

# Supplemental Project Report

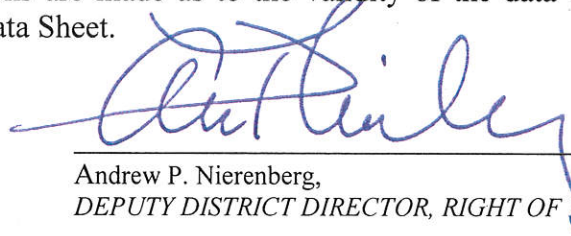
## *To Segment the Project Construction*

On Route SR-60

Between SR-57/SR-60 West Interchange

And 1.1 mile East of SR-57/SR-60 East Junction

The Right of Way Data Sheet was completed by a consultant. I have reviewed the right of way information contained in this Supplemental Project Report and the Right of Way Data Sheet attached hereto, and find the data to be complete as to form and procedures only. No inferences or assertions are made as to the validity of the data or the values implied by the Right of Way Data Sheet.



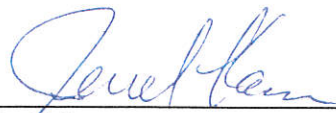
Andrew P. Nierenberg,  
DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY

APPROVAL RECOMMENDED:



Syed Huq, PROJECT MANAGER, PROGRAM AND  
PROJECT MANAGEMENT

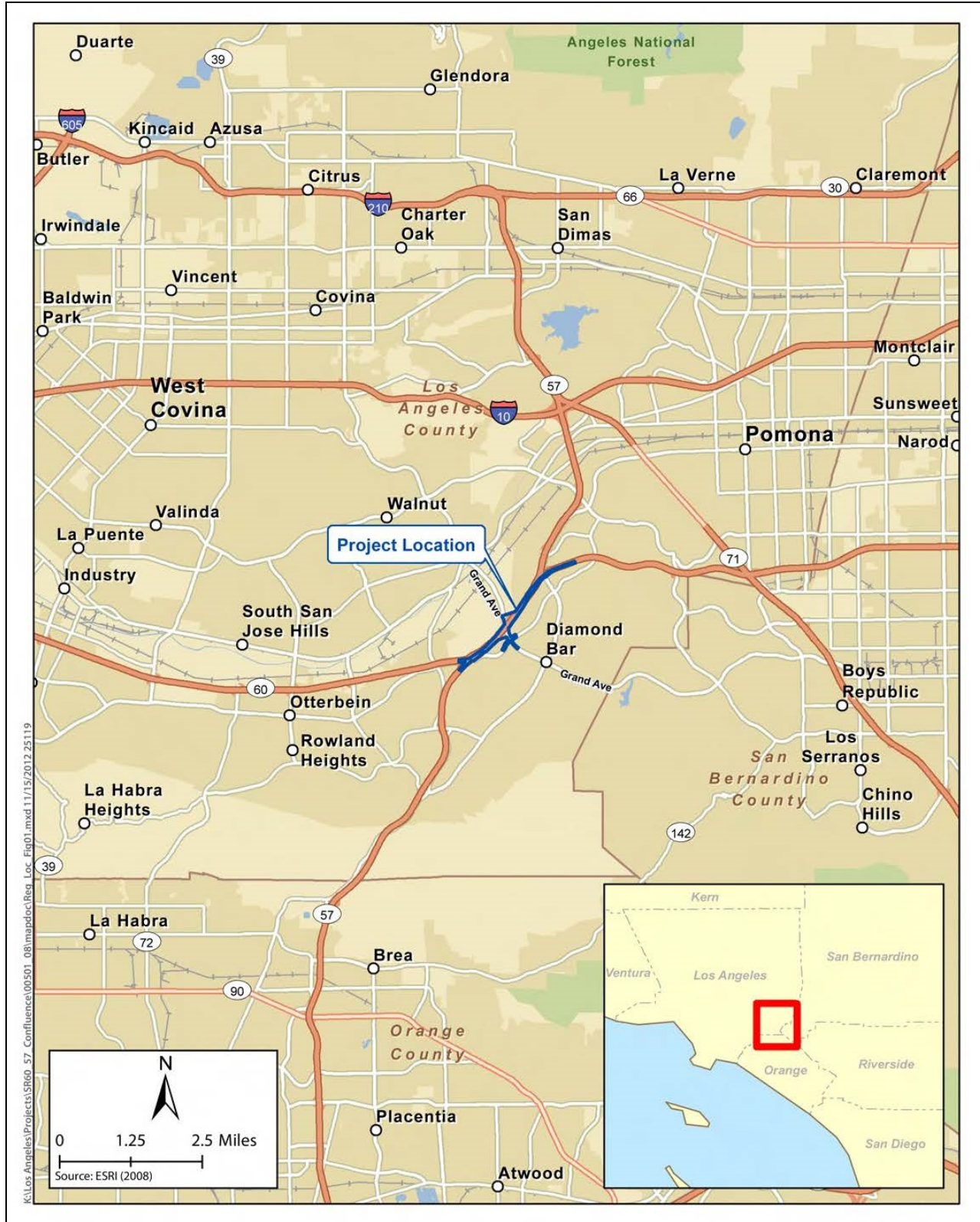
APPROVED:



Jerrel Kam  
DEPUTY DISTRICT DIRECTOR, DIVISION OF DESIGN

7/30/15  
DATE

## Site Location and Vicinity Map



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

*D S Weddell*  
REGISTERED CIVIL ENGINEER

*July 17, 2015*  
DATE



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# 1. INTRODUCTION

## Project Description:

The City of Industry and the city of Diamond Bar (Diamond Bar), in cooperation with the California Department of Transportation (Caltrans), propose freeway improvements to the State Route (SR) 57/SR-60 Confluence at the Grand Avenue interchange in Los Angeles County. The primary purpose of the proposed project is to improve traffic operations and safety on SR-57 and SR-60 at the Grand Avenue interchange. The approved SR-57/SR-60 Confluence Project Report proposes improvements within City of Industry and Diamond Bar, with the project limits on SR-60 from 0.4 miles east of Brea Canyon Road to 0.5 miles east of Diamond Bar Boulevard, and on SR-57 from 0.8 miles south of Sunset Boulevard to 1.2 miles north of Pathfinder Road.

This Supplemental Project Report proposes to divide the Project Report preferred Alternative 3 scope into two construction segments to match the available funding. See Attachment F for the Project Report and additional details of the preferred Alternative 3. The segments have been developed to maximize project benefits and minimize reconstruction between the segments.

Segment I (07-LA-60, PM R24.4-R25.3) will construct the westbound SR-60 improvements and move the westbound SR-60 intersection with Grand Avenue. The proposed Segment I geometrics are shown in Attachment A-1. Segment I includes the following major improvements from the Project Report:

- Add an auxiliary lane on the southbound SR-57 to the Grand Avenue off-ramp
- Relocate and widen the westbound Grand Avenue off-ramp to five lanes
- Relocate the westbound SR-60 intersection at Grand Avenue northward
- Reconstruct the westbound SR-60 loop on-ramp at Grand Avenue

<b>Segment I Project Limits</b>	07 -LA - 60, PM R24.4/R25.3	
	<b>Current Cost Estimate:(2013)</b>	<b>Escalated Cost Estimate:</b>
<b>Capital Outlay Support</b>	\$3,750,000	\$3,750,000
<b>Capital Outlay Construction</b>	\$15,000,000	\$16,883,000
<b>Capital Outlay Right of way</b>	\$3,287,000	\$4,619,000
<b>Funding Source</b>	<i>Local</i>	
<b>Funding Year</b>	2016	
<b>Type of Facility</b>	<i>Freeway</i>	
<b>Number of Structures</b>	Modified/Replaced-0, New-1	
<b>Environmental Determination or Document</b>	EIR/FONSI	
<b>Legal Description</b>	<i>In Los Angeles County In Diamond Bar and City of Industry From Grand Avenue Overcrossing to 0.1 mile west of Prospector Road Undercrossing</i>	
<b>Project Development Category</b>	<i>Category 4B</i>	

Segment II (07-LA-57, PM R4.3-4.5/R4.5-4.8; 07-LA-60, R23.3-R26.5) will construct the eastbound SR-60 and northbound SR-57 improvements, Grand Avenue Overcrossing reconstruction, Grand Avenue and Golden Springs Drive intersection improvements, and the golf course re-configuration. The completed geometrics for Segment II are shown in Attachment A-2. Segment II includes the following major improvements from the Project Report:

- Relocate the Diamond Bar Golf Course Tunnel
- Improve intersection of Grand Avenue and Golden Springs Drive including right and left turn lanes
- Widen Grand Avenue from Golden Springs Drive to WB SR-60 Interchange
- Reconstruct Grand Avenue Overcrossing
- Reconstruct NB SR-57 connector to EB SR-60
- Construct EB SR-60 bypass off-ramp to Grand Avenue
- Construct SB Grand Avenue to EB SR-60 Loop on-ramp
- Relocate Grand Avenue to EB SR-60 Direct on-ramp
- Construct EB SR-60 Bypass
- Reconstruct Diamond Bar Boulevard on-ramp to EB SR-60
- Widen sidewalks and construct ADA compliant curb ramps

<b>Segment II Project Limits</b>	07-LA-57, PM R4.3-4.5/R4.5-4.8 07-LA-60, R23.3-R26.5	
	<b>Current Cost Estimate:(2013)</b>	<b>Escalated Cost Estimate:</b>
<b>Capital Outlay Support</b>	\$35,200,000	\$35,200,000
<b>Capital Outlay Construction</b>	\$140,800,000	\$158,472,000
<b>Capital Outlay Right of way</b>	\$24,187,624	\$34,134,000
<b>Funding Source</b>	<i>TBD</i>	
<b>Funding Year</b>	2018	
<b>Type of Facility</b>	<i>Freeway</i>	
<b>Number of Structures</b>	Modified/Replaced-2, New-12	
<b>Environmental Determination or Document</b>	EIR/FONSI	
<b>Legal Description</b>	<i>In Los Angeles County In Diamond Bar and City of Industry On Route 60 from E60-S57 Connector Overcrossing to Golden Springs Drive Undercrossing and On Route 57 from N57-W-60 Connector Overcrossing to S57/60 Separation</i>	
<b>Project Development Category</b>	<i>Category 4A</i>	

## **2. RECOMMENDATION**

It is recommended that the Supplemental Project Report be approved and that the project proceed to the design phase. The affected local agencies (Diamond Bar and City of Industry) have been consulted with respect to the recommended plan; their views have been considered, and they are in agreement with the plan as presented.

## **3. BACKGROUND**

### **3A. Project History**

A Project Report for the SR-57/SR-60 Confluence Project (EA279100) was prepared by City of Industry and approved by Caltrans on October 25, 2013. The Final Environmental Impact Report/Finding of No Significant Impact and Programmatic Section 4(f) Evaluation was approved December 1, 2013.

### **3B. Community Interaction**

An Environmental Revalidation document was prepared for the Supplemental Project Report. No additional environmental impacts were identified. As such, no community circulation was required.

### **3C. Local Agency Coordination**

Diamond Bar and City of Industry participated in the Project Development Team (PDT) meetings. Both cities were given the opportunity to review and provide input on this report.

## **4. PURPOSE AND NEED**

### ***Purpose:***

The purpose of the project is to:

- Reduce congestion and delays on Grand Avenue from Golden Springs Drive to the interchange at SR-60.
- Reduce congestion and delays at the Grand Avenue interchange.
- Reduce congestion and delays on the SR-57/SR-60 freeway mainline.
- Reduce weaving within the SR-57/SR-60 Confluence.
- Improve safety by reducing weaving movements and increasing weaving distances along the SR-57/SR-60 Confluence.

### ***Need:***

Improvements to the SR-57/SR-60 Confluence are needed to improve safety and operational deficiencies at the Grand Avenue interchange. Regional population and employment growth between 2008 and 2035 are expected to result in more traffic. According to the traffic forecast from the Southern California Association of Governments (SCAG) model, traffic volumes are projected to increase 10 to 25 percent over existing volumes along the SR-60 mainline and in the recently constructed High-Occupancy Vehicle (HOV) lanes.

Forecast traffic in 2037 would result in further deterioration of freeway operations and an estimated Level of Service (LOS) of F on the mainline of the SR-57/SR-60 Confluence in



both the westbound and eastbound direction. Therefore, improvements are proposed at the SR-57/SR-60 Confluence to accommodate expected traffic volumes.

## 5. ALTERNATIVES

### 5A. Viable Alternatives

Alternative 3 from the Project Report is the preferred alternative. This report proposes to make the following changes to the preferred alternative based on revised design standards and a more detailed ground survey:

- Reconstruct approximately 500 feet of soundwall adjacent to westbound SR-60 immediately west of Prospector Road Undercrossing
- Reconstruct the westbound SR-60 loop on-ramp at Grand Avenue with two general purpose ramp meter lanes, in lieu of one general purpose and one HOV preferential ramp meter lanes
- Eliminate the southbound Grand Avenue HOV left turn lane to westbound SR-60 loop on-ramp

#### *i. Non-standard mandatory and advisory design features*

The project includes several non-standard design features based on design standards described in the 2006 Highway Design Manual (HDM), Sixth Edition. Fact Sheet Exceptions for Mandatory Design Standards were approved on March 19, 2009 and three separate Fact Sheet Exceptions for Advisory Design Standards were approved on March 25, 2009, February 22, 2011, and July 27, 2012 to document the non-standard features. The following non-standard design features were approved in the Project Report, and are included in Segment I:

- Travel Way Width
- Shoulder Widths, Horizontal Clearances, and Median Widths
- Access Control
- Mainline Lane Reduction at Interchanges

An additional non-standard design feature that applies to both Segment I and Segment II has been identified since the Project Report and is listed below:

#### *a. Intersections with Right-Turn Only Lanes*

The Advisory Standard in (HDM) Index 403.6(1) states: “Optional right-turn lanes should not be used in combination with right-turn only lanes on roads where bicycle travel is permitted.” The proposed project would maintain the optional right-turn and right-turn only lanes on southbound Grand Avenue to westbound SR-60 on-ramp.

The Advisory Standard in (HDM) Index 403.6(1) states: “Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted.” The proposed project would not provide a 4-foot width for bicycles at the southbound Grand Avenue to westbound SR-60 on-ramp.

A Fact Sheet Exception for the above Advisory Design Standards was approved on July 16, 2015.

**ii. Interim Features**

Interim features are not proposed as part of this project.

**iii. High-Occupancy Vehicle Lanes**

In addition to the locations discussed in the Project Report, the westbound SR-60 loop on-ramp will not include an HOV preferential ramp meter bypass lane due to queue storage requirements calculated using the 2037 forecasted ramp volume and the 2014 Ramp Meter Design Manual. The southbound Grand Avenue lane striping at the westbound SR-60 intersection has been modified from the Project Report striping to delete the HOV only left turn to the westbound loop on-ramp.

**iv. Ramp Metering**

There are no changes to the ramp meters from the approved Project Report except the HOV preferential bypass lane on the westbound SR-60 loop on-ramp is changed to a general purpose lane. The loop on-ramp will consist of two metered general purpose lanes. The westbound SR-60 loop on-ramp with an HOV preferential lane would not provide sufficient general purpose storage length based on the 2014 ramp meter design guide. An exception to the HOV preferential lane policy has been prepared according to the 2014 Ramp Meter Design Manual and was approved on 12/4/2014.

**v. Utilities**

Notice letters were sent to all utilities located in City of Industry. Based on responses from the utilities and other research of the project area, the following utility owners were identified under Segment I:

1. Southern California Edison
2. Walnut Valley Water District
3. Verizon Telephone
4. Southern California Gas Company

The following utility owners were identified under Segment II:

1. Southern California Edison
2. Walnut Valley Water District
3. Verizon Telephone
4. Southern California Gas Company
5. City of Industry Sewer
6. Time Warner Cable

**vi. Railroad Involvement**

No railroad tracks, crossings, or properties are in the vicinity of the project limits.

**vii. Highway Planting**

Highway planting of disturbed soil areas is proposed for each segment individually.

**viii. Noise Barrier**

The approved Project Report was based on aerial topography, and did not identify the need for noise barrier replacement. However, after preparing a detailed ground survey of the area, it was found that the existing noise wall would encroach up to 3 feet into the proposed 10 feet shoulder. Approximately 500 feet of the existing 16 feet high soundwall along westbound SR-60 near Prospector Road will be removed and reconstructed at the new edge of travel way, varying from the current location by up to 3 feet further from the existing travel way to 6 feet closer to the existing travel way. The top of wall elevations will match the existing wall. Noise analysis was conducted comparing the existing wall with the proposed wall location, assuming the top of wall elevation is not changed. The analysis showed there are essentially no changes in noise levels due to the wall relocation according to the Memorandum dated May 12, 2014 from ICF International.

**ix. Right of way Data**

The required right of way and easement acquisitions for Segment I and II is consistent with the approved Project Report. The right of way cost for Segment I is \$4,619,000. The right of way cost for segment II is \$34,134,000. The right of way costs, including all acquisitions, utility relocations, relocation expenses, demolition costs, and title and escrow fees, are presented in the Right of Way Data Sheet in Attachment C, with the total costs summarized in Table 1 below.

**x. Cost Estimates**

The preliminary capital cost estimate, which includes detailed roadway, structure, and right of way costs, was prepared for the project for each segment. A detailed cost breakdown can be found in Attachment B. The costs were prepared using standard percentages for the addition of minor items, supplemental work, mobilization, and contingencies. The project capital cost estimate in 2013 dollars is summarized in Table 1 below.

**Table 1 – Capital Cost Estimates (in 2013)**

<b>Item</b>	<b>SEGMENT I</b>	<b>SEGMENT II</b>
Construction Capital	\$15,000,000	\$100,800,000
R/W Acquisition/Utilities (in 2017)	\$4,619,000	\$34,134,000
<b>TOTAL CAPITAL COST</b>	<b>\$19,619,000</b>	<b>\$174,934,000</b>

## **5B. Rejected Alternatives**

Additional alternatives beyond the approved Project Report were not considered for this Supplemental Project Report.

## **6. CONSIDERATIONS REQUIRING DISCUSSION**

### **6A. Hazardous Waste**

An Initial Site Assessment (ISA) was prepared in January 2009, and updated by memorandum August 9, 2012 for the Project Report. A site visit was conducted on June 11, 2014, and a full database search was performed to verify existing conditions have not changed. An ISA memorandum update was prepared on December 4, 2014 to document changes in the project vicinity and to identify which of the potential hazardous waste risks previously identified are applicable to Segment I. Upon initiation of the Plans, Specifications, and Estimates (PS&E) phase for Segment II, a new Phase I Initial Site Assessment (ISA) will be required to be submitted to Caltrans for review and approval.

A project-specific (site-wide) site investigation (SI) will be conducted during the PS&E phase of each segment. The Segment I SI will include the proposed comprehensive Aerially Deposited Lead (ADL) testing, yellow paint testing, and ground water testing on both Caltrans' property, and the offsite property to be acquired by Caltrans. The Segment II SI will be prepared based on any recognized environmental conditions (RECs) or impacts identified on any properties, either in existing Caltrans right of way or on properties to be dedicated to Caltrans identified in the new ISA to be prepared during the PS&E phase. Any RECs identified must be remediated prior to property being dedicated to Caltrans.

The hazardous waste recommendation prepared for the original project report is largely applicable to Segment I except in the following cases:

- (i) As no structures are present in Segment I, the recommendation concerning asbestos survey does not apply to Segment I of the Project.
- (ii) As there are no transformers and/or high voltage power boxes to be relocated during site construction/demolitions during Segment I of the project. The recommendation concerning transformers and/or high voltage power boxes does not apply to Segment.
- (iii) With respect to ground water contamination, the reported regulatory properties are not anticipated to have impacted groundwater underlying Segment I, but in order to ensure safety of construction workers during dewatering activities a modified recommendation requiring ground water testing and a worker safety plan if contaminant is identified had been included.

### **6B. Value Analysis**

A Value Analysis Study Report (VA) for the project was conducted in November 2014. The VA alternatives were selected at the VA Implementation Meeting March 4, 2015. Three VA alternatives were selected to be implemented, representing a savings of \$265,000 to the project. The VA alternatives selected include utilizing an offset column on connector B to avoid right of way, adjusting the height of retaining wall 350, and the introduction of a retaining wall between Ramp ED-1 and Connector B to reduce Temporary Construction Easements (TCE). The alternatives will be implemented in the PS&E phase of Segment II.

**6C. Right of Way Issues**

A Right of Way Data Sheet was prepared to separate the right of way costs for Segment I and Segment II, including all associated acquisition costs such as capital costs, title and escrow fees as well as utility relocation costs. The Right of Way Data Sheet and Right of Way plan sheets are included in Attachment C. The project right of way requirements are shown in Table 2 below.

**Table 2 –Right of way Requirements**

Description	Segment I No. of Appraisals	Segment II No. of Appraisals
Partial R/W Acquisition	3	18
Temporary Construction Easement	2	10
Permanent Easement	0	12

**6D. Environmental Issues**

No additional environmental impacts were identified in the Environmental revalidation prepared for this report. See attachment D for the environmental revalidation cover sheet.

**7. OTHER CONSIDERATIONS AS APPROPRIATE**

**7A. Public Hearing Process**

No additional public hearing is required.

**7B. Permits**

The permits, reviews, and approvals listed in Table 3 will be required for project construction.

**Table 3 – Permitting Requirements**

Agency	Permit/Approval
U.S. Fish and Wildlife Service	Endangered Species Act, Section 7
U.S. Army Corps of Engineers	Clean Water Act, Section 404
California Department of Fish and Game	Section 1600 Agreement for Streambed Alteration
State Water Resources Control Board	Clean Water Act, Section 401
Los Angeles Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permit
Los Angeles County	Right of Entry Permit, concurrence regarding parkland conveyance

**7C. Cooperative Agreements**

The following Cooperative agreements between Caltrans, Successor Agency to the Industry Urban-Development Agency, and City of Industry will be needed for Segment I and II of the project:

- (i) PS&E and right of way cooperative agreements
- (ii) Construction Cooperative Agreement to fund Caltrans to perform the construction Advertising, Award and Administration tasks.

**7D. Stage Construction**

There are no changes in the stage construction of the overall project except for the sequence of the stages. In the approved SR-57/SR-60 Confluence Project Report, the reconstruction of the westbound SR-60 on- and off-ramps was part of stage 3. The proposed phasing sequence will shift the reconstruction of the westbound SR-60 ramps to Stage 1, and shift Stages 1 through 4 to Stages 2 through 5 respectively.

**8. FUNDING/PROGRAMMING**

Funding

The project planning costs will be funded entirely by the Successor Agency to the Industry Urban-Development Agency using local funds. The project design costs will be partially funded by Successor Agency to the Industry Urban-Development Agency local funds. The project capital improvement for Segment I is funded through the Regional Surface Transportation Improvement Program in the amount of \$8,368,000, METRO PC 25 funds in the amount of \$1,005,000 (both from 2013 METRO Call for projects), Federal TIGER VI Grant in the amount of \$10,046,000 and the remaining amount from the Successor Agency to the Industry Urban-Development Agency. Segment II will be funded by a mixture of local funds, METRO funds, and federal funds.

It has been determined that this project is eligible for Federal-aid funding.

Programming

The project scope is programmed in the 2011 FTIP amendment #24 and 2012 RTP, which were adopted in April 4, 2012 by SCAG. The support cost ratio is 22.2%.

Segment I funding is provided below. Segment II funding schedule is yet to be determined.

Fund Source	Fiscal Year Estimate								
	Prior	15/16	16/17					Future	Total
<b>RSTP</b>									
Component	In thousands of dollars (\$1,000)								
PS&E Support									
Right of way Support									
Construction Support		530	354						884
Right of way									
Construction		4,491	2,993						7,484
<b>Total</b>		<b>5,021</b>	<b>3,347</b>						<b>8,368</b>

Fund Source	Fiscal Year Estimate								
<b>Metro PC 25</b>	Prior	15/16	16/17					Future	Total
Component	In thousands of dollars (\$1,000)								
PS&E Support									
Right of way Support									
Construction Support		64	42						106
Right of way									
Construction		539	360						899
<b>Total</b>		<b>603</b>	<b>402</b>						<b>1,005</b>

Fund Source	Fiscal Year Estimate								
<b>Federal TIGER Grant</b>	Prior	15/16	16/17					Future	Total
Component	In thousands of dollars (\$1,000)								
PS&E Support									
Right of way Support									
Construction Support		637	424						1,061
Right of way									
Construction		5,391	3,594						8,985
<b>Total</b>		<b>6,028</b>	<b>4,018</b>						<b>10,046</b>

Fund Source	Fiscal Year Estimate								
<b>Successor Agency to the Industry Urban-Development Agency</b>	Prior	15/16	16/17					Future	Total
Component	In thousands of dollars (\$1,000)								
PS&E Support	2,500								2,500
Right of way Support		100							100
Construction Support		119	80						199
Right of way		4,600							4,600
Construction		1,011	673						1,684
<b>Total</b>	<b>2,500</b>	<b>5,830</b>	<b>753</b>						<b>9,083</b>

Estimate

The detailed Project Cost Estimate by Segment is shown in Attachment B.

**9. SCHEDULE**

**Table 1 – Project Schedule**

<b>MILESTONE</b>	<b>Segment I WB SR-60 Off-Ramp</b>	<b>Segment II Grand/Golden Springs, Golf Course, EB SR-60 &amp; Grand Avenue Overcrossing</b>
PA/ED (Completed)	December 2013	December 2013
PS&E to DOE	August 2015	June 2016
Right of way Certification	December 2015	July 2016
Ready to List	December 2015	November 2016
Begin Construction	June 2016	June 2017
Construction Completion	December 2017	December 2018

**10. RISKS**

A Risk Register has been prepared for Segment I; see Attachment E. The major risks associated with this project include loss of funding, increased project costs from hazardous waste and groundwater changes, and schedule delays due to conflicts with construction of nearby transportation projects.

Segment I includes Federal TIGER Grant funds, which has a strict schedule requirement for construction to start by June 2016 with loss of funds clause in the funding agreement. Similarly the funds from METRO Call for Projects requires funds be obligated by June of 2017.

Several items were identified as risks that may increase the project costs, including hazardous contamination and groundwater changes. The ISA identified potential risks that may increase the project costs such as ADL, lead paint, and groundwater contamination. These will be addressed in the PS&E phase. Though groundwater was not identified within the footing elevations, seasonal fluctuations may require bridge footings and retaining wall excavations to be dewatered at an increased cost.

Construction of several nearby transportation projects may delay the implementation of this project.

**11. FHWA COORDINATION**

At the time of Project Report approval, the project was identified as a Delegated Project. Since Segment I now contains Federal TIGER Grant funds obtained by City of Industry, Segment I has been upgraded to a Local Assistance High Profile Project. A Project Oversight Agreement (POA) is required between Caltrans and FHWA and the draft POA prepared for



the project is currently being updated to reflect the changes made to FHWA Oversight and Stewardship Agreement with Caltrans in May 2015. The final POA is estimated to be completed by August 2015.

## 12. PROJECT REVIEWS

This project has been reviewed by the Project Development Team during a series of PDT meetings. Fact Sheets for the exception to design standards were prepared to document non-standard features. The project has been reviewed by City of Industry and Diamond Bar representatives, who have also contributed to its development.

