

Draft Project Report
I-10 Corridor Project



ATTACHMENT H

Design Standards Risk Assessment Tables

ALTERNATIVE 2

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

Alternative 2 - HOV: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
1	L-10 L-11	Mainline	West of Rancho	201.1	M	Horizontal SSD to median barrier	WB HOV Lane west of Rancho Ave (3500' Rt, 81' cross section, 10' left shld)	21.71	21.92	0.21	2146+28	2157+53	1,125	750' (70 mph)	730' (69 mph)	671'(66mph)	YES	1. Additional widening or curve radius enlargement would require Rancho OC replacement. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Actual total accident rate lower than average.	High
2	L-11	Mainline	West of Colton OH	201.1	M	Horizontal SSD to median barrier	EB HOV Lane west of Colton OH (2600' Lt, modified VAR cross section, 10' to 15' left shld)	22.32	22.43	0.11	2178+70	2184+50	580	750' (70 mph)	597' (61 mph)	664' (65 mph)	YES	1. Additional widening or curve radius enlargement would encroach onto UPRR elevated structure. 2. Proposal provides improvement over existing condition. 3. Relatively short distance (600') where sight distance is impeded. 4. Actual total accident rate lower than average.	High
3	L-11	Mainline	East of Colton OH	201.1	M	Horizontal SSD to median barrier	WB HOV Lane east of Colton OH (2600' Rt, 81' to modified 86' cross section, 10' to 15' left shld)	22.47	22.58	0.11	2186+61	2192+26	565	750' (70 mph)	597' (61 mph)	664' (65 mph)	YES	1. Additional widening would require R/W from UPRR and would be closer to UPRR elevated structure. 2. curve radius enlargement would further encroach onto J St which is already being converted from 2-way to 1-way. 3. Relatively short distance (570') where sight distance is impeded. 4. Proposal provides improvement over existing condition. 5. Actual total accident rate lower than average.	High
4	L-13	Mainline	Waterman	201.1	M	Horizontal SSD to median barrier	WB HOV Lane at Waterman Ave (3500' Rt, 93' cross section, 10' left shld)	25.20	25.40	0.20	2330+59	2341+18	1,059	750' (70 mph)	696' (67 mph)	671' (66 mph)	YES, at bridge barrier	1. Additional widening of the WB roadbed would impact the Carnegie WB hook on-ramp, resulting in removal of 1 commercial building. 2. Shoulder has been widened to 12' to improve SSD. 3. Proposed SSD is 1 mph below posted speed. 4. Actual total accident rate lower than average.	High
5	L-14	Mainline	Richardson	201.1	M	Horizontal SSD to median barrier	WB HOV Lane near Richardson St (4000' Rt, 93' cross section, 10' left shld). 7.5' shld at columns	26.75	26.95	0.20	2412+27	2422+98	1,071	750' (70 mph)	594' (61 mph)	717' (68 mph)	YES	1. Additional widening on the WB roadway would require R/W from 4 SFR. 2. SSD exceeds posted speed of 65 mph. 3. Improvement over existing condition 4. Actual total accident rate less than average.	High
6	L-16	Mainline	E10-W210	201.1	M	Horizontal SSD to median barrier	WB HOV Lane between Alabama & New York (3000' Rt, 83' cross section) Exist 17' left shld, Proposed 12' left shld	29.51	29.86	0.35	2557+96	2576+45	1,849	750' (70 mph)	746' (70 mph)	660' (65 mph)	YES	1. Additional widening or curve radius enlargement is not feasible due to existing E10-W210 bridge columns north and south of the proposed widening. Reconstruction of this structure would result in significant traffic impacts. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns.	High
7	L-16	Mainline	Texas	201.1	M	Horizontal SSD to median barrier	EB HOV Lane at New York St & Texas St [3000' Lt, 94' cross section (11' lane), 12' median shld]	30.07	30.42	0.35	2587+73	2606+33	1,860	750' (70 mph)	746' (70 mph)	650' (64 mph)	YES	1. Widening the EB roadbed would require widening of New York/Colton UC which is large, complicated structure. 2. Actual total accident rate less than average. 3. Proposed SSD is 1 mph lower than posted speed.	High
8	L-17	Mainline	6th	201.1	M	Horizontal SSD to median barrier	WB HOV Lane at Sixth St [4000' Rt, 79' cross section, 10' median shld]	30.98	31.39	0.41	2635+53	2657+15	2,162	750' (70 mph)	861' (70 mph)	706' (68mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
9	L-17 L-18	Mainline	Citrus and Cypress	201.1	M	Horizontal SSD to median barrier	WB HOV Lane at Citrus Ave and Cypress St [3599.75' Rt, 76' cross section, 10' median shld]	31.95	32.26	0.31	2687+16	2703+37	1,621	750' (70 mph)	817' (70 mph)	670' (65 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
10	L-18	Mainline	Highland	201.1	M	Horizontal SSD to median barrier	WB GP No. 4 Lane at Highland Ave [3999.72' Rt, 78' cross section, 10' shld 11' ln]	32.54	32.72	0.18	2718+18	2727+85	967	750' (70 mph)	861' (68 mph)	706' (67 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
11	L-18	Mainline	Ford	201.1	M	Horizontal SSD to median barrier	EB No. 4 Lane at Ford St [3199.23' Lt, 80' cross section, 10' median shld]	33.09	33.45	0.36	2747+23	2766+14	1,892	750' (70 mph)	771' (70 mph)	642' (64 mph)	YES	1. Additional widening would require R/W adjacent to EB on-ramp. 2. Additional widening would reduce the CSD for the EB off-ramp to nonstandard. 3. curve radius enlargement would shift the freeway alignment north, reducing CSD for Reservoir Road traffic to nonstandard. 4. SSD exceeds posted speed. 5. Actual total accident rate lower than average.	High
12	L-16	Mainline	Texas UC	201.1	M	Horizontal SSD to outside bridge railing	WB Aux Lane to W10-W210 at Texas St UC [2928' Lt, 88' cross section, 10' outside shld]	30.37	30.41	0.04	2603+54	2605+58	204	750' (70 mph)	612' (62 mph)	612' (62 mph)	YES	1. Widening the WB roadway would require widening on the west side of Texas UC. 2. Spot location at bridge railing. 3. Actual total accident rate less than average.	High
13	L-17	Mainline	6th UC	201.1		Horizontal SSD to outside bridge railing	EB GP No. 4 Lane at Sixth St UC [4000' Rt, 79' cross section, 10' outside shld]	31.01	31.04	0.03	2637+33	2638+75	142	750' (70 mph)	710' (68 mph)	710' (68 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
14	L-17 L-18	Mainline	Citrus	201.1	M	Horizontal SSD to outside bridge railing	EB GP No. 4 Lane at Citrus Ave UC and SWall [3599.75' Rt, 72' cross section, 10' outside shld]	31.95	32.26	0.31	2687+16	2703+37	1,621	750' (70 mph)	673' (66 mph)	673' (66 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
15	L-18	Mainline	Highland	201.1	M	Horizontal SSD to outside bridge railing	EB GP No. 4 Lane at Highland Ave and SWall [3999.72' Rt, 72' cross section, 10' outside shld]	32.54	32.72	0.18	2718+18	2727+85	967	750' (70 mph)	710' (68 mph)	710' (68 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
16	L-18	Mainline	Ford	201.1	M	Horizontal SSD to outside bridge railing	WB No. 4 Lane at Ford St UC [3199.23' Lt, 80' cross section, 10' outside shld]	33.09	33.45	0.36	2747+22	2766+14	1,892	750' (70 mph)	644' (64 mph)	672' (66 mph)	YES	1. Additional widening would reduce CSD for Reservoir Road traffic to nonstandard. 2. curve radius enlargement would shift the freeway alignment north, also impacting CSD for Reservoir Road traffic. 3. SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
17	L-5	Mainline	Cherry	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at Cherry Ave OC (5042' Rt, 81' cross section, 10' left shld) 7.5' shld @ columns	13.14	13.20	0.06	1693+70	1696+70	300	750' (70 mph)	569' (59 mph) @ Cherry columns	725' (69 mph) @ Cherry columns	YES	1. Additional widening or curve radius enlargement would require replacement of Cherry OC (recently reconstructed in 2014). 2. Type 60R is proposed to maximize shoulder width. 3. SSD exceeds posted speed. 4. Spot location at bridge columns.	High
18	L-9	Mainline	Riverside	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at Riverside Ave OC (5042' Rt, 85' cross section, 7.5' shld @ columns	19.95	20.01	0.06	2053+50	2056+50	300	750' (70 mph)	586' (60 mph) at Riverside OC	739' (69 mph) at Riverside OC	YES	1. Additional widening or curve radius enlargement would require Riverside OC replacement (bridge was recently constructed). 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns. 4. Proposal does not degrade existing condition.	High

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

Alternative 2 - HOV: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
19	L-14	Mainline	Richardson	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at Richardson St OC Exist: 3' shld @ columns Proposed: 8.5'WB/8.5'EB shld @ columns	26.79	26.83	0.04	2414+50	2416+50	200	750' (70 mph)	567' (59 mph) @ Richardson columns	728' (69 mph) @ Richardson columns	YES	1. Type 60R barrier is proposed to maximize shoulder width. 2. Spot location at bridge columns. 3. Proposal does not degrade existing condition. 4. SSD exceeds posted speed.	High
20	L-16	Mainline	West of Tennessee at E10-W210	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at E10-W210 Connector Exist: 13' shld @ columns Proposed: 8'WB/6'EB shld @ columns	29.65	29.69	0.04	2565+50	2567+50	200	750' (70 mph)	678' (66 mph) @ E10- W210 columns	610' (62 mph) @ E10-W210 columns	YES	1. Additional widening or curve radius enlargement is not feasible due to existing E10-W210 bridge columns north and south of the proposed widening. Reconstruction of this structure would result in significant traffic impacts. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns.	High
21	L-16	Mainline	West of Tennessee at E210-E10	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at E210-E10 Connector Exist: 12' shld @ columns Proposed: 7'WB/5'EB' shld @ columns	29.77	29.81	0.04	2572+00	2574+00	200	750' (70 mph)	662' (65 mph) @ E210 E10 column	592' (61 mph) @ E210-E10 column	YES	1. Additional widening or curve radius enlargement is not feasible due to existing E210-E10 and E10-W210 bridge columns north and south of the proposed widening. Reconstruction of these structures would result in significant traffic impacts. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns.	High
22	L-16	Mainline	Tennessee	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at Tennessee Ave Exist:13' shld @ columns Proposed: 8"WB/6'EB shld @ columns	29.77	29.85	0.08	2572+00	2576+00	400	750' (70 mph)	678' (66 mph) @ Tennessee OC	641' (64 mph) @ Tennessee OC	YES	1. Replacing OC bridge, but constrained by columns of E210-E10 OC 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns	High
23	L-2	Mainline	I-15	201.1	M	Vertical SSD	WB & EB I-10 east of I-15 (300' crest, 0.78%, -0.81%)	10.07	10.13	0.06	1531+95	1534+95	300	750' (70 mph)	573' (59 mph)	573' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Day Creek bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
24	L-3 L-4	Mainline	Etiwanda	201.1	M	Vertical SSD	WB I-10 at Etiwanda-San Sevaine Channel Bridge (1,000' crest, 2.80%, -3.00%)	11.64	11.83	0.19	1614+43	1624+43	1,000	750' (70 mph)	479' (53 mph)	479' (53 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Etiwanda-San Sevaine Channel bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
25	L-3 L-4	Mainline	Kaiser RR OH	201.1	M	Vertical SSD	EB I-10 at Kaiser RR Spur OH (500' crest, -0.08%, -3.00%)	11.73	11.83	0.09	1619+50	1624+50	500	750' (70 mph)	477' (53 mph)	477' (53 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Kaiser Spur OH would need replacement due to profile change.	High
26	L-8	Mainline	Cedar	201.1	M	Vertical SSD	WB I-10 west of Cedar St (500' crest, -0.30%, -3.00%)	18.16	18.26	0.09	1959+10	1964+10	500	750' (70 mph)	496' (55 mph)	496' (55 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Reprofilng I-10 requires retaining wall along north side which requires additional reconstruction of I-10 channel. 3. Actual total accident rate lower than average.	High
27	L-8	Mainline	Cedar	201.1	M	Vertical SSD	EB I-10 west of Cedar St (500' crest, -0.19%, -3.00%)	18.16	18.26	0.09	1959+10	1964+10	500	750' (70 mph)	486' (54 mph)	486' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Reprofilng I-10 requires additional retaining wall. 3. Actual total accident rate lower than average.	High
28	L-11	Mainline	Colton OH	201.1	M	Vertical SSD	EB I-10 at Colton OH (700' crest, 1.72%, -0.76%)	22.29	22.43	0.13	2177+04	2184+04	700	750' (70 mph)	613' (62 mph)	613' (62 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Colton OH bridge would need replacement due to profile change. 3. RR tracks will need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
29	L-11	Mainline	Colton OH	201.1	M	Vertical SSD	WB I-10 at Colton OH (500' crest, 1.48%, -0.48%)	22.33	22.43	0.09	2179+04	2184+04	500	750' (70 mph)	590' (61 mph)	590' (61 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Colton OH bridge would need replacement due to profile change. 3. RR tracks will need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
30	L-11	Mainline	9th	201.1	M	Vertical SSD	EB I-10 east of 9th (700' crest, 0.20%, -2.54%)	22.74	22.87	0.13	2200+55	2207+55	700	750' (70 mph)	583' (60 mph)	583' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. 9th UC would need replacement due to profile change. 3. 9th would need lowering due to profile change. 4. Actual total accident rate lower than average.	High

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

Alternative 2 - HOV: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
31	L-11	Mainline	9th	201.1	M	Vertical SSD	WB I-10 east of 9th (500' crest, 0.16%, -2.35%)	22.75	22.84	0.09	2201+04	2206+04	500	750' (70 mph)	515' (56 mph)	515' (56 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. 9th UC would need replacement due to profile change. 3. 9th would need lowering due to profile change. 4. Actual total accident rate lower than average.	High
32	L-12	Mainline	Mt. Vernon	201.1	M	Vertical SSD	WB & EB I-10 east of Mt. Vernon Ave (700' sag, -2.60%, 3.64%)	23.18	23.32	0.13	2224+04	2231+04	700	750' (70 mph)	485' (54 mph)	485' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. The sag curve would be raised and Mt. Vernon OC would need replacement to maintain vertical clearance. 3. Actual total accident rate lower than average.	High
33	L-12	Mainline	Mt. Vernon	201.1	M	Vertical SSD	WB & EB I-10 east of Mt. Vernon Ave (500' crest, 3.64%, 0.28%)	23.32	23.41	0.09	2231+04	2236+04	500	750' (70 mph)	412' (49 mph)	412' (49 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. May be infeasible to lower I-10 profile due to floodplain encroachment (Warm Creek). 3. Actual total accident rate lower than average.	High
34	L-13	Mainline	I-215	201.1	M	Vertical SSD	WB I-10 east of I-215 (300'sag, 0.70%, 3.56%)	24.56	24.62	0.06	2296+78	2299+78	300	750' (70 mph)	567' (59 mph)	567' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Raising the sag curve would impact Sunwest on-ramp profile, rendering it too steep to meet standard. 3. Actual total accident rate lower than average.	High
35	L-13	Mainline	Hunts	201.1	M	Vertical SSD	WB I-10 at Hunts Ln UC (1,350' crest, 3.56%, -2.02%)	24.64	24.90	0.26	2301+18	2314+68	1,350	750' (70 mph)	567' (59 mph)	567' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Hunts UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
36	L-13	Mainline	Hunts	201.1	M	Vertical SSD	EB I-10 at Hunts Ln UC (800' crest, 3.21%, -1.37%)	24.69	24.84	0.15	2303+59	2311+59	800	750' (70 mph)	482' (54 mph)	482' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Hunts UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
37	L-13	Mainline	Hunts	201.1	M	Vertical SSD	WB I-10 at Hunts Ln UC (800' sag, -2.02%, 2.73%)	24.90	25.05	0.15	2314+68	2322+68	800	750' (70 mph)	687' (67 mph)	687' (67 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Redlands Blvd EB off-ramp profile would need to be reconstructed (ramp is currently not impacted by the project). 3. Actual total accident rate lower than average.	High
38	L-13	Mainline	Waterman	201.1	M	Vertical SSD	WB & EB I-10 at Waterman Ave UC (1,000' crest, 2.73%, 0.75%)	25.17	25.36	0.19	2328+95	2338+95	1,000	750' (70 mph)	618' (62 mph)	618' (62 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Waterman UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
39	L-14	Mainline	Tippecanoe	201.1	M	Vertical SSD	WB & EB I-10 at Tippecanoe Ave UC (1,150' crest, 3.00%, -1.50%)	26.23	26.45	0.22	2385+07	2396+57	1,150	750' (70 mph)	583' (60 mph)	583' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Tippecanoe UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
40	L-14	Mainline	Tippecanoe	201.1	M	Vertical SSD	WB & EB I-10 at Tippecanoe Ave UC (600' crest, 3.00%, -0.65%)	27.16	27.28	0.11	2434+22	2440+22	600	750' (70 mph)	583' (60 mph)	583' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Tippecanoe UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
41	L-15	Mainline	Mission Channel	201.1	M	Vertical SSD	WB & EB I-10 at Redlands OH/Mission Channel (1,000' crest, 2.44%, -0.80%)	27.60	27.79	0.19	2457+22	2467+22	1,000	750' (70 mph)	640' (64 mph)	640' (64 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. West Redlands OH bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
42	L-15	Mainline	California	201.1	M	Vertical SSD	WB & EB I-10 at California St UC (700' crest, 2.00%, -0.38%)	28.27	28.40	0.13	2492+47	2499+47	700	750' (70 mph)	625' (63 mph)	625' (63 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. California UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
43	L-15	Mainline	Nevada	201.1	M	Vertical SSD	WB & EB I-10 at Nevada St UC (700' crest, 2.00%, -0.50%)	28.76	28.89	0.13	2518+47	2525+47	700	750' (70 mph)	610' (62 mph)	610' (62 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Nevada UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
44	L-16	Mainline	New York	201.1	M	Vertical SSD	WB & EB I-10 at New York Ave UC (400' crest, 3.00%, 1.21%)	30.09	30.17	0.08	2588+97	2592+97	400	750' (70 mph)	571' (59 mph)	571' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. New York UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
45	L-17	Mainline	Redlands OH BSNF	201.1	M	Vertical SSD	WB & EB I-10 at Redlands OH BSNF (750' crest, 2.43%, +0.55%)	31.51	31.65	0.14	2663+47	2670+97	750	750' (70 mph)	728' (69 mph)	728' (69 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Redlands OH bridge would need replacement due to profile change. 3. SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
46	PS-36	9th		201.1	M	Vertical SSD	9th St EB Off-Ramp (620' Crest)	22.71					500	430' (50 mph)	Realigned	335' (43 mph)	NO	1. Necessary to match elevation of I-10 widening at gore . 2. Modifying this vertical curve would reconfigure the Off-ramp geometry, resulting additional R/W impact to Union Pacific Railroad	High
47	PS-110	Richardson		201.1	M	Vertical SSD	Richardson Street (200' sag)	26.81					200	200' (30 mph)	200' (30 mph)	163' (26 mph)	NO	1. Attaining the standard would raise Richardson St profile up to 3'. 2. Higher street profile would excessively steepen the grade of the access driveway to a utility facility, which has limited room to accommodate the higher grade. 3. Street lighting can be added to mitigate.	High
48	L-11	Mainline	Rancho	202.2(1)	M	Superelevation rate	WB & EB I-10 east of Rancho (4500' Lt)	21.98	22.16	0.18	2160+46	2169+94	948	2%	4%	4%	YES	1. Existing 3000' is increased to 4500' to improve SSD with 10' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Slightly steeper superelevation rate is not anticipated to affect comfortable speed or safety.	High
49	L-11	Mainline	Rancho	202.2(1)	M	Superelevation rate	EB I-10 at Colton Crossing (2600' Lt)	22.35	22.43	0.08	2179+82	2184+14	432	5%	6%	6%	YES	1. Existing 2000' curve is increased to 2600' to improve SSD to 65 mph with 15' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Colton OH bridges would need to be replaced. 4. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
50	L-11	Mainline	Colton OH	202.2(1)	M	Superelevation rate	WB I-10 at Colton Crossing (2600' Lt)	22.47	22.58	0.11	2186+39	2192+03	564	5%	6%	6%	YES	1. Existing 2000' curve is increased to 2600' to improve SSD to 65 mph with 15' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Colton OH bridges would need to be replaced. 4. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
51	L-13	Mainline	I-215	202.2(1)	M	Superelevation rate	WB I-10 east of I-215 (4189' Lt)	24.48	24.68	0.19	2292+76	2303+02	1,026	3%	4%	4%	YES	1. Existing 3000' curve is increased to 4189' to improve SSD with 10' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
52	L-13	Mainline	I-1215	202.2(1)	M	Superelevation rate	EB I-10 east of I-125 (4535' Lt)	24.47	24.68	0.21	2291+87	2303+22	1,135	2%	4%	4%	YES	1. Existing 3000' curve is increased to 4535' to improve SSD with 10' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
54	PS-19		Sierra	202.2(1)	M	Superelevation rate	Sierra Ave WB off-ramp (4500' Rt)	16.22						2%	3%	-2%	YES	1. Curve is just downstream of the exit nose with short length. 2. Nonstandard super rate is proposed to avoid transitioning pavement back and forth in a short distance and in gore area. 3. Flat curve; maximum comfortable speed is 70 mph.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
55	PS-26		Riverside	202.2(1)	M	Superelevation rate	Riverside Ave WB off-ramp (3500' Rt)	19.97						3%	4%	-3%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 65 mph.	High
56	PS-45		Waterman	202.2(1)	M	Superelevation rate	Carnegie Drive WB hook on-ramp (250' Lt)	25.26						12%	4.5%	4.5%	YES	1. Necessary to match the existing cross slope of Carnegie WB on-ramp bridge over San Timoteo Creek 2. Maximum comfortable speed is 30 mph.	High
57	PS-45		Waterman	202.2(1)	M	Superelevation rate	Carnegie Drive WB hook off-ramp (600' Lt)	25.26						12%	4.0%	4.0%	YES	1. Necessary to match the existing cross slope of Carnegie WB off-ramp bridge over San Timoteo Creek 2. Maximum comfortable speed is 30 mph.	High
58	PS-54		Mountain View	202.2(1)	M	Superelevation rate	Mountain View Ave WB off-ramp (4500' Rt)	27.30						2%	4%	-2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 70 mph	High
59	PS-55		Mountain View	202.2(1)	M	Superelevation rate	Mountain View Ave EB off-ramp (5000' Lt)	27.30						2%	6%	-2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 70 mph	High
60	PS-58		California	202.2(1)	M	Superelevation rate	California St WB off-ramp (8000' Rt)	28.30						2%	4%	-2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 70 mph	High
61	PS-59		California	202.2(1)	M	Superelevation rate	California St EB off-ramp (5000' Lt)							2%	7%	-2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 70 mph	High
62	PS-62		Alabama	202.2(1)	M	Superelevation rate	Alabama St WB off-ramp (5000' Lt)	29.31						-2%	1%	2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 70 mph	High
63	PS-68		Ford	202.2(1)	M	Superelevation rate	Ford St WB on-ramp (4500' Rt)	33.13						2%	5%	-2%	YES	1. Curve is in the middle between two other curves in reversing directions. 2. Nonstandard super rate is proposed to avoid transitioning pavement back and forth in a short distance (one transition would be in the gore area). 3. Flat curve; maximum comfortable speed is over 70 mph.	High
63A	PS-69	Ford	Ford	202.2(1)		Superelevation rate	Ford St EB off-ramp (500' Rt)	33.13						12%	8%	6%	YES	1. Curve is just downstream of the ramp terminal. 2. Curve is too short to develop standard 12% super. 3. Maximum comfortable design speed is approximately 40 mph	High
64	L-17 L-18	Mainline		301.1	M	Traveled way width	WB I-10 HOV Lane - East of Orange St to West of Ford St/Redlands Blvd	34.86	34.91	0.04	2630+93	2733+52	10,259	12'	12'	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with GP lane width exception.	High
65	L-16 L-17 L-18	Mainline		301.1	M	Traveled way width	EB I-10 HOV Lane - East of Tennessee to West of Ford St/Redlands Blvd	34.86	34.91	0.04	2585+43	2733+52	14,809	12'	12'	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High

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

Alternative 2 - HOV: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
66	L-17 L-18	Mainline		301.1	M	Traveled way width	WB I-10 GP No. 1 & No. 2- East of Orange St to West of Ford St/Redlands Blvd	34.86	34.91	0.04	2630+93	2733+52	10,259	12'	12'	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with HOV lane width and median shoulder width exceptions.	High
66A	L-1 to L-18	Mainline		301.3	M	Cross Slope	WB I-10 & EB I-10 outside lane widening (entire project corridor)	0.00	37.00	37.00	704+25	2775+00	180,062	2%	1.5% & varies	3%	YES	1. To expeditiously remove drainage runoff, see DD A-3.	High
67	L-1	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - trans	8.39	8.44	0.04	1443+07	1445+37	230	10'	8'	8'-10'	YES	1. Transitioning from existing 8' to proposed 10' median shoulder width.	High
68	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Milliken Ave OC	9.11	9.24	0.14	1480+81	1488+11	730	10'	10'	9'-10'	NO	1. Restricted by outside columns at Milliken Ave OC. 2. Exception is requested in conjunction with outside shoulder width exception.	High
69	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - near Alabama St OC	29.19	29.50	0.30	2541+34	2557+38	1,604	10'	17'	5'-10'	NO	1. Restricted by Alabama St. OC.	High
70	L-16 L-17	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Tennessee St OC to 6th St UC	29.86	30.98	1.12	2576+44	2635+53	5,909	10'	8'	4'-10'	YES	1. Restricted by New York St/Colton Ave UC, Texas UC, Eureka UC, and Orange Ave UC. 2. Aux lane to W10-W2210 Connector requires additional pavement width. 3. Exception is requested in conjunction with Express lane width exception.	High
71	L-1	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - trans	8.27	8.32	0.05	1436+67	1439+54	287	10'	8'	8'-10'	YES	1. Transitioning from existing 8' to proposed 10' median shoulder width.	High
72	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - near Alabama St OC	29.24	29.51	0.27	2543+64	2557+96	1,432	10'	17'	7'-10'	NO	1. Restricted by Alabama St. OC.	High
73	L-16 L-17 L-18	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Texas St UC to Ford St UC	30.42	32.83	2.41	2606+32	2733+52	12,720	10'	8'	4'-10'	YES	1. reducing EB median shld width to 4' to accommodate 10' WB median shld width and improved SSD for WB HOV lane.	High
74	L-2	Mainline	Milliken	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Outside Shoulder - Milliken	9.14	9.20	0.06	1482+70	1485+90	320	10'	18' @ COLUMNS	8.5' @ COLUMNS	NO	1. Outside shoulder is adjacent to aux lane (No.2). 2. Additional widening would require Milliken OC replacement. 3. Exception is requested in conjunction with exception for width of median shoulder, Express lanes, GP lanes (No. 1, 2, & 3), and aux lane (No. 1).	High
75	L-2	10/15		302.1 309.1(3)(a)	M	Shoulder width	N15-W10 Connector (Right shld)	9.94	-18.318		26+32	32+82	650	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
76	L-2	10/15		302.1 309.1(3)(a)	M	Shoulder width	N15-E10 Connector (Right shld)	9.94			41+28	42+93	165	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
77	L-2	10/15		302.1 309.1(3)(a)	M	Shoulder width	S15-E10 Connector (Right shld)	9.94			26+58	27+59	101	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
78	L-2	10/15		302.1 309.1(3)(a)	M	Shoulder width	E10-W210 Connector (Right shld)	9.94			16+85	17+85	100	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
78A	L-16	Sierra Ave		302.1 309.1(3)(a)	M	Shoulder width	Sierra Ave EB on-ramp (Right shld)	16.22			21+64	26+00	736	8'	4'-8'	4'-8'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width. 2. To make standard, additional R/W impact to Union Pacific Railroad.	High
79	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Milliken OC	9.16	9.20	0.04	1483+50	1485+50	200	10'	8.5'WB/9.5'EB-10' @ COLUMNS	8'WB/9'EB-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width. 4. Located in tangent with no sight distance issue.	High
80	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - I-15 OC	9.87	10.00	0.13	1521+12	1527+75	663	10'	7.5'-10' @ COLUMNS	6.5'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Located in tangent with no sight distance issue.	High
81	L-5	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Cherry Ave OC	13.14	13.20	0.06	1693+70	1696+70	300	10'	2'-10' @ COLUMNS	7'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High

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

Alternative 2 - HOV: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
82	L-6	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Citrus Ave OC	15.17	15.22	0.05	1801+00	1803+40	240	10'	11' @ COLUMNS	8'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
83	L-6	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Cypress Ave OC	15.69	15.76	0.08	1828+35	1832+35	400	10'	15' WB/13'EB @ COLUMNS	10.5'WB/4'-10'EB @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
84	L-7	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Sierra Ave OC	16.19	16.26	0.06	1855+00	1858+35	335	10'	2.75'-10' @ COLUMNS	8.25'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
85	L-8	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Cedar Ave OC	18.48	18.53	0.05	1975+60	1978+35	275	10'	16' @ COLUMNS	8'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
86	L-9	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Riverside Ave OC	19.95	20.01	0.06	2053+50	2056+50	300	10'	2.5'WB/1.5'EB-5' @ COLUMNS	7.5'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
87	L-10	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Pepper Ave OC	20.93	20.99	0.07	2105+00	2108+50	350	10'	22' @ COLUMNS	6.75'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
88	L-10	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Slover Mountain UP	21.44	21.51	0.07	2132+00	2135+50	350	10'	15' @ COLUMNS	10'WB/3'-10'EB @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
89	L-11	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Rancho Ave OC	21.94	22.00	0.06	2158+50	2161+50	300	10'	15' @ COLUMNS	9'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
90	L-12	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Mount Vernon Ave OC	23.23	23.28	0.05	2226+50	2229+00	250	10'	15' @ COLUMNS	9'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
91	L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Richardson St OC	26.79	26.83	0.04	2414+50	2416+50	200	10'	3'-5' @ COLUMNS	8.5'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
92	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Alabama St OC	29.29	29.33	0.04	2546+50	2548+50	200	10'	15' @ COLUMNS	2.75'WB/4.75'EB-5' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
93	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - E10-W210 OC	29.65	29.69	0.04	2565+50	2567+50	200	10'	13' @ COLUMNS	9.4'WB/7.4'EB-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
94	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - E210-E10 OC & Tennessee St OC	29.77	29.84	0.07	2571+94	2575+47	353	10'	12' @ COLUMNS (E210-E10) 13' @ COLUMNS (Tenn)	8.5'WB/6.4'EB-10' @ COLUMNS (E210-E10) 11'WB/9'-10'EB @ COLUMNS (Tenn)	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
95	L-1	Mainline		305.1(3)(a)	M	Median Width	East of Haven Ave	49.15	49.32	0.16	1436+67	1445+37	870	22'	18'-22'	18'-22'	YES	1. Transitioning from existing 18' median to proposed 22' median	High
96	L-2	Mainline		305.1(3)(a)	M	Median Width	Milliken Ave	49.99	50.13	0.14	1480+81	1488+11	730	22'	23'	21'-22'	NO	1. Spot location under OC	High
97	L-16	Mainline		305.1(3)(a)	M	Median Width	Alabama St - trans/OC/trans	70.07	70.39	0.31	2541+34	2557+96	1,662	22'	36'	14'-22'	NO	1. Spot location under OC	High
98	L-16	Mainline		305.1(3)(a)	M	Median Width	Tennessee St to Texas St	70.74	71.31	0.57	2576+44	2606+32	2,988	22'	36'	18'-22'	NO	1. Eliminates need for widening of UC at New York St and Texas St. 2. Bridge widening would reduce vertical clearance, require ramp realignment, and impede CSD at intersections.	High
99	L-16 L-17	Mainline		305.1(3)(a)	M	Median Width	Texas St to 6th St	71.31	71.86	0.55	2606+32	2635+53	2,921	22'	36'	10'-16'	NO	1. Eliminates need for reconstructing soundwalls and widening of UC at Eureka St and Orange Ave/Rt 38 (which are proposed to be maintained per DD B-1). 2. Bridge widening would reduce vertical clearance, require ramp realignment, and impede CSD at intersections,.	High
100	L-17 L-18	Mainline		305.1(3)(a)	M	Median Width	6th St to West of Ford St	71.86	73.71	1.86	2635+53	2733+52	9,799	22'	36'	16'-22'	NO	1. Eliminates need for reconstructing soundwalls and widening of UC at 6th St, Church St, University St, Citrus Ave, Cypress St, and Highland Ave (which are proposed to be maintained per DD B-1). 2. Bridge widening would reduce vertical clearance, require ramp realignment, and impede CSD at intersections	High
100A	L-11	Mainline	Rancho	309.2(1)(c)	M	Vertical Clearance	Rancho Ave OC	21.96						16'-6"	16'-7"	16'-5"	NO	1. Significant traffic impact to lower I-10 pavement. 2. Significant impact to local community to reconstruct OC structure, which is not currently impacted by project. 3. Interchange improvement is planned a separate future project.	High
101	L-12	Mainline	Mt. Vernon	309.2(1)(c)	M	Vertical clearance	Mt. Vernon Ave OC	23.25						16'-6"	16'-1"	16'-1"	YES	1. Significant traffic impact to lower I-10 pavement. 2. Significant impact to local community to reconstruct OC structure, which is not currently impacted by project. 3. Interchange improvement is planned a separate future project.	High
101A	L-16	Mainline	Alabama	309.2(1)(c)	M	Vertical Clearance	Alabama St OC	29.31						16'-6"	16'-4"	16'-3"	YES	1. Significant traffic impact to lower I-10 pavement. 2. Significant impact to local community to reconstruct OC structure, which is not currently impacted by project. 3. Interchange improvement is planned a separate future project.	High
102	L-17	Mainline	Eureka	309.2(1)(c)	M	Vertical clearance	Eureka St UC	30.66						15'	14'-10"	14'-10"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High
103	L-18	Mainline	Ford	309.2(1)(c)	M	Vertical clearance	Ford St UC	33.13						15'	14'-7"	14'-7"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
104	L-16	Rancho	Rancho	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Rancho Ave WB off-ramp looking at NB Rancho Ave (lt turn)	21.96						250' (35 mph) (S)	183' (26 mph) (S)	183' (26 mph) (S)	Yes	1. Sight distance impaired by bridge railing of Rancho Ave OC. 2. Attaining corner sight distance would require either replacement of Rancho OC or realignment of Rancho off-ramp. Realignment of the off-ramp would require acquisition of one SFR, two fast-food restaurants, and reduce intersection spacing with Valley Blvd.	High
105	L-16	Rancho	Rancho	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Rancho Ave EB off-ramp looking at SB Rancho Ave (lt turn)	21.96						360' (45 mph) (S)	96' (<25 mph) (S)	96' (<25 mph) (S)	Yes	1. Sight distance impaired by bridge railing of Rancho Ave OC to the north and UPRR overpass to the south. 2. Attaining corner sight distance to meet standard would require replacement of Rancho OC.	Medium
106	L-16	Rancho	Rancho	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Rancho Ave EB off-ramp looking at NB Rancho Ave (lt turn)	21.96						250' (35 mph) (S)	138' (<25 mph) (S)	138' (<25 mph) (S)	Yes	1. Sight distance impaired by bridge railing of Rancho Ave OC to the north and UPRR overpass to the south. 2. Attaining corner sight distance would require replacement of UPRR overpass.	Medium
107	L-19	Tippecanoe	Tippecanoe	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Tippecanoe Ave EB off-ramp looking at SB Tippecanoe Ave (lt turn)	26.27						300' (40 mph) (S)	155' (25 mph) (S)	155' (25 mph) (S)	Yes	1. Sight distance impaired by bridge abutment of Tippecanoe Ave UC. 2. SW corner of bridge widening for Tippecanoe UC to be designed to provide existing corner sight distance.	Medium
108	L-20	California	California	405.1(2)(b)	M	Corner Sight Distance (Signalized)	California Ave WB off-ramp looking at NB California Ave (lt turn)	28.3						300' (40 mph) (S)	224' (32 mph) (S)	224' (32 mph) (S)	NO	1. Sight distance impaired by pier wall of California Ave UC. 2. Existing bridge wall to be extended with bridge widening. 3. Attaining corner sight distance to meet standard would require replacement of California UC.	High
109	L-20	California	California	405.1(2)(b)	M	Corner Sight Distance (Signalized)	California Ave EB off-ramp looking at SB California Ave (lt turn)	28.3						300' (40 mph) (S)	200' (30 mph) (S)	200' (30 mph) (S)	NO	1. Sight distance impaired by pier wall of California Ave UC. 2. Existing bridge wall to be extended with bridge widening. 3. Attaining corner sight distance to meet standard would require replacement of California UC.	High
110	L-1 L-2	Mainline	10/15	501.3	M	Interchange spacing	I-10 between Haven Ave and Route 15	8.16	9.94	1.78				2 miles	1.78 miles	1.78 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both dir to facilitate weaving. 3. >5000' weave distance in both directions.	High
111	L-2	Mainline	10/15	501.3	M	Interchange spacing	I-10 between Milliken Ave and Route 15	9.17	9.94	0.77				2 miles	0.77 miles	0.77 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both directions to facilitate weaving.	High
112	L-2 L-3	Mainline	10/15	501.3	M	Interchange spacing	I-10 between Route 15 and Etiwanda Ave	9.94	11.13	1.19				2 miles	1.19 miles	1.19 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both directions to facilitate weaving.	High
113	L-11	Mainline	Rancho	501.3	M	Interchange spacing	I-10 between Rancho Ave and La Cadena Dr/9th St	21.96	22.62	0.66				1 mile	0.66 miles	0.66 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in WB dir to facilitate weaving. 3. >2000' weave distance in EB direction. 4. Relatively low weave volume.	High
114	L-11 L-12	Mainline	9th	501.3	M	Interchange spacing	I-10 between La Cadena Dr/9th St and Mt. Vernon Ave	22.62	23.25	0.63				1 mile	0.54 miles	0.54 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both directions to facilitate weaving. 3. Relatively low weave volume.	High
115	L-11 L-12	Mainline	9th	501.3	M	Interchange spacing	I-10 between La Cadena Dr/9th St and Route 215	22.62	24.24	1.62				2 miles	1.53 miles	1.53 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Relatively low volume at 9th St IC	High
116	L-12	Mainline	Mt. Vernon	501.3	M	Interchange spacing	I-10 between Mount Vernon Ave and Route 215	23.25	24.24	0.99				2 miles	0.99 miles	0.99 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both directions to facilitate weaving. 3. Relatively low volume at Mt. Vernon IC.	High
117	L-12 L-13	Mainline	10/215	501.3	M	Interchange spacing	I-10 between Route 215 and Waterman Ave	24.24	25.26	1.02				2 miles	1.02 miles	1.02 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both directions to facilitate weaving.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
118	L-16	Mainline	Alabama	501.3	M	Interchange spacing	I-10 between Alabama St and Tennessee St	29.31	29.83	0.52				1 mile	0.52 miles	0.52 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. ICs supplement each other. 3. No weaving on mainline between ICs in either direction.	High
119	L-16	Mainline	Alabama	501.3	M	Interchange spacing	I-10 between Alabama St and Route 210	29.31	29.83	0.52				2 miles	0.52 miles	0.52 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. No weaving between ICs in either direction.	High
120	L-16	Mainline	10/210	501.3	M	Interchange spacing	I-10 between Route 210 and Tennessee St	29.83	29.83	0.00				2 miles	0 mile	0 mile	YES	1. Significant traffic impact if remove one of the ICs. 2. No weaving between ICs in either direction.	High
121	L-16 L-17	Mainline	10/210	501.3	M	Interchange spacing	I-10 between Route 210 and Eureka St/Orange Ave/6th St	29.83	30.66	0.83				2 miles	0.83 miles	0.83 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. Aux lane provided in both directions to facilitate weaving.	High
122	L-16 L-17	Mainline	Tennessee	501.3	M	Interchange spacing	I-10 between Tennessee St and Eureka St/Orange Ave/6th St	29.83	30.66	0.83				1 mile	0.83 miles	0.83 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. >2000' weave distance in both directions.	High
123	L-17	Mainline	Orange	501.3	M	Interchange spacing	I-10 between Eureka St/Orange Ave/6th St and University Ave/Cypress Ave	30.99	31.87	0.88				1 mile	0.88 miles	0.88 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. >2000' weave distance in both directions.	High
124	L-11	La Cadena		502.2	M	Partial interchange	La Cadena Dr WB on-ramp	22.62						Partial interchange shall not be used	La Cadena Dr interchange is a partial interchange	La Cadena Dr interchange is a partial interchange	YES	1. Significant traffic impact to remove this on-ramp. 2. Relocating ramp to 9th would require removal of a strip mall. 3. No wrong way entry issue since this is an on-ramp.	High
125	L-11	9th		502.2	M	Isolated off-ramp	9th St WB off-ramp	22.71						Isolated off-ramp shall not be used	9th WB off-ramp is isolated	9th WB off-ramp is isolated	YES	1. Significant traffic impact to remove this off-ramp. 2. Relocating to La Cadena would require removal of a strip mall.	High
126	L-12	Mt. Vernon		502.2	M	Isolated off-ramp	Sperry Dr WB off-ramp	23.25						isolated off-ramp shall not be used	Sperry Dr WB off-ramp is isolated	Sperry Dr WB off-ramp is isolated	YES	1. Significant traffic impact to remove this off-ramp. 2. Not feasible to relocate ramp to Mt. Vernon due to presence of Valley Blvd which provides access to several retail/commercial properties.	High
127	L-13	Sunwest	I-215	502.2	M	Partial Interchange	Sunwest Ln WB on-ramp	24.76						Partial interchange shall not be used	Sunwest Ln WB on-ramp constitutes a partial interchange	Sunwest Ln WB on-ramp constitutes a partial interchange	YES	1. Significant traffic impact to remove this on-ramp which supplements Waterman IC by providing much needed additional I-10 access from Hospitality/Waterman business area. 2. No wrong way entry issue since this is an on-ramp.	High
128	L-12	10/215		504.3(1)(b)	M	Ramp Lane width	N215-W10 Connector (175'R)	24.24						16'	12'	12'	YES	1. Proposed improvements are limited to the gore area. 2. Nonstandard width is proposed to match existing width.	High
129	L-2	Mainline	10/15	504.7	M	Weaving Length	EB I-10 between Milliken and I-15 (E10-N15 Conn)	9.17	9.50	0.33	1484+42	1501+77	1,735	5,000'	1,687'	1735	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
130	L-2	Mainline	10/15	504.7	M	Weaving Length	WB I-10 between Milliken and I-15 (N15-W10 Conn)	9.26	9.54	0.28	1488+73	1503+58	1,485	5,000'	1,359'	1485	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
131	L-2 L-3	Mainline	10/15	504.7	M	Weaving Length	EB I-10 between I-15 and Etiwanda Ave	10.31	10.78	0.47	1544+27	1569+15	2,488	5,000'	2,423'	2488	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
132	L-2 L-3	Mainline	10/15	504.7	M	Weaving Length	WB I-10 between I-15 and Etiwanda Ave	10.44	10.95	0.50	1551+37	1578+03	2,666	5,000'	2,525'	2666	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd County Line

