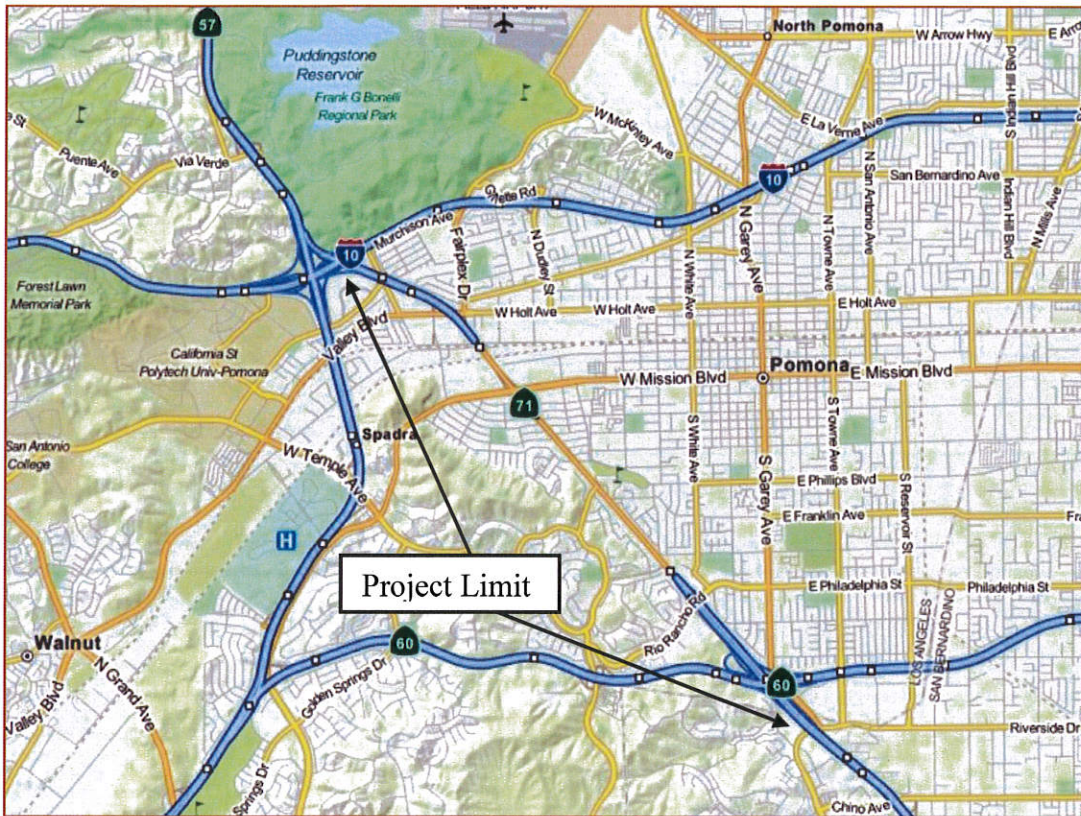


SUPPLEMENTAL PROJECT REPORT



On Route **LA-71 PM R0.5 / R4.8**
 From **0.1 Mile South of Route 10 Freeway**
 To **Los Angeles / San Bernardino County Line**

I have reviewed the right of way information contained in this Supplemental Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

Andrew P. Nierenberg 5-30-13
 ANDREW P. NIERENBERG, DEPUTY DISTRICT DIRECTOR - RIGHT OF WAY

APPROVAL RECOMMENDED:

Jiwanjit Palaha
 JIWANJIT PALAHA, PROJECT MANAGER

5/30/2013
 DATE

CONCURRED BY:

Amarjeet S. Benipal
 AMARJEET S. BENIPAL, ACTING DEPUTY DISTRICT DIRECTOR - DESIGN

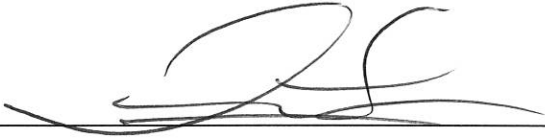
5/31/2013
 DATE

APPROVED:

Mike Miles
 MIKE MILES, DISTRICT DIRECTOR, DISTRICT 07

5/31/2013
 DATE

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



REGISTERED CIVIL ENGINEER

5/23/13

DATE



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SUPPLEMENTAL PROJECT REPORT

State Route 71 Expressway to Freeway Upgrade Project

1. INTRODUCTION:

The purpose of this Supplemental Project Report (SPR) is to update the Project Report (PR) approved on June 27, 2002. The preferred alternative in the Project Report proposed to upgrade the existing State Route 71 facility from a four (4) lane expressway and a six (6) lane freeway to a full eight (8) lane standard freeway from State Route 10 to the Los Angeles/San Bernardino County Line with a semi-depressed freeway feature from Mission Boulevard to Old Pomona Road. In late 2012, Caltrans presented the following alternatives to the community for re-evaluation and re-validating: Alternative 1 - No-Build; Alternative 2 - the approved preferred semi-depressed alternative in the PR; Alternative 3 - at-grade alternative with no local street crossing between Mission Boulevard and Rio Rancho Road; Alternative 4 - at-grade alternative with frontage road on the west side of SR-71 between Phillips Drive and Old Pomona Road with over-crossing at Old Pomona Road; and Alternative 4a - at-grade alternative with frontage road on the west side of SR-71 between Phillips Drive and Old Pomona Road without over-crossing at Old Pomona Road.

