$0	
Minor Concrete (Sidewalk and C&G Type A2-6)	39	CY	\$441.60	\$17,384	
Aggregate Base (Class 3)	1,940	CY	\$68.97	\$133,833	
Total Structural Items					\$931,167

Section 3 - Drainage	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Project Drainage	1	LS	\$182,436	\$182,436	
Storm Drains	1	LS	\$121,624	\$121,624	
Total Drainage					\$304,060

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Retaining Wall	18,463	SQFT	\$100.00	\$1,846,274	
Erosion Control	1	LS	\$11,000	\$11,000	
Water Pollution Control	1	LS	\$285,840	\$285,840	
Treatment BMP's	1	LS	\$277,200	\$277,200	
Barriers and Guardrails	1	LS	\$30,000	\$30,000	
Highway Planting	1	LS	\$40,000	\$40,000	
Resident Engineer Office	1	LS	\$120,000	\$120,000	
Hazardous Waste Work	1	LS	\$250,000	\$250,000	
Environmental Mitigation	1	LS	\$100,000	\$100,000	
Landscape and Irrigation	1	LS	\$50,000	\$50,000	
Slope Protection	1	LS	\$15,000	\$15,000	
Plant Establishment Work	1	LS	\$20,000	\$20,000	
Total Specialty Items					\$3,045,314

Section 5 - Traffic Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Traffic Delineation Items	1	LS	\$30,406	\$30,406	
Traffic Signal and Lighting	1	LS	\$175,000	\$175,000	
Roadside Signs (new and relocate)	1	LS	\$25,000	\$25,000	
Transportation Management Plan	1	LS	\$147,360	\$147,360	
Overhead Guide Sign	1	LS	\$80,000	\$80,000	
Traffic Control System (Relocate Ramp Metering Cabinets)	1	LS	\$45,000	\$45,000	
Total Traffic Items					\$502,766

SUBTOTAL SECTIONS 1-5 \$5,068,381

Section 6 - Minor Items

10% of Subtotal Sections 1-5 5,068,381 X 10%

Unit Price Section Cost
\$506,838
Total Minor Items \$506,838

Section 7 - Roadway Mobilization

Subtotal Sections 1-5 5,068,381
Minor Items 506,838
Sum 5,575,220 X 10%

Unit Price Section Cost
\$557,522
Total Mobilization \$557,522

Section 8 - Roadway Additions

Supplemental
Subtotal Sections 1-5 5,068,381
Minor Items 506,838
Sum 5,575,220 X 10%

\$557,522

Contingencies
Subtotal Sections 1-5 5,068,381
Minor Items 506,838
Sum 5,575,220 X 25%

\$1,393,805

Escalation
Subtotal Sections 1-5 5,068,381
Minor Items 506,838
Sum 5,575,220 X 15%

\$836,283

TOTAL ROADWAY ADDITIONS \$2,787,610

Section 9 - Time Related Overhead

Time Related Overhead 10% \$557,522
TOTAL ROADWAY ITEMS, SECTIONS 1 - 9 \$9,477,873

II. STRUCTURES ITEMS

Bridge Name

Chesebro Rd
Overcrossing
(Widen)

Structure Type

Width ft (out to out)

90.00

Span Lengths, ft

234

Total Area, Sq Ft

21,060

Footing Type (Pile/Spread)

Cost Per Sq Ft (incl. 10% mobilization

\$228

, 25% contingency and 15% escalation)

Total Cost for Structure

\$4,812,000

\$4,812,000

Roadway Related Costs (Flag Man & Inspection)

\$0

\$4,812,000

III. RIGHT OF WAY

Current Values
(Future Use)

A. Acquisition, including excess lands and
damages to remainder(s)

\$129,000

B. Utility Relocation

\$0

C. Clearance/Demolition

D. RAP

E. Title and Escrow Fees

\$45,000

F. Construction Contract Work

Total Right of Way (Current Value) \$174,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE	07 - LA - 101
Type of Estimate	PSR
Program Code:	
Post Miles	33.4/33.9
EA	25720K
Project No.	

PROJECT DESCRIPTION

Project Title: Palo Comado Canyon Rd Interchange

Limits: Post Mile 33.4/33.9

Proposed Improvements: Overcrossing widening . US 101 NB off-ramp and on-ramp modification.

Alternative Project: Alternative 3A (**Improvements Outside Caltrans R/W**)

Project Costs	ROADWAY ITEMS	\$5,520,000
	STRUCTURE ITEMS	\$0
	SUBTOTAL CONSTRUCTION	<u>\$5,520,000</u>
	RIGHT OF WAY (Current Value)	\$1,317,500
	TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$6,837,500</u>
	ENGINEERING, CONSTRUCTION MANAGEMENT & PROJECT ADMINISTRATION	\$828,000
	TOTAL PROJECT COST	<u>\$7,665,500</u>

Prepared By: Hui Lii **Date:** 2/25/2009

Reviewed By: Swafachale **Date:** 2/25/2009

ATTACHMENT F

**PRELIMINARY ENVIRONMENTAL ANALYSIS
REPORT (PEAR)**

Preliminary Environmental Analysis Report

FOR

**U.S. 101/PALO COMADO CANYON ROAD INTERCHANGE
IMPROVEMENT PROJECT**

**CITY OF AGOURA HILLS
LOS ANGELES COUNTY**

Prepared by

PARSONS

February 2009

Preliminary Environmental Analysis Report

Project Information

District 07 County Los Angeles Route U.S. 101 Kilometer Post (Post Mile) 33.0/34.4 EA 25720K

Project Title: U.S. 101/Palo Comado Canyon Road Interchange Improvement Project

Project Manager: Ravi B. Ghate Phone # 213-897-5593

Project Engineer: Trilly Nguyen Phone # 213-897-7825

Environmental Branch Chief: Carlos Montez Phone # 213-897-9116

Environmental Coordinator: Carlos Montez Phone # 213-897-9116

Prepared by Consultant: Parsons, Angela Schnapp Phone # 626-440-2427

Project Description

The City of Agoura Hills (City) proposes to improve the US-101 Palo Comado Canyon Road Interchange and the Palo Comado Canyon Road/Chesebro Road Intersection adjacent to the interchange, in Los Angeles County from post mile 33.0 to 34.4. The proposed work includes the widening of the US-101 Palo Comado Canyon Road Overcrossing (OC) from 1-lane to 2-lanes in each direction with median and sidewalks and the modification of the northbound on-ramps and the modification of signalized intersections to facilitate the increased volume of traffic using the interchange, improve flow, and enhance safety.

Purpose and Need

Purpose:

The purposes of the Palo Comado Canyon Road Interchange improvement project are:

- Provide improved access to the proposed new school
- Improve traffic circulation on the roadway network adjacent to the Palo Comado Canyon Road Interchange.
- Accommodate the forecasted increases in traffic volume resulting from future developments.
- Improve the safety and operational level-of-service for the US-101 Palo Comado Canyon Road Interchange.

Need:

Currently, the distance between the existing Canwood Street intersection with Palo Comado Canyon Road and the US-101 northbound ramps at Chesebro Road is less than 100 feet. This configuration presents a non-standard access control distance beyond the northbound off-ramp termini and it does not have the capacity to handle the forecasted increase traffic demand. Furthermore, the planned developments around Chesebro Road, Palo Comado Canyon Road, and Canwood Street west of the Palo Comado Canyon Road, will increase the traffic volumes on the local roadway network as well as the US-

101 interchange substantially. Roadway improvements are needed to keep traffic operation Level-of-Service (LOS) on the roadways and intersections within acceptable range.

The needs for this project are:

- Proposed development of the vacant lands adjacent to the interchange will increase traffic volumes around the area and improvements to the interchange and the roadway network are needed to accommodate the additional traffic demands and relieve congestion.
- The existing access road, Canwood Street, has an intersection approximately 50 feet from the existing northbound on-ramp intersection at the Palo Comado Canyon Road Interchange. Improvements are needed to provide better access control and traffic circulation.

Proposed Alternatives

Alternative 1: No Build

The No Build Alternative would maintain the configuration of the US 101/Palo Comado Canyon Road interchange and the Palo Comado Canyon Road/Canwood Street intersection as proposed under the Heschel School project. The northbound ramp intersection at Palo Comado Canyon Road will include a fifth leg to Canwood Street, and the intersection will be signalized. The Palo Comado Canyon Road Overcrossing would remain as a two-lane road and would not accommodate the future traffic demand. Congestion would not be alleviated, and the situation would deteriorate with time. There are no construction or right-of-way costs associated with this alternative.

Alternative 2: Widen Palo Comado Canyon Road and Overcrossing and Maintain Tight Diamond Ramps

This alternative proposes to maintain the existing tight diamond configuration of the northbound ramps and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The project would provide access to Heschel School via a new signalized intersection on Palo Comado Canyon Road between the northbound ramps and Driver Avenue. The project would eliminate the fifth leg (i.e. Canwood Street) at the existing Palo Comado Canyon Road, northbound ramps, and Canwood Street intersection that is proposed as part of the school project. Canwood Street, east of Palo Comado Canyon Road, would be closed. The northbound ramps intersection would be modified to provide standard approach angles, and the traffic signals would be modified.

Alternative 3: Widen Palo Comado Canyon Road and Construct Northbound Hook Off-Ramp

This alternative proposes to reconfigure the northbound off-ramp to a partial Type L-6 hook ramp and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The school driveway would be relocated to the eastern end of Canwood Street approximately 60 feet east of the proposed hook off-ramp. The existing tight diamond northbound off-ramp would be removed, and the frontage road (i.e., Canwood Street) would be realigned and reconstructed to provide 2 lanes in each direction. The intersection at Palo Comado Canyon Road and Canwood Street would be signalized and reconfigured so that westbound Canwood Street would have dual left-turn lanes to southbound Palo Comado Canyon Road, one shared through/right-turn lane to the northbound on-ramp and northbound Palo Comado Canyon Road, and one right-turn lane to northbound Palo Comado Canyon Road. The intersection at the proposed hook off-ramp and Canwood Street would be signalized, and the hook off-ramp would be configured with a right-turn lane and dual left-turn lanes to eastbound and westbound Canwood Street, respectively. Overhead lane usage signs and traffic markings are recommended to guide motorists on the northbound off-ramp and westbound Canwood Street. This alternative would widen the existing overcrossing and its approaches from 2 lanes to 4 lanes, similar to Alternative 2. The existing northbound tight diamond on-ramp would be modified to provide a standard approach angle at the intersection with Palo Comado Canyon Road.

Alternative 3A: Widen Palo Comado Canyon Road with Full Overcrossing Replacement and Construct Northbound Hook Off-Ramp

This alternative is identical to Alternative 3 except that the existing Palo Comado Canyon Road overcrossing will be replaced instead of being widened. The overcrossing and its approaches will be constructed at a higher vertical profile to allow for a standard vertical clearance over the US 101.

Anticipated Environmental Approval

CEQA

- Categorical/Statutory Exemption
- Initial Study (IS)/Mitigated Negative Declaration (MND)
- Environmental Impact Report

NEPA

- Categorical Exclusion
- Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI)
- Environmental Impact Statement

The project would require the preparation of environmental documentation pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The California Department of Transportation (Caltrans) would be the lead agency under CEQA and would be the lead agency under the assumption of responsibility pursuant to the 23 U.S.C. 327, NEPA delegation. Based on preliminary review and subject to confirmation after the completion of appropriate supporting technical studies, there do not appear to be any significant impacts after the application of appropriate mitigation measures associated with the proposed Build Alternative. Further study is expected to confirm that the project features and mitigation would reduce the project impacts to a less than significant level pursuant to CEQA. Therefore, it is recommended that an Initial Study (IS)/Environmental Assessment (EA) be prepared, which is expected to lead to a Mitigated Negative Declaration (MND) (pursuant to CEQA) and Finding of No Significant Impact (FONSI) (pursuant to NEPA). It is expected that approximately 8 to 12 months would be needed to complete the required technical studies and process the environmental documentation. A final determination on the type of documentation to be produced will be determined based on findings of the technical studies and evaluation of proposed mitigation measures.

Summary Statement

The preliminary investigation of the proposed project focused on impacts associated with Palo Comado Canyon Road/U.S. 101 interchange improvements. Based upon this Preliminary Environmental Analysis Report (PEAR), it does not appear that there are any significant impacts associated with the proposed Build Alternative for the proposed project with mitigation measures incorporated.

The following technical studies will be prepared as part of this Project Study Report (PSR) and the PEAR to provide support to the type of environmental compliance decision and to address the impacts and necessary mitigation measures of the proposed action:

- ✓ Initial Site Assessment (Attachments G and H of the PSR)
- ✓ Storm Water Data Report (Attachment I of the PSR)
- ✓ Preliminary Noise Assessment (Appendix A of the PEAR)
- ✓ Preliminary Air Quality Assessment (Appendix B of the PEAR)
- ✓ Preliminary Cultural Resources Assessment (provided as part of the PEAR)
- ✓ Paleontological Resources Records Check (Appendix C of the PEAR)
- ✓ Initial Biological Reconnaissance Technical Memorandum (provided as part of the PEAR)

Environmental issues under the proposed Build Alternative that could affect cost and/or schedules include noise, air quality, and hazardous materials.

The following table presents potential and anticipated permits required for this proposed project.

Regulation and Description	Resource Agency
National Pollutant Discharge Elimination System (NPDES) – Storm Water Pollution Prevention Plan	California Water Resources Control Board

Special Considerations

Implementation of the Build Alternative would require completion of a few technical studies and further evaluation of some environmental components as part of the environmental document preparation to evaluate and/or confirm potential environmental impacts. Preparation of the recommended technical studies and environmental document would require approximately 8 to 12 months to be completed. An environmental area that requires further study and/or mitigation, which has the potential to affect project costs and schedule, includes noise impacts. No other unusual, exceptional, or extended environmental processes are anticipated.

Anticipated Project Mitigation

Community Impacts: Impacts to the community during project construction could be minimized by keeping area residents and business owners informed of the project schedule, and coordinating closely with utility service providers to ensure that minimum disruption would occur. In addition, the contractor would develop a Traffic Management Plan for implementation during project construction to ensure that traffic impacts are minimized.

Air quality: An Air Quality Analysis would be conducted during the environmental document preparation phase when the detailed engineering design is developed. Air quality impacts during the construction phase could be minimized by implementing SCAQMD Rule 403 (PM₁₀ Control Measures) and requiring the contractor to follow current standard procedures to reduce/control construction equipment emissions. If potentially significant impacts on air quality are identified during the implementation phase, mitigation measures to minimize the impacts would be proposed.

Noise: A preliminary noise study was conducted. Based on the available information and the preliminary assessment, a soundwall appears to be required for first row residences located in the northwest quadrant of the Palo Comado Canyon Road/U.S. 101 interchange. A detailed noise study would be conducted to identify the specific length, appropriate heights, and exact location of the barrier, which can only be determined upon reviewing project drawings and plans. The feasibility and reasonability of recommended soundwalls would be determined during the detailed analysis.

Water Quality: Stormwater pollution prevention and treatment Best Management Practices (BMPs) would be incorporated in the project design to ensure that impacts to water quality are minimized.

Paleontology: Areas of deep excavation (i.e., deeper than 5 feet below surface grade) would be monitored for any vertebrate fossils. If found, the excavation activities would be temporarily halted to allow samples to be collected and analyzed for paleontological potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution.

Hazardous Waste/Materials: Prior to disposal of drilled soil and groundwater from the piling areas, sampling and analysis of the subject soil and groundwater would be conducted to determine the level of contamination to identify proper handling and disposal methods.

Prior to project construction, sampling and analysis of the liquids in the pole-top transformers would be conducted to determine if PCBs are present in the pole-top transformer fluid and to determine proper

disposal methods if the transformers are to be removed or properly handling methods if the transformers are to be relocated.

Prior to project construction, sampling and analysis of the joint compound in the overcrossing would be conducted to determine whether or not ACM is present in the joint compound and to determine proper disposal methods if ACM is found.

Prior to project construction, sampling and analysis of the paint striping on the roadways would be conducted to determine whether LBP is present in the lane striping paint and to determine proper disposal methods if lead is found.

Prior to project construction, sampling and analysis of surface soils from unpaved areas along the U.S. 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of total and soluble lead to allow proper excavated soil management, including onsite placement or offsite disposal.

Prior to project construction, sampling and analysis of soils from landscaped areas along U.S. 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of pesticides/herbicides contamination to identify a proper handling method.

Biological Resources: Mitigation for permanent impacts to sensitive biological resources (oak trees) may be required. Such mitigation may include avoidance (alignment modification) or tree replacement. The removal of any large trees would be scheduled outside the nesting and fledging season (i.e., after August).

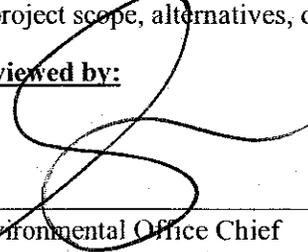
Invasive Species: Exposed soil areas would be replanted with noninvasive vegetation, and equipment inspection and control would be performed to ensure that they are cleaned of potential noxious weed sources (i.e., mud and vegetation) before and after entering the project area. To the extent applicable, any topsoil removed to a depth of 6 inches during construction should be stockpiled onsite for subsequent use as fill needed directly onsite to avoid the spread of existing invasive plant species at the project site.

Cost estimate for the proposed mitigations are presented in Attachment A to this PEAR.

Disclaimer

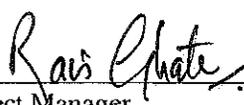
This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Study Report. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

Reviewed by:



Environmental Office Chief

Date: 2/24/09



Project Manager

Date: 2/25/09

Environmental Technical Reports or Studies Required

	Study	Document	N/A
Community Impact Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floodplain Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paleontology	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cultural			
ASR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HSR	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HASR	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HPSR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 106 / SHPO	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Native American Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other			
<u>Finding of Effect</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Data Recovery Plan</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Waste			
ISA (Additional)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PSI	<input type="checkbox"/>		<input checked="" type="checkbox"/>
Other <u>Site Investigation</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Biological			
Endangered Species (Federal)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Endangered Species (State)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Biological Assessment (USFWS, NMFS, State)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Invasive Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Environment Study (Minimal Impacts)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NEPA 404 Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Permits			
401 Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
404 Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1602 Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Technical Review

Alternative 1: No Build Alternative

Under the No Build Alternative, there would be no change to existing environmental conditions.

Alternative 2: Build Alternative

Socioeconomic and Community Effects

The project site is located in the City of Agoura Hills. According to the General Plan for the City of Agoura Hills, the project site does not have a specific land use designation. Existing land uses adjacent to the project area consist of commercial auto related, commercial retail/services, office, low density residential neighborhoods, business park offices, and local park uses. Zoning designations around the immediate vicinity of the project site include: P – Local Park; RL – Low Density Residential; CRS – Commercial Retail/Service; and BP-OR (Business Park – Office Retail).

Potential Impacts

During project construction, residents within the vicinity of the project site and motorists traveling along the nearby roadways may occasionally experience some inconvenience due to construction equipment and material obstruction. The impacts from roadway obstruction would cease at the completion of the project. The proposed project is intended to enhance roadway operation and safety; no potential adverse impacts to adjacent community members are foreseen.

Mitigation Measures

Community impacts during project construction could be minimized by keeping area residents and business owners informed of the project schedule and coordinating closely with utility service providers to ensure that minimum disruption would occur. In addition, the contractor would develop a Traffic Management Plan for implementation during project construction to ensure that traffic impacts are minimized.

Farmlands

The project site is not located within designated agricultural land. No impacts to farmland would occur.

4(f) Impacts

Section 4(f) of the U.S. Department of Transportation Act of 1966 mandates that special efforts be made to preserve public parks, recreation land, wildlife and waterfowl refuges, and historic sites. The proposed project would not involve the use of Section 4(f) properties; therefore, no impact to Section 4(f) properties would occur.

Visual Effects

The proposed U.S. 101/Palo Comado Canyon Road interchange improvements would occur primarily within the right-of-way of the existing roadway. Views from the project area and its vicinity are primarily of associated transportation and commercial infrastructures. No visual resources, including mature trees, exist within the project area. The majority of the proposed project would be constructed at or near existing grade; therefore, no obstruction of views to any group of viewers would occur.

