



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

Project Information

DIST-CO-RTE-PM: 12-ORA-5-9.6/10.4

EA/EFIS ID (Caltrans Projects): 12-0S280/1220000014

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): ORA001102

TCWG Consideration Date: 5/24/2022

Pollutant of Concern: PM2.5 & PM10

Contact Information

Lead Agency: Caltrans D12

Contact Person: Rabindra Bade

Phone: 657 328 6573

Fax:

Email: rabindra.bade@dot.ca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: 2022

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	November 2021	November 2022	November 2022	August 2024
End	November 2022	November 2023	December 2023	October 2028



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Project Details

Project Description

This Project is located on Interstate 5 (I-5) southbound (SB), from SR-74 (Ortega Highway) and I-5 Separation (PM 9.6), to approximately 0.5 mile south of Junipero Serra Road undercrossing (UC) (PM 10.4), in the City of San Juan Capistrano, County of Orange. This safety project proposes to add a second auxiliary lane of 2,020 feet and reconfigure the existing exit-ramp entrance. See Attached Layout plan.

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

Purpose

The purpose of this project is to reduce the severity and frequency of collisions by adding a second auxiliary lane of 2,020 feet on SB I-5 from Ortega Hwy (SR-74) exit ramp (PM 9.4) to approximately 0.5 mile south of Junipero Serra Rd. UC. (PM 10.4) and reconfiguring the existing exit-ramp entrance from one-lane mandatory exit with an optional lane to a two-lane mandatory exit.

Need

This segment of SB I-5, from Ortega Highway and I-5 Separation (PM 9.6) to approximately 0.5 mile south of Junipero Serra Rd. UC (PM 10.4), has been experiencing a high concentration of collisions.

Project description of Build alternative

This project proposes to add a second auxiliary lane of approximately 2,020 feet on SB I-5, reconfigure the SB I-5 cross-section at the exit ramp entrance, and add Traffic Census Stations. Based on the exiting geometric configuration, the second auxiliary lane can be added by shifting the lane lines of the SB I-5 segment approximately 12 feet toward the median area and relocating the existing CHP approximately 700 feet further north, which will minimize the need to widen and eliminate the retaining wall reconstruction.

At Sta 562+60.00, the lane lines on SB I-5 segment will be shifted approximately 12 feet toward the median area at a transition ratio of 115:1; the transition ends at Sta 548+80.00. The lane lines shift allows the second auxiliary lane of 2,020 foot long to start at STA 548+00.00 and end at Sta 528+60.00, where the existing one optional and one-lane exit will become a two-lane exit onto Ortega HWY.

The existing CHP will be relocated approximately 700 feet further north; the existing SB concrete barrier will be removed from Sta 558+00.00 to Sta 551+00.00, and the existing NB concrete



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barrier will be extended from station 551+00.00 to station 558+00; the existing pavement at the CHP area, from Sta 551+00.00 to STA 558+00.00 will be replaced.

The proposed project will install new overhead (OH) sign, construct a retaining wall with a safety concrete barrier, an MVP, two cabinet controllers, MGS. In addition, the existing outside 10-foot shoulder will also be removed and replaced with new pavement of approximately 12 feet wide.

Traffic Collision Data:

Traffic Accident Surveillance and Analysis System (TASAS) Selective Accidental Retrieval (TSAR) data were obtained and reviewed for the three-year period from 01/01/2016 to 12/31/2018 within the project limits.

Table Collision Summary on I-5

Location	Numbers of Accidents (MVM)			Accident Rate					
				Actual			Statewide Average		
	F ¹	F+I ²	Total ³	F ¹	F+I ²	Total ³	F ¹	F+I ²	Total ³
ORA-5- PM 9.733 to PM9.93	0	118	118	0.00	1.64	3.87	0.003	0.29	0.94

Note: 1. Fatal collisions 2. Fatal collisions plus injury collisions 3. All reported collisions

Based on the Traffic Accident Surveillance and Analysis System (TASAS), by Types of Collisions, 72.1% collisions were Rear-End, 15.4% Sideswipe, 8.7% Hit Object, and 3.8% Broadside; by Primary Collision Factors, 70.2% of the collisions were resulted from speeding, 12.5% Other Violation, 10.6% Improper Turn, 1.9% Influence Alcohol, 2.9 Other than Driver, and 1.9% Unknown.

