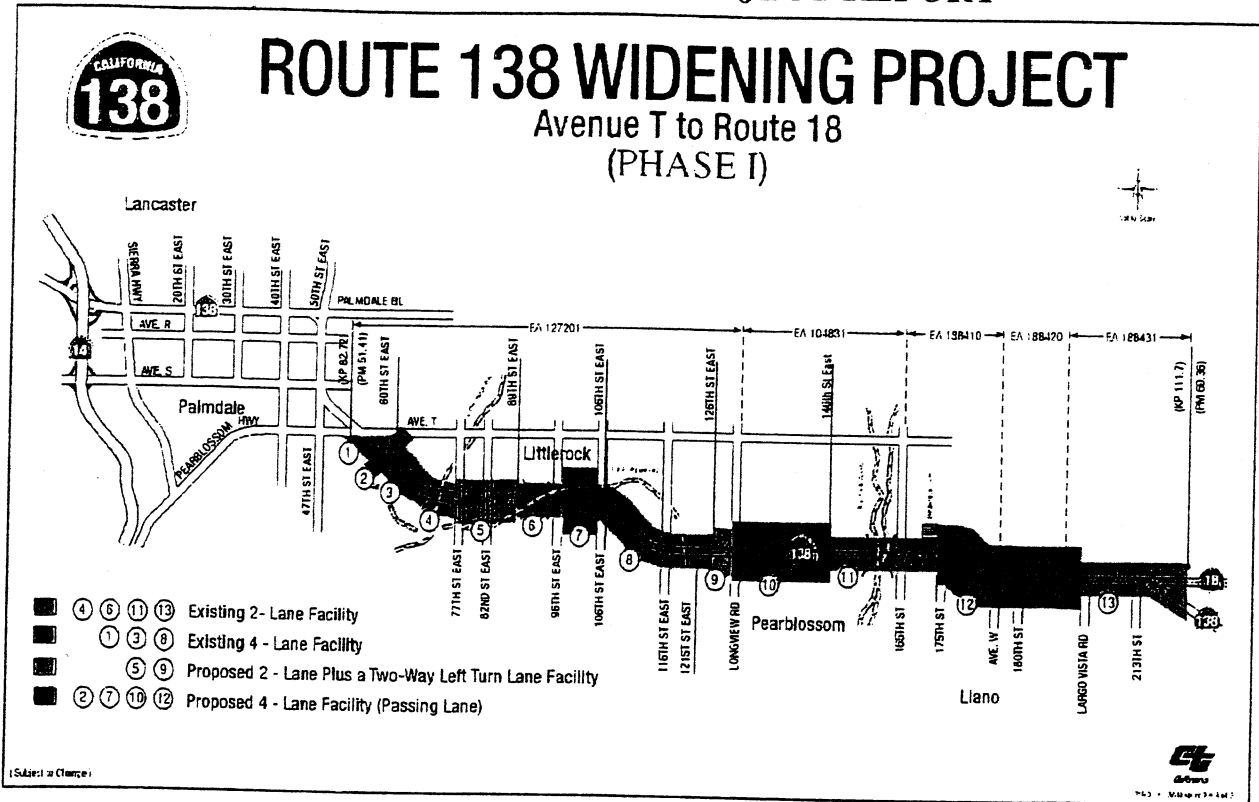


SUPPLEMENTAL PROJECT REPORT



State Route 138 from Avenue T to the Junction with State Route 18 in Los Angeles County

I have reviewed the right of way information contained in this Supplemental Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

Larry Staley
LARRY STALEY
 District Manager – Right of Way

Abdi Saghafi
ABDI SAGHAFI
 Project Manager

APPROVAL RECOMMENDED:

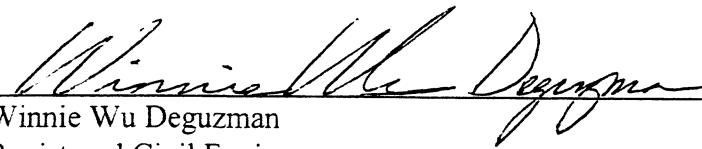
APPROVED:

William H. Reagan
WILLIAM H. REAGAN, Division Chief
 Division of Design

6-28-02
Date



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


Winnie Wu Deguzman
Registered Civil Engineer

3/1/02
Date





1. INTRODUCTION

The purpose of this Supplemental Project Report is to discuss the proposed re-scoping of the Preferred Alternative identified in the approved Final Project Report dated March 30, 2001 and in the approved Final Environmental Impact Report dated March 29, 2001. The Preferred Alternative proposes to widen State Route 138 from two lanes to four lanes from Avenue T to the Junction with State Route 18. See Attachment A "Vicinity Map." Sections of the approved project report not discussed in this document are considered unchanged and current. See Attachments E "Final Environmental Impact Report/Environmental Assessment" and F "Final Project Report" for cover sheets.

