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

Wild and Scenic River Consistency

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

Cumulative Effects

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

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

Cultural Resources

Background Literature Review

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

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

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

Windshield/Ground Survey

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

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

Potential Effects and Mitigation Measures

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

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

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

Native American Coordination

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

Hazardous Waste/Materials

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

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

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

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

Potential Impacts

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

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

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

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

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

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

Mitigation Measures

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

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

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

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

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

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

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

Biological Resources

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

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

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

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

Potential Impacts

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

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

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

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

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

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

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

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

Air Quality: An Air Quality Analysis would be conducted during the environmental document preparation phase when the detailed engineering design is developed. Air quality impacts during the construction phase could be minimized by implementing SCAQMD Rule 403 (PM_{10} Control Measures) and requiring the contractor to follow current standard procedures to reduce/control construction equipment emissions. If potentially significant impacts on air quality are identified during the implementation phase, mitigation measures to minimize the impacts would be proposed.

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

Water Quality: This technical area is still being researched.

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

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

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

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

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

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

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

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

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

Permits

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

List of Preparers

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

Preliminary Air Quality Assessment	Nasrin Behmanesh, Parsons	Date: October 30, 2008
Preliminary Noise Assessment	Thanh Luc, Parsons	Date: November 7, 2008
Biological Resources:	Padre Associates, Inc.	Date: June 30, 2008
Cultural Resources:	Carrie Chasteen, Parsons	Date: July 1, 2008

References

23 CFR Part 772, 2006. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, 23 Codes of Federal Regulations, Part 772.

Caltrans, 2006. California Department of Transportation. *Traffic Noise Analysis Protocol For New Highway Construction and Reconstruction Projects,* August 14.

Caltrans, 1998a. California Department of Transportation. *Technical Noise Supplement - A Technical Noise Supplement to The Traffic Noise Analysis Protocol,* October.

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

U.S. Environmental Protection Agency (U.S. EPA), 2006. *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*, March 6.