Water Quality

The project site is located within the upper reach of the Malibu Creek Watershed, which is within the Santa Monica Bay Watershed Area. More specifically, the project area resides in the Santa Monica Bay Hydrologic Unit, Malibu Creek Hydrologic Area, and is within the Lindero Canyon Sub-Area, 404.23. Surface water from the proposed project site and immediate project vicinity is collected by designed flood control/storm drain facilities, and is eventually routed to Chesebro Creek, which is a tributary to Malibu Creek.

There are two Total Maximum Daily Loads (TMDLs) established within the Malibu Creek Watershed, which are:

Malibu Creek Nutrients TMDL

On March 21, 2003, in absence of State versions, the US Environmental Protection Agency (EPA) issued the Nutrients TMDL for the Malibu Creek watershed. The TMDL requires a special monitoring program to evaluate effectiveness of actions to reduce both dry and wet weather urban runoff.

Malibu Creek Watershed Bacteria TMDL

The Malibu Creek Watershed Bacteria TMDL became effective on January 24, 2006. Caltrans is working cooperatively with a group of Responsible Agencies to jointly comply with the TMDL. Project Engineer of projects located where dry weather diversion exists needs only consider infiltration devices for bacteria removal; however, all other projects shall consider both dry weather flow diversion and infiltration devices.

Potential Impacts

Construction Phase

The estimated soil disturbance area for this project is 4.8 acres, and was based on the alternative with the largest project footprint, which is Alternative 3. The project could result in water quality impacts to stormwater runoff during construction. Grading and excavation could result in soil erosion.

The major pollutant expected from construction sites is erosion related, where sediment-laden water flows into storm drains. Currently, the California Department of Transportation (Caltrans) has a statewide NPDES stormwater permit that covers all Caltrans work and projects within the state. All projects within Caltrans jurisdiction must conform to the requirements of the Caltrans Statewide NPDES Storm Water Permit, Order No. 99-06-DWQ, NPDES No. CAS000003, adopted by the State Water Resources Control Board (SWRCB) on July 15, 1999. This permit allows Caltrans to operate, maintain, and construct on state right-of-way without applying for individual General Permits for each construction project. The permit requires Caltrans to adhere to the provisions of the Statewide General NPDES Permit for Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002. The local agency project with construction activity within Caltrans right-of-way and has a total disturbed soil area greater than 1 acre, the local agency shall submit a Notice of Intent (NOI) to SWRCB at least 30 days prior to any soil disturbing activities. In addition, all projects are subject to the BMPs specified in the Caltrans Storm Water Management Plan (SWMP). The provisions and requirements of the permit are enforced by RWQCBs.

The SWPPP and Monitoring Program would be prepared and implemented prior to construction activities. The SWPPP would identify construction-period BMPs to reduce water quality impacts. The SWPPP would emphasize (1) temporary erosion control measures to reduce sedimentation and turbidity of surface runoff from disturbed areas, (2) personnel training, (3) scheduling and implementation of BMPs during construction and for the various seasons (noting that the rainy season is from October 1 to May 1), (4) identification of non-stormwater discharge BMPs, and (5) mitigation and monitoring during construction.

Typical erosion control measures to be used to address site soil stabilization and reduce deposition of sediments in the adjacent surface waters would include the application of soil stabilizers such as hydroseeding, netting, erosion control mats, rock slope protection, velocity dissipation devices, and flared end sections for culverts.

The proposed project would be constructed to minimize erosion by incorporating retaining walls to reduce the steepness of slopes or to shorten slopes; providing cut and fill slopes flat enough to allow revegetation and limit erosion to preconstruction rates; and collecting concentrated flows in stabilized drains and channels. Alternative materials or facilities could also be utilized to reduce future maintenance impacts on water quality, and the design of the project would allow for the ease of maintenance. Additionally, the project could be scheduled and phased to minimize soil-disturbing work during the rainy season.

Implementation Phase

The project would result in an increase of 2.2 acres in impervious surface in the project area. This could be expected to translate into localized increases in urban runoff. Potential pollutants found on streets and freeways include heavy metals, organic compounds (including petroleum hydrocarbons), sediments, trash, debris, oil, and grease. Drainage along the freeway alignment is away from the freeway pavement towards designed collection along the roadway.

As described in the Caltrans SWMP, BMPs are designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. This would require the onsite drainage system to be designed with a BMP concept in place that maximizes pollutant removal while taking into account economic constraints related to maintenance, right-of-way, and construction costs. According to the Stormwater Data Report prepared for this project, permanent treatment BMPs that are deemed appropriated and are evaluated for the project include biofiltration swales. Adequate space does not exist for the placement of infiltration basins, detention basins, or media filters within the project limits. Traction Sand Traps, Dry Weather Flow Diversion, and Wet Basins are not feasible. Gross Solids Removal Devices are not proposed because the receiving waters are not on the 303(d) list for trash. None of the proposed treatment BMP locations serve a "critical source area"; therefore, multi-chambered treatment trains are not feasible and are not proposed. The selected BMP would be designed to treat 100 percent of the water quality volume generated from the project site.

Mitigation Measures

With incorporation of the BMPs described above in the project design, no additional mitigation measures would be required.

Floodplain Evaluation

The project site is included on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map Community Panel Number 065072 0002B (Effective December 18, 1986). The project site is located entirely in Zone C, which is an area determined to have minimal flooding and is outside the 100-year and 500-year floodplains. Thus, no flood flows would be impeded or redirected. No further floodplain evaluation is required.

Noise

A preliminary noise analysis has been performed to determine the potential noise impacts resulting from the proposed project. Noise-sensitive land uses in the project area include primarily the existing residences located along Chesebro Road and the pre-school, kindergarten and Montessori schools located at the intersection of Chesebro Road, Driver Avenue and Palo Comado Canyon Road. Additionally, the Heschel West School is planned to be located on the hill in the northeast quadrant of the proposed project. Residents and occupants in the Senior Retreat may experience elevated noise levels during project construction due to equipment operation.

According to the Caltrans Traffic Noise Analysis Protocol (Caltrans, 2006), traffic noise impacts occur when it is determined that the proposed Type I project will cause a substantial noise increase or when the predicted traffic noise levels approach within 1 decibel A (dBA) or exceed the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) after project completion. A noise increase is considered substantial when the future predicted noise levels exceed existing noise levels by 12 dBA, Leq(h).

Parsons personnel conducted short-term noise measurements on July 10, 2008 at five residential locations that are representative of residences around the existing Palo Comado Canyon Road/U.S. 101 interchange. The short-term measurements were conducted for periods of 20 minutes and taken during the morning peak hours and the traffic was observed to be free flowing. The locations and results are presented in Appendix A of this PEAR.

Potential Impacts

Potential traffic noise impacts will be analyzed in accordance with the impact screening procedures identified in the Caltrans Technical Noise Supplement, TENS (Caltrans, 1998). According to the screening procedure, there is potential impact which would warrant a detailed noise study if the existing peak hour noise levels are within 5 dBA of the NAC. This implies that if existing noise levels are at least 62 dBA, within 5 dBA of the NAC of 67 dBA for residential land uses, a detailed noise analysis would be required. Existing noise levels at residences adjacent to the project have been found to be between 58 and 71 dBA; therefore a detailed analysis should be performed according to the procedures outlined in the Traffic Noise Analysis Protocol.

The preliminary traffic noise evaluation indicated that noise impacts would potentially occur at nearby residences because of their close proximity to the freeway and project site. Existing noise levels at some of these residences already exceed the NAC; therefore, future noise levels would also exceed the NAC.

Residents and occupants in the Agoura Hills Senior Retreat, Villa Park Agoura Apartments may also experience elevated noise levels during project construction due to equipment operation. The construction noise impacts would be temporary and would cease after the construction is completed. Implementation of standard construction noise mitigation measures would minimize noise impacts during the construction period.

Potential Traffic Noise Abatement

As prescribed in 23CFR772 and the Traffic Noise Analysis Protocol, noise abatement has only been considered where noise impacts are predicted, and where frequent human use occurs, or where a lowered noise level would be beneficial. Based on available information and the preliminary assessment, a soundwall appears to be required for first row residences located in the northwest quadrant of the Palo Comado Canyon Road/U.S. 101 interchange. A detailed noise study will be required to identify the specific length, appropriate heights, and exact location of the barrier, which can only be determined upon reviewing project drawings and plans. The feasibility and reasonability of recommended soundwalls shall be determined during the detailed analysis.

Air Quality

The project site is located within the City of Agoura Hills, in the 6,745-square-mile South Coast Air Basin (SCAB or Basin). The SCAB is defined as encompassing all of Orange County, Los Angeles County, with the exception of Antelope Valley, and the non-desert portions of Riverside and San Bernardino Counties. It consists of a coastal plain with interconnecting broad valleys and low hills. Elevations range from sea level to over 11,000 ft (3,353 m) above mean sea level (MSL). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues within the SCAB.

The SCAB is currently designated as a nonattainment area for Ozone (O₃) and particulate matters (PM₁₀ and PM_{2.5}), and is in maintenance for Nitrogen dioxide (NO₂) and Carbon Monoxide (CO). Table 1 summarizes the SCAB's attainment status, based on federal standards (NAAQS) and the state standards (CAAQS).

Table 1. South Coast Air Basin Attainment Status

Pollutant	National Standards	California Standards
Ozone (O ₃) – 1-hour	— ^a	Non-attainment
Ozone (O ₃) – 8-hour	Severe – 17	Non-attainment
PM ₁₀	Serious	Non-attainment
PM _{2.5}	Non-attainment	Non-attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Nitrogen Dioxide (NO ₂)	Attainment/Maintenance ^b	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment

^a The 1-hour Ozone standard (NAAQS) was revoked by EPA on June 15, 2005 and thus, is no longer in effect for the State of California.

^b Attainment of NO₂ based on national standards was approved on October 7, 2003.

Source: California Air Resources Board, 2008.

The project site is located in an urbanized portion of Southern California (Figure 1). The immediate vicinity of the proposed project consist mostly commercial properties on both the north and south sides of US-101. Along Canwood Street, there is a Montessori kindergarten and pre-school, multi-family residences, a senior community facility, condominiums, and single-family residences. The Old Agoura Park is located immediately to the northeast of the project location.

Sensitive land uses in the project vicinity include residences, a senior community, and the Montessori kindergarten and pre-school. The closest residences are the homes on the northeast corner of Driver Street, Canwood Street and Palo Comado Canyon Road. These residences are located approximately 25 feet from the project site boundary. The multi-family residences, senior community, and condominiums are approximately 75 ft, 100 ft, and 150 ft from the proposed project, respectively. The nearest school to the project site is the Montessori kindergarten and pre-school is approximately 25 ft west of the project site. Other potentially sensitive uses in the more distant area include multi-family and single-family residences.

Potential Impacts

Following is a summary of the air quality assessment and analysis to be provided in the Air Quality Technical Report:

- The project is located in an ozone non-attainment area for federal and state standards.
- The project will increase capacity and it should be included with other projects that will be modeled for conformity. The project sponsor will employ appropriate procedures to ensure the project will be included in the SCAG transportation plans and that it would conform to CAA and state and federal air quality requirements and plans.
- A qualitative or quantitative local CO impact analysis will be conducted in accordance with the CO Protocol. The traffic data required for project-level hot-spot analysis for CO and particulate matter including ADT, truck ADT and percentage, peak hour (AM and PM) traffic volumes for all

vehicles as well and diesel trucks, level of service (LOS) of intersections and roadways affected by implementation of project, will be obtained from project traffic study report.

- An interagency consultation would be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM₁₀ and Pm_{2.5}) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitative PM₁₀ and PM_{2.5} hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (EPA, March 2006).
- Fugitive dust emissions related to the construction will be mitigated and control measures will be included according to Rule 403, additional measures will be identified and recommended, if needed.
- Mobile source toxic emissions impacts will be analyzed following the FHWA *Interim Guidance on Air Toxics Analysis in NEPA Documents* (FHWA, February 2006).
- A traffic report will be made available that will provide the information necessary to complete the analysis in accordance with the CO Protocol and mobile source PM and air toxics analyses guidelines.
- A discussion on green house gas (GHG) emissions, naturally occurring asbestos (NOA), and toxic air contaminants (TAC) will be included.

Mitigation Measures

Air quality impacts during the construction phase could be minimized by implementing SCAQMD Rule 403 (PM₁₀ Control Measures) and requiring the contractor to follow current standard procedures to reduce/control construction equipment emissions.

Appropriate mitigation measures would be identified if the results of an air quality analysis reveal that the project would cause significant adverse effects to air quality during the implementation phase.

Paleontology

Paleontological resources are the fossilized remains of ancient plants and animals. The proposed U.S. 101/Palo Comado Canyon Road interchange improvements widening would occur within the fully built environment that has been heavily disturbed with transportation facility construction. Based on the paleontological resources record check at the project site and its vicinity conducted by the Natural History Museum of Los Angeles County in November 2008, several invertebrate fossil localities lie within the project vicinity. Invertebrate fossil localities within the project footprint are unlikely. Although surface excavation of the project site is not likely to discover any significant vertebrate fossils, there is the potential to encounter significant invertebrate fossils in the deep excavation area that extends to the older Quaternary Alluvial deposits.

Potential Impacts

Based on the paleontological resources records check conducted by the Natural History Museum of Los Angeles County in November 2008, the chance to encounter significant invertebrate fossils from surface grading or shallow excavations at the project site is unlikely. However, deeper excavations that extend to the older Quaternary Alluvial deposits have a good chance of encountering significant invertebrate fossils.

Mitigation Measures

To minimize potential impacts to paleontological resources, areas of deep excavation (i.e., deeper than 5 feet below surface grade) would be monitored for any vertebrate fossils. If found, excavation activities

would be temporarily halted to allow samples to be collected and analyzed for paleontological potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution.

Wild and Scenic River Consistency

The project does not involve construction in the general vicinity of a Wild and Scenic River. The nearest such river is Sespe Creek, located approximately 23 miles to the northwest of the project site.

Cumulative Effects

The proposed project site is located within an existing transportation corridor in Agoura Hills. Construction of the Heschel West School is scheduled to be complete prior to the start of construction of the proposed project. The proposed project could occur at the same time as other ongoing and planned projects within the proposed project vicinity, resulting in air quality, noise, and traffic impacts to area residents and businesses. However, these impacts are temporary and would cease at the end of the construction. Due to the short duration of the construction period, cumulative effects to area residents and businesses are not anticipated to be substantial.

More detailed analysis of cumulative impacts would be assessed in the environmental document when the construction schedules of other known future projects, including the proposed project itself, are available.

Cultural Resources

Background Literature Review

A record search for a 1-mile radius around the proposed project area was conducted on May 22, 2008 by staff at the South Central Coastal Information Center. The record search indicated there are no properties listed as California Point of Historical Interest and California Historical Landmarks located within a 1-mile radius of the proposed project area. No properties listed in the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) are located within a 1-mile radius of the proposed project area. Finally, the record search indicated the California Historic Resources Inventory lists no properties that have been evaluated for historical significance within a 1-mile radius of the proposed project area.

The record search indicates twelve (12) archaeological sites have been identified within a 1-mile radius of the proposed projects site; however none are located within the proposed project site. No sites are listed on the Archaeological Determination of Eligibility (DOE) list. One (1) isolate (19-100213) has been identified within a 1-mile radius of the project site; however, it is not located within the proposed project site.

Research conducted in the Los Angeles County Assessor on-line records indicates all of the buildings located within the proposed project area are less than 50 years of age, and, therefore, are not eligible for listing in the NRHP or the CRHR. The Palo Comado Overcrossing (OC) Bridge (Bridge No. 53 1678) is located within the proposed project area. The Palo Comado OC Bridge was constructed in 1963 and was identified as a Category 5 bridge, or "Not eligible for the NRHP," in the Caltrans Structures Maintenance & Investigations inventory. Therefore, no historic properties or historical resources are located within the proposed project area, and the proposed project would result in a finding of no impact on historic properties and/or historical resources.

Windshield/Ground Survey

A windshield or reconnaissance survey was conducted by Parsons staff on April 16 and June 18, 2008. The photographic record prepared for that field survey was reviewed for the presence of potential built environment historic resources. None of the properties in the proposed project area justified further investigation at this level of survey for National Register of Historic Places or California Register of Historical Resources eligibility. A pedestrian survey would need to be conducted during the technical study phases of the environmental document preparation.

Site reconnaissance was conducted by Applied Earthworks staff on June 30, 2008. Methods included a windshield survey of the overall project area and a walking survey of places where native soil was visible, plowed fields and landscaped areas within and immediately adjacent to the project footprint. Landforms within the project footprint and immediately adjacent areas have been extensively modified as a result of clearing, cutting, filling, trenching, and grading activities. The field survey yielded no evidence of any archaeological site or other cultural resource within the project footprint or immediately adjacent areas.

Potential Effects and Mitigation Measures

Once preliminary project plans or specific alternatives are identified, an Area of Potential Effects (APE) map will be prepared for review and approval by Caltrans District 7. The resulting project APE will include all right-of-way acquisitions, proposed access roads and routes, work areas, staging and stocking areas beyond the existing paved highway. It will include both direct (areas of project-related ground disturbance subject to walk-over by project archaeologist) and indirect effects (e.g. noise and visual impacts, also called architectural APE) as directed in the latest edition of Caltrans *Standard Environmental Reference*, Volume 2.

The purpose of the APE will be to ensure identification of significant historical, architectural, and archaeological resources listed in or eligible for inclusion in the National Register of Historic Places and/or California Register of Historical Resources that may be directly or indirectly affected by the proposed project. The proposed APE will likely be: the project's right-of-way and/or areas of direct ground disturbance (direct APE), as well as a specific dimension (e.g., 10-20 feet) beyond the right-of-way for staging and temporary building activities. The indirect APE includes the entire parcel, if there is a building or other improvement on the property, from which any partial or full acquisition or other effects (visual, audible, etc) may result from the proposed project.

An Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) will be prepared during the Project Report/Environmental Document phase to identify the presence or absence of any cultural resources within the project APE. If potentially significant effects are determined, appropriate mitigation would be identified.

Native American Coordination

The Native American Heritage Commission will be contacted for information on Native American interests, including sacred sites and gathering or buried sites. The response received will state whether any sacred land files indicate the presence of Native American cultural resources in the immediate project area. In addition, the names and contact information for any Native Americans and organizations, representing Tribes or organizations near the project area, who may have knowledge of cultural resources in the project area, will be provided. Complete Native American coordination will be undertaken as part of the ASR preparation.

Hazardous Waste/Materials

An Initial Site Assessment (ISA) was conducted as part of the PSR. Available information was used to identify Recognized Environmental Conditions (RECs) concerning the subject property and its surroundings. Several RECs per American Society for Testing and Materials (ASTM) definition were identified or discovered for the project site as part of the ISA survey.

A search of the respective environmental databases was conducted by TrackInfo Services, Inc. (TIS) identified 35 sites within the 0.25-mile search distance. There were 5 sites not mapped due to poor or inadequate location information. Two sites identified within the project footprint and immediate vicinity were determined to be RECs for the project site (location maps of these sites are presented in the ISA [Attachment H of the PSR]). The property located at 5226 North Palo Comado Canyon Road has contaminated groundwater within the project area. The groundwater contamination is considered an

environmental concern. Another property located at 5221 North Palo Comado Canyon Road has soil contaminated with petroleum products within the property boundaries. While the soil contamination is not expected to affect the proposed project, the fact that the soil contamination exists and is within the possible Area of Potential Effect, constitutes an REC for the project site. Since the area is subject to groundwater contamination, petroleum hydrocarbon contaminants may be present in the soil and groundwater. Soil and groundwater sampling and analysis should be conducted to determine proper handling and disposal methods.