The re-scope project proposes to construct portions of the Preferred Alternative in various segments. The proposed segments are within the limits of Avenue T to the Junction with State Route 18 and are identified as the Phase I plan. See Attachment B "Route 138 Widening Project Avenue T to Route 18 (Phase I)." This Phase I plan is described in detail under Section 4 titled "Alternatives" of this report. In general, the Phase I plan proposes to acquire the ultimate right of way for the segments listed in Section 4, item (a). Phase I will also include the widening of sections of State Route 138 to accommodate passing lanes in the unimproved areas and a two-way left turn lane in the improved areas in the communities of Littlerock and Pearblossom.

The ultimate right of way width will accommodate the width required for a standard four-lane conventional highway as described in the Preferred Alternative. The Phase I plan will not include all of the work as described in the Preferred Alternative, however, the work not included in Phase I will be incorporated in future projects. The work which will not be done as part of the Phase I construction includes: bridge work, modifications to the pavement profile to accommodate a drainage system, some horizontal curves realignment, construction of a direct connector at the junction with State Route 18, and replacement of the weather sensor station near the Big Rock Wash.

In addition to the Phase I plan, this report discusses other projects within the same limits along Route 138, which were initiated by other funding sources to make additional improvements to Route 138. This topic is discussed in Section 6 titled, "Other Considerations."

2. RECOMMENDATION

It is recommended that this Supplemental Project Report be approved.

The project limits for the highway-widening project should be as follows:

07-LA-138 82.7/111.7 (KP)

Pearblossom Highway (State Route 138) from Avenue T to the Junction with State Route 18

The project limits for the 13 segments are described in Section 4 "Alternatives" of this report.



3. BACKGROUND

The Final Environmental Impact Report and the Project Report for widening State Route 138 from Avenue T to the Junction with State Route 18 were approved on March 29, 2001 and March 30, 2001, respectively. The Preferred Alternative identified in the above mentioned documents to widen State Route 138 from a two-lane highway to a four-lane highway had an estimated cost of \$142,000,000 for construction, right of way, and bridgework. The department's efforts to secure additional funding since the approval of the project report have not been successful. Consequently the only funds available for construction and right of way amount to \$47,000,000. The additional funding of \$95,000,000 required to complete the widening is not available at this time and it's future allocation is uncertain.

As a result of the limited funding a plan was developed to utilize the allocated funds to construct improvements in segments, which would provide the greatest benefit to both the users and the locals. The funding strategy developed was identified as Phase I plan. The Phase I plan has an estimate of \$47,000,000 of which \$13,000,000 is for right of way acquisition and utility relocation and \$34,000,000 is for construction.

At the Antelope Valley Transportation Summit meeting held on March 23, 2001 the Phase I plan was presented to local elected officials, town council members and the local agencies. The proposal was well received and there was a general consensus with the Phase I plan.

4. ALTERNATIVES

The Preferred Alternative, as presented in the Final Environmental Impact Report and the Final Project Report will be constructed in phases since funding for the entire State Route 138 widening project is not available. In an effort to maximize the available funds and to improve highway safety, improve operational issues and address the needs of the local communities, Phase I plan was developed. The Phase I plan proposes to implement the following:

- 1) Acquire the ultimate right of way requirements for Segments 2, 5, 7, 9, 10 and 12.
- 2) Relocate the utility facilities to their ultimate location as deemed necessary for Segments 2, 5, 7, 9, 10 and 12.
- 3) Provide passing lanes in the undeveloped areas. These areas are identified as Segments No. 2, 7, 10 and 12.
- 4) Provide one lane in each direction and a two-way left-turn lane in the improved areas in the communities of Littlerock and Pearblossom. These areas are identified as Segments No. 5 and 9.
- 5) Construction of the remaining segments (Segments No. 1, 3, 4, 6, 8, 11 and 13) and the ultimate widening for Segments 5 and 9 will be completed, as funding becomes available.

- 6) These segments may be grouped together or can be further divided as dictated by the available funding.

A. Proposed Segments

The thirteen (13) segments that have been identified in the Phase I plan are as follow:

Segment No. 1 is located in the city of Palmdale. The limits of segment 1 are from Avenue T to 60th Street East. This segment is approximately 0.8 km (0.5 mile) in length. This segment will be constructed when funding is available.