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

Appendix A

Preliminary Noise Assessment

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

October 2008

Introduction

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

Project Setting and Sensitive Receptors

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

Noise Impact Criteria

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

Figure 1
Project Location

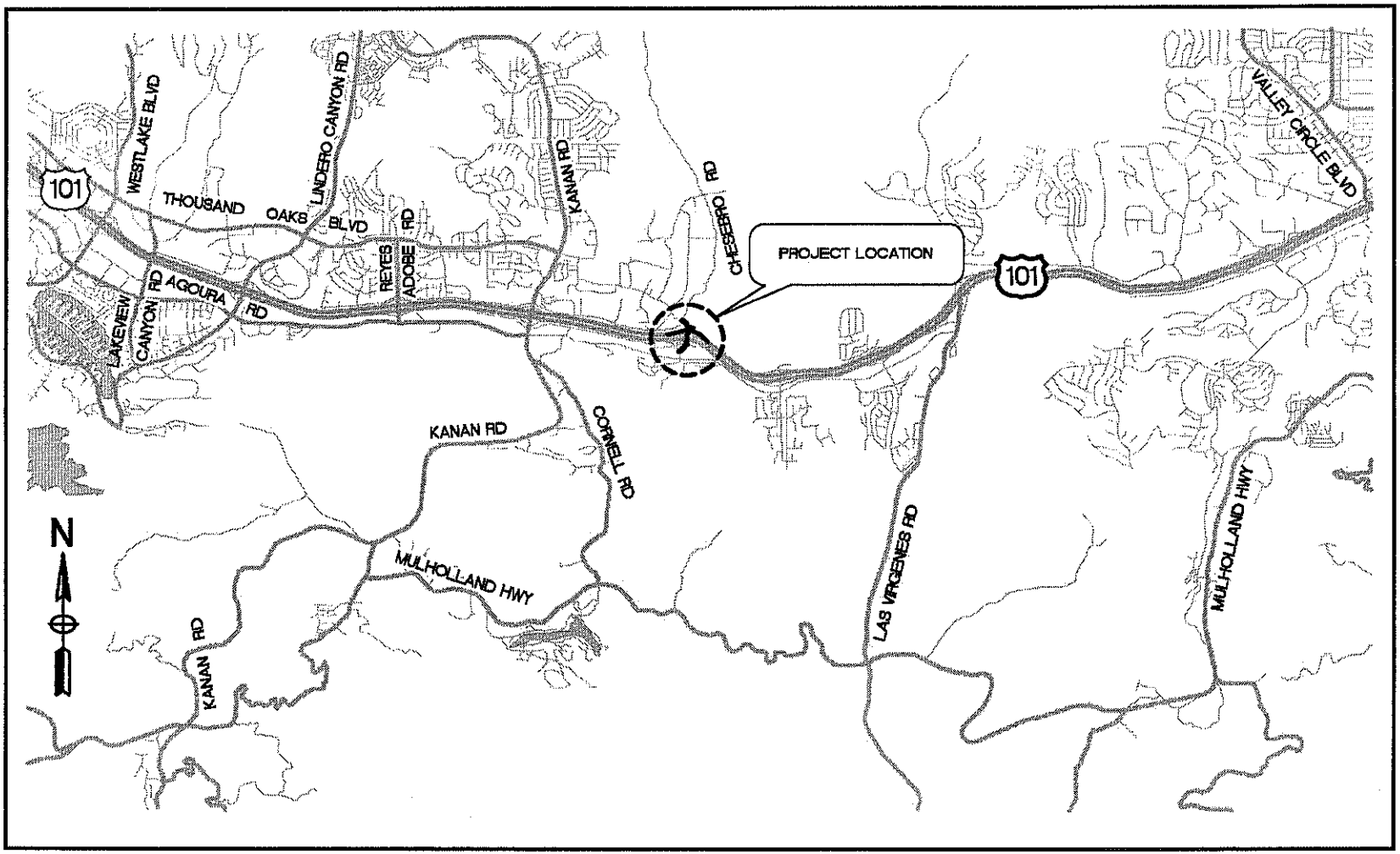


Table 1
Activity Categories and Noise Abatement Criteria (NAC) per FHWA

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

Source: 23 CFR Part 772, 2006

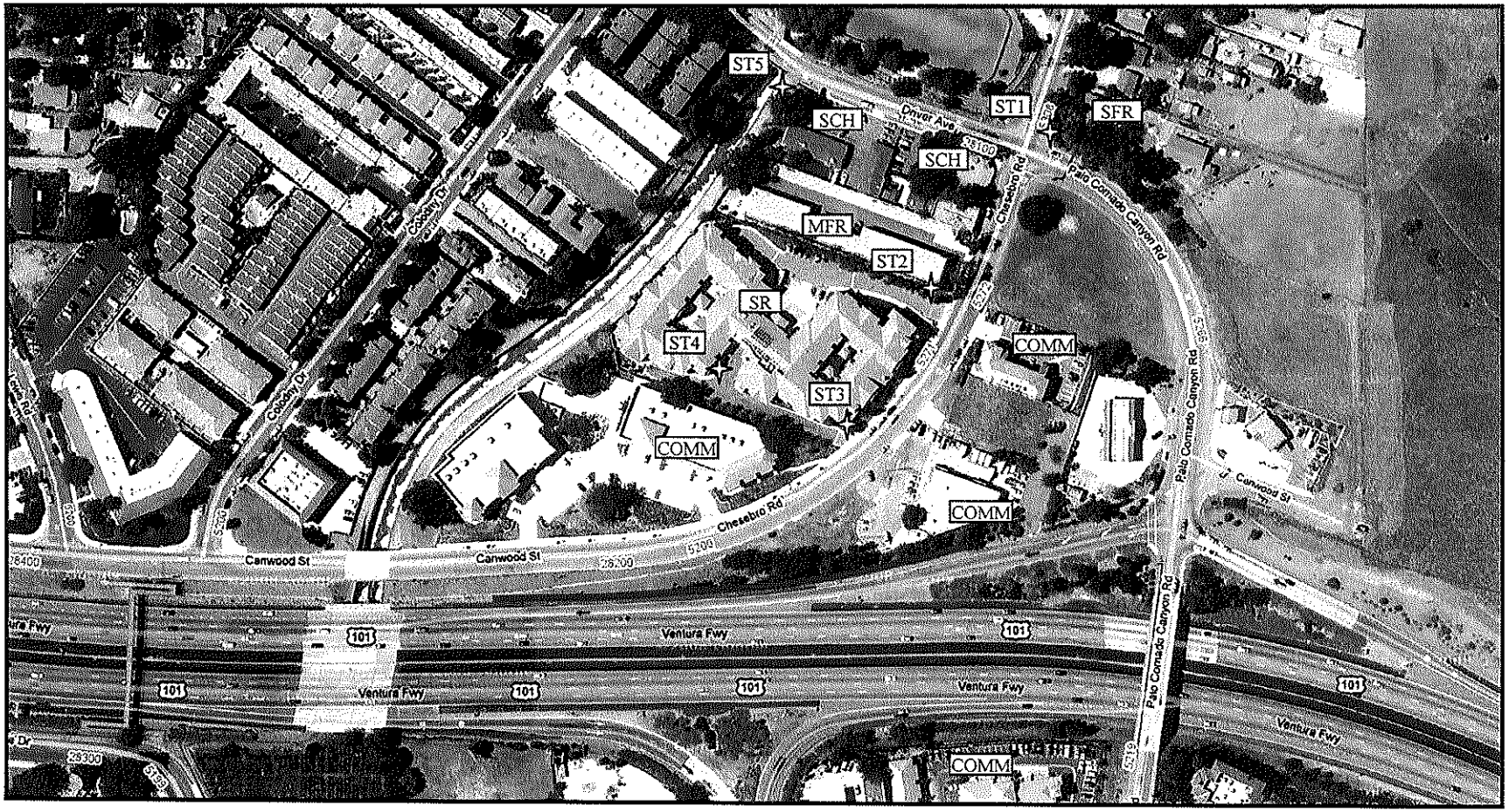
Existing Noise Environment

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

Table 2
Existing Measured Noise Level

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

Figure 2
Noise Measurement Locations



Notes:
STx – Short-term measurement sites.
SFR – single family residence; MFR – multi-family residence;
SCH – school; SR – senior retreat; COMM – commercial land use

Potential Noise Impacts

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

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

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

Potential Traffic Noise Abatement

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

References

Caltrans, 2006. California Department of Transportation. *Traffic Noise Analysis Protocol For New Highway Construction and Reconstruction Projects,* August 14.

Caltrans, 1998. California Department of Transportation. *Technical Noise Supplement - A Technical Noise Supplement to The Traffic Noise Analysis Protocol,* October.

23 CFR Part 772, 2006. *Procedures for Abatement of Highway Traffic Noise and Construction Noise,* 23 Codes of Federal Regulations, Part 772.

