

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

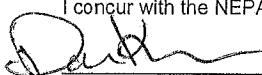
NEPA CONCLUSION - VALIDITY

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 If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]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- The original document or CE is no longer valid.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.)

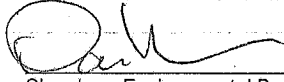
Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional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

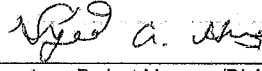
I concur with the CEQA conclusion above.



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

State Route 57/State Route 60 Confluence at Grand Avenue Project



NEPA/CEQA Re-Validation Memorandum

City of Industry; City of Diamond Bar, Los Angeles County, California

EA 279101; EA 279111

January 2015

State Route 57/State Route 60 Confluence at Grand Avenue Project

NEPA/CEQA Re-Validation Memorandum

City of Industry; City of Diamond Bar, Los Angeles County, California

EA 279101; EA 279111

STATE OF CALIFORNIA
Department of Transportation

Prepared for:
California Department of Transportation
District 7

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January 2015

TABLE OF CONTENTS

NEPA/CEQA Re-Validation Memorandum	1
Introduction and Background	1
Project Purpose and Need	3
Re-Validation Criteria.....	3
Project Changes and New Information.....	3
Changes in Project Design (e.g., Substantial Change in Scope, a New Alternative, Change in Project Alignment).....	3
Changes in Environmental Setting (e.g., New Development Affecting Resources such as Traffic or Air Quality)	4
Changes in Environmental Circumstances (e.g., a New Law or Regulation, or Change in the Status of a Listed Species)	5
Changes in Environmental Impacts of the Project (e.g., a New Type of Impact, or a Change in the Magnitude of an Existing Impact)	5
Changes to Avoidance, Minimization, and/or Mitigation Measures Since the Environmental Document was Approved.....	5
Changes to Environmental Commitments Since the Environmental Document was Approved (e.g., the Addition of New Conditions in Permits or Approvals	6
Summary and Conclusions.....	6
References	7

APPENDICES

Appendix A Environmental Commitments Record, Revised 9 January 2015

Appendix B Noise Memorandum, 21 May 2014

Appendix C Hazardous Materials Memorandum(s), December 2014

NEPA/CEQA Re-Validation Memorandum

INTRODUCTION AND BACKGROUND

This document is a re-validation of the Environmental Impact Report/Environmental Assessment (EIR/EA) prepared for the State Route 57/State Route 60 Confluence at Grand Avenue Project (proposed project) in 2013. A re-validation is prepared when 1) a project is proceeding toward the next major federal approval, 2) a project changes, or 3) three years have passed since circulation of an environmental impact statement (EIS). This re-validation looks at minor changes to construction phasing and minor design modifications to the proposed project that were made subsequent to the December 2013 project report. According to the conclusions found in this re-validation, the proposed construction phasing and design changes would not result in new or additional significant environmental impacts or increase the severity of impacts previously identified in the 2013 EIR/EA. The 2013 EIR/EA had concluded that the proposed project would not result in any unavoidable and significant adverse effects. Additionally, any potentially adverse effects would be minimized through the implementation of avoidance, minimization, and/or mitigation measures.

As a part of the proposed project, the City of Industry and the City of Diamond Bar (project proponents), in cooperation with the California Department of Transportation (Caltrans) (National Environmental Policy Act [NEPA] and California Environmental Quality Act [CEQA] lead agency), have proposed to improve traffic operations and safety on SR-57 and SR-60 at the Grand Avenue interchange. The proposed improvements are within the City of Industry and the City of 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 Blvd, and on SR-57 from 0.8 miles south of Sunset Blvd to 1.2 miles north of Pathfinder Road. The site location and project vicinity are shown in Figure 1.

Figure 1: Site Location and Vicinity Map



PROJECT PURPOSE AND NEED

Improvements to the SR-57/SR-60 confluence are needed to improve safety and operational deficiencies at the Grand Avenue interchange. The Southern California Association of Governments (SCAG) forecasts regional population and employment growth between 2008 and 2035, which is expected to result in more traffic along the SR-60 mainline and in the recently constructed HOV lanes. Forecast traffic would result in further deterioration of freeway operations on the mainline of the SR-57/SR-60 confluence in both the westbound and eastbound directions. Therefore, improvements are proposed at the SR-57/SR-60 confluence to accommodate expected traffic volumes. No change to the proposed project's purpose and need has been made in this re-validation.

RE-VALIDATION CRITERIA

According to Caltrans' Standard Environmental Reference (Environmental Handbook, Volume 1, Chapter 33), a re-validation should consider:

- Changes in project design (e.g., a substantial change in scope; a new alternative; or a change in project alignment)
- Changes in environmental setting (e.g., new development affecting traffic or air quality)
- Changes in environmental circumstances (e.g., a new law or regulation; change in the status of a listed species)
- Changes in the environmental impacts of the project (e.g., a new type of impact, or a change in the magnitude of an existing impact)
- Changes in the avoidance, minimization, and/or mitigation measures since the environmental document was approved
- Changes in the 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)

PROJECT CHANGES AND NEW INFORMATION

Changes in Project Design (e.g., Substantial Change in Scope, a New Alternative, Change in Project Alignment)

Changes to the project do not involve major design changes, but rather, are the result of changes to how and when the project would be constructed. The construction scenarios of the build alternatives in the originally proposed project and environmental document anticipated to begin construction in the fall of 2014 and end by the fall of 2017. Construction is now expected to begin in the summer of 2015 and end in the winter of 2018.

Design features of the preferred alternative in the proposed project and EIR/EA include a new bypass off-ramp to Grand Avenue for eastbound SR-60, an eastbound auxiliary lane in between the Grand Avenue off-ramp and the additional lane near the SR-57 diverge at the east end, a new bypass connector to eastbound SR-60 at the east end of the confluence, a westbound

auxiliary lane and off-ramp to Grand Avenue, and general improvements along Grand Avenue such as roadway widenings and the addition of pedestrian walkways. The design features also include the replacement of the Grand Avenue overcrossing, partial right-of-way takes and easements, highway plantings, and the construction of noise barriers and retaining walls. These elements remain a part of the project as currently proposed. The currently proposed project would also still involve clearing, excavation, grading, and other site preparation activities prior to structural work and paving with on-site construction staging to occur just north of the westbound SR-60/southbound SR-57 Grand Avenue on- and off-ramps. However, the project now proposes that construction activities be divided into two construction segments to match the available funding. These segments have been developed to maximize project benefits and minimize reconstruction between segments.

- Segment I proposes to construct the westbound SR-60 improvements and move the westbound SR-60 intersection with Grand Avenue.
- Segment II proposes to construct the Grand Avenue and Golden Springs Drive intersection improvements, Golf Course Re-Configuration, and the eastbound SR-60 and northbound SR-57 improvements along with the Grand Avenue OC reconstruction.

Additionally, the preferred alternative has been refined based on revised standards and a more detailed ground survey. They include:

- Reconstruction of approximately 500 feet of soundwall adjacent to the westbound SR-60 immediately west of Prospector Rd OC
- Reconstruction of 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 high-occupancy vehicle (HOV) preferential ramp meter lanes
- Elimination of the southbound Grand Avenue HOV left turn lane to westbound SR-60 loop on-ramp

The aforementioned soundwall relocation would be the removal and reconstruction of approximately 500 feet of the existing 16-foot-tall soundwall along the westbound SR-60 near Prospector Road. The top of wall elevations will match the existing wall, and a detailed survey of the area showed the existing noise wall would be within the proposed 10' shoulder. Noise analysis was conducted comparing the existing wall with the proposed wall location, assuming the top of wall elevation is not changed. The analysis shows there are essentially no changes in noise levels due to the wall relocation according to the Memorandum dated May 12, 2014 and attached as Appendix B.

There are no changes to in the right-of-way and easement acquisitions. The total right-of-way costs include all acquisitions, utility relocations, relocation expenses, demolition costs, and title and escrow fees, which are still estimated at approximately \$38,749,000.

Changes in Environmental Setting (e.g., New Development Affecting Resources such as Traffic or Air Quality)

There were 44 planned or approved projects identified in the cities of Industry and Diamond Bar in the proposed project vicinity at the time of the preparation of the environmental document. No new projects have been introduced since the original environmental document's approval on December 11, 2013 such that the environmental setting has changed substantially or need be reconsidered.

The Southern California Association of Governments (SCAG) confirmed that changes to the scope and design of the proposed project would not impact the modeling of the project or any of the air conformity analysis completed on the project to date (Avant-Garde 2014).