Segment No. 2 is located in the community of Littlerock. The limits of segment 2 are from 60th Street East to 0.5 km (1600 ft) east of Avenue T-8. This segment is approximately 0.9 km (0.6 mile) in length. Work involved is indicated in item (3) above.

Segment No. 3 is located in the community of Littlerock. The limits of segment 3 are from 0.5 km (0.3 mile) east of Avenue T-8 to 1.1 km (0.7 mile) west of 77th St East. This segment is approximately 1.7 km (1.1 mile) in length. This segment will be constructed when funding is available.

Segment No. 4 is located in the community of Littlerock. The limits of segment 4 are from 0.3 km (0.2 mile) west of 77th Street East to 77th Street East. This segment is approximately 1.1 km (0.7 mile) in length. This segment will be constructed when funding is available.

Segment No. 5 is located in the community of Littlerock. The limits of segment 5 are from 77th Street East to 89th Street East. This segment is approximately 1.9 km (1.2 mile) in length. Work involved is indicated in item (4) and (5) above.

Segment No. 6 is located in the community of Littlerock. The limits of segment 6 are from 89th Street East to 96th Street East. This segment is approximately 1.2 km (0.7 mile) in length. This segment will be constructed when funding is available.

Segment No. 7 is located in the community of Littlerock. The limits of segment 7 are from 96th Street East to 106th Street East. This segment is approximately 1.6 km (1.0 mile) in length. Work involved is indicated in item (3) above.

Segment No. 8 is located in the community of Pearblossom. The limits of segment 8 are from 106th Street East to 126th Street East. This segment is approximately 4.1 km (2.5 mile) in length. This segment will be constructed when funding is available.

Segment No. 9 is located in the community of Pearblossom. The limits of segment 9 are from 126th Street East to Longview Road. This segment is approximately 0.8 km (0.5 mile) in length. Work involved is indicated in item (4) and (5) above.



Segment No. 10 is located in the community of Pearblossom. The limits of segment 10 are from Longview Road to 146th Street East. This segment is approximately 2.3 km (1.4 mile) in length. Work involved is indicated in item (3) above.

Segment No. 11 is located in the communities of Pearblossom and Llano. The limits of segment 11 are from 146th Street East to 175th Street East. This segment is approximately 4.6 km (2.9 mile) in length. This segment will be constructed when funding is available.

Segment No. 12 is located in the community of Llano. The limits of segment 12 are from 175th Street East to Largo Vista Road. This segment is approximately 5.4 km (3.4 mile) in length. Work involved is indicated in item (3) above.

Segment No. 13 is located in the community of Llano. The limits of segment 13 are from Largo Vista Road to the Junction with State Route 18. This segment is approximately 3.3 km (2.0 mile) in length. This segment will be constructed when funding is available.

For right of way funding purposes Phase I includes Segments 2, 5, 7, 9, 10 and 12. The project limits for Phase I should be as follows:

07-LA-138 82.7/111.7 (KP)

Pearblossom Highway (State Route 138) from Avenue T to the Junction with State Route 18.

B. Proposed Project Features:

The proposed engineering features for the Phase I plan are described below and are shown in Attachment C "Proposed Typical Section."

The passing lane section will consist of:

- ◆ Four (4) 3.6 m lanes, a 4.8 m striped median, and 2.4 m shoulders. A 2.4-m wide sidewalk with curb and gutter will be constructed on the south side in the developed area in the community of Pearblossom. The inside lane will be designated as the passing lane.
- ◆ Left turn lanes will be provided at public and private intersections and a two-way left turn lane will be striped within the 4.8 m median throughout.
- ◆ The structural section consists of 300 mm of Asphalt Concrete (Type A) and 105 mm of Aggregate Base (Class 3). Due to additional studies conducted, a reevaluation of the structural section was done, showing these values. See Attachment H for the structural section recommendation.

Pearblossom Highway from Avenue T to Junction with State Route 18

- ◆ The cross slope for the lanes will be at 2% and 5% for the shoulders. The side slopes will be graded at 1V:10H or flatter, where feasible, to provide adequate clear recovery areas.
- ◆ The curves at or near 175th Street East and Avenue W will be realigned in order to meet the current design standards. The design speed for these curves would be 110 km/h. The proposed horizontal and vertical sight distances would be improved.