Preparer

Thanh Luc, Noise Specialist, Parsons

Appendix B

Preliminary Air Quality Assessment

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

February 2009

INTRODUCTION

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

PROJECT DESCRIPTION

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

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

Alternative 1: No Build

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

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

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

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

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

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

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

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

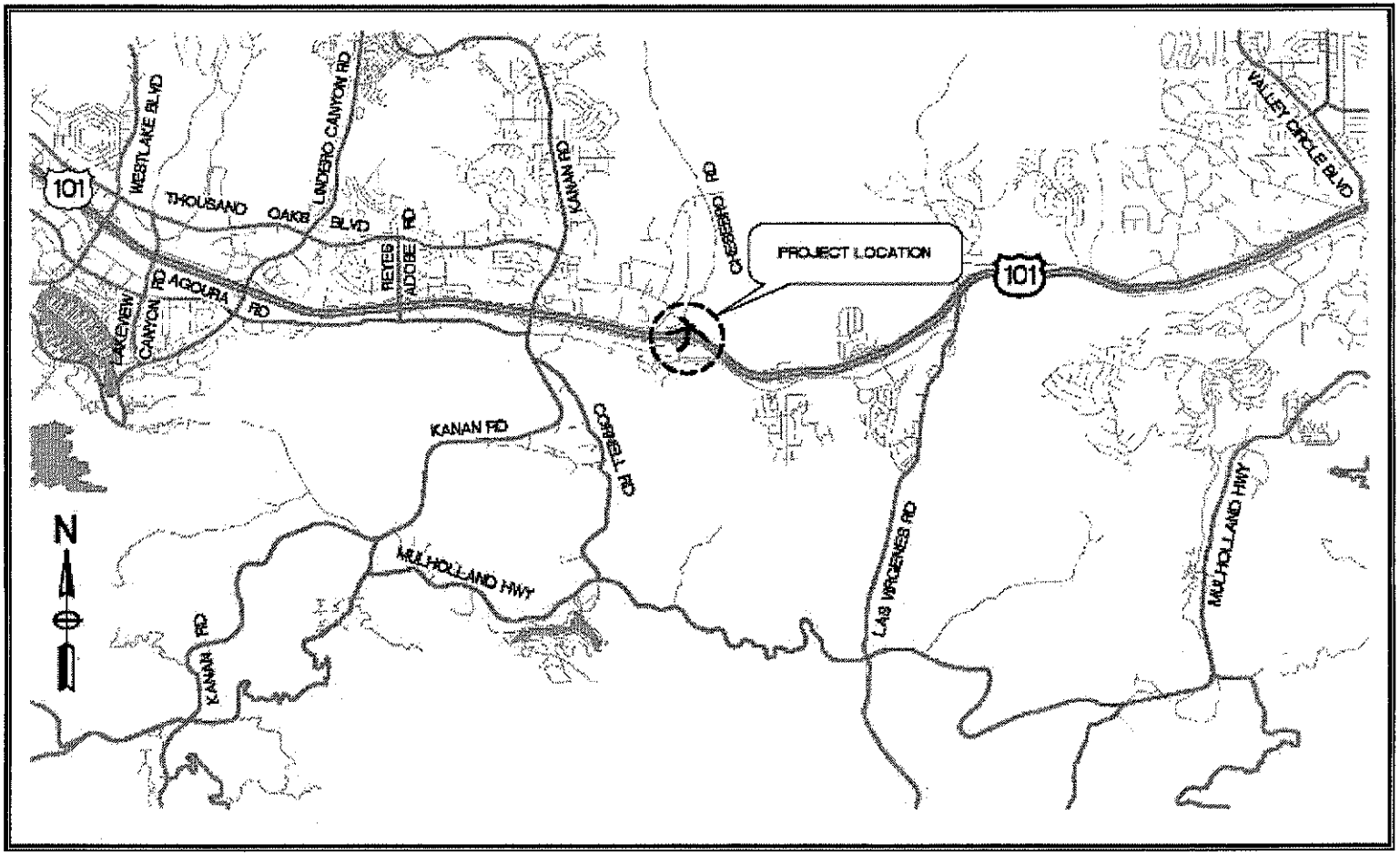


Figure 1: Location Map

PROJECT SETTING AND SENSITIVE RECEPTORS

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

Sensitive Receptors

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

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

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

AIR QUALITY MAINTENANCE PLAN STATUS AND PROJECT RTP/RTIP CONFORMITY

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

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

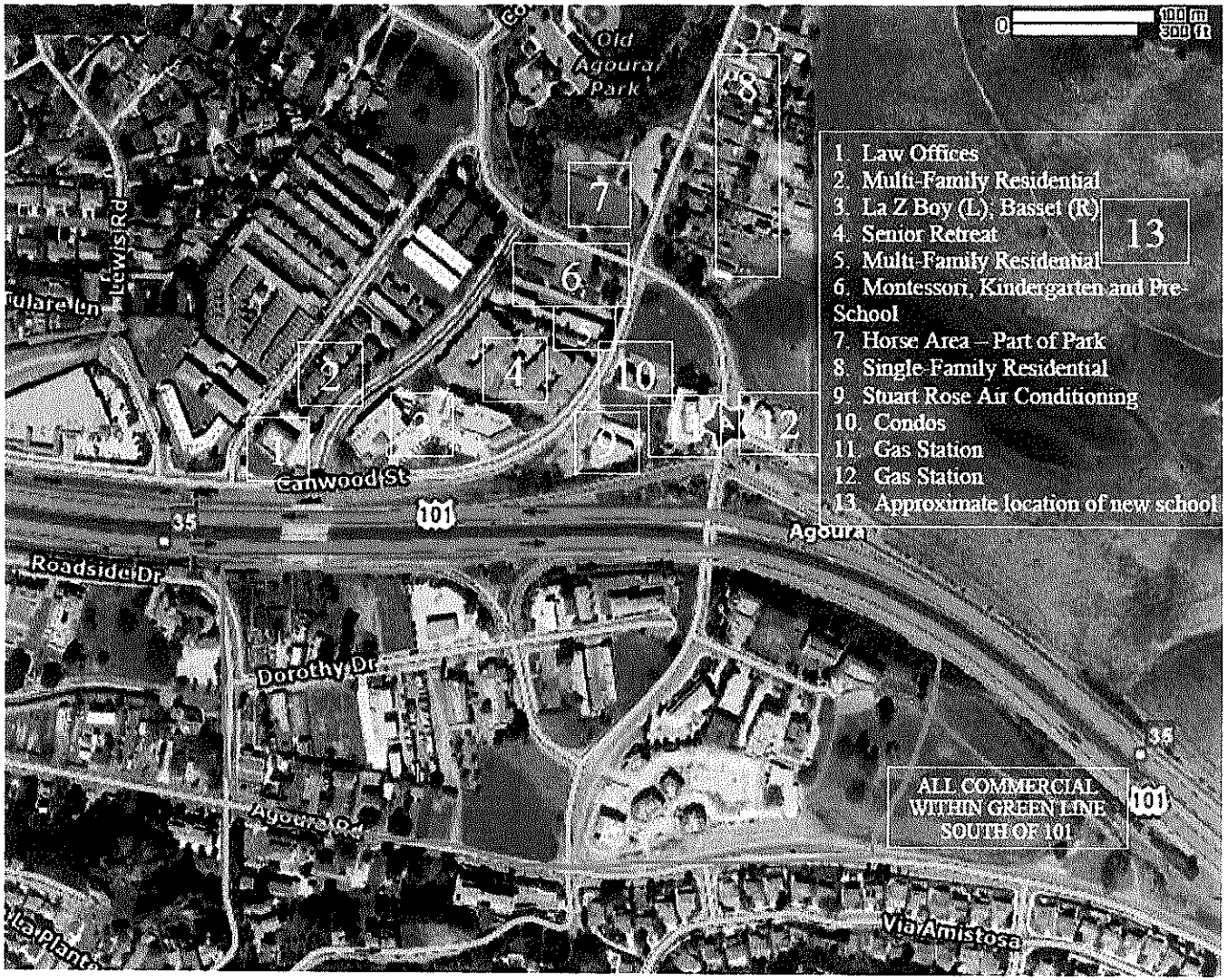


Figure 2. Project Vicinity Map

Table 1. South Coast Air Basin Attainment Status

Pollutant	National Standards	California Standards
Ozone (O_3) – 1-hour	— [a]	Non-attainment
Ozone (O_3) – 8-hour	Severe – 17	Non-attainment
PM_{10}	Serious	Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Nitrogen Dioxide (NO_2)	Attainment/Maintenance [b]	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment

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

[b] *Attainment of NO_2 based on national standards was approved on October 7, 2003.*

Source: California Air Resources Board, 2008.

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

In addition, the project would widen the US-101 Palo Comado Canyon Road Overcrossing from 1-lane to 2-lanes in each direction and modify the northbound on-ramps and modify the signalized intersections to facilitate the increased volume of traffic using the interchange, improve flow, and enhance safety. Accordingly, the project is subject to conformity requirements that require: *a)* project inclusion in the regional emissions analysis of the most recent RTP and RTIP, and *b)* project-level conformity determination. For project-level conformity analysis, an interagency consultation would be conducted, as required in 40 CFR 93.105 (c)(1)(i), to determine whether the project is of air quality concern. Per EPA guidance, if the project is determined to be of air quality concern, qualitative PM_{10} and $PM_{2.5}$ hot spot analysis would be required for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas (EPA, March 2006).*

Significance Thresholds

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

Table 2. SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Maximum Emission (lbs/day)**	
	Construction	**Operation**
NOx	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants [b]		
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state)	
PM_{10} 24-hour average annual geometric average annual arithmetic mean	10.4 $\mu g/m^3$ (construction)[c] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$ 20 $\mu g/m^3$	
$PM_{2.5}$ 24-hour average	10.4 $\mu g/m^3$ (construction)[c] & 2.5 $\mu g/m^3$ (operation)	
Sulfate 24-hour average	25 $\mu g/m^3$	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	

Keys: lbs/day = pounds per day; ppm = parts per million; µg/m3 = microgram per cubic meter; ≥ greater than or equal to

[a] *Based on SCAQMD CEQA Handbook (SCAQMD, 1993)*

[b] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.*

[c] *Ambient air quality threshold based on SCAQMD Rule 403.*

Source: SCAQMD, 2007

POTENTIAL IMPACTS

Regional Impact Analysis

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

CO Impact Analysis

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

PM_{10} and $PM_{2.5}$ Impact Analysis

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

Prior to the preparation of the environmental document, an interagency consultation will be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM_{10} and $Pm_{2.5}$) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitativePM_{10} and $PM_{2.5}$ hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas (EPA, March 2006).*

Toxic Air Contaminants

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

Mobile Source Air Toxics (MSAT) Impact

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

Asbestos

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

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

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

Climate Change and Greenhouse Gas (GHG) Emissions

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

POTENTIAL ABATEMENT

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

MONITORING

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

AGENCY COORDINATION

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

RECOMMENDATIONS

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

Qualitative analysis of MSATs will be conducted.

An interagency consultation would be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM_{10} and $Pm_{2.5}$) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitative PM_{10} and $PM_{2.5}$ hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$*

and PM_{10} Nonattainment and Maintenance Areas (EPA, March 2006). An interagency consultation will be conducted pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM_{10} and $Pm_{2.5}$) hot spot analyses will be required for conformity purposes. If it is determined that such analyses are required, qualitative PM_{10} and $PM_{2.5}$ hot spot analysis will be conducted for the opening year and the horizon year, following the most recent FHWA and EPA guidance for qualitative PM_{10} and $PM_{2.5}$ hot spot analysis.