Changes in Environmental Circumstances (e.g., a New Law or Regulation, or Change in the Status of a Listed Species)

No changes to state or federal laws pertaining to scenic resources have been introduced, nor have any nearby roadways been designated as Scenic by Caltrans or the cities' general plans. Similarly, there have been no changes to state or federal agricultural land use regulations; regulations pertaining to geologic resources, geologic hazards, or mineral resources; land use regulations/designations or zoning ordinances; noise-related laws, ordinances, and regulations; regulations related to traffic and circulation; regulations related to population and housing, public services, or parks and recreation; or regulations related to any other resource area evaluated in the original environmental document. Thus, there have been no new changes to laws or regulations since the adoption of the original environmental document in December of 2013 such that the environmental circumstances have changed substantially and need be reconsidered.

Changes in Environmental Impacts of the Project (e.g., a New Type of Impact, or a Change in the Magnitude of an Existing Impact)

As a part of the previously proposed project, traffic noise levels and impacts were evaluated to identify land uses that could be subject to traffic and construction noise impacts resulting from the proposed project. A field noise investigation was conducted to describe and document existing noise conditions and evaluate noise abatement where frequent human use occurs and where a reduced noise level would be beneficial. Since, as mentioned, the top of the sound wall elevations will match the existing sound wall, and a detailed survey of the area showed the existing noise wall would be within the proposed 10' shoulder, these alignment changes, included in the updates to the proposed project, would not create a perceptible difference in the noise impacts to sensitive receptors. The noise memo is included as Appendix B.

Thus, no changes in environmental impacts are anticipated as a result of the changes in project design and construction phasing.

Changes to Avoidance, Minimization, and/or Mitigation Measures Since the Environmental Document was Approved

An environmental commitments record, including complete descriptions of each measure, has been attached to this re-validation memorandum.

A hazardous materials memorandum was prepared by RBF Consulting in December of 2014 to clarify which recommendations presented in the approved hazardous materials documentation are applicable to the State Route (SR) 60 Westbound Off-Ramp Segment I, Post Miles R24.4 to R25.3, of the project. Upon initiation of the PS&E phase for Segment II, a Phase I Initial Site Assessment (ISA) Update would be required for Segment II and submitted to Caltrans for review and approval.

RBF's site visit concluded that surrounding uses have not changed since the previously approved hazardous materials documentation. However, the following modified

recommendation has been included, in addition to the recommendations outlined in the previously approved hazardous materials documentation, based on the follow-up site visit in June of 2014. The following will be added as Mitigation Measure HAZ-8, to the project's existing Environmental Commitments Record, included in Appendix A.

HAZ-8: A qualified hazardous materials consultant with Phase II and Phase III experience should conduct appropriate sampling during the PS&E phase to verify if the off-site properties 525 Grand Avenue and the Valley Land Development Company Landfill (VLDL) have resulted in contamination to groundwater underlying Segment I (particularly in areas proposed for dewatering). Should contamination be present (that would present a safety hazard to construction workers during dewatering), the consultant shall provide a Worker Safety Plan to ensure worker safety. The hazardous materials memo is included as Appendix C.

Changes to Environmental Commitments Since the Environmental Document was Approved (e.g., the Addition of New Conditions in Permits or Approvals

Table 3 provides a summary of the permits and approvals required. No additional permits or approvals will be required since the original environmental document was approved.

Table 3: Summary of Permits & Approvals

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

SUMMARY AND CONCLUSIONS

As mentioned, this re-validation looks at minor design modifications to the proposed project that were made subsequent to the December 2013 project report. These improvements to the SR-57/SR-60 confluence at the Grand Avenue interchange to improve safety and operational deficiencies are not expected to result in considerable changes to the potential impacts and related abatement measures of the currently proposed project. It is recommended that the project revalidation be approved and that the project proceed to the design phase.

REFERENCES

City of Industry Meeting Notes: 57-60 Confluence Project. Avant-Garde. 2014.

SR-57/SR-60 Confluence at Grand Avenue Improvement Project, Post Miles R24.4 to R25.3 – Hazardous Materials Memorandum. RBF Consulting. 2014.

Westbound SR 57 Existing Soundwall Replacement – Noise modeling results. ICF International. 2014.

APPENDIX A: ENVIRONMENTAL COMMITMENTS RECORD, REVISED 9 JANUARY 2015

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
	BIOLOGY								
BIO 1	Native Trees	Department; County of Los Angeles; City of Industry; City of Diamond Bar; Construction Contractor					BIO-1: Native trees, including coast live oak present within the existing Caltrans landscaped areas, that require removal shall be replaced in proximity to the BSA as follows: Mark and replace all native trees greater than 6 inch diameter at breast height (dbh) (4.5 feet above surrounding grade) with the same species at a 1:1 ratio. Source materials should be of the same subspecies and/or variety locally present and from seeds or cuttings gathered within coastal southern California to ensure local provenance. Locations for the tree planting include the Caltrans right-of-way, Diamond Bar Golf Course, and the downstream portion of Diamond Bar Creek owned by the City of Industry.		
BIO 2	Tree Removal	Department; County of Los Angeles; City of Diamond Bar; Construction Contractor		Native trees shall be marked prior to Construction and replaced prior to the completion of Construction.			BIO-2: The City of Diamond Bar's Tree Removal Permit process shall be applicable for the removal of any native trees outside of the freeway right-of-way. All removed native trees located outside of Caltrans landscaped areas shall be replaced as follows: Mark and replace all native trees greater than 6 inch diameter at breast height (dbh) (4.5 feet above surrounding grade) with the same species at a 2:1 ratio. Source materials should be of the same subspecies and/or variety locally present and from seeds or cuttings gathered within coastal southern California to ensure local provenance. Locations for the tree planting include the Caltrans right-of-way, Diamond Bar Golf Course, and the downstream portion of Diamond Bar Creek owned by the City of Industry.		
BIO 3	Construction	Department; Resource Agencies; Construction Contractor		During Construction			BIO-3: To the extent feasible, construction activities shall occur outside the rainy season (October to May) to ensure that erosion caused by construction activities does not occur and that sedimentation is not deposited within the storm drain system or any adjacent drainages. If construction occurs during the rainy season, appropriate erosion and storm water control devices shall be in place and maintained throughout the rainy season. Additional measures may be imposed subject to the concurrence of the resource agencies (including USACE, CDFG, and RWQCB) and may entail one or more of the following options in order of preference: 1) onsite creation or enhancement of riparian habitat; 2) offsite creation or enhancement of riparian habitat; and/or 3) participation in an established offsite mitigation bank program. The appropriate mitigation ratio would be determined in coordination with the resource agencies based on the quality of jurisdictional resources to be affected.		
BIO 4	Construction	Department; City of Industry; US Army Corps of Engineers; Construction Contractor		Concurrent with the initiation of construction			BIO-4: Concurrent with the initiation of construction, permanent impacts on WoUS and wetlands shall be offset through replacement within the downstream portion of Diamond Bar Creek owned by the City of Industry at a minimum ratio of 2:1.		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
BIO 5	Habitat Mitigation Monitoring Plan	Department; Qualified Biologist; US Army Corps of Engineers; California Department of Fish and Game		Prior to Construction			BIO-5: A Habitat Mitigation Monitoring Plan (HMMP) shall be prepared and approved by USACE and CDFG prior to the commencement of construction within jurisdictional waters. At a minimum, the HMMP will meet the following criteria: The habitat shall be replaced and/or enhanced at a minimum 2:1 ratio. The HMMP shall identify a success criterion of at least 80 percent cover of native riparian vegetation for replaced habitat. Further criteria specified in the HMMP shall include a 5-year establishment period for the replacement habitat, regular trash removal, and regular maintenance and monitoring activities to ensure the success of the mitigation plan.		
BIO 6	Permit	Department; US Army Corps of Engineers		Prior to Construction			BIO-6: A nationwide permit shall be obtained through the USACE prior to obtaining grading permits, pursuant to Section 404 of the Clean Water Act.		
BIO 7	Streambed Alteration	Department; California Department of Fish and Game		Prior to Construction			BIO-7: A streambed alteration notification shall be submitted and authorization from the CDFG shall be obtained prior to obtaining grading permits.		
BIO 8	Certification from Region 4	Department; Regional Water Quality Control Board		Prior to Construction			BIO-8: A certification or waiver from the Region 4 RWQCB shall be obtained prior to the initiation of construction.		
BIO 9	Grubbing of Vegetation	Department; Construction Contractor; Qualified Biologist		Prior to Construction			BIO-9: Grubbing of vegetation shall occur outside of the raptor nesting season, generally defined as January 15 to September 15, to avoid potential impacts on nesting birds. However, work may occur during the nesting season if a preconstruction nest survey is conducted by a qualified biologist. The surveys shall be conducted no more than 3 days prior to the start of work to protect native nesting birds. The survey shall be conducted within the proposed impact area and adjacent suitable habitat up to 500 feet outside the BSA. Should nesting raptors be present, no work shall be conducted in that area until the young have fledged and will no longer be affected by the project, as determined by the qualified biologist.		
BIO 10	Construction Staging	Department; Construction Contractor		Prior to and during construction			BIO-10: On-site construction staging would occur just north of the westbound SR-60/southbound SR-57 near the Grand Avenue on- and off-ramps. Additional equipment storage may occur south north of the westbound SR-60/southbound SR-57 Grand Avenue on-ramp, however, no rock crushing would occur at that location to avoid potential adverse noise impacts to birds nesting along Diamond Bar Creek."		
BIO 11	Construction	Department; Construction Contractor		Daily during construction			BIO-11: Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds (before mobilizing to arrive at the site and before leaving the site).		
BIO 12	Construction	Department; Construction Contractor		Daily during Construction			BIO-12: Trucks with loads carrying vegetation shall be covered, and vegetative materials removed from the site shall be disposed of in accordance with all applicable laws and regulations.		
	VISUAL/LANDSCAPE								