## 13. PROJECT PERSONNEL

Principal contacts for the project are as follows:

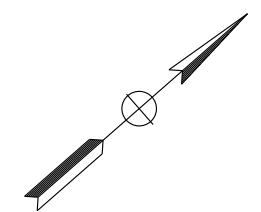
Name	Organization / Branch	Phone No.
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Dawn Kukla	Senior Environmental Planner, Environmental Planning	(213) 897-3646
Le Chen	Associate Environmental Planner, Environmental Planning	(213) 897-4595
John Ballas, P.E.	City Engineer, City of Industry	(626) 333-2211
Eduardo Pereira, P.E.	CNC Engineering/City of Industry	(626) 333-0336
David Liu, P.E.	Director of Public Works/ City Engineer, Diamond Bar	(909) 839-7041
Wei Koo, P.E.	Project Manager, WKE, Inc.	(714) 953-1008
Dan Weddell, P.E.	Project Engineer, WKE, Inc.	(714) 953-1020
Lee Lisecki	Environmental Planner, ICF Jones and Stokes	(213) 627-5376
Shilpa Trisal	Environmental Planner, ICF Jones and Stokes	(408) 216-2812
Ronn Knox, AICP	Traffic Engineer, KOA Corporation	(714) 573-0317

## 14. ATTACHMENTS

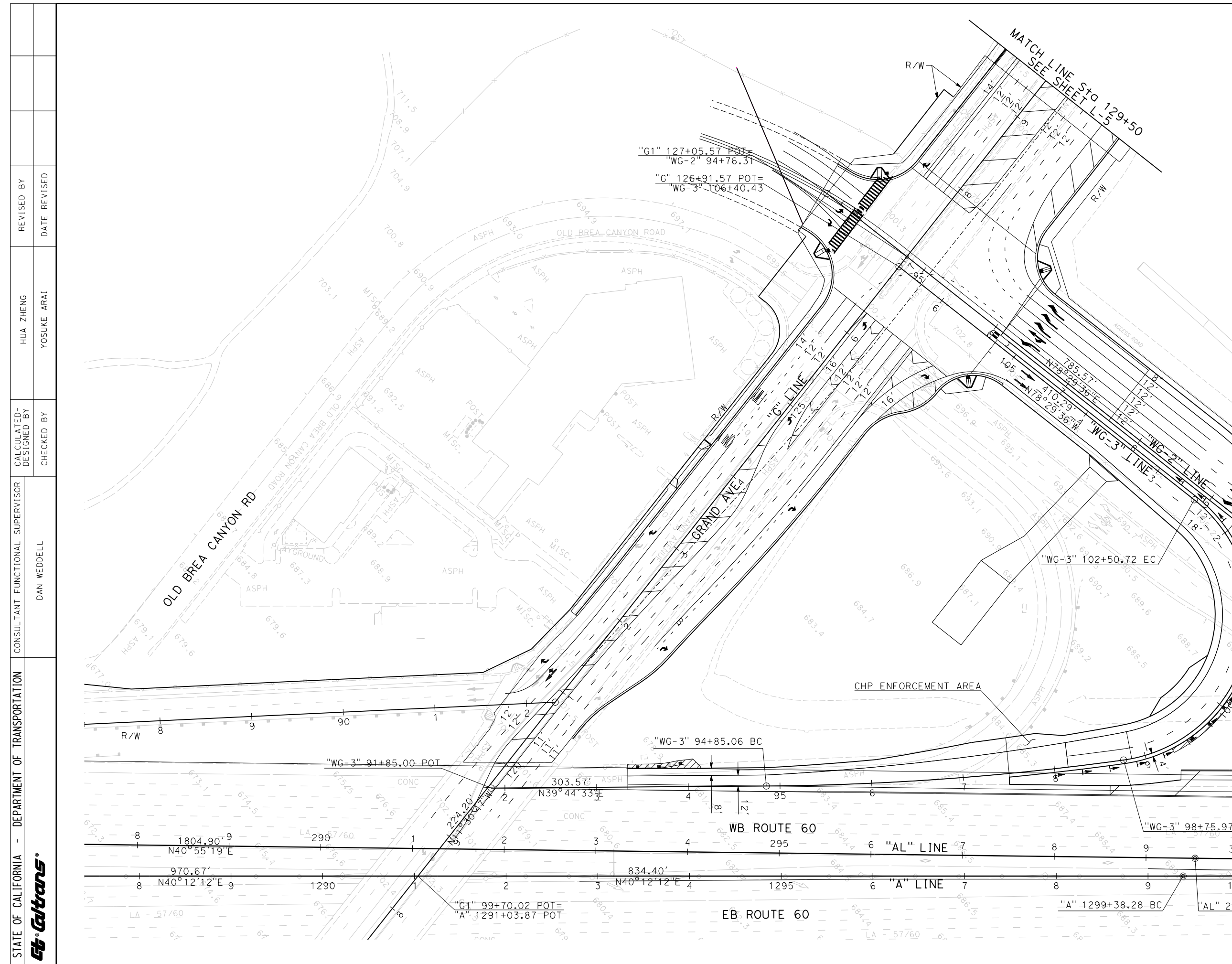
- Attachment A-1: Segment I Layout
- Attachment A-2: Segment II Layout
- Attachment B: Project Cost Estimate
- Attachment C: Right of way Data Sheet
- Attachment D: Environmental Revalidation (Cover Sheet)
- Attachment E: Risk Register
- Attachment F: Project Report

**Attachment A-1**  
**Segment I Layout**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	60	R24.4/R25.3		
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>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.</small>					
WKE, INC 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705			CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744		



**CITY OF INDUSTRY**



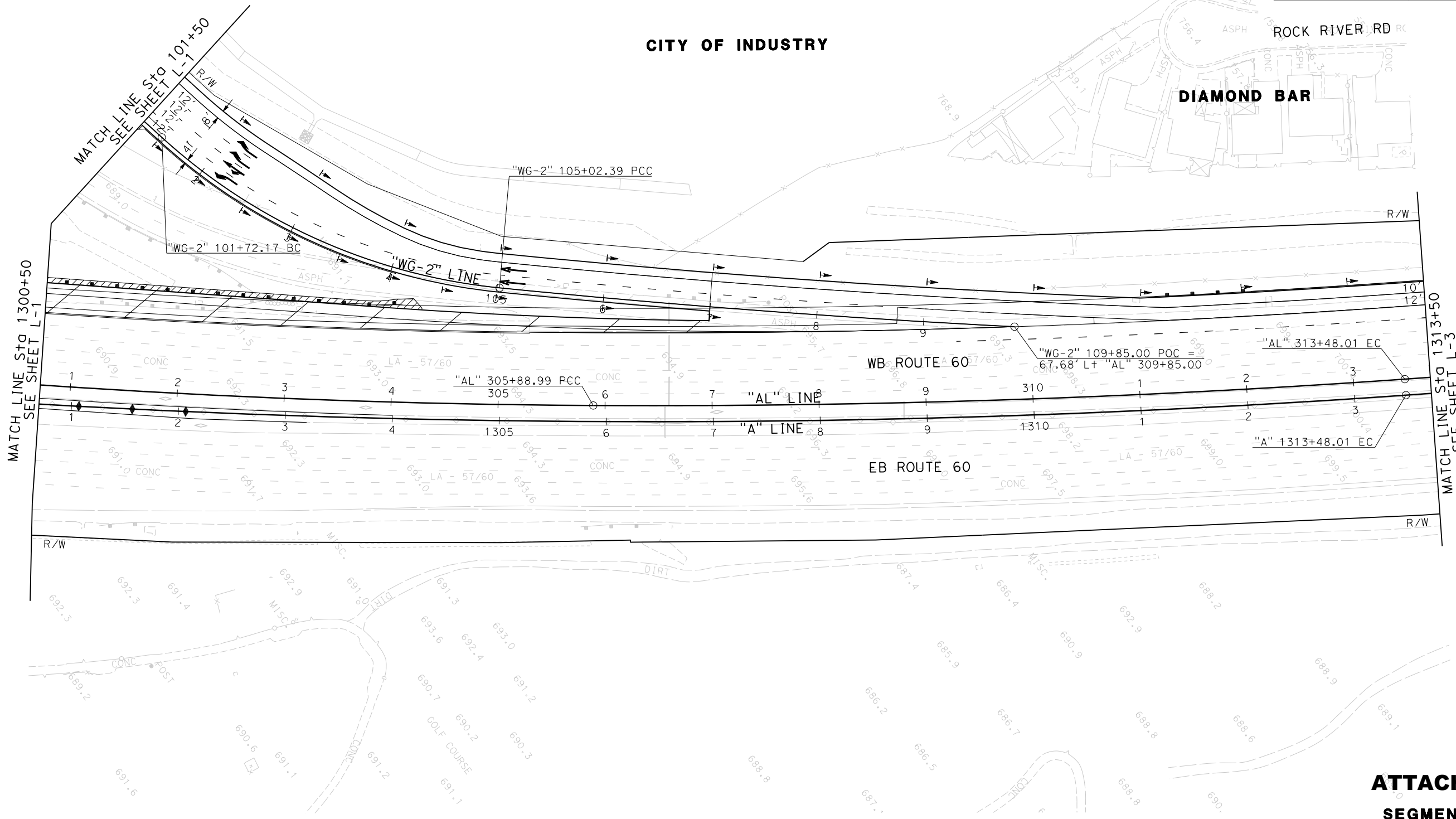
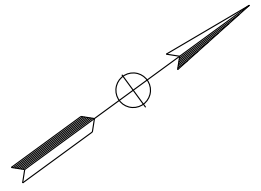
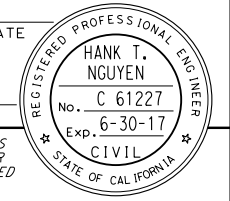
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	DAN WEDDELL
	CALCULATED-DESIGNED BY	CHECKED BY
	REVISOR	DATE
	REVISOR	DATE
HUA ZHENG	YOSUKE ARAI	

**ATTACHMENT A-1**  
**SEGMENT 1 LAYOUT**  
SCALE 1"=50'  
**L-1**

LAST REVISION DATE PLOTTED => 17-JUL-2015 00-00-00 TIME PLOTTED => 09:43

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR: DAN WEDDELL  
 CALCULATED/DESIGNED BY: HUA ZHENG  
 CHECKED BY: YOSUKE ARAI  
 REVISED BY: HUA ZHENG  
 DATE REVISIED: YOSUKE ARAI

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	60	R24.4/R25.3		
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.					
WKE, INC 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705			CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744		



**ATTACHMENT A-1**  
**SEGMENT 1**  
**LAYOUT**  
 SCALE 1"=50'  
**L-2**

LAST REVISION DATE PLOTTED => 17-JUL-2015 00-00-00 TIME PLOTTED => 09:43

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR: DAN WEDDELL  
 CALCULATED/DESIGNED BY: HUA ZHENG  
 CHECKED BY: YOSUKE ARAI  
 REVISED BY: HUA ZHENG  
 DATE REVISED: [ ]

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	60	R24.4/R25.3		

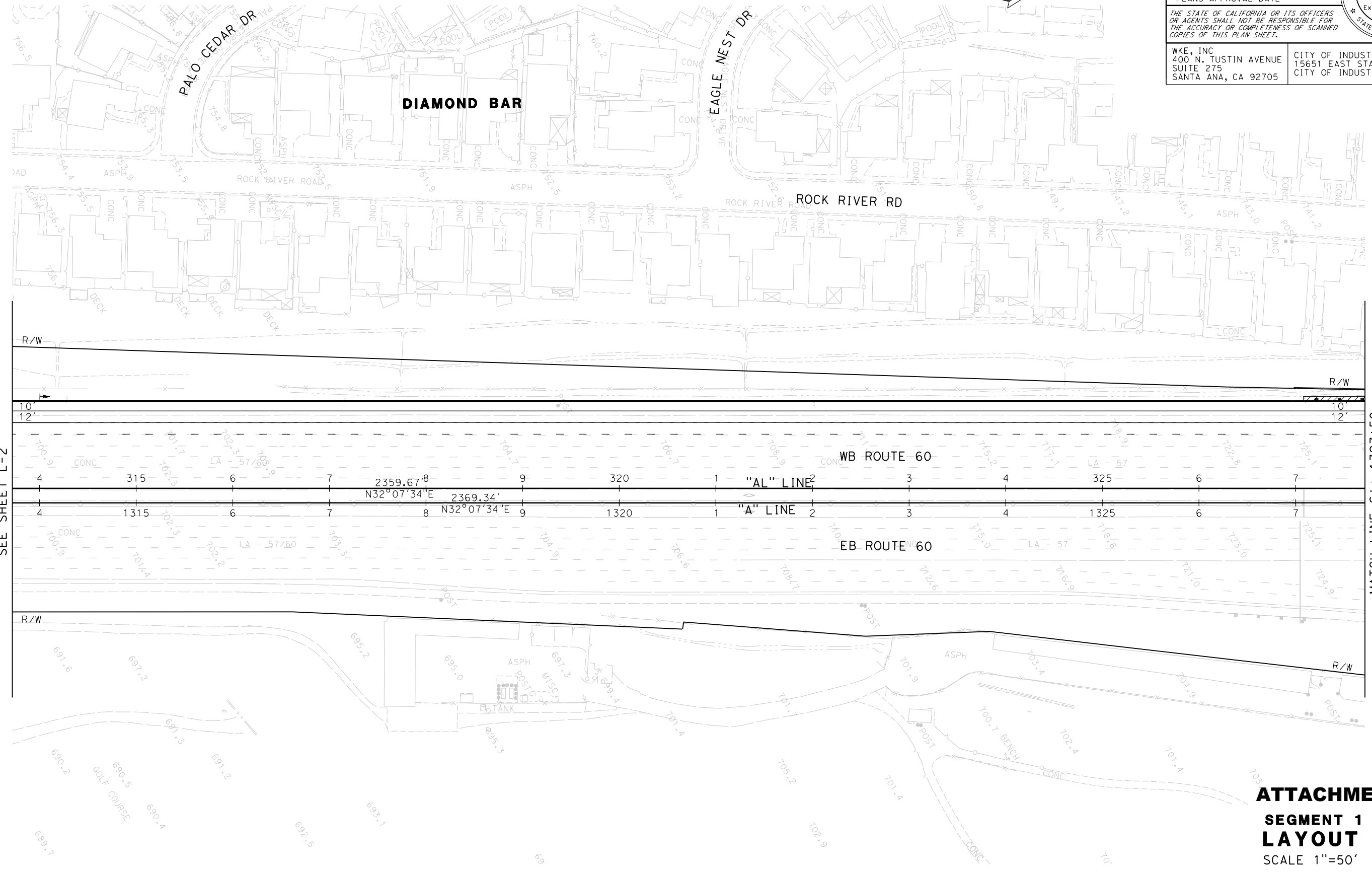
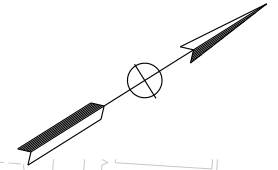
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 HANK T. NGUYEN  
 No. C 61227  
 Exp. 6-30-17  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_

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WKE, INC  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705

CITY OF INDUSTRY  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744



MATCH LINE Stg 1313+50  
 SEE SHEET L-2

MATCH LINE Stg 1327+50  
 SEE SHEET L-4

**ATTACHMENT A-1**  
**SEGMENT 1**  
**LAYOUT**  
 SCALE 1"=50'

**L-3**

LAST REVISION DATE PLOTTED => 17-JUL-2015 00-00-00 TIME PLOTTED => 09:43

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR: DAN WEDDELL  
 CALCULATED/DESIGNED BY: HUA ZHENG  
 CHECKED BY: YOSUKE ARAI  
 REVISED BY: [ ]  
 DATE REVISED: [ ]

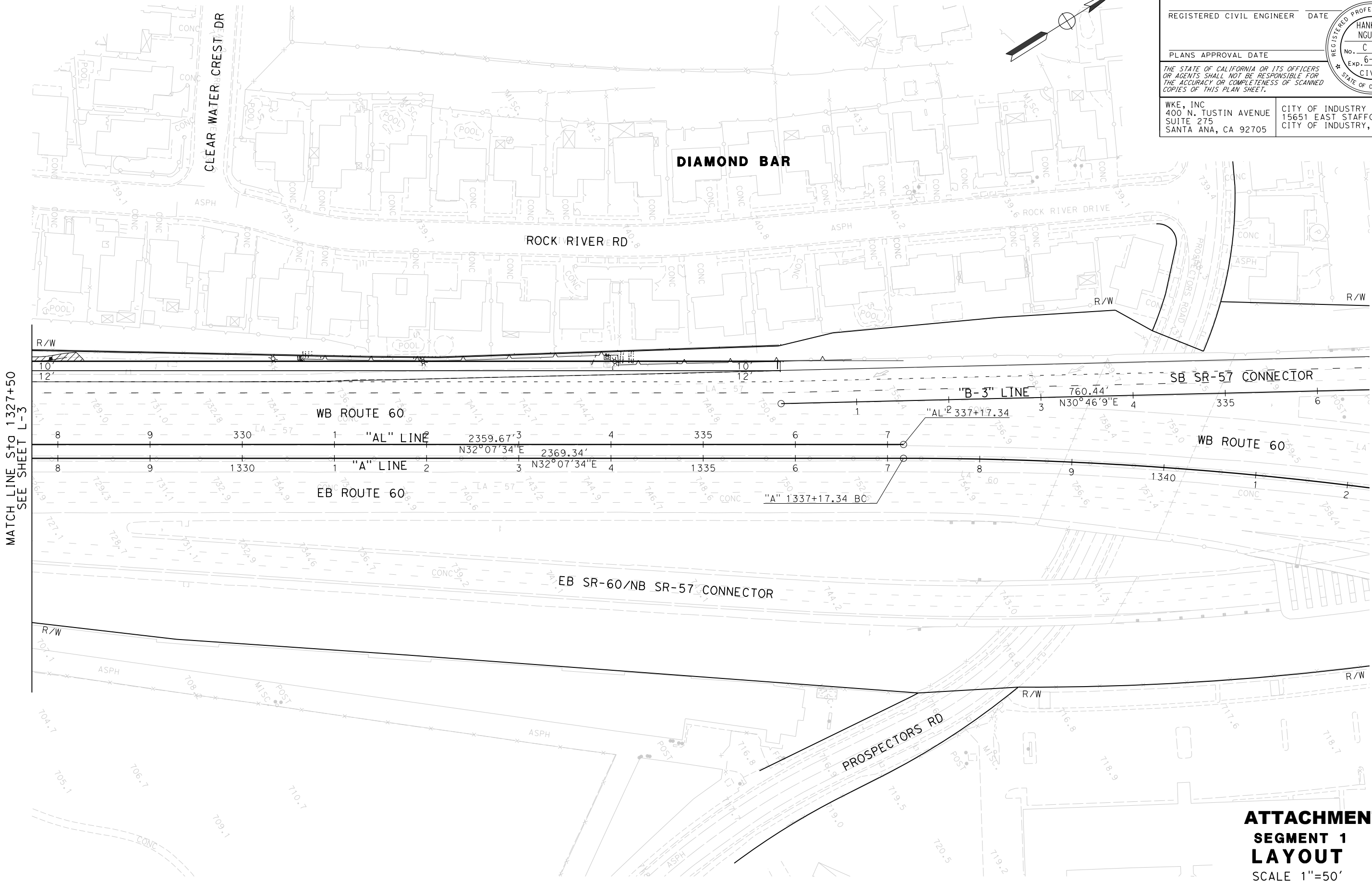
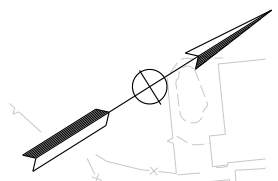
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	60	R24.4/R25.3		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 HANK T. NGUYEN  
 No. C 61227  
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 CIVIL  
 STATE OF CALIFORNIA

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WKE, INC  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705

CITY OF INDUSTRY  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744



**ATTACHMENT A-1**  
**SEGMENT 1**  
**LAYOUT**  
 SCALE 1"=50'  
**L-4**

LAST REVISION DATE PLOTTED => 17-JUL-2015 00-00-00 TIME PLOTTED => 09:43

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE	REVISION
CALTRANS	DAN WEDDELL	CHECKED BY	HUA ZHENG		
			YOSUKE ARAI		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	60	R24.4/R25.3		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

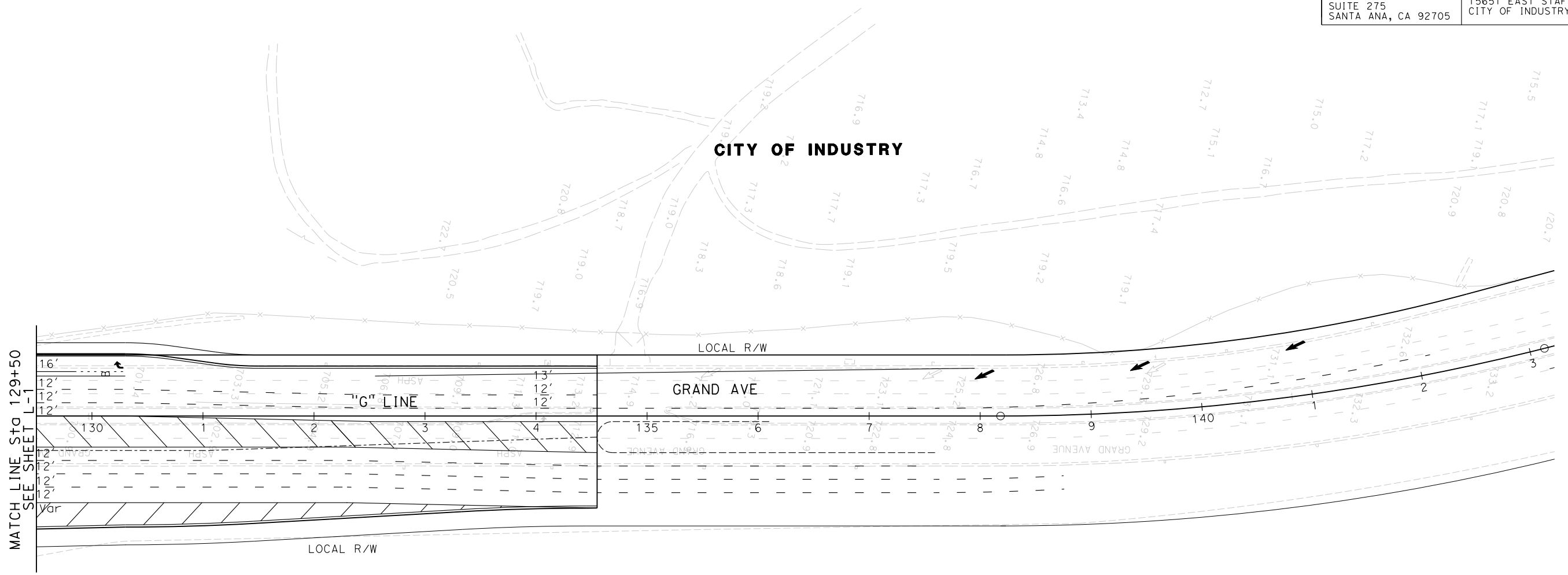
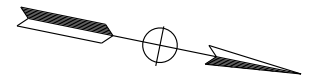
PLANS APPROVAL DATE \_\_\_\_\_

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WKE, INC  
400 N. TUSTIN AVENUE  
SUITE 275  
SANTA ANA, CA 92705

CITY OF INDUSTRY  
15651 EAST STAFFORD STREET  
CITY OF INDUSTRY, CA 91744

REGISTERED PROFESSIONAL ENGINEER  
 HANK T. NGUYEN  
 No. C 61227  
 Exp. 6-30-17  
 CIVIL  
 STATE OF CALIFORNIA



CITY OF INDUSTRY

**ATTACHMENT A-1**  
**SEGMENT 1**  
**LAYOUT**  
 SCALE 1"=50'  
**L-5**

LAST REVISION    DATE PLOTTED => 17-JUL-2015  
 00-00-00    TIME PLOTTED => 09:43

**Attachment A-2**  
**Segment II Layout**



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

REGISTERED CIVIL ENGINEER DATE

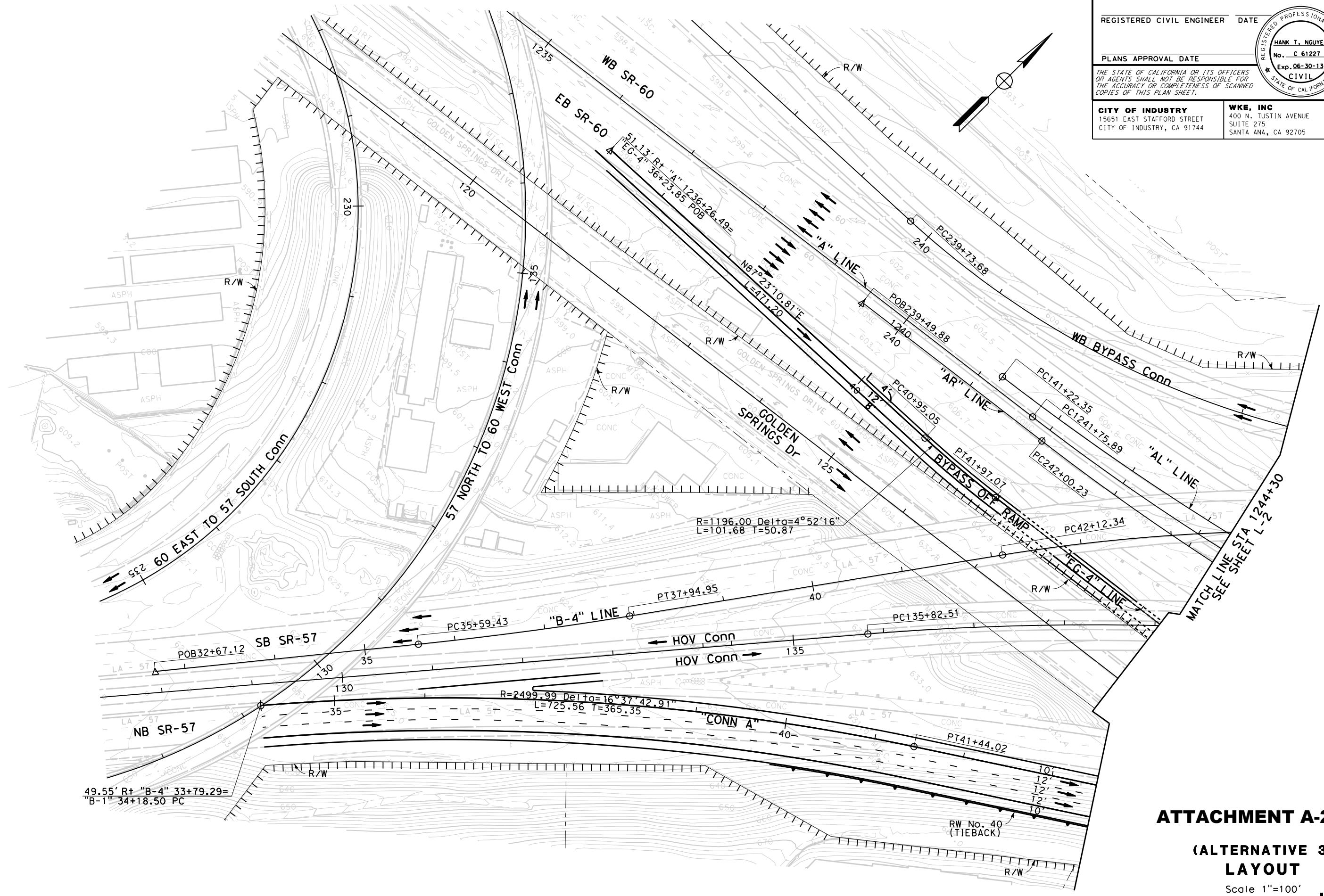
PLANS APPROVAL DATE

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**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744

**WKE, INC**  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705

REGISTERED PROFESSIONAL ENGINEER  
**HANK T. NGUYEN**  
 No. C 61227  
 Exp. 06-30-13  
 CIVIL  
 STATE OF CALIFORNIA



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 CALCULATED/DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

REGISTERED CIVIL ENGINEER DATE

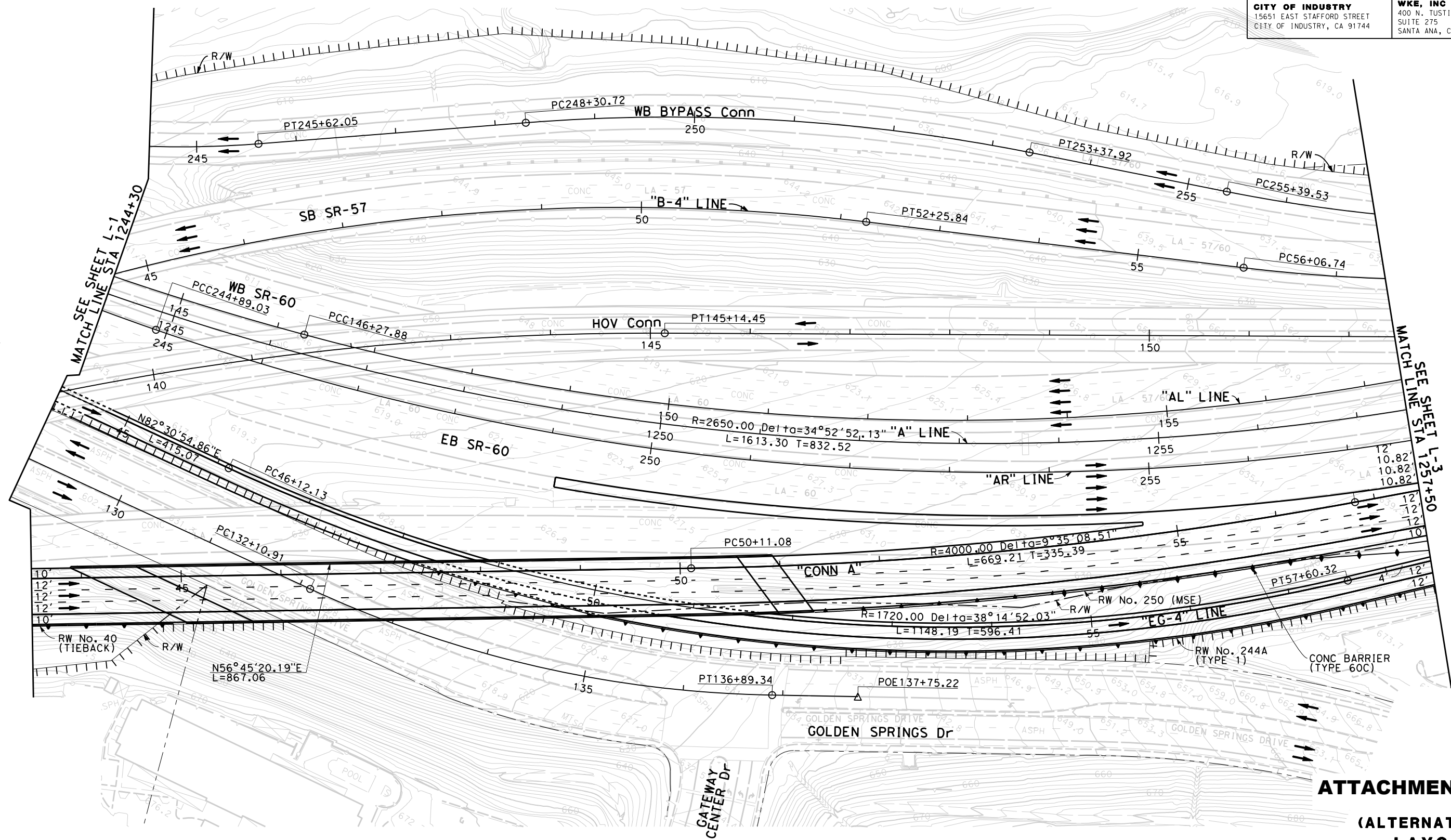
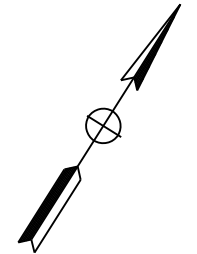
PLANS APPROVAL DATE

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CITY OF INDUSTRY  
15651 EAST STAFFORD STREET  
CITY OF INDUSTRY, CA 91744

WKE, INC  
400 N. TUSTIN AVENUE  
SUITE 275  
SANTA ANA, CA 92705

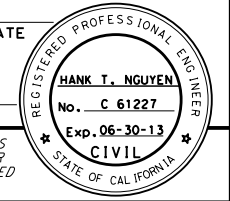
REGISTERED PROFESSIONAL ENGINEER  
 HANK T. NGUYEN  
 No. C 61227  
 Exp. 06-30-13  
 CIVIL  
 STATE OF CALIFORNIA