The three-lane section will consist of:

- ◆ Two (2) 3.6 m lanes, a 3.6 m striped median, and 2.4 m shoulders.
- ◆ A left turn lane will be provided at public and private intersections and a two-way left turn lane will be striped within the 3.6 m median through the urban areas.
- ◆ The structural section consists of 300 mm of Asphalt Concrete (Type A) and 105 mm of Aggregate Base (Class 3). Due to additional studies conducted, a reevaluation of the structural section was done, showing these values. See Attachment H for the structural section recommendation.
- ◆ The cross slope for the lanes will be at 2% and 5% for the shoulders. The side slopes will be graded at 1V:10H or flatter, where feasible, to provide adequate clear recovery areas.

5. CONSIDERATIONS REQUIRING DISCUSSION

Right of Way Issues

The proposed right of way limits identified in the Final Environmental Impact Report and the Project Report will remain the same. The Phase I plan proposes to acquire the right of way requirements for Segments 2, 5, 7, 9, 10 and 12 as indicated in Section 4 of this report. It is anticipated that the properties needed for these segments will be acquired in the next three years. The right of way acquisition cost is estimated at \$8,000,000 and the utility relocation cost is estimated at \$5,000,000.

6. OTHER CONSIDERATIONS

A. Interim Projects

As stated in Section 4 "Alternatives" some of the segments identified in the Phase I plan are on hold until additional funds are made available. In the meantime, projects located within the limits of those segments have been identified and are under development using other funding sources. These projects represent interim improvements pending completion of the ultimate widening project.

The projects that have been identified are as follow:

1) Right Turn Lane on Route 138 at 165th Street East

EA: 2N7000

KP 102.1/102.8 (PM 63.4/63.9)

Funding Source: Minor A Program - HB4N

At the intersection of Route 138 and 165th Street East, drivers experienced difficulty and uneasiness when making right turns onto 165th Street East. To improve the operation at the intersection a project is proposed to add a right-turn lane at the intersection of the State Route 138 and 165th Street East.

The purpose of the project is to provide a separate right turn lane. The added turn lane would improve the operation of the intersection by permitting through traffic to continue traveling on the highway with minimum reduction in traveling speed and with less interference from the vehicles maneuvering to make a right turn.

The right-turn lane project is located within the limits of Segment 11. Segment 11 is one of the segments as stated in Section 4 that is not programmed.

This project is tentatively scheduled to go to construction in the summer of 2002. This Minor A project will improve circulation at the intersection, as an interim improvement, prior to the construction of Segment 11.

2) Left Turn Lane on Route 138 at 96th Street East

EA: 4G4001

KP 90.0/90.7 (PM 55.9/56.4)

Funding Source: Minor A Program – HB4N

At the intersection of State Route 138 and 96th Street East, the flow of traffic is interrupted when drivers traveling eastbound and/or westbound stopped to make left turns onto 96th Street East. To improve the operation and circulation at the intersection a project is proposed to add a left turn lane, in both directions, at the intersection of the State Route 138 and 96th Street East.

The purpose of the project is to provide a separate left turn lane. The added turn lane would improve the operation and circulation of the intersection by permitting through traffic to continue traveling on the highway with minimum reduction in traveling speed and with less interference from the vehicles waiting to make a left turn.

This project is within the limits of Segment 6. Segment 6 is one of the segments as stated in Section 4 that is not programmed.



The project is tentatively scheduled to go to construction in the 2002/2003 fiscal year. This Minor A project would provide operational enhancement at the intersection, as an interim improvement prior to the construction of Segment 6.

3) Raise Profile on Route 138 at the vicinity of Big Rock Wash Bridges

EA: 4G3601

KP 101.2/101.7 (PM 62.9/63.2)

Funding Program: Minor A -HB4N

The Big Rock Wash bridges are located at the crest of a vertical curve. As a result of the vertical alignment configuration sight distance is reduced as drivers approach the bridges. To increase the stopping sight distance near the big rock wash a project is proposed to raise the roadway profile in the vicinity of the Big Rock Wash bridges.

The purpose of the project is to increase the vertical stopping sight distance. The added sight distance will improve the operation of the highway.

This project is located within the limits of Segment 11. Segment 11 is one of the segments as stated in Section 4 that is not programmed.

The project will be under construction in the 2001/2002 fiscal year. This Minor A project would improve the roadway condition for the drivers approaching the bridges as an interim improvement prior to the full widening of Segment 11.