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
VIS 1	Landscape and Plant Design	Department; County of Los Angeles; City of Diamond Bar; Construction Contractor		Prior to Construction			VIS-1 Removed trees and vegetation within Diamond Bar Golf Course shall be replaced with landscaping that is compatible to the surrounding area and similar to the existing landscaping. Landscaping shall also be installed along the golf course face of the proposed soundwall and along the Diamond Bar Golf Course edges of the freeway and Grand Avenue interchange to buffer views. The City of Diamond Bar, County of Los Angeles Department of Parks and Recreation, and the Caltrans District Landscape Architect shall cooperatively determine the landscape reconfiguration of Diamond Bar Golf Course in this area.		
VIS 2	Landscape and Plant Design	Department; City of Diamond Bar; Construction Contractor		Prior to the completion of Construction			VIS-2 Landscaping shall be installed within the Grand Avenue median and along the disturbed portions of Grand Avenue and Golden Springs Road, where feasible. Landscaping shall be compatible with that of the surrounding area and selected in consultation with the City of Diamond Bar and the Caltrans District Landscape Architect.		
VIS 3	Landscape and Plant Design	Department; Construction Contractor		Prior to the completion of Construction			VIS-3 To maintain the context of the project area (e.g., color, form, and texture), the project shall install landscaping that is compatible with the existing landscaping along disturbed portions of SR-57/SR 60 through the project site. Landscaping shall include shrub/groundcover mass planting (where feasible) and landscape treatment along walls (where feasible) to soften the hardscape features from the walls. The landscape concept, plan, and plant palette shall be determined in consultation with, and approved by, the Caltrans District Landscape Architect during the Plans, Specifications, and Estimate (PS&E) phase and shall be consistent with all water quality treatment requirements for the project. The Caltrans District Landscape Architect shall review and approve the planting plan to avoid the use of invasive plant species. Erosion control plant species utilized shall be determined in consultation with, and approved by, the Caltrans District Landscape Architect to ensure that the mix and application strategy is appropriate for the specific soil composition of the area.		
VIS 4	Landscape treatment with Freeway corridor	Department; Construction Contractor		Prior to Construction			VIS-4 To increase the unity of the freeway corridor, landscape and/or architectural treatments (e.g., color, texture) for the freeway-facing side of the proposed soundwall along Diamond Bar Golf Course shall be applied and determined in consultation with the Caltrans District Landscape Architect during the PS&E phase.		
VIS 5	Construction Lighting	Department; Construction Contractor		Prior to Construction			VIS-5 Construction lighting types, plans, and placement shall be reviewed at the discretion of the Caltrans District Landscape Architect to minimize light and glare impacts on surrounding sensitive uses.		
	CULTURAL RESOURCES								

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
CUL 1	Environmentally Sensitive Areas for Archaeological Resources	Department; Construction Contractor; Qualified Archaeologist		During Construction			<p>CUL-1: A qualified professional archaeologist shall monitor the initial phase of ground disturbing activities for the project. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are inadvertently discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find. Caltrans District 7 shall be immediately notified. At the direction of Caltrans, a qualified archaeologist shall assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. If required, recovery of significant archaeological deposits shall occur using standard archaeological techniques, including manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover scientifically consequential information from and about the archaeological resource. If, during cultural resources monitoring, the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist shall specify that monitoring be reduced or eliminated.</p>		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

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Cul 2	Human Remains	Department; Construction Contractor		During Construction			<p>CUL-2: If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment must occur as prescribed by law. If the coroner determines the remains to be Native American, the coroner must contact the NAHC within 24 hours. If Native American human remains are discovered during project construction, it will be necessary to comply with state laws related to Native American burials, which are under the jurisdiction of the NAHC (PRC Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) makes a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in PRC Section 5097.98, or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified by the commission. In consultation with the most likely descendant, the project archaeologist and the project proponent shall determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation shall be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the project proponent shall determine a course of action regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.</p>		
PALEONTOLOGY									

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
CUL 3	Monitoring for Paleontology	Department; Construction Contractor; Qualified Paleontologist		Prior to and during construction			<p>CUL-3: A qualified paleontologist shall produce a Paleontological Monitoring and Mitigation Plan for the proposed project and supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within geologically sensitive sediments. Surface grading or shallow excavation in the younger Quaternary alluvium exposed in the lower lying portions of the proposed project area is unlikely to encounter any significant vertebrate fossils. However, deeper excavations in those areas, as well as any excavations in the bedrock Puente Formation deposits exposed in the elevated portions of the proposed project area, will, in all likelihood, uncover significant fossil vertebrate remains. Most of the fossil fish from the Puente Formation are quite small, so monitoring shall include close inspection of the rocks. The qualified paleontologist shall retain the option of reducing monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not present or, if present, are determined by qualified paleontological personnel to have a low potential to contain fossil resources. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made. If potentially significant paleontological resources are discovered during ground-disturbing activities, work shall stop within 50 feet of the find. To prevent construction delays, paleontological monitors would be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data.</p>		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
							This equipment would include handheld global positioning system receivers and digital cameras as well as a tool kit with specimen containers, matrix sampling bags, field labels, field tools (awls, hammers, chisels, shovels, etc.), and plaster kits. At each fossil locality, field data forms would be used to record pertinent geologic data, stratigraphic sections would be measured, and appropriate sediment samples would be collected and submitted for analysis. The collected fossils would be transported to a paleontological laboratory for processing where they would be prepared to the point of identification, identified by qualified experts, and listed in a database to facilitate analysis. Significant specimens would be deposited in a designated paleontological curation facility, such as the Natural History Museum of Los Angeles County. The qualified paleontologist would prepare a final monitoring and mitigation report to be filed, at a minimum, with the project proponent, Caltrans, and the repository. The final report would include a discussion of the results of the mitigation and monitoring program; an evaluation and analysis of the fossils collected, including an assessment of their significance, age, and geologic context; an itemized inventory of fossils collected; a confidential appendix of locality and specimen data with locality maps and photographs; an appendix of curation agreements and other appropriate communications; and a copy of the project-specific paleontological monitoring and mitigation plan.		
COMMUNITY/SOCIAL									
COM 1	Construction-related traffic	Department; City of Industry; City of Diamond Bar; Construction Contractor		Prior to Construction			COM-1: The project shall develop and implement a Transportation Management Plan (TMP) to reduce construction-related traffic impacts on public services, community facilities, and pedestrian circulation. The TMP would be prepared during the PA/ED and PS&E phases for implementation during construction to mitigate the traffic impacts caused by construction of the proposed project. The TMP will identify potential measures as public awareness, changeable message signs (CMS), and Construction Zone Enhanced Enforcement Program (COZEEP) because night closure of SR-60/SR-57 would be required.		
UTILITIES									
UT 1	General	Department		Prior to construction			UT-1: Design, construction, and inspection of utilities that will need to be relocated for the project would be undertaken in accordance with Caltrans requirements. The Department will coordinate with the affected service provider in each instance to ensure that work is during times of low demand and in accordance with the appropriate requirements and criteria. Affected businesses and residents will be notified prior to disruption.		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
UT 2	Utility Providers Coordination	Department		Prior to construction			UT-2: Coordination with the utility providers will be initiated during the through final design and construction, consistent with Caltrans requirements.		
UT 3	Utility Rerouting	Department		Prior to construction			UT-3: Coordination efforts will include planning utility rerouting, identifying potential conflicts, ensuring that construction of the proposed project minimizes disruption to utility operations, and formulating strategies for any unanticipated problems that may arise during construction.		
UT 4	Emergency Service Providers	Department		Prior to and during Construction			UT-4: Caltrans will coordinate with emergency service providers to avoid emergency service delays by ensuring that all providers are aware well in advance of temporary road closures and detours.		
NOISE ATTENUATION									
NOI 1	Sound Control	Department; City of Industry; City of Diamond Bar; Construction Contractor		Prior to and during Construction			NOI-1: Sound control shall conform to the provisions in Section 14-8.02, "Noise Control," of Caltrans' <i>Draft 2010 Standard Specifications and Special Provisions</i> , which states the following: "Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. Use an alternative warning method instead of a sound signal unless required by safety laws. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler." This requirement in no way relieves the contractor from responsibility for complying with local ordinances regulating noise levels. The noise level requirement shall apply to the equipment on the job or related to the job, including trucks, transit mixers or transient equipment that may or may not be owned by the contractor. The use of loud signals shall be avoided in favor of light warnings, except those required by safety laws for the protection of personnel. Full compensation for conforming to the requirements of this section shall be considered as included in the prices for the various contract items of work involved, and no additional compensation will be allowed. As directed by Caltrans, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources. The following Standard Special Provision (SSP) will be edited specifically for this project during the PS&E phase. The content of SSP-S5-310 can be found at the following link: http://pd.dot.ca.gov/env/noise/html/noise_sp.htm .		
HAZARDOUS MATERIALS INVESTIGATION/TREATMEN									