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

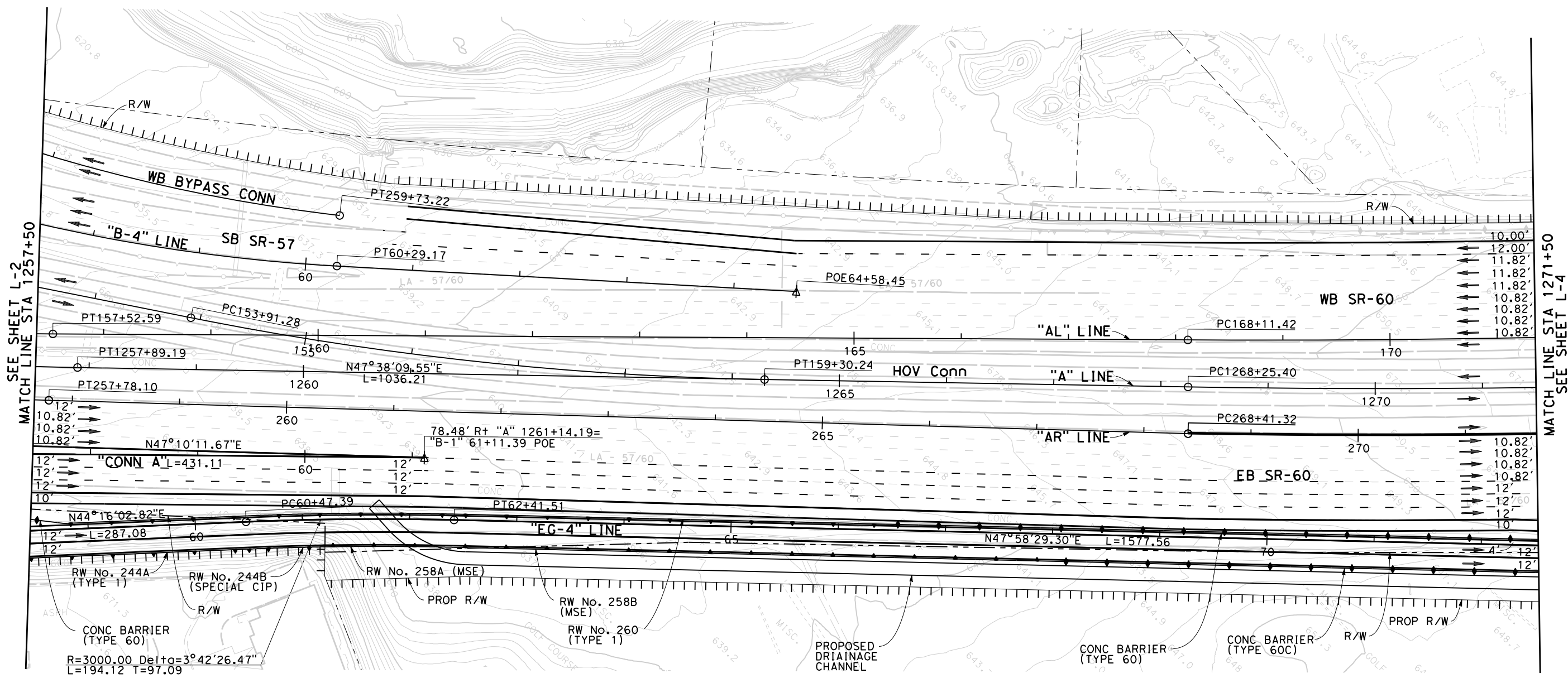
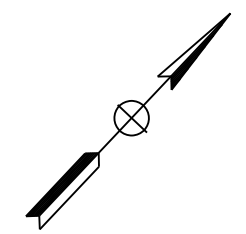
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
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**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744

**WKE, INC**  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705



SEE SHEET L-2  
 MATCH LINE STA 1257+50

MATCH LINE STA 1271+50  
 SEE SHEET L-4

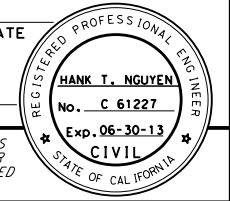
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR \_\_\_\_\_  
 CALCULATED/DESIGNED BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
 REVISED BY \_\_\_\_\_  
 DATE REVISED \_\_\_\_\_

**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

L-3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

REGISTERED CIVIL ENGINEER DATE

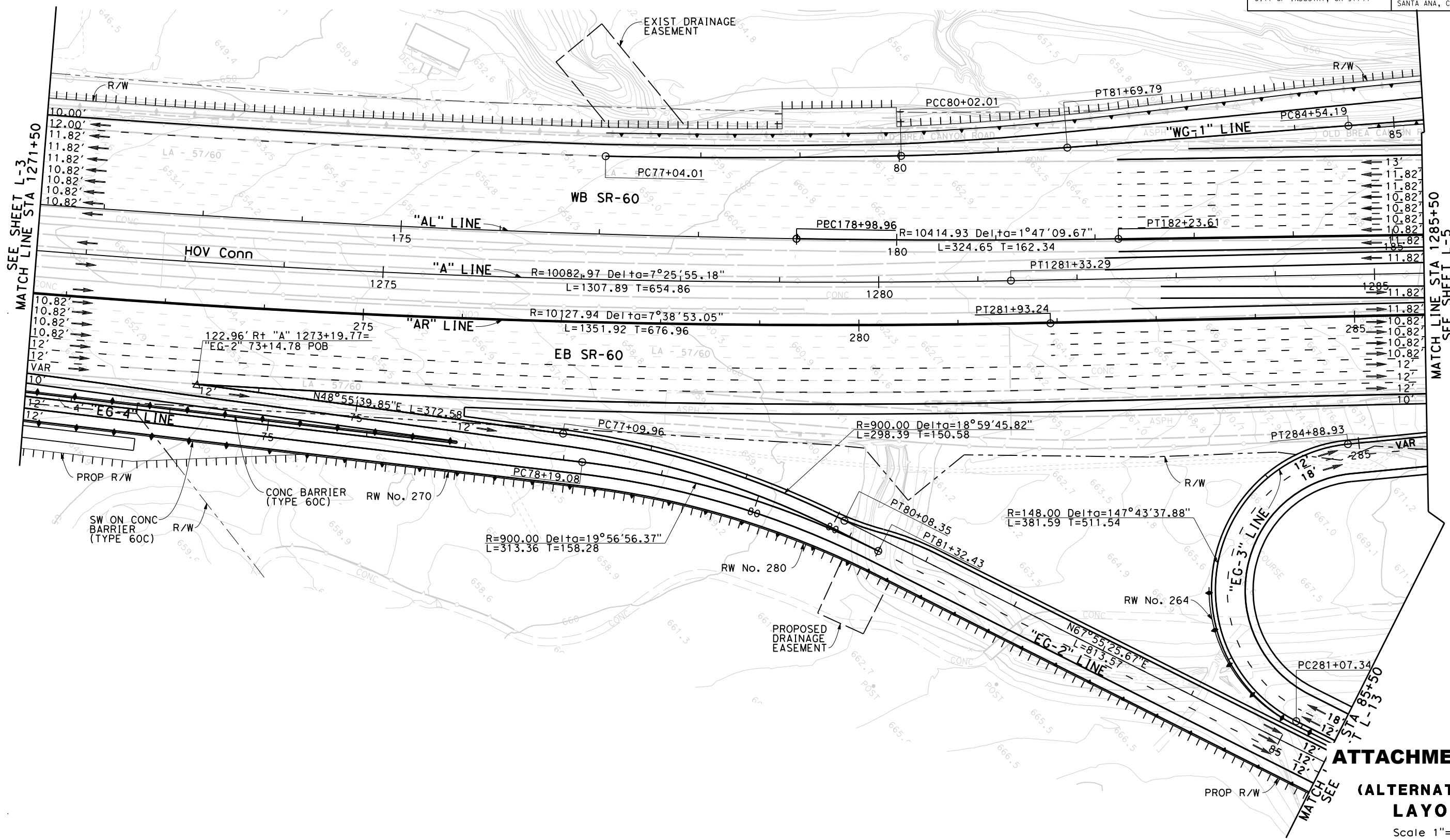
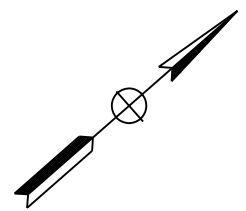


PLANS APPROVAL DATE

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CITY OF INDUSTRY  
15651 EAST STAFFORD STREET  
CITY OF INDUSTRY, CA 91744

WKE, INC  
400 N. TUSTIN AVENUE  
SUITE 275  
SANTA ANA, CA 92705



SEE SHEET L-3  
MATCH LINE STA 1271+50

MATCH LINE STA 1285+50  
SEE SHEET L-5

**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**

Scale 1"=100'

L-4

REVISOR BY DATE

CALCULATED-DESIGNED BY CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**

RELATIVE BORDER SCALE IS IN INCHES

USERNAME => \$USER  
DGN FILE => \$REQUEST

CU 00000 EA 279100

BORDER LAST REVISED 4/11/2008

LAST REVISION DATE PLOTTED => \$DATE  
00-00-00 TIME PLOTTED => \$TIME

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 CALCULATED/DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

REGISTERED CIVIL ENGINEER DATE

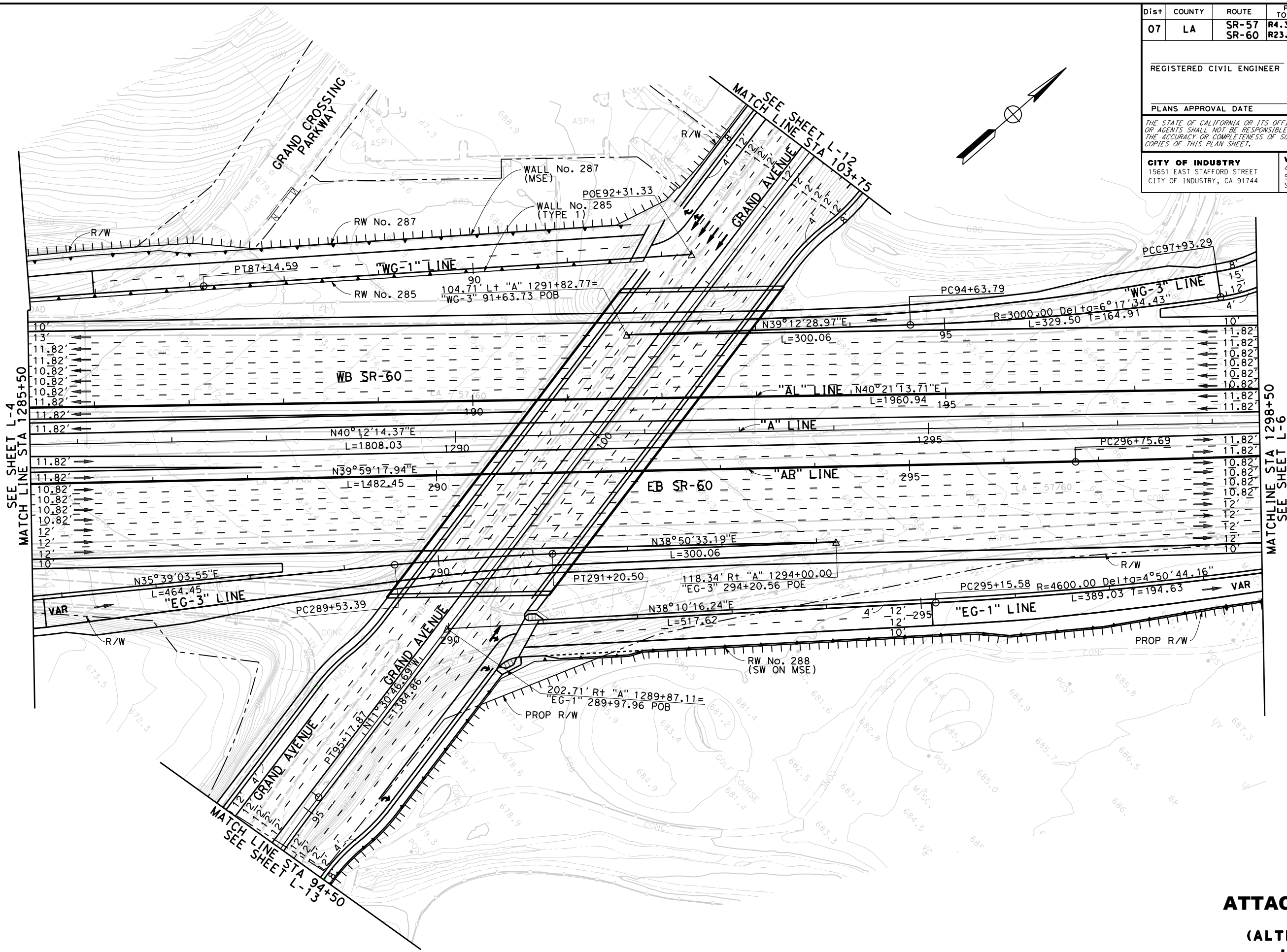
PLANS APPROVAL DATE

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CITY OF INDUSTRY  
15651 EAST STAFFORD STREET  
CITY OF INDUSTRY, CA 91744

WKE, INC  
400 N. TUSTIN AVENUE  
SUITE 275  
SANTA ANA, CA 92705

REGISTERED PROFESSIONAL ENGINEER  
 HANK T. NGUYEN  
 No. C 61227  
 Exp. 06-30-13  
 CIVIL  
 STATE OF CALIFORNIA



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100' **L-5**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 CALCULATED/DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

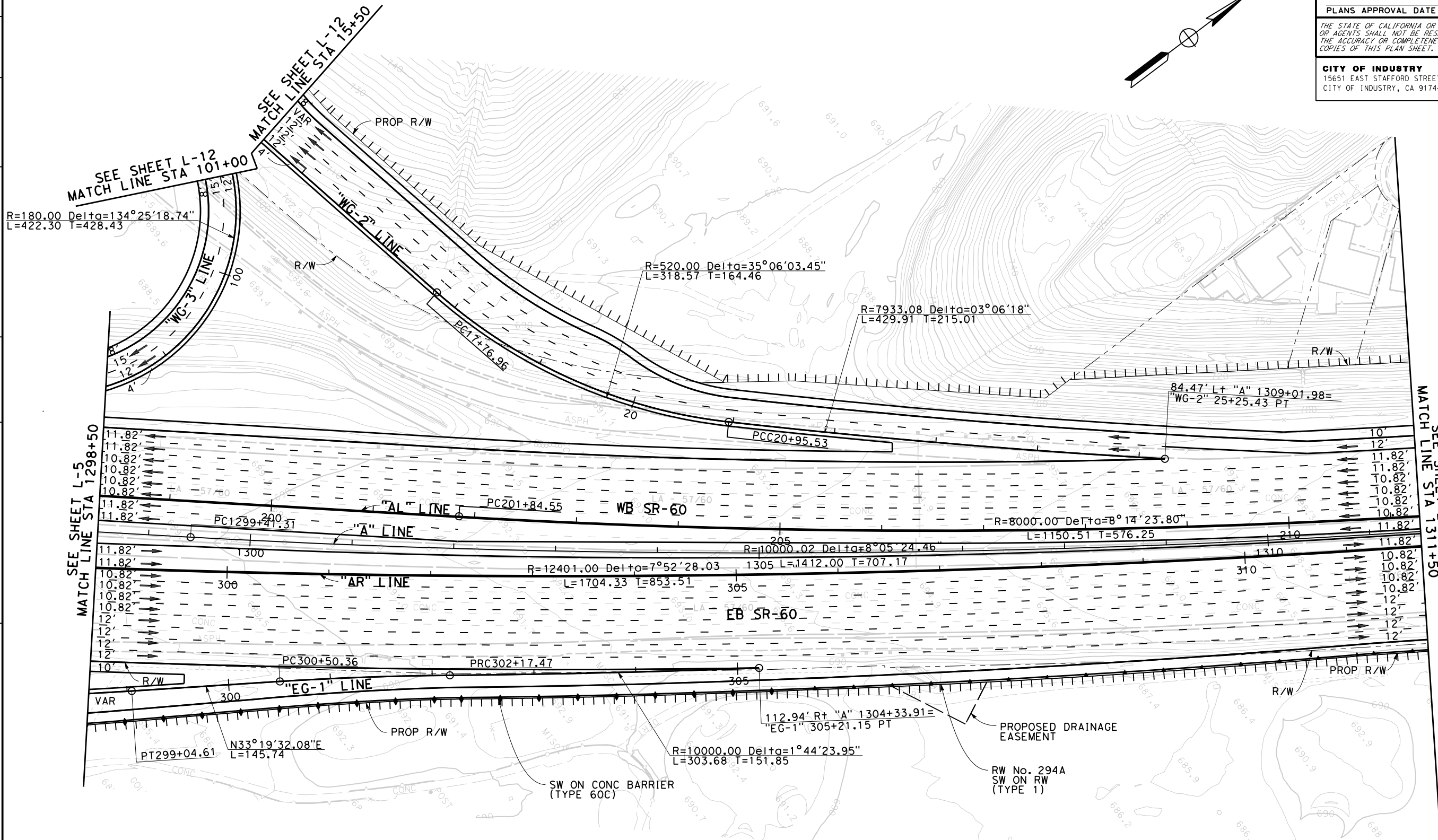
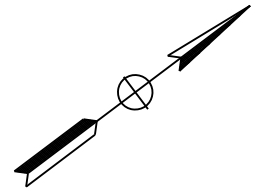
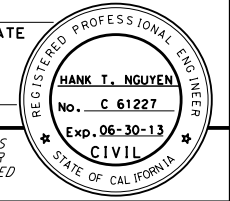
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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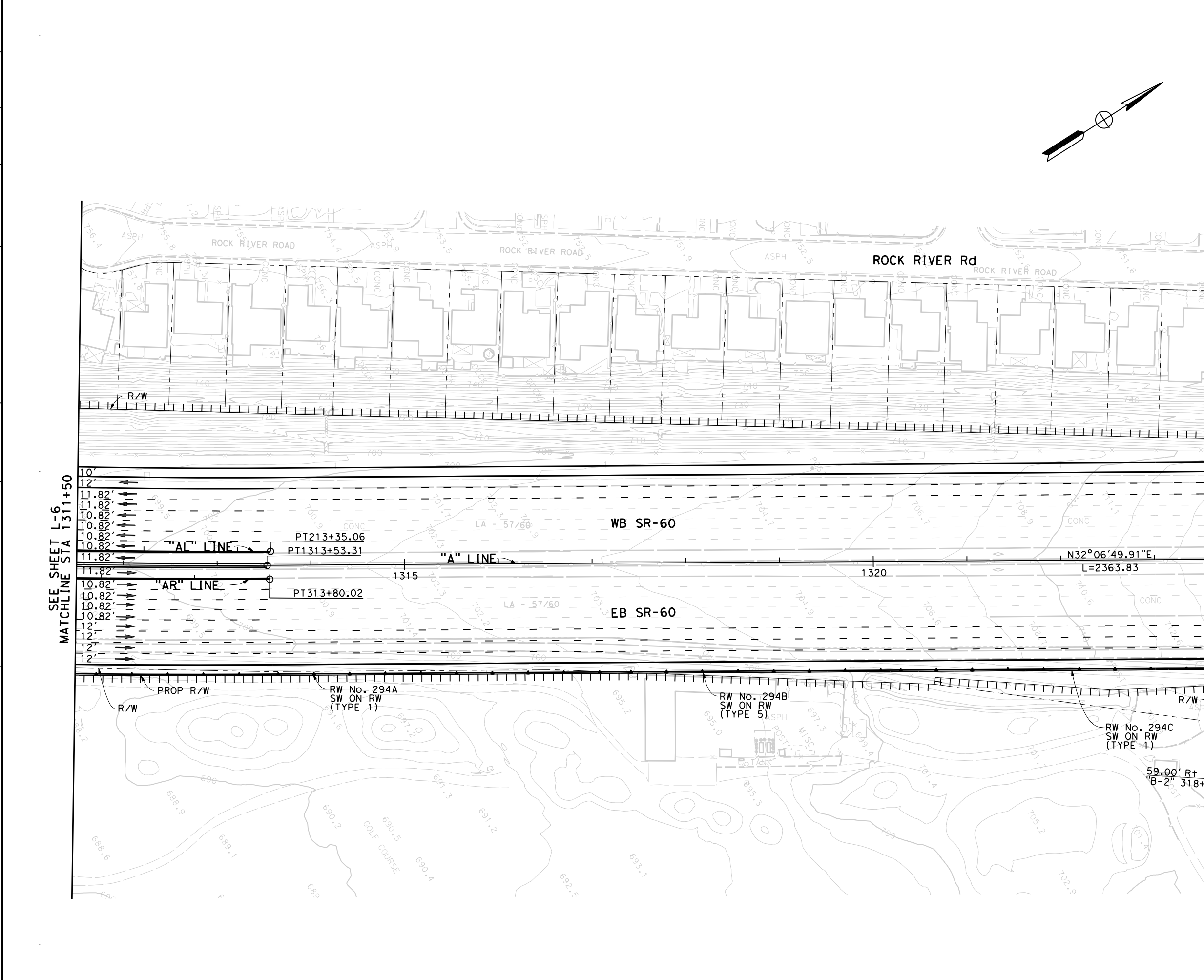
**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744

**WKE, INC**  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

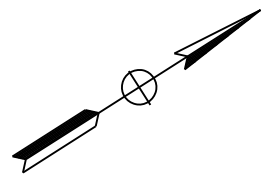
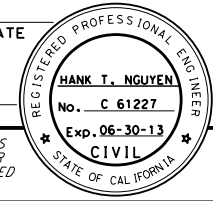
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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**CITY OF INDUSTRY**  
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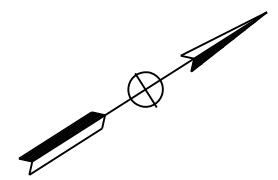
**WKE, INC**  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

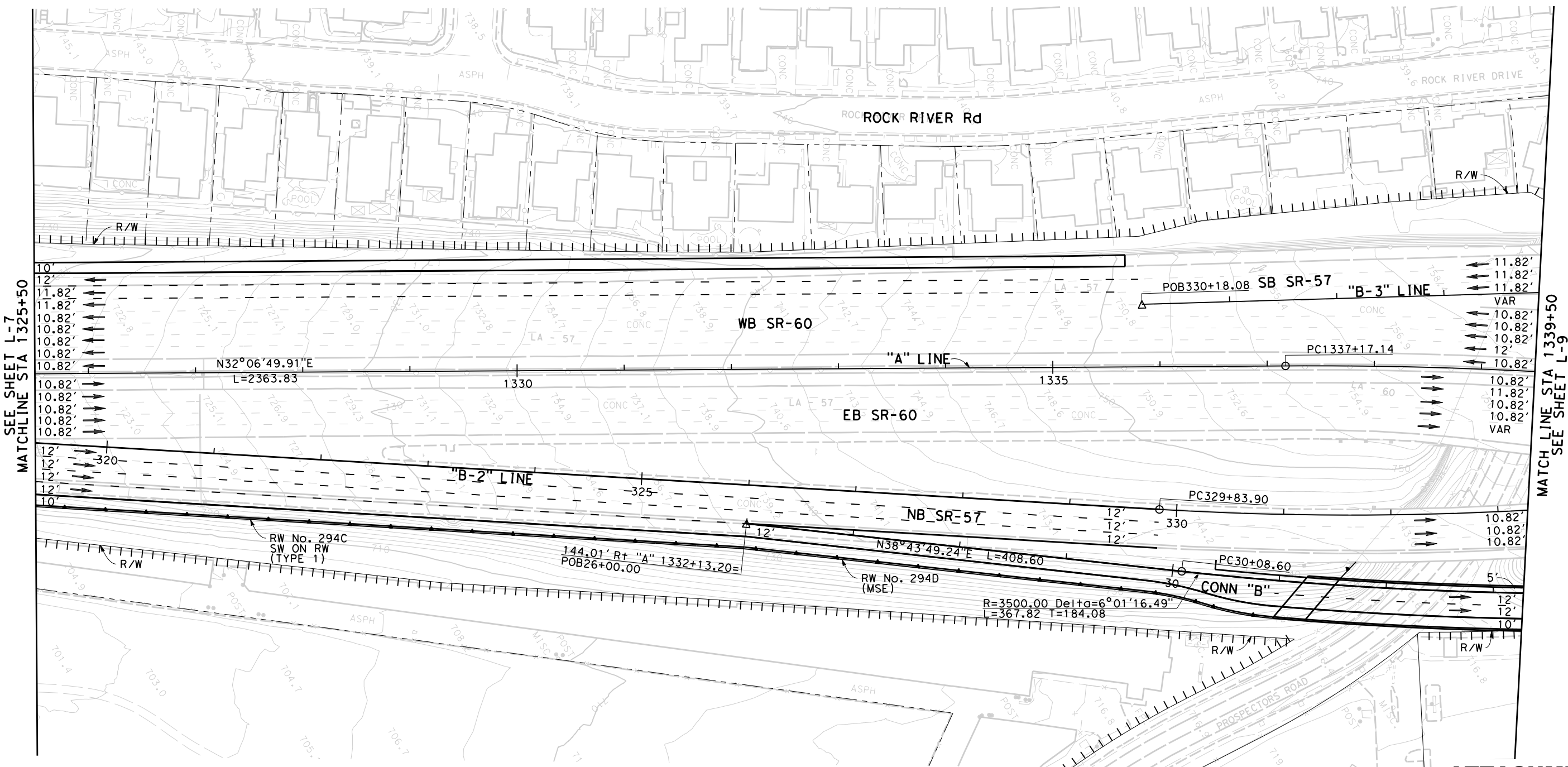
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 CALCULATED/DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		



REGISTERED CIVIL ENGINEER DATE  
 HANK T. NGUYEN  
 No. C 61227  
 Exp. 06-30-13  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE  
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 CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744  
 WKE, INC 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705



SEE SHEET L-7  
 MATCHLINE STA 1325+50

MATCHLINE STA 1339+50  
 SEE SHEET L-9

**ATTACHMENT A-2**

**(ALTERNATIVE 3)  
 LAYOUT**

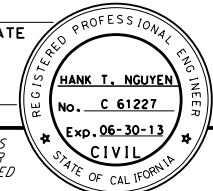
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L-8



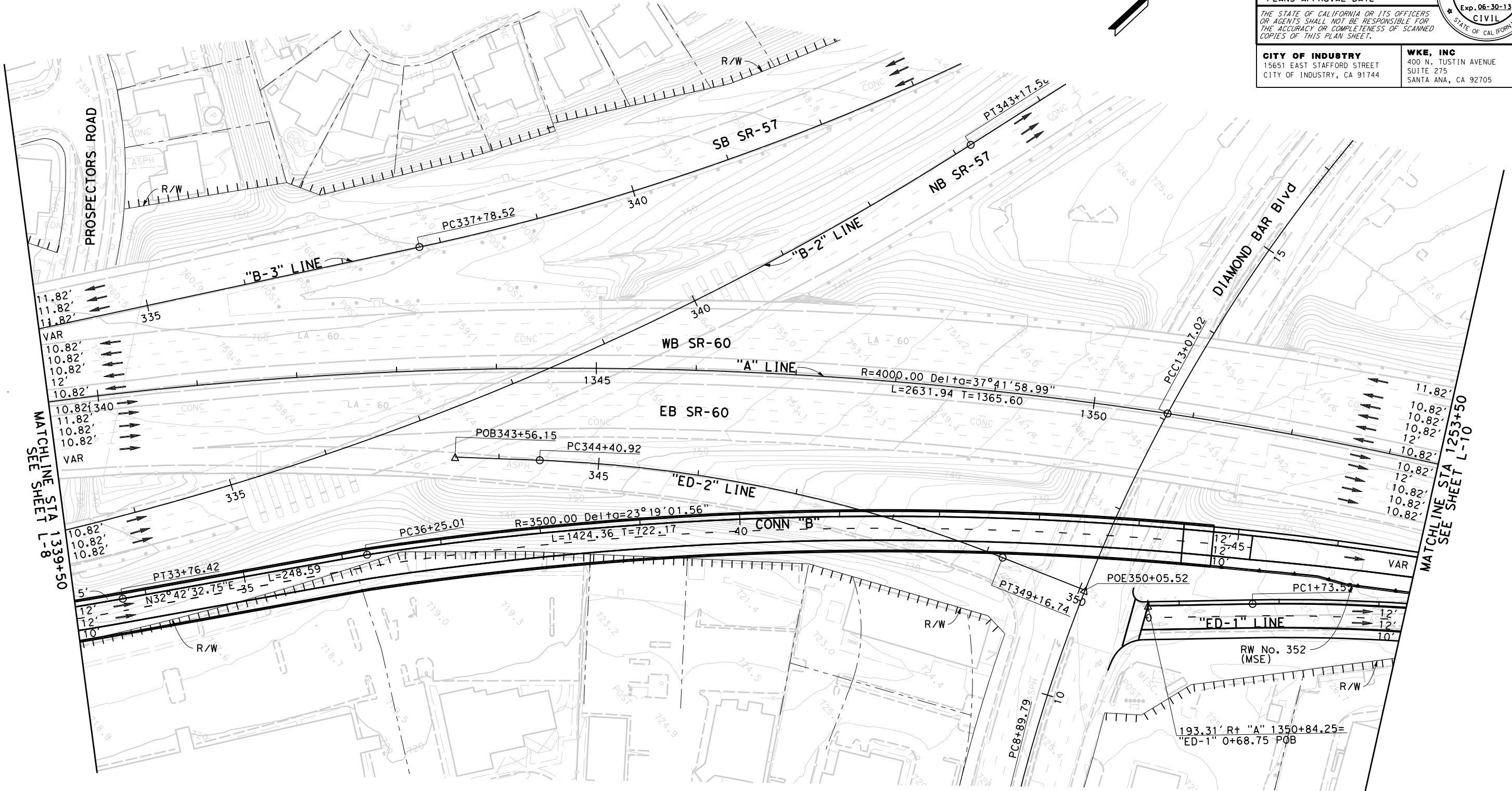
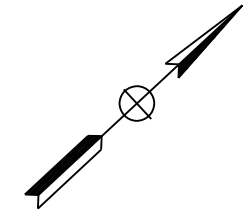
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
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**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744

**WKE, INC**  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 CALCULATED-DESIGNED BY  
 CHECKED BY  
 REVISED BY  
 DATE REVISED

