

TRADE CORRIDORS IMPROVEMENT FUND
Amended and Restated PROJECT BASELINE AGREEMENT
Port of Los Angeles I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110
Connector Ramp Improvements
(replacing Project Baseline Agreement effective July 1, 2008)

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the West Basin Road Rail Access Improvements, effective on xxxx, 2011, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the City of Los Angeles (“City”), acting through its Board of Harbor Commissioners (Project Sponsor), sometimes collectively referred to as the “Parties”.

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements, the parties are entering into this Amended Project Baseline Agreement to document the amended project cost, amended schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements Project Study Report attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, “Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF),” dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission’s Trade Corridors Improvement Fund Guidelines.

- 3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.
- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost (Amended June 2011)

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Benefits

See Project Benefits Form, attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

- 4.4.1 This Amended Project Baseline Agreement is subject to the provisions of the Los Angeles City Charter which, among other things, precludes the City from making any expenditure of funds or incurring any liability, including contractual commitments, in excess of the amount currently appropriated. Nothing in this Amended Project Baseline Agreement shall be interpreted to conflict with such requirements. However, the Board of Harbor Commissioners, in approving this Amended Project Baseline Agreement has expressed its intended commitment to the specific projects covered by this Amended Project Baseline Agreement, subject to Section 4.4.2 herein, and the identified sources of funds and expects such funds to be available and to appropriate such funds in the fiscal years they are to be expended.
- 4.4.2 The approval of any project by the Board of Harbor Commissioners is subject to the requirements of the California Environmental Quality Act (CEQA) where applicable.
- 4.4.3 If the TCIF funds indicated in the attached schedules are not received in the identified amount and time, the City may amend such schedules to take into account delays caused by the lack of TCIF funding. Despite such amendments and delays, the projects shall remain eligible for future allocations of TCIF funds.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date:	04/19/11
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
07			LA0D390		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA				City of Los Angeles Harbor Department (Port of Los Angeles)	
				MPO	Element
				SCAG	
Project Mgr/Contact		Phone		E-mail Address	
Prashant Konareddy		310-732-3362		pkonareddy@portla.org	
Project Title					
I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements					
Location, Project Limits, Description, Scope of Work, Legislative Description					
The project is located at the interchange of the I-110 and SR 47 (Vincent Thomas Bridge). This project will eliminate an existing weaving condition of slow uphill moving trucks and fast downhill moving vehicles with the addition of a lane on the westbound to northbound S.R. 47/I-110 connector. This additional lane will continue through the I-110 Off-Ramp at John S. Gibson Boulevard where the intersection will be widened to better					
Component	Implementing Agency				Reimbursements
PA&ED	POLA				
PS&E	POLA				
Right of Way	POLA				
Construction	POLA				
Legislative Districts					
Assembly:	54		Senate:	27	
Congressional:	46				
Purpose and Need					
The POLA/POLB handled 14.1 million twenty-foot equivalent units (TEUs) in 2010. By 2035, the Ports are projected to handle 43 million TEUs. The I-110/C Street Interchange-National Highway System Improvements are a crucial transportation improvement serving the ports and the region. It will improve connections to the I-110 and SR 47 which together with I-710 carry approximately 30% of all U.S. waterborne container volume (the I-110 alone carries approximately 10% of all U.S. waterborne containers). Many intersections, roadways, and freeways within the Ports' area currently operate at unacceptable levels of service. The poor operating conditions are expected to deteriorate within the next 20 years as determined in numerous recent studies,					
Project Benefits					
This project will significantly improve traffic operating conditions throughout the day. Total daily Vehicle and Truck delay savings will be 5,174 hrs and 1,423 hrs respectively. The emissions benefit of the project in 2030 is calculated to be 200 tons per year of a combined PM10, ROG, and NOx, and 82,500 tons per year of CO2.					
Project Milestone				Existing	Proposed
Project Study Report Approved					01/23/07
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document			Document Type	N/A	05/03/11
Draft Project Report					11/01/10
End Environmental Phase (PA&ED Milestone)					08/15/11
Begin Design (PS&E) Phase					07/01/08
End Design Phase (Ready to List for Advertisement Milestone)					03/31/12
Begin Right of Way Phase					08/16/11
End Right of Way Phase (Right of Way Certification Milestone)					03/31/12
Begin Construction Phase (Contract Award Milestone)					09/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					04/30/15
Begin Closeout Phase					05/01/15
End Closeout Phase (Closeout Report)					05/01/16

ADA Notice

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 04/19/11

County	CT District	PPNO	TCRP Project No.	EA
LA	07	0	0	0
Project Title: I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements				

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	859	0	0	0	0	0	0	859	POLA
PS&E	2,868	1,300	0	0	0	0	0	4,168	POLA
Prashant Kon	0	0	0	0	0	0	310-732-3362	0	
CON SUP (CT	0	0	661	1,137	1,002	0	0	2,800	POLA
R/W	0	0	0	0	0	0	0	0	
CON	0	0	12,548	23,651	6,693	0	0	42,892	POLA
TOTAL	3,727	1,300	13,209	24,788	7,695	0	0	50,719	
Proposed Total Project Cost									
E&P (PA&ED)	600	300	100	0	0	0	0	1,000	
PS&E	2,460	1,122	470	0	0	0	0	4,052	
R/W SUP (CT	0	0	0	0	0	0	0	0	
CON SUP (CT	0	0	661	1,137	1,002	0	0	2,800	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	8,948	7,758	10,793	2,500	0	29,999	
TOTAL	3,060	1,422	10,179	8,895	11,795	2,500	0	37,851	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)								0	State TCIF Funds
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			2,700	9,500	2,500			14,700	
TOTAL	0	0	2,700	9,500	2,500	0	0	14,700	
Proposed Funding									Notes
E&P (PA&ED)	0	0	0	0	0	0		0	
PS&E	0	0	0		0	0		0	
R/W SUP (CT	0	0	0	0	0	0		0	
CON SUP (CT	0	0	0	0	0	0		0	
R/W	0	0	0	0	0	0		0	
CON	0	0		2,700	9,500	2,500		14,700	
TOTAL	0	0	0	2,700	9,500	2,500	0	14,700	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)								0	POLA Infrastructure Cargo Fees
PS&E	1,675	1,300						2,975	
R/W SUP (CT)								0	
CON SUP (CT)			661	1,137	1,002			2,800	
R/W								0	
CON			4,193	8,386	4,193			16,772	
TOTAL	1,675	1,300	4,854	9,523	5,195	0	0	22,547	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	859							859	POLA Harbor Revenue Funds
PS&E	1,193							1,193	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	2,052	0	0	0	0	0	0	2,052	
Proposed Funding									Notes
E&P (PA&ED)	600	300	100					1,000	
PS&E	2,460	1,122	470					4,052	
R/W SUP (CT)								0	
CON SUP (CT)			661	1,137	1,002			2,800	
R/W								0	
CON			1,293	1,293	1,293			3,879	
TOTAL	3,060	1,422	2,524	2,430	2,295	0	0	11,731	

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)								0	METRO (USDOT RSTP)
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			3,655	3,765				7,420	
TOTAL	0	0	3,655	3,765	0	0	0	7,420	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				3,655	3,765			7,420	
TOTAL	0	0	0	3,655	3,765	0	0	7,420	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)								0	SAFE TEA-LU
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			2,000	2,000				4,000	
TOTAL	0	0	2,000	2,000	0	0	0	4,000	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON				4,000				4,000	
TOTAL	0	0	0	4,000	0	0	0	4,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Complete this page for amendments only

Date: 04/19/11

District	Co	Route	EA	PPNO	TCRP No.
07	LA				

SECTION 1 - All Projects

Project Background

TCIF project #19; initial baseline agreement executed in 2008; RTL anticipated in July 2012.

pkonareddy@portla.org

Programming Change Requested

Revise total project cost and schedule.

Reason for Proposed Change

Additional time required for utility relocation design, additional soundwall design, and unpermitted skate park conflicts. The total cost decreased due to refined cost estimate from when the TCIF baseline agreement was executed in 2008.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Any additional project cost to be funded by the local/sponsoring agency, the Port of Los Angeles (see attached letter requesting baseline agreement amendment for TCIF project). Schedule delays have been encountered due to extended utility coordination, the addition of soundwalls to the project scope, archaeological findings within the project site and coordination with an unpermitted skate park within the project boundaries. Costs have decreased based on revised cost estimate.

Other Significant Information

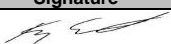
SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Kerry Cartwright		Director of Goods Movement	4/19/2011

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 04/19/11

County	CT District	PPNO	TCRP Project No.	EA
LA	07			
Project Title: I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements				

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	859							859	POLA
PS&E	2,868	1,300						4,168	POLA
Prashant Konared							0-732-3362		
CON SUP (CT)			661	1,137	1,002			2,800	POLA
R/W									
CON			12,548	23,651	6,693			42,892	POLA
TOTAL	3,727	1,300	13,209	24,788	7,695			50,719	
Net Change									
E&P (PA&ED)	-259	300	100					141	
PS&E	-408	-178	470					-116	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-11,255	-12,003	7,865	2,500		-12,893	
TOTAL	-667	122	-10,685	-12,003	7,865	2,500		-12,868	
Proposed New Result									
E&P (PA&ED)	600	300	100					1,000	
PS&E	2,460	1,122	470					4,052	
R/W SUP (CT)									
CON SUP (CT)			661	1,137	1,002			2,800	
R/W									
CON			8,948	7,758	10,793	2,500		29,999	
TOTAL	3,060	1,422	10,179	8,895	11,795	2,500		37,851	

Fund No. 1:	Existing Funding								Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									State TCIF Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,700	9,500	2,500			14,700	
TOTAL			2,700	9,500	2,500			14,700	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-2,700	-6,800	7,000	2,500			
TOTAL			-2,700	-6,800	7,000	2,500			
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,700	9,500	2,500		14,700	
TOTAL				2,700	9,500	2,500		14,700	

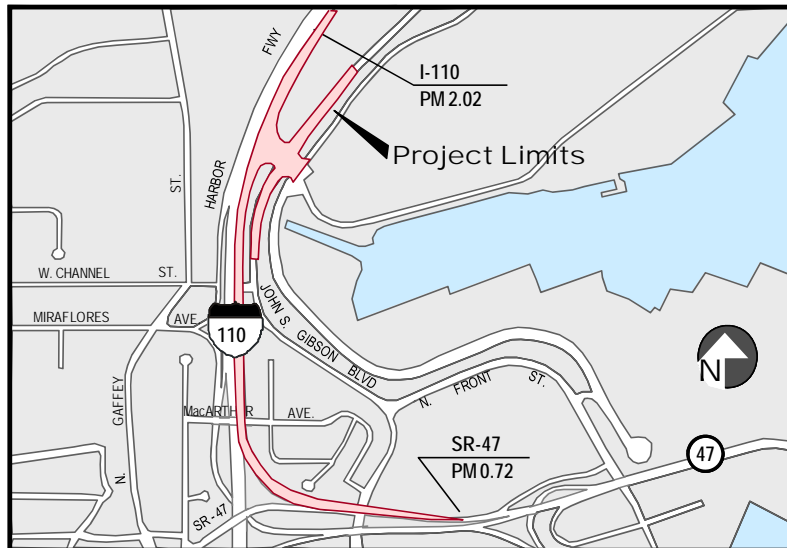
Fund No. 2:		Existing Funding							Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									POLA Infrastructure Cargo Fees
PS&E	1,675	1,300						2,975	
R/W SUP (CT)									
CON SUP (CT)			661	1,137	1,002			2,800	
R/W									
CON			4,193	8,386	4,193			16,772	
TOTAL	1,675	1,300	4,854	9,523	5,195			22,547	
Change									Notes
E&P (PA&ED)									
PS&E	-1,675	-1,300						-2,975	
R/W SUP (CT)									
CON SUP (CT)			-661	-1,137	-1,002			-2,800	
R/W									
CON			-4,193	-8,386	-4,193			-16,772	
TOTAL	-1,675	-1,300	-4,854	-9,523	-5,195			-22,547	
Proposed Funding									Notes
E&P (PA&ED)									Moved funding into Port General Revenue Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:		Existing Funding							Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)	859							859	POLA Harbor Revenue Funds
PS&E	1,193							1,193	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,052							2,052	
Change									Notes
E&P (PA&ED)	-259	300	100					141	
PS&E	1,267	1,122	470					2,859	
R/W SUP (CT)									
CON SUP (CT)			661	1,137	1,002			2,800	
R/W									
CON			1,293	1,293	1,293			3,879	
TOTAL	1,008	1,422	2,524	2,430	2,295			9,679	
Proposed Funding									Notes
E&P (PA&ED)	600	300	100					1,000	
PS&E	2,460	1,122	470					4,052	
R/W SUP (CT)									
CON SUP (CT)			661	1,137	1,002			2,800	
R/W									
CON			1,293	1,293	1,293			3,879	
TOTAL	3,060	1,422	2,524	2,430	2,295			11,731	

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									METRO (USDOT RSTP)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,655	3,765				7,420	
TOTAL			3,655	3,765				7,420	
Change									
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-3,655	-110	3,765				
TOTAL			-3,655	-110	3,765				
Proposed Funding									
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,655	3,765			7,420	
TOTAL				3,655	3,765			7,420	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15		Total	Funding Agency
E&P (PA&ED)									SAFE TEA-LU
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000	2,000				4,000	
TOTAL			2,000	2,000				4,000	
Change									
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			-2,000	2,000					
TOTAL			-2,000	2,000					
Proposed Funding									
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				4,000				4,000	
TOTAL				4,000				4,000	

DRAFT PROJECT REPORT



John S. Gibson Boulevard/I-110 Freeway Access Ramp Improvements

ON ROUTE SR 47 and I-110
BETWEEN Southbound SR 47 to Northbound I-110 Connector
AND I-110/John S. Gibson Interchange

SR 47/I-110 Northbound Connector Widening

The Right of Way Data Sheet was completed by a consultant. I have reviewed the right of way information contained in the Draft PR and the Right of Way Data Sheet 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 Right of Way Data Sheet.

Andrew P. Nierenberg
DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY

APPROVAL RECOMMENDED BY:

Gabe Hamidi, PROJECT MANAGER

APPROVED BY:

William H. Reagan
DEPUTY DISTRICT DIRECTOR, DESIGN


DATE

APPROVED BY:

Antonio V. Gioiello, CHIEF HARBOR ENGINEER
PORT OF LOS ANGELES

DATE

This Draft Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



James Wei, P.E.
Registered Civil Engineer

4/18/11
Date

PREPARED BY:
Parsons Transportation Group Inc.
100 W. Walnut Street
Pasadena, CA 91124
Tel: 626-440-6327
Fax: 626-440-6155



PREPARED FOR:
Port of Los Angeles

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DRAFT PROJECT REPORT

1. INTRODUCTION

The Port of Los Angeles (Port), in conjunction with the California Department of Transportation District 07 (Caltrans), proposes to improve the southbound State Route 47 (SR 47) to northbound Interstate 110 (I-110) connector, the northbound I-110 and the northbound ramps at John S. Gibson Boulevard. The improvements intend to increase traffic circulation, reduce congestion, and improve operation and safety. Two alternatives, including the No Build Alternative, were studied.

Alternative 1:

The No Build Alternative would have no change to the existing freeway and ramps.

Alternative 2:

This alternative proposes the following improvements:

- Widening the SR 47/I-110 connector from one to two lanes.
- Extending the additional through lane on the northbound I-110 past the John S. Gibson Boulevard off-ramp.
- Modifying the northbound ramps at the I-110/John S. Gibson Boulevard interchange.
- Improving the intersection of John S. Gibson Boulevard and the I-110 northbound ramps.

The project cost was estimated at \$29.4 million on April 14, 2011, which includes \$28.8 million for construction and \$0.6 million for right of way and utility relocation. The project is proposed to be fully funded by the Port.

This project has been assigned the Project Development Processing Category 4B because it does not require substantial new right of way and does not substantially increase traffic capacity.

2. RECOMMENDATION

It is recommended that the Draft Environmental Document (DED) be publicly circulated and a public hearing be scheduled based on the viable alternative developed and detailed within this Draft Project Report (DPR). The document will be made available at facilities in Caltrans, the Port of Los Angeles and nearby local libraries. All comments will be taken into consideration and incorporated into the final document, as appropriate.

3. BACKGROUND

3.1 Project History

The City of Los Angeles Department of the Harbor (Port) has completed a study of the existing and projected future traffic conditions of its West Basin area, which includes the Yang Ming, China Shipping, and TraPac terminals. As a result of this study, a plan has been developed to relocate terminal gates and railroad tracks, modify the existing internal roadway networks, and improve connections to the I-110 Freeway. This plan would help direct truck traffic off local streets and onto the freeway.

The Port has three terminal entrance and exit gates along the West Basin that affect the operation of the immediate roadway system. The first gate is located at the intersection of Harry Bridges Boulevard, Figueroa Street, and John S. Gibson Boulevard. The second gate, known as the Gibson Gate, is within the project limits and is located along John S. Gibson Boulevard opposite the I-110 northbound ramps. The third gate, known as Knoll Gate, is located along Front Street and opposite Knoll Drive. The Port is seeking to relocate the gate from the intersection of Harry Bridges Boulevard and Figueroa Street to the TraPac access road, off the proposed North Wilmington grade separation. The Gibson Gate is underused, and the Port is seeking to enhance its use significantly. The I-110 northbound ramp improvements proposed with this project will better accommodate truck traffic through the Gibson Gate. With the enhanced use of the Gibson Gate, the Knoll Drive Gate will only allow outbound truck traffic.

Caltrans approved a Project Study Report (PSR) on January 23, 2007 for this project and Alternative 1 (referenced as Alternative 2 in the PSR) was recommended for programming.

3.2 Community Interaction

The Port launched a series of transportation community workshops with the residents of San Pedro and Wilmington in April 2006, which lead to the development of the conceptual improvements presented in this report. These workshops provided the community an opportunity to contribute in the conceptual development of the alternatives and to get their “buy-in” on the project’s need and purpose.

The Port and Caltrans held another open house in January 2009 to gauge the public interest. The public had an opportunity to hear about the specifics and to voice their opinion.

3.3 Existing Facility

The SR 47 mainline from Front Street to the I-110 mainline at John S. Gibson Boulevard is a critical link between the southbound traffic on the SR 47 and northbound traffic on I-110 around the Port’s West Basin area.

The Front Street on-ramp to southbound SR 47 is a two-lane facility at its entrance. It merges into a single-lane ramp at the freeway entrance; at that point, it becomes an auxiliary lane to SR 47 until it diverges as a one-lane connector to northbound I-110. The two-lane SR 47 mainline continues west and terminates at Gaffey Street.

Northbound I-110 begins in San Pedro and diverges from Gaffey Street near O'Farrell Street. It remains a two-lane freeway until it merges with the connector from SR 47; at that point, it becomes a three-lane freeway at Channel Street to proceed to the northbound off-ramp at John S. Gibson Boulevard, which is also known as the West Channel Street off-ramp.

The existing I-110 northbound ramps at John S. Gibson Boulevard are directly opposite the Gibson Gate. The existing northbound on-ramp has a short two-lane segment at its entrance and merges into a single-lane ramp at the freeway entrance becoming an additional lane to the existing three-lane freeway. The four-lane northbound configuration continues. Behind the Gibson Gate, numerous railroad tracks run parallel to the street. According to the Port, the trains operate only in the evening and on weekends; they are not expected to conflict with the peak daytime traffic.

The existing I-110 southbound ramps are located south of the Channel Street Overhead providing access to Miraflores Avenue and Gaffey Street.

John S. Gibson Boulevard provides two through lanes in each direction, two northbound left-turn lanes for the I-110 on-ramp, and one southbound left-turn lane to the Port's Gibson Gate. The street provides bike lanes in both the southbound and northbound directions, except there is no northbound striped bike lane between John S. Gibson Boulevard/I-110 northbound ramps intersection and John S. Gibson Boulevard/Channel Street intersection. The street also provides sidewalks on each side of this street, except there is no southbound sidewalk between John S. Gibson Boulevard/I-110 northbound ramps intersection and John S. Gibson Boulevard/Channel Street intersection.

There is a vacant area underneath the Channel Street Overhead and east of the railroad track that is owned by the City of Los Angeles and has been used for parking; however, over the past several years, a group of skateboarders have informally gathered and used the area to create a skate facility (referred to as Channel Street Skate Facility) without a permit from the City of Los Angeles or Caltrans.

3.4 Other Projects

The following Caltrans roadway improvements projects are proposed adjacent to I-110 John S. Gibson Interchange:

1. I-110/C Street Improvement Project (EA 26480). This project is also part of the Port's West Basin Improvement Plan and is currently in the Project Approval/Environmental Documentation (PA/ED) phase.
2. I-110 Bridge Preservation project (EA 4Y240). The limits of this project are from post mile R1.13 (Channel Street Overhead) to 31.0 (Fremont Avenue Overcrossing). This project is currently scheduled to be RTL'd on June 13, 2011 with an anticipated construction completion date of November 2011 weather permitting. The work planned on Channel Street Overhead includes treating the bridge deck with methacrylate and replacing joint seals.

4. NEED AND PURPOSE

4.1 Problems, Deficiencies, and Justification

The traffic demand for the southbound SR 47 to northbound I-110 connector is expected to increase and exceed the current limit for a single-lane connector. The existing 2009 connector traffic volume is approximately 1,300 vehicles per hour (vph) during both the AM and PM peak periods. This volume is expected to reach approximately 2,300 vph in 2035. As a result, the southbound SR 47 mainline will experience significant backup unless an additional lane is provided to accommodate the increased demand. Caltrans HDM Index 504.4 recommends a multilane branch connection when the design year volume exceeds 1,500 vph.

Furthermore, the on-ramp traffic at Front Street enters southbound SR 47 at a slower speed than the SR 47 southbound mainline traffic within a distance of approximately 720 feet. This short weaving distance, combined with the high volume of weaving traffic, creates an operational deficiency because the fast-moving southbound mainline traffic must reduce speed dramatically to weave with the slow-moving traffic from the on-ramp to access the connector to northbound I-110. This operational deficiency is expected to worsen without any operational improvements with the growing traffic.

In addition, the Port plans to enhance the use of the Gibson Gate by making it the main entrance and exit point to the Yang Ming and China Shipping terminals from the I-110 Freeway. The Knoll Gate, located further south, will remain; however, it will only allow traffic to exit the terminal for cargo heading east on SR 47.

In conclusion, the interchange at John S. Gibson Boulevard must be modified to accommodate the expected traffic demand and to make it more conducive for trucks.

4.2 Regional and System Planning

4.2.1 Federal and State Systems

The proposed project on Interstate 110 (I-110) is part of the Interstate system, a subsystem of the National Highway System (NHS).

4.2.2 State Planning

The 1991 Transportation Concept Report (TCR) indicates a year 2010 concept facility of eight mixed flow (MF) lanes based on plans identified in the Southern California Association of Government (SCAG)'s Regional Transportation Plan (RTP), Metro's Long Range Plan and the Caltrans' District Management Plan.

The TCR indicates an ultimate corridor cross section of eight MF lanes and two high-occupancy vehicle (HOV) lanes for this segment. No improvement to the SR 47 Freeway within the project area is planned for the future.

4.2.3 Regional Planning

The 2008 Regional Transportation Plan (RTP) and subsequent amendments included plans for Port access improvements including short-term initiatives to improve access to Terminal Island and removing bottlenecks to truck movements. The proposed project is

identified as one of these plans. The 2008 Multi-County Goods Movement Plan (MCGMP) also recommends funding over \$100 million for goods movement projects in Los Angeles County between 2007 and 2012 through the 2007 Call for Projects.

The proposed project is identified in the 2008 Regional Transportation Improvement Program (RTIP), under Los Angeles County Local Highways, Page 70 of 83, project ID # LA0D390.

Therefore the proposed project is consistent with the above Regional Planning programs.

4.2.4 Local Planning

The proposed project is consistent with the San Pedro Community Plan, which designates John S. Gibson Boulevard as a major highway and calls for a Class II bike path along John S. Gibson Boulevard. The proposed project is also consistent with the City of Los Angeles General Plan adopted on August 8, 2001.

4.2.5 Transit Operator Planning

John S. Gibson Boulevard is currently a Los Angeles Metropolitan Transit Authority (Metro) bus route as part of Metro's Express Service between San Pedro and Downtown Los Angeles. The proposed improvements on John S. Gibson Boulevard will not impact bus operations. There are no bus stops within the project limits.

Metro Harbor Subdivision has planned a transit corridor project in this area. Within the project limits, this transit corridor travels between John S. Gibson Boulevard and northbound I-110, and it crosses over both the on- and off-ramps. This project is in the conceptual planning stage.

4.3 Traffic

An approved Traffic Operations Analysis Report (Traffic Study) dated December 2, 2009 was prepared for this project. The findings are summarized in this section.

Tables 1 and 2 show the existing (Year 2009) traffic and future (Year 2035) projected traffic conditions, respectively. The figures indicate significant traffic growth, especially truck traffic heading north from the John S. Gibson Boulevard on-ramp.

Tables 2 and 3 compare the level of service (LOS) on the freeway segments and ramps for the year 2035 between no-build and build conditions. The data indicate that the LOS will be improved at both the off- and on-ramps with the proposed project.

Similarly, Table 4 provides the LOS on the local facility. The data indicate that although the LOS will remain the same at the intersection of John S Gibson Boulevard and I-110 northbound ramps, the build alternative will reduce delay at the intersection operation.

The data support the build alternative as an effective mitigation measure to alleviate traffic operations in the project area over the no-build alternative.

Table 1 – Existing Volume/LOS – Year 2009

Location	AM Peak Hour			PM Peak Hour		
	Volume	Trucks (%)	LOS	Volume	Trucks (%)	LOS
Southbound SR 47 between Front Street on-ramp and Connector (weaving area)	1,978	14	B	2,430	13	C
Northbound I-110 between Connector and John S. Gibson Blvd off-ramp (weaving area)	3,605	5	C	2,552	9	B
Northbound Off-Ramp from I-110 at John S. Gibson Blvd	63	53	C	44	75	B
Northbound I-110 at John S. Gibson Blvd	3,542	5	C	2,508	8	B
Northbound On-Ramp to I-110 from John S. Gibson Blvd	1,001	2	B	480	9	A
Northbound I-110, north of on-ramp at John S. Gibson Blvd	4,544	4	C	2,989	8	B

Table 2 – Future Volume/LOS – Year 2035 No-Build Alternative

Location	AM Peak Hour			PM Peak Hour		
	Volume	Trucks (%)	LOS	Volume	Trucks (%)	LOS
Southbound SR 47 between Front Street on-ramp and Connector (weaving area)	3,252	17	D	3,612	12	E
Northbound I-110 between Connector and John S. Gibson Blvd off-ramp (weaving area)	3,811	11	D	3,728	10	D
Northbound Off-Ramp from I-110 at John S. Gibson Blvd	137	47	D	290	26	D
Northbound I-110 at John S. Gibson Blvd	3,674	10	C	3,438	9	C
Northbound On-Ramp to I-110 from John S. Gibson Blvd	1,943	14	E	1,677	16	D
Northbound I-110, north of on-ramp at John S. Gibson Blvd	5,617	11	C	5,115	11	C

Table 3 – Future Volume/LOS – Year 2035 Build Alternative

Location	AM Peak Hour			PM Peak Hour		
	Volume	Trucks (%)	LOS	Volume	Trucks (%)	LOS
Southbound SR 47 between Front Street on-ramp and Connector (weaving area)	3,252	17	C	3,612	12	C
Northbound I-110 between Connector and John S. Gibson Blvd off-ramp (weaving area)	3,811	11	C	3,728	10	C
Northbound Off-Ramp from I-110 at John S. Gibson Blvd	137	47	B	290	26	B
Northbound I-110 at John S. Gibson Blvd	3,674	10	C	3,438	9	C
Northbound On-Ramp to I-110 from John S. Gibson Blvd	1,943	14	D	1,677	16	D
Northbound I-110, north of on-ramp at John S. Gibson Blvd	5,617	11	C	5,115	11	C

Table 4 – Intersection Levels of Service

Intersection	No-Build				Build with Proposed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Existing, Year 2009 John S. Gibson Blvd / I-110 northbound ramps	C	20.2	B	16.7	—	—	—	—
Future, Year 2035 John S. Gibson Blvd / I-110 northbound ramps	D	52.4	D	49.5	D	46.3	D	40.8

4.4 Accident Analysis

The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) summary of accident records for the three-year period (6/1/2005 to 5/31/2008) is included in Attachment F. Table 5 presents an overall summary of the accident rates on the I-110 and SR 47 Freeways within the project limits.