With the inputs and comments from the community, business owners, politicians, and City Council members, Caltrans has selected Alternative 3 as the new preferred alternative to further improve the safety of the freeway, reduce the overall freeway footprint, minimize the environmental impacts and reduce the construction costs. On January 7, 2013, City of Pomona also passed a resolution to adopt Alternative 3 as the locally preferred alternative.

The project is programmed in the SCAG adopted 2012 FTIP, ID # LA0B951 and scheduled to begin construction in 2025. However, the design of the project could begin as early as 2015 if Los Angeles County Metropolitan Transportation Authority (MTA) successfully includes this project as one of the projects bundled as a Public Private Partnership Project under their Accelerated Regional Transportation Improvements (ARTI) Program.

The revised total cost of this project for 2015 advertising is estimated at \$ 234 million, reduced from the original estimate of \$342 million (based on the \$174.6 million estimate in the 2002 PR and 3.5% annual escalation rate for construction and 7% annual escalation rate for Right of Way to year 2015.) Should the project following the programmed 2025 advertising schedule, the total project cost will escalate to \$413 million.

2. RECOMMENDATION:

It is recommended that this Supplemental Project Report (SPR), with its accompanying NEPA/CEQA re-validation form, be approved. It is also recommended to make programming changes to the cost and fiscal year scheduling as reflected above.

3. BACKGROUND:

3.1. Project History

Refer to the approved project report.

3.2. Community Interaction

Los Angeles County Metropolitan Transportation Authority (MTA), City of Pomona and Caltrans held Open House meetings on November 14, 2012 and December 10,

2012 to update the local citizens, business owners, city council members and private groups regarding the various design alternatives, to gather information about the community's concerns and needs, and to obtain the community's support for the project. Comments and issues received from the public, public agencies and elected officials included:

- Recommendation to widen the freeway to help alleviate traffic congestion,
- Proposal to close all at-grade signalized intersections between Mission Boulevard and Rio Rancho Road to increase the public safety,
- Expressed oppositions to any frontage road proposal between W Phillip Drive and Old Pomona Road,
- Preferred the need for a Pedestrian Over-Crossing near 9th Street to Vehicular Over-Crossing.
- Opposition to Vehicular Over-Crossing at Old Pomona Road.
- Expressed concerns regarding landscaping, aesthetics and sound walls.

On January 7, 2013, city of Pomona passed a resolution to adopt Alternative 3, the at-grade design with no local street crossing between Mission Boulevard and Rio Rancho Road, as the locally preferred alternative.

3.3. Existing Facility

Refer to the approved project report.

4. NEED AND PURPOSE:

4.1. Problem, Deficiencies, Justification

Refer to the approved PR

4.2. Regional and System Planning

Refer to the approved PR.

4.3. Traffic

A Traffic Analysis Report was completed in February 2013 by CH2MHill for Caltrans to provide detailed traffic operations analysis and to evaluate potential alternatives. The study covers wide enough area to capture traffic circulation changes including redistribution patterns on Route 71, on-ramps, off-ramps, and city local streets within the project limit. The report used the 2008 Southern California Association of Governments (SCAG) model to generate computer modeled data and provide 2029 forecast (assumed opening date) and 2050 forecast (20 year beyond opening date). Refer to Attachment J, "Traffic Analysis Final Report" for more detailed traffic information and analysis.

4.3.1. Existing Condition

The traffic report captured daily and peak hour traffic data and derived Level of Service (LOS) based on the ratio of peak traffic volume to the design capacity of the roadway.

Table 4-1 below shows traffic information for the existing roadway condition. The data indicated the worst LOS occurred just north of

Mission Boulevard On-Ramp in the Northbound SR-71 with LOS “E” in the AM peak hour and LOS “D” in the PM peak hour. The Southbound SR-71’s worst LOS occurred between Mission Boulevard On-ramp and Rio Rancho Road Off-Ramp with LOS “D” in the AM peak hour and PM peak hour.

Table 4-1 : Existing Route 71 Traffic Data

	Peak Hr Volume		AM Peak Hour		PM Peak Hour	
	AM	PM	Density	LOS	Density	LOS
North Bound SR-71						
South of Rio Rancho Rd Off-Ramp	1,384	1,096	15.9	B	13.1	B
Rio Rancho Rd Off-Ramp to SR-60 On-Ramp	830	699	6.6	A	5.5	A
SR-60 On-Ramp to Rio Rancho Rd On-Ramp	2,384	2,486	13.6	B	15.4	B
Rio Rancho Rd On-Ramp to Mission Blvd Off-Ramp	2,882	2,753	29.3	D	27.7	C
Mission Blvd Off-Ramp to Mission Blvd On-Ramp	2,644	2,473	21.5	C	19.6	C
North of Mission Blvd On-Ramp	3,278	2,916	37.3	E	32.3	D
South Bound SR-71						
North of Mission Blvd On-Ramp	2,684	2,422	27.4	C	24.6	C
Mission Blvd Off-Ramp to Mission Blvd On-Ramp	2,357	2,048	18.9	C	16.1	B
Mission Blvd On-Ramp to Rio Rancho Rd Off-Ramp	2,653	2,806	28.3	D	29.3	D
Rio Rancho Rd Off-Ramp to SR-60 Off-Ramp	2,408	2,542	14.0	B	14.8	B
SR-60 Off-Ramp to Rio Rancho On-Ramp	983	808	7.8	A	6.3	A
South of Rio Rancho Rd On-Ramp	1,463	1,574	16.3	B	19.4	B

