

Final Initial Study/Mitigated Negative Declaration for the

San Jose Creek Multi-Use Bikeway Project

SCH No. 2026050416

Prepared for:

City of Pomona

June 2026

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Prepared for:

City of Pomona
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June 2026

20220001.01

TABLE OF CONTENTS

Section		Page
ACRONYMS AND ABBREVIATIONS		iv
1	INTRODUCTION	1-1
1.1	Introduction and Regulatory Guidance	1-1
1.2	Purpose and Intended Uses of this Final IS/MND	1-1
1.3	Major Conclusions of the Environmental Analysis	1-1
1.4	Summary of Public Review Process	1-2
1.5	Document Organization	1-2
2	PROJECT DESCRIPTION	2-1
2.1	Project Overview	2-1
2.2	Project Location	2-1
2.3	Existing Setting	2-1
2.4	Project Objectives	2-1
2.5	Project Features	2-4
2.6	Project Construction	2-40
2.7	Operations	2-40
2.8	Required Permits and Approvals	2-40
3	ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES	3-1
3.1	Aesthetics	3-5
3.2	Agriculture and Forest Resources	3-8
3.3	Air Quality	3-10
3.4	Biological Resources	3-20
3.5	Cultural Resources	3-28
3.6	Energy	3-31
3.7	Geology and Soils	3-35
3.8	Greenhouse Gas Emissions	3-41
3.9	Hazards and Hazardous Materials	3-46
3.10	Hydrology and Water Quality	3-50
3.11	Land Use and Planning	3-58
3.12	Mineral Resources	3-60
3.13	Noise	3-61
3.14	Population and Housing	3-71
3.15	Public Services	3-72
3.16	Recreation	3-75
3.17	Transportation	3-76
3.18	Tribal Cultural Resources	3-80
3.19	Utilities and Service Systems	3-83
3.20	Wildfire	3-87
3.21	Mandatory Findings of Significance	3-89
4	REFERENCES	4-1
5	REPORT PREPARERS	5-1

Appendices

Appendix A: Air Quality, Greenhouse Gas Emissions, and Energy Modeling

Appendix B: Biological Letter Report

Appendix C: Cultural Resources Inventory Report

Appendix D: Geotechnical Report

Appendix E: Hydrology Report

Appendix F: Noise Modeling

Appendix G: Transportation Memorandum

Appendix H: Mitigation Monitoring and Reporting Program

Figures

Figure 2-1 Regional Location 2-2
Figure 2-2 Project Location 2-3
Figure 2-3a Project Design 2-5
Figure 2-3b Project Design 2-7
Figure 2-3c Project Design 2-9
Figure 2-3d Project Design 2-11
Figure 2-3e Project Design 2-13
Figure 2-3f Project Design 2-15
Figure 2-3g Project Design 2-17
Figure 2-3h Project Design 2-19
Figure 2-3i Project Design 2-21
Figure 2-3j Project Design 2-23
Figure 2-3k Project Design 2-25
Figure 2-3l Project Design 2-27
Figure 2-3m Project Design 2-29
Figure 2-3n Project Design 2-31
Figure 2-3o Project Design 2-33
Figure 2-3p Project Design 2-35
Figure 2-4 Lighting Plan 2-37

Tables

Table 2-1 Required Permits and Approvals 2-41
Table 3.3-1 National and California Ambient Air Quality Standards 3-11
Table 3.3-2 Sources and Health Effects of Criteria Air Pollutants 3-12
Table 3.3-3 Attainment Status Designations for Los Angeles County Portion of the Basin 3-13
Table 3.3-4 SCAQMD Significance Thresholds (pounds per day) 3-16
Table 3.3-5 Estimated Regional and Localized Construction Emissions – Unmitigated Pounds Per Day 3-17
Table 3.4-1 Vegetation Communities 3-21

Table 3.6-1 Construction Energy Consumption....3-33
Table 3.7-1 Nearby Active Faults....3-37
Table 3.8-1 Proposed Project-Generated Construction Greenhouse Gas Emissions....3-44
Table 3.13-1 Existing Noise- and Vibration-Sensitive Land Uses....3-62
Table 3.13-2 Caltrans Guideline Threshold Criteria for Potential Vibration Damage....3-63
Table 3.13-3 Exterior Noise Standards....3-64
Table 3.13-4 Typical Noise Levels from Construction Equipment....3-65
Table 3.13-5 Construction Noise Modeling Results Summary....3-67
Table 3.19-1 Nearby Landfills....3-84
Table 3.21-1 Cumulative Projects....3-91

ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
AB	Assembly Bill
AF	acre-feet
AQMP	air quality management plans
ATP	Active Transportation Plan
Basin	South Coast Air Basin
Blackhawk	Blackhawk Environmental, Inc.
BMP	best management practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal Poly Pomona	California Polytechnic University at Pomona
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane
City	City of Pomona
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society's
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
dB	decibel
dBA	a-weighted decibels
DOC	California Department of Conservation
EIR	Environmental Impact Report

EPA	U.S. Environmental Protection Agency
FHSZ	fire hazard severity zone
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GSP	groundwater sustainability plans
H_2S	hydrogen sulfide
HFC	hydrofluorocarbons
I	Interstate
in/sec	inches per second
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
LACFCD	Los Angeles County Flood Control District
LACoFD	Los Angeles County Fire Department
LADPW	Los Angeles Department of Public Works
LARWQCB	Los Angeles Regional Water Quality Control Board
L_{eq}	Equivalent Continuous Sound Level
L_{max}	Maximum Sound Level
LST	localized significance thresholds
LUCI	Land Use and Climate Innovation
$MTCO_2e$	metric tons of carbon dioxide equivalent
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	Nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
NVSR	noise- and vibration-sensitive receptor
O_3	ozone
OPR	Office of Planning and Research
PFC	perfluorinated carbons
PM_{10}	Respirable particulate matter
$PM_{2.5}$	Fine particulate matter
PPV	Peak Particle Velocity
PRC	Public Resources Code

project	San Jose Creek Multi-Use Bikeway Project
PUSD	Pomona Unified School District
RFFB	rectangular rapid flashing beacons
RMS	root mean square
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SEA	Significant Ecological Areas
SF_6	hexafluoride
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SO_2	Sulfur dioxide
SoCalGas	Southern California Gas Company
SR	State Route
SRA	source receptor area
STC	Sound Transmission Class
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCM	Transportation Control Measures
TMDL	total maximum daily loads
USACE	United States Army Corps of Engineers
USFWS	United States Fish & Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City of Pomona (City) to evaluate potential environmental effects resulting from the San Jose Creek Multi-Use Bikeway Project (project). Section 2 "Project Description" presents the detailed project information.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) the Initial Study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) the Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

1.2 PURPOSE AND INTENDED USES OF THIS FINAL IS/MND

As described in the environmental checklist (Chapter 3), the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines section 15071.

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. The City is the CEQA lead agency. The purpose of this document is to present to decision-makers and the public information about the environmental consequences of implementing the project.

As discussed in Section 1.4, "Summary of Environmental Review Process," the Draft IS/MND was circulated for public review in accordance with State CEQA Guidelines sections 15072 and 15073. No comments were received from agencies, organizations, Native American tribes, or members of the public during the review period. This Final IS/MND incorporates minor updates made following circulation of the Draft IS/MND and serves as the environmental document for consideration by the City. The minor updates relate to the completion of tribal consultation pursuant to Assembly Bill (AB) 52 and do not constitute substantial revisions to the Draft IS/MND. The City will consider this Final IS/MND, together with the associated Mitigation Monitoring and Reporting Program (MMRP; included as Appendix H), prior to taking action on the proposed project.

The City is the official custodian of the documents that make up the record of proceedings. These documents are available upon request for public review at City's office at 505 South Garey Avenue, Pomona, California 91766.

1.3 FINDINGS OF THE ENVIRONMENTAL ANALYSIS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the project.

Based on the issues evaluated in that chapter, it was determined that the project would have either no impact or a less-than-significant impact related to most of the issue areas identified in the Environmental Checklist, included as Appendix G of the State CEQA Guidelines. These include the following issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

Potentially significant impacts were identified for biological resources, cultural resources, noise, and tribal cultural resources; however, mitigation measures included in the IS/MND would reduce all impacts to a less-than-significant level.

1.4 SUMMARY OF PUBLIC REVIEW PROCESS

Pursuant to section 15072 and 15073 of the CEQA Guidelines, the Draft IS/MND and Notice of Intent (NOI) to adopt the MND were circulated for a 30-day public review period that began on May 11, 2026, and ended on June 11, 2026. The City submitted the NOI to the Governor's Office of Land Use and Climate Innovation State Clearinghouse on May 11, 2026, and posted the NOI with the Los Angeles County Clerk for the local review period. The NOI was also published in the Inland Valley Daily Bulletin on May 12, 2026. The City also distributed the NOI and Draft IS/MND to the following entities:

- California Department of Fish and Wildlife, Region 5
- California Department of Transportation, District 7
- Gabrieleño Band of Mission Indians - Kizh Nation
- Los Angeles County Department of Public Works
- Los Angeles Regional Water Quality Control Board
- Native American Heritage Commission
- United States Army Corps of Engineers, Los Angeles District

The Draft IS/MND was posted on the City's website. In addition, copies of the Draft IS/MND and supporting documents were made available at the City of Pomona offices during regular business hours, located at 505 South Garey Avenue, Pomona, California 91766. No public comments were received during the public review period. Accordingly, no responses to comments were required, and a separate response-to-comments document was not prepared.

Following circulation of the Draft IS/MND, AB 52 consultation with the Gabrieleño Band of Mission Indians - Kizh Nation was completed, and the City incorporated the Tribe's recommended mitigation measures into the Final IS/MND and associated MMRP.

1.5 DOCUMENT ORGANIZATION

This IS/MND is organized as follows:

Chapter 1: Introduction. This chapter provides an overview of regulatory guidance, describes the purpose and intended uses of this document, presents the findings of the environmental analysis, and summarizes the public review process.

Chapter 2: Project Description. This chapter describes the project location and existing setting, identifies project objectives, and provides a detailed description of the project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist (CEQA Guidelines, Appendix G) and determines if project actions would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, none of the impacts were determined to be significant after implementation of mitigation measures.

Chapter 4: References. This chapter lists the references used in preparation of this IS/MND.

Chapter 5: Report Preparers and Contributors. This chapter identifies report preparers and contributors.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Pomona (City) is proposing the San Jose Creek Multi-Use Bikeway Project (proposed project), which consists of the development of a 3.5-mile off-road bike and pedestrian path along a segment of San Jose Creek between Temple Avenue and Murchison Avenue in Pomona, California. The proposed project is identified as a Tier 1 priority project in the City's Active Transportation Plan (Fehr & Peers 2012); it is envisioned to provide pedestrians and bicyclists a safer off-street path of travel between community destinations and amenities in the city, which include the California Polytechnic University at Pomona (Cal Poly Pomona), the Los Angeles County Fairplex, regional transit and bikeway connections, various parks and schools, and commercial shopping centers. The project would consist of 15 access points, including six at-grade safe street crossings. The project would also feature stormwater capture treatments, trailhead gateways and access points, and wayfinding and safety signage along the 3.5-mile alignment.

2.2 PROJECT LOCATION

The proposed project encompasses approximately 6 acres in the city of Pomona, in eastern Los Angeles County (Figure 2-1). The 3.5-mile alignment extends along San Jose Creek from Temple Avenue in the western portion of the city to Murchison Avenue in the central portion of the city (project area) (Figure 2-2). The westernmost portion of the bikeway at Temple Avenue and Campus Drive is directly across from Cal Poly Pomona. The proposed alignment would cross under the Orange Freeway (State Route [SR] 57) and Chino Valley Freeway (SR 71) and terminates just south of the San Bernardino Freeway (Interstate [I]-10).

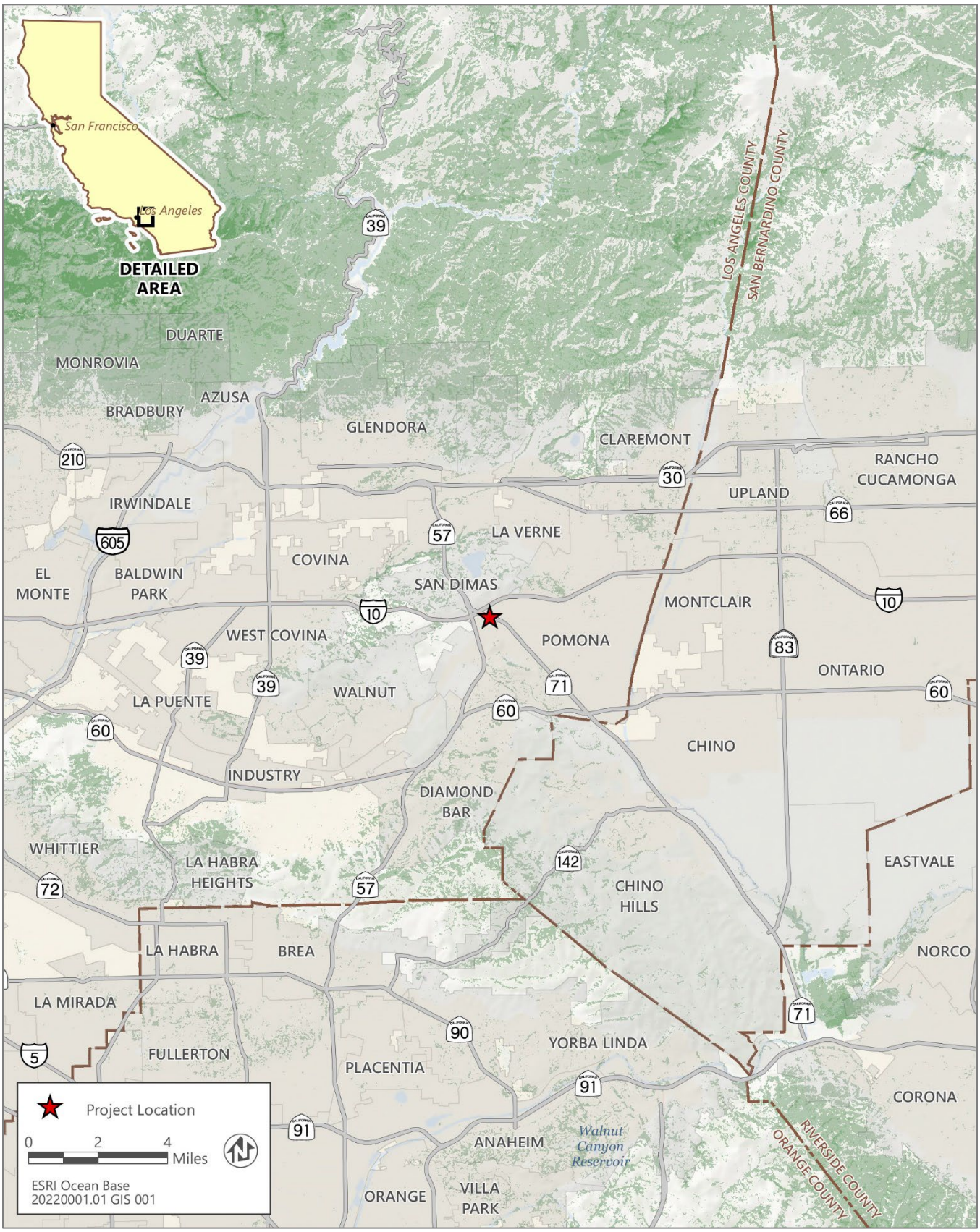
2.3 EXISTING SETTING

San Jose Creek is an intermittent, tributary stream that flows nearly 20 miles westward from the city of Pomona into the San Gabriel River through the Pomona Valley and San Gabriel Valley. Within the project area, San Jose Creek is a 14-foot-wide concrete-lined channel with vertical walls and chain-link fencing along both sides. The proposed project alignment varies between 16 feet wide up to 35 feet wide and includes areas along the north and south sides of the channel in various locations along the alignment. The alignment extends along the north side of San Jose Creek from Temple Avenue to Ridgeway Street and from Fairplex Drive to Dudley Street; it switches to the south side of San Jose Creek from Ridgeway Street to Fairplex Drive and from Dudley Street to Murchison Avenue.

The proposed project alignment passes through existing developed and urban landscapes. The existing setting is largely dominated by commercial land uses in the western portion of the project area, but transitions to residential neighborhoods as the project area extends eastbound. Several parks and schools are located adjacent to the proposed alignment, including Kellogg Park, John F. Kenney Park, John Marshall Middle School, and Arroyo Elementary School.

2.4 PROJECT OBJECTIVES

Upon completion of the proposed project, the City would have completed more than 50 percent of the priority projects identified in the Active Transportation Plan. The proposed project would reduce network gaps; offer greater access and route options throughout the city, particularly to and from the future Metro Foothill Gold Line Station; and provide stronger connections across two of the Pomona's major barriers, 1-10 and SR 71. The proposed project would address five of the City's high-priority network gaps and would double the available low-stress bicycle networks, directing users away from roadways that have histories of bicycle and pedestrian collisions.



Source: Adapted by Ascent in 2023.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2023.

Figure 2-2 Project Location

The proposed project would also connect to existing active transportation facilities, including other bicycle paths, lanes, and routes. By establishing these connections, the proposed project would expand safe and convenient access to destinations throughout Pomona, including five public schools (Kellogg Polytechnic Elementary, Arroyo Elementary, Lopez Elementary, Ganesha High School, and John Marshall Middle School), three grocery stores (Perez Market, Ace Market, Cardenas Market), and two parks (Cesar Chavez Park and John F. Kennedy Park). This project is intended to benefit students and residents already walking and biking and would make it more likely for those with safety concerns to be able to choose active and healthier modes of transportation.

2.5 PROJECT FEATURES

The following sections describe the proposed project features, shown in Figure 2-3a-p.

2.5.1 Demolition and Removal

The demolition phase involves removal of existing fencing, gates, and asphalt in select locations. The existing 4-foot-tall chain-link fencing along the top of the concrete channel wall would be removed along the proposed alignment. This would occur along both the north and south sides of the San Jose Creek, respective to the side where the bikeway is proposed. Existing chain link or steel picket swing gates and fencing at roadway crossings would also be removed. Existing asphalt driveways and pathways would be removed at select locations along the proposed bikeway alignment near the intersections of Temple Avenue, Kellogg Drive, Ridgeway Street, Fairplex Drive, Glen Avenue, Dudley Street, Weber Street, Murchison Avenue, and the pedestrian bridge east of Kellogg Drive.

2.5.2 Bikeway

The proposed bikeway would be 10 feet wide with 2-foot-wide shoulders on each side and would be constructed of asphalt concrete for the full extent of the proposed alignment. The path would feature two-directional travel lanes with yellow dashed lines in the center and solid white lines between the path and the shoulders.

2.5.3 Fencing

As mentioned above, the existing 4-foot-high chain-link fencing along the San Jose Creek channel would be removed and replaced with 6-foot-high new chain-link fence along the channel side of the pathway. Existing fencing and walls opposite the channel adjacent to existing uses would be protected in place.

2.5.4 Trailhead Landscaping and Amenities

Three landscaped trailhead locations are proposed, consisting of both termini trailheads at Temple Avenue and Murchison Avenue. Each trailhead would feature a bike rack, wayfinding signage, trash receptacles, circular bench, precast seat wall, monument sign, and solar post lights. The landscaping plan at Temple Avenue and Murchison Avenue also features concrete permeable pavers, decomposed granite pathways, shade trees, an accent tree, and other landscape plantings.

2.5.5 Path Lighting

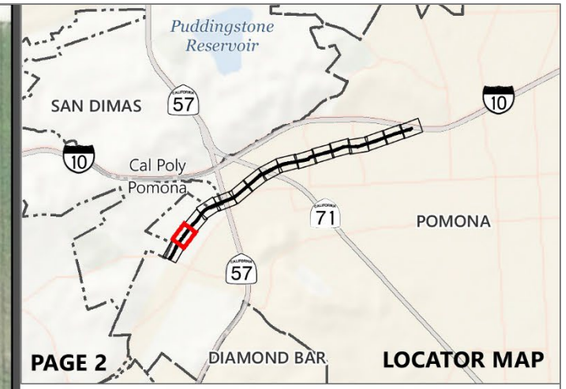
Approximately 77 solar post lights would be installed along the path at an average spacing of approximately 150 feet (Figure 2-4). The lighting system would consist of approximately 14-foot-tall solar-powered light-emitting diode (LED) post lights with integrated photovoltaic panels and battery storage, allowing the fixtures to operate independently of the electrical grid. Lighting would provide an average illuminance of approximately 1.0 foot-candle along typical segments of the path. The lights would operate during nighttime hours to enhance user safety, security, and visibility. The lighting system would incorporate smart controls to manage operation and energy use.



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3a Project Design





Proposed Project Features

- Centerline
- Curb
- Fence Gate
- Fenceline
- Asphalt Pavement
- Concrete Sidewalk

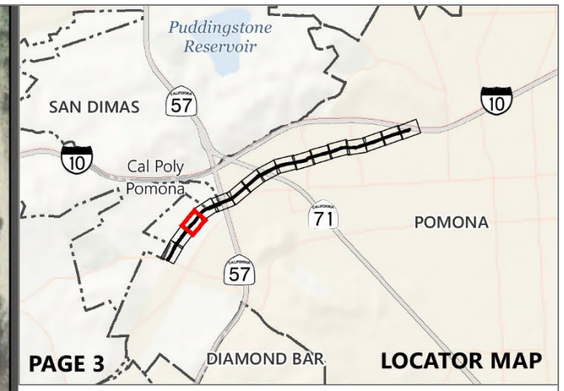
0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-2

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3b Project Design





Proposed Project Features

- Centerline
- Curb
- Fenceline
- Asphalt Pavement

0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-3

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

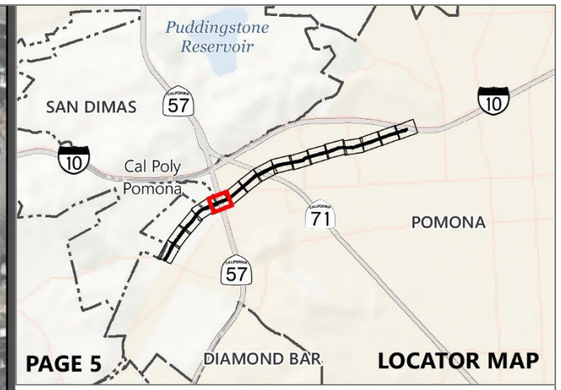
Figure 2-3c Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3d Project Design





Proposed Project Features

- Centerline
- Curb
- Fenceline
- Asphalt Pavement
- Concrete Sidewalk

0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-5

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

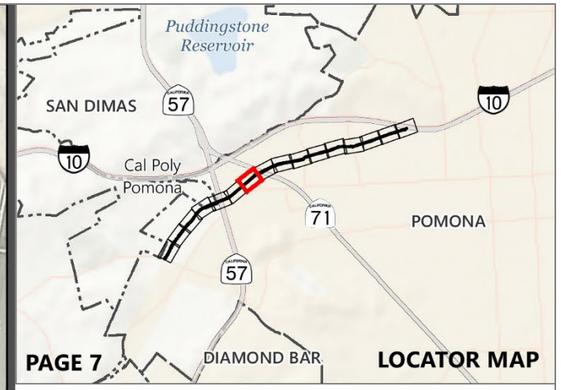
Figure 2-3e Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3f Project Design





Proposed Project Features

- Centerline
- Curb
- Fence Gate
- Fenceline
- Asphalt Pavement
- Concrete Sidewalk

0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-7

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

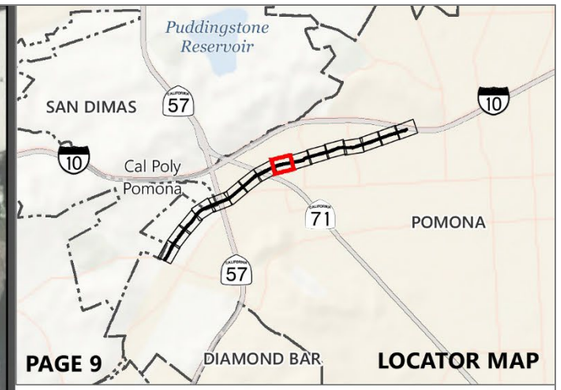
Figure 2-3g Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3h Project Design





Proposed Project Features

Centerline

Fenceline

Asphalt Pavement

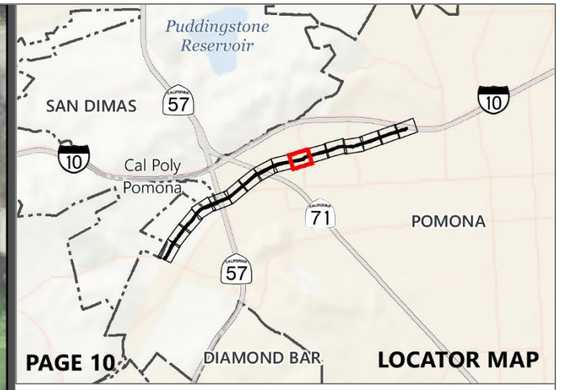
0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-9

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3i Project Design





Proposed Project Features

- Centerline
- Curb
- Fence Gate
- Fenceline
- Road Ramp
- Asphalt Pavement
- Concrete Sidewalk

0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-10

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3j Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

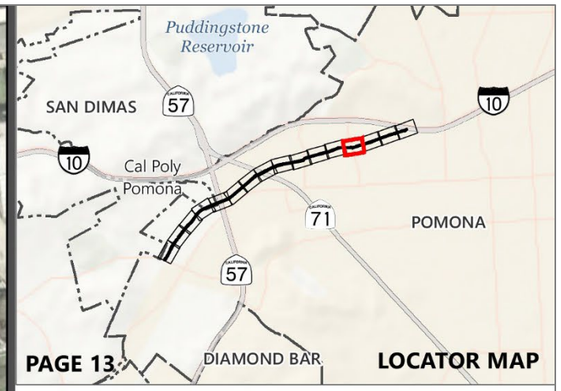
Figure 2-3k Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3l Project Design





Proposed Project Features

- Centerline
- Curb
- Fence Gate
- Fenceline
- Asphalt Pavement

0 50 100 Feet

ESRI World Imagery
20220001.01 GIS 005-13

Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3m Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3n Project Design



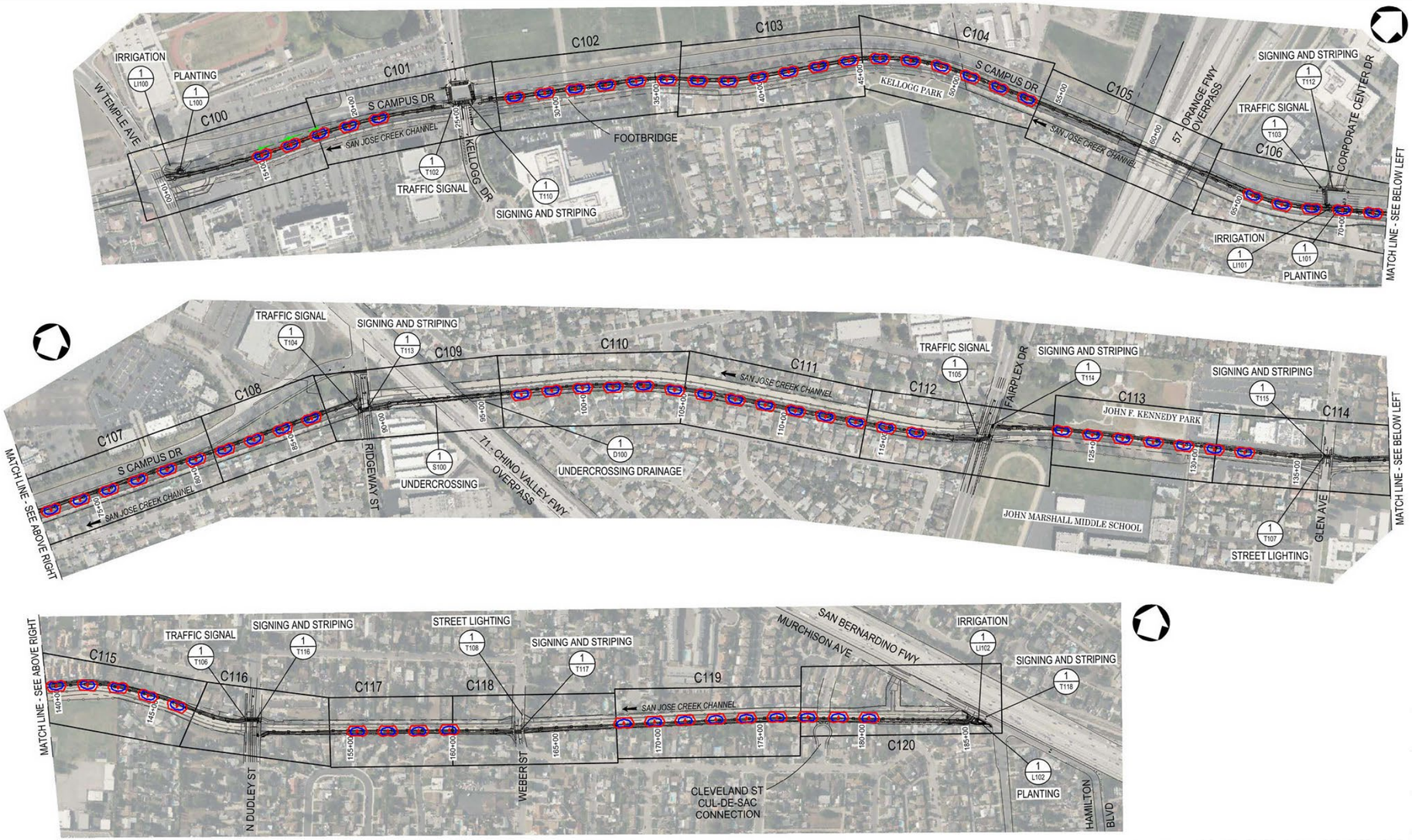
Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3o Project Design



Source: Data received from Alta in 2025; adapted by Ascent in 2025.

Figure 2-3p Project Design



Luminaire Schedule					
Symbol	Qty	Label	Arrangement	LLF	Luminaire Lumens
	77	T3-Opera-3K-24W-14'	SINGLE	0.900	4488

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Bikeway	Illuminance	Fc	1.08	5.0	0.0	N.A.	N.A.

20220001.01 GRX 001

0 285 570 FEET

Source: Image received from Alta in 2026; adapted by Ascent in 2025.

Figure 2-4 Lighting Plan

2.5.6 Freeway Undercrossings

SR 57 UNDERCROSSING

The proposed bikeway would cross under SR 57 on the existing embankment along the north side of the San Jose Creek channel. The bikeway would maintain 10 feet of travel width and 2-foot-wide shoulders on either side through this undercrossing. Existing features would be protected in place with no impact on SR 57 facilities.

SR 71 UNDERCROSSING

A 455-foot-long undercrossing is proposed under SR 71 and the remnant portions of the former bridge that currently obstruct passage beyond the freeway. This crossing would require removal of existing dirt and construction of concrete retaining walls with structural backfill adjacent to the existing channel wall and along the south side of the proposed bikeway. The existing material would be excavated to provide a minimum of 10 feet of clearance. The bikeway would maintain 10 feet of travel width and 2-foot-wide shoulders on either side through this undercrossing. The undercrossing would be illuminated for safety.

To prevent ponding conditions at the SR 71 undercrossing, the proposed project would include a new drainage system with backflow prevention measures at drainage outlets. The drainage system includes a drop inlet grate that is designed to handle flows from 100-year storm events and a secondary inlet to prevent ponding in the event the primary inlet is overwhelmed or clogged. To further prevent ponding, a trench drain would also be installed on the west side of the SR 71 undercrossing to intercept off-site runoff from SR 71. Runoff from the new drainage system would be directed into the San Jose Creek channel (Craftwater Engineering, Inc. 2024).

2.5.7 At-Grade Street Crossings

The proposed bikeway would cross several streets at-grade. Several features are proposed to maximize bike and pedestrian safety and minimize vehicle conflict. The following improvements are proposed at the respective crossings, which are listed in order from west to east:

- Kellogg Drive: Relocate existing signal poles, prohibit right turns on red signals (from Campus Drive onto Kellogg Drive and from Kellogg Drive on to Campus Drive), widen the existing crosswalk, adjust signal timing to provide leading pedestrian intervals, install curb extensions, and reduce southbound Kellogg Drive to one lane;
- Ridgeway Street: Install new crossing and vehicle signal, install curb ramps with landing areas for queuing, and reconfigure vehicle through-lanes and turn lanes to accommodate bike lanes;
- Fairplex Drive: Install new crossing and vehicle signal, install curb ramps with landing areas for queuing, and reconfigure vehicle through-lanes and turn lanes to accommodate bike lanes;
- Glen Avenue: Install rectangular rapid flashing beacons (RFFBs), install curb ramps with landing areas for queueing, install striped bulbout with raised bollards, and install concrete floating bulbouts;
- Dudley Street: Install curb ramps with landing areas for queueing, install new crossing and vehicle signal, and reconfigure vehicle turn lane to begin after the new crossing; and
- Weber Street: Install striped bulbout with raised bollards, install concrete bulbout, install curb ramps with landing area for queueing, and install RFFBs with separate push button.

2.5.8 Other Access Points

Other access points to the bikeway would include a connection to Cleveland Street at the existing cul-de-sac and a concrete footbridge located approximately 465 feet northeast of Kellogg Drive.

2.6 PROJECT CONSTRUCTION

Project construction is anticipated to begin in January 2026 with a duration of approximately 12 to 18 months. The mobilization phase would include preparatory work, such as the movement of personnel, equipment, supplies, and incidentals to the project site. The demolition phase would involve clearing and grubbing the site, removing trees and other vegetation, pruning roots, excavating the roadway and other unclassified materials, removing concrete and fencing, and sweeping the site. The grading phase would involve regrading the existing dirt material for construction of the bikeway and rough and fine grading the existing terrain. The construction phase would involve construction of a 3.5-mile off-road bike and pedestrian path, consisting of a 4-inch paved path made of 5,368 tons of asphalt concrete and a 6-inch path made of 3,976 cubic yards of crushed miscellaneous base. In addition, two landscaped trailheads, concrete retaining walls at the SR 71 undercrossing, and drainage facilities would be constructed during this phase. Temporary access (i.e., less than 30 days) into the San Jose Creek channel would be required to construct the new drainage system at the SR 71 undercrossing. An approximately 600-square-foot dry dock would be placed in the channel during construction of the drainage system for a temporary period (i.e., less than 30 days), and no temporary water diversion is anticipated. This phase would also involve traffic signal modifications at seven intersections, street lighting improvements, signing, and striping. The architectural finishing phase would involve installing landscaping (e.g., trees, shrubs, grasses, and wood chip mulch), irrigation systems, hardscape, and trail amenities (e.g., seat walls, trash receptacles, and lighting). Construction activities would take place between 7:00 a.m. and 5:00 p.m., and no work would occur on weekends or holidays. The project would require approximately 50 to 70 construction workers over the duration of the construction period. Construction equipment would include saw machines, excavators, rollers, pavers, compactors, backhoes, bobcats, dump trucks, concrete pumps, and water trucks.

Project construction would result in approximately six acres of ground disturbance. Excavation would occur to a maximum depth of 10 feet. Approximately 288 cubic yards of concrete would be removed and 5,480 cubic yards of unclassified material would be excavated. Construction and demolition waste would be hauled to a nearby landfill. Approximately 345 cubic yards of unclassified fill would be imported to the project site. Approximately 0.32 acre of impervious surfaces would be removed and 5.1 acres of new impervious surfaces would be installed as part of the project.

Project construction would not require any full road closures or roadway modifications. Temporary lane closures would be required; however, no traffic lanes would be closed before 8:30 a.m. or after 4:00 p.m. On-street construction activities would occur for a duration of 6 to 12 months. Existing utilities would be protected in place or relocated in coordination with utility service providers.

2.7 OPERATIONS

Following construction, the proposed project would introduce pedestrian and bicycle traffic to the multi-use bikeway and landscaped trailheads. The proposed project would also involve ongoing maintenance activities on an as-needed basis, such as landscape services, debris removal, and surface repairs. Maintenance activities would not require new staff or substantial new vehicle trips.

2.8 REQUIRED PERMITS AND APPROVALS

The City is the lead agency for the proposed project under CEQA. Table 2-1 includes a summary of the anticipated permits and approvals required for the proposed project.

Table 2-1 Required Permits and Approvals

Agency	Approval/Permit
California Department of Transportation (Caltrans)	▶ Issuance of Encroachment Permit for improvements within Caltrans right-of-way
Los Angeles County Flood Control District (LACFCD)	▶ Issuance of Encroachment Permit, Maintenance Agreement, and Joint Use Agreement for improvements within LACFCD right-of-way
Los Angeles Department of Public Works (LADPW)	▶ Issuance of Special or Joint Use Agreements, permits, or rights of entry
Los Angeles Regional Water Quality Control Board (RWQCB)	▶ Issuance of National Pollution Discharge Elimination System Construction General Permit for activities that result in the disturbance of 1 or more acres of soil ▶ Authorization of a Section 401 Water Quality Certification for activities that involve discharge into waters of the United States
United States Army Corps of Engineers (USACE)	▶ Authorization of a Section 408 permit for improvements within the flood control channel and authorization of Section 404 Nationwide Permit No. 14 (Linear Transportation Projects) for activities involving the discharge of dredged or fill material into waters of the United States
California Department of Fish and Wildlife	▶ Issuance of a Section 1602 Streambed Alteration Agreement

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3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. **Project Title:** San Jose Creek Multi-Use Bikeway Project
2. **Lead Agency Name and Address:** City of Pomona
   505 South Garey Avenue
   Pomona, CA 91766
3. **Contact Person and Phone Number:** Arnold Dichosa, MPA, PE, City Engineer
   (909) 620-2281
4. **Project Location:** 3.5-mile segment along San Jose Creek between Temple Avenue and Murchison Avenue in Pomona, California
5. **Project Sponsor's Name and Address:** Same as Lead Agency
6. **General Plan Designation:** Special Campus
   Workplace District Edge
   Residential Neighborhood
   Neighborhood Edge
   Open Space
7. **Zoning:** O (Publicly owned land)
   R-1-6000 (Single-family residential district [6,000 square foot lot area])
   M-1 (Light industrial district)
   R-1-PD (Low density single family/multiple family planned development)
   R-2 (Low density multiple-family residential district)
8. **Description of Project:**

The City of Pomona (City) is proposing the San Jose Creek Multi-Use Bikeway Project (proposed project), which consists of the development of a 3.5-mile off-road bike and pedestrian path along a segment of San Jose Creek between Temple Avenue and Murchison Avenue in Pomona, California. The proposed project is identified as a Tier 1 priority project in the City's Active Transportation Plan (ATP) (Fehr & Peers 2012); it is envisioned to provide pedestrians and bicyclists a safer off-street path of travel between community destinations and amenities in the city, which include the California Polytechnic University at Pomona (Cal Poly Pomona), the Los Angeles County Fairplex, regional transit and bikeway connections, various parks and schools, and commercial shopping centers. The proposed project would consist of 15 access points, including 6 at-grade street crossings. The proposed project would also feature stormwater capture treatments, trailhead gateways and access points, wayfinding and safety signage, and at-grade safe street crossings along the 3.5-mile alignment.

9. **Surrounding Land Uses and Setting:**

The proposed project is located in the city of Pomona, in eastern Los Angeles County (Figure 2-1). The 3.5-mile alignment extends along San Jose Creek from Temple Avenue in the western portion of the city to Murchison Avenue in the central portion of the city (project site) (Figure 2-2). The project site is entirely within City rights-of-way. The westernmost portion of the bikeway at Temple Avenue and Campus Drive is directly across from Cal Poly Pomona. The proposed alignment would cross under the Orange Freeway (State Route [SR] 57) and Chino Valley Freeway (SR 71) and terminates just south of the San Bernardino Freeway (Interstate [I]-10).

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)

The following provides a summary of the anticipated permits and approvals for the proposed project:

- California Department of Transportation (Caltrans): Issuance of Encroachment Permit for improvements within Caltrans right-of-way
- Los Angeles County Flood Control District (LACFCD): Issuance of Encroachment Permit, Maintenance Agreement, and Joint Use Agreement for improvements within LACFCD right-of-way
- Los Angeles Department of Public Works (LADPW): Issuance of Special or Joint Use Agreements, permits, or rights of entry
- Los Angeles Regional Water Quality Control Board (LARWQCB): Issuance of National Pollution Discharge Elimination System (NPDES) Construction General Permit for activities that result in the disturbance of 1 or more acres of soil; issuance of Section 401 Individual Water Quality Certification for activities that may result in a discharge of dredged or fill into waters of the United States
- U.S. Army Corps of Engineers (USACE): Authorization of a Section 408 permit for improvements within the flood control channel and authorization of Section 404 Nationwide Permit No. 14 (Linear Transportation Projects) for activities involving the discharge of dredged or fill material into waters of the United States
- California Department of Fish and Wildlife (CDFW): Issuance of a Section 1602 Streambed Alteration Agreement

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52 and Public Resources Code (PRC) section 21080.3.1, the City sent formal notification letters of the proposed project, dated July 2, 2025, via mail and email to the following Native American tribes: Gabrieleño Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. The Gabrieleño Band of Mission Indians - Kizh Nation requested formal consultation with the City. The Tribe provided confidential documents demonstrating the project site as sensitive for tribal cultural resources and proposed mitigation measures that would address their concerns. The City incorporated the Tribe's recommended mitigation measures into the project's Mitigation, Monitoring, and Reporting Program (Appendix H). AB 52 consultation with the Gabrieleño Band of Mission Indians - Kizh Nation has been completed. No other Native American tribes responded to the City's notification. Refer to Section 3.18, "Tribal Cultural Resources," for additional information.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report.

No	Aesthetics	No	Agriculture and Forest Resources	No	Air Quality
No	Biological Resources	No	Cultural Resources	No	Energy
No	Geology / Soils	No	Greenhouse Gas Emissions	No	Hazards / Hazardous Materials
No	Hydrology / Water Quality	No	Land Use / Planning	No	Mineral Resources
No	Noise	No	Population / Housing	No	Public Services
No	Recreation	No	Transportation	No	Tribal Cultural Resources
No	Utilities / Service Systems	No	Wildfire	No	Mandatory Findings of Significance
		No	None	Yes	None with Mitigation Incorporated

DETERMINATION

On the basis of this initial evaluation:

No I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

Yes I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the proposed project proponent. A MITIGATED NEGATIVE DECLARATION has been prepared.

No I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

No I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

No I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



6/23/2026

Signature Date

Arnold Dichosa, MPA, PE City Engineer

Printed Name Title

City of Pomona

Agency

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The City of Pomona is near full build-out and has an urban visual character. The project site consists of existing flood control and transportation infrastructure and is primarily surrounded by urban development, consisting of one- and two-story residences, commercial and industrial facilities, parks, and schools.

The City of Pomona offers views of distinctive topographic features such as hillsides, mountains, valleys, canyons, and other natural landforms, which play an important role in the scenic and visual qualities of the city. The city is surrounded by the San Jose Hills to the northwest, the Puente Hills to the southwest, and the Chino Hills to the south. The more distant San Gabriel Mountains dominate views from the city (City of Pomona 2014a).

There are no officially designated scenic highways within the city. The project site is approximately 13 miles north of the nearest officially designated state scenic highway, a segment of SR 91 between SR 55 and the Anaheim city limit. The project site is approximately 4 miles north of the nearest eligible state scenic highway, a segment of SR 57 between SR 91 and SR 60 (Caltrans 2018).

Ambient light and glare associated with urban development are uniformly present throughout the city, including the project site and vicinity (City of Pomona 2014a). Sources of light and glare in the project site and vicinity include building façades, traffic signals, streetlights, parking lot lighting, automotive headlights, and spillover light from adjacent buildings.

3.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. Scenic vistas generally refer to views of expansive open space areas or other natural features, such as mountains, undeveloped hillsides, large natural water bodies, or coastlines. As described in Section 3.1.1, "Environmental Setting," the city offers views of distinctive topographic features, such the San Jose Hills, Puente Hills, Chino Hills, and San Gabriel Mountains.

Construction activities for the proposed project are anticipated to occur for a period of 12 to 18 months. During the construction period, various types of construction equipment (e.g., backhoes, forklifts, skip loaders, and compaction rollers) would be present within the project site. However, construction equipment would not be tall enough to block views. In addition, construction activities would be largely obscured from off-site viewpoints by intervening fencing, buildings, and vegetation. Further, visual effects from construction activities would be temporary and short-term.

The proposed project would primarily consist of at-grade improvements, including the installation of a new paved multi-use bikeway and safety improvements at the proposed at-grade crossings (e.g., curb ramps and bulbouts, striped crossings, and reconfigured vehicle lanes). At the proposed trailheads at Temple Avenue and Murchison Avenue, low-lying landscaping and amenities (e.g., bike racks, signage, trash receptacles, benches, and seat walls) would be installed. New vertical features would be limited to new shade trees, traffic signals, RFFBs, solar post lights, chain-link fencing, and signage. However, these features would be of similar height to existing vertical features already present in the project site. Therefore, the proposed project would not include features of substantial height or massing that would obstruct or detract from views of scenic resources. Rather, the proposed project would enhance views in the project area through the addition of new trees and other landscaping. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. The impact would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. As discussed in Section 3.1.1, "Environmental Setting," the project site is approximately 4 miles north of the nearest eligible state scenic highway (SR 57 between SR 91 and SR 60) and 13 miles north of the nearest officially designated state scenic highway (SR 91 between SR 55 and the Anaheim city limit). The project site is not within the viewsheds of these highways due to the distance and intervening urban development and topography. All proposed project improvements would occur within the project site and would not encroach onto a state scenic highway. Therefore, the proposed project would not damage scenic resources within a state scenic highway. No impact would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. The project site consists of existing flood control and transportation infrastructure in a fully developed, urbanized area. The project site is zoned for publicly owned land, residential, and light industrial uses.

The proposed project would include the construction of a new multi-use bikeway, landscaped trailheads, and at-grade roadway improvements. Construction activities are anticipated to occur for a period of 12 to 18 months. During the construction period, various types of construction equipment (e.g., backhoes, forklifts, skip loaders, and compaction rollers) would be present within the project site. Construction activities would be largely obscured from off-site viewpoints by intervening fencing, buildings, and vegetation. Furthermore, visual effects from construction activities would be temporary and short-term.

