



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

Project Information

DIST-CO-RTE-PM: 12-ORA-91-0.0/4.8

EA/EFIS ID (Caltrans Projects): 1220000021

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): ORA 001103

TCWG Consideration Date: 07/27/2021

Pollutant of Concern: PM2.5 and PM10

Contact Information

Lead Agency: Caltrans

Contact Person: Rabindra Bade

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Fax:

Email: rabindra.bade@dot.ca.gov

Environmental Approval Information

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):

| | PA&ED | PS&E | ROW | CON |
|--------------|------------------|-----------------|------------|------------|
| Start | 2021 | 2022 | 2023 | 2027 |
| End | 2021 | 2023 | 2024 | 2028 |



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Project Details

Project Description

This SR-91 project was initiated by the Caltrans District 12 Team as a multi-asset management project. The proposal aims to address both Roadway Improvement and TMS improvement along a portion of SR-91. Roadway Improvement provides various upgrades and improvement to the existing facilities and TMS Improvement transitions our existing facilities into a modernized system with a multimodal technological infrastructure. Roadway improvement includes pavement improvement as the anchor asset; and drainage, lightings and conduits, operation improvement/widening, overhead sign panels and overhead sign structures, Weight-In-Motion system, and landscape as satellite assets. TMS improvement is a satellite asset which consists of various TMS elements, including CMS, HD CCTV, video detection cameras, smart street lightings, non-PTZ cameras, switches at controller cabinets, cabinet locking systems, loops, and pull boxes.

The project limits of Segment 1 encompass the segment of SR-91 from approximately 0.1 mile west of the Los Angeles County line in Los Angeles County to the Acacia Street Undercrossing in Orange County, including the Cities of Cerritos, La Palma, Buena Park, Fullerton, and Anaheim, from 07-LA-91 PM R20.6/R20.7 to 12-ORA-91 PM R0.0/4.8.

Layout plan of the widening at the Orangethorpe Avenue off ramp is attached.

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

Purpose

This project addresses inadequate roadway conditions and transportation management system elements. Work activities include pavement rehabilitation, drainage improvements, work on/at several bridges, loop detector replacement, new lighting, lighting replacement ,conduit replacement, installation of a weigh in motion system (WIMS), landscape improvements, overhead sign panel and one bridge mounted sign structure, retaining walls, upgrade existing closed circuit television (CCTV) cameras to high definition cameras (HD CCTV), upgrade existing switches in electrical cabinets, upgrade fiber optic communication systems, install video detection cameras, install Smart Street Lighting, install non-pan-tilt-zoom (PTZ) cameras, install central locking cabinet systems, upgrade pull boxes with locking systems.

Additionally, and operational improvement which includes widening at the Orangethorpe Avenue off ramp is also proposed. The off ramp needs to be widened due to occasional ramp-queue overflows on EB SR-91 mainline at this location. The operational improvement is limited to increasing storage capacity of the ramp by widening the terminus section from two to three lanes.

Potholing to identify underground utilities is anticipated. Work activities occur in both directions (EB and WB) on SR-91.

0R311K specifically entails:

Roadway slabs, Bridge Approach/Departure slabs, Cold Plane & Overlay, Grind & Groove, Drainage Improvements, Replace Loop Detectors, Lighting/Conduit Improvement: Add lights, replace lights, replace conduit, Landscape Improvement, Weigh in Motion Scale System, Upgrade Overhead Signs, Operational



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Widening, Retaining Walls, Upgrade HD CCTVs, Switch Cabinet Locking, Upgrade Fiber Optics, Install Video Detection, Upgrade CMS, Install CMS, Install Smart Lighting, Install Non-PTZ Cameras, Install Central Locking, Upgrade Pull Boxes.

Need

SR-91 has experienced inadequate roadway conditions and been operating with incomplete and disconnected technological infrastructure systems.