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

New item added since 6/2015 review
~~text~~ Item 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
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
133	L-11	Mainline	Rancho	504.7	M	Weaving Length	WB I-10 between Rancho Ave and La Cadena Dr	22.16	22.45	0.29	2169+95	2185+49	1,554	2,000'	1,603'	1554	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
134	L-11 L-12	Mainline	9th	504.7	M	Weaving Length	WB I-10 between La Cadena/9th St and Mount Vernon Ave	22.89	23.10	0.21	2208+74	2219+89	1,115	2,000'	954'	1115	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
135	L-11 L-12	Mainline	9th	504.7	M	Weaving Length	EB I-10 between La Cadena/9th St and Mount Vernon Ave	22.86	23.19	0.33	2207+18	2224+47	1,729	2,000'	1,523'	1729	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
136	L-12	Mainline	Mt. Vernon	504.7	M	Weaving Length	WB I-10 between Mount Vernon Ave and I-215	23.61	24.05	0.43	2246+85	2269+74	2,289	5,000'	2,207'	2289	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
137	L-12	Mainline	Mt. Vernon	504.7	M	Weaving Length	EB I-10 between Mount Vernon Ave and I-215	23.49	23.76	0.26	2240+49	2254+46	1,397	5,000'	1,404'	1397	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
138	L-13	Mainline	10/215	504.7	M	Weaving Length	WB I-10 between I-215 and Carnegie Dr	24.83	25.35	0.51	2311+19	2338+24	2,705	5,000'	2,503'	2705	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
139	L-13	Mainline	10/215	504.7	M	Weaving Length	EB I-10 between I-215 and Redlands Blvd	24.68	24.96	0.28	2303+05	2317+70	1,465	5,000'	1,458'	1465	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
140	L-16 L-17	Mainline	10/210	504.7	M	Weaving Length	WB I-10 between SR-210 and Orange Ave	30.26	30.67	0.41	2597+72	2619+62	2,190	5,000'	2,208'	2190	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
141	L-16 L-17	Mainline	10/210	504.7	M	Weaving Length	EB I-10 between SR-210 and Eureka Ave	30.15	30.47	0.32	2592+07	2608+87	1,680	5,000'	1,612'	1680	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
142	L-18	Ford St	Ford St	504.8	M	Access Control	Ford St EB off-ramp near Parkford	33.13						50' Access Control	32'	16'	YES	1. Not feasible to realign Parkford Dr south due to presence of E. Redlands Blvd. 2. Low traffic volume is projected along Ford Street.	High
143	L-18	Ford St	Ford St	504.8	M	Access Control	Ford St EB on-ramp opposite Oak St	33.13						50' Access Control	26'	15'	YES	1. Realigning Oak St south would require R/W acquisition from 2 SFR. 2. Low traffic volume is projected along Ford Street.	High
144	L-12	Sperry	Sperry	504.8	M	Access rights opposite ramp terminal	Sperry Dr WB off-ramp	23.48						Acquire access rights opposite ramp terminal	Driveway to Mariscos & Alley to Colony Motel	Driveway to Mariscos & Alley to Colony Motel	YES	1. Not feasible to relocate the ramp, driveway, or alley. 2. Wrong way sign package at the off-ramp is clearly visible.	High

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

Alternative 2 - HOV: MANDATORY
Station Equations: 729+87.15 Back = 1000+00.00 Ahead At LA/Sbd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
145	L-13	Carnegie	Waterman	504.8	M	Access rights opposite ramp terminal	Carnegie Drive WB on-ramp	25.25						Acquire access rights opposite ramp terminal	Carnegie Drive opposite WB on-ramp	Carnegie Drive opposite WB on- ramp	YES	1. Not feasible to relocate the ramp, driveway, or alley. 2. Freeway entrance sign package at the on-ramp is clearly visible.	High
146	L-18	Ford	Ford	504.8	M	Access rights opposite ramp terminal	Ford St WB on-ramp (opposite Reservoir Rd)	33.13						Acquire access rights opposite ramp terminal	Reservoir Rd opposite Ford St WB on-ramp	Reservoir Rd opposite Ford St WB on-ramp	YES	1. Not feasible to relocate the ramp or Reservoir Road due to the bending alignment of Ford St. 2. Since this is an on-ramp, wrong way entry is not an issue. 3. Acceptable intersection LOS A/B is forecasted for 2045.	High
147	L-18	Ford	Ford	504.8	M	Access rights opposite ramp terminal	Ford St WB off-ramp/EB on-ramp (opposite Redlands Blvd)	33.13						Acquire access rights opposite ramp terminal	Redlands Blvd opposite Ford St WB off-ramp/EB on-ramp	Redlands Blvd opposite Ford St WB off-ramp	YES	1. Not feasible to relocate Redlands Blvd due to presence of Oak St 180' to the south. 2. Relocating WB off-ramp 500' to the south would require replacement of the off-ramp UC. 3. Wrong way entry is not anticipated since all movements exist at intersection. 4. Acceptable intersection LOS C/D is forecasted for 2045.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
1A	L-12	Sierra		105.5(2)	A	Curb ramps	Sierra Ave/WB ramps intersection (4 corners)	16.22						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
2A	L-12	Sierra		105.5(2)	A	Curb ramps	Sierra Ave/EB ramps intersection (4 corners)	16.22						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
3A		Pepper		105.5(2)	A	Curb ramps	Pepper Ave/EB on-ramp intersection (2 corners)	20.97						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along NB side of Pepper Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
1	L-11	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/WB on-ramp intersection (west side) (2 corners)	21.96						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along SB side of Rancho Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
2	L-11	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/EB off-ramp intersection (west side) (2 corners)	21.96						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along SB side of Rancho Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
3	L-11	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/WB off-ramp intersection (east side) (2 corners)	21.96						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
4	L-11	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/EB on-ramp intersection (east side) (2 corners)	21.96						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
5	L-11	9th		105.5(2)	A	Curb ramps	9th St/EB ramps intersection (north side) (2 corners)	22.71						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
6	L-13	Waterman		105.5(2)	A	Curb ramps	Carnegie Dr/ WB hook on-ramp intersection (1 corner)							2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in E/W direction only. 2. No crosswalk proposed in N/S direction in order to minimize pedestrian conflict and optimize intersection operation.	High
6A	L-16	Mountain View		105.5(2)	A	Curb ramps	Mountain View Ave/EB ramps intersection (4 corners)	27.3						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
7	L-17	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/WB on-ramp intersection (west side) (2 corners)	29.83						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along SB side of Tennessee Street. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
8	L-17	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/EB off-ramp intersection (west side) (2 corners)	29.83						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
9	L-17	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/WB off-ramp intersection (east side) (2 corners)	29.83						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. No sidewalk proposed along SB side of Tennessee Street. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
10	L-17	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/EB on-ramp intersection (east side) (2 corners)	29.83						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation.	High
11	L-18	Ford		105.5(2)	A	Curb ramps	Ford St/WB on-ramp intersection (1 corner)	33.13						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crossing in the E/W direction is provided at the SW corner of the intersection. 2. Crossing E/W at the NW corner is not ideal due to the offset between the WB on-ramp and Reservoir Rd.	High
12	L-18	Ford		105.5(2)	A	Curb ramps	Ford St/EB off-ramp intersection (2 corners)	33.13						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation.	High
13	L-18	Ford		105.5(2)	A	Curb ramps	Ford St/EB on-ramp intersection (2 corners)	33.13						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation.	High
40	L-23	Mainline	Cypress	201.7	A	Decision sight distance	WB I-10 at Cypress Ave WB off-ramp	32.11						1105' (70 mph)	965' (59 mph)	965' (59 mph)	YES	1. Decision sight distance is obstructed by existing soundwall. 2. Attaining the standard would require reconstructing the existing soundwall which has been agreed by the project team (DD B-1) to be maintained to avoid repeated impact to adjacent residences. 3. Advance guide sign (G83) or supplemental destination sign (G86) will be installed to advise motorist of the upcoming exit.	Medium
14	L-5	Mainline	Cherry	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Cherry Ave, exit 5042' Rt	13.22	13.30	0.08	1698+00	1702+00	400	240', 2/3-1/3	180', 2/3-1/3	180', all on tangent	NO	1. Shifting location of centerline curve	High
15	L-5	Mainline	Cherry	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Cherry Ave, enter 8000' Lt	13.31	13.42	0.10	1703+00	1708+50	550	240', 2/3-1/3	180', 2/3-1/3	180', all on tangent	NO	1. Shifting location of centerline curve	High
16	L-5	Mainline	Cherry	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Cherry Ave, exit 8000' Lt	13.44	13.53	0.09	1709+50	1714+50	500	240', 2/3-1/3	180', 2/3-1/3	180', all on tangent	NO	1. Shifting location of centerline curve	High
17	L-10	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Rancho Ave BC, enter 3500' Rt	21.69	21.75	0.06	2145+25	2148+25	300	390', 2/3-1/3	300', 2/3-1/3	300', 2/5-3/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Comfortable speed > 70 mph.	High
18	L-11	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Rancho Ave EC, exit 3500' Rt	21.89	21.95	0.06	2155+90	2158+90	300	390', 2/3-1/3	300', 2/3-1/3	300', 2/3-1/3	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Comfortable speed > 70 mph.	High

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/SBd County Line

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

New item added since 6/2015 review

text

 Item 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
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
19	L-11	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Rancho Ave BC, enter 4500' Lt	21.96	22.02	0.06	2159+60	2162+60	300	390', 2/3-1/3	300', 2/3-1/3	300', 3/5-2/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Comfortable speed > 70 mph.	High
20	L-11	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Rancho Ave EC, exit 4500' Lt	22.11	22.16	0.06	2167+15	2170+15	300	390', 2/3-1/3	300', 2/3-1/3	300', all in curve	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Comfortable speed > 70 mph.	High
21	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 west of Colton OH BC, enter 2378' Lt	22.32	22.38	0.06	2178+50	2181+50	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/6-5/6	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
22	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 west of Colton OH EC, exit 2378' Lt	22.39	22.45	0.06	2182+45	2185+45	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/2-1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
23	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 west of Colton OH BC, enter 2600' Lt	22.29	22.35	0.06	2177+10	2180+30	320	480', 2/3-1/3	320', 2/3-1/3	320', 1/2-1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
24	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 west of Colton OH EC, exit 2600' Lt	22.41	22.46	0.04	2183+40	2185+70	230	480', 2/3-1/3	230', 2/3-1/3	230', 1/2-1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
25	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 east of Colton OH BC, enter 2600' Rt	22.45	22.51	0.06	2185+45	2188+45	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/5-4/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
26	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 east of Colton OH EC, exit 2600' Rt	22.55	22.60	0.06	2190+45	2193+45	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/2-1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
27	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 east of Colton OH BC, enter 2100' Rt	22.46	22.50	0.04	2185+70	2188+00	230	480', 2/3-1/3	230', 2/3-1/3	230', 1/5-4/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
28	L-11	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 east of Colton OH EC, exit 2100' Rt	22.55	22.61	0.06	2190+90	2193+90	300	480', 2/3-1/3	300', 2/3-1/3	300', 4/5-1/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
29	PS-11	Etiwanda		202.5(1) 202.5(2)	A	Superelevation transition	Etiwanda Ave EB off-ramp (exit 680' Rt)	11.13						300' 2/3 tangent, 1/3 curve	354', 3/4-1/4	334' 3/4 tangent, 1/4 curve	YES	1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require reconstruction of the entire ramp, another 500' of reconstruction. 3. Super transition meets 6% per 100' requirement.	High

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/SBd County Line

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

New item added since 6/2015 review

~~text~~ Item 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
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
30	PS-12	Citrus		202.5(1) 202.5(2)	A	Superelevation transition	Cherry Ave WB Loop on-ramp (enter 12000' Rt)	13.17						150' 2/3 tangent, 1/3 curve	Realigned	75' 2/3 tangent, 1/3 curve	NO	1. Necessary to match cross slope of mainline. 2. Standard transition would create drainage issues at off-ramp gore. 3. Super transition meets 6% per 100' requirement	High
31	PS=15	Citrus		202.5(1) 202.5(2)	A	Superelevation transition	Citrus Ave WB loop on-ramp (enter 8000' Rt)	15.18						150' 2/3 tangent, 1/3 curve	300', 2/3-1/3	75' 2/3 tangent, 1/3 curve	NO	1. Necessary to match cross slope of mainline. 2. Standard transition would create drainage issues at off-ramp gore. 3. Super transition meets 6% per 100' requirement	High
32	PS-21	Cedar		202.5(1) 202.5(2)	A	Superelevation transition	Cedar Ave WB On-Ramp (enter 4500' Rt)	18.49						150' 2/3 tangent, 1/3 curve	75' all on tangent	75' all on tangent	YES	1. The 4500' Rt curve is a reversing curve to a 2700' Lt curve, which has a different super transition rate. 2. Attaining the standard for this curve would result in nonstandard super transition for the 2700' Lt curve. 3. Super transition meets the 6% per 100' requirement.	High
33	PS-31	Pepper		202.5(1) 202.5(2)	A	Superelevation transition	Pepper Ave EB on-ramp (exit 1000' Lt)	20.97						L = 240' 2/3 tangent, 1/3 curve	240' 2/3 tangent, 1/3 curve	167' 2/3 tangent, 1/3 curve	NO	1. The 1000' Lt curve reverses to a 1900' Rt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry , which would result a non-standard angle greater than 75 degree at ramp termini. 3. Super transition meets the 6% per 100' requirement.	High
34	PS-31	Pepper		202.5(1) 202.5(2)	A	Superelevation transition	Pepper Ave EB on-ramp (enter 1900' Rt)	20.97						150' 2/3 tangent, 1/3 curve	240' 2/3 tangent, 1/3 curve	100' 5/6 tangent, 1/6 curve	NO	1. The 1900' Rt curve reverses to a 1000' Lt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry , which would result a non-standard angle greater than 75 degree at ramp termini. 3. Super transition meets the 6% per 100' requirement.	High
35	PS-34	Rancho		202.5(1) 202.5(2)	A	Superelevation transition	Rancho Ave EB Off-Ramp (exit 2001.5' Lt)	21.96						L = 150' 2/3 tangent, 1/3 curve	Realigned	150' all in curve	NO	1. Transition matches existing ramp cross slope. 2. Standard transition would require reconstruction of retaining wall, and non-standard angle greater than 75 degree at ramp termini. 3. Super transition meets the 6% per 100' requirement.	High
36	PS-37	9th		202.5(1) 202.5(2)	A	Superelevation transition	9th St EB on-ramp (enter 2700' Lt)	22.71						L = 150' 2/3 tangent, 1/3 curve	Realigned	100' 1/3 tangent, 2/3 curve	NO	1. The tangent is too short to accommodate standard transition length. 2. Increasing the tangent length would result in non-standard transition exiting the curve. 3. Super transition meets the 6% per 100' requirement.	High
37	PS-38	Mt. Vernon		202.5(1) & 202.5(2)	A	Superelevation transition	Sperry Dr WB off-ramp (enter 500' Lt)	23.25						300' 2/3 tangent, 1/3 curve	Realigned	200' 1/2 tangent, 1/2 curve	NO	1. The tangent is too short to accommodate standard transition. 2. Increasing the tangent length would require reconfiguring the ramp geometry, which would result in additional impacts to Warm Creek and R/W impacts to San Bernardino County Flood Control property. 3. Super transition meets the 6% per 100' requirement.	High
38	PS-39	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition	Mt. Vernon Ave EB off-ramp (exit 1900' Lt)	23.25						150' 2/3 tangent, 1/3 curve	Realigned	150' 1/3 tangent, 2/3 curve	NO	1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require reconstruction of the entire ramp, another 450' of reconstruction. 3. Super transition meets 6% per 100' requirement.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
39	PS-41	10/215		202.5(1) 202.5(2)	A	Superelevation transition	N215-E10 Connector (enter 800' Rt)	24.25						270' 2/3 tangent, 1/3 curve	Realigned	270' 6/11 tangent, 5/11 curve	NO	1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require reconstruction of an additional 500' of connector, resulting in reconstructing N215-E10 OC.	High
40	PS-41	10/215		202.5(1) 202.5(2)	A	Superelevation transition	N215-E10 Connector (enter 6800' Lt)	24.25						150' 2/3 tangent, 1/3 curve	Realigned	144' all in curve	NO	1. The 6800' Lt curve is a reversing curve to a 800' Rt curve, which has a different super transition rate. 2. Attaining the standard for this curve would result in nonstandard super transition for the 800' Rt curve. 3. Super transition meets the 6% per 100' requirement.	High
41	PS-44	Waterman		202.5(1) 202.5(2)	A	Superelevation transition	Waterman Ave WB on-ramp to I-215 (exit 3500' Lt)	25.26						150' 2/3 tangent, 1/3 curve	Realigned	150' all in curve	NO	1. Transition matches existing ramp cross slope. 2. Super transition meets the 6% per 100' requirement	High
42	PS-66	Tennessee		202.5(1) 202.5(2)	A	Superelevation transition	Tennessee St EB off-ramp (exit 850' Lt)	29.82						240' 2/3 tangent, 1/3 curve	Realigned	167' all in curve	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment, resulting in encroachment into a developable parcel adjacent to shopping center. 3. Super transition meets 6% per 100' requirement.	High
42A	PS-68	Ford		202.5(1) 202.5(2)	A	Superelevation transition	Ford St WB on-ramp, Exit 1900' Lt	33.13						150' 2/3 tangent, 1/3 curve	Realigned	126' 3/5 tangent, 2/5 curve	NO	1. The tangent too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment and would no longer line up properly with Reservoir Road. 3. Super transition meets 6% per 100' requirement.	High
43	PS-69	Ford		202.5(1) 202.5(2)	A	Superelevation transition	Ford St EB off-ramp, Exit 1350' Lt	33.13						210' 2/3 tangent, 1/3 curve	75' 2/3 tangent, 1/3 curve	133' 1/5 tangent, 4/5 curve	NO	1. The tangent too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment and encroach onto Inland Empire Blvd. 3. Super transition meets 6% per 100' requirement.	High
43A	PS-69	Ford		202.5(1) 202.5(2)	A	Superelevation transition	Ford St EB off-ramp, Exit 500' Lt	33.13						150' 2/3 tangent, 1/3 curve	Realigned	150' 2/5 tangent, 3/5 curve	NO	1. The tangent too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment requiring R/W acquisition.. 3. Super transition meets 6% per 100' requirement.	High
44	PS-70	Ford		202.5(1) 202.5(2)	A	Superelevation transition	Ford St EB on-ramp, Exit 5000' R t	33.13						150' 2/3 tangent, 1/3 curve	150' 2/3 tangent, 1/3 curve	150' all on tangent	NO	1. The super transition is dictated by the super transition of a reversing curve. 2. Attaining the standard would require a much longer tangent such that these curves have independent super transition. 3. Lengthening the tangent would reconfigure the ramp, resulting in impacts to power poles in a utility easement 4. The transition length is 150' which meets the standard.	High
45	PS-1	Milliken		202.6	A	Superelevation of compound curves	Milliken Ave WB on-ramp (3000' -0.04/850'-0.10)	9.17						Fig 202.6, case 1	0.12@PCC/0.02@BC	0.03@PCC/0.03@BC	NO	1. The proposed 850' Lt 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.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
46	PS-2	Milliken		202.6	A	Superelevation of compound curves	Milliken Ave EB loop on-ramp (145'-0.12/3000'-0.04)	9.17						Fig 202.6, case 1	0.05@PCC/0.026@BC	0.08@PCC/0.03@BC	YES	1. The proposed 145' Rt Curve ends within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconstructing approximately 500' of the EB off-ramp and introduce retaining walls,	High
47	PS-5	10/15		202.6	A	Superelevation of compound curves	N15-E10 Connector (850'-0.10/3000'-0.04)	9.94						Fig 202.6, case 1	0.066@PCC/0.03@EC	0.04@PCC/0.03@EC	YES	1. The proposed 850' Rt Curve end 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, which would require reconstructing the S15-E10 connector.	High
48	PS-8	10/15		202.6	A	Superelevation of compound curves	S15-W10 Connector (3000'-0.04/850'-0.10)	9.94						Fig 202.6, case 1	0.10@PCC/0.03@BC	0.06@PCC/0.03@BC	NO	1. The proposed 850' Lt Curve begins within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reducing the radius below which would require reconstructing the N15-W10 and S15-E10 connectors.	High
49	PS-40	10/215		202.6	A	Superelevation of compound curves	N215-W10 Connector (3000'-0.04/160'-0.12)	24.24						Fig 202.6, case 1	0.072@PCC/0.026@BC	0.06@PCC/0.03@BC	YES	1. The proposed 160' Lt Curve begins 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, which would require reconstructing an additional 700' of connector and may impact W10-S215 connector.	High
50	PS-49	Tippecanoe		202.6	A	Superelevation of compound curves	Tippecanoe Ave WB off-ramp (850'-0.10/700'-0.11)	26.27						Fig 202.6, case 2	Realigned	0.11@PCC/ 39' Transition	NO	1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require another 150' of reconstruction.	High
51	L-1	Milliken		203.5	A	Compound curves (one-way road)	Milliken Ave WB on-ramp (850' Lt/3000' Lt)	9.17						shorter R=>2/3 longer R and/or larger R follows smaller R	850'/3000'	850'/3000'	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High
52	L-2	10/15		203.5	A	Compound curves (one-way road)	S15-W10 (850' Lt/3000' Lt)	9.94						shorter R=>2/3 longer R and/or larger R follows smaller R	950'/3000'	850'/3000'	YES	1. Necessary due to Connector on-ramp configuration, with 50 mph design speed and standard freeway entrance geometrics. 2. The larger radius follows the smaller radius.	High
53	L-2	10/15		203.5	A	Compound curves (one-way road)	N15-E10 (850' Lt/3000' Lt)	9.94						shorter R=>2/3 longer R and/or larger R follows smaller R	850'/3000'	850'/3000'	YES	1. Necessary due to Connector on-ramp configuration, with 50 mph design speed and standard freeway entrance geometrics. 2. The larger radius follows the smaller radius.	High
54	L-9	Etiwanda		203.5	A	Compound curves (one-way road)	Valley Blvd EB off-ramp (1265'-843')	9.94						shorter R=>2/3 longer R and/or larger R follows smaller R	1265'/843'	1265'/843'	YES	1. The proposed improvements are needed primarily to lower the ramp profile to provide standard vertical clearance at 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 bridges.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
55	L-12	10/215		203.5	A	Compound curves (one-way road)	S215-W10 (850'/800')	24.24						shorter R=>2/3 longer R and/or larger R follows smaller R	850'/800'	850'/800'	YES	1. Increasing curve radius to 850' would require shifting the merge to WB I-10 westerly, reducing the nonstandard weave distance to Sperry WB off-ramp from 2000' to 1700'. 2. The shorter radius is greater than 2/3 the longer radius.	High
56	L-12	10/215		203.5	A	Compound curves (one-way road)	S215-W10 (800'/6590')	24.24						shorter R=>2/3 longer R and/or larger R follows smaller R	3000'/850'	800'/6590'	YES	1. Necessary due to Connector on-ramp configuration with standard freeway entrance geometrics. 2. The larger radius follows the smaller radius.	High
57	L-12	10/215		203.5	A	Compound curves (one-way road)	N215-W10 (175'-160')	24.24						shorter R=>2/3 longer R and/or larger R follows smaller R	175'/160'	175'/160'	YES	1. The proposed smaller radius curve, 160', along N215-W10 ramp is necessary to maintain the existing N215 diverge and proposed W10 merge within 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 longer radius.	High
58	L-11	Mainline	Rancho	203.6	A	Tangent length between reversing curves	WB & EB I-10 at Rancho OC - 3500'/4500' curves	21.92	21.98	0.06	2157+53	2160+47	294	560'	468'	294'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
59	L-11	Mainline	Rancho	203.6	A	Tangent length between reversing curves	WB I-10 at Colton OH - 2387'/2600' curves	22.43	22.47	0.05	2184+09	2186+61	252	560'	316'	252'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
60	L-11	Mainline	Rancho	203.6	A	Tangent length between reversing curves	EB I-10 at Colton OH - 2600'/2100' curves	22.43	22.49	0.05	2184+50	2187+30	280	560'	316'	280'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
61	PS-21	Cedar		203.6	A	Tangent length between reversing curves	Cedar Ave WB On-Ramp - 2700'/4500' curves	18.49						200'	Realigned	140'	NO	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
62	PS-24	Cedar		203.6	A	Tangent length between reversing curves	Cedar Ave EB On-Ramp - 3830'/17500' curves	18.49						200'	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
63	PS-30	Pepper		203.6	A	Tangent length between reversing curves	Pepper Ave EB Off-Ramp - 1100'/800' curves	20.97						340'	212'	214'	YES	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in R/W impact to Union Pacific Rail Road. 3. Super transition meets 6% per 100' requirement.	High
64	PS-31	Pepper		203.6	A	Tangent length between reversing curves	Pepper Ave EB On-Ramp - 1000'/1900' curves	20.97						260'	Realigned	136'	NO	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 termini. 3. Super transition meets 6% per 100' requirement.	High

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/SBd County Line

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

New item added since 6/2015 review

text

 Item 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
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
65	PS-41	10/215		203.6	A	Tangent length between reversing curves	N215-E10 Connector - 850'/6800' curves	24.23						360'	Realigned	240'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent and reconfiguring the ramp resulting in different super transition rates for the curves.. 3. Super transition meets 6% per 100' requirement.	High
66	L-1	Mainline	Haven	204.3	A	Minimum grade	WB & EB I-10 east of Haven Ave	8.26	8.56	0.30	1436+11	1451+95	1,584	0.30%	-0.13%	-0.13%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
67	L-1	Mainline	Haven	204.3	A	Minimum grade	EB I-10 east of Haven Ave	8.60	8.82	0.22	1453+95	1465+45	1,150	0.30%	0.29%	0.29%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
68	L-1 L-2	Mainline	Haven	204.3	A	Minimum grade	EB I-10 east of Haven Ave	8.85	9.04	0.19	1467+45	1477+45	1,000	0.30%	-0.04%	-0.04%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
69	L-2	Mainline	Milliken	204.3	A	Minimum grade	WB I-10 west of Milliken Ave	9.08	9.18	0.09	1479+45	1484+45	500	0.30%	0.08%	0.08%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
70	L-2	Mainline	Milliken	204.3	A	Minimum grade	EB I-10 west of Milliken Ave	9.08	9.19	0.11	1479+45	1485+45	600	0.30%	0.02%	0.02%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
71	L-2 L-3	Mainline	I-15	204.3	A	Minimum grade	EB I-10 east of I-15	10.27	10.61	0.33	1542+45	1559+95	1,750	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
72	L-2 L-3	Mainline	I-15	204.3	A	Minimum grade	WB I-10 east of I-15	10.27	10.63	0.35	1542+45	1561+16	1,871	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
73	L-3	Mainline	Etiwanda	204.3	A	Minimum grade	WB I-10 west of Etiwanda Ave at Etiwanda Wash Br	10.79	10.97	0.18	1569+61	1579+11	950	0.30%	-0.14%	-0.14%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
74	L-3	Mainline	Etiwanda	204.3	A	Minimum grade	EB I-10 west of Etiwanda Ave at Etiwanda Wash Br	10.81	10.92	0.11	1570+95	1576+61	566	0.30%	-0.06%	-0.06%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
75	L-3	Mainline	Etiwanda	204.3	A	Minimum grade	EB I-10 west of Etiwanda Ave at Etiwanda Wash Br	10.96	11.02	0.06	1578+61	1581+71	310	0.30%	0.00%	0.00%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
76	L-3	Mainline	Etiwanda	204.3	A	Minimum grade	WB Etiwanda Ave OC	11.12	11.14	0.02	1587+09	1588+19	110	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.	High
77	L-4	Mainline	Cherry	204.3	A	Minimum grade	EB I-10 west of Cherry Ave	12.01	12.18	0.17	1633+92	1642+93	901	0.30%	0.00%	0.00%	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
78	L-4	Mainline	Cherry	204.3	A	Minimum grade	WB I-10 west of Cherry Ave	12.01	12.11	0.10	1634+27	1639+43	516	0.30%	0.12%	0.12%	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

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
79	L-4	Mainline	Cherry	204.3	A	Minimum grade	EB I-10 west of Cherry Ave	12.34	12.49	0.15	1651+43	1659+43	800	0.30%	0.04%	0.04%	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
80	L-4	Mainline	Cherry	204.3	A	Minimum grade	WB I-10 west of Cherry Ave	12.19	12.36	0.17	1643+43	1652+43	900	0.30%	0.00%	0.00%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
81	L-4	Mainline	Cherry	204.3	A	Minimum grade	WB I-10 west of Cherry Ave	12.43	12.49	0.06	1656+43	1659+43	300	0.30%	-0.13%	-0.13%	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
82	L-5 L-6	Mainline	Citrus	204.3	A	Minimum grade	WB & EB I-10 east of Cherry Ave	14.14	14.37	0.23	1746+50	1758+50	1,200	0.30%	0.27%	0.27%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
83	L-6	Mainline	Citrus	204.3	A	Minimum grade	WB & EB I-10 east of Citrus Ave	15.59	15.75	0.16	1823+05	1831+55	850	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.	High
84	L-6 L-7	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 west of Sierra Ave	15.82	15.84	0.02	1835+55	1836+55	100	0.30%	-0.15%	-0.15%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
85	L-7	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 west of Sierra Ave	16.05	16.34	0.28	1847+62	1862+62	1,500	0.30%	0.17%	0.17%	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
86	L-7	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 east of Sierra Ave	16.41	16.53	0.11	1866+62	1872+62	600	0.30%	0.25%	0.25%	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
87	L-7	Mainline	Sierra	204.3	A	Minimum grade	WB &EB I-10 east of Sierra Ave	16.60	16.77	0.17	1876+60	1885+60	900	0.30%	-0.15%	-0.15%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
88	L-7 L-8	Mainline	Cedar	204.3	A	Minimum grade	WB & EB I-10 west of Cedar Ave	17.36	17.71	0.35	1916+60	1935+10	1,850	0.30%	-0.09%	-0.09%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
89	L-8	Mainline	Cedar	204.3	A	Minimum grade	WB & EB I-10 west of Cedar Ave	17.77	17.89	0.12	1938+10	1944+60	650	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
90	L-8	Mainline	Cedar	204.3	A	Minimum grade	EB I-10 west of Cedar Ave	17.97	18.16	0.20	1948+60	1959+10	1,050	0.30%	-0.19%	-0.19%	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