Site reconnaissance conducted by the staff of Parsons on June 24, 2008, reveals the potential for aerially deposited lead (ADL) along the shoulders of U.S. 101 and of the on/off-ramps to Palo Comado Canyon Road where heavy traffic use of the freeway is apparent. In addition, the landscape area of the project site may have been treated with pesticides for weed control as part of landscape maintenance activities; therefore, pesticide residues may be present in the soil. Prior to initiation of construction activities, surface and near-surface soil samples should be collected in excavation areas and analyzed for pesticides. Although this is not anticipated to result in worker health and safety concerns, if pesticides are detected, soil handling and disposal options will need to be evaluated. Pole-top transformers with PCB-containing liquids may be present along the project location. It is recommended that the pole-top transformers be properly managed if they are to be removed or relocated. Asbestos-containing material (ACM) may be in the joint compound used on the overcrossing. It is recommended that the joint compound be tested for ACM prior to construction activities. Lane striping may contain lead-based paint (LBP). It is recommended that the paint be tested for LBP prior to removal activities. No other environmental concerns were identified during the site reconnaissance conducted on June 24, 2008.

Potential Impacts

Since the area is subject to groundwater contamination, contaminants may be present in the soil and groundwater. Soil and groundwater sampling and analysis should be conducted to determine proper handling and disposal methods.

Pole-top transformers with PCB-containing liquids may be present along the project location. It is recommended that the pole-top transformers be properly managed if they are to be removed or relocated.

Asbestos-containing material (ACM) may be in the joint compound used on the overcrossing. It is recommended that the joint compound be tested for ACM prior to construction activities.

Lane striping may contain lead-based paint (LBP). It is recommended that the paint be tested for LBP prior to removal activities.

Surface soils within unpaved areas of the project site, where heavy traffic is apparent, have the potential to contain ADL. Sampling and analysis of these soils should be conducted to determine the proper handling and disposal methods.

Surface soils within the landscaped area of the project site have the potential to contain pesticides/herbicides. Sampling and analysis of these soils should be conducted to determine the proper handling and disposal methods.

Mitigation Measures

Prior to disposal of drilled soil and groundwater from the piling areas, sampling and analysis of the subject soil and groundwater would be conducted to determine the level of contamination to identify proper handling and disposal methods.

Prior to project construction, sampling and analysis of the liquids in the pole-top transformers would be conducted to determine if PCBs are present in the pole-top transformer fluid and to determine proper

disposal methods if the transformers are to be removed or properly handling methods if the transformers are to be relocated.

Prior to project construction, sampling and analysis of the joint compound in the overcrossing would be conducted to determine whether or not ACM is present in the joint compound and to determine proper disposal methods if ACM is found.

Prior to project construction, sampling and analysis of the paint striping on the roadways would be conducted to determine whether LBP is present in the lane striping paint and to determine proper disposal methods if lead is found.

Prior to project construction, sampling and analysis of surface soils from unpaved areas along the U.S. 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of total and soluble lead to allow proper excavated soil management, including onsite placement or offsite disposal.

Prior to project construction, sampling and analysis of soils from landscaped areas along U.S. 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of pesticides/herbicides contamination to identify a proper handling method.

Biological Resources

A site visit was conducted by a qualified biologist on June 27, 2008. The project footprint for the three alternatives under consideration primarily supports existing roadways and adjacent commercial development. However, annual grassland occurs immediately northeast of the Chesebro Road bridge, and may be affected by northbound off-ramp improvements. In addition, 10 valley and coast live oak trees occur along the east side of Palo Comado Canyon Road near Chesebro Road and may be affected by roadway widening. Oak trees are protected under the City of Agoura Hills Municipal Code. Impacts to protected trees should be addressed in the environmental document.

Los Angeles County Significant Ecological Area (SEA) no. 6 (Las Virgenes) is located approximately 1,500 feet south of the project site, and SEA no. 12 (Palo Comado Canyon) is located approximately 1,800 feet to the northeast. Adverse project affects to these areas are not anticipated.

Based on review of the California Natural Diversity Data Base and the Agoura Village Specific Plan EIR, 16 special-status species have been reported within 5 miles of the project site (southwestern pond turtle, golden eagle, coastal western whiptail, Braunton's milkvetch, burrowing owl, Plummer's mariposa lily, San Fernando Valley spineflower, Santa Susana tarplant, Santa Monica Mountains dudleya, Agoura Hills dudleya, western mastiff bat, small-footed myotis, Peninsular nolina, Lyon's pentachaeta, California gnatcatcher, California red-legged frog). Due to the lack of suitable habitat in the vicinity of the project site, these species are not expected to adversely affected, and consultation with regulatory agencies is not anticipated.

The existing bridge is unlikely to support bats or bird nests, but should be surveyed as part of preparation of the environmental document.

Potential Impacts

No taxa listed by either the federal or the state government were observed in the project area and its immediate vicinity. Most native trees within the project area were removed in the past. Construction of the proposed U.S. 101/Palo Comado Canyon Road interchange improvement project would cause no appreciable loss of regionally important habitat. No effect on sensitive species would be anticipated; thus, formal consultation with wildlife agencies would be unnecessary. No additional surveys pertinent to listed species would need to be undertaken.

Mitigation Measures

Mitigation for permanent impacts to sensitive biological resources (oak trees) may be required. Such mitigation may include avoidance (alignment modification) or tree replacement

Wetlands

Chesebro Creek is located approximately 350 feet west of Chesebro Road (project terminus), and consists of an earthen channel upstream of Driver Avenue and a concrete-lined rectangular channel downstream. Wetlands may occur in Chesebro Creek, but such wetlands would be located at least 100 feet from any project-related disturbance. A delineation of jurisdictional wetlands and waters of the United States is not required, and impacts to waters of the U.S. and wetlands from the project are not anticipated.

Invasive Pest Plant Species

Executive Order 13112 requires that any Federal action may not cause or promote the spread or introduction of invasive species. One invasive plant species (bull thistle) was found within the project footprint during the site visit. It is possible this plant could be spread into adjacent open space during project construction, and should be addressed in the environmental document.

Potential Impacts

Construction of the proposed project would require an excavation of some exposed soil areas, which would cause the potential for invasive species introduction into and outside of the project area.

Mitigation Measures

The potential for invasive species introduction into the project area can be mitigated by replanting the exposed soil areas with noninvasive vegetation and performing equipment inspection and control to ensure that they are cleaned of potential noxious weed sources (i.e., mud and vegetation) before and after entering the project area. To the extent applicable, any topsoil removed to a depth of 6 inches during construction should be stockpiled onsite for subsequent use as fill needed directly onsite to avoid the spread of existing invasive plant species at the project site.

Right-of-Way Relocation or Staging Area

The land along the proposed project corridor is primarily existing roadways. The majority of land use surrounding the project area is commercial, but no relocations are expected as part of this project based upon preliminary survey of the project site.

Summary of Potential Mitigation Measures:

Community Impacts: Impacts to the community during project construction can be minimized by keeping area residents and business owners informed of the project schedule, and coordinating closely with utility service providers to ensure that minimum disruption would occur. In addition, the contractor would develop a Traffic Management Plan for implementation during project construction to ensure that traffic impacts are minimized.

Air Quality: An Air Quality Analysis would be conducted during the environmental document preparation phase when the detailed engineering design is developed. Air quality impacts during the construction phase could be minimized by implementing SCAQMD Rule 403 (PM₁₀ Control Measures) and requiring the contractor to follow current standard procedures to reduce/control construction equipment emissions. If potentially significant impacts on air quality are identified during the implementation phase, mitigation measures to minimize the impacts would be proposed.

Noise: Noise impacts may occur at the residential area adjacent to the project site. More details will be available after the preliminary noise study is complete. A detailed noise study would be conducted if the preliminary noise study identifies the need for soundwalls. The feasibility and reasonability of recommended soundwalls would be determined during the detailed analysis.

Water Quality: This technical area is still being researched.

Paleontology: Areas of deep excavation (deeper than 5 feet below surface grade) would be monitored for any vertebrate fossils. If found, excavation activities would be temporarily halted to allow samples to be collected and analyzed for paleontological potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution.

Hazardous Waste/Materials: Prior to disposal of drilled soil and groundwater from the piling areas, sampling and analysis of the subject soil and groundwater would be conducted to determine the level of contamination to identify proper handling and disposal methods.

Prior to project construction, sampling and analysis of the liquids in the pole-top transformers would be conducted to determine if PCBs are present in the pole-top transformer fluid and to determine proper disposal methods if the transformers are to be removed or proper handling methods if the transformers are to be relocated.

Prior to project construction, sampling and analysis of the joint compound in the overcrossing would be conducted to determine whether or not ACM is present in the joint compound and to determine proper disposal methods if ACM is found.

Prior to project construction, sampling and analysis of the paint striping on the roadways would be conducted to determine whether LBP is present in the lane striping paint and to determine proper disposal methods if lead is found.

Prior to project construction, sampling and analysis of surface soils from unpaved areas along the U.S. 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of total and soluble lead to allow proper excavated soil management, including onsite placement or offsite disposal.

Prior to project construction, sampling and analysis of soils from landscaped areas along U.S. 101/Palo Comado Canyon Road interchange that are subject to excavation would be conducted to determine the level of pesticides/herbicides contamination to identify a proper handling method.

Biological Resources: Mitigation for permanent impacts to sensitive biological resources (oak trees) may be required. Such mitigation may include avoidance (alignment modification) or tree replacement. Reasonable mitigation costs are generally considered to be up to 10% of the project cost.

Invasive Species: Exposed soil areas would be replanted with noninvasive vegetation, and equipment inspection and control would be performed to ensure that they are cleaned of potential noxious weed sources (i.e., mud and vegetation) before and after entering the project area. To the extent applicable, any topsoil removed to a depth of 6 inches during construction should be stockpiled onsite for subsequent use as fill needed directly onsite to avoid the spread of existing invasive plant species at the project site.

Permits

The project would have to obtain an NPDES permit. Based on the reconnaissance survey, no water bodies are located within the immediate project vicinity. The proposed project would not require application to the RWQCB under provisions of §401 of the Clean Water Act.

List of Preparers

Document Preparation	<u>Angela Schnapp, Parsons</u>	Date: <u>November 25, 2008</u>
Initial Site Assessment:	<u>Paul Farmanian, Parsons</u>	Date: <u>November 25, 2008</u>
Storm Water Data Report	<u>Christopher Hinds, Parsons</u>	Date: <u>November 13, 2008</u>

Appendix A

Preliminary Noise Assessment

Preliminary Noise Assessment
Palo Comado Canyon Road/ US-101 Interchange Improvements
City of Agoura Hills, California

October 2008

Introduction

A preliminary noise study has been performed as part of the Preliminary Environmental Assessment Report (PEAR) for the proposed improvements to the Palo Comado Canyon Road/ US-101 interchange in the City of Agoura Hills. A detailed noise study will be performed to comply with state and federal traffic noise regulations and incorporate preliminary noise abatement measures into the final environmental document. Any noise attenuation measures identified herein may be modified or revised as a result of the detailed noise study to be prepared for this project. The proposed project is a Type I project as defined in the 23 *Code of Federal Regulations* (CFR) Section 772. Figure 1 shows the project location.

Project Setting and Sensitive Receptors

A field survey was conducted by a noise specialist of Parsons to identify sensitive receivers, measure the existing noise levels in the project area, and determine potential impacts resulting from the proposed project. Noise-sensitive land uses in the project area include one-story detached residences that are located to the north of the project site, the senior community, two-story multi-family residences, two-story condominiums, and the Montessori kindergarten and pre-school to the west of the proposed project. The closest residences are the homes on the northeast corner of Driver Street, Chesebro Road and Palo Comado Canyon Road. These residences are located approximately 25 feet from the project site boundary. The multi-family residences, senior community, and condominiums are approximately 75 ft, 100 ft, and 150 ft from the proposed project, respectively. The nearest school to the project site is the Montessori kindergarten and pre-school is approximately 25 ft west of the project site. Other potentially sensitive uses in the more distant area include multi-family and single-family residences. The highway is generally depressed to approximately at grade in relation to the adjacent land uses near the proposed project.

Noise Impact Criteria

According to the Caltrans Traffic Noise Analysis Protocol (Caltrans, 2006), traffic noise impacts occur when it is determined that the proposed Type I project will cause a substantial noise increase or when the predicted traffic noise levels approach within 1 decibel A (dBA) or exceed the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) after project completion. The NAC is given in Table 1. A noise increase is considered substantial when the future predicted noise levels exceed existing noise levels by 12 dBA, Leq(h).

Figure 1
Project Location

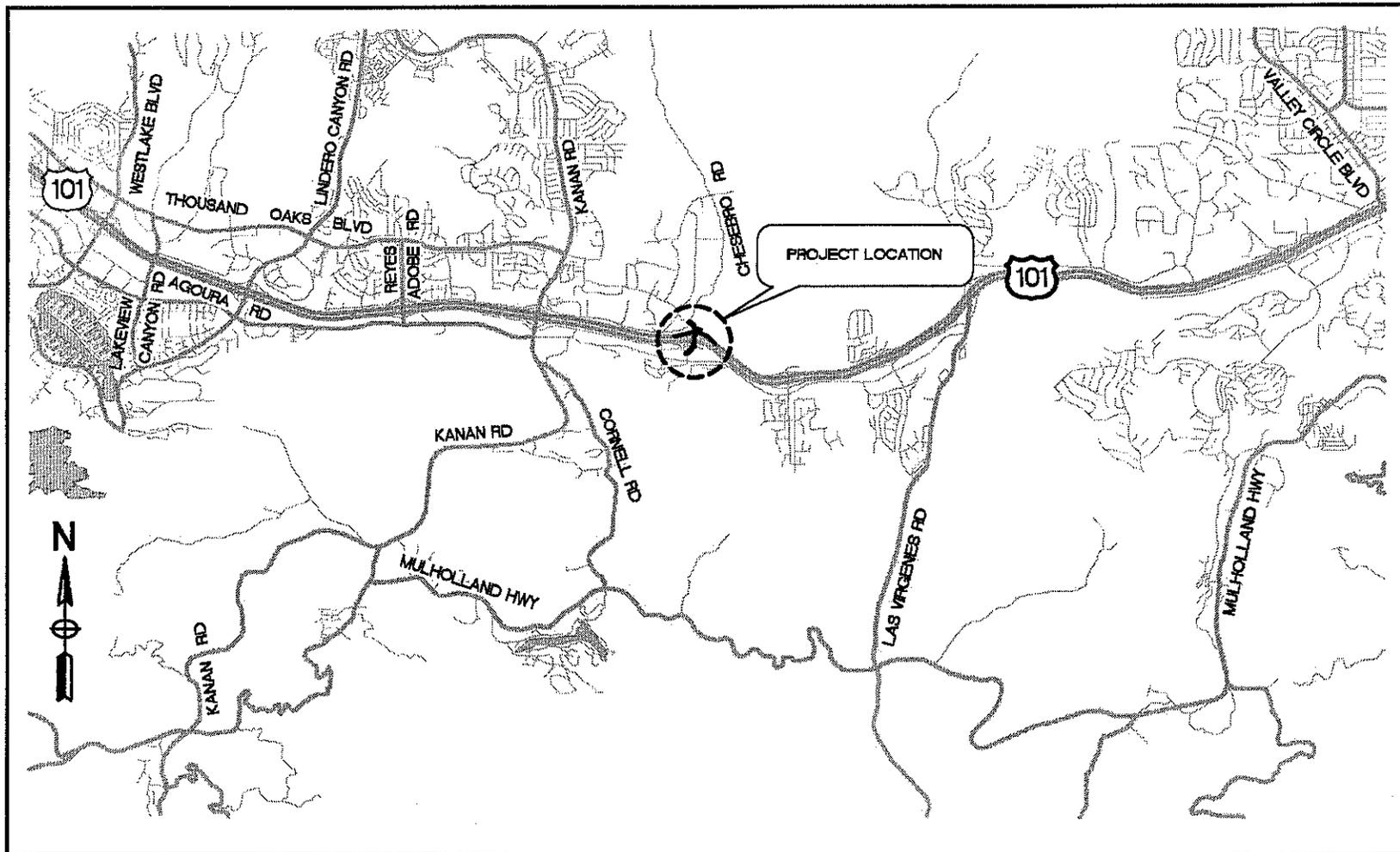


Table 1
Activity Categories and Noise Abatement Criteria (NAC) per FHWA

Activity Category	NAC Leq(h) dBA	Description of Activities
A	57 – Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67- Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72- Exterior	Developed lands, properties or activities not included in Categories A or B above.
D	---	Undeveloped lands
E	52 – Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: 23 CFR Part 772, 2006

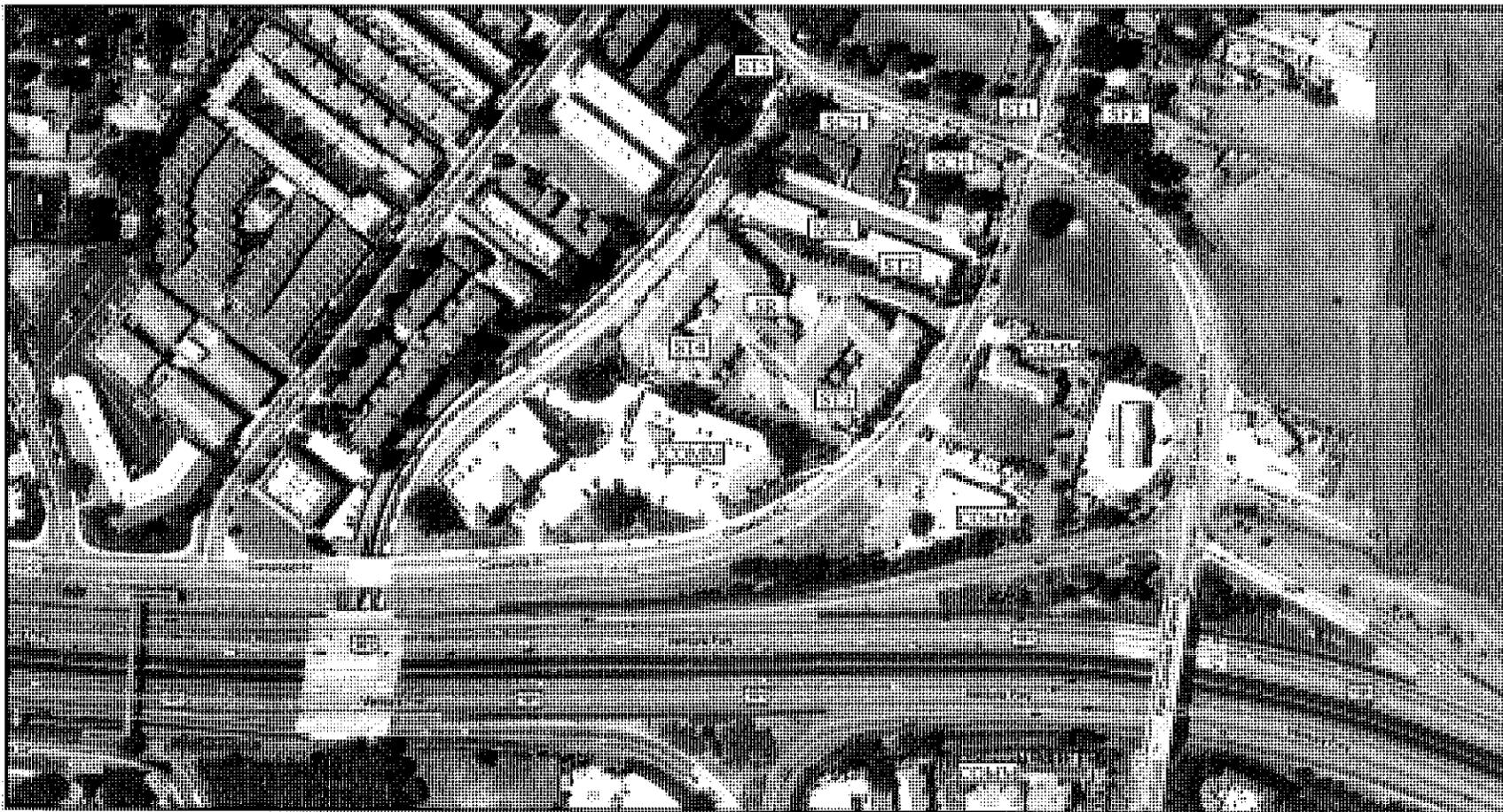
Existing Noise Environment

Parsons personnel conducted short-term noise measurements on July 10, 2008 at five residential locations that are representative of residences around the existing Palo Comado Canyon Road/ US-101 interchange. The short-term measurements were conducted for periods of 20 minutes and taken during the morning peak hours and the traffic was observed to be free flowing. Locations of measurement sites ST1 through ST5 are shown in Figure 2. Table 2 summarizes the measurement results.