The proposed project would introduce new bikeway infrastructure and amenities to the project site, including bike racks, trash receptacles, benches, seat walls, shade trees, traffic signals, RFFBs, solar post lights, chain-link fencing, and signage. As described in Section 3.1.2(a), these features would not have substantial height or massing and would be consistent with the scenic quality of the existing urban environment. The proposed project would enhance views of the project site through the addition of new trees and other landscaping. The proposed project would not involve changes to existing zoning. All improvements would be reviewed for compliance with the City's zoning and development code prior to the issuance of development permits. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. The impact would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. As discussed in Section 3.1.1, "Environmental Setting," ambient light and glare in the project site and vicinity are typical of a developed urban environment. Existing sources of light and glare in the project site and vicinity include building façades, traffic signals, streetlights, parking lot lighting, automotive headlights, and spillover light from adjacent buildings.

Construction activities would occur between the hours of 7:00 a.m. and 8:00 p.m. and no nighttime lighting would be required during construction. Therefore, construction activities would not create new sources of light that would adversely affect nighttime views.

As discussed in Section 2.5.4, "Trailhead Landscaping and Amenities," and Section 2.5.5, "Path Lighting," the proposed project includes new solar-powered lighting. Approximately 77 solar post lights would be installed along the path at an average spacing of approximately 150 feet, with additional lights at the trailheads at Temple Avenue, Murchison Avenue, and Fairplex Drive. The lighting system would consist of approximately 14-foot-tall solar-powered LED post lights with integrated photovoltaic panels. Lighting would provide an average illuminance of approximately 1.0 foot-candle along typical segments of the path and would operate during nighttime hours. The proposed project would include the minimum amount of lighting necessary for safety and wayfinding. New lighting would be shielded and directed on-site to minimize light pollution and prevent spillover effects onto adjacent light-sensitive land uses, including residences. Consequently, new lighting from the proposed project would not result in a noticeable change to nighttime views in the area, where existing ambient lighting is typical of a developed urban environment.

Daytime glare is typically caused by reflective building materials, such as glass, stainless steel, aluminum, and photovoltaic panels. During construction, glare would be introduced to the project site from windshields of vehicles and construction equipment. These sources of glare would be minor, limited to the ground level, and would not adversely affect daytime views of the area. During operations, the proposed project would not introduce highly reflective materials. The photovoltaic panels integrated into the solar lighting fixtures would be small and designed with anti-reflective materials. Therefore, the proposed project would not introduce a new substantial source of glare to the project site with potential to adversely affect daytime views.

Based on the above discussion, the proposed project would not create new sources of light or glare that would adversely affect daytime or nighttime views. The impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with aesthetics. Mitigation measures are not required.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The project site consists of flood control and transportation infrastructure and is primarily surrounded by urban development, consisting of one- and two-story residences, commercial and industrial facilities, parks, and schools. The project site is approximately 75 feet south of agricultural land that is part of the Cal Poly campus, located across from South Campus Drive. In addition, the project site is approximately 0.4 miles north of Spadra Farm, a 125-acre farm owned by Cal Poly that is utilized for vegetable and fruit production and academic research projects. These areas are both designated as Prime Farmland by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP). The project site is classified as Urban and Built-Up Land and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Important Farmland) (DOC 2020). The project site is not enrolled in a Williamson Act contract. No land within the city is zoned for agricultural use, forest land, timberland, or timberland production.

3.2.2 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. As discussed in Section 3.2.1, "Environmental Setting," the project site is developed with flood control and transportation infrastructure and is classified as Urban and Built-Up Land by the DOC FMMP. Project activities would not encroach onto nearby agricultural areas that are designated as Important Farmland. Therefore, the proposed project would not convert Important Farmland to non-agricultural use. No impact would occur.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No impact. As discussed in Section 3.2.1, "Environmental Setting," the project site is developed with flood control and transportation infrastructure and is zoned for publicly owned land, residential, and light industrial uses. No portions of the project site are enrolled in a Williamson Act contract. Therefore, the proposed project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. As discussed in Section 3.2.1, "Environmental Setting," the project site is developed with flood control and transportation infrastructure and is zoned for publicly owned land, residential, and light industrial uses. No portions of the city, including the project site, are zoned for forest land, timberland, or timberland production. Therefore, the proposed project would not conflict with zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. As discussed in Section 3.2.1, "Environmental Setting," the project site is developed with flood control and transportation infrastructure and does not contain forest land. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. As discussed in Section 3.2.1, "Environmental Setting," the project site is developed with flood control and transportation infrastructure. No forest land occurs within the project site or vicinity. Agricultural land is located approximately 75 feet north of the project site; however, the project would not introduce new land uses that would interfere with or adversely affect existing agricultural operations, such as land uses that would result in excessive traffic or pollution. Project activities would occur entirely within City rights-of-way and would not encroach onto nearby agricultural land. Therefore, the proposed project would not involve changes in the existing environment that could result in the conversion of Important Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with agricultural or forest resources. Mitigation measures are not required.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Are significance criteria established by the applicable air district available to rely on for significance determinations? Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

CLIMATE, METEOROLOGY, AND TOPOGRAPHY

The project site is in the City of Pomona, located in eastern Los Angeles County within the South Coast Air Basin (Basin). The Basin encompasses all of Orange County, as well as the non-desert areas of Los Angeles, Riverside, and San Bernardino counties, and the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Basin, which is a coastal plain with connecting broad valleys and low hills. The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (i.e., weather and topography) as well as human-made influences (i.e., development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin, making it an area of high pollution potential (SCAQMD 2022).

The greatest air pollution effects in the Basin occur from June through September and are generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. These conditions frequently reduce pollutant dispersion, thereby causing elevated air pollution levels. Pollutant concentrations in the Basin vary depending on the location, season, and time of day. For instance, ozone (O_3) concentrations are typically lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert regions (SCAQMD 2022).

The local meteorology of the project site and surrounding area is represented by measurements recorded at the Claremont Pomona College Monitoring Station (WRCC Station ID 041779), which is located approximately 3 miles northeast of the easternmost edge of the project site. The average low temperature is reported at 41.2 degrees Fahrenheit (°F) in December, and the average high temperature is 88.5°F in July (WRCC 2012). In contrast to a very

steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. The historical rainfall average for the project area is 18.67 inches per year (WRCC 2012).

AMBIENT AIR QUALITY

As required by the federal Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) has identified National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, which are particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively), and lead. The State of California has also established California Ambient Air Quality Standards (CAAQS) for these six pollutants as well as sulfates, hydrogen sulfide (H_2S), vinyl chloride, and visibility reducing particles. NAAQS and CAAQS are summarized in Table 3.3-1. A brief description of each criteria air pollutant's source types, and health effects is provided below in Table 3.3-2.

Table 3.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	9 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a

reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2024, EPA 2024

Table 3.3-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	secondary pollutant resulting from reaction of VOC and NO_X in presence of sunlight. VOC emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	irritation of upper respiratory tract, increased asthma symptoms	insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and VOC	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

[1] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[2] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Notes: NOx = oxides of nitrogen; VOC = volatile organic compounds.

Source: SCAQMD 2005.

ATTAINMENT DESIGNATION

As shown in Table 3.3-3, the Basin is designated as a nonattainment area for ozone with respect to both the NAAQS (8-hour standard) and CAAQS (1-hour Classification and 8-hour standard), PM_{10} with respect to the CAAQS, and $PM_{2.5}$ with respect to the NAAQS and CAAQS.

Table 3.3-3 Attainment Status Designations for Los Angeles County Portion of the Basin

Pollutant	National Designation	State Designation
Ozone	Nonattainment - Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment - Serious	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead (Particulate)	Nonattainment	Attainment

Notes: CO = carbon monoxide; NO_2 = nitrogen dioxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SO_2 = sulfur dioxide

Sources: CARB 2023a, SCAQMD 2018.

TOXIC AIR CONTAMINANTS

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), most of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, the California Air Resources Board (CARB) has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene (CARB 2023b).

According to CARB, diesel engine emissions are believed to be responsible for about 70 percent of California's estimated known cancer risk attributable to TACs. Also, diesel PM comprises about 8 percent of outdoor $PM_{2.5}$, which is a known health hazard. As a significant fraction of $PM_{2.5}$, diesel PM contributes to numerous health impacts that have been attributed to particulate matter exposure, including increased hospital admissions, particularly for heart disease, but also for respiratory illnesses, and even premature death. CARB estimates that diesel PM contributes to approximately 1,400 (95 percent confidence interval: 1,100-1,800) premature deaths from cardiovascular disease annually in California. Additionally, exposure to diesel exhaust may contribute to the onset of new allergies; a clinical study of human subjects has shown that diesel exhaust particles, in combination with potential allergens, may be able to produce new allergies that did not exist previously (CARB 2023b).

ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an

alteration in the intensity. Odor sources of concern include wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting operations, rendering plants, and food packaging plants (SCAQMD 2005). None of these odorous land uses are within proximity to the project site.

SENSITIVE RECEPTORS

The South Coast Air Quality Management District (SCAQMD) defines sensitive receptors as locations where sensitive populations may be located, such as residences, schools, hospitals, convalescent homes, day care centers, and other locations where children, chronically ill individuals, or other sensitive persons could be exposed (SCAQMD 2024).

The project site extends through existing developed and urban landscapes. Surrounding land uses include commercial land uses in the western portion of the project area, which transition to residential neighborhoods as the project area extends eastbound. Several parks and schools are adjacent to the project site, including Kellogg Park, John F. Kenney Park, John Marshall Middle School, and Arroyo Elementary School. The closest nearby residential uses are a few feet from the nearest project site boundary.

SCAQMD AIR QUALITY MANAGEMENT PLANS

The project site lies within the Los Angeles County portion of the Basin, which is under the jurisdiction of SCAQMD. SCAQMD has jurisdiction over an area of approximately 10,743 square miles, including all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Basin is a sub-region of SCAQMD's jurisdiction. Although air quality in this area has improved, the Basin requires continued diligence to meet air quality standards.

SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources, control programs for area sources and indirect sources, an SCAQMD permitting system that allows no net increase in emissions from any new or modified (i.e., previously permitted) emissions sources, and transportation control measures. The most recent AQMP was released for public comment in May 2022 and adopted in December 2022. The 2022 AQMP is intended to serve as a regional path towards improving air quality and meeting the federal air quality standards (SCAQMD 2022). The previous 2016 AQMP addressed the 1997 8-hour (80 parts per billion [ppb]) and 2008 8-hour ozone standards (75 ppb), as well as $PM_{2.5}$ standards. The 2022 AQMP is focused on attaining the 2015 8-hour ozone standard of 70 ppb. The 2022 AQMP builds upon measures already in place from previous AQMPs. It includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low oxides of nitrogen [NO_x] technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard (SCAQMD 2022).

SCAQMD CEQA GUIDANCE

SCAQMD published the *CEQA Air Quality Handbook* in November 1993 to help local governments analyze and mitigate project-specific air quality impacts (SCAQMD 1993). This handbook provides standards, methodologies, and procedures for conducting air quality analyses as part of CEQA documents prepared within SCAQMD's jurisdiction. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" (Handbook) to replace the 1993 CEQA Air Quality Handbook. To assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, SCAQMD has published Air Quality Significance Thresholds for CEQA (updated 2023). In addition, SCAQMD has published two guidance documents: *Localized Significance Threshold Methodology for CEQA Evaluations* (2003, revised 2008) and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (2006). These publications provide guidance for evaluating localized effects from mass emissions during construction and operations. All SCAQMD CEQA guidance was used to prepare this analysis (SCAQMD 2006, 2008a, 2023).

Additionally, SCAQMD has established rules and regulations that apply to the proposed project. Rule 403 mandates the implementation of best available dust control measures, such as pre-watering all disturbed areas during active operations that can generate fugitive dust. Rule 402 prohibits the discharge of air contaminants that result in nuisance, annoyance, or health impacts to the public, including odors. Rule 1108 restricts the amount of volatile organic compound (VOC) emissions from cutback asphalt. Rule 1113 limits the VOC content of architectural coatings (SCAQMD 2025).

3.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

No impact. According to SCAQMD, an air quality impact would be significant if implementation of the proposed project would conflict with or obstruct implementation of SCAQMD's AQMP. Implementation of the proposed project would involve the construction and operation of a 3.5-mile off-road path to provide pedestrians and bicyclists a safer path of travel between community destinations and amenities in the city, which include Cal Poly Pomona, the Los Angeles County Fairplex, regional transit and bikeway connections, various parks and schools, and commercial shopping centers. The proposed project would not change the nature of the land uses and is consistent with the current land uses and designations for the project site. Although construction activities associated with the proposed project would increase air emissions over the short term, the long-term goal of the proposed project is to provide a dedicated and safe infrastructure for biking and walking, which encourages a shift away from personal vehicle use for transportation and recreation. Thus, the project would contribute to reduced vehicle use, which is consistent with AQMP's overall goal of achieving significant NOx emission reductions needed to meet the 2015 8-hour ozone standard. The 2022 AQMP relies on the Southern California Association of Governments (SCAG)'s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as a key component of its control strategy for addressing air quality, particularly related to transportation emissions. The proposed project aligns with RTP/SCS by offering a sustainable transportation option and improving connectivity for both pedestrians and cyclists. The proposed project falls under the category of non-motorized modes, which is specifically listed as a type of Transportation Control Measures (TCMs) in the 2022 AQMP. These TCMs are State Implementation Plan-committed programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purpose of reducing emissions from transportation sources and improving air quality. Accordingly, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. No impact would occur.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than significant impact. According to SCAQMD CEQA guidance (SCAQMD 2023), an air quality impact would be significant if implementation of the proposed project would generate construction and operational emissions in exceedance of SCAQMD's adopted mass emission thresholds shown in Table 3.3-4 below. With respect to localized emissions, SCAQMD has developed localized significance thresholds (LSTs) and mass rate look-up tables to help public agencies analyze project-related effects of pollutants on nearby receptors (SCAQMD 2006, 2008a). The LSTs are based on the size or total area of the emissions source, the ambient air quality in each source receptor area (SRA) where the emissions sources are located, and the distance to nearby sensitive receptor locations. SCAQMD LSTs are lower for projects that are smaller in acreage and closer to homes, and increase as projects increase in acreage and distance from homes. The lowest LSTs are for 1-acre project areas with receptors 25 meters away from the project edge. To present a conservative yet realistic analysis, the construction LST analysis assumes that 1 acre of the project site could be disturbed daily during construction. Moreover, given the presence of residences near the project site, the LSTs are assumed at a 25-meter receptor distance, which is the shortest distance assumed in SCAQMD's LST guidance. However, for operation, the entire project site would be active during operations. Therefore, consistent with SCAQMD's LST guidance, the operational LST analysis is based on a 5-acre project site, which is the highest acreage allowed in the SCAQMD's LST guidance and associated look-up tables, and a 25-meter receptor distance.

Table 3.3-4 SCAQMD Significance Thresholds (pounds per day)

	VOC[a]	NOx	CO	PM_{10}	$PM_{2.5}$	SO_2	Pb[b]
Regional Mass Emissions[b]							
Construction	75	100	550	150	55	150	3
Operations	55	55	550	150	55	150	3
Localized Significance Thresholds							
Construction[c]	--	103	612	4	3	--	--
Operations[d]	--	236	1,566	3	2	--	--

Notes: VOC = volatile organic compounds; NOx = oxides of nitrogen; CO = carbon dioxide; PM_{10} = particulate matter with aerodynamic diameter 10 micrometers; PM_{10} = particulate matter with aerodynamic diameter 10 micrometers; SO_2 = sulfur dioxide; Pb = lead.

[a] ROGs and VOCs are used interchangeably to refer to the hydrocarbons that are a precursor to O_3 formation. However, because SCAQMD uses VOCs in the formulation of its thresholds, VOCs are presented herein.

[b] The proposed project would result in no lead emissions during construction or operations. As such, lead emissions are not evaluated.

[c] Localized thresholds for construction are based on a 1-acre disturbed area and 25-meter distance to receptors within SRA 10 (Pomona/Walnut Valley). The total acres of the project is 6 acres, and the maximum acres disturbed is conservatively estimated as 1 acre on any given day. SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

[d] Localized thresholds for operations are based on a 5-acre active area and 25-meter distance to receptors within SRA 10 (Pomona/Walnut Valley). SCAQMD has not developed LSTs for VOC, SO_2, or Pb emissions.

Source: SCAQMD 2008a, 2023.

An analysis of the construction- and operations-related effects of the proposed project is presented below.

Construction

Construction of the proposed project has the potential to create air quality impacts through the use of vehicles and equipment such as heavy-duty construction equipment, construction workers' vehicle trips, material deliveries, and trips by heavy-duty haul trucks. In addition, earthwork activities would result in fugitive dust emissions, and paving operations would release VOCs from off-gassing. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. Fugitive PM_{10} and $PM_{2.5}$ emissions estimates reflect compliance with SCAQMD Rule 403, which is mandatory.

Short-term construction-generated criteria pollutant emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1 (CAPCOA 2024), as recommended by SCAQMD. Modeling was based on project-specific information (e.g., project acres and road length, phase and duration of the construction, import/export of material during each phase) where available. Where data was unavailable, default values in CalEEMod were used based on the project location and activity type. Refer to Appendix A for detailed modeling outputs.

Construction-related regional and localized mass emission estimates are shown in Table 3.3-5. Although the exact timing for implementation of each phase is currently unknown, the project is assumed to start at the beginning of 2026 and finish in approximately 18 months. CalEEMod default phase types for a linear construction project were used, with the default number of workdays compressed to fit within an 18-month construction duration to maintain the same workday proportion of each phase. The analysis also assumes the project would be built in phases sequentially without overlapping phases. To be consistent with SCAQMD dust control measures, the modeling assumes dust control measures will be implemented, consistent with SCAQMD Rule 403. The Grubbing and Land Clearing Phase includes removal of existing fencing, gates, and asphalt in select locations. As shown in Table 3.3-5, maximum daily construction-related criteria pollutant emissions would not exceed SCAQMD regional and localized construction-period thresholds.

Table 3.3-5 Estimated Regional and Localized Construction Emissions – Unmitigated Pounds Per Day

Construction Phase	ROG	NOx	CO	PM_{10}	$PM_{2.5}$	SO_2
Regional Emissions						
Linear, Grubbing & Land Clearing	1	7	14	3	1	0
Linear, Grading & Excavation	4	27	40	4	2	0
Linear, Drainage, Utilities, & Sub-Grade	3	22	32	4	1	0
Linear, Paving	1	8	19	2	1	0
Maximum Daily[a]	4	27	40	4	2	0
Mass Emissions Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions						
Linear, Grubbing & Land Clearing	N/A	5	5	0	0	N/A
Linear, Grading & Excavation	N/A	27	31	2	1	N/A
Linear, Drainage, Utilities, & Sub-Grade	N/A	21	23	2	1	N/A
Linear, Paving	N/A	7	11	0	0	N/A
Maximum Daily[a]	N/A	27	31	2	1	N/A
Localized Significance Threshold[b]	**N/A**	**103**	**612**	**4**	**3**	**N/A**
Exceed Threshold?	**N/A**	**No**	**No**	**No**	**No**	**N/A**

Notes: CO = carbon dioxide; N/A = not applicable; NOx = oxides of nitrogen; PM_{10} = particulate matter with aerodynamic diameter 10 micrometers; PM_{10} = particulate matter with aerodynamic diameter 10 micrometers; ROG = reactive organic gas; SO_2 = sulfur dioxide.

[a] The maximum daily equals the maximum among all maximum daily emissions from four phases. No overlapping occurs for construction phases.

[b] To compare to the LSTs, localized emissions include onsite use of heavy-duty construction equipment and fugitive dust from ground-disturbing activities only. Worker commute and truck emissions occur off-site and are not included in the LST analysis.

Notes: Emissions may not add up exactly because of rounding.

Source: Modeled by Ascent Environmental in 2025.

Operations

As discussed in Section 3.3.2(a), once operational, the proposed project would consist of a multi-use pathway that could reduce vehicle use by providing pedestrians and bicyclists with a safe path of travel. The proposed project would not result in increased air pollutant emissions from mobile sources. Emissions related to the operation of the proposed project would primarily involve the use of landscaping equipment as well as occasional pathway upkeep. These emissions would be minimal and would not exceed thresholds. Because the proposed project would not result in a permanent increase in air pollutant emissions and would construct a multi-use pathway that could reduce vehicle trips in the area, operation of the proposed project would not result in emissions in excess of SCAQMD thresholds.

Summary

The proposed project's construction activities would not generate maximum daily criteria pollutant emissions in exceedance of SCAQMD regional and localized thresholds. Once constructed, operation of the proposed project would not result in an increase in air pollutant emissions and would consist of a multi-use pathway that could reduce vehicle trips in the area. Therefore, the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. According to SCAQMD, an air quality impact would be significant if implementation of the proposed project would:

- generate construction and operational emissions in exceedance of the SCAQMD's LSTs shown in Table 3.3-4;
- generate long-term operational mobile-source CO emissions that would result in, or contribute to, an exceedance of the CAAQS (exceedance of 20 parts per million [ppm] over a 1-hour period or exceedance of 9 ppm over an 8-hour period) or NAAQS (exceedance of 35 ppm over a 1-hour period or exceedance of 9 ppm over an 8-hour period) for CO;
- expose sensitive receptors to TAC concentrations that result in an incremental increase in cancer risk greater than 10 in one million and/or a noncarcinogenic hazard index of 1.0 or greater.

The proposed project would contribute to localized air pollutant emissions only during construction (short term). The analysis of receptor pollutant exposure includes a discussion of short-term exposure to criteria pollutants (i.e., LSTs) and TACs (i.e., exposure to diesel exhaust).

Localized Emissions

Project construction would emit localized pollutants through the on-site use of heavy-duty construction equipment as well as fugitive dust from ground-disturbing activities. These localized emissions could expose nearby sensitive receptors to substantial pollutant concentrations. As shown in Table 3.3-5, localized emissions during construction would not exceed the applicable LSTs for the project area. Additionally, as discussed earlier, project operations would not result in a net increase in localized emissions. Consistent with SCAQMD guidance, no further analysis is warranted because LSTs would not be exceeded.

Toxic Air Contaminants

With respect to TACs, the closest sensitive land uses are the residential uses adjacent to the project site. Proposed project construction would be completed in approximately 18 months, which is much shorter than the assumed 70-year exposure period used to estimate lifetime cancer risks. Construction activities associated with the proposed project would be transitory (i.e., occurring over the entire 3.5-mile project site) and short-term in nature at any given location on-site. As such, construction of the proposed project is not anticipated to result in an elevated health risk to exposed persons because of the short-term nature of construction-related diesel exposure.

Operation of the proposed project would not result in new TAC emission sources, as the proposed multi-use pathway would not result in increased mobile exhaust emissions by promoting pedestrian and bicycle uses. Therefore, the proposed project would not expose receptors to TAC pollutants. Impacts related to potential project-generated exposure to TACs on surrounding land uses would be less than significant.

Carbon Monoxide

Elevated levels of CO concentrations are typically found in areas with substantial traffic congestion. CO is a public health concern because at high enough concentrations, it can cause health problems such as fatigue, headache, confusion, dizziness, and even death. Ambient concentrations of CO have declined dramatically in California because of existing controls and programs. Most areas of the State, including the region in which the proposed project is located, meet the State and federal CO standards (CARB 2004). As part of SCAQMD's 2003 AQMP, which is the most recent AQMP that addresses CO concentrations, a revision to the Federal Attainment Plan for Carbon Monoxide that was originally approved in 1992 was provided that included a CO hot spots analysis at four specified heavily traveled intersections in Los Angeles at the peak morning and afternoon time periods. These four intersection locations selected for CO modeling are considered to be worst-case intersections that would likely experience the highest CO concentrations. The CO hot spots analysis in the 2003 AQMP did not predict a violation of CO standards at the four intersections. Of these four intersections, the busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which was described as the most heavily congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. No intersection in the project area would exceed 100,000 vehicles per day. Moreover, the proposed project would not result in additional vehicle trips once operational. As such, no intersection within the project area would see CO concentrations above CO standards as a result of proposed project implementation.

Summary

Localized emissions during construction and operation of the proposed project would not exceed the applicable LSTs. Health risk due to TACs to nearby sensitive receptors due to short-term construction-related diesel exposure would be minimal and far below thresholds. Operation of the proposed project could encourage reduced mobile traffic in the region and thus reduced TAC exposure to nearby sensitive receptors. Since the proposed project would generate few construction-related trips and would not increase vehicle trips during operation, the proposed project would not result in traffic volumes at intersections around the project site that would contribute to CO concentrations that exceed standards. Therefore, this impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. According to SCAQMD, an air quality impact would be significant if implementation of the proposed project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose a substantial number of people to objectionable odors would have a significant impact.

Odors resulting from construction of the proposed project are not likely to affect a substantial number of people because construction activities usually do not emit offensive odors. Potential odor emitters during construction activities include heavy-duty diesel equipment exhaust, asphalt paving, and architectural painting activities. As mentioned in section SCAQMD CEQA Guidance, SCAQMD Rule 402 prohibits the discharge of air contaminants that cause nuisance or annoyance to the public, including odors; SCAQMD Rule 1108 limits the amount of VOC emissions from cutback asphalt; and Rule 1113 limits VOC content of architectural coatings. Given mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors.

As stated in Section SCAQMD CEQA Guidance, SCAQMD Rule 402, 1108 and 1113 apply to the proposed project. Given that compliance with SCAQMD rules is mandatory, no construction activities or materials are proposed that would result in a significant level of objectionable odors.

Similarly, odors resulting from operation of the proposed project are not likely to affect a substantial number of people because the proposed project does not include land uses typically associated with objectional odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project does not include any uses identified by SCAQMD as being associated with odors and therefore would not produce objectionable odors.

No major existing sources of odors have been identified in the project site vicinity. Construction and operation of the proposed project are not anticipated to result in the frequent exposure to nearby sensitive receptors to substantial objectionable odors. Thus, this impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with air quality. Mitigation measures are not required.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

The information in this section is based on the Biological Letter Report prepared for the project by Blackhawk Environmental, Inc. (Blackhawk) in June 2025 (Appendix B).

Blackhawk conducted a biological reconnaissance survey of the project site and a surrounding 100-foot buffer (survey area) on September 19, 2024. In addition, sensitive resources were evaluated within 500 feet of the project site. The project site is almost entirely within the existing dirt access roads along the north and south sides of the San Jose Creek channel and is situated within an entirely developed area of the city. The project site consists entirely of disturbed habitat and urban/developed land. Most of the vegetation within the project site consists of landscaped ornamentals associated with developed urban areas or ruderal non-natives associated with disturbed areas. The project site does not have connectivity to any open, natural space.

VEGETATION COMMUNITIES AND LAND USE COVER TYPES

Table 3.4-1 identifies the acreages of the vegetation communities and land use cover types mapped within the project site and the survey area. The following sections describe the characteristics of these vegetation communities and land use cover types, which are described based on the vegetation community classifications by Holland (1986) and Oberbauer (2008).

Table 3.4-1 Vegetation Communities

Vegetation Community (Holland Code)	Permanent Impact Area Within Project Site (acres)	Temporary Impact Area Within Project Site (sq ft)	Acres Within Survey Area (acres)
Disturbed (11300)	4.41	0	18.13
Urban/Developed (12000)	1.03	0	57.47
Non-vegetated Floodplain or Channel	0	600	11.60
Total	**5.44**	**600**	**87.21**

Source: Blackhawk 2025.

Disturbed

Disturbed habitat occupies approximately 4.41 acres of the project site and 18.13 acres of the survey area. Disturbed habitat consists of low-growing, ruderal vegetation or bare ground associated with urban development and anthropogenic disturbance. These areas are regularly maintained and/or disturbed, limiting vegetative growth, particularly native species. Onsite vegetation within this community is heavily dominated by nonnative species such as compact brome (*Bromus madritensis*), smilo grass (*Stipa miliacea* var. *miliacea*), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Some ruderal native species often associated with disturbed areas, including horseweed (*Erigeron bonariensis*) and telegraph weed (*Heterotheca grandiflora*), also occur within this community. This land cover was mainly associated with the existing dirt access roads running along the north and south sides of the canal.

Urban/Developed

Urban/developed land comprises approximately 1.03 acres of the project site and 57.47 acres of the survey area. Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. This vegetation community typically includes unvegetated or landscaped areas with a variety of ornamental (usually non-native) plants (Oberbauer 2008). Within the study area, this vegetation community includes existing paved roads and sidewalks, residential and commercial developments, and associated landscaped/ornamental plantings which are nearly or entirely devoid of native vegetation and show significant evidence of intentional, human caused conversion of previously existing natural habitats into development. Landscaped/ornamental vegetation provides a buffer between South Campus Drive and the western portion of the project site and is dominated by planted and maintained California sycamore (*Plantanus racemosa*), coastal wattle (*Acacia cyclops*), Fremont cottonwood (*Populus fremontii*), Siberian elm (*Ulmus parvifolia*), and African fountain grass (*Pennisetum setaceum*). Other areas of landscape/ornamental vegetation occur in private residences, which buffer the majority of the southern canal road and parts of the northern canal road. Species dominating in these areas include Brazilian peppertree (*Schinus terebinthifolia*), blue gum (*Eucalyptus globulus*), cape honeysuckle (*Tecoma capensis*), and great bougainvillea (*Bougainvillea spectabilis*).

Non-vegetated Floodplain or Channel

Non-vegetated floodplain or channel comprises a small area of the project site (approximately 600 square feet) and 11.6 acres of the survey area. The section of San Jose Creek (also known as Thompson Wash) within the survey area is channelized with concrete embankments. The project site is located along the north and south sides of San Jose Creek. During the biological reconnaissance survey, no measurable water flow was observed in the channel. Some sections of the channel were observed ponded with water up to a few inches with these areas supporting algae growth. Only one section at the far east end of the channel within the survey area was observed to have any

vegetation growth. The majority of the channel was dry during the time of the survey, suggesting that water flow is intermittent and likely influenced by rainfall fed to the channel through roadside drainages.

SPECIAL-STATUS SPECIES

A total of 11 special-status plant species occurrences were found within a 5-mile radius of the project site through the CDFW California Natural Diversity Database (CNDDB), the United States Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, and the California Native Plant Society's (CNPS) Rare Plant Inventory (Appendix B). The habitat assessment determined that none of the special-status plant species have any potential to occur within the project site due to a lack of suitable habitat and microhabitat. The project site does not fall within critical habitat for any plant species.

A total of 29 special-status wildlife species occurrences were found within a 5-mile radius of the project site through the CNDDB and IPaC occurrence record review (Appendix B). Seven of these species were found to have a low to moderate potential for occurrence. Pallid bat (*Antrozous pallidus*) and pocketed free-tailed bat (*Nyctinomops femorosaccus*) were determined to have low potential for occurrence due to the presence of bridges and buildings within the survey area, which provide marginally suitable roosting habitat. Monarch butterfly (*Danaus plexippus*) has a low potential to forage on flowering plants within and adjacent to the survey area, but the survey area lacks breeding host plants and is outside the known overwintering roost sites for this species. Crotch's bumblebee (*Bombus crotchii*) has a low potential to occur due to the presence of flowering non-natives associated with disturbed habitat and landscaped/ornamental areas, which provide moderately suitable nectar sources for this species. Southern California legless lizard (*Anniella stebbinsi*) was determined to have moderate potential for occurrence due to the presence of suitable suburban gardens within the survey area. Western yellow bat (*Lasiurus xanthinus*) has a moderate potential to occur due to the presence of palm trees throughout the survey area that provide suitable roosting habitat. Lastly, yellow warbler (*Setophaga petechia brewsteri*) has a moderate potential to occur in the shrubby thickets along portions of the flood control channel. All other special-status species evaluated are presumed absent. The project site does not fall within critical habitat for any wildlife species.

SPECIAL-STATUS VEGETATION COMMUNITIES

The following CDFW special-status vegetation community (natural communities) occurrences were found within a 5-mile radius of the project site through the CNDDB review: California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Walnut Forest. None of the five special-status vegetation communities were documented within the survey area. Furthermore, the project site and survey area are entirely surrounded by developed or agricultural land with no connectivity to natural communities. All other vegetation communities within the survey area are not considered to be special-status according to USFWS or CDFW.

RIPARIAN AND JURISDICTIONAL RESOURCES

The literature review identified potential jurisdictional resources within the project site and survey area (Appendix B). The project site includes a small area (600 square feet) of the San Jose Creek channel, which is a jurisdictional canal considered a non-wetland of the United States and falls within the jurisdiction of CDFW and RWQCB. This channel was historically a natural waterway but has been anthropogenically altered and channelized. Some sections of the channel are underground within a portion of the survey area. The entire span of this feature within and adjacent to the project site is a concrete lined channel, which lacks the ecological components to support wetlands or riparian habitat.

3.4.2 Discussion

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than significant with mitigation incorporated. The following sections evaluate the potential for the proposed project to result in substantial adverse effects on candidate, sensitive, or special-status plants and wildlife.

Plants

As discussed in Section 3.4.1, "Environmental Setting," the project site consists entirely of disturbed habitat and urban/developed land. No special-status plant species have potential to occur within the project site due to a lack of suitable habitat and microhabitat. The project site does not contain sensitive habitat or designated critical habitat for any plant species.

The proposed project would require the removal of two coast live oak (*Quercus agrifolia*) trees and would involve trimming and/or digging within the drip line of coast live oak trees, which are considered sensitive under the City of Pomona Oak Tree Preservation Ordinance. However, the proposed project would be exempt from the ordinance's permit and mitigation requirements because the project site is entirely within Los Angeles County Flood Control District and City property. Refer to Section 3.4.2(e) for additional information on the City's Oak Tree Preservation Ordinance. Mitigation Measure BIO-1 requires the contractor to follow proper trimming techniques in accordance with American National Standards Institute A300 Tree Care standards to ensure tree health and structural integrity. Through implementation of Mitigation Measure BIO-1, construction-related impacts on coast live oak trees would be reduced to a less than significant level.

Wildlife

As discussed in Section 3.4.1, "Environmental Setting," the project site does not contain sensitive habitat or designated critical habitat for any wildlife species. However, the survey area contains suitable roosting, foraging, and nesting habitat for special-status wildlife species and migratory birds protected under the MBTA. Pallid bat, pocketed free-tailed bat, monarch butterfly, Crotch's bumblebee, southern California legless lizard, western yellow bat, and yellow warbler were determined to have low to moderate potential to occur within the survey area.

Construction

The proposed project would involve installing new asphalt pavement and/or concrete sidewalks along the length of the project site, removing existing fence lines, installing road ramps and other upgrades to associated public streets, and planting landscaped trees and shrubs within disturbed and previously developed areas of the project site. Construction of the proposed project would involve vegetation and tree removal, grading, excavation, and other ground-disturbing activities that could result in adverse effects on special-status wildlife species that may forage, roost, and nest in the project site and vicinity. Direct effects on special-status wildlife species may include entrapment, disturbance, injury, and mortality of individuals and destruction of nests and roots. In addition, indirect effects on special-status species may result from temporary increases in noise levels and dust, increased human presence, and habitat modification or loss. Construction activities could also introduce pollutants (e.g., sediment, trash, debris, oil) into drainages, which could degrade habitat for special-status species downstream of the project site.

As noted in Section 2.8, "Required Permits and Approvals," the City would be required to comply with the requirements of the NPDES Construction General Permit because the proposed project would result in the disturbance of more than 1 acre of soil. In accordance with the NPDES Construction General Permit, the City would be required to develop a Storm Water Pollution Prevention Plan (SWPPP) and implement best management practices (BMPs) to prevent stormwater and non-stormwater discharges from leaving the construction site. The NPDES Construction General Permit specifies pollution prevention measures, including chemical spill and leak prevention and response procedures and good housekeeping strategies to prevent the release of trash and other construction waste.

The NPDES Construction General Permit requires implementation of erosion and sediment control measures to minimize the discharge of sediment into stormwater, including watering or other dust suppression techniques to minimize fugitive dust. Refer to Section 3.10, "Hydrology and Water Quality," for additional information. These measures would minimize and avoid the potential for substantial adverse effects on special-status wildlife species, including exposure to elevated dust and habitat degradation.

Mitigation measures would be required to prevent substantial adverse effects on special-status wildlife species and migratory birds protected under the MBTA. Specifically, Mitigation Measure BIO-2 requires the contractor to clearly delineate the project site limits and restrict all construction activities, including the use of equipment and storage of construction materials, to within the project site limits. Mitigation Measure BIO-3 requires a qualified biologist to conduct nesting bird surveys before any vegetation removal and initial ground disturbance commences within the bird breeding season (February 15 to September 15) and establish buffers around active nests of listed birds, migratory birds, raptors, or other sensitive species. BIO-4 requires a biologist to monitor all vegetation clearing activities to ensure the activities do not affect sensitive biological resources and to move or redirect wildlife out of harm's way as necessary. Implementation of Mitigation Measures BIO-2 through BIO-4 would ensure that the disturbance, injury, and mortality of special-status wildlife and destruction of their nests and roots would be avoided. Through compliance with the NPDES Construction General Permit and implementation of Mitigation Measures BIO-2 through BIO-4, construction-related impacts on the special-status species listed above and migratory birds protected under the MBTA would be reduced to a less than significant level.

Operations

Following construction, the proposed project would introduce pedestrian and bicycle traffic to the multi-use bikeway and landscaped trailheads. The proposed project would also involve ongoing maintenance activities on an as-needed basis, such as landscape services, debris removal, and surface repairs. Noise levels associated with operations and maintenance activities would be consistent with existing ambient levels in the vicinity of the project site (refer to Section 3.13, "Noise," for additional information). Further, as discussed in Section 3.1.2(d), the proposed project would include the minimum amount of lighting necessary for safety and wayfinding and would not result in a noticeable change to ambient light levels in the project site and vicinity. The lighting would be shielded and directed on-site to minimize light pollution and prevent spillover effects. Further, the new lighting would be located within an existing urbanized corridor where ambient nighttime lighting is already present. As a result, the proposed lighting would not substantially alter existing nighttime conditions or disrupt wildlife movement or behavior. Therefore, proposed project operation would not result in adverse impacts on special-status wildlife species and migratory birds protected under the MBTA.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No impact. The proposed project would involve installing new asphalt pavement and/or concrete sidewalks along the length of the project site, removing existing fence lines, installing road ramps and other upgrades to associated public streets, and planting landscaped trees and shrubs within disturbed and previously developed areas of the project site. Project activities would be confined to 4.41 acres of disturbed habitat and 1.03 acres of urban/developed land and a small area (600 square feet) of non-vegetated floodplain/channel. The project site does not contain riparian habitat or other sensitive natural communities. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS. No impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant impact. The proposed project would involve installing new asphalt pavement and/or concrete sidewalks along the length of the project site, removing existing fence lines, installing road ramps and other upgrades

to associated public streets, and planting landscaped trees and shrubs within disturbed and previously developed areas of the project site. Project improvements would occur primarily within the existing dirt access roads along the north and south sides of the San Jose Creek channel. Compliance with NPDES Construction General Permit requirements described under Section 3.4.2(a) would minimize the potential for sediment and pollutants to enter the San Jose Creek channel and downstream wetlands during construction activities.

As discussed in Section 2.5.5, "Freeway Undercrossings," the proposed project would include a new drainage system to prevent ponding conditions at the SR 71 undercrossing. An approximately 600-square-foot dry dock would be temporarily placed within the channel (i.e., less than 30 days) during construction of the drainage system at the SR 71 undercrossing. Direct, short-term impacts are anticipated to occur to potentially jurisdictional waters during the temporary installation of the dry dock at the inlet to the concrete-lined channel. San Jose Creek is likely subject to regulation by USACE, LARWQCB and/or CDFW. As identified in Section 2.8, "Required Permits and Approvals," the City may be required to obtain the following permits and approvals prior to initiating construction activities within the San Jose Creek channel:

- Section 401 Water Quality Certification from LARWQCB. This certification is granted when an applicant demonstrates that the activity complies with applicable water quality requirements, which include water quality standards, effluent limitations, new source performance standards, toxic pollutants restrictions.
- Section 404 Nationwide Permit No. 14 (Linear Transportation Projects) from USACE for the construction, expansion, modification, or improvement of linear transportation projects that involve the discharge of dredged or fill material into waters of the United States, including wetlands. This Nationwide Permit authorizes temporary structures, fills, and work necessary to construct a linear transportation project. The permit process requires applicants to incorporate appropriate measures to maintain normal downstream flows and minimize flooding to the maximum extent practicable when temporary structures, work, and discharges of dredged or fill material are necessary for construction activities. The Nationwide Permit requires that temporary fills consist of materials and be placed in a manner that will not be eroded by expected high flows. In addition, temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The Nationwide Permit specifies general conditions that the permittee must comply with, including soil erosion and sediment controls, removal of temporary structures, proper maintenance of authorized structures (USACE 2022).
- Section 408 permit from USACE for activities that involve alteration or modifications to the flood control channel. The permit is granted when an applicant demonstrates that the requested alteration does not increase life safety risks and does not impair the usefulness of the USACE civil works project.
- Section 1602 Streambed Alteration Agreement from CDFW for any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. The agreement includes conditions to avoid, minimize, or mitigate potential negative impacts on fish and wildlife and their habitats, ensuring the protection of these resources.

The City would be required to adhere to all applicable permit conditions that are protective of water quality and associated fish and wildlife resources, which would ensure compliance with the Clean Water Act, Porter-Cologne Water Quality Control Act, and California Fish and Game Code Sections 1600 through 1616. Substantial adverse direct and indirect impacts on jurisdictional wetlands are not anticipated because only a small area of temporary impacts to the concrete-lined channel is proposed (i.e., approximately 600 square feet) and because the City would be required to comply with the requirements of all applicable permits and regulations that are protective of wetlands. The proposed project would not introduce any permanent features that would impede, restrict, or modify channel flows and would not result in permanent impacts on the San Jose Creek channel. Therefore, the proposed project would not have a substantial adverse effect on wetlands through direct removal, filling, hydrological interruption, or other means. This impact would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact. As described in Section 3.4.1, "Environmental Setting," the project site is within an entirely developed area and does not have connectivity to any open, natural space. The project site consists entirely of disturbed habitat and urban/developed land. Although San Jose Creek is adjacent to the project site, the channel is concrete-lined and has been altered from its original state. No flowing water was observed within the channel during the biological reconnaissance survey; however, the channel could allow for the movement of aquatic species during times of seasonal flow.

The proposed project would involve the construction of a new multi-use bikeway and landscaped trailheads primarily within the existing dirt access roads along the north and south sides of the San Jose Creek channel. As discussed in Section 3.4.2(c), an approximately 600-square-foot dry dock would be temporarily placed within the channel (i.e., less than 30 days) during construction of the drainage system at the SR 71 undercrossing. Temporary construction activities within the San Jose Creek channel would not impede the movement of aquatic species during times of seasonal flow and would be subject to applicable permits and regulations that are protective of fish and wildlife resources. The proposed project would not introduce any permanent features that would impede, restrict, or modify channel flows. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact. The City of Pomona's Oak Tree Preservation Ordinance (Section .5809-23 of the Municipal Code) was adopted to preserve mature oak trees within the City. The ordinance applies to oak trees that are larger than eight inches in diameter as measured 4.5 feet above the mean natural grade. Several coast live oak trees are present within the project site (Appendix B, Figure 7). The proposed project would require the removal of two coast live oak trees and would involve trimming and/or digging within the drip line of coast live oak trees. Under Section .5809-23(E)(5) of the Pomona Municipal Code, the trimming, relocation, or removal of oak trees located on property owned by the Los Angeles County Flood Control District is exempt from the requirements of the Oak Tree Permit process. Under Section .5809-23(E)(1) of the Pomona Municipal Code, City Arborist trimming of oak trees located on City property is exempt from the requirements of the Oak Tree Permit process when the minimum amount of trimming needed will be carried out to foster and preserve the health and aesthetics of the tree. Because the affected oak trees are located on Los Angeles County Flood Control District and City property, the proposed project is exempt from and would not conflict with the City of Pomona's Oak Tree Preservation Ordinance.

The County of Los Angeles' General Plan establishes 61 Significant Ecological Areas (SEAs) to protect biological communities within the county. Development projects that fall within an SEA must obtain a conditional use permit to protect resources contained in SEAs from incompatible development. The project site does not fall within any SEAs. Based on the above discussion, the proposed project would not conflict with any local policies or ordinances protecting biological resources. The impact would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project site does not fall within the boundaries of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impact would occur.

Required Mitigation Measures

Mitigation Measure BIO-1: Follow Proper Trimming Techniques

During construction of the proposed project, the contractor shall follow proper techniques for trimming coast live oak trees from the American National Standards Institute A300 Tree Care standards.

Mitigation Measure BIO-2: Restrict Construction Activities to Delineated Project Site Boundaries

For the duration of construction activities, the City or its contractor shall clearly delineate the project site boundaries with stakes, fencing, or other conspicuous boundary markings. The City or its contractor shall instruct all employees to restrict their activities, vehicles, equipment, and construction materials to the project site.

Mitigation Measure BIO-3: Conduct Vegetation Clearing/Initial Grading Outside of the Bird Nesting Season OR Conduct Pre-Construction Nesting Bird Surveys

The City shall implement the following measures to avoid impacts on nesting birds, special-status birds, and raptors:

- Conduct vegetation removal and initial ground disturbance activities outside of the bird breeding season (February 15 – September 15).
- If vegetation removal or initial grading occurs during the breeding season, a qualified biologist shall conduct nesting bird surveys for nesting raptors and migratory birds within the project site plus an additional 100-foot survey buffer (for passerines) and 300-foot buffer (for raptors) within three days of construction. If nests of listed birds, migratory birds, raptors, or other sensitive species are documented, active nests shall be avoided, and a nest buffer shall be designated around each nest. Nest buffers shall be determined at the discretion of the qualified biologist based on the location and species occupying the nest. Species that are not protected by the MBTA (e.g., European starling, house sparrow, Eurasian collared dove) shall not require a nest buffer. The perimeter of this nest buffer shall be clearly demarcated, and all construction activities shall be prohibited within the delineated area until a qualified biologist has determined that the nest has either successfully fledged, been depredated, or failed due to other causes. Construction activities may proceed within the non-disturbance buffer if a qualified biologist is present to monitor active nests and determines that construction activities are not causing indirect or direct disturbance to a nest.