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
91	L-8	Mainline	Cedar	204.3	A	Minimum grade	WB I-10 west of Cedar Ave	17.97	18.16	0.20	1948+60	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	L-8 L-9	Mainline	Cedar	204.3	A	Minimum grade	WB & EB I-10 east of Cedar Ave	18.45	19.61	1.16	1974+10	2035+60	6,150	0.30%	-0.11%	-0.11%	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	L-11	Mainline	Rancho	204.3	A	Minimum grade	WB I-10 east of Rancho Ave	22.05	22.18	0.13	2164+04	2171+04	700	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	L-11	Mainline	Rancho	204.3	A	Minimum grade	EB I-10 east of Rancho Ave	22.05	22.16	0.11	2164+04	2170+04	600	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. Reconstruction of a segment of EB I-10 mainline may be required where longitudinal slope and cross slope are both near 0%.	High
95	L-11	Mainline	Colton OH	204.3	A	Minimum grade	EB I-10 east of Colton OH	22.55	22.74	0.19	2190+53	2200+54	1,001	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	L-11	Mainline	Colton OH	204.3	A	Minimum grade	WB I-10 east of Colton OH	22.60	22.60	0.01	2193+04	2193+51	47	0.30%	0.21%	0.21%	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	L-11	Mainline	Colton OH	204.3	A	Minimum grade	WB I-10 east of Colton OH	22.60	22.75	0.14	2193+51	2201+04	753	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.	High
98	L-12	Mainline	Mt. Vernon	204.3	A	Minimum grade	WB I-10 east of Mt. Vernon Ave	23.43	23.71	0.28	2237+13	2252+13	1,500	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.	High
99	L-12	Mainline	I-215	204.3	A	Minimum grade	WB & EB I-10 west of I-215	24.07	24.25	0.18	2270+66	2280+16	950	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
100	PS-1	Milliken		204.3	A	Minimum grade	Milliken Ave WB on-ramp	9.17						0.30%	-0.21%-0.26%	-0.21%-0.26%	YES	1. match mainline profile grade 2. sufficient grade in cross slope for drainage	High
101	PS-4	10/15		204.3	A	Minimum grade	E10-S15 Connector	9.94						0.30%	0.00%	0.13%	YES	1. match mainline profile grade 2. sufficient grade in cross slope for drainage	High
102	PS-6	10/15		204.3	A	Minimum grade	N15-W10 Connector	9.94						0.30%	0.16%	0.16%	YES	1. match mainline profile grade 2. sufficient grade in cross slope for drainage	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
102A	PS-7	10/15		204.3	A	Minimum grade	S15-E10 Connector	9.94						0.30%	0.17%	0.17%	YES	1. match mainline profile grade 2. sufficient grade in cross slope for drainage	High
103	PS-9	10/15		204.3	A	Minimum grade	W10-S15 Connector	9.94						0.30%	0.00%	-0.03%	YES	1. match mainline profile grade 2. sufficient grade in cross slope for drainage	High
104	PS-18	Etiwanda		204.3	A	Minimum grade	Sierra Ave WB on-ramp	16.22						0.30%	0.14%	0.22%	YES	1. match mainline profile grade 2. sufficient grade in cross slope for drainage	High
105	L-3	Mainline	Kaiser RR	204.4	A	Vertical curve length	WB I-10 west of Kaiser Spur RR (sag)	11.52	11.62	0.10	1608+37	1613+57	520	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Reprofilng I-10 would require replacement of Valley EB off-ramp UC. 3. Vertical SSD suitable for 70 mph design speed. 4. Actual total accident rate less than average.	High
106	L-3 L-4	Mainline	Kaiser RR	204.4	A	Vertical curve length	EB I-10 at Kaiser Spur RR (crest)	11.73	11.83	0.09	1619+50	1624+50	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile.	High
107	L-4	Mainline	Mulberry	204.4	A	Vertical curve length	WB I-10 west of Mulberry (sag)	11.89	12.00	0.11	1627+84	1633+84	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average.	High
	L-8	Mainline	Cedar	204.4	A	Vertical curve length	WB & EB I-10 west of Cedar St (crest)	18.16	18.26	0.09	1959+10	1964+10	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High
108	L-8	Mainline	Cedar	204.4	A	Vertical curve length	WB & EB I-10 at Cedar (sag)	18.35	18.45	0.09	1969+10	1974+10	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average.	High
109	L-11	Mainline	Colton OH	204.4	A	Vertical curve length	WB I-10 east of Colton Overhead at Pavillion Spur (crest)	22.75	22.84	0.09	2201+04	2206+04	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Reprofilng I-10 would require replacement of 9th UC and Pavillion OH. 3. Actual total accident rate less than average.	High
110	L-12	Mainline	Mt. Vernon	204.4	A	Vertical curve length	WB & EB I-10 east of Mt. Vernon (crest)	23.32	23.41	0.09	2231+04	2236+04	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High
111	L-13	Mainline	I-215	204.4	A	Vertical curve length	EB I-10 East of I-215 (sag)	24.52	24.63	0.11	2294+53	2300+53	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average.	High
112	L-13	Mainline	I-215	204.4	A	Vertical curve length	WB I-10 East of I-215 (sag)	24.56	24.62	0.06	2296+78	2299+78	300	700'	300'	300'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Lighting will be installed to mitigate headlight sight distance. 3. Actual total accident rate less than average.	High
113	L-14	Mainline	Tippecanoe	204.4	A	Vertical curve length	WB & EB I-10 west of Tippecanoe Ave (sag)	26.02	26.10	0.08	2373+91	2377+91	400	700'	400'	400'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average.	High
114	L-14	Mainline	Tippecanoe	204.4	A	Vertical curve length	WB & EB I-10 east of Tippecanoe Ave (sag)	26.45	26.52	0.08	2396+41	2400+41	400	700'	400'	400'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average.	High
115	L-14	Mainline	Mountain	204.4	A	Vertical curve length	WB & EB I-10 west of Mountain Ave (crest)	27.16	27.28	0.11	2434+22	2440+22	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
116	L-15	Mainline	Mission Channel	204.4	A	Vertical curve length	WB & EB I-10 east of Mission Channel (sag)	27.94	28.03	0.09	2475+16	2480+16	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average.	High
117	L-11	Rancho		208.3	A	Bridge median	I-10 at Colton OH Lt & Rt bridges	21.96			930+40	934+20	380	Decked when median is 36' or less	Open (approx 30' median)	Open (27'-30' median)	YES	1. Lt & Rt bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issues.	High
118	L-12	10/215		208.3	A	Bridge median	I-10 at Santa Ana River Lt & Rt bridges	21.96			2258+55	2266+95	380	Decked when median is 36' or less	Open (approx 30' median)	Open (23'-25' median)	YES	1. Lt & Rt 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
119	L-11	Mainline	Rancho	310.2	A	Outer separation width	WB I-10 and 2nd St alley way (near Rancho)	22.01	22.02	0.01	910+80	911+30	50	26'	41'	14'-26'	NO	1. Proposal is for 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
120	L-11	Mainline	Rancho	310.2	A	Outer separation width	WB I-10 and J Street (near Rancho)	22.16	22.35	0.19	919+00	929+00	1,000	26'	17'-26'	24'-26'	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
121	L-12	Mainline	Mt. Vernon	310.2	A	Outer separation width	WB I-10 and Valley Blvd (near Mt. Vernon)	23.40	23.46	0.06	77+00	80+00	300	26'	16'-26'	17'-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
122	L-18	Ford		403.3	A	Angle of intersection (interior)	Ford St WB on-ramp	33.13						75 degrees min	65^25'32"	65^25'32"	YES	1. The ramp alignment needs to generally align with Reservoir Road, which has an intersection interior angle of 6x degrees, due to WB through movement from Reservoir Road. 2. Realigning the on-ramp would result in an abrupt alignment change for the WB through 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 permit) in a near future.	High
122A	L-9	Riverside		504.2(2)	A	Design of freeway entrances/exits	Riverside WB on-ramp							14' @ nose (467.11')	23.94' @ Inlet nose	13.86' @ Inlet nose	YES	1. Attaining the standard would require reconstruction of I-10 Channel.	High
123	L-16	E210-E10		504.2(2)	A	Design of freeway entrances/exits	E210-E10 Connector entrance	29.83						14' @ nose (467.11')	37.87' @ Inlet nose	25.80' @ Inlet nose	YES	1. Attaining the standard would require modification or replacement of the New York Ave/Colton Avenue UC which is a large, complex structure.	High
124	PS-88	9th		504.2(5)(a)	A	Vertical curve beyond exit nose SSD	9th St EB off-ramp	22.71						430' (50 mph)	242' (34 mph)	313' (41 mph)	YES	1. Attaining the standard would require lengthening the ramp to provide longer vertical curve length and increased SSD. 2. Lengthening the ramp would result in additional R/W impacts to Railroad property and BMPs. 3. A warning speed sign will be provided.	Medium

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
124A		Tennessee		504.3(1)(d)	A	Lane drop beyond the 6 -foot point	Tennessee St EB on-ramp	29.82						Lane drop tapers should not extend beyond the 6-foot point	257 feet beyond the 6-foot point	94 feet beyond the 6-foot point	YES	1. Ramp storage issue 2. Meet 30:1 taper requirement 3. Impacting existing structure	High
125	L-16	Rancho		504.3(3)	A	Crossroad grade at ramp terminal	Rancho Ave WB off-ramp	21.96						4% max	6.51%	6.51%	YES	1. Significant local community impact to reconstruct Rancho OC with flatter profile grade. Improvements would need to extend north of Valley Blvd intersection, impacting several commercial properties along Rancho Ave (walls, driveway mod, etc.). 2. Relocating WB off-ramp closer to the OC would reduce the nonstandard spacing to EB ramps intersection and reduce the corner sight distance.	Medium
126	L-17	Mt. Vernon		504.3(5)	A	Single lane ramp > 1,000'	Mt. Vernon Ave EB hook off-ramp	23.25						1000' max w/o passing lane	1100' single lane	1360' single lane	YES	1. Adding a passing lane would require replacement of Mt. Vernon OC.	High
127	L-21	10/210		504.3(9)	A	Successive on-ramps	Tennessee St EB on-ramp and E210-E10 EB merge	29.83						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 east would require modification or replacement of the New York Ave/Colton Ave UC and reduce the weaving length to Eureka EB off-ramp.	High
128	L-17	10/215		504.4(2)	A	Freeway connector design speed	S215-W10 Connector	24.24						50 mph (850' min R)	47 mph (800' R)	47 mph (800' R)	YES	1. Increasing curve radius to 850' would require shifting the merge to WB I-10 westerly, reducing the nonstandard weave distance to Sperry WB off-ramp from 2000' to 1700'. 2. No horizontal SSD issue since connector is at grade and there is no obstruction (cut slope can be set back to provide adequate SSD).	High
129	L-17	10/215		504.4(2)	A	Freeway connector design speed	N215 E10 Connector	24.24						50 mph (850' min R)	50 mph (850' R)	47 mph (800' R)	YES	1. Increasing curve radius to 850' is not feasible due to the S215 E10 bridge column. 2. No horizontal SSD issue since connector is at grade and there is 430' (50 mph) SSD to the S215 E10 bridge column.	High
130	L-7	10/15		504.4(5)	A	Single lane connections> 1,000'	E10-S15 Connector	9.94						add a passing lane when L>1000'	L=1713', single lane	L=1694', single lane	YES	1. Adding a passing lane would widen the connector to I-15. 2. This would require widening of the I-15 UPRR Vina Vista OH and Airport Dr UC bridges which are not currently impacted by the project.	High
131	L-17	10/215		504.4(5)	A	Single lane connections> 1,000'	N215-W10 Connector	24.24						add a passing lane when L>1000'	L=1874', single lane	L=1837', single lane	YES	1. Adding a passing lane is not feasible due to W10-S215 bridge column near the divergence point. 2. Loop configuration is not conducive to 2 lanes. 3. A 2nd lane is not needed for capacity (2045 volume 910/1460).	High
132	L-7	10/15		504.4(6)	A	Branch connections No. of lanes (V>1500 vph)	E10-S15 Connector	9.94						provide multilane branch connection when V>1500 vph	V=1810/1780 VPH, Single-lane	V=2340/2050 VPH, Single-Lane	YES	1. Providing the standard would widen the connector to I-15 and add a 2500' aux lane on SB I-15, which are outside the project limits. 2. This would require widening of the I-15 UPRR Vina Vista OH 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 10/15 Express Lane direct connectors for this movement.	High

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/SBd 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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
133	L-7	10/15		504.4(6)	A	Branch connection design	N15-W10 Connector (merge)	9.94						2500' aux & lane drop taper beyond merge pt	1880' & lane drop prior to merge pt	1860' & lane drop prior to merge pt	YES	1. Lane drop on connector similar to existing conditions. 2. Aux lane length restricted for existing and proposed conditions due to proximity of WB off-ramp to Milliken Ave.	High
134	L-7	10/15		504.4(6)	A	Branch connection design	N15-E10 Connector (merge)	9.94						2500' aux & lane drop taper beyond merge pt	>2500' & lane drop prior to merge pt	>2500' & lane drop prior to merge pt	YES	1. Lane drop on connector shifted 200' upstream since revised alignment of connector is restricted near column of S15-E10 Connector.	High
135	L-7	10/15		504.4(6)	A	Branch connection design	S15-E10 Connector (merge)	9.94						2500' aux & lane drop taper beyond merge pt	0' & lane drop prior to merge pt	0' & lane drop prior to merge pt	YES	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 EB off-ramp to Etiwanda Ave. Traffic merges with aux lane from upstream connector, N15-E10.	High
136	L-17	10/15		504.4(6)	A	Branch connection design	S215-W10 Connector (merge)	24.24						2500' aux & lane drop taper beyond merge pt	1940' & lane drop beyond merge pt	2470' & lane drop beyond merge pt	YES	1. Lane drop on connector shifted 300' upstream from merge pt to provide uniform widening on Santa Ana River bridge. 2. Aux lane length less than existing due to proposed realignment of connector and WB off-ramp to Sperry Ave.	High
137	L-18	10/215		504.4(6)	A	Branch connection design	S215-E10 Connector (merge)	24.24						2500' aux & lane drop taper beyond merge pt	1300' & lane drop beyond merge pt	1300' & lane drop beyond merge pt	YES	1. Aux lane length reduced by approximately 150' from EB off-ramp to Redlands Blvd due to realignment of connector merge with I-10. 2. Modifying the lane drop and extending aux lane to 2500' would affect alignment of off-ramps to Redlands Blvd and Waterman Ave.	High
138	L-21	10/210		504.4(6)	A	Branch connection design	E210-E10 Connector (merge)	29.83						2500' aux & lane drop taper beyond merge pt	>2500' & lane drop beyond merge pt	>2500' & lane drop prior to merge pt	YES	1. Lane drop taper beyond merge pt would require widening of New York/Colton UC structure and the E210-E10 Connector structure.	High
139	L-7	10/15		504.4(6)	A	Branch connection design	E10-N15 Connector (diverge - Case 1)	9.94						Case 1: 2500' aux & 2-lane exit	1220' & 2-lane exit	1434' & 2-lane exit	YES	1. Extending aux lane to 2500' would require replacement of Milliken OC and reconstruction of Milliken EB loop on-ramp and reduction of ramp curve radius.	High
140	L-7	10/15		504.4(6)	A	Branch connection design	E10-S15 Connector (diverge - Case 1)	9.94						Case 1: 2500' aux & 2-lane exit	>2500' & 1-lane exit	>2500' & 1-lane exit	YES	1. Existing diverge from E10 to S15 is 1-lane exit. 2. Pavement width of E10-S15 Connector is restricted by columns and alignment of the W10-S15 Connector near the merge with SB I-15. Adding a second lane on this connector would require widening of UP overpass and Airport Dr UC near SB I-15.	High
141	L-17	10/215		504.4(6)	A	Branch connection design	E10-N/S215 Connector (diverge - Case 2)	24.24						Case 2: 4000'/2500' aux & 2-lane exit	2320'/600' & 3-lane exit	2300'/500' & 3-lane exit	YES	1. Lengths of existing aux lanes are less than standard. One aux lane begins east of Mt. Vernon OC. The 2nd aux lane begins at Mt. Vernon EB on-ramp. 2. Extending the 1st aux lane to 4000' and 2nd aux lane to 2500' would require R/W from UPRR and replacement of Mt. Vernon OC.	High
142	L-21	10/210		504.4(6)	A	Branch connection design	W10-W210 Connector (diverge - Case 2)	29.83						Case 2: 4000'/2500' aux & 2-lane exit	3290'/0' & 2-lane exit	3290'/0' & 2-lane exit	YES	1. Existing diverge consists of one aux lane instead of two aux lanes. This lane begins at Orange Ave WB on-ramp. 2. Adding a 2nd aux lane for 2500' would require widening of Orange Ave UC, Eureka UC, and Texas St UC.	High

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/SBd County Line

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

New item added since 6/2015 review

~~text~~ Item 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
No.	Strip map or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justifications	Probability of Approval
143	L-18	10/215		504.4(6)	A	Branch connection design	W10-N/S215 Connector (diverge - Case 3)	24.24						Case 3: 4000'/2500' aux & 3-lane exit	1990'/0' & 2-lane exit	2250'/0' & 2-lane exit	YES	1. Existing diverge consists of one aux lane instead of two aux lanes. This lane begins at Carnegie WB on-ramp. . 2. Adding a 2nd aux lane for 2500' would require additional widening of Waterman UC, encroach onto Waterman WB on-ramp to the W10-N/S215 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 WB on-ramp and require R/W from commercial properties.	High
144	L-11	Rancho		504.8	A	Access Control	Rancho Ave WB (on-ramp near Valley Blvd)	21.96						100'	76'	76'	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 (WB 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

ALTERNATIVE 3

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
1	L-1	Mainline	Monte Vista	201.1	M	Horizontal SSD to median barrier	EB Express Lane near Monte Vista Ave (5000' Lt, 89' cross section, 8' median shld)	0.43	0.92	0.48	1022+75	1048+33	2,558	750' (70 mph)	736' (69 mph)	736' (69 mph)	YES	1. Additional widening would require R/W from Metro Motorplex. 2. curve radius enlargement would shift the freeway and WB ramps north, requiring R/W from Serrano School (impacting track & field facility), Cimmeron Oaks Condominiums (impacting 5 buildings), and Montclair Plaza (impacting Black Angus & Acapulco buildings). 3. Proposal does not degrade existing condition; SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
2	L-2	Mainline	Central	201.1	M	Horizontal SSD to median barrier	WB Express Lane east of Central Ave (3500' Rt, 89' cross section, 9' median shld)	1.33	1.65	0.32	1070+28	1087+18	1,690	750' (70 mph)	616' (62 mph)	616' (62 mph)	YES	1. Additional widening would require R/W from Montclair East Plaza. 2. curve radius enlargement would shift the freeway and EB ramps south, requiring add'l R/W from Peniel Church, MacArthur Park & 10 SFR. 3. Proposal does not degrade existing condition. 4. Actual total accident rate lower than average.	High
3	L-3	Mainline	Campus	201.1	M	Horizontal SSD to median barrier	WB Express Lane near Campus Ave (5000' Rt, trans 89' to 95' cross section, 8' median shld)	3.79	4.19	0.40	1200+20	1221+43	2,123	750' (70 mph)	736' (69 mph)	736' (69 mph)	YES	1. Additional widening would require longer span for Campus OC which needs to be higher to maintain vertical clearance, resulting in add'l walls and driveway impacts along Campus. 2. Proposal does not degrade existing condition. 3. SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
4	L-4	Mainline	6th	201.1	M	Horizontal SSD to median barrier	WB Express Lane near 6th (4800' Rt, trans 89' to 95' cross section, 8' median shld)	4.19	4.36	0.17	1221+43	1230+40	897	750' (70 mph)	736' (69 mph)	721' (68 mph)	YES	1. Additional widening would require longer span for 6th OC which is already at maximum due to high skew. 2. Additional widening would require R/W from an apartment complexes north of the freeway. 3. curve radius enlargement would lengthen 6th OC span and require R/W from 3 SFR and encroach onto Orchard Ln. 4. SSD exceeds posted speed. 5. Actual total accident rate lower than average.	High
5	L-14	Mainline	Riverside	201.1	M	Horizontal SSD to median barrier	WB Express Lane at Riverside Ave OC (5042' Rt, 85' cross section, 4' median shld)	19.90	20.03	0.13	2050+60	2057+71	711	750' (70 mph)	667' (65 mph)	620' (62 mph)	YES	1. Additional widening or curve radius enlargement would require Riverside OC replacement (bridge was recently constructed). 2. Type 60R barrier is proposed to maximize shoulder width. 3. Actual total accident rate lower than average.	high
6	L-15 L-16	Mainline	Rancho	201.1	M	Horizontal SSD to median barrier	WB Express Lane west of Rancho Ave (3400' Rt, 91' cross section, 10' median shld)	21.71	21.91	0.20	2146+39	2156+73	1,034	750' (70 mph)	730' (69 mph)	651' (64 mph)	YES	1. Additional widening or curve radius enlargement would require Rancho OC replacement. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Actual total accident rate lower than average.	High
7	L-16	Mainline	Colton OH	201.1	M	Horizontal SSD to median barrier	EB Express Lane west of Colton OH (2600' Lt, modified 95' cross section, 15' median shld)	22.33	22.45	0.12	2179+07	2185+17	610	750' (70 mph)	597' (61 mph)	664' (65 mph)	YES	1. Additional widening or curve radius enlargement would encroach onto UPRR elevated structure. 2. Proposal provides improvement over existing condition. 3. Relatively short distance (600') where sight distance is impeded. 4. Actual total accident rate lower than average.	High
8	L-16	Mainline	Colton OH	201.1	M	Horizontal SSD to median barrier	WB Express Lane east of Colton OH (2600' Rt, 89' to modified 95' cross section, 8' to 15' median shld)	22.47	22.58	0.11	2186+37	2192+06	569	750' (70 mph)	583' (61 mph)	664' (65 mph)	YES	1. Additional widening would require R/W from UPRR and would be closer to UPRR elevated structure. 2. curve radius enlargement would further encroach onto J St which is already being converted from 2-way to 1-way. 3. Relatively short distance (570') where sight distance is impeded. 4. Proposal provides improvement over existing condition. 5. Actual total accident rate lower than average.	high

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
9	L-17	Mainline	Mt. Vernon	201.1	M	Horizontal SSD to median barrier	EB Express Lane at Mt. Vernon Ave (4600' Rt, 80' cross section, 3.5' median shld)	23.19	23.35	0.15	2224+62	2232+77	815	750' (70 mph)	902' (70 mph)	576' (60 mph)	YES	1. Additional widening or curve radius enlargement would require Mt. Vernon OC replacement. 2. Type 60R barrier is proposed to maximize shoulder width. 3. IC improvement will be a future separate project. 4. Actual total accident rate lower than average.	high
10	L-18	Mainline	Waterman	201.1	M	Horizontal SSD to median barrier	WB Express Lane at Waterman Ave (3003' Rt, 91' cross section, 12' median shld)	25.21	25.39	0.18	2331+25	2340+84	959	750' (70 mph)	696' (67 mph)	651' (64 mph)	YES	1. Additional widening of the WB roadbed would impact the Carnegie WB hook on-ramp, resulting in acquisition of 1 commercial building. 2. Shoulder has been widened to 12' to improve SSD. 3. Proposed SSD is 1 mph below posted speed. 4. Actual total accident rate lower than average.	High
11	L-19	Mainline	Carnegie	201.1	M	Horizontal SSD to median barrier	EB Express Lane at Carnegie St (5400' Rt, 85' cross section + Aux, 4' median shld)	25.46	25.69	0.22	2344+48	2356+26	1,178	750' (70 mph)	941' (70 mph)	641' (64 mph)	NO	1. Widening the EB roadbed would require widening the east bound side of San Timoteo Creek bridge. 2. Widening the EB roadbed would also impact Waterman EB ramps and C-D road, requiring reconstruction of the C-D road structure. 3. Proposed SSD is 1 mph below posted speed. 3. Actual total accident rate lower than average.	High
12	L-19	Mainline	Richardson	201.1	M	Horizontal SSD to median barrier	WB Express Lane at Richardson St (4000' Rt, 95' cross section, 10' median shld)	26.75	26.95	0.20	2412+35	2423+07	1,072	750' (70 mph)	594' (61 mph)	717' (68 mph)	YES	1. Additional widening on the WB roadway would require R/W from 4 SFR. 2. SSD exceeds posted speed of 65 mph. 3. Improvement over existing condition 4. Actual total accident rate less than average.	High
13	L-21	Mainline	E10-W210	201.1	M	Horizontal SSD to median barrier	WB Express Lane at E10-W210 Connector (3000' Rt, 95' cross section, 12' median shld) 8' shld at columns	29.51	29.86	0.35	2557+88	2576+37	1,849	750' (70 mph)	746' (70 mph)	622' (63 mph)	YES	1. Restricted by E10-W210 and E210-E10 connector bridge columns. 2. Actual total accident rate less than average.	High
14	L-21	Mainline	Texas	201.1	M	Horizontal SSD to median barrier	EB Express Lane at New York St & Texas St [3000' Rt, 83' cross section (95' minus one less lane), 12' left shld]	30.07	30.42	0.35	2587+65	2606+25	1,860	750' (70 mph)	746' (70 mph)	650' (64 mph)	YES	1. Widening the EB roadbed would require widening of New York/Colton UC which is large, complicated structure. 2. Actual total accident rate less than average. 3. Proposed SSD is 1 mph lower than posted speed.	High
15	L-22	Mainline	6th	201.1	M	Horizontal SSD to median barrier	WB Express Lane at Sixth St [4000' Rt, 76' cross section, 8' median shld]	30.97	31.38	0.41	2635+46	2657+08	2,162	750' (70 mph)	861' (70 mph)	706' (68 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
16	L-22 L-23	Mainline	Citrus and Cypress	201.1	M	Horizontal SSD to median barrier	WB Express Lane at Citrus Ave and Cypress St [3599.75' Rt, 76' cross section, 10' median shld]	31.95	32.26	0.31	2687+09	2703+30	1,621	750' (70 mph)	750' (70 mph)	670' (66 mph)	NO	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
17	L-23	Mainline	Highland	201.1	M	Horizontal SSD to median barrier	WB Express Lane at Highland Ave [3999.72' Rt, 78' cross section, 10' median shld, 11 lane]	32.54	32.72	0.18	2718+13	2727+70	957	750' (70 mph)	861' (70 mph)	706' (68 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
18	L-23	Mainline	Ford	201.1	M	Horizontal SSD to median barrier	EB Express Lane at Ford St [3199.23' Lt, 81' cross section, 10' median shld]	33.09	33.45	0.36	2747+15	2766+07	1,892	750' (70 mph)	771' (70 mph)	642' (64 mph)	NO	1. Additional widening would require R/W adjacent to EB on-ramp. 2. Additional widening would reduce the CSD for the EB off-ramp to nonstandard. 3. curve radius enlargement would shift the freeway alignment north, reducing CSD for Reservoir Road traffic to nonstandard. 4. SSD exceeds posted speed. 5. Actual total accident rate lower than average.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
19	L-17	Mainline	Carnegie	201.1	M	Horizontal SSD to outside bridge tie-back wall	WB No. 4 Lane at Mt. Vernon Ave (4600' Rt, 81.5' cross section, 8' outside shld)	23.24	23.26	0.01	2227+25	2227+92	67	750' (70 mph)	750' (70 mph)	713' (68 mph)	NO	1. Additional widening or curve radius enlargement would require Mt. Vernon OC replacement. 2. IC improvement will be a future separate project. 3. SSD exceeds posted speed. 4. Spot location at tie-back wall at Mt. Vernon OC. 5. Actual total accident rate lower than average.	High
20	L-21	Mainline	Texas	201.1	M	Horizontal SSD at outside bridge railing	WB Aux Lane at Texas St [3000' Lt, 88' cross section, 10' outside shld]	30.37	30.41	0.04	2603+46	2605+50	169	750' (70 mph)	612' (62 mph)	612' (62 mph)	YES	1. Widening the WB roadway would require widening on the west side of Texas UC. 2. Spot location at bridge railing. 3. Actual total accident rate less than average.	High
21	L-22	Mainline	6th	201.1	M	Horizontal SSD at outside bridge railing	EB GP No. 4 Lane at Sixth St [4000' Rt, 76' cross section, 10' outside shld]	31.01	31.04	0.03	2637+28	2638+77	149	750' (70 mph)	710' (68 mph)	710' (68 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
22	I-22 L-23	Mainline	Citrus and Cypress	201.1	M	Horizontal SSD at outside bridge railing	EB GP No. 4 Lane at Citrus Ave & Cypress Ave [3599.75' Rt, 74' cross section, 10' outside shld]	31.95	32.14	0.19	2687+09	2697+21	1,012	750' (70 mph)	673' (66 mph)	673' (66 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
23	L-23	Mainline	Highland	201.1	M	Horizontal SSD at outside bridge railing	EB GP No. 4 Lane at Highland Ave [3999.72' Rt, 74' cross section, 10' outside shld]	32.54	32.72	0.18	2718+13	2727+70	957	750' (70 mph)	710' (68 mph)	710' (68 mph)	YES	1. Additional widening or curve radius enlargement would impact existing soundwalls (which are proposed to be maintained per DD B-1). 2. SSD exceeds posted speed. 3. Actual total accident rate lower than average.	High
24	L-23	Mainline	Ford	201.1	M	Horizontal SSD at outside bridge railing	WB No. 4 Lane at Ford St & Redlands Blvd off-ramp [3199.23' Lt, 85' cross section, 12' outside shld]	33.09	33.45	0.36	2747+15	2766+07	1,892	750' (70 mph)	644' (64 mph)	672' (66 mph)	YES	1. Additional widening would reduce CSD for Reservoir Road traffic to nonstandard. 2. curve radius enlargement would shift the freeway alignment north, also impacting CSD for Reservoir Road traffic. 3. SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
25	L-3	Mainline	Campus	201.1	M	Horizontal SSD at bridge columns	WB Express Lane near Campus Ave OC Exist: 6.5' WB shld @ columns Proposed: 6.5' WB shld @ columns	4.01	4.04	0.03	1211+59	1213+36	177	750' (70 mph)	694' (67 mph) at Campus OC	708' (68 mph) at Campus OC	YES	1. Additional widening would require longer span for Campus OC which needs to be higher to maintain vertical clearance, resulting in add'l walls and driveway impacts along Campus. 2. Proposal is an improvement over existing. 3. SSD exceeds posted speed. 4. Spot location at bridge columns.	High
26	L-4	Mainline	6th	201.1	M	Horizontal SSD at bridge columns	WB Express Lane at 6th St OC Exist: 5.5' WB shld @ columns Proposed: 6' WB shld @ columns	4.31	4.34	0.03	1227+40	1229+15	177	750' (70 mph)	665' (65 mph) at 6th OC	665' (65 mph) at 6th OC	YES	1. Additional widening would require longer span for 6th OC which is already at maximum due to high skew. 2. Additional widening would require R/W from an apartment complexes north of the freeway. 3. curve radius enlargement would lengthen 6th OC span and require R/W from 3 SFR and encroach onto Orchard Ln. 4. SSD meets posted speed. 5. Actual total accident rate lower than average.	High
27	L-10	Mainline	Cherry	201.1	M	Horizontal SSD at bridge columns	WB Express Lane at Cherry Ave OC Exist: 2' WB shld @ columns Proposed: 7' WB shld at columns	13.14	13.19	0.05	1693+79	1696+48	269	750' (70 mph)	569' (59 mph)	725' (69 mph)	YES	1. Additional widening or curve radius enlargement would require replacement of Cherry OC (recently reconstructed in 2014). 2. Type 60R is proposed to maximize shoulder width. 3. SSD exceeds posted speed. 4. Proposal provides improvement over existing condition. 5. Spot location at bridge columns.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
28	L-14	Mainline	Riverside	201.1	M	Horizontal SSD at bridge columns	WB Express Lane at Riverside Ave OC Exist: 2.5' WB median shld @ columns Proposed: 3' WB shld @columns	19.96	20.00	0.04	2053+89	2056+04	215	750' (70 mph)	586' (60 mph) at Riverside OC	586' (60 mph) at Riverside OC	YES	1. Additional widening or curve radius enlargement would require Riverside OC replacement (bridge was recently constructed). 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns. 4. Proposal does not degrade existing condition.	High
29	L-17	Mainline	Mt. Vernon	201.1	M	Horizontal SSD at bridge columns	EB Express Lane at Mt. Vernon Ave Exist: 15' EB median shld @columns Proposed: 2' EB median shld @ columns	23.25	23.27	0.02	2227+36	2228+57	121	750' (70 mph)	892' (70 mph) at Mt. Vernon OC	543' (58 mph) at Mt. Vernon OC	NO	1. Additional widening or curve radius enlargement would require Mt Vernon OC replacement 2. IC Improvement will be a separate future project 3. Assume Type 60R barrier to maximize shoulder width. 4. Spot location at bridge columns.	Medium
29A	L-17	Mainline	I-215	201.1	M	Horizontal SSD at bridge columns	N215-E10 Connector @S215-E10 column	24.24	24.24	0.00	23+50	23+60	10	430' (50 mph)	430' (50 mph)	358' (45 mph)	NO	1. Necessary to attain 850' radius curve for 50 mph on the connector. 2. Spot location for about 10 feet at a single bridge column.	High
30	L-19	Mainline	Richardson	201.1	M	Horizontal SSD at bridge columns	WB Express Lane at Richardson St Exist: 3' WB median shld @ columns Proposed: 8.5' WB median shld @ columns	26.79	26.82	0.03	2414+39	2416+08	169	750' (70 mph)	538' (57 mph) at Richardson OC	728' (69 mph) at Richardson OC	YES	1. Type 60R barrier is proposed to maximize shoulder width. 2. Spot location at bridge columns. 3. Proposal does not degrade existing condition. 4. SSD exceeds posted speed.	High
31	L-21	Mainline	E10-W210	201.1	M	Horizontal SSD at bridge columns	WB Express Lane at E10-W210 connector Exist: 13' WB median shld @ columns Proposed: 9.4' WB median shld @ columns	29.66	29.69	0.03	2565+83	2567+41	158	750' (70 mph)	678'(66 mph) at E10-W210 OC	610' (62 mph) at E10-W210 OC	YES	1. Additional widening or curve radius enlargement is not feasible due to existing E10-W210 bridge columns north and south of the proposed widening. Reconstruction of this structure would result in significant traffic impacts. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns.	High
32	L-21	Mainline	E10-E210	201.1	M	Horizontal SSD at bridge columns	WB Express Lane at E210-E10 Exist 12' - 13' WB median shld @ columns Proposed: 8.5' - 11' WB median shld @ columns	29.77	29.84	0.07	2571+86	2575+40	354	750' (70 mph)	662' (65 mph) at E210-E10 OC 678'(66 mph) at Tennessee	592' (61 mph) at E210-E10 OC 641'(64 mph) at Tennessee	YES	1. Additional widening or curve radius enlargement is not feasible due to existing E210-E10 and E10-W210 bridge columns north and south of the proposed widening. Reconstruction of these structures would result in significant traffic impacts. 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns.	High
33	L-16	Mainline	Tennessee	201.1	M	Horizontal SSD to bridge columns	WB HOV Lane at Tennessee Ave Exist:13' shld @ columns Proposed: 8"WB/6'EB shld @ columns	29.77	29.85	0.08	2572+00	2576+00	400	750' (70 mph)	678' (66 mph) @ Tennessee OC	641' (64 mph) @ Tennessee OC	YES	1. replacing OC bridge, but constrained by columns of E210-E10 OC 2. Type 60R barrier is proposed to maximize shoulder width. 3. Spot location at bridge columns	High
34	L-1	Mainline	Mills	201.1	M	Vertical SSD	WB & EB at Mills Ave (800' crest, 3.00%, -1.55%)	0.00	0.07	0.07	725+35	1003+46	800	750' (70 mph)	483' (54 mph)	483' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Mills UC would need replacement due to profile change. 3. Mills would need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
35	L-1	Mainline	Mills	201.1	M	Vertical SSD	WB & EB I-10 at San Antonio Wash (400' crest, 0.97%, -0.69%)	0.28	0.36	0.08	1015+00	1019+00	400	750' (70 mph)	600' (61 mph)	600' (61 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. San Antonio Wash bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
36	L-1	Mainline	Monte Vista	201.1	M	Vertical SSD	WB & FB I-10 west of Monte Vista Ave (800' sag, -0.69%, 3.95%)	0.40	0.55	0.15	1021+07	1029+07	800	750' (70 mph)	701' (67 mph)	701' (67 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Taller retaining wall would be needed next to Serrano School & Cimmeron Condo. 3. SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
37	L-1	Mainline	Monte Vista	201.1	M	Vertical SSD	WB & EB I-10 at Monte Vista Ave (950' crest, 3.95%, -2.06%)	0.58	0.76	0.18	1030+85	1040+35	950	750' (70 mph)	458' (52 mph)	458' (52 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Monte Vista would need lowering to maintain vertical clearance.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

