Draft Project Report
I-10 Corridor Project

ATTACHMENT H
Design Standards Risk Assessment Tables
ALTERNATIVE 2
### I-10 Corridor Project

**EA No.: DC3300**

**Proposed Design Exceptions - Risk Assessment**

**Alternative 2 - HDV: MANDATORY**

**Station Equations:** 729+07.25 Back + 1600+00 Ahead At LA/10t County Line

Note: Posted speed on I-10 is 65 mph throughout the project corridor

New text added since 6/2015 review

Table showing proposed risk assessment data for various locations:

<table>
<thead>
<tr>
<th>No.</th>
<th>Plan or Profile/Profile</th>
<th>Facility</th>
<th>Vicinity</th>
<th>HDG</th>
<th>MPH</th>
<th>Topic</th>
<th>Location</th>
<th>Reg Plan</th>
<th>Design Plan</th>
<th>Length (ft)</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Existing Condition</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>L-10</td>
<td>Minor</td>
<td>West of</td>
<td>Mainline</td>
<td>3.5</td>
<td>Horiz.</td>
<td>HOV Lane line of Moorpark Ave</td>
<td>20.75</td>
<td>20.00</td>
<td>0.25</td>
<td>2104+93</td>
<td>1370+00</td>
<td>1,225</td>
<td>740 (50 mph)</td>
<td>640 (30 mph)</td>
<td>High</td>
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<tr>
<td>2</td>
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<td>3</td>
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<td>3.5</td>
<td>Horiz.</td>
<td>HOV Lane line of Sixth St</td>
<td>28.13</td>
<td>28.00</td>
<td>0.35</td>
<td>2057+00</td>
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<td>2257+75</td>
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<td>3,830</td>
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<td>640 (30 mph)</td>
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</table>

Additional widening or curve radius enlargement would impact the following (note: these impacts are in addition to those noted in the revised Executive Summary):

- Additional widening of existing embankment would be required.
- Additional widening or curve radius enlargement would impact the existing embankment.
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<th>Topic</th>
<th>Location</th>
<th>Reg PM</th>
<th>Std PM</th>
<th>Length (feet)</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Existing Condition</th>
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<tr>
<td>10</td>
<td>Monarre</td>
<td>Mainline</td>
<td>Highland</td>
<td>201.1</td>
<td>4 St.</td>
<td>Horizontal SSD to median barrier</td>
<td>10 L</td>
<td>30.12</td>
<td>0.18</td>
<td>3016.50</td>
<td>3017.68</td>
<td>YES</td>
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<td>Ford</td>
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<td>4 St.</td>
<td>Horizontal SSD to median barrier</td>
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<td>Texas U.C.</td>
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<td>4 St.</td>
<td>Horizontal SSD to outside bridge railing</td>
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<td>0.18</td>
<td>3016.50</td>
<td>3017.68</td>
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<td>1. Widening the roadway would require widening on the west part of Texas U.C.</td>
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<td>30.12</td>
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<td>Horizntal SSD to bridge columns</td>
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<td>3017.68</td>
<td>YES</td>
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<td>No.</td>
<td>Facility</td>
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<td>Topic</td>
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<td>Est PM</td>
<td>Length (miles)</td>
<td>Exit No.</td>
<td>Exit Lat (ft)</td>
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<tr>
<td>20</td>
<td>Kaiser</td>
<td>West of Etiwanda to bridge columns</td>
<td>HOV/SSD west at 0.65 (I-10 crest, 0.18%, 0.200)</td>
<td>10.03</td>
<td>10.13</td>
<td>0.06</td>
<td>1531+95</td>
<td>1534+190</td>
<td>300</td>
<td>550'</td>
<td>Single-lane bridge would need replacement due to profile change. Actual accident rate lower than average.</td>
<td>3.00% (2.48%)</td>
</tr>
<tr>
<td>21</td>
<td>Kaiser</td>
<td>Colton</td>
<td>HOV west at Colton #3 (east side, 0.03%, 0.200)</td>
<td>18.24</td>
<td>18.28</td>
<td>0.04</td>
<td>1959+10</td>
<td>1964+10</td>
<td>500</td>
<td>500'</td>
<td>Single-lane bridge would need replacement due to profile change. Actual accident rate lower than average.</td>
<td>3.00% (2.48%)</td>
</tr>
<tr>
<td>22</td>
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<td>Colton</td>
<td>HOV west at Colton #2 (east side, 0.03%, 0.200)</td>
<td>18.30</td>
<td>18.36</td>
<td>0.07</td>
<td>1450+10</td>
<td>1450+10</td>
<td>300</td>
<td>300'</td>
<td>Single-lane bridge would need replacement due to profile change. Actual accident rate lower than average.</td>
<td>3.00% (2.48%)</td>
</tr>
<tr>
<td>23</td>
<td>Kaiser</td>
<td>Colton</td>
<td>HOV west at Colton #1 (east side, 0.03%, 0.200)</td>
<td>17.79</td>
<td>17.83</td>
<td>0.06</td>
<td>1450+10</td>
<td>1450+10</td>
<td>300</td>
<td>300'</td>
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<td>0.06</td>
<td>1450+10</td>
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<td>300'</td>
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<td>0.06</td>
<td>1450+10</td>
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<td>3.00% (2.48%)</td>
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</tbody>
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**New**: Post-paved on R-10 is 45 mph throughout the project corridor

**Modified**: Since 6/2015 review

Note: All work is to occur within an otherwise uncontrolled area.

Highway Budget to be reduced as indicated.
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<th>No.</th>
<th>Facility</th>
<th>Facility-Milepost</th>
<th>Topic</th>
<th>Alignment</th>
<th>Location</th>
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<th>End Wer</th>
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<tbody>
<tr>
<td>31</td>
<td>I-31</td>
<td>Monon-Mainline 500</td>
<td>Vertical</td>
<td>MW</td>
<td>I-31/SSD</td>
<td>203.5 (left-of-810' sag, 0.09%, 0.0%)</td>
<td>22.75</td>
<td>22.02</td>
<td>0.00</td>
<td>2020/ME</td>
<td>SS:</td>
<td>SS:</td>
<td>1,350/500'</td>
<td>587 (56 mph)</td>
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<tr>
<td>32</td>
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<td>SS:</td>
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<td>587 (56 mph)</td>
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<tr>
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<td>MW</td>
<td>I-31/SSD</td>
<td>203.5 (left-of-810' sag, 0.09%, 0.0%)</td>
<td>22.75</td>
<td>22.02</td>
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<td>New York</td>
<td>201-1</td>
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<td>Vertical</td>
<td>866 &amp; 161 st at New York Ave (SR-91, 5% 4188.5)</td>
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<td>40.53</td>
<td>0.38</td>
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<td>Ramble</td>
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<td>201-1</td>
<td>56</td>
<td>Vertical</td>
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<td>0.30</td>
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<td>136 (60 mph)</td>
<td>235 (90 mph)</td>
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<td>220 (80 mph)</td>
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<td>67</td>
<td>Super elevation rate</td>
<td>866 &amp; 161 st east of Ranch (SR-91 cruise)</td>
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<td>3% 4% 6%</td>
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<td>Ranch</td>
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<td>866 &amp; 161 at Galbra Crossing (SR-91 cruise)</td>
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<td>21.92</td>
<td>0.06</td>
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<td>202.2(1) M</td>
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<td>Riverside Ave Wk off-ramp (St/Redlands Blvd)</td>
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<td>Carriage Dr Wk off-ramp (St/Redlands Blvd)</td>
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<td>PR-28</td>
<td>Mountain View</td>
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<td>Cathedral St Wk off-ramp (St/Redlands Blvd)</td>
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<td>2%</td>
<td>5%</td>
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<tr>
<td>79</td>
<td>1.17</td>
<td>L 148</td>
<td>Montebello</td>
<td>301. M</td>
<td>Clearance any width</td>
<td>181 (1204) LN - East of Orange St to West of Foothill Blvd</td>
<td>36.69</td>
<td>16'06'</td>
<td>0.04</td>
<td>36x105</td>
<td>0.735-12</td>
<td>12'</td>
<td>12'</td>
<td>11'12'</td>
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<td>80</td>
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<td>Montebello</td>
<td>301. M</td>
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<td>181 (1204) LN - East of Foothill Blvd</td>
<td>36.69</td>
<td>16'06'</td>
<td>0.04</td>
<td>36x105</td>
<td>0.735-12</td>
<td>12'</td>
<td>12'</td>
<td>11'12'</td>
</tr>
</tbody>
</table>

**Notes:**
- Proposed speed on I-10 is 65 mph throughout the project corridor.
- New were added since 4/2015 review.
- Item modified since 6/2015 review.
| No. | Item | Plan or Profile or Profile | Facility | Varsity | HDMI | NCH | Topic | Location | Reg PM | End PM | Length (in) | Inv. # | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Probability of Approx. | Reason/Justification |
|-----|------|---------------------------|----------|--------|------|-----|-------|----------|--------|--------|------------|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---...
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<th>End PM</th>
<th>Reg Dia</th>
<th>End Dia</th>
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<th>Existing</th>
<th>Proposed</th>
<th>Existing Condition</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
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<td>10.015</td>
<td>303.0</td>
<td>100 (1/2)%</td>
<td>13.47</td>
<td>13.46</td>
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<td>100 (1/2)%</td>
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<td>15.26</td>
<td>180</td>
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<td>16.36</td>
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<td>100 (1/2)%</td>
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<td>100 (1/2)%</td>
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<td>18.35</td>
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<td>303.0</td>
<td>100 (1/2)%</td>
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<td>Vertical clearance</td>
<td>Vernon St WC</td>
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<td>28.84</td>
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<td>2163/105</td>
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**Footnotes:**
- Posted speed on I-10 is 65 mph throughout the project corridor
- New request added since 6/2015 review
- Item modified since 6/2015 review

**Notes:**
- Project speed on I-10 is 65 mph throughout the project corridor

**Additional 2 - HDV: MANDATORY**

**Station Equations:**
- 724+87.25 Back = 1000+68.00 Ahead At LA/Slidell County Line

**New Item:**
- 6/2015 review

**Mandatory:**
- 81-30 HDV: MANDATORY

**Mandatory.xlsx**
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<th>Visibility</th>
<th>HIDM</th>
<th>Notes</th>
<th>Topic</th>
<th>Location</th>
<th>Beg PM</th>
<th>End PM</th>
<th>Length (miles)</th>
<th>Standard</th>
<th>Easing</th>
<th>Proposed</th>
<th>Existing Condition</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
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<td>101</td>
<td>L-18</td>
<td>Rancho</td>
<td>Rancho</td>
<td>200%</td>
<td>50</td>
<td>Vertical sight (signalized)</td>
<td>Rancho Ave at 37184 off ramp lookup at 91 Rancho Ave (E turn)</td>
<td>22.96</td>
<td>22.96</td>
<td>(26 mph)</td>
<td>(50)</td>
<td></td>
<td></td>
<td>Y N</td>
<td>7. Sight distance required by bridge rating at Rancho Ave (7). Attaining corner sight distance would require replacement of signal. Rancho Ave is a main line HDV off ramp. Mail line off ramp would require acquisition of one SFR, two SB and one restaurant. and conclude intersection spacing with Valley Blvd.</td>
<td>High</td>
</tr>
<tr>
<td>102</td>
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<td>Rancho</td>
<td>Rancho</td>
<td>200%</td>
<td>50</td>
<td>Vertical sight (signalized)</td>
<td>Rancho Ave at 37184 off ramp lookup at 91 Rancho Ave (E turn)</td>
<td>22.96</td>
<td>22.96</td>
<td>(26 mph)</td>
<td>(50)</td>
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<td>Y N</td>
<td>7. Sight distance required by bridge rating at Rancho Ave (7). Attaining corner sight distance would require replacement of signal. Rancho Ave is a main line HDV off ramp. Mail line off ramp would require acquisition of one SFR, two SB and one restaurant. and conclude intersection spacing with Valley Blvd.</td>
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<tr>
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<td>200%</td>
<td>50</td>
<td>Vertical sight (signalized)</td>
<td>Rancho Ave at 37184 off ramp lookup at 91 Rancho Ave (E turn)</td>
<td>22.96</td>
<td>22.96</td>
<td>(26 mph)</td>
<td>(50)</td>
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<td>Y N</td>
<td>7. Sight distance required by bridge rating at Rancho Ave (7). Attaining corner sight distance would require replacement of signal. Rancho Ave is a main line HDV off ramp. Mail line off ramp would require acquisition of one SFR, two SB and one restaurant. and conclude intersection spacing with Valley Blvd.</td>
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<tr>
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<td>200%</td>
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<td>Vertical sight (signalized)</td>
<td>Esplanada Ave at 34080 off ramp lookup at 91 Esplanada Ave (E turn)</td>
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<td>(26 mph)</td>
<td>(50)</td>
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<td>7. Sight distance required by bridge rating at Esplanada Ave (7). Attaining corner sight distance would require replacement of signal. Esplanada Ave is a main line HDV off ramp. Mail line off ramp would require acquisition of one SFR, two SB and one restaurant. and conclude intersection spacing with Valley Blvd.</td>
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<td>Vertical sight (signalized)</td>
<td>California Ave at 30060 off ramp lookup at 91 California Ave (E turn)</td>
<td>28.5</td>
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<td>(26 mph)</td>
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<td>109 Between Alabama St and Tennessee St</td>
<td>28.83</td>
<td>28.83</td>
<td>0.52</td>
<td>1 mile</td>
<td>0.80 miles</td>
<td>0.84 miles</td>
<td>YES</td>
<td>1</td>
<td>Significant traffic impact if removal of one of the ICs.</td>
</tr>
<tr>
<td>120</td>
<td>L-19</td>
<td>Montgomery</td>
<td>Alabama</td>
<td>10/230</td>
<td>M</td>
<td>Interchange spacing</td>
<td>109 Between Route 230 and Tennessee St</td>
<td>28.83</td>
<td>28.83</td>
<td>0.52</td>
<td>2 miles</td>
<td>0.80 miles</td>
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<td>YES</td>
<td>1</td>
<td>Significant traffic impact if removal of one of the ICs.</td>
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<tr>
<td>121</td>
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<td>10/230</td>
<td>M</td>
<td>Interchange spacing</td>
<td>109 Between Route 230 and Bunkers St/Orange Ave/Va</td>
<td>28.83</td>
<td>28.83</td>
<td>0.52</td>
<td>1 mile</td>
<td>0.80 miles</td>
<td>0.84 miles</td>
<td>YES</td>
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<td>Significant traffic impact if removal of one of the ICs.</td>
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<tr>
<td>122</td>
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<tr>
<td>123</td>
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<tr>
<td>124</td>
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<td>LaCaspua</td>
<td>St.</td>
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<td>M</td>
<td>Partial interchange</td>
<td>109 between St and WB off ramp</td>
<td>22.42</td>
<td>22.42</td>
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<td>Partial interchange shall not be used</td>
<td>La Caspua St interchange is a partial interchange</td>
<td>La Caspua St interchange is a partial interchange</td>
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</tr>
<tr>
<td>125</td>
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<td>St.</td>
<td>501.0</td>
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<td>Isolated off-ramp</td>
<td>WB WB off ramp</td>
<td>22.75</td>
<td>22.75</td>
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<tr>
<td>126</td>
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<td>St.</td>
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<td>Spurry St WV off ramp</td>
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<td>22.25</td>
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<td>Isolated off ramp shall not be used</td>
<td>Spurry St WV off ramp is isolated</td>
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<tr>
<td>127</td>
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<td>128</td>
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<td>01/04/55</td>
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<td>22.25</td>
<td>0.52</td>
<td>Partial interchange shall not be used</td>
<td>1475 1569+15 2488</td>
<td>1475 1569+15 2488</td>
<td>YES</td>
<td>1</td>
<td>Proposed improvements are limited to the gore area.</td>
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<td>129</td>
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<td>109 between Milliken and N15: (890-516 East)</td>
<td>9.32</td>
<td>9.32</td>
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<td>Interchange spacing</td>
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<td>10.31</td>
<td>10.31</td>
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<td>7.50 miles</td>
<td>YES</td>
<td>1</td>
<td>Shortening either ramp would reduce storage.</td>
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**Note:** Posted speed on I-10 is 65 mph throughout the project corridor.
<table>
<thead>
<tr>
<th>No.</th>
<th>Plan or Profile</th>
<th>Facility</th>
<th>Vehics</th>
<th>HDMS</th>
<th>Notes</th>
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<th>Location</th>
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<th>End PM</th>
<th>Length (mi)</th>
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<th>Existing Condition</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
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<tbody>
<tr>
<td>549</td>
<td>1-13</td>
<td>Monterey Bch</td>
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<td>Weaving length</td>
<td>NM 101 between Hanlon Av and La Capita Bl</td>
<td>22.97</td>
<td>22.97</td>
<td>0.00</td>
<td>334/075</td>
<td>1338/058</td>
<td>0.545</td>
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<td>1,420</td>
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<td>550</td>
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<td>549.7</td>
<td>M</td>
<td>Weaving length</td>
<td>NM 101 between La Capita/NE St and Mount Vernon Av</td>
<td>22.85</td>
<td>22.10</td>
<td>0.21</td>
<td>330/078</td>
<td>1220/098</td>
<td>1.315</td>
<td>2,080</td>
<td>965</td>
<td>YES</td>
</tr>
<tr>
<td>551</td>
<td>1-12</td>
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<td>1.315</td>
<td>2,080</td>
<td>965</td>
<td>YES</td>
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</tbody>
</table>

**Notes:**
- Proposed speed on I-10 is 65 mph throughout the project corridor.
- New has been added since 6/2015 review.
- Item modified since 6/2015 review.
<table>
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<tr>
<th>No.</th>
<th>Plan or Profile or Profile</th>
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<th>HDM</th>
<th>Description</th>
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<th>End PM</th>
<th>Length (feet)</th>
<th>Standard</th>
<th>Existing</th>
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<th>Existing Condition</th>
<th>Probability of Approval</th>
<th>Reason/Justification</th>
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<tr>
<td>289</td>
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<td>Carnegie</td>
<td>Waterman</td>
<td>540.8</td>
<td>Proposed</td>
<td>Carnegie Dr off-ramp</td>
<td>30.25</td>
<td></td>
<td></td>
<td>Access across rights opposite</td>
<td>Carnegie Dr opposite</td>
<td>155</td>
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<td>Ford</td>
<td>Ford</td>
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<td>Ford St off-ramp</td>
<td>30.35</td>
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<td>Access across rights opposite</td>
<td>Ford St opposite</td>
<td>155</td>
<td>Access across rights opposite</td>
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<td>High</td>
</tr>
</tbody>
</table>
### Proposed Design Exceptions - Risk Assessment

**Alternative 2 - HOV: ADVISORY**

Station Equations: 729+87.15 Back = 10000+00.00 Ahead at LA/Blod County Line

Note: Posted speed on I-10 is 65 mph throughout the project corridor

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<tr>
<th>No.</th>
<th>Strip Map No. or Facility</th>
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<th>Topic</th>
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<th>Reg FMI</th>
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<th>Length [ft]</th>
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<tbody>
<tr>
<td>1 A</td>
<td>1-12</td>
<td>Sierra</td>
<td>105.52C</td>
<td>Curb ramps: Josefa Ave/Sierra intersection (4 corners)</td>
<td>10.62</td>
<td>10.73</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>YES 1. Crosswalk is proposed in N/S direction only. No crosswalk is proposed in E/W direction in order to minimize pedestrian conflict and improve intersection operation. Also, no destination for E/W movement at this intersection.</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>2 A</td>
<td>1-12</td>
<td>Sierra</td>
<td>105.52C</td>
<td>Curb ramps: Josefa Ave/Sierra intersection (4 corners)</td>
<td>10.62</td>
<td>10.73</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>YES 1. Crosswalk is proposed in N/S direction only. No crosswalk is proposed in E/W direction in order to minimize pedestrian conflict and improve intersection operation. Also, no destination for E/W movement at this intersection.</td>
<td>High</td>
<td></td>
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<tr>
<td>3 A</td>
<td>1-11</td>
<td>Rancho</td>
<td>105.52C</td>
<td>Curb ramps: Rancho Ave/11th on-ramp intersection (west side) (1 corner)</td>
<td>22.96</td>
<td>23.02</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>YES 1. No sidewalk along S side of Pepper Avenue. 2. No crosswalk is proposed in N/S direction in order to minimize pedestrian conflict and improve intersection operations. Also, no destinations for E/W movement at this intersection.</td>
<td>High</td>
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<td>4 A</td>
<td>1-11</td>
<td>Rancho</td>
<td>105.52C</td>
<td>Curb ramps: Rancho Ave/11th off-ramp intersection (west side) (2 corners)</td>
<td>21.36</td>
<td>21.42</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>YES 1. No sidewalk along S side of Pepper Avenue. 2. No crosswalk is proposed in N/S direction in order to minimize pedestrian conflict and improve intersection operations. Also, no destinations for E/W movement at this intersection.</td>
<td>High</td>
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<tr>
<td>5 A</td>
<td>1-11</td>
<td>Rancho</td>
<td>105.52C</td>
<td>Curb ramps: Rancho Ave/11th off-ramp intersection (east side) (1 corner)</td>
<td>21.36</td>
<td>21.42</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>YES 1. Crosswalk is proposed in N/S direction only. No crosswalk is proposed in E/W direction in order to minimize pedestrian conflict and improve intersection operations. Also, no destination for E/W movement at this intersection.</td>
<td>High</td>
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<td>6 A</td>
<td>1-11</td>
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<td>105.52C</td>
<td>Curb ramps: Rancho Ave/11th on-ramp intersection (east side) (2 corners)</td>
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<td>23.02</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
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<td>High</td>
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<tr>
<td>7 A</td>
<td>1-11</td>
<td>Rancho</td>
<td>105.52C</td>
<td>Curb ramps: Rancho Ave/11th on-ramp intersection (west side) (1 corner)</td>
<td>22.96</td>
<td>23.02</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>1 1 1 1</td>
<td>YES 1. Crosswalk is proposed in N/S direction only. No crosswalk is proposed in E/W direction in order to minimize pedestrian conflict and improve intersection operations. Also, no destination for E/W movement at this intersection.</td>
<td>High</td>
<td></td>
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**Reasons/Justifications**

- **High**
- **Medium**
- **Low**
- **Very Low**

**Additional Notes:**

- From modified since 6/2015 review
- New item added since 6/2015 review

**View Map**

[View Map](HOV-ADVISORY-102_10HOV-风险评估-05.xlsx)
### I-10 Corridor Project

**EA No.: 02500**

**Proposed Design Exceptions - Risk Assessment**

**Alternative 2 - HOV: ADVISORY**

**Station Equations:** 729+87.15 Back = 10000+00.00 Ahead at LA/Blod County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor.