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

SUMMARY

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

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

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

- The project is located in an ozone non-attainment area for federal and state standards.
- The project will increase capacity and it should be included with other projects that will be modeled for conformity. The project sponsor will employ appropriate procedures to ensure the project will be included in the SCAG transportation plans and that it would conform to CAA and state and federal air quality requirements and plans.
- A qualitative or quantitative local CO impact analysis will be conducted in accordance with the CO Protocol. The traffic data required for project-level hot-spot analysis for CO and particulate matter including ADT, truck ADT and percentage, peak hour (AM and PM) traffic volumes for all vehicles as well and diesel trucks, level of service (LOS) of intersections and roadways affected by implementation of project, will be obtained from project traffic study report.
- An interagency consultation would be conducted, pursuant to the requirement of 40CFR 93.105 (c)(1)(i), to determine whether particulate matter (PM_{10} and $Pm_{2.5}$) hot spot analyses would be required for conformity purposes. If it is determined that such analyses are required, qualitative PM_{10} and $PM_{2.5}$ hot spot analysis will be conducted for the opening year and the horizon year, following the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas (EPA, March 2006).*

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

REFERENCES

EPA, 2006. United States Environmental Protection Agency (EPA), *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*, March 6.

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

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

PREPARERS

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

Appendix C

Paleontological Resources Records Search

Natural History Museum of Los Angeles County

900 Exposition Boulevard • Los Angeles, CA 90007

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

25 November 2008

Parsons
100 West Walnut Street
Pasadena, California 91124

Attn: Carrie Chasteen, Senior Architectural Historian

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

Dear Carrie;

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

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

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

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

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

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

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: draft invoice

Appendix D

Project Plans

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

REGISTERED CIVIL ENGINEER DATE

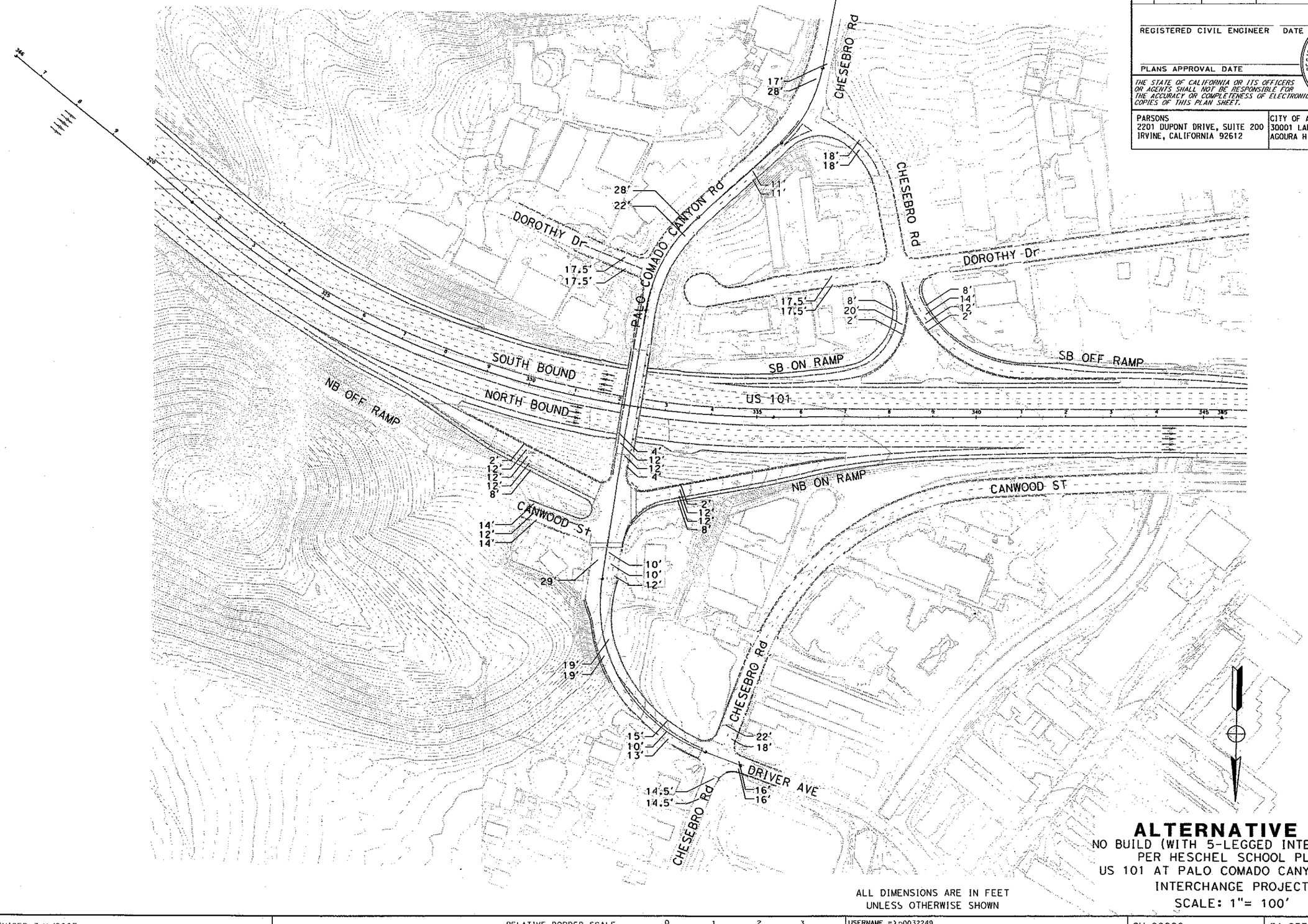
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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

PARSONS
2201 DUPONT DRIVE, SUITE 200
IRVINE, CALIFORNIA 92612

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



ALTERNATIVE 1

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

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

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

BORDER LAST REVISED 3/1/2007

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CU 00000

EA 25720K

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

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

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

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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AGOURA HILLS, CALIFORNIA 91301

CHESEBRO Rd
DOROTHY Dr
PALO COMADO CANYON Rd
Exist OH ELECTRIC AND COMMUNICATION LINE PROTECT IN PLACE
FIBER OPTIC LINE PROTECT IN PLACE
SB ON RAMP
SB OFF RAMP
US 101
SOUTH BOUND
NORTH BOUND
NB OFF RAMP
NB ON RAMP
CANWOOD ST
Exist R/W
CONDUIT PROTECT IN PLACE
21" Swr (42" Conc Csg) PROTECT IN PLACE
RAMP METERING CABINETS
18" CMP PROTECT IN PLACE
R 350'
DRIVER AVE

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

ALTERNATIVE 2

WIDENING

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

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

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BORDER LAST REVISED 3/1/2007

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

CU 00000

EA 25720K

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

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

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

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SB OFF RAMP
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NORTH BOUND
US 101
NB OFF RAMP
NB ON RAMP
CANWOOD ST
PROPOSED R/W
SCHOOL ACCESS RD (BY OTHERS)
RAMP METERING CABINETS
CONDUIT PROTECT IN PLACE
21" Swr (42" Conc Csg) PROTECT IN PLACE
18" CMP PROTECT IN PLACE
DRIVER AVE
R 350'
R 850'

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

ALTERNATIVE 3& 3A

WIDENING

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

LAST REVISION 00-00-00
DATE PLOTTED => 2/19/2009
TIME PLOTTED => 8:40:25 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

DATE REVISED	REVISED BY

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => p0032249
DGN FILE => H:\646928_US101_CHESEBRO\REF\Alt-6.dgn

CU 00000

EA 25720K

ATTACHMENT G

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

Initial Site Assessment (ISA) Checklist

Project Information

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

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

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

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

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

Project Screening

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

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

2. Project Setting Existing interchange with commercial uses surrounding the project location.
   Rural or Urban Urban
   Current land uses Existing interchange
   Adjacent land uses Commercial uses
   (industrial, light industry, commercial, agricultural, residential, etc.)