Table 5 – Mainline Accident Rates on I-110 and SR 47

Mainline Segment	No. of Accidents			MVM	Accident Rate (No. of Accidents/MVM)					
	Fatal	Fatal+ Injury	Total		Actual			Statewide Average		
					Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury	Total
NB I-110 ¹ (PM R0.7/R1.6)	0	31	75	35.98	0.000	0.86	2.08	0.010	0.36	1.00
SR 47 ² (PM 0.0/1.0)	0	22	53	50.07	0.000	0.44	1.06	0.010	0.41	1.09

MVM = Million Vehicle Miles

Reference 1: TASAS Table B, District 7 rates for the period from 4/1/2005–3/31/2008

Reference 2: TASAS Table B, District 7 rates for the period from 6/1/2005–5/31/2008

Table 6 – Ramps/Connector Accident Rates

Ramp	No. of Accidents			MV	Accident Rate (No. of Accidents/MVM)					
	Fatal	Fatal+ Injury	Total		Actual			Statewide Average		
					Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury	Total
SB SR 47 on-ramp	0	1	4	8.11	0.000	0.12	0.49	0.002	0.26	0.75
SB SR 47 to NB I-110	0	1	1	17.11	0.000	0.06	0.06	0.005	0.15	0.45
NB Off-Ramp to JSG Blvd	0	0	4	0.62	0.000	0.00	6.42	0.004	0.28	0.95
NB On-Ramp from JSG Blvd	0	6	15	9.23	0.000	0.65	1.63	0.002	0.16	0.55

MV = Million Vehicle

Reference: TASAS Table B, District 7 rates for the period from 6/1/2005–5/31/2008

The accident rates on SR 47 are lower than the statewide average; however, the accident rates on northbound I-110 within the project limits are twice the statewide average (2.08/MVM versus 1.00/MVM). There were a total of 75 accidents, of which 44% were categorized as hitting an object, 22% involved rear end collisions, and 16% were sideswipes. The proposed improvements would improve the weaving LOS and consequently are expected to reduce the accident rates on northbound I-110.

Table 6 presents an overall summary of the accident rates on the SR 47 and I-110 on- and off-ramps within the project limits, including the SB SR 47 to NB I-110 connector. The accident rates are lower than the statewide average for all locations, except for the I-110 on- and off-ramps at John S. Gibson Boulevard which are three (1.63/MV versus 0.55/MV) and six and half times (6.42/MV versus 0.95/MV) the statewide average, respectively.

Table 7 – John S. Gibson Boulevard/Ramp Intersection, Accident Location

Ramp	Total No. of Accidents	Ramp Exit		Ramp		Ramp Entry		Non-State Route – Associated with Ramp	
		No.	%	No.	%	No.	%	No.	%
NB Off-Ramp	4	1	25.0	1	25.0	0	0.0	2	50.0
NB On-Ramp	15	3	20.0	7	46.7	0	0	5	33.3

Reference: TSAR – Accident detail for the period from 6/1/2005–5/31/2008

Table 8 – John S. Gibson Boulevard/Ramp Intersection, Type of Collision

Ramp	Head-on		Sideswipe		Rear End		Broadside		Hit Object		Other/Not Stated	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NB Off-Ramp	0	0	0	0	1	25.0	0	0	2	50	1	25.0
NB On-Ramp	0	0	4	26.7	4	26.7	3	20	2	13.3	2	13.3

Reference: TSAR – Accident detail for the period from 6/1/2005–5/31/2008

John S. Gibson Boulevard off-ramp – There were a total of 4 accidents occurred within the studied period, of which 3 (75%) occurred at the ramp exist area intersecting with John S. Gibson Boulevard, and John S. Gibson Boulevard itself. The remaining 1 (25%) occurred on the ramp. There are no factors associated with the accidents other than driver’s inattention. This off-ramp is currently operating under satisfactory levels of safety. Additional improvements such as providing standard shoulders and improving the ramp and intersection geometry would help reduce these types of accidents.

John S. Gibson Boulevard on-ramp – There were a total of 15 accidents within the studied period, of which, 5 (33.3%) occurred on John S. Gibson Boulevard itself, 7 (46.7%) occurred on the ramp, and the remaining 3 (20%) occurred at the ramp exit area. Majority of the collisions were sideswipes (26.7%) and rear ends (26.7%). This off-ramp is currently operating under satisfactory levels of safety. Additional improvements such as providing standard shoulders and improving the ramp and intersection geometry would help reduce these types of accidents.

5. ALTERNATIVES

A “No Build” and one Build alternative were evaluated for this project.

5.1 Alternative 1 - No Build

The No Build Alternative will maintain the current configuration of the interchange and the surrounding local streets. The congestion will not be alleviated and traffic will deteriorate over time. This approach is inconsistent with Caltrans’ goal of providing an efficient inter-regional mobility system. There will be no cost associated with this alternative.

5.2 Alternative 2 - Build Alternative

The proposed Build Alternative was determined to be the viable alternative for this project.

5.2.1 Proposed Engineering Features

The proposed engineering features of the Build Alternative are described below:

- Southbound SR 47/Northbound I-110 Connector Widening

The SR 47/I-110 connector will be widened from one to two lanes to increase the capacity of the connector, and to improve the weaving operation on southbound SR 47 between the Front Street on-ramp and the southbound SR 47/northbound I-110 connector.

- Northbound I-110 Widening

A through lane will be added between the connector and the off-ramp at John S. Gibson Boulevard to improve the weaving operation on this segment.

- Northbound I-110 On- and Off-Ramp Improvements at John S. Gibson Boulevard

The northbound off-ramp at John S. Gibson Boulevard will be widened to provide standard shoulders improving the stopping sight distance (SSD) at the gore area to accommodate a design speed of 50 mph.

The northbound on-ramp will be widened to Caltrans’ standard two-lane on-ramp. The proposed geometry will improve the SSD at the gore area to accommodate a design speed of 50 mph. The profile grade will also be improved from 5.7% to 5.5% to better accommodate truck traffic.

- John S. Gibson Boulevard Improvements

The intersection of John S. Gibson Boulevard and the northbound I-110 ramps will be restriped to provide longer left-turn lanes. The signal system will be upgraded.

A new 5-foot-wide concrete sidewalk will be provided on the southbound side from this intersection to Channel Street intersection. A bike lane will be striped for the northbound direction between this intersection and Channel Street intersection.

All improvements within City's right of way will be designed to City of Los Angeles Department of Transportation (LADOT) and City of Los Angeles Bureau of Engineering (LABOE) Standards and Specifications.

- **Bridge Widening**

The project involves widening of two bridge structures: the Channel Street Overhead and the Pacific Avenue Undercrossing. At the Pacific Avenue Undercrossing, the widening averages about 9 feet at the outside of the single-span bridge. The Channel Street Overhead will be widened by about 14 feet. This 5-span, 2-abutment bridge structure will require construction of four columns, each approximately 4 to 6 feet in diameter, to support the widened segment of the structure. One column will be located at or near the existing Pacific Harbor Line Railroad track (owned by the Port of Los Angeles and the Port of Long Beach), requiring the realignment of the track for about 575 linear feet. The railroad realignment will occur entirely outside John S. Gibson Boulevard and will be contained within the existing railroad right of way.

5.2.2 Nonstandard Mandatory and Advisory Design Features

Exceptions from mandatory and advisory design standards were approved on January 17, 2007 during the PSR phase. Additional non-standard features are detailed in the supplemental Fact Sheets.

- **Nonstandard Mandatory Design Features**

1. Interchange spacing between (1) SR 47/I-110 Interchange and West Channel Street Interchange, (2) SR 47/I-110 Interchange and C Street Interchange, and (3) SR 47/Harbor Boulevard/Front Street Interchange and SR 47/I-110 Interchange [HDM Index 501.3]
2. Superelevation rate on the northbound on- and off-ramps at John S. Gibson Boulevard [HDM Index 202.2]
3. Curve radius on (1) the northbound on- and off-ramps at John S. Gibson Boulevard (2) southbound SR 47/northbound I-110 connector [HDM Index 203.2]

- **Nonstandard Advisory Design Features**

1. Design speed for freeway-to-freeway connection at the southbound SR 47/northbound I-110 connector [HDM Index 504.4 (2)]
2. Design speed for the northbound on- and off-ramps at John S. Gibson Boulevard [HDM Index 504.3 (1)(a)]
3. Weaving section on (1) southbound SR 47 between the Front Street on-ramp and SR 47/ I-110 connector and on (2) northbound I-110 between SR 47/I-110 connector and the John S. Gibson off-ramp [HDM Index 504.7]
4. Length of auxiliary lane at the diverging branch connection on southbound SR 47 between the Front Street on-ramp and the SR 47/I-110 connector [HDM Index 504.4(6)]

5. Vertical clearance at the Channel Street Overhead [HDM Index 309.5]
6. Side slopes along the (1) SR 47/I-110 connector, (2) northbound I-110, and (3) northbound on- and off-ramps at John S. Gibson Boulevard [HDM Index 304.1]
7. Superelevation transition for the (1) SR 47/I-110 connector and (2) northbound on and off-ramps at John S. Gibson Boulevard [HDM Index 202.5(1)(2)]
8. Length of vertical curve at the terminus of the northbound on-ramp at John S. Gibson Boulevard [HDM Index 204.4]
9. Uniform catch point in light grading near north end of the project. [HDM Index 304.1]

5.2.3 Ramp Metering

The northbound John S. Gibson Boulevard on-ramp is currently metered. This ramp meter will be relocated with the realignment of the on-ramp.

5.2.4 Communication System

The existing fiber optic communication system at the westbound SR 47 to northbound I-110 connector consisting of cable, data and video node, with its associate fiber optic, copper, telephone and service conduit, and cable runs will be relocated due to the connector modification and bridge widening.

5.2.5 Lighting

Lighting and sign illumination will be modified as part of the project.

5.2.6 Park-and-Ride Facilities

A Park-and-Ride facility is situated under the I-110 Channel Street Overhead between Channel Street and the Pacific Harbor Line Railroad. A portion of this lot may be used as a construction staging area for the contractor during the course of construction, but the facility is expected to remain open during and after construction.

5.2.7 Utility and Other Owner Involvement

No major utility relocations will be involved. Normal utility adjustments will be required, such as relocating utility appurtenances (e.g., electrical and cable pull boxes) behind the new curb returns at west side of John S. Gibson Boulevard/I-110 northbound ramps intersection. A power pole owned by DWP that is outside of State's R/W at the corner between John S Gibson Boulevard and the on-ramp will be relocated. A telephone line owned by AT&T that is buried along the on-ramp will be relocated. Existing underground pipelines will remain in their current locations.

5.2.8 Railroad Involvement

One of the columns of the Channel Street Overhead widening will require approximately 575 linear feet of railroad track realignment of the Pacific Harbor Line (PHL), which is owned by the Port of Los Angeles and the Port of Long Beach. The realigned track will be offset approximately 20 feet from the existing track, all within the existing railroad right of way. The realignment will occur entirely outside John S. Gibson Boulevard and will not affect any at-grade crossing signals for John S. Gibson Boulevard.

Several idle oil lines and one active oil line within the PHL right of way will be affected. The active oil line is owned by the US Navy and will be encased in concrete under the railroad tracks.

A Construction and Maintenance (C&M) agreement will be developed between the Port and PHL during the final design phase. A permit will be required from Public Utilities Commission (PUC). A Service Contract and a Right of Entry Agreement will also be needed.

5.2.9 Highway Planting

The existing landscaping within the project area would be disturbed by construction activities. All disturbed or graded slopes will be landscaped and irrigated within project limits.

5.2.10 Erosion Control

Erosion control measures prescribed in the Storm Water Data Report (SWDR, Attachment M) shall be implemented to meet water quality discharge requirements and provide adequate slope protection. An allocation for water pollution control is included in the preliminary cost estimate.

5.2.11 Noise Barriers

Seven soundwalls are proposed to abate the projected future traffic noise within the project area, including the areas west of I-110 near Mac Arthur Avenue, east of SR 47/I-110 connector near Mac Arthur Avenue, and south of SR 47 near Pacific Avenue. All soundwalls will be constructed along the property line within the existing Caltrans right of way.

5.2.12 Non-motorized and Pedestrian Features

The east side of John S. Gibson Boulevard has a 10-foot-wide concrete walkway behind the curb. The west side of the street has concrete sidewalks north of the Los Angeles Police Department (LAPD) driveway and south of Channel Street. The missing segment will be constructed on the west side of John S. Gibson Boulevard from LAPD southern driveway to Channel Street.

John S. Gibson Boulevard provides bike lanes in both southbound and northbound directions, except there is no northbound striped bike lane between John S. Gibson Boulevard/I-110 northbound ramps intersection and John S. Gibson Boulevard/Channel Street intersection. A bike lane will be striped for the northbound direction between this intersection and John S. Gibson Boulevard/Channel Street intersection.

Three of the four legs of the John S. Gibson Boulevard/northbound ramp signalized intersection have pedestrian crossings. No pedestrian crossing is provided for John S. Gibson Boulevard on the south side. All four corners have handicap-accessible curb ramps. The curb ramps on the west side of the intersection will be reconstructed.

5.2.13 Needed Roadway Rehabilitation and Upgrading

The existing pavement on John S. Gibson Boulevard within the project limits is deteriorated and in need of rehabilitation. This project will include a pavement cold-

plane and overlay per recommendations from the Office of Geotechnical Design and as required by the City of Los Angeles. The pavement on John S. Gibson Boulevard/I-110 northbound ramps intersection will be upgraded with concrete pavement. The pavement of the State facilities appears to be in good condition; therefore, repaving is not necessary.

5.2.14 Needed Structure Rehabilitation and Upgrading

The Pacific Avenue Undercrossing is a single-span simply supported structure. A separate seismic analysis will be performed for both the existing structure and the new widened structure. Hold-down devices at the abutments will be investigated during final design. The existing Channel Street Overhead was retrofitted by the Earthquake Retrofit Project No. 211 in 1993. The seismic evaluation of the existing structure will be conducted during the type selection phase.

5.2.15 Cost Estimates

A preliminary cost estimate is included in Attachment H. The project cost is estimated at \$29.4 million.

The project cost estimated within the State’s right of way is summarized below.

Description	Cost, in millions
Roadway Items	\$22.8
Structure Items	\$4.2
Right of Way	\$0.6
Total	\$27.6

The project cost estimated within the City’s right of way for the improvements on John S. Gibson Boulevard, is summarized below.

Description	Cost, in millions
Roadway Items	\$1.8
Structure Items	\$0.0
Right of Way	\$0.0
Total	\$1.8

5.2.16 Right of Way Data

A Right of Way Data Sheet has been prepared and is included in Attachment I. Right of way requirement for the project includes full take of one property, permanent easement of another property, and TCE from other sixty parcels. A right of way requirements map is included in Attachment J.

5.2.17 Effect of Projects Funded by Others on State Highway

Traffic Study shows that the proposed project does not have adverse impacts on the mainline I-110 and SR 47.

5.3 Rejected Alternatives

No other alternatives were studied during the PSR phase.

6. CONSIDERATIONS REQUIRING DISCUSSION

6.1 Hazardous Waste

An Initial Site Assessment (ISA) covering the project study area was prepared in January 2007 (GDC, 2007). An Addendum to the ISA was prepared in January 2009 (GDC, 2009a). The ISA and Addendum were prepared in accordance with American Society for Testing and Materials (ASTM) E-1527-05 guidelines and Caltrans *Project Development Procedures Manual*. Two recognized environmental conditions are identified within the project study area:

- Residual groundwater contamination from multiple sources
- A spill of 200 barrels of oil resulting from an 8-inch pipeline gasket failure that occurred in 1991 on I-110 approximately 0.5 mile north of the I-110 Channel Street exit.

The ISA and the Addendum also identified other conditions of concern:

- Possible aerially deposited lead (ADL) along the unpaved areas of SR 47 and I-110
- Possible use of pesticides and herbicides in landscaped areas along the project area
- Unknown sources of debris piles located within a fenced area of a communications tower and on the Channel Street on-ramp to I-110

Based on the findings of the ISA and its Addendum, a Phase II Environmental Site Investigation (SI) was conducted in 2009 (GDC, 2009b) to determine the level of surface and subsurface contamination. The detailed sample collection locations and analytical results can be found in the SI Report (GDC, 2009b). Results of the Site Investigation revealed small amounts of ADL, pesticides, herbicides, and total petroleum hydrocarbons as diesel (TPH-diesel) contamination in a few samples of soil and groundwater at the project site. See Attachment N for the conclusions and recommendations made by the SI report.

Impacts related to hazardous wastes/materials during construction of the project would be minimized by implementation of the mitigation measures.

After construction is complete, no permanent impacts would be associated with hazardous materials and wastes as a result of the implementation of the Build Alternative.

6.2 Value Analysis

A Value Analysis (VA) was performed on April 26, 2010 for the proposed project since the total project cost is estimated over \$25.0 million. The results of the VA study can be

found in the Final Value Analysis Study Report dated October 2010, which documents a total of seven VA strategies for consideration:

- 1.0 Eliminate the Pacific Harbor Railroad Shoofly Track
- 2.0 Use Hot Mix Asphalt (HMA) in lieu of Jointed Plane Concrete Pavement for the Connector/Mainline Shoulder Widening
- 3.0 Signalize Driveway at Station 103+50 and Convert Driveway at Station 97+50 to Right-in Right-out Access along John S. Gibson Boulevard
- 4.0 Use Jointed Plane Concrete Pavement (JPCP) for the Entire John S. Gibson Boulevard Off-Ramp
- 5.1 Move the Southbound SR 47/Northbound I-110 Connector Nose Downstream and the Connector/Northbound I-110 Nose Upstream
- 5.2 Move only the Southbound SR 47/Northbound I-110 Connector Nose Downstream
- 5.3 Trap the Front Street On-Ramp Access to the Southbound SR 47/Northbound I-110 Connector

The PDT recommended strategies 1.0 and 4.0 for implementation. These two alternatives will reduce the project cost by \$140,000. However, the other strategies were rejected by the PDT due to the following reasons:

- 2.0 - Higher initial and maintenance costs.
- 3.0 - LAPD opposing to eliminate the left-turn pocket as it would inconvenience their visitors.
- 5.1 - Design speed being reduced from 43 mph to 35 mph.
- 5.2 - Creation of new mandatory design exceptions for the deceleration length.
- 5.3 – Beyond the project limits.

6.3 Resource Conservation

During construction, measures will be taken to conserve energy and recycle appropriate materials according to Caltrans specifications. Existing asphalt concrete and aggregate base may be incorporated into the engineered fill.

Life Cycle Cost Analysis (LCCA) is an analytical technique that uses economic principles in order to evaluate long-term alternative investment options. The analysis enables total cost comparison of competing design alternatives with equivalent benefits. It is Caltrans' policy that the cost impacts of a project's life-cycle are fully taken into account when making project-level decisions for pavements. Caltrans' Material Investigations Unit considered LCCA and recommended the use of a 40-year Traffic Index (TI) for this project.

6.4 Right-of-Way Issues

Most of the improvements for the project are within State's right of way. The right of way required for this project lies within the City of Los Angeles. Construction of the soundwalls along the property line of the first-row residences within the project area would require temporary construction easements (TCE).

An aerial easement will be acquired from the Port to widen the Channel Street Overhead crossing the railroad track. A footing easement will also be acquired for Caltrans' maintenance purposes.

Right of way requirement for the project includes full take of one property, permanent easement of another property, and TCE from sixty other parcels. The necessary right of way for this project will be acquired by the Port, which will then deed the acquired right of way to the State.

The project will not impose any permanent adverse impact to the unpermitted Channel Street Skate Facility. However, during the Channel Street Overhead widening construction, this facility, and the immediate area adjacent to the construction zone, will be closed temporarily to ensure the health and safety of the public. For the impact of the temporary closure, the project will be in full compliance with the Uniform Act.

The Right of Way Data Sheet is included in Attachment I. Right of Way Requirement Maps are included in Attachment J.

6.5 Environmental Issues

A Draft Initial Study/Environmental Assessment (IS/EA) has been prepared in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the CEQA and NEPA lead agency for the IS/EA that has been prepared for this proposed project.

The IS/EA is the appropriate document for the proposed project. The signed cover page of the approved IS/EA is included as Attachment B.

6.6 Air Quality Conformity

The proposed project is identified in the federally approved (November 17, 2008) fiscal year 2008/2009-2013/2014 2008 Regional Transportation Improvement Program (RTIP), under Los Angeles County Local Highways, Page 70 of 83, RTIP ID # LA0D390. The scope of the project has since been modified and included in the 2008 RTP Amendment #3 and RTIP Amendment #08-34.

Provided that the proposed project has not been significantly altered in design concept or scope since inclusion in both the 2008 RTP Amendment #3 and RTIP Amendment #08-34, this can be said to conform to the Federal Clean Air Amendments (FCAAs) of 1990 and can therefore, proceed.

The Project Report (PR) will document the project-level conformity determination with the date and a statement that the transportation conformity requirements of 40 CFR Part 93 have been met when provided by FHWA.

6.7 Title VI Considerations

The proposed intersection improvements at John S. Gibson Boulevard and I-110 northbound ramps include adding new curb ramps in accordance with the latest Americans with Disabilities Act (ADA) standards. The project promotes effectuating the Civil Rights Act of 1964 as codified in 49 CFR Part 21 to prohibit discrimination and assurances/mechanisms for implementation/enforcement on this project.

6.8 Noise Abatement Decision Report

Based on the Noise Study Report (NSR), noise abatement is needed adjacent to the I-110/SR 47 interchange area. A total of eight barriers were considered reasonable. Table 9 summarizes the preliminary noise abatement decision by investigating a) acoustical feasibility, b) number of benefited residences, c) the total reasonableness allowance, d) engineer's cost estimate for the abatement, and e) comparison of cost versus allowance.

Table 9. Summary of Abatement Key Information

Barrier	Height	Acoustically Feasible?	Number of Benefited Residences	Total Reasonable Allowance	Estimated Construction Cost	Cost Less than Allowance?
S340	8 ft	Yes	6 SFR	\$306,000	\$177,000	Yes
S346	8 ft	Yes	8 SFR	\$408,000	\$119,000	Yes
S250	8 ft	Yes	1 SFR	\$51,000	\$31,000	Yes
S241	8 - 12 ft	Yes	6 SFR	\$294,000	\$389,000	No
S247	8 ft	Yes	11 SFR	\$561,000	\$263,000	Yes
S331	8 - 14 ft	Yes	3 SFR, 4 MFR	\$343,000	\$337,000	Yes
S24	10 - 14 ft	Yes	18 SFR, 2 MFR	\$1,020,000	\$690,000	Yes
S40	8 ft	Yes	11 SFR	\$561,000	\$323,000	Yes

The engineering cost estimate showed the cost to construct Barrier S241 exceeds the allowable cost. However, since the excess cost is in a small magnitude compared to the reasonable allowance of the overall soundwall cost for the entire project, and the estimated cumulative construction cost of all soundwalls is within the overall allowance, Caltrans and the Port decided to keep this wall into consideration. After the draft NADR dated April 2010 was prepared, the affected property owners of residences where the proposed soundwalls would be constructed were invited to attend the soundwall focus meeting held on May 12, 2010 to obtain information regarding the proposed soundwalls. All affected property owners were given an opportunity to vote for or against the proposed soundwall located next to their property line. Based on the voting results, all proposed soundwalls will be considered for construction with the exception of S250.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7.1 Public Hearing Process

The Port has conducted a number of public outreach efforts in both the San Pedro and Wilmington communities during the development of the PSR. The conceptual improvements were presented to the community, and comments have been incorporated in this Draft Project Report (DPR).

Similarly, an open house sponsored by the Port, in conjunction with Caltrans, was held on January 2009 to provide first-hand information about the project.

A public hearing will be held during the public circulation period upon approval of the Draft IS/EA and DPR.

7.2 Route Matters

The existing freeway agreements will not be affected by this project. No route adoption or relinquishment is involved.

7.3 Permits

This project requires the following permits:

- Caltrans Encroachment Permit
- Public Utility Commission (PUC) Permit
- National Pollutant Discharge Elimination System (NPDES) Permit from the California Water Resources Control Board
- Coastal Development Permit from California Coastal Commission
- City of Los Angeles Bureau of Engineering B Permit

7.4 Cooperative Agreements

A cooperative agreement for this project was executed between Caltrans and the Port of Los Angeles on November 25, 2008 (Caltrans District Agreement #07-4781). The agreement states that the Port will fund 100% of the capital outlay and support costs for environmental, design, and right of way, except for Caltrans oversight, which will be at no cost to the Port. A separate agreement is required to address the construction phase.

7.5 Other Agreements

The structural widening of the I-110 Channel Street Overhead will require placing a vertical support column in the Pacific Harbor Line right of way. A footing easement will be acquired from the railroad for Caltrans's maintenance purposes. An aerial easement will also be acquired for the widening of I-110 northbound lanes over the railroad.

7.6 Transportation Management Plan for Use during Construction

A Transportation Management Plan (TMP) Data Sheet (Attachment K), including a preliminary cost estimate, has been prepared to minimize delay and inconvenience to the

traveling public during the construction of the proposed improvements. A detailed stage construction and traffic handling plan will be prepared during the final design phase.

7.7 Stage Construction

An approximate 2-year construction period is scheduled to begin in May 2012 and end in May 2014. Construction will be divided in phases (Attachment G) to avoid traffic congestion within the project area and its vicinity as briefly described below.

Stage 1: Construct western/southern edge of SR 47/I-110 connector and construct eastern side of the northbound on-ramp retaining wall.

This stage of construction will last about 6 months. For the southbound SR 47 to NB I-110 connector, traffic will be shifted to the right shoulder.

Stage 2: Construct SR 47/I-110 connector, Pacific Avenue Undercrossing widening, and Channel Street Overhead widening, sound walls, and retaining walls.

This stage of construction will last about 15 months and will include the following activities:

- Construct the remaining portion of the SR 47 to I-110 connector
- Construct the Pacific Avenue Undercrossing bridge widening
- Construct the sound walls and retaining walls along the connector
- Construct the I-110 northbound additional lane
- Construct the Channel Street Overhead bridge widening
- Construct the eastern side of the northbound off-ramp to John S Gibson Boulevard
- Construct the northbound on-ramp from John S Gibson Boulevard

The northbound on-ramp will be closed for 3 months during construction. Night closures of Channel Street and Pacific Avenue are anticipated for the bridge falsework erection. The skate facilities located underneath the Channel Street Overhead will be temporarily closed during the construction of Channel Street Widening.

Stage 3: Construct SR 47/I-110 connector entrance area and construct western side of the northbound off-ramp.

This stage of construction will last about 3 months. Overnight closure for the SR 47/I-110 connector will be needed.

7.8 Accommodation of Oversize Loads

John S Gibson Boulevard is part of the Strategic Highway Network (STRAHNET) system of public highways, which provides access, continuity, and emergency transportation of personnel and equipment in times of peace and war according to the Federal Highway Administration (FHWA).

John S. Gibson Boulevard is also part of the State Highway Extra Legal Load (SHELL) Route System. The 1998 California Transportation Plan states that “Caltrans, in cooperation with Metropolitan Planning Organizations (MPOs)/Regional Transportation

Planning Agencies (RTPAs), and private industry, shall identify and address the existing and projected corridors, routes, and facilities and demands for the movement of extra-legal permit loads.” These routes are commonly used “high routes” (for loads up to 20-foot high) to haul specialty loads that cannot be cost effectively assembled on site, such as rocket motors, transformers, cooling towers, and fuselages.

The proposed improvements accommodate STRAHNET and SHELL oversized loads.

7.9 Graffiti Control

Landscaping will be provided along the proposed soundwall as a means of graffiti control. Special measures will be applied to the sign structures for proper graffiti control.

8. PROGRAMMING

8.1 Programming

The project is programmed by the State’s TCIF (*Trade Corridor Improvement Fund*); the Federal’s SAFETEA-LU (*Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*); Metro’s Proposition C; and the Port’s local match.

8.2 Funding

The Port will fund 100% of the Project Approval/Environmental Document (PA/ED) phase support cost for this project. Quality assurance for the PA/ED phase will be provided by Caltrans at no cost to the Port.

Currently the project has \$29.4M funds programmed. The funds consist of TCIF (\$14.7M), SAFETEA-LU (\$4.0M), Metro’s Proposition C (\$7.4M), and the Port (\$3.3M) funds.

8.3 Schedule

The following tentative milestone schedule has been identified for preparation of preliminary engineering, environmental studies, and proposed design and construction documents. A copy of the project schedule is also provided in Attachment L.

Milestone	Completion Date
Final IS/EA	August 2011
Final Project Report	August 2011
Final PS&E	November 2011
Right of Way Certification	January 2012
Ready to List	January 2012
Advertise Contract	March 2012
Construction Begins	August 2012
Construction Ends	August 2014

9. REVIEWS

PDT meetings and reviews have been conducted during the development of this Draft Project Report.

This Draft Project Report is not required to be reviewed by the Federal Highway Administration (FHWA) because the proposed project is determined to be exempt from FHWA review and oversight [23 USC 106(c)(4)].

10. PROJECT PERSONNEL

The following is a list of Caltrans and Port of Los Angeles representatives to be contacted for information regarding the submittal of this Draft Project Report.