New items added since 6/2015 review

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<td>8</td>
<td>1-17 Tennessee</td>
<td>105.5(G)</td>
<td>A</td>
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<td>Intersection at off-ramp intersection (west side) &amp; (east side)</td>
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<td>4. Crosswalk is proposed in NO direction only. No crosswalk proposed in EW direction in order to minimize pedestrian conflict and optimzie intersection operation. Also, no destination for E/W movement at this intersection.</td>
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<td>A</td>
<td>Curb ramps</td>
<td>Intersection at off-ramp intersection (east side) &amp; (west side)</td>
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<td>20.83</td>
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<td>20.83</td>
<td>20.83</td>
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<td>0</td>
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<td>Curb ramps</td>
<td>Intersection at off-ramp intersection (east side) &amp; (west side)</td>
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<td>20.83</td>
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<td>20.83</td>
<td>20.83</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
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<td>4. Crosswalk is proposed in NO direction only. No crosswalk proposed in EW direction in order to minimize pedestrian conflict and optimzie intersection operation. Also, no destination for E/W movement at this intersection.</td>
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<td>High</td>
</tr>
<tr>
<td>12</td>
<td>1-18 Ford</td>
<td>105.5(G)</td>
<td>A</td>
<td>Curb ramps</td>
<td>Exit SB/EB on-ramp intersection (2 corners)</td>
<td>33.13</td>
<td>33.13</td>
<td>0</td>
<td>33.13</td>
<td>33.13</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>YES</td>
<td>4. Crosswalk is proposed in NO direction only. No crosswalk proposed in EW direction in order to minimize pedestrian conflict and optimzie intersection operation. Also, no destination for E/W movement at this intersection.</td>
<td>High</td>
</tr>
<tr>
<td>13</td>
<td>1-18 Ford</td>
<td>105.5(G)</td>
<td>A</td>
<td>Curb ramps</td>
<td>Exit SB/EB on-ramp intersection (2 corners)</td>
<td>33.13</td>
<td>33.13</td>
<td>0</td>
<td>33.13</td>
<td>33.13</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>YES</td>
<td>4. Crosswalk is proposed in NO direction only. No crosswalk proposed in EW direction in order to minimize pedestrian conflict and optimzie intersection operation. Also, no destination for E/W movement at this intersection.</td>
<td>High</td>
</tr>
<tr>
<td>40</td>
<td>1-23 Maline Cherry</td>
<td>201.7</td>
<td>A</td>
<td>Decision sight distance</td>
<td>WB on-ramp</td>
<td>32.11</td>
<td>32.11</td>
<td>0</td>
<td>32.11</td>
<td>32.11</td>
<td>0</td>
<td>1100 (70 mph)</td>
<td>160' (54 mph)</td>
<td>160' (54 mph)</td>
<td>YES</td>
<td>1. Decisison sight distance is obstructed by existing soundwall. 2. Attaching the standard would require reconstructing the existing soundwall which has been agreed by the project team (DD B-3) to be maintained to avoid negative impact to adjacent residents. 3. Advance guide sign (G38) or supplemental destination sign (G28) will be installed to advise motorists of the upcoming exit.</td>
<td>Medium</td>
</tr>
<tr>
<td>14</td>
<td>1-5 Maline Cherry</td>
<td>202.5(G)</td>
<td>A</td>
<td>Superelevation transition &amp; runoff</td>
<td>WB &amp; EB I-10 east of Cherry Ave, exit 5042'</td>
<td>13.22</td>
<td>13.30</td>
<td>0.08</td>
<td>1608+00</td>
<td>1702+00</td>
<td>400</td>
<td>247', 27/2-1/3</td>
<td>180', 1/4-2/3, 2/3 on tangent</td>
<td>NO</td>
<td>1. Shifting location of centerline curve</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>1-5 Maline Cherry</td>
<td>202.5(G)</td>
<td>A</td>
<td>Superelevation transition &amp; runoff</td>
<td>WB &amp; EB I-10 east of Cherry Ave, enter 5000'</td>
<td>13.41</td>
<td>13.42</td>
<td>0.10</td>
<td>1703+00</td>
<td>1708+50</td>
<td>550</td>
<td>247', 27/2-1/3</td>
<td>180', 1/4-2/3, 2/3 on tangent</td>
<td>NO</td>
<td>1. Shifting location of centerline curve</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>1-5 Maline Cherry</td>
<td>202.5(G)</td>
<td>A</td>
<td>Superelevation transition &amp; runoff</td>
<td>WB &amp; EB I-10 east of Cherry Ave, exit 4950'</td>
<td>13.88</td>
<td>13.94</td>
<td>0.06</td>
<td>1707+40</td>
<td>1713+60</td>
<td>500</td>
<td>247', 27/2-1/3</td>
<td>180', 1/4-2/3, 2/3 on tangent</td>
<td>NO</td>
<td>1. Shifting location of centerline curve</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>1-10 Maline Rancho</td>
<td>202.5(G)</td>
<td>A</td>
<td>Superelevation transition &amp; runoff</td>
<td>WB &amp; EB I-10 west of Rancho Ave, enter 5300'</td>
<td>23.68</td>
<td>23.70</td>
<td>0.06</td>
<td>2148+90</td>
<td>2158+50</td>
<td>400</td>
<td>307', 27/2-1/3</td>
<td>307', 27/2-1/3</td>
<td>NO</td>
<td>2. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 3. Significant traffic impact to reconstruct I-10 pavement. 4. Comfortable speed &gt; 70 mph.</td>
<td>High</td>
<td></td>
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<tr>
<td>18</td>
<td>1-11 Maline Rancho</td>
<td>202.5(G)</td>
<td>A</td>
<td>Superelevation transition &amp; runoff</td>
<td>WB &amp; EB I-10 east of Rancho Ave 0C, exit 3500'</td>
<td>23.89</td>
<td>23.91</td>
<td>0.06</td>
<td>2155+40</td>
<td>2158+80</td>
<td>300</td>
<td>307', 27/2-1/3</td>
<td>307', 27/2-1/3</td>
<td>NO</td>
<td>2. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 3. Significant traffic impact to reconstruct I-10 pavement. 4. Comfortable speed &gt; 70 mph.</td>
<td>High</td>
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<tr>
<td>No.</td>
<td>Strip map or Feature</td>
<td>Facility</td>
<td>Vicinity</td>
<td>HDM</td>
<td>M/F</td>
<td>Topic</td>
<td>Location</td>
<td>Reg FM</td>
<td>End FM</td>
<td>Length (mi)</td>
<td>Reg Sta</td>
<td>End Sta</td>
<td>Length (ft)</td>
<td>Standard</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing Condition</td>
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<td>19</td>
<td>1-11</td>
<td>Rancho</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>WKB &amp; EB I-10 east of Rancho Ave BC, enter 4500' Lt</td>
<td>21.96</td>
<td>22.02</td>
<td>0.06</td>
<td>2170+60</td>
<td>2182+60</td>
<td>500</td>
<td>397, 2/3-1/3</td>
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<td>300,</td>
<td>2/3-1/3</td>
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<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>WKB &amp; EB I-10 east of Rancho Ave EC, ext 4500' Lt</td>
<td>22.11</td>
<td>22.18</td>
<td>0.06</td>
<td>2167+15</td>
<td>2175+15</td>
<td>500</td>
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<td>21</td>
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<td>Colton-OH</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>WKB-10 west of Colton OH BC, ext 2378' Lt</td>
<td>22.32</td>
<td>22.38</td>
<td>0.06</td>
<td>2175+40</td>
<td>2183+50</td>
<td>500</td>
<td>489, 2/3-1/3</td>
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<td>22</td>
<td>1-11</td>
<td>Colton-OH</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>WKB-10 west of Colton OH EC, ext 2378' Lt</td>
<td>22.39</td>
<td>22.45</td>
<td>0.06</td>
<td>2182+45</td>
<td>2185+45</td>
<td>500</td>
<td>489, 2/3-1/3</td>
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<td>23</td>
<td>1-11</td>
<td>Colton-OH</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>OH I-10 west of Colton OH BC, enter 2000' Lt</td>
<td>22.29</td>
<td>22.35</td>
<td>0.06</td>
<td>2177+10</td>
<td>2180+30</td>
<td>500</td>
<td>489, 2/3-1/3</td>
<td>300,</td>
<td>2/3-1/3</td>
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<td>24</td>
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<td>202(S)</td>
<td>020(S)</td>
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<td>Supervelation transition &amp; runoff</td>
<td>OH I-10 west of Colton OH EC, ext 2000' Lt</td>
<td>22.41</td>
<td>22.49</td>
<td>0.04</td>
<td>2180+15</td>
<td>2180+75</td>
<td>500</td>
<td>489, 2/3-1/3</td>
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<td>25</td>
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<td>020(S)</td>
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<td>Supervelation transition &amp; runoff</td>
<td>OH I-10 east of Colton OH BC, enter 2000' Lt</td>
<td>22.45</td>
<td>22.51</td>
<td>0.06</td>
<td>2181+45</td>
<td>2188+45</td>
<td>500</td>
<td>489, 2/3-1/3</td>
<td>300,</td>
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<td>202(S)</td>
<td>020(S)</td>
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<td>Supervelation transition &amp; runoff</td>
<td>OH I-10 east of Colton OH EC, ext 2000' Lt</td>
<td>22.55</td>
<td>22.60</td>
<td>0.06</td>
<td>2191+05</td>
<td>2199+45</td>
<td>500</td>
<td>489, 2/3-1/3</td>
<td>300,</td>
<td>2/3-1/3</td>
<td>300,</td>
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<td>27</td>
<td>1-11</td>
<td>Colton-OH</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>OH I-10 east of Colton OH BC, ext 2500' Lt</td>
<td>22.96</td>
<td>23.00</td>
<td>0.06</td>
<td>2165+10</td>
<td>2178+00</td>
<td>500</td>
<td>587, 2/3-1/3</td>
<td>300,</td>
<td>2/3-1/3</td>
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<td>28</td>
<td>1-11</td>
<td>Colton-OH</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition &amp; runoff</td>
<td>OH I-10 east of Colton OH EC, ext 2500' Lt</td>
<td>23.55</td>
<td>23.61</td>
<td>0.06</td>
<td>2160+00</td>
<td>2170+90</td>
<td>500</td>
<td>487, 2/3-1/3</td>
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<td>29</td>
<td>PS-11</td>
<td>Escondido</td>
<td>202(S)</td>
<td>020(S)</td>
<td>A</td>
<td>Supervelation transition</td>
<td>Grand Ave EB off-camp (exit 697' Rt)</td>
<td>13.13</td>
<td>300'</td>
<td>2/3 tangent, 1/3 curve</td>
<td>334', 3/4 tangent, 1/4 curve</td>
<td>334', 3/4 tangent, 1/4 curve</td>
<td>YES</td>
<td>Necessary to join the existing cross slope and super transition.</td>
<td>Attaching the standard would require reconstruction of the entire ramp, another 500' of reconstruction.</td>
<td>Super transition meets 6% per 100' requirement.</td>
<td>High</td>
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<tr>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
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<td>39</td>
<td>PP-32</td>
<td>Citrus</td>
<td>200(G)/200(S)/G</td>
<td>A</td>
<td>Superelevation transition</td>
<td>Cherry Ave SW Loop on ramp (enter 10000’ R)</td>
<td>15.17</td>
<td>1/3 tangent, 1/3 curve</td>
<td>Redgrad</td>
<td>2/3 tangent, 1/3 curve</td>
<td>NO</td>
<td>1. Necessary to match cross slope of mainline.</td>
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<td>39</td>
<td>PP-33</td>
<td>Cedar</td>
<td>200(G)/200(S)/G</td>
<td>A</td>
<td>Superelevation transition</td>
<td>Cherry Ave SW Loop on ramp (enter 5000’ R)</td>
<td>15.18</td>
<td>1/3 tangent, 1/3 curve</td>
<td>Redgrad</td>
<td>2/3 tangent, 1/3 curve</td>
<td>NO</td>
<td>1. Necessary to match cross slope of mainline.</td>
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<td>39</td>
<td>PP-33</td>
<td>Pepper</td>
<td>200(G)/200(S)/G</td>
<td>A</td>
<td>Superelevation transition</td>
<td>Pepper Ave SB on ramp (exit 1000’ R)</td>
<td>10.97</td>
<td>1/3 tangent, 1/3 curve</td>
<td>Redgrad</td>
<td>2/3 tangent, 1/3 curve</td>
<td>NO</td>
<td>1. The 10000’ curve reverses to a 1000’ R curve, which has a different super transition rate.</td>
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<tr>
<td>39</td>
<td>PP-31</td>
<td>Pepper</td>
<td>200(G)/200(S)/G</td>
<td>A</td>
<td>Superelevation transition</td>
<td>Pepper Ave SB on ramp (exit 1000’ R)</td>
<td>10.97</td>
<td>1/3 tangent, 1/3 curve</td>
<td>Redgrad</td>
<td>2/3 tangent, 1/3 curve</td>
<td>NO</td>
<td>1. The 10000’ curve reverses to a 1000’ R curve with a tangent that is too short to accommodate standard transition length.</td>
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<td>40</td>
<td>PP-31</td>
<td>Rancho</td>
<td>200(G)/200(S)/G</td>
<td>A</td>
<td>Superelevation transition</td>
<td>Rancho Ave EB Off-Ramp (exit 2001.3’ L)</td>
<td>22.96</td>
<td>1/3 tangent, 1/3 curve</td>
<td>Redgrad</td>
<td>2/3 tangent, 1/3 curve</td>
<td>NO</td>
<td>1. Transition matches existing ramp cross slopes.</td>
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<tr>
<td>40</td>
<td>PP-37</td>
<td>6th</td>
<td>200(G)/200(S)/G</td>
<td>A</td>
<td>Superelevation transition</td>
<td>6th St EB on ramp (enter 2750’ L)</td>
<td>22.76</td>
<td>1/3 tangent, 1/3 curve</td>
<td>Redgrad</td>
<td>2/3 tangent, 1/3 curve</td>
<td>NO</td>
<td>1. The tangent is too short to accommodate standard transition length.</td>
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<td>1. The proposed roadway curve begins just within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconfiguring the ramp, reducing the design speed.</td>
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### Proposed Design Exceptions - Risk Assessment

**Alternative 2 - HOV: ADVISORY**

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### I-10 Corridor Project

**EA No. 0C2500**

**Proposed Design Exceptions - Risk Assessment**

**Alternative 2 - HOV: ADVISORY**

Station Equations:  729+87.15 Back = 10000+00.00 Ahead at LA/Tobold County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

*New item added since 6/2015 review*

Form modified since 6/2015 review

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T |
| 57 | 13 | 13/215 | 2015.5 | A | Compound curves (one-way road) | 3215-W20 (900'/380') | 24.24 | 25.24 | 25.24 | 315.74 | 2100-47 | 294 | 567 | 488 | 204 | YES | 1. Increasing curve radius to 850' would require shifting the merge to I-10-westerly, reducing the non-standard weave distance to Sperry Hill ramp from 2000' to 1700'. 2. The shorter radius is greater than 2/3 the longer radius. | High |
| 58 | 13 | 13/215 | 2015.5 | A | Compound curves (one-way road) | 2215-W20 (800'/355') | 24.24 | 25.24 | 25.24 | 315.74 | 2100-47 | 294 | 567 | 488 | 204 | YES | 1. Necessary due to Connector on-ramp configuration with standard freeways entrance geometrics. 2. The larger radii follow the smaller radius. | High |
| 59 | 13 | 13/215 | 2015.5 | A | Compound curves (one-way road) | 2215-W20 (175'/70') | 24.24 | 25.24 | 25.24 | 315.74 | 175/166' | 179/166' | YES | 1. The proposed shorter radius curve, 175', along I-10 westbound ramp is necessary to maintain the existing N215 diverge and proposed W10 merge within the footprint of existing structures, including the I-115 separation structure and W10-5215 Connector. 2. The shorter radius is greater than 2/3 the longer radius. | High |
| 60 | 13 | 14 | Ranchita | 2016.6 | A | Tangent length between reversing curves | WB & EB I-10 at Rancho OC - 3500'/4500' curves | 23.92 | 21.98 | 0.06 | 3157+43 | 2100-47 | 294 | 567 | 488 | 204 | YES | 1. The proposed design involves centerline modification with a larger radius to improve horizontal SEO. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement. | High |
| 61 | 13 | 14 | Ranchita | 2016.6 | A | Tangent length between reversing curves | WB I-10 at Colton On-3387'/2600' curves | 23.43 | 22.47 | 0.05 | 3184+09 | 2180+61 | 252 | 567 | 314 | 252 | YES | 1. The proposed design involves centerline modification with a larger radius to improve horizontal SEO. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement. | High |
| 62 | 13 | 14 | Ranchita | 2016.6 | A | Tangent length between reversing curves | WB I-10 at Colton Off-2600'/2100' curves | 23.43 | 22.47 | 0.05 | 3184+09 | 2180-30 | 280 | 567 | 314 | 280 | YES | 1. The proposed design involves centerline modification with a larger radius to improve horizontal SEO. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement. | High |
| 63 | PS-21 | Cedar | 2016.3 | A | Tangent length between reversing curves | Cedar Ave WB On-Ramp - 2700'/4500' curves | 18.49 | 18.49 | 0' | 2007 | Reduged | 140 | N | 1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional impact to I-10 channel. 3. Super transition meets 6% per 100' requirement. | High |
| 64 | PS-24 | Cedar | 2016.3 | A | Tangent length between reversing curves | Cedar Ave EB On-Ramp - 1800'/17500' curves | 18.49 | 18.49 | 0' | 2007 | 0 | 0 | YES | 1. The proposed design includes reversing curves (large radii) without a tangent. 2. Adding a tangent would reconfigure the ramp resulting requiring reconstruction of an additional 500' of ramp. 3. Super transition meets 6% per 100' requirement. | High |
| 65 | PS-30 | Pepper | 2016.3 | A | Tangent length between reversing curves | Pepper Ave EB Off-Ramp - 1100'/800' curves | 18.97 | 18.97 | 0' | 2007 | 212 | 214 | YES | 1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in ramp impact to Union Pacific Rail Road. 3. Super transition meets 6% per 100' requirement. | High |
| 66 | PS-31 | Pepper | 2016.3 | A | Tangent length between reversing curves | Pepper Ave EB On-Ramp - 1000'/1900' curves | 18.97 | 18.97 | 0' | 2007 | Reduged | 135 | N | 1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would result a non-standard angle greater than 75-degree at ramp terminus. 3. Super transition meets 6% per 100' requirement. | High |
## I-10 Corridor Project

### Proposed Design Exceptions - Risk Assessment

#### Alternative 2 - HOV: ADVISORY

**Station Equations:** 729+87.5 Back = 1000+00.00 Ahead at LA/Tbd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

**New item added since 6/2015 review**

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<td>0.08</td>
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**High** indicates a high likelihood of approval.

---

1. The lengths are too short to accommodate standard transition.
2. Lengthening the tangent and reconfiguring the ramp resulting in different super transition rates for the curves.
3. Super transition meets 6% per 200’ requirement.

**Advisory** indicates a high likelihood of approval.

1. Significant traffic impact to reconstruct 1-10 profile.
2. Adequate cross slope <0.3% is provided for drainage.
3. Adequate cross slope >0.3% is provided for drainage.

**Note:** Item numbers are based on the layout map provided.
### Proposed Design Exceptions - Risk Assessment

#### Alternative 2 - HOV: ADVISORY

Station Equations: 729.8715 Back = 10000+00.00 Ahead at LA/3bld County Line

#### Note:
- Posted speed on I-10 is 65 mph throughout the project corridor.
- From modified since 6/2015 review.

#### Table

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<td>Citrus</td>
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HOV - ADVISORY

02_1-I10-HOV - RISK - Advisory.xlsx
### I-10 Corridor Project

**Proposed Design Exceptions - Risk Assessment**

**Alternative 2 - HOV: ADVISORY**

Station Equations: 729+87.15 Back = 1000+00.00 Ahead at LA/10th County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

New item added since 6/2015 review

<table>
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<th>Item</th>
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<th>1/14/2016 Page 10 of 15</th>
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| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T |
| 91 | 1-8 | Marline | Cedar | 204.3 | A | Minimum grade | #81-10 west of Cedar Ave | 17.07 | 18.18 | 0.20 | 1848+40 | 1959+10 | 1.050 | 0.30% | -0.24% | -0.24% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% through most of the exception limits. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 92 | 1-8 | Marline | Cedar | 204.3 | A | Minimum grade | #81 & #81-10 east of Cedar Ave | 16.91 | 19.55 | 1.16 | 1974+10 | 2059+60 | 0.150 | 0.30% | -0.30% | -0.30% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% through most of the exception limits. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 93 | 1-11 | Marline | Rancho | 204.3 | A | Minimum grade | #81-10 east of Rancho Ave | 22.05 | 22.28 | 0.13 | 2164+04 | 2173+04 | 0.00 | 0.30% | -0.14% | -0.14% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% through most of the exception limits. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 94 | 1-11 | Marline | Rancho | 204.3 | A | Minimum grade | #10-10 east of Rancho Ave | 22.05 | 22.16 | 0.11 | 2164+04 | 2170+04 | 0.00 | 0.30% | -0.15% | -0.15% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% through most of the exception limits. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 95 | 1-11 | Marline | Colton OH | 204.3 | A | Minimum grade | #81-10 east of Colton OH | 22.55 | 22.74 | 0.19 | 2190+53 | 2200+54 | 1.00 | 0.30% | -0.20% | -0.20% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% through most of the exception limits. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 96 | 1-11 | Marline | Colton OH | 204.3 | A | Minimum grade | #81-10 east of Colton OH | 22.86 | 22.90 | 0.04 | 2193+51 | 2203+51 | 47 | 0.30% | -0.21% | -0.23% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% through most of the exception limits. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 97 | 1-11 | Marline | Colton OH | 204.3 | A | Minimum grade | #81-10 east of Colton OH | 22.86 | 22.90 | 0.14 | 2193+51 | 2203+51 | 75 | 0.30% | -0.16% | -0.16% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% is provided for drainage. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 98 | 1-12 | Marline | Mt. Vernon | 204.3 | A | Minimum grade | #81-10 east of Mt. Vernon Ave | 23.43 | 23.75 | 0.28 | 2237+13 | 2253+13 | 1.00 | 0.30% | -0.28% | -0.28% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% is provided for drainage. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 99 | 1-12 | Marline | #135 | 204.3 | A | Minimum grade | #81 & #81-10 west of #135 | 24.07 | 24.25 | 0.18 | 2170+66 | 2180+6 | 0.30 | 0.30% | 0.30% | 0.30% | YES | 1. Significant traffic impact to reconstruct I-10 profile. | 2. Adequate cross slope >0.3% is provided for drainage. | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 100 | FS-1 | Milliken | Milliken Ave | 204.3 | A | Minimum grade | Milliken Ave WB on ramp | 0.17 | 0.17 | 0.60 | 2170+66 | 2180+6 | 0.30 | 0.30% | 0.26% | 0.26% | YES | 1. match mainline profile grade | 2. sufficient grade in cross slope for drainage | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 101 | FS-4 | 30/15 | 204.3 | A | Minimum grade | #30-30 Connector | 0.00 | 0.00 | 0.00 | 2170+66 | 2180+6 | 0.30 | 0.30% | 0.30% | 0.30% | YES | 1. match mainline profile grade | 2. sufficient grade in cross slope for drainage | 3. Add'l drainage interception will be provided at super reversal point. | High |
| 102 | FS-6 | 30/15 | 204.3 | A | Minimum grade | #30-30 Connector | 0.00 | 0.00 | 0.00 | 2170+66 | 2180+6 | 0.30 | 0.30% | 0.30% | 0.30% | YES | 1. match mainline profile grade | 2. sufficient grade in cross slope for drainage | 3. Add'l drainage interception will be provided at super reversal point. | High |
### Proposed Design Exceptions - Risk Assessment

**Alternative 2 - HOV: ADVISORY**

Station Equations: 729+87.15 Back = 10000+00.00 Ahead at LA/Blod County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

**New item added since 6/2015 review**

**From modified since 6/2015 review**

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I-10 Corridor Project
EA No. 002500
Proposed Design Exceptions - Risk Assessment