**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'  
**L-9**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

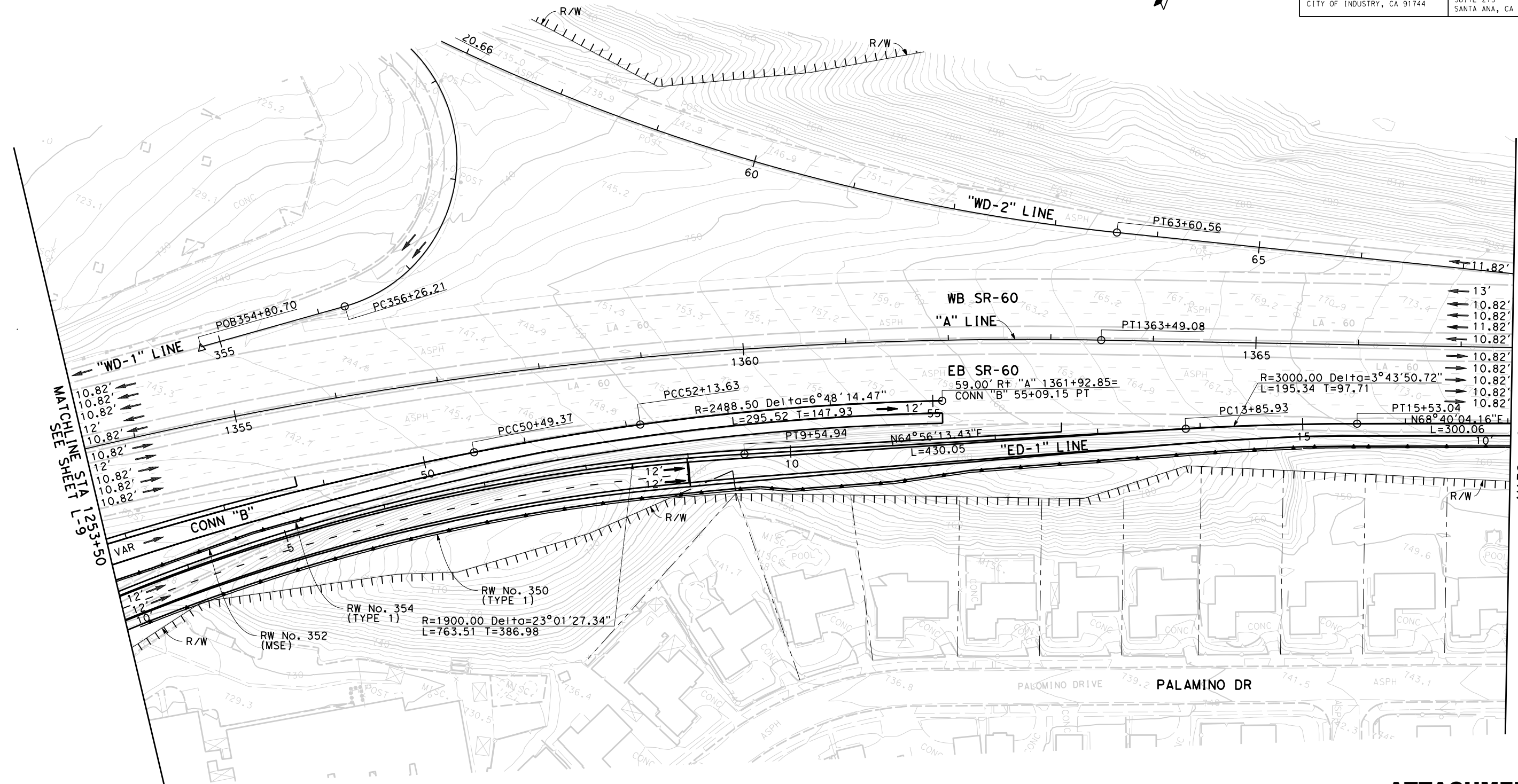
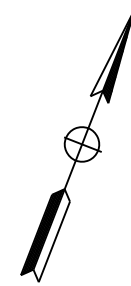
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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<b>CITY OF INDUSTRY</b> 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744	<b>WKE, INC</b> 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705
---	---



MATCH LINE STA 1367+50  
SEE SHEET L-11

**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
Scale 1"=100'

**L-10**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 CONSULTANT FUNCTIONAL SUPERVISOR  
 CALCULATED-DRAWN BY  
 CHECKED BY  
 REVISOR BY  
 DATE REVISOR

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

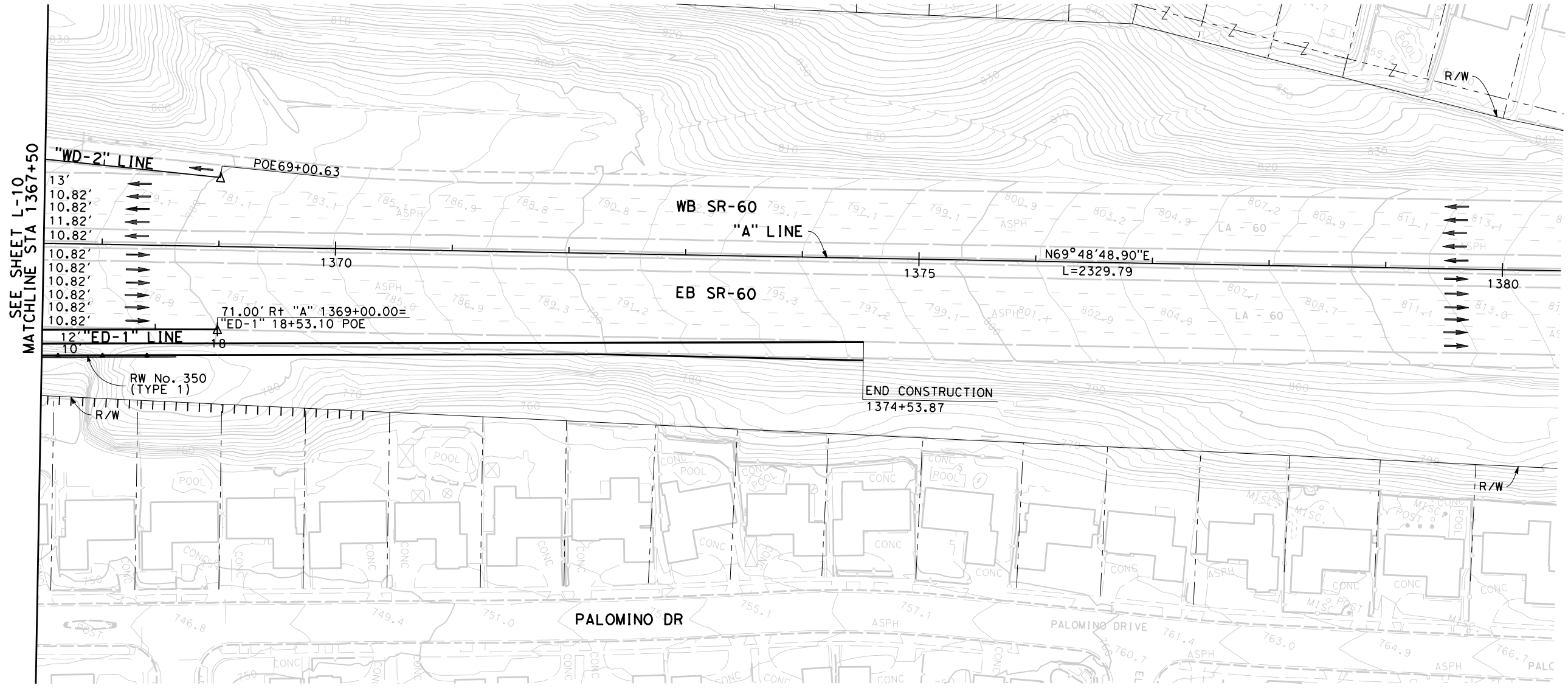
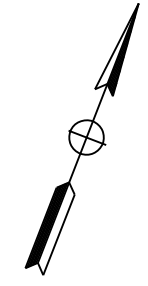
REGISTERED CIVIL ENGINEER DATE

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.

**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744

**WKE, INC**  
 400 N. TUSTIN AVENUE  
 SUITE 275  
 SANTA ANA, CA 92705



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

L-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		

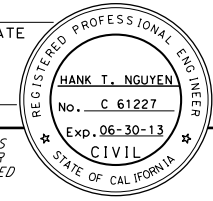
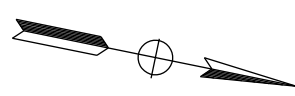
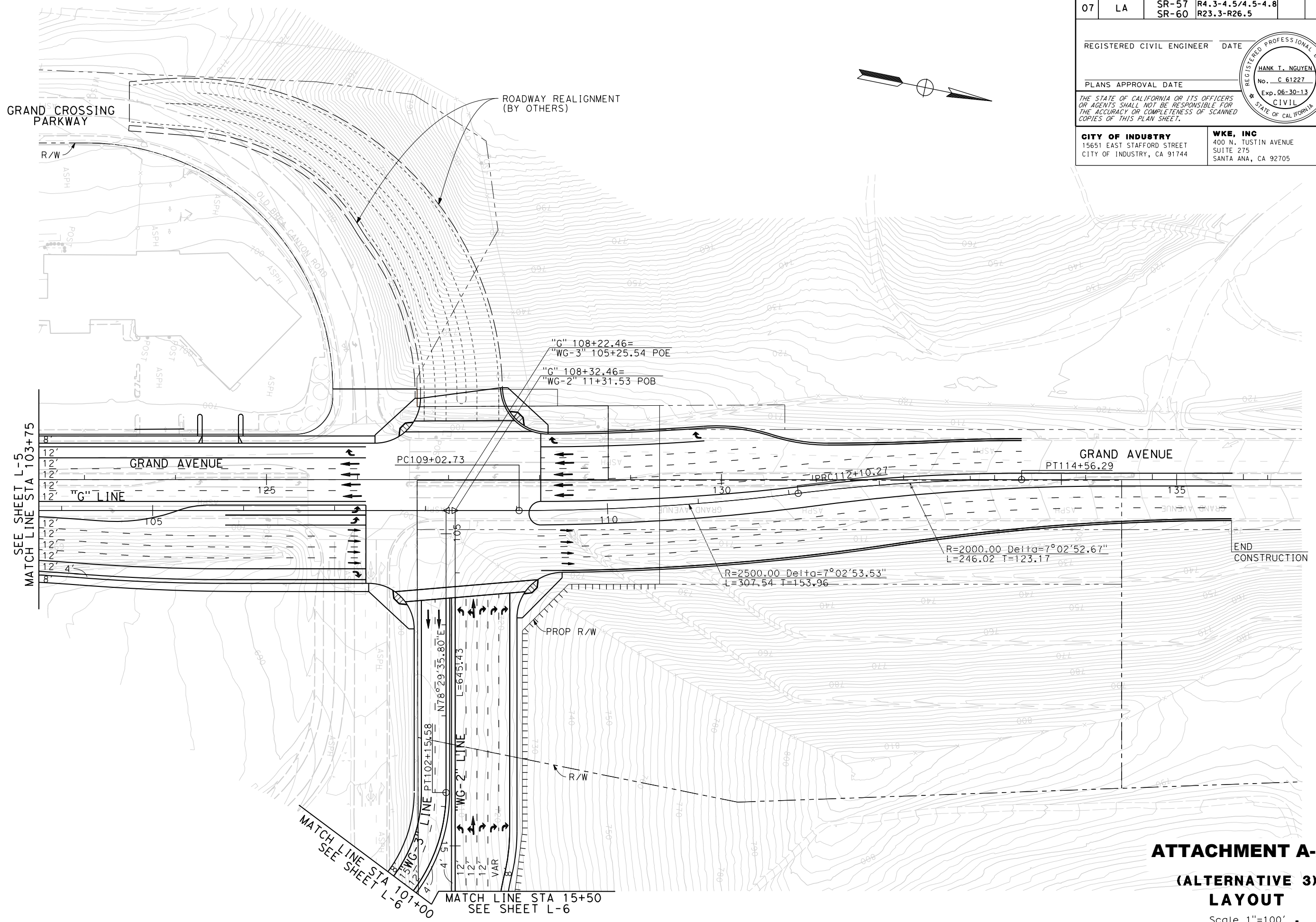
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

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.

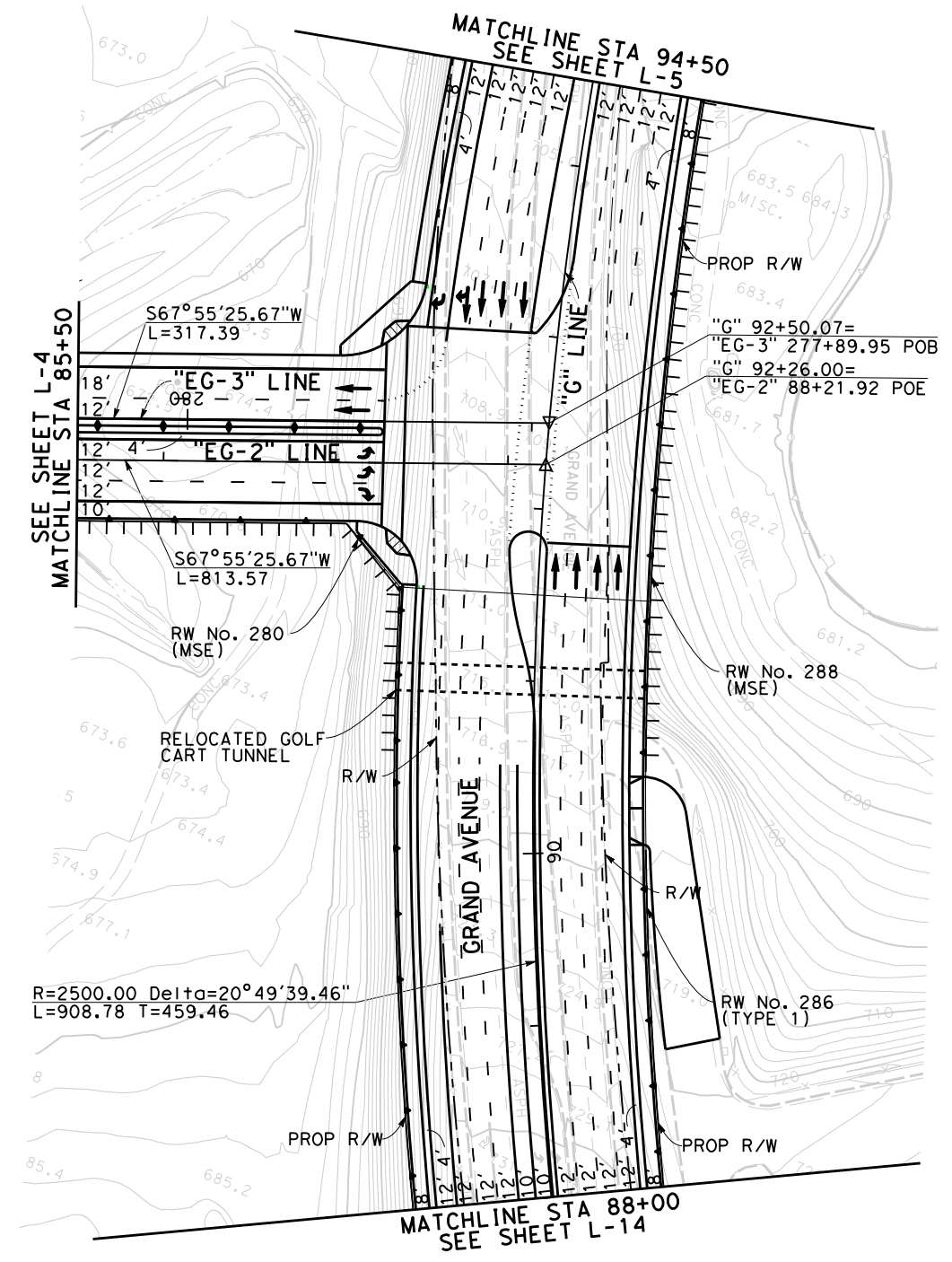
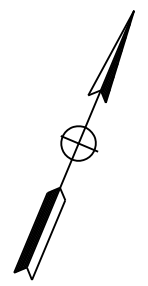
**CITY OF INDUSTRY**  
15651 EAST STAFFORD STREET  
CITY OF INDUSTRY, CA 91744

**WKE, INC**  
400 N. TUSTIN AVENUE  
SUITE 275  
SANTA ANA, CA 92705



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
Scale 1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE REVISED



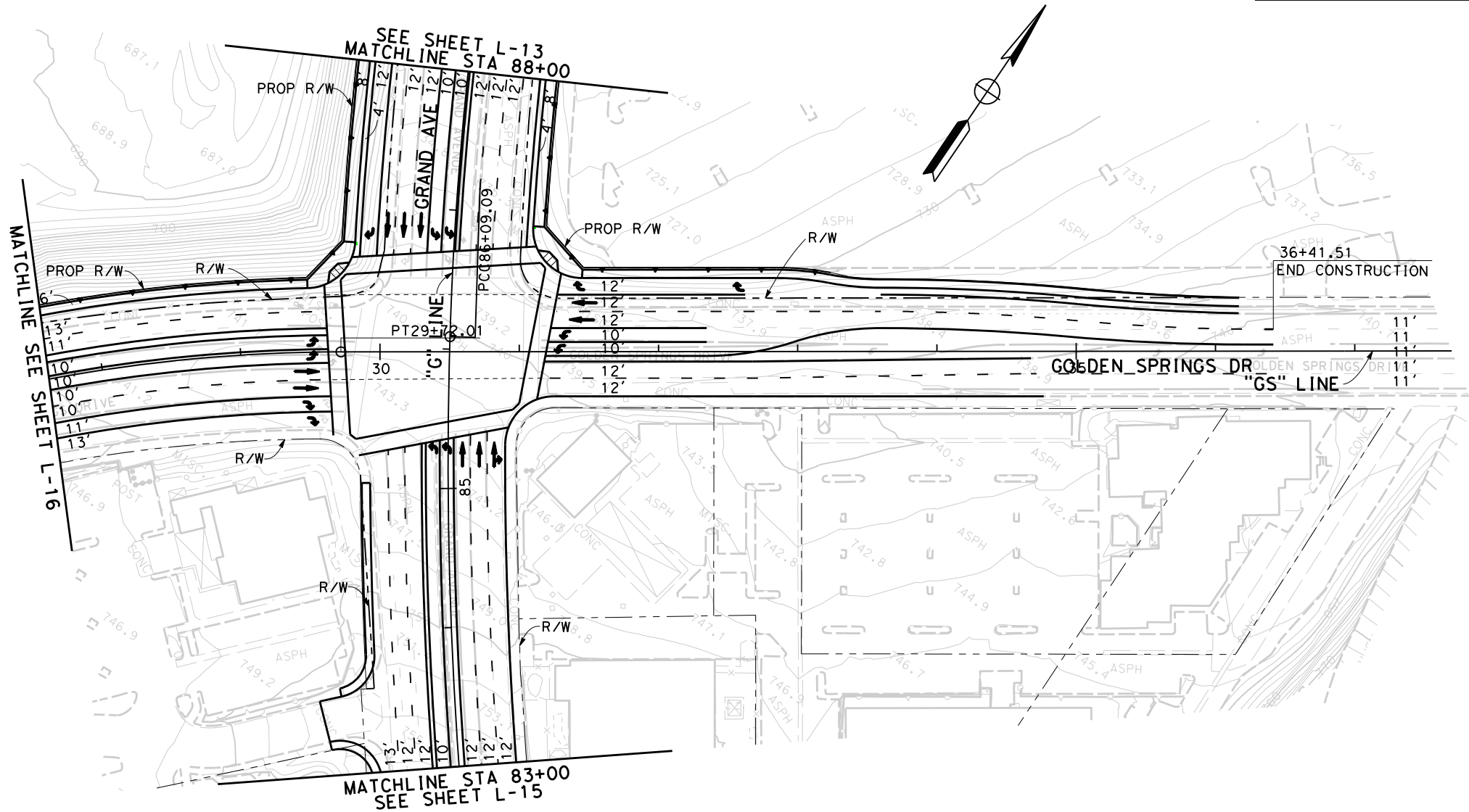
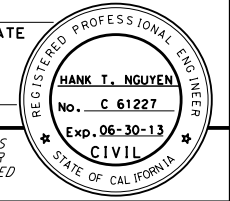
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					
CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744			WKE, INC 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705		

**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
Scale 1"=100'

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE REVISED

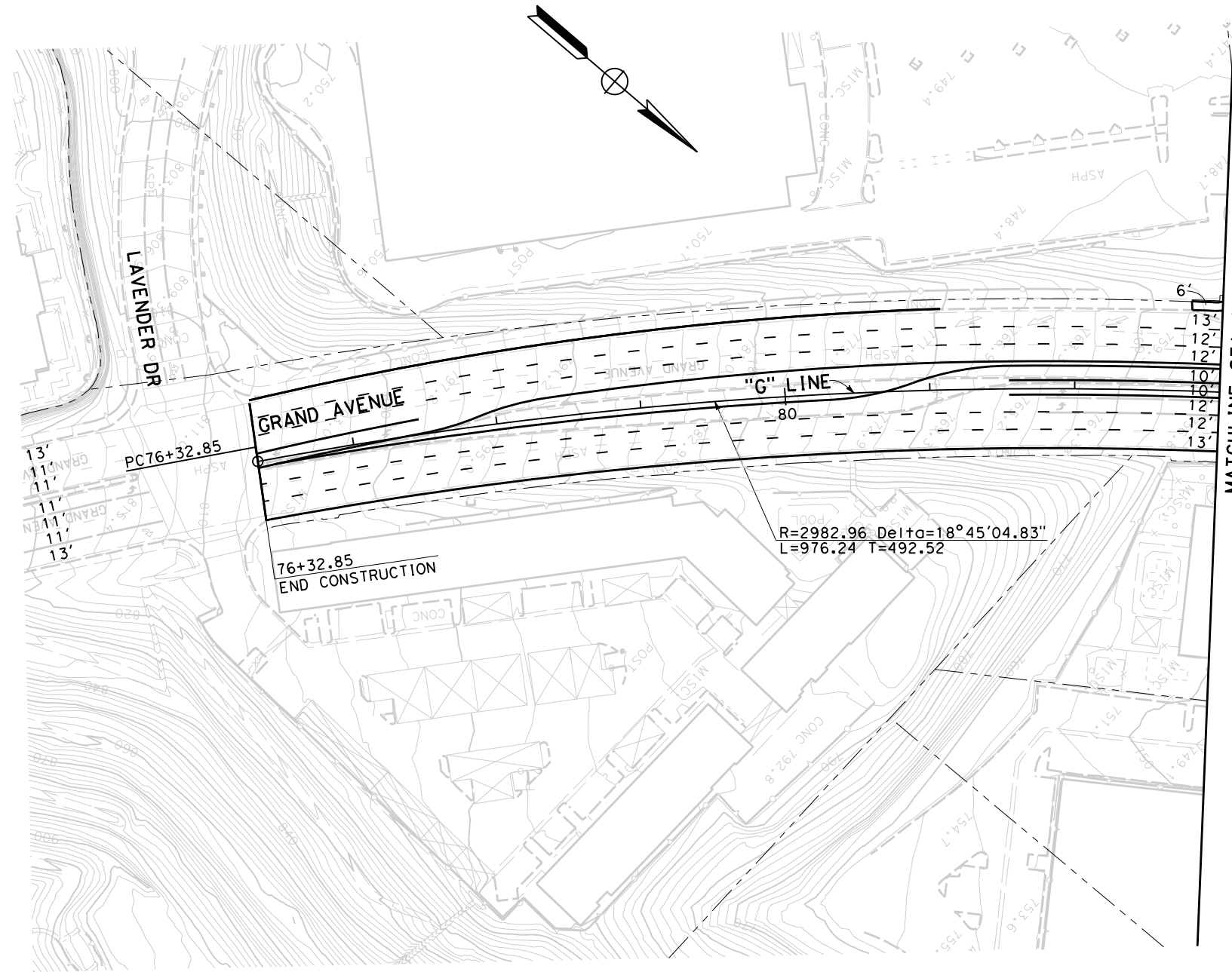
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					
CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744			<b>WKE, INC</b> 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705		



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
 Scale 1"=100'

**L-14**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>Caltrans</b>	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
		CHECKED BY	DATE	

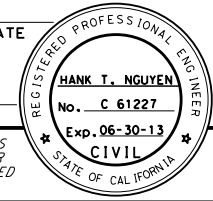


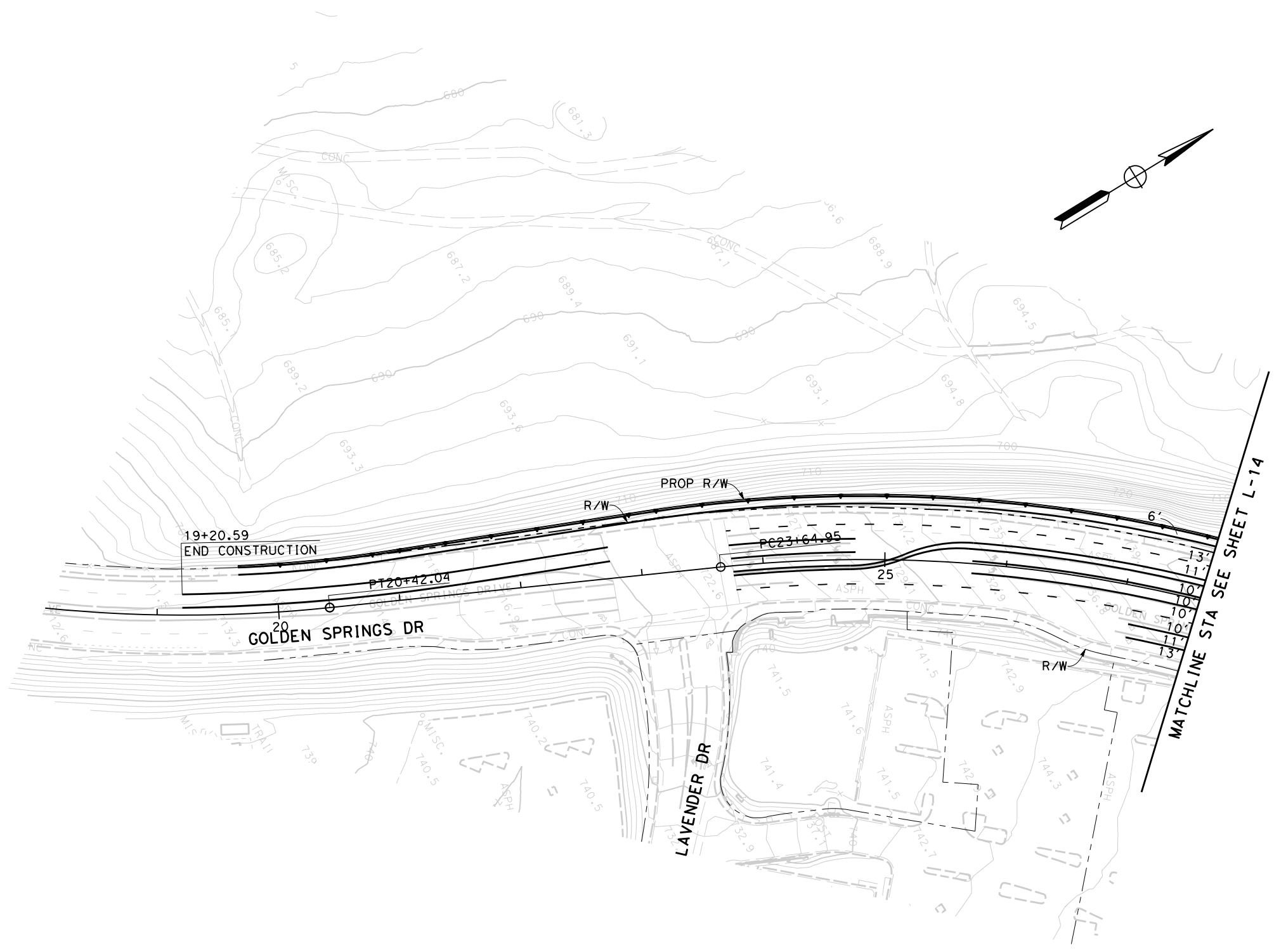
MATCHLINE STA 83+00  
SEE SHEET L-14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		
REGISTERED CIVIL ENGINEER DATE					
<div style="text-align: right;"> </div>					
PLANS APPROVAL DATE					
<small>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.</small>					
CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744			WKE, INC 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705		

**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
Scale 1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>Caltrans</b>	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
		CHECKED BY	DATE	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3-4.5/4.5-4.8 R23.3-R26.5		
REGISTERED CIVIL ENGINEER DATE					
					
PLANS APPROVAL DATE					
<small>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.</small>					
CITY OF INDUSTRY 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744			WKE, INC 400 N. TUSTIN AVENUE SUITE 275 SANTA ANA, CA 92705		



**ATTACHMENT A-2**  
**(ALTERNATIVE 3)**  
**LAYOUT**  
Scale 1"=100' **L-16**

LAST REVISION DATE PLOTTED => \$DATE  
00-00-00 TIME PLOTTED => \$TIME



**Attachment B**

**Project Cost Estimate**

**PROJECT REPORT COST ESTIMATE**

DIST-CO-RTE	<u>07-LA-60</u>
PM	<u>R23.3/R26.5</u>
EA	<u>279100</u>
Program Code:	<u>HE-12</u>

**Project Description:**

**Limits:** Between SR-57/60 south junction and Diamond Bar Blvd on-ramp in the City of Industry/Diamond Bar

**Proposed Improvement (Scope):** SR-57/SR-60 Confluence - Grand Ave Interchange Improvement  
WB SR-60 Widening at Grand Ave, Widening WB SR-60 Off-Ramp at Grand Ave, Grand Ave Widening north of Grand Ave OC, Realign existing WB SR-60 Ramps

**Alternate:** Alternative 3 - Segment 1

**SUMMARY OF PROJECT COST ESTIMATES**

TOTAL ROADWAY ITEMS (Year 2013)	<u>\$15,000,000</u>
TOTAL STRUCTURE ITEMS (Year 2013)	<u>\$0</u>
SUBTOTAL CONSTRUCTION COSTS (Year 2013)	<u>\$15,000,000</u>
TOTAL RIGHT OF WAY ITEMS (Year 2017)	<u>\$4,619,000</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$19,619,000</u>

DIST-CO-RTE	07-LA-60
PM	R23.3/R26.5
EA	279100

**I. ROADWAY ITEMS**

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Roadway Excavation	2,000	CY	\$40.00	\$80,000	
Clearing & Grubbing	1	LS	\$45,000.00	\$45,000	
Remove Concrete (Pavement, Curb, Sidewalk, Barrier)	3,469	SF	\$5.65	\$19,600	
Roadway Excavation for contaminated soil (ADL, Type Z-2)	531	CY	\$175.00	\$92,925	
Subtotal Earthwork					\$237,525

<u>Section 2 Structural Section*</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
PCC Pavement (___Depth)				\$0	
PCC Pavement (___Depth)				\$0	
Asphalt Concrete				\$0	
Lean Concrete Base (6" Depth)	4,400	CY	\$138.00	\$607,200	
LCB Rapid Setting	300	CY	\$400.00	\$120,000	
Aggregate Base -Class 3	8,000	CY	\$35.00	\$280,000	
Edge Drains				\$0	
JPC Pavement ( 14" Depth)	5,150	CY	\$150.00	\$772,500	
JPCP (Rapid Set Concrete)	650	CY	\$425.00	\$276,250	
Hot Mix Asphalt (Type A)	4,550	Ton	\$105.00	\$477,750	
Rubberized Hot Mix Asphalt (Gap Graded)	2,070	Ton	\$120.00	\$248,400	
Grind Existing Concrete Pavement	684	SQ YD	\$10.00	\$6,840	
Minor Concrete	500	CY	\$370.00	\$185,000	
Subtotal Structural Section Items					\$2,973,940

<u>Section 3 Drainage</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Large Drainage Facilities					
Storm Drains				\$0	
Pumping Plants				\$0	
Drainage ( X- Drains, oversize, etc.)	1	LS	\$549,045.00	\$549,045	
Subtotal Drainage					\$549,045

\* See plans X-1 through X-3 of project report for detailed cross section information.