Gabe Hamidi, Caltrans District 7 Project Manager	(213) 897-5354
Hamid R. Toossi, Caltrans District 7 Design Manager	(213) 897-2923
Linda Tong, Caltrans District 7 Right of way Reviewer	(213) 897-2024
Prashant Konareddy, Port of Los Angeles Project Manager	(310) 732-3362
Sue Lai, Port of Los Angeles Program Manager	(310) 732-3649
Tony Velazquez, Parsons Project Manager	(626) 440-3448
James Wei, Parsons Project Engineer	(626) 440-6327
Anne Kochoon, Parsons Environmental Project Manager	(626) 440-6055

11. LIST OF ATTACHMENTS

ATTACHMENT A	PROJECT VICINITY & LOCATION MAPS
ATTACHMENT B	DRAFT ENVIRONMENTAL DOCUMENT (DED) (Submitted Under a Separate Cover)
ATTACHMENT C	PRELIMINARY LAYOUTS
ATTACHMENT D	TYPICAL CROSS SECTIONS
ATTACHMENT E	ADVANCE PLANNING STUDY (APS)
ATTACHMENT F	TASAS TABLE B
ATTACHMENT G	CONSTRUCTION STAGING PLANS
ATTACHMENT H	PROJECT COST ESTIMATE SUMMARY
ATTACHMENT I	RIGHT OF WAY DATA SHEET
ATTACHMENT J	RIGHT OF WAY DATA REQUIREMENT MAPS
ATTACHMENT K	TRANSPORTATION MANAGEMENT PLAN (TMP)
ATTACHMENT L	PROJECT SCHEDULE
ATTACHMENT M	STORM WATER DATA REPORT (Submitted Under a Separate Cover)
ATTACHMENT N	SI CONCLUSIONS AND RECOMMENDATIONS

ATTACHMENT A

PROJECT VICINITY & LOCATION MAPS

Location Maps



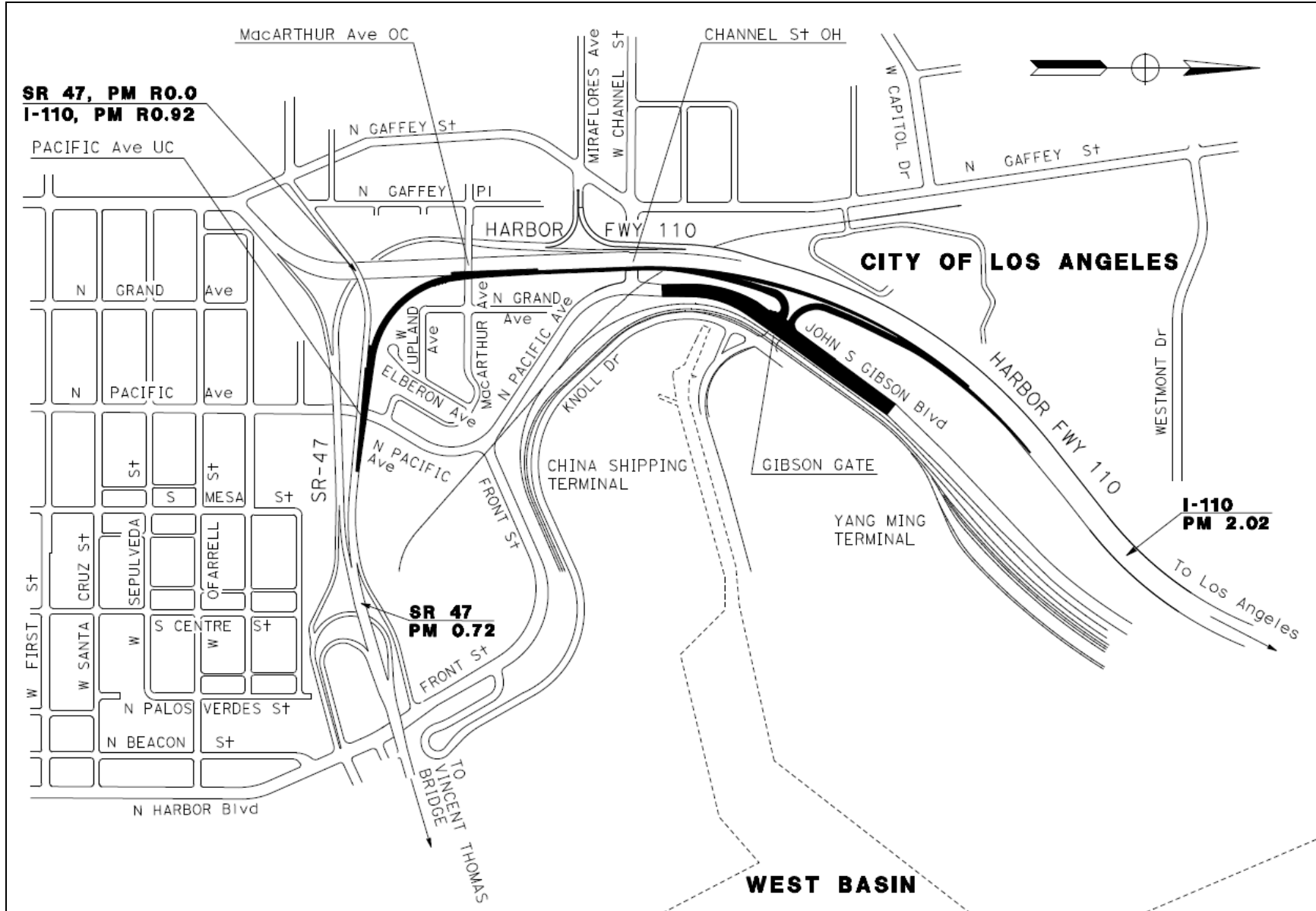
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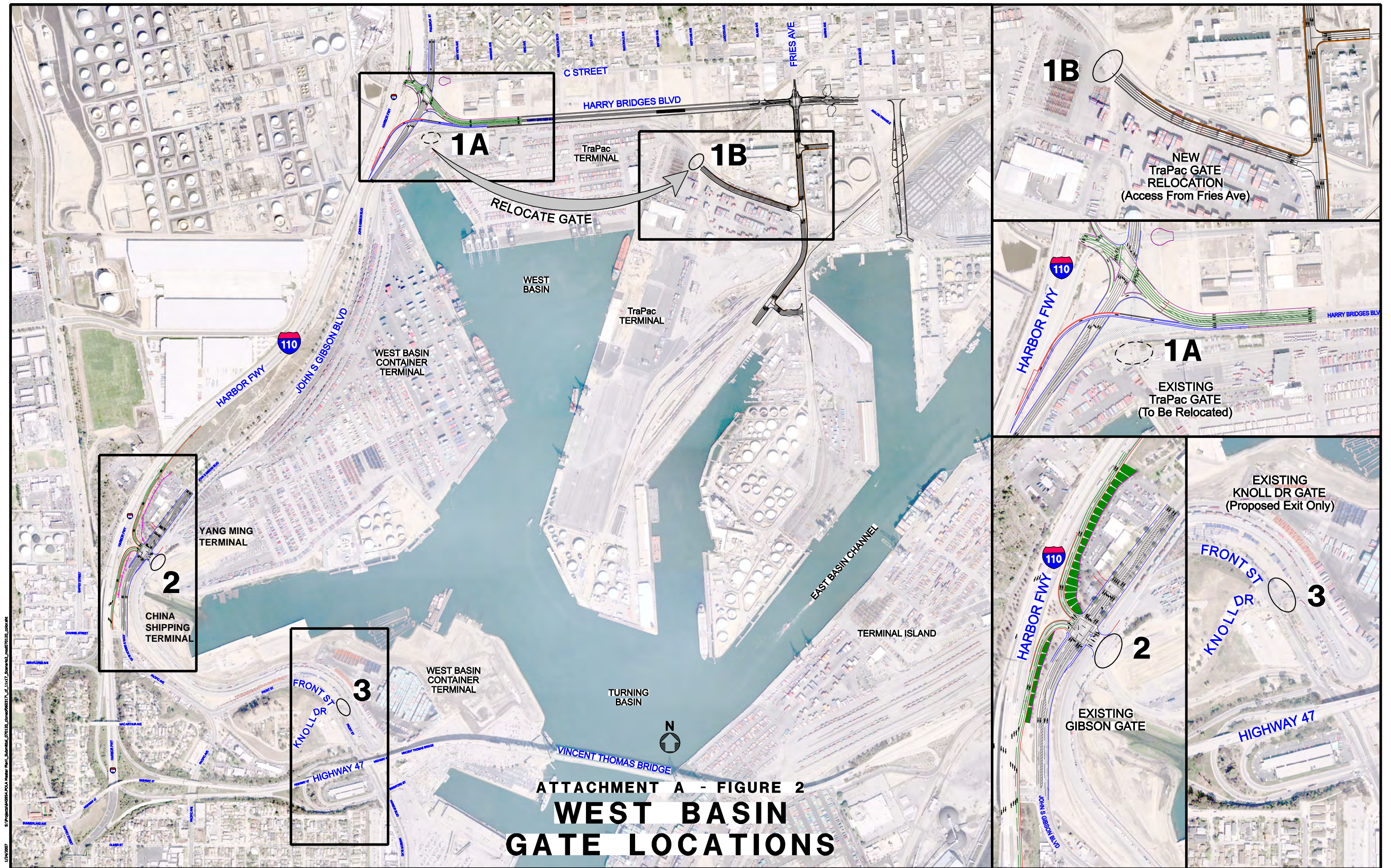


Vicinity Map

PROJECT VICINITY MAP

07-LA-110, PM 0.92/2.02, 07-LA-47, PM 0/0.72





ATTACHMENT A - FIGURE 2
**WEST BASIN
 GATE LOCATIONS**

ATTACHMENT B

DRAFT ENVIRONMENTAL DOCUMENT (DED) (Submitted Under a Separate Cover)

ATTACHMENT C

PRELIMINARY LAYOUTS

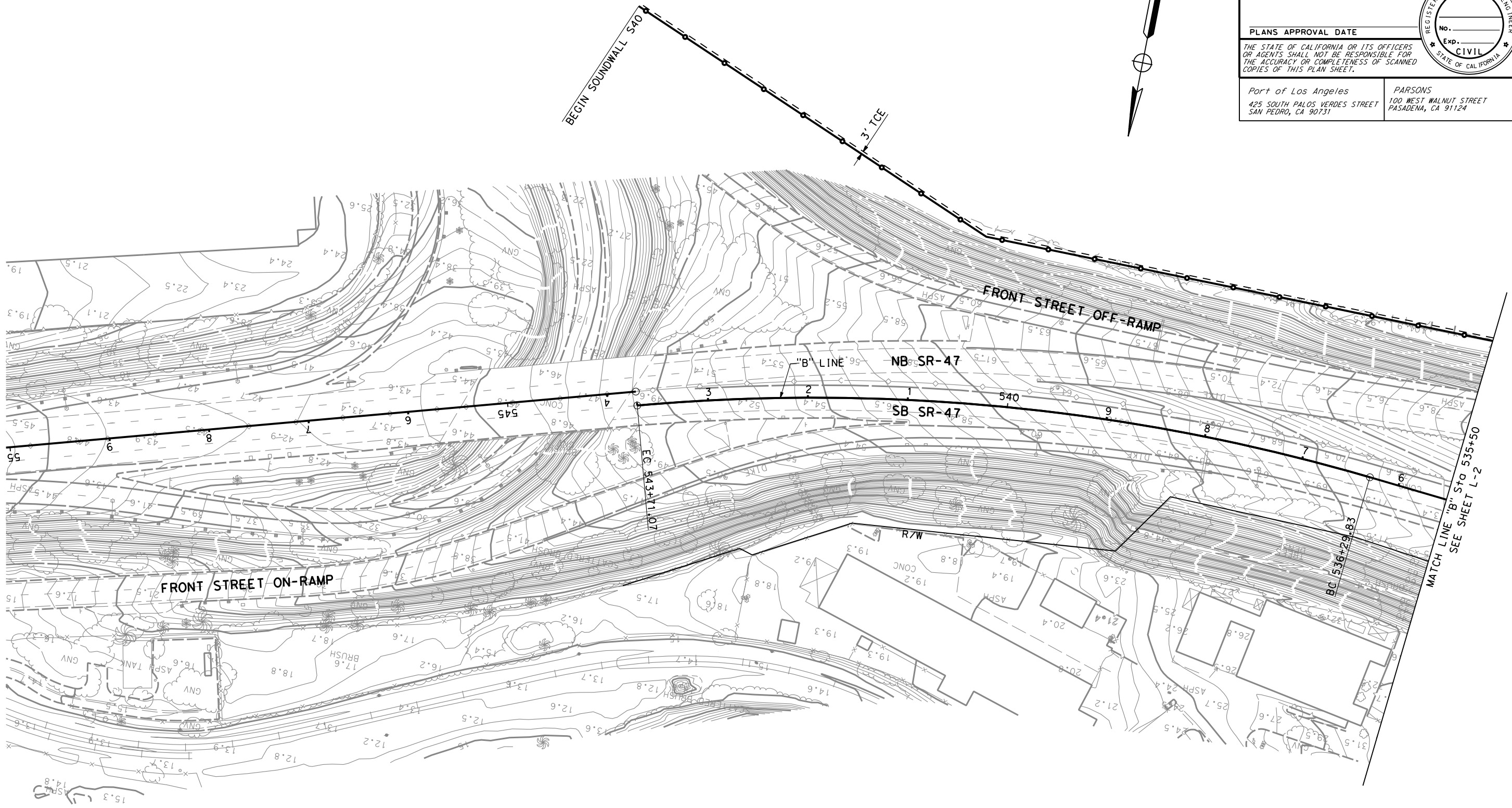
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REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731	PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124
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NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.



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

LAYOUT
SCALE 1"=50'

L-1

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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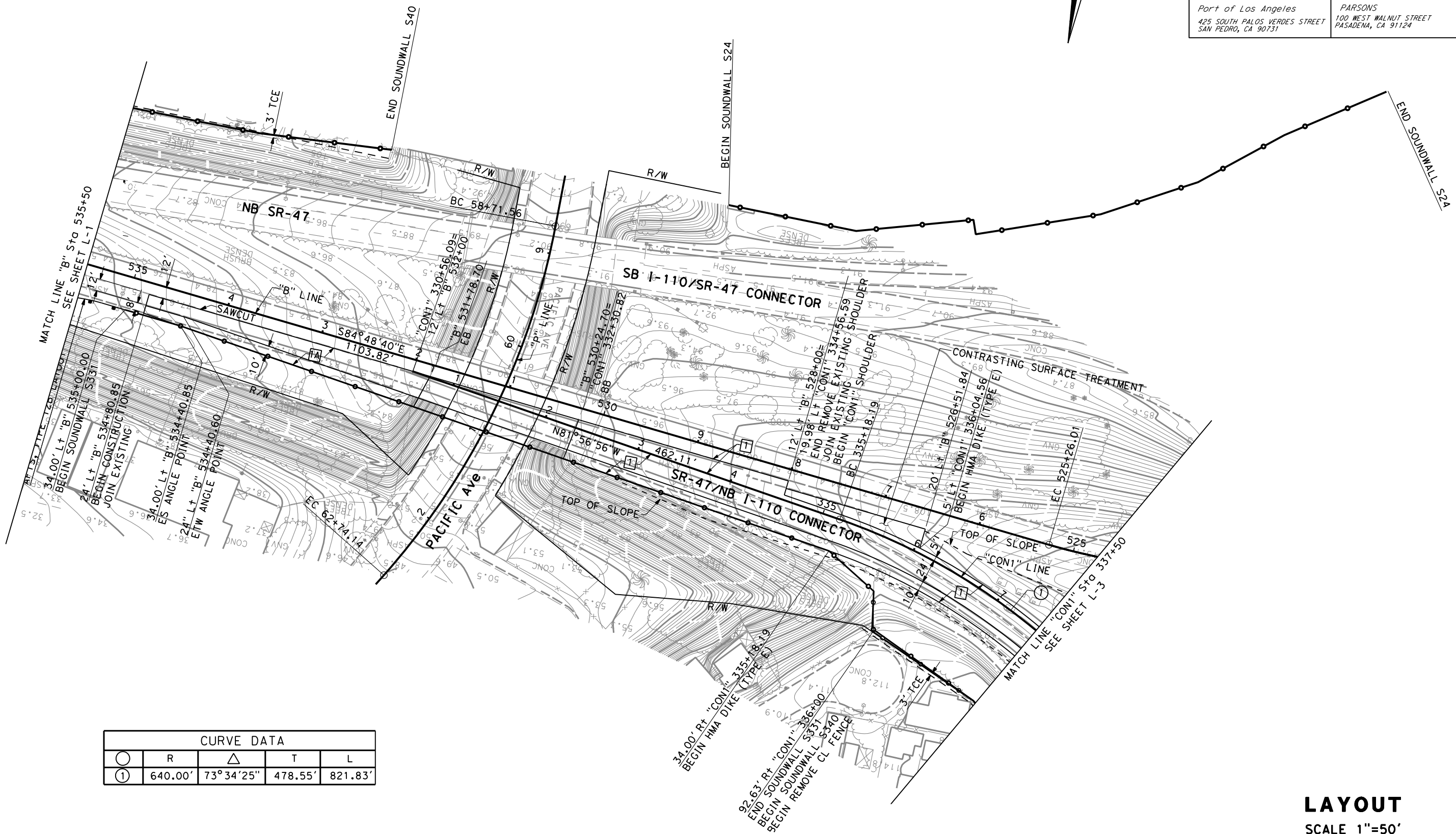
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PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124



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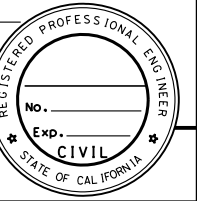
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
Caltrans		CHECKED BY	DATE REVISED

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L-2

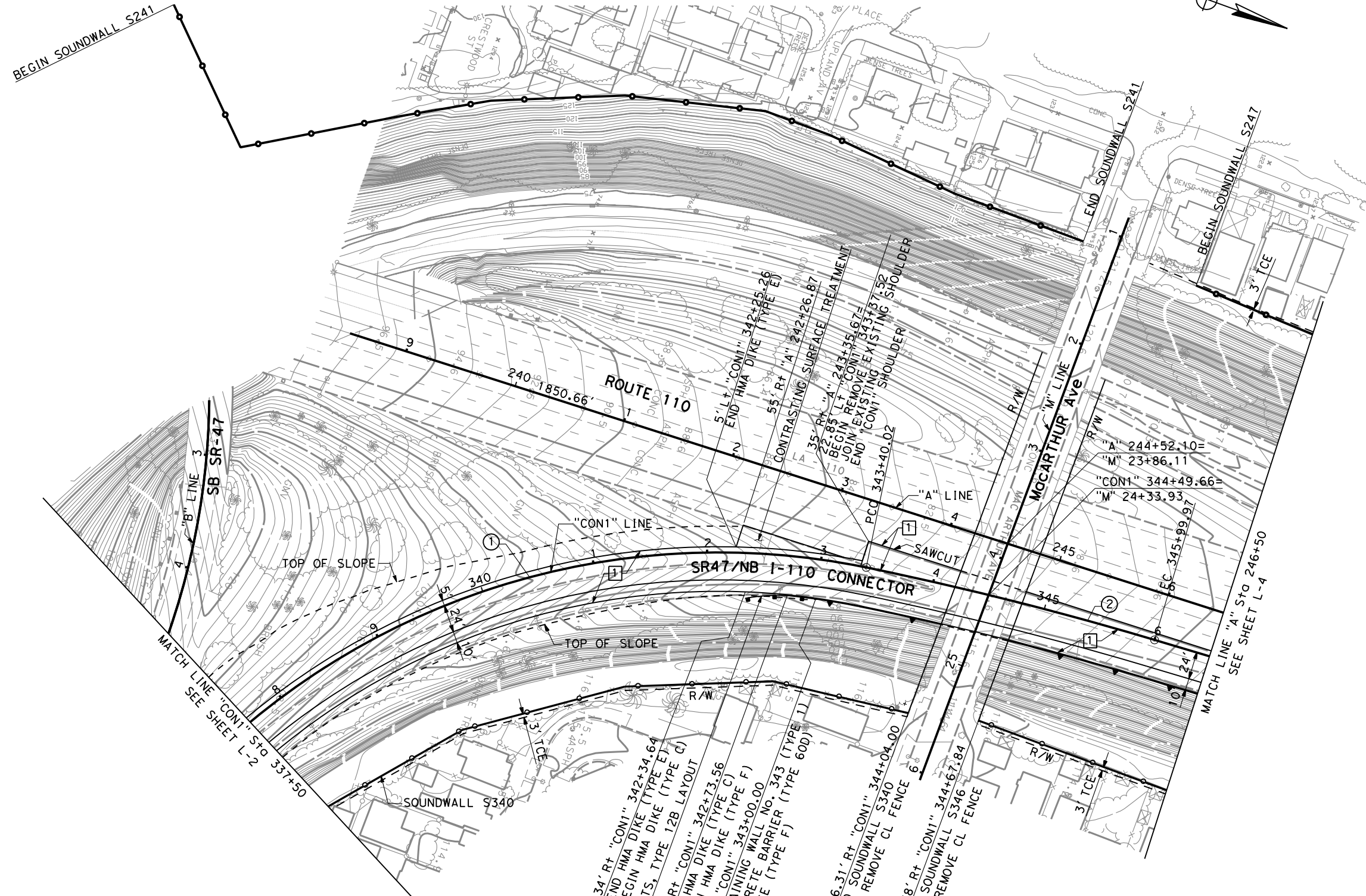
NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.7 0.9/2.0		

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PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124



CURVE DATA				
○	R	△	T	L
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②	3000.00'	04°57'53"	130.05'	259.95'

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 REVISED BY
 DATE REVISED



RELATIVE BORDER SCALE 1" = 50'
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CU 07271 EA 260601

LAST REVISION DATE PLOTTED => \$DATE
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NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

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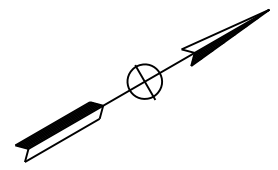
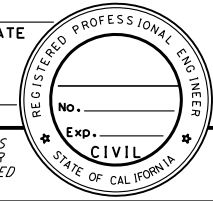
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PLANS APPROVAL DATE

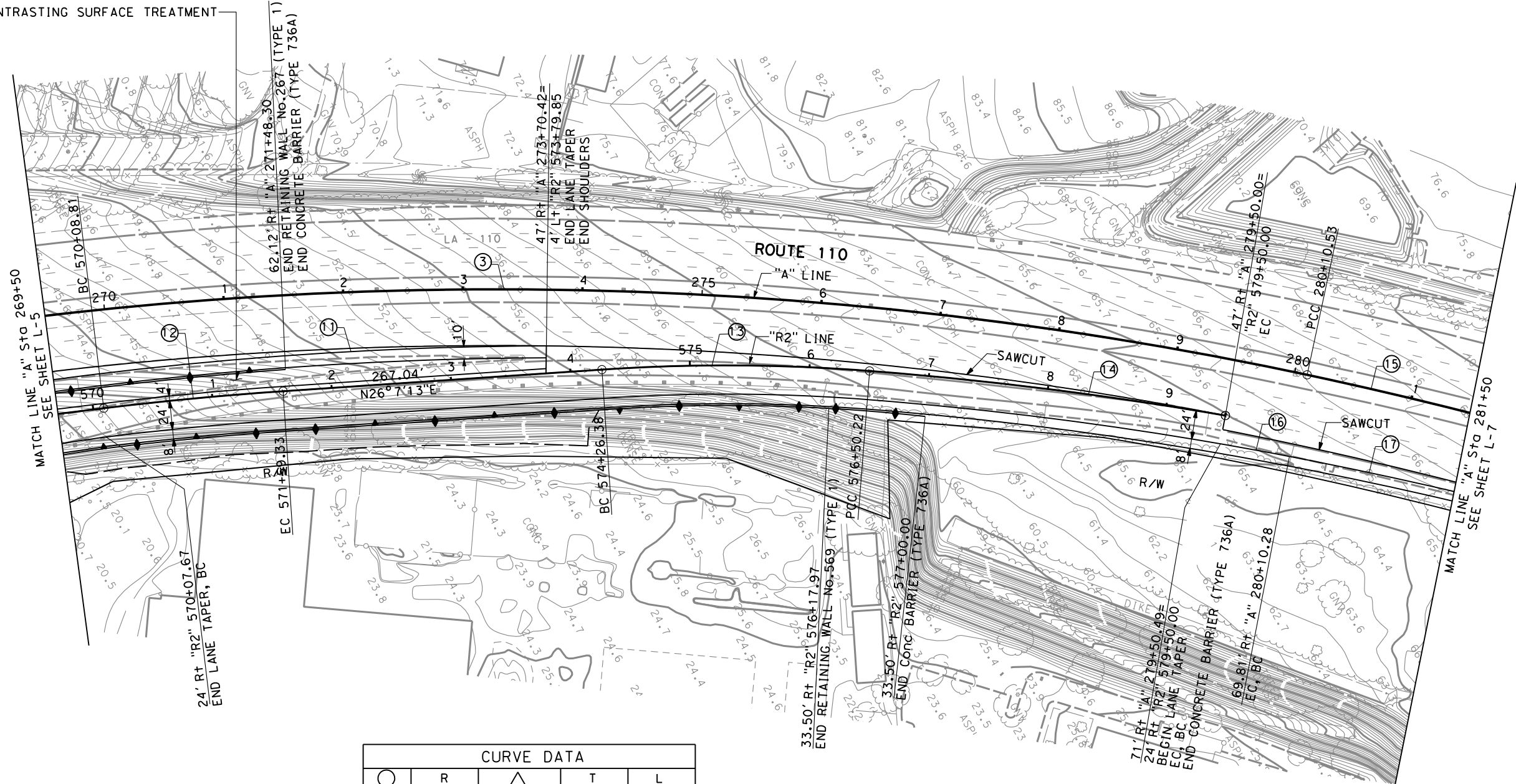
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SAN PEDRO, CA 90731

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100 WEST WALNUT STREET
PASADENA, CA 91124



CONTRASTING SURFACE TREATMENT



CURVE DATA				
Curve No.	R	Δ	T	L
③	3240.01'	44°19'12"	1319.59'	2506.25'
⑪	3181.00'	12°56'46"	360.91'	718.75'
⑫	2780.00'	03°06'08"	75.28'	150.52'
⑬	1538.31'	08°20'14"	112.12'	223.85'
⑭	3193.00'	05°22'45"	150.00'	299.78'
⑮	3600.40'	09°46'51"	308.05'	614.61'
⑯	3181.00'	01°03'14"	29.25'	58.51'
⑰	3541.40'	08°34'39"	265.58'	530.17'

LAYOUT
SCALE 1"=50'

L-6

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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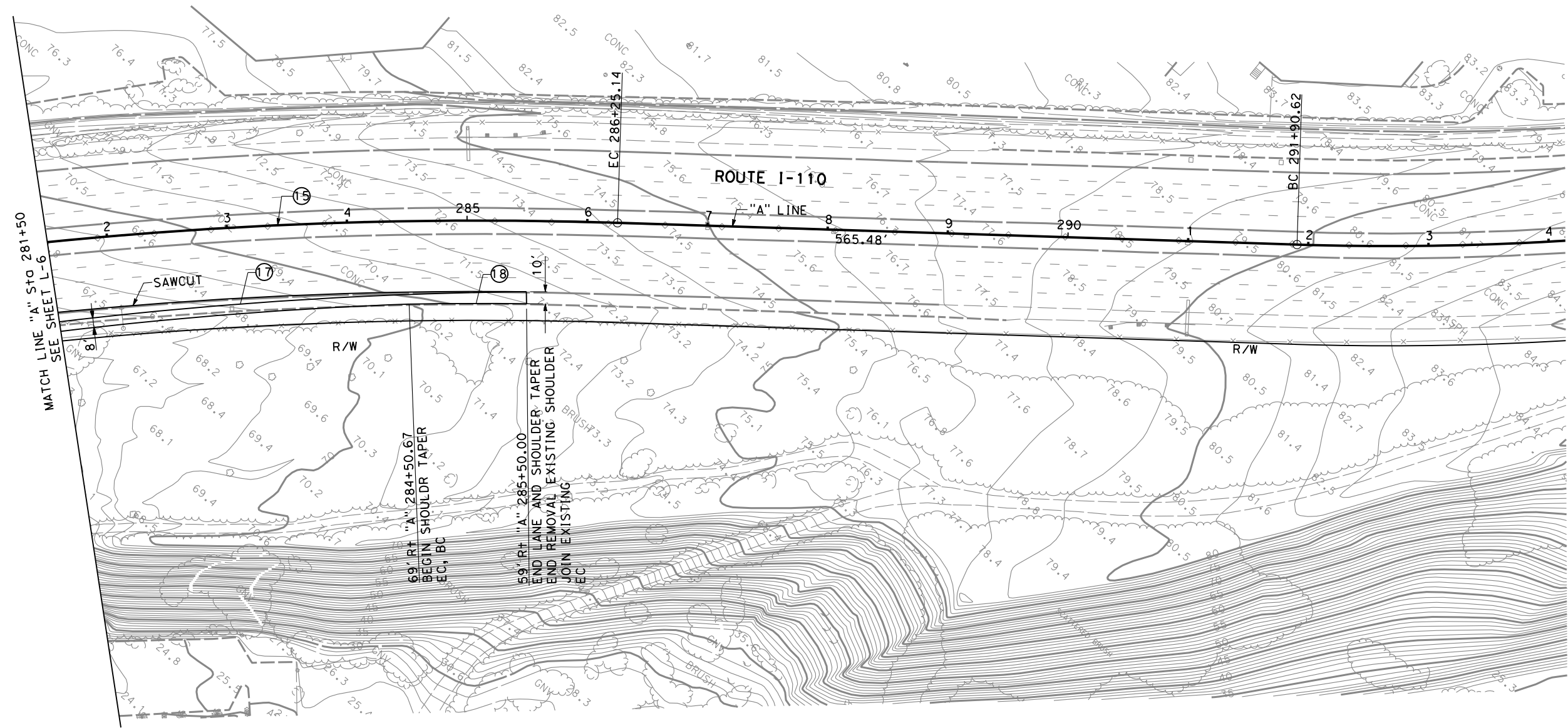
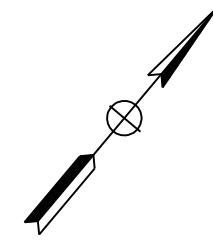
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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PARSONS
100 WEST WALNUT STREET
PASADENA, CA 91124