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

text

New item added since 6/2015 review

Item deleted since 6/2015 review

Item 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
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
38	L-1	Mainline	Monte Vista	201.1	M	Vertical SSD	WB & EB I-10 east of Monte Vista Ave (600' sag, -2.06%, 1.64%)	0.78	0.90	0.11	1041+35	1047+35	600	750' (70 mph)	671' (65 mph)	671' (65 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Tall retaining walls would be needed next to Metro Motorplex and Montclair Shopping Center. 3. SDD meets posted speed. 4. Actual total accident rate lower than average.	High
39	L-2	Mainline	Central	201.1	M	Vertical SSD	WB & EB I-10 east of Central Ave (950' crest, 4.46%, -1.51%)	1.14	1.32	0.18	1060+33	1069+83	950	750' (70 mph)	460' (52 mph)	460' (52 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Central UC would need replacement due to profile change. 3. Central would need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
40	L-2	Mainline	Benson	201.1	M	Vertical SSD	WB & EB I-10 at Benson Ave (900' crest, 2.96%, -2.71%)	1.67	1.84	0.17	1088+33	1097+33	900	750' (70 mph)	459' (52 mph)	459' (52 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Benson UC would need replacement due to profile change. 3. Benson would need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
41	L-2	Mainline	Mountain	201.1	M	Vertical SSD	WB & EB I-10 at Mountain Ave (900' crest, 2.93%, -1.76%)	2.27	2.44	0.17	1120+08	1129+08	900	750' (70 mph)	505' (55 mph)	505' (55 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Mountain UC would need replacement due to profile change. 3. Mountain would need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
42	L-4	Mainline	Grove	201.1	M	Vertical SSD	WB & EB I-10 at Grove Ave (1000' crest, -0.25%, -2.79%)	4.79	4.98	0.19	1252+83	1262+83	1,000	750' (70 mph)	723' (69 mph)	723' (69 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Grove UC would need replacement due to profile change. 3. Grove would need lowering to maintain vertical clearance. 4. SSD 1 mph below standard. 5. Actual total accident rate lower than average lower than average.	High
43	L-4	Mainline	4th	201.1	M	Vertical SSD	WB & EB I-10 at 4th St (950' crest, 0.93%, -4.40%)	5.17	5.35	0.18	1273+08	1282+58	950	750' (70 mph)	487' (54 mph)	487' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. 4th UC would need replacement due to profile change. 3. 4th would need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
44	L-5	Mainline	Vineyard	201.1	M	Vertical SSD	EB I-10 at Holt Ramps (600' crest, 1.70%, -2.56%)	6.77	6.88	0.11	1357+25	1363+25	600	750' (70 mph)	433' (50 mph)	433' (50 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Holt WB off-ramp UC would need replacement due to profile change. 3. Holt WB off-ramp need additional lowering to maintain vertical clearance, requiring a taller retaining wall. 4. Actual total accident rate lower than average.	High
45	L-7	Mainline	I-15	201.1	M	Vertical SSD	WB & EB I-10 east of I-15 (300' crest, 0.78%, -0.81%)	10.07	10.13	0.06	1531+95	1534+95	300	750' (70 mph)	573' (60 mph)	573' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Day Creek bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
46	L-8	Mainline	Etiwanda	201.1	M	Vertical SSD	WB I-10 at Etiwanda-San Sevaine Channel Bridge (1,000' crest, 2.80%, -3.00%)	11.64	11.83	0.19	1614+59	1624+59	1,000	750' (70 mph)	479' (53 mph)	479' (53 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Etiwanda-San Sevaine Channel bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
47	L-8 L-9	Mainline	Kaiser RR OH	201.1	M	Vertical SSD	WB I-10 at Kaiser RR Spur OH (500' crest, -0.08%, -3.00%)	11.74	11.83	0.09	1619+66	1624+66	500	750' (70 mph)	477' (53 mph)	477' (53 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Kaiser Spur OH would need replacement due to profile change.	High
48	L-13	Mainline	Cedar	201.1	M	Vertical SSD	WB I-10 west of Cedar St (500' crest, -0.30%, -3.00%)	18.16	18.26	0.09	1959+05	1964+05	500	750' (70 mph)	496' (55 mph)	496' (55 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Reprofiling I-10 requires retaining wall along north side which requires additional reconstruction of I-10 channel. 3. Actual total accident rate lower than average.	High
49	L-13	Mainline	Cedar	201.1	M	Vertical SSD	EB I-10 west of Cedar St (500' crest, -0.19%, -3.00%)	18.16	18.26	0.09	1959+05	1964+05	500	750' (70 mph)	486' (54 mph)	486' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Reprofiling I-10 requires additional retaining wall. 3. Actual total accident rate lower than average.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
50	L-16	Mainline	Colton OH	201.1	M	Vertical SSD	WB I-10 at Colton OH (500' crest, 1.48%, -0.48%)	22.33	22.42	0.09	2179+03	2184+03	500	750' (70 mph)	590' (61 mph)	590' (61 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Colton OH bridge would need replacement due to profile change. 3. RR tracks will need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
51	L-16	Mainline	Colton OH	201.1	M	Vertical SSD	EB I-10 at Colton OH (700' crest, 1.72%, -0.76%)	22.29	22.42	0.13	2177+03	2184+03	700	750' (70 mph)	613' (62 mph)	613' (62 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Colton OH bridge would need replacement due to profile change. 3. RR tracks will need lowering to maintain vertical clearance. 4. Actual total accident rate lower than average.	High
53	L-16	Mainline	9th	201.1	M	Vertical SSD	EB I-10 east of 9th (700' crest, 0.20%, -2.54%)	22.74	22.87	0.13	2200+52	2207+52	700	750' (70 mph)	583' (60 mph)	583' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. 9th UC would need replacement due to profile change. 3. 9th would need lowering due to profile change. 4. Actual total accident rate lower than average.	High
52	L-16	Mainline	9th	201.1	M	Vertical SSD	WB I-10 east of 9th (500' crest, 0.16%, -2.35%)	22.75	22.84	0.09	2201+01	2206+01	500	750' (70 mph)	515' (56 mph)	515' (56 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. 9th UC would need replacement due to profile change. 3. 9th would need lowering due to profile change. 4. Actual total accident rate lower than average.	High
54	L-17	Mainline	Mt. Vernon	201.1	M	Vertical SSD	WB & EB I-10 at Mt. Vernon Ave (700' sag, -2.60%, 3.64%)	23.18	23.32	0.13	2224+04	2231+04	700	750' (70 mph)	485' (54 mph)	485' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. The sag curve would be raised and Mt. Vernon OC would need replacement to maintain vertical clearance. 3. Actual total accident rate lower than average.	High
55	L-17	Mainline	Mt. Vernon	201.1	M	Vertical SSD	WB & EB I-10 east of Mt. Vernon Ave (500' crest, 3.64%, -0.28%)	23.32	23.41	0.09	2231+04	2236+04	500	750' (70 mph)	412' (49 mph)	412' (49 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. May be infeasible to lower I-10 profile due to floodplain encroachment (Warm Creek). 3. Actual total accident rate lower than average.	High
56	L-18	Mainline	I-215	201.1	M	Vertical SSD	WB I-10 east of I-215 (300' sag, 0.70%, 3.56%)	24.56	24.62	0.06	2296+79	2299+79	300	750' (70 mph)	567' (59 mph)	567' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Raising the sag curve would impact Sunwest on-ramp profile, rendering it too steep to meet standard. 3. Actual total accident rate lower than average.	High
57	L-18	Mainline	Hunts	201.1	M	Vertical SSD	WB I-10 at Hunts Ln UC (1,350' crest, 3.56%, -2.02%)	24.64	24.90	0.26	2301+11	2314+61	1,350	750' (70 mph)	567' (59 mph)	567' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Hunts UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
58	L-18	Mainline	Hunts	201.1	M	Vertical SSD	EB I-10 at Hunts Ln UC (800' crest, 3.21%, -1.37%)	24.69	24.84	0.15	2303+52	2311+52	800	750' (70 mph)	482' (54 mph)	482' (54 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Hunts UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
59	L-18	Mainline	Hunts	201.1	M	Vertical SSD	WB I-10 at Hunts Ln UC (800' sag, -2.02%, 2.73%)	24.90	25.05	0.15	2314+61	2322+61	800	750' (70 mph)	687' (67 mph)	687' (67 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Redlands Blvd EB off-ramp profile would need to be reconstructed (ramp is currently not impacted by the project). 3. Actual total accident rate lower than average.	High
60	L-18	Mainline	Waterman	201.1	M	Vertical SSD	WB & EB I-10 at Waterman Ave UC (1,000' crest, 2.73%, -0.75%)	25.18	25.37	0.19	2329+32	2339+32	1,000	750' (70 mph)	618' (62 mph)	618' (62 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Waterman UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
61	L-19	Mainline	Tippecanoe	201.1	M	Vertical SSD	WB & EB I-10 at Tippecanoe Ave UC (1,150' crest, 3.00%, -1.50%)	26.24	26.46	0.22	2385+43	2396+93	1,150	750' (70 mph)	583' (60 mph)	583' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Tippecanoe UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
62	L-19	Mainline	Mountain View	201.1	M	Vertical SSD	WB & EB I-10 at Mountain View Ave UC (600' crest, 3.00%, -0.65%)	27.17	27.28	0.11	2434+58	2440+58	600	750' (70 mph)	583' (60 mph)	583' (60 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Tippecanoe UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
63	L-20	Mainline	Mission Channel	201.1	M	Vertical SSD	WB & EB I-10 at West Redlands OH/Mission Channel (1,000' crest, 2.44%, -0.80%)	27.61	27.80	0.19	2457+58	2467+58	1,000	750' (70 mph)	640' (64 mph)	640' (64 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. West Redlands OH bridge would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
64	L-20	Mainline	California	201.1	M	Vertical SSD	WB & EB I-10 at California St UC (700' crest, 2.00%, -0.38%)	28.27	28.41	0.13	2492+83	2499+83	700	750' (70 mph)	625' (63 mph)	625' (63 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. California UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
65	L-20	Mainline	Nevada	201.1	M	Vertical SSD	WB & EB I-10 at Nevada St UC (700' crest, 2.00%, -0.50%)	28.77	28.90	0.13	2518+83	2525+83	700	750' (70 mph)	610' (62 mph)	610' (62 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Nevada UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
66	L-21	Mainline	New York	201.1	M	Vertical SSD	WB & EB I-10 at New York Ave UC (400' crest, 3.00%, 1.21%)	30.10	30.18	0.08	2589+34	2593+34	400	750' (70 mph)	571' (59 mph)	571' (59 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. New York UC would need replacement due to profile change. 3. Actual total accident rate lower than average.	High
67	L-22	Mainline	Redlands OH BSNF	201.1	M	Vertical SSD	WB & EB I-10 at Redlands OH BSNF (750' crest, 2.45%, -0.65%)	31.51	31.65	0.14	2663+84	2671+34	750	750' (70 mph)	728' (69 mph)	728' (69 mph)	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Redlands OH bridge would need replacement due to profile change. 3. SSD exceeds posted speed. 4. Actual total accident rate lower than average.	High
68	PS-23	6th St		201.1	M	Vertical SSD	6 th Street OC, 130' Sag	4.33					130	250' (35 mph) posted	209' (31 mph)	152' (25 mph)	YES	1. Attaining the standard would raise 6th St profile up to 3'. 2. Higher street profile would excessively steepen the grades of 3 residential driveways, which are short driveways already with downward slope towards the garage. 3. Lighting will be installed to mitigate the headlight SSD.	High
69	PS-23	6th St		201.1	M	Vertical SSD	6 th Street OC, 200' Crest	4.33					200	250' (35 mph) posted	261' (36 mph)	226' (33 mph)	NO	1. Attaining the standard would raise 6th St profile up to 3'. 2. Higher street profile would excessively steepen the grades of 3 residential driveways west of the OC, which are short driveways already with downward slope towards the garage.	High
70	PS-23	6th St		201.1	M	Vertical SSD	6 th Street OC, 200' Crest	4.33					200	250' (35 mph) posted	221' (32 mph)	241' (34 mph)	YES	1. Attaining the standard would raise 6th St profile up to 3'. 2. Higher street profile would excessively steepen the grades of 3 residential driveways west of the OC, which are short driveways already with downward slope towards the garage.	High
70A	PS-28	Vineyard Ave		201.1	M	Vertical SSD	Vineyard Ave OC, 1000' Crest	6.77					360	360' (45 mph) posted	316' (41 mph)	316' (41 mph)	YES	1. Vineyard OC will need to be replaced.	High
71	PS-48	10/15		201.1	M	Vertical SSD	N15-E10 Connector, 900' Crest	9.98					900	430' (50 mph)	391' (47 mph)	391' (47 mph)	YES	1. Necessary to match existing profile and vertical curve. 2. Modifying this vertical curve would require reconstruction of the connector bridge over UPRR, located just south of the current improvement limits.	High
72	PS-97	10/215		201.1	M	Vertical SSD	S215-W10 Connector, 500' crest	24.30					500	430' (50 mph)	389' (47 mph)	340' (43 mph)	YES	1. Necessary to match existing profile and vertical curve. 2. Modifying this vertical curve would require reconstruction of the connector bridge over Santa Ana River, located just west of the current improvement limits.	High
73	PS-110	Richardson		201.1	M	Vertical SSD	Richardson Street, 200' sag	26.81					200	200' (30 mph)	200' (30 mph)	163' (26 mph)	NO	1. Attaining the standard would raise Richardson St profile up to 3'. 2. Higher street profile would excessively steepen the grade of the access driveway to a utility facility, which has limited room to accommodate the higher grade.	High
74	L-16	Mainline	Rancho	202.2(1)	M	Superelevation rate	WB & EB I-10 2161+02 - 2168+00 east of Rancho Ave OC 4535' R	21.99	22.13	0.14	2161+02	2168+60	758	3%	4%	4%	YES	1. Existing 3000' is increased to 3400' to improve SSD to 65 mph. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Slightly steeper superelevation rate is not anticipated to affect comfortable speed or safety.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
75	L-16	Mainline	Rancho	202.2(1)	M	Superelevation rate	EB I-10 2179+90 - 2183+30 2624' R	22.35	22.41	0.06	2179+90	2183+30	340	5%	6%	6%	YES	1. Existing 2000' curve is increased to 2600' to improve SSD to 65 mph with 15' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Colton OH bridges would need to be replaced. 4. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
76	L-16	Mainline	Colton OH	202.2(1)	M	Superelevation rate	WB I-10 2186+39 - 2192+03 2600' R	22.47	22.58	0.11	2186+39	2192+03	564	5%	6%	6%	YES	1. Existing 2000' curve is increased to 2600' to improve SSD to 65 mph with 15' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Colton OH bridges would need to be replaced. 4. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
77	L-18	Mainline	I-215	202.2(1)	M	Superelevation rate	WB & EB I-10 2290+27 - 2304+31 5500' R	24.44	24.70	0.27	2290+27	2304+31	1,404	2%	4%	4%	YES	1. Existing 3000' curve is increased to 5500' to improve SSD with 8' inside shoulder. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Slightly steeper cross slope is not anticipated to affect speed or safety.	High
78	PS-6	Central		202.2(1)	M	Superelevation rate	Central Ave WB on-ramp, 800' Rt	1.23						11%	3%	3%	YES	1. Curve is too short to allow full super development. 2. Curve is also located at ramp terminal where superelevation needs to meet the cross street profile grade. 3. Reconfiguring the ramp to attain standard would result in R/W acquisition of Montclair Plaza. 4. Maximum comfortable speed is 45 mph.	High
79	PS-7	Central		202.2(1)	M	Superelevation rate	Central Ave WB off-ramp, 600' Lt	1.23						12%	4%	2%	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 result in R/W acquisition of Montclair East Plaza. 3. Maximum comfortable speed is 40 mph which exceeds 25 mph design speed at ramp terminal for exit ramp.	High
80	PS-9	Central		202.2(1)	M	Superelevation rate	Central Ave EB on-ramp, 550' Lt	1.23						12%	7%	3%	YES	1. Curve is too short to allow full super development. 2. Curve is also located at ramp terminal where superelevation needs to meet the cross street profile grade. 3. Reconfiguring the ramp to attain standard would impact two commercial properties including removal of one medical office building. 4. Maximum comfortable speed is 38 mph.	High
81	PS-24	4th St		202.2(1)	M	Superelevation rate	4 th St WB on-ramp, 180' Rt	5.24						12%	4%	2%	YES	1. Curve is too short to allow full super development. 2. Curve is also located at ramp terminal where superelevation needs to meet the cross street profile grade. 3. Reconfiguring the ramp to attain the standard would require R/W acquisition from a mobile home park. 4. Maximum comfortable speed is 23 mph .	High
82	PS-25	4th St		202.2(1)	M	Superelevation rate	4 th St WB off-ramp, 300' Lt	5.24						12%	4%	6%	YES	1. Curve is too short to allow full super development. 2. Curve is also located at ramp terminal where superelevation needs to meet the cross street profile grade. 3. Reconfiguring the ramp to attain standard would require R/W from a fire station. 4. Maximum comfortable speed is 31 mph which exceeds 25 mph design speed at ramp terminal for exit ramp.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
83	PS-26	4th St		202.2(1)	M	Superelevation rate	4 th St EB off-ramp, 650' Rt	5.24						11%	5%	2%	YES	1. Curve is too short to allow full super development. 2. Curve is also located at ramp terminal where superelevation needs to meet the cross street profile grade. 3. Reconfiguring the ramp would require R/W from Yum Yum Donut and full acquisition of Denny's. 4. Maximum comfortable speed is 40 mph which exceeds 25 mph design speed at ramp terminal for exit ramp.	High
84	PS27	4th St		202.2(1)	M	Superelevation rate	4 th St EB on-ramp, 4700' Lt	5.24						2%	4%	-2%	YES	1. Curve to Lt is located between tangent and curve to Rt; nonstandard super 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
84A	PS-31	Vineyard		202.2(1)	M	Superelevation rate	Vineyard Ave WB off-ramp, 300' Rt	6.10						12%	2%	8%	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 R/W. 3. Maximum comfortable speed is 25 mph.	High
84B	PS-28	Vineyard		202.2(1)	M	Superelevation rate	Vineyard Ave, 3000' Rt	6.10						2%	-2%	-2%	NO	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 R/W. 3. Maximum comfortable speed is 25 mph.	High
85	PS-32	Vineyard		202.2(1)	M	Superelevation rate	Vineyard Ave EB off-ramp, 625' Rt	6.10						11%	5%	-2%	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 R/W from Ramada Hotel and reduce the fire access to less than 15'. 3. Maximum comfortable speed is 35 mph which exceeds 25 mph design speed at ramp terminal for exit ramp.	High
86	PS-33	Vineyard		202.2(1)	M	Superelevation rate	Vineyard Ave EB on-ramp, 1100' Rt	6.10						9%	4%	-2%	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 R/W from Mobil Gas Station and Quality Inn. 3. Flat curve, maximum comfortable speed is over 50 mph.	High
87	PS-35	Archibald		202.2(1)	M	Superelevation rate	Archibald Ave EB on-ramp, 5000' Lt	7.16						2%	6%	-2%	YES	1. Nonstandard super 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
88	PS-59	Cherry		202.2(1)	M	Superelevation rate	Cherry Ave WB loop on-ramp, 170' Lt	13.17						12%	8%	8%	YES	1. Proposed improvements include partial ramp construction. 2. Necessary to match the existing super design of a loop ramp. 3. Attaining the standard would require reconstructing the entire ramp which was constructed in 2014 as part of the IC project.	High
89	PS-68	Sierra		202.2(1)	M	Superelevation rate	Sierra Ave WB off-ramp, 4100' Rt	16.22						3%	6%	-2%	YES	1. Curve is just downstream of the exit nose with short length. 2. Nonstandard super rate is proposed to avoid transitioning pavement back and forth in a short distance and in gore area. 3. Flat curve; maximum comfortable speed is 69 mph.	High
90	PS-72	Cedar		202.2(1)	M	Superelevation rate	Cedar Ave WB off-ramp, 4000' Rt	18.49						3%	4%	-2%	YES	1. Nonstandard super rate is proposed to avoid transitioning pavement back and forth unnecessarily. 2. Flat curve; maximum comfortable speed is 68 mph.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
91	PS-76	Riverside		202.2(1)	M	Superelevation rate	Riverside Ave WB off-ramp, 3500' Lt	19.97						3%	4%	-2%	YES	1. Curve is in the middle of a tangent and another curve, both with 2% cross slope. 2. Nonstandard super rate is proposed to avoid pavement transition in a short distance. 3. Flat curve; maximum comfortable speed is over 70 mph.	High
92	PS-76	Riverside		202.2(1)	M	Superelevation rate	Riverside Ave WB off-ramp, 3500' Rt	19.97						3%	4%	2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 65 mph.	High
93	PS-91	Mt. Vernon		202.2(1)	M	Superelevation rate	Sperry Dr WB off-ramp, 29924' Lt	23.25						2%	4%	-2%	YES	1. Nonstandard super rate is proposed to match the cross slope at Warm Creek bridge. 2. Maximum comfortable speed is over 70 mph.	High
94	PS-95	10/215		202.2(1)	M	Superelevation rate	N215-W10 Connector, 3000' Lt	24.23						4%	8%	3%	YES	1. Super design is controlled by the super design of the adjacent 160' R curve. 2. Attaining the standard would cause another break in the pavement transition. 3. Maximum comfortable speed is over 70 mph.	High
95	PS-99	10/215		202.2(1)	M	Superelevation rate	W10-N/S215 Connector, 2700' Lt	24.30						4%	1.5%	1.5%	YES	1. Necessary to match the existing cross slope of Hunts Ln UC. 2. Maximum comfortable speed is over 65 mph.	High
96	PS-101	Waterman		202.2(1)	M	Superelevation rate	Carnegie Drive WB Hook on-ramp, 300' Lt	25.26						12%	4.5%	4.5%	YES	1. Necessary to match the existing cross slope of Carnegie WB on-ramp bridge over San Timoteo Creek 2. Maximum comfortable speed is 30 mph.	High
97	PS-102	Waterman		202.2(1)	M	Superelevation rate	Carnegie Drive WB Hook off-ramp, 500' Lt	25.26						12%	4%	4%	YES	1. Necessary to match the existing cross slope of Carnegie WB off-ramp bridge over San Timoteo Creek 2. Maximum comfortable speed is 30 mph.	High
98	PS-114	Mountain View		202.2(1)	M	Superelevation rate	Mountain View Ave EB on-ramp, 10,000' Lt	27.30						2%	4%	-2%	YES	1. Curve is in the middle between a tangent and another curve in a reversing direction. 2. Nonstandard super rate is proposed to avoid transitioning pavement back and forth. 3. Flat curve; maximum comfortable speed is over 70 mph.	High
99	PS-117	California		202.2(1)	M	Superelevation rate	California St EB off-ramp, 4500' Lt	28.30						2%	4%	-2%	YES	1. Curve is just downstream of the exit nose. 2. Nonstandard super rate is proposed to avoid pavement transition in the gore area. 3. Flat curve; maximum comfortable speed is over 70 mph.	High
100	PS-118	California		202.2(1)	M	Superelevation rate	California St EB on-ramp, 2700' Lt	28.30						4%	4%	-2%	YES	1. Curve too short to allow full super development. 2. Nonstandard super rate is proposed to avoid transitioning pavement back and forth in a short distance. 3. Flat curve; maximum comfortable speed is 62 mph.	High
101	PS-126	Ford		202.2(1)	M	Superelevation rate	Ford St WB on-ramp, 4500' Rt	33.13						2%	5%	-2%	YES	1. Curve is in the middle between two other curves in reversing directions. 2. Nonstandard super rate is proposed to avoid transitioning pavement back and forth in a short distance (one transition would be in the gore area). 3. Flat curve; maximum comfortable speed is over 70 mph.	High
101A	PS-127	Ford		202.2(1)	M	Superelevation rate	Ford St EB off-ramp, 500' Rt	33.13						12%	8%	6%	YES	1. Curve is just downstream of the ramp terminal. 2. Curve is too short to develop standard 12% super. 3. Maximum comfortable design speed is approximately 40 mph	High
101B		Mainline	Monte Vista	204.3	M	Maximum Grade	WB & EB I-10 at Monte Vista Ave (750' Sag and 950' crest, -.069%, 3.95%, -2.06%)	0.51	0.61	0.10	1027+05	1032+01	496	3.00%	3.95%	3.95%	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Monte Vista Ave UC would need lowering to maintain vertical clearance. 3. Length of non-standard grade is 496', which would have less than a 5 mph reduction of truck speeds and for a very short length.	