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Retaining Walls **	0	LS			\$0
Noise Barriers	0	LS			\$0
Barriers and Guard Rails	1	LS	\$91,944.00	\$91,944	
Water Pollution Control (Include Treatment BMP)	1	LS	\$635,503.00	\$635,503	
Concentrated Flow Conveyance Systems	1	LS	\$8,900.00	\$8,900	
Lead Compliance Plan (ADL Handling, Traffic Stripe/Marking Removal)	1	LS	\$650.00	\$650	
Manage contamintaed groundwater (contingecny)	1	LS	\$12,700.00	\$12,700	
Asbestos Abatement (contingency)	1	LS	\$2,500.00	\$2,500	
Resident Engineer Office Fund	1	LS	\$45,000.00	\$45,000	
TRO	1	LS	\$822,000.00	\$822,000	
** Cost of wall is not included in the Structures Items (Sheet 6 of 7)					
			Subtotal Specialty Items		\$1,619,197

<u>Section 5 Traffic Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Striping Removal	1	LS	\$90,000.00	\$90,000	
Striping Installation	1	LS	\$108,000.00	\$108,000	
Transportation Management Plan	1	LS	\$390,572.00	\$390,572	
Chain link Fence	4,200	LF	\$21.00	\$88,200	
Remove Metal Beam Guard Railing	1	LS	\$48,400.00	\$48,400	
Temporary Signing	1	LS	\$45,000.00	\$45,000	
K-Rail	7,500	LF	\$13.00	\$97,500	
Traffic Control System	1	LS	\$127,000.00	\$127,000	
Roadside Sign	1	LS	\$120,000.00	\$120,000	
Temporary Crash Cushions	1	LS	\$65,000.00	\$65,000	
Overhead Sign	1	LS	\$885,000.00	\$885,000	
Modify traffic signal and lighting systems	1	LS	\$300,000.00	\$300,000	
Ramp metering Systems	1	EA	\$100,000.00	\$100,000	
Modify Highway Lighting Sign Illumination				\$0	
Highway Lighting Sign Illumination	1	LS	\$180,000.00	\$180,000	
Temporary traffic signal and lighting systems	6	EA	\$5,000.00	\$30,000	
Modify Ramp Metering Systems				\$0	
Modify CommunicationSystem (Fiber Optics)	1	LS	\$505,000.00	\$505,000	
			Subtotal Traffic Items		\$3,179,672

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Highway Planting	295,000	SF	\$4.00	\$1,180,000	
Replacement Planting				\$0	
Irrigation Modification				\$0	
Relocate Existing Irrigation Facilities				\$0	
Irrigation Crossovers	2	EA	\$2,500.00	\$5,000	
Subtotal Planting and Irrigation Section					\$1,185,000

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	167	SQYD	\$36.00	\$6,012	
Gore Area Pavement	175	CY	\$80.00	\$14,000	
Pavement beyond the gore area				\$0	
Miscellaneous Paving				\$0	
Erosion Control					
Slope Protection				\$0	
Side Slopes/Embankment Slopes				\$0	
Maintenance Vehicle Pullouts					
Off-Freeway Access (gates, stairways, etc.)***					
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)				\$0	
Relocating roadside facilities/features				\$0	
Subtotal Roadside Management and Safety Section					\$20,012

**SUBTOTAL SECTIONS 1-7**      \$9,764,391

COMMENTS:

\*\*\* Access Gate included herein. Maintenance Pullout included in retaining wall and paving costs.

<u>Section 8 Minor Items</u>				
	<u>\$9,764,391</u>	X	<u>10.00%</u>	<u>\$976,439</u>
	(Subtotal Sections 1-7)		(5% - 10%)	
			TOTAL MINOR ITEMS	<u>\$976,439</u>
<u>Section 9 Roadway Mobilization</u>				
	<u>\$10,740,830</u>	X	<u>10.00%</u>	<u>\$1,074,083</u>
	(Subtotal Sections 1-8)			
			TOTAL ROADWAY MOBILIZATION	<u>\$1,074,083</u>
<u>Section 10 Roadway Additions</u>				
Supplemental Work	<u>\$10,740,830</u>	X	<u>10.00%</u>	<u>\$1,074,083</u>
	(Subtotal Sections 1-8)		(5% - 10%)	
Contingencies	<u>\$10,740,830</u>	X	<u>20.00%</u>	<u>\$2,148,166</u>
	(Subtotal Sections 1-8)			
			TOTAL ROADWAY ADDITIONS	<u>\$3,222,249</u>
			TOTAL ROADWAY ITEMS	<u>\$15,037,162</u>
			(Subtotal Sections 1 thru 10)	
			USE	<u><b>15,000,000</b></u>

Estimate Prepared By	<u>Yosuke Arai</u>	Phone #	<u>(714) 953-1007</u>	Date	<u>12/20/2014</u>
	(Print Name)				
Estimate Checked By	<u>Daniel Weddell</u>	Phone #	<u>(714) 953-1020</u>	Date	<u>12/24/2014</u>
	(Print Name)				

II. STRUCTURES ITEMS

STRUCTURE

	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>	<u>No. 4</u>	<u>No. 5</u>
Structure Name					
Structure Type					
Widening Width - (ft)					
Span Lengths - (ft)					
Total Area - (sf)					
Footing Type (Pile/Spread)					
Total Cost for Structure					
Removal Cost					

	<u>No. 6</u>	<u>No. 7</u>	<u>No. 8</u>	<u>No.9</u>	<u>No.10</u>
Structure Name					
Structure Type					
Widening Width - (ft)					
Span Lengths - (ft)					
Total Area - (sf)					
Footing Type (Pile/Spread)					
Total Cost for Structure					
Removal Cost					

	<u>No.11</u>	<u>No.12</u>	<u>No.13</u>	<u>No.14</u>
Structure Name				
Structure Type				
Widening Width - (ft)				
Span Lengths - (ft)				
Total Area - (sf)				
Footing Type (Pile/Spread)				
Total Cost for Structure				
Removal Cost				

	<b>SUBTOTAL STRUCTURES ITEMS</b>				\$0
Railroad Related Costs					\$0
	<b>SUBTOTAL RAILROAD ITEMS</b>				\$0
	<b>TOTAL STRUCTURES ITEMS</b>				<b>\$0</b>
COMMENTS:	<b>USE</b>				<b>\$0</b>
Estimate Prepared By	<b>Vinh Trinh</b>	(714) 953-1019			7/24/2012
	Print Name	Phone #			Date

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values* (5 Years)
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill	\$3,004,366	7.00%	\$4,213,800
B. Acquisition of Offset Mitigation	\$0	0.00%	\$0
C. Utility Relocation	\$249,978	8.00%	\$367,300
D. Relocation Assistance	\$0	3.00%	\$0
E. Clearance/Demolition	\$0	3.00%	\$0
F. Title and Escrow Fees	\$32,259	3.00%	\$37,400
G. Project Permit Fees	\$0	3.00%	\$0
H. Condemnation Cost	\$0	3.00%	\$0
<b>I. 'TOTAL RIGHT OF WAY (CURRENT VALUES)</b>	<b>\$3,286,603</b>	<b>TOT. ESC. R/W</b>	<b>\$4,618,500</b>
Use			<b>\$4,619,000</b>

\*Escalated to assumed year of advertising of 2017

Estimate Prepared By Ray Armstrong (562) 304-2000 10/20/2014  
 (Print Name) Phone # Date  
 (If appropriate, attach additional pages and backup)



**PROJECT REPORT COST ESTIMATE**

DIST-CO-RTE	<u>07-LA-60</u>
PM	<u>R23.3/R26.5</u>
EA	<u>279100</u>
Program Code:	<u>HE-12</u>

**Project Description:**

**Limits:** Between SR-57/60 south junction and Diamond Bar Blvd on-ramp in the City of Industry/Diamond Bar

**Proposed Improvement (Scope):** SR-57/SR-60 Confluence - Grand Ave Interchange Improvement  
Intersection improvement at Grand Ave and Golden Springs Drive, Reconstruction of Golf Course  
Tunnel, Grand Ave EB Bypass off-ramp, reconstruct Grand Ave Interchange with EB loop on ramp, add  
EB bypass connector at north/east SR-57 interchange.

**Alternate:** Alternative 3 - Segment 2

**SUMMARY OF PROJECT COST ESTIMATES**

TOTAL ROADWAY ITEMS (Year 2013)	<u>\$95,000,000</u>
TOTAL STRUCTURE ITEMS (Year 2013)	<u>\$45,800,000</u>
SUBTOTAL CONSTRUCTION COSTS (Year 2013)	<u>\$140,800,000</u>
TOTAL RIGHT OF WAY ITEMS (Year 2017)	<u>\$34,134,000</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$174,934,000</u>

DIST-CO-RTE	07-LA-60
PM	R23.3/R26.5
EA	279100

**I. ROADWAY ITEMS**

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Roadway Excavation	252,575	CY	\$40.00	\$10,103,000	
Clearing & Grubbing	1	LS	\$105,000.00	\$105,000	
Remove Concrete (Pavement, Curb, Sidewalk, Barrier)	287,931	SF	\$5.65	\$1,626,810	
Roadway Excavation for contaminated soil (ADL, Type Z-2)	14,269	CY	\$175.00	\$2,497,075	
					Subtotal Earthwork
					\$14,331,885

<u>Section 2 Structural Section*</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
PCC Pavement (___Depth)				\$0	
PCC Pavement (___Depth)				\$0	
Asphalt Concrete				\$0	
Lean Concrete Base (6" Depth)	24,600	CY	\$138.00	\$3,394,800	
LCB Rapid Setting	0	CY	\$400.00	\$0	
Aggregate Base -Class 3	45,600	CY	\$35.00	\$1,596,000	
Edge Drains				\$0	
JPC Pavement ( 14" Depth)	12,600	CY	\$150.00	\$1,890,000	
JPCP (Rapid Set Concrete)	0	CY	\$425.00	\$0	
Hot Mix Asphalt (Type A)	33,100	Ton	\$105.00	\$3,475,500	
Rubberized Hot Mix Asphalt (Gap Graded)	4,610	Ton	\$120.00	\$553,200	
Grind Existing Concrete Pavement	1,816	SQ YD	\$10.00	\$18,160	
Minor Concrete	1,000	CY	\$370.00	\$370,000	
					Subtotal Structural Section Items
					\$11,297,660

<u>Section 3 Drainage</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Large Drainage Facilities					
Storm Drains				\$0	
Pumping Plants				\$0	
Drainage ( X- Drains, oversize, etc.)	1	LS	3,622,075	\$3,622,075	
					Subtotal Drainage
					\$3,622,075

\* See plans X-1 through X-3 of project report for detailed cross section information.

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Retaining Walls **	1	LS	\$11,100,000.00	\$11,100,000	
Noise Barriers	1	LS	\$933,000.00	\$933,000	
Barriers and Guard Rails	1	LS	\$239,056.00	\$239,056	
Water Pollution Control (Include Treatment BMP)	1	LS	\$2,154,497.00	\$2,154,497	
Concentrated Flow Conveyance Systems	1	LS	\$60,900.00	\$60,900	
Lead Compliance Plan (ADL Handling, Traffic Stripe/Marking Removal)	1	LS	\$4,350.00	\$4,350	
Manage contamintaed groundwater (contingecny)	1	LS	\$87,300.00	\$87,300	
Asbestos Abatement (contingency)	1	LS	\$17,500.00	\$17,500	
Resident Engineer Office Fund	1	LS	\$307,000.00	\$307,000	
TRO	1	LS	\$4,878,000.00	\$4,878,000	
** Cost of wall is not included in the Structures Items (Sheet 6 of 7)					
			Subtotal Specialty Items		\$19,781,603

<u>Section 5 Traffic Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Striping Removal	1	LS	\$290,000.00	\$290,000	
Striping Installation	1	LS	\$377,000.00	\$377,000	
Transportation Management Plan	1	LS	\$1,041,528.00	\$1,041,528	
Chain link Fence	9,800	LF	\$21.00	\$205,800	
Remove Metal Beam Guard Railing	1	LS	\$61,800.00	\$61,800	
Temporary Signing	1	LS	\$105,000.00	\$105,000	
K-Rail	22,500	LF	\$13.00	\$292,500	
Traffic Control System	1	LS	\$873,000.00	\$873,000	
Roadside Sign	1	LS	\$280,000.00	\$280,000	
Temporary Crash Cushions	1	LS	\$235,000.00	\$235,000	
Overhead Sign	1	LS	\$1,735,000.00	\$1,735,000	
Modify traffic signal and lighting systems	1	LS	\$720,000.00	\$720,000	
Ramp metering Systems	5	EA	\$100,000.00	\$500,000	
Modify Highway Lighting Sign Illumination				\$0	
Highway Lighting Sign Illumination	1	LS	\$460,000.00	\$460,000	
Temporary traffic signal and lighting systems	63	EA	\$5,000.00	\$315,000	
Modify Ramp Metering Systems				\$0	
Modify CommunicationSystem (Fiber Optics)	1	LS	\$1,095,000.00	\$1,095,000	
			Subtotal Traffic Items		\$8,586,628

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Highway Planting	966,500	SF	\$4.00	\$3,866,000	
Replacement Planting				\$0	
Irrigation Modification				\$0	
Relocate Existing Irrigation Facilities				\$0	
Irrigation Crossovers	2	EA	\$2,500.00	\$5,000	
Subtotal Planting and Irrigation Section					\$3,871,000

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	433	SQYD	\$36.00	\$15,588	
Gore Area Pavement	665	CY	\$80.00	\$53,200	
Pavement beyond the gore area				\$0	
Miscellaneous Paving				\$0	
Erosion Control					
Slope Protection				\$0	
Side Slopes/Embankment Slopes				\$0	
Maintenance Vehicle Pullouts					
Off-Freeway Access (gates, stairways, etc.)***					
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)				\$0	
Relocating roadside facilities/features				\$0	
Subtotal Roadside Management and Safety Section					\$68,788

**SUBTOTAL SECTIONS 1-7**      \$61,559,639

COMMENTS:

\*\*\* Access Gate included herein. Maintenance Pullout included in retaining wall and paving costs.

<u>Section 8 Minor Items</u>				
	<u>\$61,559,639</u>	X	<u>10.00%</u>	<u>= \$6,155,964</u>
	(Subtotal Sections 1-7)		(5% - 10%)	
			TOTAL MINOR ITEMS	<u>\$6,155,964</u>
<u>Section 9 Roadway Mobilization</u>				
	<u>\$67,715,603</u>	X	<u>10.00%</u>	<u>= \$6,771,560</u>
	(Subtotal Sections 1-8)			
			TOTAL ROADWAY MOBILIZATION	<u>\$6,771,560</u>
<u>Section 10 Roadway Additions</u>				
Supplemental Work	<u>\$67,715,603</u>	X	<u>10.00%</u>	<u>= \$6,771,560</u>
	(Subtotal Sections 1-8)		(5% - 10%)	
Contingencies	<u>\$67,715,603</u>	X	<u>20.00%</u>	<u>\$13,543,121</u>
	(Subtotal Sections 1-8)			
			TOTAL ROADWAY ADDITIONS	<u>\$20,314,681</u>
			TOTAL ROADWAY ITEMS	<u>\$94,801,844</u>
			(Subtotal Sections 1 thru 10)	
			<b>USE</b>	<b><u>95,000,000</u></b>

Estimate Prepared By	<u>Yosuke Arai</u>	Phone #	<u>(714) 953-1007</u>	Date	<u>12/20/2014</u>
	(Print Name)				
Estimate Checked By	<u>Daniel Weddell</u>	Phone #	<u>(714) 953-1020</u>	Date	<u>12/24/2014</u>
	(Print Name)				

II. STRUCTURES ITEMS

STRUCTURE

	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>	<u>No. 4</u>	<u>No. 5</u>
Structure Name	Golden Springs UC (Conn A)	Grand Ave OC	Diamond Bar UC (Conn B)	Architectural Treatment	Retaining Wall No. 40
Structure Type			CIP PS Box Girder		Tie Back
Widening Width - (ft)					
Span Lengths - (ft)					
Total Area - (sf)					6,400
Footing Type (Pile/Spread)					
Total Cost for Structure	\$7,766,000	\$12,189,000	\$10,558,000	\$443,000	\$1,815,000
Removal Cost					

	<u>No. 6</u>	<u>No. 7</u>	<u>No. 8</u>	<u>No.9</u>	<u>No.10</u>
Structure Name	Retaining Wall No. 244B	Retaining Wall No. 250	Retaining Wall No. 258	Retaining Wall No. 280	Retaining Wall No. 352
Structure Type	Secant Pile	MSE	MSE	MSE	MSE
Widening Width - (ft)					
Span Lengths - (ft)					
Total Area - (sf)	34,000	4,600	14,000	12,000	4,600
Footing Type (Pile/Spread)					
Total Cost for Structure	\$278,000	\$411,000	\$2,006,000	\$1,059,000	\$417,000
Removal Cost					

	<u>No.11</u>	<u>No.12</u>	<u>No.13</u>	<u>No.14</u>
Structure Name	Retaining Wall No. 287	Retaining Wall No. 282	Retaining Wall No. 288	Golf Course Tunnel
Structure Type	MSE	MSE	MSE	
Widening Width - (ft)				
Span Lengths - (ft)				
Total Area - (sf)	3,600	30,000	22,000	
Footing Type (Pile/Spread)				
Total Cost for Structure	\$440,000	\$2,755,000	\$2,138,000	\$3,500,000
Removal Cost				

		<b>SUBTOTAL STRUCTURES ITEMS</b>	\$45,775,000
Railroad Related Costs			\$0
		<b>SUBTOTAL RAILROAD ITEMS</b>	\$0

		<b>TOTAL STRUCTURES ITEMS</b>	<b>\$45,775,000</b>
		<b>USE</b>	<b>\$45,800,000</b>

COMMENTS:			
Estimate Prepared By	<b>Vinh Trinh</b>	(714) 953-1019	7/24/2012
	Print Name	Phone #	Date

III. RIGHT OF WAY

	Current Values (Future Use)	Escalation Rates	Escalated Values* (5 Years)
A. Acquisition, including excess lands, damages to remainder(s), and Goodwill	\$20,141,569	7.00%	\$28,249,600
B. Acquisition of Offset Mitigation	\$0	0.00%	\$0
C. Utility Relocation	\$3,852,022	8.00%	\$5,659,900
D. Relocation Assistance	\$0	3.00%	\$0
E. Clearance/Demolition	\$0	3.00%	\$0
F. Title and Escrow Fees	\$194,033	3.00%	\$224,900
G. Project Permit Fees	\$0	3.00%	\$0
H. Condemnation Cost	\$0	3.00%	\$0
<b>I. 'TOTAL RIGHT OF WAY (CURRENT VALUES)</b>	<b>\$24,187,624</b>	<b>TOT. ESC. R/W</b>	<b>\$34,134,400</b>
Use			<b>\$34,134,000</b>

\*Escalated to assumed year of advertising of 2017

Estimate Prepared By Ray Armstrong (562) 304-2000 10/20/2014  
 (Print Name) Phone # Date

(If appropriate, attach additional pages and backup)

**Attachment C**

**Right-of-Way Data Sheet**



**RIGHT OF WAY DATA SHEET**

(Form #)

To: Andrew Nierenberg Date October 8, 2014  
 Dist 07 Co LA Rte 60 P/M R24.4/R25.3  
 Attention: Wayne Lee EA 279100  
 Project Description WB SR-60 Widening at Grand Ave, Widening WB SR-60  
 Subject: Right of Way Data Off-Ramp, Reconstruction of WB SR-60 Loop On-ramp  
 Alternate No. Segment 1

This Alternate meets the criteria for a Design/Build Project: Yes  No

**1. Right of Way Cost Estimate:** To be entered into PMCS COST RW1-5 Screens

	Current Value Future Use	Escalation Rate	Escalated Value (5 Years)
<b>A. Total Acquisition Cost</b>			\$ <u>4,213,800</u>
Acquisition, including Excess Lands, Damages, and Goodwill (includes 25% contingency)	\$ <u>3,004,366</u>	<u>7</u> %	\$ <u>4,213,800</u>
Project Permit Fees.			\$ <u>0</u>
<b>B. Utility Relocation (City Share) (includes 25% contingency)</b>	\$ <u>249,978</u>	<u>8</u> %	\$ <u>367,300</u>
<b>C. Relocation Assistance</b>	\$ <u>0</u>	<u>3</u> %	\$ <u>0</u>
<b>D. Clearance/Demolition</b>	\$ <u>0</u>	<u>3</u> %	\$ <u>0</u>
<b>E. Title and Escrow (includes 25% contingency)</b>	\$ <u>32,259</u>	<u>3</u> %	\$ <u>37,400</u>
<b>F Total Estimated Cost</b>	\$ <u>3,286,603</u>		\$ <u>4,618,500</u>
<b>G. Construction Contract Work</b>	\$ <u>0</u>		<i>(These are construction costs that are to be included in the projects PS&amp;E)</i>

**2. Current Date of Right of Way Certification April 30, 2015****3. Parcel Data:** To be entered into PMCS EVNT RW Screen

Type	Dual/Appr	Utilities	RR Involvements
X		U4-1 <u>4</u>	None <u>X</u>
A		-2	C&M Agrmt
B <u>3</u>	<u>1</u>	-3	Svc Contract
C		-4	Design
D		U5-7	Const.
E XXXX		-8	Lic/RE/Clauses
F XXXX		-9 <u>4</u>	
Total	<u>3</u>		<b>Misc R/W Work</b>
			RAP Displ <u>0</u>
			Clear/Demo <u>0</u>
			Const Permits <u>0</u>
			Condemnation <u>0</u>
			Excess <u>0</u>
Areas: R/W (Caltrans Takes)		<u>97,652 sf</u>	No. Excess <u>0</u>
R/W (City of Industry Takes)		<u>34,122 sf</u>	Pcls: <u>0</u>
R/W (City of Diamond Bar Takes)		<u>0 sf</u>	<u>0</u>
Transfer to Caltrans (City of Industry)		<u>17,566 sf</u>	<u>0</u>
Transfer to Caltrans (City of D.B.)		<u>0 sf</u>	<u>0</u>

Entered PCMS Screens \_\_\_/\_\_\_/\_\_\_ by \_\_\_\_\_  
 Entered AGRE Screen (Railroad data only) \_\_\_/\_\_\_/\_\_\_ by \_\_\_\_\_

**RIGHT OF WAY DATA SHEET**

(Form #)

4. Are there any major items of construction contract work?  
Yes  No  (If yes, explain.)
5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.) No right of way required

***In addition to the below project information, please see attached cost estimate identifying parcel impacts and per parcel costs (Right of Way Data Sheet Cost Estimate).***

*All acquisitions described herein are identified by ID number, which is located and described in the Right-of-Way Estimate Worksheet.*

*Various easements - Temporary construction easements (TCE), are required for the construction of the project.*

*Acquisitions consisting of undeveloped property owned by the Industry Urban Development Agency must be made and transferred to Caltrans (ID# 5a, 5b & 5d) and the City of Industry (ID# 5c & 5e). Partial takes of APN# 8719-007-907, APN# 8719-007-917, and APN# 8719-007-922 are required.*

*A property absorption under California Streets and Highway Code-83 must be made and transferred to Caltrans (ID# 9). The land affected consists of a portion of Grand Avenue located within the City of Industry.*

**RIGHT OF WAY DATA SHEET**

(Form #)

6. Is there an effect on assessed valuation? Yes  Not significant  No  (If yes, explain.)

7. Are utility facilities or rights of way affected? Yes  No

(If yes, attach Utility Information Sheet Exhibit 4-EX-5)

The following checked items may seriously impact lead time for utility relocation:

Longitudinal policy conflict(s)

Environmental concerns impacting acquisition of potential easements

Power lines operating in excess of 50 KV and substations

(See attached Exhibit 4-EX-5 for explanation)

8. Are Railroad facilities or rights of way affected?

Yes  No  (If yes, attach Utility Information Sheet Exhibit 4-EX-6)

9. Were any previously unidentified sites with hazardous waste and/or material found?

Yes  None Evident  (If yes, attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)

10. Are RAP displacements required Yes  No  (If yes, provide the following information.)

No. of single family \_\_\_\_\_

No. of business/nonprofit \_\_\_\_\_

No. of multi-family \_\_\_\_\_

No. of farms \_\_\_\_\_

Based on Draft/Final Relocation Impact Statement/Study dated N/A, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

11. Are there material borrow and/or disposal sited required? Yes  No  (If yes, explain.)

12. Are there potential relinquishments and/or abandonments? Yes  No  (If yes, explain.)

13. Are there any existing and/or potential airspace sites? Yes  No  (If yes, explain.)

14. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated).


Based on R/W requirements on Page 1 of this Data Sheet, R/W will require a lead time of 12 months from the date regular appraisals can begin to project certification.


In any event, RW Maps will require 12 months from Final Maps to project certification.

15. Is it anticipated that CALTRANS staff will perform all Right of Way work? Yes  No   
(If no, discuss.)

*The ROW required is completely within the City of Industry. No businesses or residences are impacted by the project. The City is capable of completing the required acquisitions. It is anticipated that City of Industry will perform appraisals, acquisition services and project certification with Caltrans Local Assistance Oversight.*

Evaluation Prepared By:

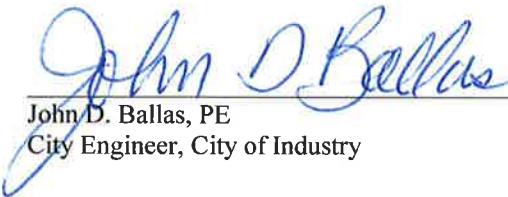
Right of Way Name  Date 10/20/14  
Ray Armstrong, SR/WA  
Overland, Pacific & Cutler, Inc.

Utilities Name  Date 10-20-14  
Marie Marston, PE  
Civil Works Engineers

Recommended for Approval:

 Date 10/20/14  
Daniel S. Weddell, PE  
WKE, Inc.

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.

 10/23/14  
John D. Ballas, PE  
City Engineer, City of Industry  
Date \_\_\_\_\_

**UTILITY INFORMATION SHEET**

(Form #)

1. Name of the utility companies involved in project:

- a. *Southern California Edison (SCE)*
- b. *Verizon Telephone*
- c. *Southern California Gas Company*
- d. *Walnut Valley Water District (WVWD)*

2. Type of facilities and agreements required:

a. ***Southern California Edison (SCE)***

- i. *Adjust manholes to grade.*

b. ***Verizon Telephone***

- i. *Adjust vaults to grade.*

c. ***Southern California Gas Company***

- i. *Adjust 4" distribution valves to grade.*

d. ***Walnut Valley Water District***

- i. *Reset valve covers at new elevations, and adjust service laterals for existing commercial properties.*

**UTILITY INFORMATION SHEET**

(Form #)

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain.

*None*

Disposition of longitudinal encroachment(s):

- Relocation required.
- Exception to policy needed.
- Other. Explain.

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

*None*

5. PMCS Input Information

Total estimated cost of City's obligation for utility relocation on this project: \$ \_\_\_\_\_

Note: Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any utility easements.

Utility Involvements

U4-1	<u>4</u>	U5-7	<u>          </u>
-2	<u>          </u>	-8	<u>          </u>
-3	<u>          </u>	-9	<u>4</u>
-4	<u>          </u>		

Prepared By:

*Marie Marston*  
 Marie Marston, PE  
 Civil Works Engineers

10-20-14  
 Date

**RIGHT OF WAY DATA SHEET**

(Form #)

To: Andrew Nierenberg Date October 8, 2014  
 Dist 07 Co LA Rte 57, 60 P/M R4.3/R4.8 ; R23.3/R26.5  
 Attention: Wayne Lee EA 279100  
 Subject: Right of Way Data Project Description Reconstruction of Grand Ave OC, improvements at Grand Ave and Golden Springs Drive, Grand Ave Interchange  
 Alternate No. Segment 2

This Alternate meets the criteria for a Design/Build Project: Yes  No

**1. Right of Way Cost Estimate:** To be entered into PMCS COST RW1-5 Screens

	Current Value Future Use	Escalation Rate	Escalated Value (5 Years)
<b>A. Total Acquisition Cost</b>			\$ <u>28,249,600</u>
Acquisition, including Excess Lands, Damages, and Goodwill (includes 25% contingency)	\$ <u>20,141,569</u>	<u>7</u> %	\$ <u>28,249,600</u>
Project Permit Fees.			\$ <u>0</u>
<b>B. Utility Relocation (City Share) (includes 25% contingency)</b>	\$ <u>3,852,022</u>	<u>8</u> %	\$ <u>5,659,900</u>
<b>C. Relocation Assistance</b>	\$ <u>0</u>	<u>3</u> %	\$ <u>0</u>
<b>D. Clearance/Demolition</b>	\$ <u>0</u>	<u>3</u> %	\$ <u>0</u>
<b>E. Title and Escrow (includes 25% contingency)</b>	\$ <u>194,033</u>	<u>3</u> %	\$ <u>224,900</u>
<b>F Total Estimated Cost</b>	\$ <u>24,187,624</u>		\$ <u>34,134,400</u>
<b>G. Construction Contract Work</b>	\$ <u>0</u>		<i>(These are construction costs that are to be included in the projects PS&amp;E)</i>

**2. Current Date of Right of Way Certification July 15, 2016****3. Parcel Data:** To be entered into PMCS EVNT RW Screen

Type	Dual/Appr	Utilities	RR Involvements
X		U4-1 <u>12</u>	None <u>X</u>
A		-2	C&M Agrmt
B <u>17</u>	<u>1</u>	-3	Svc Contract
C <u>1</u>	<u>1</u>	-4	Design
D		U5-7	Const.
E XXXX		-8	Lic/RE/Clauses
F XXXX		-9 <u>12</u>	
<b>Misc R/W Work</b>			
Total	<u>18</u>		RAP Displ <u>0</u>
			Clear/Demo <u>0</u>
			Const Permits <u>0</u>
			Condemnation <u>1</u>
			Excess <u>0</u>
Areas: R/W (Caltrans Takes)		<u>457,045 sf</u>	No. Excess <u>0</u>
R/W (City of Industry Takes)		<u>0 sf</u>	Pcls: <u>0</u>
R/W (City of Diamond Bar Takes)		<u>37,483 sf</u>	<u>0</u>
Transfer to Caltrans (City of Industry)		<u>0 sf</u>	<u>0</u>
Transfer to Caltrans (City of D.B.)		<u>40,404 sf</u>	<u>0</u>

Entered PCMS Screens \_\_\_/\_\_\_/\_\_\_ by \_\_\_\_\_Entered AGRE Screen (Railroad data only) \_\_\_/\_\_\_/\_\_\_ by \_\_\_\_\_

**RIGHT OF WAY DATA SHEET**

(Form #)

4. Are there any major items of construction contract work?  
Yes  No  (If yes, explain.)
5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.) No right of way required

***In addition to the below project information, please see attached cost estimate identifying parcel impacts and per parcel costs (Right of Way Data Sheet Cost Estimate).***

*All acquisitions described herein are identified by ID number, which is located and described in the Right-of-Way Estimate Worksheet.*

*Various easements - Temporary construction easements (TCE), footing easements, Los Angeles County Sewer Department (LACSD) easements, public utility easement (PUE), and aerial easements are required for the construction of the project.*

*Acquisitions consisting of privately held commercial property owned by Oak Creek must be made and transferred to Caltrans (ID# 1a & 1b). Partial takes of APN# 8293-050-032 and APN# 8293-050-003 are required. The land affected is currently landscaped and is likely covered by the existing slope easement for the freeway.*

*An acquisition consisting of privately held commercial property owned by Ayres Holdings (ID# 2) must be made and transferred to Caltrans. A partial take of APN# 8717-001-085 is required. The land affected is currently landscaped and is likely covered by the existing slope easement for the freeway.*

*An acquisition consisting of public property owned by Los Angeles County must be made and transferred to Caltrans (ID# 3a, 3b & 3d) and the City of Diamond Bar (ID# 3c & 3e). Partial takes of APN# 8717-001-907, APN# 8717-001-908 and APN# 8717-002-905 are required. The land affected impacts active areas of the Diamond Bar Golf Course and other supporting improvements to be reconstructed to preserve play as determined by a Golf Course architect.*

*A property absorption under California Streets and Highway Code-83 must be made and transferred to Caltrans (ID# 4). The land affected consists of a portion of Grand Avenue located within the City of Diamond Bar.*

*An acquisition consisting of privately held commercial property owned by AP Diamond Bar, LLC must be made and transferred to Caltrans (ID# 8). A partial take of APN# 8281-024-053 is required. The land affected consists of undeveloped slope area and a 30-foot double illuminated marquis sign advertising a business.*

*An acquisition consisting of privately held commercial property owned by Perasso Tommy Family T&M must be made and transferred to the City of Diamond Bar (ID# 10). A partial take of APN# 8293-045-131 is required. The land affected consists of sidewalk and landscaping for Chili's Bar and Grill Restaurant.*



**RIGHT OF WAY DATA SHEET**

(Form #)

6. Is there an effect on assessed valuation? Yes  Not significant  No  (If yes, explain.)

7. Are utility facilities or rights of way affected? Yes  No

(If yes, attach Utility Information Sheet Exhibit 4-EX-5)

The following checked items may seriously impact lead time for utility relocation:

Longitudinal policy conflict(s)

Environmental concerns impacting acquisition of potential easements

Power lines operating in excess of 50 KV and substations

(See attached Exhibit 4-EX-5 for explanation)

8. Are Railroad facilities or rights of way affected?

Yes  No  (If yes, attach Utility Information Sheet Exhibit 4-EX-6)

9. Were any previously unidentified sites with hazardous waste and/or material found?

Yes  None Evident  (If yes, attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)

10. Are RAP displacements required Yes  No  (If yes, provide the following information.)

No. of single family \_\_\_\_\_

No. of business/nonprofit \_\_\_\_\_

No. of multi-family \_\_\_\_\_

No. of farms \_\_\_\_\_

Based on Draft/Final Relocation Impact Statement/Study dated N/A, it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

11. Are there material borrow and/or disposal sited required? Yes  No  (If yes, explain.)

12. Are there potential relinquishments and/or abandonments? Yes  No  (If yes, explain.)

13. Are there any existing and/or potential airspace sites? Yes  No  (If yes, explain.)

14. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated).


