

CONFORMITY EXEMPTION FORM - PROJECT SUMMARY FOR INTERAGENCY CONSULTATION

For projects that correct, improve, or eliminate a hazardous location or feature

Dist.-Co.-Rte.-PM 12-ORA-22 11.6/12.5	EA/EFIS ID (Caltrans Projects) 12-OS190/1219000104	Fed. Aid. No. (Local Projects)
FTIP ID# (required) ORA001102		
TCWG Consideration Date February 23, 2021		

Lead Agency: Caltrans			
Contact Person Rabindra Bade	Phone# 657 328 6573	Fax#	Email Rabindra.bade@dot.ca.gov
Pollutant of Concern: PM 2.5 and PM10			

Anticipated Federal Environmental Approval (check appropriate box)				
<input checked="" type="checkbox"/> 23 USC 326 CE	<input type="checkbox"/> 23 USC 327 CE	<input type="checkbox"/> EA	<input type="checkbox"/> EIS	
Anticipated Date of Federal Environmental Approval: 2021				
Current Programming Dates (as appropriate)				
	PA&ED	PS&E	ROW	CON
Start	November 2020	August 2022	November 2023	September 2026
Start	July 2022	November 2023	January 2024	November 2028

Project Description (clearly describe project, include narrative location)
<p>This safety project evaluates the safety improvement proposal from Traffic Operations Northeast branch to address safety concerns on the westbound (WB) State Route 22 (SR 22), also known as Garden Grove Freeway approximately between 0.1 mile west of Santiago Creek Bridge and 0.2 mile east of Cambridge Street Overcrossing (OC) in the cities of Santa Ana and Orange.</p> <p>This Project Initiation Report (PIR) proposes to widen WB SR 22 to accommodate an auxiliary (aux) lane and the extension of the No. 4 drop lane for approximately 0.2 mile beyond Glassell Street (St) off-ramp as it merges to the No.3 lane to mitigate the safety issues without increasing the capacity of WB SR 22.</p>

Project Purpose and Need (Summary): (attach additional sheets as necessary)
Purpose:
The primary purpose of the project is to enhance safety, reduce the number and severity of traffic collisions by widening WB SR 22 to accommodate an aux lane and the extension of the No. 4 drop lane for approximately 0.2 mile beyond Glassell Street (St) off-ramp as it merges to the No.3 lane.
Need:
The segment of the WB SR 22 is experiencing high concentration of Rear-End and Sideswipe Collisions due to the existing No. 4 lane becoming a drop lane as it terminates at Glassell St off ramp. This configuration creates a trap/bottleneck condition, such as weaving problems during PM peak periods.

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Project Description of Proposed Alternate

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

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

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

Traffic Collisions data:

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

County-Route (post mile range)	Number of Collisions			Actual Rate			Average Rate		
	F ¹	F+I ²	Total ³	F ¹	F+I ²	Total ³	F ¹	F+I ²	Total ³
Ora – 22 – PM R11.6/R12.5	1	42	156	0.018	0.78	2.81	0.005	0.34	1.03

Notes: 1. Fatal collisions

2. Fatal collisions plus injury collisions

3. All reported collisions

Collision Rates: Number of collisions/Million Vehicle Miles

Among the 156 collisions the TSAR indicates, there are 135 (86.5%) Rear End, 17 (10.9%) Sideswipe, 2 (1.3%) Hit Object, and 2 (1.3%) Overturn.

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

Extending the short length of the lane for maneuvering of the vehicles to safely change the lane will not increase the capacity of freeway system. It would minimize weaving problem during peak period and reduces the accident rate enhancing the safety. By widening WB SR to accommodate an auxiliary lane and extension of the No. 4 lane for approximately 0.2 mile beyond Glassell Street (St) off-ramp as it merges to the No.3 lane to mitigate the safety issues without increasing the capacity of WB SR 22. Therefore, the proposed project meets the criteria of 40 CFR 93.126 and exempt from conformity analysis requirement.