Alternative 2 - HOV: ADVISORY

Station Equations: 729+87.15 Back = 10000+00.00 Ahead at LA/Tobid County Line

Note: Posted speed on I-10 is 65 mph throughout the project corridor

New item added since 6/2015 review

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<td>4475+16</td>
<td>2480+16</td>
<td>500</td>
<td>700</td>
<td>550</td>
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<td>1. Significant traffic impacts to reconstructed I-10 profiles. 2. Vertical ISSI suitable for 75 mph design speed. 3. Actual total accident rate less than average.</td>
<td>High</td>
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</table>

| 117 | 1-11 | Rancho | 268.3 | A | Bridge median | 50 at Colton St & I-10 bridges | 22.56 | 22.56 | 0.00 | 934+40 | 934+40 | 30 | 30 | 30 | 30 | 30 | 30 | YES | 1. To & BT bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issues. | High | 1. To & BT bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issues. |

| 116 | 1-12 | Rancho | 268.3 | A | Bridge median | 50 at Santa Rosa River & I-10 Bridges | 22.78 | 22.78 | 0.00 | 2584+05 | 2584+05 | 30 | 30 | 30 | 30 | 30 | 30 | YES | 1. To & BT bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issues, especially for seismic area. | High | 1. To & BT bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issues, especially for seismic area. |

| 115 | 1-13 | Rancho | 310.2 | A | Outer separation width | M-8 & I-10 and I-10 concurrency (near Rancho) | 22.01 | 22.00 | 0.01 | 910+80 | 910+80 | 55 | 65 | 65 | 65 | 65 | 65 | NO | 1. Possible to form a short distance at cul-de-sac. 2. Relocating the cul-de-sac north would require R/W from 2 residential homes. 3. Either a wall will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High | 1. Possible to form a short distance at cul-de-sac. 2. Relocating the cul-de-sac north would require R/W from 2 residential homes. 3. Either a wall will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. |

| 114 | 1-14 | Rancho | 310.2 | A | Outer separation width | M-8 & I-10 and I-10 concurrency (near Rancho) | 22.16 | 22.25 | 0.09 | 919+00 | 920+00 | 1,000 | 20 | 17-20 | 20 | 20 | YES | 1. Attaining the standard would require removal of the local street which provides access to several homes. 2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High | 1. Attaining the standard would require removal of the local street which provides access to several homes. 2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. |

| 113 | 1-15 | Rancho | 310.2 | A | Outer separation width | M-8 & I-10 and I-10 concurrency (near Rancho) | 22.94 | 22.94 | 0.06 | 847+00 | 847+00 | 500 | 26 | 16-26 | 16-26 | YES | 1. Attaining the standard would require removal of the local street which provides access to several businesses. 2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High | 1. Attaining the standard would require removal of the local street which provides access to several businesses. 2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. |

| 112 | 1-16 | Road | 461.3 | A | Angle of intersection (intersection) | M-4 to I-10 on-ramp | 22.12 | 22.12 | 0.00 | 545+17 | 545+17 | 35 | 35 | 35 | 35 | 35 | 35 | NO | 1. The ramp alignment needs to generally align with reservoir Road, which has an intersection exterior angle of 60 degrees, due to WRB movement from reservoir Road. 2. Realigning the on-ramp would result in an abrupt alignment change for the WRB movement from reservoir Road, potentially resulting in an increase in accident potential. 3. The intersection is currently stop-controlled, however, there is a local project to signalize this intersection (through encroachment permits) in the future. | High | 1. The ramp alignment needs to generally align with reservoir Road, which has an intersection exterior angle of 60 degrees, due to WRB movement from reservoir Road. 2. Realigning the on-ramp would result in an abrupt alignment change for the WRB movement from reservoir Road, potentially resulting in an increase in accident potential. 3. The intersection is currently stop-controlled, however, there is a local project to signalize this intersection (through encroachment permits) in the future. |

| 112A | 1-9 | Riverside | 504.2 | A | Design of freeway entrance/exit | Riverside I-8 on-ramp | 22.71 | 22.71 | 0.00 | 249+00 | 249+00 | 321 | 120 | YES | 1. Attaining the standard would require modification or replacement of the New York Ave/Collison Avenue UC which is a large, complex structure. | High | 1. Attaining the standard would require modification or replacement of the New York Ave/Collison Avenue UC which is a large, complex structure. |

1/14/2016  02_1-10 HOV - Risk - Advisory.xlsx
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<th>Reasons/Justifications</th>
<th>Probability of Approval</th>
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</table>
| 124 | Tennessee           | S04.4(7) | A       | 1    | Single drop beyond the 6-foot point | Judd's Park on ramp | 20    | 0      | 0.4          | 20      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 125 | 3-16                | S04.3(1) | A       | 1    | Single drop beyond the 6-foot point | Rancho Ave off-ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 126 | 3-17                | S04.3(2) | A       | 1    | Single drop beyond the 6-foot point | SR 540 & ESBA off-ramp | 25    | 0      | 0.7          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 127 | 3-18                | 10/210   | A       | 1    | Single drop beyond the 6-foot point | Judd's Park on ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 128 | 3-17                | 10/215   | A       | 1    | Single drop beyond the 6-foot point | SR 540 & ESBA off-ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 129 | 4-4                 | 10/215   | A       | 1    | Single drop beyond the 6-foot point | SR 540 & ESBA off-ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 130 | 4-5                 | 10/215   | A       | 1    | Single drop beyond the 6-foot point | SR 540 & ESBA off-ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 131 | 4-7                 | 10/215   | A       | 1    | Single drop beyond the 6-foot point | SR 540 & ESBA off-ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
| 132 | 4-8                 | 10/215   | A       | 1    | Single drop beyond the 6-foot point | SR 540 & ESBA off-ramp | 25    | 0      | 0.8          | 25      | 0       | Less than 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  
|      |                    |          |         |     |     |       |          |        |        |               |         |         | 6 feet beyond the 6-foot point | YES  

**Note:** New item added since 5/2015 review.
### I-10 Corridor Project

#### EA No. 022500

**Proposed Design Exceptions - Risk Assessment**

**Alternative 2 - HOV: ADVISORY**

Station Equations: 729+87.15 Back = 10300+00.00 Ahead at LA/Tibb County Line

#### Note:

Posted speed on I-10 is 65 mph throughout the project corridor

New item added since 6/5/2015 review

Item modified since 6/5/2015 review

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<td>Branch connection design</td>
<td>W10-W20 Connector (merge)</td>
<td>9.94</td>
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<td></td>
<td>2000' aux &amp; lane drop taper beyond merge pt</td>
<td>2000' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop on connector similar to existing conditions.</td>
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<td></td>
<td></td>
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<td>1200' &amp; 2-lane exit</td>
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<td>1. Extending aux lane to 2500' would require replacement of Millikan OC and reconstruction of Millikan EB loop on ramp-reduction of ramp curvature radius.</td>
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<td>E10-N15 Connector (merge)</td>
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<td>&gt;2500' &amp; 1-lane exit</td>
<td>&gt;2500' &amp; 1-lane exit</td>
<td>YES</td>
<td>1. Extending merge from E10 to N15 is 1-lane exit.</td>
<td>High</td>
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<td>&gt;2500' &amp; 1-lane exit</td>
<td>YES</td>
<td>1. Extending merge from E10 to N15 is 1-lane exit.</td>
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<td>&gt;2500' &amp; 1-lane exit</td>
<td>YES</td>
<td>1. Extending merge from E10 to N15 is 1-lane exit.</td>
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<td>&gt;2500' &amp; 1-lane exit</td>
<td>&gt;2500' &amp; 1-lane exit</td>
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<td>1. Extending merge from E10 to N15 is 1-lane exit.</td>
<td>High</td>
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HOV - ADVISORY

02_I-10 HOV - Risk - Advisory.xlsx
## Proposed Design Exceptions - Risk Assessment

### Alternative 2 - HOV: ADVISORY

Station Equations: 729+87.15 Back = 30000+0.00 Ahead at LA/106th County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

### Item modified since 6/2015 review

- **I-10**
- **Corridor Project**
- **EA No. 0C2500**
- **Proposed Design Exceptions - Risk Assessment**

#### Station Equations: 729 + 87.15 Back = 30000 + 0.00 Ahead at LA/106th County Line

| No. | Strip Map or Profile | Facility | Vicinity | HDM | M/A | Topic | Location | Reg Fm | End Fm | Length (mi/ft) | Reg Sta | End Sta | Length (ft) | Standard | Existing | Proposed | Existing Condition | Reasons/Justifications | Probability of Approval |
|-----|----------------------|----------|----------|------|-----|-------|----------|--------|--------|-----------------|---------|---------|-------------|----------|----------|---------|----------|---------------------|------------------------|------------------------|
| 143 | 1-18                 | I-10     | LA       | 544.85| 6   | Access control | Rancho Ave W66 (on-ramp near Valley Blvd) | 18-34 | 34     | 14000' & 2-lane exit | 3375' | 2-lane exit | 2500' & 2-lane exit | YES      | 1. Existing diverge consists of one aux lane instead of two aux lanes. This lane begins at Carnegie W66 on ramp. 2. Adding a 2nd aux lane for 2500' would require additional widening of Waterman LC, encroach onto Waterman W66 on ramp to the W60-N1211 Connector, require widening of Hunts Lane UC, and require R/W from commercial properties. 3. The existing diverge consists of a 2-lane exit instead of 3-lane exit. Revising the exit from 2-lane to 3-lane would widening of Hunts Lane UC and Sunwest UC, realignment of Waterman W66 on ramp and require R/W from commercial properties. | High |
| 144 | 1-11                 | Rancho   | LA       | 544.85| 6   | Access control | Rancho Ave W66 (on-ramp near Valley Blvd) | 22-96 | 96     | 70' & 70' | 100' | 70' & 70' | YES | 1. Existing northerly driveway to Valero gas station is near the property line. This driveway serves SB and NB entrance/exit movements. 2. A limited number of NB left turn movements to the gas station and anticipated within timing of the signal south (W66 on/off-ramp intersection) 3. Shifting the northerly driveway 6' north to achieve 100' access control would not significantly improve the proposed 94' distance. | High |

**High**
ALTERNATIVE 3
## Proposed Design Exceptions - Risk Assessment

### Alternative 3 - Express Lanes: MANDATORY

#### Item modified since 6/2015 review

#### Item deleted since 6/2015 review

**Station Equations:** 729+07.15 Back = +1000+00.00 Ahead LA/Sta County Line

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<th>Reasons/Justification</th>
<th>Probability of Approval</th>
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</table>
| 1              | Mainline | Moderate | 201.1 | M   | Exit 10 to median barrier | Express Lane near Mosto Vista Ave (SSD) at R/F cross section, 8’ median child | 1.14 | 0.10 | 0.06 | 1207+75 | 1208+35 | 706 (176 mph) | 706 (176 mph) | YES | 1. Additional widening would require R/W from Mosto Multifamily.  
2. Curve radius enlargement would shift the freeway and R/W ramps north, requiring R/W from Serrano School (imparing track & field facilities), Common Sense Elementary (currently under construction), and Montecito Park (exposing pavements and playing fields).  
3. Proposed does not degrade existing conditions, R/W records posted speed.  
4. Actual total accident rate lower than average. |
| 2              | Mainline | Central | 201.1 | M   | Exit 10 to median barrier | Express Lane east of Caminito Ave (SSD/R/F, cross section, 8’ median child) | 1.28 | 1.16 | 0.22 | 1217+28 | 1218+18 | 120 (32 mph) | 615 (94 mph) | 615 (94 mph) | YES | 1. Additional widening would require R/W from Montecito East Park.  
2. Curve radius enlargement would shift the freeway and R/W ramps south, requiring R/W from Pelican Church, Montecito Park & 6 STI.  
3. Proposed does not degrade existing conditions.  
4. Actual total accident rate lower than average. |
| 3              | Mainline | Campus  | 201.1 | M   | Exit 10 to median barrier | Express Lane near Campus Ave (SSD/R/F, trans R/F to R/F cross section, 8’ median child) | 3.18 | 0.50 | 0.40 | 1200+20 | 1202+80 | 1012 (260 mph) | 711 (113 mph) | 711 (113 mph) | YES | 1. Additional widening would require larger gaps for Campus Dr which would need to be higher to maintain vertical clearance, requiring a stiffer wall and drainage impacts along Caminito.  
2. Proposed does not degrade existing condition.  
3. R/W exceeds posted speed.  
4. Actual total accident rate lower than average. |
| 4              | Mainline | 65     | 201.1 | M   | Exit 10 to median barrier | Express Lane near Alta St (SSD/R/F, trans R/F to cross section, 8’ median child) | 7.16 | 2.36 | 0.41 | 1221+48 | 1222+80 | 887 (230 mph) | 746 (119 mph) | 746 (119 mph) | YES | 1. Additional widening would require larger gaps for Alta St which is already set at maximum due to high tide.  
2. Additional widening would require R/W from an apartment complex north of the freeway.  
3. Curve radius enlargement would lengths 60’ R/F ops and require R/W from 1 STI and encroach onto Orchard St.  
4. R/W exceeds posted speed.  
5. Actual total accident rate lower than average. |
| 5              | Mainline | Riverside | 201.1 | M   | Exit 10 to median barrier | Express Lane at Riverside Ave/O-C (SSD/R/F, cross section, 8’ median child) | 12.60 | 2.43 | 0.44 | 2022+40 | 2023+75 | 715 (179 mph) | 667 (107 mph) | 667 (107 mph) | YES | 1. Additional widening or curve radius enlargement would require Riverside OC replacement (bridge was recently constructed).  
2. Type M barrier is proposed to maintain shoulder width.  
3. Actual total accident rate lower than average. |
| 6              | Mainline | 65     | 201.1 | M   | Exit 10 to median barrier | Express Lane west of San Bern Ave (SSD/R/F, cross section, 10’ median child) | 16.71 | 3.25 | 0.56 | 2130+70 | 2131+35 | 1385 (354 mph) | 793 (127 mph) | 793 (127 mph) | YES | 1. Additional widening or curve radius enlargement would require Riverside OC replacement.  
2. Type M barrier is proposed to maintain shoulder width.  
3. Actual total accident rate lower than average. |
| 7              | Mainline | 65     | 201.1 | M   | Exit 10 to median barrier | Express Lane west of Chaffee Dr (SSD/R/F, modified R/F cross section, 15’ median child) | 22.35 | 4.43 | 0.64 | 2170+97 | 2171+66 | 1250 (320 mph) | 857 (138 mph) | 857 (138 mph) | YES | 1. Additional widening or curve radius enlargement would encroach onto UHRB elevated structure.  
2. Proposed provides improvement over existing condition.  
4. Actual total accident rate lower than average. |
| 8              | Mainline | 65     | 201.1 | M   | Exit 10 to median barrier | Express Lane west of Chaffee Dr (SSD/R/F, trans R/F to modified R/F cross section, 15’ medium child) | 22.35 | 4.43 | 0.64 | 2180+37 | 2180+96 | 1250 (320 mph) | 857 (138 mph) | 857 (138 mph) | YES | 1. Additional widening or curve radius enlargement would encroach onto UHRB elevated structure.  
2. Curve radius enlargement would further encroach onto R/F which is already being converted from 2 lanes to 1 way.  
4. Proposed provides improvement over existing condition.  
5. Actual total accident rate lower than average. |
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<th>No.</th>
<th>Lanes</th>
<th>Location</th>
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Item modified since 6/2015 review
Item deleted since 6/2015 review
### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: MANDATORY**

#### Station Equations: 729+07.35 Back = 1600+00 Ahead

**Note:** Posted speed on I-21 is 65 mph throughout the project corridor

*New Item added since 4/2015 review*

*Item deleted since 4/2015 review*

#### Item modified since 4/2015 review

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**Revision of Item Added since 4/2015: M-13, M-14, M-15, M-16, M-17, M-18, L-1, L-2:**

- **Significant traffic impacts to requested I-35 Overpass:**
  - With UC needed replacement due to profile change.
  - With UC needed lowering to minimal vertical clearance.
  - Actual total accident rate lower than average.
  - High

- **Additional widening at curve radius enlargement would require Riverside OC replacement (bridge was recently constructed):**
  - YES | High

- **Additional widening or curve radius enlargement would require OC replacement:**
  - YES | Medium

- **Proposed design would violate maximum shoulder width:**
  - YES | High

- **Lane widening would need lowering to minimal vertical clearance:**
  - YES | High
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Note: Posted speed on I-10 is 65 mph throughout the project corridor.

New Item added since 6/2015 review

Item deleted since 6/2015 review
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<td>2206+01</td>
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<td>567 (20 mph)</td>
<td>399 (40 mph)</td>
<td>YES</td>
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<td>116</td>
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Note: Postcd speed on I-10 is 65 mph throughout the project corridor.
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<td>1-10</td>
<td>Woodlake Channel</td>
<td>EB &amp; WB (10 &amp; 20 at West Meadows Dr/Wood Ducks Creek, 2.43% - 2.45%)</td>
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<td>45</td>
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**Note**: Pointed speed on 1-10 is 65 mph throughout the project corridor. Item modified since 6/2015 review.
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<td>Central Ave on-ramp, 4th St</td>
<td>1.24</td>
<td>15%</td>
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<td>4th St off-ramp, 1036</td>
<td>2.24</td>
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<td>6%</td>
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<td>82</td>
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<td>15%</td>
<td>6%</td>
<td>6%</td>
<td>1/1</td>
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### I-10 Corridor Project
EA No: 02590
Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: MANDATORY**

Station Equations: 729+07.15 Back = 1000+00.00 Ahead At LA/Sta County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor.

<table>
<thead>
<tr>
<th>No.</th>
<th>Plan of Profile</th>
<th>Facility</th>
<th>Visibility</th>
<th>HDMI</th>
<th>MVR</th>
<th>Topic</th>
<th>Location</th>
<th>Beg PM</th>
<th>End PM</th>
<th>Length (miles)</th>
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<th>End Sta</th>
<th>Length (feet)</th>
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<th>Existing</th>
<th>Proposed</th>
<th>Exciting Conditions</th>
<th>Reasons/Justification</th>
<th>Probability of Approval</th>
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</table>
| 32  | PS-26 | EB/WB | 254-2(1) | SE | Superelevation rate | 2nd St & 48th, 606/2 A | 7.14 | 0% | 115% | 5% | 25 | YES | 1. Curve is too short to allow full superelevation development.  
2. Curve is located at ramp terminal where superelevation needs to meet the cross street profile grade.  
3. Reconfiguring the ramp would require $8M from Turnkey Development and full acquisition of Denny's.  
4. Maximum comfortable speed is 40 mph which exceeds 25 mph design speed at long terminal for exit ramp. | High |
| 33  | PS-27 | EB/WB | 254-2(1) | SE | Superelevation rate | 2nd St & 48th, 4367 St | 7.14 | 0% | 115% | 5% | 25 | YES | 1. Curve is located between tangent and curve at I-10; nonstandard superelevation rate is proposed to avoid transitioning pavement back and forth unnecessarily in a short distance.  
2. Flat curve; maximum comfortable speed is over 70 mph. | High |
| 34  | PS-28 | EB/WB | 254-2(1) | SE | Superelevation rate | 1st St and 48th, 4663 St | 7.24 | 0% | 115% | 5% | 25 | YES | 1. Curve is located at ramp terminal where superelevation needs to meet the cross street profile grade.  
2. Reconfiguring the ramp to attain standard would require $8M.  
3. Maximum comfortable speed is 25 mph. | High |
| 35  | PS-29 | EB/WB | 254-2(1) | SE | Superelevation rate | 1st St and 48th, 3300 St | 6.60 | 0% | 115% | 5% | 25 | YES | 1. Curve is located at ramp terminal where superelevation needs to meet the cross street profile grade.  
2. Reconfiguring the ramp to attain standard would require $8M.  
3. Maximum comfortable speed is 25 mph. | High |
| 36  | PS-30 | Vineyard | 254-2(1) | SE | Superelevation rate | Vineyard Ave & 48th, 588 St | 6.10 | 0% | 115% | 5% | 25 | YES | 1. Curve is located at ramp terminal where superelevation needs to meet the cross street profile grade.  
2. Reconfiguring the ramp to attain standard would require $8M.  
3. Maximum comfortable speed is 25 mph. | High |
| 37  | PS-31 | Vineyard | 254-2(1) | SE | Superelevation rate | Vineyard Ave & 48th, 1200 St | 6.10 | 0% | 115% | 5% | 25 | YES | 1. Curve is located at ramp terminal where superelevation needs to meet the cross street profile grade.  
2. Reconfiguring the ramp to attain standard would require $8M.  
3. Maximum comfortable speed is 25 mph. | High |
| 38  | PS-32 | Vineyard | 254-2(1) | SE | Superelevation rate | 1st St & 48th, 1460 St | 7.16 | 0% | 115% | 5% | 25 | YES | 1. Nonstandard superelevation rate is proposed to avoid transitioning pavement back and forth in a short distance.  
2. Flat curve; maximum comfortable speed is over 70 mph. | High |
| 39  | PS-33 | Cherry | 254-2(1) | SE | Superelevation rate | Cherry Ave & 51st, 1750 St | 10.57 | 0% | 115% | 5% | 25 | YES | 1. Proposed improvements include pocket ramp connection.  
2. Necessary to retain the existing superelevation design of 3.5% ramp.  
3. Attaining the standard would require reconstructing the entire ramp which was constructed in 2014 as part of the K project. | High |
| 40  | PS-34 | Sierra | 254-2(1) | SE | Superelevation rate | Sierra Ave & 51st, 4100 St | 16.22 | 0% | 115% | 5% | 25 | YES | 1. Curve is just beyond terminus of the ramp with short length.  
2. Nonstandard superelevation rate is proposed to avoid transitioning pavement back and forth in a short distance.  
3. Flat curve; maximum comfortable speed is 64 mph. | High |
| 41  | PS-35 | Cedar | 254-2(1) | SE | Superelevation rate | Cedar Ave & 51st, 8800 St | 18.80 | 0% | 115% | 5% | 25 | YES | 1. Nonstandard superelevation rate is proposed to avoid transitioning pavement back and forth unnecessarily.  
2. Flat curve; maximum comfortable speed is 64 mph. | High |
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<th>Location</th>
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<th>Description</th>
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| 55  | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 65  | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 75  | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 85  | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 95  | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 105 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 115 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 125 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 135 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 145 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 155 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 165 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 175 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 185 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 195 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 205 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 215 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 225 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 235 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |
| 245 | FS-16          | Auburn    | 2.5        | 57°F     | 35°F      | 35°F     | 35°F     | 35°F     | -95              | 1. curve is in the middle of a tangent and another curve, both with 3% cross slope.  
Nonstandard superelevation is proposed to avoid pavement transition in a short distance.  
Flat curve; maximum comfortable speed is over 76 mph. |

Note: Posted speed on I-10 is 65 mph throughout the project corridor  
Plan or Profile modified since 6/2015 review
Item added since 6/2015 review
Item modified since 6/2015 review
| No. | Plan or Profile | Facility | Vicinity | HDM | M/A | Topic | Location | Beg FM | End FM | Length (miles) | Beg Sta | End Sta | Length (feet) | Standard | Existing | Proposed | Easing Condition | Reasons/Justification | Probability of Approval |
|-----|----------------|----------|----------|------|-----|-------|----------|--------|--------|---------------|---------|--------|-------------|----------|---------|----------|----------|-----------------|------------------------|------------------------|
| 231 | LA-11 to LA-1-1 | Mainline | 201.1 N | Florida way width | 850–1000/40 feet – Indian Hill to LA/BD County line | 67.70 | 68.28 | 0.59 | 704+35 | 729+87 | 2,762 | 12 | 11 (HDX) | 11’-12’ | YES | Additional widening would require additional E/W from SR, HR, commercial/retail/services, auto mall, offices, recreational, school, church, park, as well as detention basins. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 232 | LA-11 to LA-1-4 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – LA/BD County line to Vinyl Yard | 10.00 | 9.06 | 0.96 | 1000+00 | 1056+30 | 20,924 | 12 | 11 (HDX) | 11’-12’ | YES | Additional widening would require additional E/W from SR, HR, commercial/retail/services, auto mall, offices, recreational, school, church, park, as well as detention basins. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 233 | LA-1 to LA-1-5 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – End of Vinyl Yard Ave | 7.38 | 6.90 | 0.48 | 1288+38 | 1332+66 | 9,846 | 12 | 11 (HDX) | 11’-12’ | YES | Additional widening would require additional E/W from SR, HR, commercial/retail/services and hotels. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 234 | LA-1 to LA-1-4 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – West of Archibald Ave to End of Grandas Ave | 6.68 | 6.21 | 0.47 | 1490+74 | 1593+06 | 22,834 | 12 | 11 (HDX) | 11’-12’ | YES | Exception is requested in conjunction with median shoulder width exceptions. | Restricted by Archibald Dr, Indian Hill Dr, 156 St, and River Wd Dr. | High |
| 235 | LA-11 to LA-1-5 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – End of Sierra Ave to West of Cedar Ave | 16.37 | 17.82 | 1.45 | 1864+11 | 2060+65 | 7,464 | 12 | No E/R/HOV lane | 11’-12’ | NO | Additional widening would require additional reconstruction of SR-10 Channel. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 236 | LA-11 to LA-1-5 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – West of Riverside Ave to Pepper Ave | 13.72 | 14.94 | 1.22 | 2515+86 | 2539+30 | 7,977 | 12 | No E/R/HOV lane | 11’-12’ | NO | Restricted by SR-10 Channel and Route 305 on the south side of SR-10. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 237 | LA-16 to LA-1-5 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – West of Riverside Ave to Pepper Ave | 13.72 | 14.94 | 1.22 | 2515+86 | 2539+30 | 7,977 | 12 | No E/R/HOV lane | 11’-12’ | NO | Restricted by SR-10 Channel and Route 305 on the south side of SR-10. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 238 | LA-16 to LA-1-5 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – West of Riverside Ave to Pepper Ave | 13.72 | 14.94 | 1.22 | 2515+86 | 2539+30 | 7,977 | 12 | No E/R/HOV lane | 11’-12’ | NO | Restricted by SR-10 Channel and Route 305 on the south side of SR-10. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |
| 239 | LA-16 to LA-1-5 | Mainline | 201.1 N | Florida way width | 850–10 Express Lanes – West of Riverside Ave to Pepper Ave | 13.72 | 14.94 | 1.22 | 2515+86 | 2539+30 | 7,977 | 12 | No E/R/HOV lane | 11’-12’ | NO | Restricted by SR-10 Channel and Route 305 on the south side of SR-10. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions. | High |

Note: Posted speed on I-10 is 65 mph throughout the project corridor.