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

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

STORAGE STRUCTURES / PIPELINES:

Underground tanks	YES	Surface tanks	NO
Sumps	NO	Ponds	NO
Drums	NO	Basins	NO
Transformers	YES	Landfill	NO
Other			

Initial Site Assessment (ISA) Checklist
(Continued)

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

Surface staining NO Oil sheen NO

Odors NO Vegetation damage NO

Other

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Buildings NO Spray-on fireproofing NO

Pipe wrap NO Friable tile NO

Acoustical plaster NO Serpentine NO

Paint Paint used on the overpass and for lane striping may contain lead.

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

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

6. Other comments and/or observations: .

ISA Determination

Does the project have potential hazardous waste involvement? YES If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation? YES If "YES," explain; then give an estimate of additional time required:
ACM testing on the expansion joint compound; soil testing for herbicides/pesticides and ADL along the shoulders of US 101 and the Palo Comado Canyon Road Interchange; groundwater testing if groundwater is expected to be encountered during construction; and lead-based paint testing on paint used on the overpass and for lane striping. Expected duration would be 3 months for testing and a total of six months (from start to finish) for final results.

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

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

ATTACHMENT H

INITIAL SITE ASSESSMENT (ISA)
(SEE PROJECT FILE)

DRAFT

Initial Site Assessment

US-101 / PALO COMADO CANYON ROAD INTERCHANGE IMPROVEMENT PROJECT

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

Prepared for:

City of Agoura Hills

November 2008

Prepared by:

PARSONS
100 West Walnut Street, Pasadena, CA 91124

ATTACHMENT I

RIGHT-OF-WAY DATA SHEET & EXHIBITS

To: City of Agoura Hills
Attn.: Ramiro S. Adeva III P.E.
City Engineer

Date 2/17/09
Dist 07 Co LA Rte 101 , PM: 33.0/34.4
EA 25720K
Project Description: US-101 Palo Comado Canyon Road Interchange Improvement

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

1. Right of Way Cost Estimate:

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

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

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

3. Parcel Data:

Type		Dual/Appr	Utilities	
X			U4-1	3
A			-2	
B	1		-3	2
C	1		-4	
D			U5-7	
E	XXXX		-8	
F	XXXX		-9	5

Total: 2

RR Involvements

None	X
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/Clauses	

Misc. R/W Work

RAP Displ	
Clear/Demo	
Const Permits	
Condemnation	
Excess	

Areas: R/W 0.47 ac
Entered PMCS Screens __/__/__
Entered AGRE Screen

No. Excess Parcels _____
(Railroad Data Only) __/__/__ by _____

by _____

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

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

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

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

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

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

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

7. **Are utility facilities or rights of way affected?**
Yes _X_ No ___ (If yes, attach Utility Information Sheet Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
____ Longitudinal policy conflict(s)
____ Environmental concerns impacting acquisition of potential easements
____ Power lines operating in excess of 50 KV and substations
(See attached Exhibit 4-EX-5 for explanation.)

8. **Are Railroad facilities or rights of way affected?**
Yes ____ No _X_ (If yes, attach Railroad Information Sheet Exhibit 4-EX-6.)

9. **Were any previously unidentified sites with hazardous waste and/or material found?** Yes ____ None Evident __X__.

10. **Are RAP displacements required?** Yes ____ No __X__ (If yes, provide the following information.)

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

    No. of multi-family _____ No. of farms _____

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

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

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

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

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

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

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

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

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

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

Evaluation Prepared By:

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

Recommended for Approval:

Surafael Teshale

Surafael Teshale, Project Manager (Parsons)

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

Ramiro S. Adeva III P.E.
City Engineer

2/23/09

Date

UTILITY INFORMATION SHEET

1. **Name of utility companies involved in project:**
   1. Los Virgenes Municipal Sewer
   2. Southern California Edison (Overhead electrical)
   3. AT&T (Overhead Telephone)
   4. Caltrans (Drainage & Communication)

2. **Types of facilities and agreements required:**

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

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

   Disposition of longitudinal encroachment(s):
   ☐ Relocation required.
   ☐ Exception to policy needed.
   ☐ Other. Explain.

   None have been identified.

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

5. **PMCS Input Information**

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

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

	Utility Involvements		
U- 1	3	U5-7	
- 2		-8	
- 3	2	-9	5

Prepared By:

Surafael Teshale — 2/23/2009

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

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

(Form #)

EXHIBIT
13-EX-6

2/18/09
Date

07 LA 101
33.0/34.4
Post

25720K
Exp Auth

Description of project:

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

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

__X__ R/W Data Sheet (Preferred Alternate)

Evidence of utilities:

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

__X__ Sewer __X__ Fiber Optics ___ Other (explain in remarks)

Anticipated Utility Relocations:

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

__X__ Sewer __X__ Fiber Optics ___ Other (explain in remarks)

Estimated Cost of Utility Relocations:

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

TOTAL ESTIMATE (State's Share) = $ 583500

Remarks: (Known utility owner names, etc.)
Los Virgenes Municipal Sewer, SCE, AT&T & Caltrans (drainage & communication)

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

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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

PARSONS
2201 DUPONT DRIVE, SUITE 200
IRVINE, CALIFORNIA 92612

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

②	AIN	OWNER	AREA, SF
1	2052-008-031	xxx	5,663±
2	2052-008-038	xxx	2,700±
3	2055-007-129	xxx	5,400±
4	2055-007-134	xxx	10,013±

ALTERNATIVE 2

WIDENING

US 101 AT PALO COMADO CANYON ROAD
INTERCHANGE PROJECT

SCALE: 1"= 100'

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 2/18/2009 | TIME PLOTTED => 6:08:58 PM

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => p0027494
DGN FILE => H:\646928_US101_CHESEBRO\ROW\ROW-Alt+2.dgn

CU 00000 | EA 25720K

To: City of Agoura Hills
Attn.: Ramiro S. Adeva III P.E.
City Engineer

Date 2/17/09
Dist 07 Co LA Rte 101 , PM: 33.0/34.4
EA 25720K
Project Description: US-101 Palo Comado Canyon Road Interchange Improvement

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

1. Right of Way Cost Estimate:

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

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

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

3. Parcel Data:

Type		Dual/Appr	Utilities	
X			U4-1	3
A			-2	
B	1		-3	2
C	3		-4	
D			U5-7	
E	XXXX		-8	
F	XXXX		-9	5

Total: 4

RR Involvements	
None	X
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/Clauses	

Misc. R/W Work	
RAP Displ	
Clear/Demo	
Const Permits	
Condemnation	
Excess	

Areas: R/W 0.99 ac
Entered PMCS Screens __/__/__
Entered AGRE Screen __/__/__ (Railroad Data Only)

No. Excess Parcels _____
by _____
__/__/__ by _____

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

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

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

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

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

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

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

7. **Are utility facilities or rights of way affected?**
Yes _X_ No ___ (If yes, attach Utility Information Sheet Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
___ Longitudinal policy conflict(s)
___ Environmental concerns impacting acquisition of potential easements
___ Power lines operating in excess of 50 KV and substations
(See attached Exhibit 4-EX-5 for explanation.)