Vicinity Map



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

BORDER LAST REVISED 4/11/2008

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DATE REVISED

CURVE DATA

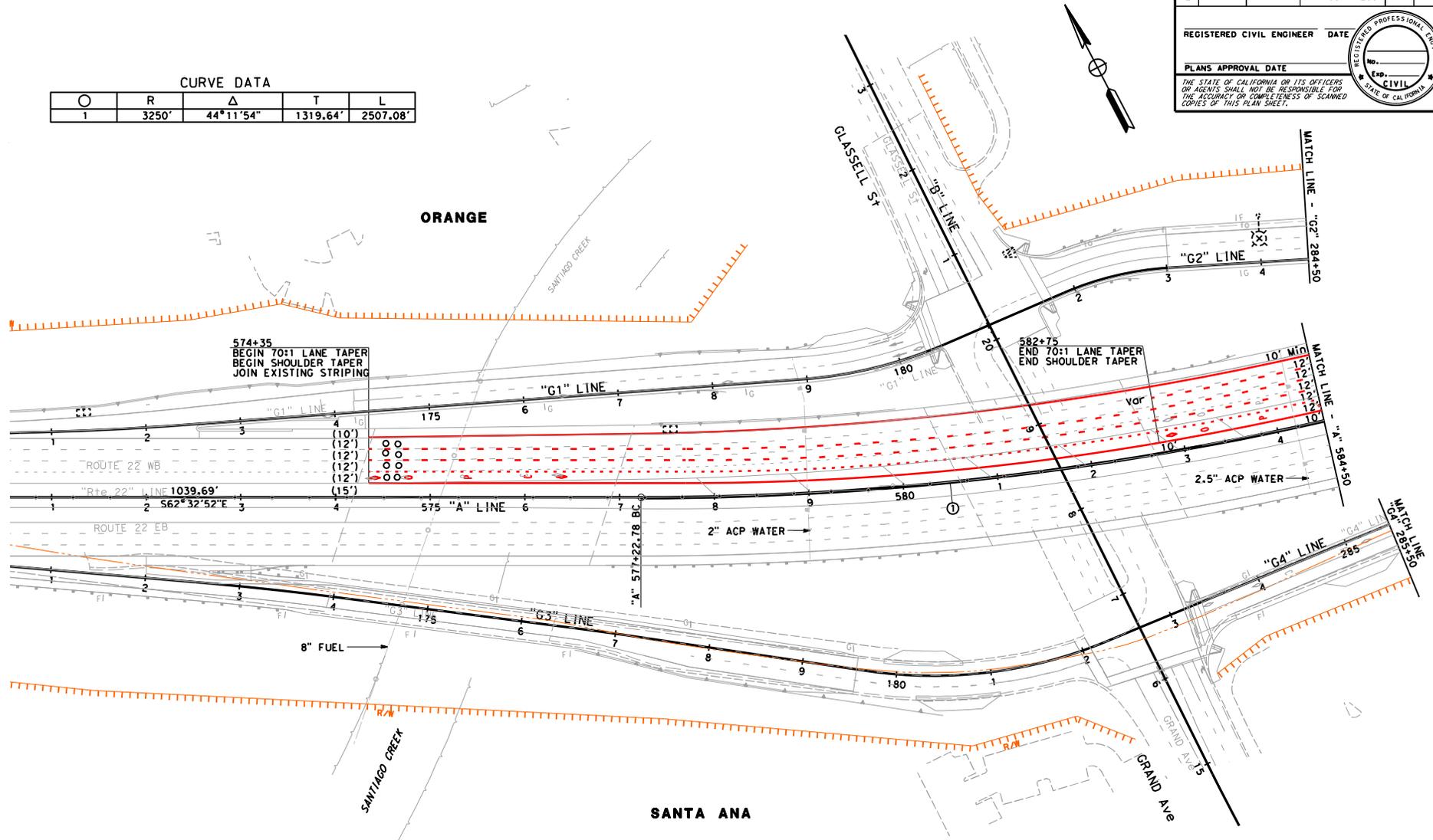
Curve No.	R	Δ	T	L
1	3250'	44°11'54"	1319.64'	2507.08'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Ora	22	R11.6/R12.5		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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

REGISTERED PROFESSIONAL ENGINEER
 No. _____
 Exp. _____
 CIVIL
 STATE OF CALIFORNIA



CONCEPTUAL IMPROVEMENT PLAN
 SCALE 1"=50'
 L-1

RELATIVE BORDER SCALE 15 IN INCHES

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 DGN FILE => BREQUEST

CU 00000

EA 000000

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 TIME PLOTTED => 10:00 AM

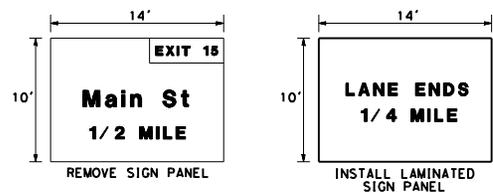
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No.	TOTAL SHEETS
12	Or	22	R11.6/R12.5		