New Item added: 1/6/2016 review.

Item deleted since 6/2/2015 review.

Item modified since 6/2/2015 review.

I-10 Corridor Project
EA No. 02590

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

Station Equations: 729+07.15 Back = 1000+00 Ahead At LA/BD County Line

Legend:

- Item approved
- Item to be reviewed
- Item modified
- Item deleted
- Item replaced

(Mandatory)

(Dependent on successful development of additional commercial/retail/services, auto mall, offices, recreational, school, church, park, as well as detention basins. | Exception is requested in conjunction with GP lane width and median shoulder width exceptions.)

Note: See Table for details.

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<th>Date</th>
<th>Description</th>
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<td>Page 11 of 11</td>
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### Proposed Design Exceptions - Risk Assessment

**Station Equations:**

720+07 1.15 Back = 1000+00 0.00 Ahead At LA/Std County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

*New item added since 6/2015 review*

*Item modified since 6/2015 review*

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<td>Additional widening would require additional R/W from SFR, MFR, commercial/retail/tenants, auto mall, offices, recreational, school, church, park, as well as detention basin.</td>
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### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes:** MANDATORY

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<td>328</td>
<td>133</td>
<td>2/22/2016</td>
<td>3-1</td>
<td>111.1</td>
<td>M</td>
<td>Reduced way width</td>
<td>9281-7250 US 101 &amp; US 101</td>
<td>10' 8'</td>
<td>12' 12'</td>
<td>11' 11' 11'</td>
<td>330' 109' 109'</td>
<td>12'</td>
<td>12'</td>
<td>11'</td>
<td>11'</td>
<td>Reduced way width</td>
<td>4.00</td>
<td>High</td>
</tr>
<tr>
<td>329</td>
<td>133</td>
<td>2/22/2016</td>
<td>3-1</td>
<td>111.1</td>
<td>M</td>
<td>Reduced way width</td>
<td>9281-7250 US 101 &amp; US 101</td>
<td>10' 8'</td>
<td>12' 12'</td>
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<td>330' 109' 109'</td>
<td>12'</td>
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<td>11'</td>
<td>11'</td>
<td>Reduced way width</td>
<td>4.00</td>
<td>High</td>
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</tbody>
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**Note:** Posted speed on 1-31 is 65 mph throughout the project corridor.

**New item added since 6/2015 review**

**Item modified since 6/2015 review**

**Item deleted since 6/2015 review**

---

**High**

<p>| 324 | 133      | 2/22/2016 | 3-1      | 111.1 | M   | Reduced way width | 9241-7250 US 101 &amp; US 101 | 10' 8' | 12' 12' | 11' 11' 11' | 330' 109' 109' | 12'      | 12'      | 11'      | 11'      | Reduced way width | 4.00 | High |
| 325 | 133      | 2/22/2016 | 3-1      | 111.1 | M   | Reduced way width | 9281-7250 US 101 &amp; US 101 | 10' 8' | 12' 12' | 11' 11' 11' | 330' 109' 109' | 12'      | 12'      | 11'      | 11'      | Reduced way width | 4.00 | High |
| 326 | 133      | 2/22/2016 | 3-1      | 111.1 | M   | Reduced way width | 9281-7250 US 101 &amp; US 101 | 10' 8' | 12' 12' | 11' 11' 11' | 330' 109' 109' | 12'      | 12'      | 11'      | 11'      | Reduced way width | 4.00 | High |
| 327 | 133      | 2/22/2016 | 3-1      | 111.1 | M   | Reduced way width | 9281-7250 US 101 &amp; US 101 | 10' 8' | 12' 12' | 11' 11' 11' | 330' 109' 109' | 12'      | 12'      | 11'      | 11'      | Reduced way width | 4.00 | High |
| 328 | 133      | 2/22/2016 | 3-1      | 111.1 | M   | Reduced way width | 9281-7250 US 101 &amp; US 101 | 10' 8' | 12' 12' | 11' 11' 11' | 330' 109' 109' | 12'      | 12'      | 11'      | 11'      | Reduced way width | 4.00 | High |
| 329 | 133      | 2/22/2016 | 3-1      | 111.1 | M   | Reduced way width | 9281-7250 US 101 &amp; US 101 | 10' 8' | 12' 12' | 11' 11' 11' | 330' 109' 109' | 12'      | 12'      | 11'      | 11'      | Reduced way width | 4.00 | High |</p>
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<tr>
<th>No.</th>
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<th>Facility Location</th>
<th>Facility Type</th>
<th>Facility Number</th>
<th>Facility</th>
<th>Remarks</th>
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<th>beg pm</th>
<th>end pm</th>
<th>length (feet)</th>
<th>standard</th>
<th>existing</th>
<th>proposed</th>
<th>existing condition</th>
<th>reason/justification</th>
<th>probability of approval</th>
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<tr>
<td>290</td>
<td>L 1-2</td>
<td>Montclair-301 (L2k)</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>08/20-12 (F/E)</td>
<td>1001</td>
<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1057+34</td>
<td>1065+46</td>
<td>846</td>
<td>R</td>
<td>2' 6'</td>
<td>R</td>
<td>4' 9.5'</td>
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<td>1001</td>
<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1104+37</td>
<td>1112+83</td>
<td>886</td>
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<td>R</td>
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<td>292</td>
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<td>08/20-12 (F/E)</td>
<td>1001</td>
<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1112+83</td>
<td>1146+73</td>
<td>3390</td>
<td>R</td>
<td>4' 9.5'</td>
<td>YES</td>
<td>1. Additional widening would require additional R/W from shopping centers, shopping plazas, and storage properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per FD A-1. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.</td>
<td>HIGH</td>
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<tr>
<td>293</td>
<td>L 1-4</td>
<td>Montclair-301 (L2k)</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>08/20-12 (F/E)</td>
<td>1001</td>
<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1167+72</td>
<td>1181+29</td>
<td>1357</td>
<td>R</td>
<td>4' 9.5'</td>
<td>YES</td>
<td>1. Additional widening would require additional R/W from shopping centers, shopping plazas, and storage properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-1. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.</td>
<td>HIGH</td>
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<tr>
<td>294</td>
<td>L 1-4</td>
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<td>Shoulder width &amp; horizontal clearance</td>
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<td>1001</td>
<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1284+08</td>
<td>1332+66</td>
<td>4858</td>
<td>R</td>
<td>4' 9.5'</td>
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<td>1. Additional widening would require additional R/W from shopping centers, shopping plazas, and storage properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-1. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.</td>
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<td>295</td>
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<td>08/20-12 (F/E)</td>
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<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1354+89</td>
<td>1360+04</td>
<td>515</td>
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<td>4' 9.5'</td>
<td>YES</td>
<td>1. Additional widening would require additional R/W from shopping centers, shopping plazas, and storage properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-1. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.</td>
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<tr>
<td>296</td>
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<td>08/20-12 (F/E)</td>
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<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1405+12</td>
<td>1476+95</td>
<td>7183</td>
<td>R</td>
<td>4' 9.5'</td>
<td>YES</td>
<td>1. Additional widening would require additional R/W from shopping centers, shopping plazas, and storage properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-1. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.</td>
<td>HIGH</td>
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<tr>
<td>297</td>
<td>L 1-6</td>
<td>Montclair-301 (L2k)</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>08/20-12 (F/E)</td>
<td>1001</td>
<td>Proposed</td>
<td>8' 10' 8'</td>
<td>2.14</td>
<td>1476+95</td>
<td>1514+23</td>
<td>4838</td>
<td>R</td>
<td>4' 9.5'</td>
<td>YES</td>
<td>1. Additional widening would require additional R/W from shopping centers, shopping plazas, and storage properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-1. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.</td>
<td>HIGH</td>
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<tr>
<td>No.</td>
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<td>Reg FM</td>
<td>Exit FM</td>
<td>Length (feet)</td>
<td>Std Sta</td>
<td>End Sta</td>
<td>Length (feet)</td>
<td>Standard</td>
<td>Existing</td>
<td>Proposed</td>
<td>Staking Condition</td>
<td>Reasons/Justification</td>
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<tr>
<td>234</td>
<td>1-3</td>
<td>Median</td>
<td>301-3</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - West of Pepper Ave</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1707+05</td>
<td>1707+12</td>
<td>0.007</td>
<td>30</td>
<td>R</td>
<td>3'-0</td>
<td>YES</td>
<td>Restricted by M&amp;B Ave Oc. and 15' Separation structure</td>
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<tr>
<td>235</td>
<td>1-4</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - 1 St to east of Edwards Ave</td>
<td>0.00</td>
<td>0.00</td>
<td>1.00</td>
<td>1437+70</td>
<td>1438+70</td>
<td>1.000</td>
<td>30</td>
<td>R</td>
<td>4'-10</td>
<td>YES</td>
<td>Abutting existing medium shoulder width for distance of 3 feet between restrictions on 15' Separation and Edwards Oc.</td>
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<tr>
<td>236</td>
<td>1-10</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - CHP East of Cherry Ave</td>
<td>7.88</td>
<td>7.90</td>
<td>0.81</td>
<td>1730+10</td>
<td>1730+72</td>
<td>0.697</td>
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<td>R</td>
<td>2'-10</td>
<td>YES</td>
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<tr>
<td>237</td>
<td>1-12</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - West of Panavite St</td>
<td>9.68</td>
<td>9.68</td>
<td>0.02</td>
<td>1804+11</td>
<td>1804+15</td>
<td>0.188</td>
<td>30</td>
<td>R</td>
<td>8'-10</td>
<td>YES</td>
<td>Restricted by 15' Channel on the north side of 10'.</td>
</tr>
<tr>
<td>238</td>
<td>1-12</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - CHP east of Sierra Ave</td>
<td>9.68</td>
<td>9.68</td>
<td>0.04</td>
<td>1874+05</td>
<td>1875+07</td>
<td>0.005</td>
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<td>R</td>
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<td>Medium shoulder width reduced to provide barrier protection at CHP Enforcement Area per SD A-4.</td>
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<tr>
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<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - Alber Ave to Council Ave</td>
<td>7.94</td>
<td>7.94</td>
<td>0.70</td>
<td>1880+70</td>
<td>1880+84</td>
<td>0.185</td>
<td>30</td>
<td>R</td>
<td>8'-10</td>
<td>YES</td>
<td>Restricted by 10' Channel on the north side of 10'.</td>
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<tr>
<td>240</td>
<td>1-14</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - CHP &amp; US</td>
<td>16.50</td>
<td>16.50</td>
<td>0.00</td>
<td>1950+00</td>
<td>1950+30</td>
<td>0.000</td>
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<td>R</td>
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<td>Medium shoulder width reduced to provide barrier protection at CHP Enforcement Area per SD A-4.</td>
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<td>241</td>
<td>1-14</td>
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<td>060-0 Medium Shoulder - Sierra Ave CHP</td>
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<td>16.50</td>
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<td>2002+90</td>
<td>0.000</td>
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<tr>
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<td>1-14</td>
<td>Median</td>
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<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - Riverdale Ave</td>
<td>19.20</td>
<td>19.12</td>
<td>0.08</td>
<td>2030+48</td>
<td>2030+59</td>
<td>0.000</td>
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<td>R</td>
<td>4'-0</td>
<td>YES</td>
<td>Restricted by 10 Channel and Half Channel on the north side of 10'.</td>
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<tr>
<td>243</td>
<td>1-14</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - East of Riverdale Ave CHP</td>
<td>20.32</td>
<td>20.20</td>
<td>0.12</td>
<td>2060+20</td>
<td>2060+32</td>
<td>0.000</td>
<td>30</td>
<td>R</td>
<td>8'-10</td>
<td>YES</td>
<td>Additional widening would require R/W from commercial/retail properties.</td>
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<tr>
<td>244</td>
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<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - CHP-West of Pepper Ave</td>
<td>20.32</td>
<td>20.32</td>
<td>0.00</td>
<td>2060+03</td>
<td>2060+08</td>
<td>0.000</td>
<td>30</td>
<td>R</td>
<td>8'-10</td>
<td>YES</td>
<td>Medium shoulder width reduced to provide barrier protection at CHP Enforcement Area per SD A-4.</td>
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<tr>
<td>245</td>
<td>1-16</td>
<td>Median</td>
<td>303-1</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - CHP-West of Mount Vernon Ave</td>
<td>22.62</td>
<td>22.62</td>
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<td>2200+96</td>
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<td>R</td>
<td>2'-0</td>
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<td>Medium shoulder width reduced to provide barrier protection at CHP Enforcement Area per SD A-4.</td>
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<tr>
<td>246</td>
<td>1-17</td>
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<td>Shoulder width &amp; horizontal clearance</td>
<td>060-0 Medium Shoulder - Mount Vernon Ave</td>
<td>22.62</td>
<td>22.64</td>
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<td>2230+39</td>
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<td>R</td>
<td>2'-10</td>
<td>YES</td>
<td>Restricted by Measure 1240 Oc.</td>
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</table>

Note: Posted speed on 1-10 is 65 mph throughout the project corridor

New item added since 6/2015 review

Item deleted since 6/2015 review

Item modified since 6/2015 review

**High**

**Medium**

**Low**

**Mandatory**

**Conditional**

**Design**

**Review**

**Approval**

**Applicable**

**Plan**

**Facility**

**M/R**

**Topic**

**Location**

**Reg FM**

**Exit FM**

**Length (feet)**

**Std Sta**

**End Sta**

**Length (feet)**

**Standard**

**Existing**

**Proposed**

**Staking Condition**

**Reasons/Justification**

**Probability of Approval**
### I-10 Corridor Project

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: MANDATORY**

**Station Equations:** 729+475.35 Back = 1000+00.00 Ahead at LA/St. Charles Line

#### Note:
- Posted speed on I-10 is 65 mph throughout the project corridor.
- Item modified since 6/2015 review.
- Item deleted since 6/2015 review.

<table>
<thead>
<tr>
<th>No.</th>
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<th>End Pm</th>
<th>Length (Foot)</th>
<th>Length (Foot)</th>
<th>Standard</th>
<th>Proposed</th>
<th>Existing</th>
<th>Proposed</th>
<th>Review Code</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
</tr>
</thead>
</table>
| 381 | 1-17     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - 2 Main to West of Mississippi | 25.94 | 25.22 | 0.72 | 2.94 | 3.09 | 27 | R | 4-15' | YES | Restricted by signed speed zone on ramp and structure for I-65 NB/SW connectors.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 382 | 1-17     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - East of Waterman and through SB at Jefferson St | 26.94 | 26.75 | 1.18 | 2.93 | 3.09 | 27 | R | 4-15' | YES | Restricted by structure for Waterman BLT on ramp.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 383 | 1-20     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - CSF East of Mountain View Ave | 27.94 | 27.97 | 0.03 | 2.96 | 3.09 | 27 | R | 2-15' | YES | Restricted by width of roadway. | High |
| 384 | 1-21     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - CSF East of Virginia St | 28.94 | 28.95 | 0.01 | 2.95 | 3.09 | 27 | R | 2-15' | YES | Restricted by width of roadway. | High |
| 385 | 1-21     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - Alabama St | 28.94 | 28.96 | 0.02 | 2.96 | 3.09 | 27 | R | 4-15' | YES | Restricted by connectivity to UT. | High |
| 386 | 1-22     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - East of Tennessee St to West of 10th St | 29.94 | 30.18 | 0.27 | 2.97 | 3.09 | 27 | R | 4-15' | YES | Restricted by New York St/Cabaret St, Faxon Dr, Concord St, and College Ave.  
Ave lane to WS-02120-Connector requires additional pavement width.  
Exception is required in conjunction with Express lane width exceptions. | High |
| 387 | 1-22     | L-19     | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - West of 10th St to East of Highland Ave | 30.94 | 30.67 | 0.27 | 2.97 | 3.09 | 27 | R | 4-15' | YES | Additional widening would impact existing road with proposed to be narrowed due to connectivity for I-65 BLT.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 388 | L-21     | M-1      | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - Blanton Rd to East of College Ave | 31.94 | 31.94 | 0.01 | 3.08 | 3.25 | 27 | R | 2-15' | YES | Additional widening would impact existing road with proposed to be narrowed due to connectivity for I-65 BLT.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 389 | L-21     | M-1      | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - LA County Line to West of Monte Vista Ave | 32.94 | 32.94 | 0.01 | 3.08 | 3.25 | 27 | R | 2-15' | YES | Additional widening would impact existing road with proposed to be narrowed due to connectivity for I-65 BLT.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 390 | L-1      | M-1      | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - Monte Vista Ave to East of Monte Vista Ave | 33.94 | 33.94 | 0.01 | 3.08 | 3.25 | 27 | R | 4-8' | YES | Additional widening would require additional I-65 from SB and east side properties.  
Existing median shoulder is maintained to provide horizontal SSD on curve near Monte Vista Ave.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 391 | L-1      | M-1      | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - Central Ave | 34.94 | 34.94 | 0.01 | 3.08 | 3.25 | 27 | R | 4-8' | YES | Additional widening would require additional I-65 from SB.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
| 392 | L-1      | M-1      | 920.1             | 100 (1)(2) | Shoulder width & horizontal clearance | SB 66-1/2 Median Shoulder - CSB Beacon Ave | 35.94 | 35.94 | 0.01 | 3.08 | 3.25 | 27 | R | 4-8' | YES | Additional widening would require additional I-65 from SB for construction/implementation of retaining walls.  
Proposed consistent pavement width between intersections on Central Ave and Mountain Ave.  
Exception is required in conjunction with Express lane width and GF lane width exceptions. | High |
### I-10 Corridor Project
EA No. 02500

#### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: MANDATORY**

Station Equations: 729+07.35 Back = 1000+00 Ahead At LA/Stbd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

<table>
<thead>
<tr>
<th></th>
<th></th>
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<td>375</td>
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<td>301-1 301-1 301-1</td>
<td>3rd St</td>
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<td>1154+00</td>
<td>8.01'</td>
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<td>6'</td>
<td>Additional widening would require additional A/N from 3rd St and commercial/retail business properties.</td>
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<td>5.86'</td>
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<td>Additional widening would require additional A/N for construction/replacement of retaining walls.</td>
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<td>3rd St</td>
<td>1153+00</td>
<td>1154+00</td>
<td>5.08'</td>
<td>R</td>
<td>E</td>
<td>2'</td>
<td>Additional widening would require additional A/N from SR 115 for construction/replacement of retaining walls.</td>
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<tr>
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<td>1153+00</td>
<td>1154+00</td>
<td>6.19'</td>
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<td>Additional widening would require additional A/N from I-10 for construction/replacement of retaining walls.</td>
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<tr>
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<td>1154+00</td>
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<td>2'</td>
<td>Additional widening would require additional A/N from front of property for construction/replacement of retaining walls.</td>
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<td>2'</td>
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<td>1154+00</td>
<td>5.00'</td>
<td>R</td>
<td>E</td>
<td>2'</td>
<td>Additional widening would require additional A/N from SR 115, commercial/retail business, as well as multiple hotels for construction/replacement of retaining walls.</td>
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<td>R</td>
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<td>E</td>
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<td>3rd St</td>
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<td>1154+00</td>
<td>5.00'</td>
<td>R</td>
<td>E</td>
<td>2'</td>
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<tr>
<td>385</td>
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<td>3rd St</td>
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<td>1154+00</td>
<td>5.00'</td>
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<td>E</td>
<td>2'</td>
<td>Additional widening would require additional A/N from SR 115, commercial/retail business and SR 114 for construction/replacement of retaining walls.</td>
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</tbody>
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**Note:** Item modified since 6/2015 review

**Note:** Item deleted since 6/2015 review
### I-10 Corridor Project

**Project Number:** 02C900

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes:** MANDATORY

**Station Equations:**

729+07.35 Back = 1000+00 Ahead At LA/Stbd County Line

Note: Posted speed on I-10 is 65 mph throughout the project corridor

*Item modified since 6/2015 review*

### Table

<table>
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<tr>
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<th>End Sta</th>
<th>Length (feet)</th>
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<th>Existing</th>
<th>Proposed</th>
<th>Existing Conditions</th>
<th>Reasons/Justification</th>
<th>Probability of Appro</th>
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<td>297</td>
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<td>Median</td>
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<td>Shoulder width &amp; horizontal clearance</td>
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<td>Median shoulder width reduced to 10’ to accommodate ingress/egress weaving lane per DD A-3. Ave lane for UPRR #8 on ramp, Sierra #8 on ramp requires additional pavement width. Exception is requested in conjunction with Express lane width and GF lane width exceptions.</td>
<td>High</td>
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<td>Median</td>
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<td>M</td>
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<td>1875+85</td>
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<td>M</td>
<td>Shoulder width &amp; horizontal clearance</td>
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<td>1886+21</td>
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<td>M</td>
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<td>17.67</td>
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<td>1943+50</td>
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<td>Median</td>
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<td>M</td>
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<td>17.87</td>
<td>18.15</td>
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<td>2000+38</td>
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<td>Median</td>
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<td>M</td>
<td>Shoulder width &amp; horizontal clearance</td>
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<td>19.80</td>
<td>20.20</td>
<td>0.40</td>
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<td>R</td>
<td>4-1/2</td>
<td>YES</td>
<td>Restricted by Riverside Ave.</td>
<td>Exception is requested in conjunction with Express lane width and GF lane width exceptions.</td>
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<td>304</td>
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<td>Median</td>
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<td>M</td>
<td>Shoulder width &amp; horizontal clearance</td>
<td>2017 Medium Shoulder - Riverside Ave</td>
<td>20.36</td>
<td>20.76</td>
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<td>2280+56</td>
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<td>Exception is requested in conjunction with Express lane width and GF lane width exceptions.</td>
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*Item modified since 6/2015 review*
### I-10 Corridor Project
**Proposed Design Exceptions - Risk Assessment**

**EA No.:** 0C2500

**Alternative 3 - Express Lanes:** MANDATORY

**Station Equations:** 729+87.35 Back = 1000+00 Ahead At IA/El Dorado County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