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

Addition of secondary auxiliary lane of 2,020 ft (< 1 mile) will reduce the existing collision without increasing the capacity of the SB I-5. Thus, this project can be exempted from conformity requirement according to 40 CFR 93.126 Table 2 under the “Project that correct, improve, or eliminate a hazardous location or feature.

INDEX OF PLANS

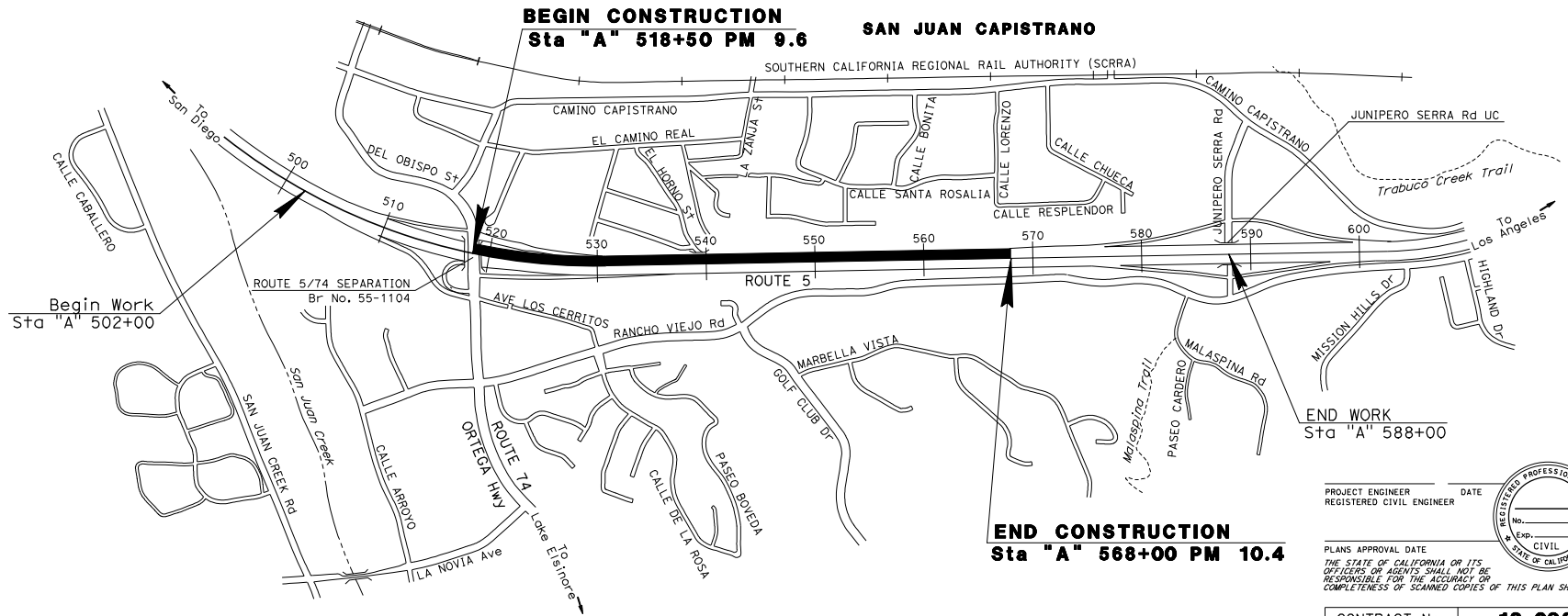
**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY
IN THE CITY OF SAN JUAN CAPISTRANO
ON ROUTE 5 FROM ROUTE 5/74 SEPARATION
TO 0.5 MILE SOUTH OF JUNIPERO SERRA ROAD UNDERCROSSING**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



Dist	COUNTY	ROUTE	POST MILES - TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Oran	5	9.6/10.4		



PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

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.