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
HAZ 1		Department; Construction Contractor		Prior to Construction			HAZ-1: Prior to construction (during PS&E), aerially deposited lead surveys and testing shall be conducted so that special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if any aerially deposited lead is present) to ensure compliance with applicable regulations. If aerially deposited lead is found above the minimum regulatory levels, Lead Compliance Plan requirements will be incorporated into the PS&E specifications.		
HAZ 2	Lead based Paints	Department; Construction Contractor		Prior to Construction			HAZ-2: Because of the age of the on-site structures (including bridge structures), lead-based paints (LBPs) may be present. LBPs shall be tested during the PS&E phase of the project. In addition, should construction activities result in the removal of yellow paint or thermoplastic traffic stripes, the age of the traffic striping shall be determined prior to construction. It shall also be determined whether lead and/or chromium are present. If present, Lead Compliance Plan requirements shall be incorporated into the PS&E specifications. LBPs shall be disposed of at an appropriate permitted disposal facility should renovation or demolition occur. If paint is separated (e.g., chemically or physically) from building material during demolition of the bridge structure(s), the paint waste shall be evaluated independently from the building material to determine its proper management. According to DTSC, if paint is not removed from the building material during demolition (and is not chipping and peeling), the material could be disposed of as construction debris (a non-hazardous waste). It is recommended that the landfill operator be contracted in advance to determine any specific requirements he may have regarding the disposal of LBPs.		
HAZ 3	Asbestos Survey	Department; Construction Contractor		Prior to Construction			HAZ-3: Should renovation or demolition occur, pursuant to SCAQMD regulations, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act- (AHERA-) and Cal/OSHA-certified building inspector to determine the levels of asbestos in structures (including bridge structures) during the PS&E phase.		
HAZ 4	Contaminated Groundwater	Department; Construction Contractor		Prior to Construction			HAZ-4: A groundwater and soil site investigation shall be conducted during the design (PS&E) phase. Following the site investigation, a comprehensive site mitigation work plan for handling contaminated groundwater and soil will be incorporated to the construction guidance document.		
HAZ 5	Relocation of Transformers	Department; Construction Contractor		Prior to Construction			HAZ-5: Relocation of any transformers and/or high-voltage power boxes during site construction/demolition shall be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding potential PCBs. The underlying soils shall be sampled by a qualified hazardous materials specialist during the PS&E phase.		
HAZ 6	Unknown Wastes or Suspect Materials	Department; Construction Contractor		Prior to Construction			HAZ-6: Treated wood from removed sign posts, guardrail posts, etc., shall be handled in accordance with Caltrans Special Provision 14-11.09. Furthermore, a hazardous waste contingency plan for handling unknown materials discovered during construction shall be prepared and included as part of the construction document.		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
HAZ 7	Project Site Investigation	Department; Construction Contractor		Prior to Construction			HAZ-7: A project-specific (site-wide) site investigation (SI) will be conducted during the PS&E phase. The SI shall include the proposed comprehensive aerially deposited lead testing as well as any recognized environmental conditions (RECs) or impacts identified on any properties in existing Caltrans rights-of-way or on properties dedicated to Caltrans. The scope of the SI will include sampling and analysis of soil within the construction footprint as well as research of existing regulatory documentation to determine if any groundwater contamination plumes have affected the project area or have the potential to affect the project area. Any RECs identified must be remediated prior to dedicating the property to Caltrans.		
HAZ 8	Project Site Investigation	Department; Construction Contractor		Prior to Construction			HAZ-8: A qualified hazardous materials consultant with Phase II and Phase III experience should conduct appropriate sampling during the PS&E phase to verify if the off-site properties 525 Grand Avenue and the Valley Land Development Company Landfill (VLDL) have resulted in contamination to groundwater underlying Segment I (particularly in areas proposed for dewatering). Should contamination be present (that would present a safety hazard to construction workers during dewatering), the consultant shall provide a Worker Safety Plan to ensure worker safety.		
	WATER QUALITY REQUIREMENTS								

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
WQ 1	Stormwater Pollution Prevention Plan (SWPPP)/Water Pollution Control Program (WPCP)	Department; Construction Contractor		Prior to Construction			<p>WQ-1: In order to minimize potential water quality impacts, Caltrans' SWMP and NPDES permit require that all projects incorporate BMPs into their design to address pollutants of concern. During the construction of the project, the following BMPs shall be considered for implementation:</p> <ul style="list-style-type: none"> Temporary Sediment Control Silt Fence Sandbag Barrier Straw Bale Barrier Fiber Rolls Gravel Bag Berm Check Dam Desilting Basin Sediment Trap Sediment/Desilting Basin Temporary Soil Stabilization Hydraulic Mulch Hydroseeding Soil Binders Straw Mulch Geotextiles, Mats/Plastic Covers and Erosion Control Blankets Wood Mulching Scheduling Preservation of Existing Vegetation Temporary Concentrated Flow Conveyance Controls Earth Dikes/Drainage Swales and Lined Ditches Outlet Protection/Velocity Dissipation Devices Slope Drains Streambank Stabilization Temporary Stream Crossing Clear Water Diversion Wind Erosion Control 		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
							Paving Operations Sediment Tracking Control Street Sweeping and Vacuuming Stabilized Construction Roadway Entrance/Outlet Tire Wash Waste Management Spill Prevention and Control Solid Waste Management Hazardous Waste Management Contaminated Soil Management Concrete Waste Management Sanitary/Septic Waste Management Liquid Waste Management Materials Handling Material Delivery, and Storage Material Use Vehicle and Equipment Operations Vehicle and Equipment Cleaning Vehicle and Equipment Fueling Vehicle and Equipment Maintenance Stockpile Management Water Conservation Practices Potable Water/Irrigation Dewatering Operations Illicit Connection/Illegal Discharge Detection and Reporting Storm Drain Inlet Protection Stabilized Construction Entrance/Exit		
WQ 2	Treatment Control BMPs	Department; Construction Contractor		Prior to Construction			WQ-2: In order to minimize operational impacts, and in compliance with Caltrans' NPDES Permit, treatment control BMPs shall be designed per the guidance in the Caltrans PPDG. The technologies to address the anticipated constituents for the project (particulate and dissolved metals, total suspended solids, litter, and biochemical oxygen demanding substances) shall be considered in the following order: <ul style="list-style-type: none"> • Infiltration devices • Biofiltration Strips • Dry Weather Flow Diversions • Gross Solids Removal Devices (GSRDS) • Media Filters (Austin Sand Filter and Delaware Filter) • Wet Basin • Biofiltration Swale • Detention Device • Multi-Chamber Treatment Trains 		
OTHER									
GEO 1	Geology	Department; Construction Contractor		Prior to Construction			GEO-1: The project shall comply with local and state building codes, such as Caltrans' Seismic Design Criteria, to ensure that damage in a large earthquake event is minimized.		
GEO 2	Geology	Department; Construction Contractor		As needed during Construction			GEO-2: Stabilizing measures, such as constructing sediment diversion or collection devices, shall be implemented as needed to reduce landslide impacts.		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