**New item added since 6/2015 review**

<table>
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<th>Plan or Profile</th>
<th>Facility</th>
<th>Velocity</th>
<th>Location</th>
<th>Beg FM</th>
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<th>Probability of Approval</th>
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**Item modified since 6/2015 review**

**Item deleted since 6/2015 review**
## I-3 Corridor Project
### EA No. 02030

#### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes**: MANDATORY

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**Note**: Posted speed on I-30 is 55 mph throughout the project corridor.
## I-10 Corridor Project
### EA No. 0C2500
#### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: MANDATORY**

Station Equations:  729+07.15 Back = 1000+00.20 Ahead At LA/Stbd County Line

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Note: Posted speed on I-10 is 65 mph throughout the project corridor

New item added since 6/2015 review

Item modified since 6/2015 review

Item deleted since 6/2015 review
| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T |
| No. | Plan of Profile | Facility | Veh Type | HM | MVR | Topic | Location | Reg PC | End PC | Length (in) | Beg Str | End Str | Length (ft) | Standard | Existing | Proposed | Excavation Conditions | Reason/Justification | Probability of Approval |
| 245 | 1-2 | Modular | 231-1 | 300 | (LxL) | Shoulder width & horizontal clearance | No. & No. 10 Median Shoulder - Dickerson St OC | 20' 30' | 20' 30' | 0' 0' | 2450-72 | 2450-72 | 132 | 37 | 1/110 @ 4% | 1/110 @ 4% | YES | Additional widening at bridge columns would result in two additional lane shifts resulting in hour glass geometry. | Spot location at bridge columns. | High |
| 246 | 1-2 | Modular | 231-1 | 300 | (LxL) | Shoulder width & horizontal clearance | No. & No. 10 Median Shoulder - Alabama St OC | 20' 32' | 20' 32' | 0' 0' | 2550-73 | 2550-73 | 137 | 37 | 1/10 @ 4% @ LMB | NO | Additional widening at bridge columns would result in two additional lane shifts resulting in hour glass geometry. | Spot location at bridge columns. | High |
| 247 | 1-2 | Modular | 231-1 | 300 | (LxL) | Shoulder width & horizontal clearance | No. 10 & No. 10 Median Shoulder - 110-920 Connector OC | 20' 36' | 20' 36' | 0' 0' | 2450-81 | 2450-81 | 138 | 37 | 1/35 @ 4% @ LMB | NO | Additional widening at bridge columns would result in two additional lane shifts resulting in hour glass geometry. | Spot location at bridge columns. | High |
| 248 | 1-2 | Modular | 231-1 | 300 | (LxL) | Shoulder width & horizontal clearance | No. & No. 10 Median Shoulder - East 80-92 Connector OC | 20' 37' | 20' 37' | 0' 0' | 2511-86 | 2511-86 | 135 | 37 | 2/10 @ 4% @ LMB | NO | Additional widening at bridge columns would result in two additional lane shifts resulting in hour glass geometry. | Spot location at bridge columns. | High |
| 249 | 1-2 | Modular | 231-1 | 300 | (LxL) | Shoulder width & horizontal clearance | No. & No 10 Median Shoulder - 110-92 Connector OC | 20' 37' | 20' 37' | 0' 0' | 2511-86 | 2511-86 | 135 | 37 | 2/10 @ LMB | NO | Additional widening at bridge columns would result in two additional lane shifts resulting in hour glass geometry. | Spot location at bridge columns. | High |
| 250 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | Indian Hill Ave to LA County Line | 397.96 | 39.20 | 0.62 | 606/76 | 723/76 | 2.93 | 22 | 10' | 50-12 (6' d/w + 3' d/p) | YES | - | | | | |
| 251 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | Al County Line to West of Monte Villa Ave | 0.00 | 0.68 | 0.80 | 3000-30 | 3022-36 | 2.276 | 22 | 10' | 50-12 (6' d/w + 3' d/p) | YES | - | | | | |
| 252 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | West of Monte Villa Ave to East of Monte Villa Ave | 0.19 | 0.78 | 1.18 | 3022-76 | 3136-78 | 5.589 | 22 | 10' | 60-12 (6' d/w + 3' d/p) | YES | - | | | | |
| 253 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | East of Monte Villa Ave to Central Ave | 0.10 | 0.76 | 1.06 | 3036-34 | 3150-34 | 3.570 | 22 | 10' | 60-12 (6' d/w + 3' d/p) | YES | - | | | | |
| 254 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | Central Ave to Benson Ave | 1.80 | 1.76 | 1.34 | 3170-12 | 3210-18 | 3.366 | 22 | 10' | 40-12 (6' d/w + 3' d/p) | YES | - | | | | |
| 255 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | Benson Ave to San Antonio Ave (68' at Mountain to surgeon CAD) | 1.06 | 2.16 | 2.79 | 3170-34 | 3170-34 | 3.290 | 22 | 8-12 | 50-12 | YES | - | | | | |
| 256 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | sculptures Ave to 6th St | 1.65 | 0.80 | 1.21 | 3180-18 | 3180-18 | 2.680 | 22 | 8-12 | 50-12 | YES | - | | | | |
| 257 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | 6th Street to East of Grove Ave (1/4 at 6th St) | 4.46 | 5.00 | 4.10 | 1220-23 | 1220-23 | 2.100 | 27 | 8-12 | 50-12 | YES | - | | | | |
| 258 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | West of Grove Ave to 6th St | 0.86 | 0.86 | 0.78 | 1270-24 | 1270-24 | 3.785 | 27 | 8-12 | YES | YES | - | | | | |
| 259 | LA-1-1 | Modular | 301-1 | 300 | (LxL) | Shoulder width | 6th Street to Valencia Ave | 0.00 | 0.00 | 0.00 | 1200-28 | 1200-28 | 0.00 | 27 | 8-12 | YES | YES | - | | | | |

**Note:**
- Proposed speed on 1-10 is 65 mph throughout the project corridor.
- New or modified since 6/2015 review.
- Item deleted since 6/2015 review.

**Alternative 3 - Express Lanes:** **MANDATORY**

Station Equations: 729+07.35 Back = 1000+00.00 Ahead at LA/Slidell County Line
<table>
<thead>
<tr>
<th>No.</th>
<th>Plan No.</th>
<th>Facility</th>
<th>Count No.</th>
<th>Length (ft)</th>
<th>Standard</th>
<th>Existing</th>
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<th>Reasons/Justification</th>
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<tr>
<td>240</td>
<td>L-5</td>
<td>Mainline</td>
<td>301-12,022</td>
<td>1527+18 - 1527+30</td>
<td>22' 10'</td>
<td>1527+18 - 1527+30</td>
<td>22' 10'</td>
<td><strong>95%</strong> Eliminates need for replacement of Alabama St OC. West of Alabama St CHP Area trans to SR 210</td>
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<tr>
<td>242</td>
<td>L-6</td>
<td>Mainline</td>
<td>301-12,022</td>
<td>305.1(3)(a) - 305.1(3)(a)</td>
<td>22' 10'</td>
<td>305.1(3)(a) - 305.1(3)(a)</td>
<td>22' 10'</td>
<td><strong>95%</strong> Eliminates need for replacement of Alabama St OC. West of Alabama St CHP Area trans to SR 210</td>
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<tr>
<td>244</td>
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<td>305.1(3)(a) - 305.1(3)(a)</td>
<td>22' 10'</td>
<td>305.1(3)(a) - 305.1(3)(a)</td>
<td>22' 10'</td>
<td><strong>95%</strong> Eliminates need for replacement of Alabama St OC. West of Alabama St CHP Area trans to SR 210</td>
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<td>246</td>
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<td>305.1(3)(a) - 305.1(3)(a)</td>
<td>22' 10'</td>
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<td>305.1(3)(a) - 305.1(3)(a)</td>
<td>22' 10'</td>
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Note: Item modified since 6/2015 review.
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<th>No.</th>
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Note: Posted speed on I-10 is 65 mph throughout the project corridor.

New item added since 6/2015 review

Item modified since 6/2015 review

Item deleted since 6/2015 review

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

Station Equations: 729+00.37 Back = 1000+00.00 Ahead At LA/Std County Line
<table>
<thead>
<tr>
<th>No.</th>
<th>A-E</th>
<th>Facility</th>
<th>Location</th>
<th>Reg PM</th>
<th>End PM</th>
<th>Length (miles)</th>
<th>Began</th>
<th>End Sta</th>
<th>Design Exceptions / Risk MANDATORY</th>
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</thead>
</table>
| 285 | 1-6 | Grove | SBD | LA/Sbd | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge abutment of Grove Ave. UC. 
2. Ul corner of bridge widening for Milk’s UC to be designed to provide existing corner sight distance. 
3. 254 (45 mph) 
4. 188 (60 mph) 188 (60 mph) 1. Yes 1. Sight distance impaired by bridge widening of Hopkins Ave. UC. 
2. Attaining corner sight distance would require either replacement of Hopkins UC or reposition of bridge off ramp. Realignment of the off ramp would require acquisition of one SFR, two fast food restaurants, andmodify intersection spacing with varying lay.
3. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 286 | 1-6 | Rancho | Rancho | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge widening of Hopkins Ave. UC. 
2. Attaining corner sight distance would require either replacement of Hopkins UC or reposition of bridge off ramp. Realignment of the off ramp would require acquisition of one SFR, two fast food restaurants, and modify intersection spacing with varying lay.
3. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 287 | 1-6 | Rancho | Rancho | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge widening of Hopkins Ave. UC. 
2. Attaining corner sight distance would require either replacement of Hopkins UC or reposition of bridge off ramp. Realignment of the off ramp would require acquisition of one SFR, two fast food restaurants, and modify intersection spacing with varying lay.
3. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 288 | 1-6 | Tippecanoe | Tippecanoe | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge widening of Tippecanoe UC. 
2. Ul corner of bridge widening for Tippecanoe UC to be designed to provide existing corner sight distance. 
3. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 289 | 1-6 | California | California | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by par-walk of California Ave. UC. 
2. Existing bridge widening to be extended with bridge widening.
3. Attaining corner sight distance to meet standard would require replacement of California UC.
4. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 290 | 1-6 | California | California | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by par-walk of California Ave. UC. 
2. Existing bridge widening to be extended with bridge widening.
3. Attaining corner sight distance to meet standard would require replacement of California UC.
4. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 291 | 1-3 | Madera | Madera | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge widening of Madera UC. 
2. Existing bridge widening to be extended with bridge widening.
3. Attaining corner sight distance to meet standard would require replacement of Madera UC.
4. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 292 | 1-4 | Madera | Madera | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge widening of Madera UC. 
2. Existing bridge widening to be extended with bridge widening.
3. Attaining corner sight distance to meet standard would require replacement of Madera UC.
4. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
| 293 | 1-5 | Madera | Madera | SBD | 5/22/16 | M | 10.50 | 5.00 | 5.50 | 554 (45 mph) 541 (60 mph) 544 (60 mph) 1 \- Sight distance impaired by bridge widening of Madera UC. 
2. Existing bridge widening to be extended with bridge widening.
3. Attaining corner sight distance to meet standard would require replacement of Madera UC.
4. Intersection is signalized. A sign could be installed to prohibit right turn on red. |
## I-10 Corridor Project

**EA No. 02590**

### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes:** **MANDATORY**

Station Equations: 720+17.35 Back + 1000+0.00 Ahead At LA/Std County Line

**Note:** Posted speed on 1-10 is 65 mph throughout the project corridor

**New Item added since 6/2015 review**

**Item deleted since 6/2015 review**

<table>
<thead>
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<th>No.</th>
<th>Plan or Profile</th>
<th>Facility</th>
<th>Velocity</th>
<th>HDM</th>
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<th>Topic</th>
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<th>Design Year (Base)</th>
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<th>LS</th>
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<th>Proposed</th>
<th>Siting Condition</th>
<th>Reasons/Justification</th>
<th>Probability of Approval</th>
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<tr>
<td>294</td>
<td>1-16 Mainline</td>
<td>Rancho</td>
<td>100</td>
<td>M</td>
<td>Interchange spacing</td>
<td>208/200 between Ranch Rd and La Cadena 501.3 M</td>
<td>2030.00</td>
<td>2042.00</td>
<td>5.86</td>
<td>1-mile</td>
<td>0.66 miles</td>
<td>0.64 miles</td>
<td>YES</td>
<td>Significance</td>
<td>Traffic impact</td>
<td>vic</td>
<td>High</td>
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<tr>
<td>295</td>
<td>1-16</td>
<td>La Cadena</td>
<td>100</td>
<td>M</td>
<td>Interchange spacing</td>
<td>208/200 between La Cadena 501.3 M and Wk Vern Ave</td>
<td>2030.00</td>
<td>2042.00</td>
<td>5.86</td>
<td>1-mile</td>
<td>0.66 miles</td>
<td>0.64 miles</td>
<td>YES</td>
<td>Significance</td>
<td>Traffic impact</td>
<td>vic</td>
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<tr>
<td>296</td>
<td>1-16</td>
<td>La Cadena</td>
<td>100</td>
<td>M</td>
<td>Interchange spacing</td>
<td>208/200 between La Cadena 501.3 M and Route 265</td>
<td>2030.00</td>
<td>2042.00</td>
<td>5.86</td>
<td>1-mile</td>
<td>0.66 miles</td>
<td>0.64 miles</td>
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<td>Traffic impact</td>
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<td>1-16</td>
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<td>Wk</td>
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<td>208/200 between Wk Vern Ave and Route 265</td>
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<td>2042.00</td>
<td>5.86</td>
<td>1-mile</td>
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<td>0.64 miles</td>
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<td>Traffic impact</td>
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<td>298</td>
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<td>Rancho</td>
<td>303</td>
<td>M</td>
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<td>2042.00</td>
<td>5.86</td>
<td>1-mile</td>
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<td>0.64 miles</td>
<td>YES</td>
<td>Significance</td>
<td>Traffic impact</td>
<td>vic</td>
<td>High</td>
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<td>La Cadena</td>
<td>303</td>
<td>M</td>
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<td>208/200 between La Cadena 501.3 M and Route 265</td>
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<td>2042.00</td>
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<td>2042.00</td>
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<td>2042.00</td>
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<td>Significance</td>
<td>Traffic impact</td>
<td>vic</td>
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**Item modified since 6/2015 review**

**Item deleted since 6/2015 review**
### I-10 Corridor Project
#### EA No. 0S2590

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: MANDATORY**

**Station Equations:**
729+07.35 Back = 1000+00 Ahead LA/Stad County Line

---

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

- New item added since 6/2015 review
- Item modified since 6/2015 review

- Item deleted since 6/2015 review

---

**2. Significant traffic impact to remove this on ramp.**

- Not feasible to relocate ramp to I-10 due to presence of Valley Blvd which provides access to several retail/commercial properties.
- No wrong-way entry issue since this is an on ramp.

**3. Nonstandard ramp design.**

- Shortening either ramp would reduce storage.
- Shortening either ramp would steepen profile to nonstandard design.
- Aux lane provided.
- Wave distance slightly longer than existing.

**4. Weave distance slightly longer than existing.**

- Shortening either ramp would steepen profile to nonstandard design.
- Aux lane provided.
- Wave distance slightly longer than existing.

- Proposed improvements are limited to the gore area.
- Nonstandard width proposals match existing width.

---

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<th>HDMs</th>
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<th>Topic</th>
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<th>End PM</th>
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<th>End Sta</th>
<th>Length (feet)</th>
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<th>Reasons/justification</th>
<th>Probability of Approval</th>
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<td>L-17</td>
<td>Ovi. Vernon</td>
<td>102.2</td>
<td>M</td>
<td>Isolated off ramp</td>
<td>Quincy St call off ramp</td>
<td>7.12</td>
<td>8.11</td>
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<td>2,000'</td>
<td>1,090'</td>
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<td>2.</td>
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<td>3.</td>
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<td>4.</td>
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<td>1.</td>
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<td>2.</td>
<td>Shortening either ramp would steepen profile to nonstandard design.</td>
<td>3.</td>
<td>Aux lane provided.</td>
<td>4.</td>
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<tr>
<td>203</td>
<td>L-17</td>
<td>&gt; 215</td>
<td>204.6</td>
<td>(788')</td>
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<td>21.35</td>
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<tr>
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<td>209.7</td>
<td>M</td>
<td>Weaving length</td>
<td>209.7 between Monte Vista Ave and Central Ave</td>
<td>1.58</td>
<td>2.57</td>
<td>1495'</td>
<td>300'</td>
<td>1,495'</td>
<td>YES</td>
<td>1.</td>
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<td>2.</td>
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<td>3.</td>
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</tr>
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<td>2.49</td>
<td>1495'</td>
<td>300'</td>
<td>1,495'</td>
<td>YES</td>
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<td>2.</td>
<td>Shortening either ramp would steepen profile to nonstandard design.</td>
<td>3.</td>
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<tr>
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<td>226.7</td>
<td>M</td>
<td>Weaving length</td>
<td>226.7 between Millikan and I-15 (110-RS) Conn</td>
<td>5.17</td>
<td>6.16</td>
<td>1889+39</td>
<td>2,357+36</td>
<td>YES</td>
<td>1.</td>
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<td>2.</td>
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<td>226.7 between Millikan and I-15 (110-RS) Conn</td>
<td>5.17</td>
<td>6.16</td>
<td>1889+39</td>
<td>2,357+36</td>
<td>YES</td>
<td>1.</td>
<td>Significant traffic impact to remove this off ramp.</td>
<td>2.</td>
<td>Shortening either ramp would steepen profile to nonstandard design.</td>
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<td>Wave distance slightly longer than existing.</td>
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<td>226.7 between Millikan and I-15 (110-RS) Conn</td>
<td>5.17</td>
<td>6.16</td>
<td>1889+39</td>
<td>2,357+36</td>
<td>YES</td>
<td>1.</td>
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<td>2.</td>
<td>Shortening either ramp would steepen profile to nonstandard design.</td>
<td>3.</td>
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<td>4.</td>
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</tr>
<tr>
<td>209</td>
<td>E-39</td>
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<td>226.0</td>
<td>(538')</td>
<td>Length EB</td>
<td>between Etiwanda Ave and S. Edwards Ave</td>
<td>22.90</td>
<td>23.20</td>
<td>2209+08</td>
<td>2224+70</td>
<td>1,562</td>
<td>YES</td>
<td>1.</td>
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<td>between Etiwanda Ave and S. Edwards Ave</td>
<td>22.90</td>
<td>23.20</td>
<td>2209+08</td>
<td>2224+70</td>
<td>1,562</td>
<td>YES</td>
<td>1.</td>
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<td>2.</td>
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<td>22.90</td>
<td>23.20</td>
<td>2209+08</td>
<td>2224+70</td>
<td>1,562</td>
<td>YES</td>
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<td>22.90</td>
<td>23.20</td>
<td>2209+08</td>
<td>2224+70</td>
<td>1,562</td>
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<td>22.90</td>
<td>23.20</td>
<td>2209+08</td>
<td>2224+70</td>
<td>1,562</td>
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<tr>
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<td>23.20</td>
<td>2209+08</td>
<td>2224+70</td>
<td>1,562</td>
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<td>1.</td>
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<td>2.</td>
<td>Shortening either ramp would steepen profile to nonstandard design.</td>
<td>3.</td>
<td>Aux lane provided.</td>
<td>4.</td>
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</tbody>
</table>
### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: MANDATORY**

#### Station Equations:
729+07.15 Back + 1000+00.00 Ahead At IA/SD County Line

#### Note:
- Posted speed on 1-10 is 65 mph throughout the project corridor.
- Item modified since 6/2015 review.
- Item deleted since 6/2015 review.

#### Probability of Approval:
- **High**
- **Medium**
- **Low**

### Item

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<tr>
<th>No.</th>
<th>Plan or Profile</th>
<th>Facility</th>
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<th>HDM</th>
<th>V/A</th>
<th>Topic</th>
<th>Location</th>
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<th>End FM</th>
<th>Length ( Miles )</th>
<th>Begin Sta</th>
<th>End Sta</th>
<th>Length ( Feet )</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Raising Condition</th>
<th>Reasons/Justification</th>
<th>Probability of Approval</th>
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<tr>
<td>239</td>
<td>1-17</td>
<td>M-30</td>
<td>East</td>
<td>000.7</td>
<td>50</td>
<td>Changing length</td>
<td>EB: 01-02 between Mound Vernon Ave and 215</td>
<td>23.82</td>
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<td>2260+20</td>
<td>2260+30</td>
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<td>2,107</td>
<td>1,061</td>
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<td>2,107</td>
<td>Modifications: 1. Shortening either ramp would reduce storage. 2. Shortening either ramp would increase profile to nonstandard design.</td>
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<td>2260+00</td>
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<td>Modifications: 1. Shortening either ramp would reduce storage. 2. Shortening either ramp would increase profile to nonstandard design.</td>
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<td>Modifications: 1. Shortening either ramp would reduce storage. 2. Shortening either ramp would increase profile to nonstandard design.</td>
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<td>2,179</td>
<td>2,179</td>
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<td>50</td>
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<td>30.76</td>
<td>30.76</td>
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<td>2593+00</td>
<td>2600+30</td>
<td>2,595</td>
<td>0/0/0</td>
<td>2,179</td>
<td>2,179</td>
<td>2,179</td>
<td>1,832</td>
<td>Modifications: 1. Shortening either ramp would reduce storage. 2. Shortening either ramp would increase profile to nonstandard design.</td>
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<tr>
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<td>1,070</td>
<td>1,070</td>
<td>1,070</td>
<td>Modifications: 1. Shortening 70 ft south would require expansion of 4 ft to the west side of sidewalk and remove 3 business buildings on the east side. 2. Realigning 70 ft north would impact east side businesses, landscaped parkways, and stone curbs which have cultural significance.</td>
<td>Low</td>
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<tr>
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<td>1,070</td>
<td>1,070</td>
<td>1,070</td>
<td>1,070</td>
<td>Modifications: 1. Shortening 70 ft south would require expansion of 4 ft to the west side of sidewalk and remove 3 business buildings on the east side. 2. Realigning 70 ft north would impact east side businesses, landscaped parkways, and stone curbs which have cultural significance.</td>
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<td>1,070</td>
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<td>Modifications: 1. Shortening 70 ft south would require expansion of 4 ft to the west side of sidewalk and remove 3 business buildings on the east side. 2. Realigning 70 ft north would impact east side businesses, landscaped parkways, and stone curbs which have cultural significance.</td>
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<td>Low</td>
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*Notes:*
- Item deleted since 6/2015 review.
- Item modified since 6/2015 review.
- Probability of approval: **High**, **Medium**, **Low**.
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<td>Curbs</td>
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<td>0.8</td>
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<td>curbs at each corner</td>
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<td>2 curb ramps at each corner</td>
<td>curbs at each corner</td>
<td>curbs at each corner</td>
<td>YES</td>
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</table>
| 13  | L-4      | 4th     | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
| 14  | L-4      | 4th     | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
| 16  | L-4      | 4th     | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
| 17  | L-4     | Cedar   | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
| 18  | L-4      | Pepper  | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
| 19  | L-4      | Pepper  | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
| 20  | L-4      | Ranchi  | 105.5(2)  | A          | Curb    | AV-Curb Ramps | 5-30   | 5-30   |             |          | YES      | YES      | 2. Crosswalk is proposed in N/S direction only.  
  1. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destination for E/W movement at this intersection.  
  2. Crosswalk is proposed in N/S direction only.  
  3. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation. Also, no destination for E/W movement at this intersection. | High       |           |
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<th>Item</th>
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<th>Proposed</th>
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<td>Vernette St/WB off-ramp intersection</td>
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<td>curb ramp at each corner</td>
<td>curb ramp at each corner</td>
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<td>curb ramp at each corner</td>
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<td>Crosswalk is proposed in N/S direction only. Also, no destination for E/W movement at this intersection.</td>
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</table>

Note: Item modified since 6/2015 review.