8. **Are Railroad facilities or rights of way affected?**
Yes ____ No **X** (If yes, attach Railroad Information Sheet Exhibit 4-EX-6.)

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

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

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

    No. of multi-family _____ No. of farms _____

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

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

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

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

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

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

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

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

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

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

Evaluation Prepared By:

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

Railroad: Name: _____ Date _____

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

Recommended for Approval:

Surafael Teshale, Project Manager (Parsons)

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

Ramiro S. Adeva III P.E.
City Engineer

2/20/09
Date

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

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

2. Types of facilities and agreements required:

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

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

Disposition of longitudinal encroachment(s):
☐ Relocation required.
☐ Exception to policy needed.
☐ Other. Explain.

None have been identified.

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

5. PMCS Input Information

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

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

	Utility Involvements		
U- 1	3	U5-7	
- 2		-8	
- 3	2	-9	5

Prepared By:

Surafael Teshale — 2/23/2009

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

R/W UTILITY ESTIMATE WORKSHEET AND R/W DATA SHEET INSTRUCTIONS
(Form #)

EXHIBIT
13-EX-6

2/18/09
Date

07 LA 101	25720K
33.0/34.4	
Post	Exp Auth

Description of project:

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

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

___X___ R/W Data Sheet (Preferred Alternate)

Evidence of utilities:

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

__X__ Sewer __X__ Fiber Optics ___ Other (explain in remarks)

Anticipated Utility Relocations:

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

__X__ Sewer __X__ Fiber Optics ___ Other (explain in remarks)

Estimated Cost of Utility Relocations:

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

TOTAL ESTIMATE (State's Share) = $ 583500

Remarks: (Known utility owner names, etc.)
Los Virgenes Municipal Sewer, SCE, AT&T & Caltrans (drainage & communication)

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

REGISTERED CIVIL ENGINEER DATE

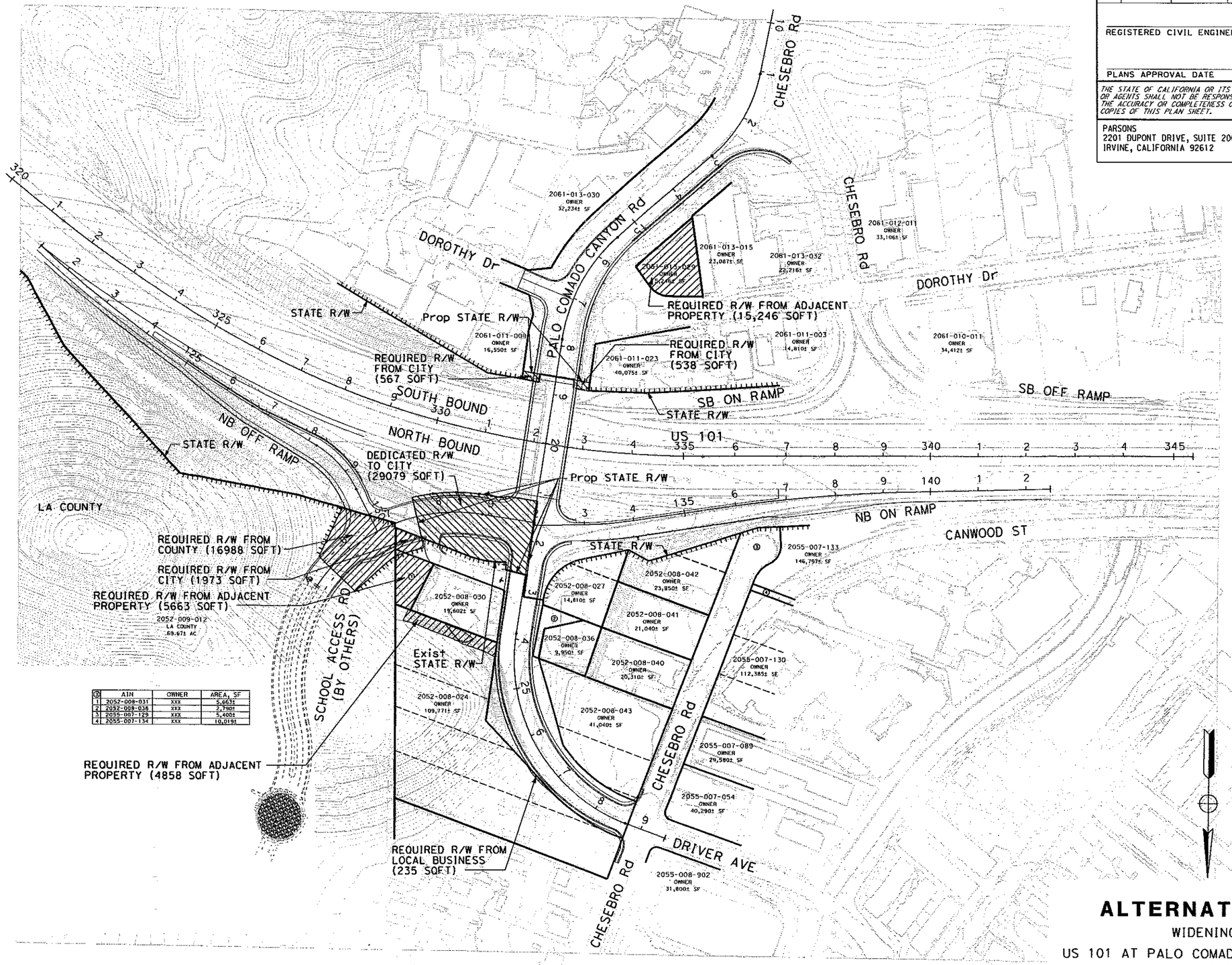
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — NO. — Exp. — CIVIL — STATE OF CALIFORNIA

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

PARSONS
2201 DUPONT DRIVE, SUITE 200
IRVINE, CALIFORNIA 92612

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



⊗	AIN	OWNER	AREA, SF
1	2052-008-031	XXX	5,665±
2	2052-008-036	XXX	2,790±
3	2055-007-129	XXX	5,400±
4	2055-007-134	XXX	10,019±

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

ALTERNATIVE 3& 3A

WIDENING

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

LAST REVISION 00-00-00 | DATE PLOTTED => 2/18/2009 | TIME PLOTTED => 6:09:36 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

DATE REVISED	REVISED BY

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => p0027494
DGN FILE => H:\646928_US101_CHESEBRO\ROW\ROW-Alt-3.dgn