Table 2
Existing Measured Noise Level

Site No.	Street Address, City	Land Use ¹	Noise Abatement Category/ Criterion, Leq(h), dBA	Measurement Date	Measurement Start Time	Measured Noise Level, Leq(h), dBA
ST1	5306 Chesebro Rd Agoura Hills, CA	SFR	B (67 dBA)	07/10/2008	05:57 07:43	63 68
ST2	Villa Park Agoura Apartments 5245 Chesebro Rd Agoura Hills, CA	MFR	B (67 dBA)	07/10/2008	06:20	58
ST3	Agoura Hills Senior Retreat 5217 Chesebro Rd, Agoura Hills, CA	MFR	B (67 dBA)	07/10/2008	06:42	71
ST4	Agoura Hills Senior Retreat 5217 Chesebro Rd, Agoura Hills, CA	MFR	B (67 dBA)	07/10/2008	07:17	62
ST5	Montessori School of Agoura 28124 Driver Ave Agoura Hills, CA	SCH	B (67 dBA)	07/10/2008	08:07	59

Figure 2
Noise Measurement Locations



Notes:

STx – Short-term measurement sites.

SFR – single family residence; MFR – multi-family residence;

SCH – school; SR – senior retreat; COMM – commercial land use

Potential Noise Impacts

Potential traffic noise impacts have been assessed in accordance with the impact screening procedures identified in the Caltrans Technical Noise Supplement, TENS (Caltrans, 1998). According to the screening procedure, there is potential impact which would warrant a detailed noise study if the existing peak hour noise levels are within 5 dBA of the NAC. This implies that if existing noise levels are at least 62 dBA, within 5 dBA of the NAC of 67 dBA for residential land uses, a detailed noise analysis would be required. Existing noise levels at residences adjacent to the project have been found to be between 58 and 71 dBA; therefore, a detailed analysis should be performed according to the procedures outlined in the Traffic Noise Analysis Protocol.

The preliminary traffic noise evaluation indicated that noise impacts would potentially occur at nearby residences because of their close proximity to the freeway and project site. Existing noise levels at some of these residences already exceed the NAC and would qualify for noise abatement measures.

Residents and occupants in the Agoura Hills Senior Retreat, Villa Park Agoura Apartments may also experience elevated noise levels during project construction due to equipment operation. The construction noise impacts would be temporary and would cease after the construction is completed. Implementation of standard construction noise mitigation measures would minimize noise impacts during the construction period.

Potential Traffic Noise Abatement

As prescribed in 23CFR772 and the Traffic Noise Analysis Protocol, noise abatement has only been considered where noise impacts are predicted, and where frequent human use occurs, or where a lowered noise level would be beneficial. Based on available information and the preliminary assessment, a soundwall appears to be required for first row residences located in the northwest quadrant of the Palo Comado Canyon Road/ US-101 interchange. Figure 2 presents the approximate location and length of the potential soundwall. A detailed noise study will be required to identify the specific length, appropriate heights, and exact location of the barrier, which can only be determined upon reviewing project drawings and plans. The feasibility and reasonableness of recommended soundwalls shall be determined during the detailed analysis.

References

- Caltrans, 2006. California Department of Transportation. Traffic Noise Analysis Protocol For New Highway Construction and Reconstruction Projects, August 14.
- Caltrans, 1998. California Department of Transportation. Technical Noise Supplement - A Technical Noise Supplement to The Traffic Noise Analysis Protocol, October.
- 23 CFR Part 772, 2006. Procedures for Abatement of Highway Traffic Noise and Construction Noise, 23 Codes of Federal Regulations, Part 772.

Preparer

Thanh Luc, Noise Specialist, Parsons

Appendix B

Preliminary Air Quality Assessment

Preliminary Air Quality Assessment
Palo Comado Canyon Road/ US-101 Interchange Improvements
City of Agoura Hills, California

February 2009

INTRODUCTION

This study provides a preliminary air quality assessment for the Preliminary Environmental Analysis Report (PEAR) for the proposed improvements to the Chesebro Road / US – 101 interchange in the City of Agoura Hills.

PROJECT DESCRIPTION

The City of Agoura Hills (City) proposes to improve the US-101 Palo Comado Canyon Road Interchange and the Palo Comado Canyon Road/Chesebro Road Intersection adjacent to the interchange, in Los Angeles County. The proposed work includes widening of the US-101 Palo Comado Canyon Road Overcrossing (OC) from 2-lane to a 4-lane facility (two lanes in each direction) with median and sidewalks, modification of the northbound on-ramps, and modification of signalized intersections to facilitate the increased volume of traffic using the interchange, improve flow, and enhance safety. Figure 1 shows the proposed project location.

Four alternatives have been identified for the proposed project, including a “No Build” alternative and three “Build” alternatives, as described below:

Alternative 1: No Build

The No Build Alternative would maintain the configuration of the US 101/Palo Comado Canyon Road interchange and the Palo Comado Canyon Road/Canwood Street intersection as proposed under the Heschel School project. The northbound ramp intersection at Palo Comado Canyon Road will include a fifth leg to Canwood Street, and the intersection will be signalized. The Palo Comado Canyon Road Overcrossing would remain as a two-lane road and would not accommodate the future traffic demand. Congestion would not be alleviated, and the situation would deteriorate with time. There are no construction or right-of-way costs associated with this alternative.

Alternative 2: Widen Palo Comado Canyon Road and Overcrossing and Maintain Tight Diamond Ramps

This alternative proposes to maintain the existing tight diamond configuration of the northbound ramps and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The project would provide access to Heschel School via a new signalized intersection on Palo Comado Canyon Road between the northbound ramps and Driver Avenue. The project would eliminate the fifth leg (i.e. Canwood Street) at the existing Palo Comado Canyon Road, northbound ramps, and Canwood Street intersection that is proposed as part of the school project. Canwood Street, east of Palo Comado Canyon Road, would be closed. The northbound ramps intersection would be modified to provide standard approach angles, and the traffic signals would be modified.

Alternative 3: Widen Palo Comado Canyon Road and Construct Northbound Hook Off-Ramp

This alternative proposes to reconfigure the northbound off-ramp to a partial Type L-6 hook ramp and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The school driveway would be relocated to the eastern end of Canwood Street

approximately 60 feet east of the proposed hook off-ramp. The existing tight diamond northbound off-ramp would be removed, and the frontage road (i.e., Canwood Street) would be realigned and reconstructed to provide 2 lanes in each direction. The intersection at Palo Comado Canyon Road and Canwood Street would be signalized and reconfigured so that westbound Canwood Street would have dual left-turn lanes to southbound Palo Comado Canyon Road, one shared through/right-turn lane to the northbound on-ramp and northbound Palo Comado Canyon Road, and one right-turn lane to northbound Palo Comado Canyon Road. The intersection at the proposed hook off-ramp and Canwood Street would be signalized, and the hook off-ramp would be configured with a right-turn lane and dual left-turn lanes to eastbound and westbound Canwood Street, respectively. Overhead lane usage signs and traffic markings are recommended to guide motorists on the northbound off-ramp and westbound Canwood Street. This alternative would widen the existing overcrossing and its approaches from 2 lanes to 4 lanes, similar to Alternative 2. The existing northbound tight diamond on-ramp would be modified to provide a standard approach angle at the intersection with Palo Comado Canyon Road.

Alternative 3A: Widen Palo Comado Canyon Road with Full Overcrossing Replacement and Construct Northbound Hook Off-Ramp

This alternative is identical to Alternative 3 except that the existing Palo Comado Canyon Road overcrossing will be replaced instead of being widened. The overcrossing and its approaches will be constructed at a higher vertical profile to allow for a standard vertical clearance over the US 101.

PROJECT SETTING AND SENSITIVE RECEPTORS

The project site is located in an urbanized portion of Southern California (Figure 1). The immediate vicinity of the proposed project consists of mostly commercial properties on both north and south sides of the US-101. The commercial uses include gasoline service stations, an air conditioning facility, furniture stores, automotive repair facilities, and office buildings. Along Canwood Street (on the north side of US-101), starting at Driver Street, there is a Montessori kindergarten and pre-school, located at the corner of Driver Street, Canwood Street and Palo Comado Canyon Road. Further south along Canwood Street are multi-family residences, the Agoura Hills Senior Retreat facility, and condominiums. In the northwest corner of the intersection of Driver Street, Canwood Street and Palo Comado Canyon Road is a horse arena, which is part of the Old Agoura Park. Land uses adjacent to North of Palo Comado Canyon Road on Canwood Street are single-family residential homes. Figure 2 shows the project site and vicinity in a local setting.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Sensitive receptors include residential areas, hospitals, elder care facilities, rehabilitation centers, schools, day-care centers, and parks.

Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants.

Sensitive land uses in the project vicinity include one-story detached residences that are located to the north of the project site, the senior community, two-story multi-family residences, two-story condominiums, and the Montessori kindergarten and pre-school to the west of the proposed project. The closest residences are the homes on the northeast corner of Driver Street, Canwood Street and Palo Comado Canyon Road. These residences are located approximately 25 feet from the project site boundary. The multi-family residences, senior community, and condominiums are approximately 75 ft, 100 ft, and 150 ft from the proposed project, respectively. The nearest school to the project site is the Montessori kindergarten and pre-school is approximately 25 ft west of the project site. Other potentially sensitive uses in the more distant area include multi-family and single-family residences.

AIR QUALITY MAINTENANCE PLAN STATUS AND PROJECT RTP/RTIP CONFORMITY

The project site is located within the City of Agoura Hills, in the 6,745-square-mile South Coast Air Basin (SCAB or Basin). The SCAB is defined as encompassing all of Orange County, Los Angeles County, with the exception of Antelope Valley, and the non-desert portions of Riverside and San Bernardino Counties. It consists of a coastal plain with interconnecting broad valleys and low hills. Elevations range from sea level to over 11,000 ft (3,353 m) above mean sea level (MSL). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues within the SCAB.

The SCAB is currently designated as a nonattainment area for Ozone (O_3) and particulate matters (PM_{10} and $PM_{2.5}$), and is in maintenance for Nitrogen dioxide (NO_2) and Carbon Monoxide (CO). Table 1 summarizes the SCAB's attainment status, based on federal standards (NAAQS) and the state standards (CAAQS).

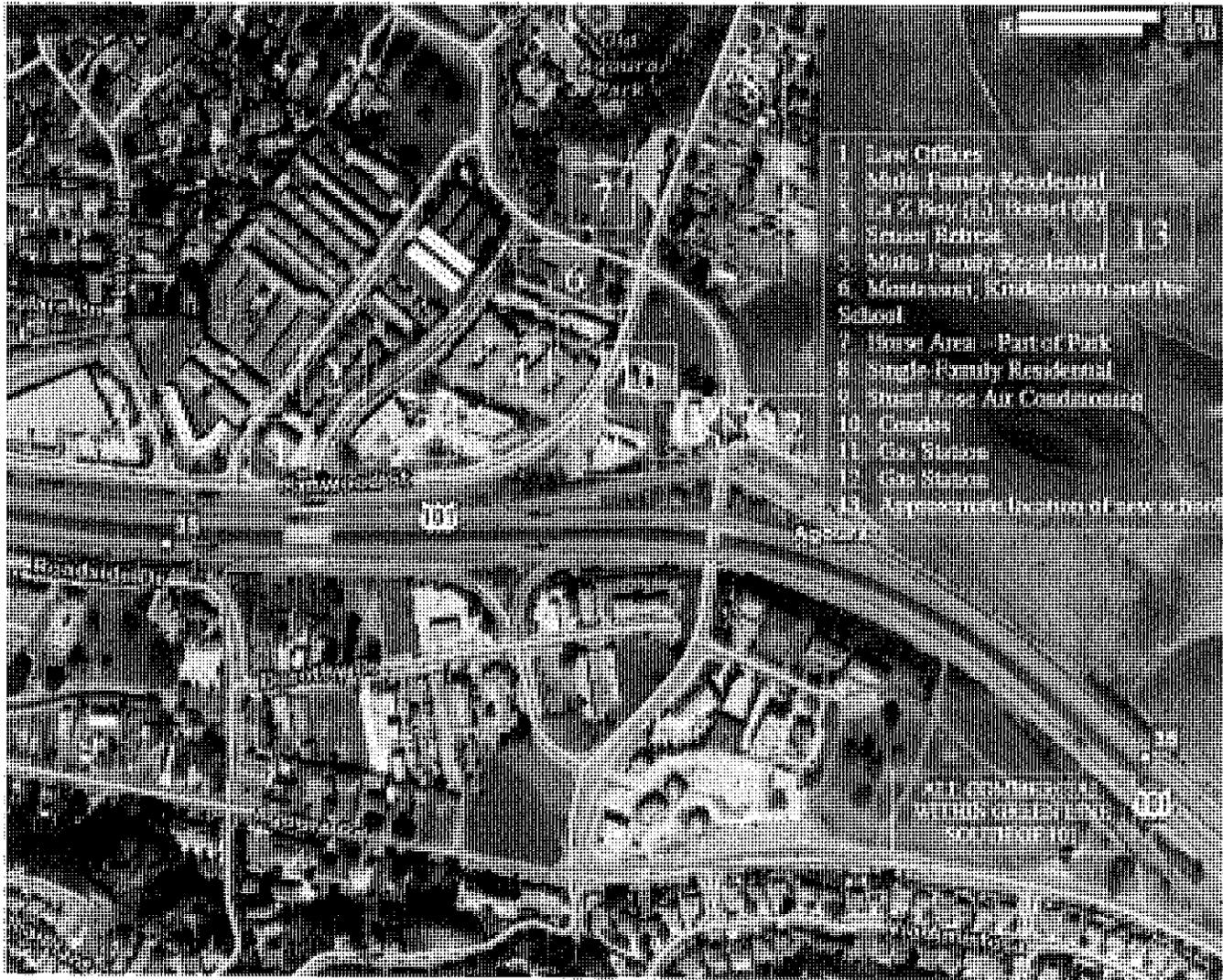


Figure 2. Project Vicinity Map

Table 1. South Coast Air Basin Attainment Status

Pollutant	National Standards	California Standards
Ozone (O ₃) – 1-hour	— ^a	Non-attainment
Ozone (O ₃) – 8-hour	Severe – 17	Non-attainment
PM ₁₀	Serious	Non-attainment
PM _{2.5}	Non-attainment	Non-attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Nitrogen Dioxide (NO ₂)	Attainment/Maintenance ^b	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment

^a The 1-hour Ozone standard (NAAQS) was revoked by EPA on June 15, 2005 and thus, is no longer in effect for the State of California.

^b Attainment of NO₂ based on national standards was approved on October 7, 2003.

Source: California Air Resources Board, 2008.

Based on the project area attainment/maintenance status for CO, in addition to construction emissions analysis, the project operation is subject to either qualitative or quantitative CO hot spots impact analysis as defined in Section 4 of the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (UC Davis, 1997).

In addition, the project would widen the US-101 Palo Comado Canyon Road Overcrossing from 1-lane to 2-lanes in each direction and modify the northbound on-ramps and modify the signalized intersections to facilitate the increased volume of traffic using the interchange, improve flow, and enhance safety. Accordingly, the project is subject to conformity requirements that require: a) project inclusion in the regional emissions analysis of the most recent RTP and RTIP, and b) project-level conformity determination. For project-level conformity analysis, an interagency consultation would be conducted, as required in 40 CFR 93.105 (c)(1)(i), to determine whether the project is of air quality concern. Per EPA guidance, if the project is determined to be of air quality concern, qualitative PM₁₀ and PM_{2.5} hot spot analysis would be required for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (EPA, March 2006).

Significance Thresholds

A project would have a significant adverse impact on air quality if it would violate any ambient air quality standard, contribute substantially to an existing air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established specific significance threshold criteria for emissions to account for the continued degradation of local air quality. Table 2 outlines the threshold criteria recommended for use in evaluating the effects on existing air quality violations.

Table 2. SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds^a		
Pollutant	Maximum Emission (lbs/day)	
	Construction	Operation
NOx	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk \geq 10 in 1 million Hazard Index \geq 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402.	
Ambient Air Quality for Criteria Pollutants^b		
<u>NO₂</u> 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state)	
<u>PM₁₀</u> 24-hour average annual geometric average annual arithmetic mean	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^c & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$ 20 $\mu\text{g}/\text{m}^3$	
<u>PM_{2.5}</u> 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^c & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$	
<u>CO</u> 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	
<p>Keys: lbs/day = pounds per day; ppm = parts per million; $\mu\text{g}/\text{m}^3$ = microgram per cubic meter; \geq greater than or equal to</p> <p>^a Based on SCAQMD CEQA Handbook (SCAQMD, 1993)</p> <p>^b Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.</p> <p>^c Ambient air quality threshold based on SCAQMD Rule 403.</p>		

Source: SCAQMD, 2007

POTENTIAL IMPACTS

Regional Impact Analysis

The proposed project is not listed in Southern California Association of Governments (SCAG) 2004 RTP, 2008 RTP, or its 2008 RTIP. Furthermore, the project is not included in the latest Congestion Management Program. As such, a regional analysis will be conducted to estimate vehicle miles traveled, travel speeds, and associated air emissions. The proper procedure will be employed to include the project in the RTP (Amendment to 2008 RTP) modeling to ensure that implementation of the project would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met (e.g., with the emission budgets contained in the state implementation plans [SIPs] for achieving the NAAQS). It is anticipated that the project conform regional plans and requirements.

CO Impact Analysis

The project is located in a CO maintenance area; therefore, the procedures included in the CO Protocol will be followed to determine if a qualitative or quantitative local CO impact analysis will be required.

PM₁₀ and PM_{2.5} Impact Analysis

The construction process associated with the proposed project would generate fugitive dust and, in response, control measures would be included following SCAQMD guidelines and compliance with Rule 403.

Prior to the preparation of the environmental document, an interagency consultation will be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM₁₀ and PM_{2.5}) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitative PM₁₀ and PM_{2.5} hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (EPA, March 2006).

Toxic Air Contaminants

The Clean Air Act identifies 188 air toxics, also known as hazardous air pollutants. The federal EPA has identified 21 of these toxics as Mobile Source Air Toxics (MSATs). They have also identified a subset of MSATs that are known as Priority MSATs. These are: benzene, formaldehyde, 1,3-butadiene, acetaldehyde, diesel particulate matter/diesel exhaust organic gases, and acrolein. TAC impact will be analyzed for both construction and operation of the project. The proposed project is a transportation facility and its operational TACs are the MSATs.

Mobile Source Air Toxics (MSAT) Impact

An assessment of the potential effect of the project emissions of mobile source air toxics emission will be conducted following the guidelines provided by the Federal Highway Administration (FHWA) in their *Interim Guidance on Air Toxics Analysis in NEPA Documents* (FHWA, February 2006).

Asbestos

In areas where naturally occurring asbestos is an issue, geologic studies, mandatory air district notices, special construction provisions, and other activities may be needed. According to the California Division of Mines and Geology, the proposed project location is not an area of

naturally occurring asbestos. Naturally occurring asbestos areas are identified based on the type of rock found in the area. In California, asbestos-containing rocks are found only in the Catalina Island portion of Los Angeles County, and are not present in the project area.

If structural demolition and removal of portions of roadway have the potential to release friable asbestos, abatement measures would be required to minimize the emission of airborne asbestos containing materials. Primarily, this is accomplished through the observation of rules for asbestos management promulgated by the National Emission Standards for Hazardous Air Pollutants (NESHAP). The Environmental Protection Agency (EPA) enforces the NESHAP rules through CARB and SCAQMD.

Climate Change and Greenhouse Gas (GHG) Emissions

A discussion of the latest requirements and regulations concerning greenhouse gas (GHG) emissions from mobile sources will be included in the technical study report. Although some regulations for mobile sources have already been promulgated, CEQA requirements specific to GHGs have not yet been adopted; however, quantification of project-related GHG emissions will be conducted.