CURVE DATA				
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17	3541.40'	08°34'39"	265.58'	530.17'
18	3531.40'	01°35'02"	48.82'	97.63'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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CALCULATED-DESIGNED BY

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REVISOR BY

DATE REVISED

LAYOUT
SCALE 1"=50'

L-7

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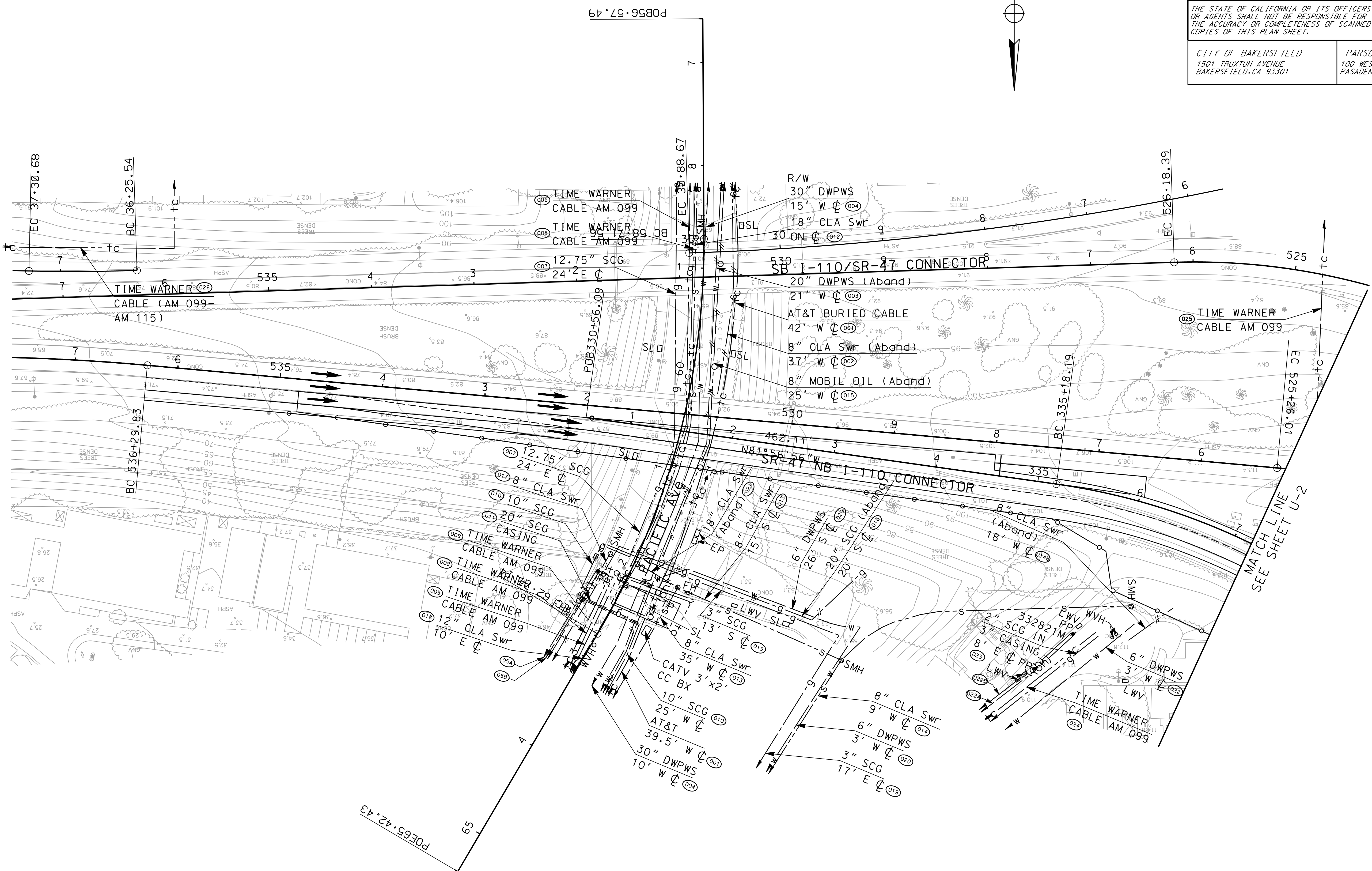
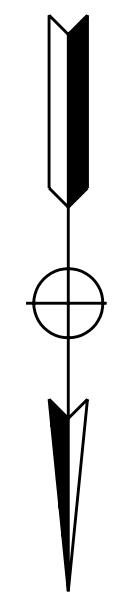
REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

REGISTERED PROFESSIONAL ENGINEER
Riaz Chaudhary
 No. C48177
 Exp. 6-30-10
 CIVIL
 STATE OF CALIFORNIA

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CITY OF BAKERSFIELD
 1501 TRUXTON AVENUE
 BAKERSFIELD, CA 93301

PARSONS
 100 WEST WALNUT STREET
 PASADENA, CA 91124



NOTE:
 ALL UTILITY LOCATIONS ARE APPROXIMATE, CONTRACTOR SHOULD POSITIVELY IDENTIFY THE UTILITY LINE LOCATION BEFORE ANY EXCAVATION OR CIDH PILE OPERATION.

UTILITY PLAN
 1"=50'

U-1

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



RELATIVE BORDER SCALE
 IS IN INCHES

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 DGN FILE = \$REQUEST
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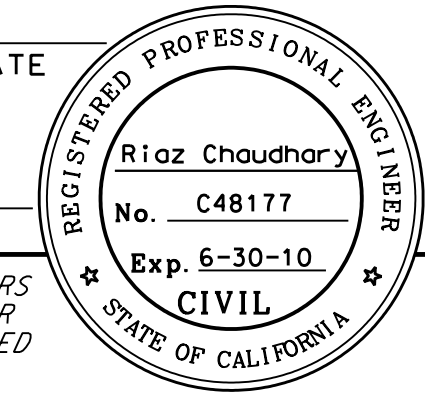
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02	02	06

REGISTERED CIVIL ENGINEER DATE _____

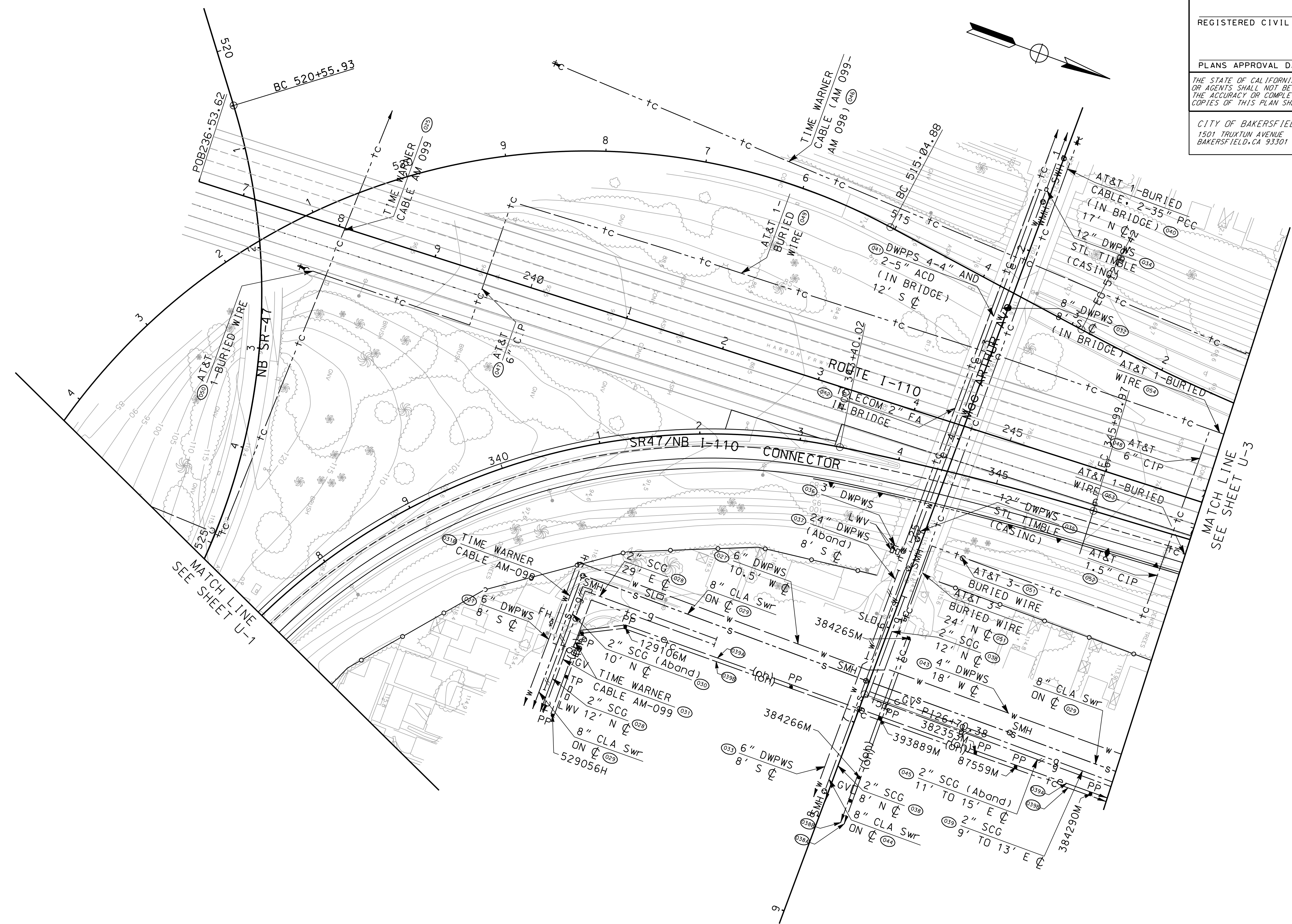
PLANS APPROVAL DATE _____

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



CITY OF BAKERSFIELD
1501 TRUXTON AVENUE
BAKERSFIELD, CA 93301

PARSONS
100 WEST WALNUT STREET
PASADENA, CA 91124



NOTE:
ALL UTILITY LOCATIONS ARE APPROXIMATE, CONTRACTOR SHOULD POSITIVELY IDENTIFY THE UTILITY LINE LOCATION BEFORE ANY EXCAVATION OR CIDH PILE OPERATION.

UTILITY PLAN
1"=50'

U-2

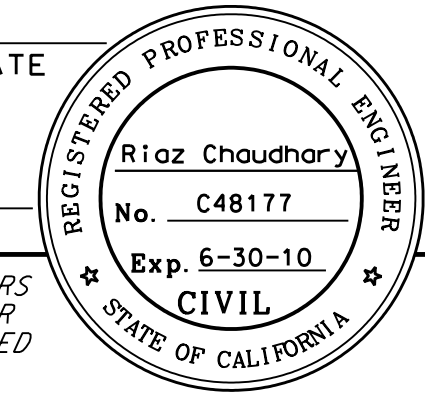
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CHECKED BY	REVISOR	DATE
Caltrans				



LAST REVISION DATE PLOTTED \$DATE
04-21-10 TIME PLOTTED \$TIME

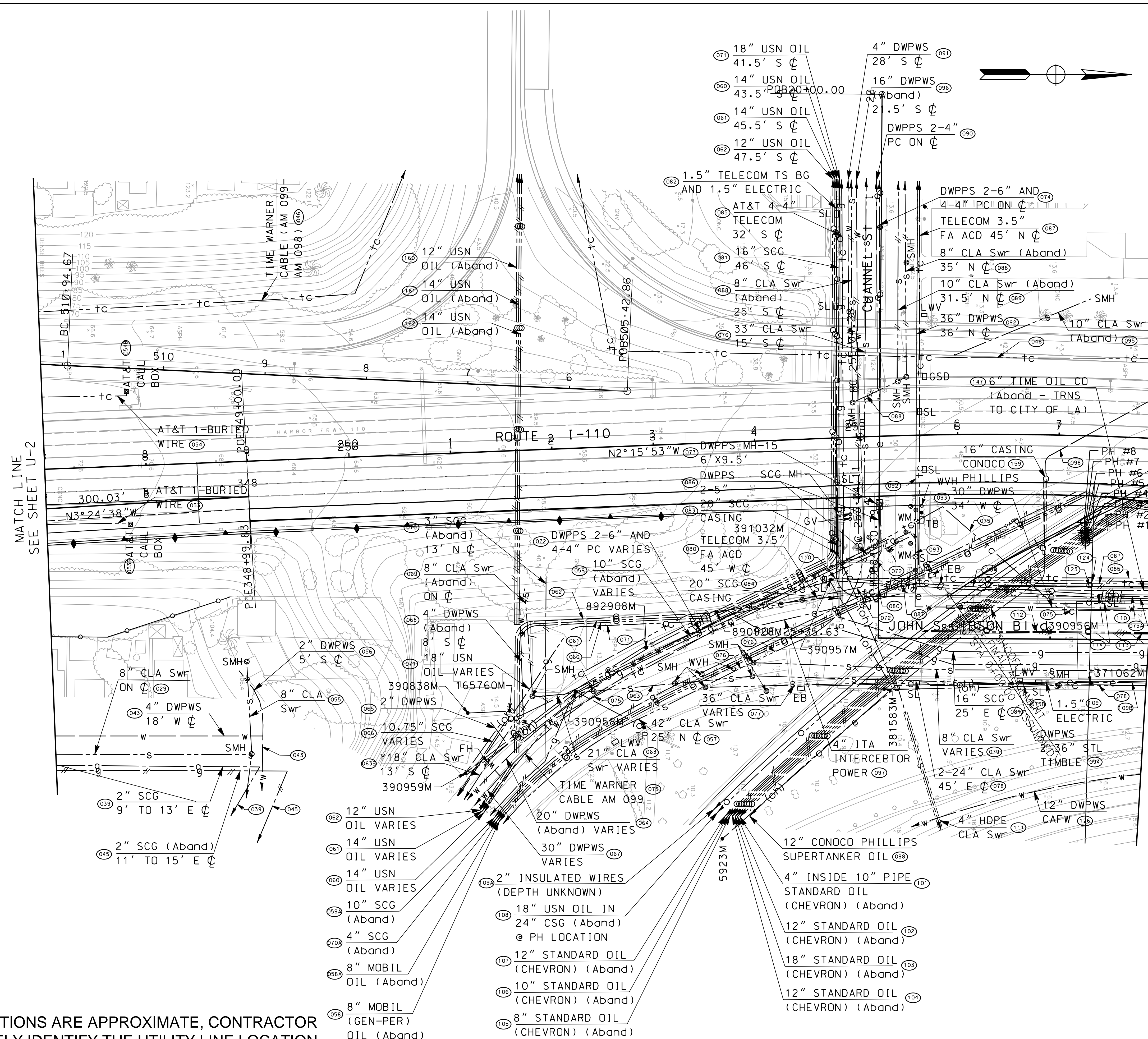
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02	03	06

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



CITY OF BAKERSFIELD
 1501 TRUXTON AVENUE
 BAKERSFIELD, CA 93301

PARSONS
 100 WEST WALNUT STREET
 PASADENA, CA 91124



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

NOTE:
 ALL UTILITY LOCATIONS ARE APPROXIMATE, CONTRACTOR SHOULD POSITIVELY IDENTIFY THE UTILITY LINE LOCATION BEFORE ANY EXCAVATION OR CIDH PILE OPERATION.

UTILITY PLAN
 1"=50'

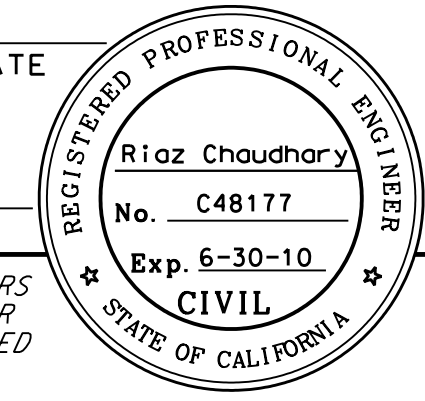
U-3



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02	04	06

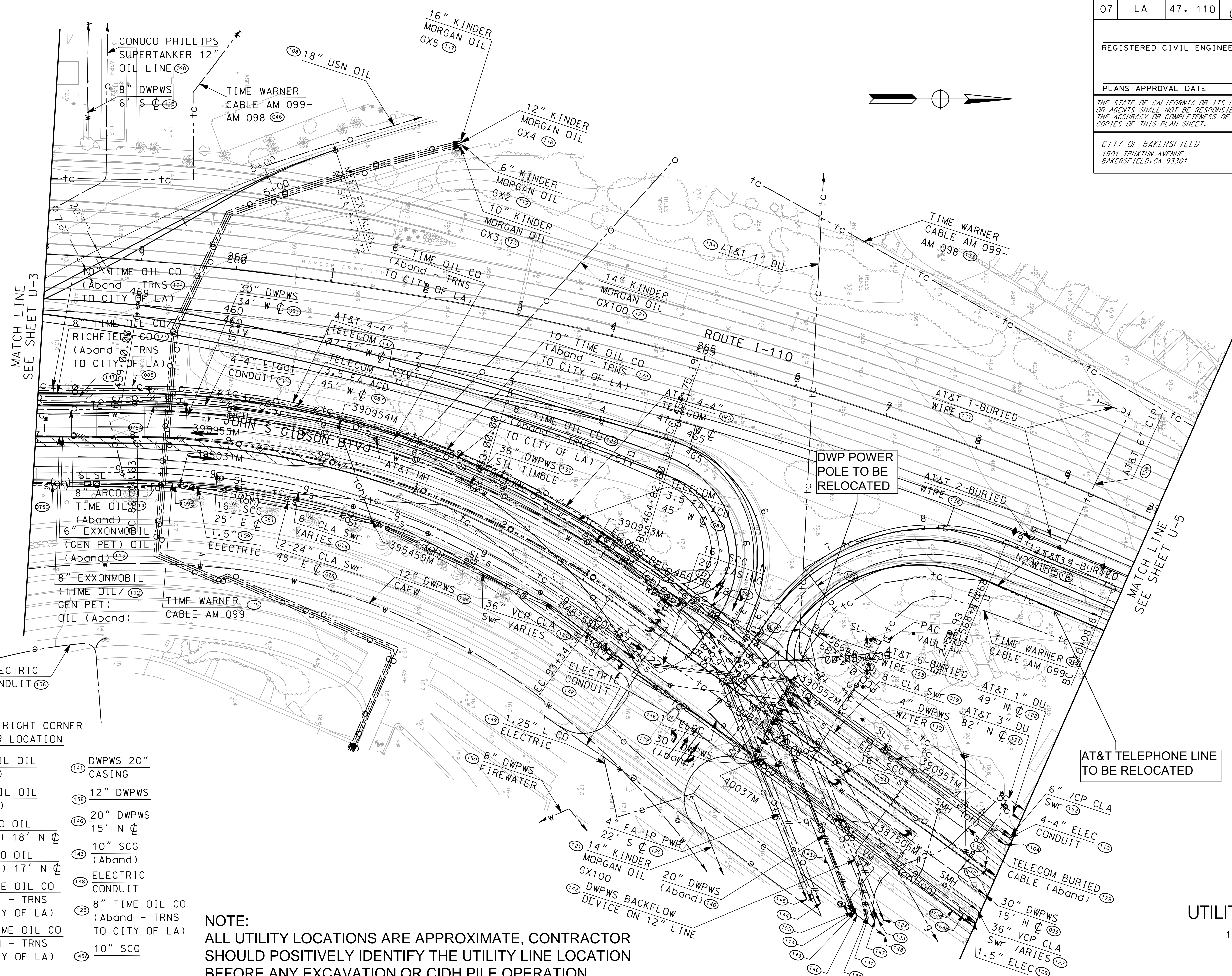
REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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



CITY OF BAKERSFIELD
 1501 TRUXTON AVENUE
 BAKERSFIELD, CA 93301

PARSONS
 100 WEST WALNUT STREET
 PASADENA, CA 91124



MATCH LINE
 SEE SHEET U-3

MATCH LINE
 SEE SHEET U-5

DWP POWER POLE TO BE RELOCATED

AT&T TELEPHONE LINE TO BE RELOCATED

SEE LOWER RIGHT CORNER OF U-4 FOR LOCATION

- 145 8" MOBIL OIL (Aband)
- 144 8" MOBIL OIL (Aband)
- 155 8" ARCO OIL (Aband) 18' N C
- 114 8" ARCO OIL (Aband) 17' N C
- 147 6" TIME OIL CO (Aband - TRNS TO CITY OF LA)
- 124 10" TIME OIL CO (Aband - TRNS TO CITY OF LA)
- 141 DWPWS 20" CASING
- 138 12" DWPWS
- 146 20" DWPWS 15' N C
- 143 10" SCG (Aband)
- 148 ELECTRIC CONDUIT
- 123 8" TIME OIL CO (Aband - TRNS TO CITY OF LA)
- 136 10" SCG

NOTE:
 ALL UTILITY LOCATIONS ARE APPROXIMATE, CONTRACTOR SHOULD POSITIVELY IDENTIFY THE UTILITY LINE LOCATION BEFORE ANY EXCAVATION OR CIDH PILE OPERATION.

UTILITY PLAN
 1"=50'
 U-4

REVISED BY _____
 DATE REVISED _____

CALCULATED-DESIGNED BY _____
 CHECKED BY _____

CONSULTANT FUNCTIONAL SUPERVISOR _____

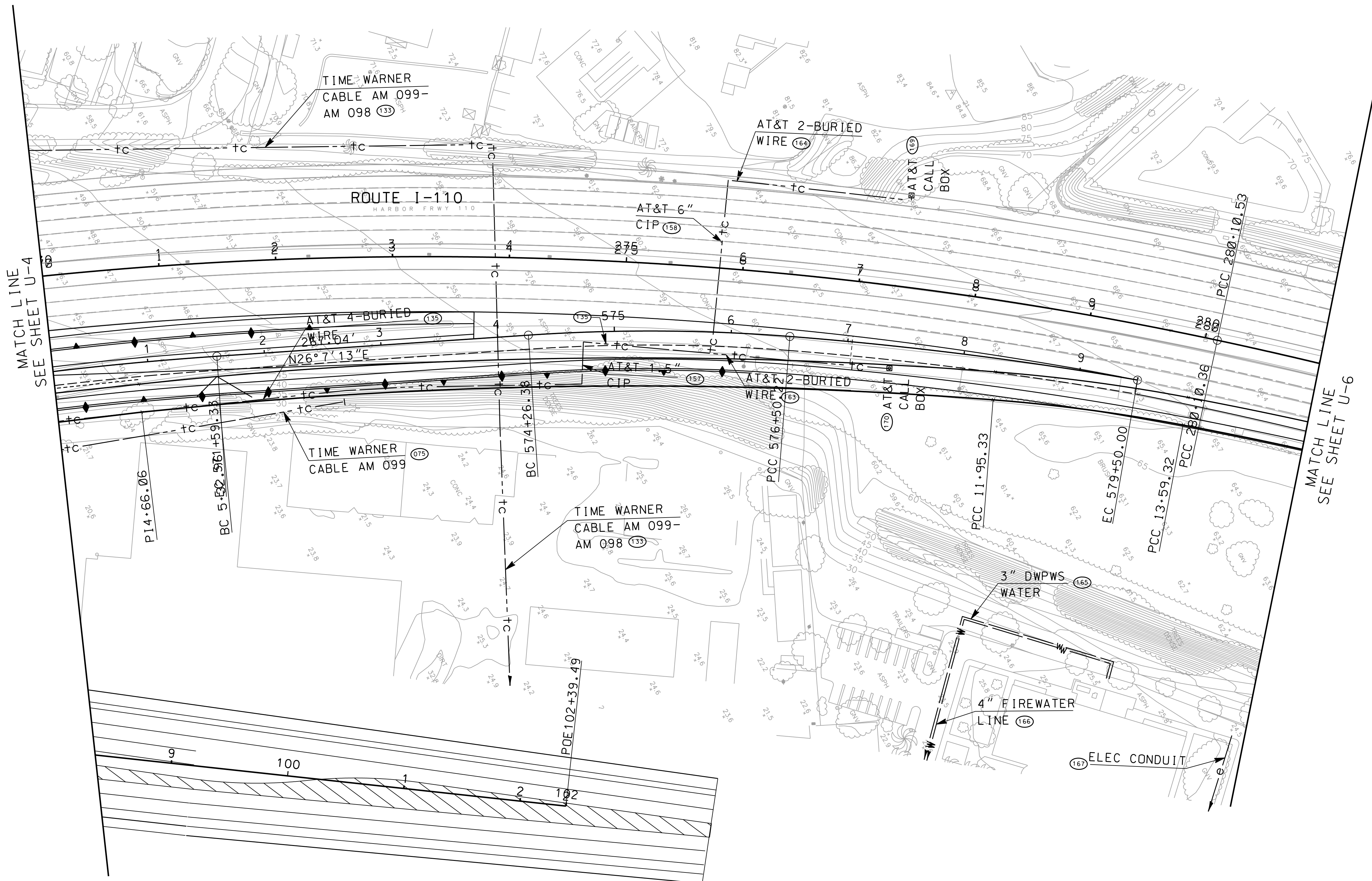
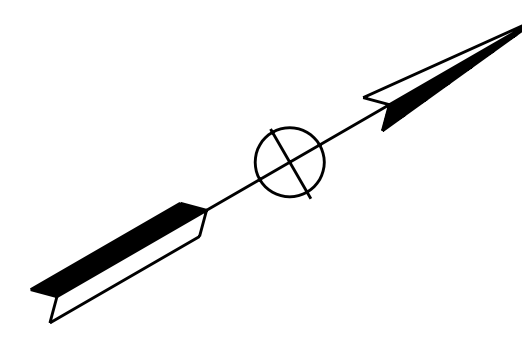
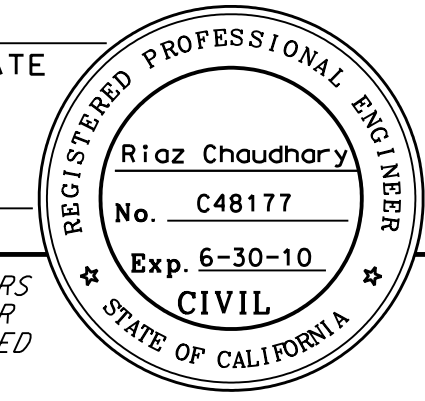
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



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

NOTE:
 ALL UTILITY LOCATIONS ARE APPROXIMATE, CONTRACTOR SHOULD POSITIVELY IDENTIFY THE UTILITY LINE LOCATION BEFORE ANY EXCAVATION OR CIDH PILE OPERATION.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02	05	06
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					
CITY OF BAKERSFIELD 1501 TRUXTON AVENUE BAKERSFIELD, CA 93301			PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124		



UTILITY PLAN
 1"=50'