CU 00000

EA 25720K

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

REGISTERED CIVIL ENGINEER DATE

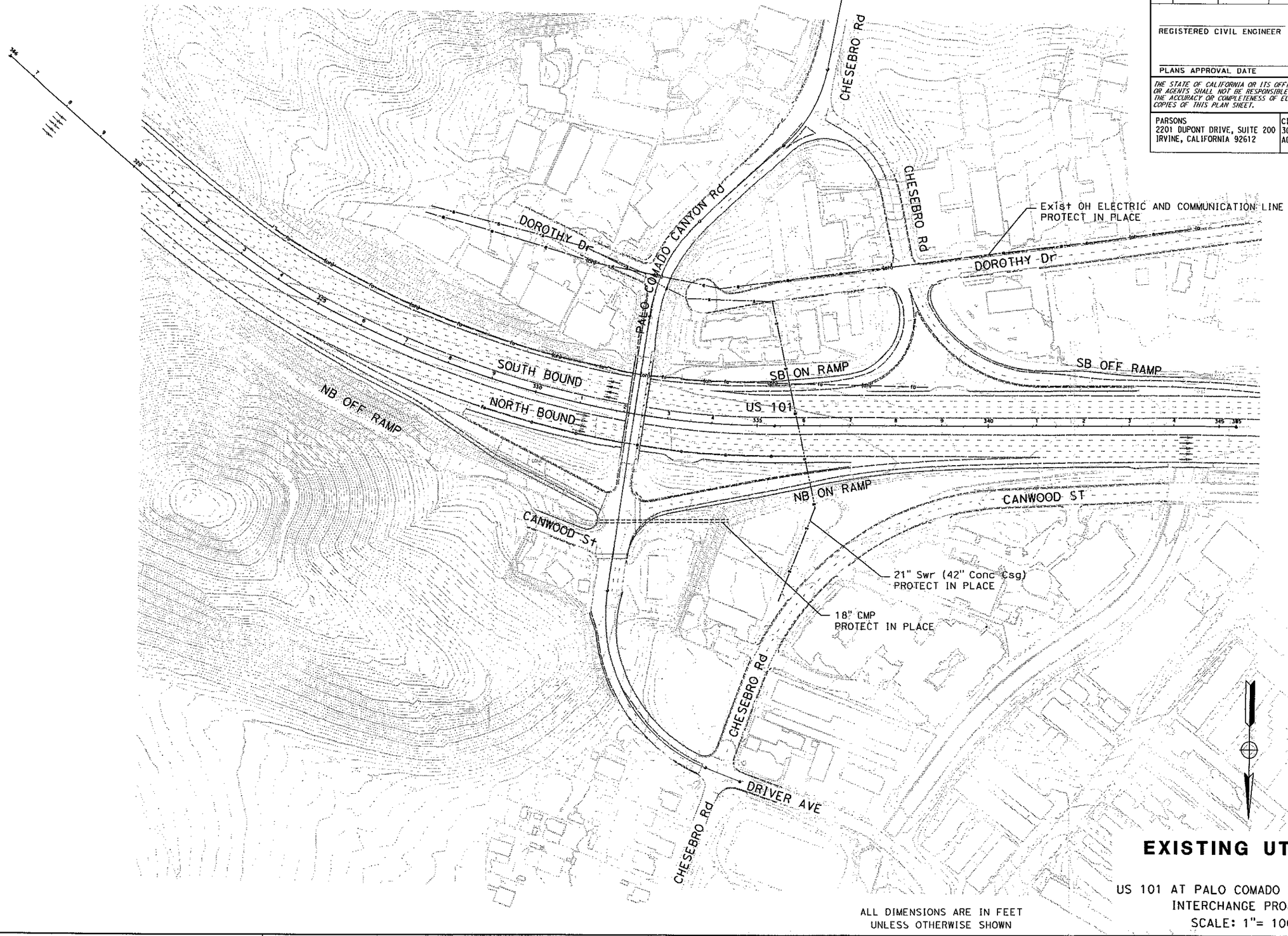
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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

PARSONS
2201 DUPONT DRIVE, SUITE 200
IRVINE, CALIFORNIA 92612

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



EXISTING UTILITY

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

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY
CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

LAST REVISION 00-00-00
DATE PLOTTED => 2/19/2009
TIME PLOTTED => 9:50:11 AM

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => p0032249
DGN FILE => H:\646928_US101_CHESEBRO\REF\Alt-notbuild_1A_Utility.dgn

CU 00000

EA 25720K

ATTACHMENT J

TRANSPORATION MANAGEMENT PLAN (TMP)

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

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

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

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

1) Public Information

☒	a. Brochures and Mailers	$ 3,000
☒	b. Press Release	
☐	c. Paid Advertising	$
☐	d. Public Information Center/Kiosk	$
☐	e. Public Meeting/Speakers Bureau	$
☐	f. Telephone Hotline	
☒	g. Internet	
☐	h. Others _____	$

2) Motorists Information Strategies

☐	a. Changeable Message Signs (Fixed)	$
☒	b. Changeable Message Signs (Portable)	$ 30,000
☒	c. Ground Mounted Signs	$ 9,000
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☐	f. Others _____	$

3) Incident Management

☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$ 63,000
☐	b. Freeway Service Patrol	$
☐	c. Traffic Management Team	$
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

4) Construction Strategies

- [x] 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 $
- [x] j. Others K-rail & Gawk Screen $ 62,400

5) Demand Management

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

6) Alternative Route Strategies

- [ ] a. Add Capacity to Freeway Connector $
- [ ] b. Street Improvement (widening, traffic signal... etc) $
- [ ] c. Traffic Control Officers $
- [ ] d. Parking Restrictions
- [ ] e. Others $

7) Other Strategies

- [ ] a. Application of New Technology $
- [ ] e. Others $

TOTAL ESTIMATED COST OF TMP ELEMENTS = $ 167,400

PROJECT NOTES:

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

- ***STAGE CONSTRUCTION:***
  This alternative will be developed in two major stages.
  Stage I
  a. Widen Palo Comado Canyon Road and the overcrossing bridge from 2 to 4 lanes.
  b. Modify NB on & off ramps to provide standard approach angles at signalized intersection.
  c. Construct a new intersection on Palo Comado Canyon Road between the northbound ramps and Driver Avenue to provide a road to Heschel School.
  Stages II
  a. Complete the remaining construction of Palo Comado Canyon Road and overcrossing bridge.

- ***LONG TERM CLOSURES:***
  There will be no long-term closures of any lanes. The project will maintain all existing movements.

1) PUBLIC INFORMATION

a. Brochures and Mailers

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

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

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

b. Press Release

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

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

2) **MOTORISTS INFORMATION STRATEGIES**

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

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

b. **Ground Mounted Signs**
Use ground mounted signs for 5 instances and 6 signs each @$300 each = $9,000.

3) **INCIDENT MANAGEMENT**

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

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

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

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

4) **CONSTRUCTION STRATEGIES**

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

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

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

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

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

1) Public Information		
☒	a. Brochures and Mailers	$ 3,000
☒	b. Press Release	
☐	c. Paid Advertising	$
☐	d. Public Information Center/Kiosk	$
☐	e. Public Meeting/Speakers Bureau	$
☐	f. Telephone Hotline	
☒	g. Internet	
☐	h. Others _____	$
2) Motorists Information Strategies		
☐	a. Changeable Message Signs (Fixed)	$
☒	b. Changeable Message Signs (Portable)	$ 36,000
☒	c. Ground Mounted Signs	$ 10,800
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☐	f. Others _____	$
3) Incident Management		
☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$ 69,000
☐	b. Freeway Service Patrol	$
☐	c. Traffic Management Team	$
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

4) Construction Strategies

- [x] 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 $
- [x] j. Others K-rail & Gawk Screen $ 65,400

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

- [ ] a. Application of New Technology $
- [ ] e. Others _____ $

TOTAL ESTIMATED COST OF TMP ELEMENTS = $ 184,200

PROJECT NOTES:

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

- ***STAGE CONSTRUCTION:***
  This alternative will be developed in two major stages.

  Stage I

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

  Stages II

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

- ***LONG TERM CLOSURES:***
  There will be no long-term closures of any lanes. The project will maintain all existing movements.

1) PUBLIC INFORMATION

a. Brochures and Mailers

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

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

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

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

b. Press Release

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

c. Internet

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

2) MOTORISTS INFORMATION STRATEGIES

a. Changeable Message Signs (portable)

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

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

b. Ground Mounted Signs

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

3) INCIDENT MANAGEMENT

a. Construction Zone Enhanced Enforcement Program (COZEEP)

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

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

2. Two (2) night-time lane closure of NB off- & on-ramp to install and remove k-rail.
3. Two (2) night-time closures of the NB off- & on-ramp for striping.