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GEO 3	Geology	Department; Construction Contractor		Prior to and during Construction			GEO-3: To reduce the potential for localized slope failures during construction, the locations of excavations in native soils shall be evaluated by the project geologist and geotechnical engineer prior to and during construction.		
GEO 4	Geology	Department; Construction Contractor		As needed during Construction			GEO-4: Areas where excavation into the water-bearing zone is required shall be temporarily dewatered.		
GEO 5	Geology	Department; Construction Contractor		As needed during Construction			GEO-5: Excavation walls shall be flattened to safe gradients.		
GEO 6	Geology	Department; Construction Contractor		During Construction			GEO-6: In areas where bedding is adversely oriented, the walls of the excavation shall be shored, with shoring that has been designed to withstand additional loads, or the walls of the excavation shall be flattened to a gradient that is slightly flatter than the dip of the bedding.		
GEO 7	Geology	Department; Construction Contractor		During Construction			GEO-7: Excavation spoils shall not be placed immediately adjacent to the excavation walls unless the excavation is shored to support the added load.		
GEO 8	Geology	Department; Construction Contractor		During Construction			GEO-8: Excavations shall be cut and backfilled in sections to reduce the potential for slope failure.		
GEO 9	Geology	Department; Construction Contractor		During Construction			GEO-9: Temporary excavations shall not be left open for long periods of time.		
GEO 10	Geology	Department; Construction Contractor		During Construction			GEO-10: Ground improvement methods, such as soil densification and/or dewatering, shall be implemented as needed to reduce liquefaction and settlement impacts.		
GEO 11	Geology	Department; Construction Contractor		During Construction			GEO-11: Slopes shall be landscaped or terraced to minimize the velocity attained by runoff.		
GEO 12	Geology	Department; Construction Contractor		During Construction			GEO-12: Berms or v-ditches shall be placed at the tops of slopes.		
GEO 13	Geology	Department; Construction Contractor		During Construction			GEO-13: Adequate storm drain systems shall be installed.		
GEO 14	Geology	Department; Construction Contractor		During Construction			GEO-14: Graded slopes shall be sprayed with polymers, or other temporary measures may be taken, to protect them until landscaping is established.		
GEO 15	Geology	Department; Construction Contractor		During Construction			GEO-15: Temporary erosion-control measures shall be provided during the grading phase as required by current grading codes, which typically include temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the project site.		
GEO 16	Geology	Department; Construction Contractor		Prior to Construction			GEO-16: The groundwater elevation shall be confirmed by the site-specific geotechnical field investigation, which would be conducted during the PS&E stage of the project.		
PARK 1	Diamond Bar Golf Course	Department; County of Los Angeles		Prior to Construction			PARK-1: In accordance with the provisions of the California Park Preservation Act, the loss of acreage at Diamond Bar Golf Course will be compensated for by providing new acreage at a suitable location. Caltrans will work with the County of Los Angeles to identify sites that are considered suitable as replacement land.		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

Log No.	Commitment Type	Responsible Party	Monitoring Frequency	Implementation/ Monitoring Phase	SSP# / NSSP#	Env Doc/ Permits/ Specs/ Plans/ Estimates	Commitment Measure	Completed Signature Page	Remarks
PARK 2	Diamond Bar Golf Course	Department; County of Los Angeles		Prior to Construction			<p>PARK-2: The following measures to minimize harm have been developed in consultation with the County of Los Angeles. On March 5, 2012, the County of Los Angeles concurred that these measures would minimize harm and enhance the golf course. All feasible and practicable measures to minimize harm will be proposed to reduce impacts on the Section 4(f) property. These will include the items outlined below.</p> <ol style="list-style-type: none"> 1. Reconfigure the golf course so that it continues to function as an 18-hole golf course and the user experience is not diminished. The reconfiguration will occur in consultation with the agency having jurisdiction over the resource (Los Angeles County Department of Parks and Recreation). Some of the features that will be reconfigured are as follows: <ul style="list-style-type: none"> o All 18 tee complexes shall be renovated or reconstructed; o All 18 green complexes, including greenside sand bunkers, shall be renovated or reconstructed; o All fairway sand bunkers shall be renovated or reconstructed; and o The existing concrete gutters across the fairways shall be replaced with underground pipes, and a complete subdrain system shall be placed at all tees, bunkers, and greens. 2. A noise wall will be constructed on the eastern half of the golf course (along the perimeter), providing beneficial noise attenuation to users. 3. The wall-to-wall cart path system shall be maintained. However, there are areas where the existing cart path must be demolished and removed and a new cart path installed because of relocated holes. 4. The practice putting green shall be reconstructed. 5. The existing hole 9 green complex shall be converted to a practice pitching green with sand bunkers. 		

District 7 ENVIRONMENTAL COMMITMENTS RECORD

State Route 57/State Route 60 Confluence at Grand Avenue

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							<p>6. The practice range tee shall be located approximately 50 feet farther south to create a safer relationship between the practice range and hole 2.</p> <p>7. The concrete channel surface drains that bisect various holes throughout the golf course shall be replaced with a drain pipe and covered with soil and grass.</p> <p>8. Protective netting and trees shall be installed as required for safety and playability at the golf course.</p> <p>9. The project proponent shall compensate the Los Angeles County Department of Parks and Recreation for any parkland used by providing lands of reasonably equivalent usefulness and location and at least comparable value or make a payment in lieu of providing such land.</p> <p>10. The project proponent shall compensate the golf course operator for any loss of revenue during construction of the proposed project. Compensation will be based on a "loss of business goodwill" claim.</p> <p>11. Contract specifications for construction contractors shall require the construction area to be returned to a condition that is as good as the present condition or better upon completion of construction activities. This will include replanting any screening vegetation or trees removed during construction.</p> <p>12. The public shall be notified about closure of the golf course through on-site notices and postings on the county's web site.</p> <p>13. All feasible best management practices shall be implemented to reduce construction-period impacts in accordance with Caltrans policy.</p>		

APPENDIX B: NOISE MEMORANDUM, 21 MAY 2014



Memorandum

Date:	May 21, 2014
To:	Daniel Weddell Sr. Project Manager WKE, Inc. Engineers and Planners 400 N. Tustin Avenue, Suite 275 Santa Ana, CA 92705-3885
Cc:	
From:	Jason Volk, ICF International Shilpa Trisal, ICF international
Subject:	Westbound SR 57 Existing Soundwall Replacement – Noise modeling results

As part of the SR 57/60 Confluence project, a segment of existing soundwall would be replaced (SR 57/60 Confluence Project station numbers, from 90.00' Lt "AL" 330+42.91 to 90.00' Lt "AL" 335+61.82), using barrier footings installed along a slightly different alignment, as shown in the attached exhibit. The top of wall elevations for the replacement wall would match the existing wall elevations.

The FHWA TNM noise model used in the SR 57/60 Confluence NSR (ICF 2012) was revised using CAD data for the replacement soundwall. Noise modeling results at receiver locations along Rock River Drive for the replacement soundwall were compared to modeling results for the existing soundwall. The replacement wall design resulted in a -0.1 to +0.2 dB change at receiver locations along Rock River Drive relative to the existing wall. When compared to previously modeled results in whole decibel figures, the revised design results in a net zero dB change for all receivers, as shown in Table 1.

Table 1. Comparison between TNM results for the existing wall and the proposed replacement wall between Rock River Drive and SR 57/60

Receiver ID	NSR results, dBA Leq(h)	Replacement Soundwall, dBA Leq(h)	Difference
C3	68	68	0
C4	69	69	0
C5	70	70	0
C6	71	71	0
C7	71	71	0
C8	70	70	0
C9	70	70	0
C10	74	74	0

ICF International. 2012. State Route 57/State Route 60 Confluence Project Noise Study Report. EA 279100. May.

**APPENDIX C: HAZARDOUS MATERIALS MEMORANDUM(S),
DECEMBER 2014**

Memorandum

*Serious drought.
Help Save Water!*

To: Kyle Kunitake, Acting STE
Office of Design C
Division of Design

Date: December 22, 2014

Attn: Godfrey Nzeogu, P.E.
Project Engineer

File: 07-LA-60/57
PM R24.4/R25.3
57/60 Confluence
Project at Grand
Avenue

PN: 07-333-279100
EA: 1846-0700000543-0

From: DEPARTMENT OF TRANSPORTATION
OED-HAZARDOUS WASTE BRANCH, SOUTH REGION
DIVISION OF DESIGN

Subject: **SR-57/SR-60 CONFLUENCE PROJECT – INITIAL SITE ASSESSMENT REPORT
UPDATE (3rd REVIEW)**

The Office of Environmental Design (OED) reviewed the revised *Hazardous Materials Memorandum* (Haz Mat Memo) dated December 4, 2014, for State Route (SR)-57/SR-60 Westbound Off-Ramp Segment 1, Post Miles (PM) R24.4 to R25.3, of the SR-57/SR-60 Confluence at Grand Avenue Improvement Project (Project Segment 1), and prepared by Michael Baker International (MBI).

The revised Haz Mat Memo is a revision to the October 21, 2014 revision (October 21, 2014 Haz Mat Memo), prepared by MBI, and the original June 26, 2014 Haz Mat Memo, prepared by RBF. OED provided comments to the October 21, 2014 Haz Mat Memo in a November 13, 2014 memorandum (Comments).

Previously approved by OED are *Phase I Initial Site Assessment*, dated January 2009 and *Supplemental Hazardous Materials Memorandum Update*, dated August 9, 2012 (Approved Hazardous Materials Documentation). The stated purpose of the revised Haz Mat Memo is to clarify which recommendations in the Approved Hazardous Materials Documentation are applicable to the Project Segment 1.