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
101C		Mainline	Central	204.3	M	Maximum Grade		1.07	1.19	0.12	1056+44	1062+65	621	3%	4.46%	4.46%	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. Central Ave UC would need replacement due to new profile. 3. Central Ave UC would need lowering to maintain vertical clearance. 4. Length of non-standard grade is 621', which would have approximately a 5 mph reduction of truck speeds and for a very short length	
101D		Mainline	4th	204.3	M	Maximum Grade		5.30	5.42	0.12	1280+08	1286+36	628	3%	4.40%	4.40%	YES	1. Significant traffic impact to reconstruct I-10 pavement. 2. 4th St UC would need replacement due to new profile. 3. 4th St UC would need lowering to maintain vertical clearance. 4. Length of non-standard grade is 628', which would have approximately a 5 mph reduction of truck speeds and for a very short length	
102	LA-1 to L-1	Mainline		301.1	M	Traveled way width	WB I-10 HOV/Trans - Indian Hill to LA/Sbd County Line	47.79	48.28	0.49	704+25	729+87	2,562	12'	11' (HOV)	11'-12'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, auto mall, offices, recreational, school, church, park, as well as detention basins. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
103	L-1 to L-4	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - LA/Sbd County Line to Vineyard	0.00	4.85	4.85	1000+00	1256+23	25,623	12'	11' (HOV)	11'-12'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, auto mall, offices, recreational, school, church, park, as well as detention basins. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
104	L-4 L-5	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - East of 4th St to East of Vineyard Ave	5.38	6.30	0.92	1284+08	1332+66	4,858	12'	11' (HOV)	11'-12'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services and hotels. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
105	L-5 to L-8	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - West of Archibald Ave to East of Etiwanda Ave	6.88	11.21	4.32	1363+52	1591+85	22,833	12'	11' (HOV)	11'-12'	YES	1. Restricted by Archibald OC, Haven OC, Milliken OC, I-15 OC, and Etiwanda OC. 2. Exception is requested in conjunction with median shoulder width exceptions.	High
106	L-12 L-13	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - East of Sierra Ave to West of Cedar	16.37	17.82	1.45	1864+11	1940+65	7,654	12'	No EXP/HOV lane	11'-12'	NO	1. Additional widening would require additional reconstruction of I-10 Channel. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
107	L-14 L-15	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - West of Riverside Ave to Pepper Ave I/E	19.73	20.94	1.21	2041+98	2105+75	6,377	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by I-10 Channel and Rialto Channel on the north side of I-10. 2. Restricted by Riverside Ave OC. 3. Aux lane to Riverside WB off-ramp requires additional pavement width. 4. Additional widening would encroach onto a utility tower near Pepper WB on-ramp and require a sliver R/W between Riverside & Pepper. 5. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
108	L-16	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - Rancho Ave	21.51	22.08	0.57	2135+75	2165+95	3,020	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by Rancho Ave OC. 2. Exception is requested in conjunction with GP lane width exception. 3. Note: Median shoulder width is 10' to provide horizontal SSD on curve.	High
109	L-16 L-17	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - Mount Vernon	22.84	23.54	0.70	2206+09	2243+14	3,705	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by Mount Vernon OC. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
110	L-17 to L-19	Mainline		301.1	M	Traveled way width	WB I-10 Median Shoulder - I-215 to West of Richardson St, including Waterman and I/E at Tippecanoe	24.26	26.61	2.35	2281+07	2405+09	12,402	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by Sunwest Lane hook on-ramp, structure for W10-N/S215 Connectors, and Waterman WB on-ramp. 2. Additional widening would require additional R/W from commercial/retail/service and office properties. 3. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
111	L-21 L-22	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - SR-210 to West of Orange Ave	29.86	30.82	0.97	2576+36	2627+55	5,119	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by New York St/Colton Ave UC, Texas UC, and Eureka UC. 2. Aux lane to W10-W2210 Connector requires additional pavement width. 3. Exception is requested in conjunction with GP lane width exception.	High
112	L-22 L-23	Mainline		301.1	M	Traveled way width	WB I-10 Express Lanes - West of Orange Ave to West of Ford St	31.22	32.87	1.65	2648+66	2735+74	8,708	12'	No EXP/HOV lane	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with GP lane width exception.	High
112A	L-1	Mainline		301.1	M	Traveled way width	EB I-10 HOV/Trans Lanes - Indian Hill Rd to LA County Line	47.84	48.06	0.21	706+75	717+99	1,124	12'	12'	11'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, offices, and church properties. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
113	L-1 to L-5	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - LA County Line to Vineyard Ave	0.00	6.19	6.19	1000+00	1326+75	32,675	12'	11' (HOV)	11'-12'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, auto mall, offices, recreational, school, church, park, as well as detention basins. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
114	L-5 to L-8	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - West of Archibald Ave to East of Etiwanda Ave	6.94	11.21	4.27	1366+58	1591+85	22,527	12'	11' (HOV)	11'-12'	YES	1. Restricted by Archibald OC, Haven OC, Milliken OC, I-15 OC, and Etiwanda OC. 2. Exception is requested in conjunction with median shoulder width exceptions.	High
115	L-11	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - I/E at Citrus Ave	14.73	18.04	3.31	1777+76	1952+65	17,489	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by UPRR on the south side of I-10. 2. Providing I/E with weave lane at Citrus Ave 3. Aux lane for Citrus EB off-ramp, Sierra EB off-ramp, Sierra EB on-ramp, and Cedar EB on-ramp requires additional pavement width. 4. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
116	L-14	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - Riverside Ave	19.73	20.25	0.51	2042+00	2069+19	2,719	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by UPRR on the south side of I-10. 2. Restricted by Riverside Ave OC. 3. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
117	L-17	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - Mount Vernon to I-215	22.98	24.11	1.13	2213+10	2272+77	5,967	12'	No EXP/HOV lane	11'-12'	NO	1. Restricted by Mount Vernon Ave OC. 2. Restricted by structure at gore of E10-N/S215 connector. 3. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
118	L-17 to L-19	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - I-215 to East of Richardson St	24.31	26.88	2.57	2283+37	2419+09	13,572	12'	No EXP/HOV lane	11'-12'	NO	1. Additional widening would require additional R/W and realignment of Steel Road. 2. Restricted by hook off-ramp to Redlands Blvd and C-D road to Waterman Ave. 3. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
119	L-21 to L-23	Mainline		301.1	M	Traveled way width	EB I-10 Express Lanes - SR-210 to Ford St	29.74	32.32	2.59	2570+03	2706+72	13,669	12'	No EXP/HOV lane	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with GP lane width and median shoulder width exceptions.	High
120	L-1	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No1 & 2 - Indian Hill Rd to LA County Line	47.79	48.28	0.49	704+25	729+87	2,562	12'	12'	11'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, offices, and church properties. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
121	L-1	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 3 - Indian Hill Rd to LA County Line	47.96	48.28	0.32	713+01	729+87	1,686	12'	12'	11'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, offices, and church properties. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
122	L-1	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No.1 & 2 - LA County Line to Campus Ave	0.00	0.86	0.86	1000+00	1213+41	21,341	12'	12'	11'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, auto mall, offices, recreational, school, church, park, as well as detention basins. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
123	L-1	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No.3 - LA County Line to East of Monte Vista	0.00	0.86	0.86	1000+00	1408+33	40,833	12'	12'	11'-12'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, auto mall, offices, recreational, school, church, park, as well as detention basins. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
124	L-4 L-5	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1 & No. 2 - 4th St to Vineyard Ave	5.38	6.30	0.92	1284+08	1332+66	4,858	12'	12'	11'-12'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services and hotels. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
125	L-7	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1, No. 2, No. 3 & Aux - Milliken Ave	9.03	9.41	0.38	1476+95	1496+76	1,981	12'	12'	11'-12'	NO	1. Restricted by outside columns at Milliken Ave OC, near Milliken WB loop off-ramp. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
126	L-12 L-13	Mainline		301.1	M	Traveled way width	WB I-10 GP No. 1 & No. 2 - Sierra Ave to west of Cedar Ave	16.37	17.82	1.45	1864+11	1940+65	7,654	12'	12'	11'-12'	NO	1. Additional widening would require additional reconstruction of I-10 Channel. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
127	L-14 L-15	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1 & No. 2 - Riverside to Pepper	19.73	20.94	1.21	2041+98	2105+75	6,377	12'	12'	11'-12'	NO	1. Restricted by I-10 Channel and Rialto Channel on the north side of I-10. 2. Restricted by Riverside Ave OC. 3. Aux lane to Riverside WB off-ramp requires additional pavement width. 4. Additional widening would encroach onto a utility tower near Pepper WB on-ramp and require a sliver R/W between Riverside & Pepper. 5. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
128	L-15 L-16	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1 & No. 2 - Rancho Ave	21.51	22.08	0.57	2135+75	2165+95	3,020	12'	12'	11'-12'	NO	1. Restricted by Rancho Ave OC. 2. Exception is requested in conjunction with Express lane width exception.	High
129	L-16 L-17	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1 & No. 2 - Mount Vernon Ave	22.84	23.54	0.70	2206+09	2243+14	3,705	12'	12'	11'-12'	NO	1. Restricted by Mount Vernon OC. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
130	L-17 to L-19	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1 & No. 2 - I-215 to Tippecanoe	24.22	26.63	2.41	2278+77	2406+24	12,747	12'	12'	11'-12'	NO	1. Restricted by Sunwest Lane hook on-ramp, structure for W10-N/S215 Connectors, and Waterman WB on-ramp. 2. Additional widening would require additional R/W from commercial/retail/service and office properties. 3. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
131	L-22 L-23	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 1 & No. 2 - Orange to Ford	30.93	32.87	1.94	2633+31	2735+74	10,243	12'	12'	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
132	L-22 L-23	Mainline		301.1	M	Traveled way width	WB I-10 GP Lanes No. 3 - Cypress Ave	31.93	32.28	0.35	2685+94	2704+45	1,851	12'	12'	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. GP No. 3 lane width reduced to 11' such that WB median shoulder width can be maintained at 8', providing horizontal SSD on WB curve at Cypress Ave. 3. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
133	L-1 to L-3	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - LA County Line to East of Campus Ave	0.00	4.16	4.16	1000+00	1219+47	21,947	12'	12'	11'-12'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, auto mall, offices, recreational, school, church, park, as well as detention basins. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
134	L-4 L-5	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - Grove Ave to Vineyard Ave	4.97	6.19	1.22	1262+23	1326+75	6,452	12'	12'	11'-12'	NO	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, offices, and hotels. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
135	L-11 to L-13	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - Citrus Ave to Cedar Ave	15.41	18.04	2.63	1813+59	1952+65	13,906	12'	12'	11'-12'	NO	1. Restricted by UPRR on the south side of I-10. 2. Aux lane for Citrus EB off-ramp, Sierra EB off-ramp, Sierra EB on-ramp, and Cedar EB on-ramp requires additional pavement width. 3. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
136	L-14	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - Riverside Ave	19.69	20.25	0.56	2039+63	2069+19	2,956	12'	12'	11'-12'	NO	1. Restricted by UPRR on the south side of I-10. 2. Restricted by Riverside Ave OC. 3. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
137	L-17	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - Mt Vernon Ave to I-215	22.98	24.11	1.13	2213+10	2272+77	5,967	12'	12'	11'-12'	NO	1. Restricted by Mount Vernon Ave OC. 2. Restricted by structure at gore of E10-N/S215 connector. 3. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
138	L-17 to L-19	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - I-215 to Richardson St	24.31	26.88	2.57	2283+37	2419+09	13,572	12'	12'	11'-12'	NO	1. Additional widening would require additional R/W and realignment of Steel Road. 2. Restricted by hook off-ramp to Redlands Blvd and C-D road to Waterman Ave. 3. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
139	L-21 to L-23	Mainline		301.1	M	Traveled way width	EB I-10 GP Lanes No. 1 & No. 2 - New York St to east of Ford St	30.03	32.83	2.80	2585+35	2733+44	14,809	12'	12'	11'-12'	NO	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Exception is requested in conjunction with Express lane width and median shoulder width exceptions.	High
139A	LA-1 to L-23	Mainline		301.3	M	Cross Slope	WB I-10 & EB I-10 outside lane widening (entire project corridor)	44.90	37.00	40.40	704+25	2775+00	180,062	2%	1.5% & varies	3%	YES	1. To expeditiously remove drainage runoff, see DD A-3.	High
140	LA-1 L-1	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Indian Hill Blvd to LA County Line	47.79	48.28	0.49	704+25	729+87	2,562	10'	8'-9'	4'-8'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retail/services, offices, and church properties. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
141	L-1 L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - LA County Line to Central Ave	0.00	1.33	1.33	1000+00	1070+12	7,012	10'	8'	4'-8'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retails/services, offices, recreational, and school properties. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
142	L-1 L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Central Ave to Benson	1.33	1.65	0.32	1070+12	1087+18	1,706	10'	8'	8'-10'	YES	1. Additional widening would require additional R/W from commercial/retail/services properties (Montclair Plaza East). 2. Existing median shoulder width is maintained to provide horizontal SSD on curve east of Central Ave. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
143	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP Benson Ave	1.98	2.14	0.16	1104+37	1112+83	846	10'	8'	2'-4'	YES	1. Additional widening would require additional R/W from Boomers, shopping center, and storage unit properties. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
144	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - I/E at Mountain Ave	2.14	2.78	0.64	1112+83	1146+73	3,390	10'	8'	4'-10'	YES	1. Additional widening would require additional R/W from MFR and commercial/retail/services properties. 2. Median shoulder width reduced to minimize realignment of on/off-ramps at Mountain Avenue interchange. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
145	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - West of Euclid Ave CHP Area/Toll Area to Euclid Ave OC	3.18	3.43	0.26	1167+72	1181+29	1,357	10'	8'	2'-10'	YES	1. Additional widening would require additional R/W from SFR and college properties. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
146	L-3 L-4	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Euclid Ave to 6th Street	3.56	4.37	0.81	1188+03	1230+82	4,279	10'	8'	8'-10'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retail, and office properties. 2. Existing median shoulder width is maintained to provide horizontal SSD on curve near Campus Ave. 3. Exception is requested in conjunction with Express lane width exception and segment with GP lane width exception.	High
147	L-4	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - East of 6th Street	4.37	4.85	0.48	1230+82	1256+23	2,541	10'	8'	4'-10'	YES	1. Additional widening would require additional R/W from MFR, commercial/retail properties, and County Flood Control (West Cucamonga Channel). 2. Exception is requested in conjunction with Express lane width exception.	High
148	L-4 L-5	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - 4th St to Vineyard Ave	5.38	6.30	0.92	1284+08	1332+66	4,858	10'	8'	4'-10'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retail/services and office properties between 4th St and Vineyard Ave. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
149	L-4	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - 4th St to Vineyard Ave	6.72	6.82	0.10	1354+89	1360+04	515	10'	8'	2'-10'	YES	1. Additional widening would require realignment of Archibald WB on-ramp and widening of Cucamonga Wash Br (north side). 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 3.No exception for Express lane width or GP lane width in this segment.	High
150	L-5 L-6	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Archibald Ave OC to West of Haven Ave	6.88	7.67	0.79	1363+52	1405+12	4,160	10'	8'	8'-10'	YES	1. Restricted by Archibald Ave OC. 2. Exception is requested in conjunction with Express lane width and outside shoulder width exceptions.	High
151	L-6	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - I/E at Haven Ave	7.67	9.03	1.36	1405+12	1476+95	7,183	10'	8'	4'-8'	YES	1. Restricted by Haven Ave OC. 2. Median shoulder width reduced to 4' to accommodate ingress/egress weaving lane per DD A-2. 3. Exception is requested in conjunction with Express lane width exception.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
152	L-7	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - West of Milliken Ave to I-15	9.03	9.87	0.84	1476+95	1521+12	4,417	10'	8'	3'-8'	YES	1. Restricted by Milliken Ave OC and I-15 Separation structure. 2. Exception is requested in conjunction with Express lane width exception.	High
153	L-7 L-8	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - I-15 to East of Etiwanda Ave	9.99	11.32	1.33	1527+70	1597+70	7,000	10'	8'	4'-10'	YES	1. Maintained uniform median shoulder width for distance of 1.3 miles between restrictions at I-15 Separation and Etiwanda OC. 2. Exception is requested in conjunction with Express lane width exception.	High
154	L-10	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP East of Cherry Ave	13.83	14.14	0.31	1730+14	1746+71	1,657	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2. Exception is requested in conjunction with Express lane width and GP lane width exception.	High
155	L-12	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - West of Palmetto Ave	16.37	16.58	0.21	1864+11	1875+45	1,134	10'	8'	8'-10'	YES	1. Restricted by I-10 Channel on the north side of I-10. 2. Aux lane to Sierra WB off-ramp requires additional pavement width. 3. Restricted by Sierra Ave OC and alignment of Sierra WB off-ramp. 4. Exception is requested in conjunction with Express lane width and GP lane width exception.	High
156	L-12	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP east of Sierra Ave	16.58	17.02	0.44	1875+45	1898+70	2,325	10'	8'	2'-8'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2.No exception for Express lane width or GP lane width in this segment.	High
157	L-12 L-13	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Alder Ave to Locust Ave	17.02	17.82	0.79	1898+70	1940+65	4,195	10'	8'	8'-10'	YES	1. Restricted by I-10 Channel on the north side of I-10. 2. Exception is requested in conjunction with Express lane width and GP lane width exception.	High
158	L-13	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP & I/E	18.15	18.25	0.10	1958+26	1963+34	508	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
159	L-13	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Spruce Ave CHP	18.97	19.36	0.39	2001+41	2021+99	2,058	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
160	L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Riverside Ave	19.69	20.12	0.43	2039+63	2062+29	2,266	10'	8'	4'-10'	YES	1. Restricted by I-10 Channel and Rialto Channel on the north side of I-10. 2. Restricted by Riverside Ave OC. 3. Additional widening would require R/W at commercial/retail properties. 4. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
161	L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - East of Riverside Ave CHP	20.12	20.32	0.20	2062+29	2072+96	1,067	10'	8'	8'-10'	YES	1. Additional widening would require R/W from commercial/retail/services and office properties. 2. Aux lane to Riverside WB off-ramp requires additional pavement width. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
162	L-15	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP West of Pepper Ave	20.61	20.71	0.10	2088+39	2093+54	515	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
163	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP West of Mount Vernon Ave	22.82	23.12	0.30	2204+95	2220+80	1,585	10'	8'	2'-8'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
164	L-17	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Mount Vernon Ave	23.12	23.54	0.42	2220+80	2243+14	2,234	10'	8'	2.5'-10'	YES	1. Restricted by Mount Vernon OC. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
165	L-17 to L-19	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - I-215 to West of Waterman	24.31	25.22	0.91	2283+37	2331+63	4,826	10'	8'	4'-10'	YES	1. Restricted by Sunwest Lane hook on-ramp and structure for W10-N/S215 Connectors. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
166	L-17 to L-19	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - East of Waterman and through I/E at Tippecanoe	25.40	26.75	1.34	2341+34	2412+19	7,085	10'	8'	4'-10'	YES	1. Restricted by structure for Waterman WB on-ramp. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
167	L-20	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP East of Mountain View Ave	27.48	27.79	0.31	2450+76	2467+33	1,657	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
168	L-21	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - CHP East of Nevada St	28.85	29.21	0.36	2523+54	2542+33	1,879	10'	8'	2'-3'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
169	L-21	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - Alabama St	29.21	29.48	0.27	2542+33	2556+55	1,422	10'	8'	3'-10'	YES	1. Restricted by Alabama St. OC.	High
170	L-22	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - East of Tennessee St to West of 6th St	29.90	30.98	1.07	2578+96	2635+59	5,663	10'	8'	4'-10'	YES	1. Restricted by New York St/Colton Ave UC, Texas UC, Eureka UC, and Orange Ave UC. 2. Aux lane to W10-W2210 Connector requires additional pavement width. 3. Exception is requested in conjunction with Express lane width exception.	High
171	L-22 L-23	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Median Shoulder - West of 6th St to East of Highland Ave	30.98	32.87	1.90	2635+59	2735+74	10,015	10'	8'	8'-10'	YES	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Median shoulder width maintained at 8' to provide horizontal SSD on WB curves between Orange Ave and Highland Ave. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
172	LA-1	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Indian Hill Ave to East of College Ave	47.70	48.06	0.35	699+29	717+99	1,870	10'	8'	8'-10'	YES	1. Median shoulder width transition from existing 8' shoulder to proposed 10' shoulder.	High
173	L-1	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - LA County Line to West of Monte Vista Ave	0.07	0.43	0.36	1003+56	1022+74	1,918	10'	8'	4'-10'	YES	1. Additional widening would require additional R/W along Palo Verde Street and additional widening of San Antonio Wash. 2. Median shoulder width reduced to accommodate beginning of two (2) EB Express lanes. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
174	L-1	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - West of Monte Vista Ave to East of Monte Vista Ave	0.43	0.92	0.48	1022+74	1048+33	2,559	10'	8'	8'	YES	1. Additional widening would require additional R/W from SFR and auto mall properties. 2. Existing median shoulder width is maintained to provide horizontal SSD on curve near Monte Vista Ave. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
175	L-1 L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Central Ave	0.92	1.65	0.74	1048+33	1087+18	3,885	10'	8'	4'-8'	YES	1. Additional widening would require additional R/W from SFR,commercial/retail/services, offices, park, and church properties. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
176	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP Benson Ave	1.65	2.14	0.49	1087+18	1113+13	2,595	10'	8'	4'	YES	1. Additional widening would require additional R/W from SFR for construction/replacement of retaining walls. 2. Proposed consistent pavement width between interchanges at Central Ave and Mountain Ave. 3. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 4. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
177	L-2	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - I/E at Mountain Ave	2.14	2.94	0.79	1113+13	1155+00	4,187	10'	8'	4'-8'	YES	1. Additional widening would require additional R/W from MFR and commercial/retail/services properties. 2. Pavement width reduced to minimize realignment of on/off-ramps at Mountain Avenue interchange. 3. Additional widening would require additional R/W from SFR for construction/replacement of retaining walls. 4. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
178	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP San Antonio Ave to Euclid Ave	2.94	3.20	0.26	1155+00	1168+86	1,386	10'	8'	2'-10'	YES	1. Additional widening would require additional R/W from SFR for construction/replacement of retaining walls. 2. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
179	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Euclid Ave to Campus Ave	3.43	4.00	0.57	1181+29	1211+38	3,009	10'	8'	8'-10'	YES	1. Additional widening would require additional R/W from SFR and school property for construction/replacement of retaining walls. 2. Median shoulder width meets or exceeds existing shoulder width. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
180	L-3 L-4	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - I/E from Campus Ave to East of 6th Ave	4.00	6.01	2.01	1211+38	1317+45	10,607	10'	8'	4'-8'	YES	1. Additional widening would require additional R/W from SFR, MFR, hotels, and possibly Princeton Basin for construction/replacement of retaining walls. 2. Median shoulder width reduced to 4' to accommodate ingress/egress weaving lane per DD A-2. 3. Exception is requested in conjunction with Express lane width exception.	High
181	L-4 L-5	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - East of Grove Ave to Vineyard Ave	6.01	6.19	0.18	1317+45	1326+75	930	10'	8'	4'-10'	YES	1. Additional widening would require additional R/W from SFR, MFR, commercial/retail/services, as well as multiple hotels for construction/replacement of retaining walls. 2. Median shoulder width reduced to 4' to accommodate ingress/egress weaving lane per DD A-2. 3. Exception is requested in conjunction with Express lane width and GP lane width exception.	High
182	L-5	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP East of Vineyard Ave	6.42	6.52	0.10	1339+09	1344+23	514	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
183	L-5 L-6	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Archibald Ave to Haven Ave	7.09	7.78	0.68	1374+56	1410+67	3,611	10'	8'	8'-10'	YES	1. Restricted by Archibald Ave OC. 2. Exception is requested in conjunction with Express lane width and outside shoulder width exceptions.	High
184	L-6 L-7	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - East of Haven Ave to West of I-15	7.78	9.88	2.10	1410+67	1521+72	11,105	10'	10'	4'-8'	NO	1. Restricted by Haven OC, Milliken Ave OC and I-15 Separation structure. 2. Median shoulder width reduced to 4' to accommodate ingress/egress weaving lane per DD A-2. 3. Exception is requested in conjunction with Express lane width exception.	High
185	L-7 L-8	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - I-15 to Etiwanda Ave	9.99	11.32	1.33	1527+70	1597+70	7,000	10'	8'	4'-10'	YES	1. Maintained uniform median shoulder width for distance of 1.3 miles between restrictions at I-15 Separation and Etiwanda OC. 2. Exception is requested in conjunction with Express lane width exception.	High
186	L-10	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP East of Cherry Ave to Beech Ave	13.54	13.85	0.31	1714+71	1731+28	1,657	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
187	L-11	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - I/E at Citrus Ave	14.73	15.71	0.98	1777+76	1829+60	5,184	10'	8'	4'-10'	YES	1. Restricted by UPRR on the south side of I-10. 2. Median shoulder width reduced to 4' to accommodate ingress/egress weaving lane per DD A-2. 3. Aux lane for Citrus EB off-ramp, Sierra EB off-ramp, and Sierra EB on-ramp requires additional pavement width. 4. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
188	L-12	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - East of Sierra Ave to CHP	15.71	16.58	0.87	1829+60	1875+45	4,585	10'	8'	8'	YES	1. Restricted by UPRR on the south side of I-10. 2. Restricted by Sierra Ave OC. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
189	L-12	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP	16.58	16.70	0.12	1875+45	1881+67	622	10'	8'	2'-8'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
190	L-12 L-13	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - East of Sierra Ave	17.00	17.87	0.87	1897+55	1943+50	4,595	10'	8'	8'-10'	YES	1. Restricted by UPRR on the south side of I-10. 2. Aux lane to EB Cedar Ave off-ramp requires additional pavement width. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
191	L-13	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP	17.87	18.25	0.38	1943+50	1963+34	1,984	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2. Restricted by UPRR on the south side of I-10. 3. Aux lane to EB Cedar Ave off-ramp requires additional pavement width. 4. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
192	L-13 L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP	18.97	19.06	0.10	2001+41	2006+56	515	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
193	L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Riverside Ave	19.69	20.25	0.56	2039+63	2069+19	2,956	10'	8'	4'-10'	YES	1. Restricted by UPRR on the south side of I-10. 2. Restricted by Riverside Ave OC. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
194	L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP	20.32	20.71	0.39	2072+96	2093+54	2,058	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
195	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP West of Mount Vernon Ave	22.57	22.84	0.27	2191+94	2206+09	1,415	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
196	L-17	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Mount Vernon Ave	23.11	23.41	0.30	2220+09	2236+15	1,606	10'	8'	2'-10'	YES	1. Restricted by Mount Vernon OC. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
197	L-17	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - East of Mount Vernon Ave to I-215	23.41	24.11	0.69	2236+15	2272+77	3,662	10'	8'	8'-10'	YES	1. Restricted by structure at gore of E10-N/S215 connector. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
198	L-17 L-18	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - I-215 to Hunts Lane	24.31	24.70	0.40	2283+37	2304+31	2,094	10'	8'	8'-10'	YES	1. Additional widening would require additional R/W and realignment of Steel Road. 2. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
199	L-18	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Waterman Ave and I/E at Tippecanoe Ave	24.70	26.88	2.17	2304+31	2419+09	11,478	10'	8'	4'-10'	YES	1. Restricted by hook off-ramp to Redlands Blvd and C-D road to Waterman Ave. 2. Median shoulder width reduced to 4' to accommodate ingress/egress weaving lane per DD A-2. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
200	L-19	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP at Mountain View Ave	27.18	27.50	0.31	2435+34	2451+90	1,656	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
201	L-20	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - CHP at Nevada St	28.62	28.88	0.26	2511+11	2524+68	1,357	10'	8'	2'-10'	YES	1. Median shoulder width reduced to provide barrier protection at CHP Enforcement Area per DD A-4.	High
202	L-21	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Alabama St	29.20	29.46	0.26	2541+66	2555+45	1,379	10'	8'	5'-10'	YES	1. Restricted by Alabama St. OC.	High
203	L-21 to L-23	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Median Shoulder - Texas St to Highland Ave	30.49	32.83	2.34	2609+70	2733+44	12,374	10'	8'	4'-10'	YES	1. Additional widening would impact existing sound walls proposed to be maintained due to community sensitivity per DD B-1. 2. Median shoulder width reduced to 4' on south side of I-10 such that shoulder width on north side of I-10 can be increased, providing horizontal SSD on WB curves between Orange Ave and Highland Ave. 3. Exception is requested in conjunction with Express lane width and GP lane width exceptions.	High
204	L-5	Mainline	Archibald	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Outside Shoulder - Archibald	7.13	7.21	0.08	1376+61	1380+84	422	10'	10'	9'-10'	NO	1. Outside shoulder is adjacent to aux lane. 2. Additional widening would require Archibald OC replacement. 3. Exception is requested in conjunction with exception for width of median shoulder.	High
205	L-7	Mainline	Milliken	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Outside Shoulder - Milliken	9.11	9.20	0.09	1481+06	1485+90	484	10'	10'	7'-10'	NO	1. Outside shoulder is adjacent to aux lane (No.2). 2. Additional widening would require Milliken OC replacement. 3. Exception is requested in conjunction with exception for width of median shoulder, Express lanes, GP lanes (No. 1, 2, & 3), and aux lane (No. 1).	High
206	L-17	Mainline	Mt. Vernon	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Outside Shoulder - Mt. Vernon	23.19	23.34	0.15	2224+61	2232+40	779	10'	10'	8'-10'	NO	1. Additional widening would require Mt. Vernon OC replacement (future I/C project). 2. Exception is requested in conjunction with exception for width of median shoulder, Express lanes, and GP lanes (No. 1 & 2).	High
207	L-18	Mainline	Hunts	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB I-10 Outside Shoulder - Hunts	24.86	24.90	0.03	2312+86	2314+60	174	10'	10'	4'-10'	NO	1. Outside shoulder is along branch connector near the merge of Waterman WB on-ramp with I-215 N/S Connector. 2. Additional sliver widening of Hunts Lane UC would be required.	High
208	L-17	Mainline	Milliken	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Outside Shoulder - Archibald	7.12	7.21	0.10	1375+75	1380+84	509	10'	10'	9'-10'	NO	1. Outside shoulder is adjacent to aux lane. 2. Additional widening would require Archibald OC replacement. 3. Exception is requested in conjunction with exception for width of median shoulder, Express lanes, and GP lanes (No. 1 & 2).	High
209	L-17	Mainline	Mt. Vernon	302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	EB I-10 Outside Shoulder - Mt. Vernon	23.24	23.28	0.04	2227+32	2229+30	199	10'	10'	8.7'	NO	1. Additional widening would require Mt. Vernon OC replacement (future I/C project). 2. Exception is requested in conjunction with exception for width of median shoulder, Express lanes, and GP lanes (No. 1, & 2).	High
209A	L-3	Euclid		302.1 309.1(3)(a)	M	Shoulder width	NB Euclid Ave (Right Shld next to dedicated right turn)	2.92			6+95	33+43	2,648	5'	6'	0'	No	1. Minimizing impacts to "historical" median and parkway curbs 2. Total length of non-standard feature is about 140' at right turn pocket, where 4' bike lane striping is proposed between thru lane and right turn lane.	High
210	L-7	10/15		302.1 309.1(3)(a)	M	Shoulder width	N15-W10 Connector (Right shld)	9.94			32+71	33+43	72	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
211	L-7	10/15		302.1 309.1(3)(a)	M	Shoulder width	N15-E10 Connector (Right shld)	9.94			41+24	41+92	68	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
212	L-7	10/15		302.1 309.1(3)(a)	M	Shoulder width	S15-E10 Connector (Right shld)	9.94			6+05	7+25	120	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
213	L-7	10/15		302.1 309.1(3)(a)	M	Shoulder width	W10-S15 Connector (Right shld)	9.94			160+44	160+87	43	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
213A	L-16	La Cadena		302.1 309.1(3)(a)	M	Shoulder width	La Cadena Dr WB on-ramp (Right shld)	22.62			21+00	22+85	185	8'	4'-8'	4'-8'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
213B	L-12	Sierra Ave		302.1 309.1(3)(a)	M	Shoulder width	Sierra Ave EB on-ramp (Right shld)	16.22			21+64	29+00	736	8'	4'-8'	4'-8'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width. 2. To make standard, additional R/W impact to Union Pacific Railroad.	High
214	L-21	10/210		302.1 309.1(3)(a)	M	Shoulder width	E10-W210 Connector (Right shld)	29.70			16+85	17+85	100	10'	5'	5'-10'	YES	1. Transition from proposed standard shoulder width to match existing reduced shoulder width.	High
215	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - San Antonio OC	2.90	2.94	0.04	1152+98	1154+97	199	10'	1.5'WB/1.5'EB-3' @ COLUMNS	7.5'WB/5.5'EB-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
216	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Euclid Ave OC	3.44	3.50	0.05	1181+71	1184+59	288	10'	0'WB/2'EB-2' @ COLUMNS	7'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
217	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Sultana Ave OC	3.74	3.77	0.03	1197+21	1198+96	175	10'	6.5'WB/5'EB-8' @ COLUMNS	5.5'-8' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
218	L-3	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Campus Ave OC	4.01	4.04	0.03	1211+59	1213+36	177	10'	6.5'-8' (6.5'WB/6.5'EB @ COLUMNS)	6'-8' (7WEB/6'EB @ COLUMNS)	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
219	L-4	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - 6th St OC	4.32	4.34	0.02	1228+04	1229+04	100	10'	2.5'-7' (5.5'WB/2.5'EB @ COLUMNS)	2'-8' (6'WB/2'EB @ COLUMNS)	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
220	L-5	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Vineyard Ave OC	6.08	6.13	0.05	1321+17	1323+79	262	10'	2'-3.5' (2'WB/2.5'EB @ COLUMNS)	2.25'-7' (2.25'WB/7'EB @ COLUMNS)	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
221	L-5	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Archibald Ave OC	7.13	7.19	0.05	1376+57	1379+41	284	10'	5.25'-8' @ COLUMNS	4.75'-8' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
222	L-6	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Haven Ave OC	8.14	8.19	0.05	1429+77	1432+23	246	10'	4.25'WB/5.25'EB-8' @ COLUMNS	2.25'-4' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width. 4. Located on tangent with no sight distance issue.	High
223	L-7	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Milliken Ave OC	9.15	9.20	0.05	1483+23	1485+72	249	10'	8.5'WB/9'EB-10.5' @ COLUMNS	2'EB/3'EB-4' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width. 4. Located on tangent with no sight distance issue.	High
224	L-7	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - I-15 Sep	9.87	9.99	0.12	1521+12	1527+70	658	10'	7.5'-10' @ COLUMNS	3.5'-8' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Located on tangent with no sight distance issue.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
225	L-8	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Etiwanda Ave OC	11.11	11.16	0.05	1586+53	1589+03	250	10'	23'WB/24'EB	1.5'WB/2'EB-2.5' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Located on tangent with no sight distance issue.	High
226	L-10	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Cherry Ave OC	13.14	13.19	0.05	1693+79	1696+48	269	10'	2'-5' @ COLUMNS	7'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
227	L-11	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Citrus Ave OC	15.17	15.22	0.05	1800+90	1803+40	250	10'	11'	8' WB/2' EB-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
228	L-11	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Cypress Ave OC	15.70	15.75	0.04	1829+16	1831+46	230	10'	15' WB/13'EB	8.5'WB/4'EB-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Located on tangent with no sight distance issue.	High
229	L-12	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Sierra Ave OC	16.19	16.26	0.06	1855+00	1858+30	330	10'	2.75'-4.5' @ COLUMNS	8.25'-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
230	L-13	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Cedar Ave OC	18.48	18.53	0.05	1975+58	1978+25	267	10'	16'	8'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
231	L-14	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Riverside Ave OC	19.96	20.00	0.04	2053+89	2056+04	215	10'	2.5'WB/1.5'EB-5' @ COLUMNS	3'-4' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
232	L-15	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Pepper Ave OC	20.95	20.98	0.03	2106+16	2107+97	181	10'	22'	8.25'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
233	L-15	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder -Slover Mountain UPRR UP	21.47	21.50	0.03	2133+42	2134+97	155	10'	15'	7.5'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High
234	L-16	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Rancho Ave OC	21.95	21.99	0.04	2159+00	2160+92	192	10'	15'	9'-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
235	L-17	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Mount Vernon Ave OC	23.25	23.27	0.02	2227+36	2228+57	121	10'	15'	2'-2.5' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
236	L-17	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - I-215 Sep	24.17	24.33	0.17	2275+96	2284+77	881	10'	17'	2'WB/3'EB-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
237	L-19	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Richardson St OC	26.79	26.82	0.03	2414+39	2416+08	169	10'	3'WB/3'EB-5' @ COLUMNS	9'WB/3'EB-10' @ COLUMNS	YES	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
238	L-21	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - Alabama St OC	29.29	29.33	0.04	2546+70	2548+57	187	10'	15'	2.25'WB/6.25'EB-7' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
239	L-21	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - E10-W210 Connector OC	29.66	29.69	0.03	2565+83	2567+41	158	10'	13'	9.4'WB/7.4'EB-10' @ COLUMNS	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
240	L-21	Mainline		302.1 309.1(3)(a)	M	Shoulder width & horizontal clearance	WB & EB I-10 Median Shoulder - E210-E10/Tennessee St OC	29.77	29.84	0.07	2571+86	2575+40	354	10'	12'	8.5'WB/6.5'EB-10' @ E10-E210 COLUMNS) (11'WB/9'EB @ TENN COLUMNS)	NO	1. Additional widening at bridge columns would result in two additional lane shifts resulting an hour-glass geometry. 2. Spot location at bridge columns. 3. Type 60R barrier is proposed to maximize the shoulder width.	High
241	LA-2 L-1	Mainline		305.1(3)(a)	M	Median Width	Indian Hill Ave to LA County Line	47.66	48.28	0.62	696+94	729+87	3,293	22'	18'	16'-18' (16'=4'+10'+2') (18'=8'+8'+2')	YES	1. transitioning from existing 18' median to proposed 22' median	High
242	L-1	Mainline		305.1(3)(a)	M	Median Width	LA County Line to West of Monte Vista Ave	0.00	0.43	0.43	1000+00	1022+74	2,274	22'	18'	10'-16' (10'=4'+4'+2')	YES	1. Eliminates need for reconstructing soundwalls and widening of Mills Ave UC in WB direction. 2. Additional widening would require R/W acquisition from several SFRs, Serano Middle School, and condos, as well as impacts the MWD aqueduct.	High
243	L-1	Mainline		305.1(3)(a)	M	Median Width	West of Monte Vista Ave to East of Monte Vista Ave	0.43	0.92	0.48	1022+74	1048+33	2,559	22'	18'	14' (14'=4'+8'+2')	YES	1. Widening mainline would require additional R/W acquisition from MVWD, Spirit of Freedom Park and Montclair plaza, as well as new impacts to the Auto Plex.	High
244	L-2	Mainline		305.1(3)(a)	M	Median Width	East of Monte Vista Ave to Central Ave	0.92	1.33	0.41	1048+33	1070+12	2,179	22'	18'	10'-14'	YES	1. Widening mainline would require additional R/W acquisition from Montclair plaza, as well as impacts to the Auto Plex and COSTCO.	High
245	L-2	Mainline		305.1(3)(a)	M	Median Width	Central Ave to Benson Ave	1.33	1.74	0.41	1070+12	1091+78	2,166	22'	16'-18'	14'-22' (22'=10'+10'+2')	YES	1. Widening mainline would require additional R/W acquisition from many SFRs and commercial properties.	High
246	L-2 L-3	Mainline		305.1(3)(a)	M	Median Width	East of Benson Ave to San Antonio Ave (I/E at Mountain to Euclid CHP)	1.96	2.95	0.99	1103+63	1155+93	5,230	22'	8'-18'	10'-22'	YES	1. Additional widening would require reconfiguring the Mountain Ave IC and/or removing the I/E. 2. This section is relatively short and located between two even more constrained areas.	High
247	L-3	Mainline		305.1(3)(a)	M	Median Width	Euclid Ave to Campus Ave	3.49	3.80	0.31	1184+18	1200+78	1,660	22'	6'-18'	18'-22'	YES	1. Additional widening would require taller retaining walls 2. Eliminates the need to realign Richland St at Sultana. 3. Increasing the freeway width would increase the span and depth of Euclid Ave OC, Sultana Ave OC and Campus Ave OC where vertical clearances are already tight.	High
248	L-3 L-4	Mainline		305.1(3)(a)	M	Median Width	Campus Ave to 6th Street	3.80	4.46	0.65	1200+78	1235+23	3,445	22'	6'-18'	10'-18'	YES	1. Additional widening would require taller retaining walls 2. Increasing the freeway width would increase the span and depth of 6th St OC where vertical clearances are already tight. 3. This section is relatively short and located between two even more constrained areas.	High
249	L-4	Mainline		305.1(3)(a)	M	Median Width	6th Street to East of Grove Ave (I/E at 6th St)	4.46	4.85	0.40	1235+23	1256+23	2,100	22'	6'-18'	10'-16'	YES	1. Widening mainline would require additional R/W acquisition from many SFRs, MFRs and commercial properties, some being full takes. 2. This segment was designed to accommodate I/E	High
250	L-4	Mainline		305.1(3)(a)	M	Median Width	East of Grove Ave to 4th Street	4.85	5.38	0.53	1256+23	1284+08	2,785	22'	6'-18'	16'	YES	1. Widening mainline would require additional R/W acquisition from commercial properties, some being full takes.	High
251	L-4 L-5	Mainline		305.1(3)(a)	M	Median Width	4th Street to Vineyard Ave	5.38	6.01	0.63	1284+08	1317+45	3,337	22'	10'-18'	10'-16'	YES	1. Widening mainline would require additional R/W acquisition from many SFRs and MFRs properties.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

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

text

New item added since 6/2015 review

Item deleted since 6/2015 review

Item 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
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
252	L-5	Mainline		305.1(3)(a)	M	Median Width	Vineyard Ave	6.01	6.30	0.29	1317+45	1332+66	1,521	22'	10'-18'	10'-22'	YES	1. Eliminates need for R/W from SFR on north and west of Vineyard Ave and from retail/hotels on south side. 2. Accommodates transition of WB and EB lanes from reduces widths west of Vineyard to standard lane widths east of Vineyard. 3. Accommodates replacement of Vineyard OC and reconstruction of Vineyard I/C with minimal impacts to adjacent properties along Vineyard Ave.	High
253	L-5 L-6	Mainline		305.1(3)(a)	M	Median Width	West of Archibald Ave to West of Haven Ave	7.04	7.67	0.63	1371+76	1405+16	3,340	22'	18'-24'	18'-22'	YES	1. Eliminates need to replace Archibald OC/ 2. Provides consistent GP lane width in the EB direction from Vineyard Ave to Citrus Ave.	High
254	L-6 L-7	Mainline		305.1(3)(a)	M	Median Width	West of Haven Ave to I-15 (I/E at Haven)	7.67	9.88	2.21	1405+16	1521+72	11,656	22'	18'-24'	10'-18'	YES	1. Eliminates need to replace Haven Ave OC and Milliken Ave OC. 2. Accommodates Ingress/Egress at Haven Ave.	High
255	L-7 L-8	Mainline		305.1(3)(a)	M	Median Width	I-15 to Etiwanda Ave	9.88	11.31	1.43	1521+72	1597+31	7,559	22'	22'-72'	10'-22'	NO	1. Eliminates need to replace Etiwanda Ave OC, restricted by Gibraltar St to the north and Shea Center Dr to the south, and provides consistent lane and shoulder width between I-15 and Etiwanda Ave.	High
256	L-11	Mainline		305.1(3)(a)	M	Median Width	East of Poplar Ave to Cypress Ave	14.73	15.71	0.98	1777+76	1829+60	5,184	22'	11'-28'	16'-22'	YES	1. Accommodates Ingress/Egress at Citrus Ave.	High
257	L-12	Mainline		305.1(3)(a)	M	Median Width	Sierra Ave to East of Palmetto Ave	15.71	16.67	0.96	1829+60	1880+05	5,045	22'	11'-36'	20'-22' (20'=10'+8'+2')	YES	1. Eliminates need to replace Sierra Ave OC.	High
258	L-12 L-13	Mainline		305.1(3)(a)	M	Median Width	East of Palmetto Ave to Locust Ave	16.93	17.82	0.88	1894+10	1940+65	4,655	22'	36'	18'-20'	NO	1. Eliminates need for reconstruction of I-10 channel.	High
259	L-13	Mainline		305.1(3)(a)	M	Median Width	East of Locust Ave	17.82	18.25	0.43	1940+65	1963+34	2,269	22'	36'	20'-22'	NO	1. Eliminates need for reconstruction of I-10 channel.	High
260	L-14	Mainline		305.1(3)(a)	M	Median Width	West of Riverside Ave to Sycamore Ave	19.69	20.70	1.01	2039+63	2092+90	5,327	22'	10'-36'	10'-22'	YES	1. Eliminates need to replace Riverside Ave OC.	High
261	L-16 L-17	Mainline		305.1(3)(a)	M	Median Width	East of 9th Street CHP area to I-215	22.84	24.11	1.26	2206+09	2272+77	6,668	22'	36'-40'	7.1'-22'	NO	1. Eliminates need to replace Mount Vernon OC and widen EB connector to E10-N/S215.	High
262	L-17 to L-19	Mainline		305.1(3)(a)	M	Median Width	I-215 to Redlands Blvd	24.31	25.15	0.85	2283+37	2328+17	4,480	22'	15'-46'	10'-22'	YES	1. Eliminates need to realign EB off-ramp to Waterman Ave/Redlands Blvd.	High
263	L-17 to L-19	Mainline		305.1(3)(a)	M	Median Width	Waterman Avenue	25.15	25.46	0.30	2328+17	2344+25	1,608	22'	34'	10'-18'	NO	1. Eliminates need to realign Waterman C-D Road in the EB direction while providing horiz SSD with median barrier in WB direction.	High
264	L-17 to L-19	Mainline		305.1(3)(a)	M	Median Width	Tippecanoe Ave	25.46	26.61	1.15	2344+25	2405+22	6,097	22'	34'	10'	NO	1. Accommodates Ingress/Egress at Tippecanoe Ave.	High
265	L-17 to L-19	Mainline		305.1(3)(a)	M	Median Width	Richardson Street	26.61	26.88	0.26	2405+22	2419+09	1,387	22'	15'	10'-22'	YES	1. EB median width less than standard due to transition from I/E at Tippecanoe Ave.	High
266	L-21	Mainline		305.1(3)(a)	M	Median Width	West of Alabama St CHP Area trans to SR 210	29.00	29.48	0.48	2531+37	2556+55	2,518	22'	15'-36'	10'-22'	YES	1. Eliminates need for replacement of Alabama St OC.	High
267	L-21 L-22	Mainline		305.1(3)(a)	M	Median Width	Tennessee St trans to Texas Street	29.86	30.42	0.57	2576+36	2606+25	2,989	22'	36'	18'-22' (18'=12'+4'+2')	NO	1. Eliminates need for widening of UC at New York St and Texas St. 2. Bridge widening would reduce vertical clearance, require ramp realignment, and impede CSD at intersections.	High
268	L-21 L-22	Mainline		305.1(3)(a)	M	Median Width	Texas Street to 6th St (I/E at Orange)	30.42	30.98	0.56	2606+25	2635+59	2,934	22'	36'	10'-14'	NO	1. Eliminates need for reconstructing soundwalls and widening of UC at Eureka St and Orange Ave/Rt 38. 2. Bridge widening would reduce vertical clearance, require ramp realignment, and impede CSD at intersections,	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
269	L-22 L-23	Mainline		305.1(3)(a)	M	Median Width	6th Street to East of Highland Ave	30.98	32.87	1.90	2635+59	2735+74	10,015	22'	36'	14'-22'	NO	1. Eliminates need for reconstructing soundwalls and widening of UC at 6th St, Church St, University St, Citrus Ave, Cypress St, and Highland Ave 2. Bridge widening would reduce vertical clearance, require ramp realignment, and impede CSD at intersections.	High
270	L-1	Mainline	Mills	309.2(1)(c)	M	Vertical Clearance	Mills Ave UC	0.00						15'	14'8"	14'8"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High
271	L-4	Mainline	Grove-	309.2(1)(c)	M	Vertical Clearance	Grove Ave UC	4.88						15'	14'8"	14'8"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High
272	L-4	Mainline	4th	309.2(1)(c)	M	Vertical Clearance	4th St UC	5.24						15'	14'6"	14'6"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High
272A	L-16	Mainline	Rancho	309.2(1)(c)	M	Vertical Clearance	Rancho Ave OC	21.96						16'6"	16'7"	16'1"	NO	1. Significant traffic impact to lower I-10 pavement. 2. Significant impact to local community to reconstruct OC structure, which is not currently impacted by project. 3. Interchange improvement is planned a separate future project.	High
273	L-17	Mainline	Mt. Vernon	309.2(1)(c)	M	Vertical Clearance	Mt. Vernon Ave OC	23.25						16'6"	16'1"	16'1"	YES	1. Significant traffic impact to lower I-10 pavement. 2. Significant impact to local community to reconstruct OC structure, which is not currently impacted by project. 3. Interchange improvement is planned a separate future project.	High
273A	L-21	Mainline	Alabama	309.2(1)(c)	M	Vertical Clearance	Alabama St OC	29.31						16'6"	16'4"	16'3"	YES	1. Significant traffic impact to lower I-10 pavement. 2. Significant impact to local community to reconstruct OC structure, which is not currently impacted by project. 3. Interchange improvement is planned a separate future project.	High
274	L-22	Mainline	Eureka	309.2(1)(c)	M	Vertical Clearance	Eureka St UC	30.66						15	14'10"	14'10"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High
275	L-23	Mainline	Ford	309.2(1)(c)	M	Vertical Clearance	Ford St UC	33.13						15'	14'7"	14'7"	YES	1. Significant traffic impact to raise I-10 & reconstruct UC. 2. Additional local community impact to lower arterial which is not currently impacted by project. 3. No "structure hit" accident records in the past 2 years. 4. Bridge widening would not degrade existing vertical clearance.	High
276	L-16	Rancho	Rancho	309.4	M	Lateral clearance for elevated structure	Colton OH (EB I-10) and Colton Grade Sep	22.36						15'	16'	9'	NO	1. Shifting the freeway alignment north would further impact J St, which is already proposed to be converted from 2-way to 1-way. 2. Attaining 15' of separation would require reducing I-10 lane and shoulder widths. 3. Distance between I-10 barrier and center of nearest RR track > 25' required by the PUC.	High
277	L-17	Mt. Vernon	Mt. Vernon	404.4(1)(b)	M	Design Vehicle	Mt. Vernon Ave WB On-Ramp from EB Valley Blvd	23.25						CA Legal	Cannot accommodate CA Legal	Cannot accommodate CA Legal	Yes	1. Existing intersection spacing between Valley Blvd and Mount Vernon WB on-ramp precludes accommodating Right U-turn movement from EB Valley Bld to WB on-ramp. 2. Alternative WB on-ramp is available at La Cadena/Valley Blvd, less than one mile west of Mount Vernon Ave.	High
278	L-1	Mills	Mills	405.1(2)(b)	M	Corner Sight Distance (Unsignalized)	WB Palo Verde St (lt turn) looking at SB Mills Ave	0.1						300' (40 mph)	180' (26 mph)	180' (26 mph)	Yes	1. Sight distance impaired by bridge abutment of Mills Ave UC. 2. SE corner of bridge widening for Mills UC to be designed to provide existing corner sight distance.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

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

text

New item added since 6/2015 review

Item deleted since 6/2015 review

Item 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
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
279	L-4	Grove	Grove	405.1(2)(b)	M	Corner Sight Distance (Unsignalized)	WB 5th Street looking at NB Grove Ave (rt turn)	4.88						360' (45 mph)	351' (44 mph)	351' (44 mph)	Yes	1. Sight distance impaired by bridge abutment of Grove Ave UC. 2. SE corner of bridge widening for Mills UC to be designed to provide existing corner sight distance.	High
280	L-16	Rancho	Rancho	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Rancho Ave WB off-ramp looking at NB Rancho Ave (lt & rt turn)	21.96						250' (35 mph) (S)	183' (26 mph) (S)	183' (26 mph) (S)	Yes	1. Sight distance impaired by bridge railing of Rancho Ave OC. 2. Attaining corner sight distance would require either replacement of Rancho OC or realignment of Rancho off-ramp. Realignment of the off-ramp would require acquisition of one SFR, two fast-food restaurants, and reduce intersection spacing with Valley Blvd. 3. Intersection is signalized. A signage could be installed to prohibit right turn on red.	High
281	L-16	Rancho	Rancho	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Rancho Ave EB off-ramp looking at SB Rancho Ave (lt & return)	21.96						360' (45 mph) (S)	96' (<25 mph) (S)	96' (<25 mph) (S)	Yes	1. Sight distance impaired by bridge railing of Rancho Ave OC to the north and UPRR overpass to the south. 2. Attaining corner sight distance to meet standard would require replacement of Rancho OC. 3. Intersection is signalized. A signage could be installed to prohibit right turn on red.	High
282	L-16	Rancho	Rancho	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Rancho Ave EB off-ramp looking at NB Rancho Ave (lt & rt turn)	21.96						250' (35 mph) (S)	138' (<25 mph) (S)	138' (<25 mph) (S)	Yes	1. Sight distance impaired by bridge railing of Rancho Ave OC to the north and UPRR overpass to the south. 2. Attaining corner sight distance would require replacement of UPRR overpass. 3. Intersection is signalized. A signage could be installed to prohibit right turn on red.	High
283	L-19	Tippecanoe	Tippecanoe	405.1(2)(b)	M	Corner Sight Distance (Signalized)	Tippecanoe Ave EB off-ramp looking at SB Tippecanoe Ave (lt & rt turn)	26.27						300' (40 mph) (S)	155' (25 mph) (S)	155' (25 mph) (S)	Yes	1. Sight distance impaired by bridge abutment of Tippecanoe Ave UC. 2. SW corner of bridge widening for Tippecanoe UC to be designed to provide existing corner sight distance. 3. Intersection is signalized. A signage could be installed to prohibit right turn on red.	High
284	L-20	California	California	405.1(2)(b)	M	Corner Sight Distance (Signalized)	California Ave WB off-ramp looking at NB California Ave (lt & rt turn)	28.3						300' (40 mph) (S)	224' (32 mph) (S)	224' (32 mph) (S)	YES	1. Sight distance impaired by pier wall of California Ave UC. 2. Existing bridge wall 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 signage could be installed to prohibit right turn on red.	High
285	L-20	California	California	405.1(2)(b)	M	Corner Sight Distance (Signalized)	California Ave EB off-ramp looking at SB California Ave (lt & rt turn)	28.3						300' (40 mph) (S)	200' (30 mph) (S)	200' (30 mph) (S)	YES	1. Sight distance impaired by pier wall of California Ave UC. 2. Existing bridge wall 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 signage could be installed to prohibit right turn on red.	High
283	L-1 L-2	Mainline	Monte Vista	501.3	M	Interchange spacing	I-10 between Monte Vista Ave and Central Ave	0.68	1.23	0.55				1 mile	0.55 miles	0.55 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving.	High
284	L-4 L-5	Mainline	4th	501.3	M	Interchange spacing	I-10 between 4th St and Vineyard Ave	5.24	6.10	0.86				1 mile	0.86 miles	0.86 miles	YES	1. Significant traffic impact if one IC is removed. 2. Future project will relocate IC to Grove. 3. >2000' weave distance in both dir.	High
285	L-6 L-7	Mainline	10/15	501.3	M	Interchange spacing	I-10 between Haven Ave and Route 15	8.16	9.94	1.78				2 miles	1.78 miles	1.78 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving. 3. >5000' weave distance in both dir.	High
286	L-7	Mainline	10/15	501.3	M	Interchange spacing	I-10 between Milliken Ave and Route 15	9.17	9.94	0.77				2 miles	0.77 miles	0.77 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving.	High
287	L-7 L-8	Mainline	10/15	501.3	M	Interchange spacing	I-10 between Route 15 and Etiwanda Ave	9.94	11.13	1.19				2 miles	1.19 miles	1.19 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