Based on R/W requirements on Page 1 of this Data Sheet, R/W will require a lead time of 18 months from the date regular appraisals can begin to project certification.


In any event, RW Maps will require 15 months from Final Maps to project certification.

15. Is it anticipated that CALTRANS staff will perform all Right of Way work? Yes  No   
(If no, discuss.)

*A qualified appraiser and specialty FF&E / Goodwill appraisers will be retained by the City of Industry. It is anticipated that Caltrans staff will perform appraisal review, acquisition services and project certification.*

Evaluation Prepared By:

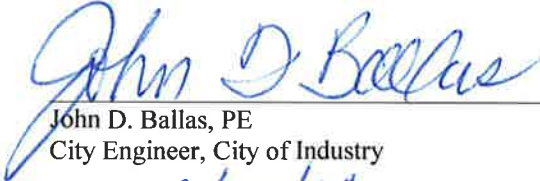
Right of Way Name  Date 10/20/14  
Ray Armstrong, SR/WA  
Overland, Pacific & Cutler, Inc.

Utilities Name  Date 10-20-14  
Marie Marston, PE  
Civil Works Engineers

Recommended for Approval:

 Date 10/20/14  
Daniel S. Weddell, PE  
WKE, Inc.

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.

  
John D. Ballas, PE  
City Engineer, City of Industry  
Date 10/23/14

- 
1. Name of the utility companies involved in project:
    - a. *Los Angeles County Sanitation District (LACSD)*
    - b. *Southern California Edison (SCE)*
    - c. *Verizon Telephone*
    - d. *Walnut Valley Water District (WVWD)*
  
  2. Type of facilities and agreements required:
    - a. **Sanitation District of Los Angeles County (LACSD)**
      - i. *1350' of 15" vitrified clay pipe (VCP) sewer and manholes located between Golden Springs Drive and the SR-57/SR-60 freeway – to be relocated south of EB SR-60 Grand Avenue off-ramp. VCP will be replaced with polyvinyl chloride (PVC) pipe.*
      - ii. *150' of 12" LACSD VCP sewer (in encasement) crossing SR-57/SR-60 freeway and manhole located south of freeway – line to be extended southward and manhole relocated to accommodate new EB SR-60 Grand Avenue off-ramp.*
    - b. **Southern California Edison (SCE)**
      - i. *66kv overhead transmission pole located south of freeway west of Grand Avenue interchange - To be relocated because of proposed EB SR-60 Grand Avenue off-ramp.*
      - ii. *800' of underground 12 kV distribution along SB Grand Avenue - To be relocated for Grand Avenue bridge construction.*
      - iii. *650' of underground 12 kV distribution along Grand Avenue located north of WB freeway ramps - To be relocated to edge of Grand Avenue.*
      - iv. *1550' underground 12 kV distribution located south of EB SR-57/SR-60 Grand Avenue on-ramp, along northbound Grand Avenue south of the interchange, and along westbound Golden Springs Drive – to be relocated to the edge of proposed roadway.*
      - v. *2700' overhead distribution located south of EB SR-57/SR-60 Grand Avenue on-ramp – to be relocated south outside of Caltrans right of way.*
      - vi. *800' overhead distribution located south of freeway west of Diamond Bar Boulevard interchange – to be relocated because of proposed bypass connector to SR-60.*
      - vii. *900' overhead distribution located south of freeway east of Diamond Bar Boulevard interchange – to be relocated because of proposed bypass connector to SR-60.*
    - c. **Verizon Telephone**
      - i. *800' of communication line along SB Grand Avenue - To be relocated for bridge reconstruction.*
    - d. **Walnut Valley Water District**
      - i. *Fire hydrants located on local streets to be relocated where appropriate*
      - ii. *800' of 12" ACP water line in 20" steel casing – Line to be relocated for Grand Avenue bridge construction. ACP will be replaced with PVC in relocated line.*
      - iii. *700' of 12" PVC water line in 20" steel casing and 2000' of 12" PVC reclaimed water line in 20" steel casing – Line to be relocated for Grand Avenue bridge construction.*

**UTILITY INFORMATION SHEET**

(Form #)

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? Explain.

*Existing SCE power poles and overhead facilities are located near the right of way adjacent to the WB Bypass Connector. For an approximate length of 650 feet, the overhead facilities may cross portions of the right of way.*

Disposition of longitudinal encroachment(s):

- Relocation required.
- Exception to policy needed.
- Other. Explain.

*No longitudinal utility encroachment will be required for this project. It is expected the facilities are actually outside the right of way. During the final PS&E phase, the exact location of the power poles and overhead facilities will be determined by survey and the locations will be updated. If the facilities are within the state right of way, they will be relocated as part of the project. The proposed project improvements will not otherwise impact these poles or require relocations.*

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

*None*

5. PMCS Input Information

Total estimated cost of City's obligation for utility relocation on this project: \$ \_\_\_\_\_

Note: Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any utility easements.

<u>Utility Involvements</u>			
U4-1	12	U5-7	_____
-2	_____	-8	_____
-3	_____	-9	12
-4	_____		

Prepared By:

Marie Marston  
 Marie Marston, PE  
 Civil Works Engineers

10-20-14  
 Date

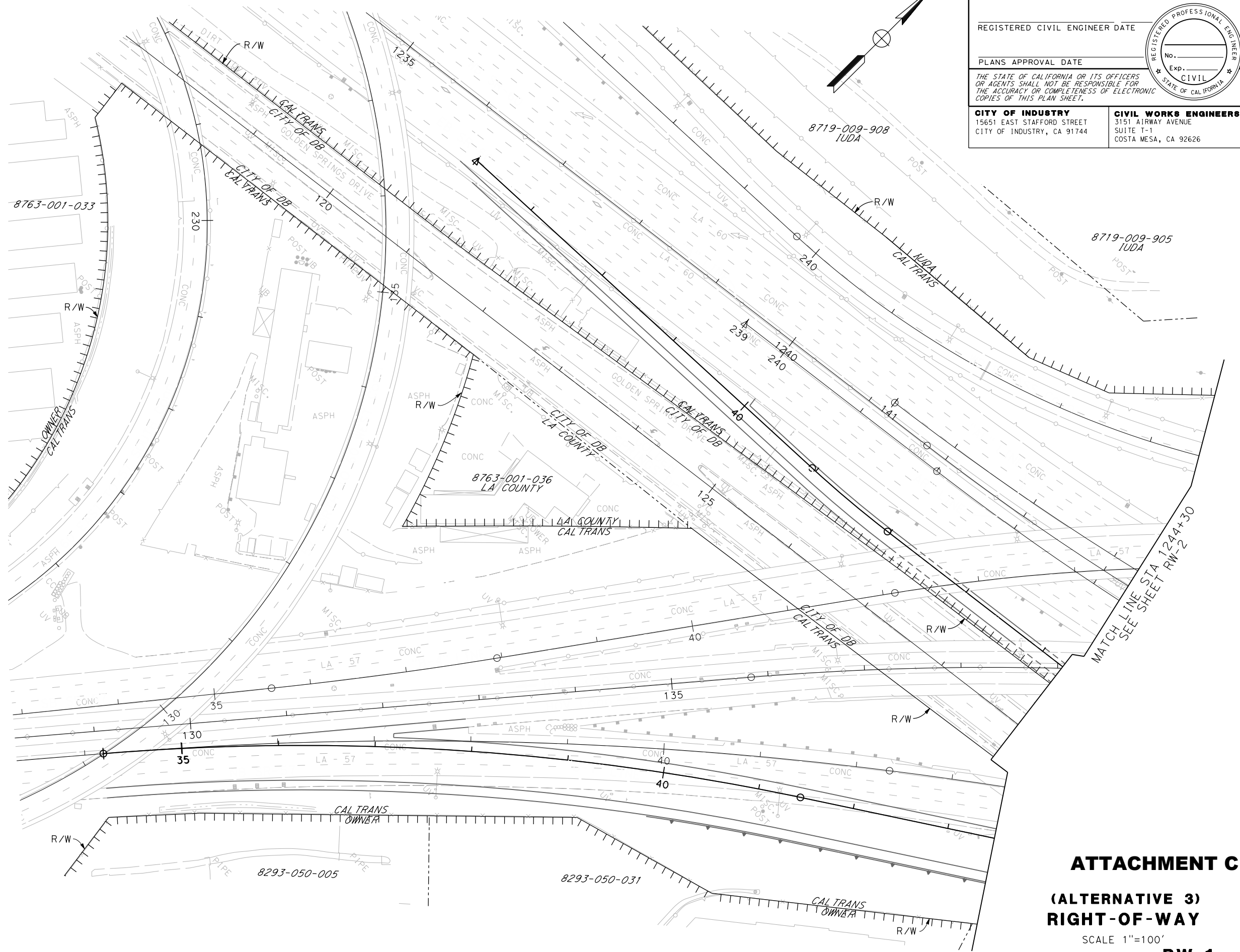
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**Caltrans**  
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DIST	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		



REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_  
 PLANS APPROVAL DATE \_\_\_\_\_  
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**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744  
**CIVIL WORKS ENGINEERS**  
 3151 AIRWAY AVENUE  
 SUITE T-1  
 COSTA MESA, CA 92626

- LEGEND**
- FEE TO CALTRANS
  - FEE TO CITY OF INDUSTRY
  - FEE TO CITY OF DIAMOND BAR
  - CALTRANS R/W LINE (ACCESS CONTROL)
  - SUPERCEDED R/W
  - CALTRANS R/W LINE
  - OTHER PROPERTY LINES (PUBLIC & PRIVATE)
  - EXISTING EASEMENT LINES
  - PROPOSED EASEMENT LINES
  - DB** DIAMOND BAR
  - DBDC** DIAMOND BAR DEVELOPMENT CORP
  - IUDA** INDUSTRY URBAN DEVELOPMENT AGENCY
  - 1** RIGHT-OF-WAY TRANSACTION (SEE "SUMMARY OF ACQUISITIONS" TABLE ON SHEET 17)



MATCH LINE STA 1244+30  
 SEE SHEET RW-2

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-1**

RELATIVE BORDER SCALE IS IN INCHES  
 0 1 2 3

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 DGN FILE => \$REQUEST  
 CU 00000 EA 279100

BORDER LAST REVISED 3/1/2007

LAST REVISION DATE PLOTTED => \$DATE  
 00-00-00 TIME PLOTTED => \$TIME

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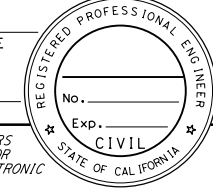
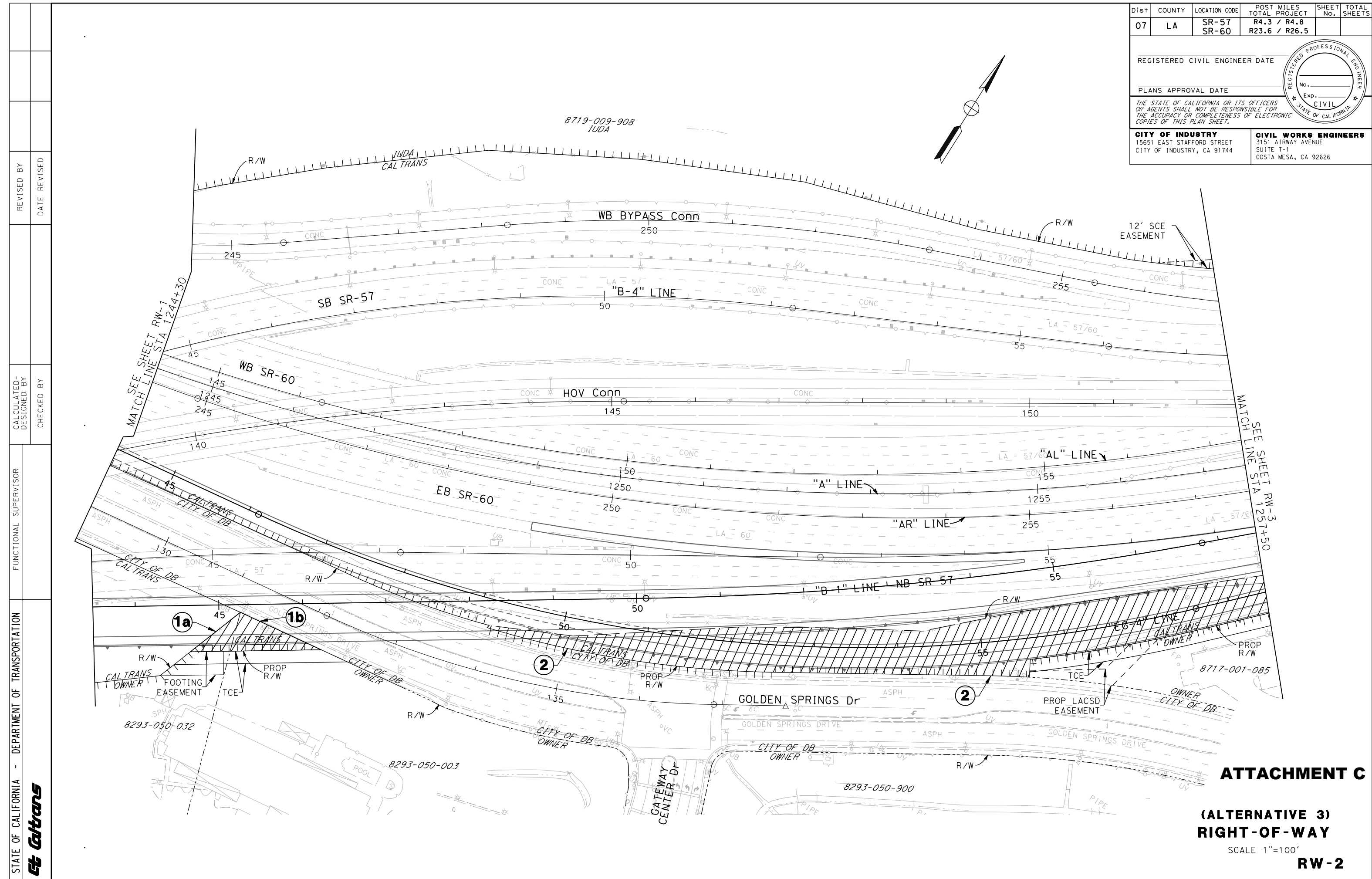
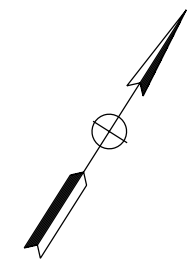
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**ATTACHMENT C**

**(ALTERNATIVE 3)  
RIGHT-OF-WAY**

SCALE 1"=100'

**RW-2**

REVISED BY \_\_\_\_\_  
DATE REVISED \_\_\_\_\_

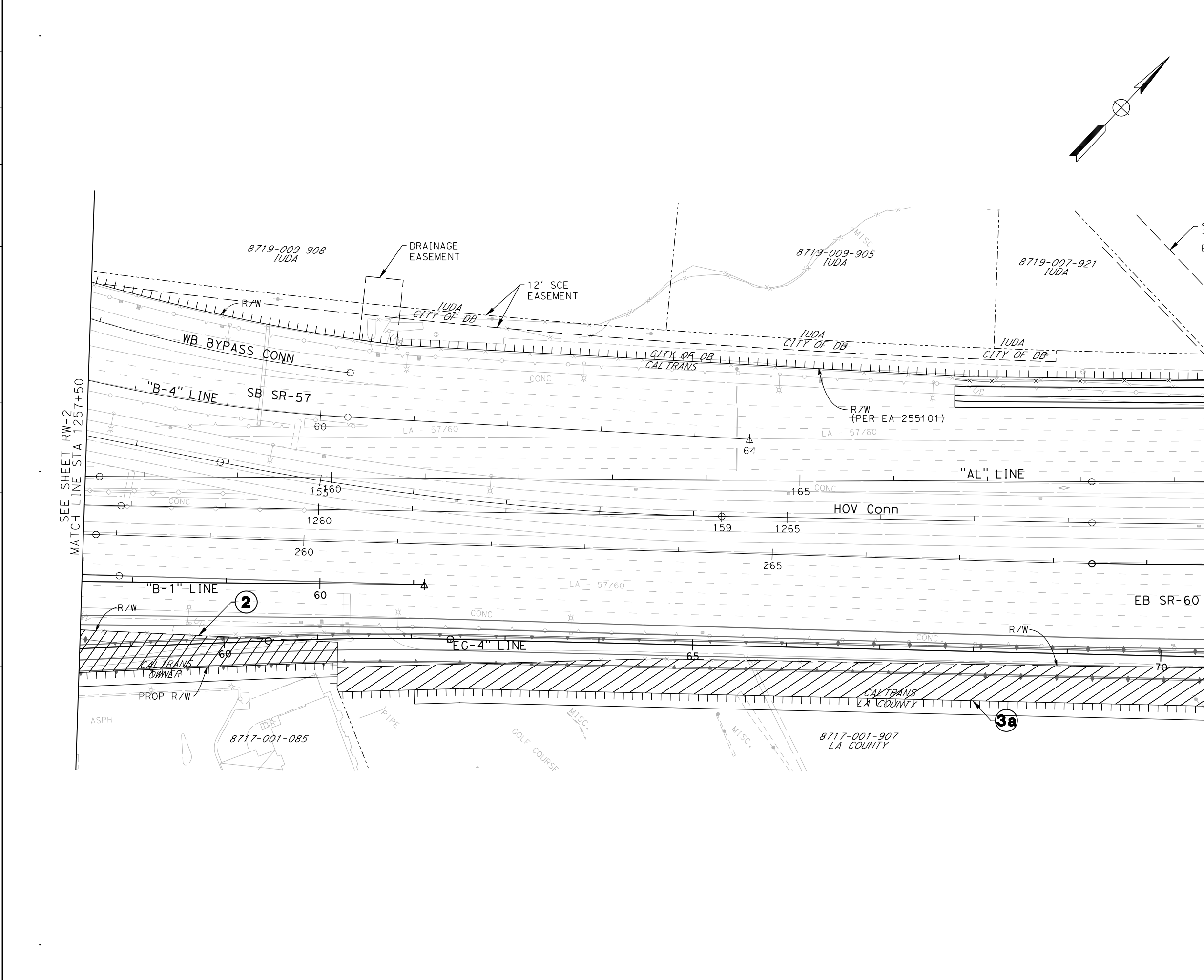
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FUNCTIONAL SUPERVISOR \_\_\_\_\_

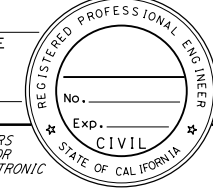
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**Caltrans**

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
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SEE SHEET RW-2  
MATCH LINE STA 1257+50

MATCH LINE STA 1271+50  
SEE SHEET RW-4

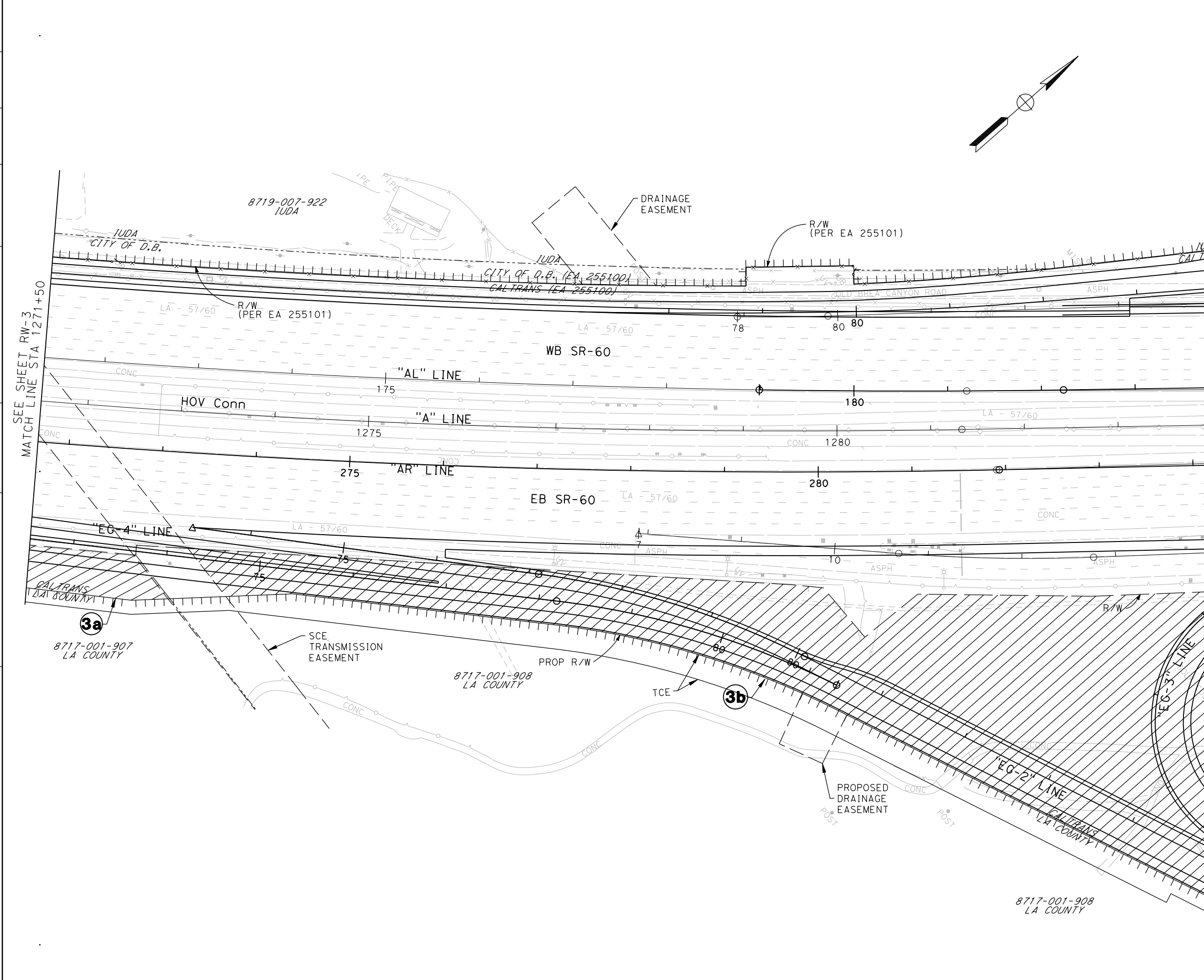
**ATTACHMENT C**

**(ALTERNATIVE 3)  
RIGHT-OF-WAY**

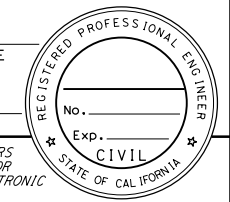
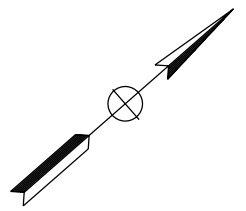
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**RW-3**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
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REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
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SEE SHEET RW-3  
MATCH LINE STA 1271+50

MATCH LINE STA 1285+50  
SEE SHEET RW-5

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-4**



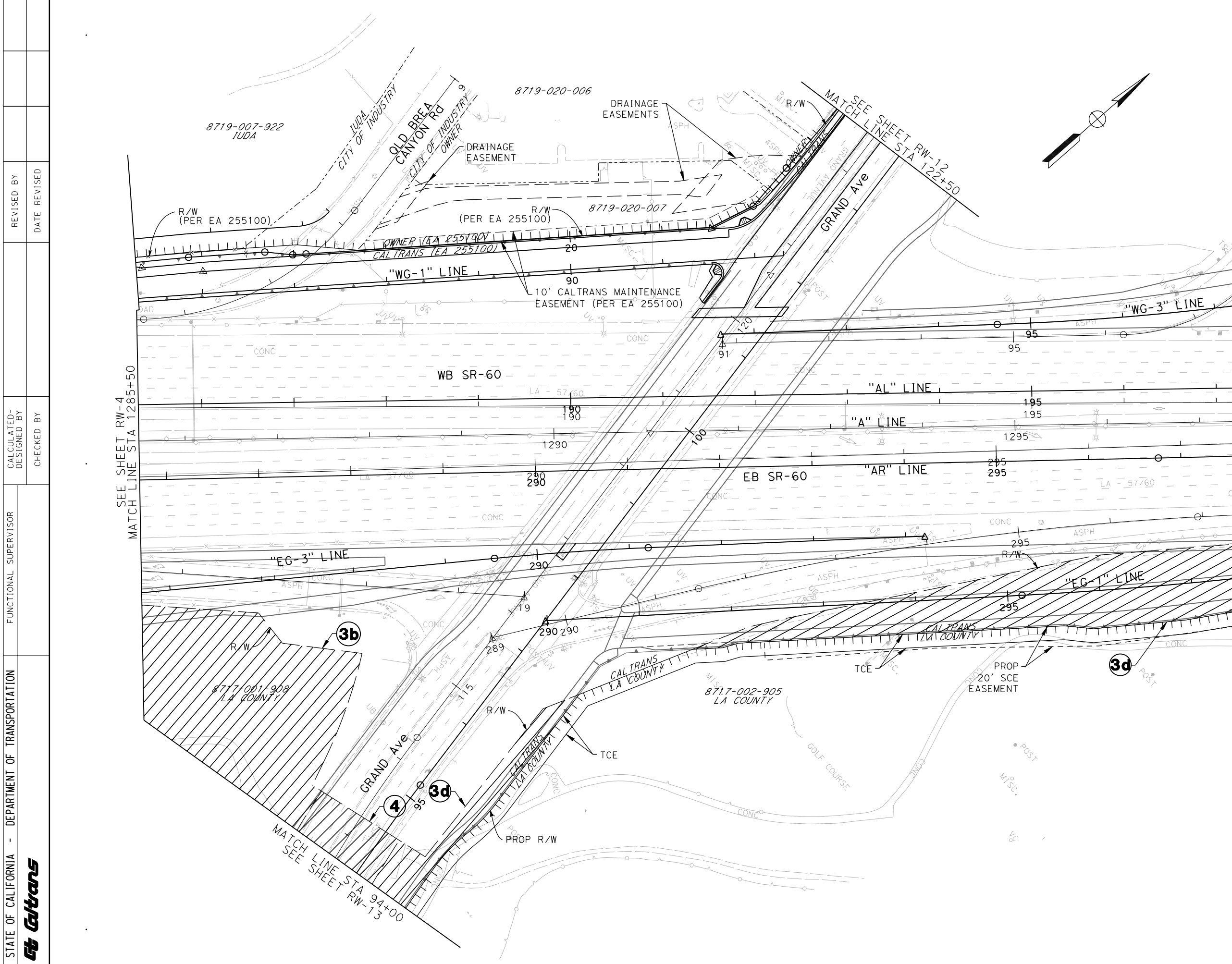
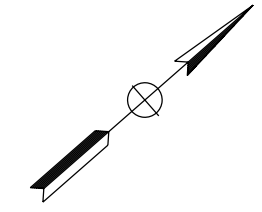
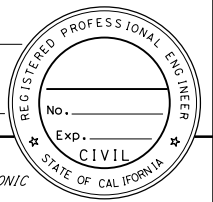
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REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