Mitigation Measure BIO-4: Conduct Biological Monitoring During Vegetation Clearing

The City shall retain a biological monitor experienced with identification of the sensitive and common biological resources in the region to monitor all vegetation clearing activities, regardless of the time of year such activities are scheduled to begin. The biological monitor shall perform biological clearance sweeps at the start of each workday that vegetation clearing activities take place. The biological monitor shall be present on a full-time basis during the vegetation-clearing activities to ensure the activities do not affect sensitive biological resources and to move or redirect wildlife out of harm's way as necessary. The monitor shall be responsible for communicating regularly with the City and onsite contractor on non-compliance issues and methods for ensuring that impacts on sensitive biological resources are avoided to the fullest extent possible in accordance with the appropriate project agreements and permits, as applicable. Biological monitoring shall take place until the project site has been completely cleared of any vegetation. The biological monitor shall keep a record of monitoring activities in a log that contains representative photographs of the work activities monitored and any sensitive biological resources incidentally encountered during project activities.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Environmental Setting

The information in this section is based on the Cultural Resources Inventory Report prepared for the project by Ascent in December 2024 (Appendix C).

BACKGROUND RESEARCH RESULTS

On June 18, 2024, a records search that included the project alignment and a 0.25-mile radius around the project alignment was completed at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. Review of the SCCIC records search (File No. 24-207) results revealed that there are no previously recorded resources within the project alignment, and there are four previously recorded resources within the 0.25-mile radius of the project alignment. Review of the aerial images and topographic maps did not identify any development within the project alignment. The aerials revealed that the project alignment follows Thompson Creek (i.e., San Jose Creek), which was channelized over the years.

PEDESTRIAN SURVEY

Ascent conducted an intensive archaeological survey of the entire project alignment on September 30, 2024. Overall, the survey found no presence of anthropogenic soils (i.e., midden), hearth features, or concentrations of shell, bone, or lithic materials that would have indicated the presence of a precontact indigenous archaeological deposit. No cultural resources were discovered during this survey.

POTENTIAL FOR BURIED ARCHAEOLOGICAL DEPOSITS

The surficial soil in the project site is classified as urban land, which exists in areas of high population density in the largely built environment (USDA 2024). These soils are a mix of several soils and human-transported or "fill" materials. Sediments within the project alignment consist of Quaternary aged deposits, consisting of Holocene (recent to 10,000 years old) and Pleistocene (10,000 to 2 million years old) marine and non-marine terrace deposits, to older Pliocene to Late Miocene (3.6 to 11.62 million years ago) marine basin deposits (Dibblee and Minch 2002). Late Pleistocene and Holocene deposits are generally considered more likely to contain precontact archaeological deposits.

Landscape evolution and historic and modern development can impair the visibility of the archaeological record, but research has shown that archaeological sites tend to occur in specific geo-environmental settings (e.g., near reliable

water sources and on stable land surfaces) rather than randomly throughout the landscape. For example, geoarchaeological studies have found that distance to water sources (e.g., stream, lake, spring) and landform slope (generally less than 18 percent) are two environmental variables that help accurately predict a location's potential to contain buried archaeological deposits (e.g., Caltrans 2008; Caltrans 2010; Rosenthal and Meyer 2004a, 2004b). The topography of the terrain in the project site is relatively flat. However, the project site was heavily disturbed with urban landfill material. Therefore, the geography, geology, soils, and topography across most of the project site suggests that the potential for the presence of intact buried deposits of cultural resources in the project site is very low.

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No impact. As described in Section 3.5.1, "Environmental Setting," no historical resources were identified within the project site from the SCCIC record search (File No. 24-207) and pedestrian survey. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. No impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant with mitigation incorporated. As described in Section 3.5.1, "Environmental Setting," no archaeological resources were identified within the project site from the SCCIC record search (File No. 24-207), tribal outreach, and pedestrian survey. The project site is heavily disturbed with urban landfill material. The geography, geology, soils, and topography across most of the project site suggests that the potential for the presence of intact buried deposits of cultural resources in the project site is very low. Nevertheless, the project site may contain buried deposits in undeveloped areas and in sediments beneath the previous level of disturbance. There is potential for unknown buried archaeological resources to be uncovered during ground-disturbing activities associated with construction of the proposed project, which could result in a significant impact. Mitigation Measure CUL-1 identifies procedures to follow if archaeological materials are inadvertently discovered during ground-disturbing activities, which include halting work in the vicinity of the find and retaining a professional archaeologist to assess the significance of the find and provide management recommendations for the appropriate disposition of the resource. Implementation of Mitigation Measure CUL-1 would minimize the potential for construction activities to damage or destroy archaeological resources. Therefore, the impact would be reduced to a less-than-significant level with mitigation incorporated.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less than significant impact. The discovery of human remains is not expected during ground-disturbing activities associated with construction of the proposed project. However, if human remains are discovered during construction activities, the City and its contractors would be required to stop work immediately within 100 feet (30.5 meters) of the remains and notify the Los Angeles County Coroner, in accordance with Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5. If the remains are determined by the coroner to be Native American, the coroner would notify the NAHC within 24 hours, and the NAHC would designate a Most Likely Descendant. Together, the City and the Most Likely Descendant would determine the ultimate treatment and disposition of the remains in accordance with Public Resources Code Section 5097.94. Because the City would be required to comply with all applicable regulations regarding the discovery of human remains, this impact would be less than significant.

Required Mitigation Measures

Mitigation Measure CUL-1: Inadvertent Discoveries of Archaeological Resources

If archaeological materials (e.g., midden soils, stone tools, chipped stone, baked clay, or concentrations of shell, bone, charcoal, glass, metal, or ceramics) are inadvertently discovered during ground-disturbing activities, the City and its contractors shall cease all work within 100 feet (30.5 meters) of the find and the City shall immediately retain the services of a professional archaeologist. At that time, the City shall coordinate any necessary investigation of the site with the archaeologist as needed to evaluate the significance of the resource pursuant to Public Resources Code Sections 5024.1 and 21083.2(g) and provide proper management recommendations. If the find is determined to be a historical resource and/or a unique archeological resource, the City shall set aside contingency funding and a time allotment sufficient to allow for implementation of avoidance measures and/or mitigation. Possible management recommendations for significant resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the archeologist for the protection of the cultural resources. The contractor shall not resume work in the area of the discovery until directed to do so by the archaeologist.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

ENERGY TYPES AND SOURCES

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources.

Petroleum: Petroleum products (gasoline, diesel, jet fuel) are consumed almost exclusively by the transportation sector, and account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (BTS 2023). More than 13.4 billion gallons of gasoline and more than 2.9 billion gallons of diesel fuel were purchased in California in 2024 (California Department of Tax and Fee Administration 2024). Gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet specific formulations required by CARB (EIA 2023).

Natural Gas: Approximately 60 percent of California households use natural gas for home heating, and about 31 percent of California's utility-scale net electricity generation is fueled by natural gas (EIA 2023).

Electricity and Renewables: The California Energy Commission (CEC) estimates that the three investor-owned utilities expect to exceed their 2023 Renewables Portfolio Standard (RPS) compliance target and will have procured approximately 51 percent RPS by the end of 2023 (CEC 2023a).

Alternative Fuels: Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity, and others). Use of alternative fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, AB 32 Scoping Plan).

Southern California Edison (SCE) is the electricity provider for the City of Pomona and the project site. In 2023, SCE's grid electricity supply consisted of 37.6 percent renewable energy, which included solar, wind, hydroelectric, geothermal, biomass and biowaste (CEC 2023b).

WARREN-ALQUIST ACT

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water fields.

STATE OF CALIFORNIA ENERGY ACTION PLAN

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2008 Energy Action Plan Update (State of California 2008). The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

CALIFORNIA ENERGY EFFICIENCY ACTION PLAN

The 2019 California Energy Efficiency Action Plan has three primary goals for the State: double energy efficiency savings by 2030 relative to a 2015 base year (per SB 350), expand energy efficiency in low-income and disadvantaged communities, and reduce greenhouse gas (GHG) emissions from buildings. This plan provides guiding principles and recommendations on how the State would achieve those goals. These recommendations include identifying funding sources that support energy efficiency programs, identifying opportunities to improve energy efficiency through data analysis, using program designs to encourage increased energy efficiency on the consumer end, improving energy efficiency through workforce education and training, and supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization (CEC 2019).

CITY OF POMONA GREEN PLAN

The City of Pomona Green Plan is a comprehensive plan designed to guide the City's transition towards a more sustainable and energy-efficient future. The core purpose of the Green Plan is to integrate sustainable design into all aspects of the City's operations. This includes defining actions to reduce energy costs, increase efficiencies, improve air quality, and make the City a leader in sustainable government. Policies apply to the project include the following (City of Pomona 2012):

- Policy 1.3.1: Establish land use policies that maximize returns on investment in transit, pedestrian, and bike connectivity and contribute to long-term regional mobility, livability, and sustainability.
- Policy 1.3.2: Create communities and neighborhoods that are attractive, safe, and convenient for pedestrians and bicyclists.
- Policy 3.1.5: Make the city and its neighborhoods more walkable.
- Policy 9.1.2: Develop programs and action plans to facilitate individual contributions to the city's sustainability goals.

3.6.2 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. Appendix F of the State CEQA Guidelines requires the consideration of the energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usage (PRC section 21100, subdivision [b][3]). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. The following sections describe the anticipated energy consumption from construction and operational-related activities of the proposed project and design features that would be implemented to reduce the consumption of energy resources.

Construction-Related Energy

Energy would be required to construct, operate, and maintain construction equipment and to produce and transport construction materials associated with construction and renovation of the proposed project. The proposed project is assumed to be constructed from January 2026 to July 2027. The one-time energy expenditure required to construct the physical bikeway and infrastructure associated with the proposed project would be nonrecoverable. Most energy consumption would result from the operation of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials (Table 3.6-1). Refer to Appendix A for detailed modeling outputs.

Table 3.6-1 Construction Energy Consumption

Phase	Diesel (Gallons)	Gasoline (Gallons)
Linear, Grubbing & Land Clearing	3,483	3,822
Linear, Grading & Excavation	47,645	15,000
Linear, Drainage, Utilities, & Sub-Grade	36,730	13,099
Linear, Paving	4,493	5,245
Total	**92,351**	**18,343**

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from hauling and vendor trips.

Source: Calculations by Ascent Environmental in 2025.

Although construction activities would require fuel consumption, increases in fuel consumption would be temporary. Construction contractors strive to complete construction projects in an efficient manner to meet the proposed project's schedules and minimize cost. Thus, impacts related to construction energy use would be temporary and would not require expanded energy supplies or the construction of new energy infrastructure.

Operation-Related Energy

The proposed project would provide pedestrians and bicyclists a safer off-street path of travel between community destinations and amenities and thus the implementation of the project could reduce transportation energy consumption associated with vehicle trips. The energy use associated with project operations would be the use of landscaping equipment (e.g., trimmers, mowers) for trailhead landscape maintenance and occasional road maintenance. Because the landscape improvements would feature low-maintenance plants that require minimal care, the use of trimmers and mowers is anticipated to be minimal. The proposed project includes solar-powered LED lighting at the trailheads and along the bike path that would operate independently of the electrical grid. Overall, operations of the proposed project would not contribute to a substantial increase in energy consumption.

Summary

The proposed project would increase energy consumption for temporary construction activities related to construction equipment use, material and worker transport. However, construction activities would be temporary and would not increase long-term energy or fuel demand. Construction activities would consume the necessary amount of fuel/energy to complete work in an efficient and timely manner. Operation of the proposed project involves minimal energy use for maintenance and would not result in increased transportation energy consumption. The overall impact would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Less than significant impact. As discussed in Section 3.6.2(a), although implementation of the proposed project would temporarily increase the consumption of energy resources during construction, operation of the proposed project could reduce vehicle use and would not increase VMT and fossil fuels-based energy consumption in the long term. In addition, the use of solar post lights would rely on renewable energy, and thus would reduce the proposed project's reliance on fossil fuels-based energy. The proposed project would not conflict with the State's Energy Efficiency Action Plan to use energy more efficiently.

Pomona's Green Plan aims to reduce automobile dependence because cars are the City's primary source of GHG emissions (Pomona 2012). The proposed project supports this goal by encouraging alternative modes of transportation, which could decrease mobile emissions. The proposed project would also improve connectivity and accessibility in a sustainable manner, aligning with the plan's goals of developing an ATP, which include a Bike Master Plan and pedestrian improvements. By enhancing walking and biking infrastructure, the proposed project promotes community action to lower carbon footprints. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with energy. Mitigation measures are not required.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Environmental Setting

The information in this section is based on the Geotechnical Report prepared for the proposed project by Geosyntec Consultants in 2025 (Appendix D) and a review of data published by the U.S. Geological Survey and California Geological Survey.

GEOLOGIC CONDITIONS

The project site is situated south of the San Jose Hills and north of the Puente Hills in the eastern portion of the Los Angeles Basin. The Los Angeles Basin is located at the northern extent of the Peninsular Ranges geomorphic province, which extends south into Baja California, Mexico. The Peninsular Ranges geomorphic province is characterized by a series of northwest trending mountains and valleys separated by faults that developed in response to oblique, right-lateral, strike-slip fault zones associated with the plate boundary interaction between the Pacific and North American tectonic plates (Geosyntec Consultants 2025).

The project site is north of a northwest-trending splay of the Elsinore fault located at the eastern base of the Puente and Chino Hills. The project site is also south of the San Jose fault which lies at the southeastern flank of the San Jose Hills. The San Jose fault is a northwest dipping, left-lateral reverse fault. The closest Holocene-active fault is the Duarte fault, which is part of the Sierra Madre fault zone located 7 miles northwest of the project site. The Sierra Madre fault zone is a north dipping reverse fault zone located at the southern flank of the San Gabriel Mountains (Geosyntec Consultants 2025).

The topography of the project site is relatively flat. Existing surface elevations along the proposed bikeway alignment ranging from 703 to 857 feet North American Vertical Datum of 1988 (NAVD 88) and existing surface elevations near the proposed bikeway undercrossing with SR 71 range from 770 to 778 feet NAVD 88 (Geosyntec Consultants 2025).

SOILS

Deposits in the vicinity of the project site are Holocene to late Pleistocene alluvium, which is underlain by Cretaceous-age crystalline granitic bedrock. The near-ground surface soils (i.e., up to 3 feet below the ground surface [bgs]) consist of previously compacted materials as part of the channel walls. The near-ground surface soils along the proposed bikeway alignment generally consist of clayey sands, silty sands, and poorly graded sands. Soils behind the San Jose Creek channel wall consist of compacted fill material. The SR 71 bridge foundation is supported on native material below 767 feet MSL and structural backfill to the existing ground surface. Soils underneath the SR 71 undercrossing, from the existing ground surface to an approximate elevation of 755 feet MSL, are likely to consist of compacted fill soils and competent native soils as part of previous construction materials. Deeper materials below 755 feet MSL may include medium dense to dense silty sands, clayey sands and firm to very stiff sandy lean clays, lean clays and lean clays with sand, and silt with sand. Some interbedded gravel was also encountered at depths below 755 feet MSL (Geosyntec Consultants 2025).

GROUNDWATER CONDITIONS

No groundwater was encountered during subsurface investigations to a depth of approximately 50 feet bgs conducted as part of the Geotechnical Report. Groundwater information from explorations in 1966 and 1972 indicated an approximate groundwater level of about 46 feet bgs, at an approximate elevation of 726 feet. However, fluctuations in groundwater levels and the presence of perched water may occur from seasonal variations in rainfall, evaporation, construction activity, surface runoff, and other site-specific factors (Geosyntec Consultants 2025).

GEOLOGIC HAZARDS

The potential for geologic hazards to occur within the project site is summarized below.

Seismic Ground Shaking

Faults are active if there has been evidence of seismic activity within the last 11,000 years. No known regional faults directly traverse the city; however, earthquakes from several active and potentially active faults in the Southern California region could result in strong seismic ground shaking within the project site. Active faults near the project site and their respective distances from the project site are provided in Table 3.7-1, along with the maximum moment magnitude, a measure of an earthquake's size or strength, associated with each fault.

Table 3.7-1 Nearby Active Faults

Fault Name	Approximate Distance and Direction from the Project Site	Maximum Moment Magnitude
San Jose Fault	0.4 miles northwest	6.6
Indian Hill Fault	3 miles northwest	6.4
Sierra Madre Fault Zone	4.5 miles north	7.2
Elsinore Fault Zone (Chino Section)	8 miles southeast	6.6
San Antonio Fault	8.3 miles northeast	6.5
Elsinore Fault Zone (Whittier Section)	9.5 miles southwest	6.9
Yorba Linda Fault	10 miles southeast	6.4
Red Hill-Etiwanda Avenue Fault	10 miles southeast	6.2

Source: Geosyntec Consultants 2025.

Surface Rupture

Surface rupture is the visible offset of the ground surface when an earthquake rupture along a fault affects the Earth's surface. There are no known active or potentially active faults transecting the project site and the project site is not within an Alquist-Priolo fault zone (CGS 2021). As noted in Table 3.7-1, the nearest fault, the San Jose Fault, is approximately 0.4 miles northwest of the project site. Therefore, the potential for surface fault rupture at the project site is low.

Liquefaction and Settlement

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Effects of severe liquefaction can include sand boils, excessive settlement, bearing capacity failures, and lateral spreading. Seismically induced settlement consists of dry dynamic settlement (above groundwater) and liquefaction-induced settlement (below groundwater). These settlements occur primarily within loose to moderately dense sandy soil due to reduction in volume during and shortly after an earthquake event.

The portion of the project site between Temple Avenue and Fairplex Drive is within a liquefaction zone (CGS 2021). As noted above, groundwater was not encountered at depths below 50 feet bgs during recent explorations. Considering the depth of groundwater and the presence of predominantly fine-grained cohesive soils underlain by dense coarse-grained soils below 50 feet, the probability of soil liquefaction and liquefaction-induced settlement at the site is low. Approximately 1 to 2 inches of total seismically induced settlement of unsaturated soils above the groundwater was estimated at the SR 71 undercrossing (Geosyntec Consultants 2025).

Landslides

The portion of the project site along South Campus Drive between Citrus Lane and East Campus Drive is adjacent to a parcel that is within a landslide zone (CGS 2021). However, there are no steep slopes within or adjacent to the project site. Therefore, landslides are not anticipated to be a concern at the project site.

Lateral Spreading

Lateral spreading is the finite, lateral movement of gently to steeply sloping, saturated soil deposits caused by earthquake-induced liquefaction. Given the absence of shallow groundwater and low potential for liquefaction, the potential for lateral spreading at the project site is considered negligible.

Subsidence

Regional ground subsidence generally occurs due to rapid and intensive removal of subterranean fluids, such as water or oil. The project site is not within an area of recorded subsidence (USGS n.d.). Therefore, subsidence is not anticipated to be a concern at the project site.

Expansive Soils

Expansive soils contain large amounts of clay particles that swell considerably when wet and shrink with the loss of water. Foundations and structures constructed on these soils can be subject to uplifting forces caused by the swelling, potentially resulting in heaving and cracking of both building foundations and slabs-on-grade. Based on an assessment of subsurface conditions, soils underlying the SR 71 undercrossing are considered to have a low potential for expansion (Geosyntec Consultants 2025). Similar soil conditions are expected in the remainder of the project site.

PALEONTOLOGICAL RESOURCES

As described under the "Soils" section above, soils behind the San Jose Creek channel wall consist of compacted fill material. The soils underneath the SR 71 undercrossing are likely to consist of compacted fill soils and competent native soils as part of previous construction materials. These soils may contain fossil resources, depending on the source of the fill; however, any fossil resources would have been removed from their original locations and would therefore lack significance.

3.7.2 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

No impact. As stated in Section 3.7.1, "Environmental Setting," the potential for surface fault rupture at the project site is low because the project site is not within an Alquist-Priolo fault zone (CGS 2021). The proposed project would involve the development of a new multi-use bikeway and landscaped trailheads. The construction of buildings or structures intended for human occupancy is not proposed. Therefore, the proposed project would not result in substantial adverse effects involving the rupture of a known earthquake fault. No impact would occur.

ii) Strong seismic ground shaking?

Less than significant impact. As discussed in Section 3.7.1, "Environmental Setting," the project site is not within an active fault zone but is in proximity to several active faults that may cause strong seismic ground shaking in the event of an earthquake. The proposed project would result in the construction of a new multi-use bikeway and landscaped trailheads. The proposed project does not include structures intended for human occupancy and would not involve activities that would increase public exposure to adverse effects from strong seismic ground shaking. The design and construction of the proposed project would incorporate the engineering recommendations contained in the site-specific Geotechnical Report (Geosyntec Consultants 2025), which conform with the seismic design standards in the most recent codes, standards, and manuals, including the following:

- County of Los Angeles Building Code (Title 26);
- California Building Code (CBC), Title 24, Part 2;
- Minimum Design Loads and Associated Criteria for Buildings and Other Structures, American Society of Civil Engineers (ASCE 7-16);
- Caltrans Geotechnical Manual (Caltrans 2025a) and Memo To Designers (Caltrans 2025b); and
- USACE Earthquake Analysis, Evaluation, and Design for Civil Works Projects (USACE 2024).

The Geotechnical Report includes engineering recommendations related to excavation and site grading, engineered fill and structural backfill composition, compaction between proposed walls and adjacent structures, surface drainage, and the bridge foundations and retaining wall at the SR 71 undercrossing. Consequently, the potential for structural damage and secondary effects from seismic events would be minimized. Therefore, the proposed project would not result in substantial adverse effects involving strong seismic ground shaking. The impact would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. As discussed in Section 3.7.1, "Environmental Setting," the probability of soil liquefaction and liquefaction induced settlement at the site is low (Geosyntec Consultants 2025). Further, the design and construction of the proposed project would incorporate the engineering recommendations of the site-specific Geotechnical Report (Geosyntec Consultants 2025) that conform with the seismic standards contained in the most recent codes, standards, and manuals referenced in Section 3.7.2(a)(ii) above. Consequently, the potential for structural damage and secondary effects from seismic-related ground failure, including liquefaction, would be minimized. Therefore, the proposed project would not result in substantial adverse effects involving seismic-related ground failure. The impact would be less than significant.

iv) Landslides?

No impact. As stated in Section 3.7.1, "Environmental Setting," landslides are not anticipated to be a concern because there are no steep slopes within or adjacent to the project site. Therefore, the proposed project would not result in substantial adverse effects involving landslides. No impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The proposed project would involve approximately 6 acres of ground disturbance during construction activities. On-site soils would be particularly prone to erosion during excavation and site development, especially if construction activities were to coincide with heavy rains. Because the proposed project would involve the disturbance of more than one acre of soil, the City would be required to submit a Notice of Intent to the State Water Resources Control Board (SWRCB) to obtain approval to carry out construction activities under the NPDES Construction General Permit (Order 2009-0009-DWQ). The NPDES Construction General Permit requires the construction contractor to prepare and implement a storm water pollution prevention plan (SWPPP). SWPPPs must include erosion and sediment control measures such as covering exposed soil stockpiles and working slopes, lining the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. Therefore, substantial sedimentation and erosion would not occur during construction.

Once operational, the project site would be developed with pavement, permeable pavers, decomposed granite, and landscaping, which would minimize the area of bare ground that would be subject to erosion. Implementation of these project features would prevent increases in peak flow and runoff duration in a manner that artificially accelerates erosion and sedimentation. Therefore, substantial erosion and siltation would not occur during operations.

Based on the above discussion, the proposed project would not result in substantial soil erosion or the loss of topsoil. The impact would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than significant impact. As described in Section 3.7.1, "Environmental Setting," the potential for landslides, lateral spreading, subsidence, liquefaction, and collapse at the project site are anticipated to be low. The design and construction of the proposed project would incorporate the engineering recommendations of the site-specific Geotechnical Report (Geosyntec Consultants 2025) that address unstable oils. Specifically, if undocumented fill or unsuitable native soils, including unstable soils, are locally identified, they would be overexcavated to expose firm soil following the recommendations of an on-site geotechnical engineer. The resulting subgrade would subsequently be

scarified and conditioned. The excavated material would be replaced with general engineered fill or structural fill and compacted according to the most current Caltrans Construction Manual (Caltrans 2024) requirements. The on-site geotechnical engineer may recommend collecting localized shallow samples for testing against collapse and expansion (Geosyntec Consultants 2025). Therefore, the proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The impact would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less than significant impact. As described in Section 3.7.1, "Environmental Setting," soils underlying the project site are considered to have a low potential for expansion (Geosyntec Consultants 2025). As discussed under Section 3.7.2(c), the design and construction of the proposed project would incorporate the engineering recommendations of the site-specific Geotechnical Report (Geosyntec Consultants 2025) that address unstable oils, including expansive soils. Any unstable soils encountered during project construction would be overexcavated to expose firm soil following the recommendations of an on-site geotechnical engineer. The resulting subgrade would be scarified and conditioned. The excavated material would be replaced with general engineered fill or structural fill and compacted according to the most current Caltrans Construction Manual (Caltrans 2024) requirements. The on-site geotechnical engineer may recommend collecting localized shallow samples for testing against collapse and expansion (Geosyntec Consultants 2025). Therefore, the proposed project would not create substantial direct or indirect risks to life or property as a result of expansive soils. The impact would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The City operates and maintains a sanitary sewer system. The proposed project would not result in an increase in wastewater generation in the city and would not involve the installation or use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have no impact related to soils incapable of supporting these systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact. The proposed project would require excavation to a maximum depth of 10 feet. Ground disturbance would be limited to compacted fill soils and competent native soils as part of previous construction materials. These soils may contain fossil resources, depending on the source of the fill; however, the fossil resources would have been removed from their original locations and would therefore lack significance. Excavation would not extend into native soils that are sensitive for supporting paleontological resources. Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with geology and soils. Mitigation measures are not required.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

SCIENTIFIC BASIS OF GREENHOUSE GASES AND CLIMATE CHANGE

The phenomenon known as the greenhouse effect keeps the atmosphere near the earth's surface warm enough for the successful habitation of humans and other life. Present in the earth's lower atmosphere, GHGs play a critical role in maintaining the earth's temperature. Sunlight—including infrared, visible, and ultraviolet radiation—passes through the atmosphere. Some of the sunlight striking the earth is absorbed and converted to heat, which warms the surface. The surface emits infrared radiation to the atmosphere, where some of it is absorbed by GHGs and re-emitted toward the surface; some of the heat is not trapped by GHGs and escapes into space. Human activities that emit additional GHGs into the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and amplifying the warming of the earth (IPCC 2013).

Increases in fossil fuel combustion and deforestation have exponentially increased concentrations of GHGs in the atmosphere since the Industrial Revolution. According to the Intergovernmental Panel on Climate Change (IPCC), human influence has warmed the climate at a rate that is unprecedented in at least the last 2,000 years. In addition, the IPCC reported with high confidence that in 2019, carbon dioxide (CO_2) concentrations were higher than at any time in at least 2 million years, and reported with very high confidence that 2019 concentrations of methane (CH_4) and nitrous oxide (N_2O) were higher than at any time in at least 800,000 years. Rising atmospheric concentrations of GHGs in excess of natural levels enhance the greenhouse effect, which contributes to global warming of the earth's lower atmosphere. This warming induces large-scale changes in ocean circulation patterns, precipitation patterns, global ice cover, biological distributions, and other changes to the earth's system that are collectively referred to as climate change. The scale of recent changes across the climate system as a whole and the present state of many aspects of the climate system are unprecedented over many centuries to many thousands of years. IPCC also reports that many changes in the climate system become larger in direct relation to increasing global warming, including increases in the frequency and intensity of hot extremes, marine heatwaves, and heavy precipitation, agricultural and ecological droughts in some regions, and proportion of intense tropical cyclones, as well as reductions in Arctic sea ice, snow cover, and permafrost. In addition, low-likelihood outcomes, such as ice sheet collapse, abrupt ocean circulation changes, some compound extreme events, and warming substantially greater than the assessed very likely range of future warming cannot be ruled out (IPCC 2022).

GHGs are global pollutants, unlike criteria air pollutants and TACs. Criteria air pollutants and TACs occur locally or regionally, and local concentrations respond to locally implemented control measures. However, the long atmospheric lifetimes of GHGs allow them to be transported great distances from the original emissions source.

GHGs and global climate change therefore represent cumulative impacts; that is, GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change.

PRINCIPAL GREENHOUSE GASES

As defined in CEQA Guidelines Section 15364.5 (Title 14, Division 6, Chapter 3 of the California Code of Regulations [CCR]), GHGs include the following gases: CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorinated carbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (humanmade) sources. The primary GHGs associated with implementation of the proposed project are CO_2, CH_4, and N_2O.

APPLICABLE GREENHOUSE GAS REGULATIONS

There is no overarching federal law specifically related to climate change or the reduction of GHG emissions.

The State of California has adopted several laws addressing various aspects of climate change, GHG mitigation, energy efficiency, and renewable energy. Much of this establishes a broad framework for the State's long-term GHG and energy reduction goals and climate change adaptation program. Governors have also issued several executive orders (EOs) related to the state's evolving climate change policy.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, the California Global Warming Solutions Act of 2006, AB 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that (a) the statewide greenhouse gas emissions limit remain in effect unless otherwise amended or repealed, (b) the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020, and (c) [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020 (Health and Safety Code, Division 25.5, Part 3, section 38551). For the purposes of AB 32 and other legislation in California, GHGs are expressed in carbon dioxide equivalent (CO_2e). CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Executive Order B-30-15

On April 20, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California has met the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under EO S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This target is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius (°C), the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Senate Bill (SB) 32 and AB 197 were signed into law, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Climate Change Scoping Plan and Updates

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). EO S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. EO B-55-18 calls for California to achieve carbon neutrality no later than 2045 and achieve and maintain net negative GHG emissions thereafter. These targets align with the scientifically established levels needed globally to limit the rise in global temperature to no more than 2°C, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected. These targets also align with efforts to limit the temperature increase even further to 1.5°C (UN 2015:3).

The 2022 Climate Change Scoping Plan (2022 Scoping Plan), prepared by CARB, focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities (CARB 2022). The 2022 Climate Change Scoping Plan is built on the 2017 Scoping Plan (CARB 2017), which traces the pathway for the State to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top down/bottom up approach using various scenarios. The State has also passed more detailed legislation addressing GHG emissions associated with industrial sources, transportation, electricity generation, and energy consumption.

Senate Bill X1-2, the California Renewable Energy Resources Act of 2011 and Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014–2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030. This legislation is expected to increase the renewable energy resources sold to retail customers over time, which will reduce GHG emissions associated with District-related electricity consumption over time.

South Coast Air Quality Management District

As described in Section 3.3, "Air Quality," the proposed project lies within the Basin, which is under the jurisdiction of SCAQMD. SCAQMD is primarily responsible for developing and implementing rules and regulations for attainment of the NAAQS and CAAQS, developing AQMPs, permitting new or modified sources, and adopting and enforcing air pollution regulations within the Basin. The ability of SCAQMD to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also through their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents.

In the 2008 through 2010 timeframe, SCAQMD convened a series of GHG CEQA Significance Threshold Working Group sessions and developed draft thresholds for stationary sources and land use development projects. Following public review, SCAQMD formally adopted the 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) threshold for stationary/industrial facilities where SCAQMD is the lead agency (SCAQMD 2008b). For land use development projects, SCAQMD proposed two different approaches to be taken by lead agencies when analyzing GHG emissions:

- Option #1 includes using separate numerical thresholds for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 MTCO2e/year), and mixed-use projects (3,000 $MTCO_2e$/year).
- Option #2 includes use of a single numerical threshold for all nonindustrial projects of 3,000 $MTCO_2e$/year. (SCAQMD 2010).

SCAQMD noted in its draft thresholds guidance that use of these thresholds was only a recommendation for lead agencies and not a mandatory requirement. While these land use development thresholds may be used at the discretion of the local lead agency, these thresholds have not been adopted by SCAQMD.

Southern California Association of Governments

SCAG is the regional planning agency for the project area. SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. In 2024, SCAG adopted Connect SoCal 2024, the area's RTP/SCS. SCAG was tasked by CARB to achieve an 8 percent per capita reduction compared to 2005 level emissions by 2020 and a 19 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its SCS (CARB 2020, SCAG 2024).

3.8.2 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. GHG emissions associated with the proposed project would be generated only during construction duration. Construction emissions are analyzed in the following section. Implementation of the proposed project would facilitate alternative modes of transportation through improving the connectivity of the existing active transportation network. Therefore, the proposed project would not increase vehicle travel or GHG emissions associated with mobile sources.

Construction

Project-related construction activities would result in GHG emissions from the use of heavy-duty off-road construction equipment, delivery trucks associated with materials transport, and vehicle use during worker commute. Construction activities are anticipated from January 2026 to July 2027. Construction-related emissions were estimated using CalEEMod with a combination of project-specific data and model defaults. Data provided by the design team and model defaults, where information was unavailable, were used to estimate the amount of activity and emissions associated with each phase. Refer to Appendix A for detailed modeling outputs.

Table 3.8-1 provides a summary of the estimated construction emissions that would occur during construction period. Consistent with SCAQMD guidance, total construction emissions are summed and amortized over a 30-year project life to determine the significance of the proposed project's GHG emissions impacts. The SCAQMD recommended threshold for all nonindustrial land use development projects of 3,000 $MTCO_2e$/year is applied in this analysis to determine if emissions of GHGs from the proposed project would be significant for both construction and operational impacts. As shown in Table 3.8-1, the total GHG emissions generated by the proposed project would be 1,269 $MTCO_2e$. When amortized over 30 years, the construction emissions generated by the proposed project would be 42 $MTCO_2e$, which is well below SCAQMD's recommended threshold of 3,000 $MTCO_2e$/year.

Table 3.8-1 Proposed Project-Generated Construction Greenhouse Gas Emissions

Construction Phases	Total GHG Emissions ($MTCO_2e$)
Linear, Grubbing & Land Clearing	69
Linear, Grading & Excavation	618
Linear, Drainage, Utilities, & Sub-Grade	490
Linear, Paving	92
Total Construction Emissions	**1,269**
Amortized Construction Emissions (over 30 years)	**42**

Notes: Totals may not add due to rounding; GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: Modeled by Ascent Environmental in 2025.

Consistent with SCAQMD guidance, total construction emissions are summed and amortized over a 30-year project life and added to operational emissions to determine the significance of the proposed project's GHG emissions impacts. As mentioned above, project-level GHG emissions are inherently cumulative; therefore, the construction emissions listed in Table 3.8-1 are considered as part of the GHG emissions for the proposed project lifecycle, including GHG emissions during operation.

Operation

Once operational, the proposed project could reduce vehicle use by allowing pedestrians and bicyclists a safe path that could encourage reduced vehicle use in the area. The GHG emissions associated with operation would be minimal, and would be primarily associated with the use of landscaping equipment (e.g., trimmers, mowers) to maintain the pathway as well as occasional maintenance of the pathway itself. Project operation would also include solar-powered LED lighting at the trailheads and along the path. Because the lighting system would operate independently of the electrical grid, no operational GHG emissions associated with electricity consumption would occur. Since implementation of the proposed project would not contribute to increased vehicle use, project generated GHG emissions would be minimal and would result in a less than significant impact on the environment.

Summary

The GHG emissions from the proposed project are expected to be primarily associated with construction activities. Operational emissions of the proposed project are expected to be minimal, as the project will provide a pathway for pedestrian and bicycle use. Therefore, GHG emissions level generated by the construction and operations of the proposed project would not exceed thresholds. This impact would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The 2022 Scoping Plan lays out the pathway to achieve the State's carbon neutrality goal and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045. The Local Actions Appendix (Appendix D) to the 2022 Scoping Plan includes various recommendations that local governments can implement to align their planning and development review processes with the State's climate goals. The guidance recommends that local governments focus on transportation electrification, VMT reduction, and building decarbonization (CARB 2022).

As discussed in Section 3.8.2(a), the GHG emissions from the proposed project are expected to be minimal. The proposed project does not add capacity for vehicular travel and would not induce additional vehicle trips to the project area. Instead, the proposed project enhances connectivity within the existing active transportation network, encouraging walking and biking as alternatives to driving. As a result, the proposed project will not contribute to increased vehicle traffic, road congestion, or idling emissions. Therefore, the proposed project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with greenhouse gas emissions. Mitigation measures are not required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

PROJECT SITE CONDITIONS AND REGULATORY DATABASE SEARCHES

The project site consists of existing flood control and transportation infrastructure and is primarily surrounded by urban development, consisting of one- and two-story residences, commercial and industrial facilities, parks, and schools. No facilities or sites meeting the Cortese List requirements were identified within the parcels that encompass the proposed project alignment, based on a review of the following data resources:

- List of Hazardous Waste and Substances sites from the DTSC's EnviroStor Database (DTSC 2023);
- List of Leaking Underground Storage Tank sites from the SWRCB's GeoTracker Database (SWRCB 2023);

- List of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit (CalEPA 2016a);
- List of active Cease and Desist Orders and Cleanup and Abatement Orders from the SWRCB (CalEPA 2016b); and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the California Health and Safety Code, identified by DTSC (CalEPA 2023).

AIRPORT HAZARDS

The Brackett Field Airport is located at 1615 McKinley Avenue in the City of La Verne, approximately 1.5 miles north of the project site. The Brackett Field Airport Land Use Compatibility Plan governs development in the vicinity of the airport to minimize the public's exposure to safety hazards and noise. The approximately 0.5-mile segment of the project site west of Kellogg Park is not within the airport's influence area; however, the remainder of the project site is in Compatibility Zone E. Within Compatibility Zone E, most land uses are normally acceptable; however, the height limit for structures in this zone is 150 feet above runway elevation. This zone encompasses areas that are outside of the airport's 55 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour where effects from airport noise are considered low (LA County ALUC 2015).

EMERGENCY PLANS

The Los Angeles County Department of Public Works designates disaster routes, which are freeways, highways, or arterial streets pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to affected areas to save lives, protect property, and minimize effects on the environment. Within the city, Valley Boulevard, Mission Boulevard, N Garey Avenue, Arrow Highway, and Foothill Boulevard are identified as disaster routes. SR 57, SR 60, SR 71, I-10, I-210 are identified as freeway disaster routes (LADPW 2008).

WILDLAND FIRE RISK

According to the California Department of Forestry and Fire Protection (CAL FIRE), the city is within a local responsibility area and most of the project site is mapped as a non-very high fire hazard severity zone (FHSZ); however, the westernmost portion of the project site from Temple Avenue to approximately 0.1 mile east of Temple Avenue extends into moderate and high FHSZs (CAL FIRE 2025).

3.9.2 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. The use of the proposed project facilities by bicyclists, pedestrians, and other recreationists would not result in the release of hazardous materials. Relatively small amounts of commonly used hazardous substances (e.g., gasoline, diesel fuel, lubricating oil, grease, solvents, cleaners, paints, pesticides, and fertilizers) would be utilized during construction and routine maintenance activities for the proposed project. These materials are not considered acutely hazardous and are used routinely throughout urban environments. Furthermore, these materials would be transported, used, disposed of, and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Applicable regulations include, but are not limited to, the following: the Resource Conservation and Recovery Act, which includes requirements for hazardous solid waste management; the Department of Toxic Substances Control Environmental Health Standards for the Management of Hazardous Waste (CCR Title 22, Division 4.5), which include standards for generators and transporters of hazardous waste; and the California Division of Occupational Safety and Health's standards for workplace health and safety. Use of these common hazardous substances for their intended purpose during construction and routine maintenance activities would not pose a significant risk to the public or environment. Based

on the above discussion, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The impact would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. As described in Section 3.9.2(a), the use of the proposed multi-use bikeway and landscaped trailheads by bicyclists, pedestrians, and other recreationists would not result in the release of hazardous materials. Construction and routine maintenance activities would involve the use of hazardous substances (e.g., gasoline, diesel fuel, lubricating oil, grease, solvents, cleaners, paints, pesticides, and fertilizers); however, these materials are not considered acutely hazardous and are used routinely throughout urban environments. Use of hazardous materials during construction activities would be subject to compliance with applicable federal, state, and local statutes and regulations pertaining to hazardous materials, as listed in Section 3.9.1(a) above. Compliance with these regulations would reduce the potential for hazardous materials to be released to the environment during construction and routine maintenance activities. In addition, the City would be required to implement a SWPPP during construction activities, which would prevent any contaminated runoff from leaving the project site.

No facilities or sites meeting the Cortese List requirements were identified within the parcels that encompass the proposed project alignment. Therefore, project construction would not result in the disturbance of contaminated sites with potential to release hazardous materials into the environment. Accordingly, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. The impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. Schools within 0.25 miles of the project site include the following: John Marshall Middle School (adjacent to the project site); Arroyo Elementary School (adjacent to the project site); Kellogg Polytechnic Elementary School (less than 0.1 mile south of the project site); Cal Poly Pomona (less than 0.1 mile north of the project site); Ganesha High School (less than 0.1 mile north of the project site); International Polytechnic High (0.1 mile west of the project site); and Cortez Mathematics and Science Magnet (0.1 mile north of the project site).

As described in Sections 3.9.2(a) and (b), the construction and routine maintenance activities for the proposed project would involve the use of hazardous materials (e.g., gasoline, diesel fuel, lubricating oil, grease, solvents, cleaners, paints, pesticides, and fertilizers); however, these materials are not considered acutely hazardous and would be used in limited quantities. In addition, the transportation, storage, use, and disposal of such hazardous materials during construction activities would be conducted in accordance with applicable federal, state, and local statutes and regulations. No facilities or sites meeting the Cortese List requirements were identified within the parcels that encompass the proposed project alignment. Therefore, project construction would not result in the disturbance of contaminated sites with potential to release hazardous materials into the environment. Based on the above discussion, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. As discussed in Section 3.9.1, "Environmental Setting," the parcels that encompass the project site are not included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. Project construction would not result in the disturbance of contaminated sites with potential to release hazardous materials

into the environment. Therefore, the proposed project would not create a significant hazard to the public or the environment. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than significant impact. As discussed in Section 3.9.1, the project site is 1.5 miles south of Brackett Field Airport. The approximately 0.5-mile segment of the project site west of Kellogg Park is not within the airport's influence area; however, the remainder of the project site is in Compatibility Zone E. The proposed project would not introduce vertical structures that would exceed the 150-foot height limit for structures within Compatibility Zone E; therefore, the proposed project would not result in safety hazards from inference with aircraft. The proposed project would not result in the construction of structures intended for human occupancy. Bicyclists and pedestrians using the multi-use trail would experience occasional overflight noise within the project site; however, noise levels would not be considered excessive because the project site is outside of the airport's 55 dB CNEL noise contour. For reference, background noise levels in urban environments in proximity to highways, such as the project site, can range from 70 to 80 a-weighted decibels (dBA) (FHWA 2003). Based on the above discussion, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. The impact would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. During project construction, temporary lane closures would be required for activities within roadway rights-of-way. The proposed project would also result in minor improvements and changes to circulation patterns on existing roadways at the locations of the proposed at-grade street crossings. For example, the proposed project would involve reconfiguration of vehicle through-lanes and turn lanes and installation of curb extensions, raised bollards, curb ramps with landing areas, and concrete floating bulbouts within roadway rights-of-way. Affected roadways would include Kellogg Drive, Ridgeway Street, Fairplex Drive, Glen Avenue, Dudley Street, and Weber Street. As described in Section 3.9.1, "Environmental Setting," these streets are not identified as disaster routes (LADPW 2008). Regardless, any temporary lane closures and permanent roadway improvements would need to be reviewed and approved by the Los Angeles County Public Works Department and the Los Angeles County Fire Department prior to issuance of any permits or rights of entry. This process would ensure that project implementation does not interfere with emergency response and evacuation. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than significant impact. As described in Section 3.9.1, "Environmental Setting," a small portion of the project site extends into moderate and high FHSZs in the local responsibility area; however, the project site is located within a developed, urban area and is not adjacent to wildland areas. The proposed project would not result in the construction of habitable structures and or otherwise increase the number of people residing in the area. While the project would introduce a multi-use bikeway that would be used by pedestrians and cyclists, use of the project site would be intermittent and would not substantially increase the number of people exposed to wildfire risk. In addition, the project would not introduce new fuel sources or features that would increase the likelihood or intensity of wildland fire. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with hazards and hazardous materials. Mitigation measures are not required.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

The information in this section is based on the Hydrology Report prepared for the proposed project by Craftwater Engineering, Inc. in 2024 (Appendix E) and a review of data published by the City, Los Angeles Regional Water Quality Control Board, Main San Gabriel Basin Watermaster, California Department of Water Resources, and Federal Emergency Management Agency.

SURFACE WATER

The project site is within the San Gabriel River watershed, which encompasses over 640 square miles. The San Gabriel River watershed headwaters originate in the San Gabriel Mountains, located north of the City of Pomona. The San Gabriel River flows for approximately 58 miles, receiving drainage from a large area of eastern Los Angeles County

before reaching the Pacific Ocean (City of Pomona 2014b). The project alignment is adjacent to San Jose Creek, which is one of the major tributaries to the San Gabriel River.

The segment of San Jose Creek along the proposed project alignment is identified as San Jose Creek Reach 2 (Temple Avenue to I-10 at White Avenue) in the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan). For this waterbody, municipal and domestic water supply is identified as a potential beneficial use, groundwater recharge and warm freshwater habitat are identified as intermittent beneficial uses, and wildlife habitat is identified as an existing beneficial use. The waterbody is listed on the 303(d) Impaired Water Bodies List for indicator bacteria, which is being addressed by EPA-approved total maximum daily loads (TMDLs) (LARWQCB 2022).

STORMWATER DRAINAGE

The project site is split into seven main drainage areas, separated by intersecting streets. Drainage within each of these areas typically flows into the San Jose Creek channel, except for one small area west of Ridgeway Street where runoff drains away from the channel (Craftwater Engineering, Inc. 2024).

GROUNDWATER

The Main San Gabriel Basin (Basin) underlies the project site. The Basin serves as the major source of water supply to about 1.4 million residents in the 19 cities overlying the Basin. The Basin covers a surface area of approximately 167 square miles. It is bounded by the San Gabriel Mountains on the north, the Raymond fault on the northeast, a system of low rolling hills (Repetto, Merced, Puente, and San Jose Hills) on the west and south, and by the bedrock high between San Dimas and La Verne on the east. The Whittier Narrows, a 1.5-mile gap between the Merced and Puente Hills, forms the only exit for the Basin surface water and groundwater (LARWQCB 2020).

The Main San Gabriel Watermaster is responsible for managing the Basin's groundwater quantity and quality. The groundwater level in the Baldwin Park Key Well is used by the Main San Gabriel Basin Watermaster to monitor changes in the Basin's groundwater supply. In July 2023, the water level in the Basin was recorded at 231.3 feet bgs. The historic low water level was recorded at 169.4 feet bgs in November 2018 and the historic high water level was recorded at 295.3 feet bgs in July 1983 (Main San Gabriel Basin Watermaster 2023).