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

text

New item added since 6/2015 review

Item deleted since 6/2015 review

Item 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
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
288	L-16	Mainline	Rancho	501.3	M	Interchange spacing	I-10 between Rancho Ave and La Cadena Dr/9th St	21.96	22.62	0.66				1 mile	0.66 miles	0.66 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in WB dir to facilitate weaving. 3. >2000' weave distance in EB dir. 4. Relatively low weave volume.	High
289	L-16 L-17	Mainline	La Cadena	501.3	M	Interchange spacing	I-10 between La Cadena Dr/9th St and Mt. Vernon Ave	22.62	23.25	0.63				1 mile	0.54 miles	0.54 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving. 3. Relatively low weave volume.	High
290	L-16 L-17	Mainline	La Cadena	501.3	M	Interchange spacing	I-10 between La Cadena Dr/9th St and Route 215	22.62	24.24	1.62				2 miles	1.53 miles	1.53 miles	YES	1. Significant traffic impact if one IC is removed. 2. Relatively low volume at 9th St IC	High
291	L-17	Mainline	Mt. Vernon	501.3	M	Interchange spacing	I-10 between Mount Vernon Ave and Route 215	23.25	24.24	0.99				2 miles	0.99 miles	0.99 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving. 3. Relatively low volume at Mt. Vernon IC.	High
292	L-17 L-18	Mainline	10/215	501.3	M	Interchange spacing	I-10 between Route 215 and Waterman Ave	24.24	25.26	1.02				2 miles	1.02 miles	1.02 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving.	High
293	L-21	Mainline	Alabama	501.3	M	Interchange spacing	I-10 between Alabama St and Tennessee St	29.31	29.83	0.52				1 mile	0.52 miles	0.52 miles	YES	1. Significant traffic impact if one IC is removed. 2. ICs supplement each other. 3. No weaving on mainline between ICs in either dir.	High
294	L-21	Mainline	Alabama	501.3	M	Interchange spacing	I-10 between Alabama St and Route 210	29.31	29.83	0.52				2 miles	0.52 miles	0.52 miles	YES	1. Significant traffic impact if one IC is removed. 2. No weaving between ICs in either dir.	High
295	L-21	Mainline	10/210	501.3	M	Interchange spacing	I-10 between Route 210 and Tennessee St	29.83	29.83	0.00				2 miles	0 mile	0 mile	YES	1. Significant traffic impact if one IC is removed. 2. No weaving between ICs in either dir.	High
296	L-21 L-22	Mainline	10/210	501.3	M	Interchange spacing	I-10 between Route 210 and Eureka St/Orange Ave/6th St	29.83	30.66	0.83				2 miles	0.83 miles	0.83 miles	YES	1. Significant traffic impact if one IC is removed. 2. Aux lane provided in both dir to facilitate weaving.	High
297	L-21 L-22	Mainline	Tennessee	501.3	M	Interchange spacing	I-10 between Tennessee St and Eureka St/Orange Ave/6th St	29.83	30.66	0.83				1 mile	0.83 miles	0.83 miles	YES	1. Significant traffic impact if one IC is removed. 2. >2000' weave distance in both dir.	High
298	L-22	Mainline	Orange	501.3	M	Interchange spacing	I-10 between Eureka St/Orange Ave/6th St and University Ave/Cypress Ave	30.99	31.87	0.88				1 mile	0.88 miles	0.88 miles	YES	1. Significant traffic impact if remove one of the ICs. 2. >2000' weave distance in both dir.	High
299	L-1	Monte Vista		502.2	M	Isolated off-ramp	Monte Vista Ave EB off-ramp	0.68						Isolated off-ramp shall not be used	EB off-ramp is isolated	EB off-ramp is isolated	YES	1. Significant traffic impact to remove this off-ramp. 2. Not geometrically feasible (vertically) to relocate ramp to Palo Verde adjacent to the on-ramp. 3. Wrong way entry is not likely since the opposite movement (WB Palo Verde) does not line up with the off-ramp. 4. WB Palo Verde is offset from the ramp alignment and should not result in wrong way entry to the off-ramp.	High
300	L-3	Euclid Ave		502.2	M	Isolated off-ramp	Euclid Ave WB hook off-ramp	0.68						Isolated off-ramp shall not be used	WB off-ramp is isolated	WB off-ramp is isolated	YES	1. Significant traffic impact to remove this off-ramp. 2. Not feasible to relocate ramp to Euclid Ave due to presence of 7th Street which provides access to several retail/commercial properties.	High
301	L-5	Archibald		502.2	M	Partial Interchange	Holt Blvd EB on-ramp and WB off-ramp	7.16						Partial interchange shall not be used	WB off & EB on movements only	WB off & EB on movements only	YES	1. Significant traffic impact to network to remove these ramps. 2. Archibald Ave IC would need to be expanded to carry additional traffic. 3. No weaving in either direction between Holt and Archibald ramps.	High
302	L-16	La Cadena		502.2	M	Partial interchange	La Cadena Dr WB on-ramp	22.62						Partial interchange shall not be used	La Cadena Dr interchange is a partial interchange	La Cadena Dr interchange is a partial interchange	YES	1. Significant traffic impact to remove this on-ramp. 2. Relocating ramp to 9th would require removal of a strip mall. 3. No wrong way entry issue since this is an on-ramp.	High
303	L-16	9th		502.2	M	Isolated off-ramp	9th St WB off-ramp	22.71						Isolated off-ramp shall not be used	9th WB off-ramp is isolated	9th WB off-ramp is isolated	YES	1. Significant traffic impact to remove this off-ramp. 2. Relocating to La Cadena would require removal of a strip mall.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
304	L-17	Mt. Vernon		502.2	M	Isolated off-ramp	Sperry Dr WB off-ramp	23.25						isolated off-ramp shall not be used	Sperry Dr WB off- ramp is isolated	Sperry Dr WB off- ramp is isolated	YES	1. Significant traffic impact to remove this off-ramp. 2. Not feasible to relocate ramp to Mt. Vernon due to presence of Valley Blvd which provides access to several retail/commercial properties.	High
305	L-18	Sunwest	I-215	502.2	M	Partial Interchange	Sunwest Ln WB on-ramp	24.76						Partial interchange shall not be used	Sunwest Ln WB on- ramp constitutes a partial interchange	Sunwest Ln WB on- ramp constitutes a partial interchange	YES	1. Significant traffic impact to remove this on-ramp which supplements Waterman IC by providing much needed additional I-10 access from Hospitality/Waterman business area. 2. No wrong way entry issue since this is an on-ramp.	High
306	L-17	I-215		504.3(1)(b)	M	Ramp lane width	N215-W10 Connector, 175' R	24.24						16'	12'	12'	YES	1. Proposed improvements are limited to the gore area. 2. Nonstandard width is proposed to match existing width.	High
307	L-1 L-2	Mainline	Monte Vista	504.7	M	Weaving length	EB I-10 between Monte Vista Ave and Central Ave	0.83	1.05	0.22	1043+83	1055+55	1,172	2,000'	1,146'	1,172'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
308	L-1 L-2	Mainline	Monte Vista	504.7	M	Weaving length	WB I-10 between Monte Vista Ave and Central Ave	0.86	1.09	0.23	1045+43	1057+58	1,215	2,000'	1,142'	1,215'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
309	L-7	Mainline	Milliken	504.7	M	Weaving length	EB I-10 between Milliken and I-15 (E10-N15 Conn)	9.17	9.50	0.33	1484+39	1501+76	1,737	5,000'	1,687'	1,737'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
310	L-7	Mainline	Milliken	504.7	M	Weaving length	WB I-10 between Milliken and I-15 (N15-W10 Conn)	9.25	9.54	0.29	1488+61	1503+81	1,520	5,000'	1,359'	1,520'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
311	L-7 L-8	Mainline	10/15	504.7	M	Weaving length	EB I-10 between I-15 and Etiwanda Ave	10.29	10.79	0.50	1543+34	1569+62	2,628	5,000'	2,423'	2,628'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
312	L-7 L-8	Mainline	10/15	504.7	M	Weaving length	WB I-10 between I-15 and Etiwanda Ave	10.45	10.96	0.51	1551+90	1578+62	2,672	5,000'	2,525'	2,672'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
313	L-16	Mainline	Rancho	504.7	M	Weaving length	WB I-10 between Rancho Ave and La Cadena Dr	22.17	22.47	0.31	2170+35	2186+46	1,611	2,000'	1,603'	1,611'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
314	L-16 L-17	Mainline	9th	504.7	M	Weaving length	WB I-10 between 9th St and Mount Vernon Ave	22.91	23.09	0.18	2209+65	2219+34	969	2,000'	954'	969'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
315	L-16 L-17	Mainline	9th	504.7	M	Weaving length	EB I-10 between 9th St and Mount Vernon Ave	22.90	23.20	0.30	2209+08	2224+70	1,562	2,000'	1,523'	1,562'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
316	L-17	Mainline	Mt. Vernon	504.7	M	Weaving length	WB I-10 between Mount Vernon Ave and I-215	23.66	24.03	0.38	2249+20	2269+01	1,981	5,000'	2,207'	1,981'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	Medium
317	L-17	Mainline	Mt. Vernon	504.7	M	Weaving length	EB I-10 between Mount Vernon Ave and I-215	23.50	23.76	0.26	2240+70	2254+66	1,396	5,000'	1,404'	1,396'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
318	L-18	Mainline	10/215	504.7	M	Weaving length	WB I-10 between I-215 and Carnegie Dr	24.85	25.34	0.49	2312+20	2338+15	2,595	5,000'	2,503'	2,595'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
319	L-18	Mainline	10/215	504.7	M	Weaving length	EB I-10 between I-215 and Redlands Blvd	24.68	24.95	0.28	2302+99	2317+57	1,458	5,000'	1,458'	1,458'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
320	L-21 L-22	Mainline	10/210	504.7	M	Weaving length	WB I-10 between SR-210 and Orange Ave	30.26	30.67	0.41	2597+75	2619+54	2,179	5,000'	2,208'	2,179'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided.	High
321	L-21 L-22	Mainline	10/210	504.7	M	Weaving length	EB I-10 between SR-210 and Eureka St	30.15	30.47	0.32	2592+00	2608+80	1,680	5,000'	1,612'	1,680'	YES	1. Shortening either ramp would reduce storage. 2. Shorting either ramp would steepen profile to nonstandard design. 3. Aux lane provided. 4. Weave distance slightly longer than existing.	High
322	L-3	Euclid	Euclid	504.8	M	Access Control	Euclid Ave WB loop on-ramp near 7th St	3.47						50' Access Control	175'	21'	NO	1. Realigning 7th St north would require full acquisition of 5 SFR on the west side of Euclid and remove 3 business buildings on the east side. 2. Realigning 7th St north would impact Euclid St landscaped median, landscaped parkways, and stone curbs which have cultural significance. 3. There is no conflict or operational issue; Euclid WB loop on-ramp has an exclusive lane for right-turn movement only upstream of 7th St.	High
323	L-4	4th	4th	504.8	M	Access Control	4th St EB off-ramp near Yum Yum Donut driveway	5.24						50' Access Control	24'	10'	YES	1. The driveway is the only access to this property and is already located at the far end of the property. 2. Closing the driveway would render this property unusable for business.	High
323B	L-19	Mountain View	Mountain View	504.8	M	Access Control	Mountain View Ave WB on-ramp - Driveway to Valero gas station (south driveway)	33.13						50'	0'	0'	YES	1. Proposed curb return is approximately 6' north of existing curb return. Existing southerly driveway, adjacent to existing curb return, would need to be reconstructed approximately 6' north. This southerly driveway serves exit movement only; there would be no backup on SB Mountain View or in the Mountain View/WB ramp intersection caused by vehicles waiting to enter the driveway.	High
324	L-23	Ford	Ford	504.8	M	Access Control	Ford St EB off-ramp near Parkford	33.13						50'	32'	16'	YES	1. Not feasible to realign Parkford Dr south due to presence of E. Redlands Blvd. 2. Low traffic volume is projected along Ford Street.	High
325	L-23	Ford	Ford	504.8	M	Access Control	Ford St EB on-ramp opposite Oak St	33.13						50'	26'	15'	YES	1. Realigning Oak St south would require R/W acquisition from 2 SFR. 2. Low traffic volume is projected along Ford Street.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: MANDATORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
326	L-1	Monte Vista	Monte Vista	504.8	M	Access rights opposite ramp terminal	Monte Vista Ave EB off-ramp	0.68						Acquire access rights opposite ramp terminal	Palo Verde St opposite exit ramp	Palo Verde St opposite exit ramp	YES	1. Would need to realign Palo Verde or the off-ramp 500' south to also meet intersection spacing standard. 2. Realigning the ramp would dissect a neighborhood, removing 18 homes. 3. Realigning Palo Verde would remove two large multi-storage office/business buildings on Monte Vista and dissects an apartment complex on Palo Verde, removing at least two buildings. 4. WB Palo Verde is offset from the ramp alignment and should not result in wrong way entry to the off-ramp. 5. Intersection is anticipated to operate at LOS D in 2045.	High
327	L-3	Euclid	Euclid	504.8	M	Access rights opposite ramp terminal	Euclid Ave WB hook off-ramp	3.47						Acquire access rights opposite ramp terminal	2nd Ave opposite WB off-ramp	2nd Ave opposite WB ramps	YES	1. Not feasible to relocate off-ramp or 2nd Ave due to presence of Euclid Ave 500' to the west and Sultana Avenue 500' to the east. 2. 2nd Ave is one-way NB and should not result in wrong-way entry to the off-ramp. 3. Acceptable intersection LOS C is forecasted for 2045.	High
328	L-17	Sperry	Sperry	504.8	M	Access rights opposite ramp terminal	Sperry Dr WB off-ramp	23.48						Acquire access rights opposite ramp terminal	Driveway to Mariscos & Alley to Colony Motel	Driveway to Mariscos & Alley to Colony Motel	YES	1. Not feasible to relocate the ramp, driveway, or alley. 2. Wrong way sign package at the off-ramp is clearly visible.	High
329	L-18	Sunwest	I-215	504.8	M	Access rights opposite ramp terminal	Sunwest Lane WB on-ramp	24.5						Acquire access rights opposite ramp terminal	Sunwest Lane opposite WB on-ramp	Sunwest Lane opposite WB on-ramp	YES	1. Not feasible to relocate the ramp, driveway, or alley. 2. Since this is an on-ramp, wrong way entry is not an issue. 3. Freeway entrance sign package at the on-ramp is clearly visible.	High
330	L-18	Carnegie	Waterman	504.8	M	Access rights opposite ramp terminal	Carnegie Drive WB on-ramp	25.25						Acquire access rights opposite ramp terminal	Carnegie Drive opposite WB on-ramp	Carnegie Drive opposite WB on-ramp	YES	1. Not feasible to relocate the ramp, driveway, or alley. 2. Since this is an on-ramp, wrong way entry is not an issue. 3. Freeway entrance sign package at the on-ramp is clearly visible.	High
331	L-23	Ford	Ford	504.8	M	Access rights opposite ramp terminal	Ford St WB on-ramp opposite Reservoir Rd	33.13						Acquire access rights opposite ramp terminal	Reservoir Rd opposite Ford St WB on-ramp	Reservoir Rd opposite Ford St WB on-ramp	YES	1. Not feasible to relocate the ramp or Reservoir Road due to the bending alignment of Ford St. 2. Since this is an on-ramp, wrong way entry is not an issue. 3. Acceptable intersection LOS A/B is forecasted for 2045.	High
332	L-23	Ford	Ford	504.8	M	Access rights opposite ramp terminal	Ford St WB off-ramp/EB on-ramp opposite Redlands Blvd	33.13						Acquire access rights opposite ramp terminal	Redlands Blvd opposite Ford St WB off-ramp/EB on-ramp	Redlands Blvd opposite Ford St WB off-ramp	YES	1. Not feasible to relocate Redlands Blvd due to presence of Oak St 180' to the south. 2. Relocating WB off-ramp 500' to the south would require replacement of the off-ramp UC. 3. Wrong way entry is not anticipated since all movements exist at intersection. 4. Acceptable intersection LOS C/D is forecasted for 2045.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
1	L-1	Monte Vista		105.5(2)	A	Curb ramps	Monte Vista Ave/WB ramps intersection (4 corners)	0.68						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
2	L-1	Monte Vista		105.5(2)	A	Curb ramps	Monte Vista Ave/EB off-ramp/Palo Verde St intersection (2 corners)	0.68						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
3	L-1	Monte Vista		105.5(2)	A	Curb ramps	Palo Verde St/EB on-ramp intersection (2 corners)	0.68						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in E/W direction only. 2. No crosswalk proposed in N/S direction in order to minimize pedestrian conflict and optimize intersection operation.	High
4	L-2	Central		105.5(2)	A	Curb ramps	Central Ave/WB ramps intersection (2 corners)	1.23						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
5	L-2	Central		105.5(2)	A	Curb ramps	Central Ave/EB ramps intersection (2 corners)	1.23						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
6	L-2	Mountain		105.5(2)	A	Curb ramps	Mountain Ave/WB ramps intersection (4 corners)	2.37						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
7	L-2	Mountain		105.5(2)	A	Curb ramps	Mountain Ave/EB ramps intersection (2 corners)	2.37						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
8	L-3	Euclid		105.5(2)	A	Curb ramps	Euclid Ave/WB loop on-ramp intersection (4 corners)	3.47						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
9	L-3	Euclid		105.5(2)	A	Curb ramps	Euclid Ave/EB ramps intersection (4 corners)	3.47						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
10	L-3	Sultana		105.5(2)	A	Curb ramps	Sultana Ave/Richland St (2 corners)	3.75						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
11	L-3	Sultana		105.5(2)	A	Curb ramps	Sultana Ave/Alvarado St (2 corners)	3.75						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
12	L-3	Campus		105.5(2)	A	Curb ramps	Campus Ave/Richland St (2 corners)	4.02						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
12A		6th		105.5(2)	A	Curb ramps	6th St/Hope Ave (2 corners)	4.33						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
13	L-4	4th		105.5(2)	A	Curb ramps	4th St/WB ramps intersection (4 corners)	5.24						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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 ramps	4th/EB ramps intersection (4 corners)	5.24						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
15	L-5	Vineyard		105.5(2)	A	Curb ramps	Vineyard Ave/WB off & on ramps intersection (4 corners)	6.10						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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-5	Vineyard		105.5(2)	A	Curb ramps	Vineyard Ave/EB ramps intersection (4 corners)	6.10						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
16A	L-12	Sierra		105.5(2)	A	Curb ramps	Sierra Ave/WB ramps intersection (4 corners)	16.22						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
16B	L-12	Sierra		105.5(2)	A	Curb ramps	Sierra Ave/EB ramps intersection (4 corners)	16.22						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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-14	Cedar		105.5(2)	A	Curb ramps	Cedar Ave/WB on-ramp intersection (2 corners)	19.97						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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-15	Pepper		105.5(2)	A	Curb ramps	Pepper Ave/WB on-ramp intersection (2 corners)	20.97						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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-15	Pepper		105.5(2)	A	Curb ramps	Pepper Ave/WB off-ramp intersection (2 corners)	20.97						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along NB side of Pepper Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
19A	L-15	Pepper		105.5(2)	A	Curb ramps	Pepper Ave/EB on-ramp intersection (2 corners)	20.97						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along NB side of Pepper Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
20	L-16	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/WB on-ramp intersection (west side) (2 corners)	21.96						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along SB side of Rancho Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
21	L-16	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/EB off-ramp intersection (west side) (2 corners)	21.96						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along SB side of Rancho Avenue. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
22	L-16	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/WB off-ramp intersection (east side) (2 corners)	21.96						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
23	L-16	Rancho		105.5(2)	A	Curb ramps	Rancho Ave/EB on-ramp intersection (east side) (2 corners)	21.96						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
24	L-16	9th		105.5(2)	A	Curb ramps	9th St/EB ramps intersection (north side) (2 corners)	22.71						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
25	L-17	Mt. Vernon		105.5(2)	A	Curb ramps	Sperry Dr/WB hook off-ramp intersection (2 corners)	23.25						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
26	L-18	Sunwest		105.5(2)	A	Curb ramps	Sunwest Ln/WB hook on-ramp intersection (2 corners)	24.50						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in E/W direction only. 2. No crosswalk proposed in N/S direction in order to minimize pedestrian conflict and optimize intersection operation.	High
27	L-18	Hospitality Ln		105.5(2)	A	Curb ramps	Carnegie Dr/ WB hook on-ramp (1 corner)	25.26						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in E/W direction only. 2. No crosswalk proposed in N/S direction.	High
28	L-19	Mountain View		105.5(2)	A	Curb ramps	Mountain View Ave/WB ramps intersection (4 corners)	27.30						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
29	L-19	Mountain View		105.5(2)	A	Curb ramps	Mountain View Ave/EB ramps intersection (4 corners)	27.30						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
30	L-20	California		105.5(2)	A	Curb ramps	California St/WB ramps intersection (4 corners)	28.30						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
31	L-20	California		105.5(2)	A	Curb ramps	California St/EB ramps intersection (4 corners)	28.30						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
32	L-21	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/WB on-ramp intersection (west side) (2 corners)	29.83						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. No sidewalk along SB side of Tennessee Street. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
33	L-21	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/EB off-ramp intersection (west side) (2 corners)	29.83						2 curb ramps at each corner	0 curb ramp at each corner	0 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. 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
34	L-21	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/WB off-ramp intersection (east side) (2 corners)	29.83						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. No sidewalk proposed along SB side of Tennessee Street. 2. No crossing anticipated in E/W direction in order to minimize pedestrian conflict and optimize intersection operations. Also, no destinations for E/W movement at this intersection.	High
35	L-21	Tennessee		105.5(2)	A	Curb ramps	Tennessee St/EB on-ramp intersection (east side) (2 corners)	29.83						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation.	High
36	L-18	Ford		105.5(2)	A	Curb ramps	Ford St/WB on-ramp intersection (1 corner)	33.13						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crossing in the E/W direction is provided at the SW corner of the intersection. 2. Crossing E/W at the NW corner is not ideal due to the offset between the WB on-ramp and Reservoir Rd.	High
37	L-18	Ford		105.5(2)	A	Curb ramps	Ford St/EB off-ramp intersection (2 corners)	33.13						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation.	High
38	L-18	Ford		105.5(2)	A	Curb ramps	Ford St/EB on-ramp intersection (2 corners)	33.13						2 curb ramps at each corner	1 curb ramp at each corner	1 curb ramp at each corner	YES	1. Crosswalk is proposed in N/S direction only. 2. No crosswalk proposed in E/W direction in order to minimize pedestrian conflict and optimize intersection operation.	High
39	L-16	Mainline	La Cadena/ 9th Street	201.7	A	Decision sight distance	EB I-10 at 9th St EB off-ramp	22.70						1105' (70 mph)	1050' (65 mph)	865' (55 mph)	YES	1. Decision sight distance is obstructed by existing railing of Colton OH structure. 2. Attaining the standard would require additional widening of the EB Colton OH structure. Additional widening of Colton OH would reduce separation distance with the existing UP/SPRR grade separation structure. 3. Advance guide sign (G83) or supplemental destination sign (G86) will be installed to advise motorist of the upcoming exit.	Medium
40	L-23	Mainline	Cypress	201.7	A	Decision sight distance	WB I-10 at Cypress Ave WB off-ramp	32.11						1105' (70 mph)	965' (59 mph)	965' (59 mph)	YES	1. Decision sight distance is obstructed by existing soundwall. 2. Attaining the standard would require reconstructing the existing soundwall which has been agreed by the project team (Decision Document B-1) to be maintained to avoid repeated impact to adjacent residences. 3. Advance guide sign (G83) or supplemental destination sign (G86) will be installed to advise motorist of the upcoming exit.	High
41	L-10	Mainline	Cherry	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Cherry Ave, enter 4500' Lt	12.83	12.97	0.14	1677+50	1685+00	750	240', 2/3-1/3	180', 2/3-1/3	180', all on tangent	NO	1. The proposed design involves centerline modification with a smaller radius to accommodate the proposed widening. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
42	L-10	Mainline	Cherry	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Cherry Ave, exit 4500' Lt	13.00	13.05	0.05	1686+50	1689+00	250	240', 2/3-1/3	180', 2/3-1/3	180', 1/2-1/2	NO	1. The proposed design involves centerline modification with a smaller radius to accommodate the proposed widening. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
43	L-10	Mainline	Cherry	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Cherry Ave, exit 4500' Rt	13.40	13.54	0.14	1707+50	1715+00	750	240', 2/3-1/3	180', 2/3-1/3	180', all on tangent	NO	1. The proposed design involves centerline modification with a smaller radius to accommodate the proposed widening. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
44	L-11	Mainline	Citrus	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Citrus Ave, exit 10,000' Lt	15.02	15.08	0.06	1793+00	1796+00	300	240', 2/3-1/3	180', 2/3-1/3	180', all in curve	NO	1. The proposed design involves centerline modification with a larger radius to accommodate the proposed widening. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
45	L-11	Mainline	Citrus	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Citrus Ave, enter 10,000' Rt	15.32	15.42	0.10	1809+00	1814+10	510	240', 2/3-1/3	180', 2/3-1/3	180', 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 6% per 100' requirement.	High
46	L-11	Mainline	Citrus	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 east of Citrus Ave, exit 10,000' Rt	15.48	15.55	0.07	1817+50	1821+00	350	240', 2/3-1/3	180', 2/3-1/3	180', all in curve	NO	1. The proposed design involves shifting the centerline curve to accommodate the proposed widening. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
47	L-16	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Rancho Ave, enter 3400' Rt	21.69	21.75	0.06	2145+15	2148+15	300	390', 2/3-1/3	300', 2/3-1/3	300', 2/5-3/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
48	L-16	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB & EB I-10 west of Rancho Ave, exit 3400' Rt	21.89	21.95	0.06	2155+80	2158+80	300	390', 2/3-1/3	300', 2/3-1/3	300', 2/3 -1/3	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
49	L-16	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 east of Rancho Ave, enter 4876.78' Lt	21.96	22.02	0.06	2159+50	2162+50	300	390', 2/3-1/3	300', 2/3-1/3	300', 3/5-2/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
50	L-16	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 east of Rancho Ave, exit 4465' Lt	22.10	22.16	0.06	2167+00	2170+00	300	390', 2/3-1/3	300', 2/3-1/3	300', all in curve	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
51	L-16	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 east of Rancho Ave, enter 4535' Lt	21.96	22.02	0.06	2159+50	2162+50	300	390', 2/3-1/3	300', 2/3-1/3	300', 3/5- 2/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
52	L-16	Mainline	Rancho	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 east of Rancho Ave, exit 4535' Lt	22.10	22.16	0.06	2167+00	2170+00	300	390', 2/3-1/3	300', 2/3-1/3	300', all in curve	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
53	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 west of Colton OH, enter 2363' Lt	22.32	22.37	0.06	2178+30	2181+30	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/6- 5/6	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
54	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 west of Colton OH, exit 2363' Lt	22.39	22.45	0.06	2182+25	2185+25	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/2-1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
55	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 west of Colton OH, enter 2624' Lt	22.29	22.35	0.06	2177+10	2180+30	320	480', 2/3-1/3	320', 2/3-1/3	320', 1/2- 1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
56	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 west of Colton OH, exit 2624' Lt	22.41	22.46	0.04	2183+40	2185+70	230	480', 2/3-1/3	230', 2/3-1/3	230', 1/2-1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
57	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 east of Colton OH, enter 2624' Rt	22.45	22.50	0.06	2185+25	2188+25	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/5- 4/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
58	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	WB I-10 east of Colton OH, exit 2624' Rt	22.54	22.60	0.06	2190+25	2193+25	300	480', 2/3-1/3	300', 2/3-1/3	300', 1/2 -1/2	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
59	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 east of Colton OH, enter 2461' Rt	22.46	22.50	0.04	2185+70	2188+00	230	480', 2/3-1/3	230', 2/3-1/3	230', 1/5-4/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
60	L-16	Mainline	Colton OH	202.5(1) 202.5(2)	A	Superelevation transition & runoff	EB I-10 east of Colton OH, exit 2461' Rt	22.55	22.61	0.06	2190+90	2193+90	300	480', 2/3-1/3	300', 2/3-1/3	300', 4/5-1/5	NO	1. The proposed design involves centerline modification with a large radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
61	PS-6	Central		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Central Ave WB on-ramp, Exit 4000' Lt	1.23						150', 2/3-1/3	31', 1/5-4/5	50', all in curve	NO	1.The proposed design includes reversing curves (large radii) 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 Montclair Plaza. 3. Super transition meets 6% per 100' requirement.	High
62	PS-6	Central		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Central Ave WB on-ramp, Enter 800' Rt	1.23						270', 2/3-1/3	91.5', all on tangent	50', all on tangent	NO	1. The proposed design includes reversing curves (large radii) 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 Montclair Plaza. 3. Super transition meets 6% per 100' requirement.	High
63	PS-18	Euclid		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Euclid Ave WB hook off-ramp, Enter 250' Lt	3.47						300', 2/3-1/3	200', 2/3-1/3	300', 2/5-3/5	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 150'. 3. The transition length is 150' which meets standard.	High
64	PS-24	4th		202.5(1) 202.5(2)	A	Superelevation transition & runoff	4 th St WB on-ramp, Exit 4500' Lt	5.24						150', 2/3-1/3	150', 2/3-1/3	133', 2/3-1/3	NO	1. The tangent is too short to accommodate standard super transition. 2. Attaining the standard would require reconfiguring the ramp geometry with a longer tangent, which would result in additional R/W impact to a Mobile Home Park. 3. Super transition meets 6% per 100' requirement.	High
65	PS-24	4th		202.5(1) 202.5(2)	A	Superelevation transition & runoff	4 th St WB on-ramp, Enter 180' Rt	5.24						150', 2/3-1/3	62.5', all in curve	133', 2/3-1/3	YES	1. The tangent is too short to accommodate standard super transition. 2. Attaining the standard would require reconfiguring the ramp geometry with a longer tangent, which would result in additional R/W impact to a Mobile Home Park. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
66	PS-24	4th		202.5(1) 202.5(2)	A	Superelevation transition & runoff	4 th St WB on-ramp, Exit 180' Rt	5.24						150', 2/3-1/3	0', all in curve	33', all in curve	YES	1. The proposed design includes ending the ramp geometry with the 180' Rt curve. 2. Attaining the standard would require reconfiguring the ramp geometry with a tangent at ramp terminal, which would result in additional R/W impact to a Mobile Home Park. 3. Super transition meets 6% per 100' requirement.	High
67	PS-29	Vineyard		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Vineyard Ave WB on-ramp, Exit 210' Lt	6.10						300', 2/3-1/3	300', 1/3-2/3	200', 1/4-3/4	YES	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp, resulting in full acquisition of 9 SFR. 3. Standard transition length is provided but 3/4 of runoff occurs within the curve. 4. The transition length is 150' which meets standard.	High
68	PS-30	Vineyard		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Vineyard Ave WB loop on-ramp, Exit 500' Lt	6.10						300', 2/3-1/3	Realigned	200', 1/2-1/2	NO	1. Lengthening the tangent would reconfigure the ramp alignment and shift the adjacent off-ramp north, resulting in encroachment onto Inland Empire Blvd. 2. Super transition meets 6% per 100' requirement.	High
69	PS-31	Vineyard		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Vineyard Ave WB off-ramp, Enter 175' Rt	6.10						150', 2/3-1/3	45', 2/3-1/3	100', 2/3-1/3	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment, resulting in encroachment onto Inland Empire Blvd. 3. Super transition meets 6% per 100' requirement.	High
70	PS-31	Vineyard		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Vineyard Ave WB off-ramp, Exit 300' Rt	6.10						300', 2/3-1/3	Realigned	200', 2/3-1/3	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment, resulting in encroachment onto Inland Empire Blvd. 3. Super transition meets 6% per 100' requirement.	High
71	PS-31	Vineyard		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Vineyard Ave WB off-ramp, Enter 300' Lt	6.10						300', 2/3-1/3	Realigned	200', 3/5-2/5	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment, resulting in encroachment onto Inland Empire Blvd. 3. Super transition meets 6% per 100' requirement.	High
72	PS-36	Holt		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Holt Blvd WB off-ramp, Enter 2500' Lt	6.80						150', 2/3-1/3	150', 2/3-1/3	123', 4/5-1/5	NO	1. The super transition design for this curve is connected to the super-transition of the adjoining reversing curve which has a different super-transition rate. 2. Super transition meets 6% per 100' requirement.	High
73	PS-38	Haven		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Haven Ave WB on-ramp, Exit 700' Lt	8.16						270', 2/3-1/3	270', 2/3-1/3	270', 1/2-1/2	NO	1. The tangent is too short to accommodate standard super transition. 2. The super transition design for this curve is ties into Haven Ave and matches existing cross slope. 3. Lengthening the tangent would reconfigure the ramp alignment, resulting in a reduced curve radius, R/W takes and non-standard intersection spacing 4. Standard transition length is provided but 1/2 of runoff occurs within the curve.	High
74	PS-40	Haven		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Haven Ave WB off-ramp, Enter 300' Lt	8.16						300', 2/3-1/3	250', 1/2-1/2	286', 2/5-3/5	YES	1. Necessary to match the cross slope of the existing ramp beyond proposed improvement limit. 2. Attaining the standard would require a longer tangent which would reconfigure the ramp and add another 400' of reconstruction. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
75	PS-41	Haven		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Haven Ave EB off-ramp, Exit 500' Rt	8.16						300', 2/3-1/3	180', 3/5-2/5	200', 3/10-7/10	YES	1.The tangent is too short to accommodate standard super transition. 2. The super transition design for this curve is connects to the existing super transition of the adjoining reversing curve. 3. Super transition meets 6% per 100' requirement.	High
76	PS-42	Haven		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Haven Ave EB loop on-ramp, Enter 165' Rt	8.16						300', 2/3-1/3	260', 1/5-4/5	200', 1/4-3/4	YES	1. Loop ramp begins with a curve. 2. Providing a standard tangent and transition would require realigning this ramp and the EB off-ramp, resulting in R/W impacts at office parking lot 3. Super transition meets 6% per 100' requirement.	High
77	PS-45	Milliken		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Milliken Ave EB loop on-ramp, Enter 142' Rt	9.17						300', 2/3-1/3	174', 3/5-2/5	243', 1/4-3/4	YES	1. Necessary to match the cross slope of the existing ramp beyond proposed improvement limit. 2. Standard transition would extend into the Milliken intersection, impacting cross slope of through traffic 3. Super transition meets 6% per 100' requirement.	High
78	PS-55	Etiwanda		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Etiwanda Ave EB off-ramp, Enter 675' Rt	10.99						300', 2/3-1/3	354', 3/4-1/4	300', 1/2-1/2	YES	1. Transition matches existing cross slope on structure. 2. Providing standard transition would require reconstruction of bridge. 3. Super transition meets 6% per 100' requirement.	High
79	PS-57	Etiwanda		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Valley Blvd EB off-ramp, Enter 1265' Lt	10.99						180', 2/3-1/3	180', 2/3-1/3	180', all in curve	NO	1. Necessary to avoid grade break design exception in gore. 2. Lengthening tangent would require reconstructing mainline bridge over ramp.	High
80	PS-63	Citrus		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Citrus Ave WB loop on-ramp, Enter 210' Lt	15.18						300', 2/3-1/3	300', 2/3-1/3	200', 2/3-1/3	NO	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	PS-64	Citrus		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Citrus Ave WB off-ramp, Enter 625' Lt	15.18						210', 2/3-1/3	183.33', 3/4-1/4	185', 3/5-2/5	YES	1. Necessary to join the existing cross slope and super transition. 2. Attaining the standard would require reconstruction of the entire ramp, another 600' of reconstruction. 3. Super transition meets 6% per 100' requirement.	High
82	PS-65	Citrus		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Citrus Ave EB off-ramp, Exit 9800' Lt	15.18						150', 2/3-1/3	150', 2/3-1/3	150', all in curve	NO	1. Necessary to match existing wall along right edge of pavement. 2. Standard transition would require reconstructing retaining wall along right edge of pavement, which was recently constructed.	High
83	PS-70	Sierra		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Sierra Ave EB on-ramp, Enter 8579' Lt	16.22						150', 2/3-1/3	150', 2/3-1/3	50', all on tangent	NO	1. Super transition is designed to have the ramp cross slope downstream 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% per 100' requirement.	High
84	PS-71	Cedar		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Cedar Ave WB on-ramp, Enter 4500' Rt	18.49						150', 2/3-1/3	75', all on tangent	75', all on tangent	YES	1. The 4500' Rt curve is a reversing curve to a 3000' Lt curve, which has a different super transition rate. 2. Attaining the standard for this curve would result in nonstandard super transition for the 3000' Lt curve. 3. Super transition meets the 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
85	PS-77	Riverside		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Riverside Ave EB off-ramp, Exit 8081' Lt	19.97						150', 2/3-1/3	150', 2/3-1/3	150', all in curve	YES	1. Super transition is designed to have the ramp cross slope upstream of the exit 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 reconstruction of the retaining wall along the right edge of shoulder which was recently constructed. 3. The transition length is 150' which meets standard.	High
86	PS-82	Pepper		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Pepper Ave EB on-ramp, Exit 1000' Lt	20.97						240', 2/3-1/3	240', 2/3-1/3	167', 1/3-2/3	NO	1. The 1000' Lt curve is a reversing curve from a 1100' Rt curve, which has a different super transition rate. 2. The transition has been designed to balance the transition for both curves. 3. Super transition meets the 6% per 100' requirement.	High
86A	PS-82	Pepper		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Pepper Ave EB on-ramp, Enter 1100' Rt	20.97						240', 2/3-1/3	240', 2/3-1/3	150', 1/3-2/3	NO	1. The 1100' Rt curve is a reversing curve from a 1000' Lt curve, which has a different super transition rate. 2. The transition has been designed to balance the transition for both curves. 3. Super transition meets the 6% per 100' requirement.	High
87	PS-83	Rancho		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Rancho Ave WB on-ramp, Exit 5693.15' Rt	21.96						150', 2/3-1/3	50', all in curve	50', all in curve	YES	1. Transition matches existing cross slope of Rancho Ave. 2. Lengthening the tangent would require realigning the ramp and reducing intersection spacing further. 3. Super transition meets the 6% per 100' requirement.	High
88	PS-86	Rancho		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Rancho Ave EB on-ramp, Exit 1900' Lt	21.96						150', 2/3-1/3	Realigned	350', 6/7-1/7	NO	1. Transition matches mainline superelevation through merge area. 2. Super transition exceeds standard 150' transition length.	High
89	PS-87	La Cadena		202.5(1) 202.5(2)	A	Superelevation transition & runoff	La Cadena Dr WB on-ramp, Enter 2520' Rt	22.71						150', 2/3-1/3	150', all in curve	194', 3/4-1/4	YES	1. Transition matches existing cross slope of mainline. 2. Achieving standard transition would result in change in transition rate for connection to mainline. 3. Super transition meets the 6% per 100' requirement.	High
90	PS-87	La Cadena		202.5(1) 202.5(2)	A	Superelevation transition & runoff	La Cadena Dr WB on-ramp, Exit 2520' Rt	22.71						150', 2/3-1/3	150', all in curve	150', all in curve	YES	1. Transition matches existing ramp cross slope. 2. Standard transition would require reconstruction of retaining wall, resulting in construction impacts on gas station and restaurant.	High
91	PS-89	9th		202.5(1) 202.5(2)	A	Superelevation transition & runoff	9th St EB on-ramp, Enter 1500' Lt	22.71						210', 2/3-1/3	Realigned	139', 2/3-1/3	NO	1. The tangent is too short to accommodate standard transition length. 2. Increasing the tangent length would result in non-standard transition exiting the curve. 3. Super transition meets the 6% per 100' requirement.	High
92	PS-90	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mount Vernon Ave WB on-ramp, Exit 3000' Lt	23.25						150', 2/3-1/3	150', all in curve	133', 2/3-1/3	YES	1. The 3000' Lt curve reverses to a 3500' Rt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry , which would result in additional R/W impacts to Truck Shop and Truck Insurance properties 3. Super transition meets the 6% per 100' requirement.	High
93	PS-90	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mount Vernon Ave WB on-ramp, Enter 3500' Rt	23.25						150', 2/3-1/3	Realigned	100', 2/3-1/3	N/A	1. The 3500' Rt curve reverses from a 3000' Lt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry , which would result in additional R/W impacts to Truck Shop and Truck Insurance properties 3. Super transition meets the 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
94	PS-91	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Sperry Dr WB off-ramp, Enter 1000' Lt	23.25						240', 2/3-1/3	Realigned	166', 5/9-4/9	NO	1. The tangent is too short to accommodate standard transition. 2. Increasing the tangent length would require reconfiguring the ramp geometry, which would result in additional impacts to Warm Creek and R/W impacts to San Bernardino County Flood Control property. 3. Super transition meets the 6% per 100' requirement.	High
95	PS-91	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Sperry Dr WB off-ramp, Exit 1000' Lt	23.25						240', 2/3-1/3	Realigned	166', 5/9-4/9	NO	1. The 1000' Lt curve reverses to a 3500' Rt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry, which would result in additional impacts to Warm Creek and R/W impacts to San Bernardino County Flood Control property. 3. Super transition meets the 6% per 100' requirement.	High
96	PS-91	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Sperry Dr WB off-ramp, Enter 3500' Rt	23.25						150', 2/3-1/3	Realigned	34', 5/8-3/8	NO	1. The 3500' Rt curve reverses from a 1000' Lt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry, which would result in additional impacts to Warm Creek and R/W impacts to San Bernardino County Flood Control property. 3. Super transition meets the 6% per 100' requirement.	High
97	PS-93	Mt. Vernon		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mount Vernon Ave EB on-ramp, Enter 300' Rt	23.25						210', 2/3-1/3	210', 1/4-3/4	200', 1/5-4/5	YES	1. The tangent is too short to accommodate standard transition. 2. Increasing the tangent length would require reconfiguring the ramp geometry, which would result in additional impacts to Warm Creek and R/W impacts to rental company 3. Super transition meets the 6%.	High
98	PS-94	10/215		202.5(1) 202.5(2)	A	Superelevation transition & runoff	N215-E10 Connector, Enter 5579' Lt	24.23						150', 2/3-1/3	Realigned	72', 3/4-1/4	NO	1. The super transition design for this curve is connected to the super transition of the adjoining reversing curve which has a different super transition rate. 2. Super transition meets the 6% per 100' requirement.	High
99	PS-98	Sunwest		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Sunwest Ln WB on-ramp, Exit 150' Lt	24.57						240', 2/3-1/3	240', 1/2-1/2	200', 3/4-1/4	YES	1. Tangent is too short to accommodate standard transition. 2. Lengthening the tangent would reconfigure the ramp alignment, requiring the reconstruction of I-10 W to I-215 N/S connector bridge. 3. Super transition meets the 6% per 100' requirement.	High
100	PS-102	Carnegie Dr		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Carnegie Dr WB hook off ramp Exit 500' Lt	25.46						200', 2/3-1/3	200', 2/3-1/3	201', 2/3-1/3	NO	1. Curve length is too short for standard transition length. 2. Attaining the standard would require reconstruction of the entire ramp. 3. Super trans meets the 6% per 100' requirement.	High
101	PS-104	Waterman		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Waterman Ave EB on-ramp, Exit 300' Rt	25.26						150', 2/3-1/3	133.33', 1/4-3/4	100', all in curve	YES	1. Proposed alignment ends in 8000' curve that ties in to Waterman EB CD Road 2. Transition ties in with maximum 4% cross slope grade break. 3. Achieving standard would require reconfiguring both the ramp and CD Road, resulting in R/W impacts to several large commercial businesses and parking.	High
102	PS-111	Mountain View		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mountain View Ave WB on-ramp, Exit 3000' Lt	27.30						150', 2/3-1/3	150', 2/3-1/3	168', 2/5-3/5	NO	1. The 3000' Lt curve reverses from a 5000' Rt curve. 2. The transition has been designed to balance the transition for both curves. 3. Super trans meets the 6% per 100' requirement.	High
103	PS-111	Mountain View		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mountain View Ave WB on-ramp, Enter 5000' Rt	27.30						150', 2/3-1/3	150', 2/3-1/3	84', 2/3-1/3	NO	1. The 5000' Rt curve reverses from a 3000' Lt curve. 2. The transition has been designed to balance the transition for both curves. 3. Super trans meets the 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
104	PS-112	Mountain View		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mountain View Ave WB off-ramp, Exit 4500' Rt	27.30						150', 2/3-1/3	Realigned	75', 2/3-1/3	NO	1. Necessary to match cross slope of mainline. 2. Standard transition would create drainage issues at off-ramp gore. 3. Super transition meets 6% per 100' requirement.	High
105	PS-113	Mountain View		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Mountain View Ave EB off-ramp, Enter 5000' Lt	27.30						150', 2/3-1/3	Realigned	75', 2/3-1/3	NO	1. Necessary to match cross slope of mainline. 2. Standard transition would create drainage issues at off-ramp gore. 3. Super transition meets 6% per 100' requirement.	High
106	PS-115	California		202.5(1) 202.5(2)	A	Superelevation transition & runoff	California St WB on-ramp, Exit 3000' Lt	28.30						150', 2/3-1/3	Realigned	106', 2/3-1/3	NO	1. The 3000' Lt curve reverses to a 5000' Rt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry , which would result in R/W impacts to water park 3. Super transition meets the 6% per 100' requirement.	High
107	PS-115	California		202.5(1) 202.5(2)	A	Superelevation transition & runoff	California St WB on-ramp, Enter 5000' Rt	28.30						150', 2/3-1/3	150', 2/3-1/3	54', 2/3-1/3	NO	1. The 5000' Rt curve reverses from a 3000' Lt curve with a tangent that is too short to accommodate standard transition length. 2. Increasing the tangent length would require reconfiguring the ramp geometry , which would result in R/W impacts to water park 3. Super transition meets the 6% per 100' requirement.	High
108	PS-116	California		202.5(1) 202.5(2)	A	Superelevation transition & runoff	California St WB off-ramp, Exit 3500' Rt	28.30						150', 2/3-1/3	Realigned	100', 4/5-1/5	NO	1. Necessary to match cross slope of mainline. 2. Standard transition would require reconfiguring ramp, resulting in impacts to Orange Tree Lane. 3. Super transition meets 6% per 100' requirement.	High
109	PS-120	Alabama		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Alabama St WB off-ramp, Exit 2200' Lt	29.31						150', 2/3-1/3	Realigned	161', all on tangent	NO	1. The 2200' Lt curve reverses to a 3075' Rt curve, which has a different super transition rate. 2. Curve length is too short to accommodate standard transition. 3. Attaining the standard for this curve would require reconfiguring the ramp, resulting in an additional 1000' of ramps 4. Super transition meets the 6% per 100' requirement.	High
110	PS-120	Alabama		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Alabama St WB off-ramp, Enter 3075' Rt	29.31						150', 2/3-1/3	Realigned	130', 3/5-2/5	NO	1. The 3075' Rt curve reverses from a 2200' Lt curve, which has a different super transition rate. 2. Tangent is too short to accommodate standard transition. 3. Attaining the standard for this curve would require reconfiguring the ramp, resulting in an additional 1000' of ramps 4. Super transition meets the 6% per 100' requirement.	High
111	PS-124	Tennessee		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Tennessee St EB off-ramp, Exit 850' Lt	29.82						240', 2/3-1/3	Realigned	167', all in curve	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment, resulting in encroachment into a developable parcel adjacent to shopping center. 3. Super transition meets 6% per 100' requirement.	High
111A	PS-126	Ford		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Ford St WB on-ramp, Exit 1900'R Lt	33.13						150', 2/3-1/3	Realigned	126', 3/5-2/5	NO	1. The tangent too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment and would no longer line up properly with Reservoir Road. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
112	PS-127	Ford		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Ford St EB off-ramp, Exit 1250' Rt	33.13						210', 2/3-1/3	75', 2/3-1/3	132', 1/5-4/5	NO	1. The tangent too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment and encroach onto Inland Empire Blvd. 3. Super transition meets 6% per 100' requirement.	High
112A	PS-127	Ford		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Ford St EB off-ramp, Exit 500'R Lt	33.13						150', 2/3-1/3	Realigned	150', 2/5-3/5	NO	1. The tangent too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp alignment requiring R/W acquisition.. 3. Super transition meets 6% per 100' requirement.	High
113	PS-128	Ford		202.5(1) 202.5(2)	A	Superelevation transition & runoff	Ford St EB on-ramp, Exit 5000' Rt	33.13						150', 2/3-1/3	150', 2/3-1/3	150', all on tangent	NO	1. The super transition is dictated by the super transition of a reversing curve. 2. Attaining the standard would require a much longer tangent such that these curves have independent super transition. 3. Lengthening the tangent would reconfigure the ramp, resulting in impacts to power poles in a utility easement 4. The transition length is 150' which meets the standard.	High
114	PS-5	Monte Vista		202.6	A	Superelevation of compound curves	Monte Vista Ave EB on-ramp, 215' Rt-0.12/850' Rt-0.10	0.68						Case 1	0.056@PCC/ 0.04@EC	0.11@PCC/ 0.02@EC	YES	1. The compound curve is matching the transition of the existing 215' Rt curve and continuing to match the mainline super rate. 2. Attaining standard would require reconfiguring the ramp, resulting in R/W impacts to car dealerships 3. Super transition meets 6% per 100' requirement.	High
115	PS-9	Central		202.6	A	Superelevation of compound curves	Central Ave EB on-ramp, 1600' Rt-0.07/3425' Rt-0.03	1.23						Case 1	0.02@PCC/ 0.02@EC	0.07@PCC/ 0.03@BC	YES	1. Super is transitioning to 3% at BC to match mainline super. 2. Standard super rate for curve is 4%, 2/3 super rate would be 2.67%.	High
116	PS-25	4th		202.6	A	Superelevation of compound curves	4 th St WB off-ramp, 470' 0.14/ Lt 300' Lt-0.12	5.24						Case 1	Realigned	0.045@PCC/ 0.01@BC	NO	1. The ramp ties into 4th St with compound curves. 2. Super at ramp terminus matches profile grade of 4th St. 3. Attaining standard would require reconfiguring the ramp, resulting in additional R/W impacts to fire station.	High
117	PS-29	Vineyard		202.6	A	Superelevation of compound curves	Vineyard Ave WB on-ramp, 3000' Lt-0.04/212' Lt-0.12	6.10						Case 1	0.06@PCC/ 0.03@EC	0.060@PCC/ 0.03@BC	YES	1. The proposed 210' Lt Curve begins 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 completely, resulting in full takes of at least 6 residential properties.	High
118	PS-30	Vineyard		202.6	A	Superelevation of compound curves	Vineyard Ave WB loop on ramp, 4830' 0.02/Lt 145' Lt 0.12	6.10						Case 1	0.078@PCC/ 0.02@EC	0.078@PCC/ 0.02@BC	NO	1. The proposed 150' Lt Curve begins within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reducing the 150' radius below the minimum.	High
119	PS-38	Haven		202.6	A	Superelevation of compound curves	Haven Ave WB on-ramp, 3000' Lt-0.04/700' Lt-0.11	8.16						Case 1	0.12@PCC/ 0.026@EC	0.055@PCC/ 0.03@BC	NO	1. The proposed 700' Lt Curve begins just beyond on-ramp gore nose. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconfiguring the ramp, resulting in R/W impacts to office parking.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
120	PS-39	Haven		202.6	A	Superelevation of compound curves	Haven Ave WB loop on-ramp,3000' Lt-0.04/180' Lt-0.12	8.16						Case 1	0.12@PCC/ 0.026@BC	0.071@PCC/ 0.03@BC	NO	1. The proposed 180' Lt Curve begins within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconfiguring the WB off-ramp, impacting commercial access and parking.	High
121	PS-42	Haven		202.6	A	Superelevation of compound curves	Haven Ave EB loop on-ramp, 165' Rt-0.12/3000' Rt-0.04	8.16						Case 1	0.12@PCC/ 0.026@BC	0.071@PCC/ 0.03@BC	NO	1. The proposed 165' Rt Curve ends within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconfiguring the EB off-ramp, impacting office parking lot.	High
122	PS-43	Haven		202.6	A	Superelevation of compound curves	Haven Ave EB on-ramp, 630' Rt-0.11/3000' Rt-0.04	8.16						Case 1	0.12@PCC/ 0.026@BC	0.071@PCC/ 0.03@EC	NO	1. The proposed 630' Rt Curve ends within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconstructing the entire ramp and reducing the 630' Rt radius to approximately 450'.	High
123	PS-44	Milliken		202.6	A	Superelevation of compound curves	Milliken Ave WB on-ramp,3000' Lt-0.04/850' Lt-0.10	9.17						Case 1	Realigned	0.06@PCC/ 0.03@BC	NO	1. The proposed 850' Lt 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.	High
124	PS-45	Milliken		202.6	A	Superelevation of compound curves	Milliken Ave EB loop on-ramp, 142' Rt0.12/-3000' Rt-0.04	9.17						Case 1	0.12@PCC/ 0.02@BC	0.08@PCC/ 0.03@BC	YES	1. The proposed 142' Rt Curve ends within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reconstructing approximately 700' of the EB off-ramp and introduce retaining walls.	High
125	PS-48	10/15		202.6	A	Superelevation of compound curves	N15-E10 Connector, 850' Rt-0.10/3000' Rt-0.03	9.87						Case 1	0.066@PCC/ 0.03@BC	0.037@PCC/ 0.03@EC	YES	1. The proposed 850' Rt Curve end 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, which would require reconstructing the S15-E10 connector.	High
126	PS-51	10/15		202.6	A	Superelevation of compound curves	S15-W10 Connector, 3000' Lt-0.04/875' Lt-0.10	9.96						Case 1	0.10@PCC/ 0.03@BC	0.065@PCC/ 0.03@BC	NO	1. The proposed 875' Lt Curve begins within the on-ramp gore. 2. Transition designed to maintain maximum 5% grade break in gore. 3. Attaining standard transition would require reducing the radius below which would require reconstructing the N15-W10 and S15-E10 connectors.	High
127	PS-95	10/215		202.6	A	Superelevation of compound curves	N215-W10 Connector, 3000' Lt-0.04/160' Lt-0.12	24.23						Case 1	0.072@PCC/ 0.026@BC	0.066@PCC/ 0.03@BC	YES	1. The proposed 160' Lt Curve begins 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, which would require reconstructing an additional 700' of connector and may impact W10-S215 connector.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
128	PS-97	10/215		202.6	A	Superelevation of compound curves	S215-W10 Connector, 3000' Lt-0.04/800' Lt-0.11	24.23						Case 1	0.052@PCC/ 0.03@BC	0.064@PCC/ 0.03@BC	YES	1. The proposed 800' Lt Curve begins 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, which would require reducing the connector radius further and reconstructing and additional 400' of connector and may impact S215-E10 connector.	High
129	PS-98	Sunwest		202.6	A	Superelevation of compound curves	Sunwest Ln WB on-ramp, 5425' Lt-0.02/150' Lt-0.12	24.57						Case 1	0.056@PCC/ 0.56@BC	0.047@PCC/ 0.03@BC	YES	1. The proposed 150' Lt Curve begins 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, which would require reconstructing W10-N/S215 Connector bridge over ramp.	High
130	PS-123	Tennessee		202.6	A	Superelevation of compound curves	Tennessee St WB off-ramp, 1400' Lt-0.08/1100' Lt-0.09	29.82						Case 1	Realigned	0.08@PCC/ 0.08@EC	NO	1. The proposed 1100' Lt curve compounds with an existing 1400' Lt curve. 2. The proposed 1100' Lt curve achieves full 9% super then transitions to the existing standard 8% super for the 1400' Lt curve. 3. Attaining standard would require reconfiguring the ramp, requiring an additional 700' of reconstruction. 4. Super transition meets 6% per 100' requirement.	High
131	L-1	Monte Vista		203.5	A	Compound curves (one-way road)	Monte Vista Ave EB on-ramp (215' -850')	0.68						shorter R=>2/3 longer R and/or larger R follows smaller R	200'/1000'	215'/850'	YES	1. Necessary to join existing 215' curve and minimize reconstruction. 2. Reconfiguring the ramp to a simple 250' curve would extend the reconstruction to the ramp intersection and would reduce speed to about 27 mph for most of the ramp. 3. The larger radius follows the smaller radius.	High
132	L-3	Euclid		203.5	A	Compound curves (one-way road)	Euclid Ave WB loop on-ramp (186' -3000')	3.47						shorter R=>2/3 longer R and/or larger R follows smaller R	197.6'/3000'	186'/3000'	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius. 3. Superelevation transition meets the standard.	High
133	L-5	Vineyard		203.5	A	Compound curves (one-way road)	Vineyard Ave WB on-ramp (212' -3000')	6.10						shorter R=>2/3 longer R and/or larger R follows smaller R	212'/3000'	212'/3000'	YES	1. Increasing the radius of the smaller curve to 2000' would reconfigure the ramp, resulting in right of way impact to 8 SFR. 2. The larger radius follows the smaller radius. 3. Superelevation transition meets the standard.	High
134	L-5	Vineyard		203.5	A	Compound curves (one-way road)	Vineyard Ave WB loop on-ramp (350'-150')	6.10						shorter R=>2/3 longer R and/or larger R follows smaller R	150.52'/149'	350'/155'	YES	1. Increasing the radius of the smaller curve to 333' would shift the adjacent WB off-ramp north, resulting in encroachment onto Inland Empire Blvd. 2. Maintaining existing curve radius 150 will not conform with WB mainline widening.	High
135	L-5	Vineyard		203.5	A	Compound curves (one-way road)	Vineyard Ave WB loop on-ramp (145' -4830')	6.10						shorter R=>2/3 longer R and/or larger R follows smaller R	400'/5500'	145'/4830'	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High
136	L-6	Haven		203.5	A	Compound curves (one-way road)	Haven Ave WB loop on-ramp (180' - 3000')	8.16						shorter R=>2/3 longer R and/or larger R follows smaller R	190'/3000'	180'/3000' (2/3)	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High
136A	L-6	Haven		203.5	A	Compound curves (one-way road)	Haven Ave WB on-ramp (700' - 3000')	8.16						shorter R=>2/3 longer R and/or larger R follows smaller R	Realigned	700'/3000' (2/3)	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High
137	L-6	Haven		203.5	A	Compound curves (one-way road)	Haven Ave EB loop on-ramp (165' - 3000')	8.16						shorter R=>2/3 longer R and/or larger R follows smaller R	190'/3000'	165'/3000' (2/3)	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
138	L-6	Haven		203.5	A	Compound curves (one-way road)	Haven Ave EB on-ramp (700' - 630')	8.16						shorter R=>2/3 longer R and/or larger R follows smaller R	700'/630'	700'/630' (R-R)	YES	1. The smaller radius follows the larger radius. 2. Necessary to match existing 700' curve. 3. Reconfiguring the ramp to a simple 700' curve would extend the limits of the ramps, resulting in additional R/W impacts to car dealership and developable property.	High
139	L-6	Haven		203.5	A	Compound curves (one-way road)	Haven Ave EB on-ramp (630' - 3000')	8.16						shorter R=>2/3 longer R and/or larger R follows smaller R	Realigned	630'/3000' (2/3)	NO	1. The smaller radius is less than 2/3 larger radius. 2. Reconfiguring the ramp to a simple 700' curve would extend the limits of the ramps, resulting in additional R/W impacts to car dealership and developable property.	High
140	L-7	Milliken		203.5	A	Compound curves (one-way road)	Milliken Ave WB on-ramp (850' - 3000')	9.17						shorter R=>2/3 longer R and/or larger R follows smaller R	830'/3000'	850'/3000' (2/3)	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High
140A	L-7	Milliken		203.5	A	Compound curves (one-way road)	Milliken Ave EB loop on-ramp (142' - 3000')	9.17						shorter R=>2/3 longer R and/or larger R follows smaller R	148'/3000'	142'/3000' (2/3)	YES	1. Necessary due to loop configuration. 2. The larger radius follows the smaller radius.	High
141	L-7	10/15		203.5	A	Compound curves (one-way road)	S15-W10 (875'-3000')	9.94						shorter R=>2/3 longer R and/or larger R follows smaller R	950'/3000'	875'/3000' (2/3)	YES	1. Necessary due to Connector on-ramp configuration, with 50 mph design speed and standard freeway entrance geometrics. 2. The larger radius follows the smaller radius.	High
142	L-7	10/15		203.5	A	Compound curves (one-way road)	N15-E10 (850' - 3000')	9.94						shorter R=>2/3 longer R and/or larger R follows smaller R	850'/3000'	850'/3000' (2/3)	YES	1. Necessary due to Connector on-ramp configuration, with 50 mph design speed and standard freeway entrance geometrics. 2. The larger radius follows the smaller radius.	High
143	L-9	Etiwanda		203.5	A	Compound curves (one-way road)	Valley Blvd EB off-ramp (1265'-843')	9.94						shorter R=>2/3 longer R and/or larger R follows smaller R	1265'/843'	1265'/843'	YES	1. The proposed improvements are needed primarily to lower the ramp profile to provide standard vertical clearance at 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 bridges.	High
144	L-17	10/215		203.5	A	Compound curves (one-way road)	S215-W10 (850' - 800')	24.24						shorter R=>2/3 longer R and/or larger R follows smaller R	850'/800'	850'/800'	YES	1. Increasing curve radius to 850' would require shifting the merge to WB I-10 westerly, reducing the nonstandard weave distance to Sperry WB off-ramp from 2000' to 1700'. 2. The shorter radius is greater than 2/3 the longer radius.	High
145	L-17	10/215		203.5	A	Compound curves (one-way road)	S215-W10 (800' - 3000')	24.24						shorter R=>2/3 longer R and/or larger R follows smaller R	850'/3000'	800'/3000'	YES	1. Necessary due to Connector on-ramp configuration with standard freeway entrance geometrics. 2. The larger radius follows the smaller radius.	High
146	L-17	10/215		203.5	A	Compound curves (one-way road)	N215-W10 (175'-160')	24.24						shorter R=>2/3 longer R and/or larger R follows smaller R	175'/160'	175'/160'	YES	1. The proposed smaller radius curve, 160', along N215-W10 ramp is necessary to maintain the existing N215 diverge and proposed W10 merge within 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 longer radius.	High
147	L-10	Mainline	Cherry	203.6	A	Tangent length between reversing curves	WB & EB I-10 west of Cherry OC - 4500' /5041.77" curves	13.04	13.08	0.05	1688+49	1690+87	239	340'	400'	239'	NO	1. The proposed design involves centerline modification with a different radius to accommodate the I-10 widening. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
148	L-16	Mainline	Rancho	203.6	A	Tangent length between reversing curves	WB I-10 at Rancho OC - 3400' /4876' curves	21.91	22.00	0.09	2156+71	2161+35	464	560'	468'	464'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
149	L-16	Mainline	Rancho	203.6	A	Tangent length between reversing curves	EB I-10 at Rancho OC - 3400' /4535' curves	21.91	22.00	0.09	2156+71	2161+35	464	520'	468'	464'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
150	L-17	Mainline	Colton OH	203.6	A	Tangent length between reversing curves	WB I-10 at Colton OH - 2363'/2624' curves	22.42	22.46	0.04	2183+88	2185+82	194	640'	316'	194'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
151	L-17	Mainline	Colton OH	203.6	A	Tangent length between reversing curves	EB I-10 at Colton OH - 2624' /2461' curves	22.43	22.47	0.03	2184+49	2186+29	180	640'	316'	180'	YES	1. The proposed design involves centerline modification with a larger radius to improve horizontal SSD. 2. Significant traffic impact to reconstruct I-10 pavement. 3. Super transition meets 6% per 100' requirement.	High
152	PS-6	Central		203.6	A	Tangent length between reversing curves	Central Ave WB on-ramp – 4000' Lt/ 800' Rt	1.23						280'	0'	0'	YES	1. The proposed design includes reversing curves (large radii) without a tangent. 2. Adding a tangent would reconfigure the ramp, resulting in additional R/W impact to Montclair Plaza. 3. Adding a tangent would extend the ramp west, reducing the already nonstandard weave distance between Monte Vista WB off-ramp and this ramp. 4. Super transition meets 6% per 100' requirement.	High
153	PS-7	Central		203.6	A	Tangent length between reversing curves	Central Ave WB off-ramp – 600' Lt/ 2000' Rt	1.23						300'	113.45'	76.58'	YES	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp, resulting in additional R/W impact to Montclair East Plaza. 3. Super transition meets 6% per 100' requirement.	High
154	PS-9	Central		203.6	A	Tangent length between reversing curves	Central Ave EB on-ramp – 550' Lt/ 4325' Rt	1.23						300'	227.60'	0'	NO	1. The proposed design includes reversing curves without a tangent. 2. Adding a tangent would reconfigure the ramp resulting in additional R/W impact to a business property, potentially removing a medical building. 3. Super transition meets 6% per 100' requirement.	High
155	PS-24	4th		203.6	A	Tangent length between reversing curves	4 th St WB on-ramp – 4500' Lt/180' Rt	5.24						300'	Realigned	166'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional R/W impact to a business property, potentially removing a medical building. 2. Super transition meets 6% per 100' requirement.	High
156	PS-27	4th		203.6	A	Tangent length between reversing curves	4 th St EB on-ramp – 4700' Lt/3000' Rt	5.24						200'	276'	0'	NO	1. The proposed design includes reversing curves (large radii) without a tangent. 2. Adding a tangent would reconfigure the ramp resulting additional R/W impact to 11 SFR. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
157	PS-21	Vineyard		203.6	A	Tangent length between reversing curves	Vineyard Ave WB off-ramp – 300' Rt/300' Lt	6.10						400'	Realigned	252'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp and encroach onto Inland Empire Blvd. 3. Super transition meets 6% per 100' requirement.	High
158	PS-68	Sierra		203.6	A	Tangent length between reversing curves	Sierra Ave WB off-ramp – 4100' Rt/8415' Lt	16.22						200'	Realigned	0'	NO	1. The proposed design includes reversing curves (large radii) without a tangent. 2. Adding a tangent would reconfigure the ramp resulting in permanent R/W impact to commercial access and parking. 3. Super transition meets 6% per 100' requirement.	High
159	PS-74	Cedar		203.6	A	Tangent length between reversing curves	Cedar Ave EB on-ramp – 9455' Rt/14095' Lt	18.49						200'	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
160	PS-90	Mt. Vernon		203.6	A	Tangent length between reversing curves	Mount Vernon Ave WB on-ramp – 3000' Lt/3500' Rt	23.25						200'	Realigned	156'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional R/W impact to a business property, potentially removing two businesses. 3. Super transition meets 6% per 100' requirement.	High
161	PS-91	Sperry		203.6	A	Tangent length between reversing curves	Sperry Dr WB off-ramp – 1000' Lt/3500' Rt	23.25						260'	Realigned	111'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp resulting in additional R/W impact to San Bernardino Flood Control property. 3. Super transition meets 6% per 100' requirement.	High
162	PS-94	10/215		203.6	A	Tangent length between reversing curves	N215-E10 Connector – 800' Rt/5579' Lt	24.30						360'	Realigned	295'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent and reconfiguring the ramp resulting in different super transition rates for the curves.. 3. Super transition meets 6% per 100' requirement.	High
163	PS-101	Carnegie Dr		203.6	A	Tangent length between reversing curves	Carnegie Dr WB hook on-ramp – 3086' Rt/300' Lt	25.26						300'	384.9'	141'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent and reconfiguring the ramp with a smaller radius which may require reconstructing bridge over San Timoteo Creek, rather than widen. 3. Super transition meets 6% per 100' requirement.	High
164	PS-111	Mountain View		203.6	A	Tangent length between reversing curves	Mountain View Ave WB on-ramp – 3000' Lt/5000' Rt	27.30						200'	Realigned	169'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp, resulting in R/W impacts to gas station and apartment complex. 3. Super transition meets 6% per 100' requirement.	High
165	PS-114	Mountain View		203.6	A	Tangent length between reversing curves	Mountain View Ave EB on-ramp – 10000' Lt/3000' Rt	27.30						200'	Realigned	68'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp, resulting in R/W impacts to developable land. 3. Super transition meets 6% per 100' requirement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
166	PS-115	California		203.6	A	Tangent length between reversing curves	California St WB on-ramp – 3000' Lt/5000' Rt	28.30						200'	Realigned	107'	NO	1. The tangent is too short to accommodate standard super transition. 2. Lengthening the tangent would reconfigure the ramp, resulting in R/W impact from a water park. 3. Super transition meets 6% per 100' requirement.	High
167	L-3	Mainline	Euclid	204.3	A	Minimum grade	WB & EB I-10 at Euclid Ave	2.90	3.79	0.89	1153+33	1200+33	4,700	0.30%	-0.12%	-0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
168	L-4	Mainline	Grove	204.3	A	Minimum grade	WB & EB I-10 at Grove Ave	4.19	4.79	0.60	1221+33	1252+83	3,150	0.30%	-0.25%	-0.25%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
169	L-5	Mainline	Archibald	204.3	A	Minimum grade	EB I-10 west of Archibald Ave	6.95	7.04	0.09	1366+80	1371+80	500	0.30%	-0.27%	-0.27%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
170	L-5	Mainline	Archibald	204.3	A	Minimum grade	EB I-10 west of Archibald Ave	7.10	7.11	0.01	1374+80	1375+30	50	0.30%	0.20%	0.20%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
171	L-5	Mainline	Archibald	204.3	A	Minimum grade	EB I-10 west of Archibald Ave	7.11	7.12	0.01	1375+30	1375+80	50	0.30%	0.15%	0.15%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
172	L-5	Mainline	Archibald	204.3	A	Minimum grade	WB I-10 east of Archibald Ave	7.22	7.35	0.13	1381+46	1388+11	665	0.30%	0.17%	0.17%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
173	L-5	Mainline	Archibald	204.3	A	Minimum grade	EB I-10 east of Archibald Ave	7.25	7.40	0.16	1382+61	1390+95	834	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
174	L-5 L-6	Mainline	Archibald	204.3	A	Minimum grade	WB I-10 east of Archibald Ave	7.39	7.63	0.24	1390+11	1402+61	1,250	0.30%	0.23%	0.23%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
175	L-5 L-6	Mainline	Archibald	204.3	A	Minimum grade	EB I-10 east of Archibald Ave	7.50	7.67	0.17	1395+95	1404+95	900	0.30%	0.20%	0.20%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
176	L-6	Mainline	Haven	204.3	A	Minimum grade	WB I-10 west of Haven Ave	7.66	7.77	0.10	1404+61	1410+11	550	0.30%	-0.05%	-0.05%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
177	L-6	Mainline	Haven	204.3	A	Minimum grade	EB I-10 west of Haven Ave	7.67	7.79	0.12	1404+95	1411+45	650	0.30%	-0.07%	-0.07%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
178	L-6	Mainline	Haven	204.3	A	Minimum grade	EB I-10 west of Haven Ave	7.91	7.97	0.07	1417+45	1420+95	350	0.30%	0.18%	0.18%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
179	L-6	Mainline	Haven	204.3	A	Minimum grade	WB I-10 west of Haven Ave	7.92	7.96	0.03	1418+36	1420+11	175	0.30%	0.17%	0.17%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
180	L-6	Mainline	Haven	204.3	A	Minimum grade	EB I-10 east of Haven Ave	8.26	8.56	0.30	1436+11	1451+95	1,584	0.30%	-0.13%	-0.13%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
181	L-6	Mainline	Haven	204.3	A	Minimum grade	EB I-10 east of Haven Ave	8.60	8.82	0.22	1453+95	1465+45	1,150	0.30%	0.29%	0.29%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
182	L-6 L-7	Mainline	Haven	204.3	A	Minimum grade	EB I-10 east of Haven Ave	8.85	9.04	0.19	1467+45	1477+45	1,000	0.30%	-0.04%	-0.04%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
183	L-7	Mainline	Milliken	204.3	A	Minimum grade	WB I-10 west of Milliken Ave	9.08	9.18	0.10	1479+45	1484+85	540	0.30%	0.08%	0.08%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
184	L-7	Mainline	Milliken	204.3	A	Minimum grade	EB I-10 east of Milliken Ave	9.08	9.18	0.09	1479+45	1484+45	500	0.30%	0.02%	0.02%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
185	L-7 L-8	Mainline	I-15	204.3	A	Minimum grade	EB I-10 east of I-15	10.27	10.61	0.33	1542+45	1559+95	1,750	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
186	L-7 L-8	Mainline	I-15	204.3	A	Minimum grade	WB I-10 east of I-15	10.27	10.63	0.35	1542+45	1561+16	1,871	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
187	L-8	Mainline	Etiwanda	204.3	A	Minimum grade	WB I-10 west of Etiwanda Ave at Etiwanda Wash Br	10.79	10.97	0.18	1569+61	1579+11	950	0.30%	-0.14%	-0.14%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
188	L-8	Mainline	Etiwanda	204.3	A	Minimum grade	EB I-10 west of Etiwanda Ave at Etiwanda Wash Br	10.81	10.92	0.11	1570+95	1576+61	566	0.30%	-0.06%	-0.06%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
189	L-8	Mainline	Etiwanda	204.3	A	Minimum grade	EB I-10 west of Etiwanda Ave at Etiwanda Wash Br	10.96	11.02	0.06	1578+61	1581+71	310	0.30%	0.00%	0.00%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
190	L-8	Mainline	Etiwanda	204.3	A	Minimum grade	WB I-10 west of Etiwanda Ave OC	11.12	11.14	0.02	1587+09	1588+19	110	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.	High
191	L-9	Mainline	Cherry	204.3	A	Minimum grade	EB I-10 west of Cherry Ave	12.01	12.17	0.16	1633+95	1642+46	851	0.30%	0.00%	0.00%	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
192	L-9	Mainline	Cherry	204.3	A	Minimum grade	WB I-10 west of Cherry Ave	12.01	12.11	0.10	1634+30	1639+46	516	0.30%	0.12%	0.12%	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
193	L-9	Mainline	Cherry	204.3	A	Minimum grade	EB I-10 west of Cherry Ave	12.34	12.49	0.15	1651+42	1659+42	800	0.30%	0.04%	0.04%	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
194	L-9	Mainline	Cherry	204.3	A	Minimum grade	WB I-10 west of Cherry Ave	12.19	12.36	0.17	1643+46	1652+46	900	0.30%	0.00%	0.00%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
195	L-9	Mainline	Cherry	204.3	A	Minimum grade	WB I-10 west of Cherry Ave	12.43	12.49	0.06	1656+42	1659+42	300	0.30%	-0.13%	-0.13%	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
196	L-10 L-11	Mainline	Cherry	204.3	A	Minimum grade	WB & EB I-10 east of Cherry Ave	14.14	14.36	0.23	1746+46	1758+46	1,200	0.30%	0.27%	0.27%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
197	L-11	Mainline	Citrus	204.3	A	Minimum grade	WB & EB I-10 east of Citrus Ave	15.59	15.75	0.16	1823+00	1831+50	850	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.	High
198	L-11 L-12	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 west of Sierra Ave	15.82	15.84	0.02	1835+50	1836+50	100	0.30%	-0.15%	-0.15%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
199	L-12	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 west of Sierra Ave	16.05	16.34	0.28	1847+57	1862+57	1,500	0.30%	0.17%	0.17%	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