POTENTIAL ABATEMENT

An Air Quality Technical Study would be prepared to demonstrate via new and additional analysis, whether the impacts of the proposed project would be less than significant and/or can be mitigated to less than significant levels. Adherence to the applicable regulations, such as SCAQMD Rule 403 (control of fugitive dust emissions from construction activities) will be included as a project feature; additionally, appropriate mitigation measures would be identified to minimize any potential significant impacts to air quality.

MONITORING

Air quality monitoring data at the California Air Resources Board (CARB) Reseda Station, located at 18330 Gault Street approximately 13 miles northeast of the project site and within the SCAB, will be used to establish background concentrations for the air quality analysis when a technical report is prepared.

AGENCY COORDINATION

Both the South Coast Air Quality Management District and Caltrans have been contacted for purposes of the PSR. This coordination will continue during the PA& ED phase. Furthermore, an interagency consultation with the SCAG's Transportation Conformity Working Group (TCWG) will be performed to determine if the project will be considered to be of air quality concern. Please also see Recommendations Section below for more detail.

RECOMMENDATIONS

As discussed in the potential impact section, either a qualitative or quantitative CO local impact will be analyzed, in accordance with the CO Protocol (UC Davis, 1997).

Qualitative analysis of MSATs will be conducted.

An interagency consultation would be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM₁₀ and PM_{2.5}) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitative PM₁₀ and PM_{2.5} hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5}*

and *PM₁₀ Nonattainment and Maintenance Areas (EPA, March 2006)*. An interagency consultation will be conducted pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM₁₀ and PM_{2.5}) hot spot analyses will be required for conformity purposes. If it is determined that such analyses are required, qualitative PM₁₀ and PM_{2.5} hot spot analysis will be conducted for the opening year and the horizon year, following the most recent FHWA and EPA guidance for qualitative PM₁₀ and PM_{2.5} hot spot analysis.

A traffic report will be made available that will provide the information necessary to complete the analysis in accordance with the CO Protocol and mobile source PM and air toxics analyses guidelines.

SUMMARY

The project site is located in an urbanized portion of Southern California (Figure 1). The immediate vicinity of the proposed project consist mostly commercial properties on both the north and south sides of US-101. Along Canwood Street, there is a Montessori kindergarten and pre-school, multi-family residences, a senior community facility, condominiums, and single-family residences. The Old Agoura Park is located immediately to the northeast of the project location.

Sensitive land uses in the project vicinity include residences, a senior community, and the Montessori kindergarten and pre-school. The closest residences are the homes on the northeast corner of Driver Street, Canwood Street and Palo Comado Canyon Road. These residences are located approximately 25 feet from the project site boundary. The multi-family residences, senior community, and condominiums are approximately 75 ft, 100 ft, and 150 ft from the proposed project, respectively. The nearest school to the project site is the Montessori kindergarten and pre-school is approximately 25 ft west of the project site. Other potentially sensitive uses in the more distant area include multi-family and single-family residences.

Following is a summary of the air quality assessment and analysis to be provided in the Air Quality Technical Report:

- The project is located in an ozone non-attainment area for federal and state standards.
- The project will increase capacity and it should be included with other projects that will be modeled for conformity. The project sponsor will employ appropriate procedures to ensure the project will be included in the SCAG transportation plans and that it would conform to CAA and state and federal air quality requirements and plans.
- A qualitative or quantitative local CO impact analysis will be conducted in accordance with the CO Protocol. The traffic data required for project-level hot-spot analysis for CO and particulate matter including ADT, truck ADT and percentage, peak hour (AM and PM) traffic volumes for all vehicles as well and diesel trucks, level of service (LOS) of intersections and roadways affected by implementation of project, will be obtained from project traffic study report.
- An interagency consultation would be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM₁₀ and PM_{2.5}) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitative PM₁₀ and PM_{2.5} hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas (EPA, March 2006)*.

- Fugitive dust emissions related to the construction will be mitigated and control measures will be included according to Rule 403, additional measures will be identified and recommended, if needed.
- Mobile source toxic emissions impacts will be analyzed following the FHWA *Interim Guidance on Air Toxics Analysis in NEPA Documents* (FHWA, February 2006).
- A traffic report will be made available that will provide the information necessary to complete the analysis in accordance with the CO Protocol and mobile source PM and air toxics analyses guidelines.

REFERENCES

EPA, 2006. United States Environmental Protection Agency (EPA), *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas*, March 6.

FHWA, 2006. Federal highway Administration (FHWA), *Interim Guidance on Air Toxics Analysis in NEPA Documents*, February 3.

UC Davis, 1997. University of California at Davis (UC Davis), *Transportation Project-Level Carbon Monoxide Protocol*.

PREPARERS

Nasrin Behmanesh, Ph.D. Air Quality Specialist, Parsons

Appendix C

Paleontological Resources Records Search

Natural History
Museum of Los Angeles County
900 Exposition Boulevard • Los Angeles, CA 90007

Vertebrate Paleontology Section
Telephone: (213) 763-3325
FAX: (213) 746-7431
e-mail: smelcod@nhm.org

25 November 2008

Parsons
100 West Walnut Street
Pasadena, California 91124

Attn: Carrie Chasteen, Senior Architectural Historian

re: Paleontological Resources Records Search for the proposed US-101 Palo Comado Canyon Road Interchange Improvement Project, in Agoura Hills, Los Angeles County, project area

Dear Carrie;

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed US-101 Palo Comado Canyon Road Interchange Improvement Project, in Agoura Hills, Los Angeles County, project area as outlined on the portion of the Calabasas USGS topographic quadrangle map that you sent to me on 20 November 2008. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby from the same or similar sedimentary deposits as those that occur in the proposed project area.

In the elevated terrain south of the proposed project area, south of the Ventura Freeway (Highway 101) and south of Agoura Road, there are bedrock exposures of the Tertiary age Conejo Volcanics that, of course, will be devoid of fossils. In the elevated terrain north of the proposed project area, north of the Ventura Freeway (Highway 101), there are exposures of the marine middle Miocene Upper Topanga Formation. Our closest localities in the Upper Topanga Formation are LACM 6348-6349, just northeast of the proposed project area, that produced specimens of fossil bonito Shark, *Isurus*, and fossil snake mackerel, *Thyrsoles*. Farther southeast of the proposed project area we have a number of localities in the Upper Topanga Formation in the Calabasas Highlands area that were discovered in roadcuts along Old Topanga Canyon Road. These localities, LACM 5087, 5651, 6257, 6381, and 7367-7368, produced a suite of fossil marine vertebrates including eagle ray, *Myliobatis*, bonito shark, *Isurus*, snaggletooth shark *Hemipristis*, basking shark, *Cetorhinus*, giant sea bass, *Stereolepis*, grouper, *Lompoquia*, herring, *Ganolytes cameo*, sea cows, Dugongidae, and a primitive baleen whale, *Nannocetus*.

In the lower lying terrain immediately around the intersection of the Ventura Freeway

(Highway 101) and Palo Camado Canyon Road, the surficial deposits consist of terrestrial Quaternary Alluvium, either as fan deposits from the surrounding more elevated terrain or as fluvial deposits from the drainages. Our closest vertebrate fossil locality in similar Quaternary deposits is LACM 3213, just north of west of the proposed project area near the intersection of the Ventura Freeway (Highway 101) and South Westlake Boulevard, that produced a fossil specimen of ground sloth, *Paramylodon*. Our next closest vertebrate fossil locality in similar sediments is LACM 7660, further northwest of the proposed project area between the Ventura Freeway (Highway 101) and East Thousand Oaks Boulevard east of Highway 23, that produced an uncommon fossil specimen of American mastodon, *Mammut americanum*.

Excavations in the volcanic bedrock exposed in most of the proposed project will not uncover any vertebrate fossils. Excavations in the exposures of the marine Upper Topanga Formation or the Quaternary Alluvium in the proposed project area, however, may well encounter significant fossil vertebrate specimens. Any substantial excavations in the sedimentary deposits exposed in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,



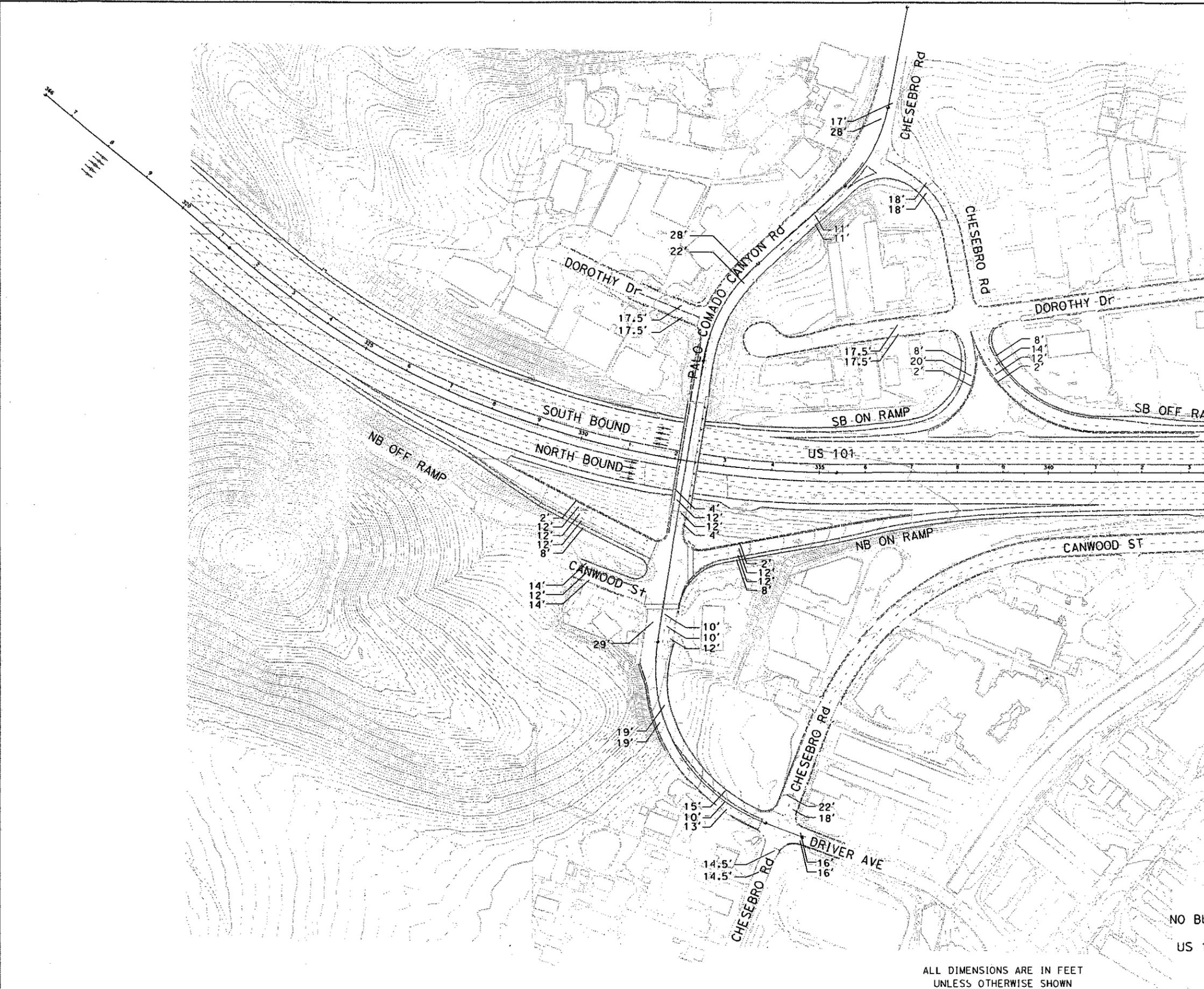
Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: draft invoice

Appendix D

Project Plans

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Gilbert
 CONSULTANT FUNCTIONAL SUPERVISOR
 CHECKED BY
 DESIGNED BY
 REVISIONS



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

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 ELECTRONIC COPIES OF THIS PLAN SHEET.

PARSONS
 2201 DUPONT DRIVE, SUITE 200
 IRVINE, CALIFORNIA 92612

CITY OF AGOURA HILLS
 30001 LADYFACE COURT,
 AGOURA HILLS, CALIFORNIA 91301



ALTERNATIVE 1
 NO BUILD (WITH 5-LEGGED INTERSECTION PER HESHEL SCHOOL PLANS)
 US 101 AT PALO COMADO CANYON ROAD INTERCHANGE PROJECT
 SCALE: 1" = 100'

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Eb Caltrans

REVISOR: []
 DATE: []
 CHECKED BY: []
 DESIGNED BY: []
 SUPERVISOR: []

MANDATORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
M1	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	400'	212'
M2	HDM 309.2(1)	VERTICAL CLEARANCE	16.5' at ES	15.0' at ES
M3	HDM 202.2	STANDARDS FOR SUPERELEVATION	e=0.10	e=-0.02

ADVISORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
A1	HDM 202.5	SUPERELEVATION TRANSITION	1% PER 2500'	6% PER 100' MAX
A2	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	500'	212'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

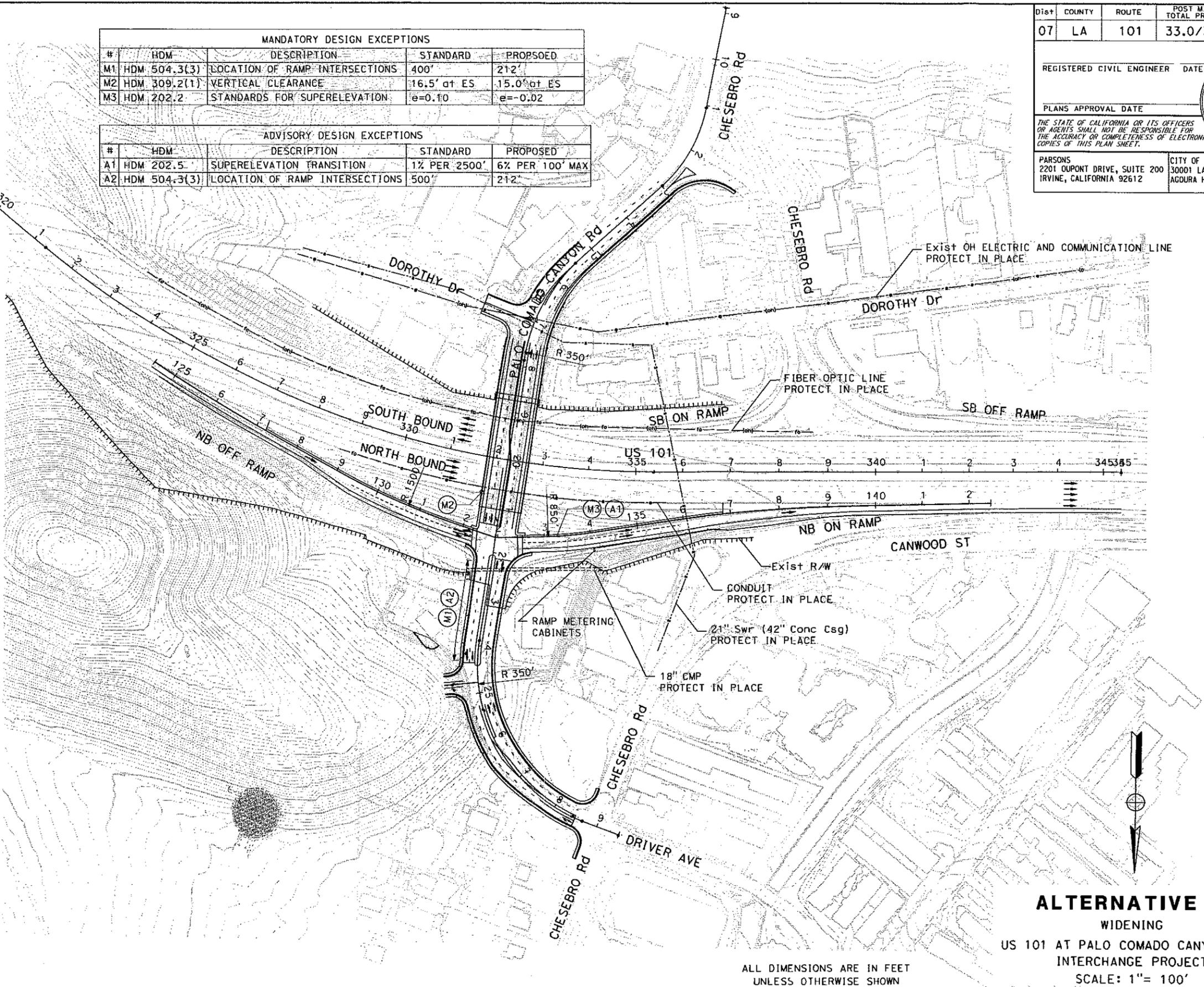
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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

PARSONS
 2201 OUPONT DRIVE, SUITE 200
 IRVINE, CALIFORNIA 92612

CITY OF AGOURA HILLS
 30001 LADYFACE COURT,
 AGOURA HILLS, CALIFORNIA 91301



ALTERNATIVE 2
 WIDENING
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1" = 100'

ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES

USERNAME => p0032249
 DGN FILE => H:\646928_US101_CHESEBRO\REF\A11-1a-71408.dgn

CU 00000

EA 25720K

DATE PLOTTED => 2/19/2009
 TIME PLOTTED => 8:32:23 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St **Gibbons**

REVISOR: []
 DATE REVISOR: []
 CALCULATED-DESIGNED BY: []
 CHECKED BY: []
 CONSULTANT FUNCTIONAL SUPERVISOR: []

MANDATORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
M1	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	400'	226'
M2	HDM 309.2(1)	VERTICAL CLEARANCE	16.5' at ES	15.0' at ES
M3	HDM 202.2	STANDARDS FOR SUPERELEVATION	NB OFF-RAMP e=0.12 NB ON-RAMP e=0.10	NB OFF-RAMP e=0.03 NB ON-RAMP e=-0.02

ADVISORY DESIGN EXCEPTIONS				
#	HDM	DESCRIPTION	STANDARD	PROPOSED
A1	HDM 202.5	SUPERELEVATION TRANSITION	1% PER 2500'	6% PER 100' MAX
A2	HDM 502.2	POTENTIAL OF WRONG-WAY MOVEMENT		
A3	HDM 504.3(3)	LOCATION OF RAMP INTERSECTIONS	500'	212'
A4	HDM 504.8	ACCESS CONTROL		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

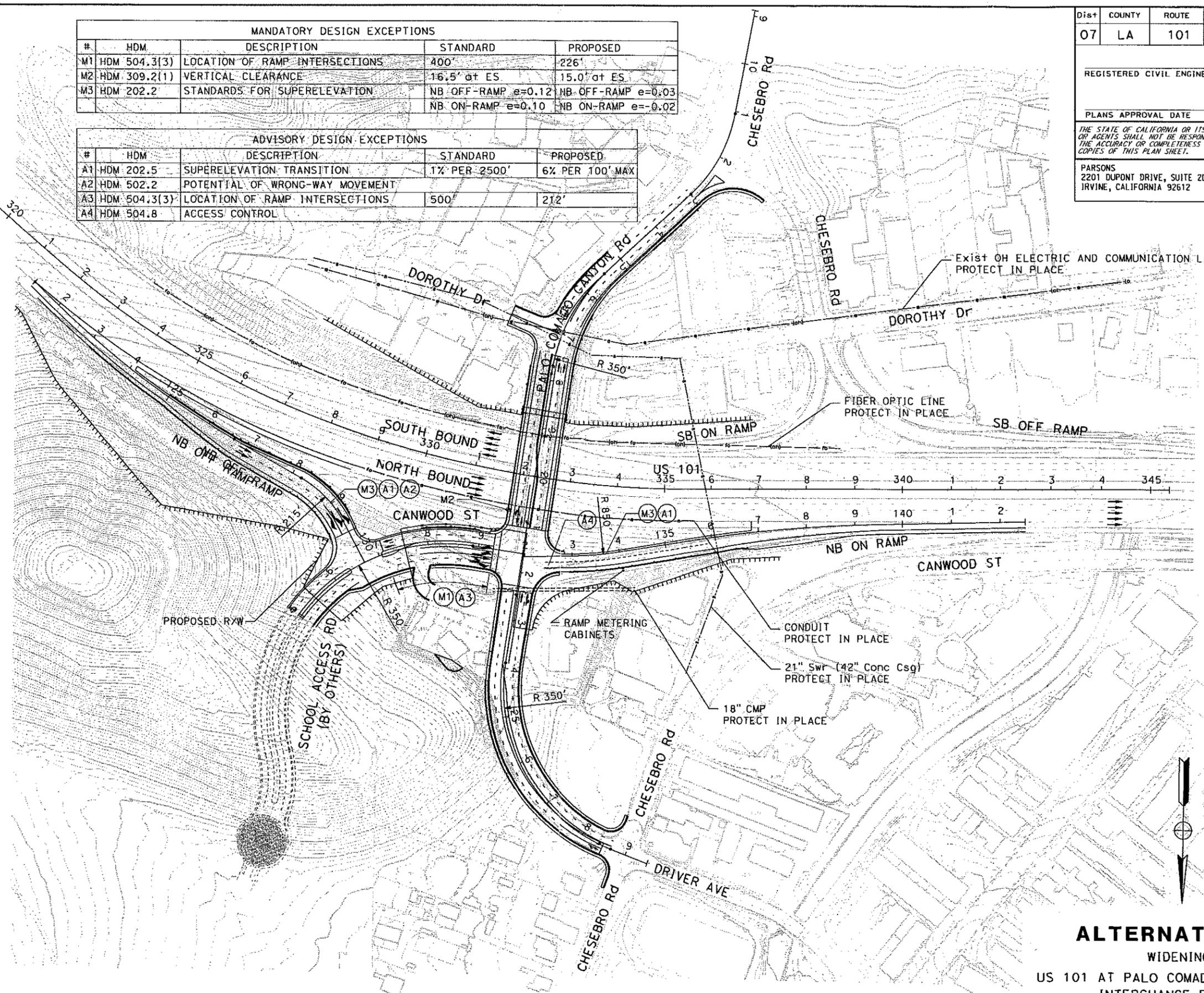
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

PARSONS
 2201 DUPONT DRIVE, SUITE 200
 IRVINE, CALIFORNIA 92612

CITY OF AGOURA HILLS
 30001 LADYFACE COURT,
 AGOURA HILLS, CALIFORNIA 91301



ALTERNATIVE 3&3A
 WIDENING
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1" = 100'

ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

ATTACHMENT G

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

Initial Site Assessment (ISA) Checklist

Project Information

District 7 County Los Angeles Route 101 Post Mile 33.0/34.3 EA 25720K

Description The City of Agoura Hills (City) proposes to improve the US-101 Palo Comado Canyon Road Interchange and the Palo Comado Canyon Road/Chesebro Road Intersection adjacent to the interchange, in Los Angeles County. The proposed work includes the widening of the US-101 Palo Comado Canyon Road Overcrossing (OC) from 1-lane to 2-lanes in each direction with median and sidewalks and the modification of the northbound on-ramps and the modification of signalized intersections to facilitate the increased volume of traffic using the interchange, improve flow, and enhance safety.