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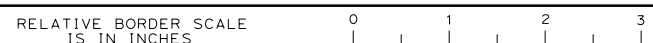
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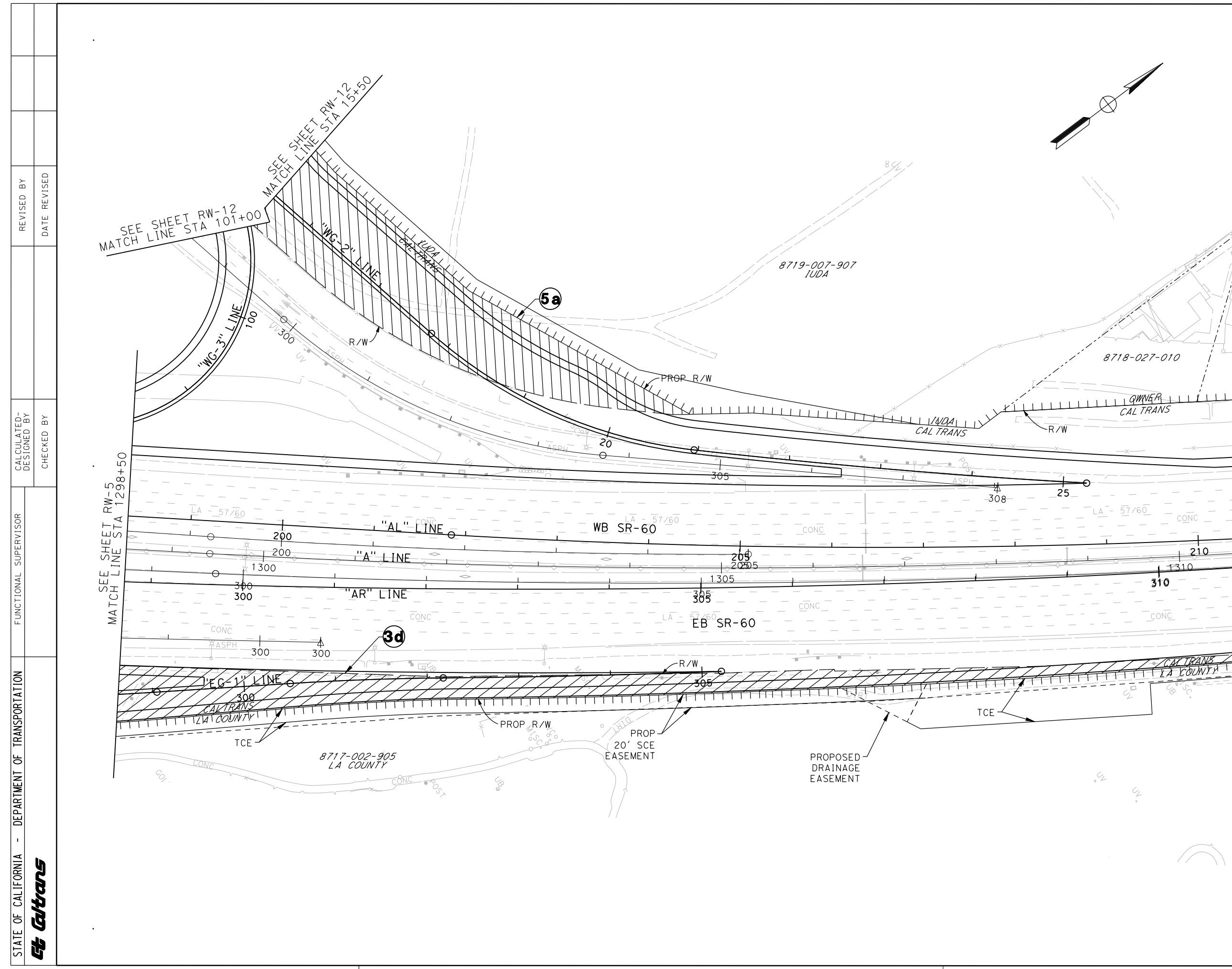
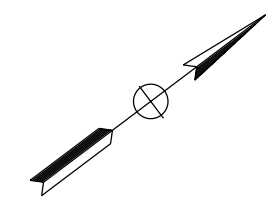
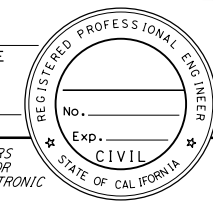
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**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
SCALE 1"=100'  
**RW-5**

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SEE SHEET RW-12  
MATCH LINE STA 101+00

SEE SHEET RW-12  
MATCH LINE STA 15+50

SEE SHEET RW-5  
MATCH LINE STA 1298+50

SEE SHEET RW-7  
MATCH LINE STA 1311+50

**ATTACHMENT C**

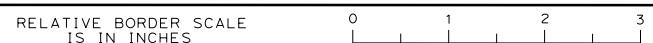
**(ALTERNATIVE 3)  
RIGHT-OF-WAY**

SCALE 1"=100'

**RW-6**

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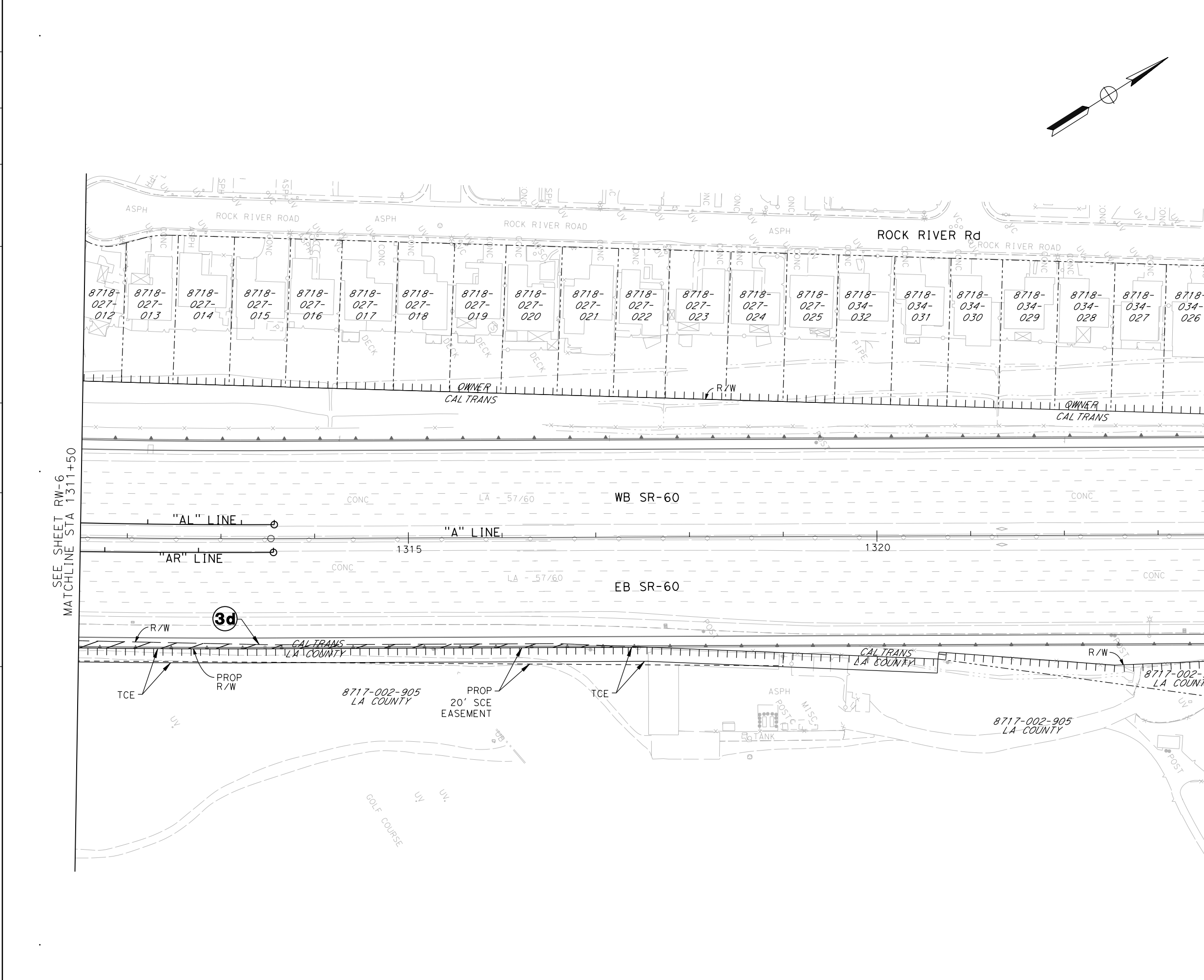
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PLANS APPROVAL DATE \_\_\_\_\_

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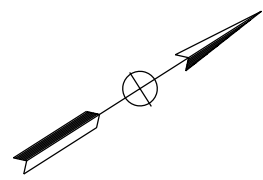
SEE SHEET RW-6  
 MATCHLINE STA 1311+50

MATCH LINE STA 1325+50  
 SEE SHEET RW-8

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-7**

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07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		



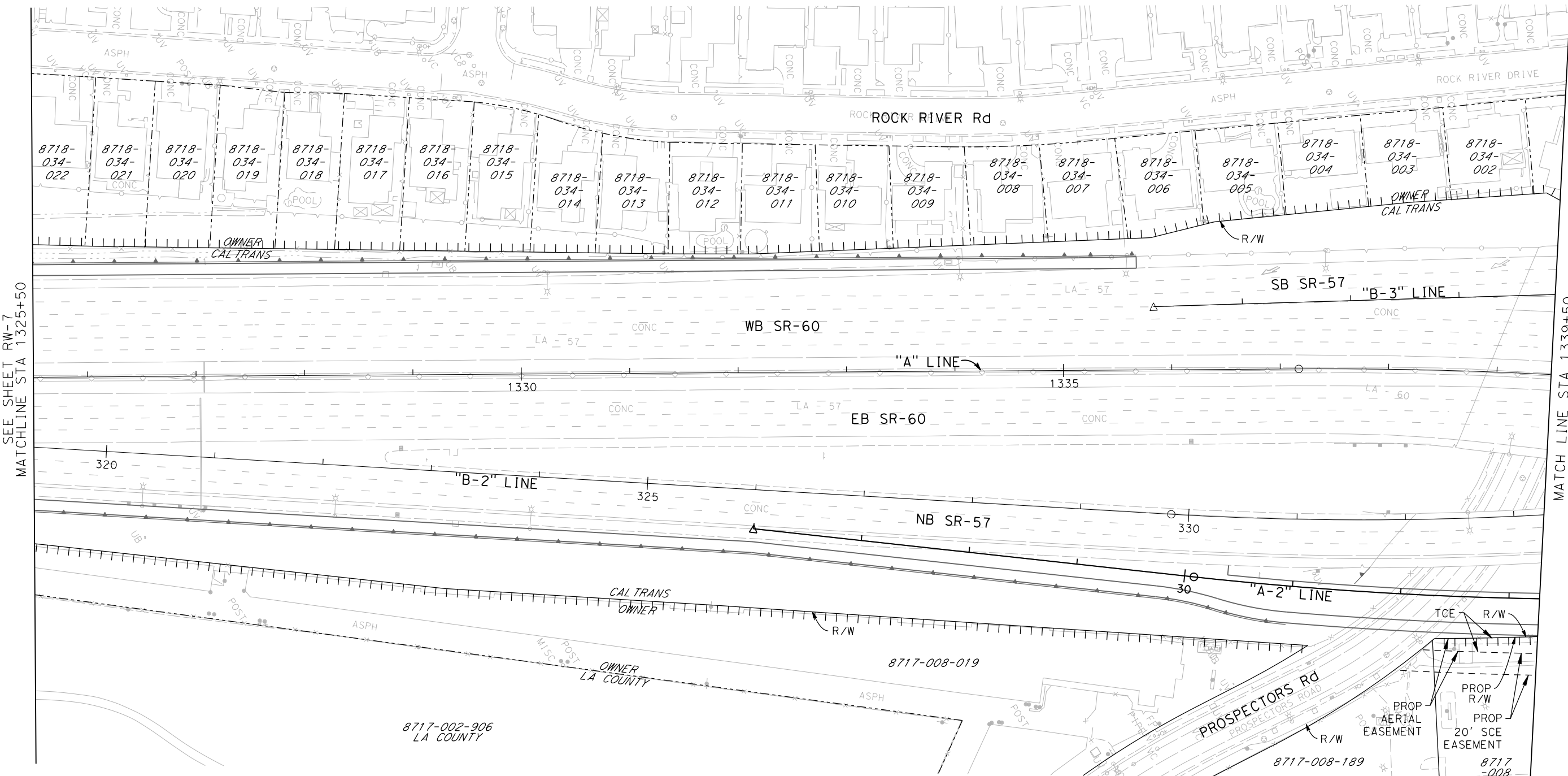
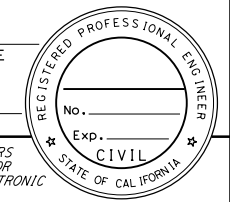
REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

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**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-8**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR BY
		CHECKED BY	DATE REVISOR

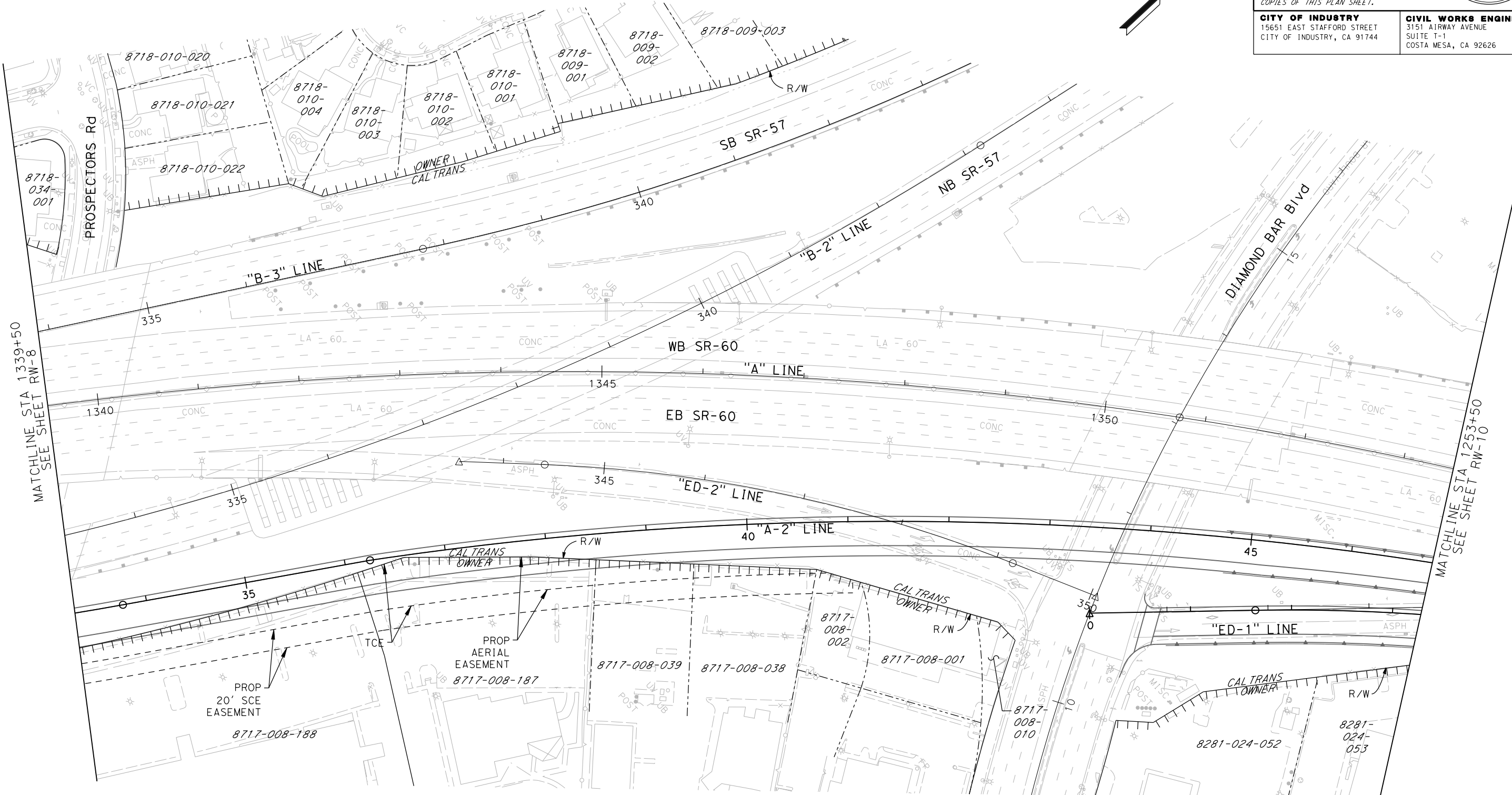
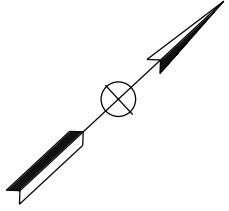
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PLANS APPROVAL DATE \_\_\_\_\_

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**ATTACHMENT C  
(ALTERNATIVE 3)  
RIGHT-OF-WAY  
SCALE 1"=100'  
RW-9**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE

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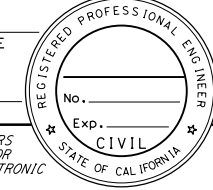
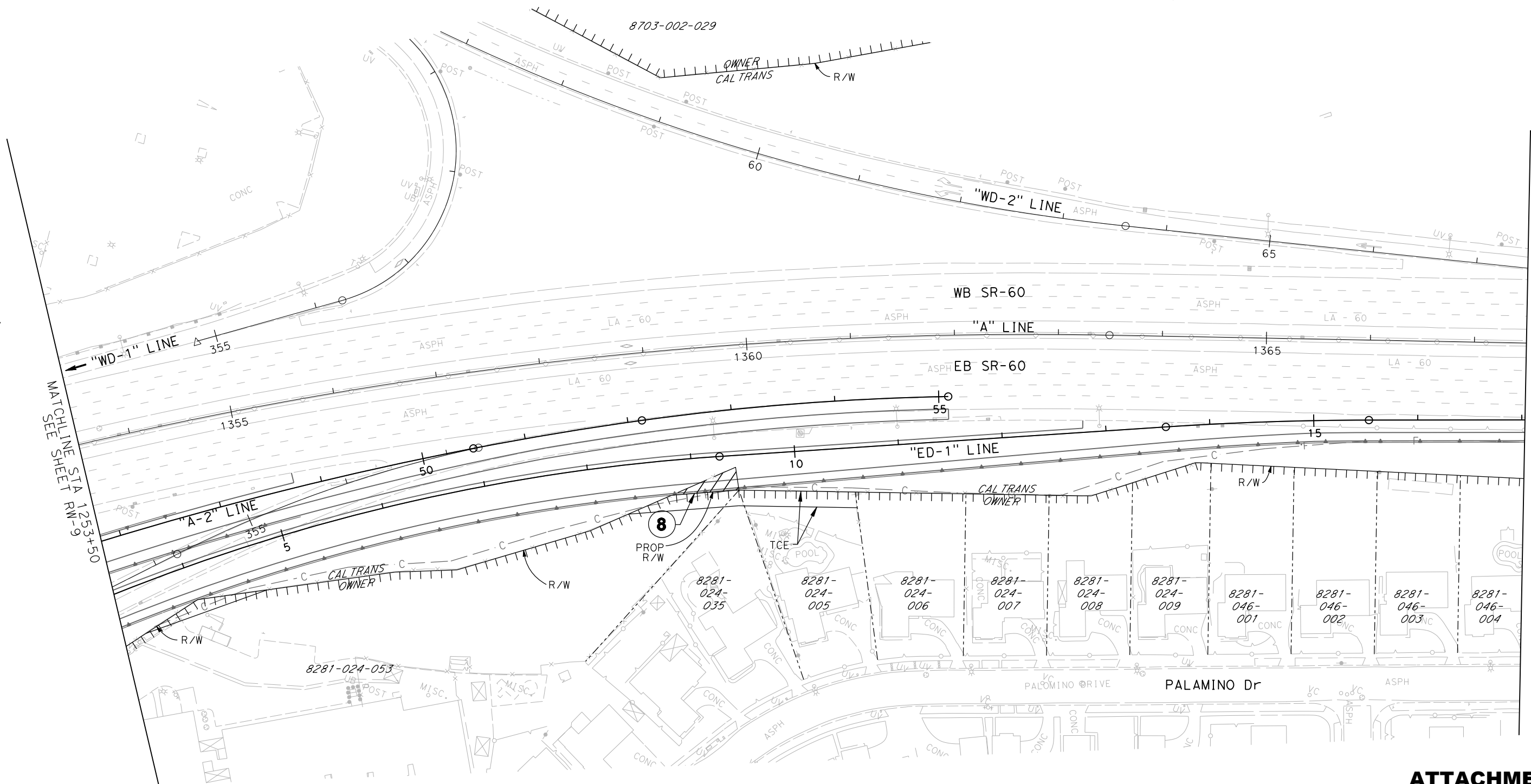
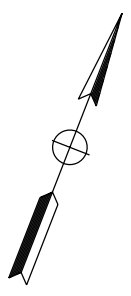
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3151 AIRWAY AVENUE  
SUITE T-1  
COSTA MESA, CA 92626

MATCHLINE STA 1253+50  
SEE SHEET RW-9

MATCHLINE STA 1367+50  
SEE SHEET RW-11

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
SCALE 1"=100'  
**RW-10**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**

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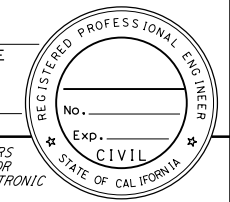
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DEPARTMENT OF TRANSPORTATION

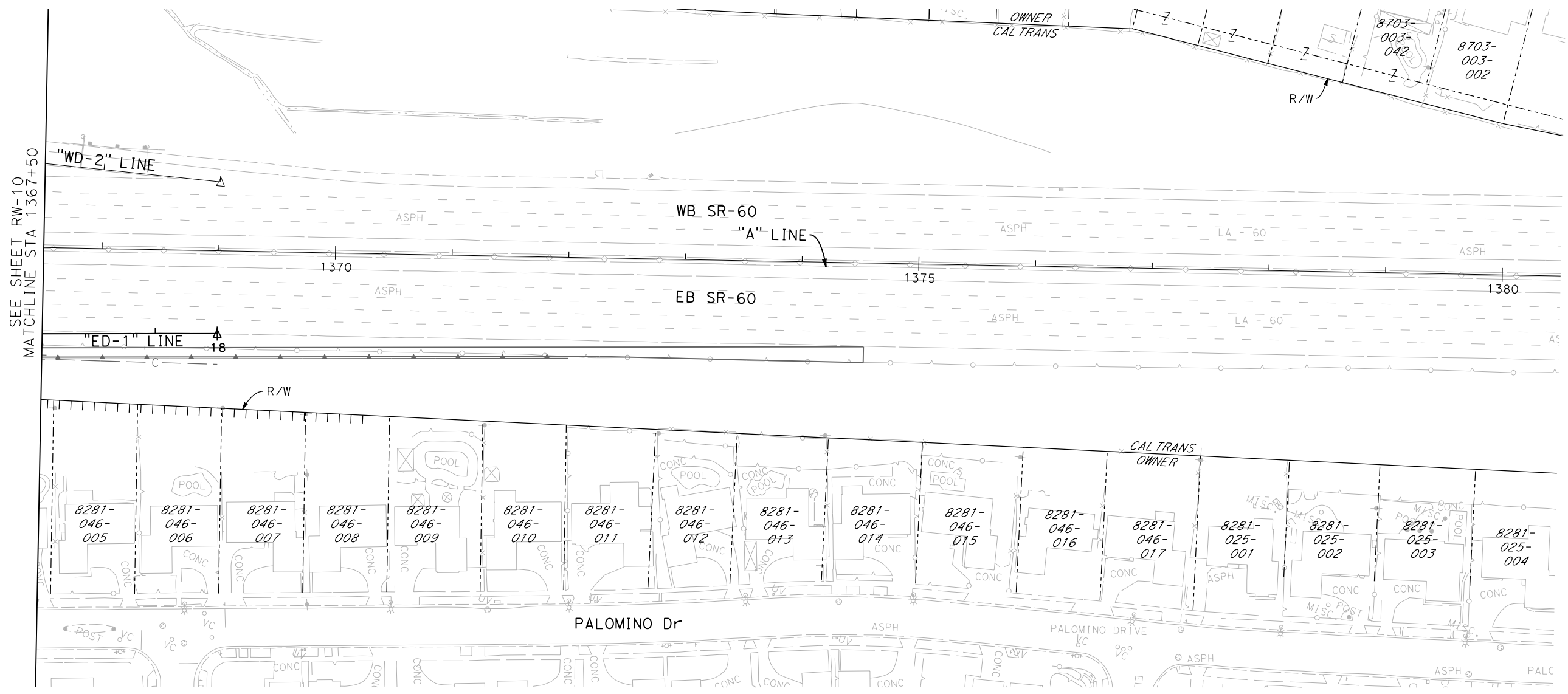
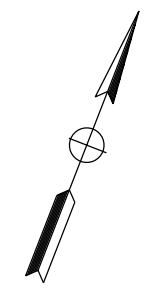
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SEE SHEET RW-10  
 MATCHLINE STA 1367+50

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-11**

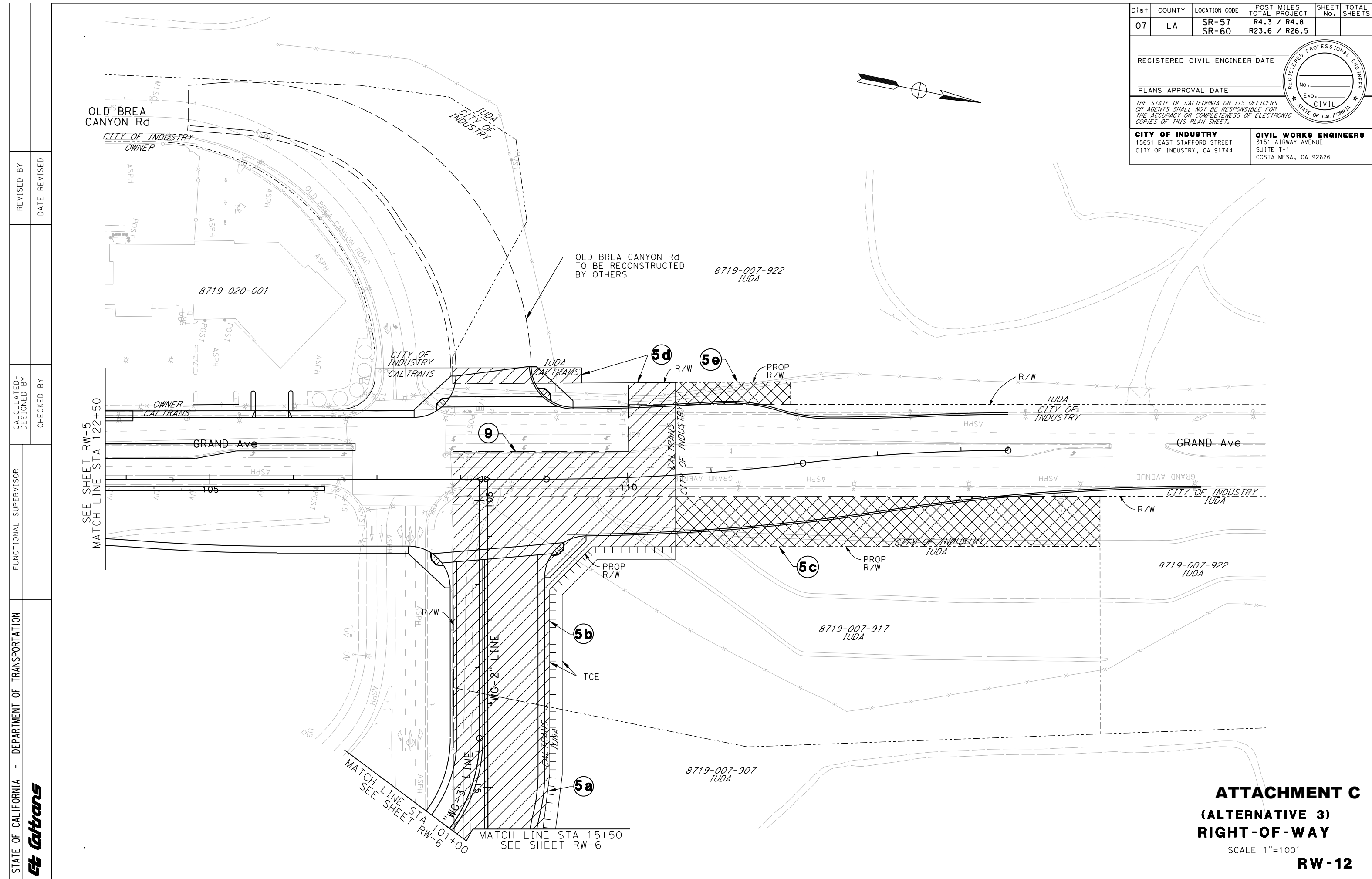
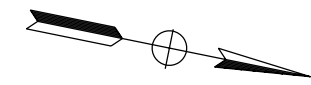
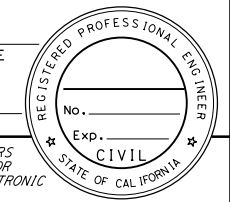
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		

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 ELECTRONIC COPIES OF THIS PLAN SHEET.