There are currently two signalized intersections at North Ranch Road and Old Pomona Road, and one un-signalized intersection at West Phillips Drive. These intersections are part of the existing highway configuration and created not only bottlenecks for the vehicles travelling on the highway, but more importantly, a high concentration of accidents due to non-controlled left turns.

4.3.2. Future Conditions (With Project)

Based on the current growth trend, it is anticipated that the population, housing and employment within the Route 71 region will continue to rise in the future. The 2008 SCAG model can only forecast to year 2035 which was used as the baseline. With the inputs from Caltrans and the City of Pomona, 2029 and 2050 data was projected from the baseline by using an annual growth rate of 0.58%.

If no improvement were performed by year 2029, the vehicle volume on the northbound SR71 would exceed the existing capacity of the facility. Furthermore, by year 2050, the vehicle volume in both directions of SR71 would far exceed the existing capacity with LOS “F” at most of the segments monitored. With the conversion from highway to standard 8-lane freeway, the facility will operate at an improved LOS “C” from LOS “E” at year 2050 projection. It is expected that the proposed freeway upgrade will accommodate future traffic demand and improve the Level of Service. Refer to Table 4-2.

Local streets’ circulation in City of Pomona will also be impacted by the highway conversion project. Street intersections and improvements methods are identified in the Traffic Analysis Report. \$1,200,000 has been allocated for the mitigation.

TABLE 4-2 : FREEWAY ANALYSIS TABLE

Year 2029		Alternative #1 (No Build)						Alternative #3 (Preferred)									
		Peak Hr Volume			Truck %			Peak Hr Volume			Truck %						
		AM	PM		AM	PM		AM	PM		AM	PM					
NorthBound SR-71																	
	South of Rio Rancho Rd Off-Ramp	2,652	3,442	6%	4%	28.3	D	35.5	E	3,024	3,893	8%	6%	23.5	C	28.3	D
	Rio Rancho Rd Off-Ramp to SR-60 On-Ramp	2,013	2,984	6%	5%	16.1	B	24.6	C	2,699	3,383	8%	7%	14.5	B	18.1	C
	SR-60 On-Ramp to Rio Rancho Rd On-Ramp	3,720	4,947	8%	7%	22.0	C	*	F	4,611	5,484	10%	9%	23.1	C	27.6	C
	Phillips Dr to Mission Blvd Off-Ramp	4,314	5,186	9%	9%	47.2	F	84.9	F								
	Rio Rancho Rd On-Ramp to Mission Blvd Off-Ramp									5,047	5,812	10%	9%	33.9	D	37.7	E
	Mission Blvd Off-Ramp to Mission Blvd On-Ramp	4,064	4,882	10%	9%	41.8	E	67.1	F	4,762	5,486	11%	10%	27.8	D	34.3	D
	North of Mission Blvd On-Ramp	4,730	5,363	9%	8%	60.5	F	97.4	F	5,330	5,969	10%	10%	22.1	C	25.4	C
SouthBound SR-71																	
	North of Mission Blvd On-Ramp	3,690	3,940	9%	9%	37.6	E	40	E	4,890	5,489	10%	10%	21.4	C	24.0	C
	Mission Blvd Off-Ramp to Mission Blvd On-Ramp	3,346	3,534	10%	11%	29.7	D	32.6	D	4,530	5,207	10%	11%	25.8	C	31.7	D
	Old Pomona Rd to Rio Rancho Rd Off-Ramp	3,673	4,393	9%	9%	38.5	E	49.4	F								
	Mission Blvd On-Ramp to Rio Rancho Rd Off-Ramp									4,848	6,012	10%	11%	29.8	D	40.8	F
	Rio Rancho Rd Off-Ramp to SR-60 Off-Ramp	3,391	4,089	9%	9%	19.8	C	23.9	C	4,417	5,634	10%	11%	19.3	B	24.6	C
	SR-60 Off-Ramp to Rio Rancho On-Ramp	1,825	2,184	9%	8%	14.8	D	17.6	B	2,566	3,681	10%	9%	13.9	B	20.0	C
	South of Rio Rancho Rd On-Ramp	2,378	3,067	7%	7%	25.2	C	33.9	D	3,180	4,527	9%	9%	23.5	C	32.5	D