Is the project on the HW Study Minimal-Risk Projects List (HW1)? NO

Project Manager: Ravi B. Ghate Phone # 213-897-5593

Project Engineer: Trilly Nguyen Phone # 213-897-7825

Project Screening

Attach the project location map to this checklist to show location of all known and/or potential HW sites identified. See Exhibit 1, Project Location Map in the attached ISA.

1. Project Features: New R/W? YES Excavation? YES Railroad Involvement? NO
Structure demolition/modification? YES Subsurface utility relocation? NO

2. Project Setting Existing interchange with commercial uses surrounding the project location.

Rural or Urban Urban

Current land uses Existing interchange

Adjacent land uses Commercial uses

(industrial, light industry, commercial, agricultural, residential, etc.)

3. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project. See Exhibit 1, Project Location Map in the attached ISA.

4. Conduct Field Inspection. Date June 23, 2008 Use the attached map to locate potential or known HW sites.

STORAGE STRUCTURES / PIPELINES:

Underground tanks YES Surface tanks NO

Sumps NO Ponds NO

Drums NO Basins NO

Transformers YES Landfill NO

Other _____

Initial Site Assessment (ISA) Checklist

(Continued)

CONTAMINATION: (spills, leaks, illegal dumping, etc.)

Surface staining NO Oil sheen NO
Odors NO Vegetation damage NO
Other _____

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Buildings NO Spray-on fireproofing NO
Pipe wrap NO Friable tile NO
Acoustical plaster NO Serpentine NO
Paint Paint used on the overpass and for lane striping may contain lead.

Other ACM may be present in the expansion joint compound used on the overpass. Herbicides and pesticides may have been used along the shoulders of US 101. Aerially deposited lead (ADL) may be present along the shoulders of US 101 and the Palo Comado Canyon Road interchange. The property located at 5226 North Palo Comado Canyon Road has contaminated groundwater within the project area; therefore, contaminants may be present in groundwater, and groundwater sampling and analysis should be conducted to determine proper handling and disposal methods.

5. Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. Use the attached map to show the location of potential hazardous waste sites. See Exhibit 1, Project Location Map in the attached ISA.

6. Other comments and/or observations: _____

ISA Determination

Does the project have potential hazardous waste involvement? YES If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation? YES If "YES," explain; then give an estimate of additional time required:

ACM testing on the expansion joint compound; soil testing for herbicides/pesticides and ADL along the shoulders of US 101 and the Palo Comado Canyon Road Interchange; groundwater testing if groundwater is expected to be encountered during construction; and lead-based paint testing on paint used on the overpass and for lane striping. Expected duration would be 3 months for testing and a total of six months (from start to finish) for final results.

A brief memo should be prepared to transmit the ISA conclusions to the Project Manager and Project Engineer.

ISA Conducted by Angela K. Schnapp Date February 2, 2009

ATTACHMENT H

INITIAL SITE ASSESSMENT (ISA)
(SEE PROJECT FILE)

DRAFT

Initial Site Assessment

US-101 / PALO COMADO CANYON ROAD INTERCHANGE IMPROVEMENT PROJECT

AGOURA HILLS, CALIFORNIA
07-LA-101 PM 33.0/34.4

Prepared for:

City of Agoura Hills

November 2008

Prepared by:



PARSONS

100 West Walnut Street, Pasadena, CA 91124

ATTACHMENT I

RIGHT-OF-WAY DATA SHEET & EXHIBITS

To: City of Agoura Hills Date 2/17/09
 Attn.: Ramiro S. Adeva III P.E. Dist 07 Co LA Rte 101, PM: 33.0/34.4
 City Engineer EA 25720K
Project Description: US-101 Palo Comado Canyon Road Interchange Improvement

Subject: Right of Way Data ALTERNATIVE: 2
 This Alternate meets the criteria for a Design/Build project: Yes No

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate*	Escalated Value
A. Total Acquisition Cost			<u>\$0</u>
Acquisition, including Excess Lands, Damages, and Goodwill.	<u>\$619,000</u>	<u>10 %</u>	<u>\$680,900</u>
Project Permit Fees.			<u>\$0</u>
B. Utility Relocation	<u>\$583,500</u>	<u>10 %</u>	<u>\$641,850</u>
C. Relocation Assistance	<u>\$0</u>	<u>0 %</u>	<u>\$0</u>
D. Clearance/Demolition	<u>\$0</u>	<u>0 %</u>	<u>\$0</u>
E. Title and Escrow	<u>\$30,000</u>	<u>10 %</u>	<u>\$33,000</u>
F. Railroad Relocation	<u>\$0</u>	<u>0 %</u>	<u>\$0</u>
G. Total Estimated Cost	<u>\$1,232,500</u>		<u>\$1,355,750</u>
H. Construction Contract Work	<u>\$150,000</u>		

*Escalation Rate is 5% per year for 2 years (assumes acquisition / relocations will begin in 2011)

2. Current Date of Right of Way Certification: Current Date of Right of Way Certification is est. to be 9/15/2012

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X _____		U4-1 3	None <u>X</u>
A _____		-2	C&M Agrmt _____
B <u>1</u>		-3 2	Svc Contract _____
C <u>1</u>		-4	Design _____
D _____		U5-7	Const. _____
E XXXX		-8	Lic/RE/Clauses _____
F XXXX		-9 5	
Total: <u>2</u>			Misc. R/W Work
			RAP Displ _____
			Clear/Demo _____
			Const Permits _____
			Condemnation _____
			Excess _____

Areas: R/W 0.47 ac No. Excess Parcels _____
 Entered PMCS Screens / / by _____
 Entered AGRE Screen (Railroad Data Only) / / by _____

4. Are there any major items of construction contract work? Yes No (If yes, explain.)

The project will construct pavement and retaining wall to allow vehicular access around the gas station (AIN: 2052-005-030). This construction will require right-of-way take of 0.2 acres from the adjacent property (AIN: 2052-008-024).

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

This right of way required for this project lies within City of Agoura Hills, Los Angeles County. The general description of the parcels required is listed at table below:

	Assessor's ID No.	Address	Property Type	Zoning	Exist. Land Use (2006)	General Plan Land Use	Improvements (ROW Acquired)
1	2052-008-024	5306 Chesebro Rd, Agoura Hills, CA 91301	Single Family Residence	RL	V	OS/R	Partial Take
2	2061-013-029	No Address Available	Vacant Land	CRS	V	CRS	Partial Take

Abbreviations: CRS = Commercial Retail/Service; CAR = Commercial Auto Related; & V = Vacant

6. Is there an effect on assessed valuation? Yes Not Significant No (If yes, explain.)

7. Are utility facilities or rights of way affected?

Yes No (If yes, attach Utility Information Sheet Exhibit 4-EX-5.)

The following checked items may seriously impact lead time for utility relocation:

- Longitudinal policy conflict(s)
- Environmental concerns impacting acquisition of potential easements
- Power lines operating in excess of 50 KV and substations

(See attached Exhibit 4-EX-5 for explanation.)

8. Are Railroad facilities or rights of way affected?

Yes No (If yes, attach Railroad Information Sheet Exhibit 4-EX-6.)

9. Were any previously unidentified sites with hazardous waste and/or material found? Yes ___ None Evident X

10. Are RAP displacements required? Yes ___ No X (If yes, provide the following information.)

No. of single family ___ No. of business/nonprofit ___

No. of multi-family ___ No. of farms ___

Based on Draft/Final Relocation Impact Statement/Study dated N/A, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

11. Are there material borrow and/or disposal sites required? Yes ___ No X (If yes, explain.)

Imported borrow will be required for the roadway embankments. At this time it has not been determined if a designated site is necessary, or if suitable material is available commercially at reasonable rates. Material disposal sites may be required to dispose of excess materials excavated during construction of bridge footings and ramps.

12. Are there potential relinquishments and/or abandonment's? Yes X No ___ (If yes, explain.)

The land along the proposed project corridor is primarily existing roadways. The majority of land use surrounding the project area is commercial, but no relocations are expected as part of this project based upon preliminary survey of the project site. No severance damages to the remainder due to the right of way acquisition are anticipated.

13. Are there any existing and/or potential airspace sites? Yes ___ No X (If yes, explain.)

- 14. Indicate the anticipated Right of Way schedule and lead time requirements.** (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated).

Based upon the R/W requirements of Page 1 of this Data Sheet, R/W will require a lead time of 17 months from the date regular appraisals begin to project certification.

- 15. Is it anticipated that Caltrans staff will perform all Right of Way work?** Yes No (If no discuss.)

R/W work will be performed by qualified City of Agoura Hills right of way agent and/or their representatives.

Evaluation Prepared By:

Right of Way: Name: Lung Chung Law Date 2-17-09

Railroad: Name: _____ Date _____

Utilities: Name: Lung Chung Law Date 2-17-09

Recommended for Approval:



Surafael Teshale, Project Manager (Parsons)

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.



Ramiro S. Adeva III P.E.
City Engineer

2/23/09

Date

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

- 1. Los Virgenes Municipal Sewer
- 2. Southern California Edison (Overhead electrical)
- 3. AT&T (Overhead Telephone)
- 4. Caltrans (Drainage & Communication)

2. Types of facilities and agreements required:

Telephone, Electrical, Communication, Drainage and Sewer lines will be affected in this project. The conditions of agreements relating to the sharing of relocation costs are unknown at this time.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain.

Disposition of longitudinal encroachment(s):

- Relocation required.
- Exception to policy needed.
- Other. Explain.

None have been identified.

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

5. PMCS Input Information

Total estimated cost of utility relocation on this project:
\$583,500 (Current value future use)

Note: Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any necessary utility easements.

<u>Utility Involvements</u>			
U-1	<u>3</u>	U5-7	<u> </u>
-2	<u> </u>	-8	<u> </u>
-3	<u>2</u>	-9	<u>5</u>

Prepared By:

Surafael Teshale
Right of Way Utility Estimator
Surafael Teshale, Project Manager (Parsons)

2/23/2009
Date

**R/W UTILITY ESTIMATE WORKSHEET AND R/W DATA SHEET
INSTRUCTIONS**

EXHIBIT
13-EX-6

(Form #)

2/18/09

Date

07 LA 101

25720K

33.0/34.4

Post

Exp Auth

Description of project:

US-101 Palo Comado Canyon Road Interchange Improvement (Alternative 2)

Estimate for: _____ Preliminary Route Estimate (Alternate No. _____)

_____ R/W Data Sheet (Preferred Alternate)

Evidence of utilities:

___ Gas Electric Telephone Cable TV ___ Water Public Drainage/Irrigation
 Sewer Fiber Optics ___ Other (explain in remarks)

Anticipated Utility Relocations:

___ Gas Electric Telephone ___ Cable TV ___ Water Public Drainage/Irrigation
 Sewer Fiber Optics ___ Other (explain in remarks)

Estimated Cost of Utility Relocations:

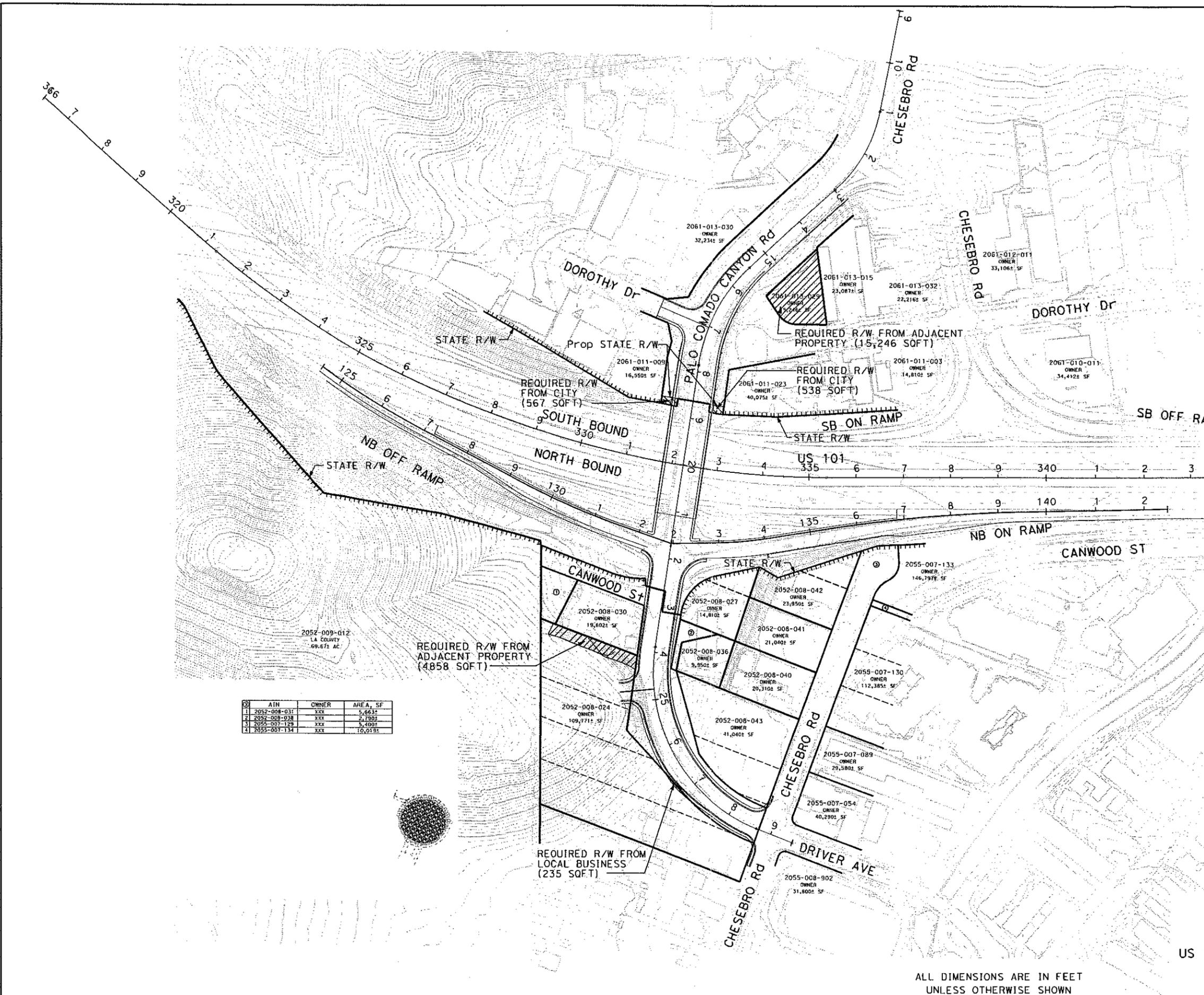
_____ L.F. of Gas Line	@ \$ _____ /L.F.	= \$ _____
<u>950</u> L.F. of UG Electric Line	@ \$ <u>200</u> /L.F.	= \$ <u>190000</u>
<u>950</u> L.F. of UG Telephone Line	@ \$ <u>100</u> /L.F.	= \$ <u>95000</u>
_____ Wood Poles (Telephone)	@ \$ _____ /Pole	= \$ _____
<u>2</u> Wood Poles (Electric)	@ \$ <u>3000</u> /Pole	= \$ <u>6000</u>
_____ Steel Poles	@ \$ _____ /Pole	= \$ _____
_____ Steel Towers	@ \$ _____ /Twr.	= \$ _____
_____ L.F. of Water Line	@ \$ _____ /L.F.	= \$ _____
_____ Fire Hydrants	@ \$ _____ /F.H.	= \$ _____
<u>950</u> L.F. of Sewer Line	@ \$ <u>150</u> /L.F.	= \$ <u>142500</u>
<u>300</u> L.F. of Fiber Optics Line	@ \$ <u>500</u> /L.F.	= \$ <u>150000</u>
_____ Other (explain)	@ \$ _____ /	= \$ _____

TOTAL ESTIMATE (State's Share) = \$ 583500

Remarks: (Known utility owner names, etc.)

Los Virgenes Municipal Sewer, SCE, AT&T & Caltrans (drainage & communication)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

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 ELECTRONIC COPIES OF THIS PLAN SHEET.

PARSONS 2201 DUPONT DRIVE, SUITE 200 IRVINE, CALIFORNIA 92612	CITY OF AGOURA HILLS 30001 LADYFACE COURT, AGOURA HILLS, CALIFORNIA 91301
---	---



ATH	OWNER	AREA, SF
1	2052-008-031	5,663
2	2052-008-038	2,780
3	2055-007-129	5,400
4	2055-007-134	10,019

ALTERNATIVE 2
 WIDENING
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1" = 100'

ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

To: City of Agoura Hills Date 2/17/09
 Attn.: Ramiro S. Adeva III P.E. Dist 07 Co LA Rte 101, PM: 33.0/34.4
 City Engineer EA 25720K
Project Description: US-101 Palo Comado Canyon Road Interchange Improvement

Subject: Right of Way Data ALTERNATIVE: **3 and 3A**
 This Alternate meets the criteria for a Design/Build project: Yes No

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate*	Escalated Value
A. Total Acquisition Cost			\$0
Acquisition, including Excess Lands, Damages, and Goodwill.	\$968,000	10 %	\$1,064,800
Project Permit Fees.			\$0
B. Utility Relocation	\$583,500	10 %	\$641,850
C. Relocation Assistance	\$0	0 %	\$0
D. Clearance/Demolition	\$0	0 %	\$0
E. Title and Escrow	\$90,000	10 %	\$99,000
F. Railroad Relocation	\$0	0 %	\$0
G. Total Estimated Cost	\$1,641,500		\$1,805,650
H. Construction Contract Work	\$150,000		

*Escalation Rate is 5% per year for 2 years (assumes acquisition / relocations will begin in 2011)

2. Current Date of Right of Way Certification: Current Date of Right of Way Certification is est. to be 9/15/2012

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X		U4-1 3	None X
A		-2	C&M Agrmt
B 1		-3 2	Svc Contract
C 3		-4	Design
D		U5-7	Const.
E XXXX		-8	Lic/RE/Clauses
F XXXX		-9 5	
Total: 4			Misc. R/W Work
			RAP Displ
			Clear/Demo
			Const Permits
			Condemnation
			Excess

Areas: R/W 0.99 ac No. Excess Parcels _____
 Entered PMCS Screens / / by _____
 Entered AGRE Screen (Railroad Data Only) / / by _____

4. Are there any major items of construction contract work? Yes X No ___ (If yes, explain.)

The project will construct pavement and retaining wall to allow vehicular access around the gas station (AIN: 2052-005-030). This construction will require right-of-way take of 0.2 acres from the adjacent property (AIN: 2052-008-024).