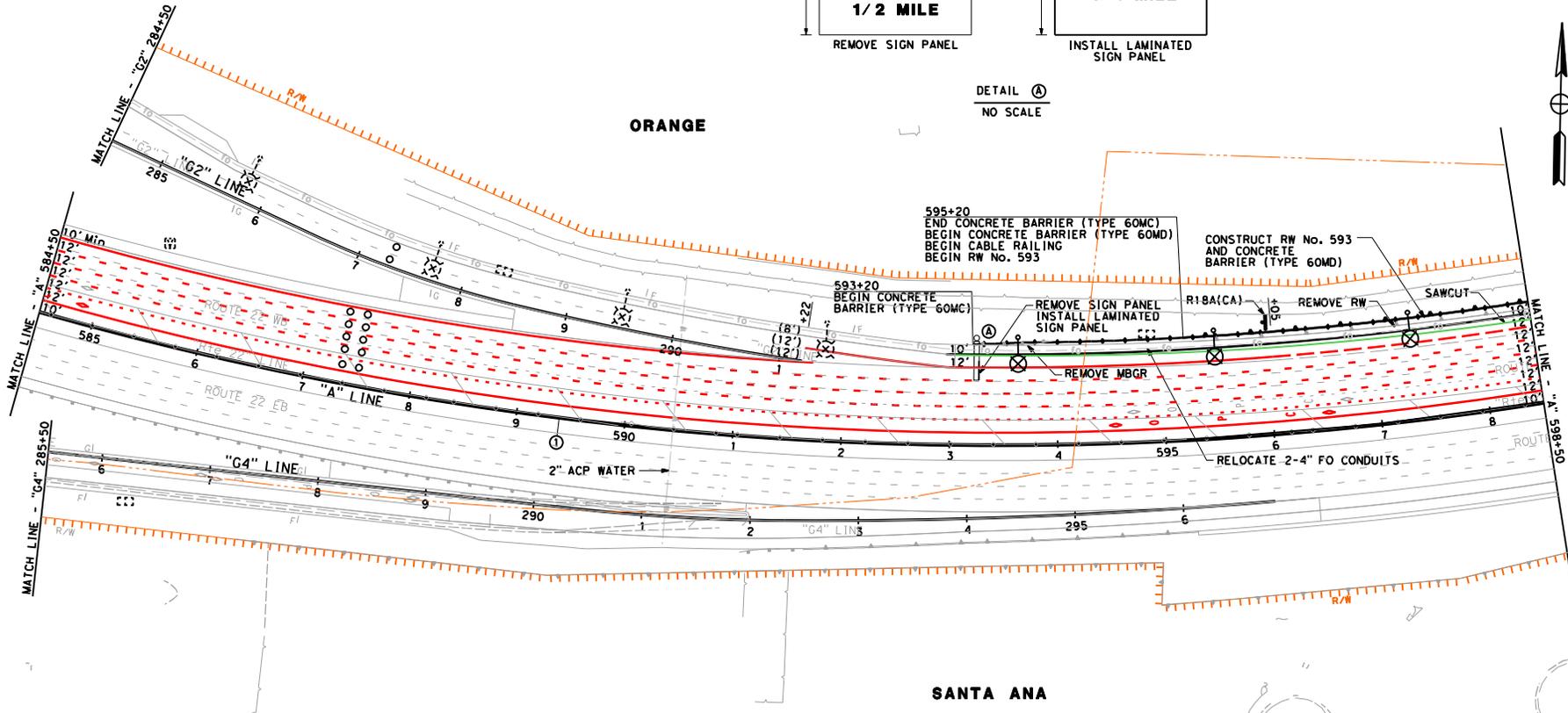
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DETAIL (A)
NO SCALE



CURVE DATA

○	R	Δ	T	L
1	3250'	44°11'54"	1319.64'	2507.08'

CONCEPTUAL IMPROVEMENT PLAN
 SCALE 1"=50'
L-2

BORDER LAST REVISED 4/11/2008



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CU 00000

EA 000000

LAST REVISION DATE PLOTTED => \$DATE
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