Year 2050		Alternative #1 (No Build)						Alternative #3 (Preferred)									
		Peak Hr Volume			Truck %			Peak Hr Volume			Truck %						
		AM		PM	AM		PM	AM		PM	AM		PM				
		Density	LOS	AM Peak Hour	PM Peak Hour	Density	LOS	AM	PM	Density	LOS	AM Peak Hour	PM Peak Hour				
NorthBound SR-71																	
	South of Rio Rancho Rd Off-Ramp	2,975	3,861	6%	4%	34.1	D	39.5	E	3,393	4,367	8%	6%	25.6	C	30.8	D
	Rio Rancho Rd Off-Ramp to SR-60 On-Ramp	2,258	3,348	6%	5%	18.1	C	28.7	D	3,028	3,795	8%	7%	16.3	B	20.5	D
	SR-60 On-Ramp to Rio Rancho Rd On-Ramp	4,173	5,550	8%	7%	26.1	C	*	F	5,173	6,152	10%	9%	27.1	C	*	F
	Phillips Dr to Mission Blvd Off-Ramp	4,840	5,818	9%	9%	65.2	F	177.2	F								
	Rio Rancho Rd On-Ramp to Mission Blvd Off-Ramp									5,662	6,520	10%	9%	36.6	E	48.1	F
	Mission Blvd Off-Ramp to Mission Blvd On-Ramp	4,559	5,477	10%	9%	55.1	F	112.6	F	5,342	6,154	11%	10%	33.1	D	42.6	E
	North of Mission Blvd On-Ramp	5,306	6,016	9%	8%	94.5	F	245.4	F	5,979	6,696	10%	10%	25.5	C	29.8	D
SouthBound SR-71																	
	North of Mission Blvd On-Ramp	4,140	4,420	9%	9%	43	E	50.1	F	5,486	6,158	10%	10%	24	C	26.9	D
	Mission Blvd Off-Ramp to Mission Blvd On-Ramp	3,754	3,965	10%	11%	35.9	E	40.1	E	5,081	5,841	10%	11%	30.3	D	38.8	E
	Old Pomona Rd to Rio Rancho Rd Off-Ramp	4,120	4,928	9%	9%	42.9	E	69.4	F								
	Mission Blvd On-Ramp to Rio Rancho Rd Off-Ramp									5,439	6,745	10%	11%	33.8	D	53.7	F
	Rio Rancho Rd Off-Ramp to SR-60 Off-Ramp	3,803	4,587	9%	9%	22.2	C	26.8	D	4,955	6,320	10%	11%	21.7	C	27.7	C
	SR-60 Off-Ramp to Rio Rancho On-Ramp	2,046	2,450	9%	8%	16.6	B	19.9	C	2,878	4,129	10%	9%	15.6	B	22.8	C
	South of Rio Rancho Rd On-Ramp	2,667	3,441	7%	7%	28.2	D	38	F	3,568	5,079	9%	9%	26.2	C	36.2	E

4.3.3. Existing Accident Rates

Traffic accident rates were compiled and tabulated within the project limit for a 3-year period from July 1, 2008 to June 30, 2011. This information was retrieved from the Caltrans Traffic Accident Surveillance Analysis System (TASAS) Table B. The accident data for State Route 71 indicated that the actual accident rate of 1.01 accidents per million vehicle miles (acc/mvm) for the three year period is more than the expected average rate of 0.76 acc/mvm. The “Fatal + Injury” rate also exceeded the expected rate by twenty percent (20%). The accidents occurred throughout the day with majority (over 60%) happened during the daylight hours. A review of the collision summary data tables suggested that the signalized intersections appear to be the primary cause of the accidents as more than seventy-eight percent (78%) of the accidents were rear-ends and side-swipe varieties, with the highest concentration of accidents occurring between Mission Boulevard and North Ranch Road. It is anticipated that the number of accidents will decrease and safety will improve as the result of eliminating the at-grade signalized intersections.

High accident concentration (Table C) locations were also provided in the traffic data. 9th Street is the only location within the project limit that has higher than expected accident rates and need to be investigated. A detailed summary of the accident data for the State Route 71 can be found in Attachment K.

5. ALTERNATIVES:

5.1. Preferred Alternative: Alternative 3 – At Grade, No Vehicular Crossing

This preferred alternative proposes to convert the SR-71 freeway to a standard eight-lane freeway, including three (3) mixed flow and one (1) HOV lanes, in each direction with no local street crossings between Mission Boulevard and Rio Rancho Road. The freeway profile will be at grade throughout the project limits. All the existing connections to SR-71 between Mission Boulevard and Rio Rancho Road will be converted to cul-de-sacs. A Pedestrian Over-crossing in the vicinity of 9th Street is also included as part of this alternative.

During the community meetings, the majority of the responses we received were in favor of this alternative because of the reduced right of way impacts. On January 17, 2013, City of Pomona Council also approved this design as the locally preferred alternative.

5.1.1. Proposed Project Features

- Widen SR-71 to a standard 8-lane freeway including three (3) mixed flow and one (1) HOV lane in each direction from Valley Boulevard to the Los Angeles/San Bernardino County Line. The proposed typical section will consist of a 15-foot median, one (1) 12-foot HOV lane, a 4-foot HOV striped buffer, three (3) 12-foot mixed flow lanes and a 10-foot standard shoulder in each direction.