A. Inadequate roadway conditions, including:

- Deteriorated pavement, cracked and settled approach and departure slabs
- Inadequate drainage systems
- Inadequate lightings and conduits
- Outdated irrigation systems
- Unsafe maintenance accesses for highway workers
- The need to effectively monitor truck volume along the corridor
- Deterioration of visibility of existing overhead sign panels
- Travelers experiencing lengthy and extended commute times during peak hours at some freeway segments

B. Incomplete and disconnected technological infrastructure systems, including:

- Lack of real-time management of the corridor to detect traffic congestion, vehicle collision and incident
- Lack of Internet Protocol (IP) base Ethernet communications with field elements to allow for remote monitoring and management of ITS elements
- The need to upgrade the existing CMS to improve visibility and meet standard requirements
- The need to save energy and improve visibilities to enhance road safety with remote management to lower maintenance cost and reduce operating expenses
- Lack of real-time management at the ramps/merging areas to detect traffic congestion, vehicle collision and incident
- Lack of Intelligent Traffic System (ITS) to protect our critical infrastructure systems

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

- i. It reduces the occasional ramp-queue on EB SR-91 location i.e. it increases the storage capacity of the ramp by widening the terminus section from two to three lanes.

Comments/Explanation/Details (attach additional sheets as necessary):

- i. It reduces the occasional ramp-queue overflows on EB SR-91 mainline location.
- ii. The operational improvement is limited to increasing storage capacity of the ramp by widening the terminus section from two to three lanes.
- iii. The operational improvement will be at only one location not at multiple locations.



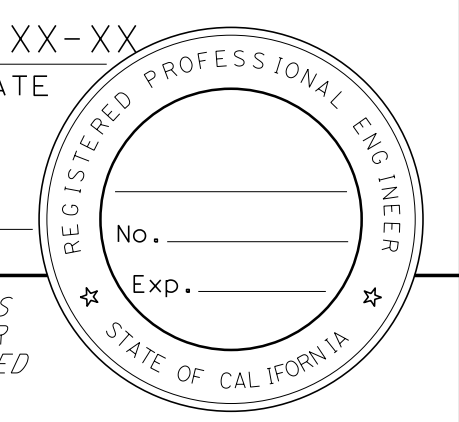
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Thus, this project can be exempted from conformity requirement according to 40 CFR 93.126 Table 2 under the "Project that correct, improve, or eliminate a hazardous location or feature."

| | | | | | |
|----------|------------|-------|--------------------------|-----------|--------------|
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
| 07 12 | LA Orca | 91 | R20.6/R20.7 R0.0/4.8 | 4 | 92 |