The revised Haz Mat Memo adequately addresses OEDs Comments to the October 21, 2014 Haz Mat Memo. Please finalize the revised Haz Mat Memo and provide OED with one wet signed and stamped hard copy and one electronic copy of the document.

EA: 07-333-279100 (PN: 1846-0700000543-0
Hazardous Materials Memorandum Review (3rd Submittal)
December 22, 2014
Page 2 of 2

If you have any questions, I can be reached at steve.chan@dot.ca.gov, (213) 897-3646, or contact Steven Friet of my staff at steven.friet@dot.ca.gov (213) 897-7695.



Steve Chan, P.E., STE
District Hazardous Waste Branch (South Region)
Office of Environmental Design
Division of Design

File

Agustin Barajas- Caltrans Division of Environmental Planning
Syed Huq- Caltrans Division of Project Management

MEMORANDUM

To: Dan Weddell, WKE **JN 141665**
From: Kristen Bogue, RBF Consulting, a Michael Baker International company
Date: December 4, 2014 (Revisal of October 21, 2014)
Subject: SR-57/SR-60 Confluence at Grand Avenue Improvement Project, Post Miles R24.4 to R25.3 – Hazardous Materials Memorandum

This analysis is based on the Phase I Initial Site Assessment (Phase I ISA), dated January 2009, as well as the Supplemental Hazardous Materials Update Technical Memorandum (dated August 9, 2012), prepared by RBF Consulting (RBF) and approved by the California Department of Transportation (Caltrans) (collectively referenced as the approved Hazardous Materials Documentation), for the SR-57/SR-60 Confluence at Grand Avenue Improvement Project (Project). The purpose of this Hazardous Materials Memorandum (Memorandum) is to clarify which recommendations presented in the approved Hazardous Materials Documentation are applicable to the State Route (SR) 60 Westbound Off-Ramp Segment I, Post Miles R24.4 to R25.3 (Westbound Off-Ramp Segment I), of the Project. It should be noted that upon initiation of the PS&E phase for Segment II, a Phase I ISA Update would be required for Segment II and submitted to Caltrans for review and approval. RBF has also conducted a follow-up site visit, conducted on June 11, 2014, and updated regulatory database search as part of this scope of work in order to verify that the existing conditions have not changed.

Proposed Project

The City of Industry and the City of Diamond Bar (Diamond Bar), in cooperation with the 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 the City of Industry and Diamond Bar (the City), with the Project limits on SR-60 from 0.4 miles east of Brea Canyon Road to 0.5 miles east of Diamond Bar Blvd, and on SR-57 from 0.8 miles south of Sunset Blvd to 1.2 miles north of Pathfinder Road.

The Supplemental Project Report proposes to divide the Project into two construction segments to match the available funding. The segments have been developed to maximize Project benefits and minimize reconstruction between segments.

Segment I – Construct the westbound SR-60 improvements and move the westbound SR-60 intersection with Grand Avenue. (07-LA-60, PM R24.4-R25.3) Refer to Exhibits 1a through 1e, Site Plan.

Segment II – Construct the Grand Avenue and Golden Springs Drive intersection improvements, Golf Course Re-Configuration, and the eastbound SR-60 and northbound SR-57 improvements along with the Grand Avenue OC reconstruction. (07-LA-57, PM R4.3-4.5/R4.5-4.8; 07-LA-60, R23.3-R26.5)

The proposed improvements for Segment I are consistent with the SR-57/SR-60 Confluence Project Report and Environmental Document; therefore, a Supplemental Project Report and an Environmental Revalidation are being prepared to address the following improvements:

- Adding an auxiliary lane on the westbound SR-57 leading into the Grand Avenue off-ramp
- Widening the westbound Grand Avenue off-ramp to four lanes with additional pavement to accommodate five lanes in the future
- Widening Grand Avenue north of the existing Grand Avenue Overcrossing Bridge to match the Grand Avenue Widening Project
- Improving ramp intersection operations at Grand Avenue
- Improving pedestrian mobility and safety within the project limits on Grand Avenue

Of the new right-of-way (R/W) discussed in the SR-57/SR-60 Confluence Project Report and Environmental Document, portions of three Assessor's Parcel Numbers (APNs) (APNs 8719-007-907, -917, and -922) would require acquisition of new R/W for Segment I in order to accommodate the five lane off-ramp at Grand Avenue and the widening of Grand Avenue at the approach to the Grand Avenue SR-57/SR-60 off-ramp; refer to Exhibit 2, *Right-of-Way Acquisition*.

Site Reconnaissance

A site visit was conducted on June 11, 2014, by RBF, in order to confirm that the subject site (for Segment I of the Project) and surrounding uses have not changed since the Previous Approved Hazardous Materials Documentation. During the June 11, 2014 site inspection, RBF performed a visual observation of readily accessible areas of the subject site; RBF did not experience any limiting conditions as part of this site visit. The following summarizes the findings of the June 11, 2014 site visit, and any significant changes on the subject site or surrounding properties.

On-Site Observations

No structures were visible on-site. The subject site consists of transportation uses (SR-57/SR-60 westbound off-ramp and Grand Avenue) and vacant land associated with areas of proposed R/W acquisition. The areas of proposed R/W acquisition appeared to consist of some ornamental vegetation and disturbed (graded) land.

Lead-Based Paints. The June 11, 2014 site visit confirmed that there are no existing structures on Segment I. However, traffic striping, which is known to contain elevated levels of lead and chromium, was noted on-site. Therefore, lead-based paints (LBPs) may be found on-site within traffic striping.

Lead in Soil. RBF observed areas of exposed bare soils along areas of roadway R/W during the June 11, 2014 site visit. Due to volumes of vehicles that have utilized the subject site, the

potential exists for lead contamination within exposed on-site soils and could potentially be released into the air during grading and construction activities.

Solid Waste Disposal. Conditions have not changed since the approval of the approved Hazardous Materials Documentation.

Utilities. Utilities observed on the subject site during the June 11, 2014 site visit included typical roadway utilities (e.g., electrical boxes, drainage facilities, water-related infrastructure, and fiberoptic cables noted via signage). No staining or leaking was observed with regard to on-site utilities. No overhead power lines were noted on-site.

Polychlorinated Biphenyls (PCBs). No transformers were noted on-site during the June 11, 2014 site visit. No other sources of PCBs were observed on-site during the June 11, 2014 site visit.

Chemical Storage Tanks (ASTs and USTs). During the June 11, 2014 site visit, the subject site was inspected for fill pipes, vent pipes, areas of abnormal or heavy staining, manways, manholes, access covers, concrete pads not homogenous with surrounding surfaces, concrete build-up areas potentially indicating pump islands, abandoned pumping equipment, or fuel pumps. No evidence to suggest the presence of USTs or ASTs was noted on-site during the June 11, 2014 site visit.

Spills. No visual or physical evidence of stained catch basins, drip pads, sumps, or stained soils was observed during the June 11, 2014 site visit.

Wells. No water wells were noted within the boundaries of the subject site during the June 11, 2014 site visit. No evidence of monitoring, oil, injection, or dry wells were observed on-site.

Pits, Ponds, Lagoons. No evidence of pits, ponds, or lagoons was observed on-site during the June 11, 2014 site visit.

Septic Systems. No evidence of septic systems on the subject site was observed during the June 11, 2014 site visit.

Off-Site Observations

Based on the June 11, 2014 site visit, and approved Hazardous Materials Documentation, the properties adjoining the subject site have historically consisted of transportation uses, vacant land, and commercial uses (the former Honda Dealership located at 525 Grand Avenue).

Chemical Storage Tanks. Based on the approved Hazardous Materials Documentation and physical observations made during the June 11, 2014 site visit, potentially up to three historic underground storage tanks (USTs) have operated at the adjoining property to the west/southwest (525 Grand Avenue, former Honda Car Dealership). No other evidence to suggest the presence of tanks in the vicinity was noted.

Hazardous Materials. No evidence of the handling, storage, or accidental release of hazardous materials was observed during the June 11, 2014 site visit.

Utilities. RBF observed off-site utilities, which consisted of electrical boxes, drainage facilities, water-related infrastructure, and fiberoptic cable noted via signage. One pad-mounted transformer was observed to the west of the subject site, at the southwest corner of Grand Avenue and the SR-57/SR-60 off-ramp (the former Honda Car Dealership property). There was no evidence of leaking or staining noted during the site visit.