- Join the existing freeway centerline alignment from Valley Boulevard/Hole Avenue to Mission Boulevard. The centerline alignment from Mission Boulevard to Old Pomona Road will be shifted westward to minimize the Right of Way (R/W) impacts, by utilizing city-owned land for widening. The freeway profile will be at-grade throughout the project limits.
- At various locations, remove the existing Portland Cement Concrete (PCC) and Asphalt Concrete (AC) structural sections and replace the entire width of the freeway, including the dirt area, with JPCP or CRCP.
- Construct auxiliary lanes from Valley Boulevard to Mission Boulevard in both directions. This lane will be in addition to the four lanes of the widening mentioned above.
- Construct two new bridge structures to replace East Spadra Overhead (OH) and West Pomona Overhead (OH). The freeway profile will be raised at the bridge locations to meet the current minimum 23'-4" railroad clearance design standards.
- Reconstruct the Mission Boulevard on and off-ramps to meet the ultimate freeway cross-section.
- Demolish the existing Pedestrian Over-crossing at Grier Street and construct a new Pedestrian Overcrossing near 9th Street.
- Construct new sound walls on barriers near residential areas. Retaining walls will also be required at various locations.
- Implement temporary and permanent Construction Site Best Management Practices (BMPs) at various locations.
- Construct maintenance vehicle pullouts at various locations.
- Cul-de-sac West Phillips Drive and North Ranch Road west of Route 71. Close Old Pomona Road east of Rising Hill Road.
- Install fiber optic lines for the proposed Closed-Circuit Televisions (CCTV), Changeable Message Signs (CMS), Traffic Monitoring System (TMS), Ramp Classification (AVC) and loop detectors for traffic management.
- Integrate existing traffic signals at Valley Boulevard/Holt Avenue and Rio Rancho Road with the Traffic Signal Management System.
- Evaluate and modify turning movements and ramp metering at all on-ramps and off-ramps within Caltrans Right-of-Way, as necessary.
- A detailed Ramp Meter Study shall be conducted for any proposed Ramp Meters along SR71 corridor analyzing the required storage length along on-ramps and impact to abutting local street level of service.

5.1.2. Non-Standard Mandatory and Advisory Design Features

Refer to the approved PR.

5.1.3. Interim Features

Currently, the City of Pomona and Caltrans are working closely to modify Phillips Drive, North Ranch Road and Old Pomona Road intersection configurations to improve the safety and performance on both the local intersections and the State Route 71 until the freeway project can be built.

5.1.4. High Occupancy Vehicle (HOV) Lanes

It is proposed to construct two HOV lanes (one in each direction) on the SR-71 in order to facilitate the future traffic demand. The HOV lane will be 12-foot wide with a 4-foot striped buffer between it and the general purpose lanes. The new HOV lanes will join the existing HOV lanes just south of Los Angeles/San Bernardino County Line on Route 71 to complete the gap closure. The HOV lanes will be used by vehicles with two (2) or more passengers.

5.1.5. Ramp Metering

Refer to the approved PR.

5.1.6. CHP Enforcement Areas

Refer to the approved PR.

5.1.7. Park and Ride Facilities

Refer to the approved PR.

5.1.8. Utility and Other Owner Involvement

Existing utilities will be impacted by the widening of the roadway and the shifting of the freeway alignment. These impacts will require relocation of several utility lines within the proposed right of way. Preliminary utility relocation estimates for the new preferred alternative 3 is \$8,746,000, reduced from \$77,874,000 in the original preferred alternative 2 in the PR. (based on \$33,399,000 in 2002 PR Estimate and an annual utility escalation rate of 8% to 2015.)

5.1.9. Railroad Involvement

Refer to the approved PR.

5.1.10. Highway Planting

Clearing and grubbing along the entire length of the project is required to widen the existing facility. An effort will be made to preserve existing trees and vegetations that do not need to be removed for construction purposes. Approximately 45.6 acres of new landscaping, irrigation and replacement planting areas need to be addressed and has been estimated at \$1,846,800. See Attachment E.

5.1.11. Erosion Control

Temporary storm water Best Management Practices (BMPs) will be required during construction to minimize the pollution runoffs and mitigate potential erosion problems. Some of the temporary BMPs proposed to control erosion and pollution runoffs include the use of fiber rolls, hydraulic mulch, concrete washout, drainage inlet protection, temporary cover on stockpiles, silt fence to prohibit dirt from entering the storm drain and street sweeping and vacuuming. The estimated cost for the temporary BMPs is \$600,000.

In the Final Report of Corridor Storm water Management Study for State Route 71 from Interstate 10 to San Bernardino County Line (PM 0.5 to PM 4.8) dated October 2009, thirty-four (34) permanent storm water BMP locations were identified. The recommended permanent BMPs include Bio-Filtration Swales, Bio-Filtration Strips, Detention Devices, Gross Solids Removal Devices (GSRDs), and Media Filters. The estimated cost of the permanent BMP implementation is \$3,050,000.

A Storm Water Data Report was prepared for this project, which was approved on March 28, 2013. See Attachment O.