**I-10 Corridor Project**

EA No. OC2510

**Proposed Design Exceptions - Risk Assessment**

Alternative 3 - Express Lanes: ADVISORY

Station Equations: 729+87.15 Back + 1000+00.00 Ahead At LA/Std County Line
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<th>End Sta</th>
<th>Length (ft)</th>
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<th>Existing Condition</th>
<th>Reasons/Justification</th>
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## I-10 Corridor Project
### EA No. D2510
#### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: ADVISORY**

**Station Equations:**
729+87.15 Back = 1200+00.00 Ahead At La/Tad County Line

**Note:**
*Posted speed on I-10 is 65 mph throughout the project corridor*

**Item added since 6/2015 review:**
- [ ]

**Item deleted since 6/2015 review:**
- [ ]

<table>
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<th>No.</th>
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<th>Vicinity</th>
<th>HDM</th>
<th>W/K</th>
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<th>End Sta</th>
<th>Length (West)</th>
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<th>Proposed</th>
<th>Existing Conditions</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
</tr>
</thead>
</table>
| 46  | 1-14       | Mercede  | citrus   | 202(1) (202-G) | K | Superelevation transition & curve | 668 & 668 ‐ 1/3 east of Citrus Ave, enter 10(300') | 15.48 | 15.54 | 0.06 | 1828+00 | 1828+10 | 6.16 | 187, 1/2, 0.5 | 187, all on tangent | NO | 1. The proposed design involves shifting location of the centerline curve to accommodate the proposed widening.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 46  | 1-14       | Mercede  | citrus   | 202(1) (202-G) | K | Superelevation transition & curve | 668 & 668 ‐ 1/3 east of Citrus Ave, exit 300(100') | 16.48 | 16.55 | 0.07 | 1831+00 | 1831+10 | 6.16 | 187, 1/2, 0.5 | 187, all on tangent | NO | 1. The proposed design involves shifting location of the centerline curve to accommodate the proposed widening.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 47  | 1-16       | Mercede  | Rancho   | 202(1) (202-G) | K | Superelevation transition & curve | 668 & 668 ‐ 1/3 west of Rancho Ave, enter 300(100') | 21.89 | 22.04 | 0.15 | 2153+15 | 2153+15 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 48  | 1-16       | Mercede  | Rancho   | 202(1) (202-G) | K | Superelevation transition & curve | 668 & 668 ‐ 1/3 west of Rancho Ave, exit 300(100') | 21.89 | 22.04 | 0.15 | 2155+05 | 2155+05 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 49  | 1-16       | Mercede  | Rancho   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 east of Rancho Ave, enter 180(60') | 21.89 | 22.04 | 0.15 | 2153+05 | 2153+05 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 50  | 1-16       | Mercede  | Rancho   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 east of Rancho Ave, exit 180(60') | 22.36 | 22.51 | 0.15 | 2157+00 | 2157+00 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 51  | 1-16       | Mercede  | Colton   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 east of Colton OH, enter 230(100') | 22.36 | 22.51 | 0.15 | 2157+00 | 2157+00 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 52  | 1-16       | Mercede  | Colton   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 east of Rancho OH, exit 230(100') | 22.36 | 22.51 | 0.15 | 2157+00 | 2157+00 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 53  | 1-16       | Mercede  | Colton   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 west of Colton OH, enter 230(100') | 22.36 | 22.51 | 0.15 | 2157+00 | 2157+00 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 54  | 1-16       | Mercede  | Colton   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 west of Colton OH, exit 230(100') | 22.36 | 22.51 | 0.15 | 2157+00 | 2157+00 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.
| 55  | 1-16       | Mercede  | Colton   | 202(1) (202-G) | K | Superelevation transition & curve | 668 ‐ 1/3 west of Colton OH, exit 230(100') | 22.36 | 22.51 | 0.15 | 2157+00 | 2157+00 | 6.16 | 200, 1/2, 0.5 | 200, 1/2, 0.5 | NO | 1. The proposed design involves curve modification with a large radius to improve horizontal SSD.
2. Significant traffic impact to reconstruct I−10 pavement.
3. Super transition meets 0.5% per 100’ requirement.

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**I-10 Corridor Project**

**EA No. DC2500**

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: ADVISORY**

Station Equations: 729+87.15 Back + 1200+00.00 Ahead At LA/Stbd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

**Item modified since 6/2015 review:**

**Item deleted since 6/2015 review:**

<p>| No. | Item  | Facility | Vicinity | HDM | R/W | Topic | Location | Beg PM | End PM | Length (measured) | Beg Sta | End Sta | Length (feet) | Standard | Existing | Proposed | Existing Causes | Reasons/Justification | Probability of Approval |
|-----|-------|----------|----------|------|-----|-------|----------|--------|--------|-------------------|---------|---------|---------------|----------|----------|----------|---------|-------------------|------------------------|-------------------------|
| 57  | 1-16  | Colton OH|          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | SB 1/10 mile of Colton OH, enter 2605' EB | 22.88 | 22.80 | 0.08 | 2188+75 | 2190+75 | 220, 37/3-1/4 | 300 | 397, 2/3-1/2 | 300, 2/3-1/2 | NO | | 1. The proposed design involves centreline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to construct I-10 pavement. 3. Super transition meets 6% per 100’ requirement. |  |
| 58  | 1-16  | Colton OH|          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | SB 1/10 mile of Colton OH, exit 2604' WB | 22.88 | 22.80 | 0.08 | 2190+75 | 2192+75 | 220, 37/3-1/4 | 300 | 397, 2/3-1/2 | 300, 2/3-1/2 | NO | | 1. The proposed design involves centreline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to construct I-10 pavement. 3. Super transition meets 6% per 100’ requirement. |  |
| 59  | 1-16  | Colton OH|          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | SB 1/10 mile of Colton OH, enter 2461' WB | 22.88 | 22.80 | 0.08 | 2192+70 | 2195+00 | 330 | 480, 37/3-1/4 | 300, 2/3-1/2 | 290, 2/3-1/2 | NO | 1. The proposed design involves centreline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to construct I-10 pavement. 3. Super transition meets 6% per 100’ requirement. |  |
| 60  | 1-16  | Colton OH|          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | SB 1/10 mile of Colton OH, exit 2462' WB | 22.88 | 22.80 | 0.08 | 2193+00 | 2195+00 | 330 | 480, 37/3-1/4 | 300, 2/3-1/2 | 290, 2/3-1/2 | NO | 1. The proposed design involves centreline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to construct I-10 pavement. 3. Super transition meets 6% per 100’ requirement. |  |
| 61  | 73-9  | Central  |          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | Central Ave WB on ramp, Exit 900' st | 1.29 | | | | | | | | | | | | | | | NO | 1. The proposed design includes reversing curves (large radius) without a tangent. 2. Attaining the standard would require reconfiguring the ramp with a tangent at ramp terminal, resulting in additional R/W impact to Memorial Park. 3. Super transition meets 6% per 100’ requirement. |  |
| 62  | 73-9  | Central  |          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | Central Ave WB on ramp, Enter 800' st | 1.29 | | | | | | | | | | | | | | | NO | 1. The proposed design includes reversing curves (large radius) without a tangent. 2. Attaining the standard would require reconfiguring the ramp with a tangent at ramp terminal, which would result in additional R/W impact to Memorial Park. 3. Super transition meets 6% per 100’ requirement. |  |
| 63  | 73-18 | Guist     |          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | Guist Ave WB hook off ramp, Enter 200' st | 3.46 | | | | | | | | | | | | | | | NO | 1. The tangent is too short to accommodate standard super transition. 2. Attaining the standard would require lengthening the tangent at the ramp terminal, which would reduce the radius of the preceding curve from 250' to 125'. 3. The transition length is 150’ which meets standard. |  |
| 64  | 73-18 | Guist     |          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | Guist Ave WB on ramp, Exit 650' st | 5.30 | | | | | | | | | | | | | | | NO | 1. The tangent is too short to accommodate standard super transition. 2. Attaining the standard would require lengthening the ramp geometry with a larger tangent, which would result in additional R/W impact to a Mobile Home Park. 3. Super transition meets 6% per 100’ requirement. |  |
| 65  | 73-18 | Guist     |          | 202.5(1) | 202.5(2) | Superelevation transition &amp; runoff | Guist Ave WB on ramp, Exit 1000' st | 5.30 | | | | | | | | | | | | | | | NO | 1. The tangent is too short to accommodate standard super transition. 2. Attaining the standard would require lengthening the ramp geometry with a larger tangent, which would result in additional R/W impact to a Mobile Home Park. 3. Super transition meets 6% per 100’ requirement. |  |</p>
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Note: Posted speed on I-10 is 65 mph throughout the project corridor.

Item modified since 6/2015 review: Published.

Item deleted since 6/2015 review: None.

I-10 Corridor Project
EA No. C2350
Proposed Design Exceptions - Risk Assessment
Alternative 3 - Express Lanes: ADVISORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Vald County Line

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### I-10 Corridor Project

**EA No. DC2100**  
**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: ADVISORY**

**Station Equations:**  
722+87.15 Back = 1000+00.00 Ahead At LA/Stan County Line

#### Note:
- Posted speed on I-10 is 65 mph throughout the project corridor
- Item modified since 6/2015 review:

| No. | Pk. of Facility | Facility | Vicinity | HDM | W/N | Topic | Location | Beg PM | End PM | Length (miles) | | | | | | | | | | | | | Length (feet) | Standard | Existing | Proposed | Reasons/Justification | Probability of Approval |
|-----|----------------|----------|----------|-----|-----|-------|----------|--------|--------|----------------|-----|--------|--------|-----|--------|----------------------|-----------------------|
| 75  | 6311 | Haven | 202.51 (202.52) | K | Superelevation transition & run-off | Haven Ave EB off ramp, Exit 152' Rt | 8.00 | 180', 3/10 - 1/5 | 180', 3/10 - 1/5 | YES | 1. The length is less than acceptable standard super transition. 2. The super transition design for this curve is connected to the existing super transition of the adjoining reversing curve. 3. Super transition meets 0.5% 100' requirement. | High |
| 76  | 6422 | Haven | 202.51 (202.52) | K | Superelevation transition & run-off | Haven Ave EB loop on ramp, Enter 152' Rt | 8.00 | 180', 3/10 - 1/5 | 200', 1/4 - 1/4 | YES | 1. Loop ramp begins with a curve. 2. Providing a standard tangent and transition would require realigning the ramp and the EB off ramp, resulting in R/W impacts at office parking site. 3. Super transition meets 0.5% 100' requirement. | High |
| 77  | 6551 | Milliken | 202.51 (202.52) | K | Superelevation transition & run-off | Milliken Ave EB loop on ramp, Enter 147' Rt | 9.17 | 174', 3/10 - 1/5 | 224', 1/4 - 1/4 | YES | Necessary to match the cross slope of the existing ramp beyond proposed improvement limits. 2. Standard transition would extend into the Milliken intersection, impacting cross slope of through traffic. 3. Super transition meets 0.5% 100' requirement. | High |
| 78  | 6621 | Edwards | 202.51 (202.52) | K | Superelevation transition & run-off | Euclid Ave EB off ramp, Exit 67' 35 | 10.82 | 300', 1/5 - 1/4 | 300', 1/5 - 1/4 | YES | 1. Transition matches existing cross slope on structure. 2. Providing standard transition would require reconstruction of bridge. 3. Super transition meets 0.5% 100' requirement. | High |
| 79  | 6691 | Edwards | 202.51 (202.52) | K | Superelevation transition & run-off | Valley Blvd EB off ramp, Exit 249' Lt | 10.89 | 180', 2/5 - 1/4 | 180', 2/5 - 1/4 | YES | 1. Necessary to avoid grade break design exception in gore. 2. Lengthening tangent would require reconstructing mainline bridge over ramp. | High |
| 80  | 6741 | Citrus | 202.51 (202.52) | K | Superelevation transition & run-off | Citrus Ave W/W loop on ramp, Exit 249' Lt | 15.18 | 300', 2/5 - 1/4 | 300', 2/5 - 1/4 | YES | 1. Curve length is too short for standard transition length. 2. Part of compound curve with same super rate. 3. Providing standard super for this curve would require reconstruction nearly the entire ramp, which was just recently constructed. | High |
| 81  | 6791 | Citrus | 202.51 (202.52) | K | Superelevation transition & run-off | Citrus Ave W off ramp, Exit 420' Lt | 25.18 | 183.38', 2/4 - 1/4 | 183.38', 2/4 - 1/4 | YES | 1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require reconstruction of the entire ramp, another R/W of reconstruction. 3. Super transition meets 0.5% 100' requirement. | High |
| 82  | 6841 | Citrus | 202.51 (202.52) | K | Superelevation transition & run-off | Citrus Ave EB off ramp, Exit 980' Lt | 15.18 | 150', 2/5 - 1/4 | 150', 2/5 - 1/4 | YES | 1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require reconstruction of the entire ramp, another R/W of reconstruction. 3. Super transition meets 0.5% 100' requirement. | High |
| 83  | 6971 | Sierra | 202.51 (202.52) | K | Superelevation transition & run-off | Sierra Ave EB on ramp, Exit 637' Lt | 16.22 | 150', 2/5 - 1/4 | 150', 2/5 - 1/4 | NO | 1. Super transition is designed to have the ramp cross slope downhill of the inlet nose in the same plane as the mainline cross slope. 2. Attaining the standard would shift the super transition downstream of the inlet nose resulting in longitudinal grade-break up to 4% where ramp traffic would begin merging with the mainline traffic. 3. Super transition meets the 6% 100' requirement. | High |
| 84  | 7071 | Cedaro | 202.51 (202.52) | K | Superelevation transition & run-off | Cedaro Ave W off ramp, Exit 4060' Lt | 18.49 | 75', all on tangent | 75', all on tangent | YES | 1. The 990' R loop curve is a reverse curve to a 1000' Lt curve, which has a different super transition rate. 2. Attaining the standard for this curve would result in nonstandard super transition for the 1000' Lt curve. 3. Super transition meets the 6% 100' requirement. | High |
### I-10 Corridor Project

#### EA No. DC2100

#### Proposed Design Exceptions - Risk Assessment

#### Alternative 3 - Express Lanes: ADVISORY

**Station Equations:**
729+87.15 Back + 1200+00.00 Ahead At IA/Std County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

**Item modified since 6/2015 review:**

**Item added since 6/2015:**

**Item deleted since 6/2015:**

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<th>Proposed</th>
<th>Existing Causes</th>
<th>Reasons/justification</th>
<th>Probability of Approval</th>
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<td>249.7/251.7</td>
<td>150, all in curve</td>
<td>YES</td>
<td>1. Super transition is designed to have the ramp cross slope alignment at the exit route in the same plane as the marine line cross slope. 2. Allowing the standard should shift the super transition downstream of the exit route resulting in reconditioning of the retaining wall along the right edge of driveway which was recently constructed. 3. The transition length is 150' which meets standard.</td>
<td>High</td>
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<td>NO</td>
<td>1. The 3000' Lt is a meeting curve from a 3000' Lt curve, which now is different super transition rate. 2. The transition has been designed to meet the transition for both curves. 3. Super transition meets the 6% per 100' requirement.</td>
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<td>1. The 3000' Lt is a meeting curve from a 3000' Lt curve, which now is different super transition rate. 2. The transition has been designed to meet the transition for both curves. 3. Super transition meets the 6% per 100' requirement.</td>
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### I-10 Corridor Project

#### EA No. DC2300
Proposed Design Exceptions - Risk Assessment

#### Alternative 3: Express Lanes - ADVISORY

Station Equations: 720+87.15 Back + 1200+00.00 Ahead At LA/Stbd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

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**Note:** Item modified since 6/2015 review: 
**Note:** Item deleted since 6/2015 review: 
**Note:** Item added since 6/2015 review: 

The probability of approval ratings are: High (H), Medium (M), Low (L), and No (NO).
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<td>0.078</td>
<td>0.078</td>
<td>NO</td>
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<td>1.0</td>
<td>rove</td>
<td>NO</td>
<td>The latest tangent has been extended to standard super transition</td>
</tr>
<tr>
<td>157</td>
<td>Vineyard</td>
<td>202.6</td>
<td>E Superelevation transition &amp; runoff</td>
<td>Scott Rd at 1100 Feet NE</td>
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<td>1.0</td>
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<td>0.6</td>
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<td>127</td>
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<td>159</td>
<td>Vineyard</td>
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<td>E Superelevation transition &amp; runoff</td>
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<td>202.6</td>
<td>202.6</td>
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<td>0.045</td>
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<td>rove</td>
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Note: Posted speed on I-10 is 65 mph throughout the project corridor.

A= Item added since 6/2015 review
C= Item modified since 6/2015 review
D= Item deleted since 6/2015 review

Express-ADVISORY
04_I-10-EXP - RISK - Advisory.xlsx
### I-10 Corridor Project

**E9 No.:** DC2100

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: ADVISORY**

Station Equations: 729+87.15 Back = 1200+00.00 Ahead At IA/Stbd County Line

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**Note:**
- Posted speed on I-10 is 65 mph throughout the project corridor
- New item added since 6/2015 review
- Item deleted since 6/2015 review

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**Plan or Profile** | Facility | Vicinity | Location | Beg PM | End PM | Length (mi) | Beg Sta | End Sta | Length (ft) | Standard | Existing | Proposed | Existing | E | Reason/justification | Probability of Approval
120 | PS-11 | Haven | 202.6 | A | Superelevation of compound curves Milliken Ave W/loop on ramp, 3000’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the EB off ramp, impacting commercial access and parking. | High
121 | PS-12 | Haven | 202.6 | A | Superelevation of compound curves Milliken Ave W/loop on ramp, 3000’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the EB off ramp, impacting offsite parking lot. | High
122 | PS-13 | Haven | 202.6 | A | Superelevation of compound curves Milliken Ave W/loop on ramp, 3000’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the EB off ramp, reducing the ramp and the E20F radius to approximately 450’. | High
123 | PS-14 | Milliken | 202.6 | A | Superelevation of compound curves Milliken Ave W/loop on ramp, 3000’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin just past the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the ramp, reducing the design speed. | High
124 | PS-15 | Milliken | 202.6 | A | Superelevation of compound curves Milliken Ave W/loop on ramp, 3000’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin just past the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the ramp, which would require reconfiguring the S15 E10 connector. | High
125 | PS-16 | 1U15 | 202.6 | A | Superelevation of compound curves 915-010 Connector, 850’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin just past the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the ramp, which would require reconfiguring the S15 E10 connector. | High
126 | PS-17 | 1U15 | 202.6 | A | Superelevation of compound curves 915-010 Connector, 850’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | NO | 1. The proposed S20E 2 Curves begin just past the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reconfiguring the ramp, which would require reconfiguring the S15 E10 Connector. | High
127 | PS-18 | 1U15 | 202.6 | A | Superelevation of compound curves 915-010 Connector, 850’ 0.10/3000’ EL 0.12 | 0.10 | 202.6 | 202.7 | 0.054| 0.03@BC | 0.03@BC | YES | 1. The proposed S20E 2 Curves begin just past the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break is gore. 3. Attaining standard transition would require reducing the radius below which would require reconfiguring the S15/EB 10 connector. | High

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**2/11/2016**

Page 10 of 10

Express ADVISORY

04_/10 EXP - RISK - Advisory.xlsx
### I-10 Corridor Project
EA No. 0C2300
Proposed Design Exceptions - Risk Assessment

#### Alternative 3 - Express Lanes: ADVISORY

**Station Equations:** 729+87.15 Back = 1200+00.00 Ahead At LA/Ida County Line

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**Note:** Posted speed on I-10 is 65 mph throughout the project corridor.

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**Table:**

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<thead>
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<th>Reasons/justification</th>
<th>Probability of Approval</th>
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<td>138</td>
<td>PS-125</td>
<td>10/155</td>
<td>206.6</td>
<td>A</td>
<td>Superelevation of compound curves</td>
<td>4115-1.125 Mile, 10/09/05 11:11</td>
<td>29.84</td>
<td>Case 1</td>
<td>0.066g/CC</td>
<td>0.046g/CC</td>
<td>NO</td>
<td>1. The proposed 800'曲線 begins within the ramp gore. 2. Transition designed to maintain maximum 3% grade break is gone. 3. Attaining standard transition would require reconfiguring the ramp, which would require reducing the connector radius further and reconstructing and additional 400' of connector and may impact 1255-1300 connector.</td>
<td>YES</td>
<td>High</td>
<td></td>
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<td>139</td>
<td>PS-56</td>
<td>Southeast</td>
<td>206.6</td>
<td>A</td>
<td>Superelevation of compound curves</td>
<td>Southeast to WB on ramp, 10/02/01/07 11:13</td>
<td>22.57</td>
<td>Case 1</td>
<td>0.066g/CC</td>
<td>0.046g/CC</td>
<td>NO</td>
<td>1. The proposed 560'曲線 begins within the ramp gore. 2. Transition designed to maintain maximum 3% grade break is gone. 3. Attaining standard transition would require reconfiguring the ramp, which would require reconstructing WB/SE226 Connector Bridge over ramp.</td>
<td>YES</td>
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<td>130</td>
<td>PS-122</td>
<td>Tennessee</td>
<td>202.6</td>
<td>A</td>
<td>Superelevation of compound curves</td>
<td>Tennessee St WB on ramp, 10/07/01/07 11:00</td>
<td>29.82</td>
<td>Case 1</td>
<td>0.052g/CC</td>
<td>0.064g/CC</td>
<td>NO</td>
<td>1. The proposed 1100'曲線 curve compands with an existing 1400'曲線 curve. 2. The proposed 1100'曲線 curve achieves 9% super raun then transitions to the existing standard 3% super for the 1400'曲線 curve. 3. Attaining standard would require reconfiguring the ramp, requiring an additional 100' of reconstruction. 4. Super transition meets 0.6% per 100' requirement.</td>
<td>NO</td>
<td>High</td>
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<td>141</td>
<td>1-11</td>
<td>Monte Vista</td>
<td>205.5</td>
<td>A</td>
<td>Compound curves (one-way road)</td>
<td>Monte Vista Ave WB on ramp (215 - 229)</td>
<td>0.68</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>200'/1000'</td>
<td>215'/1500'</td>
<td>YES</td>
<td>1. Necessary to re-existing 215’ curve and horizontal reconstruction. 2. Reconfiguring the ramp to a simple 200' curve would extend the reconstruction to the ramp intersection and would result in speed as low as 27 mph for most of the ramp. 3. The larger radius follows the smaller radius.</td>
<td>NO</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>142</td>
<td>1-14</td>
<td>Bashford</td>
<td>205.5</td>
<td>A</td>
<td>Compound curves (one-way road)</td>
<td>Bashford Ave WB loop EB (198 - 3000)</td>
<td>3.67</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>195'/1500'</td>
<td>180'/3000'</td>
<td>YES</td>
<td>1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius. 3. Supertransition transition meets the standard.</td>
<td>NO</td>
<td>High</td>
<td></td>
<td></td>
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<tr>
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<td>1-5</td>
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<td>205.5</td>
<td>A</td>
<td>Compound curves (one-way road)</td>
<td>Vineyard Ave WB on ramp (212 - 3000)</td>
<td>6.10</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>212'/3000'</td>
<td>212'/3000'</td>
<td>YES</td>
<td>1. Increasing the radius of the smaller curve to 2000 would reconfigure the ramp, resulting in right of way impact to SR 6. 2. The larger radius follows the smaller radius. 3. Supertransition transition meets the standard.</td>
<td>NO</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>145</td>
<td>1-5</td>
<td>Vineyard</td>
<td>205.5</td>
<td>A</td>
<td>Compound curves (one-way road)</td>
<td>Vineyard Ave WB loop WB on ramp (215 - 301)</td>
<td>6.10</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>140'/7149'</td>
<td>360'/1935'</td>
<td>YES</td>
<td>1. Increasing the radius of the smaller curve to 301 would not the appropriate 800' CS ramp curve, resulting in encroachment onto Inland Empire Blvd. 2. Maintaining existing curve radius 350 will not conform with WB median widening.</td>
<td>NO</td>
<td>High</td>
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<tr>
<td>134</td>
<td>'</td>
<td>University</td>
<td>202.6</td>
<td>A</td>
<td>Compound curves (one-way road)</td>
<td>University Ave WB on ramp (223 - 3012)</td>
<td>5.00</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>400'/2000'</td>
<td>400'/15000'</td>
<td>YES</td>
<td>1. Necessary due to configuration. 2. The larger radius follows the smaller radius.</td>
<td>NO</td>
<td>High</td>
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<tr>
<td>136</td>
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<td>Haven</td>
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<td>A</td>
<td>Compound curves (one-way road)</td>
<td>Haven Ave WB on ramp (180 - 3000)</td>
<td>8.16</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>100'/1000'</td>
<td>180'/3000'</td>
<td>YES</td>
<td>1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.</td>
<td>NO</td>
<td>High</td>
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<tr>
<td>137</td>
<td>1-5</td>
<td>Haven</td>
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<td>A</td>
<td>Compound curves (one-way road)</td>
<td>Haven Ave WB loop WB on ramp (160 - 3000)</td>
<td>8.16</td>
<td>Raster 9/2/16 larger R and/or larger R and/or smaller R</td>
<td>100'/1000'</td>
<td>100'/3000'</td>
<td>YES</td>
<td>1. Necessary due to configuration. 2. The larger radius follows the smaller radius.</td>
<td>NO</td>
<td>High</td>
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I-10 Corridor Project
EA No. OC2300
Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