Sources of water for recharge in the Basin include precipitation on the valley floor; percolation of water applied for irrigation (groundwater, local surface water, treated imported water, and recycled water); artificial recharge with local stormwater and untreated imported water; percolation of recycled water discharged from water reclamation plants to unlined portions of the San Gabriel River, San Jose Creek and Rio Hondo; and subsurface inflow (LARWQCB 2020).

Designated beneficial uses of the Basin's groundwater are municipal and domestic water supply, industrial service supply, industrial process supply, and agricultural supply (LARWQCB 2020; Table 2-2). Based on evaluation of groundwater quality conditions in the Basin from 2001/2002 through 2011/2012, concentrations of nitrate, chloride, sulfate and total dissolved solids were found to be below the water quality objectives (LARWQCB 2020).

Under the Sustainable Groundwater Management Act (SGMA), California's groundwater basins are categorized as high-, medium-, low-, or very low-priority basins. SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies, develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. DWR classifies the Basin as a very low-priority basin; as such, a GSP has not been prepared for the Basin. The Basin is not identified as a critically overdrafted groundwater basin (DWR 2020).

WATER SUPPLY

The City's water supply sources include groundwater pumped from the Chino Basin, Spadra Basin, and Six Basins; treated, imported surface water purchased from Metropolitan Water District of Southern California (MWD) through Three Valleys Municipal Water District; local surface water from San Antonio Creek; and recycled water purchased from the Los Angeles County Sanitation Districts. The City's total water supply in 2020 was 21,174 acre-feet (AF), of

which 12,013 AF (57 percent) came from groundwater, 4,484 AF (21 percent) was imported from MWD, 2,975 AF (14 percent) came from surface water, and 1,702 AF (8 percent) came from recycled water (City of Pomona 2021).

The City's water demands from 2016 to 2020 averaged approximately 21,957 AF per year, while projected water use is anticipated to range from 24,708 AF in 2025 to 28,088 AF in 2045. Due to conservation efforts and demand management measures, the City's recent water demands have been less than its historical water demands, including during long-term droughts. The City's projected water demands (during a normal year, a single dry year, and a five consecutive year drought conditions) are anticipated to incorporate similar reductions in water use rates as a result of the shortage response actions, ongoing conservation efforts, and demand management measures. Because the City's projected water demands are similar to its historical water demands, it is anticipated the City will be able to continue providing sufficient water supplies to its customers to meet projected water demands, including during long-term droughts (City of Pomona 2021).

FLOOD RISK

According to the Federal Emergency Management Agency Flood Insurance Rate Maps, the project site is within Zone X, which is an area of minimal flood hazard (FEMA 2008). However, localized flooding or water ponding has potential to occur where off-site flows from SR 71 enter the project site at the SR 71 undercrossing (Craftwater Engineering, Inc. 2024). The project site is over 26 miles east of the Pacific Ocean and is not within a mapped tsunami hazard area (CGS 2009). In addition, no enclosed water bodies are adjacent to or up gradient of the project site. Therefore, flooding from a tsunami or seiche is not considered a potential hazard at the project site.

3.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact. Construction activities could potentially violate applicable water quality standards by introducing pollutants to stormwater runoff. There are two primary ways that construction activities could adversely affect water quality: ground disturbance and pollutant spills or leaks. Ground disturbance such as vegetation removal, compaction, grading, and temporary soil stockpiling could potentially increase sediment levels in stormwater runoff by eroding soils that have been loosened or newly exposed by construction activity. Materials that could spill or leak during construction include diesel fuel, gasoline, lubrication oil, cement slurry, hydraulic fluid, antifreeze, transmission fluid, lubricating grease, and construction-related trash and debris. The use of these materials would be limited to the minimum necessary to fuel vehicles, power equipment, and complete activities. Improper management of hazardous materials could result in accidental spills or leaks, which could locally contaminate stormwater runoff.

As described in Section 3.10.1, the proposed project would be constructed along a segment of San Jose Creek that is listed on the 303(d) list for indicator bacteria and for which EPA-approved TMDLs have been established (LARWQCB 2022). Nitrate, chloride, sulfate, and total dissolved solids were detected in groundwater samples from the Basin at levels below the established water quality objectives (LARWQCB 2020).

The proposed project would involve approximately 6 acres of ground disturbance. Potential water quality impacts associated with construction would be temporary and highly localized. Because the proposed project would involve more than 1 acre of ground disturbance, the City would be required to submit a Notice of Intent to the SWRCB in order to obtain approval to carry out construction activities under the NPDES Construction General Permit. This permit includes a number of design, management, and monitoring requirements to protect water quality and reduce impacts related to stormwater (and some non-stormwater) discharges during construction. Compliance with the NPDES Construction General Permit requires that a SWPPP be developed, which would identify stormwater collection and discharge points and outline best management practices (BMPs) for preventing water quality degradation. At a minimum, BMPs would include erosion controls (e.g., mulches, soil binders, erosion control blankets/mats, outlet projection/energy dissipation devices), sediment controls (e.g., silt fences, fiber rolls, gravel bags), tracking controls

(e.g., stabilized construction entrance/exit, entrance/outlet tire wash), wind erosion controls, non-stormwater management, and materials and water management (cleanup and containment of trash and debris, stockpile management, spill prevention and control, hazardous waste management). Implementation of the BMPs included in the SWPPP would protect water quality by reducing construction-induced erosion and sedimentation at the project site and by reducing the amount of sediment and other potential water pollutants that leave the site. The SWPPP would also include hazardous materials BMPs necessary to prevent or contain any spills or leaks that may be associated with construction equipment and materials.

As discussed in Section 2.5.5, "Freeway Undercrossings," the proposed project would include a new drainage system to prevent ponding conditions at the SR 71 undercrossing. An approximately 600-square-foot dry dock would be temporarily placed within the channel (i.e., less than 30 days) during construction of the drainage system at the SR 71 undercrossing. San Jose Creek is likely subject to regulation by USACE, LARWQCB and/or CDFW. As identified in Section 2.8, "Required Permits and Approvals," the City may be required to obtain the following permits and approvals prior to initiating construction activities within the San Jose Creek channel:

- Section 401 Water Quality Certification from the LARWQCB. This certification is granted when an applicant demonstrates that the activity complies with applicable water quality requirements, which include water quality standards, effluent limitations, new source performance standards, toxic pollutants restrictions.
- Section 404 Nationwide Permit No. 14 (Linear Transportation Projects) from USACE for the construction, expansion, modification, or improvement of linear transportation projects that involve the discharge of dredged or fill material into waters of the United States, including wetlands. This Nationwide Permit authorizes temporary structures, fills, and work necessary to construct a linear transportation project. The permit process requires applicants to incorporate appropriate measures to maintain normal downstream flows and minimize flooding to the maximum extent practicable when temporary structures, work, and discharges of dredged or fill material are necessary for construction activities. The Nationwide Permit requires that temporary fills consist of materials and be placed in a manner that will not be eroded by expected high flows. In addition, temporary fills must be removed in their entirety and the affected areas returned to preconstruction elevations. The Nationwide Permit specifies general conditions that the permittee must comply with, including soil erosion and sediment controls, removal of temporary structures, proper maintenance of authorized structures (USACE 2022).
- Section 408 permit from USACE for activities that involve alteration or modifications to the flood control channel. The permit is granted when an applicant demonstrates that the requested alteration does not increase life safety risks and does not impair the usefulness of the USACE civil works project.
- Section 1602 Streambed Alteration Agreement from CDFW for any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. The agreement includes conditions to avoid, minimize, or mitigate potential negative impacts on fish and wildlife and their habitats, ensuring the protection of these resources.

Required coverage under the NPDES Construction General Permit, Section 401 Water Quality Certification, Section 404 Nationwide Permit No. 14, Section 408 Permit, and/or Section 1602 Streambed Alteration Agreement would ensure compliance with water quality standards in the Clean Water Act, Porter-Cologne Water Quality Control Act, and California Fish and Game Code Sections 1600 through 1616 that are protective of water quality. For these reasons, construction activities would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Implementation of the proposed project would not change the existing land use designations of the project site. The proposed project would not introduce new point sources of pollutants or discharges, such as industrial facilities. Therefore, implementation of the proposed project would not violate any water quality standards or waste discharge requirements related to non-stormwater discharges.

The project site is primarily covered with impervious surfaces and would continue to be primarily impervious after project implementation. The proposed project would not result in a net increase in impervious surface area and drainage patterns would remain similar to existing conditions; therefore, future stormwater discharge from the

project site would be similar in volume and quality to existing conditions. Therefore, there is no requirement to implement BMPs to manage runoff. However, the proposed project incorporates site design BMPs and low impact development features, which would manage more stormwater runoff than existing conditions. Landscaping, permeable pavers, and decomposed granite would be installed at the trailheads to minimize stormwater runoff. Furthermore, a bioswale is proposed at the Fairplex Drive trailhead to store and infiltrate stormwater runoff from the project site. Therefore, the proposed project would not increase the volume or decrease the quality of stormwater runoff flowing from the project site into the City's storm drain system.

Based on the above discussion, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. The impact would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. As described in Section 3.7.1, no groundwater was encountered during subsurface investigations conducted as part of the Geotechnical Report (Geosyntec Consultants 2025). Excavation required for proposed project construction would extend to a maximum depth of 10 feet bgs. Therefore, groundwater would not likely be encountered during construction. However, perched water conditions could occur on top of the lower permeability fine-grained layers. The contractor would be required to verify groundwater levels prior to construction. If groundwater is encountered, the contractor would collect and convey the water to storm drainage devices near the project site (Geosyntec Consultants 2025). Additionally, construction activities would result in a temporary increase in water consumption for cleaning surfaces, mixing with concrete or other materials, suppressing dust, and establishing plants. The relatively minor water supply needed for proposed construction activities would not consume a substantial amount of water supplies. Therefore, construction activities would not result in a substantial decrease in groundwater supplies.

Once operational, the proposed project would not contribute to an increase in population growth in the City. The proposed project would result in a minor increase in water consumption for landscape maintenance. Water consumption would be greatest during the plant establishment period; however, the landscape plan includes native plants and other water-efficient landscaping that would require little water beyond normal rainfall. Water consumption for operational maintenance activities would be relatively minor. Because the proposed project would not substantially increase demands for water usage in the City compared to existing conditions, it would not result in a substantial decrease in groundwater supplies.

Under existing conditions, the project site is primarily impervious and, therefore, does not provide for substantial groundwater recharge. The proposed project would not result in a net increase in impervious surface area, and the project site would remain primarily impervious. Landscaping, permeable pavers, and decomposed granite would be installed at the trailheads to minimize runoff and allow water to permeate into the soil. Furthermore, a bioswale is proposed at the Fairplex Drive trailhead to store and infiltrate stormwater runoff from the project site. Therefore, the proposed project would not substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.

Based on the above discussion, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The impact would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

Less than significant impact. During construction of the proposed project, flow patterns on the project site may be temporarily altered due to grading activities. As discussed in Section 3.10.2(a), the proposed project would be required to comply with the conditions of the NPDES Construction General Permit. A SWPPP would be prepared and implemented, which would include erosion controls BMPs (e.g., mulches, soil binders, erosion control blankets/mats, outlet projection/energy dissipation devices), sediment controls (e.g., silt fences, fiber rolls, gravel bags), tracking controls (e.g., stabilized construction entrance/exit, entrance/outlet tire wash), wind erosion controls, non-stormwater management, and materials and water management (cleanup and containment of trash and debris, stockpile management, spill prevention and control, hazardous waste management). Implementation of the BMPs included in the SWPPP would reduce the potential for construction-related erosion and siltation at the project site.

In addition, as discussed in Section 3.10.2(a), an approximately 600-square-foot dry dock would be temporarily placed within the channel (i.e., less than 30 days) during construction of the drainage system at the SR 71 undercrossing. Prior to initiating construction within the channel, the City would be required to obtain coverage under the Section 401 Water Quality Certification, Section 404 Nationwide Permit No. 14, Section 408 Permit, and/or Section 1602 Streambed Alteration Agreement, which would ensure compliance with water quality standards in the Clean Water Act, Porter-Cologne Water Quality Control Act, and California Fish and Game Code Sections 1600 through 1616 that are protective of water quality. These permits would identify conditions to reduce construction-related erosion and siltation, which may include minimizing the area of disturbance, installing sediment control measures, stabilizing disturbed areas, and implementing runoff control measures similar to those described above for the NPDES Construction General Permit.

Once operational, the proposed project would maintain overall drainage patterns at the project site. The proposed project design incorporates site design BMPs and low impact development requirements to reduce the amount of pollution that enters the City's storm drain system. The project site would be developed with pavement, permeable pavers, decomposed granite, and landscaping, which would minimize the area of bare ground that would be subject to erosion. Implementation of these project features would prevent increases in peak flow and runoff duration in a manner that artificially accelerates erosion and sedimentation. Therefore, substantial erosion and siltation would not occur during operations.

Based on the above discussion, construction and operation of the proposed project would not result in substantial on- or off-site erosion or siltation. The impact would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than significant impact. During construction of the proposed project, drainage patterns and runoff quantities on the project site may be temporarily altered due to grading activities. Compliance with a project-specific SWPPP, and specifically the use of runoff-control devices, would ensure that runoff quantities are controlled to the extent practicable, to prevent flooding or ponding of excess water on the project site.

The proposed project would not result in a net increase in impervious surface area and drainage patterns would remain similar to existing conditions; therefore, future stormwater discharge from the project site would be similar in volume and quality to existing conditions. Landscaping, permeable pavers, and decomposed granite would be installed at the trailheads to minimize runoff and allow water to permeate into the soil. To prevent ponding conditions at the SR 71 undercrossing, the proposed project would include a new drainage system with backflow prevention measures at drainage outlets. The drainage system includes a drop inlet grate that is designed to handle flows from 100-year storm events and a secondary inlet to prevent ponding in the event the primary inlet is overwhelmed or clogged. To further prevent ponding, a trench drain would also be installed on the west side of the

SR 71 undercrossing to intercept off-site runoff from SR 71. Runoff from the new drainage system would be directed into the San Jose Creek channel (Craftwater Engineering, Inc. 2024). Because the proposed project would be designed to have adequate drainage, flooding or ponding of excess water would be avoided.

Based on the above discussion, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The impact would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than significant impact. During construction of the proposed project, drainage patterns and runoff quantities may be temporarily altered in the project site due to grading activities. Compliance with a project-specific SWPPP, and specifically the use of runoff-control devices, would ensure that runoff quantities are controlled to the extent practicable, to avoid overwhelming the existing stormwater drainage system. Furthermore, the SWPPP would contain the project-specific BMPs that would help prevent construction-related pollutants, such as sediments and fuels for equipment, from entering stormwater runoff. Through compliance with the SWPPP, construction of the proposed project would not provide a substantial source of polluted runoff, nor would it substantially increase runoff volumes leading to exceedances in the storm drain capacity.

As described in Section 3.10.2(a), stormwater runoff volumes and stormwater runoff quality would not differ substantially from existing conditions during operations. Landscaping, permeable pavers, and decomposed granite would be installed at the trailheads to minimize runoff. In addition, a bioswale is proposed at the Fairplex Drive trailhead to store and infiltrate stormwater runoff from the project site. The proposed project would not result in a net increase in impervious surface area and drainage patterns would remain similar to existing conditions; therefore, future stormwater discharge from the project site would be similar in volume and quality to existing conditions. Furthermore, the project site would not change existing land use designations at the project site and would not introduce new sources of pollutants. For these reasons, operational activities at the project site would not create or contribute to additional runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The impact would be less than significant.

iv) Impede or redirect flood flows?

No impact. As discussed in Section 3.10.1, the project site is within Zone X, which is an area of minimal flood hazard (FEMA 2008). The proposed project would not place new structures within a flood hazard area. Therefore, the proposed project would not impede or redirect flood flows. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impact. As discussed in Section 3.10.1, the project site is not within a flood or tsunami hazard area and is not in proximity to an enclosed waterbody that could generate a seiche (FEMA 2008, CGS 2009). Therefore, the proposed project would not risk the release of pollutants due to project inundation. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The potential for the proposed project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is described in the following sections.

Water Quality Control Plan

The project site is under the jurisdiction of LARWQCB. The Basin Plan is the water quality control plan of the LARWQCB. The Basin Plan, adopted in September 2014 and last updated in May 2020, contains the region's water quality regulations and programs for implementing these regulations (LARWQCB 2020).

Construction activities would be subject to the requirements of the LARWQCB to ensure that stormwater pollutants resulting from construction would not substantially degrade water quality. As discussed in Section 3.10.2(a) above, the proposed project would be subject to the requirements of the NPDES Construction General Permit. To comply with the General Permit, an NOI for stormwater discharges associated with construction activities and a Report of Waste Discharge must be submitted to the LARWQCB. In addition, the proposed project would include construction site BMPs identified in the SWPPP to control erosion and sedimentation. Construction activities would also comply with all applicable federal, state, and local requirements to reduce the potential for the release of hazardous waste and other contaminants into groundwater (refer to Section 3.9.2[a] for a list of applicable requirements related to hazardous materials and wastes).

Implementation of the proposed project would not change the existing land use designations of the project site. The proposed project would not introduce new point sources of pollutants or discharges, such as industrial facilities. Because the proposed project would not result in a net increase in impervious surfaces, stormwater discharges from the project site would be of similar volume and quality to existing conditions. Furthermore, the proposed project design incorporates site design BMPs and low impact development requirements to reduce the amount of pollution that enters the City's storm drain system. Therefore, operation of the proposed project would comply with the water quality regulations established in the Basin Plan.

Sustainable Groundwater Management Plan

As described in Section 3.10.1, DWR classifies the Basin as a very low-priority basin; as such, a GSP has not been prepared for the Basin. The Basin is not identified as a critically overdrafted groundwater basin (DWR 2020). Regardless, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Section 3.10.2[b] for additional information). Therefore, the proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

Summary

Because the proposed project would comply with all applicable permits and regulations governing the protection of water quality, the proposed project would not conflict with or obstruct implementation of the Basin Plan of the LARWQCB. Additionally, the proposed project would not result in the unsustainable consumption of water resources or otherwise interfere with groundwater recharge of the Basin, for which a GSP is not required. Based on the above discussion, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with hydrology and water quality. Mitigation measures are not required.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

EXISTING LAND USE AND ZONING

The project site consists of existing flood control and transportation infrastructure and is primarily surrounded by urban development, consisting of one- and two-story residences, commercial and industrial facilities, parks, and schools. The existing land use designations for the project site are Special Campus, Workplace District Edge, Residential Neighborhood, Neighborhood Edge, and Open Space. The project site is zoned for publicly owned land (O), residential (R-1-6000, R-1-PD, and R-2), and light industrial (M-1) uses.

APPLICABLE LAND USE PLANS

City of Pomona Active Transportation Plan

The City's ATP was adopted to support the continued improvements of the City's bicycling and walking environment. The ATP provides detailed direction on how to continue the City's progress toward a better bicycling and walking environment by proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities (e.g., bike parking) and education programs, and identifying recommendations for improving bicyclist safety. The ATP also contains detailed recommendations for improving pedestrian safety and comfort at intersections and for prioritizing the installation of sidewalks where they do not currently exist (Fehr & Peers 2012).

City of Pomona Green Plan

The City's Green Plan contains recommendations intended to reduce the City's energy consumption through integrating sustainable design into all aspects of the City's operations. The Green Plan includes sections dedicated to the following topics: community strategies for land use and community design, community and municipal green building strategies, community and municipal strategies for efficient transportation, renewable energy and low-carbon fuels, open space and carbon storage and offset strategies, water and wastewater management, waste reduction and recycling strategies, climate friendly purchasing, and promoting community and individual actions (City of Pomona 2012).

Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

The Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more

sustainable growth pattern. Connect SoCal is intended to chart a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020).

3.11.2 Discussion

a) Physically divide an established community?

No impact. The proposed project would primarily be constructed within LACFCD right-of-way along a segment of San Jose Creek that is currently inaccessible to the public. The proposed project would involve the construction and operation of a multi-use bikeway with 15 access points including six at-grade street crossings along its 3.5-mile alignment. The proposed project is intended to provide pedestrians and bicyclists with a safer off-street path of travel between community destinations and amenities in the city, which include Cal Poly Pomona, the Los Angeles County Fairplex, regional transit and bikeway connections, various parks and schools, and commercial shopping centers. No permanent street or sidewalk closures would be required to implement the proposed project; rather, the proposed project would increase the connectivity of existing circulation patterns for pedestrians and bicyclists within the City of Pomona. Any temporary lane closures and permanent roadway improvements within public rights-of-way would be reviewed by the City's Public Works Department and the Los Angeles County Fire Department prior to issuance of any permits or rights of entry. This process would ensure that access for the traveling public is maintained throughout the duration of construction. Therefore, the proposed project would not physically divide an established community and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The project site is zoned for publicly owned land, residential, and light industrial uses and consists of existing flood control and transportation infrastructure. The proposed project would include the construction of a bike and pedestrian path within LACFCD rights-of-way. Project activities would comply with the City's development code requirements and would not require any changes to existing zoning.

The proposed project would be consistent with the following sustainability and transportation plans, which have been adopted in part for reducing VMT and associated air pollutant and GHG emissions and energy consumption throughout the Los Angeles region:

- The proposed project would implement a Tier 1 priority project in the City's ATP (Fehr & Peers 2012) and would help the City meet its goals in improving the safety and sustainability of the local transportation system.
- The proposed project would be consistent with policies in the City's Green Plan (City of Pomona 2012), including actions to improve access, mobility, connectivity, and safety for pedestrians and bicyclists.
- The proposed project would be consistent with the goals and guiding principles in the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) of improving mobility and travel safety and increasing travel choices within the regional transportation system (SCAG 2020).

Based on the above discussion, the proposed project would not result in conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and no impact would occur.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with land use and planning. Mitigation measures are not required.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 Environmental Setting

The California Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones according to the known or inferred mineral potential of that land. The California Division of Mines and Geology (now known as the California Geological Survey) classifies most of the city, including the project site, as PRZ-3 (i.e., areas containing construction aggregate deposits, the significance of which cannot be evaluated from available data) (Division of Mines and Geology 1981). However, the City does not have active aggregate operations or land designated for Portland cement concrete-grade aggregate within its jurisdiction (CGS 2007, Table 1). In addition, the City has not delineated any locally important mineral resources or recovery sites in its General Plan (City of Pomona 2014a).

3.12.2 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

and

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No impact. As discussed in Section 3.12.1, "Environmental Setting," the City does not have active mining operations or land designated for mineral resources recovery within its jurisdiction. The project site consists of flood control and transportation infrastructure; it is not currently used for mineral resource extraction, and the City does not have plans to use the site for mineral resource extraction in the future. Based on the above discussion, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. Therefore, the proposed project would have no impact related to mineral resources.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with mineral resources. Mitigation measures are not required.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.13.1 Environmental Setting

Prior to discussing the environmental setting and applicable noise standards, the following definitions of technical noise terms referenced throughout this section are provided.

- **Community Noise Equivalent Level (CNEL):** CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-decibel (dB) penalty applied to sound levels that occur during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5-dB penalty applied to the sound levels that occur during evening hours between 7:00 p.m. and 10:00 p.m. (Caltrans 2013: 2-48).
- **Equivalent Continuous Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013: 2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period.
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48; FTA 2018: 207).
- **Peak Particle Velocity (PPV):** PPV is the peak signal value of an oscillating vibration waveform and is usually expressed in inches per second (in/sec) (FTA 2018: Table 5-1).
- **Root Mean Square (RMS):** RMS is the square root of the mean-square value of an oscillating waveform, where the mean-square value is obtained by squaring the value of amplitudes at each instant of time and then averaging these values over the sample time (FTA 2018: 197).

EXISTING NOISE- AND VIBRATION-SENSITIVE LAND USES

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. The City of Pomona General Plan identifies that noise-sensitive receptors include residences, schools, childcare facilities, convalescent centers, and retirement homes (City of Pomona 2014a: 158). The area surrounding the 3.5-mile bikeway alignment is primarily developed with public/institutional, residential, and commercial land uses. Existing sensitive receptors along the 3.5-mile alignment were identified using aerial imagery and their approximate distance from the proposed project was determined from the nearest edge of the proposed alignment. As detailed in Chapter 2, "Project Description," the proposed project alignment varies in width between 16 feet and 35 feet and includes areas along the north and south sides of the channel. Existing sensitive receptors along the 3.5-mile proposed alignment include single-family residences, multi-family residences, Cal Poly Pomona, Kellogg Park, John F. Kennedy Park, Kellog Polytechnic Elementary School, John Marshall Middle School, Arroyo Elementary School, and Inland Church. Single-family residences are located as close as 15 feet of construction activities in some areas along the alignment.

Table 3.13-1 identifies nearby sensitive receptors, land use types, and the distance from the property line to the nearest construction activity. It is important to note that, given the linear nature of construction, one sensitive receptor identification number could correspond with multiple sensitive receptors near the known location of construction. For example, noise- and vibration-sensitive receptor (NVSR) 2 represents residential uses along Lancer Avenue, all within the same distance to the project.

Table 3.13-1 Existing Noise- and Vibration-Sensitive Land Uses

Sensitive Receptor ID	NVSR Description	Land Use Type	Distance (feet) to Project Site
NVSR 1	Cal Poly Pomona University Village	Residential	170
NVSR 2	Residences along Lancer Avenue	Residential	55
NVSR 3	Residences along Kellogg Park Drive West of SR 57	Residential	70
NVSR 4	Residences along Kellogg Park Drive East of SR 57	Residential	83
NVSR 5	Residences along Kellogg Park Drive East of Du Pont Place	Residential	72
NVSR 6	Residences along Canterbury Avenue	Residential	119
NVSR 7	Residences along Kellogg Park Drive, East of SR 71	Residential	26
NVSR 8	Residences along Kellogg Park Drive, East of Arroyo Drive	Residential	40
NVSR 9	Residences along Avalon Avenue	Residential	70
NVSR 10	Residences along Surrey Lane	Residential	68
NVSR 11	Residences between Glen Avenue and N Dudley Street	Residential	15
NVSR 12	Residences along Arroyo Park Drive	Residential	15
NVSR 13	Residences along Pavilion Drive	Residential	15
NVSR 14	Residences between Gothic Way and Casa Vista Drive	Residential	20

Notes: NVSR = Noise- and Vibration-Sensitive Receptor; SR = State Route.

Source: Modeled by Ascent in 2025.

EXISTING NOISE SOURCES

The project site is within a developed and urban landscape. Existing noise is largely associated with vehicular traffic along SR 57, SR 71, and I-10. Additional sources of transportation noise in the project area include local and arterial roadways that are parallel to or cross the project site; Amtrak and Metrolink trains that operate on the railroad located approximately 1,030 feet south of the project site; and the Brackett Field Airport, located approximately 1.5 miles north of the project site. Stationary noise sources include commercial land uses in the western portion of the project area.

APPLICABLE NOISE AND VIBRATION STANDARDS

California Department of Transportation

Caltrans provides guidelines for evaluating potential damage to buildings from groundborne vibration, including transportation- and construction-induced vibration (Table 3.13-2).

Table 3.13-2 Caltrans Guideline Threshold Criteria for Potential Vibration Damage

Structure and Condition	Maximum PPV (in/sec) Transient Source	Maximum PPV (in/sec) Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Notes: PPV = peak particle velocity; in/sec = inches per second. Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2013: Table 19.

City of Pomona Municipal Code

Article VII of the City of Pomona Municipal Code establishes specific designated noise zones, exterior noise level limits, vibration standards, exemptions, and abatement recommendations for stationary noise. The following subsections include relevant text from the City noise ordinance.

Section 18-305 Exemptions

(3) Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided the noise level created by such activities do not exceed the noise standard of 65 dB(A) plus the limits specified in section 18-311(b) as measured on residential property and any vibration created does not endanger the public health, welfare and safety.

Section 18-306 Variances

(a) The owner or operator of a noise or vibration source which violates any of the sections of this article may file an application with the chief of police for a variance from the sections of this article wherein such owner or operator shall set forth all actions taken to comply with such sections, the reasons why immediate compliance cannot be achieved, a proposed method of achieving compliance, and a proposed time schedule for its accomplishment. The application shall be accompanied by a fee set by resolution of the city council. A separate application shall be filed for each noise source; provided, however, that several mobile sources under common ownership or several fixed sources on a single property may be combined into one application. An application for a variance shall remain subject to prosecution under the terms of this article until a variance is granted.

Section 18-309 Vibration

Notwithstanding other sections of this article, it shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this article, the perception threshold shall be presumed to be more than 0.05 inch per second root mean square (RMS) vertical velocity.

Section 18-311 Exterior Noise Standards

(a) The following noise standards [as shown in Table 3.13-3], unless otherwise specifically indicated, shall apply to all property within a designated noise zone:

Table 3.13-3 Exterior Noise Standards

Noise Zone	Time Interval	Allowable Noise Level (dBA)
Zone 1: Single-family residential properties	10:00 p.m. to 7:00 a.m.	50
	7:00 a.m. to 10:00 p.m.	60
Zone 2: Multi-family residential properties	10:00 p.m. to 7:00 a.m.	50
	7:00 a.m. to 10:00 p.m.	65
Zone 3: Commercial properties	10:00 p.m. to 7:00 a.m.	60
	7:00 a.m. to 10:00 p.m.	65
Zone 4: Industrial properties	Any	70
Zone 5: High-traffic corridors	Any	70

Notes: dBA = a-weighted decibel

Source: City of Pomona 2025.

(b) It shall be unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property, to exceed the following

- The noise standard for a cumulative period of more than 30 minutes in any hour;
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour;
- The noise plus 15 dBA for a cumulative period of more than 1 minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

In addition to exterior noise standards, Section 18-312 establishes interior residential noise standards of 40 dBA between 10:00 p.m. and 7:00 a.m. and 50 dBA between 7:00 a.m. and 10:00 p.m.

(c) If the ambient noise level exceeds any of the noise limit categories in subsections (b)(1) through (4) of this section, the cumulative period applicable to such category shall be increased to reflect such ambient noise level. If the ambient noise level exceeds the noise limit category in subsection (b)(5) of this section, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

Section 18-313 Schools, Churches, Libraries, and Health Care Institutions

It shall be unlawful for any person to create a noise which causes a noise level at any school, hospital or similar health care institution, church, or library, while such is in use, to exceed the noise standards specified in Section 18-311 prescribed for the assigned noise zone in which the school, hospital, church or library is located or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in a hospital, convalescent home or other similar health care institution, provided conspicuous signs are displayed in three separate locations within one-tenth mile of the institution or facility indicating a quiet zone.

3.13.2 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?

Less than significant with mitigation incorporated. Once constructed, the proposed project would not introduce any major sources of long-term operational noise. Operational noise associated with the proposed project would primarily consist of people talking and cyclists passing along the alignment. The trailhead gateway areas would consist of passive uses (e.g., seating areas) that do not require operational noise equipment (e.g., heating, ventilation, and air conditioning equipment). Noise associated with regular maintenance of the trail (e.g., landscaping) would take place between 7:00 a.m. and 8:00 p.m. on Monday through Saturday and between 9:00 a.m. and 8:00 p.m. on Sunday in accordance with Section 18-305 of the City Municipal Code and thus would be exempt from City noise standards. For these reasons, the proposed project would not result in adverse long-term operation noise levels. Therefore, this analysis focuses on construction noise.

To assess potential short-term (construction-related) noise impacts, sensitive receptors and their relative exposure to construction activities were identified using aerial imagery. Project-generated construction source noise levels were determined based on methodologies, reference noise emission levels, and usage factors from the FTA *Guide on Transit Noise and Vibration Impact Assessment* methodology (FTA 2018) and FHWA *Roadway Construction Noise Model User's Guide* (FHWA 2006). Reference noise levels for specific equipment or activity types are well documented, and their usage is common practice in the field of acoustics.

Construction of the proposed project would involve minor grading of the existing dirt path, paving of the new path, construction of the trailhead amenities and landscape/hardscape areas, curb cuts/access ramp construction near specific intersections, and construction in the SR 71 underpass area. Construction equipment that would be used for these activities include backhoes, compactors, concrete saws, dump trucks, excavators, pavers, loaders, and water trucks. Construction equipment with substantially higher noise- and vibration-generation characteristics, such as pile drivers and blasting, is not anticipated to be used during any phase of construction. The typical maximum noise levels (i.e., L_{max}) for several pieces of equipment anticipated to be used during proposed project construction are presented in Table 3.13-4. However, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level.

Table 3.13-4 Typical Noise Levels from Construction Equipment

Equipment Type	Typical Maximum Noise Level (dBA L_{max}) at 50 feet
Backhoe	78
Concrete Saw	90
Dump Truck	76
Trucks	75

Notes: dBA = A-weighted decibels; L_{max} = maximum noise level.

Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2018.

To calculate the estimated noise levels from construction, four construction activities that would occur along the alignment were modeled. The estimated noise levels from construction were modeled using calculation methods consistent with FTA guidance and project-specific construction details (i.e., types of construction equipment) (see Appendix F for modeling details). Due to the small work area and spatial constraints associated with operating heavy equipment near one another on a small project site such as a linear alignment, construction noise modeling assumed

that one piece of equipment would be operating at a time. For the resurfacing of the existing path and paving of the new path, reference noise levels for compact equipment were used.

Article 18 of the City of Pomona Municipal Code establishes noise thresholds intended to protect the community from adverse noise impacts. Section 18-305 exempts construction noise between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday provided that the noise level does not exceed 65 dBA, plus the limits specified in Section 18-311(b). Section 311(b) of the Municipal Code states that if the ambient noise level exceeds the noise category in subsection (b)(3) of the Municipal Code section, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

To determine the existing ambient noise level in areas along the alignment near I-10, traffic noise modeling of I-10 was conducted (Appendix F). Based on the traffic noise modeling, 70 dBA and 65 dBA noise contours for I-10 extend approximately 286 feet and 904 feet from the centerline of the eastbound travel line, respectively. There are sensitive receptors located within 286 feet of I-10 and therefore, at those locations, in accordance with Section 18-311(b), a higher noise level (i.e., 90 dBA L_{max} obtained by adding 20 dBA per Section 18-311(b) of the Municipal Code to existing levels of 70 dBA for concrete saw activities) is applied. For three of the four construction modeling scenarios (i.e., surfacing of the dirt path, paving of the new path, and construction in the SR 71 underpass area), the L_{eq} noise metric is the most appropriate for evaluating construction noise, and thus is applied to these scenarios. For the fourth construction modeling scenario (i.e., curb cuts/access ramp construction near specific intersections) that would involve the short-term activity of a concrete saw cutting into concrete, the L_{max} noise metric is the most appropriate and thus is applied for that scenario.

To provide additional context, FTA recommends that an L_{eq} be used to evaluate construction noise due to the fluctuation in noise throughout any given hour, as equipment move around a site, start/stop, and activities change throughout the day. Therefore, the L_{eq} (or hourly average noise level) is an appropriate metric to measure human response to such fluctuations in activities. The municipal code standards present an L_{eq}, percentile noise metrics, and a maximum noise level (i.e., L_{max}). FTA also recommends the use of an L_{max}, which could be appropriate for noise sources that generate consistently high noise levels but for short periods of time (e.g., saw). Percentile noise metrics are not typically applied to construction noise sources because it is impossible to predict the duration of a noise generating activity (e.g., how long a saw runs for in any given hour), which is required to evaluate percentile noise levels. The L_{eq} metric and methodology used to model construction noise, per FTA guidance, applies typical usage factors for each piece of equipment; thus, the L_{eq} represents the typical fluctuations is individual noise sources. For these reasons, this analysis applies the L_{eq} noise standards to typical mobile equipment (e.g., pavers, dozers, excavators) and the L_{max} metric for discrete, high noise-generating activities (i.e., concrete saw).

Table 3.13-5 provides a summary of the modeled construction activities, estimated construction noise levels from each activity at 50 feet, the distance within which the applicable construction noise standard would be exceeded, and the noise level at the sensitive receptors within the impact distance.

As shown in Table 3.13-5, noise from construction activities would range between 48.6 dBA L_{eq} and 90.0 dBA L_{max} at 50 feet and expose nearby receptors to noise levels as high as 100.5 dBA L_{max}. Construction noise would exceed applicable noise thresholds at seven sensitive receptors (i.e., NVSR 5, NVSR 8, NVSR 9, and NVSRs 11-14). In some locations, barriers that would reduce construction noise levels are located between the construction site and sensitive receptors. However, many receptors do not have such barriers, or the barrier is not solid and would not reduce noise levels (e.g., wooden fence). Therefore, sensitive receptors along the alignment could be exposed to noise levels that exceed the applicable noise standards.

Table 3.13-5 Construction Noise Modeling Results Summary

Construction Activity	Construction Equipment	Modeled Noise Level at 50 feet	NVSR Near Construction Activities	Applicable Noise Threshold	Distance within Which Threshold is Exceeded (feet)	Sensitive Receptors within Threshold Distance and Distance from Activity	Noise Level at Sensitive Receptor(s) within Threshold Distance	Exceeds Threshold?
Surfacing Dirt Path	Front End Loader	48.6 dBA L_{eq}	NVSR 2 – 5, NVSR 7 – 14	65 dBA L_{eq}	8	None	N/A	No
Paving New Path	Paver	57.6 dBA L_{eq}	NVSR 2 – 5, NVSR 7 – 14	65 dBA L_{eq}	21	1. NVSR 11 – 13 (15 feet) 2. NVSR 14 (20 feet)	1. 68.0 dBA L_{eq} 2. 65.5 dBA L_{eq}	Yes
Curb Cuts/Access Ramp Construction at Intersections 904+ feet from I-10	Concrete Saw	90.0 dBA L_{max}	NVSR 1, NVSR 5, NVSR 9	85 dBA L_{max}	89	1. NVSR 5 (85 feet) 2. NVSR 9 (80 feet)	1. 85.4 dBA L_{max} 2. 85.9 dBA L_{max}	Yes
Curb Cuts/Access Ramp Construction at Intersections within 286 feet of I-10	Concrete Saw	90.0 dBA L_{max}	NVSR 8, NVSR 11, NVSR 12, NVSR 14	90 dBA L_{max}	50	1. NVSR 8 (40 feet) 2. NVSR 11 – 12 (15 feet) 3. NVSR 14 (25 feet)	1. 91.9 dBA L_{max} 2. 100.5 dBA L_{max} 3. 96.0 dBA L_{max}	Yes
Construction in SR 71 Underpass Area	Backhoe	74.0 dBA L_{eq}	NVSR 6	65 dBA L_{eq}	110	None	N/A	No

Notes: dBA = A-weighted decibel; I = Interstate; L_{eq} = hourly-average noise level; L_{max}= maximum instantaneous noise levels; NVSR = Noise- and Vibration-Sensitive Receptor; SR = State Route

Source: Modeling conducted by Ascent in 2025.

In addition, based on the modeling conducted, construction could result in a substantial increase in noise levels over existing ambient noise levels (e.g., greater than 10 dBA increase). In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013: 2-10).

Elevated noise levels associated with construction of the bikeway would be temporary because equipment would move quickly along the alignment as construction progressed. Construction activities next to any given sensitive receptor would generally last less than one day. Therefore, construction activities would not affect any one offsite area for extended periods of time and an individual receptors' exposure to increased noise would be limited. Furthermore, a substantial increase in noise itself does not necessarily constitute a significant noise impact, as long as overall noise exposure is below an acceptable level (FTA 2018). This is partly because people get accustomed to the surrounding noise environment until it becomes increasingly worse, in which case continual increases in noise tend to result in more people being adversely affected. Because construction activities would not occur during evening and nighttime hours (i.e., between 5:00 p.m. and 7:00 a.m.) and construction noise would be temporary (i.e., a day or less) near any one residential receptor, project construction would not result in adverse health effects such as sleep disruption. However, because construction activities would exceed the daytime construction noise standards established by the City, this impact would be potentially significant.

Mitigation Measure NOI-1 would require the implementation of all available noise control methods, which would ensure that construction does not result in excessive noise. The effectiveness of the required mitigation measure would vary from several decibels (which in general is a relatively small change) to up to 13 decibels when a temporary noise curtain is used (which is perceived by receptors as a substantial change or a reduction by half). Installation of a noise barrier, for example, would vary in effectiveness depending upon the degree to which the line-of-sight between the source and receptor is broken, and typically ranges from 5 to 10 dB (NCHRP 1999). Installation of more effective silencers could reduce noise levels ranging from several decibels to well over 10 decibels. Reduction of idling equipment could also reduce overall noise levels from barely any reduction to several decibels. Assuming the greatest potential reduction of 13 dB, the highest construction noise levels modeled (100.5 dBA L_{max}) would be reduced to approximately 88 dBA L_{max}. Therefore, with mitigation, temporary construction noise levels would be substantially reduced and would not exceed the applicable noise thresholds as shown in Table 3.13-5. For these reasons, temporary noise impacts associated with construction of the proposed project would be less than significant with mitigation.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant with mitigation incorporated. The proposed project would not introduce any major sources of long-term or permanent ground vibration such as commercial railways or passenger rail transit lines and thus would not result in long-term operational activities associated with such sources. Therefore, this analysis focuses on vibration impacts associated with construction of the proposed project.

To assess potential short-term (construction-related) vibration impacts, sensitive receptors and their relative exposure were identified. Vibration levels were determined based on methodologies, reference vibration emission levels, and usage factors from the FTA *Guide on Transit Noise and Vibration Impact Assessment Methodology* (FTA 2018).

Although vibration-inducing activity is noted in Section 13-305, "Exemptions," of the City Municipal Code, Section 18-309, "Vibration," establishes a perception threshold of 0.05 in/sec RMS velocity, which would apply to all vibration-inducing activities. Regarding structural damage from vibration, the City has not established quantitative thresholds; thus, in this analysis, the Caltrans threshold for structural damage to older residences from continuous/frequent intermittent equipment (i.e., 0.30 in/sec PPV) is applied (Caltrans 2020: 38).

Construction activity can generate various levels of vibration depending on the specific activity (e.g., paving, pile driving) and the construction equipment being used. Based on the proposed construction activity and types of equipment that could be used, a vibratory roller, which is typically associated with paving activities, is anticipated to generate the highest levels of vibration during construction of the proposed project. Reference vibration levels for a vibratory roller are 0.20 in/sec PPV (used to evaluate structural damage) and 0.053 in/sec RMS (used to evaluate perception) at 25 feet (FTA 2018).

Operation of a vibratory roller would exceed the thresholds for structural damage (i.e., 0.30 in/sec PPV) within 20 feet of construction activity. Existing property lines are within 20 feet of construction activity in some locations (e.g., NVSR 11, NVSR 12, NVSR, 13, and NVSR 14); however, structures on properties are setback in many cases and therefore the likelihood of vibration levels causing damage to nearby structures would be minimal. Nonetheless, provided the variability in setback distances from structures to their property lines and the variability in the distance of construction activities to the structures, it is possible that vibratory equipment could occur within impact distances described above.

Operation of a vibratory roller would also exceed the City vibration perception threshold (i.e., 0.05 in/sec RMS) within 26 feet of activity (see Appendix F for detailed modeling inputs). As described above, receptors are located within 26 feet of construction activities; thus, vibration could exceed perception thresholds during paving activities. Vibration levels from vibratory equipment have the potential to exceed structural damage and perception thresholds and this impact would be potentially significant.

Mitigation Measure NOI-2 includes a requirement to opt for non-vibratory paving equipment when such activities would occur within 26 feet of nearby structures and property lines. This equipment type would ensure vibration levels would not exceed applicable thresholds and this impact would be reduced to less than significant with mitigation.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. As discussed in Section 3.9.2(e), the project site is 1.5 miles south of Brackett Field Airport. Construction workers and bicyclists and pedestrians using the multi-use trail would experience occasional overflight noise within the project site; however, noise levels would not be considered excessive because the project site is outside of the airport's 55 dB CNEL noise contour (LA County ALUC 2015). No impact would occur.

Required Mitigation Measures

Mitigation Measure NOI-1: Reduce Construction-Related Noise

To reduce noise from construction activities, the City shall require construction contractors to implement the following, or equally effective measures, to reduce the noise impact to less than significant:

Equipment Restrictions

- Locate all stationary equipment (e.g., generators) on the construction site as far away from adjacent residential land uses and other noise-sensitive sites as possible.
- Position on-site stationary equipment such that existing noise sources (e.g., roadways) or structures (e.g., existing buildings, walls) block the line of sight between the on-site equipment and off-site sensitive land uses where excessive exterior noise could cause a disruption.
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds will be closed during equipment operation.

Quieter Alternative Methods and Equipment

- The construction contractor shall use noise reducing operations measures, techniques, and equipment. This requirement will be enforced through its inclusion on all construction bid specifications for all potential construction contractors hired within the proposed project. The bid specifications will require that construction contractors provide an equipment inventory list for all equipment within the fleet which includes (at a minimum), make, model, and horsepower of equipment; operating noise levels at 50 feet, available noise control device that are installed on each piece of equipment; and associated noise reduction from the installed technology. Control devices will include, but are not limited to, high-efficiency mufflers, acoustic dampening and protected internal noise absorption layers to vibrating panels, enclosures, and electric motors. In addition, the contractor will specify

how proposed alternative construction procedures will be employed to reduce noise at sensitive receptors compared to other more traditional methods. Examples include mixing concrete off-site instead of on-site and using thermal lance instead of drive motors and bits. In all cases, the requirement is that the best commercially available noise-reducing technology and noise-reducing alternative construction method will be used, if there are no safety concerns, engineering limits, or environmental constraints preventing it from being used. If a unique circumstance does exist that prevents an alternative quieter construction method from being used, the contractor will provide evidence to support their proposal. The noise reduction elements of construction bid submittals will be approved by the City in coordination with a qualified acoustical professional.

- Combine noisy operations (e.g., saw cutting) to occur at the same time (e.g., day or construction phase), such that the overall duration of these activities is reduced to the greatest extent possible. The total noise level produced will not be substantially greater than the level produced if the operations were performed separately, and the total duration of sensitive receptor noise exposure to substantial noise levels will be reduced.
- The construction contractor shall post signage in conspicuous locations that includes a telephone number where violations can be reported, the location of the job site, and the issued permit number authorizing work.