5.1.12. Noise Barriers

A Traffic Noise Study Report was prepared in January 2013 to evaluate potential traffic noise impacts that may result from the proposed project preferred alternative. This report proposed placing sound walls on the edge of traveled way at some locations along the freeway to effectively attenuate and isolate the source of noise. Each proposed sound wall was analyzed in incremental heights for each sensitive receptor location that would be exposed to traffic noise levels near or above the level requiring abatement. The feasibility of the sound wall was then determined based on the “overall reasonableness” which includes noise reduction design goal, the cost of abatement, and viewpoints of the benefited receptors.

The heights of the walls have been determined to range from 14-feet to 18-feet, depending on the wall locations. Exact sound wall heights and locations will be determined later during the design phase of the project.

See Attachment H and I for Traffic Noise Study Report and Noise Abatement Decision Report.

5.1.13. Needed Roadway Rehabilitation and Upgrading

Refer to the approved PR.

5.1.14. Needed Structural Rehabilitation and Upgrading

The under-crossings (UC) at Ridgeway Street and Valley Boulevard on Route 71 may require rail retrofitting to support the additional weight of the new sound walls. The estimated cost of the retrofit is \$150,000 per structure.

The two Union Pacific Railroad overheads, East Spadra OH and West Pomona OH, are proposed to be replaced with new structures. The new structures will conform to the current freeway standards and vertical

clearance. The two existing structures will be demolished.

The existing Pedestrian Over-Crossing (POC) near Grier Street will be demolished and a new POC structure constructed near 9th Street as a replacement.

5.1.15. Cost Estimates

A preliminary Cost Estimate has been prepared for the preferred alternative. The cost has been broken down into two phases: Segment 1, which covers the work from Route 10 to Mission Boulevard and Segment 2 for the work from Mission Boulevard to Los Angeles/San Bernardino County Line. See Attachment F for the preliminary cost estimate report.

5.1.16. Right of Way Data

Refer to Section 6.4.

5.2. Rejected Alternatives:

5.2.1. Alternative 1 – No-Built

Under this alternative, no action would be taken to construct any upgrades along State Route 71 from I-10 to the Los Angeles/San Bernardino County Line. As a result, the operational and safety characteristics of the roadway will remain the same and not be consistent with local and regional transportation planning nor the Route Concept Report.

5.2.2. Alternative 2 – Semi-Depressed, Vehicular Crossing at 9th Street

This alternative is the same as the preferred alternative in the 2002 approved Caltrans Project Report. This alternative proposes to convert the freeway to a standard eight-lane freeway, including three (3) mixed flow and one (1) HOV lanes, in each direction. The freeway profile will be at grade from I-10 to Mission Boulevard and semi-depressed from Mission Boulevard to the Rio Ranch Road Over-crossing. An over-crossing at 9th Street is also included as part of this alternative. This alternative will construct cul-de-sacs at the following streets: 2nd Street, Brea Canyon Road, Buffington Street, Vejar Street, Fleming Street, Meserve Street, Denison Street, Grier Street, Jess Street, Wright Street, Smith Street, Palmer Street, Grand Avenue, Phillips Boulevard and Phillips Drive. This alternative will also construct a knuckle connecting Hunter Point Road and North Ranch Road and close Old Pomona Road between Rising Hill Road and existing SR-71.

This alternative was rejected because it involved a significant right of way and environmental impacts, which also increased the project cost. In addition, the semi-depressed configuration will require a large amount of excavation, disposal of soil and utility relocations. The capacity and operation of the freeway remains the same as the preferred alternative. Therefore, due to costs, right of way and constructability issues, this alternative was rejected.

5.2.3. Alternative 4 – At Grade, Vehicular Crossing at Old Pomona Boulevard

This alternative proposes to convert existing highway to standard eight-lane freeway including three (3) general purposes lanes and one (1) HOV lane in each direction with one (1) overcrossing at Old Pomona Road that connects to Lexington Avenue on the eastside of SR-71. This alternative will also have a frontage road on the west side of SR-71 between Phillips Drive and Old Pomona Road and a pedestrian overcrossing in the vicinity of 9th Street.

This alternative was rejected because many city residents and politicians expressed opposition to the frontage road and Old Pomona Overcrossing because of aesthetic, safety and noise factors.

5.2.4. Alternative 4a – At Grade, No Vehicular Crossing at Old Pomona boulevard

The proposed geometry of Alternative 4a is identical to Alternative 4 with one exception – the overcrossing at Old Pomona Road is removed.

This alternative was rejected due to same aesthetic, safety and noise factors as in Alternative 4.

6. CONSIDERATIONS REQUIRING DISCUSSIONS:

6.1. Hazardous Waste

An Aerially Deposited Lead (ADL) Site Investigation Report was completed in December 2012 by Geocon Consultants, Inc. to evaluate the preliminary ADL contamination along the proposed roadway widening within existing Caltrans Right of way. Based on the report, the soil within the areas of study can be classified as Roadway Excavation (Type X), which is considered non-hazardous and therefore can be re-used and/or relinquished to the contractor without restriction.