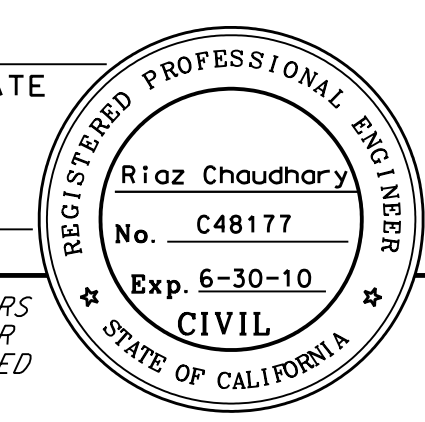
U-5

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02	06	06

REGISTERED CIVIL ENGINEER DATE _____

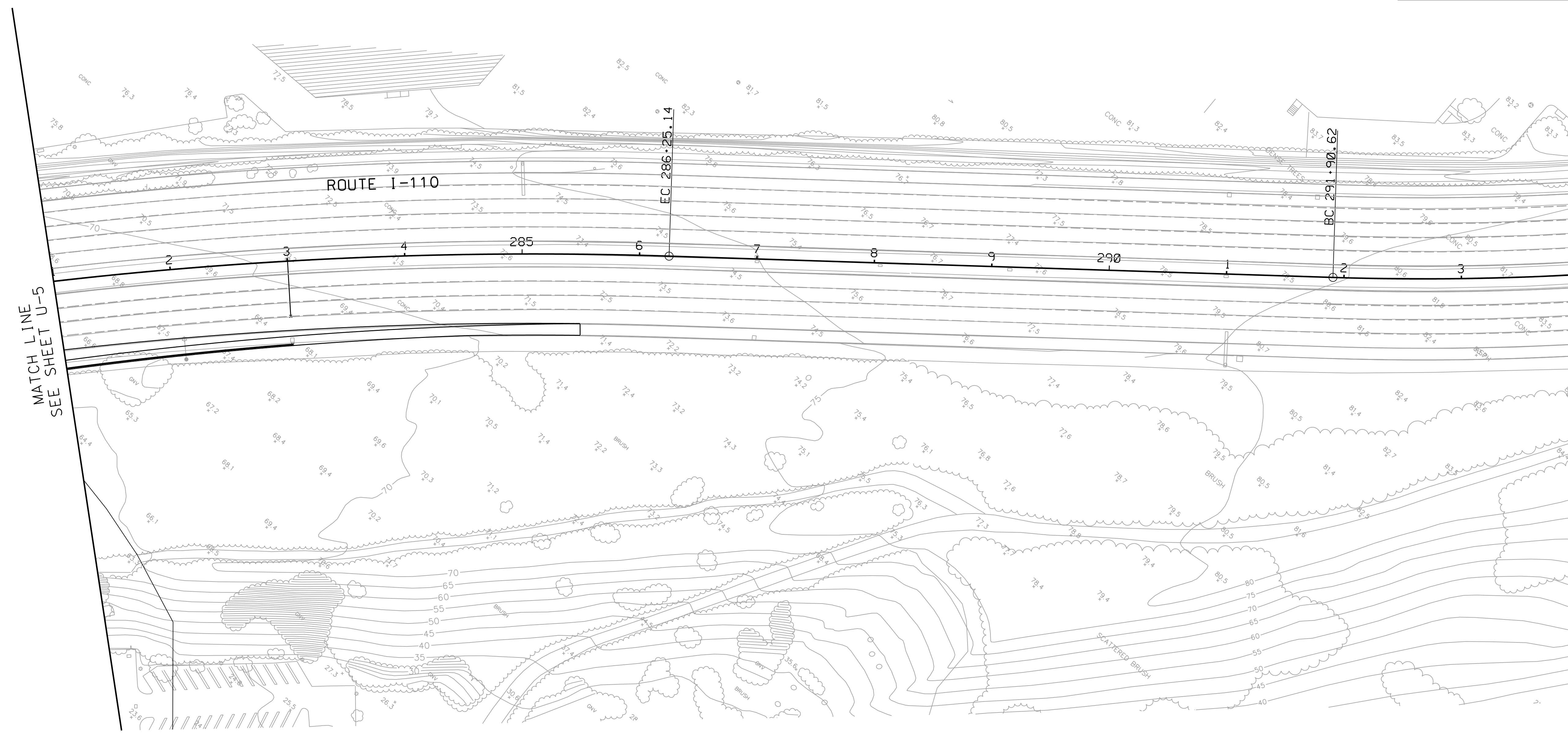
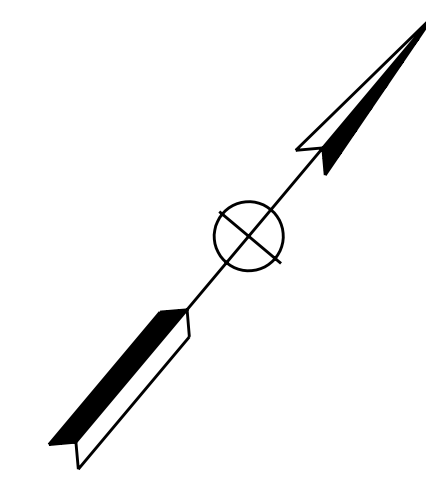
PLANS APPROVAL DATE _____

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



CITY OF BAKERSFIELD
1501 TRUXTON AVENUE
BAKERSFIELD, CA 93301

PARSONS
100 WEST WALNUT STREET
PASADENA, CA 91124



MATCH LINE
SEE SHEET U-5

NOTE:
ALL UTILITY LOCATIONS ARE APPROXIMATE, CONTRACTOR SHOULD POSITIVELY IDENTIFY THE UTILITY LINE LOCATION BEFORE ANY EXCAVATION OR CIDH PILE OPERATION.

NOTE:
THERE ARE NO UTILITIES SHOWN ON THIS SHEET.

UTILITY PLAN
1"=50'
U-6

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



ATTACHMENT D

TYPICAL CROSS SECTIONS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.7 0.9/2.0	2	

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

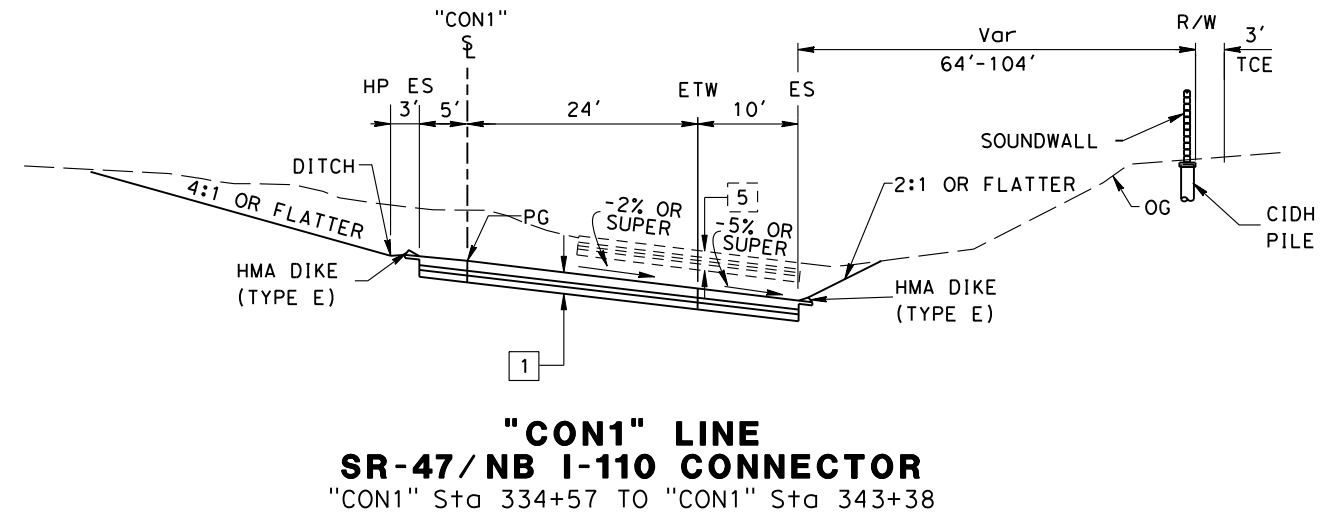
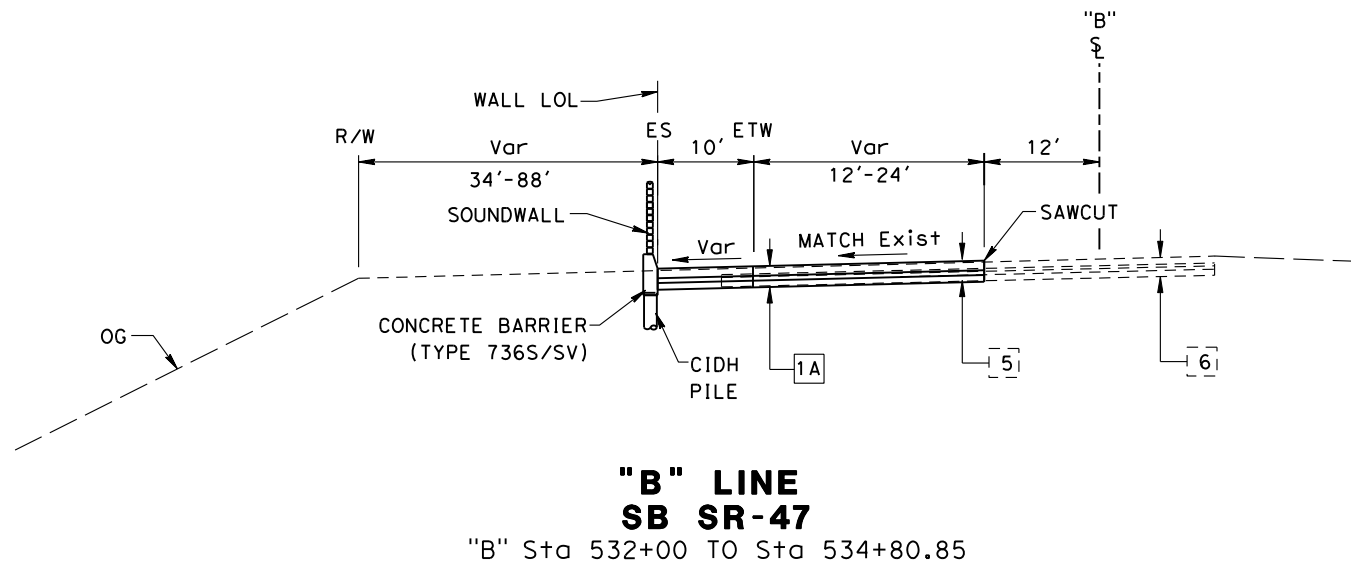
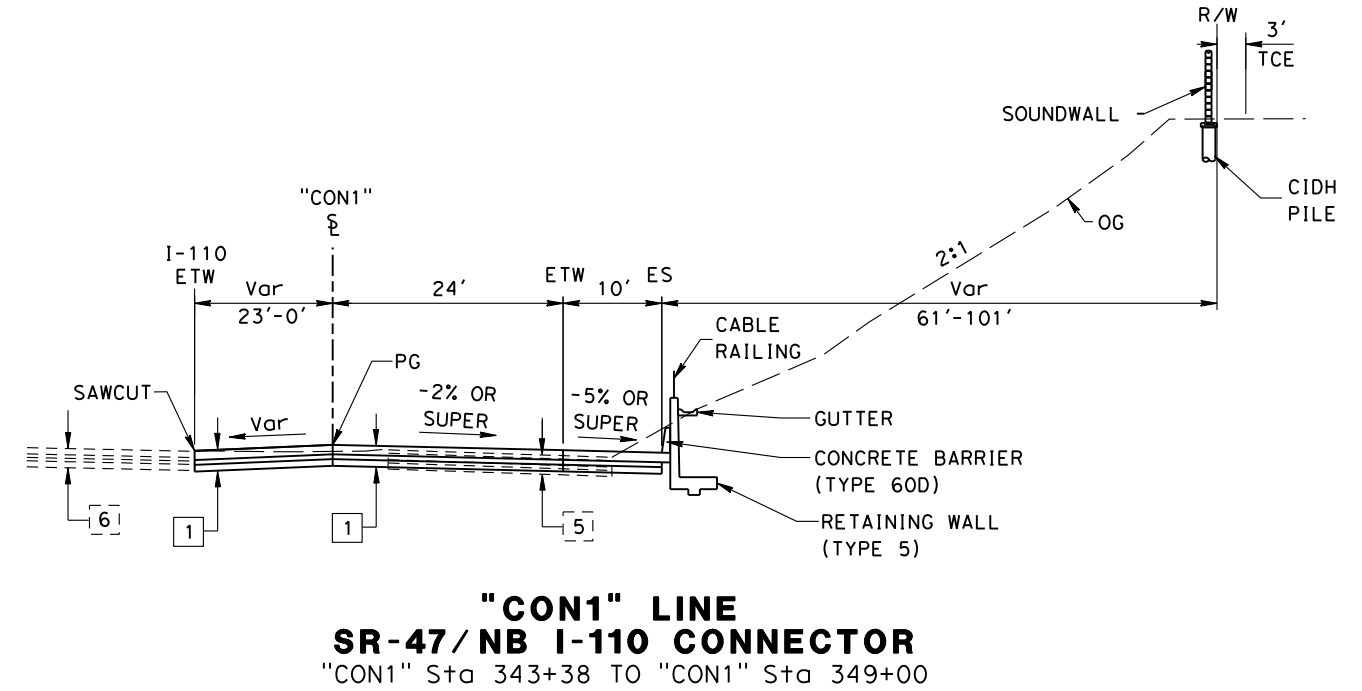
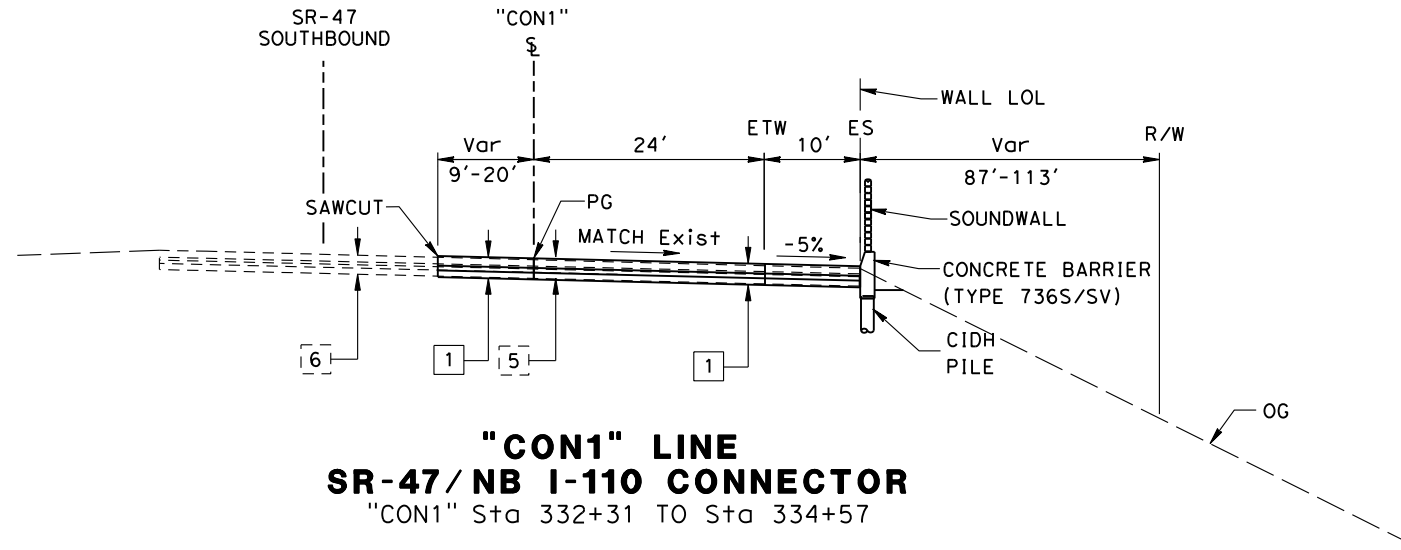
Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731	PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124
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NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPER ELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

TYPICAL STRUCTURAL SECTIONS

- [1] 1.05' JPCP
0.50' LCB
0.70' AB (CLASS 3)
- [1A] 1.05' RSC (RAPID SET CONCRETE)
0.50' LCBRS (LEAN CONCRETE BASE RAPID SETTING)
0.70' AB (CLASS 3)
- [2] 0.95' JPCP
0.50' LCB
0.70' AB (CLASS 3)
- [3] 0.80' HMA (TYPE A)
0.75' LCB
0.55' AB (CLASS 3)
- [4] 0.40' HMA (TYPE A) GPI
0.40' HMA (TYPE A)
0.75' LCB
0.55' AB (CLASS 3)
- [5] EXISTING
0.35' AC (TYPE B)
0.65' CTB (CLASS A)
0.35' AB (CLASS 3)
0.65' AS
- [6] EXISTING
0.65' PCC
0.35' LCB (CLASS 2)
0.35' AB (CLASS 3)
0.65' AS



TYPICAL CROSS SECTIONS

NO SCALE

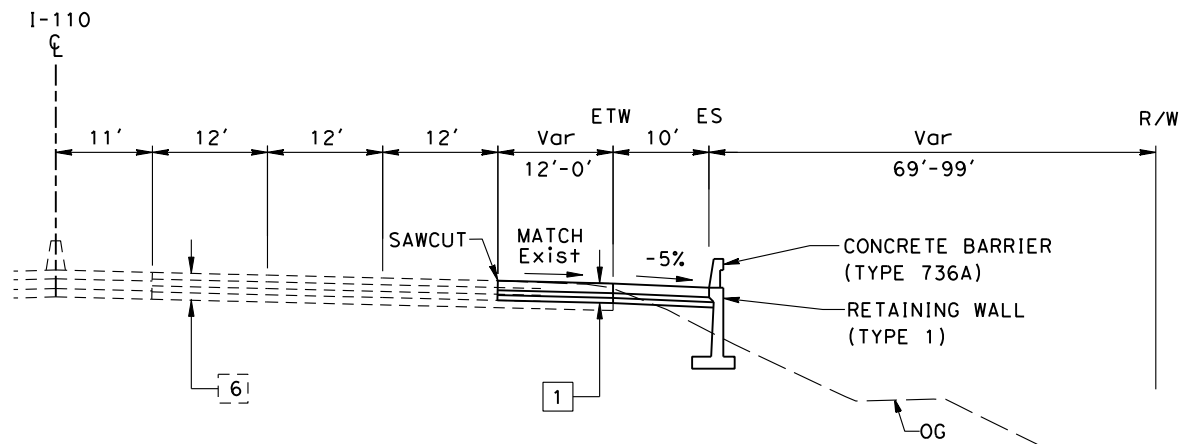
X-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.3 0.9/1.9		

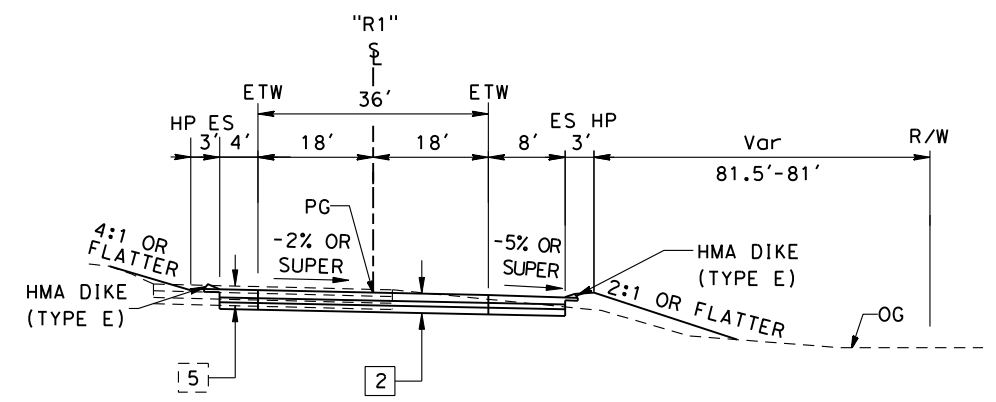
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

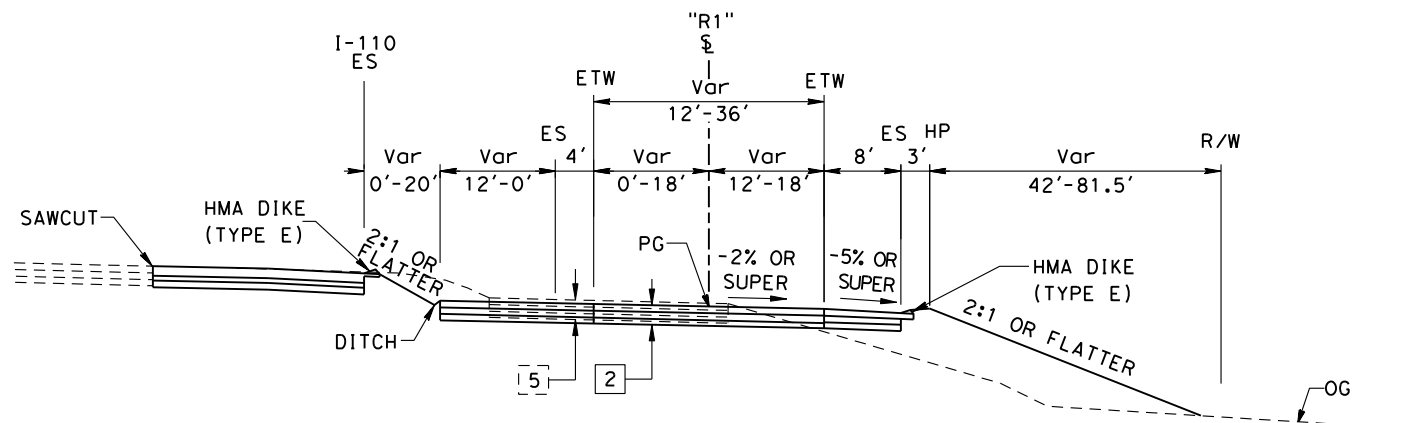
Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731	PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124
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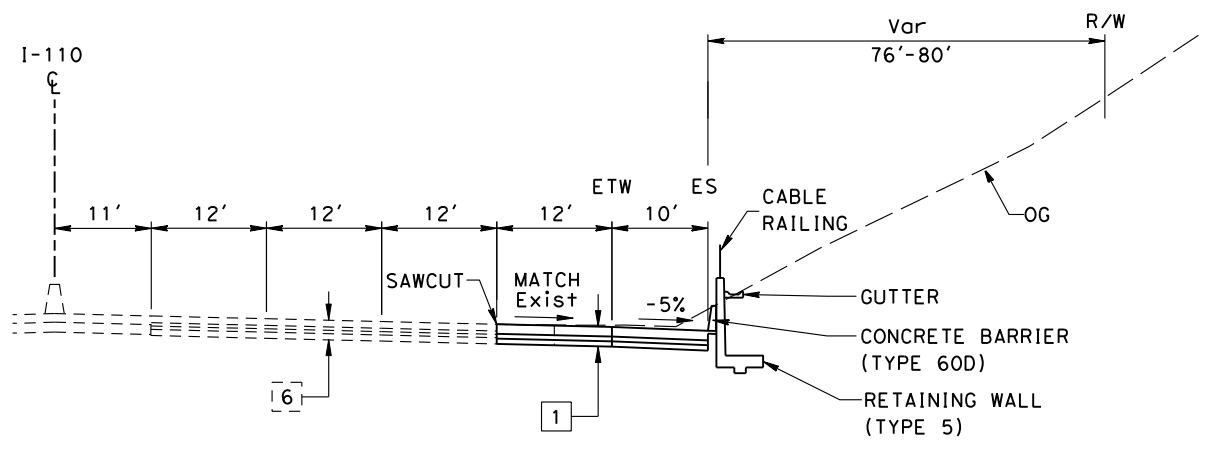
**"A" LINE
NORTHBOUND I-110**
"A" Sta 266+40 TO Sta 273+70



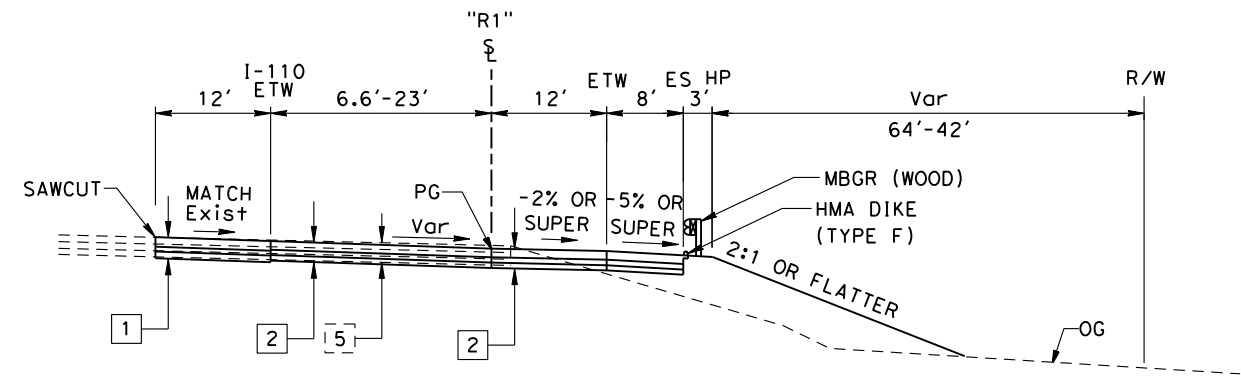
**"R1" LINE
NORTHBOUND OFF-RAMP**
"R1" Sta 464+92 TO Sta 466+74



**"R1" LINE
NORTHBOUND OFF-RAMP**
"R1" Sta 461+70 TO Sta 464+92



**"A" LINE
NORTHBOUND I-110**
"A" Sta 249+00 TO Sta 253+32
"A" Sta 261+75 TO Sta 266+40



**"R1" LINE
NORTHBOUND OFF-RAMP**
"R1" Sta 459+79 TO Sta 461+70

TYPICAL CROSS SECTIONS
NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

REVISED BY
DATE

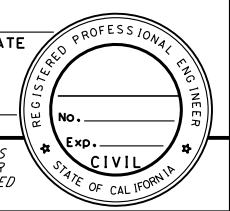
CALCULATED-DESIGNED BY
CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

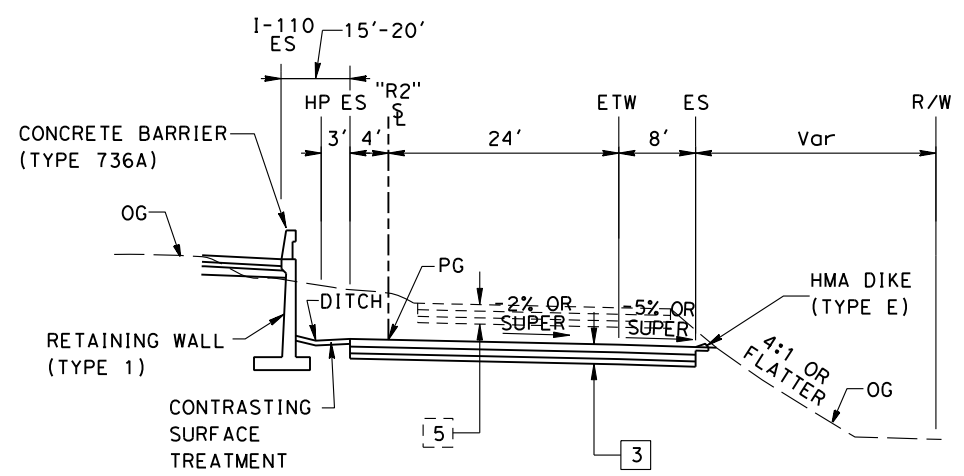
DATE PLOTTED => \$TIME
00-00-00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		

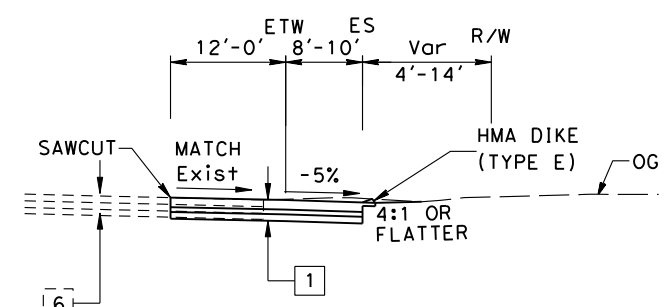
REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



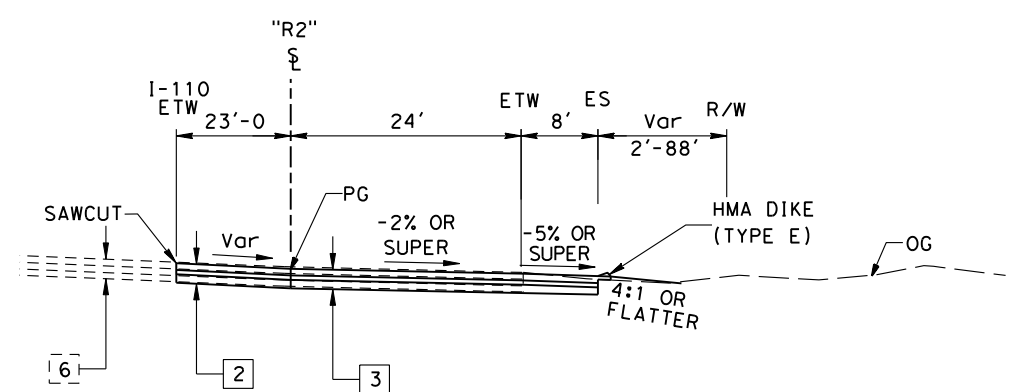
Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731
 PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124