Regulatory Database Search Update

The governmental sources have been searched by Environmental Data Resources, Inc. (EDR) (at the request of RBF) for sites within Segment I and within an approximate one-mile radius of Segment I. Upon completion of their search, EDR provided RBF with their findings dated September 17, 2014; refer to Attachment A, EDR Radius Map Report. RBF makes no claims as to the completeness or accuracy of the referenced sources. Our review of EDR's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites. To reduce the potential for omitting possible hazardous material sites on Segment I and within the surrounding area, sites may be listed in this report if there is any doubt as to the location because of discrepancies in map location, zip code, address, or other information.

On-Site Regulatory Listings

The lists that were reviewed did not report any regulatory properties within the boundaries of Segment I. No known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the subject site. The subject site has not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR.

Adjoining Regulatory Listings

Two properties are reported adjoining Segment I. The following is a discussion of these adjoining properties:

525 and 515 South Grand Avenue (Diamond Bar Honda and Honda Car Wash). The former Diamond Bar Honda facility (located at 525 South Grand Avenue) and Car Wash (515 Grand Avenue) adjoin Segment I to the west. This former facility is reported as a small quantity generator. No violations were reported. This site also reported the handling of hazardous materials, including an unspecified solvent mixture, other organic solids, aqueous solution with less than 10% total organic residues, and organic liquid with metals Alkaline solution with metals. The reported disposal method was Transfer Station, Recycler, and Treatment Tank. This facility also reported a leaking underground storage tank (LUST) that released gasoline to other groundwater. The case was closed on July 16, 1998 by the Regional Water Quality Control Board (RWQCB). The three former underground storage tanks (USTs) containing waste and product were reported to have been removed.

Additional File Review. Based on available files maintained by the RWQCB for the Honda Dealership and Car Wash at 525 and 515 Grand Avenue, the facility maintained two USTs (1,000 gallon waste oil and 10,000 gallon gasoline), an in-ground clarifier connected to an on-site cesspool, and three oil aboveground storage tanks (ASTs). A 2,000 gallon cesspool was approved for installation by the Los Angeles County Department of Health Services in November 1982. The cesspool was subsequently

removed from service in 1988 when the site was connected to the local sewer. It should be noted that USTs were also permitted at 515 Grand Avenue for a proposed development, but the development was never constructed and the permitted USTs were never installed.

Based on the RWQCB records reviewed, it appears that only two USTs were ever installed at the former Honda Dealership. Based on the listings in the Phase I ISA, there were two fuel tanks. It appears that the third tank listed is either listed by error (the capacity is 0 and it is not listed as a fuel tank) or it is either the clarifier or the cesspool. Either way, the records indicate that two fuel USTs were installed in 1983 and they have both been removed from the site.

The two USTs at 525 Grand Avenue were installed in 1983 and removed in 1994. The cesspool was removed in 1995. Soil sampling was conducted near the USTs, gasoline dispenser, and cesspool. Three groundwater wells were installed at the Honda site. The groundwater was monitored between 1996 and 1998. Groundwater monitoring data indicate that the groundwater flow direction is toward the south-southeast. Based on the groundwater monitoring reports, the benzene plume was centered near the former cesspool and was limited to the Honda site. Elevated methyl tert-butyl ether (MTBE) concentrations were detected in the groundwater well located closer to the former gasoline UST in 1997. However, this well did not contain concentrations of MTBE above the reporting limit in the last sample collected in 1998. The gasoline release case was closed as a low-risk site in 1998 by the RWQCB.

Based on the files reviewed (contamination appeared limited to this property and groundwater flow is anticipated to be mostly south) and the case closure status issued by the RWQCB, it is the opinion of RBF that this past release from this adjoining property has not resulted in an environmental issue of concern at Segment I.

Although this past release is not anticipated to have resulted in contamination above regulatory thresholds underlying Segment I a recommendation for groundwater testing in the vicinity of proposed dewatering activities is included at the end of this Memorandum, in order to ensure worker safety during construction.

22751 Golden Springs Drive E (Diamond Bar Country Club). This off-site facility (located approximately 890 feet (0.17 mile) northeast of Segment I) reported a release of gasoline to an aquifer used for drinking water supply. This case was closed by the RWQCB on August 21, 1996.

Based on the reported site status (case closed) and the distance of this UST location from Segment I (greater than 528 feet up- and cross-gradient from Segment I), this reported release is not anticipated to present an environmental issue of concern for groundwater underlying Segment I.

Adjacent Regulatory Listings

The following two regulatory properties have been reported adjacent to Segment I:

22628 Golden Springs Drive E (Mobil 18-114). This off-site facility (located approximately 2,090 feet (0.40 mile) south, up- and cross-gradient, of Segment I) (at the Diamond Bar Golf Course)

reported a release of gasoline to the groundwater. Pollution characterization began in March 2000. As of June 5, 2013, this case became eligible for closure by the RWQCB, but has not yet received case closure.

Based on the files reviewed (the reported contamination plume is less than 250 feet) and the distance of this reported release from Segment I (greater than 2,000 feet up- and cross-gradient from Segment I), this reported release is not anticipated to present an environmental issue of concern for groundwater underlying Segment I.

1155 S. Diamond Bar Boulevard (Country Hills Cleaners). This off-site facility (located approximately 4,682 feet [0.89 mile] southeast of Segment I) reported a release of hazardous materials. This case remains open by the RWQCB.

Based on the distance of this reported site from Segment I (greater than 4,600 feet from Segment I), this reported release is not anticipated to present an environmental issue of concern for groundwater underlying Segment I.

Unmapped Properties

According to EDR's ESA Report Desktop Reference, dated 1996, some reported sites are unmappable as exact locations remain undefined. Listings in publicly available records, which do not have adequate address information, are not generally considered practically reviewable. For the purposes of this analysis, practically reviewable is defined as information provided in a manner and in a form that yields information without the need for extraordinary analysis of irrelevant data. Although the location of these sites may be unknown, the site and detail information are often available through EDR.

RBF's review of unmapped properties consisted of a verification that Segment I is not listed (i.e., referenced by name or street address) and a review to identify if any of the unmapped properties cause a moderate to high potential to create an environmental condition within the boundaries of Segment I. No listed unmapped properties are anticipated to be located within the boundaries of Segment I. Also, potentially contaminated groundwater underlying Segment I as a result of the reported unmapped properties is not anticipated due to the distance from Segment I, gradient, and/or the status of the identified sites.

Other Client-Provided Documentation Reviewed

Although not reported in the EDR regulatory database search conducted as part of this Memorandum, the Client provided RBF with recent documentation pertaining to an adjoining landfill facility located to the northeast of Segment I, which is discussed as follows:

Valley Land Development Landfill (Solid Waste Facility 19-AA-5239). This off-site landfill facility is located in the eastern portion of APN 8719-007-907, approximately 300 feet north (up-gradient) from the eastern portion of Segment I. As this property is being considered for redevelopment for the Industry Business Center East (IBC-East) Project, a Closure, End Use and Post-Closure Maintenance Plan (Plan) has been prepared, dated June 2014 (enclosed in Attachment B, Landfill Documentation). Based on this Plan, approximately 11.25 acres of land within the southeast portion of the IBC-East Site, known as the Valley Land Development Company Landfill (VLDL), were used as a municipal waste disposal site in the 1950's and 1960's. The VLDL was subsequently closed via placement of soil cover in accordance with

industry practice at the time. The VLDL has been kept as vacant land, used for livestock grazing, and has remained generally unchanged and unimproved since it ceased operation in the late 1960's. Based on available maps in the Plan, the VLDL boundaries are approximately 300 feet north (outside of the proposed area of acquisition). Further, according to the Plan, CalRecycle has performed water quality and combustible gas monitoring and for current conditions, there have been no indications of Landfill-related public safety hazards, or a significant release of contaminants to groundwater. Based on these files, the groundwater flow direction was generally from north to south or southerly. Results of groundwater monitoring (4 separate events) indicated the following: No SVOCs, pesticides or PCBs were detected; No VOCs were detected down-gradient of VLDL; and trace metals were detected at levels within typical ranges for natural waters. In summary, no unusual or extraordinary conditions were noted that would be atypical of a 1950's to 1960's era municipal solid waste landfill.

Based on the distance of this reported site from Segment I (300 feet up-gradient) and the likely potential for a release (or threatened release) to groundwater that would move onto Segment I, this adjoining property presents an environmental issue of concern for groundwater underlying Segment I. However, it should be noted that the Plan identifies the future installation of groundwater monitoring wells between this site and Segment I and proposes a Post-Closure Maintenance Plan to ensure that contamination above regulatory thresholds is identified and remediated to RWQCB standards. Further, a recommendation has been included in this Memorandum to ensure worker safety during dewatering activities.

Approved Hazardous Materials Documentation

The approved Hazardous Materials Documentation provided findings, opinions, and recommendations for the Project. The following analysis presents each approved Project recommendation and RBF's opinion as to whether or not this recommendation is applicable to Segment I of the Project.