The Phase 1 Initial Environmental Site Assessment for this project was completed in January 2013 by AMEC Environmental and Infrastructure, Inc. to evaluate the site conditions in areas where properties may be impacted by the freeway widening and easements. AMEC concluded that based on the information obtained, one potential hazardous waste parcel is located adjacent to the western boundary of Palm Lake Golf Course along Route 71 corridor. The potential contamination resulted from an unaddressed soil impacts from former gasoline and diesel fuel USTs. The property, which is owned by Zeke Avila & Sons, is located at 1500 W Phillips Boulevard, Pomona. The property's Assessor Parcel Map Number is 8343-016-013.

In addition, some of the parcels identified to be impacted by construction activities were for military, industrial, commercial or agricultural usage prior to 1980s. Although various soil remediation activities have been conducted in the past to meet pollution and contamination cleanup goals, the groundwater may still represent as historically recognized environmental conditions (HREC's) and need to be analyzed to determine if it poses a threat to human health and the environment and for disposal options, if encountered. An amount of \$1,000,000 has been estimated for the cost associated with this potential hazardous waste remediation.

6.2. Value Analysis

No Value Analysis has been conducted for the project this time. This study will be done during design.

6.3. Resource Conservation

Refer to approved PR.

6.4. Right of Way Issues

6.4.1. Right of Way Requirements

The preferred alternative maintained the Route 71 centerline alignment from Route 10 to Mission Boulevard and shifted the Route 71 centerline alignment westward from Mission Boulevard to Old Pomona Road to minimize the Right of Way (R/W) impacts by utilizing City owned land for widening. The R/W requirements for the preferred alternative are as follows:

- Route 10 to Valley Boulevard - The existing freeway portion of Route 71 from Route 10 to Valley Boulevard is at full width and will not require any additional R/W.
- Valley Boulevard to Mission Boulevard – A small portion of the R/W on the commercial properties near East Spadra OH Structure and the West Pomona OH structure will be required due to freeway expansion. Railroad R/W will also be required due to the new bridge replacements and widening.
- Mission Boulevard to Old Pomona Road – There are 26 properties, which will be impacted by the freeway widening in this segment. Approximately 12 units will be full parcel acquisition. Butterfield Road on the Westside of the Route 71 will remain open but modified to one way street to provide accessibility to the properties facing and adjacent to this road.
- Old Pomona Road to Los Angeles/San Bernardino County Line – The R/W has already been acquired and no additional parcel acquisition would be required within these limits.
- Temporary construction easements and permanent footing easements for sound walls and retaining walls may be needed.
- Multiple utility lines will be in conflict with the widening and therefore will be relocated. The impacted utility companies include:
 - Southern California Edison (SCE)
 - Southern California Gas (SCG)
 - Los Angeles County Sanitation District
 - City of Pomona Sewer and Water
 - AT & T
 - Time Warner

- Pending further detailed studies, additional R/W may be required as part of environmental mitigation, hazardous waste removal and utilities and drainage work.
- Refer to Attachments C and M for additional R/W information

6.4.2. Relocation Impact Study

A Relocation Impact Report describes the plan for relocating owners of residential and commercial properties impacted by the proposed Route 71 upgrade project. Most of the displacements will occur in the City of Pomona along Butterfield Road.

The Relocation Impact Study concluded that there are sufficient and comparable sites for relocation of businesses within the immediate vicinity. The study also stated that adequate housing would be available to residents within the surrounding neighborhood who would be displaced. See Attachment Q.

6.4.3. Airspace Lease Area

Refer to approved PR.

6.4.4. Environmental Issues

A Negative Declaration/Finding of No Significant Impact (ND/FONSI) Re-Evaluation was prepared for the preferred alternative in accordance with Caltrans' environmental procedures as well as State and Federal environmental regulations. See attachment L for the approved document.

6.4.5. Air Quality Conformity

A project-level Air Quality report was prepared for this project adheres to the Transportation Conformity Rule. See Attachment P.

6.4.6. Title VI Consideration

Refer to approved PR.

7. **OTHER CONSIDERATIONS AS APPROPRIATE:**

7.1. Public Hearing Process

Open Houses were held prior to the Preferred Alternative Selection on November 14, 2012 and December 10, 2012. On January 7, 2013, City of Pomona passed a resolution to adopt Alternative 3, the at-grade design with no local street crossing between Mission Boulevard and Rio Rancho Road, as the locally preferred alternative.

7.2. Route Matters

Refer to approved PR.

7.3. Permits

Refer to approved PR.

7.4. Agreements

Refer to approved PR.

7.5. Involvement with a Navigable Waterway

Refer to approved PR.

7.6. Transportation Management Plan (TMP) for Use During Construction

Refer to approved PR.

7.7. Stage Construction

The project would be built in two phases in order to construct a new freeway while keeping the traffic moving at the same time.