CONTRACT No.	12-0S2804
PROJECT ID	122000014


THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

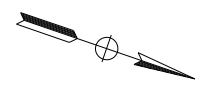
NO SCALE

LAST REVISION: 3-NOV-2021
 DATE PLOTTED => 3-NOV-2021
 TIME PLOTTED => 12:53

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED/DESIGNED BY: JOSEPH SEO
 CHECKED BY: DAVID LAM
 REVISED BY: DAVID LAM
 DATE REVISED:

NOTE:
 1. COLD PLANE 0.2' HMA AND OVERLAY 0.2' RHMA-G
 FROM STA. 524+70 TO STA. 528+86

LEGEND:
 COLD PLANE AND OVERLAY



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

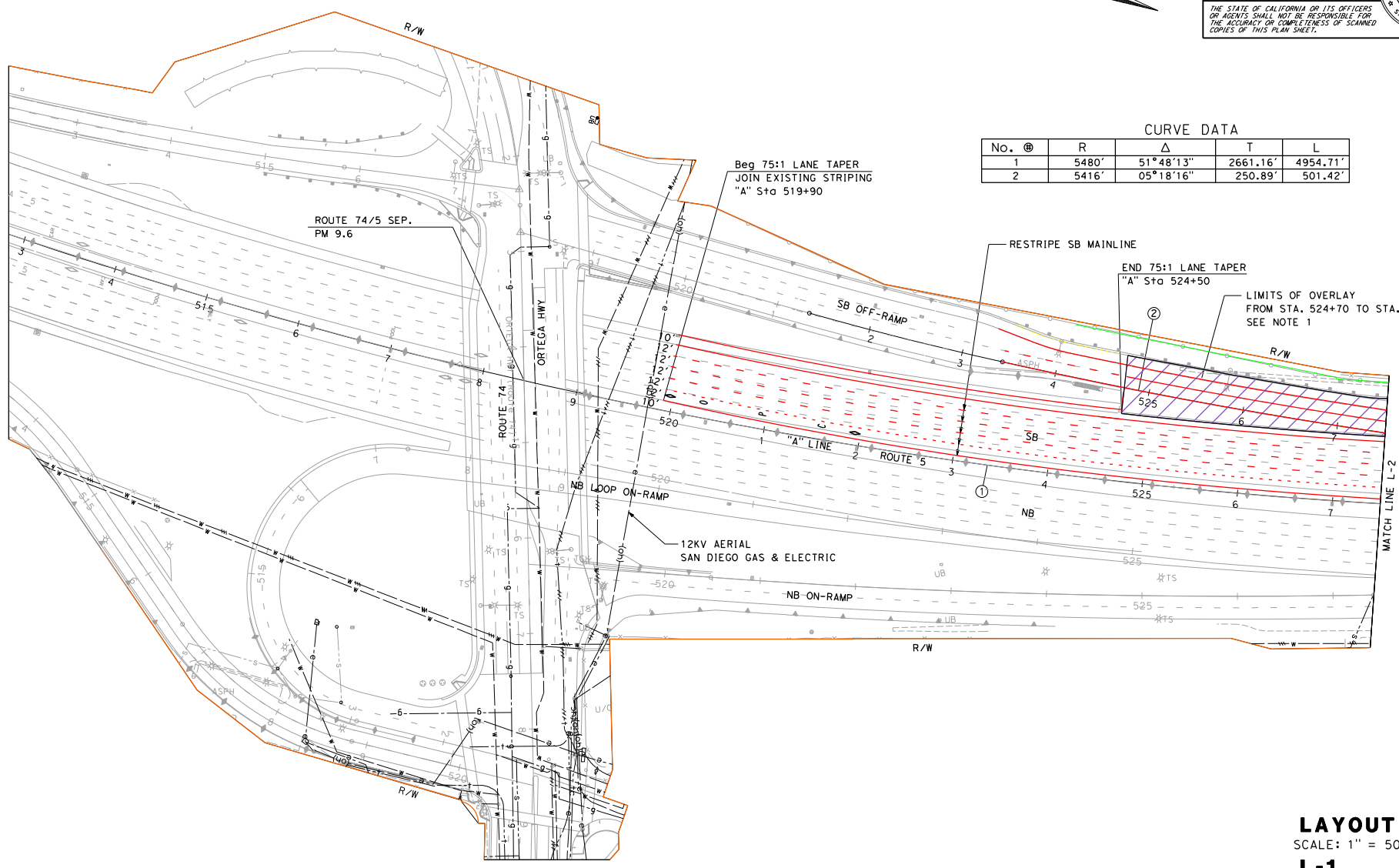
REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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