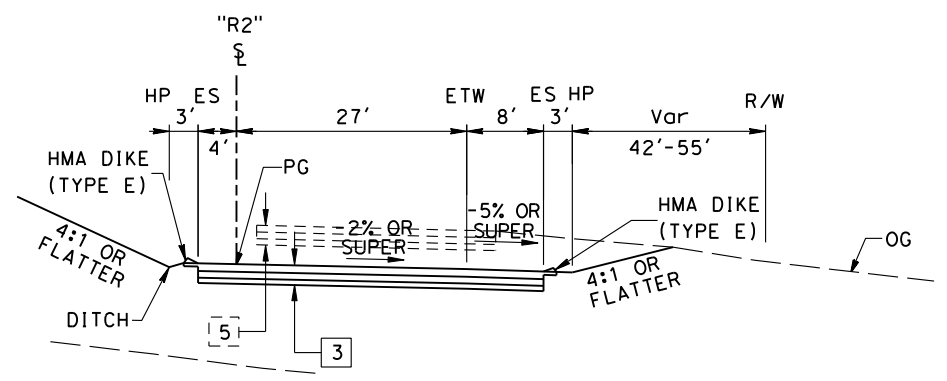
**"R2" LINE
 NORTHBOUND ON-RAMP**
 "R2" Sta 568+24 TO Sta 569+30



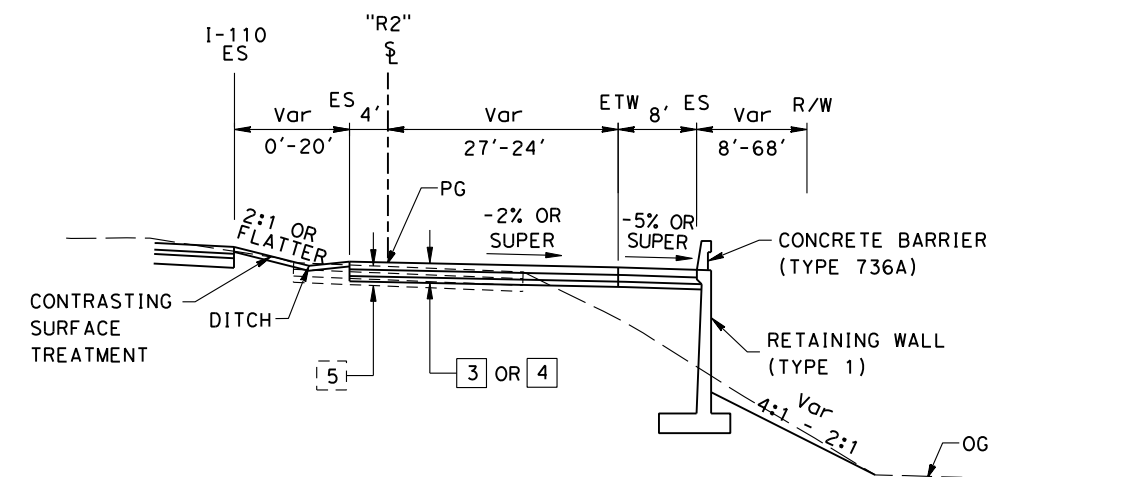
**"A" LINE
 NORTHBOUND I-110**
 "A" Sta 279+50 TO Sta 285+50



**"R2" LINE
 NORTHBOUND ON-RAMP**
 "R2" Sta 573+80 TO Sta 579+50



**"R2" LINE
 NORTHBOUND ON-RAMP**
 "R2" Sta 565+88 TO Sta 568+24



**"R2" LINE
 NORTHBOUND ON-RAMP**
 "R2" Sta 569+30 TO Sta 573+80
 4 FOR METER PADS, Sta 570+00 TO Sta 573+80

TYPICAL CROSS SECTIONS
 NO SCALE
X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT FUNCTIONAL SUPERVISOR
 REVISIONS: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

ATTACHMENT E

ADVANCE PLANNING STUDY (APS)

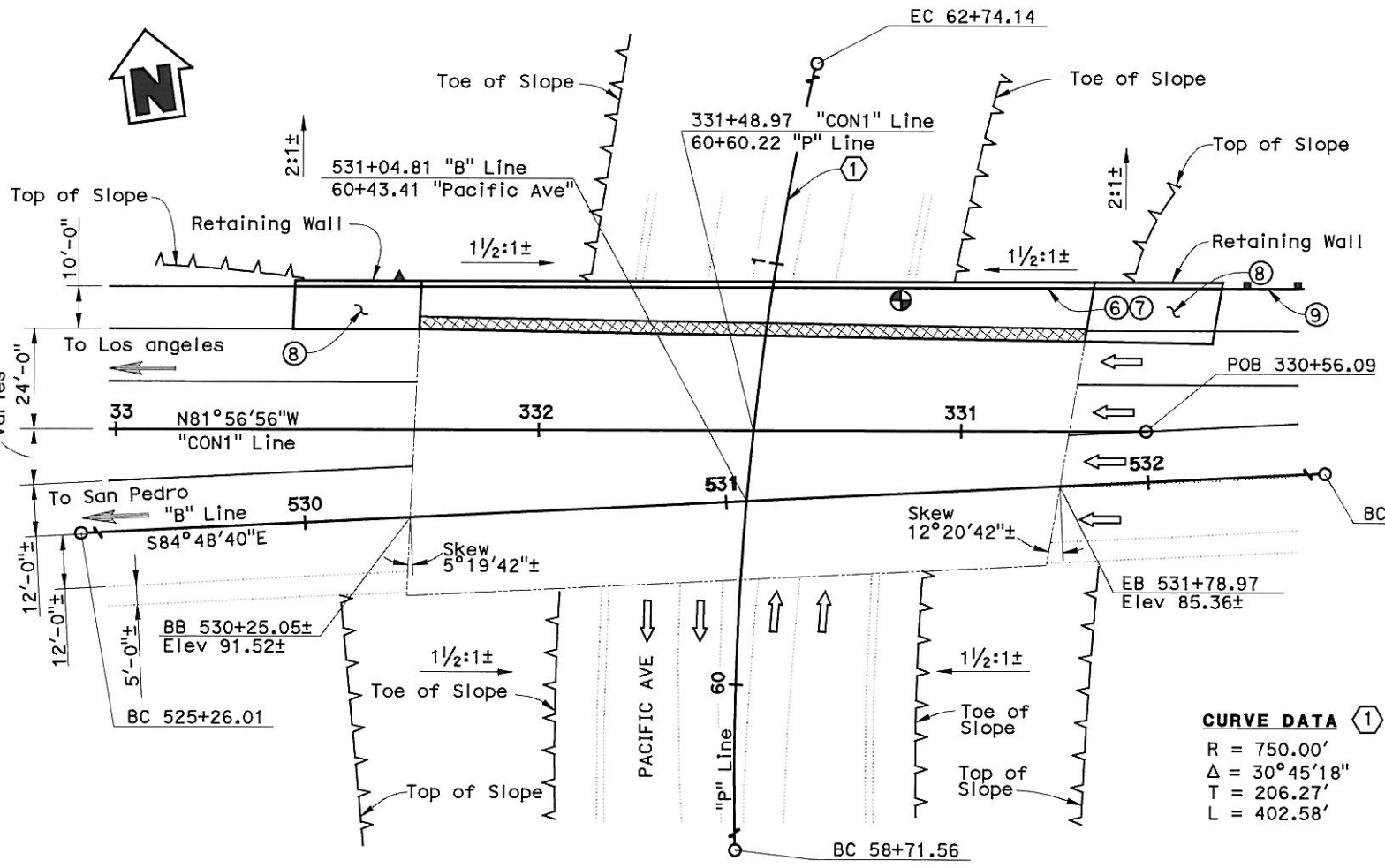
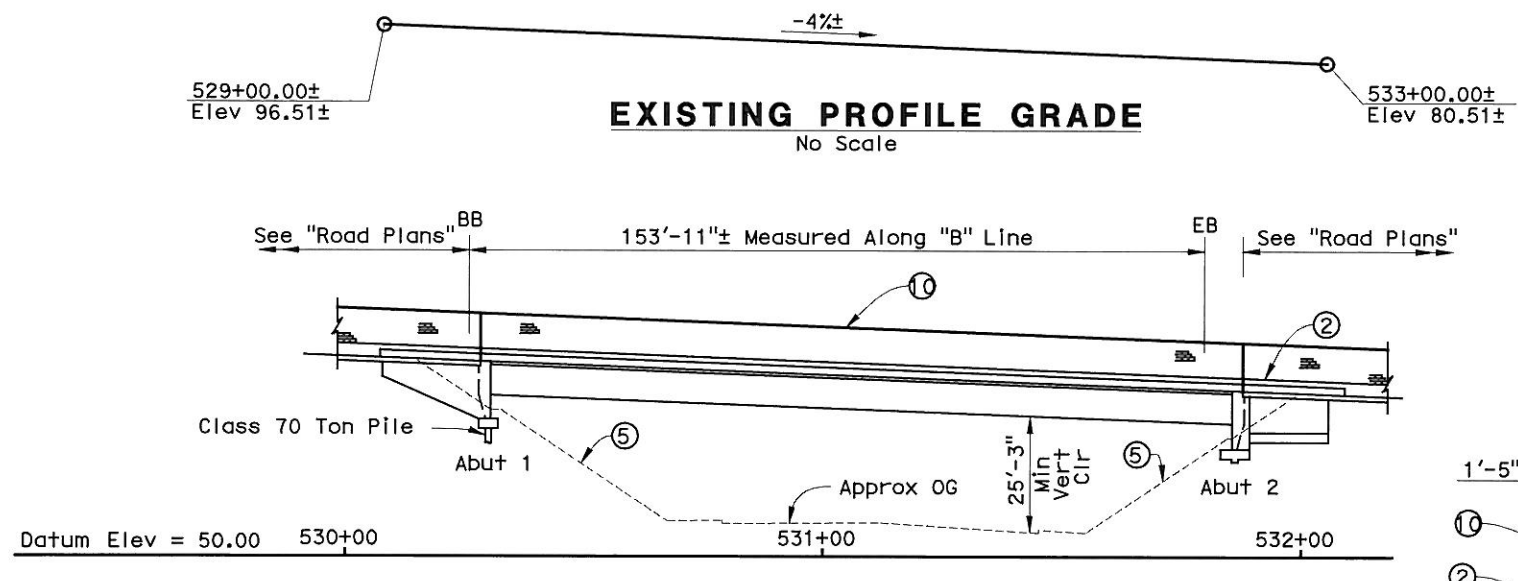
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	LA	47, 110	0.92/2.02		

REGISTERED CIVIL ENGINEER	DATE	X
THOMAS E. SARDO		
No. 50594		
Exp. 9/30/09		
CIVIL		
STATE OF CALIFORNIA		

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, CA 92612

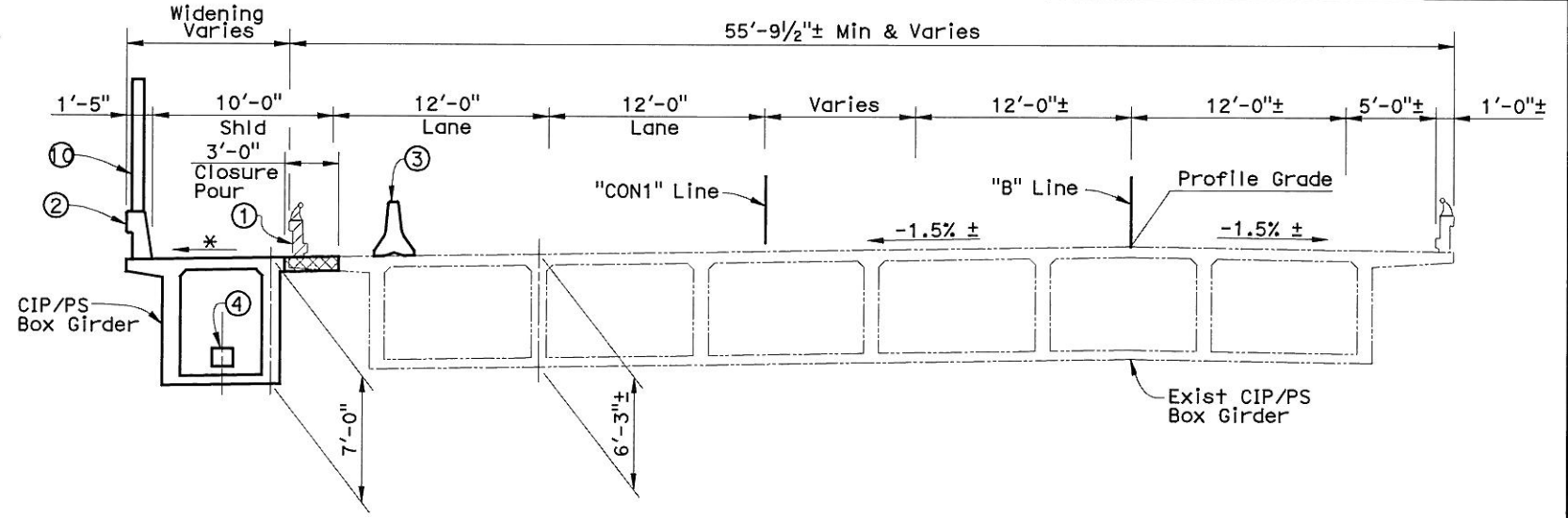


NOTE:
The Contractor shall verify all controlling field dimensions before ordering or fabricating any material

PLAN
1" = 20'

NOTE:
Traffic will pass through Construction. Falsework opening of 15'-0" min Vertical Clearance required.

Date of Estimate = 11-25-09
 Structure Depth = 7'-0"
 Length = 153'-11"
 Width = 10'-0" (avg.)
 Area = 1540 sqft
 Cost/sq ft including 10% Mobilization & 25% Contingency = \$400
 Total Cost = \$615,000



TYPICAL SECTION
1" = 5'

- NOTES:**
- Existing Type 9 Barrier to be removed
 - Construct New Concrete Barrier, Type 736
 - Temporary Railing (Type K), See "Roadway Plans"
 - Future Utility Opening
 - Slope Paving
 - Paint "Bridge No. 53-2031L"
 - Paint "Pacific Ave UC"
 - Structure Approach Type N (30D)
 - MBGR, See "Roadway Plans"
 - Sound Wall (Barrier Masonry Block H=10'-0"), See "Roadway Plans"

- LEGEND:**
- ⊕ Point of Min. Vertical Clearance
 - Existing Structure
 - ▨ Bridge Removal
 - ▧ Closure Pour
 - * Match Existing Slope
 - ← Indicates existing lane of traffic
 - Indicates direction of traffic

NOTE:
1. For General Notes, Index to Plans & Quantities, see "General Notes & Index to Plans" sheet.

Vehicular Traffic			
1.	___	New alignment. No traffic at the site.	
2.	___	Traffic will be detoured away from the site.	
3.	X	Traffic will be carried on the structure. Stage construction will not be required.	
4.	X	Traffic will pass under the structure on PACIFIC AVE (Name of St or Hwy)	
	A.	No falsework allowed over traffic.	
	B.	Falsework opening(s) required:	
		Temporary Vertical Clearance	Width of Traffic Opening
		PACIFIC AVE 15'-0"	40'-0"
	C.	Temporary traffic lane reduction needed for footing excavation.	

Pedestrian Traffic			
Falsework opening required on	Location	Height	Width
Railroad Traffic			
Falsework opening required over	PHL (Name of RR)	Vertical Clearance	Horizontal Clear Width

DESIGN	BY H. Okolo	CHECKED T. Sardo	LOAD AND RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 w/ 'LOW-BOY' AND PERMIT DESIGN VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE NO. 53-2031L	PACIFIC AVE UNDERCROSSING (WIDEN) GENERAL PLAN
DETAILS	BY P. Johnson	CHECKED X	LAYOUT	BY H. Okolo	Thomas E. Sardo PROJECT ENGINEER	POST MILES 0.20	
QUANTITIES	BY A. Ly	CHECKED X	SPECIFICATIONS	BY P. Johnson	CU X EA 07-260600		

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 2/25/05)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

1 16

ATTACHMENT F

TASAS TABLE B

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	Actual Fat	Accident Rates Average			Tot
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Fat					F+I	Tot	Fat	
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0001 2005-06-01 2008-05-31	36 mo. .863 MI H NORTH U	75 H99	0	31 H99	31 H99	37	12 H99	29 H99	0 41	38.0	35.98	0.000	.86	2.08	0.010	.36	1.00
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0002 2005-06-01 2006-05-31	12 mo. .863 MI H NORTH U	29 H99	0	11 H99	11 H99	13	7 H99	9 H95	0 14	38.0	11.98	0.000	.92	2.42	0.010	.35	.99
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0003 2006-06-01 2007-05-31	12 mo. .863 MI H NORTH U	19 H95	0	7	7	9	3	8 H90	0 7	37.9	11.95	0.000	.59	1.59	0.010	.36	1.00
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0004 2007-06-01 2008-05-31	12 mo. .863 MI H NORTH U	27 H99	0	13 H99	13 H99	15	2	12 H99	0 20	38.2	12.05	0.000	1.08	2.24	0.010	.36	1.00
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0005 2005-06-01 2008-05-31	36 mo. .863 MI H SOUTH U	54 H99	0	21 H97	21 H97	32	5	20 H92	0 27	38.0	35.98	0.000	.58	1.50	0.010	.36	1.00
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0006 2005-06-01 2006-05-31	12 mo. .863 MI H SOUTH U	15	0	8 H92	8 H90	5	1	5	0 8	38.0	11.98	0.000	.67	1.25	0.010	.35	.99
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0007 2006-06-01 2007-05-31	12 mo. .863 MI H SOUTH U	20 H97	0	6	6	14	2	8 H90	0 8	37.9	11.95	0.000	.50	1.67	0.010	.36	1.00
07 LA 110 R000.745 - 07 LA 110 R001.607 0001-0008 2007-06-01 2008-05-31	12 mo. .863 MI H SOUTH U	19 H95	0	7	7	13	2	7	0 11	38.2	12.05	0.000	.58	1.58	0.010	.36	1.00

California Department of Transportation
Statewide Data Center

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

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

For Ramps RUS only considers R(Rural) U(Urban)

OTM22130
 02/18/2009
 09:58 AM

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual		Accident Rates Average		
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Fat				F+I	Tot	Fat	F+I	Tot
07 LA 047 L000.000 - 07 LA 047 001.000 0001-0001 2005-04-01 2008-03-31	36 mo. .943 MI H U	53	0	22	22	44	7	20	0	48.4	50.07	0.000	.44	1.06	0.010	.41	1.09

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

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

For Ramps RUS only considers R(Rural) U(Urban)

OTM22130
 05/11/2009
 10:42 AM

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
07 LA 110 R001.607 110/NB ON WILMINGTON/SAN PD 0001-0001 2005-06-01 2008-05-31 36 mo.	R 28 U	15 H99	0	6 H99	6 H99	13	1	4	0 10	8.4 .0	9.23 +	0.000	.65	1.63	0.002	.16	.55
07 LA 110 R001.390 110/NB OFF CHANNEL/PACIFIC 0001-0002 2005-06-01 2008-05-31 36 mo.	R 26 U	4 H99	0	0	0	1	0	1	0 0	.6 .0	.62 +	0.000	.00	6.42	0.004	.28	.95

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

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

For Ramps RUS only considers R(Rural) U(Urban)

Front St/Harbor Blvd On-ramp & Connector

OTM22130
05/11/2009
10:38 AM

California Department of Transportation
Table B - Selective Accident Rate Calculation

Page# 1
Event ID : 2766689

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Actual Fat	Actual F+I	Accident Rates Average			Tot
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Tot						Fat	F+I		
07 LA 047 R000.377 047/SBON FR HARBOR BLVD 0001-0001 2005-06-01 2008-05-31 36 mo.	R 12 U	4	0	1	1	2	1	3	0	7.4	8.11 +	0.000	.12	.49	0.002	.26	.75	
07 LA 047 R000.150 047/SB OFF TO NB RTE 110 0001-0002 2005-06-01 2008-05-31 36 mo.	R 62 U	1	0	1	1	0	0	0	0	15.6	17.11 +	0.000	.06	.06	0.005	.15	.45	

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

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

For Ramps RUS only considers R(Rural) U(Urban)

ATTACHMENT G

CONSTRUCTION STAGING PLANS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT: FUNCTIONAL SUPERVISOR: JAMES WEI
 CALCULATED/DESIGNED BY: PETER KIM
 CHECKED BY: VIJAY MIDIDADDI
 REVISED BY: PETER KIM
 DATE REVISED: []

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		

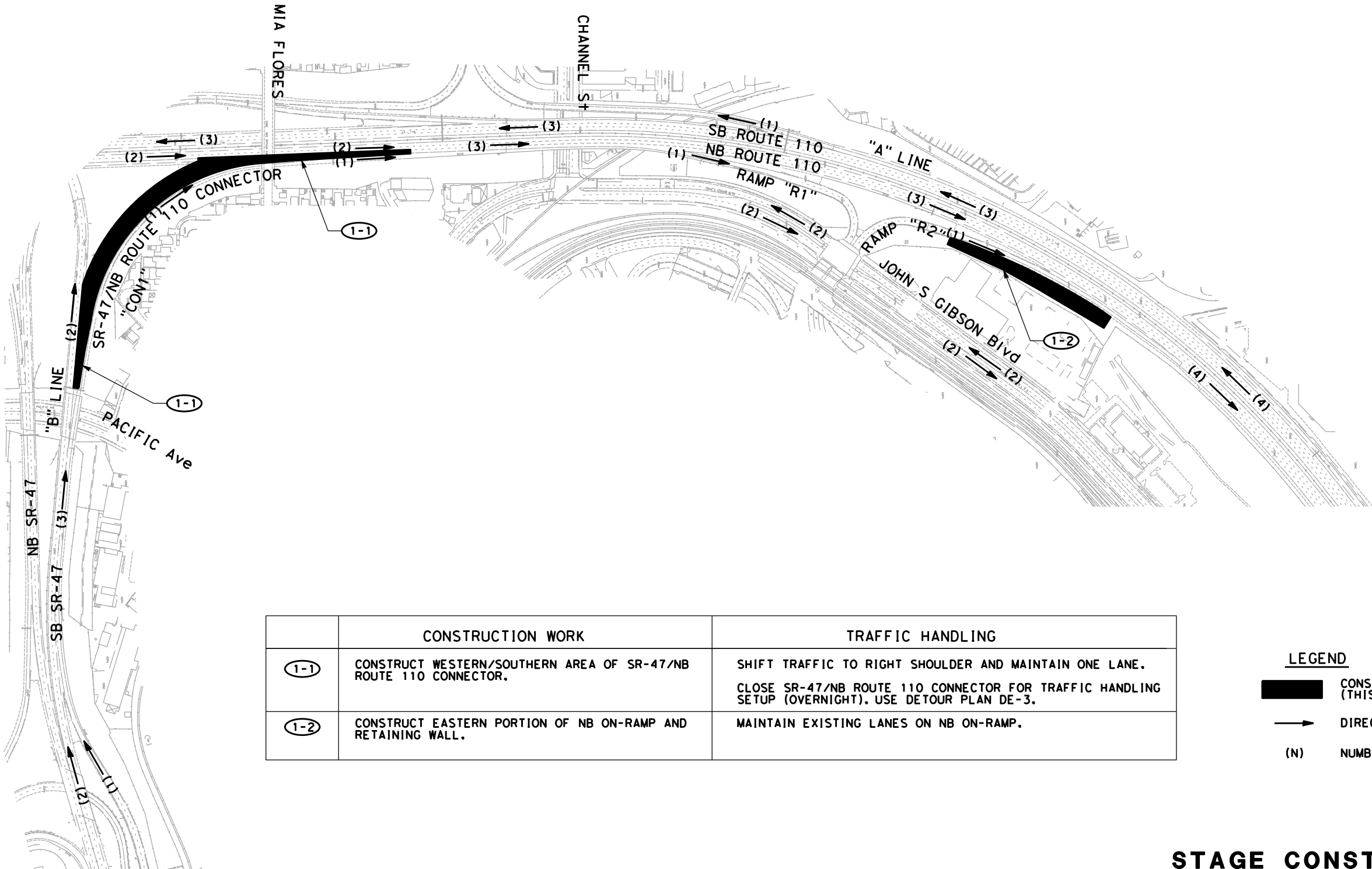
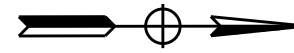
REGISTERED CIVIL ENGINEER DATE _____
 PETER KIM
 No. C51616
 Exp. 6/30/10
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE _____

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

Port of Los Angeles
 425 SOUTH PALOS VERDES STREET
 SAN PEDRO, CA 90731

INTUEOR CONSULTING INC.
 7700 IRVINE CENTER DRIVE
 SUITE 210
 IRVINE, CA 92618



	CONSTRUCTION WORK	TRAFFIC HANDLING
(1-1)	CONSTRUCT WESTERN/SOUTHERN AREA OF SR-47/NB ROUTE 110 CONNECTOR.	SHIFT TRAFFIC TO RIGHT SHOULDER AND MAINTAIN ONE LANE. CLOSE SR-47/NB ROUTE 110 CONNECTOR FOR TRAFFIC HANDLING SETUP (OVERNIGHT). USE DETOUR PLAN DE-3.
(1-2)	CONSTRUCT EASTERN PORTION OF NB ON-RAMP AND RETAINING WALL.	MAINTAIN EXISTING LANES ON NB ON-RAMP.

LEGEND

█ CONSTRUCTION (THIS STAGE)

→ DIRECTION OF TRAVEL

(N) NUMBER OF LANES

STAGE CONSTRUCTION (STAGE 1)

SC-1

THIS PLAN ACCURATE FOR STAGE CONSTRUCTION WORK ONLY



USERNAME => \$USER
 DGN FILE => \$REQUEST

CU 07271

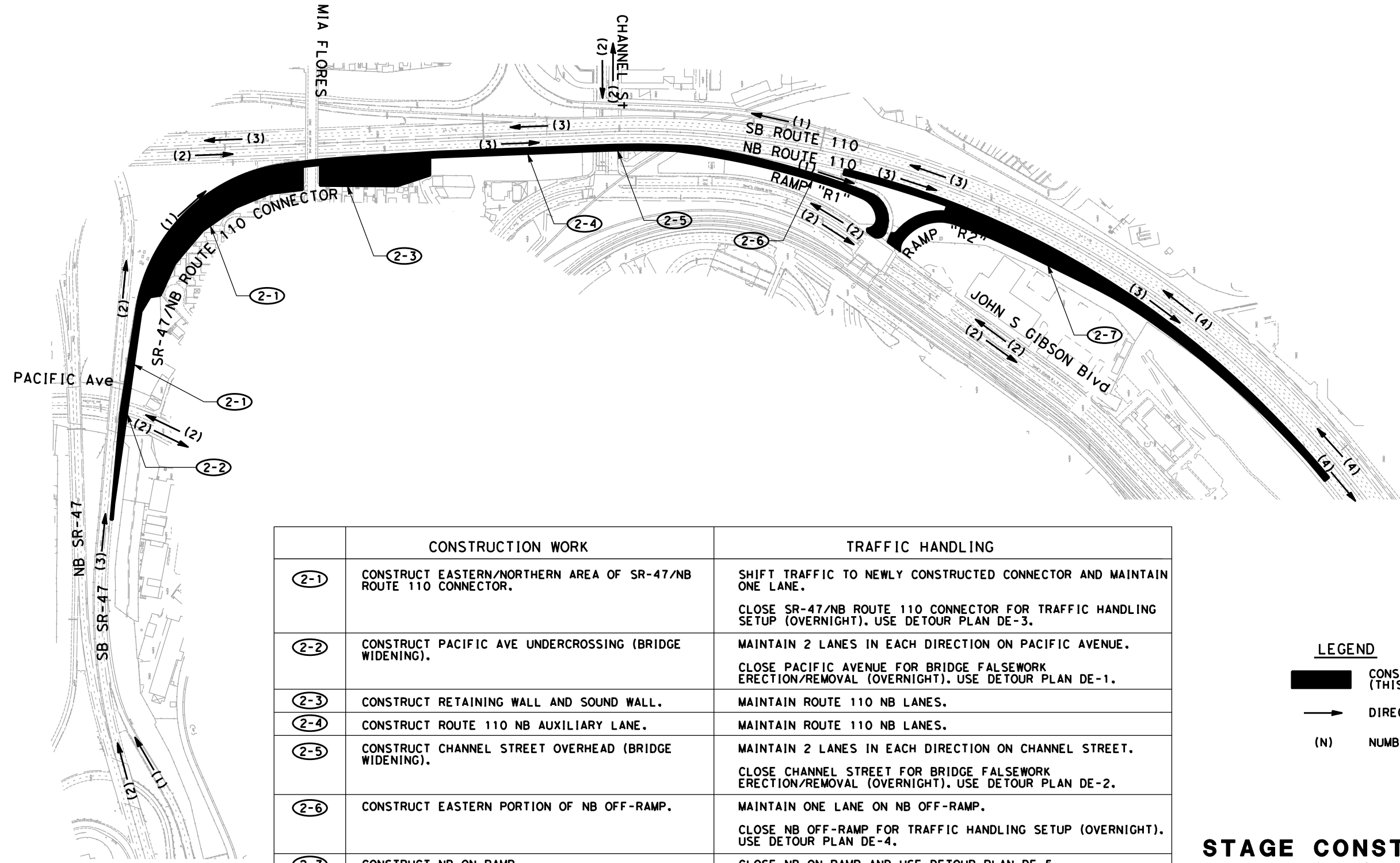
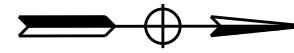
EA 260601

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: JAMES WEI
 CALCULATED/DESIGNED BY: PETER KIM
 CHECKED BY: VIJAY MIDIDADDI
 REVISED BY: PETER KIM
 DATE REVISED: []

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		

REGISTERED CIVIL ENGINEER DATE
PETER KIM
 No. C51616
 Exp. 6/30/10
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
 Port of Los Angeles
 425 SOUTH PALOS VERDES STREET
 SAN PEDRO, CA 90731
 INTUEOR CONSULTING, INC.
 7700 IRVINE CENTER DRIVE
 SUITE 210
 IRVINE, CA 92618



	CONSTRUCTION WORK	TRAFFIC HANDLING
2-1	CONSTRUCT EASTERN/NORTHERN AREA OF SR-47/NB ROUTE 110 CONNECTOR.	SHIFT TRAFFIC TO NEWLY CONSTRUCTED CONNECTOR AND MAINTAIN ONE LANE. CLOSE SR-47/NB ROUTE 110 CONNECTOR FOR TRAFFIC HANDLING SETUP (OVERNIGHT). USE DETOUR PLAN DE-3.
2-2	CONSTRUCT PACIFIC AVE UNDERCROSSING (BRIDGE WIDENING).	MAINTAIN 2 LANES IN EACH DIRECTION ON PACIFIC AVENUE. CLOSE PACIFIC AVENUE FOR BRIDGE FALSEWORK ERECTION/REMOVAL (OVERNIGHT). USE DETOUR PLAN DE-1.
2-3	CONSTRUCT RETAINING WALL AND SOUND WALL.	MAINTAIN ROUTE 110 NB LANES.
2-4	CONSTRUCT ROUTE 110 NB AUXILIARY LANE.	MAINTAIN ROUTE 110 NB LANES.
2-5	CONSTRUCT CHANNEL STREET OVERHEAD (BRIDGE WIDENING).	MAINTAIN 2 LANES IN EACH DIRECTION ON CHANNEL STREET. CLOSE CHANNEL STREET FOR BRIDGE FALSEWORK ERECTION/REMOVAL (OVERNIGHT). USE DETOUR PLAN DE-2.
2-6	CONSTRUCT EASTERN PORTION OF NB OFF-RAMP.	MAINTAIN ONE LANE ON NB OFF-RAMP. CLOSE NB OFF-RAMP FOR TRAFFIC HANDLING SETUP (OVERNIGHT). USE DETOUR PLAN DE-4.
2-7	CONSTRUCT NB ON-RAMP.	CLOSE NB ON-RAMP AND USE DETOUR PLAN DE-5.