- Stage 1

The first stage would construct the new roadway from the existing highway edge of travel way (ETW) to the ultimate freeway edge of shoulder (ES) on both sides of Route 71. Freeway profile will be adjusted on the new roadway from Valley Boulevard to Mission Boulevard to establish the new railroad bridge height requirements. Half of the new East Spadra and West Pomona Bridges at the ultimate elevation on both sides of Route 71 would be built first. Local streets leading to Butterfield Road on each side of the highway would be closed temporarily, while road modification and utility work is being done. West Phillips Drive, North Ranch Road and Old Pomona Road on the Westside of Route 71 would be closed permanently and changed to cul-de-sacs. Detours would be in place to direct the motorists to Mission Boulevard or Rio Rancho Road to cross Route 71. The new pedestrian overcrossing (POC) structure near 9th Street would be constructed and the old Grier POC would be demolished after the new POC completion. Sound walls and retaining walls would also be built in this stage to mitigate as much traffic noise as possible during future stages of construction.

- Stage 2

Ramps would be modified to the ultimate location. Traffic would be shifted over to the new roadway. Existing highway structure, median barriers and MBGRs south of Valley Boulevard will be removed and replaced with new roadway structures and median barriers. Existing East Spadra and West Pomona OH would be demolished and new structures constructed to complete the new bridges. New Route 71 centerline would also be aligned from Mission Boulevard to Rio Rancho Road. Coordination with Caltrans District 8 would be necessary on joining the HOV lanes striping to the existing HOV lanes in San Bernardino County.

7.8. Accommodation of Oversize Loads

Refer to approved PR.

7.9. Graffiti Control

Refer to approved PR.

7.10. Hydrology/Hydraulic Analysis

Refer to approved PR.

8. **PROGRAMMING:**

The project is programmed in the SCAG adopted 2012 FTIP, ID # LA0B951. The project

scope is to convert Expressway to Freeway by adding 1 HOV Lane and 1 mixed flow lane in each direction.

Funding

The project is identified in the constrained section the adopted 2009 Metro Long Range Transportation Plan for an amount of \$115 million in escalated dollars for the I-10 to Mission Blvd section and \$330 Million in escalated dollars for the Mission Blvd to Rio Ranch Road section from Fiscal Years 2022 thru Fiscal Years 2030. However, in order to deliver the combined Project sooner, Metro has initiated a process to include this Project in a bundled set of Projects as a Public Private Partnership Project under the title of Accelerated Regional Transportation Improvements (ARTI) Project. If the process is successfully completed, the design of the project could begin as early as 2015 with the selected consultant/contractor team with completion coming as early as 2019.

Schedule

The target milestones for the project are as follows:

Milestone	Delivery Date
Project Approval & Environmental Document (PA&ED)	April 2013
Project Plans Specifications & Estimates (PS&E)	June 2025
Ready to List (RTL)	November 2025
Construction Completion	November 2028

9. REVIEWS:

Lan Saadatnejadi	MTA
Ati Eskandari	City Of Pomona
Derek Higa	Design Manager, Branch C
Kirsten Stahl	Materials
Dan Murdoch	Right of Way
Kenneth Young	Traffic Investigation
Martin Oregel	District Traffic Manager
Dawn Kukla	Environmental
Steve Chan	Hazardous Waste
George Olguin	Landscape
Celina Aviles	Utilities
Shirley Pak	Storm Water
M. Oji Kalu	Design Manager, Branch B
Jiwanjit Palaha	Project Manager
Aline Antaramian	Office Chief, Design Branch B

10. PROJECT PERSONNEL:

Project Manager	Jiwanjit Palaha	(213)-897-2770
Project Development Unit Supervisor	Oji Kalu	(213)-897-1609
Project Development Unit Engineer	Andy Liao	(213)-897-0149
Materials Supervisor	Kirsten Stahl	(213)-897-0470
Right of Way Branch Supervisor	Dan Murdoch	(213)-897-1816
Traffic Investigation Supervisor	Kenneth Young	(213)-897-6091
District Traffic Manager (DTM) Supervisor	Martin Oregel	(213) 897-4152
Environmental Planner Supervisor	Dawn Kukla	(213) 897-3643
Hazardous Waste Supervisor	Steve Chan	(213) 897-0670
Storm Water Coordinator	Shirley Pak	(213) 897-0428
Landscape	George Olguin	(213) 897-0077
Utilities Engineer	Celina Aviles	(213) 897-1881

11. LIST OF ATTACHMENTS:

- A. Title Sheet and Layout Plans
- B. Typical Cross Sections and Profiles
- C. Proposed Right of Way Map
- D. Existing Utility Plans
- E. Preliminary Landscape Layouts
- F. Preliminary Cost Estimate
- G. Material Recommendations
- H. Traffic Noise Study Report
- I. Noise Abatement Decision Report
- J. Traffic Analysis Final Report
- K. TASAS Traffic Accident Report (Table B/C)
- L. Negative Declaration/Finding of No Significant Impact (ND/FONSI) Re-evaluation
- M. Right of Way Data Sheet
- N. Initial Site Assessment
- O. Approved Storm Water Data Report (SWDR)
- P. Air Quality Conformity Report
- Q. Relocation Impact Study Report
- R. Transportation Management Plan (TMP) Data Sheet
- S. Structures Advanced Planning Study (APS)
- T. City of Pomona Resolution approval on Preferred Alternative
- U. Project Report