Noise Curtains

For construction activities within the following distances of offsite sensitive receptors, temporary sound barriers to attenuate noise, such as temporary noise curtains, sound walls, or similar products that provide a barrier to attenuate construction noise shall be installed. The temporary sound barrier shall be located between the project construction noise sources and receptors to shield the receptors and shall be installed so as to reduce construction noise levels by 13 dBA. When sensitive receptors are located within 21 feet of paving, 89 feet of concrete sawing when 904 feet or more away from I-10, and 50 feet of concrete sawing when within 286 feet of I-10, the temporary noise barriers shall meet the following parameters:

- Temporary noise curtains shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 30 or greater or to reduce construction noise by at least 13 dBA.
- The barrier must be long and tall enough to completely block the line-of-sight between the noise source and the sensitive receptor.
- The gaps between adjacent panels must be filled in (i.e., be free of gaps that would allow noise to pass through the barrier) so as to maximize the effectiveness of the barrier.

In all cases, regardless of the construction methods, equipment used, and construction scheduling and phasing, the above mitigation measures will be implemented by the construction contractor(s) based on finalized construction work plans, and will be verified by an acoustic professional either through on-the-ground noise monitoring during construction activities, or based on the construction work plan and specific equipment/methods to be used.

Mitigation Measure NOI-2: Reduce Construction-Related Vibration

To reduce vibration levels from construction activities, during any vibration-inducing activity (typically associated with paving activities for this project type), no vibratory equipment shall be used within 26 feet of existing occupied structures or property lines. Non-vibratory pavers and compactors may be used in lieu of vibratory rollers, such that the maximum (i.e., 0.05 RMS or 0.30 in/sec PPV) vibration limit would not be exceeded at any point within adjacent properties of occupied structures or damage any nearby structures.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

According to the U.S. Census Bureau, the 2022 population in the City of Pomona was 146,017 residents. Based on the 2017-2021 American Community Survey, there were approximately 41,457 households in the City of Pomona (U.S. Census Bureau 2022). The project site consists of flood control and transportation infrastructure and does not contain residential housing.

3.14.2 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No impact. The growth inducing potential of a project would typically be considered significant if it fosters growth or a concentration of population greater than what is assumed in applicable land use plans. Significant growth impacts could also occur if a project provides infrastructure or service capacity to accommodate levels of growth beyond levels currently permitted by local or regional plans or policies.

The proposed project does not include the development of residential or commercial uses and would not include the extension of roads or other infrastructure to previously undeveloped areas. Rather, the proposed project is intended to provide pedestrians and bicyclists with a safer off-street path of travel between existing community destinations and amenities in the city. This multi-use bikeway is intended to serve the existing community and would not be expected to attract new residents to the area. Accordingly, the proposed project would not induce substantial unplanned population growth in the city. Therefore, the proposed project would have no impact related to population growth.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. As stated in Section 3.14.1, "Environmental Setting," the project site is dedicated for flood control and transportation infrastructure and does not contain residential housing. Accordingly, the proposed project would not displace people or housing and would not require the construction of replacement housing. Therefore, the proposed project would have no impact related to displacement of people or housing.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with population and housing. Mitigation measures are not required.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

FIRE PROTECTION

The Los Angeles County Fire Department (LACoFD) provides fire protection and life safety services within 60 cities and all unincorporated areas of Los Angeles County. In 2021, LACoFD responded to 403,924 service calls, including calls for emergency medical services, fire, mutual aid, and hazardous materials response (LACoFD 2022). LACoFD Division 8 serves the City of Pomona and operates nine fire stations throughout the city. The following fire stations are within 0.5 mile of the project site:

- Fire Station 184, located at 1980 W. Orange Grove (0.3 mile south of the project site);
- Fire Station 182, located at 1059 N. White Avenue (0.5 mile southeast of the project site); and
- Fire Station 187, located at 3325 Temple Avenue (0.5 mile south of the project site).

POLICE PROTECTION

The Pomona Police Department provides law enforcement services in the city. These services include preserving and protecting life and property; enforcing city, county, state, and federal statutes, ordinances, and laws; investigating criminal activities; apprehending criminals and recovering stolen property; providing programs to educate the public in crime prevention; and processing parking citations. In 2020, the Pomona Police Department responded to 126,352 calls for service (Pomona Police Department 2021). The Pomona Police Department headquarters are located at 490 W. Mission Boulevard, approximately 1.3 miles southeast of the project site.

SCHOOLS

The Pomona Unified School District (PUSD) is a public school district that serves the city. PUSD contains 39 schools, which are comprised of 20 elementary schools, five K-8 schools, four middle schools, eight high schools, and two other schools. In the 2022-2023 school year, 21,240 students were enrolled in K-12 schools, 729 students were enrolled in adult and career education programs, and 1,578 students were enrolled in child development programs (PUSD 2023). John Marshall Middle School, located at 1921 Arroyo Avenue, and Arroyo Elementary School, located at 1605 Arroyo Avenue, are adjacent to the proposed project alignment.

PARKS

The Los Angeles Countywide Parks and Recreation Needs Assessment was completed in 2016 to determine the scope, scale, and location of park need throughout the cities and unincorporated communities in Los Angeles County. The northern portion of the city, where the project site is located, has 124 park acres and 1,258 regional park acres for a population of 84,043 residents (1.5 park acres and 15 regional park acres per 1,000 residents). In comparison, Los Angeles County has 3.3 park acres per 1,000 residents. The assessment determined that the City has a moderate need for parks (LA County Parks 2016).

The City operates 29 parks and 13 community centers throughout its jurisdiction. The following parks are located adjacent to the proposed project alignment:

- Kellogg Park, located at 610 Medina Avenue, features amenities that include picnic tables, children's play areas, and restrooms.
- John F. Kennedy Park, located at 1150 Fairplex Drive, features amenities that include basketball courts, baseball fields, picnic tables, children's play areas, community centers, and restrooms.

OTHER PUBLIC FACILITIES

The Pomona Public Library is located at 625 S. Garey Avenue, approximately 1.5 miles southeast of the project site. The library's resources and services include a circulating book collection in English and other languages of over 300,000 volumes; newspapers and magazines; adult reference and information services; internet access; audio-visual materials; a large genealogy collection; and programs for children, young adults, and adults (City of Pomona 2023).

3.15.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

and

Police protection?

Less than significant impact. As discussed in Section 3.14, "Population and Housing," the proposed project would not include development of residential or commercial uses and would not include the extension of roads or other infrastructure to previously undeveloped areas. The proposed project would not increase the population in the City beyond existing conditions; however, the proposed project would introduce pedestrians and bicyclists to the project site, which could increase the number of service calls for fire or police protection services. The minor increase in

demand for fire or police protection services would be accommodated by existing LACoFD and Pomona Police Department personnel and would not necessitate the expansion of existing or construction of new fire or police stations. Therefore, the proposed project would not require the provision of new or physically altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives. This impact would be less than significant.

Schools?

No impact. As discussed in Section 3.14, "Population and Housing," the proposed project would not include development of residential or commercial uses that would increase the population, including the number of school-aged children, in the City beyond existing conditions. Consequently, the proposed project would not increase student enrollment in a manner that would necessitate the expansion of existing schools or construction of new schools. Therefore, the proposed project would not require the provision of new or physically altered schools to maintain acceptable student-teacher ratios and other performance objectives. No impact would occur.

Parks?

Less than significant impact. As discussed in Section 3.14, "Population and Housing," the proposed project would not include development of residential or commercial uses and would not increase the population in the City beyond existing conditions. Consequently, the proposed project would not increase the use of existing parks. The proposed project would result in the construction of a new multi-use bikeway and landscaped trailheads, which is considered a recreational facility. As discussed throughout Section 3, "Environmental Checklist," construction and operation of the proposed project would not result in any substantial adverse physical impacts. Although the proposed project would provide access to park facilities along the alignment (e.g., John F. Kennedy Park), the proposed project is intended to serve the existing community and would not increase visitation to the extent that expansion of existing park facilities or the construction of new parks and recreational facilities would be required. Therefore, the proposed project would not require the provision of new or physically altered parks to maintain acceptable service ratios or other performance objectives. This impact would be less than significant.

Other public facilities?

No impact. As discussed in Section 3.14, "Population and Housing," the proposed project would not include development of residential or commercial uses and would not include the extension of roads or other infrastructure to previously undeveloped areas. The proposed project would not increase the population in the City beyond existing conditions. Consequently, the proposed project would not increase the usage of existing libraries or other public facilities in a manner that would necessitate the expansion of existing or construction of new public facilities. Therefore, the proposed project would not require the provision of new or physically altered public facilities to maintain acceptable service ratios or other performance objectives. No impact would occur.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with public services. Mitigation measures are not required.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 Environmental Setting

Section 3.15, "Public Services," includes a discussion of public parks and recreational facilities in the city and in the project vicinity.

3.16.2 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than significant impact. Population growth in an area can result in an increase in the demand for parks and recreational facilities. The proposed project does not include the development of land uses that would generate a permanent increase in population, such as residential housing. In addition, the proposed project would not include the development of new infrastructure or services that would induce population growth. Rather, the proposed project is intended to provide pedestrians and bicyclists with a safer off-street path of travel between community destinations and amenities in the city. As discussed in Section 3.15.2, the project would provide access to park facilities along the alignment (e.g., John F. Kennedy Park). Although the project could increase access to park facilities, the proposed project is intended to serve the existing community and would not substantially increase visitation. The proposed project is not anticipated to increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of such facilities would occur or be accelerated. This impact would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than significant impact. The proposed project would result in the construction of new multi-use bikeway and landscaped trailheads, which would be considered a recreational facility. As discussed throughout Section 3, "Environmental Checklist," construction and operation of the proposed project would not result in adverse physical effects on the environment. As discussed in Section 3.15.2, the proposed project is intended to serve the existing community and would not increase visitation to existing recreational facilities to the extent that expansion of existing or construction of new recreational facilities would be required. Therefore, the proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. This impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with recreation. Mitigation measures are not required.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

The information in this section is based on the Transportation Memorandum prepared for the project by Fehr & Peers in December 2023 (Appendix G).

ROADWAY NETWORK

The project alignment is bordered by W Temple Avenue to the west and Murchison Avenue to the east and is intersected by the following roadways: Kellog Drive, Ridgeway Street, Fairplex Drive, Glen Avenue, N Dudley Street, and Weber Street. In addition, the project alignment crosses under two highways, SR 57 and SR 71.

BICYCLE AND PEDESTRIAN FACILITIES

The City of Pomona's bikeway network includes Class I (multi-use paths that are exclusively dedicated for use by bicycles and pedestrians), Class II (striped lanes for one-way bike travel on a roadway), and Class III (bike routes that have shared use with motor vehicle traffic) facilities. Existing bicycle facilities in the vicinity of the project site include a Class I facility on Valley Boulevard and Class II and III facilities on South Campus Drive, Innovation Way, Kellogg Drive, and Ridgeway Street. Sidewalks are present along most of the roadways in the vicinity of the project site.

PUBLIC TRANSIT SYSTEM

Foothill Transit operates several bus routes in the City of Pomona, including Routes 190, 194, 195, 197, 286, 289, 292, 480, 482, and 486. Bus stops in the vicinity of the project site are located on W Temple Avenue, S Campus Drive, Valley Boulevard, and Fairplex Drive. Metrolink provides regional rail services in Southern California. The Metrolink San Bernardino Line, which connects Downtown Los Angeles and San Bernardino, runs through the City of Pomona. The Pomona Transit Center and the Downtown Pomona Metrolink Station are both located approximately 1.3 miles southeast of the project site.

3.17.2 Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than significant impact. In October 2020, the City of Pomona adopted the Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, which outline methodologies for evaluating a project's environmental transportation impacts and effects on the local transportation system (City of Pomona 2020). Per the City's Guidelines and consistent with Appendix G of the CEQA Guidelines, active transportation projects would be considered to result in a significant impact if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City's ATP was adopted to support the continued improvements of the City's bicycling and walking environment (Fehr & Peers 2012). The ATP is consistent with sustainability efforts recognized in the City's General Plan to reduce traffic, air pollution, and energy consumption, and to provide greater transportation options that enhance quality of life. The proposed project is identified as a priority project in the ATP.

The Mobility and Access Component of the Pomona General Plan addresses circulation of pedestrians, bicycles, and motor vehicles, as well as the implications of public safety, environmental, and social equality issues related to transportation (City of Pomona 2014a). The General Plan envisions an expansion of the existing bikeway network that aims to provide a safe and effective method of connecting activity centers and promoting active transportation. To provide a framework for implementation, the General Plan outlines goals and policies related to regional and local transportation. The proposed project would align with Goal 7D.G21 to "develop a comprehensive bicycle network that connects local and regional commuter and recreation routes" and Goal 7D.P52 to "implement the Active Transportation Plan including installation of marked on-street bike lanes along potential bike routes."

The proposed project is consistent with the planned improvements identified by the City's ATP and aligns with the goals set forth in the City's General Plan related to regional transportation. Therefore, the proposed would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system. This impact would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less than significant impact. Section 15064.3(b) of the State CEQA Guidelines outlines the criteria for analyzing the transportation impacts of projects. The guidelines state that "transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact."

Consistent with guidance provided by the Governor's Office of Land Use and Climate Innovation (LUCI), formerly the Office of Planning and Research (OPR), in its Technical Advisory on Evaluating Transportation Impacts in CEQA, an induced travel analysis is generally not required for projects that do not lead to a substantial or measurable increase in vehicle travel (OPR 2018). Projects are generally considered to increase vehicle travel if they include the "addition of through lanes on existing or new highways, including general purpose lanes, HOV [high-occupancy vehicle] lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges." Furthermore, the Technical Advisory lists project types that do not increase vehicle capacity and are not likely to substantially increase vehicle travel, such as the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity;
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes;

- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way; and
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.

The proposed project consists of a 3.5-mile off-road bike and pedestrian path and would not increase roadway capacity for vehicle travel. Rather, implementation of the proposed project would facilitate alternative modes of transportation through improving the connectivity of the existing active transportation network. Therefore, the proposed project would not increase vehicle travel. Therefore, the proposed project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3(b). The impact would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. Construction activities would involve the use of construction vehicles on local roadways, which would temporarily increase roadway hazards due to incompatible uses. Roadway hazards could occur on Temple Avenue and Murchison Avenue during construction of the termini trailheads and on Kellogg Drive, Ridgeway Street, Fairplex Drive, Glen Avenue, Dudley Street, and Weber Street during construction of the at-grade street crossing improvements. However, the City would be required to implement traffic controls and comply with transportation permit requirements for any work within the City's public right-of-way to ensure the safety of the traveling public. The traffic controls would be subject to review and approval by the City's traffic engineer and the police department prior to the initiation of any work within City right-of-way.

Once constructed, the proposed project is envisioned to provide pedestrians and bicyclists with a safer off-street path of travel between community destinations and amenities in the city. The separated, off-street path is intended to reduce the potential for collisions between vehicles and pedestrians/bicyclists related to sight distance and visibility.

The project includes six at-grade street crossings, which have been designed to reduce the potential for vehicle collisions. Safety improvements would vary for each street crossing location, but would include:

- reconfiguring vehicle through-lanes and turn lanes to accommodate bike lanes;
- striping existing roadways for bicycle lanes;
- painting existing roadways with greenback sharrows;
- widening existing sidewalks and creating landing areas for queuing;
- adjusting signal timing to providing leading pedestrian intervals;
- installing curb extensions, curb ramps, and bulbouts;
- striping new crosswalks;
- installing new crossing and vehicle signals and rectangular rapid flashing beacons; and
- reconstructing existing curb ramps to meet accessibility standards.

Street improvements would be designed in accordance with the California Manual on Uniform Traffic Control Devices and applicable local design requirements and regulations. The proposed use would be compatible with existing land use designations for the project site. The proposed project would be designed to maximize user safety and reduce hazards, and the project design would be reviewed by the City of Pomona during the City's plan review process to ensure all applicable requirements are met. Therefore, the proposed project would not substantially increase hazards due to geometric design or incompatible uses. This impact would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact. The proposed project would be designed according to all regulations to maximize user safety and reduce hazards, including the California Manual on Uniform Traffic Control Devices and City of Pomona

standards. Access to the multi-use bikeway would be provided by 15 entry/exit gates along the borders of the project site, and the project design would be reviewed by the City of Pomona during the City's plan review process to ensure compliance with applicable emergency access requirements. Furthermore, the proposed project is an off-street facility that has limited overlap with roadways used by emergency service vehicles. Where the proposed project creates new at-grade street crossings, traffic signals would be designed to incorporate the City of Pomona's emergency vehicle preemption standards. Therefore, the proposed project would not result in inadequate emergency access. This impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with transportation. Mitigation measures are not required.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources. Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)? Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.18.1 Environmental Setting

Ascent completed a search of the Sacred Lands File (SLF) through the Native American Heritage Commission (NAHC) on May 31, 2024. The results of the search were positive for the presence of known resources of tribal importance. The NAHC identified the following Native American tribes as having knowledge of tribal cultural resources (TCRs) within the project site: Gabrieleño Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians.

On July 2, 2025, the City sent formal notification letters of the proposed project via mail and email to these Native American tribes in accordance with AB 52 and PRC section 21080.3.1. In a letter dated July 2, 2025, the Gabrieleño Band of Mission Indians - Kizh Nation requested formal consultation with the City. In their letter, the Gabrieleño Band of Mission Indians - Kizh Nation indicated that they have ancestral and cultural ties to the project area and are concerned that the project may impact TCRs within their traditional territory. The City responded to the Tribe's consultation request on August 5, 2025, to schedule a meeting, but did not receive a response. However, on March 9, 2026, the Gabrieleño Band of Mission Indians - Kizh Nation followed up requesting a status update on the project and to formally initiate government-to-government consultation. On March 10, 2026, the City responded with an offer to schedule a meeting to which the Gabrieleño Band of Mission Indians - Kizh Nation responded on the same day that they will be providing substantial evidence for the lead agency to review and their proposed mitigation measures that would address their concerns and that if any meeting is necessary then one shall be scheduled. On March 17, 2026, the Gabrieleño Band of Mission Indians - Kizh Nation providing confidential documents to the City that demonstrates the project site as sensitive for TCRs. AB 52 consultation with the Gabrieleño Band of Mission

Indians – Kizh Nation has been completed. No other Native American tribes responded to the City's notification. No known TCRs within the project site were identified as defined in PRC section 21074.

3.18.2 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No impact. The project site contains no TCRs that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources (SCCIC File No. 24-207). Refer to Section 3.5, "Cultural Resources," for additional information. Therefore, there would be no impact.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact with mitigation incorporated. No known TCRs as defined in PCR section 21074 were identified within the project site. However, as a result of consultation with the City, the Gabrieleño Band of Mission Indians – Kizh Nation has identified the project site as sensitive for TCRs and provided confidential substantial evidence along with proposed mitigation measures. Implementation of Mitigation Measures TCR-1 through TCR-3 would minimize the potential impacts associated with TCRs by requiring appropriate treatment and proper care of significant TCRs, in accordance with the wishes of the geographically and culturally affiliated tribe, in the case of a discovery, and by having a tribal monitor present from the Gabrieleño Band of Mission Indians – Kizh Nation for all ground disturbance activities. Therefore, the impact would be reduced to a less-than-significant level with mitigation incorporated.

Required Mitigation Measures

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities
The City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the City prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively TCRs), as well as any discovered Native American (ancestral) human remains and burial goods.

Copies of monitor logs will be provided to the City upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the City that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the City that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

WATER

The City of Pomona Water Resources Department provides water services to customers in a 22.9 square-mile service area encompassing the City of Pomona, as well as portions of the cities of La Verne, Claremont, Montclair, and Chino Hills and neighboring unincorporated areas of Los Angeles County. As of 2020, the service area population was 153,988 residents (City of Pomona 2021).

The demand within the City's service area is met through a variety of sources including groundwater, local surface water, imported water, recycled water, and non-potable water. The existing potable water system consists of distribution system pipelines, storage reservoirs, booster pumping stations, groundwater wells, imported water connections, inter-agency connections, permitted water treatment facilities, spreading grounds, and pressure regulating stations. The potable water distribution system has approximately 421 miles of pipelines (City of Pomona 2021).

The City of Pomona obtains its water supplies primarily from groundwater produced from wells located in the Chino Basin, Spadra Basin, and Six Basins. Local surface water is obtained from the San Antonio and Evey Canyon watersheds. The City also purchases treated imported water from MWD through Three Valleys Municipal Water District (City of Pomona 2021).

WASTEWATER AND SEWER

The City of Pomona Wastewater Operations Division is responsible for the operation and maintenance of an extensive wastewater collection system and is tasked with ensuring proper and efficient operation of the system. The City of Pomona provides sewer service throughout the city and to a limited area outside the city limits.

ELECTRICITY AND NATURAL GAS

Southern California Edison (SCE) provides electricity to the City of Pomona. SCE is one of the nation's largest electric utilities, providing service to approximately 15 million people in a 50,000-square-mile service area within Central, Coastal, and Southern California (SCE 2025).

Southern California Gas Company (SoCalGas) provides natural gas to the City of Pomona. SoCalGas is the nation's largest natural gas distribution utility, providing service to approximately 21.1 million customers in a 24,000-square-mile service area throughout Central and Southern California (SoCalGas 2023).

TELECOMMUNICATIONS

Telecommunications providers in the City of Pomona include Verizon and Frontier Communications.

SOLID WASTE

The City of Pomona Public Works Department and franchise commercial waste haulers provide trash, recycling, and special pickup services for residential, commercial, governmental, and industrial customers throughout the City of Pomona. Table 3.19-1 includes a summary of the active landfills that serve the City of Pomona.

Table 3.19-1 Nearby Landfills

Landfill	Operator	Address	Approximate Distance to the Project Site	Maximum Permitted Capacity	Remaining Capacity	Anticipated Closure Date
Olinda Alpha Landfill	OC Waste and Recycling	1942 N. Valencia Avenue Brea, CA 92823	8 miles	148,800,000 cubic yards	17,500,000 cubic yards	12/31/2036
El Sobrante Landfill	USA Waste Services of California, Inc.	10910 Dawson Canyon Road, Corona, CA 91719	26 miles	209,910,000 cubic yards	143,977,170 cubic yards	1/1/2051
Mid-Valley Sanitary Landfill	County of San Bernardino Solid Waste Management Division	2390 N. Alder Avenue Rialto, CA 92377	20 miles	101,300,000 cubic yards	61,219,377 cubic yards	4/1/2045

Source: Compiled from the CalRecycle Solid Waste Information System in 2023.

3.19.2 Discussion

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. The proposed project would not result in population growth that would contribute to increases in the City's existing utility demands. The potential for project construction and routine maintenance activities to require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities is described in the following sections.

Water

The proposed project would not result in population growth that would contribute to increases in the City's existing water demands or future water demands projected in the Urban Water Management Plan (City of Pomona 2021). Construction and routine maintenance activities for the proposed project would require the consumption of water for activities such as cleaning surfaces, mixing concrete, and suppressing dust. Once operational, the proposed project would result in a minor increase in water consumption for landscape maintenance. Water consumption would be greatest during the plant establishment period; however, the landscape plan includes native plants and other water-efficient landscaping that would require little water beyond normal rainfall. Water consumption for construction and operational maintenance activities would be relatively minor and would be served by existing utility service providers.

Wastewater and Sewer

The proposed project would not result in population growth that would contribute to increases in the City's existing demand for collecting, conveying, and treating wastewater. Any wastewater generated from construction activities, such as water containing diesel and oil, paint, solvents, cleaners, chemicals, and debris would be collected, screened, and discharged in accordance with the SWPPP. Any remaining waste would be discharged in accordance with water and solid waste disposal regulations. The wastewater treatment provider that serves the project site has adequate capacity to serve the construction needs of the proposed project. Once operational, the project would not generate wastewater. Landscaping, permeable pavers, and decomposed granite would be installed at the trailheads to minimize stormwater runoff. In addition, a bioswale is proposed at the Fairplex Drive trailhead to store and infiltrate stormwater runoff from the project site.

Electricity and Natural Gas

The proposed project would not result in population growth that would contribute to increases in the City's existing energy demand. Construction and routine maintenance of the proposed project would require the consumption of electricity and natural gas to power equipment and vehicles. Energy usage would be relatively minor and would be served by existing utility service providers. The proposed project would not require the installation of permanent stationary energy sources that rely on electricity or natural gas; rather, the proposed project includes new solar-powered LED lighting at the trailheads and along the path that would operate independently of the electrical grid.

Telecommunications

Construction and operation of the proposed project would not increase demands for telecommunications services or require the construction of new telecommunications facilities.

Summary

Based on the above discussion, the proposed project would not require the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. The impact would be less than significant.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than significant impact. As discussed in Section 3.10.1, "Environmental Setting," the City anticipates that it can continue providing sufficient water supplies to its customers to meet projected water demands, including during long-term droughts (City of Pomona 2021). The proposed project would not result in population growth that would contribute to a permanent increase in the City's existing water demands or future water demands projected in the Urban Water Management Plan (City of Pomona 2021). Construction and routine maintenance activities would result in a temporary increase in water consumption for cleaning surfaces, mixing with concrete or other materials, suppressing dust, and establishing plants. In addition, the landscape plan for the proposed project includes native plants and other water-efficient landscaping that would require little water beyond normal rainfall. The relatively minor water supply needed for construction and routine maintenance activities would leave sufficient water supplies available for other reasonably foreseeable future development during normal, dry, and multiple dry years. The impact would be less than significant.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less than significant impact. The proposed project would not result in population growth that would contribute to a permanent increase in wastewater generation in the City compared to existing conditions. Construction and routine maintenance activities would result in temporary wastewater generation. However, wastewater generation would be minimal, and the existing wastewater treatment provider would have adequate capacity to serve the proposed project's demand. Therefore, the proposed project would not result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments. The impact would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. Project construction would include the removal of existing pavement, soil, and other debris, which would temporarily increase generation of solid waste. Approximately 288 cubic yards of concrete would be removed, and 5,480 cubic yards of unclassified material would be excavated during the construction period. Construction activities would comply with all State and local waste reduction and recycling requirements for construction and demolition waste diversion, which include the California Integrated Waste Management Act (AB 939) and the Los Angeles Countywide Integrated Waste Management Plan. Hazardous materials would be characterized and disposed of in accordance with applicable regulations, including the Resource Conservation and Recovery Act. The remaining solid waste would be sent to existing nearby landfills. As shown in Table 3.19-1, the landfills that serve the City of Pomona would have sufficient remaining capacity to accommodate the solid waste generated from project construction. The proposed project would not result in population growth that would contribute to a permanent increase in solid waste generation in the City. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The impact would be less than significant.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No impact. As discussed in Section 3.19.2(d), solid waste generated during project construction and routine maintenance would be disposed in compliance with State and local statutes and regulations pertaining to the safe handling, transport, and disposal of solid waste. Applicable regulations include the California Integrated Waste Management Act (Assembly Bill 939), Los Angeles Countywide Integrated Waste Management Plan, and Resource Conservation and Recovery Act. Therefore, the proposed project would comply with solid waste management reduction statutes and regulations. The impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with utilities and service systems. Mitigation measures are not required.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire. Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?	☒ Yes		☐ No	
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Environmental Setting

According to CAL FIRE, the City of Pomona is within a local responsibility area and most of the project site is mapped as a non-very high FHSZ; however, the westernmost portion of the project site from Temple Avenue to approximately 0.1 mile east of Temple Avenue extends into the moderate and high FHSZs (CAL FIRE 2025).

3.20.2 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. Refer to Section 3.9.2(f). As discussed above, the project site is within a developed, urban area and is not adjacent to wildland areas. Although a small portion of the project site extends into moderate and high FHSZs in the local responsibility area, the proposed project would not result in the construction of structures that are intended for human occupancy or otherwise increase demand for emergency evacuation. The project primarily involves improvements within LACFCD right-of-way and would not alter roadway configurations in a manner that would restrict emergency access or evacuation routes. Although the proposed project includes six at-grade street crossing, these crossings would be designed in accordance with applicable City standards and would not impede emergency vehicle access or affect roadway capacity for evacuation. Any temporary lane closures and permanent roadway improvements within public rights-of-way would be reviewed by the City's Public Works Department and the Los Angeles County Fire Department prior to issuance of any permits or rights of entry. This process would ensure that project implementation does not interfere with emergency response and evacuation.

Therefore, the proposed project would not substantially impair an adopted emergency response or evacuation plan. The impact would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than significant impact. As discussed in Section 3.20.1, "Environmental Setting," the project site extends into the moderate and high FHSZs in the local responsibility area; however, the project site is within a developed, urban area and is not adjacent to wildland areas. The proposed project would not introduce structures intended for human occupancy or otherwise increase the number of people residing in or regularly occupying the project site. The project would result in the construction of a new multi-use bikeway on a site that is fully developed with flood control and transportation infrastructure. The project site has relatively flat topography. Vegetation in and adjacent to the project site consists of ornamental landscaping that is regularly irrigated and is not considered a fire hazard. Therefore, the proposed project would not exacerbate wildfire risks, resulting in the exposure of occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The impact would be less than significant.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than significant impact. As discussed in Section 3.20.1, "Environmental Setting," a small portion of the project site extends into moderate and high FHSZs in the local responsibility area; however, the project site is located in a developed, urban area and is not adjacent to wildland areas. The proposed project would result in the construction of a new multi-use bikeway on a site that is fully developed with flood control and transportation infrastructure. The proposed project does not include the installation of infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk. Minor improvements, such as lighting, signage, landscaping, and drainage features, would be limited in scale and would not introduce substantial new ignition sources. The impact would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than significant impact. As discussed in Section 3.20.1, a small portion of the project site extends into moderate and high FHSZs in the local responsibility areas; however, the project site is located in a developed, urban area and is not adjacent to wildland areas or steep hillside areas. The project site has a relatively flat topography and there are no steep slopes within or adjacent to the project site. In addition, the project site is within an area of minimal flood hazard (FEMA 2008). As discussed in Section 3.10, "Hydrology and Water Quality," the project site consists of predominately impervious surfaces, and the proposed project would result in minimal changes to existing drainage patterns. Landscaping, permeable pavers, and decomposed granite would be installed at the trailheads to minimize runoff. In addition, a bioswale is proposed at the Fairplex Drive trailhead to store and infiltrate stormwater runoff from the project site. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The impact would be less than significant.

Required Mitigation Measures

The proposed project would not result in significant impacts associated with wildfire. Mitigation measures are not required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.21.1 Environmental Setting

Refer to the "Environmental Setting" discussion in Sections 3.1 through 3.20 of this Initial Study for a summary of the existing environmental conditions in the project area.

3.21.2 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than significant with mitigation incorporated. As discussed in Section 3.1, "Aesthetics"; Section 3.3, "Air Quality"; Section 3.8, "Greenhouse Gas Emissions"; Section 3.9, "Hazards and Hazardous Materials"; Section 3.10, "Hydrology and Water Quality"; and Section 3.13, "Noise," project construction would result in short-term and temporary changes to the visual environment; increases in air pollutants, greenhouse gas emissions, and noise and vibration levels; erosion and degradation of water quality; and potential releases of hazardous materials into the environment. However, compliance with applicable permits, programs, regulations, and mitigation measures during construction would ensure that the project does not substantially degrade the quality of the environment.

As described in Section 3.4, "Biological Resources," the project site consists entirely of disturbed habitat and urban/developed land. There are no state or federally protected wetlands, riparian habitat, or other sensitive natural communities present within the project site. The project site does not contain sensitive habitat or designated critical habitat for any plant or wildlife species. No special-status plant species have potential to occur within the project site due to a lack of suitable habitat and microhabitat. However, suitable roosting, foraging, and nesting habitat for special-status wildlife species and migratory birds protected under the MBTA occurs within the vicinity of the project site. Construction of the proposed project would involve vegetation and tree removal, grading, excavation, and other ground-disturbing activities that could result in adverse effects on special-status wildlife species that may forage, roost, and nest in the project site and vicinity. The proposed project would also require the removal of two coast live oak trees and would involve trimming and/or digging within the drip line of coast live oak trees, which are considered sensitive under the City of Pomona Oak Tree Preservation Ordinance. Potential impacts on special-status species and coast live oak trees would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1 through BIO-4. Therefore, the proposed project would not have potential to reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of an endangered, rare, or threatened species.

As described in Section 3.5, "Cultural Resources," and Section 3.18, "Tribal Cultural Resources," no historical resources or previously identified archaeological resources, known cemeteries or burials, or tribal cultural resources have been identified within the project site. However, ground-disturbing activities during the proposed project's construction could result in discovery or damage of yet undiscovered buried resources. Implementation of Mitigation Measure CUL-1 and compliance with HSC section 7050.5 and PRC section 5097 would ensure that these resources are properly identified, evaluated, and recovered. In addition, the Gabrieleño Band of Mission Indians - Kizh Nation has identified the project site as sensitive for TCRs and provided confidential substantial evidence along with proposed mitigation measures. Implementation of Mitigation Measures TCR-1 through TCR-3 would minimize the potential impacts associated with TCRs by requiring appropriate treatment and proper care of significant TCRs, in accordance with the wishes of the geographically and culturally affiliated tribe, in the case of a discovery, and by having a tribal monitor present from the Gabrieleño Band of Mission Indians - Kizh Nation for all ground disturbance activities. Additionally, as described in Section 3.7, "Geology and Soils," project-related excavation would not extend into native soils that are sensitive for supporting paleontological resources. Therefore, the proposed project would not eliminate important examples of the major periods of California history or prehistory.

With implementation of Mitigation Measures BIO-1 through BIO-4, CUL-1, NOI-1, NOI-2, and TCR-1 through TCR-3 and compliance with applicable permits, programs, and regulations, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than significant with mitigation incorporated. Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or several separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

Several development and infrastructure improvement projects are also proposed throughout the city. Table 3.21-1 includes development projects in the City of Pomona for which an environmental document was prepared in the last five years and City-initiated public works projects.

Table 3.21-1 Cumulative Projects

Project Name	Location	Status	Description
Development			
Elephant Hill Project	2889 W. Mission Boulevard	Draft EIR released for public review in late 2025/early 2026	Development of 228 residential dwelling units, a recreational center, developed open space (including landscaped slopes and fuel modification areas), onsite roads, and utility infrastructure.
Double Tree Hotel Expansion Project	3101 W. Temple Avenue	NOD filed in March 2022	Development of a 6-story, 59,569-square-foot expansion for the existing Double Tree Hotel.
1561 Via Estrella (CUP 15779-2021), (PARCELMAP 15780-2021), (ENV 9676-2018)	1561 Via Estrella	NOI published November 2021	Hillside development of a vacant 2.69-acre site with two single-family structures as well as associated improvements including, up to 16-foot retaining walls, utilities, and new drive entries.
Development Plan Review (DPR 15420-2021), Tentative Tract Map (TRACTMAP15421-2021)	2769 N. Garey Avenue	NOD published September 2019	Development of a 3.1-acre site with 73 three-story townhomes with attached garages and associated on-site improvements.
(DPR 13326-2020); (TRACTMAP 13327-2020)	2115 S. Garey Avenue	NOD published August 2021	Development of a vacant 8.96-acre site with 156 residential units and associated on-site and off-site improvements, including utilities, private streets, common and private open space, tot lot, and community swimming pool.
Hyatt Place and Hotel	55-65 Rancho Camino Drive	NOD published August 2021	Development of 105 residential units and a 34,908-square-foot health club and associated landscaping.
Pomona Stables and Corporate Yard Project	148 North Huntington Street	NOP published March 2021	Completion of the Pomona Corporate Yard Facility improvements, including construction of the Annex Lot, relocation, remediation, and reconstruction of the Water Yard, and reconstruction of the Pomona Stables.
Impex Fitness Expansion Project	2801 S. Towne Avenue	NOD published February 2021	Demolition of 18,722 square feet of existing warehouse and shed space and construction of 83,992 square feet of new warehouse and office space for a total net new development of 65,270 square feet of space.
875 W. Orange Grove Ave. (TRACTMAP 13497-2020)	875 W. Orange Grove Avenue	NOD published February 2021	Development of 33 detached, two-story, single-family residential units, as well as on-site and off-site improvements including, utilities, private streets, and private and common open space.
1442 Murchison Ave (MLC Holdings, Inc.)	1442 Murchison Avenue	NOD published December 2020	Development of a vacant site with 152 three-story attached townhomes and garages as well as associated on-site and off-site improvements, including utilities, private streets, common and private open space, and community swimming pool.

Project Name	Location	Status	Description
Public Works			
Pomona Civic Center Plaza	505 S. Garey Avenue	Construction began in winter 2024 and is anticipated to be completed in winter 2026	The project consists of an all-inclusive play environment for tots (2-5 age group) and school-aged children (5-12 age group), shaded seating and picnic areas, walkway lighting, a restroom building, a storage and utility building, and landscape and irrigation improvements. The project also includes renovation of an existing fountain in the adjacent plaza.
Garey Avenue Rehabilitation Project	Garey Avenue from Aliso Street to Monterey Avenue	Construction began in winter 2024 and is anticipated to be completed in summer 2026	The project includes streetscape improvements, which include installing sidewalks and traffic signals, enhancing street striping, installing landscaping and street trees, upgrading street lighting, improving accessibility for persons with disabilities, and installing new medians and bike lanes.
Garfield Park Masterplan	801 E Holt Avenue	Planning/design phase	The project includes conceptual design for improvements to Garfield Park.
Pomona Safe and Active Improvements	Hamilton Boulevard and Park Avenue	Planning/design phase	The project includes enhanced sidewalks and bike lanes through two key at-grade crossings at Hamilton Boulevard and Park Avenue.
Multi-Neighborhood Pedestrian and Bicycle Improvements	9th Street and Hamilton Boulevard, 9th Street and Park Avenue, Franklin Avenue and San Antonio Avenue, Franklin Avenue and Bolivar Street, San Bernardino Road and Washington Avenue, and Humane Way from Valley Boulevard to Mission Boulevard	Construction began in March 2025 and was completed in July 2025	Construction of new roundabouts at 9th Street and Hamilton Boulevard, 9th Street and Park Avenue, and Franklin Avenue and San Antonio Avenue. New enhancements (e.g., bulb-outs, asphalt resurfacing, concrete repairs, and updated striping) at Franklin Avenue and Bolivar Street, San Bernardino Road and Washington Avenue, and Humane Way from Valley Boulevard to Mission Boulevard.

Source: Compiled from the City of Pomona in 2025.

As described in Sections 3.1 through 3.20 of this IS/Proposed MND, construction activities would result in short-term and temporary effects on the environment, including the following: changes to the visual setting; increases in air pollutants and noise and vibration levels; erosion and degradation of water quality; potential releases of hazardous materials into the environment; potential disturbance to special-status species; and potential destruction of cultural and tribal cultural resources. An evaluation of the potential for the proposed project to contribute to a cumulatively considerable impact is provided for each of these resource areas.

As discussed in Sections 3.1 through 3.20, the proposed project would have no impact related to the following resource areas: agriculture and forestry resources, land use and planning, mineral resources, and population and housing. Therefore, the proposed project would not contribute to a cumulative effect to these resources, and no further analysis is required for these resource areas.

Aesthetics

The geographic scope for evaluating cumulative aesthetics impacts is the project site and surrounding areas with views to and from the project site. This area is characterized as highly developed and urbanized, with existing views of flood control and transportation infrastructure surrounded by urban development, consisting of one- and two-story residences, commercial and industrial facilities, parks, and schools. The cumulative study area includes light and glare sources that are characteristic of a typical urban environment, including building façades, traffic signals, streetlights, parking lot lighting, automotive headlights, and spillover light from adjacent buildings. The City enforces standards to ensure that development complies with regulations governing scenic quality and lighting. Therefore, a less-than-significant cumulative impact exists in the area with respect to aesthetics.

Construction activities associated with the proposed project and other reasonably foreseeable development could potentially overlap and be visible from neighboring communities. However, construction activities would be short-term and temporary. The proposed project would not include features of substantial height or massing that, in combination with other reasonably foreseeable development, would obstruct or detract from views of scenic resources. Rather, the proposed project would enhance views of the project site through the addition of new trees and other landscaping. Although new lighting is proposed, light sources would be directed on-site and would be of similar intensity to existing light sources in the surrounding area and would not result in a measurable contribution to sky glow or night sky pollution. Based on the above discussion, the proposed project would not result in a cumulatively considerable contribution to cumulative aesthetics impacts.

Air Quality

The geographic scope for evaluating cumulative air quality impacts is the South Coast Air Basin, which is designated as a nonattainment area for ozone and PM2.5 with respect to both the NAAQS and CAAQS and a nonattainment area for PM10 with respect to the CAAQS. Therefore, a significant cumulative impact exists in the South Coast Air Basin with respect to these criteria air pollutants.

Construction activities associated with other reasonably foreseeable projects would result in cumulative air pollutant emissions when construction activities overlap with construction of the proposed project. Based on the analysis in Section 3.3.2, construction of the proposed project would not generate emissions of criteria air pollutants or precursors that would exceed SCAQMD's LSTs. These thresholds were developed as a metric to indicate whether a project's emissions would cumulatively contribute to the nonattainment designations in the South Coast Air Basin. Criteria air pollutant emissions would be further reduced because the City would be required to comply with SCAQMD Rule 403, which regulates fugitive dust emissions. Health risks from air pollutants would be minor and at sufficient distance to not result in health effects to nearby sensitive receptors. Additionally, vehicle trips generated from construction of these projects would not result in traffic volumes at intersections surrounding the project site that would exceed 100,000 vehicles per day and would not contribute to CO concentrations that exceed standards. Furthermore, impacts related to odors would not be cumulatively considerable because odors would dissipate rapidly from the source with an increase in distance.

Following construction, the proposed project would not introduce new stationary sources of emissions. Additionally, the proposed project would not result in long-term increases in vehicle trips during operations. Rather, the proposed project would facilitate alternative modes of transportation through improving the connectivity of the existing active transportation network. Therefore, the proposed project would not result in operational emissions that would exceed SCAQMD's LSTs.

The proposed project, in combination with other reasonably foreseeable projects, would not expose sensitive receptors to quantities of pollutants greater than significance thresholds or to significant risks of adverse health impacts. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Biological Resources

The geographic scope for evaluating cumulative biological resources impacts is the project site and surrounding areas within a 500-foot buffer. This area is characterized as highly developed and urbanized and offers limited habitat for sensitive biological resources. However, this area contains suitable roosting, foraging, and nesting habitat for special-status wildlife species and migratory birds protected under the MBTA. Because urbanization has contributed to the loss of habitat over time, a significant cumulative impact exists with respect to biological resources.

Implementation of the proposed project and other reasonably foreseeable projects would occur on previously developed properties with low biological habitat value. However, construction activities that involve vegetation and tree removal, grading, excavation, and other ground-disturbing activities could result in direct effects (e.g., entrapment, disturbance, injury, and mortality of individuals and destruction of nests and roots) and indirect effects (e.g., temporary increases in noise levels, dust, and pollutants; increased human presence; and habitat modification or loss) on special-status wildlife species. All projects are required to comply with federal, State, and local regulations to avoid, minimize, or mitigate impacts on special-status species. In addition, the proposed project would implement

Mitigation Measure BIO-1 to minimize impacts on oak trees and Mitigation Measures BIO-2 through BIO-4 to avoid impacts on special-status species (refer to Section 3.4.2 for additional information). Therefore, the proposed project would not result in a cumulatively considerable contribution to significant cumulative impacts on biological resources.

Cultural Resources

The geographic scope for evaluating cumulative cultural resources impacts is the Southern California region. The region has an extensive collection of significant historic and archaeological resources, many of which have been destroyed or substantially altered from development over the years. Even with the extensive laws that have been established to protect such resources, many were destroyed during the period before preservation efforts began or have been inadvertently destroyed during grading and excavation for construction. For these reasons, a significant cumulative impact exists in the region with respect to cultural resources.

As described in Section 3.5, "Cultural Resources," no cultural resources were identified within the project site. In addition, the project site is heavily disturbed with urban landfill material and has a very low potential for the presence of intact buried deposits of cultural resources. However, construction activities for the proposed project and other reasonably foreseeable projects that involve ground-disturbing activities could result in the unanticipated discovery of buried cultural resources. Implementation of Mitigation Measure CUL-1 identifies procedures to follow if archaeological materials are inadvertently discovered during ground-disturbing activities, which would protect against the potential for the project to adversely affect archaeological resources. In addition, Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 outline the requirements for the proper treatment and disposition of human remains, such that no substantial adverse impacts would occur. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative cultural resources impacts.

Energy

The geographic scope for evaluating cumulative energy impacts consists of the service areas for Southern California Edison and Southern California Gas, which are the electric and natural gas service providers for the project site. The use of alternative fuels and renewable energy supplies are replacing conventional fossil fuel supplies, thereby contributing to cleaner energy sources. Development in the region has been incorporating more energy efficient design and fixtures to reduce energy consumption in compliance with State regulations, such as CALGreen. Therefore, a less-than-significant cumulative impact exists in the region with respect to energy.

As described in Section 3.6.2, the proposed project would increase energy consumption for temporary construction activities related to vehicle use and material transport. However, construction activities would be temporary and would not increase long-term energy or fuel demand. Operation of the proposed project would not result in a substantial increase in energy consumption and would support the State's goals to improve energy efficiency by facilitating alternative modes of transportation through improving the connectivity of the existing active transportation network. The proposed project would not develop uses or involve activities that would conflict with goals of: (1) decreasing per capita energy consumption, (2) decreasing reliance on oil (petroleum), and (3) increasing uses of renewable energy sources. Additionally, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative energy impacts.

Geology and Soils

The geographic scope for evaluating geology and soils impacts is generally site-specific, rather than cumulative in nature, because each development site has unique geologic considerations that is subject to uniform site development and construction standards. In this way, potential cumulative impacts resulting from soil conditions would be minimized on a site-by-site basis to the extent provided by modern construction methods and code requirements. While Southern California is a seismically active region and is susceptible to various geologic hazards, all development is required to comply with appropriate building codes and site-specific geotechnical design that minimizes the potential for projects to exacerbate or be subject to geologic hazards. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts on geology and soils.

The geographic scope for evaluating cumulative impacts on paleontological resources is the Southern California region. Many of the paleontological resources in the region were destroyed during the period before federal, State, and local regulations were in place to protect these resources or were inadvertently destroyed during grading and excavation for construction. The destruction of paleontological resources from past development has resulted in the loss of scientific data. Therefore, a significant cumulative impact exists in the region with respect to paleontological resources. Excavation would not extend into native soils that are sensitive for supporting paleontological resources. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant cumulative impacts on paleontological resources.

Greenhouse Gas Emissions

The geographic scope for evaluating cumulative GHG impacts is global. GHG emissions contributing to climate change and global warming are inherently a cumulative impact in the context of CEQA. No single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or microclimates. GHG emissions are attributable largely to the transportation sector and electricity generation from fossil fuel combustion. New development or operational characteristics from cumulative projects that contribute prominent GHGs contribute to a significant cumulative impact on GHGs.