LEGEND
 CONSTRUCTION (THIS STAGE)
 DIRECTION OF TRAVEL
 (N) NUMBER OF LANES

STAGE CONSTRUCTION (STAGE 2)

SC-2

THIS PLAN ACCURATE FOR STAGE CONSTRUCTION WORK ONLY



USERNAME => \$USER
 DGN FILE => \$REQUEST

CU 07271

EA 260601

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT: FUNCTIONAL SUPERVISOR: JAMES WEI
 CALCULATED/DESIGNED BY: PETER KIM
 CHECKED BY: VIJAY MIDIDADDI
 REVISED BY: PETER KIM
 DATE REVISED: []

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		

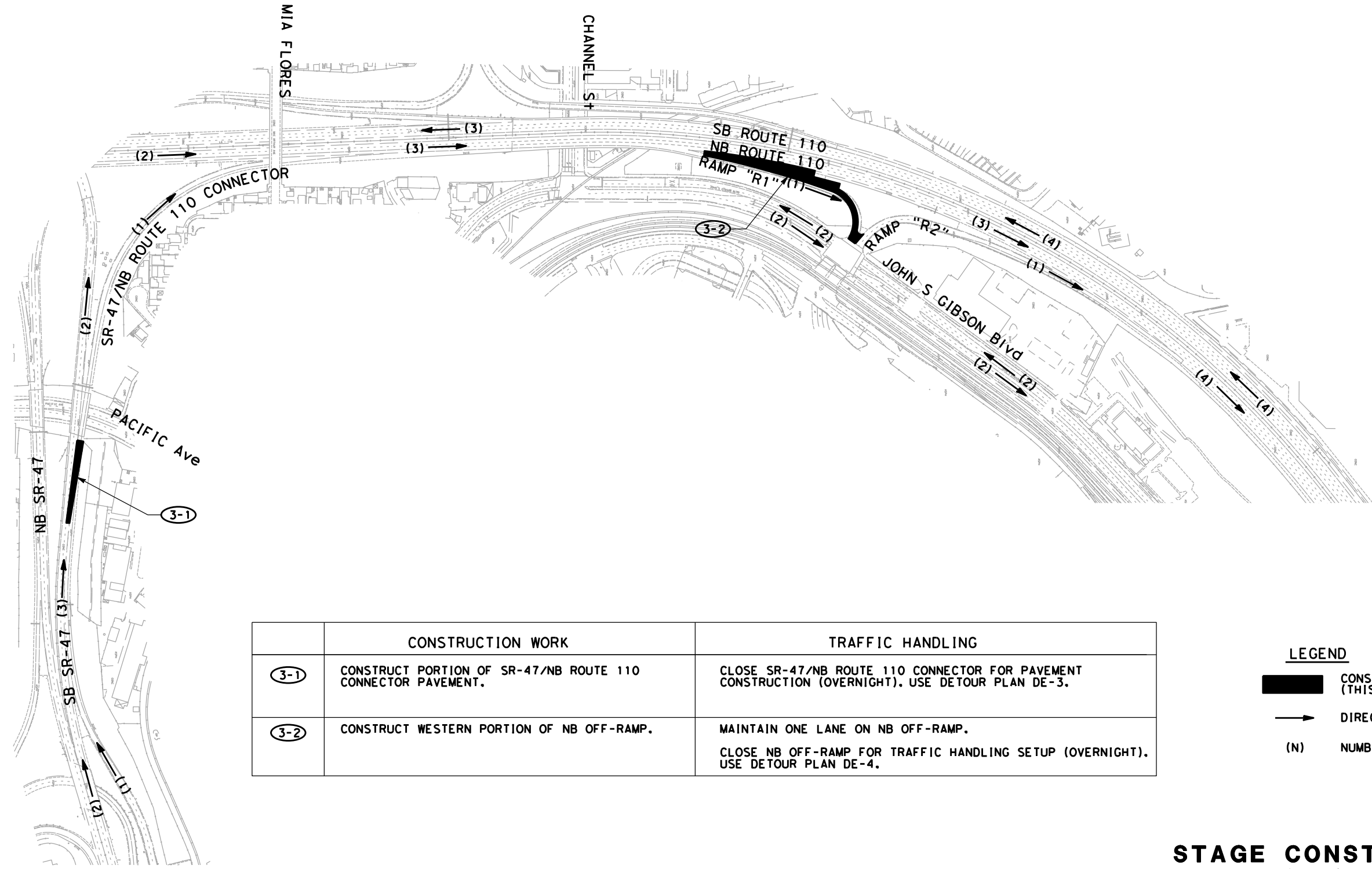
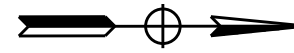
REGISTERED CIVIL ENGINEER DATE _____
 PETER KIM
 No. C51616
 Exp. 6/30/10
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE _____

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Port of Los Angeles
 425 SOUTH PALOS VERDES STREET
 SAN PEDRO, CA 90731

INTUEOR CONSULTING INC.
 7700 IRVINE CENTER DRIVE
 SUITE 210
 IRVINE, CA 92618



	CONSTRUCTION WORK	TRAFFIC HANDLING
(3-1)	CONSTRUCT PORTION OF SR-47/NB ROUTE 110 CONNECTOR PAVEMENT.	CLOSE SR-47/NB ROUTE 110 CONNECTOR FOR PAVEMENT CONSTRUCTION (OVERNIGHT). USE DETOUR PLAN DE-3.
(3-2)	CONSTRUCT WESTERN PORTION OF NB OFF-RAMP.	MAINTAIN ONE LANE ON NB OFF-RAMP. CLOSE NB OFF-RAMP FOR TRAFFIC HANDLING SETUP (OVERNIGHT). USE DETOUR PLAN DE-4.

LEGEND

■ CONSTRUCTION (THIS STAGE)

→ DIRECTION OF TRAVEL

(N) NUMBER OF LANES

**STAGE CONSTRUCTION
(STAGE 3)**

SC-3

THIS PLAN ACCURATE FOR STAGE CONSTRUCTION WORK ONLY

ATTACHMENT H

PROJECT COST ESTIMATE SUMMARY

INSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY

	DIST-CO-RTE
	07-LA-110, 07-LA-47
	I-110 0.92/1.71, SR-47 0.0/0.72
PM	260600
EA	
PP No.	

I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit cost</u>	<u>Section cost</u>
Roadway Excavation	23,052	CY	\$25.00	\$576,300	
Imported Borrow	3,000	CY	\$25.00	\$75,000	
Clearing & Grubbing	8.5	AC	\$10,000.00	\$85,000	
Develop Water Supply	1	LS	\$80,000.00	\$80,000	
			<u>Total Earthwork</u>		<u>\$817,000</u>
 <u>Section 2 Structural Section</u>					
Concrete Pavement	5,101	CY	\$450.00	\$2,295,347	
RSC, Connector Entrance	464	CF	\$1,200.00	\$557,104	
Hot Mix Asphalt (Type A)	3,596	Ton	\$100.00	\$359,556	
Lean Concrete Base	4,302	CY	\$170.00	\$731,389	
Aggregate Base (Cl 3)	4,913	CY	\$60.00	\$294,808	
			<u>Total Structural Section</u>		<u>\$4,239,000</u>
 <u>Section 3 Drainage</u>					
Project Drainage	1	LS	\$1,011,200.00	\$1,011,200	
			<u>Total Drainage</u>		<u>\$1,012,000</u>

INSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE

07-LA-110, 07-LA-47

I-110 0.92/1.71, SR-47 0.0/0.72

PM

EA

PP No.

260600

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit cost</u>	<u>Section cost</u>
Retaining Walls	18468	SF	\$60.00	\$1,109,000	
Soundwalls	55645	SF	\$40.00	\$2,226,000	
Type K Barrier	8110	FT	\$30.00	\$243,300	
RE Office	1	LS	\$200,000.00	\$200,000	
Metal Beam Guardrail	950	FT	\$35.00	\$33,250	
Aerially Dep. Lead Testing	1	LS	\$8,000.00	\$8,000	
Landscaping & Irrigation	5.0	AC	\$200,000.00	\$1,000,000	
Remove MBGR	925	FT	\$35.00	\$32,375	
Construction Contract Work	1	LS	\$50,000.00	\$50,000	
Permits	1	LS	\$20,000.00	\$20,000	
Hazardous Waste	1	LS	\$918,000.00	\$918,000	
Design Polution Prevention BMP	1	LS	\$52,704.00	\$52,704	
Construction Site BMP	1	LS	\$572,020.00	\$572,020	
Permanent Treatment BMP	1	LS	\$477,600.00	\$477,600	
					<u>\$6,943,000</u>
<u>Section 5 Traffic Items</u>					
Ramp Metering System	1	LS	\$77,000.00	\$77,000	
Temporary Traffic Stripe	1	LS	\$40,000.00	\$40,000	
Traffic Striping & Signing	1	LS	\$50,000.00	\$50,000	
Permanent Signing (Reloc OH Signs)	1	LS	\$170,000.00	\$170,000	
Traffic Control Systems	1	LS	\$251,000.00	\$251,000	
Transportation Management Plan	1	LS	\$265,000.00	\$265,000	
Modify Lighting & Illumination	30	EA	\$6,000.00	\$180,000	
Modifiy Communication System	1	LS	\$780,000.00	\$780,000	
					<u>\$1,813,000</u>
					<u>\$14,824,000</u>

**INSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY**

DIST-CO-RTE
07-LA-110, 07-LA-47
I-110 0.92/1.71, SR-47 0.0/0.72
260600

PM
EA
PP No.

<u>Section 6 Minor Items</u>	<u>Unit cost</u>	<u>Section cost</u>
Subtotal Sections 1-5	\$14,824,000 x (10%)	\$1,483,000
	Total Minor Items	<u>\$1,483,000</u>
 <u>Section 7 Roadway Mobilization</u>		
Subtotal Sections 1-5 Minor Items	\$14,824,000 \$1,483,000	
Sum	\$16,307,000 x (10%)	\$1,631,000
	Total Roadway Mobilization	<u>\$1,631,000</u>
 <u>Section 8 Roadway Additions</u>		
Supplemental		
Subtotal Sections 1-5 Minor Items	\$14,824,000 \$1,483,000	
Sum	\$16,307,000 x (10%)	\$1,631,000
 Contingencies		
Subtotal Sections 1-5 Minor Items	\$14,824,000 \$1,483,000	
Sum	\$16,307,000 x (20%)	\$3,262,000
	Total Roadway Additions	<u>\$4,893,000</u>
	Total Roadway Items (Total of sections 1-8)	<u><u>\$22,831,000</u></u>

Estimate Prepared by Annie Yu Phone # 626-440-6344 Date 4/15/2011
(Print Name)

INSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY

DIST-CO-RTE

07-LA-110, 07-LA-47

I-110 0.92/1.71, SR-47 0.0/0.72

PM

EA

PP No.

260600

II. STRUCTURES ITEMS

Bridge Name	Pacific Ave Widening	
Structure Type	CAST-IN-PLACE, PRESTRESSED CONCRETE BOX GIRDER	
Width (out to out)	10.00	FT
Span Lengths	154.00	FT
Area	1540.00	SF
Subtotal Structure	\$447,300	
Mobilization 10%	\$44,700	
Subtotal Bridge Items	\$492,000	
Contingencies	\$123,000	
Bridge Total	\$615,000	
Bridge Removal	\$0	
Total Cost for Structure	\$615,000	
Total Cost Per Sq. Feet.	\$400.00	

Bridge Name	Channel Street OH	
Structure Type	CAST-IN-PLACE, PRESTRESSED CONCRETE BOX GIRDER	
Width (out to out)	15.00	FT
Span Lengths	646.00	FT
Area	9690.00	SF
Subtotal Structure	\$2,392,700	
Mobilization 10%	\$239,300	
Subtotal Bridge Items	\$2,632,000	
Contingencies	\$658,000	
Bridge Total	\$3,290,000	
Bridge Removal	\$0	
Total Cost for Structure	\$3,290,000	
Total Cost Per Sq. Feet.	\$340.00	

Subtotal Structures Items **\$3,905,000**

Railroad Related Costs \$217,100

Total Structures Items **\$4,123,000**

Comments:

Estimate Prepared by Annie Yu Phone # 626-440-6344 Date 4/15/2011
(Print Name)

**INSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY**

DIST-CO-RTE

07-LA-110, 07-LA-47

I-110 0.92/1.71, SR-47 0.0/0.72

260600

PM
EA
PP No.

III. RIGHT OF WAY	Current Value	Escalation Rate	Escalated Value
A. Acquisition, including excess lands and damages to remainder(s).	\$376,000	5.00%	\$394,800
B. Utility Relocation	\$100,000	5.00%	\$105,000
C. Relocation Assistance	\$0	5.00%	\$0
D. Clearance/Demolition	\$0	5.00%	\$0
E. Title and Escrow Fees	\$94,000	5.00%	\$98,700
	Total Right of Way		<u>\$599,000</u>
F. Construction Contract Work*			<u>\$50,000</u>

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate.
Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared by Marita Taylor
(Print Name)

Phone # (714) 379-3376

Date 4/15/2011

OUTSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY

	DIST-CO-RTE
	07-LA-110, 07-LA-47
PM	<u>I-110 0.92/1.71, SR-47 0.0/0.72</u>
EA	<u>260600</u>
PP No.	<u> </u>

I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit cost</u>	<u>Section cost</u>
Roadway Excavation	680	CY	\$25.00	\$17,000	
1" Minimum Cold Plane	20,700	SF	\$1.00	\$20,700	
Clearing & Grubbing	1	LS	\$150,000.00	\$150,000	
			<u>Total Earthwork</u>		<u>\$188,000</u>

Section 2 Structural Section

Concrete Pavement	24,230	SF	\$11.00	\$266,530	
Concrete Sidewalk	6,400	SF	\$7.00	\$44,800	
HMA Overlay average 2" thickness	2,010	Ton	\$100.00	\$201,000	
Asphalt Concrete Pavement	800	SF	\$6.00	\$4,800	
Concrete Curb and Gutter	290	LF	\$30.00	\$8,700	
Crushed Misc Base Material (CMB)	680	CY	\$100.00	\$68,000	
			<u>Total Structural Section</u>		<u>\$594,000</u>

Section 3 Drainage

Roadway Storm Drains	1	LS	\$40,000.00	\$40,000	
			<u>Total Drainage</u>		<u>\$40,000</u>

**OUTSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY**

	DIST-CO-RTE
	07-LA-110, 07-LA-47
	<u>I-110 0.92/1.71, SR-47 0.0/0.72</u>
PM	<u>260600</u>
EA	
PP No.	

<u>Section 6 Minor Items</u>	<u>Unit cost</u>	<u>Section cost</u>
Subtotal Sections 1-5	\$1,152,000 x (10%)	\$116,000
	Total Minor Items	<u>\$116,000</u>

<u>Section 7 Roadway Mobilization</u>		
Subtotal Sections 1-5	\$1,152,000	
Minor Items	\$116,000	
Sum	\$1,268,000 x (10%)	\$127,000
	Total Roadway Mobilization	<u>\$127,000</u>

<u>Section 8 Roadway Additions</u>		
Supplemental		
Subtotal Sections 1-5	\$1,152,000	
Minor Items	\$116,000	
Sum	\$1,268,000 x (10%)	\$127,000
Contingencies		
Subtotal Sections 1-5	\$1,152,000	
Minor Items	\$116,000	
Sum	\$1,268,000 x (20%)	\$254,000
	Total Roadway Additions	<u>\$381,000</u>
	Total Roadway Items (Total of sections 1-8)	<u><u>\$1,776,000</u></u>

Estimate Prepared by	<u>Annie Yu (Parsons)</u> (Print Name)	Phone # <u>626-440-6344</u>	Date <u>4/14/2011</u>
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**OUTSIDE STATE R/W
PRELIMINARY
PROJECT COST ESTIMATE SUMMARY**

	DIST-CO-RTE
	<u>07-LA-110, 07-LA-47</u>
	<u>I-110 0.92/1.71, SR-47 0.0/0.72</u>
PM	<u>260600</u>
EA	
PP No.	

II. STRUCTURES ITEMS

Bridge Name	
Structure Type	
Width (out to out)	FT
Span Lengths	FT
Area	SF
Subtotal Structure	
Mobilization 10%	
Subtotal Bridge Items	
Contingencies	
BridgeTotal	
Bridge Removal	

Total Cost for Structure
Total Cost Per Sq.Feet.

	Subtotal Structures Items	<u>\$0</u>
Railroad Related Costs		<u>\$0</u>
	Total Structures Items	<u><u>\$0</u></u>

Comments:

Estimate Prepared by Annie Yu (Parsons) Phone # 626-440-6344
(Print Name)

Date 4/14/2011

ATTACHMENT I

RIGHT OF WAY DATA SHEET

RIGHT OF WAY DATA SHEET

(Form #)

To: Port of Los Angeles Date 06/07/10
 Dist 7 Co LA Rte 110, P/M (K/P) 0.92/2.02
 SR-47 P/M 0/0.72

Attn.: Sue Lai

Project Description: John S.Gibson/I-110 Fwy Access Ramps
Improvements
SR-47/I-110 Northbound connector widening

Subject: Right of Way Data **Alternative:** viable

This Alternate meets the criteria for a Design/Build project: Yes X No

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate*	Escalated Value
A. Total Acquisition Cost Acquisition, including Excess Lands, Damages, and Goodwill. Project Permit Fees.	<u>\$376,000</u>	<u>5 %</u>	<u>\$394,800</u>
B. Utility Relocation	<u>\$100,000</u>	<u>5 %</u>	<u>\$105,000</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>\$94,000</u>	<u>5 %</u>	<u>\$98,700</u>
F. Railroad Relocation	<u>\$0</u>	<u>0 %</u>	<u>\$0</u>
G. Total Estimated Cost	<u>\$570,000</u>	<u>5 %</u>	<u>\$598,500</u>
H. Construction Contract Work	<u>\$50,000</u>		

*Escalation Rate is 5% per year for 1 years (assumes acquisition / will begin in October, 2011)

Total: Rounded **\$599,000**

2. Current Date of Right of Way Certification: Current Date of Right of Way Certification is est. to be 06/ 2011**3. Parcel Data:**

Type	Dual/Appr	Utilities	RR Involvements
X		U4-1	None
A	59	-2	C&M Agrmt X
B		-3	Svc Contract X
C	3	-4 1	Design
D		U5-7	Const.
E		-8	Lic/RE/Clauses X
F		-9 1	
Misc. R/W Work			
			RAP Displ
			Clear/Demo X
			Const Permits X
			Condemnation
			Excess

Total: 62

Areas R/W 8,750 TCE 18,330

Entered PMCS Screens

No. Excess Parcels

 / /

NONE

By _____

Entered AGRE Screen

(Railroad data only)

 / / By _____

RIGHT OF WAY DATA SHEET

(Form #)

4-EX-1

PAGE 2 OF 3

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

The construction of soundwalls adjacent to private properties will likely require the reinstallation of irrigation lines and landscaping and any other incidentals.

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

The right-of-way required for this project lies within the City of Los Angeles. Right of way impacts for this alternative require partial take of 2 properties, aerial easement over railroad and temporary construction easement from 60 residential properties.

Construction of the Channel Street Overhead widening would require temporary closure of the skate facility located underneath the freeway to ensure safety of the general public.

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.)****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**

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.)

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

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, it is anticipated that R/W will require a lead time of 12 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 X (If no discuss.) The Port of LA will be funding 100% of the project development phases for PAED, Design, and Right-of-way acquisition. As such, The Port of Los Angeles must perform all Right of Way in compliance with all state/federal regulations, including qualified Right of Way personnel.

Evaluation Prepared By:

Right of Way: Name: Marita Taylor Date 04-15-11

Railroad: Name: James Wei Date 04-15-11

Utilities: Name: James Wei Date 04-15-11

Recommended for Approval:

Jim Rushing, Project Manager (Paragon-Partners)

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.

Port of Los Angeles

Date

UTILITY INFORMATION SHEET

(Form #)

1. Name of utility companies involved in project:

No major utilities are expected to be relocated as part of this project.

A power pole owned by DWP that is outside of State's R/W at the corner between John S Gibson Boulevard and the on-ramp will be relocated.

A telephone line owned by AT&T that is buried along the on-ramp will be relocated.

Existing underground pipelines will remain in their current locations.

The sum of \$100,000 has been set aside, however, to account for any incidental work the utility companies may have as a result of the intersection being widened.

2. Types of facilities and agreements required:

None are envisioned at this time. Only coordination during construction.

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

No.

Disposition of longitudinal encroachment(s):

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

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).

None.

5. PMCS Input Information Total estimated cost of State's obligation for utility relocation on this project:

\$ 100,000

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>	
		U4-1	U5-7
		-2	-8
		-3	-9
-4	2		

Prepared By:

Annie Yu

Right of Way Utility Estimator

2/10/11

Date

RAILROAD INFORMATION SHEET

4-EX-6

(Form #)

1. Describe railroad facilities or right of way affected.

The project proposes to widen the Channel Street Overhead. Pacific Harbor Line (PHL), which is owned and operated by the Port of Los Angeles and the Port of Long Beach, currently operates the railroad below the structure under a permit issued by the Port of Los Angeles.

2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes _____ No X

(If yes, explain)

3. Discuss types of agreements and right required from the railroads. Are grade crossings requiring service contracts or grade separations requiring construct and maintenance agreements involved?

A Construction and Maintenance Agreement (C&M) will be required for construction over the railroad. Additionally, a permit from the Public Utility Commission (PUC) will also be required.

4. Remarks (non-operating railroad right of way involved?):

5. PMCS Input Information

RR Involvements

None	
C&M Agreements	1
Service Contract	1
Design	
Const.	
Lic/RE/Clauses	1

Prepared By:

Annie Yu

Right of Way Utility Estimator

11/10/10

Date

JOHN GIBSON BLVD./I-110, Alternative viable														
Type	Parcel	PM/KP	Estimated Cost	RAP cost	Clear/Demo cost	No. RAP Displ.	No. Clear/Demo	No. Const Permits	CCW Cost	Escrow Cost	R/W Area SF	TCE Area SF	Building Area SF	Take
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
C	7440-016-911		\$108,500							2,000	4,340			FULL
C	7440-016-911		\$30,940							1,500		6,188		TCE
A	7448-015-031		\$1,900							1,500		380		TCE
A	7448-015-032		\$1,825							1,500		365		TCE
A	7448-017-001		\$650							1,500		130		TCE
A	7448-017-022		\$1,225							1,500		245		TCE
A	7448-017-004		\$600							1,500		120		TCE
A	7448-017-005		\$600							1,500		120		TCE
A	7448-017-006		\$600							1,500		120		TCE
A	7448-017-007		\$600							1,500		120		TCE
A	7448-017-008		\$600							1,500		120		TCE
A	7448-017-021		\$600							1,500		120		TCE
A	7448-022-003		\$600							1,500		120		TCE
A	7448-022-018		\$2,050							1,500		410		TCE
A	7448-022-019		\$1,650							1,500		330		TCE
C	7440-017-912,914		\$176,400							2,000	4,410			PE
A	7448-013-029		\$3,320							1,500		664		TCE
A	7448-013-028		\$1,340							1,500		268		TCE
A	7448-014-030		\$3,100							1,500		620		TCE
A	7448-014-002		\$620							1,500		124		TCE
A	7448-015-017		\$1,800							1,500		360		TCE
A	7448-015-002		\$1,810							1,500		362		TCE
A	7448-016-016		\$690							1,500		138		TCE
A	7448-016-028		\$600							1,500		120		TCE
A	7448-016-033		\$600							1,500		120		TCE
A	7448-016-019		\$600							1,500		120		TCE
A	7448-016-020		\$600							1,500		120		TCE
A	7448-016-021		\$600							1,500		120		TCE
A	7448-016-022		\$605							1,500		121		TCE
A	7448-016-031		\$605							1,500		121		TCE
A	7448-016-024		\$605							1,500		121		TCE
A	7448-016-025		\$605							1,500		121		TCE
A	7448-016-034		\$1,360							1,500		272		TCE
A	7448-010-033									1,500				TCE
A	7448-010-034		\$2,510							1,500		502		TCE
A	7448-010-029									1,500				TCE
A	7448-010-030		\$610							1,500		122		TCE
A	7448-010-027									1,500				TCE
A	7448-010-028		\$600							1,500		120		TCE
A	7448-026-055		\$905							1,500		181		TCE
A	7448-026-050		\$930							1,500		186		TCE
A	7448-026-056		\$615							1,500		123		TCE
A	7448-026-050		\$930							1,500		186		TCE
A	7448-026-052		\$615							1,500		123		TCE
A	7448-026-053		\$615							1,500		123		TCE
A	7448-026-054		\$840							1,500		168		TCE
A	7448-026-006		\$625							1,500		125		TCE
A	7448-026-007		\$625							1,500		125		TCE
A	7448-026-010		\$625							1,500		125		TCE
A	7448-026-011		\$600							1,500		120		TCE
A	7448-026-012		\$600							1,500		120		TCE
A	7448-026-045		\$750							1,500		150		TCE
A	7449-001-024		\$2,030							1,500		406		TCE
A	7449-002-001		\$2,025							1,500		405		TCE
A	7449-002-022		\$2,025							1,500		405		TCE
A	7449-003-045		\$1,800							1,500		360		TCE
A	7449-003-039		\$1,800							1,500		360		TCE
A	7449-003-019		\$480							1,500		96		TCE
A	7449-003-048		\$885							1,500		177		TCE
A	7449-003-051		\$1,300							1,500		260		TCE
A	7449-003-053		\$650							1,500		130		TCE
A	7449-003-052		\$1,760							1,500		352		TCE
Total			\$376,550							\$94,000	8,750	18,330		
Rounded			\$376,000							\$94,000				

This cost estimate is preliminary and should not be considered as an appraisal. The properties impacted and data collected were not physically inspected and or otherwise verified. The raw data used in this preliminary cost estimate was obtained from data bases, CoStar Comps, Multiple Listing Services and Loopnet.com.