CURVE DATA

No. @	R	Δ	T	L
1	5480'	51°48'13"	2661.16'	4954.71'
2	5416'	05°18'16"	250.89'	501.42'



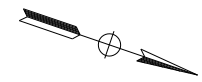
LAYOUT
 SCALE: 1" = 50'
L-1

LAST REVISION DATE PLOTTED => 4/21/2022
 11-22-21 TIME PLOTTED => 11:14:01 PM

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Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED/DESIGNED BY: JOSEPH SEO
 CHECKED BY: DAVID LAM
 REVISED BY: DAVID LAM
 DATE REVISED:

- NOTE:
1. COLD PLANE 0.2' HMA AND OVERLAY 0.2' RHMA-G FROM STA. 524+70 TO STA. 528+86
 2. REPLACE 10 FEET SHOULDER AND WIDEN 2 FEET OUTSIDE FROM STA. 528+65 TO STA. 532+73

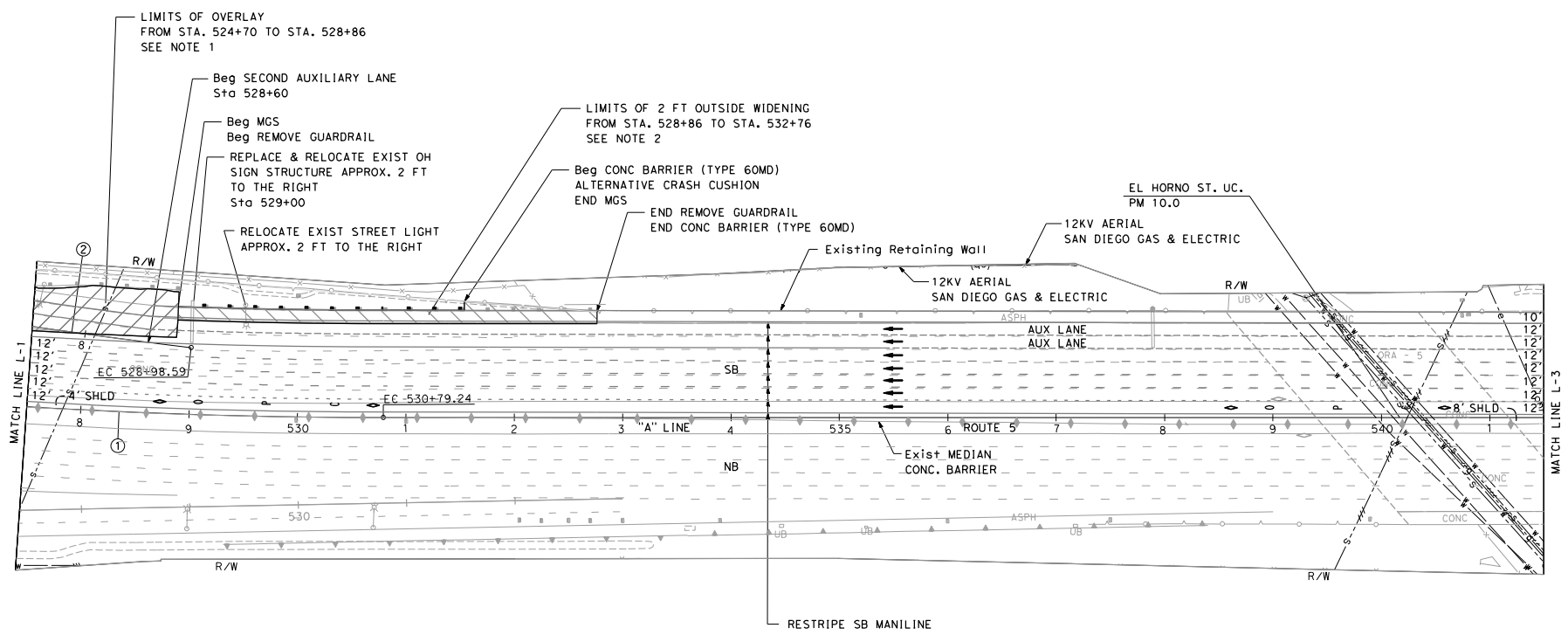
- LEGEND:
- COLD PLANE AND OVERLAY
 - WIDEN JPCP



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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LAYOUT
 SCALE: 1" = 50'
L-2

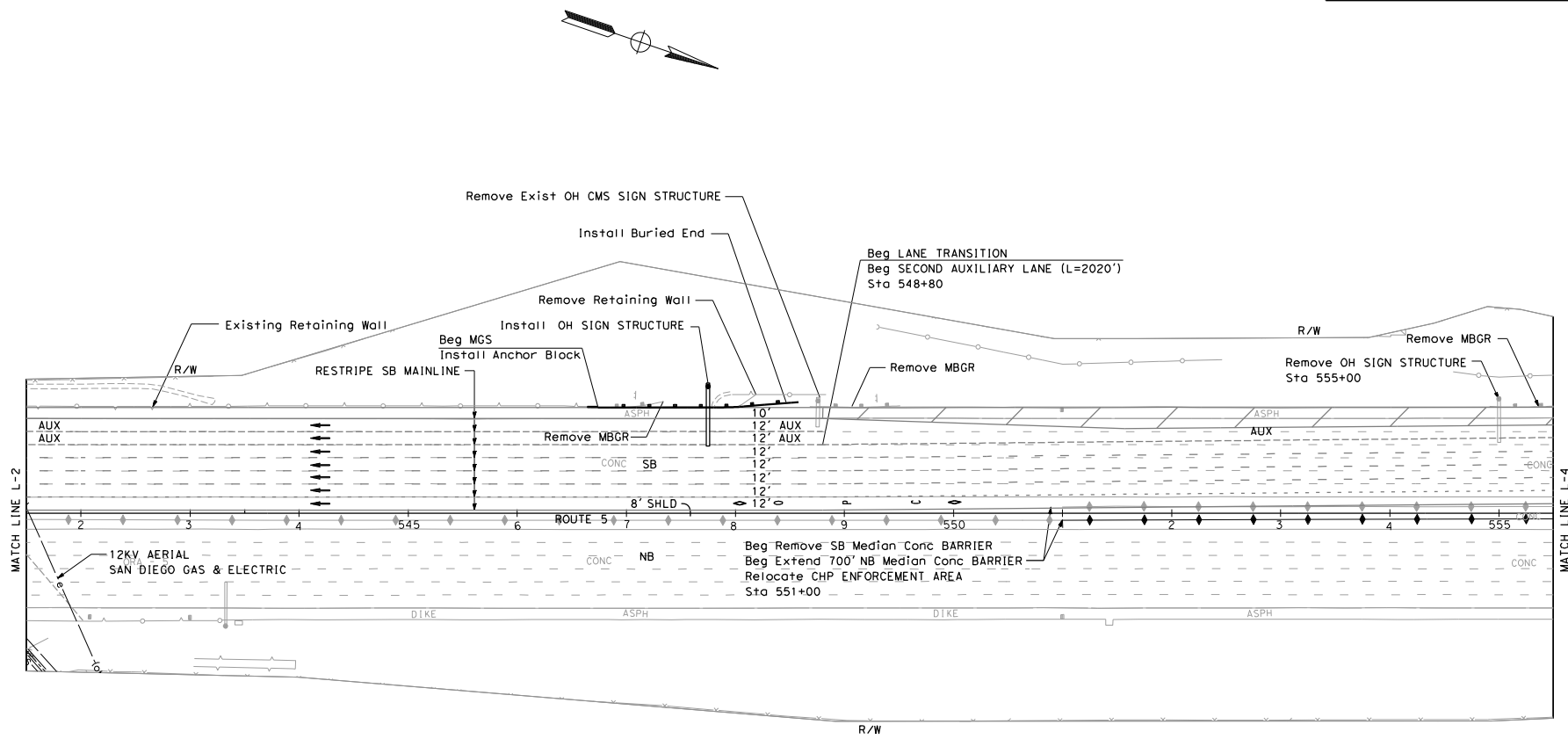
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Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED, DESIGNED BY: JOSEPH SEO
 CHECKED BY: DAVID LAM
 REVISED BY: JOSEPH SEO
 DATE REVISED: DAVID LAM