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

This right of way required for this project lies within City of Agoura Hills, Los Angeles County. The general description of the parcels required is listed at table below:

	Assessor's ID No.	Address	Property Type	Zoning	Exist. Land Use (2006)	General Plan Land Use	Improvements (ROW Acquired)
1	2052-008-024	5306 Chesebro Rd, Agoura Hills, CA 91301	Single Family Residence	RL	V	OS/R	Partial Take
2	2052-009-012	No Address Available	Vacant Land	County	County	County	Partial Take
3	2061-013-029	No Address Available	Vacant Land	CRS	V	CRS	Partial Take
4	2052-008-031	No Address Available	Vacant Land	CRS	CAR	CRS	Full Take

Abbreviations: CRS = Commercial Retail/Service; CAR = Commercial Auto Related; V = Vacant; RL = Low Density-Residential (1-2 du/ac); & OS/R = Restricted Open Space.

6. Is there an effect on assessed valuation? Yes ___ Not Significant ___ No X (If yes, explain.)

7. Are utility facilities or rights of way affected?

Yes X No ___ (If yes, attach Utility Information Sheet Exhibit 4-EX-5.)

The following checked items may seriously impact lead time for utility relocation:

- ___ Longitudinal policy conflict(s)
- ___ Environmental concerns impacting acquisition of potential easements
- ___ Power lines operating in excess of 50 KV and substations

(See attached Exhibit 4-EX-5 for explanation.)

8. Are Railroad facilities or rights of way affected?

Yes ___ No X (If yes, attach Railroad Information Sheet Exhibit 4-EX-6.)

9. Were any previously unidentified sites with hazardous waste and/or material found? Yes ___ None Evident X .

10. Are RAP displacements required? Yes ___ No X (If yes, provide the following information.)

No. of single family ___ No. of business/nonprofit ___

No. of multi-family ___ No. of farms ___

Based on Draft/Final Relocation Impact Statement/Study dated N/A, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

11. Are there material borrow and/or disposal sites required? Yes ___ No X (If yes, explain.)

Imported borrow will be required for the roadway embankments. At this time it has not been determined if a designated site is necessary, or if suitable material is available commercially at reasonable rates. Material disposal sites may be required to dispose of excess materials excavated during construction of bridge footings and ramps.

12. Are there potential relinquishments and/or abandonment's? Yes X No ___ (If yes, explain.)

The land along the proposed project corridor is primarily existing roadways. The majority of land use surrounding the project area is commercial, but no relocations are expected as part of this project based upon preliminary survey of the project site. No severance damages to the remainder due to the right of way acquisition are anticipated. The portion of Canwood Street between the proposed NB hook off-ramp and Palo Comado Canyon Road is in existing Caltrans right-of-way that may be relinquished to the City.

13. Are there any existing and/or potential airspace sites? Yes ___ No X (If yes, explain.)

14. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated).

Based upon the R/W requirements of Page 1 of this Data Sheet, R/W will require a lead time of 17 months from the date regular appraisals begin to project certification.

15. Is it anticipated that Caltrans staff will perform all Right of Way work? Yes No (If no discuss.)

R/W work will be performed by qualified City of Agoura Hills right of way agent and/or their representatives.

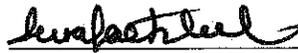
Evaluation Prepared By:

Right of Way: Name: Lung Chung Law Date 2-17-09

Railroad: Name: _____ Date _____

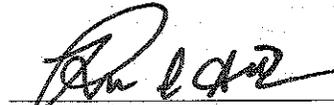
Utilities: Name: Lung Chung Law Date 2-17-09

Recommended for Approval:



Surafael Teshale, Project Manager (Parsons)

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.



Ramiro S. Adeva III P.E.
City Engineer

2/17/09

Date

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

- 1. Los Virgenes Municipal Sewer
- 2. Southern California Edison (Overhead electrical)
- 3. AT&T (Overhead Telephone)
- 4. Caltrans (Drainage & Communication)

2. Types of facilities and agreements required:

Telephone, Electrical, Communication, Drainage and Sewer lines will be affected in this project. The conditions of agreements relating to the sharing of relocation costs are unknown at this time.

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain.

Disposition of longitudinal encroachment(s):

- Relocation required.
- Exception to policy needed.
- Other. Explain.

None have been identified.

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

5. PMCS Input Information

Total estimated cost of utility relocation on this project:
\$583,500 (Current value future use)

Note: Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any necessary utility easements.

Utility Involvements	
U-1	<u>3</u>
-2	<u>-8</u>
-3	<u>2</u>
U5-7	<u>5</u>

Prepared By:

Surafael Teshale
Right of Way Utility Estimator
Surafael Teshale, Project Manager (Parsons)

2/23/2009
Date

**R/W UTILITY ESTIMATE WORKSHEET AND R/W DATA SHEET
INSTRUCTIONS**

(Form #)

EXHIBIT
13-EX-6

2/18/09	
Date	
07 LA 101	25720K
33.0/34.4	
Post	Exp Auth

Description of project:

US-101 Palo Comado Canyon Road Interchange Improvement (Alternative 3)

Estimate for: _____ Preliminary Route Estimate (Alternate No. _____)

_____ R/W Data Sheet (Preferred Alternate)

Evidence of utilities:

___ Gas Electric Telephone Cable TV ___ Water Public Drainage/Irrigation

Sewer Fiber Optics ___ Other (explain in remarks)

Anticipated Utility Relocations:

___ Gas Electric Telephone ___ Cable TV ___ Water Public Drainage/Irrigation

Sewer Fiber Optics ___ Other (explain in remarks)

Estimated Cost of Utility Relocations:

_____ L.F. of Gas Line	@ \$ _____ /L.F.	= \$ _____
<u>950</u> L.F. of UG Electric Line	@ \$ <u>200</u> /L.F.	= \$ <u>190000</u>
<u>950</u> L.F. of UG Telephone Line	@ \$ <u>100</u> /L.F.	= \$ <u>95000</u>
_____ Wood Poles (Telephone)	@ \$ _____ /Pole	= \$ _____
<u>2</u> Wood Poles (Electric)	@ \$ <u>3000</u> /Pole	= \$ <u>6000</u>
_____ Steel Poles	@ \$ _____ /Pole	= \$ _____
_____ Steel Towers	@ \$ _____ /Twr.	= \$ _____
_____ L.F. of Water Line	@ \$ _____ /L.F.	= \$ _____
_____ Fire Hydrants	@ \$ _____ /F.H.	= \$ _____
<u>950</u> L.F. of Sewer Line	@ \$ <u>150</u> /L.F.	= \$ <u>142500</u>
<u>300</u> L.F. of Fiber Optics Line	@ \$ <u>500</u> /L.F.	= \$ <u>150000</u>
_____ Other (explain)	@ \$ _____ /	= \$ _____
TOTAL ESTIMATE (State's Share)		= \$ <u>583500</u>

Remarks: (Known utility owner names, etc.)

Los Virgenes Municipal Sewer, SCE, AT&T & Caltrans (drainage & communication)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

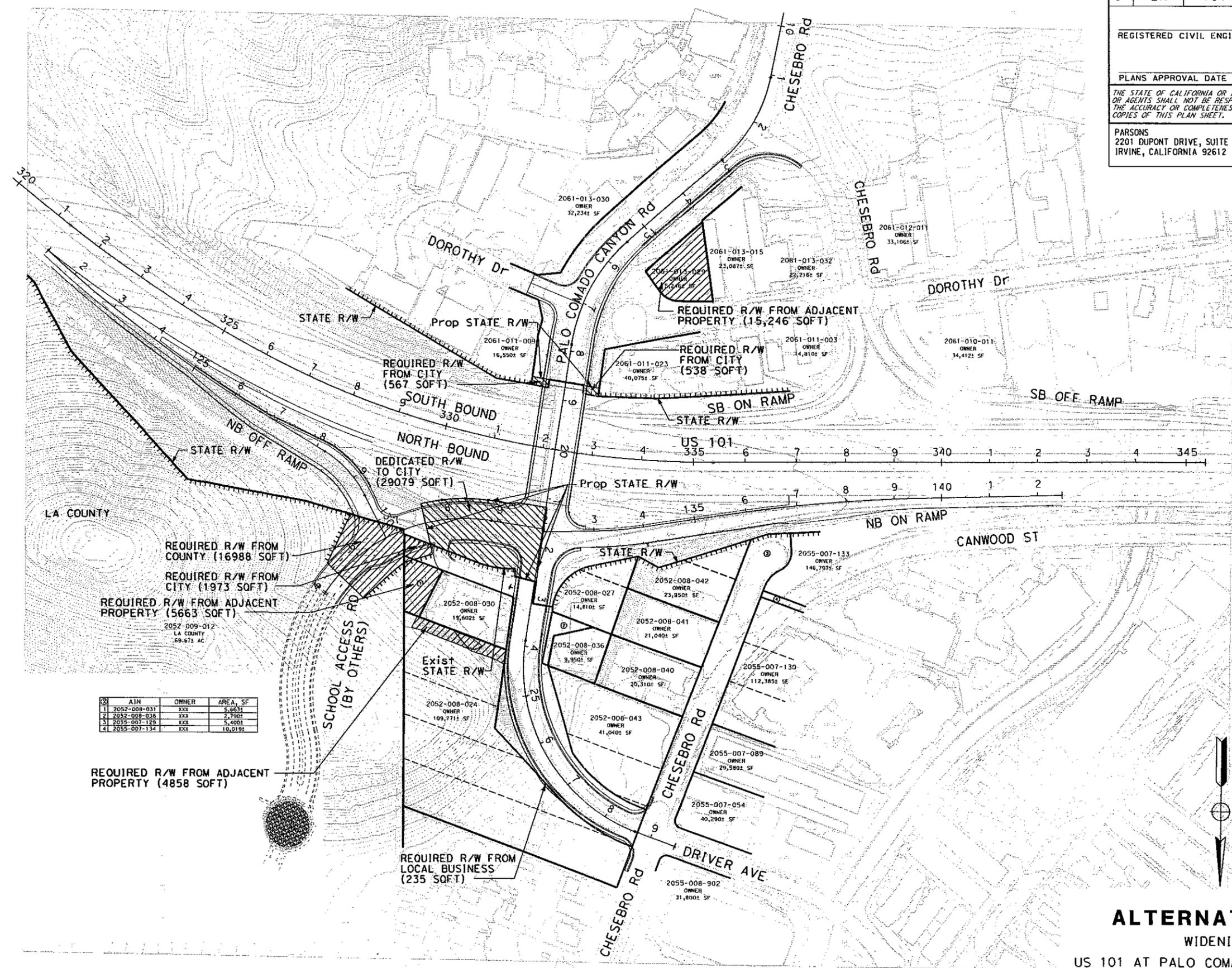
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

PARSONS
2201 DUPONT DRIVE, SUITE 200
IRVINE, CALIFORNIA 92612

CITY OF AGOURA HILLS
30001 LADYFACE COURT,
AGOURA HILLS, CALIFORNIA 91301



REQUIRED R/W FROM COUNTY (16988 SQFT)
 REQUIRED R/W FROM CITY (1973 SQFT)
 REQUIRED R/W FROM ADJACENT PROPERTY (5663 SQFT)

AIN	OWNER	AREA, SF	
1	2052-008-031	xxx	5,663
2	2052-008-038	xxx	2,795
3	2055-007-129	xxx	5,403
4	2055-007-134	xxx	10,014

REQUIRED R/W FROM ADJACENT PROPERTY (4858 SQFT)

REQUIRED R/W FROM LOCAL BUSINESS (235 SQFT)

ALTERNATIVE 3& 3A
 WIDENING
 US 101 AT PALO COMADO CANYON ROAD
 INTERCHANGE PROJECT
 SCALE: 1" = 100'

ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT FUNCTIONAL SUPERVISOR
 REVISIONS:
 REVISION NO. | DATE | BY | DESCRIPTION

ATTACHMENT J

TRANSPORATION MANAGEMENT PLAN (TMP)

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM 07-LA-US101 PM 33.0/34.4 EA 25720K Alternative No. 2

Project Limit On Route US101 between 0.2 mile East of Palo Comado Overcrossing
and 0.8 mile West of Palo Comado Overcrossing.

Project Description Widening Palo Comado Canyon Road and Overcrossing and
Maintain Tight Diamond Ramps

1) Public Information

<input checked="" type="checkbox"/> a. Brochures and Mailers	\$ 3,000
<input checked="" type="checkbox"/> b. Press Release	
<input type="checkbox"/> c. Paid Advertising	\$
<input type="checkbox"/> d. Public Information Center/Kiosk	\$
<input type="checkbox"/> e. Public Meeting/Speakers Bureau	\$
<input type="checkbox"/> f. Telephone Hotline	
<input checked="" type="checkbox"/> g. Internet	
<input type="checkbox"/> h. Others	\$

2) Motorists Information Strategies

<input type="checkbox"/> a. Changeable Message Signs (Fixed)	\$
<input checked="" type="checkbox"/> b. Changeable Message Signs (Portable)	\$ 30,000
<input checked="" type="checkbox"/> c. Ground Mounted Signs	\$ 9,000
<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)	\$ 63,000
<input type="checkbox"/> b. Freeway Service Patrol	\$
<input type="checkbox"/> c. Traffic Management Team	\$
<input type="checkbox"/> d. Helicopter Surveillance	\$
<input type="checkbox"/> e. Traffic Surveillance Stations (Loop Detector and CCTV)	\$
<input type="checkbox"/> f. Others	\$

4) Construction Strategies

<input checked="" type="checkbox"/> a. Lane Closure Chart	
<input type="checkbox"/> b. Reversible Lanes	
<input type="checkbox"/> c. Total Facility Closure	
<input type="checkbox"/> d. Contra Flow	
<input type="checkbox"/> e. Truck Traffic Restrictions	\$ _____
<input type="checkbox"/> f. Reduced Speed Zone	\$ _____
<input type="checkbox"/> g. Connector and Ramp Closures	
<input type="checkbox"/> h. Incentive and Disincentive	\$ _____
<input type="checkbox"/> i. Moveable Barrier	\$ _____
<input checked="" type="checkbox"/> j. Others <u>K-rail & Gawk Screen</u>	\$ 62,400

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

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

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$ 167,400

PROJECT NOTES:

• ***WIDEN PALO COMADO CANYON ROAD AND OVERCROSSING AND MAINTAIN TIGHT DIAMOND RAMPS:***

This alternative proposes to maintain the existing tight diamond configuration of the northbound ramps and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The project will provide access to the Heschel School via a new signalized intersection on Palo Comado Canyon Road between the northbound ramps and Driver Avenue. The project will eliminate the existing Canwood Street Leg at Palo Comado Northbound Ramps that is proposed as part of the school project. Canwood Street east of Palo Comado Canyon Road will be closed. The northbound ramps intersection will be modified to provide a standard approach angles at the intersection and signals.

• ***STAGE CONSTRUCTION:***

This alternative will be developed in two major stages.

Stage I

- a. Widen Palo Comado Canyon Road and the overcrossing bridge from 2 to 4 lanes.
- b. Modify NB on & off ramps to provide standard approach angles at signalized intersection.
- c. Construct a new intersection on Palo Comado Canyon Road between the northbound ramps and Driver Avenue to provide a road to Heschel School.

Stages II

- a. Complete the remaining construction of Palo Comado Canyon Road and overcrossing bridge.

• ***LONG TERM CLOSURES:***

There will be no long-term closures of any lanes. The project will maintain all existing movements.

1) **PUBLIC INFORMATION**

a. **Brochures and Mailers**

Brochures and mailers are recommended for this project. These are used as a means of communication with the public regarding local construction. A brochure/mailer could be prepared and sent to the listed stakeholders and businesses within a designated radius of the project site. Information in the mailer would likely include an explanation of the project, why it is needed, and construction information, including staging, duration, specific closures, detour routes, and possible alternate routes. This mailer can be sent prior to the start of construction and subsequent changes in construction staging that will alter traffic routing.

The cost associated with mailers and brochures will vary based on the number produced and distributed, type of mailer produced, graphics, and staff involvement. The following costs could be used for initial budgeting purposes:

Brochures and Mailers assume about 3,000 mailers @ \$1.00 each = \$3,000.

b. **Press Release**

Information can be disseminated through radio and newspapers to inform the public of upcoming detours and/or closures. At a minimum, detour/closure information must be submitted to emergency users: police, fire, hospitals, and ambulance. The City of Agoura Hills will be responsible for implementing any public information programs.

c. Internet

The City of Agoura Hills and Caltrans shall utilize their websites to update the construction information especially during the changing in construction staging and altering traffic route.

2) MOTORISTS INFORMATION STRATEGIES

a. Changeable Message Signs (portable)

Recommendations for this project include utilizing portable changeable message signs (CMS), in addition to signing and striping modifications. CMSs placed within the construction area and along detour routes will give real-time motorist information, particularly with respect to construction work zones, closures that are in place, appropriate detours, and the time and date of a planned closure.

Motorist information will need to be provided using portable CMS's for one week preceding and during the traffic interruptions stated above. Assume four signs needed for each of the existing approaches to the work zones. That is a total of 5 instances and 2 CMS's for two weeks each @\$1,500/week rental = \$30,000.

b. Ground Mounted Signs

Use ground mounted signs for 5 instances and 6 signs each @\$300 each = \$9,000.

3) INCIDENT MANAGEMENT

a. Construction Zone Enhanced Enforcement Program (COZEEP)

The total duration of construction is expected to be 270 days. The majority of the work happens at the widening of Palo Comado Canyon Road, which requires shifting of traffic to one side for pavement and bridge construction. Most of the lanes will be remain open for the existing traffic till construction is complete, exception to the works for installation and removal of K-rail and false work which require temporary night time closures as specified below:

1. Four (4) full freeway night-time closures for installation of false work over the US-101 at the proposed overcrossing and installation of temporary k-rail on US-101 at the location of the overcrossing. One (1) night-time lane closures on US-101 to remove temporary k-rail & false work.
2. One (1) night-time lane closure of NB off-ramp to install and remove k-rail.
3. One (1) night-time closures of the NB off-ramp for striping.

Incident Management will be needed during each of the traffic interruptions above and assume additional 14 days for miscellaneous support. It will require two (2) COZEEP officers at night for 21 days @ \$1,500/night = \$63,000.

Enhanced enforcement and incident management for this project will not be needed during normal construction activities.

4) CONSTRUCTION STRATEGIES

a. Others: K-rail with Gawk Screen

Temporary railing (K-rail) with gawk screen provides positive physical separation between travel lanes and the adjacent work space, or between opposing travel lanes. And, the

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM 07-LA-US101 PM 33.0/34.4 EA 25720K Alternative No. 3

Project Limit On Route US101 between 0.2 mile East of Palo Comado Overcrossing
and 0.8 mile West of Palo Comado Overcrossing.