ATTACHMENT J

RIGHT OF WAY DATA REQUIREMENT MAPS

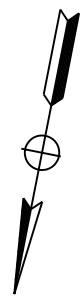
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731	PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124
---	---

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.



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

**RIGHT-OF-WAY
REQUIREMENT MAP**
SCALE 1"=50'
ROW-1

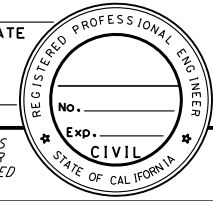
NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		

REGISTERED CIVIL ENGINEER DATE _____

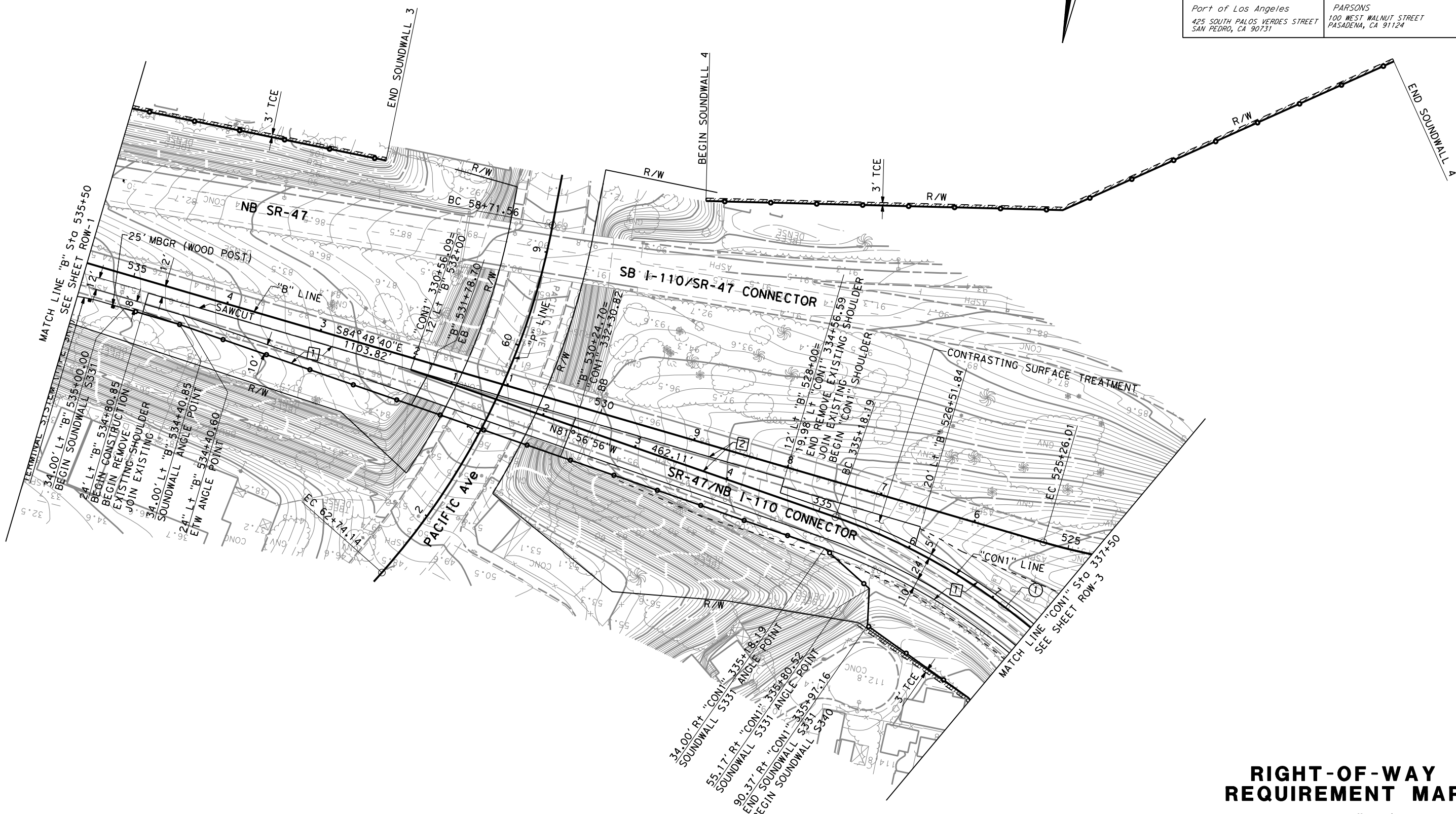
PLANS APPROVAL DATE _____

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



Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731

PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124



RIGHT-OF-WAY REQUIREMENT MAP

SCALE 1"=50'

ROW-2

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

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	47, 110	0/0.72 0.92/2.02		


REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

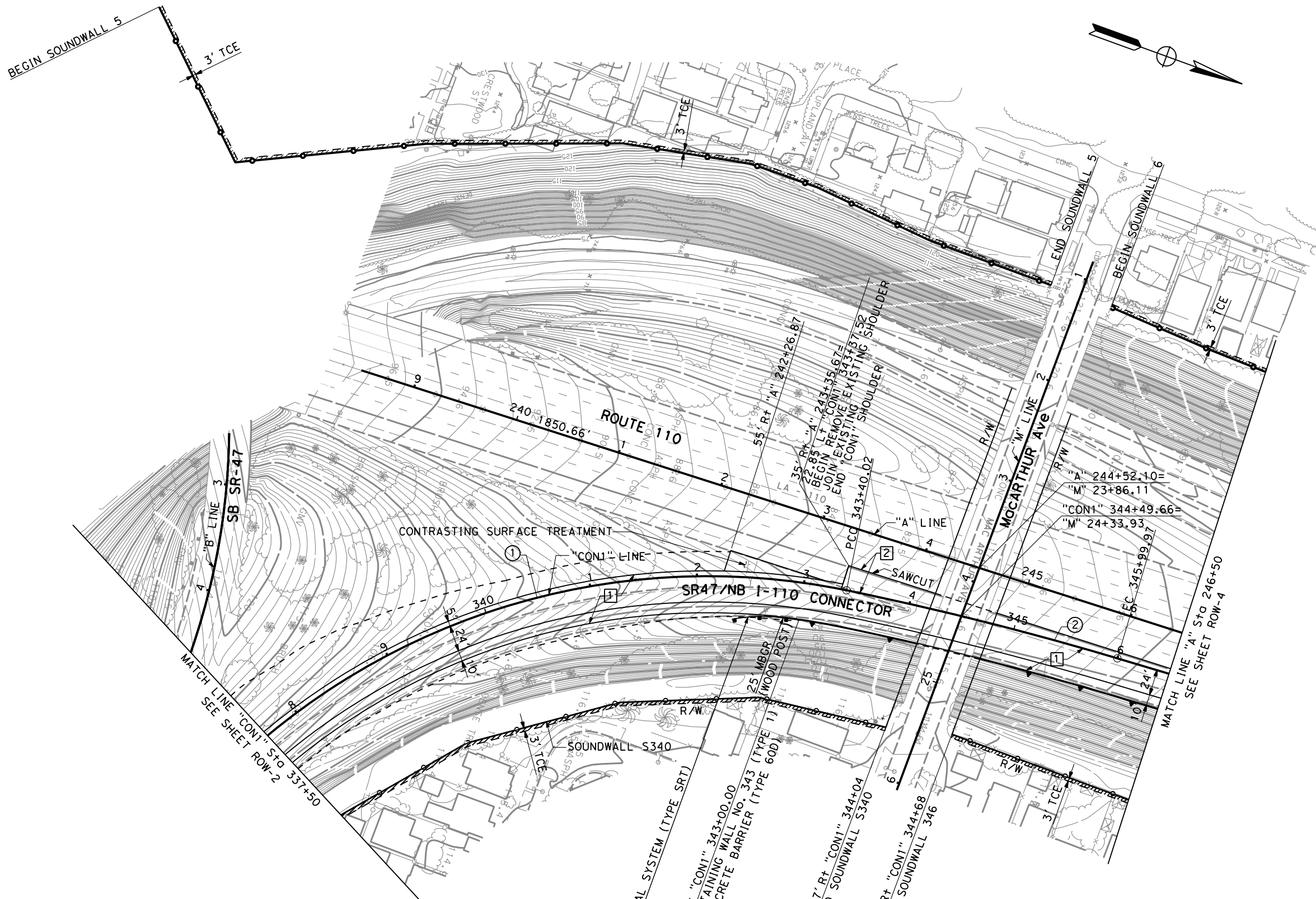
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Port of Los Angeles 425 SOUTH PALOS VERDES STREET SAN PEDRO, CA 90731

PARSONS 100 WEST WALNUT STREET PASADENA, CA 91124



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



Curve No.	R	Δ	T	L
①	640.00'	73°34'25"	478.55'	821.83'
②	3000.00'	04°57'53"	130.05'	259.95'

RIGHT-OF-WAY REQUIREMENT MAP

SCALE 1"=50'

ROW-3

ATTACHMENT K

TRANSPORTATION MANAGEMENT PLAN (TMP)

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM LA-47 PM 0.0/0.72 and
LA-110 PM 0.92/2.02 EA 260600 Alternative No. N/A

Project Limit Port of Los Angeles Gibson Gate Terminal Area, SR-47 mainline from Front Street/Harbor Boulevard to the I-110 mainline at John S. Gibson Boulevard

Project Description John S. Gibson Blvd/I-110 Freeway Access Ramp Improvements/SR-47/I-110 Northbound Connector Widening

1) Public Information

- | | | |
|-------------------------------------|------------------------------------|----------|
| <input checked="" type="checkbox"/> | a. Brochures and Mailers | \$ 6,000 |
| <input checked="" type="checkbox"/> | b. Press Release | |
| <input type="checkbox"/> | c. Paid Advertising | \$ |
| <input type="checkbox"/> | d. Public Information Center/Kiosk | \$ |
| <input checked="" type="checkbox"/> | e. Public Meeting/Speakers Bureau | \$ 7,000 |
| <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) | \$ 50,000 |
| <input checked="" type="checkbox"/> | c. Ground Mounted Signs | \$ * |
| <input type="checkbox"/> | d. Highway Advisory Radio | \$ |
| <input type="checkbox"/> | e. Caltrans Highway Information Network (CHIN) | |
| <input type="checkbox"/> | f. Others _____ | \$ |

3) Incident Management

- | | | |
|-------------------------------------|--|------------|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$ 111,000 |
| <input checked="" type="checkbox"/> | b. Freeway Service Patrol | \$ 71,000 |
| <input type="checkbox"/> | c. Traffic Management Team | |
| <input type="checkbox"/> | d. Helicopter Surveillance | \$ |
| <input type="checkbox"/> | e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ |
| <input type="checkbox"/> | f. Others _____ | \$ |

4) Construction Strategies

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Facility Closure
- d. Contra Flow
- e. Truck Traffic Restrictions
- f. Reduced Speed Zone
- g. Connector and Ramp Closures
- h. Incentive and Disincentive
- i. Moveable Barrier
- j. Others

5) Demand Management

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

6) Alternative Route Strategies

- a. Add Capacity to Freeway Connector
- b. Street Improvement (traffic signal timing modification and striping modification)
- c. Traffic Control Officers
- d. Parking Restrictions
- e. Others

7) Other Strategies

- a. Application of New Technology
- e. Others

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$ 265,000

* Included in project construction cost.

Project Notes:

The project includes widening the SR-47/I-110 connector from one to two lanes, adding an lane for northbound I-110 between the SR-47/I-110 interchange and northbound off-ramp at John S. Gibson Boulevard, modifying the northbound ramps at the I-110/John S. Gibson interchange, and widening the intersection at John S. Gibson Boulevard and the I-110 northbound ramps.

STAGE CONSTRUCTION:

Construction is to be completed in 3 stages:

During stage 1, the portions of western/southern edge of southbound SR-47 to northbound I-110 connector is built. For the northbound I-110 on-ramp at John S. Gibson Boulevard, retaining walls are built. During the stage 1, existing traffic circulation will be maintained. Overnight closures will be needed to install Type K barriers on SR-47/NB I-110 connector.

During stage 2, SR-47/NB I-110 connector, the NB I-110 additional lane, sound walls and retaining walls, Pacific Avenue undercrossing (bridge widening), and Channel Street overhead (bridge widening) are built. For the northbound I-110 off-ramp at John S. Gibson Boulevard, eastern side of ramp is built. I-110 Northbound on-ramp at John S. Gibson Boulevard will be constructed and this ramp will be closed during the construction. Overnight closures will be needed to install and/or reset Type K barriers on SR-47/NB I-110 connector and I-110 between SR-47 and John S Gibson off-ramp. Also, overnight closure will be needed to erect falsework at Channel Street and Pacific Avenue.

During stage 3, SR-47 to NB I-110 connector entrance area pavement work and Western side of I-110 NB off-ramp at John S Gibson Boulevard will be built.

LONG TERM CLOSURES:

There will be long term I-110 NB shoulder closures during the construction within the project limit. Thus, we have included Freeway Service Patrol as a part of the TMP.

I-110 NB on-ramp at John S. Gibson Boulevard will be closed for the construction of realigned on-ramp. Traffic will be detoured to I-110 NB on-ramp at C Street.

1) a: BROCHURES AND MAILERS

It is estimated that approximately 1,000 residential and commercial units in the vicinity of the project area may be impacted directly or indirectly by the proposed construction activities. Assuming that brochures and mailers will be distributed twice during the construction period, the associated costs are estimated as follows:

1,000 mailers x2 @ \$0.75 (print and distribute) = \$1,500;

1,000 brochures x 2 @ \$2.00 (print and distribute) = \$4,000; Total, say: \$6,000

1) e: PUBLIC MEETINGS

Assuming three public meetings will be held in the community with free meeting places provided, and three staff involved in the planning, coordination and attendance of the meeting, the associated cost is estimated as follows:

3 Staff x 24 hours @ \$100/hr (average) = \$7,200 say \$7,000

2) b. CHANGEABLE MESSAGE SIGN (PORTABLE):

The detour plans require at least one Changeable Message (CMS) Sign for each closure of ramp or street segment. One CMS sign should be adequate to serve all ramp or street closures because these closures are not concurrent. It is assumed that another CMS sign may be requested by the Engineer during critical stages to supplement the construction area signs and to improve the awareness of the traffic handling scheme. Therefore a total of two CMS signs are required throughout the construction period.

The Cost of Portable CMS for the estimated construction duration of 2.5 years is \$50,000 (2@25,000/each)

2) c. GROUND MOUNTED SIGN:

The estimated number of construction area ground mounted signs is 120. The cost of traffic control signs is included in the construction cost under the stage construction and traffic control items. It is therefore excluded from the TMP cost.

3) a. COZEEP:

CHP enforcement will be arranged through a cooperative agreement between the Port of Los Angeles and the CHP. It is assumed that the COZEEP enforcement will occur for at least 80 events during construction. The associated cost is:

80 events at 8 hrs per events x 2 officers @\$86/hr = \$110,800, say \$111,000

3) b. FREEWAY SERVICE PATROL (FSP):

It is assumed that FSP would be required for about 6 months during the construction of the I-110 NB additional lane and the adjacent retaining wall. An agreement between The Port of Los Angeles and MTA will be arranged to extend FSP service to portion of the project area that is not currently covered by the existing MTA FSP program. The associated cost is estimated as follows:

FSP Truck service: 6 hrs/day during peak hour weekday.

(6hrs x 5 days per week x 4weeks x 6month = 720 hrs)

\$85 hr/truck x 720 hrs = \$61,200

MTA support cost (7%) = \$61,200 x .07 = \$4,284

Contingency cost (8% of Truck + MTA cost) = \$61,200 x .08 + \$4,284 = \$9,180

Total Cost: \$61,200 + \$9,180 = \$70,380 say \$71,000

6) b. Traffic Signal Modification:

Temporary traffic signal timing modifications would be required for the following locations for ramp construction, ramp closure and detour:

- I-110 NB off-ramp at John Gibson Blvd
- John Gibson Blvd at Figueroa St

The associated cost for traffic signal modification is:
2 locations @ \$10,000 each = \$20,000


PREPARED BY



Peter Kim, P.E., T.E.
Project Engineer
Intueor

4-14-2011
DATE


APPROVAL RECOMMENDED BY

Albert Yu
TMP Coordinator, West

4-18-11
DATE

APPROVED BY



for John Yang
District Traffic Manager

4-18-11
DATE

ATTACHMENT L

PROJECT SCHEDULE

Activity ID	District WBS	Activity Description	Orig Dur	%	Start	Finish	2008					2009					2010					2011					2012															
							J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
Project Management Plan																																										
PM150	0.100	Project Management Plan	30	100	10JUL08A	20AUG08A	■ Project Management Plan																																			
Geotechnical Engineering																																										
Geotechnical Engineering																																										
GE160	2.160	Initial Site Assessment (ISA) update	30	100	21AUG08A	01OCT08A	■ Initial Site Assessment (ISA) update																																			
GE170	2.160	ADL Investigation	188	100	21AUG08A	17AUG09A	■ ADL Investigation																																			
GE180	2.160	Preliminary Foundation Reports	188	100	21AUG08A	18NOV09A	■ Preliminary Foundation Reports																																			
GE190	2.160	Geotechnical Design Report	60	100	15DEC08A	23JUN10A	■ Geotechnical Design Report																																			
Caltrans Geotechnical Review																																										
GE195	2.160	ADL Investigation - Caltrans Review	20	100	03AUG09A	11SEP09A	■ ADL Investigation - Caltrans Review																																			
GE200	2.160	Preliminary Foundation Report - Caltrans Review	20	100	03DEC09A	11JAN10A	■ Preliminary Foundation Report - Caltrans Review																																			
Environmental Documents																																										
Environmental Documents																																										
EV200	2.160	Research of Existing Documents	20	100	10JUL08A	06AUG08A	■ Research of Existing Documents																																			
EV215	2.160	Traffic Voulmes for Air & Noise Studies	96	100	23SEP08A	22APR09A	■ Traffic Voulmes for Air & Noise Studies																																			
EV280	2.160	Storm Water Data Report (PA/ED)	158	100	23SEP08A	22APR09A	■ Storm Water Data Report (PA/ED)																																			
EV270	2.160	Existing Utilities Research	117	100	02OCT08A	13MAR09A	■ Existing Utilities Research																																			
EV230	2.160	Mandatory & Advisory Design Exceptions	30	100	12JAN09A	22JUL09A	■ Mandatory & Advisory Design Exceptions																																			
EV320	2.160	Draft Project Report	120	100	19JAN09A	17DEC09A	■ Draft Project Report																																			
EV210	2.160	Traffic Study	25	100	23MAR09A	10AUG09A	■ Traffic Study																																			
EV290	2.160	Transportation Management Plan (TMP)	40	100	11MAY09A	27AUG09A	■ Transportation Management Plan (TMP)																																			
EV330	2.160	Final Project Report	30	0	04MAR11	14APR11	■ Final Project Report																																			
Caltrans Review - Environmental Documents																																										
EV240	2.160	Storm Water Data Report (PA/ED)-Caltrans Review	20	100	23APR09A	15MAY09A	■ Storm Water Data Report (PA/ED)-Caltrans Review																																			
EV310	2.160	SWDR (PA/ED) - Parsons Addresses Comments	15	100	18MAY09A	17DEC09A	■ SWDR (PA/ED) - Parsons Addresses Comments																																			
EV245	2.160	Mandatory/Advisory Dsgn Exceptions-Caltrans Rev	20	100	22JUL09A	18AUG09A	■ Mandatory/Advisory Dsgn Exceptions-Caltrans Rev																																			
EV235	2.160	Traffic Study - Caltrans Review	23	100	11AUG09A	10SEP09A	■ Traffic Study - Caltrans Review																																			
EV255	2.160	Draft Project Report- Caltrans Review	20	100	03DEC09A	25FEB10A	■ Draft Project Report- Caltrans Review																																			
EV315	2.160	SWDR (PA/ED) - Caltrans Review - Submittal 2nd	10	100	07DEC09A	04JAN10A	■ SWDR (PA/ED) - Caltrans Review - Submittal 2nd																																			
EV335	2.160	SWDR (PA/ED) - Parsons Addresses Comments	20	100	05JAN10A	21MAY10A	■ SWDR (PA/ED) - Parsons Addresses Comments																																			
EV285	2.160	Draft Project Report -Parsons addresses comments	10	100	15FEB10A	01JUL10A	■ Draft Project Report -Parsons addresses comments																																			
EV325	2.160	SWDR (PA/ED) - Caltrans Review	20	100	27MAY10A	23JUN10A	■ SWDR (PA/ED) - Caltrans Review																																			
EV345	2.160	SWDR (PA/ED) Parsons Adresses Comments	20	100	24JUN10A	11AUG10A	■ SWDR (PA/ED) Parsons Adresses Comments																																			
EV295	2.160	Draft Project Report - Caltrans approval	20	65	02JUL10A	03MAR11	■ Draft Project Report - Caltrans approval																																			
EV275	2.180	Project Report - Caltrans Review	20	0	15APR11	12MAY11	■ Project Report - Caltrans Review																																			
EV300	2.180	Project Report - Parsons addresses comments	10	0	13MAY11	26MAY11	■ Project Report - Parsons addresses comments																																			
EV305	2.180	Project Report Review - Caltrans approval	10	0	02AUG11	15AUG11	■ Project Report Review - Caltrans approval																																			
Right-of-Way Research																																										
EV250	3.135	Existing Right-of-Way Map	45	100	27AUG09A	15SEP09A	■ Existing Right-of-Way Map																																			
EV260	2.160	Right-of-Way Data Sheet	20	100	27AUG09A	28DEC09A	■ Right-of-Way Data Sheet																																			
Environmental Technical Sudies																																										
EV360	2.165	HSPR/ASR - Hist Prop Survy Report/Arch Survey	30	100	16JAN09A	26FEB09A	■ HSPR/ASR - Hist Prop Survy Report/Arch Survey																																			
EV370	2.165	NES-MI-Natural Environmental Study (Biology)	45	100	16JAN09A	19MAR09A	■ NES-MI-Natural Environmental Study (Biology)																																			
EV380	2.165	Air Quality Technical Report	43	100	23MAR09A	15OCT09A	■ Air Quality Technical Report																																			
EV390	2.165	Noise Technical Report	43	100	23MAR09A	28DEC09A	■ Noise Technical Report																																			
Caltans Review - Environmental Tech Studies																																										
EV385	2.165	HSPR/ASR - Caltrans Review	20	100	27FEB09A	15MAY09A	■ HSPR/ASR - Caltrans Review																																			
EV425	2.165	NES-MI-Natural Env Study (Biology) - CT Review	20	100	20MAR09A	16APR09A	■ NES-MI-Natural Env Study (Biology) - CT Review																																			
EV405	2.165	Air Quality Technical Report - Caltrans Review	20	100	24SEP09A	03DEC09A	■ Air Quality Technical Report - Caltrans Review																																			

ATTACHMENT M

STORM WATER DATA REPORT
(Submitted Under a Separate Cover)

Long Form - Storm Water Data Report



Dist-County-Route: 07-LA-110/47

Post Mile (Kilometer Post) Limits:

I-110 PM 0.92/2.02 SR-47 0.0/0.72 (KP I-110 1.48/3.25 and SR-47 0.0/1.15)

Project Type: Interchange Improvement

EA: 260600

RU: 07-186

Program Identification: 20.30.600.624

Phase: PID PA/ED PS&E

Regional Water Quality Control Board(s): Los Angeles RWQCB (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: 15.4 acres

Estimated Construction Start Date: Sept. 1, 2011 Construction Completion Date: Oct. 1, 2013

Notice of Intent (NOI) Date to be submitted: August 1, 2011

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.

Richard S. Bottcher
Richard S. Bottcher,
Registered Project Engineer/Landscape Architect

Hamid Toossi 10/21/10
Hamid Toossi, Date
Caltrans Designated Oversight Representative

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



Gabe Hamidi 10/21/10
Gabe Hamidi, Project Manager Date

Roger E. Castillo 10-21-10
Roger E. Castillo, Designated Maintenance Representative Date

Ron Russak 10-26-10
Ron Russak, Designated Landscape Architect Representative Date

Shirley Pak 10/26/2010
Shirley Pak, District/Regional SW Coordinator or Designee Date



ATTACHMENT M

STORM WATER DATA REPORT
(Submitted Under a Separate Cover)

**PHASE II ENVIRONMENTAL SITE INVESTIGATION REPORT
JOHN S. GIBSON BOULEVARD / I-110 FREEWAY
ACCESS RAMPS IMPROVEMENTS
SR-47 / I-110 FREEWAY NORTHBOUND
CONNECTOR IMPROVEMENTS
SAN PEDRO, CALIFORNIA
CALTRANS EA#26060**

Prepared for

**Parsons
100 West Walnut Street
Pasadena, California 91124**

Prepared By:

**GROUP DELTA CONSULTANTS, INC.
32 Mauchly, Suite B
Irvine, California 92618
Phone 949.450.2100
Fax 949.450.2108**



**Group Delta Project No. I-462B
September 21, 2009**

4.0 CONCLUSIONS AND RECOMMENDATIONS

The objective of the investigation was to evaluate soil for the presence of ADL, pesticides and herbicides due to the historical use of leaded fuels by freeway traffic in the unpaved surface soils of the project area and use of pesticides and herbicides for freeway shoulder maintenance, and to investigate soil for petroleum products due to a suspected spill along the northern limit of the Site alignment. In addition, the investigation included testing of the groundwater in the area of Channel Street Bridge due to the contamination of the groundwater within an area of 0.1 to 0.4 miles from the Site that has been recorded in the past, and testing of one soil pile at the Channel Street I-110 NB on-ramp.

The information obtained from the limited soil sampling and laboratory testing is to inform the User of potential health and safety issues for workers at the site during project construction or landscaping activities and to allow the separation of non-hazardous soil from potentially hazardous soil and reduce disposal costs.

Soil samples collected from the site were analyzed for total lead, soluble lead (STLC, STLC-DI and TCLP) and pH, organochlorine pesticides, organophosphorus compounds, chlorinated herbicides, TPH and VOCs. The groundwater sample was tested for TPH and VOCs. The soil pile sample was also tested for CAM 22 metals. The results of the sampling and analyses are as follows:

1. VOCs and TPH as gasoline and light hydrocarbons were not detected in the groundwater sample above laboratory detection limits. The estimated concentration of 0.457 mg/L in C₁₃ to C₂₂ range is below laboratory detection limit of 0.5 mg/L and is not considered significant. However, it should be recognized that the water sample collected and analyzed only provides preliminary data and this result may not simulate groundwater that may be encountered or pumped during construction. It is recommended that when the construction plan becomes finalized a more representative water sample be obtained and analyzed. As an example, if construction dewatering is planned then water collected during aquifer testing for design of the dewatering system may be more representative than that analyzed and should be collected and analyzed.
2. A total of 57 soil samples were collected for ADL analyses. The analytical results were analyzed for descriptive statistics and linear regression correlation between the total lead analysis and the soluble lead analysis (WET). The results of these analyses presented in Appendix C are considered to be log-normally distributed. Based on the sample analytical results, there is limited impact of lead on the shallow soil within the upper 18 inches. This soil is classified as a Caltrans Y-1 soil and may be re-used at the site according to that designation and as permitted in the Caltrans variance (July 2009). If the soil is re-used, it should be placed under one foot of non-hazardous soil and be placed 5-feet above the highest known groundwater elevation.



3. Soil in the upper 18 inches appears to be impacted by lead, TPH and/or chlorinated pesticides. If this soil is to be transported off-site, it will need to be properly disposed as California non-hazardous waste or under permitted conditions be re-used with full disclosure of its chemical contents.
4. Total concentration of TPH as diesel and heavy hydrocarbons in the northern portion of the alignment ranges between 69.5 and 259 mg/kg in the upper 1 feet bgs, and are not considered actionable. However, a spill was reported in this area and sampling at one location may not be sufficient to characterize the soil. Accordingly, we recommend that any soil excavated from the upper 2-feet of the northern 1,000 ft of the alignment be separately stockpiled. This stockpiled soil should be sampled and tested for TPH before being re-used or disposed off site. Such re-use or off-site disposal should properly consider the results of this stockpile sampling and analysis.
5. The piles of soil and asphalt located at the Channel Street on-ramp may be removed as part of normal house-keeping activities and properly recycled or disposed. It is estimated that the disposal cost for the two stockpiles will not exceed \$2,000.



I-110/John S. Gibson Street Interchange &
SB SR 47/NB I-110 Connector Ramp Improvements
Project Benefits

- This project will significantly improve traffic operating conditions throughout the day.
- Total daily Vehicle and Truck delay savings will be 5,174 hrs and 1,423 hrs respectively.
- The emissions benefit of the project in 2030 is calculated to be 200 tons per year of a combined PM10, ROG, and NOx, and 82,500 tons per year of CO2.