<b>CITY OF INDUSTRY</b> 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744	<b>CIVIL WORKS ENGINEERS</b> 3151 AIRWAY AVENUE SUITE T-1 COSTA MESA, CA 92626
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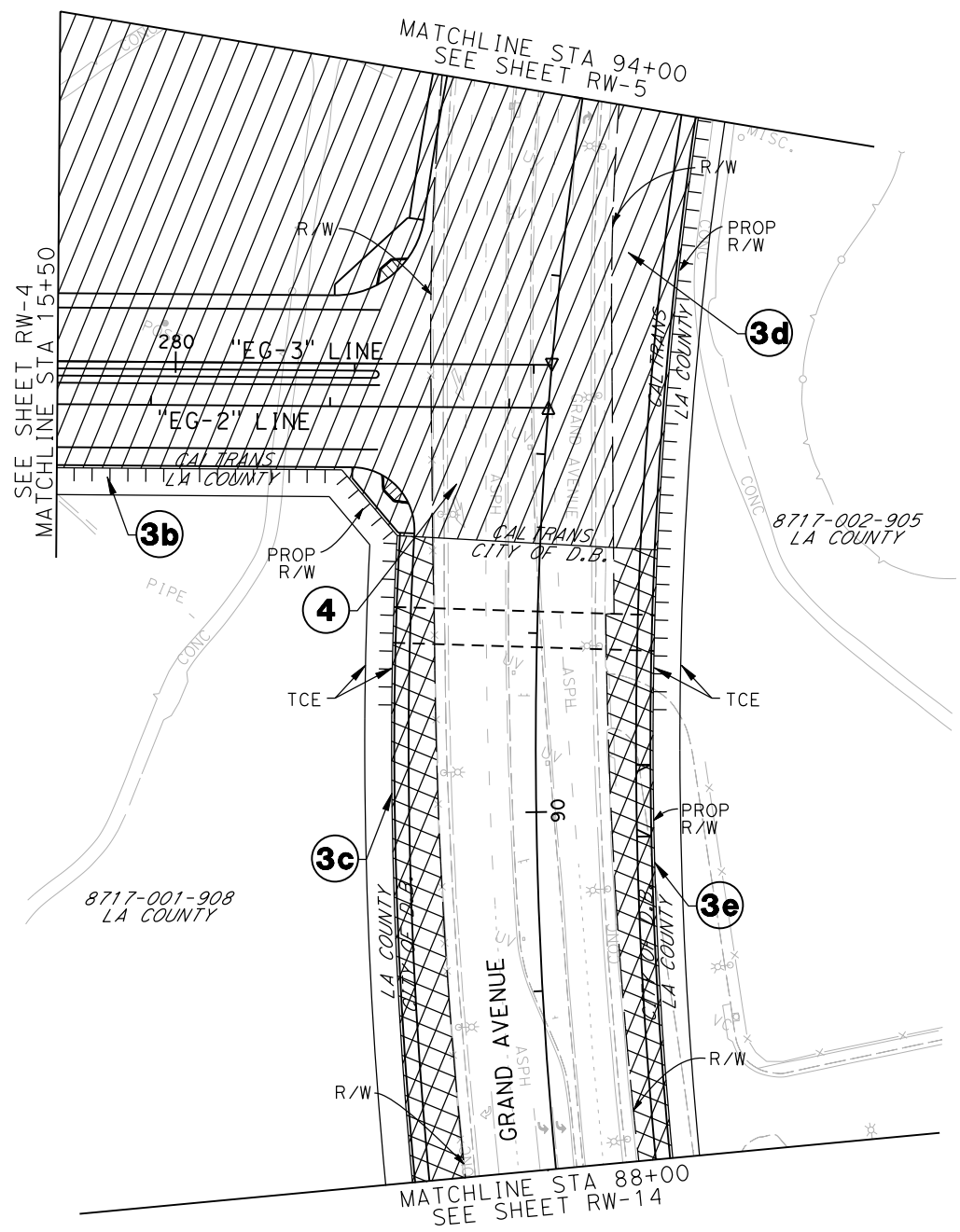
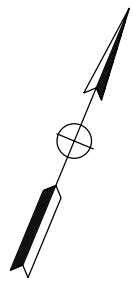


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE REVISOR

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
SCALE 1"=100'  
**RW-12**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
<b>Caltrans</b>		CHECKED BY	DATE	REVISION



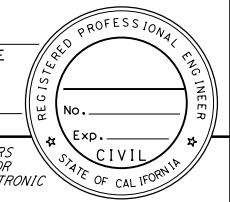
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

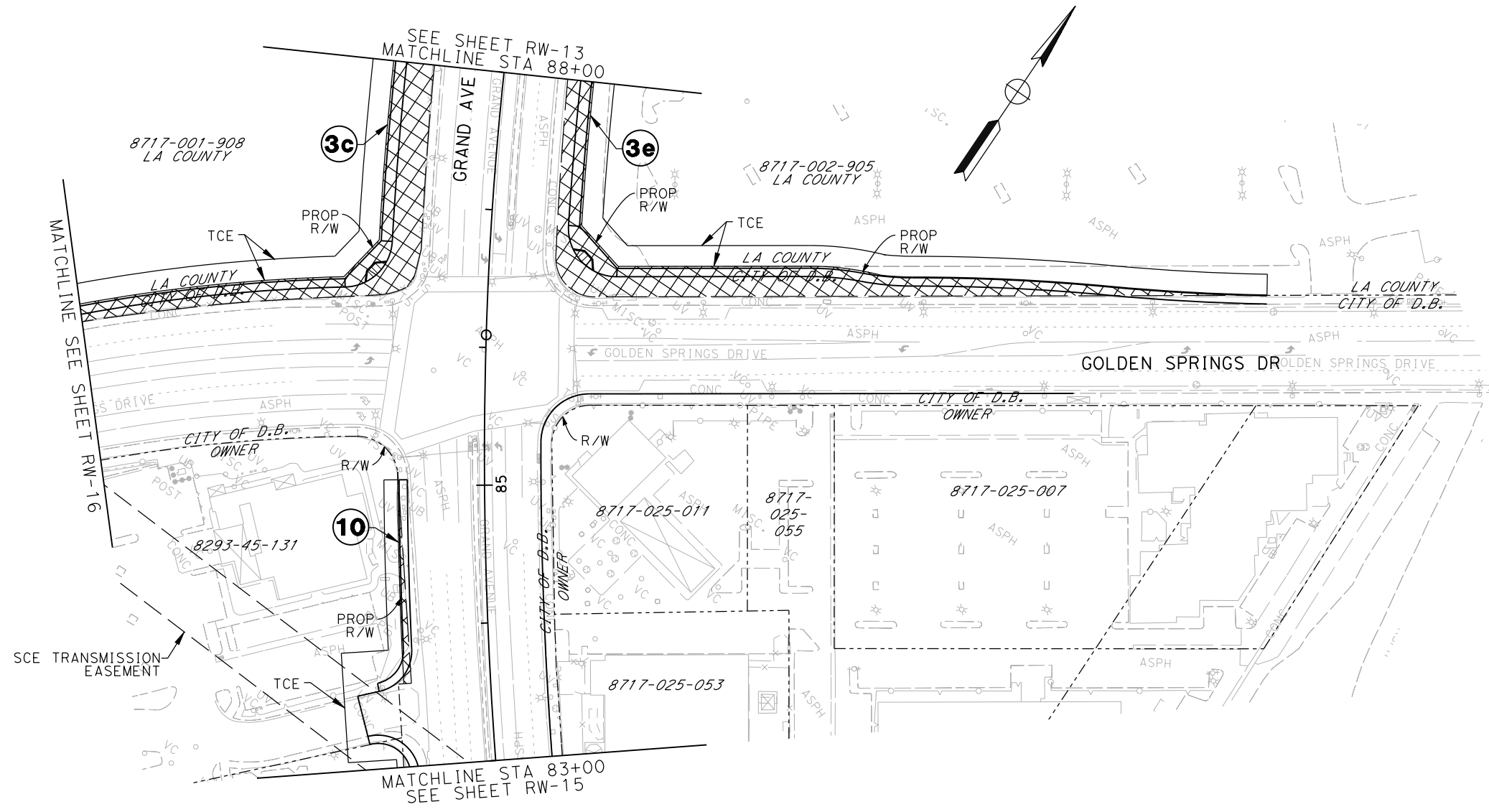
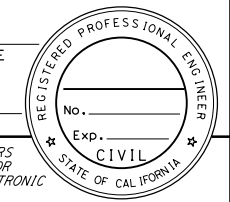
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

<b>CITY OF INDUSTRY</b> 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744	<b>CIVIL WORKS ENGINEERS</b> 3151 AIRWAY AVENUE SUITE T-1 COSTA MESA, CA 92626
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**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
SCALE 1"=100'  
**RW-13**

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		
REGISTERED CIVIL ENGINEER DATE _____					
PLANS APPROVAL DATE _____					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.</small>					
<b>CITY OF INDUSTRY</b> 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744			<b>CIVIL WORKS ENGINEERS</b> 3151 AIRWAY AVENUE SUITE T-1 COSTA MESA, CA 92626		



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE REVISOR

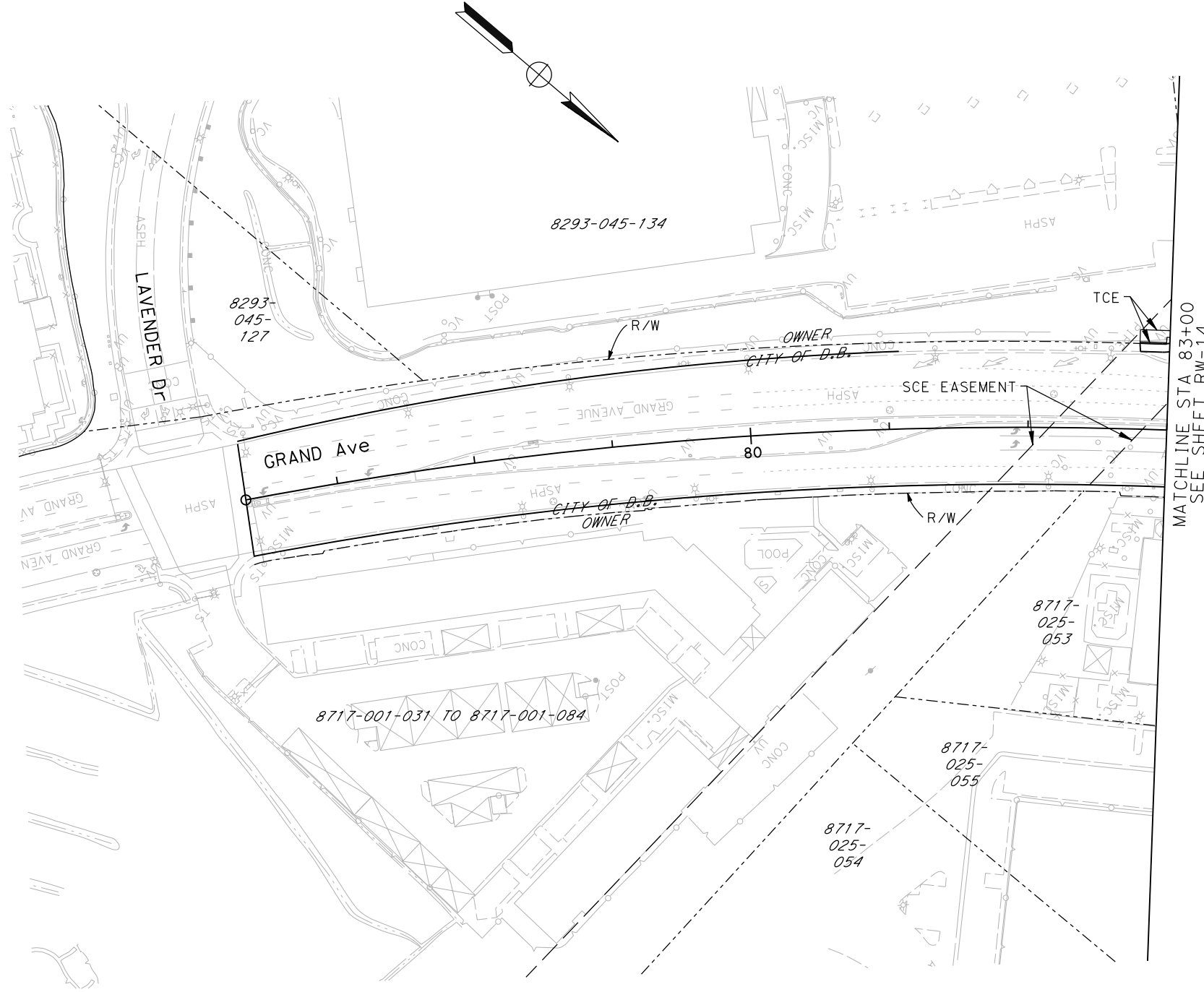
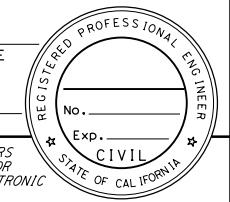
**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**

SCALE 1"=100'

**RW-14**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
<b>Caltrans</b>		CHECKED BY	DATE REVISED

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		
REGISTERED CIVIL ENGINEER DATE _____					
PLANS APPROVAL DATE _____					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.</small>					
<b>CITY OF INDUSTRY</b> 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744			<b>CIVIL WORKS ENGINEERS</b> 3151 AIRWAY AVENUE SUITE T-1 COSTA MESA, CA 92626		



**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-15**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
<b>Caltrans</b>		CHECKED BY	DATE

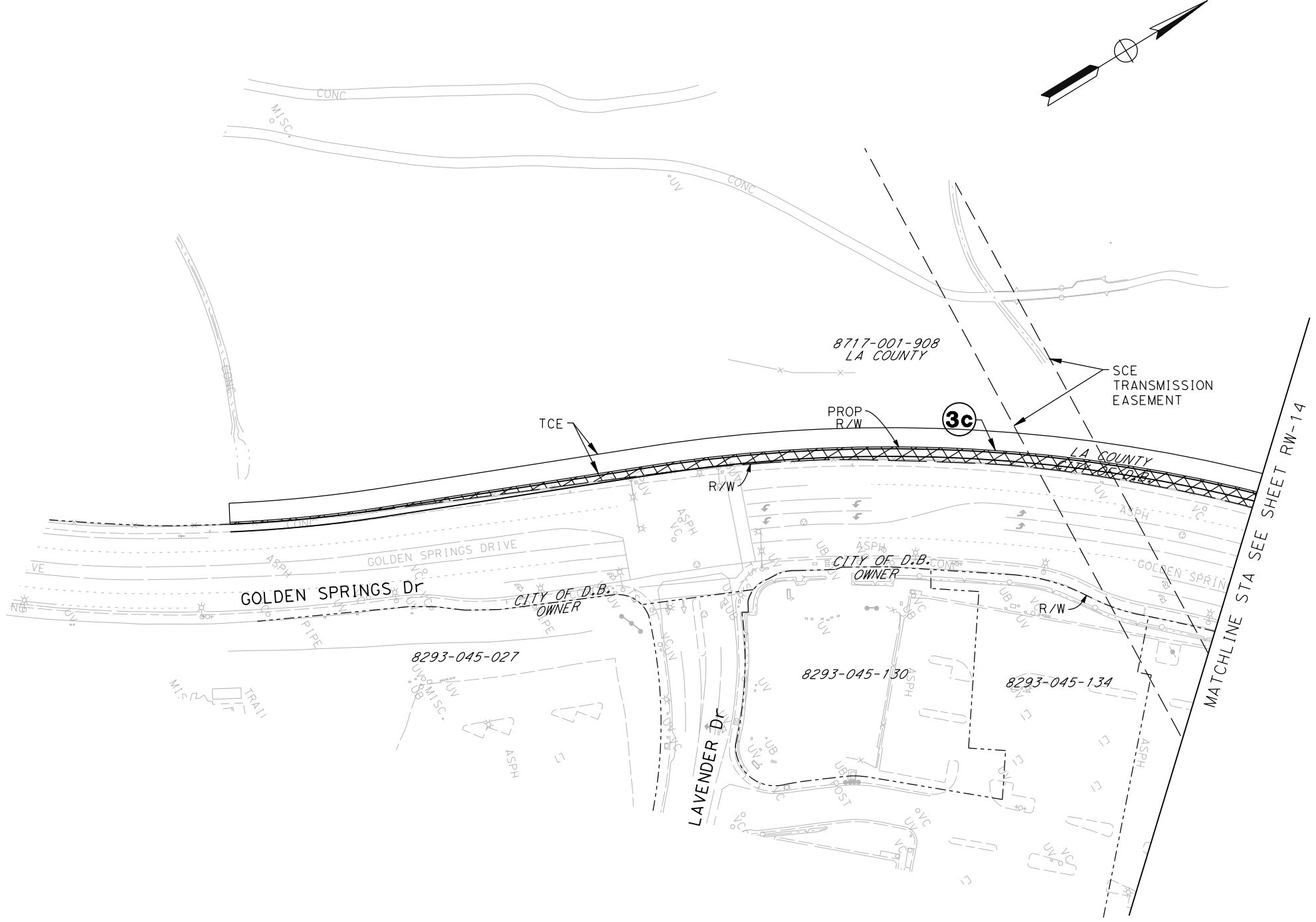
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		

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 ELECTRONIC COPIES OF THIS PLAN SHEET.

<b>CITY OF INDUSTRY</b> 15651 EAST STAFFORD STREET CITY OF INDUSTRY, CA 91744	<b>CIVIL WORKS ENGINEERS</b> 3151 AIRWAY AVENUE SUITE T-1 COSTA MESA, CA 92626
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**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-16**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**

BORDER LAST REVISED 3/1/2007

REVISED BY  
 DATE REVISED

CALCULATED-  
 DESIGNED BY  
 CHECKED BY

FUNCTIONAL SUPERVISOR

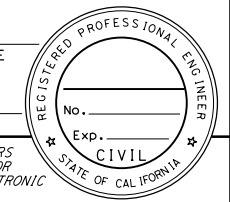
DEPARTMENT OF TRANSPORTATION

Caltrans

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	SR-57 SR-60	R4.3 / R4.8 R23.6 / R26.5		

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 ELECTRONIC COPIES OF THIS PLAN SHEET.

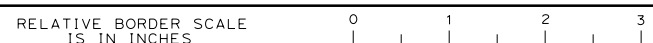


**CITY OF INDUSTRY**  
 15651 EAST STAFFORD STREET  
 CITY OF INDUSTRY, CA 91744

**CIVIL WORKS ENGINEERS**  
 3151 AIRWAY AVENUE  
 SUITE T-1  
 COSTA MESA, CA 92626

SUMMARY OF ACQUISITIONS								
OWNER	APN	ID#	SHEET #	ACQUISITION AREA		TAKE	TYPE	
				SF	ACRES			
OAK CREEK	8293-050-032	1a	2	775	0.02	PARTIAL	CT FEE	
OAK CREEK	8293-050-003	1b	2	1,770	0.04	PARTIAL	CT FEE	
AYRES HOLDINGS LT PTNSHP	8717-001-085	2	2-3	53,835	1.24	PARTIAL	CT FEE	
LOS ANGELES COUNTY	8717-001-907	3a	2-3	47,924	1.10	PARTIAL	CT FEE	
LOS ANGELES COUNTY	8719-001-908	3b	4-5, 13	261,997	6.01	PARTIAL	CT FEE	
LOS ANGELES COUNTY	8717-001-908	3c	13-14, 16	21,598	0.50	PARTIAL	CITY DB FEE	
LOS ANGELES COUNTY	8717-002-905	3d	5-7, 13	90,025	2.07	PARTIAL	CT FEE	
LOS ANGELES COUNTY	8717-002-905	3e	13-14	15,353	0.35	PARTIAL	CITY DB FEE	
CITY OF DIAMOND BAR	CITY OF DIAMOND BAR	4	5, 13	40,404	0.93	PARTIAL	CITY TO CT	
INDUSTRY URBAN DEVELOPMENT AGENCY	8719-007-907	5a	6, 12	55,275	1.27	PARTIAL	CT FEE	
INDUSTRY URBAN DEVELOPMENT AGENCY	8719-007-917	5b	12	38,013	0.87	PARTIAL	CT FEE	
INDUSTRY URBAN DEVELOPMENT AGENCY	8719-007-917	5c	12	30,454	0.70	PARTIAL	CITY IND FEE	
INDUSTRY URBAN DEVELOPMENT AGENCY	8719-007-922	5d	12	4,364	0.10	PARTIAL	CT FEE	
INDUSTRY URBAN DEVELOPMENT AGENCY	8719-007-922	5e	12	3,668	0.08	PARTIAL	CITY IND FEE	
AP DIAMOND BAR, LLC	8281-024-053	8	10	719	0.02	PARTIAL	CT FEE	
CITY OF INDUSTRY	CITY OF INDUSTRY	9	12	17,566	0.40	PARTIAL	CITY TO CT	
PERASSO TOMMY FAMILY T&M	8293-045-131	10	14	532	0.01	PARTIAL	CITY DB FEE	

**ATTACHMENT C**  
**(ALTERNATIVE 3)**  
**RIGHT-OF-WAY**  
 SCALE 1"=100'  
**RW-17**



USERNAME => \$USER  
 DGN FILE => \$REQUEST

CU 00000 EA 279100

LAST REVISION | DATE PLOTTED => \$DATE  
 00-00-00 | TIME PLOTTED => \$TIME

## **Attachment D**

# **Environmental Revalidation (Cover Sheet)**

DIST./CO./RTE.	District 07/LA/57; District 07/LA/60
PM/PM	R4.3/R4.5 & R4.5/R4.8; R23.3/R26.5
E.A. or Fed-Aid Project No.	EA 279101; EA 279111
Other Project No. (specify)	
PROJECT TITLE	State Route 57/State Route 60 Confluence at Grand Avenue Project
ENVIRONMENTAL APPROVAL TYPE	Environmental Impact Report/Environmental Assessment (EIR/EA)
DATE APPROVED	December 11, 2013
REASON FOR CONSULTATION (23 CFR 771.129)	<i>Check reason for consultation:</i> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	See attached NEPA/CEQA Re-Validation Memorandum and Environmental Commitments Record

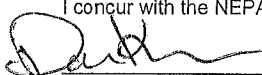
**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]


- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No
- The original document or CE is no longer valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No   
 Supplemental environmental document is needed. Yes  No   
 New environmental document is needed. Yes  No  (If "Yes," specify type: \_\_\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

  
 Signature: Environmental Branch Chief

2-18-15  
 Date

 02/18/15  
 Signature: Project Manager/DLAE Date

**CEQA CONCLUSION** : (Only mandated for projects on the State Highway System.)

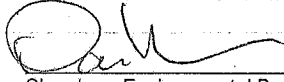
Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be  prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR:)

The CE is no longer valid. New CE is needed. Yes  No

CONCURRENCE WITH CEQA CONCLUSION

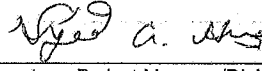
I concur with the CEQA conclusion above.



Signature: Environmental Branch Chief

2-18-15

Date



Signature: Project Manager/DLAE

2/18/15

Date

**CONTINUATION SHEET(S)**

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

**Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment**

See attached NEPA/CEQA Re-Validation Memorandum

**Changes in environmental setting, e.g., new development affecting traffic or air quality;**

See attached NEPA/CEQA Re-Validation Memorandum

**Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.**

See attached NEPA/CEQA Re-Validation Memorandum

**Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.**

See attached NEPA/CEQA Re-Validation Memorandum

**Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

See attached NEPA/CEQA Re-Validation Memorandum

**Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

See attached NEPA/CEQA Re-Validation Memorandum



**Attachment E**

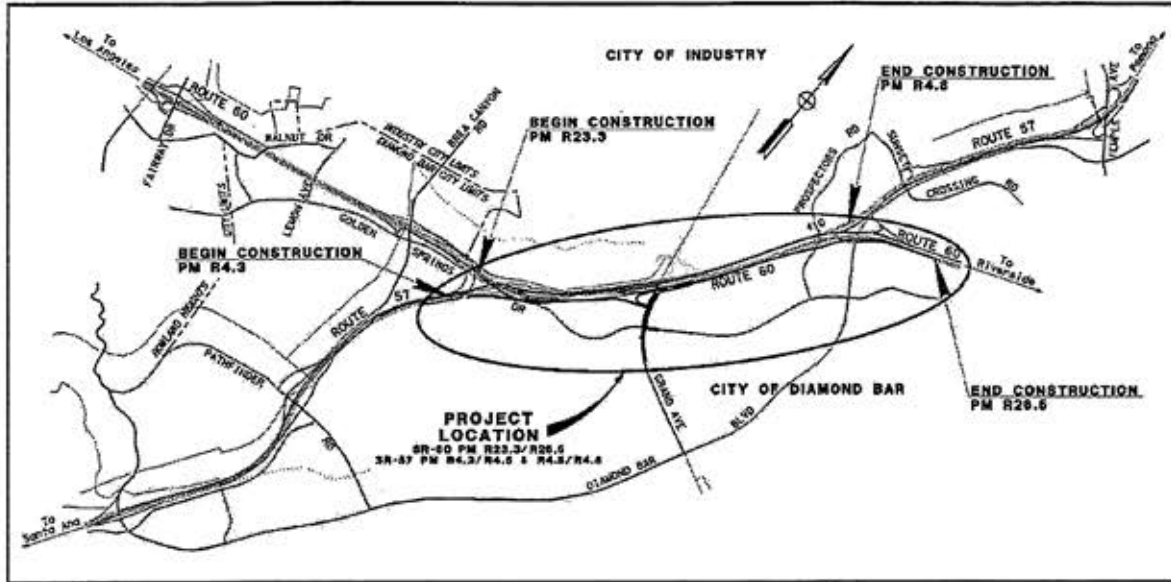
**Risk Register**

No.	Status*	ID	Risk Type	RBS Category	WBS Impacted	Critical Path Impacted?	Title	Risk Statement	Impact Description	Linear/ Non-Linear	Risk Probability	Risk Impact	Impact Consequence Cost/Time
1	Active			Gen	0.100.20		TIGER Funding	Project must meet schedule funding disbursements in order to maintain funding commitment by Federal TIGER Grant	Loss of project funds	Non-Linear	40-59%	High	Cost
2	Active			Gen	0.100.20		Metro Funding	Project must meet schedule funding disbursements in order to maintain funding commitment by METRO Grant	Loss of project funds	Non-Linear	20-39%	Moderate	Cost
3	Active			RoW	0.100.25		ROW Acquisition	Right of Way may not be acquired on time for parcel 80602 due to Hazardous Materials Celarance Rquirements	Cannot construct on parcel 80602	Linear	40-59%	High	Time
4	Active			CON	5.270		Nesting Birds	Cannot work within 50 feet of Least Bell's Viero Nests Feb 15 to Sept 1.	Work within 50 feet of nest would be delayed until the following September 1.	Non-linear	20-39%	Moderate	Time
5	Active			CON	5.270		Settlement Duration	Anticipated surcharge settlement may take longer than expected.	Increased Schedule time	Linear	20-39%	Moderate	Time
6	Active			CON	5.270		Unexpected Groundwater	Dewatering is required due to change in water table	Increased Cost	Linear	20-39%	Moderate	Time
7	Active			CON	5.270.20		Hazardous Soil	Contractor may find levels of lead in soils above regulatory threshold.	Increased Cost	Linear	20-39%	Moderate	Cost
8	Active			CON	5.270.20		Unexpected Groundwater	Dewatering is required due to change in water table	Increased cost and Schedule	Linear	20-39%	Moderate	Cost
9	Active			ESVCS	5.270.20		New 2015 Specifications	Caltrans may implement 2015 Specifications prior to advertise	Delay advertise date.	High	40-59%	Moderate	Time
10	Active			ESVCS	5.270		New 2015 Specifications	Caltrans may implement 2015 Specifications prior to advertise	Delay advertise date.	High	40-59%	Moderate	Cost
11	Active						Nearby Construction 1	Construction of Grand Avenue On-Ramp may impact contractors ability to implement traffic control as planned.	Increased Contractor Cost	Linear	20-39%	Low	Cost
12	Active						Nearby Construction 2	Construction of City of Industry Grand Avenue Widenig to the North may impact contractors ability to implement traffic control as planned.	Increased Contractor Cost	Linear	20-39%	Low	Cost

No.	Cost \$K (Low)	Cost \$K (Most Likely)	Cost \$K (High)	Probable Cost Impact (\$K)	Time in Mos (Low)	Time in Mos (Most Likely)	Time in Mos (High)	Probable Time Impact (Mos.)	Response Strategy	Response Action	Mitigation Option (Minimize Prob or Impact)	Risk Triggers	Residual Risks	Secondary Risks	Risk Interaction	Risk Owner	Comments	Last Updated	
1	10000	10000	10000	10000					Avoid	Work with Functional Units and OE and to ensure schedule and funding is maintained	Probability	RTL delayed past 12/30/15				Syed Huq		6/10/2015	
2	9330	9330	9330	9330					Avoid	Work with Functional Units and OE and to ensure schedule and funding is maintained. Keep METO informed on schedule and ask for extension if needed.	Probability	RTL delayed past 6/5/16				Syed Huq		6/10/2015	
3					0	3	10	3	Mitigate	Work closely with Caltrans ROW		Start of Construction				Brian Wallace		6/10/2015	
4					1	5	6	1.98	Avoid	Clear and Grub Sept 2 to Feb 14	Probability	Least Bell Viero nests found						6/10/2015	
5					0.5	1	1.5	0.3	Accept			Settlement time exceeded with less than anticipated settlement				Geotech		6/10/2015	
6					1	2	3	0.59	Accept	Dewater area	Impact	Water in bottom of excavation						6/10/2015	
7	10	75	200	28.03					Mitigate	Test areas of excavation during PS&E	Impact	Contractor Soil Testing						6/10/2015	
8	10	25	50	8.36					Accept	Include dewatering requirements in Specifications	Impact	Water in bottom of excavation						6/10/2015	
9					1	3	6	0.98	Accept	Coordinate with Caltrans OE to expedite RTL	Probability	Caltrans switching to 2015 Specifications						6/10/2015	
10	0.5	1	1.5	0.3					Accept	Coordinate with Caltrans OE to expedite RTL	Probability	Caltrans switching to 2015 Specifications						6/10/2015	
11	20	60	150	70					Accept	Separate Contracts by 6 months. Coordinate with Caltrans RE for on-ramp project to minimize overlapping work	Probability	Start of this project prior to adjacent Construction Project completion						6/10/2015	
12	10	40	60	35					Accept	Coordinate with City of Industry to minimize overlapping work	Probability	Start of this project prior to adjacent Construction Project completion						6/10/2015	
<b>TOTAL EXPECTED IMPACT</b>				<b>\$6396.69(K)</b>				<b>7.49 (Mos.)</b>											

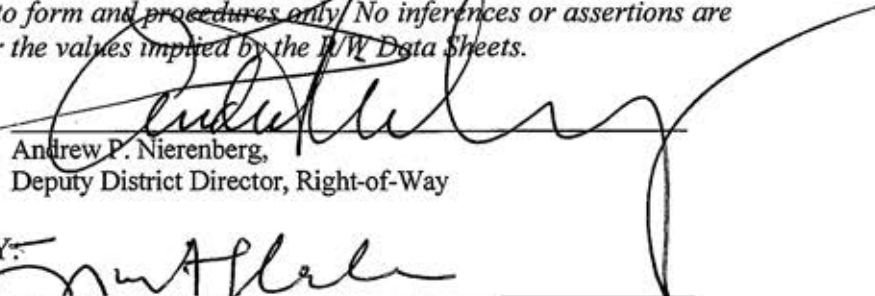
**Attachment F**  
**Project Report**


## PROJECT REPORT




On Route SR-60  
From SR-57/SR-60 West Interchange  
To 1.1 mile East of SR-57/SR-60 East Junction

*The Right-of-Way Data Sheet was completed by a consultant. I have reviewed the right-of-way information contained in this Project Report and the Right-of-Way Data Sheet attached hereto, and find the data to be complete as to form and procedures only. No inferences or assertions are made as to the validity of the data or the values implied by the R/W Data Sheets.*

  
Andrew P. Nierenberg,  
Deputy District Director, Right-of-Way

APPROVAL RECOMMENDED BY:   
Jiwanjit Palaha  
Project Manager

APPROVED BY:   
Greg Farr  
Deputy District Director, Division of Design

10-25-13  
Date