4) Widen Big Rock Wash Bridges on Route 138 (Br. No. 53-0313 and Br. No. 53-0314)

EA: 23270K

KP 101.23/101.55

Funding Source: SHOPP Program - HB1

It is proposed to widen the existing bridges from 8.5 m to 16 m (28 feet to 52 feet). The widening will provide sufficient width to provide one lane 3.6 m (12 feet) in each direction, a 3.6 m (12 feet) wide median lane and 2.4 m (8 feet) wide shoulders. The segment between the two bridges will also be widened to the same widths as the bridges.

This project is within the limits of Segment 11. Segment 11 is one of the segments as stated in Section 4 that is not programmed.

This project is currently in the Project Report stage. This project will be funded in the SHOPP in the safety program.



B. Un-programmed Segments

The segments, which were not programmed, were not selected because they require significant bridgework, extensive drainage work, and modification of the roadway profile. Many reasons led to the selection process. The criteria used in the selection process included the following:

- ◆ Maximize the funds available.
- ◆ Minimize the possibility of throwaway funds by selecting improvements, which would not have to be removed at a later date when additional funds are available.
- ◆ Construct improvements in each of the communities in the corridor.
- ◆ Provide passing lanes in those areas where drivers would gain the greatest benefit, the greatest potential for accident reduction, and the greatest improvement in the capacity of the facility.
- ◆ Passing lane segments with a length of at least 2 km.
- ◆ Passing lanes outside the communities of Littlerock and Pearblossom.
- ◆ Passing lanes near the junction with State Route 18.
- ◆ Minimum modifications to the horizontal alignment.
- ◆ Minimum modifications to the vertical alignment.
- ◆ Minimum structures work.
- ◆ Improve the existing horizontal curves.
- ◆ Construct a three-lane facility thru the communities of Littlerock and Pearblossom.
- ◆ Purchase the ultimate right of way requirements.
- ◆ Relocate utilities to the ultimate location.

1) Segments 1, 3, and 8:

For segments 1, 3, and 8, the work required involves minor widening to provide standard lanes, median, and shoulder widths as shown in Attachment C "Proposed Typical Section." The existing conditions in these segments vary from two lanes, to three lanes, to four lanes.

Segments 1, 3, and 8 were not considered as high priority segments because they did not meet the criteria elements identified above.

2) Segments 4, 6, 11, and 13:

For segments 4, 6, 11, and 13, the work required involves significant alignment modifications, both vertical and horizontal, and extensive structures work.

In Segment 4, the work involves widening of the Little Rock Wash Bridge. In Segment 6, the work involves widening of the California Aqueduct Bridge. In Segment 11, the work involves replacement of the Big Rock Wash bridges with a single structure. The profile would be raised to accommodate a drainage system. In Segment 13, the work involves raising the highway profile to accommodate drainage systems and the construction of a direct connector at the junction with State Route 18.



These segments were not selected in the Phase I plan because they did not meet the criteria elements identified above.

7. PROGRAMMING

The entire length of the project of State Route 138 from Avenue T to the Junction with State Route 18 has been designated as Phase I plan. It is anticipated that additional phases will be added for funding and construction purposes. An effort is underway to designate this project as a corridor to facilitate the movement of funds along the corridor. The Office of Project Management is leading this effort.

The Phase I plan will utilize the programmed funds available to acquire the right of way required for Segments 2, 5, 7, 9, 10, and 12, to relocate the utility facilities for Segments 2, 5, 7, 9, 10, and 12, and to construct Segments 2, 5, 7, 9, 10, and 12. The available funds were programmed under EA 127200, 104830, 188410, 188420, and 188430. The total amount of funds available is \$47,000,000, of which \$34,000,000 will be used for construction and \$13,000,000 will be used for right of way.

See Attachment D "Cost Estimate" dated March 20, 2001 for a construction cost breakdown for Segments 2, 5, 7, 9, 10 and 12 in the Phase I plan.

It is anticipated that Segment No. 10 and Segments No. 2, 5, 7, 9, and 12 will be constructed in the 2002/2003 and 2004/2005 fiscal years, respectively. The construction of the remaining Segments No. 1, 3, 4, 6, 8, 11, and 13 will take place as funding becomes available.

8. PROJECT PERSONNEL

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9. ATTACHMENTS

- A. Vicinity Map.
- B. Route 138 Widening Project Avenue T to Route 18 (Phase I)
- C. Proposed Typical Section
- D. Cost Estimate dated March 20, 2001
- E. Final Environmental Impact Report/Environmental Assessment dated March 30, 2001.
(Cover Sheet)
- F. Final Project Report dated March 30, 2001. (Cover Sheet)
- G. Right of Way Data Sheet dated March 26, 2001
- H. Structural Sections Recommendations dated September 25, 2001