4/23/2015 3-24

Station Equations: 729+87.15 + 1200+00.00 Ahead At LA/Stbd County Line

Note: Posted speed on I-10 is 65 mph throughout the project corridor

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<tr>
<td>138</td>
<td>1</td>
<td>Haven</td>
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<td>Compound curves (one-way road)</td>
<td>Seven Ave EB on-ramp [170' - 56']</td>
<td>5.16</td>
<td></td>
<td></td>
<td>700' (40')</td>
<td>750' (45')</td>
<td>YES</td>
<td>1. The smaller radius follows the larger radius. 2. Necessary to match existing 750' curve. 3. Resurfacing the ramp to a simple 750' curve would extend the limits of the ramps, resulting in additional R/W impacts to cor dealership and developable property.</td>
<td></td>
<td>High</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>139</td>
<td>1</td>
<td>Haven</td>
<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>Seven Ave EB on-ramp [940' - 3000']</td>
<td>9.16</td>
<td></td>
<td></td>
<td>850' (50')</td>
<td>900' (55')</td>
<td>NO</td>
<td>1. The smaller radius is less than 2/3 larger radius. 2. Resurfacing the ramp to a simple 750' curve would extend the limits of the ramps, resulting in additional R/W impacts to cor dealership and developable property.</td>
<td></td>
<td>High</td>
<td></td>
<td></td>
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<td>140</td>
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<td>Milliken</td>
<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>Wilkins Ave WB on-ramp [500' - 3000']</td>
<td>9.17</td>
<td></td>
<td></td>
<td>600' (35')</td>
<td>650' (37.5')</td>
<td>YES</td>
<td>1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.</td>
<td></td>
<td>High</td>
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<td>10/15</td>
<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>S215-W10 (875' - 3000')</td>
<td>9.96</td>
<td></td>
<td></td>
<td>850' (50')</td>
<td>875' (55')</td>
<td>YES</td>
<td>1. Necessary due to Connector on ramp configuration, with 50 mph design speed and standard freeway entrance geometries. 2. The larger radius follows the smaller radius.</td>
<td></td>
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<td>10/15</td>
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<td>Compound curves (one-way road)</td>
<td>E10-S10 (800' - 3000')</td>
<td>9.96</td>
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<td></td>
<td>850' (50')</td>
<td>860' (55')</td>
<td>YES</td>
<td>1. Necessary due to Connector on ramp configuration, with 50 mph design speed and standard freeway entrance geometries. 2. The larger radius follows the smaller radius.</td>
<td></td>
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<td></td>
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<td>Redlands</td>
<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>Galley West EB off-ramp [1400' - 800']</td>
<td>9.98</td>
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<td>1350' (80')</td>
<td>1400' (85')</td>
<td>YES</td>
<td>1. The proposed improvements are needed primarily to lower the ramp profile to provide standard vertical clearance of the I-10 bridge widening. 2. The proposed compound curves emulate the existing ramp horizontal alignment. 3. Modifying the ramp horizontal alignment would require reconstructing the entire ramp with a large curve radius under the I-10 bridge.</td>
<td></td>
<td>High</td>
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<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>S215-W10 (850' - 800')</td>
<td>9.25</td>
<td></td>
<td></td>
<td>850' (50')</td>
<td>850' (50')</td>
<td>YES</td>
<td>1. Increasing curve radius to 850' would require shifting the merge to NB I-10 westbound, reducing the standard layout distance to Sperry WB off-ramp from 2000' to 1000'. 2. The shorter radius is greater than 2/3 the larger radius.</td>
<td></td>
<td>High</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>145</td>
<td>1</td>
<td>10/15</td>
<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>S215-W10 (800' - 3000')</td>
<td>9.25</td>
<td></td>
<td></td>
<td>880' (55')</td>
<td>880' (55')</td>
<td>YES</td>
<td>1. Necessary due to Connector on ramp configuration with standard freeway entrance geometries. 2. The larger radius follows the smaller radius.</td>
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<td>1</td>
<td>10/15</td>
<td>203.5</td>
<td>Compound curves (one-way road)</td>
<td>N10-S10 (1750' - 1600')</td>
<td>9.25</td>
<td></td>
<td></td>
<td>1750' (100')</td>
<td>1750' (100')</td>
<td>YES</td>
<td>1. The proposed smaller radius curve, 1450', along NB I-10 off-ramp is necessary to maintain the existing N215 diverge and proposed W10 widening the footprint of existing structures, including the I-215 separation structure and W10-S215 Connector. 2. The shorter radius is greater than 2/3 the larger radius.</td>
<td></td>
<td>High</td>
<td></td>
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<tr>
<td>147</td>
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<td>Nabatea</td>
<td>203.6</td>
<td>Change</td>
<td>Oak &amp; 84 I-10 exit at Cherry Dr. Road / N / 84 7' curves</td>
<td>12.00</td>
<td>12.00</td>
<td>0.05</td>
<td>1880-30'</td>
<td>1300-30'</td>
<td>YES</td>
<td>1. The proposed design involves relocating modification with a different radius to accommodate the I-10 widening. 2. Significant traffic impact to reconstruct existing pavement. 3. Super transition moves I-10 off 10' requirement.</td>
<td></td>
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<td>148.34</td>
<td>148.34</td>
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<td>A Tangent between reversing curves</td>
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<td>Central Ave EB on-ramp - 600' / 600'</td>
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<td>150</td>
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<td>Sierra</td>
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<td>Sierra Ave W &amp; off ramp - 400′ R/5400′ L st</td>
<td>16.25</td>
<td>297</td>
<td>Resigned 0’</td>
<td>NO</td>
<td>1. The proposed design includes reversing curves (large radii) without a tangent. 2. Adding a tangent would reconfigure the ramp resulting in permanent E/W impact to commercial areas and parking. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>Cedro Ave E &amp; on ramp - 4455′ R/14685′ L st</td>
<td>18.49</td>
<td>297</td>
<td>07’</td>
<td>NO</td>
<td>1. The proposed design includes reversing curves (large radii) without a tangent. 2. Adding a tangent would reconfigure the ramp resulting requiring reconstruction of an additional 1000′ of ramp. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>152</td>
<td>FS-40</td>
<td>Mt. Vernon</td>
<td>203.6 A</td>
<td>Mount Vernon Ave W on ramp - 3000’ L/3950’ R</td>
<td>18.25</td>
<td>297</td>
<td>Resigned 150’</td>
<td>NO</td>
<td>1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional E/W impact to a business property, potentially removing two businesses. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>Sperry St W on ramp - 1000’ L/2600’ R</td>
<td>20.25</td>
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<td>NO</td>
<td>1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional E/W impact to San Bernardino Flood Control property. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>FS-94</td>
<td>101/215</td>
<td>203.6 A</td>
<td>No. 35 E/215 Contract - 1000′ R/5795’ L st</td>
<td>28.25</td>
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<td>Resigned 200’</td>
<td>NO</td>
<td>1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting different super transition rates for the curve. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>Carnegie Dr</td>
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<td>Carnegie Dr W on ramp - 3460’ R/3827’ L st</td>
<td>25.28</td>
<td>297</td>
<td>358 ft</td>
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<td>1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent and reconfiguring the ramp resulting in additional E/W impact to San Timoteo Creek, rather than widen. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>Mountain View</td>
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<td>27.30</td>
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<td>1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional E/W impact to natural area and apartment complex. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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<td>NO</td>
<td>1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional E/W impact to developable land. 3. Super Transition meets 6%, 4/100’ requirement.</td>
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### Alternative 3 - Express Lanes: ADVISORY

**Station Equations:**

725.87-7.15 Back + 1000+00.00 Ahead At I-10/Slid County Line

#### Note:

- Posted speed on I-10 is 65 mph throughout the project corridor.
- New item added since 6/2015 review.
- Item deleted since 6/2015 review.
- Item modified since 6/2015 review.

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### I-10 Corridor Project

**EA No:** 0C2500  
**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: ADVISORY**

**Station Equations:**  
729+87.15 Back = 1200+00.00 Ahead At LA/Stbd County Line

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**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

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#### Item modified since 6/2015 review:

| No. | Item added since 6/2015 review | Item deleted since 6/2015 review |
---|---|---|

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#### Proposed Design Exceptions - Risk Assessment

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<th>Reasons/Justification</th>
<th>Probability of Approval</th>
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</table>
| 214 | 3-76 | Minimum grade | US 118 east of M. Venice Ave | 24.43 | 26.31 | 0.88 | 234413 | 234413 | 1.96 | 0.80% | 0.28% | 0.38% | Yes | Significant traffic impact to reconstructed I-10 profile.  
Adequate cross slope >0.3% is provided for drainage. |
| 215 | 3-77 | Minimum grade | US & E 118 west of 215 | 24.36 | 25.39 | 0.83 | 233046 | 233046 | 0.56 | 0.20% | 0.13% | 0.03% | Yes | Significant traffic impact to reconstructed I-10 profile.  
Adequate cross slope >0.3% is provided for drainage. |
| 216 | 215 | Minimum grade | Vista Vista Ave Wk on-Ramp | 0.08 | 25.62 | 26.37 | 75 | 0.20% | 0.54% | 0.00% | No | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile. |
| 217 | 216 | Minimum grade | Vista Vista Ave Wk on-Ramp | 0.08 | 18.08 | 20.48 | 164 | 0.20% | 0.17% | 0.18% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile. |
| 218 | 217 | Minimum grade | Mountain Ave Wk on-ramp | 2.39 | 11.85 | 10.40 | 115 | 0.93% | 0.14% | 0.18% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile.  
Adequate cross slope >0.3% is provided for drainage. |
| 219 | 218 | Minimum grade | Cedar Ave Wk on-ramp | 0.95 | 16.25 | 15.60 | 355 | 0.93% | 0.18% | 0.18% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile.  
Adequate cross slope >0.3% is provided for drainage. |
| 220 | 219 | Minimum grade | Cedar-515 Connector | 0.96 | 16.70 | 26.40 | 400 | 0.30% | 0.11% | 0.17% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile. |
| 221 | 220 | Minimum grade | Cedar-410 Connector | 0.96 | 13.00 | 16.34 | 324 | 0.30% | 0.14% | 0.14% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile. |
| 222 | 221 | Minimum grade | Cedar-310 Connector | 0.96 | 16.67 | 26.36 | 288 | 0.30% | 0.11% | 0.30% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile.  
Adequate cross slope >0.3% is provided for drainage. |
| 223 | 222 | Minimum grade | Cedar-115 Connector | 0.96 | 19.50 | 50.79 | 1129 | 0.93% | 0.03% | -0.12% | Yes | Necessary to match mainline grade (gore area) and the existing connector profile to minimize reconstruction. |
| 224 | 223 | Minimum grade | Sierra Ave Wk on-ramp | 16.22 | 15.90 | 20.50 | 460 | 0.30% | 0.14% | 0.14% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile. |
| 225 | 224 | Minimum grade | Cedar Ave 14th off-ramp | 18.49 | 18.58 | 20.46 | 210 | 0.30% | 0.11% | 0.11% | Yes | Necessary to match mainline grade (gore area).  
Significant traffic impact to reconstructed I-10 profile.  
Adequate cross slope >0.3% is provided for drainage. |
### I-10 Corridor Project

**EA No. 02C100**

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes:** ADVISORY

**Station Equations:** 729+87.15 Back = 1200+00.00 Ahead At LA/33rd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

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<th>Existing Coefficients</th>
<th>Reasons/Justification</th>
<th>Probability of Approval</th>
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<td>226</td>
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<td>Marlin</td>
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<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>1006+00 to 1008+00 at Vista Ave (sag)</td>
<td>0.08</td>
<td>0.13</td>
<td>0.06</td>
<td>1047+00</td>
<td>1047+05</td>
<td>600</td>
<td>700</td>
<td>900</td>
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<td>227</td>
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<td>Monticello Vista</td>
<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>1006+10 to 1008+10 at Monticello Vista Ave (sag)</td>
<td>0.76</td>
<td>0.90</td>
<td>0.14</td>
<td>1047+03</td>
<td>1047+05</td>
<td>600</td>
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<td>228</td>
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<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>1006+10 at Centennial Ave (sag)</td>
<td>1.50</td>
<td>1.45</td>
<td>0.05</td>
<td>1075+30</td>
<td>1075+30</td>
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<td>Vertical curve length</td>
<td>1006+00 at Benson Ave (sag)</td>
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<td>0.96</td>
<td>0.16</td>
<td>1069+58</td>
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<td>A</td>
<td>Vertical curve length</td>
<td>1124+85 to 1124+85</td>
<td>2.30</td>
<td>2.27</td>
<td>0.03</td>
<td>1069+06</td>
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<td>231</td>
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<td>Lakeview</td>
<td>Cucamonga Wash</td>
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<td>Vertical curve length</td>
<td>1337+25 to 1337+25</td>
<td>0.77</td>
<td>0.88</td>
<td>0.11</td>
<td>1336+60</td>
<td>1336+60</td>
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<td>0.15</td>
<td>1336+09</td>
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<td>234</td>
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<td>Kaiser RR</td>
<td>Kaiser RR</td>
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<td>1610+53 to 1610+53</td>
<td>15.52</td>
<td>15.22</td>
<td>0.30</td>
<td>1610+53</td>
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<tr>
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<td>1620+66 to 1620+66</td>
<td>15.75</td>
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<td>1620+66</td>
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<td>236</td>
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<td>Chino</td>
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<td>Vertical curve length</td>
<td>1630+60 at West of Mulberry Ave (sag)</td>
<td>11.81</td>
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<td>1631+65 to 1631+65 at Cedros St (sag)</td>
<td>18.30</td>
<td>18.26</td>
<td>0.04</td>
<td>1940+60</td>
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<td>2250+01 to 2250+01</td>
<td>22.70</td>
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<td>A</td>
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<td>2232+01 to 2232+01 at Mt. Vernon Ave (sag)</td>
<td>25.32</td>
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<td>Probability of Approval</td>
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<td>241</td>
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<td>Mainline</td>
<td>I-255</td>
<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>661-10 East of I-255 (seg)</td>
<td>25.65</td>
<td>16.61</td>
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<td>2394+54</td>
<td>2398+54</td>
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<td>Significant traffic impact to realigned 1-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph.</td>
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<tr>
<td>242</td>
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<td>A</td>
<td>Vertical curve length</td>
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<td>2339+79</td>
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<td>Significant traffic impact to realigned 1-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph.</td>
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<td>Tippecanoe</td>
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<td>Vertical curve length</td>
<td>NB &amp; EB I-10 west of Tippecanoe Ave (seg)</td>
<td>26.02</td>
<td>16.62</td>
<td>0.06</td>
<td>2373+83</td>
<td>2377+83</td>
<td>500</td>
<td>700</td>
<td>600</td>
<td>600</td>
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<td>Significant traffic impact to realigned 1-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph.</td>
<td>high</td>
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<tr>
<td>244</td>
<td>1-10</td>
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<td>Tippecanoe</td>
<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>WB I-10 west of Tippecanoe Ave (seg)</td>
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<td>2395+30</td>
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<td>700</td>
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<td>600</td>
<td>YES</td>
<td>Significant traffic impact to realigned 1-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph.</td>
<td>high</td>
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<tr>
<td>245</td>
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<td>Vertical curve length</td>
<td>666 &amp; 10 east of Mountain Ave (int)</td>
<td>27.17</td>
<td>27.28</td>
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<td>2458+38</td>
<td>2460+58</td>
<td>500</td>
<td>700</td>
<td>600</td>
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<td>Vertical curve length</td>
<td>NB &amp; EB I-10 east of Mission Channel (seg)</td>
<td>27.94</td>
<td>28.03</td>
<td>0.09</td>
<td>2475+08</td>
<td>2480+08</td>
<td>500</td>
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<td>600</td>
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<td>Significant traffic impact to realigned 1-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph.</td>
<td>high</td>
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<tr>
<td>247</td>
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<td>Mainline</td>
<td>Mission Channel</td>
<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>Central Ave WB Off ramp (int)</td>
<td>1.19</td>
<td>1.40</td>
<td>0.21</td>
<td>2098+97</td>
<td>2115+97</td>
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<td>500</td>
<td>400</td>
<td>400</td>
<td>YES</td>
<td>Attaining the standard would require lengthening the ramp to accommodate SSD=70 vertical curve length. 2. Lengthening the ramp would shift the gore end and the alignment north, resulting in additional N/W impact to Mission Plaza.</td>
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<tr>
<td>248</td>
<td>F-36</td>
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<td>Mission Channel</td>
<td>204.4</td>
<td>A</td>
<td>Vertical curve length</td>
<td>552-965 Connector (seg)</td>
<td>0.93</td>
<td>1.01</td>
<td>0.08</td>
<td>1902+00</td>
<td>2002+00</td>
<td>400</td>
<td>500</td>
<td>400</td>
<td>400</td>
<td>YES</td>
<td>Necessary to match existing mainline grade and existing connector profile to maximize reconstruction. 2. Vertical SSD = 430’ x 50 mph.</td>
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<tr>
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<td>Mission Channel</td>
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<td>A</td>
<td>Vertical curve length</td>
<td>Pepper Ave &amp; off ramp (seg)</td>
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<td>20.87</td>
<td>0.00</td>
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<td>2064+04</td>
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<td>500</td>
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<td>YES</td>
<td>Attaining the standard would require lengthening the ramp to accommodate SSD=70 vertical curve length. 2. Lengthening the ramp would realign the ramp horizontal alignment and require additional N/W from the UPRR. 3. Sag vertical curve, vertical SSD = 430’ or 50 mph. 4. Sag vertical curve is located near embankment where lighting will be provided which mitigates headlight sight distance.</td>
<td>high</td>
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<tr>
<td>250</td>
<td>1-10</td>
<td>Mainline</td>
<td>Rancho</td>
<td>204.4</td>
<td>A</td>
<td>Bridge erosion</td>
<td>Cedar St &amp; I-10 Bridges</td>
<td>23.02</td>
<td>23.02</td>
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<td>2182+00</td>
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<td>Standard when median is less than 30’</td>
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<td>Santa Ana River</td>
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<td>A</td>
<td>Bridge erosion</td>
<td>Santa Ana River &amp; I-10 Bridges</td>
<td>23.84</td>
<td>23.84</td>
<td>0.00</td>
<td>2358+70</td>
<td>2360+70</td>
<td>500</td>
<td>Standard when median is less than 30’</td>
<td>Open</td>
<td>Open</td>
<td>Open</td>
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<tr>
<td>252</td>
<td>1-1</td>
<td>Mainline</td>
<td>Mils</td>
<td>210.2</td>
<td>A</td>
<td>Outer separation width</td>
<td>201-10 and Rob Vande St (near Monte Vista St)</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1600+99</td>
<td>1600+99</td>
<td>1000</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>YES</td>
<td>Attaining the standard would require removal of the local street which provides access to several homes. 2. Either a wall or barrier will be constructed between the facilities, reducing vehicular conflicts and preventing headlight glare interference.</td>
<td>high</td>
</tr>
</tbody>
</table>
### I-10 Corridor Project

**EA No.: DC2100**  
**Proposed Design Exceptions: Risk Assessment**

#### Alternative 3 - Express Lanes: ADVISORY

**Station Equations:** 729+87.15 Back = 1000+00.00 Ahead At LA/3rd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor

**New Item added since 6/2015 review:**

**Item deleted since 6/2015 review:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Fin or Rob</th>
<th>Facility</th>
<th>Vicinity</th>
<th>HDM</th>
<th>W/A</th>
<th>Topic</th>
<th>Location</th>
<th>Beg PM</th>
<th>End PM</th>
<th>Length (feet)</th>
<th>Beg Sta</th>
<th>End Sta</th>
<th>Length (ft)</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Existing Condition</th>
<th>Reason/Justification</th>
<th>Probability of Approval</th>
</tr>
</thead>
</table>
| 254 | 1-14       | Madison  | El Camino | 310.2 | K   | Outer separation width | BB I-10 and Delatorre St (near Knollside Ave) | 78.95 | 84.86 | 5.91 | 1537+10 | 1543+10 | 6 | 30 | NO | 1. Allowing the standard would require removal of the local street which provides access to several businesses.  
2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High |
| 255 | 1-16       | Madison  | Rancho    | 310.2 | K   | Outer separation width | BB I-10 and 2nd St (near Rancho Ave) | 65.71 | 69.72 | 4.01 | 2162+10 | 2166+10 | 4 | 20 | NO | 1. Property is for a short distance at curvilinear corner.  
2. Relocating the cul-de-sac north would require R/W from 2 residential homes.  
3. Either a wall will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High |
| 256 | 1-16       | Madison  | Rancho    | 310.2 | K   | Outer separation width | BB I-10 and 1st St (near Rancho Ave) | 65.77 | 69.77 | 4.00 | 2163+12 | 2167+12 | 4 | 20 | NO | 1. Property is for a short distance at curvilinear corner.  
2. Relocating the cul-de-sac north would require R/W from 2 residential homes.  
3. Either a wall will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High |
| 257 | 1-17       | Madison  | Mill, Vernon | 310.2 | K | Outer separation width | BB I-10 and Valley Blvd (near Mill, Vernon Ave) | 64.25 | 64.85 | 0.60 | 2235+92 | 2236+52 | 12 | 20 | YES | 1. Attaining the standard would require removal of the local street which provides access to several businesses.  
2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High |
| 258 | 1-18       | Madison  | Waterman  | 310.2 | A | Outer separation width | BB I-0 and Steel Rd (near Waterman Ave) | 65.52 | 65.59 | 0.06 | 2300+05 | 2300+65 | 40 | 20 | YES | 1. Attaining the standard would require removal of the local street which provides access to several businesses.  
2. Either a wall or a barrier will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High |
| 259 | 1-19       | Madison  | Babalosa  | 310.2 | K | Outer separation width | BB I-0 and Industrial Park Ave (near Babalosa) | 70.82 | 70.95 | 0.13 | 2548+06 | 2550+19 | 130 | 20 | NO | 1. Proposal is for a short distance.  
2. Relocating the local road south would require R/W from 2 businesses.  
3. A wall will be constructed between the facilities, eliminating vehicular conflicts and preventing headlight glare interference. | High |
<p>| 260 | 1-2        | Central  | 403.3     | A | K | Angle of intersection (interior) | Central Ave EB on ramp | 1.25 | 75 degrees min | 64°47'23&quot; | 60°47'23&quot; | YES | 1. Realigned ramp intersection would require removal of an office building and R/W from Pierce Church, removing several parking spaces. | High |
| 261 | 1-2        | Central  | 403.3     | A | K | Angle of intersection (interior) | Central Ave WB on ramp | 1.35 | 75 degrees min | 64°47'44&quot; | 60°42'54&quot; | YES | 1. Realigned ramp intersection would require removal of R/W from Montclair Plaza, removing several parking spaces. | High |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Facility</th>
<th>Location</th>
<th>Probability of Approval</th>
<th>Reason/Justification</th>
<th>Existing Condition</th>
<th>Proposed Design</th>
<th>Existing Design</th>
<th>Exceptions</th>
<th>Risk Assessment</th>
<th>Alternative Design</th>
</tr>
</thead>
</table>
| 264 | 04_I-77 | Mt. Vernon | 304.1(1)(b) A | Medium | Designed to accommodate STAA | Current conditions | Existing | Not per STAA | Yes | 0°/30' (LT - RT) Fig 504.2B | 2.7 | 1. Temporary exit ramp would not accommodate STAA.
| 265 | LA-2 | Indian Hill | 504.2(2) A | High | Designed to accommodate STAA | Current conditions | Existing | Not per STAA | Yes | 0°/30' (LT - RT) Fig 504.2B | 2°/30' | 1. Designed exit ramp would not accommodate STAA.
| 266 | 1-37 | Mt. Vernon | 304.1(1)(b) A | High | Designed to accommodate STAA | Current conditions | Existing | Not per STAA | Yes | 0°/30' (LT - RT) Fig 504.2B | 2°/30' | 1. Designed exit ramp would not accommodate STAA.
| 267 | 1-4 | 4th Ave | 803.3 A | High | Microscope (Longitudinal) | Current conditions | Existing | Not per STAA | Yes | 0°/30' (LT - RT) Fig 504.2B | 2°/30' | 1. Designed exit ramp would not accommodate STAA.