As discussed in Section 3.8.2, GHG emissions from the proposed project would be far below SCAQMD's 3,000 MTCO2e numerical threshold recommended for non-industrial projects when amortized over the life of the proposed project. In addition, the proposed project would not conflict with State and local plans for reducing emissions from these activities and sources in order to meet its targets and goals for GHG reduction in 2030 and beyond. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts with respect to GHG emissions.

Hazards and Hazardous Materials

The geographic scope for evaluating cumulative hazards and hazardous materials impacts is the project site and adjacent properties. Although the project site and adjacent properties are not identified as hazardous materials sites on any regulatory databases, there is potential for undocumented contamination to be present in subsurface soils and groundwater. Because ground disturbance in the project site and vicinity could release contaminants into the environment, a significant cumulative impact exists in the region with respect to hazards and hazardous materials.

As discussed in Section 3.9.1, the proposed project and other reasonably foreseeable development are subject to local, State, and federal regulatory requirements to evaluate, disclose, and mitigated the potential for releases of hazardous materials into the environment prior to grading activities, if such conditions are suspected or known. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts with respect to hazards and hazardous materials.

Hydrology and Water Quality

The geographic scope for evaluating cumulative hydrology and water quality impacts is the San Gabriel River watershed for surface waters and the Main San Gabriel Basin for groundwater. Development within the watershed has contributed to increased impervious surface areas within the watershed, increased stormwater runoff volumes, and increased pollutant loads in the storm drain system that discharge to creeks and ultimately to the Pacific Ocean. However, development projects are required to comply with drainage and grading regulations and ordinances that control runoff and regulate water quality at each development site. Development projects would be required to demonstrate that stormwater volumes could be managed by on-site and downstream conveyance facilities and would not induce flooding. New projects also would be required to comply with local, State, and federal permits and regulations governing stormwater discharge during construction (e.g., NPDES Construction General Permit and SWPPP). The projects would be subject to review and approval by the appropriate city, county, and State agencies to ensure that appropriate BMPs and treatment measures are implemented to reduce pollutants in stormwater and avoid adverse impacts to surface water quality. New development projects would be required to retain and treat a specified volume of stormwater runoff on-site through incorporation of BMPs. Therefore, a less-than-significant cumulative impact exists in the watershed with respect to hydrology and water quality.

As described in Section 3.10, "Hydrology and Water Quality," the proposed project would result in temporary and localized ground disturbance during construction and would involve construction activity within the San Jose Creek channel. The City would comply with all applicable permit requirements, including design, management, and monitoring requirements to protect water quality and reduce impacts related to stormwater (and some non-stormwater) discharges during construction through implementation of BMPs for preventing water quality degradation. Additionally, the proposed project would not result in a net increase in impervious surface area and drainage patterns would remain similar to existing conditions. For these reasons, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts with respect to hydrology and water quality.

Noise

The geographic scope for evaluating cumulative noise and vibration impacts is the project site and immediate surroundings. Noise and vibration effects are localized by nature because they attenuate with increasing distance from the source. The City has established standards to regulate noise and vibration levels to protect the public welfare. Therefore, a less-than-significant cumulative impact exists in the area with respect to noise and vibration.

Construction activities for the proposed project and other reasonably foreseeable development in the immediate vicinity of the project site could result in combined increases in noise and vibration levels when construction activities overlap. These noise and vibration sources would be intermittent, temporary, and would cease at the end of the construction phase. Additionally, noise and vibration associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual project. With implementation of Mitigation Measures NOI-1 and NOI-2, construction-related impacts from the proposed project would be reduced to levels that would not be cumulatively considerable. During operations, the proposed project would not contribute to an increase in vehicle trips or stationary noise sources. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts on noise and vibration.

Public Services and Recreation

The geographic scope for evaluating cumulative public services and recreation impacts is the City. The City periodically evaluates the need for new and expanded public services in response to population growth and imposes developer impact fees on new housing development to fund public services. These fees are used to fund improvements for parks, schools, and other public services in the City. Therefore, a less-than-significant cumulative impact exists in the area with respect to public services. Further, the proposed project would not contribute to an increase in the City's population; therefore, the proposed project would not increase the demand for public services in the City. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts on public services and recreation.

Transportation

The geographic scope for evaluating cumulative transportation impacts is the transportation network serving the City. Continued population growth and development within the City has contributed to increased use of the existing transportation network. Therefore, a significant cumulative impact exists in the transportation network serving the City.

Overlapping construction activities for the proposed project and other reasonably foreseeable projects would increase vehicle trips on the surrounding roadway network associated with construction worker commutes, haul trips, and the transportation of construction equipment. These trips would be distributed throughout the workday and across multiple roadways. Additionally, construction activities would be temporary and would not result in long-term increases in vehicle trips. Construction activities would not generate permanent increases in vehicle trips. If haul trips and the operation of heavy vehicles were to occur along roadways with constrained right-of-way, construction activities could potentially result in an increase in roadway hazards due to incompatible uses. Construction activities may also require temporary lane closures near trailhead termini and at-grade street crossings. However, the City would be required to implement traffic controls and comply with transportation permit requirements for any work within the City's public right-of-way to ensure the safety of the traveling public. Following construction, operation of the proposed project would not generate new vehicle trips. Rather, implementation of the proposed project would facilitate alternative modes of transportation through improving the connectivity of the existing active transportation

network. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts with respect to transportation.

Tribal Cultural Resources

The geographic scope for evaluating cumulative impacts on tribal cultural resources is the geographic area that is traditionally and culturally affiliated with the following tribes: Gabrieleño Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. Past development has contributed to the loss and destruction of tribal cultural resources. Therefore, a significant cumulative impact exists in the region with respect to tribal cultural resources. As discussed in Section 3.18.2, in accordance with AB 52 and PRC section 21080.3.1, the City sent formal notification letters of the proposed project to these tribes on July 2, 2025. The Gabrieleño Band of Mission Indians - Kizh Nation requested formal consultation with the City. The Tribe provided confidential documents demonstrating the project site as sensitive for tribal cultural resources and proposed mitigation measures that would address their concerns. With implementation of Mitigation Measures TCR-1 through TCR-3, impacts from the proposed project would be reduced to levels that would not be cumulatively considerable. No other Native American tribes responded to the City's notification. No known resources within the project site were identified as tribal cultural resources as defined in PRC section 21074. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts with respect to tribal cultural resources.

Utilities and Service Systems

The geographic scope for evaluating cumulative impacts on utilities and service systems is the City of Pomona. The City of Pomona is largely built out, and existing infrastructure is generally able to serve the utility needs for cumulative projects throughout the City. Development within the City has resulted in increased demands on water supply, stormwater drainage, wastewater treatment, electricity, telecommunications, and solid waste disposal systems. Therefore, a significant cumulative impact exists in the City with respect to utilities and service systems.

Construction of the proposed project would require the consumption of water as well as electricity and natural gas to power equipment and vehicles. Water and energy usage would be relatively minor, limited to the construction periods, and would be served by existing utility service providers. Once operational, the proposed project would not contribute to an increase in growth that would contribute to a permanent increase in demand for water, wastewater treatment, energy, and solid waste disposal services that would necessitate the construction of new utility infrastructure. The proposed project and other reasonably foreseeable development would be required to comply with State regulations and local policies (e.g., CALGreen, California Integrated Waste Management Act, and the Los Angeles Countywide Integrated Waste Management Plan), which would reduce per capita water and energy consumption and wastewater and solid waste generation in the City over time. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts on utilities and service systems.

Wildfire

The geographic scope for evaluating cumulative impacts on wildfire is Los Angeles County. Climate change has increased the likelihood and intensity of wildfires in Los Angeles County (NOAA 2025). According to CAL FIRE's recent updates to its fire hazard severity zone maps, more than 440,000 acres of land have been added to Los Angeles County's hazard zones over the last decade, including an approximately 30 percent increase in acres classified as very high FHSZs (Los Angeles Times 2025). Therefore, a significant cumulative impact exists in the City with respect to wildfire. As discussed in Section 3.20, "Wildfire," the proposed project would not involve any changes to the local roadway network that would interfere with emergency evacuation routes, introduce new infrastructure that would exacerbate wildfire risks, or increase the exposure of people or structures to wildfire risks. Therefore, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts on wildfire.

Summary

Based on the above discussion, the proposed project's contribution to environmental impacts would be less than cumulatively considerable.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact. As discussed in Section 3.3, "Air Quality"; Section 3.8, "Greenhouse Gas Emissions"; Section 3.9, "Hazards and Hazardous Materials"; Section 3.10, "Hydrology and Water Quality"; Section 3.13, "Noise"; and Section 3.17, "Transportation"; the proposed project's construction would result in the short-term and temporary increases in air pollutants, greenhouse gas emissions, and noise and vibration levels; degradation of water quality; potential releases of hazardous materials into the environment; and disruptions to the transportation network. However, with implementation of required BMPs and compliance with applicable permits, programs, and regulations during construction, these environmental effects would not cause substantial adverse effects on human beings.

Required Mitigation Measures

With implementation of Mitigation Measures BIO-1 through BIO-4, CUL-1, NOI-1, NOI-2, and TCR-1 through TCR-3 the proposed project would not result in significant impacts.

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Appendix A

Air Quality, Greenhouse Gas Emissions, and Energy Modeling

San Jose Creek Bikeway Report Tables

Construction

AQ Estimated Maximum Pounds per day Mass Regional Construction Emissions

Construction Phase	ROG	NOx	CO	PM_{10}	$PM_{2.5}$	SO_2
Regional Emissions						
Linear, Grubbing & Land Clearing	1	7	14	2.6	0.8	0
Linear, Grading & Excavation	4	27	40	4.2	1.6	0
Linear, Drainage, Utilities, & Sub-Grade	3	22	32	3.8	1.3	0
Linear, Paving	1	8	19	2.2	0.7	0
Maximum Daily	4	27	40	4.2	1.6	0
Mass Emissions Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold? [a]	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions						
Linear, Grubbing & Land Clearing	N/A	5	5	0.4	0.2	N/A
Linear, Grading & Excavation	N/A	27	31	2.4	1.2	N/A
Linear, Drainage, Utilities, & Sub-Grade	N/A	21	23	1.9	0.9	N/A
Linear, Paving	N/A	7	11	0.3	0.3	N/A
Maximum Daily	N/A	27	31	2.4	1.2	N/A
Localized Significance Threshold	**N/A**	**103**	**612**	**4.0**	**3.0**	**N/A**
Exceed Threshold? [a]	**N/A**	**No**	**No**	**No**	**No**	**N/A**

Assuming no overlapping phases

GHG Construction GHGs Emissions

Construction Phases	MTCO2e
Linear, Grubbing & Land Clearing	69
Linear, Grading & Excavation	618
Linear, Drainage, Utilities, & Sub-Grade	490
Linear, Paving	92
Total Construction Emissions	**1,269**
Amortized Construction Emissions	**42**

30 years amortization

Energy Construction Energy Consumptions

Construction Phases	MTCO2e		Gallons of fuel	
	Diesel	Gasoline	Diesel	Gasoline
Linear, Grubbing & Land Clearing	36	34	3,483	3,822
Linear, Grading & Excavation	486	132	47,645	15,000
Linear, Drainage, Utilities, & Sub-Grade	375	115	36,730	13,099
Linear, Paving	46	46	4,493	5,245
Total	943	326	**92,351**	**18,343**

Assume Off-road construction equipment and vendor/haul trucks are all diesel fueled.
All worker vehicles are gasoline fueled.

Climate Registry 2025 MT to kg 1000

Emission factors 8.78 kg CO_2 per gallon of gasoline
10.21 kg CO_2 per gallon of diese

Compiled CalEEMod Output

Max Daily by Phase **Unit: lbs/day**

Phase	ROG	NOx	CO	SO2	PM10E	PM10D	PM10	PM2.5E	PM2.5D	PM2.5	CO2e
Linear, Drainage, Utilities, & Sub-Grade	2.90861215	22.0684018	31.7301145	0.056023	0.829471	2.931314	3.760784	0.763367	0.558955	1.322322	7851.907
Linear, Grading & Excavation	3.65346694	27.3621884	40.0076407	0.063589	1.123494	3.088807	4.212301	1.033461	0.567872	1.601333	8755.928
Linear, Grubbing & Land Clearing	1.07275261	6.78325613	13.5826649	0.015608	0.240455	2.357191	2.597645	0.222426	0.538636	0.761063	3779.663
Linear, Paving	1.31716768	7.85531476	19.2611596	0.016139	0.28147	1.878268	2.159738	0.259136	0.442167	0.701303	3694.252

Onsite Max Daily by Phase **Unit: lbs/day**

Phase	Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10	PM2.5E	PM2.5D	PM2.5	CO2e
Linear, Drainage, Utilities, & Sub-Grade	2027	2.39260553	21.1522666	23.32935	0.054356	0.826295	1.034611	1.860906	0.760191	0.111741	0.871932	5712.129
Linear, Grading & Excavation	2026	3.13654096	26.673297	30.93278	0.063128	1.122594	1.240873	2.363467	1.032787	0.133989	1.166776	6761.895
Linear, Grubbing & Land Clearing	2026	0.5430314	4.71598977	5.309234	0.00768	0.225353	0.209762	0.435115	0.207325	0.022778	0.230103	736.974
Linear, Paving	2027	0.81804584	7.17958375	10.78058	0.014953	0.279171	0	0.279171	0.256837	0	0.256837	1625.054

Construction Emission Summary **Units: Max Daily: lbs/day, Annual: CO2e MTs, other Tons**

Temporal Metric	Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Annual	2026	0.40111539	3.00047248	4.356757	0.007105	0.119665	0.380858	0.500523	0.110112	0.072573	0.182685	915.4121
Annual	2027	0.14086603	0.99299537	1.657866	0.002533	0.036324	0.159994	0.196319	0.033433	0.032773	0.066206	354.0505
Max Daily	2026	3.65346694	27.3621884	40.00764	0.063589	1.123494	3.088807	4.212301	1.033461	0.567872	1.601333	8757.187
Max Daily	2027	2.81605809	20.7105334	31.73011	0.056017	0.765775	2.931314	3.697088	0.704767	0.558955	1.263721	7853.591

Construction Schedule

Phase Name	Start Date	End Date	Days Per We	Work Days	Phase Description
Linear, Grubbing & Land Clearing	1/1/2026	2/25/2026	5	40	demolition phase in PD
Linear, Grading & Excavation	2/26/2026	10/2/2026	5	157	grading phase in PD
Linear, Drainage, Utilities, & Sub-Grade	10/3/2026	4/14/2027	5	138	construction phase in PD
Linear, Paving	4/15/2027	7/1/2027	5	56	architectural finishing phase in PD

Compiled Annual Onsite Offsite Construction Emissions from CalEEMod Output

Phase	Location	Site Location	Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Linear, Grubbing & Land Clearing	Off-Road Equipment	Onsite	2026	0.0109	0.0943	0.1062	0.0002	0.0045		0.0045	0.0041		0.0041	13.371
Linear, Grubbing & Land Clearing	Dust From Material Movement	Onsite	2026						0.0042	0.0042		0.0005	0.0005	
Linear, Grubbing & Land Clearing	Worker	Offsite	2026	0.0102	0.0133	0.1615	0	0	0.0362	0.0362	0	0.0085	0.0085	33.554
Linear, Grubbing & Land Clearing	Hauling	Offsite	2026	0.0004	0.0295	0.0111	0.0002	0.0003	0.0063	0.0066	0.0003	0.0017	0.002	22.195
Linear, Grading & Excavation	Off-Road Equipment	Onsite	2026	0.2462	2.0939	2.4282	0.005	0.0881		0.0881	0.0811		0.0811	481.54
Linear, Grading & Excavation	Dust From Material Movement	Onsite	2026						0.0974	0.0974		0.0105	0.0105	
Linear, Grading & Excavation	Worker	Offsite	2026	0.04	0.0521	0.6339	0	0	0.1419	0.1419	0	0.0332	0.0332	131.7
Linear, Grading & Excavation	Vendor	Offsite	2026	7E-05	0.0028	0.0013	2E-05	4E-05	0.0007	0.0007	2E-05	0.0002	0.0002	2.32
Linear, Grading & Excavation	Hauling	Offsite	2026	4E-05	0.0034	0.0013	2E-05	4E-05	0.0007	0.0008	4E-05	0.0002	0.0002	2.5921
Linear, Drainage, Utilities, & Sub-Grade	Off-Road Equipment	Onsite	2026	0.0769	0.6799	0.7499	0.0017	0.0266		0.0266	0.0244		0.0244	166.56
Linear, Drainage, Utilities, & Sub-Grade	Dust From Material Movement	Onsite	2026						0.0333	0.0333		0.0036	0.0036	
Linear, Drainage, Utilities, & Sub-Grade	Worker	Offsite	2026	0.0164	0.0213	0.2596	0	0	0.0581	0.0581	0	0.0136	0.0136	53.926
Linear, Drainage, Utilities, & Sub-Grade	Hauling	Offsite	2026	0.0001	0.01	0.0037	5E-05	0.0001	0.0021	0.0022	0.0001	0.0006	0.0007	7.5015
Linear, Drainage, Utilities, & Sub-Grade	Off-Road Equipment	Onsite	2027	0.086	0.7358	0.862	0.002	0.0283		0.0283	0.0261		0.0261	192.44
Linear, Drainage, Utilities, & Sub-Grade	Dust From Material Movement	Onsite	2027						0.0384	0.0384		0.0042	0.0042	
Linear, Drainage, Utilities, & Sub-Grade	Worker	Offsite	2027	0.0181	0.0224	0.2781	0	0	0.0671	0.0671	0	0.0157	0.0157	61.082
Linear, Drainage, Utilities, & Sub-Grade	Hauling	Offsite	2027	0.0001	0.0111	0.0042	6E-05	0.0001	0.0025	0.0026	0.0001	0.0007	0.0008	8.5021
Linear, Paving	Off-Road Equipment	Onsite	2027	0.0229	0.201	0.3019	0.0004	0.0078		0.0078	0.0072		0.0072	41.278
Linear, Paving	Worker	Offsite	2027	0.0137	0.0169	0.2097	0	0	0.0506	0.0506	0	0.0119	0.0119	46.047
Linear, Paving	Hauling	Offsite	2027	6E-05	0.0057	0.002	3E-05	6E-05	0.0013	0.0014	6E-05	0.0004	0.0004	4.5967

Phase	CO2e MT by Fuel Type		
	Diesel	Gasoline	Total
Linear, Grubbing & Land Clearing	35.56616151	33.55372	69.12
Linear, Grading & Excavation	486.4542914	131.6984	618.15
Linear, Drainage, Utilities, & Sub-Grade	375.0114936	115.008	490.02
Linear, Paving	45.87502445	46.04673	91.922
Total	942.906971	326.3068	1269.2

Assume worker commute vehicles use gasoline, others diesel

Additional truck data from client

Landscaping component	Truck load (cy)	# of round trips	# of one-way trips	One-way trip length (mi)	# of one-way trips per day	Total material moved (fugitive dust input) (cy)
soil+amendment	14	34	68	20	1.21429	**476**
plants/trees/shrubs*	50' semi	8	16	60	0.28571	
site amenities (bench, lights)*	50' semi	4	8	75	0.14286	
		Total	92	**31.73913**	**1.64286**	

* 50' semi-truck. Trip length were estimated as minimum trip length (provided) times F

F= 1.5

Phase duration (days) Caleemod 56

80,000 lbs per 50' semi

40 tons/truck

1.5 tons/cy soil

San Jose Creek Bikeway Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

3.3. Linear, Grading & Excavation (2026) - Unmitigated

3.5. Linear, Drainage, Utilities, & Sub-Grade (2026) - Unmitigated

3.7. Linear, Drainage, Utilities, & Sub-Grade (2027) - Unmitigated

3.9. Linear, Paving (2027) - Unmitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	San Jose Creek Bikeway
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	18.8
Location	34.062036172081704, -117.80022271015261
County	Los Angeles-South Coast
City	Pomona
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5018
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Road Construction	3.50	Mile	6.00	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.32	3.65	27.3	40.0	0.06	1.12	3.09	4.21	1.03	0.57	1.60	—	8,703	8,703	0.36	0.15	6.58	8,757
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.32	3.65	27.4	38.7	0.06	1.12	3.09	4.21	1.03	0.57	1.60	—	8,604	8,604	0.36	0.26	0.23	8,652
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.61	2.20	16.4	23.9	0.04	0.66	2.09	2.74	0.60	0.40	1.00	—	5,488	5,488	0.23	0.11	2.18	5,529
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.48	0.40	3.00	4.36	0.01	0.12	0.38	0.50	0.11	0.07	0.18	—	909	909	0.04	0.02	0.36	915

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	4.32	3.65	27.3	40.0	0.06	1.12	3.09	4.21	1.03	0.57	1.60	—	8,703	8,703	0.36	0.13	6.58	8,757

2027	3.34	2.82	20.6	31.7	0.06	0.77	2.93	3.70	0.70	0.56	1.26	—	7,794	7,794	0.32	0.15	6.31	7,854
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	4.32	3.65	27.4	38.7	0.06	1.12	3.09	4.21	1.03	0.57	1.60	—	8,604	8,604	0.36	0.26	0.23	8,652
2027	3.34	2.81	20.7	30.4	0.06	0.77	2.93	3.70	0.70	0.56	1.26	—	7,698	7,698	0.27	0.15	0.16	7,750
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.61	2.20	16.4	23.9	0.04	0.66	2.09	2.74	0.60	0.40	1.00	—	5,488	5,488	0.23	0.11	2.18	5,529
2027	0.92	0.77	5.44	9.08	0.01	0.20	0.88	1.08	0.18	0.18	0.36	—	2,122	2,122	0.07	0.05	0.96	2,138
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.48	0.40	3.00	4.36	0.01	0.12	0.38	0.50	0.11	0.07	0.18	—	909	909	0.04	0.02	0.36	915
2027	0.17	0.14	0.99	1.66	< 0.005	0.04	0.16	0.20	0.03	0.03	0.07	—	351	351	0.01	0.01	0.16	354

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.72	5.31	0.01	0.23	—	0.23	0.21	—	0.21	—	734	734	0.03	0.01	—	737

Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.52	0.58	< 0.005	0.02	—	0.02	0.02	—	0.02	—	80.5	80.5	< 0.005	< 0.005	—	80.8
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.4
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.51	0.61	7.72	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,798	1,798	0.08	0.07	0.17	1,820

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.08	0.02	1.46	0.56	0.01	0.02	0.32	0.33	0.02	0.09	0.10	—	1,165	1,165	0.06	0.19	0.07	1,223
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.89	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	200	200	0.01	0.01	0.30	203
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	128	128	0.01	0.02	0.12	134
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	33.1	33.1	< 0.005	< 0.005	0.05	33.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.1	21.1	< 0.005	< 0.005	0.02	22.2

3.3. Linear, Grading & Excavation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.74	3.14	26.7	30.9	0.06	1.12	—	1.12	1.03	—	1.03	—	6,739	6,739	0.27	0.05	—	6,762
Dust From Material Movement	—	—	—	—	—	—	1.24	1.24	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	3.74	3.14	26.7	30.9	0.06	1.12	—	1.12	1.03	—	1.03	—	6,739	6,739	0.27	0.05	—	6,762
Dust From Material Movement	—	—	—	—	—	—	1.24	1.24	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	1.61	1.35	11.5	13.3	0.03	0.48	—	0.48	0.44	—	0.44	—	2,899	2,899	0.12	0.02	—	2,909
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.29	0.25	2.09	2.43	< 0.005	0.09	—	0.09	0.08	—	0.08	—	480	480	0.02	< 0.005	—	482
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.52	0.54	9.04	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,897	1,897	0.08	0.07	6.42	1,925
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.2	31.2	< 0.005	< 0.005	0.08	32.6

Hauling	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.7	34.7	< 0.005	0.01	0.08	36.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.51	0.61	7.72	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,798	1,798	0.08	0.07	0.17	1,820
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.2	31.2	< 0.005	< 0.005	< 0.005	32.6
Hauling	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	34.7	34.7	< 0.005	0.01	< 0.005	36.4
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.22	0.29	3.47	0.00	0.00	0.78	0.78	0.00	0.18	0.18	—	785	785	0.04	0.03	1.19	795
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.4	13.4	< 0.005	< 0.005	0.02	14.0
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	14.9	14.9	< 0.005	< 0.005	0.01	15.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.63	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	130	130	0.01	< 0.005	0.20	132
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.22	2.22	< 0.005	< 0.005	< 0.005	2.32
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.47	2.47	< 0.005	< 0.005	< 0.005	2.59

3.5. Linear, Drainage, Utilities, & Sub-Grade (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.85	2.39	21.2	23.3	0.05	0.83	—	0.83	0.76	—	0.76	—	5,693	5,693	0.23	0.05	—	5,712

Dust From Material Movement	—	—	—	—	—	—	1.03	1.03	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	3.73	4.11	0.01	0.15	—	0.15	0.13	—	0.13	—	1,003	1,003	0.04	0.01	—	1,006
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.68	0.75	< 0.005	0.03	—	0.03	0.02	—	0.02	—	166	166	0.01	< 0.005	—	167
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.51	0.61	7.72	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,798	1,798	0.08	0.07	0.17	1,820

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.31	0.12	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	245	245	0.01	0.04	0.01	257
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.12	1.42	0.00	0.00	0.32	0.32	0.00	0.07	0.07	—	321	321	0.01	0.01	0.49	326
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	43.2	43.2	< 0.005	0.01	0.04	45.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.2	53.2	< 0.005	< 0.005	0.08	53.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.50

3.7. Linear, Drainage, Utilities, & Sub-Grade (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.76	2.32	19.8	23.2	0.05	0.76	—	0.76	0.70	—	0.70	—	5,692	5,692	0.23	0.05	—	5,711
Dust From Material Movement	—	—	—	—	—	—	1.03	1.03	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	2.76	2.32	19.8	23.2	0.05	0.76	—	0.76	0.70	—	0.70	—	5,692	5,692	0.23	0.05	—	5,711
Dust From Material Movement	—	—	—	—	—	—	1.03	1.03	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.56	0.47	4.03	4.72	0.01	0.16	—	0.16	0.14	—	0.14	—	1,158	1,158	0.05	0.01	—	1,162
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.10	0.09	0.74	0.86	< 0.005	0.03	—	0.03	0.03	—	0.03	—	192	192	0.01	< 0.005	—	192
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.50	0.48	8.41	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,861	1,861	0.08	0.07	5.80	1,888
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.02	< 0.005	0.28	0.11	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	240	240	0.01	0.04	0.51	253
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.49	0.60	7.13	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,764	1,764	0.02	0.07	0.15	1,784
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.30	0.11	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	240	240	0.01	0.04	0.01	252
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.12	1.52	0.00	0.00	0.37	0.37	0.00	0.09	0.09	—	364	364	0.01	0.01	0.51	369
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	48.9	48.9	< 0.005	0.01	0.04	51.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.28	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	60.3	60.3	< 0.005	< 0.005	0.08	61.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.09	8.09	< 0.005	< 0.005	0.01	8.50

3.9. Linear, Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.82	7.18	10.8	0.01	0.28	—	0.28	0.26	—	0.26	—	1,619	1,619	0.07	0.01	—	1,625
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.10	1.65	< 0.005	0.04	—	0.04	0.04	—	0.04	—	248	248	0.01	< 0.005	—	249
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.20	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.1	41.1	< 0.005	< 0.005	—	41.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.50	0.48	8.41	0.00	0.00	1.83	1.83	0.00	0.43	0.43	—	1,861	1,861	0.08	0.07	5.80	1,888
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.19	0.07	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	172	172	0.01	0.03	0.37	181
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.07	0.09	1.15	0.00	0.00	0.28	0.28	0.00	0.06	0.06	—	275	275	< 0.005	0.01	0.38	278
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.4	26.4	< 0.005	< 0.005	0.02	27.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.01	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	45.5	45.5	< 0.005	< 0.005	0.06	46.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.38	4.38	< 0.005	< 0.005	< 0.005	4.60

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	1/1/2026	2/25/2026	5.00	40.0	demolition phase in PD
Linear, Grading & Excavation	Linear, Grading & Excavation	2/26/2026	10/2/2026	5.00	157	grading phase in PD
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	10/3/2026	4/14/2027	5.00	138	construction phase in PD
Linear, Paving	Linear, Paving	4/15/2027	7/1/2027	5.00	56.0	architectural finishing phase in PD

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	7.00	8.00	6.00	0.82
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grubbing & Land Clearing	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Linear, Grading & Excavation	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Grading & Excavation	Signal Boards	Electric	Average	7.00	8.00	6.00	0.82
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Grading & Excavation	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	7.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Linear, Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Signal Boards	Electric	Average	7.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Linear, Grubbing & Land Clearing	—	—	—	—
Linear, Grubbing & Land Clearing	Worker	140	18.5	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00	10.2	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	17.1	20.0	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	—	—	—	—
Linear, Grading & Excavation	Worker	140	18.5	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	1.00	10.2	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.51	20.0	HHDT

Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	—	—	—	—
Linear, Drainage, Utilities, & Sub-Grade	Worker	140	18.5	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00	10.2	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	3.60	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	—	—	—	—
Linear, Paving	Worker	140	18.5	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00	10.2	HHDT,MHDT
Linear, Paving	Hauling	1.64	31.7	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)

Linear, Grubbing & Land Clearing	—	5,480	6.00	0.00	—
Linear, Grading & Excavation	345	288	6.00	0.00	—
Linear, Drainage, Utilities, & Sub-Grade	3,976	0.00	6.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Road Construction	6.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	616	532	0.03	< 0.005
2027	411	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.2	annual days of extreme heat
Extreme Precipitation	6.10	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	2.73	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	72.8
AQ-PM	88.9
AQ-DPM	44.1
Drinking Water	98.2
Lead Risk Housing	—
Pesticides	75.8
Toxic Releases	72.8
Traffic	94.5
Effect Indicators	—
CleanUp Sites	38.1
Groundwater	32.8
Haz Waste Facilities/Generators	67.0
Impaired Water Bodies	51.2
Solid Waste	70.4
Sensitive Population	—
Asthma	39.4
Cardio-vascular	20.8
Low Birth Weights	—

Socioeconomic Factor Indicators	—
Education	—
Housing	—
Linguistic	—
Poverty	—
Unemployment	100

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	—
Employed	—
Median HI	—
Education	—
Bachelor's or higher	—
High school enrollment	—
Preschool enrollment	—
Transportation	—
Auto Access	—
Active commuting	—
Social	—
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—

Supermarket access	—
Tree canopy	—
Housing	—
Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—
Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	100.0
Asthma ER Admissions	17.2
High Blood Pressure	100.0
Cancer (excluding skin)	99.9
Asthma	58.2
Coronary Heart Disease	100.0
Chronic Obstructive Pulmonary Disease	99.9
Diagnosed Diabetes	100.0
Life Expectancy at Birth	0.0
Cognitively Disabled	99.2
Physically Disabled	99.8
Heart Attack ER Admissions	37.6
Mental Health Not Good	68.6
Chronic Kidney Disease	100.0
Obesity	99.9
Pedestrian Injuries	0.0
Physical Health Not Good	99.9
Stroke	100.0

Health Risk Behaviors	—
Binge Drinking	0.2
Current Smoker	78.6
No Leisure Time for Physical Activity	99.8
Climate Change Exposures	—
Wildfire Risk	35.3
SLR Inundation Area	0.0
Children	99.4
Elderly	99.8
English Speaking	0.0
Foreign-born	0.0
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	90.8
Traffic Density	0.0
Traffic Access	52.9
Other Indices	—
Hardship	0.0
Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Adjusted default workdays to align with an 18-month construction duration, maintaining the same workday proportion ratio.
Construction: Dust From Material Movement	per Project Description:" Approximately 288 cubic yards of concrete would be removed and 5,480 cubic yards of unclassified material would be excavated, Approximately 345 cubic yards of unclassified fill would be imported to the project site.", "... a 4-inch paved path made of 5,368 tons of asphalt concrete and a 6-inch path made of 3,976 cubic yards of crushed miscellaneous base..." Landscape material include soil/amendment total 476 cubic yards.
Construction: Trips and VMT	Max of 70 workers according to PD. Updated haul trips as weighted average of truck trips for import soil/amendment, plants/trees/shrubs/, and site amenities (bench, lights) during Linear, Paving Phase.
Construction: Off-Road Equipment	added concrete saw as provided in PD

Appendix B

Biological Letter Report

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San Jose Creek Multi-Use Bikeway Project

Biological Letter Report

City of Pomona, Los Angeles County, California

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July 1, 2025

Table of Contents

1.0 INTRODUCTION ***4***

1.1 Project Location and Description **4**

2.0 METHODS ***5***

2.1 Literature Review **6**

2.2 Survey Methods **7**
2.2.1 Vegetation Mapping 7
2.2.2 Biological Resource Assessment 7

2.3 Limitations That May Influence Results **8**

3.0 REGULATORY SETTING ***8***

3.1 State and Federal Take Authorizations for Listed Species **8**

3.2 Federal **9**
3.2.1 Federal Endangered Species Act (FESA) 9
3.2.2 Migratory Bird Treaty Act (MBTA) 9
3.2.3 Bald and Golden Eagle Protection Act 10
3.2.4 Fish and Wildlife Conservation Act of 1980 10
3.2.5 Federal Clean Water Act (CWA) 10
3.2.5 Rivers and Harbors Act of 1899 11

3.3 State **11**
3.3.1 State of California Endangered Species Act (CESA) 11
3.3.2 California Environmental Quality Act (CEQA) 12
3.3.3 California Fish & Game Codes 3500 Series 14
3.3.4 Native Plant Protection Act 16
3.3.5 California Lake and Streambed Alteration Program 16
3.3.6 RWQCB Jurisdictional Waters 16

3.4 Local **17**
3.4.1 Pomona General Plan Conservation Component 17
3.4.1.2 Stormwater Pollution Control 17
3.4.1.3 City of Pomona Oak Tree Preservation 18
3.4.2 Los Angeles County – Significant Ecological Areas (SEAs) 18

4.0 RESULTS ***19***

4.1 Environmental Setting **19**

4.2 Soils and Hydrologic Features **20**

4.3 Vegetation Communities/Land Use Cover Types **20**
4.3.1 Disturbed (Holland Code 11300) 20
4.3.2 Urban/Developed (Holland Code 12000) 21
4.3.3 Non-vegetated Floodplain or Channel 21

4.4 Special-Status Species **21**
4.4.1 Special-Status Plant Species 23
4.4.2 Special-Status Wildlife Species 26

4.5 Special-Status Vegetation Communities **32**

4.6 Riparian Resources and Jurisdictional Resources **34**

5.0 PROJECT IMPACTS - THRESHOLDS OF SIGNIFICANCE, DIRECT/INDIRECT IMPACTS & TEMPORARY/ PERMANENT IMPACTS ***34***

5.1 Project Impacts **35**
5.1.1 Habitat Impacts 35
5.1.2 Species Impacts 35

5.2 CEQA Thresholds of Significance **37**
5.2.1 CEQA Threshold Biological Resources- Special-Status Species 37
5.2.2 CEQA Threshold Biological Resources- Sensitive Natural Communities 40
5.2.3 CEQA Threshold Biological Resources- Jurisdictional Waters and Wetlands 40
5.2.4 CEQA Threshold Biological Resources- Wildlife Movement 41
5.2.5 CEQA Threshold Biological Resources- Local Policies and Ordinances 41
5.2.6 CEQA Threshold Biological Resources- Conservation Plans 41

6.0 MITIGATION PROGRAM ***42***

6.1 Mitigation Measures for Construction Impacts **42**

7.0 CONCLUSION ***43***

8.0 REFERENCES ***45***

ATTACHMENTS

A FIGURES
FIGURE 1 – PROJECT VICINITY
FIGURE 2 – SOILS
FIGURE 3 – HYDROLOGY
FIGURE 4 – HISTORICAL SPECIES OCCURRENCES
FIGURE 5 – CRITICAL HABITAT
FIGURE 6 – VEGETATION

B REPRESENTATIVE SITE PHOTOGRAPHS
C OBSERVED WILDLIFE SPECIES LIST
D OBSERVED PLANT SPECIES LIST

1.0 INTRODUCTION

Blackhawk Environmental, Inc. (Blackhawk) conducted an assessment of biological resources on behalf of Ascent Environmental, Inc. (Ascent) in support of the proposed San Jose Creek Multi-Use Bikeway Project (Project), in the City of Pomona (City), Los Angeles County, California (Attachment A, Figure 1). The Project originates at the southern entrance to the California State Polytechnic University at Temple Avenue and spans approximately 3.5 miles along the San Jose Creek channel northwest to Interstate-10 and Murchinson Avenue. The Project is situated within an entirely developed area of the City, running along the north and south sides of the San Jose Creek channel (canal). The proposed Project includes development of an approximately 3.5-mile-long multi-use bike and pedestrian greenway, 15 access points (9 at grade street crossings), road improvements at street crossings to support bike use (i.e., curb ramps and bike lanes), way-finding and safety signage, bridge crossings across San Jose Creek, and stormwater runoff reduction and collection drainage system.

The proposed Project falls under the purview of the Pomona General Plan (2014), including the City of Pomona Green Plan (2012) and the City of Pomona's Oak Tree Ordinance, and all applicable State and Federal regulations outlined below in Section 3. The report herein is intended to satisfy the required evaluation of any potentially significant environmental impacts that could result from Project implementation. The biological resource assessment was conducted to identify presence or absence of sensitive natural resources, identify the potential for occurrence (PFO) of special-status plant and wildlife species, and to develop mitigation measures to offset potential direct, indirect, and cumulative impacts to any such resources on and/or adjacent to the proposed Project alignment. Additionally, the Biological Letter Report (BLR) serves to illustrate the baseline conditions for which the determination of impacts and mitigation under the California Environmental Quality Act (CEQA) should be analyzed during the environmental review process.

1.1 Project Location and Description

The Project site is situated along 3.5 miles of the San Jose Creek channel (also known as Thompson Wash) originating at the southern entrance to the California State Polytechnic University at Temple Avenue and terminating at the intersection of Interstate-10 and Murchinson Avenue in the City of Pomona, Los Angeles County, California. The Project is located within Section 27, Township 1 South, Range 9 West, San Bernardino Baseline and Meridian. The Project site is depicted within the U.S. Geological Survey (USGS) *San Dimas, California* 7.5- minute topographic quadrangle (Attachment A, Figure 1). The Project is situated within an almost entirely developed area of the City, with no connectivity to natural areas.

Project implementation will result in approximately 5.44 acres of impacts from installing new asphalt pavement and/or concrete sidewalks along the length of the project, removing existing fence lines, installing road ramps and other upgrades to associated public streets, and planting of landscaped trees and shrubs. As part of the Project, improvement measures will be implemented to the drainage system to prevent backflow at drainage outlets and ponding conditions at the SR-71 undercrossing. This work will include installation of a drop inlet grate, a secondary inlet and a trench drain. Runoff from the drainage system would be directed into the San Jose Creek channel. A dry dock would be temporarily installed within the channel to allow installation of this new drainage system. Additionally, two oak trees

will be removed within the Project area, with several additional oaks that will require trimming or will otherwise be impacted (i.e. digging within the dripline of the canopy) as a result of the Project. The Project falls almost entirely within the existing dirt access roads along the canal. Primary access will be via the following existing cross streets to the canal: W Temple Avenue, Kellogg Drive, Ridgeway Street, Fairplex Drive, Glen Avenue, N Dudley Street, Weber Street, and Murchison Avenue.

The proposed Project is situated within a mostly developed area of the City. The Project is largely surrounded to the north and south by residential and commercial developments, with the exception of agricultural land associated with California State Polytechnical University situated north of the Project on the western end. There is also one middle school, one elementary school, and two parks that occur within the immediate surrounding area of the Project. There is no direct connectivity from the Project limits to any open, natural space. The Project area consists entirely of disturbed habitat or urban/developed land, with the majority of the vegetation consisting of landscaped/ornamentals associated with urban/developed areas or ruderal non-natives associated with disturbed areas.

2.0 METHODS

Methods described below focused on determination of potential for occurrence of special-status plant and wildlife species. Species are considered to be special-status, and are therefore subject to analysis in this section, if they meet one or more of the following criteria:

- Plant and animal species listed as endangered (FE), threatened (FT), or candidates (FPE or FPT) for listing under the Federal Endangered Species Act (ESA);
- Plant and animal species listed as endangered (SE), threatened (ST), or candidates (SC) for listing under the California Endangered Species Act (CESA);
- Animals designated as Fully Protected Species (FP), as defined in California Fish and Game Code Sections 3511, 4700, 5050, and 5515;
- Animal species designated as Species of Special Concern (SSC) by the California Department of Fish and Wildlife (CDFW);
- Bat species designated as High Priority (H) by the Western Bat Working Group;
- Plants that are state listed as Rare[1]; or
- Plant species ranked by the California Native Plant Society (CNPS) as having a California Rare Plant Rank (CRPR) of 1 or 2.[2]

Sensitive natural communities are communities that have a limited distribution and are often vulnerable to the environmental effects of projects. CDFW identifies sensitive communities and keeps records of their occurrences in CNDDB. These communities may or may not contain special-status species or their habitats.

- Vegetation communities listed in the CNDDB;
- Communities listed in the Natural Communities List with a rarity rank of S1 (critically imperiled), S2 (imperiled), or S3 (vulnerable).

2.1 Literature Review

Prior to conducting the biological resource assessment, a desktop analysis was completed to evaluate the potential for the Project area and vicinity to contain state and/or federally-listed (threatened or endangered) and/or otherwise special-status plant and animal species. Soil type data from the Natural Resources Conservation Service (NRCS) was reviewed to assist with identifying suitable habitat for special-status species potentially present (USGS 2011; Attachment A, Figure 2). Reviews of the USFWS National Wetlands Inventory (NWI; USFWS 2024b) and the USGS National Hydrography Dataset (NHD; USGS 2024) were conducted to assess any aquatic features within the Survey Area (Attachment A, Figure 3). Information queries were conducted by evaluating species occurrences from CDFW California Natural Diversity Database (CNDDB; CDFW 2024; Attachment A, Figure 4), the United States Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database (USFWS 2024a), the National Marine Fisheries Service (NMFS) database (NOAA 2025), the USFWS Critical Habitat Portal (USFWS 2016; Attachment A, Figure 5), and the California Native Plant Society's (CNPS) Rare Plant Inventory (CNPS 2024). A 5-mile radius surrounding the Project site was reviewed in the CNDDB and Critical Habitat Portal. For the CNPS Rare Plant Inventory, the query focused on the *San Dimas, California* topographic quadrangle in which the Project site is located. The results of the literature review were used to focus biological survey efforts for any special-status species perceived to have some potential to occur on and/or adjacent to the Project area.

Following the habitat assessment, potentials for special-status species to occur were evaluated based on proximity, connectivity, recency and abundance of known occurrences, availability of suitable habitats[1], historic distributions of the species, elevation range, and existing site conditions. Potential for occurrence (PFO) were generally evaluated based on the following criteria:

- **Present** – The species was observed within the Project area during the survey effort.
- **High Potential** – Historic, database, and/or inventory records indicate that the species has been known to occur within the vicinity of the Project (5 miles), and suitable habitat occurs onsite. The species has a high probability of being found on the site.
- **Moderate Potential** – Historic, database, and/or inventory records indicate that the species has been known to occur within the vicinity of the Project, but low-quality suitable habitat occurs onsite, or; no records occur within the vicinity of the Project, but the Project occurs within the historic range of the species, and moderate to high quality habitat occurs onsite. The species has a moderate probability of being found on the site.
- **Low Potential** – Historic, database, and/or inventory records indicate that the species has not been known to occupy the immediate vicinity of the Project, and low-quality habitat for the species exists onsite, or; records occur within the vicinity of the Project, but the majority of the habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.
- **Absent** – The species is restricted to habitats not occurring within the Project site or is considered extirpated from the Project area.

[1] Only habitat requirements for the species range in California are listed

2.2 Survey Methods

The biological resource survey was conducted on September 19, 2024, by Blackhawk biologists Hayley Milner, Sarah Toback and Zach Fenske. The survey was conducted on foot and via vehicle from 07:30 to 12:30, under favorable weather conditions of 63°F to 69°F, 1 to 5 mph winds, no precipitation, and 80-50 percent cloud cover.

Onsite and adjacent areas were characterized for their existing conditions and current land uses. In order to analyze the potential for direct and indirect impacts to biological resources, the survey included the proposed Project limits plus an additional 100 feet surrounding the Project (Survey Area). The vegetation communities were identified by dominant species present and mapped directly onto high-resolution aerial imagery for Geographic Information System (GIS) extrapolation (Attachment A, Figure 6). In addition, sensitive resources were evaluated for up to 500 feet surrounding the proposed Project limits.

PFO of special-status plant and animal species resulting from the literature review were assessed in relation to the existing conditions of the Project site and up to 500 feet surrounding the Project site. Elevation ranges for evaluated plant species were taken from the Jepson Manual. Representative photographs were collected to document current conditions of the Project area as well as the general surroundings (Attachment B). All plant and wildlife species observed within the Project area and Survey Buffer were cataloged in field notes and used to compile species lists (Attachments C and D). Wildlife species observations included detections by sight and sound in addition to wildlife sign (scat, tracks, carcasses, nests, middens etc.). The Survey Area was assessed for the presence/absence of potentially jurisdictional waters of the USACE, RWQCB, and CDFW, including vernal pools.

2.2.1 Vegetation Mapping

On September 19, 2024, Blackhawk conducted detailed digital mapping of vegetation communities within the Project area and Survey Buffer. Vegetation communities were described according to vegetation community classifications according to Holland (1986) and Oberbauer (2008) to the extent feasible.

Vegetation community classifications and boundaries were made directly into the geographic information system (GIS) mapping application, "FieldMaps for ArcGIS". GIS software (i.e., ArcGIS) was used to calculate acreages of the features within the Project limits and the entire Survey Area. Biological field notes were prepared to document the dominant and subdominant plant species within each community. Plants were identified by visual observation, and nomenclature for common native plants followed Calflora.

2.2.2 Biological Resource Assessment

Blackhawk biologists Hayley Milner, Sarah Toback and Zach Fenske conducted a biological resource assessment on September 19, 2024. Focused surveys were not conducted for special-status wildlife species; however, wildlife species observed or detected during field surveys by sight, calls, tracks, scat, or other signs were recorded in the field notes of the biologists. Binoculars were used when necessary to assist with wildlife species identification.