Incident Management will be needed during each of the traffic interruptions above and assume additional 14 days for miscellaneous support. It will require two (2) COZEEP officers at night for 23 days @ $1,500/night = $69,000.
Enhanced enforcement and incident management for this project will not be needed during normal construction activities.

4) CONSTRUCTION STRATEGIES

a. Others: K-rail with Gawk Screen

Temporary railing (K-rail) with gawk screen provides positive physical separation between travel lanes and the adjacent work space, or between opposing travel lanes. And, the mounted gawk screen is to discourage gawking and reduce headlight glare. The locations designated for temporary railing are shown at following:

1. 1,000 feet at the NB off-ramp to Palo Comado Canyon Road to separate existing traffics from the proposed off-ramp.
2. 1,200 feet at the NB on-ramp to US-101.
3. 1,800 feet at the Palo Comado Canyon Road overcrossing bridge column area.

The estimated cost for K-rail is $15 per linear foot and $3 per linear foot for the gawk screen, therefore the total estimated cost is 4,000 feet @ $15 and 1,800 @ $3 = $65,400.

PREPARED BY — Surafael Teshale, P.E, Project Manager, PTG — 2/4/09 DATE

APPROVAL RECOMMENDED BY — _____ — 2/24/09 DATE

APPROVED BY — _____ — _____ DATE

TRANSPORTATION MANAGEMENT PLAN WORKSHEET

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

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

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

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

Yes ☐ No ☒

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

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

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

Check all applicable strategies.

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

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

- ☒ Nominal Delay (< 15 minutes)
- ☐ Major Delay

1. Estimated Maximum Individual Vehicle Delay _____ Minutes

2. Existing or Acceptable Individual Vehicle Delay _____ Minutes

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

4. Estimated Delay Cost (Most Applicable) _____ Minutes

☐ Extended Weekend Closure $ _____

☐ Weekly (7 days) $ _____

5. Estimated Duration of Project Related Delays _____ No of Days or

_____ Weekends

6. Cost of Construction Related Delays [(4) x (5)] $ _____

D) Project Notes:

Since there will not be a reduction in the number of traffic lanes during the construction period, it is concluded that delay associated with construction activity will be minimal.

ATTACHMENT K

PROJECT WORK PLAN AND SCHEDULE

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

WBS Code	Activity Description	Task Mgr	% Comp	Orig Dur	Rem Dur	Early Start	Early Finish	Late Start	Late Finish	Total Float
5.270.45	RLF FROM MTCE PROCESS	JBP	0	1	1	04/09/13	04/09/13	07/22/13	07/22/13	73
5.270.55	FNL INSPN & ACPTC RCMDN	JBP	0	50	50	04/10/13	09/30/13	07/23/13	09/30/13	0
5.270.60	PLANT ESTABLISHMENT ADMIN	JBP	0	220	220	11/20/12	09/30/13	11/20/12	09/30/13	0
5.270.65	TMP IMPLN DURING CONST	JBP	0	220	220	05/14/12	03/22/13	08/24/12	07/05/13	73
5.270.70	UPDD ECR	JBP	0	220	220	05/14/12	03/22/13	11/20/12	09/30/13	134
5.270.75	RSRC AGENCY PMT RNWL & EXTN REQS	JBP	0	220	220	05/14/12	03/22/13	11/20/12	09/30/13	134
5.270.80	L-TRM ENV MITIGN/MNTG DURING CC	AR2	0	1	1	05/14/12	05/14/12	09/30/13	09/30/13	353
5.275	CE & GCA OF STRUCS WRK	JBP	0	254	254	01/02/09	12/30/09	12/12/12	12/10/13	1,006
5.285	CCO ADMIN	JBP	0	404*	404*	05/14/12	12/10/13	08/24/12	12/10/13	0
5.290	RSLV CONTR CLAIMS	-	0	404*	404*	05/14/12	12/10/13	08/24/12	12/10/13	0
5.295	ACPT CONTR PREP FE & FR	JBP	0	50	50	10/01/13	12/10/13	10/01/13	12/10/13	0
M000	ID NEED	RBG	100	0	0		10/01/08A		10/01/08A	
M010	APPROVE PID	-	0	0	0		02/20/09*		02/20/09*	0
M015	PROG PROJ	-	0	0	0		02/20/09		12/10/09	206
M020	BEGIN ENVIRO	-	0	0	0		02/20/09		12/10/09	206
M030	NOP	-	0	0	0		12/31/08		12/10/13	1,260
M040	BEGIN PROJ	-	0	0	0		02/20/09		12/10/09	206
M120	CIRC DED	-	0	0	0		11/10/10		09/02/11	206
M200	PA&ED	-	0	0	0		12/13/10*		12/13/10*	0
M221	BRIDGE SITE DATA ACCEPTED	-	0	0	0		03/10/11		05/17/11	47
M222	BEGIN BRIDGE	-	0	0	0		03/10/11		05/17/11	47
M224	R/W MAPS	-	0	0	0		12/31/08		03/10/11	557
M225	REGULAR R/W	-	0	0	0		12/31/08		11/17/11	734
M275	GENERAL PLANS	-	0	0	0		03/10/11		05/17/11	47
M300	CIRC PLANS IN DIST	-	0	0	0		10/05/11		10/05/11	0
M318	DESIGN SAFETY REVIEW	-	0	0	0		10/05/11		10/05/11	0
M328	CONSTRUCTABILITY REVIEW	-	0	0	0		10/05/11		10/05/11	0
M377	PS&E TO DOE	GLF	0	0	0		11/02/11		11/02/11	0
M378	DRAFT STRUC PS&E	-	0	0	0		08/01/11		10/05/11	47
M380	PROJ PS&E	GLF	0	0	0		12/30/11		12/30/11	0
M410	R/W CERT	-	0	0	0		05/06/11		01/16/12	177
M460	RTL	-	0	0	0		01/30/12		01/30/12	0
M480	HQ ADVERT	BL	0	0	0		04/03/12		04/03/12	0
M495	AWARD	-	0	0	0		04/27/12		04/27/12	0
M500	APPROVE CONTRACT	BL	0	0	0		05/11/12		05/11/12	0
M568	FINAL SAFETY REVIEW	-	0	0	0		12/31/08		08/19/13	1,180
M600	CONTRACT ACCEPT	-	0	0	0		09/30/13		09/30/13	0
M700	FINAL REPORT	JBP	0	0	0		12/10/13		12/10/13	0
M800	END PROJ	RBG	0	0	0		12/10/13		12/10/13	0

ATTACHMENT L

STORM WATER DATA REPORT *(PROJECT FILES)*

Long Form - Storm Water Data Report

Dist-County-Route: 07-LA-101

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

Project Type: Interchange Improvements

EA: 25720K

RU: 186

Program Identification: HE-11

Phase: ☒PID ☐PA/ED ☐PS&E

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

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

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

If No, a Technical Data Report must be submitted to the RWQCB at least 60 days prior to PS&E Submittal. List submittal date: _____

Total Disturbed Soil Area: 7.1-acres

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

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

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

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

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

Surfael Teshale,
Registered Project Engineer

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

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

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

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

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

STAMP
[Required for PS&E only]

Shirley Pak, *District/Regional SW Coordinator or Designee* 2/26/2009 Date