Note: Posted speed on I-10 is 65 mph throughout the project corridor

I-10 Corridor Project
EA No. DC2100
Proposed Design Exceptions - Risk Assessment
Alternative 3 - Express Lanes: ADVISORY
Station Equations: 729+87.15 Back = 1200+00.00 Ahead At LA/Stbd County Line

Item modified since 6/2015 review:
Item modified since 6/2015 review:

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Item modified since 6/2015 review:

Item modified since 6/2015 review:
1. The ramp alignment consists of a tangent and a 300' curve in the gore area.
2. Allowing the standard geometry requires replacing the tangent with a 750' curve
   with reverse superelevation to match the tangent pavement which is in a 300' curve.
   This would result in a mandatory design exception for nonstandard superelevation ramps.
3. Retaining the standard site requires advisory design exceptions for nonstandard tangents between reversing curves and Super Transition.
4. Another option is to shift the ramp merge east into the tangent area; however, this would increase the weaving distance to Central BL off-ramp and requires R/F from Montes Multipartes.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Location</th>
<th>Standard</th>
<th>Proposed</th>
<th>Existing</th>
<th>Reason/J ustification</th>
</tr>
</thead>
<tbody>
<tr>
<td>267 A</td>
<td>Antelope Villa</td>
<td>Antelope Villa Ave 504.2(2)</td>
<td>0.50</td>
<td>14'</td>
<td>13.69'</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>268 A</td>
<td>Goliad</td>
<td>Goliad Ave 504.2(2)</td>
<td>0.50</td>
<td>14'</td>
<td>13.59'</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>270 A</td>
<td>4th</td>
<td>4th Ave 504.2(2)</td>
<td>0.50</td>
<td>14'</td>
<td>13.59'</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>275 A</td>
<td>4th</td>
<td>4th Ave 504.2(2)</td>
<td>0.50</td>
<td>14'</td>
<td>13.59'</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>276 A</td>
<td>Las Colinas</td>
<td>Las Colinas Dr 504.2(2)</td>
<td>0.50</td>
<td>14'</td>
<td>13.59'</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>277 A</td>
<td>12th Sq</td>
<td>12th Sq 504.2(2)</td>
<td>0.50</td>
<td>14'</td>
<td>13.59'</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>278 A</td>
<td>Central</td>
<td>Central Ave 504.2(2)</td>
<td>1.25</td>
<td>10/16m</td>
<td>10/16m</td>
<td>Approaching Design Exception allowed for nonstandard gore area.</td>
</tr>
<tr>
<td>No.</td>
<td>Phase</td>
<td>Facility</td>
<td>Vicinity</td>
<td>HM/MA</td>
<td>Topic</td>
<td>Location</td>
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</tr>
<tr>
<td>270</td>
<td>PS-4</td>
<td>Central</td>
<td>504.3(4)(a)</td>
<td>A</td>
<td>Vertical curve beyond exit mile SSD</td>
<td>Central Ave SB off ramp</td>
</tr>
<tr>
<td>280</td>
<td>PS-18</td>
<td>Central</td>
<td>504.3(4)(a)</td>
<td>A</td>
<td>Vertical curve beyond exit mile SSD</td>
<td>Saticoy St WB hook off ramp</td>
</tr>
<tr>
<td>281</td>
<td>PS-88</td>
<td>9th St</td>
<td>504.3(4)(a)</td>
<td>A</td>
<td>Vertical curve beyond exit mile SSD</td>
<td>9th St EB off ramp</td>
</tr>
<tr>
<td>290</td>
<td>PS-18</td>
<td>Arroyo</td>
<td>504.3(1)(b)</td>
<td>A</td>
<td>Lane drop beyond the 6-foot point</td>
<td>Arroyo Ave SB off ramp</td>
</tr>
<tr>
<td>290A</td>
<td>PS-18</td>
<td>Tennessee</td>
<td>504.3(1)(b)</td>
<td>A</td>
<td>Lane drop beyond the 6-foot point</td>
<td>Tennessee St EB off ramp</td>
</tr>
<tr>
<td>282</td>
<td>PS-10</td>
<td>Rancho</td>
<td>504.3(3)(a)</td>
<td>A</td>
<td>Crossroad grade at ramp terminal</td>
<td>Rancho Ave WB off ramp</td>
</tr>
<tr>
<td>282</td>
<td>PS-17</td>
<td>Mt. Vernon</td>
<td>504.3(5)(b)</td>
<td>A</td>
<td>Single lane ramp &gt; 1,000'</td>
<td>Mt. Vernon Ave EB off ramp</td>
</tr>
<tr>
<td>284</td>
<td>PS-2</td>
<td>Central</td>
<td>504.3(6)(a)</td>
<td>A</td>
<td>Two-lane exit ramp</td>
<td>Central Ave WB off ramp (504.9(2400) sq. ft.)</td>
</tr>
<tr>
<td>285</td>
<td>PS-4</td>
<td>4th St</td>
<td>504.3(4)(a)</td>
<td>A</td>
<td>Two-lane exit ramp</td>
<td>4th St WB off ramp (920/1340 sq. ft.)</td>
</tr>
<tr>
<td>286</td>
<td>PS-4</td>
<td>4th St</td>
<td>504.3(4)(a)</td>
<td>A</td>
<td>Two-lane exit ramp</td>
<td>4th St EB off ramp (920/1470 sq. ft.)</td>
</tr>
</tbody>
</table>
### Alternative 3 - Express Lanes: ADVISORY

#### Design Exceptions - Risk Assessment

**Station Equations:** 729+87.15 Back + 1000+00.00 Ahead At Ia/3blt County Line

#### Note:
- Posted speed on I-10 is 65 mph throughout the project corridor

#### Item modified since 6/2015 review:
- Item deleted since 6/2015 review:

### Table

| No. | Item | Facility | Vicinity | HDM | W/A | Topic | Location | Beg PM | End PM | Length (mi) | Beg Sta | End Sta | Length (ft) | Standard | Existing | Proposed | Existing Condition | Reasons/Justification | Probability of Approval |
|-----|------|----------|----------|-----|-----|-------|---------|--------|--------|-------------|---------|--------|-------------|----------|----------|----------|----------|---------------------|-----------------------|-----------------------|
| 288 | 15   | Vineyard | 504.3(6) | A   | EA  | 2-lane exit ramp | Vineyard Ave EB off ramp (880/940 sfp) | 6.10   | 490'    | 63'         | 1        | 0.3    | 1 lane exit and no aux lane | no provision | YES | 1. Providing for a 2-lane exit and aux lane would require R/W from Bowerly Apts (accessing onto series of parking lots), Ontario Airport Inn and Remedlo Inn. 2. Horizontal year 2045 volume is below 1500 vph. | high |
| 289 | 21   | 10/210  | 504.3(9) | A   | EA  | Successive on-ramps | Tennessee St EB on ramp and E210/E10 EB merge | 29.83  | 180'    | 17'         | 1        | 0.3    | about 1,000' | 600' | 600' | YES | 1. Shifting Tennessee EB on ramp west would reduce the ramp length, which is needed for queue storage. 2. Shift the E210/E10 Connector west exit would require modification or replacement of the New Amsterdam/Cotton Ave WB and reduce the weaving length to Eureka EB off ramp. | high |
| 290 | 417  | 10/315  | 504.4(6) | A   | EB  | One-way connector design speed | WB15-WB10 Connector | 24.24  | 30 mph (850' radius) | 47 mph (800 ft) | 47 mph (800 ft) | 47 mph (800 ft) | 50 mph (800 ft radius) | 50 mph (800 ft radius) | 50 mph (800 ft radius) | YES | 1. Increasing curve radius to 850' would require shifting the merge to WB to westerly, reducing the constant access distance to Bowerly WB off ramp from 2600' to 1700'. 2. No horizontal/aux lane issue connector is at grade and there is no obstruction (cut slope can be set back to provide adequate SSD). | high |
| 291 | 417  | 10/315  | 504.4(6) | A   | EB  | One-way connector design speed | WB15-EB10 Connector | 24.24  | 50 mph (800 ft radius) | 56 mph (850 ft radius) | 47 mph (800 ft radius) | 47 mph (800 ft radius) | 50 mph (800 ft radius) | 50 mph (800 ft radius) | 50 mph (800 ft radius) | YES | 1. Increasing curve radius to 850' is not feasible due to the 535/410 bridge column. 2. No horizontal/aux lane issue connector is at grade and there is a 657 (50 mph) SSD to the 5215/613 bridge column. | high |
| 292 | 17   | 10/15   | 504.0(1) | A   | EB  | Single lane -connection: 1,800' | EB10-EB10 Connector | 0.96   | add a passing lane when I=1000' | L=1874, single lane | L=1874, single lane | L=1874, single lane | L=1874, single lane | L=1874, single lane | 1. Adding a passing lane would widen the connector to 15'. 2. This would require widening of the 535 (UPRR进入到Utah) and Airport Dr UC Bridges which are not currently impacted by the project. | high |
| 293 | 17   | 10/15   | 504.0(1) | A   | EB  | Single lane -connection: 1,800' | EB15-WB10 Connector | 0.96   | add a passing lane when I=1000' | L=1502, single lane | L=1502, single lane | L=1502, single lane | L=1502, single lane | L=1502, single lane | 1. Adding a passing lane would require widening of the 535/410/Cotton Bridge and Ontario Main LC at I=15', which are not currently impacted by the project. 2. A 2-lane is not needed for capacity, 2045 volume is slightly <1500 vph but under 1400 vph anticipated capacity. | high |
| 294 | 17   | 10/15   | 504.0(1) | A   | EB  | Single lane -connection: 1,800' | EB15-EB10 Connector | 0.96   | add a passing lane when I=1000' | L=1502, single lane | L=1502, single lane | L=1502, single lane | L=1502, single lane | L=1502, single lane | 1. Adding a passing lane would require widening of the 535/410/Cotton Bridge and Ontario Main LC at I=15', which are not currently impacted by the project. 3. A 2-lane is not needed for capacity (2045 volume: 912/1440). | high |
| 295 | 17   | 10/15   | 504.0(1) | A   | EB  | Non-branch connections No. of lanes (5+/1600 sfp) | EB15-EB10 Connector | 0.96   | provide non-branch connection when I=1000 sfp | L=1625/1350 MPH Single Lane | L=1625/1350 MPH Single Lane | L=1625/1350 MPH Single Lane | L=1625/1350 MPH Single Lane | L=1625/1350 MPH Single Lane | 1. Providing the standard would widen the connector to 15' and add a 1600 sfp aux lane on EB I=15', which are outside the project limits. 2. This would require widening of the 535 (UPRR进入到Utah) and Airport Dr UC Bridges which are not currently impacted by the project. 3. Traffic demand for this connector is anticipated to drop upon implementation of the future 10/33 Express Lane direct connectors for this movement. | high |
## I-10 Corridor Project
### EA No. OC2100
#### Proposed Design Exceptions - Risk Assessment

**Alternative 3 - Express Lanes: ADVISORY**

Station Equations: 729.87+15 Back = 1000+00.00 Ahead At LA/3rd County Line

**Note:** Posted speed on I-10 is 65 mph throughout the project corridor.

*Item modified since 6/2015 review:
*Item added since 6/2015 review:
*Item deleted since 6/2015 review:

<table>
<thead>
<tr>
<th>No.</th>
<th>Fin. of Route</th>
<th>Facility</th>
<th>Vicinity</th>
<th>DMT</th>
<th>W/K</th>
<th>Topic</th>
<th>Location</th>
<th>Start</th>
<th>End</th>
<th>Length (ft)</th>
<th>Standard</th>
<th>Existing</th>
<th>Proposed</th>
<th>Existing Lanes</th>
<th>Reasons/justification</th>
<th>Probability of Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>296</td>
<td>1-7</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-905-W10 Connector (merge)</td>
<td>9.94</td>
<td>2007' &amp; lane drop taper beyond merge pt</td>
<td>1899' &amp; lane drop prior to merge pt</td>
<td>1800' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop on connector similar to existing conditions. 2. Ave lane length restricted for existing and proposed conditions due to proximity of I-10 on-ramp to Milliken Ave.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>297</td>
<td>1-7</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-905-E10 Connector (merge)</td>
<td>9.94</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop on connector shifted 200' upstream once revised alignment of connector is restricted near culverts of S15-E10 Connector.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>298</td>
<td>1-7</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-905-E10 Connector (merge)</td>
<td>9.94</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop on connector similar to existing conditions. 2. No additional aux lane beyond merge for existing and proposed conditions due to proximity of I-10 on-ramp to Edwards Ave. Traffic merges with aux lane from in accessed connector, SAC-905.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>299</td>
<td>1-7</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>2215-W10 Connector (merge)</td>
<td>24.24</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop is proposed at this pt to maintain the existing distance between the SAC-915-W10 connector and the I-10 connector. 2. Ave lane length less than existing due to proposed realignment of connector and WB on-ramp to Sperry Ave.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>300</td>
<td>1-10</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-925-E10 Connector (merge)</td>
<td>24.24</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop on connector shifted 200' upstream from revised alignment of the adjacent connector, SAC-925 E10 Connector.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>301</td>
<td>1-10</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-915-E10 Connector (merge)</td>
<td>24.24</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop length reduced by approximately 250' from I-10 on-ramp to Bedrock Blvd due to realignment of connector range with I-10. 2. Allowing the lane drop and extending aux lane to 2507' would affect alignment of on-ramps to Bedrock Blvd and Waterman Ave.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>302</td>
<td>1-10</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-910-E10 Connector (merge)</td>
<td>39.82</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop range beyond range would require widening of New York/Cortice UC structure and the I-10 connector structure.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>303</td>
<td>1-10</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-910-E10 Connector (merge)</td>
<td>39.82</td>
<td>2507' &amp; lane drop taper beyond merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>&gt;2507' &amp; lane drop prior to merge pt</td>
<td>YES</td>
<td>1. Lane drop range beyond range would require widening of New York/Cortice UC structure and the I-10 connector structure.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>304</td>
<td>1-7</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-915-S15 Connector (merge - Case 1)</td>
<td>9.94</td>
<td>Case 1: 2507' aux &amp; 1 lane exit</td>
<td>&gt;2507 &amp; 1 lane exit</td>
<td>&gt;2507 &amp; 1 lane exit</td>
<td>YES</td>
<td>1. Existing detours from I-10 to I-15 to I-5 to I-15. 2. Paverement width of S15-S15 connector is restricted by columns and alignment of the W10-S15 connector near the merge with I-10-S15. Adding a second lane on the connector would require widening of I-10 bypass and Airport Dr LC near S15-I-5.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>305</td>
<td>1-7</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-N905-S15 Connector (merge - Case 2)</td>
<td>9.94</td>
<td>Case 2: 2900' aux &amp; 2 lane exit</td>
<td>2900'/2' &amp; 2 lane exit</td>
<td>2900'/2' &amp; 2 lane exit</td>
<td>YES</td>
<td>1. Existing detours range of one aux lane instead of two aux lanes. This aux lane begins at Milliken Dr on ramp. 2. Adding a 2nd aux lane for 2900' (5500 ft) would directly on-ramp to I-10 would require R/W from 2 commercial properties.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>306</td>
<td>1-9</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-N905-S15 Connector (merge - Case 2)</td>
<td>25.92</td>
<td>Case 2: 2900'/2' aux &amp; 2 lane exit</td>
<td>2900'/2' &amp; 2 lane exit</td>
<td>2900'/2' &amp; 2 lane exit</td>
<td>YES</td>
<td>1. Length of existing aux lane is less than standard. One aux lane begins east of Mt. Vernon DC. The 2nd aux lane begins at Mt. Vernon I-15 on ramp. 2. Extending the 1st aux lane to 3000' and 2nd aux lane to 2900' would require R/W from I-10 and replacement of Mt. Vernon DC.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>307</td>
<td>1-9</td>
<td>10/255</td>
<td>SAC-01</td>
<td>Branch connection design</td>
<td>SAC-N905-W10 Connector (merge - Case 2)</td>
<td>20.85</td>
<td>2900'/2' &amp; 1 lane exit</td>
<td>3209'/2' &amp; 2 lane exit</td>
<td>3209'/2' &amp; 2 lane exit</td>
<td>YES</td>
<td>1. Existing detours range of one aux lane instead of two aux lanes. This aux lane begins at Orange Ave WB on ramp. 2. Adding a 2nd aux lane for 2900' would require widening of Orange Ave UC, Eureka UC, and Texas St LC.</td>
<td>High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Facility</td>
<td>Feature</td>
<td>Vicinity</td>
<td>HM</td>
<td>W/A</td>
<td>Topic</td>
<td>Location</td>
<td>Beg PM</td>
<td>End PM</td>
<td>Length (feet)</td>
<td>Standard</td>
<td>Existing</td>
<td>Proposed</td>
<td>Existing Condition</td>
<td>Reasons/Justification</td>
<td>Probability of Approval</td>
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<tr>
<td>308</td>
<td>1.38</td>
<td>I2/315</td>
<td>SRA DB1</td>
<td>4.5</td>
<td>Branch connection design</td>
<td>Gillis/315 Connector (Eureka-See 3)</td>
<td>28.80</td>
<td>Yes</td>
<td>800/1000 aux &amp; 3-lane exit</td>
<td></td>
<td>2100/1000 &amp; 3-lane exit</td>
<td>YES</td>
<td>1. Existing change included in fact was fare instead of fare aux lane. This lane begins at Corner Hill on ramp. 2. Adding a 3rd lane lane for 2000' would require additional widening of Waterman VC, which would extend Waterman Wk to ramp to the M-20 -225 Connector, require widening of Ives Lane UC, and require N/P from commercial properties. 3. The existing change consists of 2-new lane and instead of 3-lane exit. Reviewing the exit from 2-lane to 3-lane widening of Ives Lane UC and Waterways on ramp and require N/P from commercial properties.</td>
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<tr>
<td>309</td>
<td>1.4</td>
<td>Manhattan</td>
<td>Indian hill</td>
<td>2.5</td>
<td>Minimum Lane Reduction</td>
<td>West 110 at Indian Hill Blvd off ramp</td>
<td>1.80</td>
<td></td>
<td>Outside lane drop &amp; 2-lane ramp</td>
<td>Outside lane drop &amp; 2-lane ramp</td>
<td>YES</td>
<td>1. Lane drop downstream of the off ramp would require widening of Indian Hill UC, currently not impacted by project. 2. Lane drop would occur on the right side and in tangent section with good visibility to pavement and signing. 3. Lane drop is controlled by O7 &amp; DB Traffic Operations.</td>
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<tr>
<td>304</td>
<td>3.35</td>
<td>Manhattan</td>
<td>California</td>
<td>2.5</td>
<td>Minimum Lane Reduction</td>
<td>East 110 at California St</td>
<td>28.25</td>
<td></td>
<td>Outside lane drop &amp; 2-lane ramp</td>
<td>Outside lane drop &amp; 2-lane ramp</td>
<td>YES</td>
<td>1. Needs drop the auxiliary lane from SB-225 Connector.</td>
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<tr>
<td>309</td>
<td>1.37</td>
<td>Manhattan</td>
<td>Sundale</td>
<td>2.5</td>
<td>Minimum Lane Reduction</td>
<td>East 110 at Sundale St</td>
<td>31.85</td>
<td>YES</td>
<td>Outside lane drop &amp; 2-lane ramp</td>
<td>Outside lane drop &amp; 2-lane ramp</td>
<td>YES</td>
<td>1. Needs drop the auxiliary lane from SP-225 Connector.</td>
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<tr>
<td>310</td>
<td>1.5</td>
<td>Monte Vista</td>
<td>Monte Vista</td>
<td>8.5</td>
<td>Access Control</td>
<td>Monte Vista Ave (Palo Verde St) EB on ramp - driveway to Freedom Place</td>
<td>0.68</td>
<td>1200</td>
<td>60</td>
<td>SE</td>
<td>YES</td>
<td>1. Shifting the driveway to an on-ramp the standard would require relocation of the Sahpeton bollard and an overflow power line as well as realignment of the parking lot. 2. This driveway is the only entrance to Freedom Place. 3. The driveway will be designed to provide rights to, right out movements only. 4. Due to the small size of Freedom Place, very small volume of traffic using this driveway is anticipated.</td>
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<tr>
<td>311</td>
<td>1.4</td>
<td>Eucalyptus</td>
<td>Eucalyptus</td>
<td>8.5</td>
<td>Access Control</td>
<td>Eucalyptus Ave SB Off-ramp - Carolina Rd</td>
<td>8.93</td>
<td>1300</td>
<td>60</td>
<td>90</td>
<td>YES</td>
<td>1. Shifting Carolina Rd south to attain the standard would require full acquisition of SR and partial acquisition of another SR. 2. Carolina Rd has right in, right out movements only (restricted by a sidewalk median on Eucalyptus Ave).</td>
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<tr>
<td>312</td>
<td>3.56</td>
<td>Rancho</td>
<td>Rancho</td>
<td>8.5</td>
<td>Access Control</td>
<td>Rancho Rd WB on ramp - Valley Blvd</td>
<td>21.56</td>
<td>1300</td>
<td>70</td>
<td>70</td>
<td>YES</td>
<td>1. Existing northerly driveway to a larger gas station is near the property line. This driveway services SR and MB entrance/exit movements. 2. A limited number of MB left turn movements to the gas station and anticipated within timing of the signal south (WB on/off ramp intersection). 3. Shifting the northerly driveway easier to achieve 100' access control would not significantly improve the proposed RF distance.</td>
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</table>

**I-10 Corridor Project**

**EA No.: DC2500**

**Proposed Design Exceptions - Risk Assessment**

**Alternative 3 - Express Lanes: ADVISORY**

Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Thousand Line

Note: Postspeed on I-10 is 65 mph throughout the project corridor

New item deleted since 6/2015 review

New item added since 6/2015 review

2/10/2016