Project Description Widen Palo Comado Canyon Road and Construct Northbound Hook Off Ramp

1) Public Information

<input checked="" type="checkbox"/> a. Brochures and Mailers	\$ 3,000
<input checked="" type="checkbox"/> b. Press Release	
<input type="checkbox"/> c. Paid Advertising	\$
<input type="checkbox"/> d. Public Information Center/Kiosk	\$
<input type="checkbox"/> e. Public Meeting/Speakers Bureau	\$
<input type="checkbox"/> f. Telephone Hotline	
<input checked="" type="checkbox"/> g. Internet	
<input type="checkbox"/> h. Others	\$

2) Motorists Information Strategies

<input type="checkbox"/> a. Changeable Message Signs (Fixed)	\$
<input checked="" type="checkbox"/> b. Changeable Message Signs (Portable)	\$ 36,000
<input checked="" type="checkbox"/> c. Ground Mounted Signs	\$ 10,800
<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)	\$ 69,000
<input type="checkbox"/> b. Freeway Service Patrol	\$
<input type="checkbox"/> c. Traffic Management Team	\$
<input type="checkbox"/> d. Helicopter Surveillance	\$
<input type="checkbox"/> e. Traffic Surveillance Stations (Loop Detector and CCTV)	\$
<input type="checkbox"/> f. Others	\$

4) Construction Strategies

<input checked="" type="checkbox"/> a. Lane Closure Chart	
<input type="checkbox"/> b. Reversible Lanes	
<input type="checkbox"/> c. Total Facility Closure	
<input type="checkbox"/> d. Contra Flow	
<input type="checkbox"/> e. Truck Traffic Restrictions	\$ _____
<input type="checkbox"/> f. Reduced Speed Zone	\$ _____
<input type="checkbox"/> g. Connector and Ramp Closures	
<input type="checkbox"/> h. Incentive and Disincentive	\$ _____
<input type="checkbox"/> i. Moveable Barrier	\$ _____
<input checked="" type="checkbox"/> j. Others <u>K-rail & Gawk Screen</u>	\$ 65,400

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

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

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$ 184,200

PROJECT NOTES:

- ***WIDEN PALO COMADO CANYON ROAD AND CONSTRUCT NORTHBOUND HOOK OFF RAMP:***

This alternative proposes to reconfigure the northbound off ramp to a partial Type L-6 hook ramp and widen the entire length of Palo Comado Canyon Road and the existing overcrossing from 2 lanes to 4 lanes. The school driveway will be relocated to the eastern end of Canwood Street approximately 60 feet east of the proposed hook off ramp. The existing tight diamond northbound off ramp will be removed and the frontage road, Canwood Street, will be realigned and reconstructed to provide two lanes in each direction. The intersection at Palo Comado Canyon Road/Canwood Street will be signalized and westbound Canwood Street will be configured to have dual left turn lanes to southbound Palo Comado Canyon Road, one shared through/right turn lane to the northbound on ramp and northbound Palo Comado Canyon Road and one right turn lane to northbound Palo Comado Canyon Road. The intersection at the hook off ramp/Canwood Street will be signalized and the hook off ramp will be configured with one right turn lane to eastbound and dual left turn lanes to westbound Canwood Street. This alternative will widen the existing overcrossing and its approaches from 2 lanes to 4 lanes similar to Alternative 2. The existing northbound tight diamond on ramp will be modified to provide a standard approach angle at the intersection with Palo Comado Canyon Road.

- ***STAGE CONSTRUCTION:***

This alternative will be developed in two major stages.

Stage I

- a. Widen Palo Comado Canyon Road and the crossing from 2 lanes to 4 lanes.
- b. Construct new hook NB off-ramp and signalized intersection at the hook off ramp/Canwood Street.
- c. Construct school driveway 60 feet east of the proposed hook off ramp.
- d. Reconstruct diamond NB on-ramp.
- e. Construct portions of new Canwood Street alignment.
- f. Reconfigure signalized intersection at Palo Comado Canyon Road and Canwood Street.

Stages II

- a. Shift northbound on- and off-ramps traffic to new construction completed in Stage I.
- b. Complete the remaining construction of Palo Comado Canyon Road and overcrossing bridge.
- c. Complete the remaining construction of Canwood Street.
- d. Complete the remaining construction of NB on-ramp.

- ***LONG TERM CLOSURES:***

There will be no long-term closures of any lanes. The project will maintain all existing movements.

- 1) **PUBLIC INFORMATION**

- a. **Brochures and Mailers**

Brochures and mailers are recommended for this project. These are used as a means of communication with the public regarding local construction. A brochure/mailer could be prepared and sent to the listed stakeholders and businesses within a designated radius of the project site. Information in the mailer would likely include an explanation of the project, why it is needed, and construction information, including staging, duration, specific closures, detour routes, and possible alternate routes. This mailer can be sent prior to the

start of construction and subsequent changes in construction staging that will alter traffic routing.

The cost associated with mailers and brochures will vary based on the number produced and distributed, type of mailer produced, graphics, and staff involvement. The following costs could be used for initial budgeting purposes:

Brochures and Mailers assume about 3,000 mailers @ \$1.00 each = \$3,000.

b. Press Release

Information can be disseminated through radio and newspapers to inform the public of upcoming detours and/or closures. At a minimum, detour/closure information must be submitted to emergency users: police, fire, hospitals, and ambulance. The City of Agoura Hills will be responsible for implementing any public information programs.

c. Internet

The City of Agoura Hills and Caltrans shall utilize their websites to update the construction information especially during the changing in construction staging and altering traffic route.

2) MOTORISTS INFORMATION STRATEGIES

a. Changeable Message Signs (portable)

Recommendations for this project include utilizing portable changeable message signs (CMS), in addition to signing and striping modifications. CMSs placed within the construction area and along detour routes will give real-time motorist information, particularly with respect to construction work zones, closures that are in place, appropriate detours, and the time and date of a planned closure.

Motorist information will need to be provided using portable CMS's for one week preceding and during the traffic interruptions stated above. Assume four signs needed for each of the existing approaches to the work zones. That is a total of 6 instances and 2 CMS's for two weeks each @ \$1,500/week rental = \$36,000.

b. Ground Mounted Signs

Use ground mounted signs for 6 instances and 6 signs each @ \$300 each = \$10,800.

3) INCIDENT MANAGEMENT

a. Construction Zone Enhanced Enforcement Program (COZEEP)

The total duration of construction is expected to be 270 days. The majority of the work happens at the widening of Palo Comado Canyon Road, which requires shifting of traffic to one side for pavement and bridge construction. Most of the lanes will be remain open for the existing traffic till construction is complete, exception to the works for installation and removal of K-rail and false work which require temporary night time closures as specified below:

1. Four (4) full freeway night-time closures for installation of false work over the US-101 at the proposed overcrossing and installation of temporary k-rail on US-101 at the location of the overcrossing. One (1) night-time lane closures on US-101 to remove temporary k-rail & false work.

TRANSPORTATION MANAGEMENT PLAN WORKSHEET

Co/Rte/PM 07-LA-US101 PM 33.0/34.4 EA 25720K Alternative No. 3
Project Limit On Route US101 between 0.2 mile East of Palo Comado Overcrossing
and 0.8 mile West of Palo Comado Overcrossing.
Project Description Widen Palo Comado Canyon Road and Construct Northbound Hook Off Ramp.

A) Does the proposed project include long term closures? (>Extended Weekend Closure)

Yes No

If "Yes", check all applicable type of facility closures.

- Freeway Lanes
- Freeway Shoulder
- Freeway Connectors
- Freeway Off-ramps
- Freeway On-ramps
- Local Streets

B) Are there any construction strategies that can restore existing facilities? Yes No

Check all applicable strategies.

- Temporary Roadway Widening
Structure Involvement? Yes No If "Yes", notify Project Manager.
- Restriping (i.e. Temporary narrow lane widths)
- Construct detour around work area
- Median and/or Right shoulder Utilization as a Traffic Lane
- Use of HOV lane as a Temporary Mixed Flow Lane
- Others (Explain Below)

C) Calculated Delay (To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A).

- Nominal Delay (< 15 minutes)
- Major Delay

1. Estimated Maximum Individual Vehicle Delay _____ Minutes
2. Existing or Acceptable Individual Vehicle Delay _____ Minutes
3. Estimated Individual Vehicle Delay Requiring Mitigation [(1)-(2)] _____ Minutes

ATTACHMENT K

PROJECT WORK PLAN AND SCHEDULE

WBS Code	Activity Description	Task Mgt	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
LA-101-33.6/33.8: CONSTRUCTION OF ROUNDABOUT: RBG										
0.100	PROJ MGMT	RBG	10	1,324*	1,260*	10/01/08A	12/10/13	10/01/08A	12/10/13	0
0.100.05	PROJ MGMT - PID CMPNT	RBG	10	99*	35*	10/01/08A	02/20/09	10/01/08A	02/20/09	0
0.100.10	PROJ MGMT - PA&ED CMPNT	RBG	0	1,260*	1,260*	01/02/09	12/10/13	01/02/09	12/10/13	0
0.100.15	PROJ MGMT - PS&E CMPNT	RBG	0	341*	341*	12/14/10	04/17/12	12/14/10	04/17/12	0
0.100.20	PROJ MGMT - CONST CMPNT	RBG	0	404*	404*	05/14/12	12/10/13	08/24/12	12/10/13	0
0.100.25	PROJ MGMT - R/W CMPNT	RBG	0	220*	220*	12/14/10	10/24/11	12/14/10	12/10/13	543
1.150	DEVELOP PID	-	20	80	35	10/01/08A	02/20/09	10/01/08A	02/20/09	0
2.160	PERF PREL ENGRG STUDIES & DRAFT PR	-	0	1,260*	1,260*	01/02/09	12/10/13	01/02/09	12/10/13	0
2.160.05	UPDD PROJ INFO	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.160.10	ENGRG STUDIES	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.160.15	DRAFT PR	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.160.20	ENGRG & LAND NET SRVYS	JWW	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.165	PERF ENV STUDIES & PREP DED	-	0	1,260*	1,260*	01/02/09	12/10/13	01/02/09	12/10/13	0
2.165.05	ENV SCPPG OF ALTS IFS IN PID	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.165.10	GENL ENV STUDIES	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.165.15	BIOL STUDIES	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.165.20	CLTRL RSRC STUDIES	GMI	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.165.25	DED	-	0	440	440	02/23/09	11/10/10	12/11/09	09/02/11	206
2.175	CIRC DED & SLT PRFD PROJ ALT ID	-	0	1,260*	1,260*	01/02/09	12/10/13	01/02/09	12/10/13	0
2.175.05	DED CIRC	-	0	200	200	11/12/10	08/25/11	03/01/13	12/10/13	585
2.175.10	PUB HRG	-	0	200	200	11/12/10	08/25/11	03/01/13	12/10/13	585
2.175.15	PUB CMNT RESPS & CRNC	-	0	200	200	11/12/10	08/25/11	03/01/13	12/10/13	585
2.175.20	PROJ PRFD ALT	-	0	200	200	11/12/10	08/25/11	03/01/13	12/10/13	585
2.180	PREP & APV PR & FED	-	0	1,260*	1,260*	01/02/09	12/10/13	01/02/09	12/10/13	0
2.180.05	FPR	-	0	400	400	01/02/09	07/28/10	05/21/09	12/13/10	97
2.180.10	FED	-	0	400	400	01/02/09	07/28/10	05/21/09	12/13/10	97
2.180.15	CMPLTD ENV DOC	-	0	400	400	01/02/09	07/28/10	05/21/09	12/13/10	97
2.205	PMTS AGRES & RAS DURING PS&E CMPNT	-	0	83	83	11/12/10	03/11/11	09/05/11	12/30/11	206
3.185	BASE MAPS & PLAN SHEETS FOR PS&E	-	0	60*	60*	12/14/10	03/10/11	12/14/10	03/10/11	0
3.185.05	UPDD PROJ INFO	-	0	3	3	12/14/10	12/16/10	12/14/10	12/16/10	0
3.185.10	SRVYS & PHTGR MPG FOR DSN	-	0	60	60	12/14/10	03/10/11	12/14/10	03/10/11	0
3.185.15	PREL DSN	-	0	57	57	07/29/10	10/15/10	12/17/10	03/10/11	100
3.185.20	ENGRG RPTS	-	0	57	57	12/17/10	03/10/11	12/17/10	03/10/11	0
3.185.25	R/W RQMTS DTRMTN	-	0	30	30	01/25/11	03/10/11	01/27/11	03/10/11	0
3.185.30	STRUC SITE PLANS	-	0	60	60	12/14/10	03/10/11	12/14/10	03/10/11	0
3.230	PREP DRAFT PS&E	HRT	0	147	147	03/11/11	10/05/11	03/11/11	10/05/11	0
3.235	MIT ENV IMPTS & CLEAN UP HW	-	0	200	200	03/11/11	12/20/11	03/01/13	12/10/13	503
3.240	DRAFT STRUCS PS&E	-	0	100	100	03/11/11	08/01/11	05/18/11	10/05/11	47
3.250	PREP FNL STRUCS PS&E PCKG	-	0	1	1	10/06/11	10/06/11	12/30/11	12/30/11	59
3.255	CIRC R/W & PREP FNL DIST PS&E PCKG	GLF	0	25	25	10/06/11	11/09/11	11/25/11	12/30/11	35
3.260	CONTR BID DOCS RTL	BL	0	20	20	01/03/12	01/30/12	01/03/12	01/30/12	0
3.265	AWDD & APVD CONST CONTR	BL	0	10	10	04/04/12	04/17/12	04/04/12	04/17/12	0
4.195	R/W PROP MGMT & EXCS LAND	-	0	1	1	03/11/11	03/11/11	12/10/13	12/10/13	702
4.200	UTIL RELOCN	-	0	60	60	01/02/09	03/27/09	09/17/13	12/10/13	1,200
4.220	PERF R/W ENGRG	-	0	60	60	03/11/11	06/03/11	04/29/13	07/22/13	543
4.225	OBN R/W INTST FOR PROJ R/W CERTN	DEM	0	40	40	03/11/11	05/08/11	11/18/11	01/16/12	177
4.245	POST R/W CERTN WRK	-	0	100	100	11/10/11	04/04/12	07/23/13	12/10/13	431
4.300	PERF FNL R/W ENGRG ACTS	-	0	100	100	06/06/11	10/24/11	07/23/13	12/10/13	543
5.270	CE & GCA	JBP	0	354*	354*	05/14/12	09/30/13	08/24/12	09/30/13	0
5.270.10	CONST STAKING PCKG & CTRL	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.15	CONST STAKES	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.20	CE WRK	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.25	CONST CONTR ADMIN WRK	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.30	CONTR ITEM WRK INSPN	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.35	CONST MTL S&T	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.40	SAFETY & MTCE RVWS	JBP	0	10	10	03/25/13	04/08/13	07/08/13	07/19/13	73

Star Date 01/01/80
 Finish Date 12/10/13
 Data Date 01/01/09
 Run Date 01/12/09 15:14

MODL - I500 Sheet 1 of 2
 Caltrans District 7
 Dynamic Workplan Model
 Classic Schedule Layout

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
5.270.45	RLF FROM MTCE PROCESS	JBP	0	1	1	04/09/13	04/09/13	07/22/13	07/22/13	73
5.270.55	FNL INSPN & ACPTC RCMDN	JBP	0	50	50	04/10/13	09/30/13	07/23/13	09/30/13	0
5.270.60	PLANT ESTABLISHMENT ADMIN	JBP	0	220	220	11/20/12	09/30/13	11/20/12	09/30/13	0
5.270.65	TMP IMPLN DURING CONST	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.70	UPDD ECR	JBP	0	220	220	05/14/12	03/22/13	11/20/12	09/30/13	134
5.270.75	RSRC AGENCY PMT RNWL & EXTN REQS	JBP	0	220	220	05/14/12	03/22/13	11/20/12	09/30/13	134
5.270.80	L-TRM ENV MITIGN/MNTG DURING CC	AR2	0	1	1	05/14/12	05/14/12	09/30/13	09/30/13	353
5.275	CE & GCA OF STRUCS WRK	JBP	0	254	254	01/02/09	12/30/09	12/12/12	12/10/13	1,006
5.285	CCO ADMIN	JBP	0	404*	404*	05/14/12	12/10/13	08/24/12	12/10/13	0
5.290	RSLV CONTR CLAIMS	-	0	404*	404*	05/14/12	12/10/13	08/24/12	12/10/13	0
5.295	ACPT CONTR PREP FE & FR	JBP	0	50	50	10/01/13	12/10/13	10/01/13	12/10/13	0
M000	ID NEED	RBG	100	0	0		10/01/08A		10/01/08A	
M010	APPROVE PID	-	0	0	0		02/20/09*		02/20/09*	0
M015	PROG PROJ	-	0	0	0		02/20/09		12/10/09	206
M020	BEGIN ENVIRO	-	0	0	0		02/20/09		12/10/09	206
M030	NOP	-	0	0	0		12/31/08		12/10/13	1,260
M040	BEGIN PROJ	-	0	0	0		02/20/09		12/10/09	206
M120	CIRC DED	-	0	0	0		11/10/10		09/02/11	206
M200	PA&ED	-	0	0	0		12/13/10*		12/13/10*	0
M221	BRIDGE SITE DATA ACCEPTED	-	0	0	0		03/10/11		05/17/11	47
M222	BEGIN BRIDGE	-	0	0	0		03/10/11		05/17/11	47
M224	R/W MAPS	-	0	0	0		12/31/08		03/10/11	557
M225	REGULAR R/W	-	0	0	0		12/31/08		11/17/11	734
M275	GENERAL PLANS	-	0	0	0		03/10/11		05/17/11	47
M300	CIRC PLANS IN DIST	-	0	0	0		10/05/11		10/05/11	0
M318	DESIGN SAFETY REVIEW	-	0	0	0		10/05/11		10/05/11	0
M328	CONSTRUCTABILITY REVIEW	-	0	0	0		10/05/11		10/05/11	0
M377	PS&E TO DOE	GLF	0	0	0		11/02/11		11/02/11	0
M378	DRAFT STRUC PS&E	-	0	0	0		08/01/11		10/05/11	47
M380	PROJ PS&E	GLF	0	0	0		12/30/11		12/30/11	0
M410	R/W CERT	-	0	0	0		05/06/11		01/16/12	177
M460	RTL	-	0	0	0		01/30/12		01/30/12	0
M480	HQ ADVERT	BL	0	0	0		04/03/12		04/03/12	0
M485	AWARD	-	0	0	0		04/27/12		04/27/12	0
M500	APPROVE CONTRACT	BL	0	0	0		05/11/12		05/11/12	0
M568	FINAL SAFETY REVIEW	-	0	0	0		12/31/08		08/19/13	1,180
M600	CONTRACT ACCEPT	-	0	0	0		09/30/13		09/30/13	0
M700	FINAL REPORT	JBP	0	0	0		12/10/13		12/10/13	0
M800	END PROJ	RBG	0	0	0		12/10/13		12/10/13	0

ATTACHMENT L

STORM WATER DATA REPORT (*PROJECT FILES*)

Long Form - Storm Water Data Report



Dist-County-Route: 07-LA-101

Post Mile (Kilometer Post) Limits: 33.0/34.4
(KP 53.1/55.4)

Project Type: Interchange Improvements

EA: 25720K

RU: 186

Program Identification: HE-11

Phase: PID PA/ED PS&E

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

Is the project required to consider incorporating Treatment BMPs? Yes No

If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB

at least 60 days prior to PS&E Submittal.

List submittal date: _____

Total Disturbed Soil Area: 7.1-acres

Estimated Construction Start Date: August 20, 2012 Construction Completion Date: August 20, 2014

Notice of Intent (NOI) Date to be submitted: July 20, 2012

Notification of ADL reuse (if Yes, provide date) Yes Date: _____ No

Separate Dewatering Permit (if Yes, permit number) Yes Permit #: _____ No

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

Surfael Teshale
Surfael Teshale,
Registered Project Engineer

Trilly Nguyen 2/26/09
Trilly Nguyen,
Caltrans Designated Oversight Representative

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

Ravi Ghate 02-26-09
Ravi B. Ghate, Project Manager Date

Roger E. Castillo 02-26-09
Roger E. Castillo, Designated Maintenance Representative Date

Ron Russak 02-26-09
Ron Russak, Designated Landscape Architect Representative Date

STAMP
[Required for PS&E only] Shirley Pak 2/26/2009
Shirley Pak, District/Regional SW Coordinator or Designee Date