CONFORMITY EXEMPTION FORM - PROJECT SUMMARY FOR INTERAGENCY CONSULATION
For projects that correct, improve, or eliminate a hazardous location or feature

<table>
<thead>
<tr>
<th>Dist.-Co.-Rte.-PM</th>
<th>EA/EFIS ID (Caltrans Projects)</th>
<th>Fed. Aid. No. (Local Projects)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-ORA-22 11.6/12.5</td>
<td>12-OS190/1219000104</td>
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</table>

FTIP ID# (required)
ORA001102

TCWG Consideration Date February 23, 2021

Lead Agency: Caltrans
Contact Person
Rabindra Bade
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Pollutant of Concern: PM 2.5 and PM10

Anticipated Federal Environmental Approval (check appropriate box)

☐ 23 USC 326 CE  ☐ 23 USC 327 CE  ☐ EA  ☐ EIS

Anticipated Date of Federal Environmental Approval: 2021

Current Programming Dates (as appropriate)

<table>
<thead>
<tr>
<th>Start</th>
<th>PA&amp;ED</th>
<th>PS&amp;E</th>
<th>ROW</th>
<th>CON</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>November 2020</td>
<td>August 2022</td>
<td>November 2023</td>
<td>September 2026</td>
</tr>
<tr>
<td>Start</td>
<td>July 2022</td>
<td>November 2023</td>
<td>January 2024</td>
<td>November 2028</td>
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Project Description (clearly describe project, include narrative location)
This safety project evaluates the safety improvement proposal from Traffic Operations Northeast branch to address safety concerns on the westbound (WB) State Route 22 (SR 22), also known as Garden Grove Freeway approximately between 0.1 mile west of Santiago Creek Bridge and 0.2 mile east of Cambridge Street Overcrossing (OC) in the cities of Santa Ana and Orange.
This Project Initiation Report (PIR) proposes to widen WB SR 22 to accommodate an auxiliary (aux) lane and the extension of the No. 4 drop lane for approximately 0.2 mile beyond Glassell Street (St) off-ramp as it merges to the No.3 lane to mitigate the safety issues without increasing the capacity of WB SR 22.

Project Purpose and Need (Summary): (attach additional sheets as necessary)

Purpose:
The primary purpose of the project is to enhance safety, reduce the number and severity of traffic collisions by widening WB SR 22 to accommodate an aux lane and the extension of the No. 4 drop lane for approximately 0.2 mile beyond Glassell Street (St) off-ramp as it merges to the No.3 lane.

Need:
The segment of the WB SR 22 is experiencing high concentration of Rear-End and Sideswipe Collisions due to the existing No. 4 lane becoming a drop lane as it terminates at Glassell St off ramp. This configuration creates a trap/bottleneck condition, such as weaving problems during PM peak periods.
Project Description of Proposed Alternate

One build alternative is considered in this project. The major engineering features are listed below, and the improvement plan is shown below.

1. Shift the WB SR 22 travel lanes toward the extra wide median and modify the pavement delineation accordingly to provide a standard lane merge taper for the extended No. 4 lane to join existing striping immediately east of the Glassell St on-ramp inlet nose.
2. Extend the No. 4 lane beyond the Glassell St off-ramp and separate the aux lane from the No. 4 lane by widening WB SR 22. Conceptional Improvement Plan (L1-L3) is attached.
3. Constructing a new retaining wall from Glassell St off-ramp to Cambridge St OC.
4. Construct a new sign structure approximately 400’ west of Cambridge St OC along the new aux lane.
5. Replace the existing “Main St ¾ MILE” guide sign panel on OH sign structure at Glassell St off-ramp with “LANE ENDS ¼ MILE” warning sign.
6. Replace the existing OH sign panel located east of the Cambridge St OC with a panel showing “Glassell St Grand Ave 1/2 MILE”.
7. Construct additional lighting along the proposed retaining wall between Glassell St offramp and Cambridge St OC.
8. Reconstruct the fiber optics as part of communication system under the existing shoulder.
9. Remove the existing MBGR in the conflicting areas.
10. Replace roadside signs in the conflicting areas.
11. Relocate the existing drainage systems.
12. The design for the census stations within the project limits is incorporated to the PS&E project of EA 0Q320.

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

Traffic Collisions data:
Traffic Accident Surveillance and Analysis System (TASAS) Selective Accident Retrieval (TSAR) data were obtained and reviewed for the three-year period from 01/01/2016 to 12/31/2018 within the project limits, the above statewide average values are highlighted:

<table>
<thead>
<tr>
<th>County-Route (post mile range)</th>
<th>Number of Collisions</th>
<th>Actual Rate</th>
<th>Average Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>F¹</td>
<td>F+I²</td>
<td>Total³</td>
</tr>
<tr>
<td>Ora – 22 – PM R11.0/R12.5</td>
<td>1</td>
<td>42</td>
<td>156</td>
</tr>
</tbody>
</table>

Notes: 1. Fatal collisions 2. Fatal collisions plus injury collisions 3. All reported collisions

Collision Rates: Number of collisions/Million Vehicle Miles

Among the 156 collisions the TSAR indicates, there are 135 (86.5%) Rear End, 17 (10.9%) Sideswipe, 2 (1.3%) Hit Object, and 2 (1.3%) Overturn.
Extending the short length of the lane for maneuvering of the vehicles to safely change the lane will not increase the capacity of freeway system. It would minimize weaving problem during peak period and reduces the accident rate enhancing the safety. By widening WB SR to accommodate an auxiliary lane and extension of the No. 4 lane for approximately 0.2 mile beyond Glassell Street (St) off-ramp as it merges to the No.3 lane to mitigate the safety issues without increasing the capacity of WB SR 22. Therefore, the proposed project meets the criteria of 40 CFR 93.126 and exempt from conformity analysis requirement.
Vicinity Map