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
200	L-12	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 east of Sierra Ave	16.41	16.53	0.11	1866+57	1872+57	600	0.30%	0.25%	0.25%	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
201	L-12	Mainline	Sierra	204.3	A	Minimum grade	WB & EB I-10 east of Sierra Ave	16.60	16.77	0.17	1876+55	1885+55	900	0.30%	-0.15%	-0.15%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
202	L-12 L-13	Mainline	Cedar	204.3	A	Minimum grade	WB & EB I-10 west of Cedar Ave	17.36	17.71	0.35	1916+55	1935+05	1,850	0.30%	-0.09%	-0.09%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
203	L-13	Mainline	Cedar	204.3	A	Minimum grade	WB & EB I-10 west of Cedar Ave	17.77	17.89	0.12	1938+05	1944+55	650	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
204	L-13	Mainline	Cedar	204.3	A	Minimum grade	EB I-10 west of Cedar Ave	17.96	18.16	0.20	1948+55	1959+05	1,050	0.30%	-0.19%	-0.19%	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
205	L-13	Mainline	Cedar	204.3	A	Minimum grade	WB I-10 west of Cedar Ave	17.96	18.16	0.20	1948+55	1959+05	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
206	L-13 L-14	Mainline	Cedar	204.3	A	Minimum grade	WB & EB I-10 east of Cedar Ave	18.45	19.61	1.16	1974+05	2035+55	6,150	0.30%	-0.11%	-0.11%	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
207	L-16	Mainline	Rancho	204.3	A	Minimum grade	WB I-10 east of Rancho Ave	22.04	22.18	0.13	2163+94	2170+94	700	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
208	L-16	Mainline	Rancho	204.3	A	Minimum grade	EB I-10 east of Rancho Ave	22.04	22.16	0.11	2163+94	2169+94	600	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. Reconstruction of a segment of EB I-10 mainline may be required where longitudinal slope and cross slope are both near 0%.	High
209	L-16	Mainline	Colton OH	204.3	A	Minimum grade	EB I-10 east of Colton OH	22.55	22.74	0.19	2190+58	2200+59	1,001	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
210	L-16	Mainline	Colton OH	204.3	A	Minimum grade	WB I-10 east of Colton OH	22.59	22.60	0.01	2193+01	2193+48	47	0.30%	0.21%	0.21%	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
211	L-16	Mainline	Colton OH	204.3	A	Minimum grade	WB I-10 east of Colton OH	22.60	22.75	0.14	2193+48	2201+01	753	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.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
212	L-17	Mainline	Mt. Vernon	204.3	A	Minimum grade	WB I-10 east of Mt. Vernon Ave	23.43	23.71	0.28	2237+13	2252+13	1,500	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.	High
213	L-17	Mainline	I-215	204.3	A	Minimum grade	WB & EB I-10 west of I-215	24.06	24.24	0.18	2270+61	2280+11	950	0.30%	0.12%	0.12%	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Adequate cross slope >0.3% is provided for drainage.	High
214	PS-2	Monte Vista		204.3	A	Minimum grade	Monte Vista Ave WB on-Ramp	0.68			25+62	26+37	75	0.30%	0.56%	0.03%	NO	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage. 4. Short distance approximately 70'.	High
215	PS-3	Monte Vista		204.3	A	Minimum grade	Monte Vista Ave WB off-Ramp	0.68			13+80	15+44	164	0.30%	0.15%,0.18%	0.15%,0.18%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage. 4. Short distance approximately 115'.	High
216	PS-10	Mountain		204.3	A	Minimum grade	Mountain Ave WB on-ramp	2.37			11+85	13+00	115	0.30%	0.14%	0.14%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage. 4. Short distance approximately 100'.	High
217	PS-20	Euclid		204.3	A	Minimum grade	Euclid Ave EB on-ramp	3.47			11+50	16+08	458	0.30%	0.05%	0.05%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
218	PS-44	Milliken		204.3	A	Minimum grade	Milliken Ave WB on-ramp	9.17			17+81	23+31	550	0.30%	0.13%	0.13%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
219	PS-47	10/15		204.3	A	Minimum grade	E10-S15 Connector	9.91			10+25	13+60	335	0.30%	0.00%	0.14%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
220	PS-49	10/15		204.3	A	Minimum grade	N15-W10 Connector	9.91			19+70	24+60	490	0.30%	0.17%	0.17%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
221	PS-50	10/15		204.3	A	Minimum grade	S15-E10 Connector	9.91			13+00	16+34	334	0.30%	0.14%	0.14%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
222	PS-51	10/15		204.3	A	Minimum grade	S15-W10 Connector	9.91			19+67	24+55	488	0.30%	0.10%-0.30%	0.03%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
223	PS-53	10/15		204.3	A	Minimum grade	W10-S15 Connector	9.91			39+50	50+79	1,129	0.30%	0.00%	-0.12%, 0.00%	YES	1. Necessary to match mainline grade (gore area) and the existing connector profile to minimize reconstruction. 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
224	PS-67	Sierra		204.3	A	Minimum grade	Sierra Ave WB on-ramp	16.22			15+90	20+50	460	0.30%	0.14%	0.14%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High
225	PS-73	Cedar		204.3	A	Minimum grade	Cedar Ave EB off-ramp	18.49			18+58	20+60	202	0.30%	0.11%	0.11%	YES	1. Necessary to match mainline grade (gore area). 2. Significant traffic impact to reconstruct I-10 profile. 3. Adequate cross slope >0.3% is provided for drainage.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
226	L-1	Mainline	Mills	204.4	A	Vertical curve length	WB & EB I-10 east of Mills Ave (sag)	0.08	0.15	0.08	1004+00	1008+00	400	700'	400'	400'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
227	L-1	Mainline	Monte Vista	204.4	A	Vertical curve length	WB & EB I-10 east of Monte Vista (sag)	0.78	0.90	0.11	1041+35	1047+35	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Lighting will be installed to mitigate headlight sight distance. 3. Actual total accident rate less than average. 4. SSD=66 mph	High
228	L-2	Mainline	Central	204.4	A	Vertical curve length	WB & EB I-10 east of Central (sag)	1.33	1.45	0.11	1070+33	1076+33	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
229	L-2	Mainline	Benson	204.4	A	Vertical curve length	WB & EB I-10 east of Benson Ave (sag)	1.85	1.96	0.11	1097+58	1103+58	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
230	L-2	Mainline	Mountain	204.4	A	Vertical curve length	WB & EB I-10 west of Mountain Ave (sag)	2.17	2.27	0.09	1114+83	1119+83	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
231	L-5	Mainline	Cucamonga Wash	204.4	A	Vertical curve length	EB I-10 West of Archibald Ave (crest)	6.77	6.88	0.11	1357+25	1363+25	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Reprofilng I-10 would require replacement of Holt Blvd ramp UC. 3. Actual total accident rate less than average.	High
232	L-5	Mainline	Cucamonga Wash	204.4	A	Vertical curve length	EB I-10 West of Archibald Ave (sag)	6.89	6.95	0.06	1363+80	1366+80	300	700'	300'	300'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
233	L-5	Mainline	Archibald	204.4	A	Vertical curve length	WB I-10 at Archibald Ave (sag)	7.04	7.15	0.10	1371+94	1377+44	550	700'	550'	550'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
234	L-8	Mainline	Kaiser RR	204.4	A	Vertical curve length	WB I-10 west of Kaiser Spur RR (sag)	11.53	11.62	0.09	1608+53	1613+53	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Reprofilng I-10 would require replacement of Valley EB off-ramp UC. 3. Vertical SSD suitable for 70 mph design speed. 4. Actual total accident rate less than average. 5. SSD=70 mph	High
235	L-8 L-9	Mainline	Kaiser RR	204.4	A	Vertical curve length	EB I-10 at Kaiser Spur RR (crest)	11.74	11.83	0.09	1619+66	1624+66	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile.	High
236	L-9	Mainline	Mulberry	204.4	A	Vertical curve length	WB I-10 west of Mulberry (sag)	11.89	12.01	0.11	1628+00	1634+00	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
237	L-13	Mainline	Cedar	204.4	A	Vertical curve length	WB & EB I-10 west of Cedar St (crest)	18.16	18.26	0.09	1959+05	1964+05	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High
238	L-13	Mainline	Cedar	204.4	A	Vertical curve length	WB & EB I-10 at Cedar (sag)	18.35	18.45	0.09	1969+05	1974+05	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
239	L-16	Mainline	Colton OH	204.4	A	Vertical curve length	WB I-10 east of Colton Overhead at Pavillion Spur (crest)	22.75	22.84	0.09	2201+01	2206+01	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Reprofilng I-10 would require replacement of 9th UC and Pavillion OH. 3. Actual total accident rate less than average.	High
240	L-17	Mainline	Mt. Vernon	204.4	A	Vertical curve length	WB & EB I-10 east of Mt. Vernon (crest)	23.32	23.41	0.09	2231+04	2236+04	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
241	L-18	Mainline	I-215	204.4	A	Vertical curve length	EB I-10 East of I-215 (sag)	24.52	24.61	0.09	2294+54	2299+54	500	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
242	L-18	Mainline	I-215	204.4	A	Vertical curve length	WB I-10 East of I-215 (sag)	24.56	24.62	0.06	2296+79	2299+79	300	700'	300'	300'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High
243	L-19	Mainline	Tippecanoe	204.4	A	Vertical curve length	WB & EB I-10 west of Tippecanoe Ave (sag)	26.02	26.10	0.08	2373+83	2377+83	400	700'	400'	400'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
244	L-19	Mainline	Tippecanoe	204.4	A	Vertical curve length	WB & EB I-10 east of Tippecanoe Ave (sag)	26.45	26.52	0.08	2396+33	2400+33	400	700'	400'	400'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
245	L-19	Mainline	Mountain	204.4	A	Vertical curve length	WB & EB I-10 west of Mountain Ave (crest)	27.17	27.28	0.11	2434+58	2440+58	600	700'	600'	600'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Actual total accident rate less than average.	High
246	L-20	Mainline	Mission Channel	204.4	A	Vertical curve length	WB & EB I-10 east of Mission Channel (sag)	27.94	28.03	0.09	2475+08	2480+08	500	700'	500'	500'	YES	1. Significant traffic impact to reconstruct I-10 profile. 2. Vertical SSD suitable for 70 mph design speed. 3. Actual total accident rate less than average. 4. SSD=70 mph	High
247	PS-7			204.4	A	Vertical curve length	Central Ave WB off-ramp (crest)	1.23			8+60	11+60	300	500'	300'	300'	YES	1. Attaining the standard would require lengthening the ramp to accommodate 500' vertical curve length. 2. Lengthening the ramp would shift the gore east and the alignment north, resulting in additional R/W impact to Montclair East Plaza.	High
248	PS-46			204.4	A	Vertical curve length	E10-N15 Connector (sag)	9.91			13+81	17+81	400	500'	400'	400'	YES	1. Necessary to match existing mainline grade and existing connector profile to minimize reconstruction. 2. Vertical SSD = 430' or50 mph.	High
249	PS-80			204.4	A	Vertical curve length	Pepper Ave EB off-ramp (sag)	20.97			17+05	20+55	350	500'	350'	350'	YES	1. Attaining the standard would require lengthening the ramp to accommodate 500' vertical curve length. 2. Lengthening the ramp would reconfigure the ramp horizontal alignment and require additional R/W from the UPRR. 3. Sag vertical curve, vertical SSD > 430' or 50 mph. 4. Sag vertical curve is located near exit gore where lighting will be provided which mitigates headlight sight distance.	High
250	L-16	Mainline	Rancho	208.3	A	Bridge median	Colton OH Lt & Rt Bridges	22.36			2182+00	2185+80	380	Decked when median is less than 36'	Open (approx 30' median)	Open (27'-30' median)	YES	1. Lt & Rt bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issue.	High
251	L-17	Mainline	Santa Ana River	208.3	A	Bridge median	Santa Ana River Lt & Rt Bridges	23.82			2258+50	2266+90	380	Decked when median is less than 36'	Open (approx 2' median)	Open (20'-25' median)	YES	1. Lt & Rt bridges are independent bridges with different bent alignments and profile grades/elevations. 2. Connecting the bridge decks could present structural issue especially for seismic area.	High
252	L-1	Mainline	Mills	310.2	A	Outer separation width	EB I-10 and Palo Verde St (near Monte Vista St)	0.00	19.14	19.14	1000+60	1010+80	1,020	26'	32' - 38'	19' - 26'	NO	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