PFO of special-status plant and wildlife species resulting from the literature review was assessed in relation to the existing conditions of the Project area plus a 500-foot buffer. The ability to identify wildlife species was limited by seasonal and temporal factors. Nocturnal animals were not observed directly, as the survey was performed during the day. In addition, seasonally migratory species that may be present within the area only at specified periods outside survey timing, or special-status plants outside of their blooming period, may not have been detected. Latin and common names of wildlife species followed the American Ornithologists' Union (2018) and Unitt (2004) for birds; Crother (2012) for amphibians and reptiles.

2.3 Limitations That May Influence Results

These surveys were conducted during the daytime, which usually results in few observations of nocturnal mammals. In addition, many species of reptiles and amphibians are nocturnal, cryptic, or subterranean in their habits and are difficult to observe using standard survey methods. Therefore, conservative estimates regarding the PFOs of certain special-status plant and wildlife species have been considered with appropriate mitigation measures proposed herein.

3.0 REGULATORY SETTING

This section is divided into sub-sections that include Federal, State, and Local regulations that apply to the Project as proposed.

3.1 State and Federal Take Authorizations for Listed Species

Federal or state authorizations of impacts to or incidental take of a listed species by a private individual or other private entity would be granted in one of the following ways:

- Section 7 of the FESA stipulates that any federal action that may affect a species listed as threatened or endangered requires a formal consultation with USFWS to ensure that the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. 16 U.S.C. 1536(a)(2).

- In 1982, the FESA was amended to give private landowners the ability to develop Habitat Conservation Plans (HCP) pursuant to Section 10(a) of the FESA. Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan.

- Sections 2090-2097 of the California Endangered Species Act (CESA) require that the state lead agency consult with CDFW on projects with potential impacts on state-listed species. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed as well as state- listed species. In certain circumstances, Section 2080.1 of the California Fish and Game Code

allows CDFW to adopt the federal incidental take statement or the 10(a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

3.2 Federal

3.2.1 Federal Endangered Species Act (FESA)

The Federal Endangered Species Act of 1973 (FESA) defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of the FESA it is unlawful to "take" any listed species. "Take" is defined in Section 3(18) of FESA: "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the United States Fish and Wildlife Service (USFWS), through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification that result in injury to, or death of species as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a Federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with USFWS. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

Federally-Designated Special-Status Species

All references to federally protected species in this Report (whether listed, proposed for listing, or candidate) include the most current published status or candidate category to which each species has been assigned by USFWS. Additionally, the USFWS *Birds of Conservation Concern 2008* report was published to identify the migratory and non-migratory bird species (beyond those already federally listed) that represent the highest conservation priorities for USFWS.

For this report, the following acronyms are used for federal special-status species:

- **FE**: Federally listed as Endangered
- **FT**: Federally listed as Threatened
- **FPE**: Federally proposed for listing as Endangered
- **FPT**: Federally proposed for listing as Threatened
- **FC**: Federal Candidate species (Former Category 1 candidates)
- **BCC**: USFWS Birds of Conservation Concern

3.2.2 Migratory Bird Treaty Act (MBTA)

The Migratory Bird Treaty Act (PL 65-186, as amended; 16 USC §§ 703 et seq.) protects most birds, whether or not they migrate. Birds, their nests, eggs, parts, or products may not be killed or possessed. Game birds are listed and protected except where specific seasons, bag limits, and other features govern their hunting. Exceptions are made for some agricultural pests, which require a USFWS permit (yellow-headed, red-winged, bi-colored, tri-colored, Rusty and Brewer's Blackbirds, cowbirds, all grackles, crows and magpies). Some other birds that injure crops in California may be taken under the authority of the County Agricultural Commissioner (meadowlarks, horned larks, golden-crowned sparrows, white- and other

crowned sparrows, goldfinches, house finches, acorn woodpeckers, Lewis' woodpeckers and flickers). Permits may be granted for various non-commercial activities involving migratory birds and some commercial activities involving captive-bred migratory birds.

3.2.3 Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (PL 95-616; 16 USC §§ 668 et seq.) provides for protection of the bald and golden eagles by prohibiting taking, possession, and commerce in the birds.

3.2.4 Fish and Wildlife Conservation Act of 1980

The Fish and Wildlife Conservation Act of 1980 (PL 96-366; 16 USC §§2901 et seq.) provides for conservation, protection, restoration and propagation of certain species, including migratory birds threatened with extinction.

3.2.5 Federal Clean Water Act (CWA)

The purpose of the Clean Water Act (CWA) is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into waters of the United States without a permit from the U.S. Army Corps of Engineers (USACE). In addition, Section 401 of the CWA (33 USC 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. A Water Quality Certification or waiver pursuant to Section 401 is required for Section 404 permit actions and is issued by the Regional Water Quality Control Board.

"Discharges of fill material" are defined as the addition of fill material into waters of the United States including, but not limited to, the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines [33 CFR §328.2(f)]. The definition of waters of the United States includes rivers, streams, estuaries, the territorial seas, ponds, lakes, mudflats, sandflats, sloughs, wet meadows, and wetlands. Boundaries between jurisdictional waters and uplands are determined in a variety of ways depending on which type of water is present. Methods for delineating wetlands and non- tidal waters are described below.

- Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" [33 CFR §328.3(b)]. Presently, to qualify as a wetland, the feature must exhibit three wetland criteria: hydrophytic vegetation, hydric soils, and wetland hydrology existing under the "normal circumstances" for the site.

- The lateral extent of non-tidal waters is determined by delineating the ordinary high- water mark [33 CFR §328.4(c)(1)]. The ordinary high-water mark is defined by USACE as "that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate

means that consider the characteristics of the surrounding areas" [33 CFR §328.3(e)].

3.2.5 Rivers and Harbors Act of 1899

The purpose of Section 408 under the Rivers and Harbors Act of 1899 (RHA) is to ensure the proposed alterations to federally authorized civil works do not compromise integrity or public safety. Section 408 of the RHA prohibits alterations to a USACE Civil Works project, such as levees, dams, or navigational channels, without a permit from USACE.

3.3 State

3.3.1 State of California Endangered Species Act (CESA)

California's Endangered Species Act (CESA) defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that is in danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." The State defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an Endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985, is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the Federal Endangered Species Act (FESA), CESA does not list invertebrate species.

Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the CESA, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

State-Designated Special-Status Species

Some mammals and birds are protected by the state as Fully Protected (FP) Mammals or Fully Protected Birds, as described in the California Fish and Game Code, Sections 4700 and 3511, respectively. California Species of Special Concern (SSC) are species designated as vulnerable

to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB) project. Informally listed taxa are not protected but warrant consideration in the preparation of biotic assessments. For some species, the CNDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest sites.

For this report the following acronyms are used for State special-status species:

- **SE**: State-listed as Endangered
- **ST**: State-listed as Threatened
- **SCE**: State candidate for listing as Endangered
- **SCT**: State candidate for listing as Threatened
- **FP**: State Fully Protected
- **SSC**: Species of Special Concern

California Rare Plant Rank

The CNPS is a private plant conservation organization dedicated to the monitoring and protection of special-status species in California. The California Native Plant Society's *California Native Plant Society's Inventory of Rare and Endangered Plants of California* separates plants of interest into five categories. CNPS has compiled an inventory comprised of the information focusing on geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. The list serves as the candidate list for listing as threatened and endangered by CDFW.

3.3.2 California Environmental Quality Act (CEQA)

Shortly after the United States federal government passed the National Environmental Policy Act (NEPA), the California Environmental Quality Act (CEQA) was passed in 1970 to institute a statewide policy of environmental protection. CEQA does not directly regulate land uses, but instead requires state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts. CEQA makes environmental protection a mandatory part of every California state and local agency's decision-making process.

CEQA Thresholds of Significance

Environmental impacts relative to biological resources are assessed using impact significance threshold criteria, which reflect the policy statement contained in CEQA, Section 21001(c) of the California Public Resources Code. Accordingly, the State Legislature has established it to be the policy of the State of California to:

> *"Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities..."*

Determining whether a project may have a significant effect, or impact, plays a critical role in

the CEQA process. According to CEQA, Section 15064.7 (Thresholds of Significance), each public agency is encouraged to develop and adopt (by ordinance, resolution, rule, or regulation) thresholds of significance that the agency uses in the determination of the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant. In the development of thresholds of significance for impacts to biological resources CEQA provides guidance primarily in Section 15065, Mandatory Findings of Significance, and the CEQA Guidelines, Attachment G, Environmental Checklist Form. Section 15065(a) states that a project may have a significant effect where:

> *"The project has the potential to: substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, ..."*

Therefore, for the purpose of this analysis, impacts to biological resources are considered potentially significant (before considering offsetting mitigation measures) if one or more of the following criteria discussed below would result from implementation of the proposed Project.

Criteria for Determining Significance Pursuant to CEQA

Attachment G of the 1998 State CEQA guidelines indicate that a project may be deemed to have a significant effect on the environment if the project is likely to:

> ***a)*** *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.*
>
> ***b)*** *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.*
>
> ***c)*** *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*
>
> ***d)*** *Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.*
>
> ***e)*** *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

CEQA Guidelines Section 15380

The CEQA requires evaluation of a project's impacts on biological resources and provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts. Sections 5.1.1 and 5.2.2 below set forth these thresholds and guidelines. Furthermore, pursuant to the CEQA Guidelines Section 15380, CEQA provides protection for non-listed species that could potentially meet the criteria for state listing. For plants, CDFW assigns California Rare Plant Ranks (CRPR) to species categorized as List 1A, 1B, or 2 of the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants in California* may meet the criteria for listing and should be considered under CEQA. CDFW also recommends protection of plants, which are regionally important, such as locally rare species, disjunctive populations of more common plants, or plants on the CNPS Lists 3 or 4.

3.3.3 California Fish & Game Codes 3500 Series

California Fish & Game Codes 3500, 3503, 3503.5, 3505, 3511 and 3513 are State regulations that cover resident and non-resident game birds, protected bird nests, protected raptor nests, egrets, ospreys, Fully Protected bird species, and take considerations for Migratory Bird Treaty Act birds.

- **Code 3500:** "(a) Resident game birds are as follows:

(1) Doves of the genus Streptopelia, including, but not limited to, spotted, ringed turtledoves, and Eurasian collared-doves.

(2) California quail and varieties thereof.

(3) Gambel's or desert quail.

(4) Mountain quail and varieties thereof.

(5) Sooty or blue grouse and varieties thereof.

(6) Ruffed grouse.

(7) Sage hens or sage grouse.

(8) Hungarian partridges.

(9) Red-legged partridges including the chukar and other varieties.

(10) Ring-necked pheasants and varieties thereof.

(11) Wild turkeys of the order Galliformes.

(b) Migratory game birds are as follows:

(1) Ducks and geese.

(2) Coots and gallinules.

(3) Jacksnipe.

(4) Western mourning doves.

(5) White-winged doves.

(6) Band-tailed pigeons

(c) Reference in this code to "game birds" means both resident and migratory game birds."

- **Code 3503:** "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."
- **Code 3503.5:** "It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."
- **Code 3511:** "(a) (1) Except as provided in Section 2081.7 or 2835, fully protected birds or parts thereof may not be taken or possessed at any time. No provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected bird, and no permits or licenses heretofore issued shall have any force or effect for that purpose. However, the department may authorize the taking of those species for necessary scientific research, including efforts to recover fully protected, threatened, or endangered species, and may authorize the live capture and relocation of those species pursuant to a permit for the protection of livestock. Prior to authorizing the take of any of those species, the department shall make an effort to notify all affected and interested parties to solicit information and comments on the proposed authorization. The notification shall be published in the California Regulatory Notice Register and be made available to each person who has notified the department, in writing, of his or her interest in fully protected species and who has provided an e-mail address, if available, or postal address to the department. Affected and interested parties shall have 30 days after notification is published in the California Regulatory Notice Register to provide any relevant information and comments on the proposed authorization.

  (2) As used in this subdivision, "scientific research" does not include any actions taken as part of specified mitigation for a project, as defined in Section 21065 of the Public Resources Code.

  (3) Legally imported fully protected birds or parts thereof may be possessed under a permit issued by the department.

  (b) The following are fully protected birds:

  (1) American peregrine falcon (*Falco peregrinus anatum*).

  (2) Brown pelican (*Pelican occidentalis*).

  (3) California black rail (*Laterallus jamaicensis coturniculus*).

  (4) California Ridgway's rail (*Rallus longirostris obsoletus*).

(5) California condor (*Gymnogyps californianus*).

(6) California least tern (*Sterna albifrons browni*).

(7) Golden eagle (*Aquila chrysaetos*).

(8) Greater sandhill crane (*Grus Canadensis tabida*).

(9) Light-footed Ridgway's rail (*Rallus longirostris levipes*).

(10) Southern bald eagle (*Haliaeetus leucocephalus leucocephalus*).

(11) Trumpeter swan (*Cygnus buccinator*).

(12) White-tailed kite (*Elanus leucurus*).

(13) Yuma Ridgway's rail (*Rallus longirostris yumanensis*).

- **Code 3513: "**It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act."

3.3.4 Native Plant Protection Act

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the California Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations, emergencies, and/or with proper notification to the CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.

3.3.5 California Lake and Streambed Alteration Program

Sections 1600 through 1616 of the CFG Code require that a Lake and Streambed Alteration Program Notification Package be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW reviews the proposed actions and, if necessary, submits to the applicant a proposal for measures to protect affected fish and wildlife resources. The final proposal on which CDFW and the applicant agree is the Lake and Streambed Alteration Agreement. Often, projects that require a Lake and Streambed Alteration Agreement also require a permit from the Corps under Section 404 of the CWA. In these instances, the conditions of the Section 404 permit and the Lake and Streambed Alteration Agreement may overlap.

3.3.6 RWQCB Jurisdictional Waters

RWQCB is the regional agency responsible for protecting water quality in California. The jurisdiction of this agency includes Waters of the State as mandated by the federal CWA Section 401. When CWA

Section 404 jurisdiction is not present for isolated water, the RWQCB may assert jurisdiction via the California Porter-Cologne Water Quality Control Act. Waters of the State are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state". The Porter-Cologne Water Quality Control Act provides a regulatory framework to provide comprehensive protections for surface and groundwater within the State of California. Waters subject to jurisdiction under the Porter-Cologne Water Quality Control Act require that any discharge that may negatively impact or otherwise affect a Water of the State must coordinate with RWQCB. During coordination, RWQCB may require implementation of mitigation measures or other requirements to protect overall water quality.

3.4 Local

3.4.1 Pomona General Plan Conservation Component

The purpose of the Conservation Component is to provide direction regarding the conservation, development and utilization of natural resources. This Plan was developed to meet the requirements of the California Government Code Section 65302(d) which requires that a General Plan include:

"*A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations.*

The conservation element may also cover: (1) the reclamation of land and waters; (2) prevention and control of the pollution of streams and other waters; (3) regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan; (4) prevention, control, and correction of the erosion of soils, beaches, and shores; (5) protection of watersheds; (6) the location, quantity and quality of the rock, sand and gravel resources; and (7) flood control."

3.4.1.2 Stormwater Pollution Control

Local stormwater pollution control measures are implemented pursuant to the Clean Water Act (CWA), Federal Water Quality Control Act and National Pollutant Discharge Elimination System (NPDES). The Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as part of the Los Angeles Regional Water Quality Control Board's Municipal Stormwater Program. The SUSMP addresses stormwater pollution from certain types of new development and redevelopment. The SUSMP specifies the minimum required BMPs that must be used for a designated project. Additional BMPs may be required on certain targeted categories of projects based on these regulations at the discretion of the City of Pomona. Applicable project applicants are required to incorporate appropriate SUSMP requirements into their development plans.

The City requires that a Stormwater Pollution Prevention Plan (SWPPP) and Monitoring Program Plan be completed for industries that require a NPDES General Industrial Activities Storm Water Permit and for any construction activity in the City requiring a NPDES construction permit. SWPPPs are operator/owner prepared plans that identify BMPs for implementation and monitor the effectiveness of the BMPs. The SWPPP identifies the source control and/or treatment control practices (BMPs) that would significantly

reduce, avoid or mitigate runoff pollutants to the "maximum extent practicable." The Community Plan includes the following applicable measures as they relate to the protection of water resources within the region:

Planning Consideration: The potential environmental impacts of stormwater runoff are a significant concern to Pomona residents. Stormwater runoff can carry pollutants into the watershed, negatively affecting local and regional water quality. Maintenance and improvement of the City's stormwater system to reduce potential impacts to water quality should be a priority.

Goal	**CON-8**	Proper conveyance and treatment of stormwater and implementation of techniques to reduce pollutants consistent with Federal, State and regional regulations and standards.
Policies	CON-8.1	Ensure existing drainage facilities are properly maintained.
	CON-8.2	Ensure all new development and redevelopment projects comply with Federal, State, regional and City regulations and ordinances related to stormwater.
	CON-8.3	Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.

3.4.1.3 City of Pomona Oak Tree Preservation

The City of Pomona's Oak Tree Preservation Ordinance (Section .5809-23 of the Municipal Code) mandates the protection of all healthy mature oak trees on both public and private property. This includes oak trees designated as "specimen trees" under City Council Resolutions No. 62-65 and No. 73-68, as well as any oak trees outside designated Historic Districts and Historic Landmarks that have not been classified as specimen trees and have a trunk diameter greater than eight inches, measured 4.5 feet above the ground (DBH). To address potential impacts on oak trees, Major and Minor Oak Tree Permits must be obtained (Major for removal or relocation, Minor for trimming). Mitigation is required for any oak trees with a DBH greater than eight inches, following the Pomona Tree Preservation Guidelines. Additionally, the City has three designated Historic Districts. Section .5809-13 of the zoning code outlines requirements for these areas, including the necessity of applying for and obtaining a Certificate of Appropriateness before removing any tree larger than 10 inches in diameter or 38 inches in circumference for multi-trunk trees.

The Project does not fall within any of the designated Historic Districts. Furthermore, all oak trees requiring trimming or removal within the Project site fall within Los Angeles County Flood Control District (LACFCD) or on City-owned property, which are exempt from the requirements of the Oak Tree Preservation Ordinance, as stated in Section .5809-23(E).

3.4.2 Los Angeles County – Significant Ecological Areas (SEAs)

Through the County of Los Angeles' General Plan, 61 SEAs were established to protect a wide variety of biological communities within the County. If a project falls within a County SEA, a conditional use permit is required for development in order to protect resources contained in SEAs from incompatible development. The County CEQA Thresholds Guide also states that a biological constraints analysis is required to describe in "a general manner the extent, location, and sensitivities of ecological resources found within an SEA".

The Project does not fall within any SEAs.

4.0 RESULTS

4.1 Environmental Setting

The proposed approximately 3.5-mile-long Project is located in the City of Pomona, Los Angeles County, California (Attachment A, Figure 1). The Project is situated along the San Jose Creek channel, which is a concrete-lined canal, and runs through a completely urbanized portion of Pomona. The Project site originates at the southern entrance to the California State Polytechnic University at Temple Avenue and terminates at the intersection of Interstate-10 and Murchinson Avenue.

Project implementation will result in approximately 5.44 acres of permanent impacts from installing new asphalt pavement and/or concrete sidewalks along the length of the project, removing existing fence lines, installing road ramps and other upgrades to associated public streets, planting of landscaped trees and shrubs, and drainage system improvements at the SR-71 undercrossing. Approximately 600 square feet (sq ft) of temporary impacts would occur from the placement of a dry dock within the concrete channel immediately east of SR-71 to allow for the construction of an inlet to the channel that would prevent ponding conditions in the SR-71 underpass. Additionally, several coast live oak (*Quercus agrifolia*) trees were observed within the Project limits or have canopies/drip lines that fall within the project limits (Attachment A, Figure 7). Two of these oaks will be removed and several others will be trimmed or otherwise impacted as a result of the project. The Project falls almost entirely within the existing dirt access roads along the canal. Primary access will be via the following existing cross streets to the canal: W Temple Avenue, Kellogg Drive, Ridgeway Street, Fairplex Drive, Glen Avenue, N Dudley Street, Weber Street, and Murchison Avenue.

The proposed Project is situated within a mostly developed area of the City. The Project is largely surrounded to the north and south by residential and commercial developments, with the exception of agricultural land associated with California State Polytechnical University situated north of the Project on the western end. There is also one middle school, one elementary school, and two parks that occur within the immediate surrounding area of the Project. There is no direct connectivity from the Project limits to any open, natural space. The Project area consists entirely of disturbed habitat or urban/developed land with the majority of the vegetation consisting of landscaped/ornamentals or ruderal non-natives associated with disturbed areas. The Project does not fall within any SEAs.

4.2 Soils and Hydrologic Features

Two soil series mapped by USDA (2011) occur within the Project limits: Urban land, frequently flooded, 0 to 5 percent slopes (99%), and Urban land- Palmview- Tujunga complex, slopes 0 to 5 percent slopes (1%);

The Project area is located along the north and south sides of the San Jose Creek channel, situated on flat ground and further surrounded by flat, developed land. Several non-jurisdictional concrete stormwater run-off channels occur within the project footprint and flow into the canal. While San Jose Creek is considered a jurisdictional feature, no impacts are proposed to the channel.

Elevations within the Project limits range from approximately 693 feet above mean sea level (amsl) at the western end of the project to 857 feet amsl at the eastern end.

4.3 Vegetation Communities/Land Use Cover Types

A total of three vegetation communities/land use cover types were described and mapped within the Survey Area. The geographical distribution of these communities within the Project limits and Survey Area are depicted on Figure 3. Permanent and temporary impacts are proposed within the Project limits. Vegetation communities/land use cover types and associated acreages are as follows:

Table 2. Vegetation Communities

Vegetation Community (Holland Code)	**Project Limits**		**Survey Area** (Project limits plus 100-foot Survey Buffer; acres)
	Permanent Impacts (acres)	**Temporary Impacts** (sq ft)	
Disturbed (11300)	4.41	0	18.13
Urban/Developed (12000)	1.03	0	57.47
Non-vegetated Floodplain or Channel	0	600	11.60
TOTAL	**5.44 acres**	**600 sq ft**	**87.21 acres**

Each vegetation community/land use cover type is described in the following sub-sections. A map showing the location and extent of vegetation communities is provided in Figure 6. Representative photographs of each vegetation community within the Project limits are provided in Attachment B.

4.3.1 Disturbed (Holland Code 11300)

Disturbed habitat consists of low-growing, ruderal vegetation or bare ground associated with urban development and anthropogenic disturbance. These areas are regularly maintained and/or disturbed, limiting vegetative growth, particularly native species. Onsite, vegetation within this community is heavily dominated by nonnative species such as compact brome (*Bromus madritensis*), smilo grass (*Stipa*

miliacea var. *miliacea*), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Some ruderal native species often associated with disturbed areas, including horseweed (*Erigeron bonariensis*) and telegraph weed (*Heterotheca grandiflora*), also occur within this community. This land cover was mainly associated with the existing dirt access roads running along the north and south sides of the canal.

4.3.2 Urban/Developed (Holland Code 12000)

Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. This vegetation community typically includes unvegetated or landscaped areas with a variety of ornamental (usually non-native) plants (Oberbauer 2008). Within the Project limits and survey buffer, this vegetation community included existing paved roads and sidewalks, residential and commercial developments, and associated landscaped/ornamental plantings which are nearly or entirely devoid of native vegetation and show significant evidence of intentional, human caused conversion of previously existing natural habitats into development. Landscaped/ornamental vegetation provides a buffer between South Campus Drive and the western portion of the project site and is dominated by planted and maintained California sycamore (*Plantanus racemosa*), coastal wattle (*Acacia cyclops*), Fremont cottonwood (*Populus fremontii*), Siberian elm (*Ulmus parvifolia*), and African fountain grass (*Pennisetum setaceum*). Other areas of landscape/ornamental vegetation occur in private residences, which buffer the majority of the southern canal road and parts of the northern canal road. Species dominating in these areas include Brazilian peppertree (*Schinus terebinthifolia*), blue gum (*Eucalyptus globulus*), cape honeysuckle (*Tecoma capensis*), and great bougainvillea (*Bougainvillea spectabilis*).

4.3.3 Non-vegetated Floodplain or Channel

Non-vegetated floodplain or channel occurs on site as the San Jose Creek (also known as Thompson Wash), which is channelized with concrete embankments within the Survey Area. The Project runs along the north and south sides of the canal, and no permanent impacts to the canal are anticipated. Approximately 600 square feet (sq ft) of temporary impacts would occur from the placement of a dry dock within the concrete channel immediately east of SR-71 to allow for the construction of an inlet to the channel that would prevent ponding conditions in the SR-71 underpass. During the time of the biological reconnaissance survey, no measurable water flow was observed in the canal. Some sections of the canal were observed ponded with water up to a few inches with these areas supporting algae growth. Only one section at the far east end of the canal within the Survey Area was observed to have any vegetation growth. The majority of the canal was dry during the time of the survey, suggesting that water flow is intermittent and likely based off rainfall fed to the canal through roadside drainages.

4.4 Special-Status Species

A total of 11 special-status plant species and 29 special-status wildlife species occurrences were found within a five-mile radius of the Project through the CNDDB, CNPS, and IPaC occurrence record review (Attachment A, Figure 4). The Project does not fall within Critical Habitat for any wildlife or plant species (Attachment A, Figure 5). Special-status species that were evaluated for this Project and associated

PFO of each species are described in Table 3 below. Special-status species that were evaluated for this Project include the following:

Plants

- **Chaparral ragwort** (*Senecio aphanactis*)
- **Intermediate mariposa lily** *Calochortus weedii var. intermedius*
- **Many-stemmed dudleya** (*Dudleya multicaulis*)
- **Mesa horkelia** (*Horkelia cuneata var. puberula*)
- **Nevin's barberry** (*Berberis nevinii*)
- **Rigid fringepod** (*Thysanocarpus rigidus*)
- **Salt spring checkerbloom** (*Sidalcea neomexicana*)
- **San Bernardino aster** (*Symphyotrichum defoliatum*)
- **Sanford's arrowhead** *(Sagittaria sanfordii)*
- **Slender-horned spineflower** (*Dodecahema leptoceras*)
- **White rabbit-tobacco** *(Pseudognaphalium leucocephalum*)

Wildlife

- **American badger** (*Taxidea taxus*)
- **Arroyo chub** (*Gila orcuttii*)
- **Bald eagle** (*Haliaeetus leucocephalus*)
- **Big free-tailed bat** (*Nyctinomops macrotis*)
- **California black rail** (*Laterallus jamaicensis cotumiculus*)
- **California glassy snake** (*Arizona elegans occidentalis*)
- **Coast range newt** (*Taricha torosa*)
- **Coast horned lizard** (*Phrynosoma blainvillii*)
- **Coastal California gnatcatcher** (*Polioptila californica californica*)
- **Coastal whiptail** (*Aspidoscelis tigris stejnegeri*)
- **Crotch bumblebee** (*Bombus crotchii*)
- **Golden eagle** (*Aquila chrysaetos*)
- **Least Bell's vireo** (*Vireo bellii bellii*)
- **Merlin** (*Falco columbarius*)
- **Monarch butterfly** (*Danaus plexippus*)
- **Pallid bat** (*Antrozous pallidus*)
- **Pocketed free-tailed bat** (*Nyctinomops femorosaccus*)
- **Red-diamond rattlesnake** (*Crotalus ruber*)
- **Santa Ana sucker** (*Catostomus santaanae*)
- **Southern California legless lizard** (*Anniella stebbinsi*)
- **Southern California rufous-crowned sparrow** (*Aimophila ruficeps canescens*)
- **Swaison's hawk** (*Buteo swainsoni*)
- **Tricolored blackbird** (*Agelaius tricolor*)
- **Two-striped gartersnake** (*Thamnophis hammondii*)
- **Western mastiff bat** (*Eumops perotis californicus*)
- **Western pond turtle** (*Actinemys pallida*)
- **Western spadefoot** (*Spea hammondii*)
- **Western yellow bat** (*Lasiurus xanthinus*)
- **Yellow warbler** (*Setophaga petechia brewsteri*)

The CNDDB and/or CNPS also documented California androsace (*Androsace elongata* ssp. *acuta*), Catalina mariposa lily (*Calochortus catalinae*l, Engelmann oak (*Quercus engelmannii*), Plummer's Mariposa Lily (*Calochortus plummerae*), Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*), southern California black walnut (*Juglans californica*), Western spleenwort (*Asplenium vespertinum*), American bumble bee (*Bombus pensylvanicus*), California diplectronan caddisfly (*Diplectrona californica*), western rigid mussel (*Gonidea angulata*), and the white cuckoo bee (*Neolarra alba*). These species are not addressed herein as they do not meet criteria outlined in Section 2 as sensitive species. Additionally, the hoary bat (*Lasiurus cinereus*) was not evaluated as it is not listed as an animal species designated as a Species of Special Concern (SSC) by the CDFW and/or designated as High Priority (H) by the Western Bat Working Group.

4.4.1 Special-Status Plant Species

The literature search resulted in 11 special-status plant species within a five-mile radius of the Project limits. The habitat assessment determined that none of the special-status plant species have any potential to occur within the Project area due to a lack of suitable habitat(s) and microhabitat(s) within the Survey Area. Therefore, a focused rare plant survey was not necessary and impacts to special-status plant species are not anticipated.

Table 2. Special-Status Plant Species Potentially Occurring Within the Project Site

Species Name	Status	Habitat Requirements/ Blooming Period	Potential for Occurrence
chaparral ragwort (*Senecio aphanactis*)	Federal ESA: None State CESA: None CRPR: **2B.2**	Annual herb found in alkaline chaparral, cismontane woodland, and coastal sage scrub habitats. Blooms: Jan-May Elevation: 15-800 m (50-2,625 ft)	**Absent** due to a lack of suitable habitat. In addition, the only CNDDB record within 5 miles is from 1932.
intermediate mariposa lily (*Calochortus weedii var. intermedius*)	Federal ESA: None State CESA: None CRPR: **1B.2**	Perennial bulbiferous herb prefers rocky, calcareous soils. Found in chaparral, coastal scrub and valley and foothill grasslands. Blooms: May-Jul Elevation: 105-855 m (345-2,805 ft)	**Absent** due to a lack of suitable habitat. Furthermore, as a perennial herb, this species likely would have been observed during the survey if present.
many-stemmed dudleya (*Dudleya multicaulis*)	Federal ESA: None State CESA: None CRPR: **1B.2**	Perennial herb found in clay soils in chaparral, coastal scrub and valley and foothill grassland communities. Blooms: Apr-Jul Elevation: 15-790 m (50-2,590 ft)	**Absent** due to a lack of suitable habitat. Furthermore, as a perennial herb, this species likely would have been observed during the survey if present.

mesa horkelia (*Horkelia cuneata var. puberula*)	Federal ESA: None State CESA: None CRPR: **1B.1**	Sparsely hairy, matted perennial forb that occurs in dry, sandy or gravelly areas within coastal chaparral, coastal scrub and cismontane woodlands. Prefers gravelly or sandy habitats. Blooms: Feb-Jul Elevation: 70-810 m (230-2,660 ft)	**Absent** due to a lack of suitable habitat and soils. Furthermore, as a perennial herb, this species likely would have been observed during the survey if present.
Nevin's barberry (*Berberis nevinii*)	Federal ESA: **FE** State CESA: **SE** CRPR: **1B.1**	Perennial, evergreen, holly-leafed, multi-trunked shrub found in chaparral, foothill woodland, washes and coastal sage scrub habitats. Prefers sandy to gravelly soils. Blooms: Mar-Jun Elevation: 70-825 m (230-2,705 ft)	**Absent** due to a lack of suitable habitat and soils. Furthermore, as a perennial shrub, this species would have been observed during the survey if present.
rigid fringepod (*Thysanocarpus rigidus*)	Federal ESA: None State CESA: None CRPR: **1B.2**	An annual herb preferring dry, rocky slopes found within pinyon and juniper woodland. Blooms: Feb-May Elevation: 600-2,200 m (1,970-7,220 ft)	**Absent** due to a lack of suitable habitat. In addition, the only CNDDB record within 5 miles is over 100 years old.
Salt spring checkerbloom (*Sidalcea neomexicana*)	Federal ESA: None State CESA: None CRPR: **2B.2**	A perennial herb preferring playas with alkaline or mesic soils in chaparral, coastal scrub, lower montane coniferous or Mojavean desert scrub communities. Elevation: 0-1390 m (50-5,020 ft) Blooms: Mar-Jun	**Absent** due to a lack of suitable habitat. In addition, the two CNDDB records within 5 miles are over 100 years old. Furthermore, as a perennial herb, this species likely would have been observed during the survey if present.
San Bernardino aster (*Symphyotrichum defoliatum*)	Federal ESA: None State CESA: None CRPR: **1B.2**	A perennial rhizomatous herb Usually found near ditches, streams or springs in cismontane woodland, coastal scrub, lower montane coniferous forest, meadow and seep, marsh and swamp and valley and foothill grassland communities (vernally mesic). Blooms: Jul-Nov	**Absent** due to a lack of suitable habitat. In addition, the two CNDDB records within 5 miles are over 100 years old. Furthermore, as a perennial herb, this species likely would have been observed during the survey if present.

		Elevation: 2-2040 m (5-6,695 ft)	
Sanford's arrowhead (*Sagittaria sanfordii)*	Federal ESA: None State CESA: None CRPR: **1B.2**	A perennial rhizomatous herb endemic to California typically found in shallow freshwater (i.e., marshes and swamps). Blooms: May-Oct Elevation: <650 m (<2,135 ft)	**Absent** due to a lack of suitable habitat. Furthermore, as a perennial herb, this species likely would have been observed during the survey if present.
Slender-horned spineflower (*Dodecahema leptoceras*)	Federal ESA: FE State CESA: SE CRPR: 1B.1	Annual herb found in sandy soil in association with mature alluvial scrub. In the Vail Lake area this species is also associated with gravel soils of Temecula arkose deposits in association with open chamise chaparral. The ideal habitat appears to be a terrace or bench that receives over-bank deposits every 50 to 100 years. Blooms: Apr-Jun Elevation: -200-760 m	**Absent** due to a lack of suitable habitat.
White rabbit-tobacco *(Pseudognaphalium leucocephalum*)	Federal ESA: None State CESA: None CRPR: **2B.2**	Biennial or short-lived perennial herb found in chaparral, cismontane woodland, coastal sage scrub, and riparian woodland habitats, often associated with sandy or gravelly benches, dry stream bottoms and canyon bottoms. Blooms: Jul-Nov Elevation: <2,100 m (<6,890 ft	**Absent** due to a lack of suitable habitat.

Key to Table 2

Federal
FE – Federally Endangered
FC – Federal Candidate

State
SE – State Endangered
ST – State Threatened

CNPS
List 1B – Plants rare, threatened, or endangered in California and elsewhere.

List 2B – Plants rare, threatened, or endangered in California, but more common elsewhere.

California (over 80% occurrences threatened)

Threat Code extension

.1 – Seriously endangered in California (over 80% occurrences threatened)

.2 – Fairly endangered in California (20-80% occurrences threatened)

4.4.2 Special-Status Wildlife Species

The literature search documented 29 special-status wildlife species within a five-mile radius of the Project limits. This total includes two fish, seven reptilian, two amphibian, two insect, ten avian, and six mammalian species. Seven of these species were found to have a low to moderate potential for occurrence. Pallid bat and pocketed free-tailed bat were determined to have low potential for occurrence due to the presence of bridges and buildings within the Survey Area, providing marginally suitable roosting habitat. Monarch butterfly has a low potential to forage on flowering plants within and adjacent to the Survey Area, but the Survey Area lacks breeding host plants and is outside the known overwintering roost sites for this species. Crotch's bumblebee has a low potential to occur due to the presence of some flowering non-natives associated with disturbed habitat and landscaped/ornamental areas, which provide marginally suitable nectar sources for this species. Southern California legless lizard was determined to have moderate potential for occurrence due to the presence of suitable suburban gardens within the Survey Buffer. Western yellow bat has a moderate potential to occur due to the presence of palm trees throughout the Survey Area that provide suitable roosting habitat. Lastly, yellow warbler has a moderate potential to occur in the shrubby thickets along portions of the flood control channel. The remaining 22 wildlife species evaluated were determined to be absent (Table 3).

Each of these species, along with their listing statuses, relative abundances, habitat associations, and general locations within the Project area and Survey Buffer, are described in Table 3 below. Wildlife species that were presumed absent, as described in Table 3 are not discussed further in this report. There were no narrow endemic, federal or state-listed wildlife species observed within the Survey Area.

Table 3. Special-Status Wildlife Species Potentially Occurring Within the Project Site

Species Name	Status	Habitat Requirements	Potential for Occurrence
American badger (*Taxidea taxus*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Found in a variety of open habitats including grasslands, alluvial fans, scrubs, fallow agricultural lands, and deserts where rodent prey is ample in flat terrain to moderate slopes.	**Absent** due to a lack of suitable open habitats including grasslands, alluvial fans, alluvial scrub, agricultural land, and deserts.
arroyo chub (*Gila orcuttii*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Found in small, cool, shallow, permanent streams in water ranging in depth from a few centimeters to a meter or more. Preferred substrates are generally coarse and consist of gravel, rubble, and boulders with growths of filamentous algae, but occasionally they are found on sand/mud substrates.	**Absent** due to a lack of suitable aquatic habitat.

bald eagle (*Haliaeetus leucocephalus*)	Federal ESA: Delisted State CESA: None Other: **USFWS-Non-BCC – Vulnerable** **CDFW- FP**	Occurs primarily at or near seacoasts, rivers, swamps, and large lakes within such areas with an adequate food base, perching areas, and nesting sites.	**Absent** due to a lack of suitable nesting and foraging habitat.
big free-tailed bat (*Nyctinomops macrotis*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Occurs in a variety of habitat types, including coastal sage scrub, pine-oak woodlands, and rocky canyon lands. Forages on a variety of insects in flight.	**Absent** due to a lack of suitable roosting habitat including rock crevices and caves.
California black rail (*Laterallus jamaicensis cotumiculus*)	Federal ESA: None State CESA: **ST** Other: **USFWS-BCC** **CDFW-FP**	Occurs in fresh, brackish and pickleweed-dominated salt marshes along the California coast, along the lower Colorado River and around the Salton Sea.	**Absent** due to a lack of suitable salt marsh habitat.
California glossy snake (*Arizona elegans occidentalis*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	This nocturnal species inhabits a variety of grassland, sage scrub, dry wash and chaparral habitats from sea level to over 7,000 feet in elevation. Tends to prefer sandy, loose soils. It remains in its burrow by day.	**Absent** due to a lack of suitable grassland, sage scrub, dry wash, and chaparral habitats with sandy, loose soils.
coast range newt (*Taricha torosa*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Found in chaparral, oak woodland, and grassland habitats no further than one to two miles from a water source that is required for breeding, egg-laying, and larval development. Breeding occurs in ponds, reservoirs, and pools of low gradient streams.	**Absent** due to a lack of suitable chaparral, oak woodland, and grassland habitats with nearby aquatic breeding habitats.
coastal California gnatcatcher (*Polioptila californica californica*)	Federal ESA: **FT** State CESA: None Other: **CDFW-SSC**	This resident southern California species is strongly associated with coastal sage scrub communities but will also utilize other habitats where coastal sage scrub species forms some component. It prefers a gap rate of about 25% between mature shrubs from three to five feet tall.	**Absent** due to a lack of suitable habitat.
coast horned lizard (*Phrynosoma blainvillii*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Inhabits open areas of sandy soil and low vegetation in valleys, foothills and semiarid mountains. Found in grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil. Often found in lowlands along sandy washes with scattered shrubs and along dirt roads. Often associated with the presence of native harvester ants.	**Absent** due to a lack of suitable habitat with sandy soils and low vegetation.

coastal whiptail (*Aspidoscelis tigris stejnegeri*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Prefers open scrub, chaparral, and woodland habitats with open areas for basking and native ants as a prey base.	**Absent** due to a lack of suitable scrub, chaparral, and woodland habitats.
Crotch bumble bee (*Bombus crotchii*)	Federal ESA: None State CESA: **CE** Other: None	Inhabits open grassland and scrub habitats. Food plants include *Asclepias, Chaenactis, Lupinus, Medicago, Phacelia and Salvia.* Nests are often located underground in abandoned rodent nests, or above ground in tufts of grass, old bird nests, rock piles, or cavities in dead trees.	**Low potential** to occur due to the presence of some flowering non-natives associated with disturbed habitat and landscaped/ ornamental areas. However, the lack of suitable undisturbed soils and rodent burrows for ground nesting, a lack of various natives flowering over differing times of the year, an overall lack of flowering plant density within the Survey Area, and a lack of direct connectivity to native habitats preferred by this species provides low-quality habitat for this species.
golden eagle (*Aquila chrysaetos*)	Federal ESA: None State CESA: None Other: **USFWS-Non-BCC - Vulnerable** **CDFW-FP**	In southern California, occupies grasslands, brushlands, deserts, oak savannas, open coniferous forests, and montane valleys. Typically nests on rock outcrops and ledges.	**Absent** due to a lack of suitable grassland, brushland, desert, oak savannas, open coniferous forest, and montane valley habitats.
least Bell's vireo (*Vireo bellii pusillus*)	Federal ESA: **FE** State CESA: **SE** Other: None	Occupies riverine riparian habitats that typically feature dense cover within 1-2 meters of the ground and a dense, stratified canopy. It inhabits low, dense riparian growth along water or along dry parts of intermittent streams. Primarily associated with willows and mule fat.	**Absent** due to a lack of suitable riparian habitat.
merlin (*Falco columbarius*)	Federal ESA: None State CESA: None Other: **CDFW-WL**	Open conifer woodland, prairie groves; in migration, also foothills, marshes, open country. Generally, breeds in semi-open terrain having	**Absent** due to a lack of suitable conifer woodland, prairie, marsh, and open

		trees for nest sites and open areas for hunting. Habitat varies from coniferous forest in north and on northwest coast to isolated deciduous groves and suburban yards on prairies. May winter in more open areas, such as grasslands, coastal marshes.	country habitats.
monarch butterfly (*Danaus plexippus*; California overwintering population)	Federal ESA: **Candidate** State CESA: None Other: None	At overwintering sites, monarchs require high humidity, fresh water, and an absence of freezing temperatures or high winds. They are found at sites consisting of roost trees, in which monarchs cluster, surrounded by a larger grove or windrow of trees. Trees most commonly used for roosting include Monterey pine, Monterey cypress blue gum eucalyptus, red gum eucalyptus, western sycamore, and coast live oak. This species is still observed passing through many habitat types of the region, including both urban and natural lands on the coastal strand.	**Low potential** to occur due to the lack of host plant (milkweed) identified in the project area. The project area is not within a known overwintering site. However, flowering plants within and adjacent to the project site may provide marginally suitable foraging habitat for this species.
pallid bat (*Antrozous pallidus*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Forages within a number of habitat types, frequently by pursuing insects while walking on the ground. Most commonly associated with arid open scrub or grassland and gentle terrain with scattered rocky outcrops. Can also be found in higher elevation coniferous forests on steep terrain. Often occurs on oak- and sycamore-lined flood plain terraces at low elevations in the inland valleys. Uses some agricultural areas for foraging. Roosts in man-made structures, rock and sandstone crevices and caves, under tree bark, and in rodent burrows or crevices in the ground.	**Low potential** to occur due to the presence of marginally suitable bridges for roosting within the project area. However, the only CNDDB record within 5 miles is from 1951.
pocketed free-tailed bat (*Nyctinomops femorosaccus*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Colonial species that roosts primarily in crevices in steep rugged cliffs, high rocky outcrops and slopes; it is readily found in abandoned quarries. May also roost in buildings, caves, and under roof tiles. It has been found in a wide variety of plant associations, including riparian, oak woodland, coniferous forest, open meadow and	**Low potential** to occur due to the presence of marginally suitable bridges and buildings for roosting within the project area. However, the only CNDDB record within

		grassland, and coastal and desert scrublands, including over scrubby ridges, reservoirs, ponds, wetlands, and artificial lights.	5 miles is from 1985.
red-diamond rattlesnake (*Crotalus ruber*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Inhabits arid scrub, coastal chaparral, oak and pine woodlands, rocky grassland, cultivated areas. On the desert slopes of the mountains, it ranges into rocky desert flats.	**Absent** due to a lack of suitable scrub, chaparral, woodland, rocky grassland, and cultivated habitats.
Santa Ana sucker (*Catostomus santaanae*)	Federal ESA: **FT** State CESA: None Other: None	Small, cool, shallow, permanent streams in water ranging in depth from a few centimeters to a meter or more (Smith 1966). Preferred substrates are generally coarse and consist of gravel, rubble, and boulders with growths of filamentous algae (Smith 1966; Moyle 1976a), but occasionally they are found on sand/mud substrates (Moyle et al. 1995).	**Absent** due to a lack of suitable aquatic habitat.
southern California legless lizard (*Anniella stebbinsi*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Occurs in moist, loose soils with some plant cover in coastal sand dunes, suburban gardens, chaparral, pine-oak woodlands, stream terraces with sycamores, cottonwoods, or oaks, oak woodlands, Joshua/juniper woodland, mixed conifer forest, desert scrub, sandy washes, and alluvial fans.	**Moderate potential** due to the presence of marginally suitable habitat within suburban gardens in the Project site and adjacent areas. There are multiple CNDDB records within 5 miles of the Project site.
southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)	Federal ESA: None State CESA: None Other: **CDFW-WL**	Found in coastal lowlands and foothills in sage scrub, open or burned chaparral, and grassland with scattered shrubs. Typical habitat is fairly steep south-facing slopes with about 50% cover of low shrubs. Sage scrub on gentle rolling hillsides is even more favorable but now greatly reduced and fragmented.	**Absent** due to a lack of suitable sage scrub, grassland, and chaparral habitats.
Swainson's hawk (*Buteo swainsoni*)	Federal ESA: None State CESA: **ST** Other: **USFWS-BCC**	Prefers open habitats including plains, dry grasslands, agricultural fields, and ranchlands with nearby stands of trees for nesting sites.	**Absent** due to a lack of suitable plains, grasslands, agricultural, and ranchland habitats.

tricolored blackbird (*Agelaius tricolor*)	Federal ESA: None State CESA: **ST** Other: **USFWS-BCC** **CDFW-SSC**	Nests in colonies and prefers freshwater marshes dominated by cattails or bulrushes and occasionally in willows, blackberries, thistles and nettles. Breeding habitat now includes diverse upland and agricultural areas. Small breeding colonies in southern California occur at lakes, reservoirs, and parks surrounded by urban development. Adults from such colonies may forage in nearby undeveloped uplands.	**Absent** due to a lack of suitable nesting habitat consisting of freshwater marshes, lakes, and reservoirs.
two-striped gartersnake (*Thamnophis hammondii*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Generally found around pools, creeks, cattle tanks, and other water sources, often in rocky areas, in oak woodland, chaparral, brushland, and coniferous forest.	**Absent** due to a lack of suitable aquatic habitats as well as a lack of chaparral, brushland, and coniferous forest habitats.
western mastiff bat (*Eumops perotis californicus*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban. Roosts in crevices in cliff faces, high buildings, trees, and tunnels. When roosting in rock crevices, it needs vertical faces to drop off to take flight. Nursery roosts described as tight rock crevices at least 35 inches deep and two inches wide, or crevices in buildings. Suitable habitat consists of extensive open areas with abundant roost locations provided by crevices in rock outcrops and buildings. Is known to forage over 25 miles away from its roost site (Zeiner et al 1988).	**Absent** due to a lack of suitable open habitat for foraging and a lack of cliff faces, high buildings, and tunnels for roosting. In addition, the three CNDDB records within 5 miles of the Project site are over 50 years old.
western pond turtle (*Actinemys pallida*)	Federal ESA: None State CESA: None Other: **CDFW- SSC**	Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater. Estivates during summer droughts by burying itself in mud.	**Absent** due to a lack of suitable aquatic habitat.

western spadefoot (*Spea hammondii*)	Federal ESA: None State CESA: None Other: **CDFW-SSC**	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Breeding sites include vernal pools and other temporary rain pools, cattle tanks, and occasionally in pools of intermittent streams. Typically, the pools are turbid with little or no cover.	**Absent** due to a lack of suitable aquatic habitat for breeding with adjacent upland habitats for aestivation.
western yellow bat (*Lasiurus xanthinus*)	Federal: None State: None Other: **CDFW-SSC**	Forages over water and among trees in coastal, foothill, and desert riparian areas, and in suburban neighborhoods. Roosts are commonly in palm trees, and occasionally in cottonwood trees or yuccas, often near surface water in open grassy areas or scrub habitat.	**Moderate potential** due to the presence of suitable palm trees for roosting and suburban areas for foraging. However, there is only one CNDDB record within 5 miles and it is from 1985.
yellow warbler (*Setophaga petechia brewsteri*)	Federal ESA: None State CESA: None Other: **USFWS-BCC** **CDFW-SSC**	Breeds in shrubby thickets and woods, particularly along watercourses and in wetlands.	**Moderate potential** due to the presence of shrubby thickets along portions of the flood control channel. There are two recent CNDDB records within 5 miles of the Project site.