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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LAYOUT
 SCALE: 1" = 50'
L-3

BORDER LAST REVISED 7/2/2010

USERNAME => DGN FILE => ...12200001405DD003.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 2994

PROJECT NUMBER & PHASE

1220000141

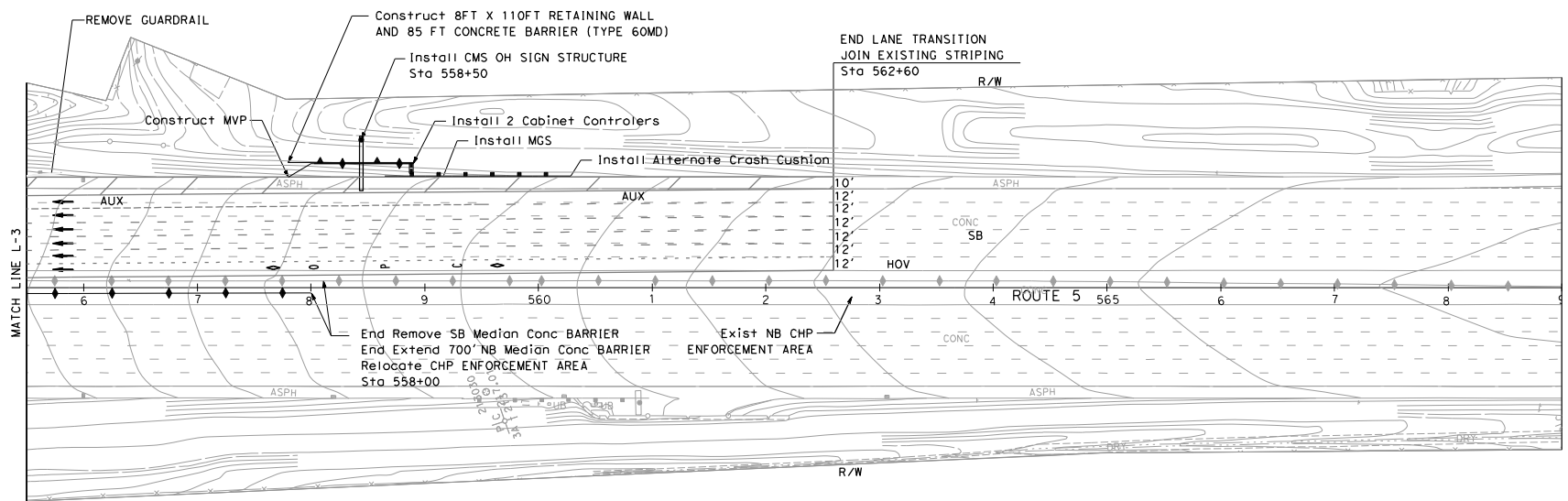
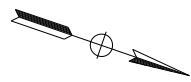
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 11-22-21 TIME PLOTTED => 11:45:24 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED BY: JOSEPH SEO
 DESIGNED BY: DAVID LAM
 CHECKED BY:
 REVISIONS:
 REVISED BY: DATE REVISED:

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

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LAYOUT
 SCALE: 1" = 50'
L-4

LAST REVISION: DATE PLOTTED => 4/21/2002 11:22:21 TIME PLOTTED => 11:43:44 PM



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

Guidance

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

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

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

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

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

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

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

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

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

Instructions

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

Reference

Exempt Projects 40 CFR 93.126

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

Links to More Information:

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

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

TABLE 2-Exempt Projects

Safety

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

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