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
253	L-8	Mainline	Etiwanda	310.2	A	Outer separation width	WB I-10 and Gibraltar St (near Etiwanda Ave)	34.25	34.36	0.12	1557+00	1563+10	610	26'	41'	20'-26'	NO	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
254	L-16	Mainline	Rancho	310.2	A	Outer separation width	WB I-10 and 2nd St alley (near Rancho Ave)	45.71	45.72	0.01	2162+10	2162+70	60	26'	41'	14'-26'	NO	1. Proposal is for 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
255	L-16	Mainline	Rancho	310.2	A	Outer separation width	WB I-10 and 2nd St (near Rancho Ave)	45.77	45.77	0.00	2165+52	2165+65	13	26'	40'	25'	NO	1. Proposal is for 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
256	L-16	Mainline	Rancho	310.2	A	Outer separation width	WB I-10 and J Street (near Rancho Ave)	45.86	46.06	0.19	2170+36	2180+50	1,014	26'	17'-26'	14'-26'	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
257	L-17	Mainline	Mt. Vernon	310.2	A	Outer separation width	WB I-10 and Valley Blvd (near Mt. Vernon Ave)	64.29	64.35	0.06	2235+92	2239+10	318	26'	16'-26'	14'-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
258	L-18	Mainline	Waterman	310.2	A	Outer separation width	EB I-10 and Steel Rd (near Waterman Ave)	65.52	65.59	0.06	2301+05	2304+45	340	26'	23'-26'	13'-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
259	L-21	Mainline	Alabama	310.2	A	Outer separation width	EB I-10 and Industrial Park Ave (near Alabama)	70.03	70.05	0.02	2538+85	2540+15	130	26'	40'-55'	23'-26'	NO	1. Proposal is for a short distance. 2. Realigning 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
260	L-2	Central		403.3	A	Angle of intersection (interior)	Central Ave EB on-ramp	1.23						75 degrees min	66°47'23"	66°47'23"	YES	1. Realigning ramp intersection would require removal of an office building and R/W from Penile Church, removing several parking spaces.	High
261	L-2	Central		403.3	A	Angle of intersection (interior)	Central Ave WB on-ramp	1.23						75 degrees min	58°42'4"	58°42'04"	YES	1. Realigning ramp intersection would require R/W from Montclair Plaza, removing several parking spaces.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
262	L-4	4th		403.3	A	Angle of intersection (interior)	4th St EB off-ramp	5.24						75 degrees min	40°41'18"	49°53'59"	YES	1. The exception applies to the EB left turn only; right turn splits off in a tight hook alignment connecting with 4th closer to 90 degrees. 2. The left turn alignment could follow the right turn alignment; however, it would have the short hook alignment which is not conducive to left turning. 3. The skew angle does not hinder left turning, only right turning, hence it's on a different alignment. 3. Temporary condition until I-10/Grove IC project which will remove 4th IC.	Medium
263	L-4	4th		403.3	A	Angle of intersection (interior)	4th St EB on-ramp	5.24						75 degrees min	34°34'59"	34°35'45"	YES	1. Realigning ramp intersection would require removal of 5 SFR and partial R/W from 3 SFR. 2. Widened pavement at ramp terminal will be provided to facility truck turning from 4th St. 3. Temporary condition until I-10/Grove IC project which will remove 4th IC.	Medium
264	L-4	4th		403.3	A	Angle of intersection (interior)	4th St WB off-ramp	5.24						75 degrees min	62°27'18"	62°38'22"	YES	1. Temporary condition until I-10/Grove IC project which will remove 4th IC.	Medium
264A	L-23	Ford		403.3	A	Angle of intersection (interior)	Ford St WB on-ramp	33.13						75 degrees min	65°25'32"	65°25'32"	YES	1. The ramp alignment needs to generally align with Reservoir Road, which has an intersection interior angle of 6x degrees, due to WB through movement from Reservoir Road. 2. Realigning the on-ramp would result in an abrupt alignment change for the WB through 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 permit) in a near future.	High
265	L-17	Mt. Vernon	Mt. Vernon	404.4(1)(b)	A	Design Vehicle	Mt. Vernon Ave WB off-ramp to Sperry Dr (lt turn)	23.25						STAA	Cannot accommodate STAA	Cannot accommodate STAA	Yes	1. The existing off-ramp intersection is located 100' north of a curve between Valley Blvd and Sperry Drive. The left turning movement from the off-ramp would be followed by a right turn to Valley Blvd. The STAA truck cannot maneuver this reversing curve. Increasing the left curb return radius to accommodate this movement could create conflict between left turn traffic and NB traffic on Valley/Sperry. The existing, smaller curb return radius protects errant right turns onto the off-ramp.	High
266	LA-2	Indian Hill		504.2(2)	A	Design of freeway entrances/exits	Indian Hill Blvd WB off-ramp	47.74						4°52'08" DL = f (R) Fig 504.2B	Not per 504.2B	2°40'26"	YES	1. Realigning ramp would encroach onto the drainage channel requiring it to be boxed under the ramp shoulder (longitudinal encroachment). 2. Ramp reconstruction would impact LA County residents and local communities. 3. The exit will be a mandatory exit lane where decision making is made upstream of this exit point.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
267	L-1	Monte Vista		504.2(2)	A	Design of freeway entrances/exits	Monte Vista Ave EB on-ramp	0.68						14' @ nose (467.11')	non-conformant	12.10' @ Inlet nose	YES	1. The ramp alignment consists of a tangent and a 5079' Lt curve in the gore area. 2. Attaining the standard geometry requires replacing the tangent with a 7500' Rt curve with reverse superelevation to match the mainline pavement which is in a 5000' Lt curve. This would result in a mandatory design exception for nonstandard superelevation rate. 3. Attaining the standard also requires advisory design exceptions for nonstandard tangent between reversing curves and Super transition. 4. Another option is to shift the ramp merge east into the tangent area; however, this would reduce the weaving distance to Central EB off-ramp and requires R/W from Metro Motorplex.	High
268	L-2	Central		504.2(2)	A	Design of freeway entrances/exits	Central Ave WB off-ramp	1.23						4452'08" DL = f (R) Fig 504.2B	4419'41"	4418'57"	YES	1. Attaining the standard would require additional R/W from Montclair East Shopping Center, leaving <20' of fire access to the buildings.	High
269	L-3	Euclid		504.2(2)	A	Design of freeway entrances/exits	Euclid Ave EB on-ramp	3.47						14' @ nose (467.11')	non-conformant	12.59' @ Inlet nose	YES	1. Attaining the standard would encroach onto Alvarado Street and require R/W from City of Ontario Well #9 property.	High
270	L-4	4th		504.2(2)	A	Design of freeway entrances/exits	4th St EB off-ramp	5.24						4^52'08" DL = f (R) Fig 504.2B	DL=419'/3^22'00"	DL=839.6'/2^52'17"	YES	1. Attaining the standard would encroach onto Days' Inn parking lot and require removal of Denny's building. 2. This condition is temporary until the I-10/Grove Ave IC which would remove 4th St ramps.	High
271	L-5	Vineyard		504.2(2)	A	Design of freeway entrances/exits	Vineyard Ave WB on-ramp	6.10						14' @ nose (467.11')	14' @ 559'	14' @ 504'	YES	1. Attaining the standard would require R/W from 4 SFR including removal of a swimming pool.	High
272	L-5	Vineyard		504.2(2)	A	Design of freeway entrances/exits	Vineyard Ave WB loop on-ramp	6.10						14' @ nose (467.11') 50:1 Convergence	14' @ 383' 30:1 Convergence	14' @ 348' 30:1 Convergence	YES	1. Attaining the standard would reduce the loop radius below 150' or shift the WB ramp intersection north closer to Inland Empire Blvd which is already at nonstandard spacing.	High
272A	L-5	Vineyard		504.2(2)	A	Design of freeway entrances/exits	Vineyard Ave EB on-ramp	6.10						6' @ 300'	6' @ 300'	9' @ 300'	YES	1. Attaining the standard would require R/W from residential.	High
273	L-11	Citrus		504.2(2)	A	Design of freeway entrances/exits	Citrus Ave EB on-ramp	15.18						14' @ nose (467.11')	13.40' @ inlet nose	10.80' @ Inlet nose	YES	1. Attaining the standard would require R/W from UPRR.	High
274	L-12	Sierra		504.2(2)	A	Design of freeway entrances/exits	Sierra Ave EB on-ramp	16.22						14' @ nose (467.11')	13.90' @ inlet nose	10.30' @ Inlet nose	YES	1. Attaining the standard would require R/W from UPRR.	High
275	L-14	Riverside		504.2(2)	A	Design of freeway entrances/exits	Riverside Ave WB on-ramp	19.97						14' @ nose (467.11')	11.14' @ Inlet nose	11.29' @ Inlet nose	YES	1. Attaining the standard would require widening of the Rialto Channel bridge at the WB on-ramp and modification of the I-10 channel/Rialto Channel confluence, which were recently constructed in the I-10/Riverside Ave IC project.	High
276	L-16	La Cadena		504.2(2)	A	Design of freeway entrances/exits	La Cadena Dr WB on-ramp	22.62						14' @ nose (467.11')	12.43' @ Inlet nose	13.69' @ Inlet nose	YES	1. Attaining the standard would require R/W from Mobil gas station.	High
277	L-21	E210-E10		504.2(2)	A	Design of freeway entrances/exits	E210-E10 Connector entrance	29.83						14' @ nose (467.11')	37.87' @ Inlet nose	26.27' @ Inlet nose	YES	1. Attaining the standard would require modification or replacement of the New York Ave/Colton Avenue UC which is a large, complex structure.	High
278	PS-7	Central		504.2(5)(a)	A	Vertical curve beyond exit nose SSD	Central Ave WB off-ramp	1.23						430' (50 mph)	301' (40 mph)	283' (38 mph)	YES	1. Attaining the standard would require lengthening the ramp to provide longer vertical curve length and increased SSD. 2. Lengthening the ramp would result in additional R/W impact to Montclair East Plaza, reducing the fire access to <20' behind a mall building. 3. A warning speed sign will be provided.	Medium

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
279	PS-8	Central		504.2(5)(a)	A	Vertical curve beyond exit nose SSD	Central Ave EB off-ramp	1.23						430' (50 mph)	309' (41 mph)	366' (45 mph)	YES	1. The project proposes to reconstruct the gore area which extends 20' into this existing vertical curve. 2. Attaining the standard would require lengthening the ramp and reconstructing the entire ramp profile, another 600' beyond proposed improvement limit. 3. Lighting will be installed at the off-ramp, which will provide adequate headlight sight distance. 4. A warming speed sign will be provided.	High
280	PS-18	Euclid		504.2(5)(a)	A	Vertical curve beyond exit nose SSD	Euclid Ave WB hook off-ramp	4.47						430' (50 mph)	254' (35 mph)	343' (43 mph)	YES	1. Attaining the standard would require lengthening the ramp to provide longer vertical curve length and increased SSD. 2. Lengthening the ramp would result in longer Sultana OC bridge span and taller soil nail wall. 3. A warming speed sign will be provided.	High
281	PS-88	9th		504.2(5)(a)	A	Vertical curve beyond exit nose SSD	9th St EB off-ramp	22.71						430' (50 mph)	242' (34 mph)	313' (41 mph)	YES	1. Attaining the standard would require lengthening the ramp to provide longer vertical curve length and increased SSD. 2. Lengthening the ramp would result in additional R/W impacts to Railroad property and BMPs. 3. A warming speed sign will be provided.	High
281A		Archibald		504.3(1)(d)	A	Lane drop beyond the 6-foot point	Archibald Ave EB on-ramp	7.04						Lane drop tapers should not extend beyond the 6-foot point	20:1	238 feet beyond the 6-foot point	YES	1. Ramp storage issue 2. Meet 30:1 taper requirement 3. Additional R/W impact with AUX lane	
281B		Tennessee		504.3(1)(d)	A	Lane drop beyond the 6 -foot point	Tennessee St EB on-ramp	29.82						Lane drop tapers should not extend beyond the 6-foot point	257 feet beyond the 6-foot point	94 feet beyond the 6-foot point	YES	1. Ramp storage issue 2. Meet 30:1 taper requirement 3. Impacting existing structure	High
282	L-16	Rancho		504.3(3)	A	Crossroad grade at ramp terminal	Rancho Ave WB off-ramp	21.96						4% max	6.51%	6.51%	YES	1. Significant local community impact to reconstruct Rancho OC with flatter profile grade. Improvements would need to extend north of Valley Blvd intersection, impacting several commercial properties along Rancho Ave (walls, driveway mod, etc.). 2. Relocating WB off-ramp closer to the OC would reduce the nonstandard spacing to EB ramps intersection and reduce the corner sight distance.	Medium
283	L-17	Mt. Vernon		504.3(5)	A	Single lane ramp > 1,000'	Mt. Vernon Ave EB hook off-ramp	23.25						1000' max w/o passing lane	1100' single lane	1360' single lane	YES	1. Adding a passing lane would require replacement of Mt. Vernon OC.	High
284	L-2	Central		504.3(6)	A	Two-lane exit ramp	Central Ave WB off-ramp (1040/1480 vph)	1.23						provide for 2-lane exit & 1,300' aux lane	no aux lane	no aux lane provision	YES	1. Providing for a 2-lane exit and aux lane would require R/W from Montclair East Shopping Center, reducing fire access to 5' at buildings. 2. Horizontal year 2045 volume is below 1500 vph.	High
285	L-4	4th		504.3(6)	A	Two-lane exit ramp	4th St WB off-ramp (920/1340 vph)	5.24						provide for 2-lane exit & 1,300' aux lane	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 the Fire Dept, Motel 6, and a shopping center. 2. Horizontal year 2045 volume is below 1500 vph. 3. This condition is temporary until I-10/Grove Ave IC, at which time 4th St ramps will be removed.	High
286	L-4	4th		504.3(6)	A	Two-lane exit ramp	4th St EB off-ramp (1120/1470 vph)	5.24						provide for 2-lane exit & 1,300' aux lane	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 Day's Inn parking lot and removal of Denny's building. 2. Horizontal year 2045 volume is below 1500 vph. 3. This condition is temporary until I-10/Grove Ave IC, at which time 4th St ramps will be removed.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
287	L-5	Vineyard		504.3(6)	A	Two-lane exit ramp	Vineyard Ave WB off-ramp (1290/1490 vph)	6.10						provide for 2-lane exit & 1,300' aux-lane	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 an undeveloped parcel (but has entitlement) along WB I-10. 2. Horizontal year 2045 volume is below 1500 vph.	High
288	L-5	Vineyard		504.3(6)	A	Two-lane exit ramp	Vineyard Ave EB off-ramp (980/490 vph)	6.10						provide for 2-lane exit & 1,300' aux-lane	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 Waverly Apts (encroaching onto series of carports), Ontario Airport Inn, and Ramada Inn. 2. Horizontal year 2045 volume is below 1500 vph.	High
288A	L-17	Vineyard		504.3(9)	A	Successive on-ramps	Vineyard WB loop On-Ramp and WB slip-On-Ramp merge	6.10						about 1,000'	490'	726'	YES	1. Shifting Vineyard WB slip-on-ramp west would require R/W acquisition and relocation of approximately 9 SFR. 2. Shifting the WB loop on-ramp east would require complete reconstruction and realignment of the WB off-ramp and substantially increase the R/W acquisition, potentially making the adjacent parcel unviable for development.	High
289	L-21	10/210		504.3(9)	A	Successive on-ramps	Tennessee St EB on-ramp and E210-E10 EB merge	29.83						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 east would require modification or replacement of the New York Ave/Colton Ave UC and reduce the weaving length to Eureka EB off-ramp.	High
290	L-17	10/215		504.4(2)	A	Freeway connector design speed	S215-W10 Connector	24.24						50 mph (850' min R)	47 mph (800' R)	47 mph (800' R)	YES	1. Increasing curve radius to 850' would require shifting the merge to WB I-10 westerly, reducing the nonstandard weave distance to Sperry WB off-ramp from 2000' to 1700'. 2. No horizontal SSD issue since connector is at grade and there is no obstruction (cut slope can be set back to provide adequate SSD).	High
291	L-17	10/215		504.4(2)	A	Freeway connector design speed	N215-E10 Connector	24.24						50 mph (850' min R)	50 mph (850' R)	47 mph (800' R)	YES	1. Increasing curve radius to 850' is not feasible due to the S215-E10 bridge column. 2. No horizontal SSD issue since connector is at grade and there is 430' (50 mph) SSD to the S215-E10 bridge column.	High
292	L-7	10/15		504.4(5)	A	Single lane connections> 1,000'	E10-S15 Connector	9.94						add a passing lane when L>1000'	L=1713', single lane	L=1694', single lane	YES	1. Adding a passing lane would widen the connector to I-15. 2. This would require widening of the I-15 UPRR Vina Vista OH and Airport Dr UC bridges which are not currently impacted by the project.	High
293	L-7	10/15		504.4(5)	A	Single lane connections> 1,000'	W10-N15 Connector	9.94						add a passing lane when L>1000'	L=1922', single lane	L=1922', single lane	YES	1. Adding a passing lane would require widening of Day Creek Channel bridge and Ontario Mill UC on I-15, which are not currently impacted by the project. 2. A 2nd lane is not needed for capacity; 2045 volume is slightly >1500 vph but under 1600 vph anticipated capacity.	High
294	L-17	10/215		504.4(5)	A	Single lane connections> 1,000'	N215-W10 Connector	24.24						add a passing lane when L>1000'	L=1874', single lane	L=1835', single lane	YES	1. Adding a passing lane is not feasible due to W10-S215 bridge column near the divergence point. 2. Loop configuration is not conducive to 2 lanes. 3. A 2nd lane is not needed for capacity (2045 volume 910/1460).	High
295	L-7	10/15		504.4(6)	A	Branch connections No. of lanes (V>1500 vph)	E10-S15 Connector	9.94						provide multilane branch connection when V>1500 vph	V=1810/1780 VPH, Single-lane	V=2390/2060 VPH, Single-Lane	YES	1. Providing the standard would widen the connector to I-15 and add a 2500' aux-lane on SB I-15, which are outside the project limits. 2. This would require widening of the I-15 UPRR Vina Vista OH 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 10/15 Express Lane direct connectors for this movement.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
296	L-7	10/15		504.4(6)	A	Branch connection design	N15-W10 Connector (merge)	9.94						2500' aux & lane drop taper beyond merge pt	1880' & lane drop prior to merge pt	1800' & lane drop prior to merge pt	YES	1. Lane drop on connector similar to existing conditions. 2. Aux lane length restricted for existing and proposed conditions due to proximity of WB off-ramp to Milliken Ave.	High
297	L-7	10/15		504.4(6)	A	Branch connection design	N15-E10 Connector (merge)	9.94						2500' aux & lane drop taper beyond merge pt	>2500' & lane drop prior to merge pt	>2500' & lane drop prior to merge pt	YES	1. Lane drop on connector shifted 200' upstream since revised alignment of connector is restricted near column of S15-E10 Connector.	High
298	L-7	10/15		504.4(6)	A	Branch connection design	S15-E10 Connector (merge)	9.94						2500' aux & lane drop taper beyond merge pt	0' & lane drop prior to merge pt	0' & lane drop prior to merge pt	YES	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 EB off-ramp to Etiwanda Ave. Traffic merges with aux lane from upstream connector, N15-E10.	High
299	L-17	10/15		504.4(6)	A	Branch connection design	S215-W10 Connector (merge)	24.24						2500' aux & lane drop taper beyond merge pt	1940' & lane drop beyond merge pt	1700' and lane drop prior to merge pt	YES	1. Lane drop is proposed at the 6' point to maximize the weaving distance between the S215-W10 connector and the Sperry Drive WB off-ramp. 2. Aux lane length less than existing due to proposed realignment of connector and WB off-ramp to Sperry Ave.	High
300	L-18	10/215		504.4(6)	A	Branch connection design	N215-E10 Connector (merge)	24.24						2500' aux & lane drop taper beyond merge pt	>2500' & lane drop beyond merge pt	>2500' & lane drop prior to merge pt	YES	1. Lane drop on connector shifted 300' upstream from merge pt to avoid encroachment into Steel Road with realignment of the adjacent connector merge, S215-E10 Connector.	High
301	L-18	10/215		504.4(6)	A	Branch connection design	S215-E10 Connector (merge)	24.24						2500' aux & lane drop taper beyond merge pt	1300' & lane drop beyond merge pt	1150' & lane drop near merge pt	YES	1. Aux lane length reduced by approximately 150' from EB off-ramp to Redlands Blvd due to realignment of connector merge with I-10. 2. Modifying the lane drop and extending aux lane to 2500' would affect alignment of off-ramps to Redlands Blvd and Waterman Ave.	High
302	L-21	10/210		504.4(6)	A	Branch connection design	E210-E10 Connector (merge)	29.83						2500' aux & lane drop taper beyond merge pt	>2500' & lane drop beyond merge pt	>2500' & lane drop prior to merge pt	YES	1. Lane drop taper beyond merge pt would require widening of New York/Colton UC structure and the E210-E10 Connector structure.	High
303	L-7	10/15		504.4(6)	A	Branch connection design	E10-N15 Connector (diverge - Case 1)	9.94						Case 1: 2500' aux & 2-lane exit	1540' & 2-lane exit	1438' & 2-lane exit	YES	1. Extending aux lane to 2500' would require replacement of Milliken OC and reconstruction of Milliken EB loop on-ramp and reduction of ramp curve radius.	High
304	L-7	10/15		504.4(6)	A	Branch connection design	E10-S15 Connector (diverge - Case 1)	9.94						Case 1: 2500' aux & 2-lane exit	>2500' & 1-lane exit	>2500' & 1-lane exit	YES	1. Existing diverge from E10 to S15 is 1-lane exit. 2. Pavement width of E10-S15 Connector is restricted by columns and alignment of the W10-S15 Connector near the merge with SB I-15. Adding a second lane on this connector would require widening of UP overpass and Airport Dr UC near SB I-15.	High
305	L-7	10/15		504.4(6)	A	Branch connection design	W10-N/S15 Connector (diverge - Case 2)	9.94						Case 2: 4000'/2500' aux & 2-lane exit	2818'/0' & 2-lane exit	2846'/0' & 2-lane exit	YES	1. Existing diverge consists of one aux lane instead of two aux lanes. This aux lane begins at Milliken EB loop on-ramp. 2. Adding a 2nd aux lane for 2500' (Etiwanda WB direct on-ramp) would encroach onto Gibraltar Street and require R/W from 2 commercial properties.	High
306	L-17	10/215		504.4(6)	A	Branch connection design	E10-N/S215 Connector (diverge - Case 2)	24.24						Case 2: 4000'/2500' aux & 2-lane exit	2320'/600' & 3-lane exit	2290'/500' & 3-lane exit	YES	1. Lengths of existing aux lanes are less than standard. One aux lane begins east of Mt. Vernon OC. The 2nd aux lane begins at Mt. Vernon EB on-ramp. 2. Extending the 1st aux lane to 4000' and 2nd aux lane to 2500' would require R/W from UPRR and replacement of Mt. Vernon OC.	High
307	L-21	10/210		504.4(6)	A	Branch connection design	W10-W210 Connector (diverge - Case 2)	29.83						Case 2: 4000'/2500' aux & 2-lane exit	3290'/0' & 2-lane exit	3290'/0' & 2-lane exit	YES	1. Existing diverge consists of one aux lane instead of two aux lanes. This lane begins at Orange Ave WB on-ramp. 2. Adding a 2nd aux lane for 2500' would require widening of Orange Ave UC, Eureka UC, and Texas St UC.	High

I-10 Corridor Project

EA No. 0C2500

Proposed Design Exceptions - Risk Assessment

Alternative 3 - Express Lanes: ADVISORY

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

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
No.	Plan or Profile	Facility	Vicinity	HDM	M/A	Topic	Location	Beg PM	End PM	Length (mile)	Beg Sta	End Sta	Length (feet)	Standard	Existing	Proposed	Existing Condition	Reasons/Justification	Probability of Approval
308	L-18	10/215		504.4(6)	A	Branch connection design	W10-N/S215 Connector (diverge - Case 3)	24.24						Case 3: 4000'/2500' aux & 3-lane exit	2310'/0' & 2-lane exit	2300'/0' & 2-lane exit	YES	1. Existing diverge consists of one aux lane instead of two aux lanes. This lane begins at Carnegie WB on-ramp. . 2. Adding a 2nd aux lane for 2500' would require additional widening of Waterman UC, encroach onto Waterman WB on-ramp to the W10-N/S215 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 WB on-ramp and require R/W from commercial properties.	High
309	LA-1	Mainline	Indian Hill	504.6	A	Mainline Lane Reduction	WB I-10 at Indian Hill Blvd off-ramp	LA						Mainline lanes not dropped through a local service interchange	Outside lane not dropped at WB Indian Hill off-ramp	Outside lane dropped at WB I-10 Indian Hill off-ramp	NO	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 concurred by D7 & D8 Traffic Operations.	High
309A	L-20	Mainline	California	504.6	A	Mainline Lane Reduction	WB I-10 at California St	28.27						Mainline lanes not dropped through a local service interchange	Outside lane drop	Outside lane drop	YES	1. Need to drop the auxiliary lane from SR-210 Connector.	High
309B	L-22	Mainline	Eureka	504.6	A	Mainline Lane Reduction	EB I-10 at Eureka St	30.66							Outside lane drop	Outside lane drop	YES	1. Need to drop the auxiliary lane from SR-210 Connector.	High
310	L-1	Monte Vista	Monte Vista	504.8	A	Access Control	Monte Vista Ave (Palo Verde St) EB on-ramp - driveway to Freedom Plaza	0.68						100'	53'	51'	YES	1. Shifting the driveway west to attain the standard would require relocation of the railroad caboose display and an overhead power line as well as reconfiguration of the parking lot. 2. This driveway is the only entrance to Freedom Plaza. 3. This driveway will be designed to provide right in, right out movements only. 4. Due to the small size of Freedom Plaza, very small volume of traffic using this driveway is anticipated.	High
311	L-4	Euclid	Euclid	504.8	A	Access Control	Euclid Ave EB off-ramp - Caroline Ct	4.47						100'	103'	80'	YES	1. Shifting Caroline Ct south to attain the standard would require full acquisition of 1 SFR and partial acquisition of another SFR. 2. Caroline Ct has right in, right out movements only (restricted by a wide median on Euclid Ave)	High
312	L-16	Rancho	Rancho	504.8	A	Access Control	Rancho Ave WB on-ramp - Valley Blvd	21.96						100'	76'	76'	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 (WB 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
313	L-19	Mountain View	Mountain View	504.8	M	Access Control	Mountain View Ave WB on-ramp - Driveway to Valero gas station (south driveway)	23.13						100'	0'	0'	YES	1. Proposed curb return is approximately 6' north of existing curb return. Existing southerly driveway, adjacent to existing curb return, would need to be reconstructed approximately 6' north. This southerly driveway serves exit movement only; there would be no backup on SB Mountain View or in the Mountain View/WB ramp intersection caused by vehicles waiting to enter the driveway.	High