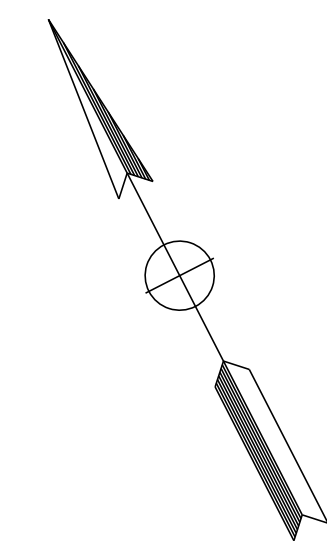
XX-XX-XX
REGISTERED CIVIL ENGINEER DATE
XX-XX-XX
PLANS APPROVAL DATE

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



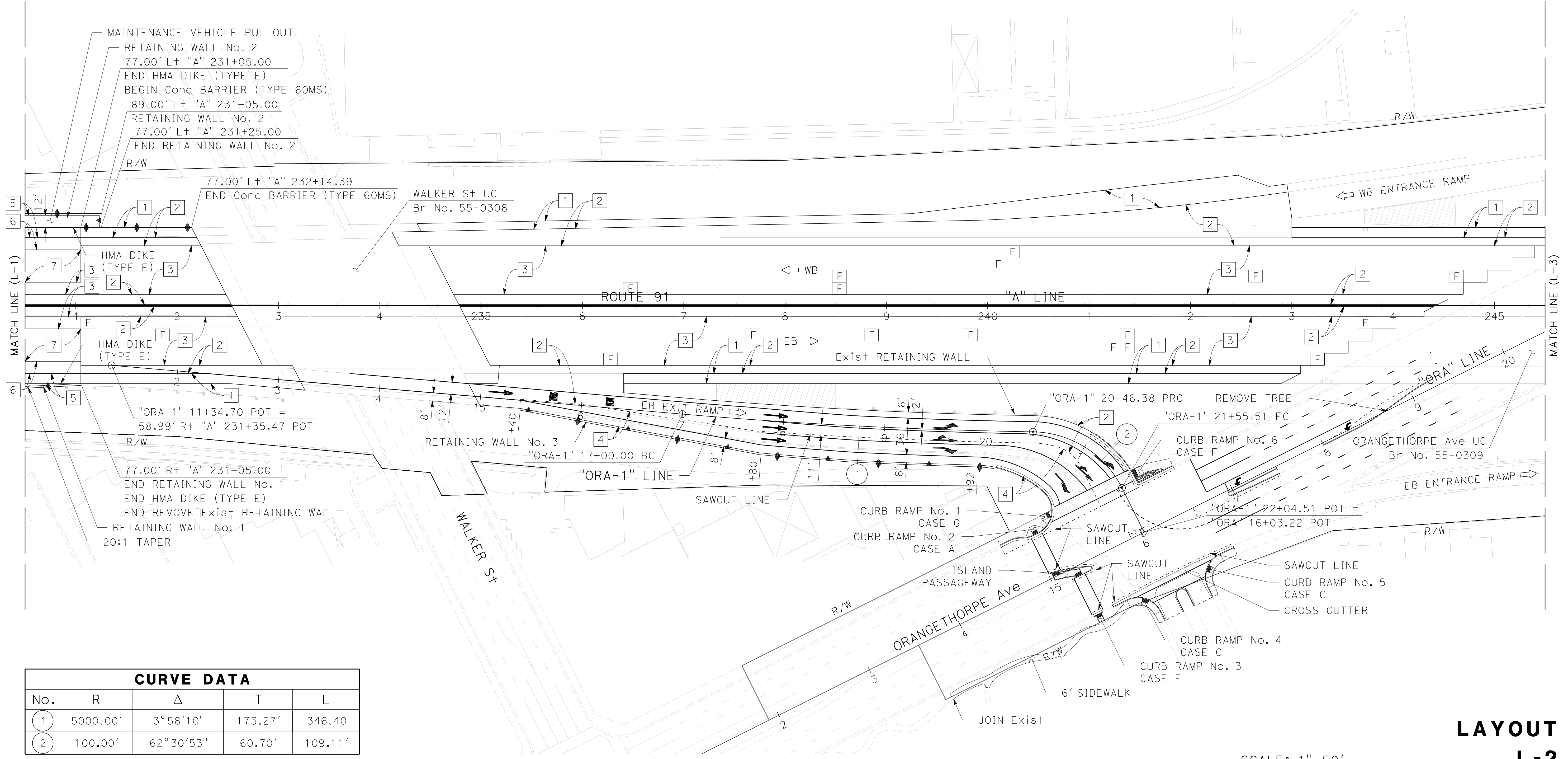
AECOM
999 TOWN & COUNTRY ROAD
ORANGE, CA 92868

CALTRANS DISTRICT 12
1750 EAST 4TH STREET
SUITE 100
SANTA ANA, CA 92705



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

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



| CURVE DATA | | | | |
|------------|----------|-------------|---------|---------|
| No. | R | Δ | T | L |
| 1 | 5000.00' | 3° 58' 10" | 173.27' | 346.40 |
| 2 | 100.00' | 62° 30' 53" | 60.70' | 109.11' |

SCALE: 1"=50'

**LAYOUT
L-2**



CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR “PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS LOCATION OR FEATURE” EXEMPTION

Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM_{2.5}, PM₁₀ and NO₂.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at https://safety.fhwa.dot.gov/road_diets/

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

Reference

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to More Information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 2-Exempt Projects

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.