- Areas of exposed soils within the State's R/W, which will be disturbed during excavation/grading activities, should be sampled and tested for lead during the PS&E phase for the project, so that any special handling, treatment, or disposal provisions associated with aurally deposited lead may be included in construction documents (if aurally deposited lead is present). It is RBF's opinion that areas of exposed soils within the State's R/W has likely resulted in aurally deposited lead contamination in on-site soils and, therefore, resulting in an REC.

Segment I

This conclusion is applicable to Segment I of the Project.

- Should construction require dewatering activities, or if groundwater is expected to be encountered on-site, a qualified hazardous materials consultant with Phase II and Phase III experience should review all available files for the reported addresses 206 South Diamond Bar, 301 South Diamond Bar Boulevard, 22628 East Golden Springs Drive, and 23525 East Palomino Drive (if available) as well as files associated with the undocumented historic UST reported at the off-site address 525 Grand Avenue during the PS&E phase.

It is the opinion of RBF that the off-site regulatory properties 206 South Diamond Bar, 301 South Diamond Bar Boulevard, 22628 East Golden Springs Drive, 23525 East Palomino Drive (dry cleaner facility), and 525 Grand Avenue have likely resulted in groundwater contamination underlying the subject site. Thus off-site regulatory properties have resulted in an REC.

Segment I

For Segment I of the Project, the reported regulatory properties 206 South Diamond Bar, 301 South Diamond Bar Boulevard, 22628 East Golden Springs Drive, 23525 East Palomino Drive (dry cleaner facility) are not anticipated to have impacted groundwater underlying Segment I due to distance and anticipated groundwater flow direction. Further, although the reported property 525 Grand Avenue (adjoining Segment I to the west) is not anticipated to have impacted groundwater (above regulatory thresholds) underlying Segment I, elevated contaminants in groundwater may be present and in order to ensure construction worker safety during dewatering activities, this recommendation has been included, as modified. Further, due to the likely release (or threat of a release) from the adjoining landfill (VLDL), this recommendation has been included, as modified, to ensure construction worker safety. Thus, this conclusion partially applies to Segment I and has been modified as follows:

- ~~Should construction require dewatering activities, or if groundwater is expected to be encountered on-site, a~~ qualified hazardous materials consultant with Phase II and Phase III experience should conduct appropriate sampling during the PS&E phase to verify if the off-site properties 525 Grand Avenue and the Valley Land Development Company Landfill (VLDL) have resulted in contamination to groundwater underlying Segment I (particularly in areas proposed for dewatering). Sampling efforts for 525 Grand Avenue should include, but not be limited to, TPHg, MTBE, and BTEX. Sampling efforts for the VLDL should be collected down gradient from VLDL within the parcels proposed for right-of-way (R/W) acquisition as fee to the California Department of Transportation (Caltrans). Samples efforts for VLDL should include, but not be limited to, Title 22 Metals, volatile organic compounds (VOCs), semi volatile organic compounds (SVOCs), total petroleum hydrocarbons (TPH), polychlorinated biphenyls (PCBs), and dichlorodiphenyltrichloroethane (DDT), by Environmental Protection Agency (EPA) Methods 6010B/7471A, 8260B, 8270C, 8015B, 8082, and 8081A, respectively. Should contamination be present (that would present a safety hazard to construction workers during dewatering), the consultant shall provide a Worker Safety Plan to ensure worker safety. ~~review all available files for the reported addresses 206 South Diamond Bar, 301 South Diamond Bar Boulevard, 22628 East Golden Springs Drive, and 23525 East Palomino Drive (if available) as well as files associated with the undocumented historic UST reported at the off-site address 525 Grand Avenue during the PS&E phase.~~

~~It is the opinion of RBF that the off-site regulatory properties 206 South Diamond Bar, 301 South Diamond Bar Boulevard, 22628 East Golden Springs Drive, 23525 East Palomino Drive (dry cleaner facility), and 525 Grand Avenue and~~ Valley Land Development Company Landfill (VLDL) have likely resulted in present a likely (or threat of a) release to groundwater contamination underlying

Segment I ~~the subject site~~. Thus, these off-site regulatory properties have resulted in an REC.

- Due to the age of the on-site structures (including bridge structures), LBPs may be present and should be tested during the PS&E phase. As RBF did not observe evidence of chipping paints during the February 13, 2007, August 15, 2007, and April 8, and September 13, 2011 site inspections, it is the opinion of RBF that the potential presence of LBPs at the subject site is *de minimis*, as indicated in the Phase I ISA.

Segment I

As no structures are present in Segment I, this conclusion does not apply to Segment I of the Project.

- Should construction activities result in the removal of yellow paint or thermoplastic traffic stripes, the age of the traffic striping and the presence of lead and/or chromium should be determined during the PS&E phase.

Segment I

This conclusion is applicable to Segment I of the Project.

- Pursuant to SCAQMD regulations, an asbestos survey must be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal OSHA certified building inspector to determine the levels of asbestos in structures (including bridge structures) should renovation or demolition occur and should be tested during the PS&E phase. As RBF did not observe evidence of exposed ACMs during the February 13, 2007, August 15, 2007, April 8, 2008, and September 13, 2011 site inspections, it is the opinion of RBF that the potential presence of ACMs at the subject site is *de minimis*, as indicated in the Phase I ISA.

Segment I

As no structures are present in Segment I, this conclusion does not apply to Segment I of the Project.

- Any transformers and/or high voltage power boxes to be relocated during site construction/demolitions should be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding potential PCBs. Should an on-site transformer (that may be required to be relocated as part of the project) be located under bare soil, the underlying soils should be sampled by a qualified hazardous materials specialist during the PS&E phase. It is the opinion of RBF that on-site pole-mounted transformers, that are located over bare soil, are highly likely to have resulted in a past release of PCBs. It is RBF's opinion that the on-site transformers, located over bare soil, have resulted in an REC at the subject site.

Segment I

As no transformers are present in Segment I, this conclusion does not apply to Segment I of the Project.

Applicable Recommendations

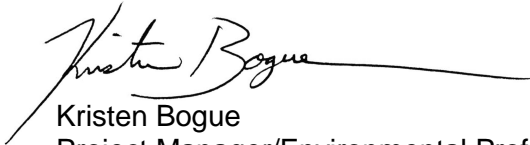
Segment I

Based on review of the approved Hazardous Materials Documentation, and the June 11, 2014 site visit, the following recommendations shall be implemented for Segment I of the Project:

- Areas of exposed soils within the State's R/W, which will be disturbed during excavation/grading activities, should be sampled and tested for lead during the PS&E phase for the project, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is present).
- ~~Should construction require dewatering activities, or if groundwater is expected to be encountered on-site, a~~ qualified hazardous materials consultant with Phase II and Phase III experience should conduct appropriate sampling during the PS&E phase to verify if the off-site properties 525 Grand Avenue and the Valley Land Development Company Landfill (VLDL) have resulted in contamination to groundwater underlying Segment I (particularly in areas proposed for dewatering). Sampling efforts for 525 Grand Avenue should include, but not be limited to, TPHg, MTBE, and BTEX. Sampling efforts for the VLDL should be collected down gradient from VLDL within the parcels proposed for right-of-way (R/W) acquisition as fee to the California Department of Transportation (Caltrans). Samples efforts for VLDL should include, but not be limited to, Title 22 Metals, volatile organic compounds (VOCs), semi volatile organic compounds (SVOCs), total petroleum hydrocarbons (TPH), polychlorinated biphenyls (PCBs), and dichlorodiphenyltrichloroethane (DDT), by Environmental Protection Agency (EPA) Methods 6010B/7471A, 8260B, 8270C, 8015B, 8082, and 8081A, respectively. Should contamination be present (that would present a safety hazard to construction workers during dewatering), the consultant shall provide a Worker Safety Plan to ensure worker safety. review all available files for the reported addresses 206 South Diamond Bar, 301 South Diamond Bar Boulevard, 22628 East Golden Springs Drive, and 23525 East Palomino Drive (if available) as well as files associated with the undocumented historic UST reported at the off-site address 525 Grand Avenue during the PS&E phase.
- Should construction activities result in the removal of yellow paint or thermoplastic traffic stripes, the age of the traffic striping and the presence of lead and/or chromium should be determined during the PS&E phase.

Should you have any questions with respect to the review of the subject letter, please do not hesitate contact me at 949/855-5747, kbogue@mbakerintl.com.

Sincerely,

A handwritten signature in black ink that reads "Kristen Bogue". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

Kristen Bogue
Project Manager/Environmental Professional
Planning/Environmental Services

Exhibits:

- 1a – Site Plan
- 1b – Site Plan
- 1c – Site Plan
- 1d – Site Plan
- 1e – Site Plan
- 2 – Right-of-Way Acquisition

Attachments:

- A – EDR Radius Map Report
- B – Landfill Documentation
- C – Report of Waste Discharge