Key to Table 3

Federal
FE – Federally Endangered
FT – Federally Threatened
USFWS BCC – Bird of Conservation Concern

State
SE – State Endangered
ST – State Threatened
CE – Candidate Endangered

CDFW
SSC – California Species of Special Concern
FP – California Fully-Protected Species
WL – California Watch List

4.5 Special-Status Vegetation Communities

A total of five CDFW special-status vegetation community (natural communities) occurrences were found within a five-mile radius of the Project limits through the CNDDB review (Figure 4). These include the following:

Vegetation Communities

- California Walnut Woodland
- Riversidian Alluvial Fan Sage Scrub
- Southern Coast Live Oak Riparian Forest
- Southern Sycamore Alder Riparian Woodland
- Walnut Forest

None of the five special-status vegetation communities were documented within the Survey Buffer: Furthermore, the Project limits and Survey Buffer are entirely surrounded by developed or agricultural land with no connectivity to natural communities. All other vegetation communities within the Project Survey Area are not considered to be special-status according to USFWS or CDFW. Therefore, no impacts to state or federally designated special-status vegetation communities would occur.

4.6 Riparian Resources and Jurisdictional Resources

The literature review identified potential jurisdictional resources within the Survey Area, but outside of proposed Project permanent impact areas (Attachment A, Figure 3). The Project runs along the San Jose Creek channel, which is a jurisdictional canal considered a non-wetland of the U.S., and also falls within the jurisdiction of CDFW and RWQCB. This channel was historically a natural waterway, but has been anthropogenically altered and channelized. Portions of this flow-way have been undergrounded within the portion of the Survey Area. The on-site biological survey confirmed that the entire span of this feature, adjacent to the Project, is a concrete lined channel, lacking the ecological components to support wetlands or riparian habitat. The Project does not propose any permanent impacts to any jurisdictional features, however, approximately 600 square feet (sq ft) of temporary impacts are proposed within the concrete channel. No additional riparian resources or jurisdictional waterways were documented within the proposed impact areas of the Project, and due to the limited temporary impacts to the canal, impacts to riparian resources would not result from development of the proposed Project.

5.0 PROJECT IMPACTS - THRESHOLDS OF SIGNIFICANCE, DIRECT/INDIRECT IMPACTS & TEMPORARY/ PERMANENT IMPACTS

This section of the report includes a discussion of the potential direct, indirect, and cumulative impacts to onsite special-status biological resources that may result upon the construction and implementation of the Project. Direct impacts include those involving the loss, alteration, and/or disturbance of plant communities, and consequently, the flora and fauna of the affected area. Direct impacts also include the destruction of individual plants and/or wildlife. Direct impacts may adversely affect regional populations of certain species, or result in isolated populations, reducing genetic diversity and range wide population stability: conversely, direct impacts may also have intended or unintended positive effects in some cases.

Indirect impacts include a variety of effects related to areas or habitats that are not directly removed by Project development, such as loss of foraging habitat, increased ambient noise, artificial light, introduced predators (e.g., domestic cats, dogs, and other non-native animals), competition with exotic plants and animals, increased human presence and associated disturbances (e.g., trash, green waste, physical intrusion). Indirect impacts may include long and/or short-term daily activities associated with Project build-out, such as increased traffic, permanent barriers or fences, buildings, exotic seed-bearing ornamental plantings, irrigated landscapes, and human presence, among others. These types of impacts are known as edge effects and over time, may result in some encroachment on native plants by exotic plants, altered behavioral wildlife patterns, reduced wildlife diversity, and decreased wildlife abundance in habitats adjacent to a given project site. Furthermore, as is the case with direct impacts, indirect impacts may also have intended or unintended positive effects for certain species.

The foreseeable potential for significant adverse effects, either directly or indirectly through habitat modification or conversion, on any special-status vegetation community, plant species or wildlife species, or that could occur as a result of the development of this Project is discussed within this section.

5.1 Project Impacts

This section provides definitions and discussion of the various Project-related impacts that are anticipated to occur.

5.1.1 Habitat Impacts

Construction of the proposed Project will result in permanent impacts associated with the construction of a new pedestrian and bikeway along San Jose Creek. Permanent impacts to disturbed habitat and already developed land will result from installing new asphalt pavement and/or concrete sidewalks along the length of the project, removing existing fence lines, installing road ramps and other upgrades to associated public streets. Planting of landscaped trees and shrubs will also occur within disturbed and previously developed areas of the Project site. During construction, approximately 600 square feet (sq ft) of temporary impacts are proposed within the concrete channel for a dry dock installation. No sensitive habitat impacts are anticipated as a result of Project activities. Therefore, no habitat mitigation is required for habitat loss.

Several coast live oak trees will be removed or otherwise impacted through trimming and/or digging within the drip line of the oaks. Since these oak trees occur on LACFCD or City property, they are exempt from the City of Pomona Tree Preservation Ordinance permit requirements and mitigation.

The estimated acreages of proposed impacts resulting from construction are provided in Table 1. These impacts would include permanent impacts to 4.41 acres of Disturbed Habitat and 1.03 acres of Urban/Developed land, and 600 sq ft temporary impacts to non-vegetated floodplain or channel. None of the habitats that would be impacted by the Project are considered sensitive natural communities by CDFW or USFWS.

5.1.2 Species Impacts

Short-term (Temporary) Construction-Related Direct & Indirect Impacts

Absent Mitigation measures recommended in Section 6, potential short-term direct impacts to special-status biological resources may occur as a result of construction of the proposed Project. These impacts could include wildlife entrapment, killed or injured wildlife, and unauthorized grading or vegetation removal. These activities have the potential to occur for any number of reasons, including lack or absence of Project design staking, inadequate or unmaintained demarcation of proposed impacts areas, misinterpretation of Project designs, and human error in operating equipment. Dependent on construction methodology, impacts resulting from wildlife entrapment may occur within Project limits where excavations remain open and un-sealed for extended periods. Wildlife injuries and mortalities have the potential to occur as a result of any of the previously discussed reasons but are also an inherent risk when working in proximity to undisturbed areas during activities such as initial vegetation clearing and ground disturbance.

The Survey Area provides suitable nesting habitat for a variety of native avian species associated with Disturbed Habitat and landscaped/ornamental vegetation associated with Urban/Developed habitat. Suitable nesting habitat for raptor species identified during the survey consisted of moderate to tall

native and ornamental trees surrounding the project vicinity. Landscaped/ornamental vegetation and non-native and/or ruderal vegetation associated with disturbed areas within the Project limits and Survey Buffer also provides suitable habitat for ground nesting birds and those that nest in shrubs or trees, as well as nectaring sources for Crotch's bumblebee or monarch butterfly. Implementation of the proposed Project has the potential to indirectly or directly impact nesting birds if active nests are present within the Project limits and vicinity during construction. The proposed Project also has the potential to directly or indirectly impact Crotch's bumblebee or monarch butterfly through direct take of the species and/or destruction of nectar sources. The Survey Area also includes suitable roosting habitat for several bat species within infrastructure, including freeway overpasses and buildings, as well as ornamental trees, including palms. Impacts to these roosting structures are not anticipated as a result of the Project.

Potential indirect impacts as a result of construction of the proposed Project also include non-stormwater discharges resulting from spills or leaks, attracting predators, stormwater discharges, dust, noise and lighting. Operations and maintenance are a component of the Project, including long-term landscape maintenance and as-needed maintenance of the bikeway. No temporary laydown areas are proposed for the project, though 600 sq ft of temporary impacts to the concrete-lined channel are anticipated. Without implementation of mitigation measures, impacts as a result of the proposed Project could include non-stormwater discharges resulting from spills or leaks and stormwater discharges from sediment laden runoff into adjacent water systems. Without proper implementation of a best management practices and/or a SWPPP there may be a potential for short-term urban discharge. These impacts are considered to be less than significant by implementation of recommended mitigation measures outlined in Section 7 and with implementation of requirements of the Standard Urban Stormwater Mitigation Plan.

Direct impacts to special-status wildlife species and migratory birds may occur as a result of direct impacts to individuals, including individuals, nests or roosts, which may occur during vegetation, soil and debris removal. Absent mitigation, Project-related impacts to special-status species and migratory birds is potentially significant.

Direct, short-term impacts are anticipated to occur to potentially jurisdictional waters during the temporary installation of a dry dock during construction at the inlet to the concrete-lined channel. San Jose Creek is likely subject to regulation by USACE, Los Angeles RWQCB and/or CDFW and therefore temporary impacts may require a 401, 404, 408 and/or 1602 permit. Since only a small area of temporary impacts to the concrete-lined channel is proposed and with the implementation of required permits, substantial adverse direct and indirect impacts are not anticipated to occur.

Long-term (Permanent) Direct Impacts

Direct impacts associated with the long-term development of the Project would be entirely within existing disturbed habitat or previously developed areas. There is no anticipated loss of native habitat, therefore, no mitigation or restoration is required. Since 100 percent of the Project's permanent impacts will be to disturbed habitat or urban/developed areas, long term impacts are not anticipated. Furthermore, the Project is mostly surrounded by urban/developed areas or agricultural land and therefore does not pose a significant impact to the ecological balance of the region

The Project will result in a loss of two oak trees and trimming of several additional oak trees. Since these

oak trees occur on LACFCD or City property, they are exempt from the Pomona Tree Ordinance permit requirements and mitigation. The loss of these individuals is not considered to have significant adverse permanent impacts.

Long-term (Permanent) Indirect Impacts

Potential for impacts to species occupying adjacent urban/developed habitat from increased noise and light associated the proposed permanent structures is not anticipated. Noise and light levels are expected to be consistent with ambient levels that currently exist along the San Jose Creek currently. Considering these factors, it is fair to presume that any native wildlife species occupying adjacent lands have become accustomed to a similar level of anthropogenic disturbance and therefore these impacts are not considered to be significant.

Other long-term indirect impacts as result of the proposed Project could include stormwater discharges from sediment laden runoff into municipal storm drain systems. Without proper stormwater management systems incorporated in the construction design, consistent with state and local requirements, there is a potential for long term urban discharge. The Project construction design includes permanent on-site stormwater management systems and therefore long-term indirect impacts from stormwater discharge are considered less than significant.

5.2 CEQA Thresholds of Significance

This section is divided into sub-sections that include direct and indirect impacts analysis for each threshold under CEQA.

5.2.1 CEQA Threshold Biological Resources- Special-Status Species

a). Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The proposed Project has the potential for indirect and direct impacts to special-status wildlife species detailed in Table 3. The biological resource assessment determined that absent mitigation measures outlined in Section 6 below, there is potential for direct and indirect impacts to special-status wildlife species and their associated habitats.

The biological resource assessment evaluated the Project area and Survey Buffer for sensitive wildlife documented to occur within the vicinity and determined that seven special-status wildlife species have a low to moderate potential to occur (Table 3). Additionally, there is potential for migratory birds to occur within the Project area, which are considered a protected wildlife species.

The biological resource assessment determined that two oak trees, which are considered sensitive under The City of Pomona Oak Tree Preservation Ordinance, occur within the Project limits and will require removal, while several others will require trimming. Since these oak trees occur on LACFCD or City property, the Project is exempt from permit and mitigation requirements. The assessment determined that there is no potential for any other special-status plant species to occur within the Project limits and

Survey Buffer.

Biological Resources Impact 1 – Temporary Indirect Impacts to Special-Status Species and Migratory Birds

Special-Status Plants

The biological resource assessment determined that several oak trees, which are considered sensitive under The City of Pomona Oak Tree Preservation Ordinance, occur within the Survey Area and will require removal and/or trimming, though temporary indirect impacts are not anticipated. The assessment also determined that there is no potential for any other special-status plant species to occur within the Project limits and Survey Buffer, therefore temporary indirect impacts to any special-status plant species are not anticipated as a result of Project implementation.

Special-Status Wildlife

Seven special-status wildlife species were determined to have low to moderate potential to occur within the Project limits and Survey Buffer. Pallid bat and pocketed free-tailed bat were determined to have low potential for occurrence due to the presence of bridges and buildings within the Project limits and Survey Buffer, providing marginally suitable roosting habitat. Monarch butterfly has a low potential to forage on flowering plants within and adjacent to the Project area and Survey Buffer, but the Project area and Survey Buffer lack the breeding host plant and is outside the known overwintering roost sites for this species. Crotch's bumblebee has a low potential to occur due to the presence of flowering non-natives associated with disturbed habitat and landscaped/ornamental areas, which provide moderately suitable nectar sources for this species. Southern California legless lizard was determined to have moderate potential for occurrence due to the presence of suitable suburban gardens within the Survey Buffer. Western yellow bat has a moderate potential to occur due to the presence of palm trees throughout the Project area and Survey Buffer that provide suitable roosting habitat. Lastly, yellow warbler has a moderate potential to occur in the shrubby thickets along portions of the flood control channel. All other special-status species evaluated for the Project are presumed absent. There were no narrow endemic, federal or state-listed wildlife species observed within the Project area and Survey Buffer. No other special-status species were identified as potentially present on the Project site. For the purposes of CEQA, species determined to have low potential or to be absent from the site do not require further study or mitigation.

Temporary indirect impacts to special-status wildlife species and birds protected under the MBTA that were determined to have potential for occurrence within the Study area (Table 3) may occur as a result of increased noise, lighting, construction dust, increased predator pressure, and loss of foraging habitat. Furthermore, several special status wildlife species, known to occur within the region, could occupy areas beyond the Study Area. Therefore, temporary indirect impacts to special-status wildlife species may result in stormwater discharges of sediment laden water to downstream drainages that has the potential to modify and/or degrade downstream special-status wildlife habitat located outside of the Project limits and Study Area. Other potential indirect impacts as a result of Project implementation may also include non-stormwater discharges resulting from spills or leaks that could pollute adjacent habitat. With implementation of Mitigation Measures BIO-1, BIO-2 and BIO-3 discussed in Section 6 and implementation of a Stormwater Pollution Prevention Plan (SWPPP), dust control measures, and best maintenance practices required under the Project's National Pollutant Discharge Elimination System

(NPDES) permit, potential long-term indirect impacts to special-status species listed above would be reduced to less than significant. Therefore, temporary indirect impacts to special-status wildlife species would be less than significant.

Biological Resources Impact 2 – Temporary Direct Impacts to Special-Status Species and Migratory Birds

Special-Status Plants

The biological resource assessment determined that several oak trees, which are considered sensitive under The City of Pomona Oak Tree Preservation Ordinance, will require trimming. Since these oak trees occur on LACFCD or City property, the Project is exempt from permit and mitigation requirements. It is suggested that proper trimming techniques that follow the ANSI A300 standards are followed to ensure temporary direct impacts to these oaks are less than significant. The assessment determined that there is no potential for any other special-status plant species to occur within the Project area and Survey Buffer, therefore temporary direct impacts to additional special-status plant species are not anticipated as a result of Project implementation.

Special-Status Wildlife

Direct impacts to southern California legless lizard, western yellow bat, Crotch's bumblebee, monarch butterfly, yellow warbler, and migratory birds may occur as a result of direct impacts to individuals, nests or roosts, which may occur during vegetation, tree, soil and debris removal or trimming. Absent mitigation measures, Project-related impacts to southern California legless lizard, western yellow bat, Crotch's bumblebee, monarch butterfly, yellow warbler, and migratory birds are potentially significant; however, with implementation of BIO-, BIO-2, and BIO-3 impacts are likely to be less than significant.

Biological Resources Impact 3 – Long-Term Indirect Impacts to Special-Status Species and Habitats

Special-Status Plants

Long-term indirect impacts from removal and/or trimming of oaks within the Survey Area are not anticipated to be significant. Given that the Project area does not contain any additional special-status plant species, Project implementation will not result in the loss of any portion of a special-status plant population, thereby preventing any potential indirect impact to range wide plant populations. Therefore, long-term indirect impacts to special-status plant species are not anticipated.

Special-Status Wildlife

Potential for long-term indirect impacts to species occupying adjacent habitat from increased noise and light associated with Project construction is not anticipated. Once the proposed bike path is constructed, noise and light levels are expected to be consistent with ambient levels that currently exist in the Project area. Considering these factors, it is fair to presume that any native wildlife species, including special-status species, occupying adjacent lands have become accustomed to a similar level of anthropogenic disturbance and therefore these impacts are not considered to be significant.

5.2.2 CEQA Threshold Biological Resources- Sensitive Natural Communities

b). Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

Biological Resources Impact 4 - Temporary Impacts to Sensitive Natural Communities

Section 5.1.2 details temporary and permanent impacts to natural vegetation communities. None of the vegetation communities identified within the Project impact limits are considered sensitive by CDFW or USFWS.

The estimated acreages of proposed impacts resulting from construction are provided in Table 2. No sensitive natural communities occur within the Project limits or the Survey Area, therefore the Project would not result in significant impacts.

Biological Resources Impact 5 - Permanent Impacts to Sensitive Natural Communities

The Project would result in permanent impacts to 4.41 acres of Disturbed Habitat and 1.03 acres of Urban/Developed land. Since no sensitive natural communities occur within the Survey Area, the Project would not result in significant impacts.

Biological Resources Impact 6 - Indirect Impacts to Riparian and Wetland Communities

No riparian or wetland communities occur within the Survey Area, however, there is the potential for indirect impacts to occur to downstream wetlands from sedimentation and/or pollution entering the canal. However, with implementation of the NPDES permit requirements, impacts are considered less than significant.

Biological Resources Impact 7 – Direct Impacts to Riparian and Wetland Communities

No riparian or wetland communities occur within the Survey Area. Therefore, no significant direct impacts are expected to occur.

5.2.3 CEQA Threshold Biological Resources- Jurisdictional Waters and Wetlands

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

A concrete-lined portion of San Jose Creek flows adjacent to the Project's permanent impact areas, with only a small area (600 sq ft) of temporary impacts anticipated within the concrete channel. San Jose Creek is likely subject to regulation by USACE, Los Angeles RWQCB and/or CDFW and therefore temporary impacts may require a 401, 404, 408 and/or 1602 permit. Since only a small area of temporary impacts to potential jurisdictional waters or wetlands are proposed, substantial adverse effects are not anticipated to occur.

5.2.4 CEQA Threshold Biological Resources- Wildlife Movement

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife corridors are linear features that function to connect at least two significant habitat areas or larger core areas. Wildlife corridors typically apply to mammals and reptiles, as aquatic wildlife generally rely on waterways for dispersal and avian species are able to fly between habitat patches by crossing developed areas. The Project is located within a region that is largely surrounded by the urban development of Pomona. Although San Jose Creek is present within the Survey Area, the canal has been concrete-lined and altered. Flowing water to support movement of aquatic species was not observed during the biological resources assessment, however, during times of seasonal flow the canal could provide movement of aquatic species. The project will not impede, restrict or modify channel flows and, therefore, impacts to aquatic species corridors are not expected. Given the urban nature of the Project site and surrounding area, short- and long-term impacts to wildlife movement are not expected.

5.2.5 CEQA Threshold Biological Resources- Local Policies and Ordinances

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Pomona's Oak Tree Preservation Ordinance (Section .5809-23 of the Municipal Code) mandates the protection of all healthy, mature oak trees that are larger than eight inches in diameter. Several coast live oak trees are present within the Survey Area; two are anticipated to be removed within the Project limits and several others located within the Survey Buffer will be impacted through trimming and/or digging within the oak's drip line. Since all oak trees within the Survey Area fall on LACFCD or City property, the Project is exempt from the City of Pomona Oak Tree Preservation permit requirements and mitigation.

The Project does not fall within any SEAs.

5.2.6 CEQA Threshold Biological Resources- Conservation Plans

f) Would the project conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP?

The Project does not fall within an adopted HCP, NCCP, or other approved local, regional, or state HCP. Therefore, no impacts are anticipated.

6.0 MITIGATION PROGRAM

6.1 Mitigation Measures for Construction Impacts

BIO-1: Delineation of Project limits

The boundaries of proposed Project limits will be clearly delineated with stakes, fencing or other conspicuous boundary markings, which will be maintained until the completion of construction activities, to prevent the unauthorized impact of habitat outside of the Project limits discussed in this report. All employees shall be instructed that their activities, vehicles, equipment and construction materials are restricted to the proposed Project footprint.

BIO-2: Conduct Vegetation Clearing/Initial Grading Outside of the Bird Nesting Season OR Conduct Pre-Construction Nesting Bird Surveys

To avoid impacts to nesting birds, special status birds and/or raptors the following will be implemented:

- Conduct vegetation removal and initial ground disturbance activities outside of the bird breeding season (February 15 – September 15).
- If vegetation removal or initial grading occurs during the breeding season, nesting bird surveys will be conducted by a qualified biologist for nesting raptors and migratory birds within the Project area plus an additional 100-foot survey buffer (for passerines) and 300-foot buffer (for raptors) within 3 days of construction. If nests of listed birds, migratory birds, raptors, or other sensitive species are documented, active nests will be avoided, and a nest buffer will be designated around each nest. Nest buffers will be determined at the discretion of the qualified biologist based on the location and species occupying the nest. Species that are not covered by the MBTA (such as European starling, house sparrow, Eurasian collared dove, etc.) will not require a nest buffer. The perimeter of this nest buffer will be clearly demarcated, and all construction activities will be prohibited within the delineated area until a qualified biologist has determined that the nest has either successfully fledged, been depredated, or failed due to other causes. Construction activities may proceed within the non-disturbance buffer if a qualified biologist is present to monitor active nests and determines that construction activities are not causing indirect or direct disturbance to a nest.

BIO-3: Biological Monitoring During Vegetation Clearing

To avoid impacts to special status species, a biologist (biological monitor) experienced with identification of the sensitive and common biological resources in the region shall be present to monitor all vegetation clearing activities, regardless of the time of year such activities are scheduled to begin. The biological monitor shall perform biological clearance sweeps at the start of each workday that vegetation clearing activities take place. The biological monitor shall be present on a full-time basis during the vegetation-clearing activities to ensure the activities do not affect sensitive biological resources and to move or redirect wildlife out of harm's way as necessary. The monitor will be responsible for communicating regularly with the Project Proponent and onsite contractor on non-compliance issues and ways to ensure that impacts to sensitive biological resources will be avoided to the fullest extent possible in accordance with the appropriate Project agreements and permits, as

applicable. Biological monitoring shall take place until the Proposed Project area has been completely cleared of any vegetation. The biological monitor shall keep a record of monitoring activities in a log that contains representative photographs of the work activities monitored and any sensitive biological resources incidentally encountered during Project activities.

7.0 CONCLUSION

Seven special-status wildlife species were determined to have low to moderate potential to occur within the Project limits and Survey Buffer: pallid bat, pocketed free-tailed bat, monarch butterfly, Crotch's bumblebee, southern California legless lizard, western yellow bat, and yellow warbler. No special-status species were observed within the Project limits and Survey Buffer.

Of the 11 special-status plant specifies identified during the literature review, all were determined to be absent based on lack of suitable habitat and substrates within the Project limits and Survey Buffer. Coast live oaks, which are considered sensitive under the City of Pomona Oak Tree Preservation Ordinance, occur on-site, however, the oaks occur on LACFCD or City property and are therefore exempt from permit and mitigation requires for oak tree impacts.

Absent recommended mitigation measures outlined herein, the proposed Project impacts have the potential to be significant on special-status wildlife species and jurisdictional resources.

To the maximum extent practicable, avoidance of impacts to special-status species and nesting birds/raptors will be achieved per the MBTA, FESA, and CESA. Indirect effects to biological resources during and following construction are anticipated to be less than significant due to proposed minimization measures. Significant impacts to wildlife corridors are not anticipated as a result of the proposed Project. Additionally, cumulative impacts are anticipated to be less than significant due to the limited extent of disturbance.

Temporary impacts proposed to the concrete-line channel is likely subject to regulation by USACE, Los Angeles RWQCB and/or CDFW and therefore the Project may require a 401, 404, 408 and/or 1602 permit. Since only a small area of temporary impacts to potential jurisdictional waters or wetlands are proposed, substantial adverse effects are not anticipated to occur.

Proposed mitigation will include implementation of mitigation measures which include delineation of Project limits, conducting vegetation clearing and initial ground disturbance outside of the bird nesting season if feasible, conducting pre-construction nesting bird surveys if construction occurs during the breeding season, and conducting biological monitoring during vegetation trimming/removal.

By adhering to the mitigation measures proposed herein, no direct or indirect adverse impacts would occur to the Project site or any threatened, endangered, or otherwise special-status plant or wildlife species. Additionally, no cumulative impacts are expected to occur. Every effort to avoid impacting special-status species and nesting birds and raptors will be implemented, including compliance with the MBTA and California Fish and Game Code Sections of the 3500 series.

I hereby certify that the statements furnished above present the data and information required for this biological survey results report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.



Hayley Milner
Staff Biologist

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ATTACHMENT A

Figures

Blackhawk Environmental

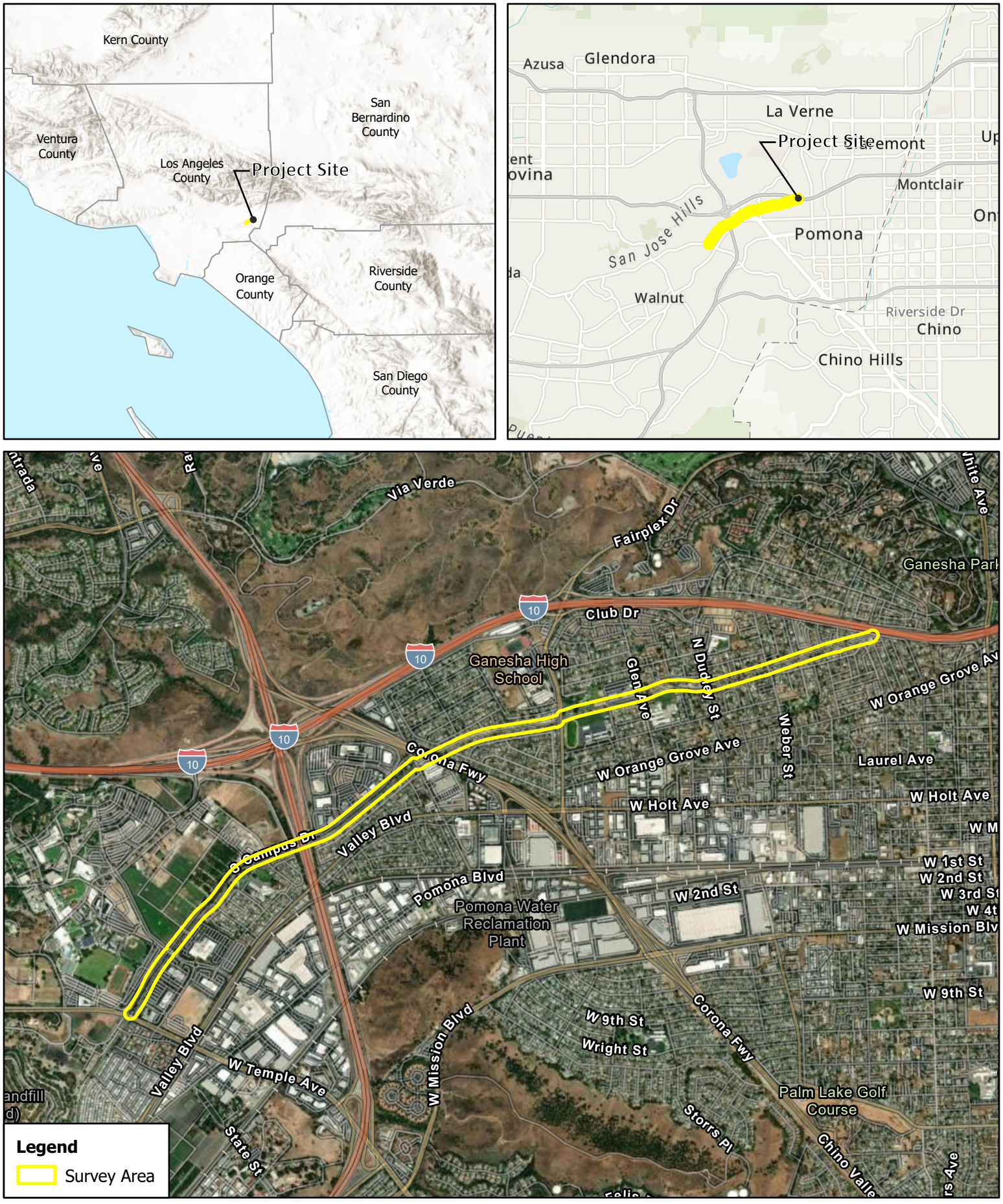


Figure 1

Project Vicinity and Location

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental

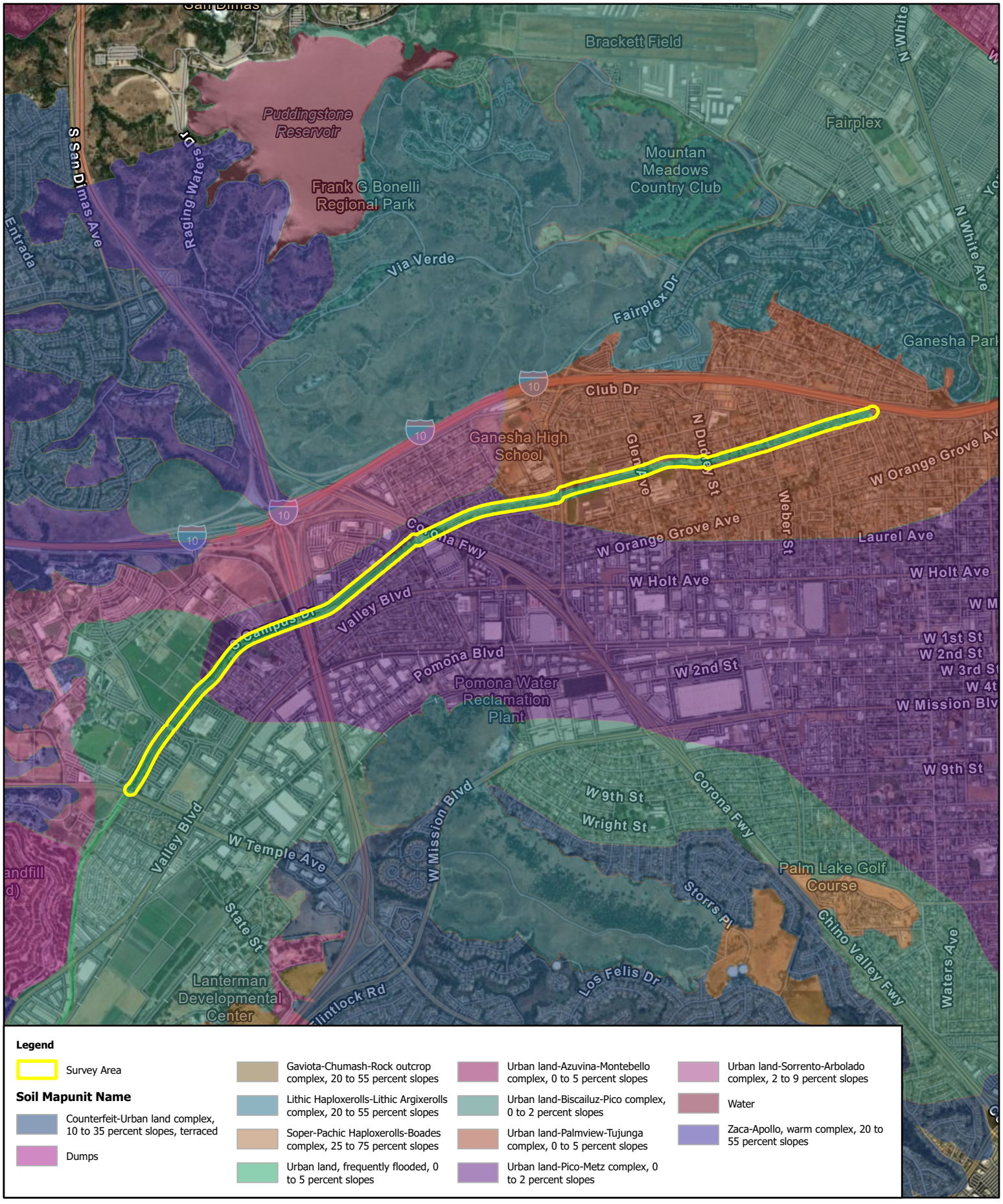


Figure 2
Soils

City of Pomona SJC Bikeway

Blackhawk Environmental



Figure 3

Hydrology

City of Pomona SJC Bikeway

Blackhawk Environmental

Legend
Survey Area
Project 5-mile Buffer
CNDDB (August 2024)
Animals
Plants

N
0
2
Miles

Figure 4
CNDDB Map

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental

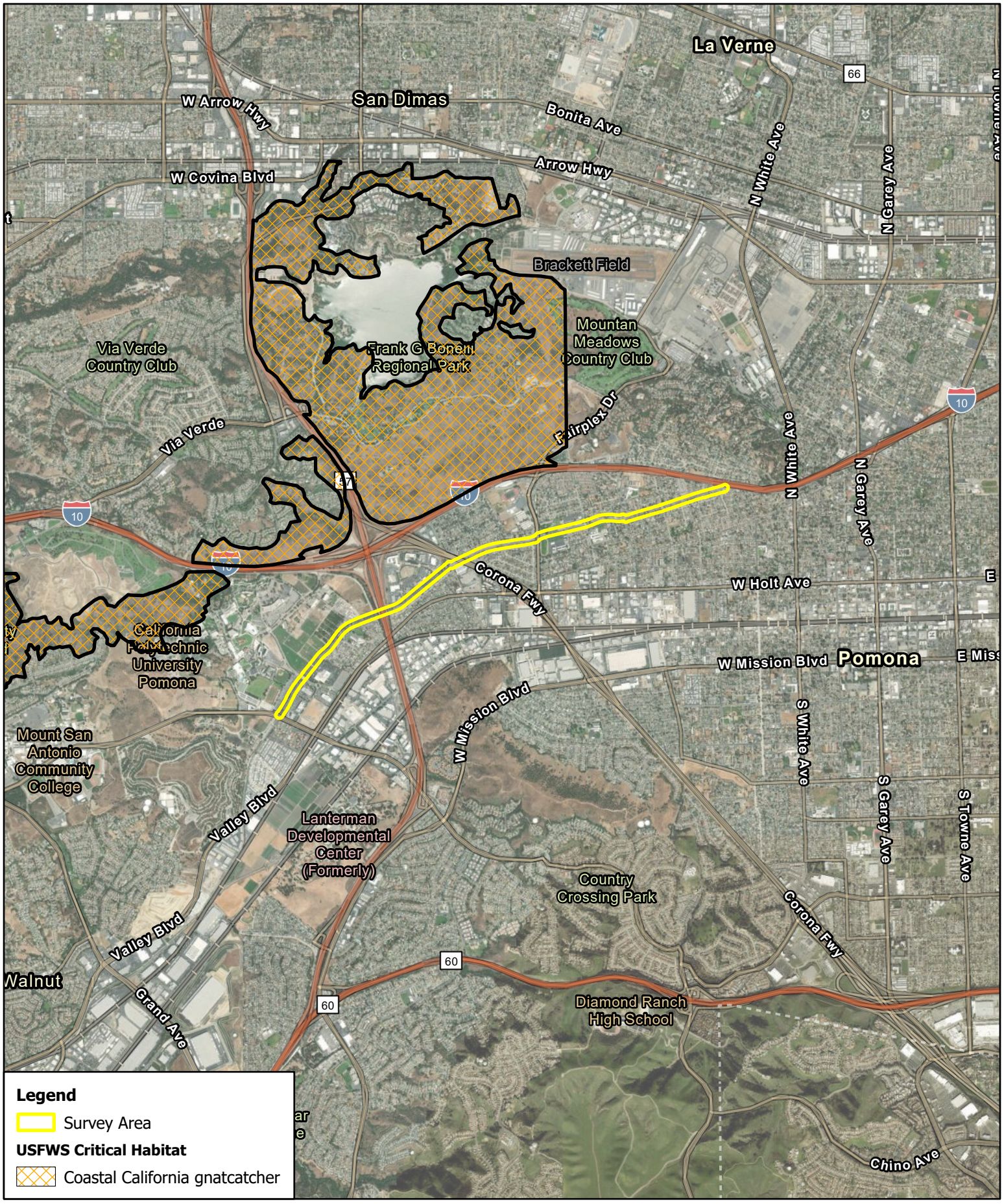
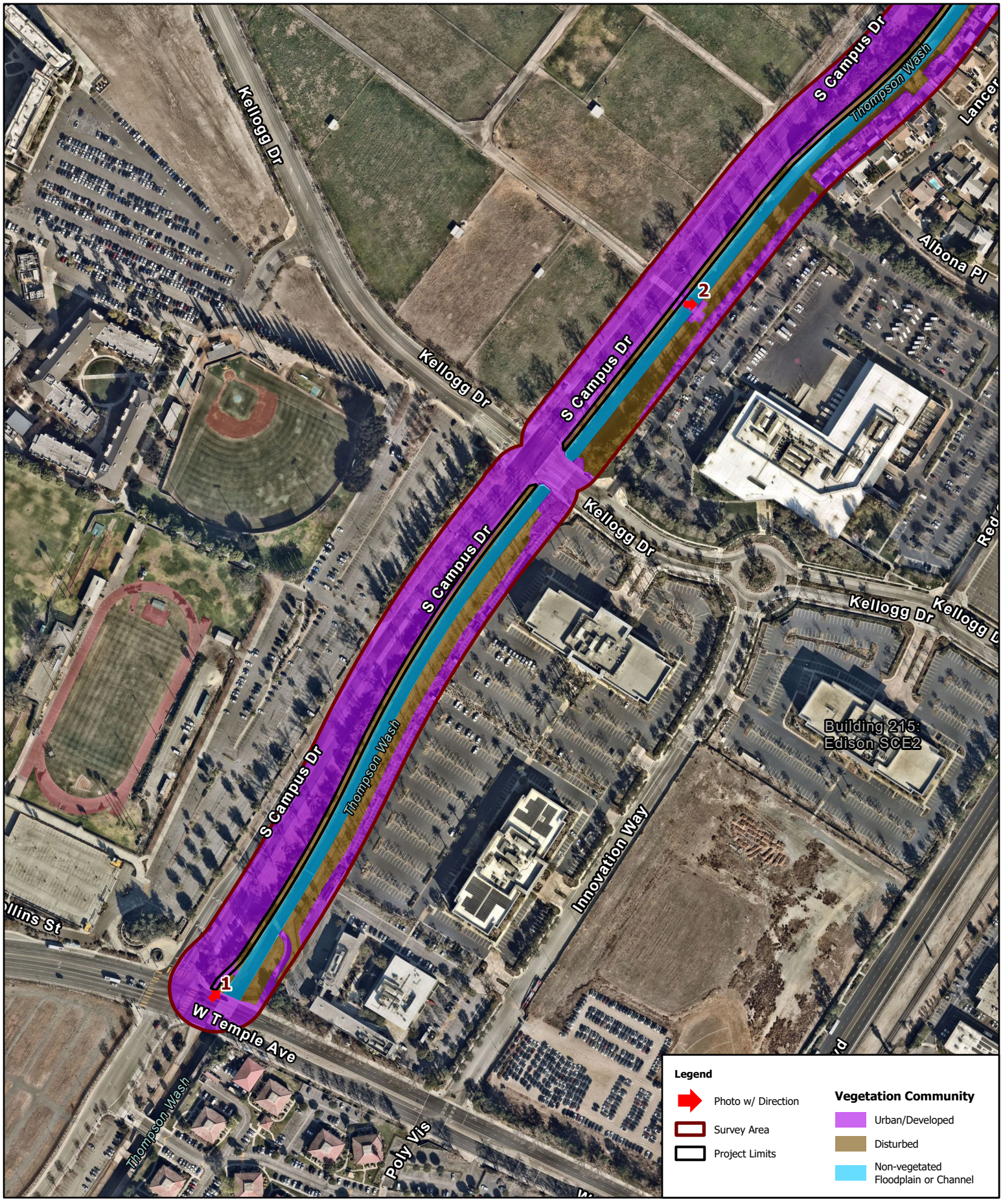


Figure 5

USFWS Critical Habitat

City of Pomona SJC Bikeway

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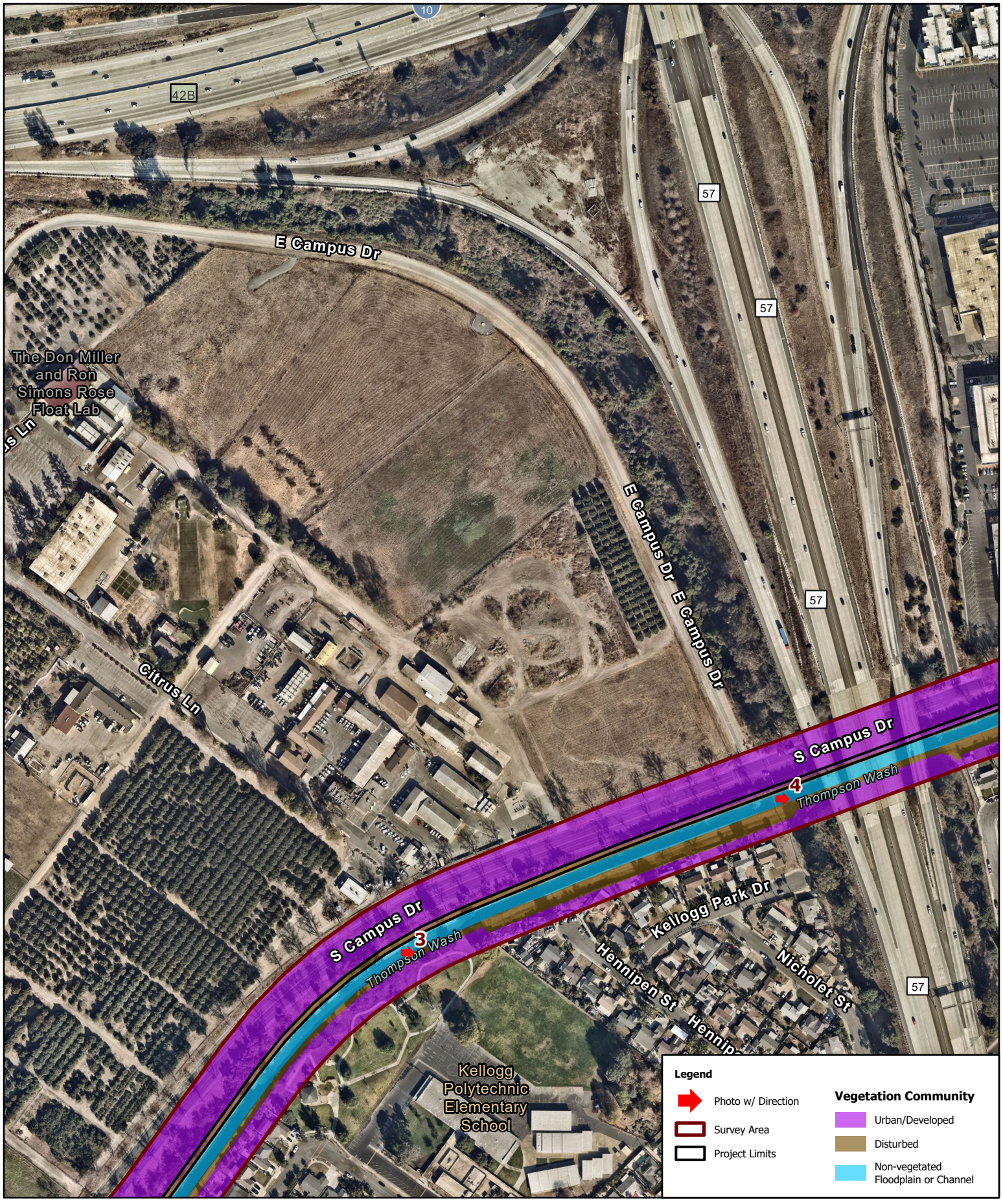
Feet

Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental



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Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental

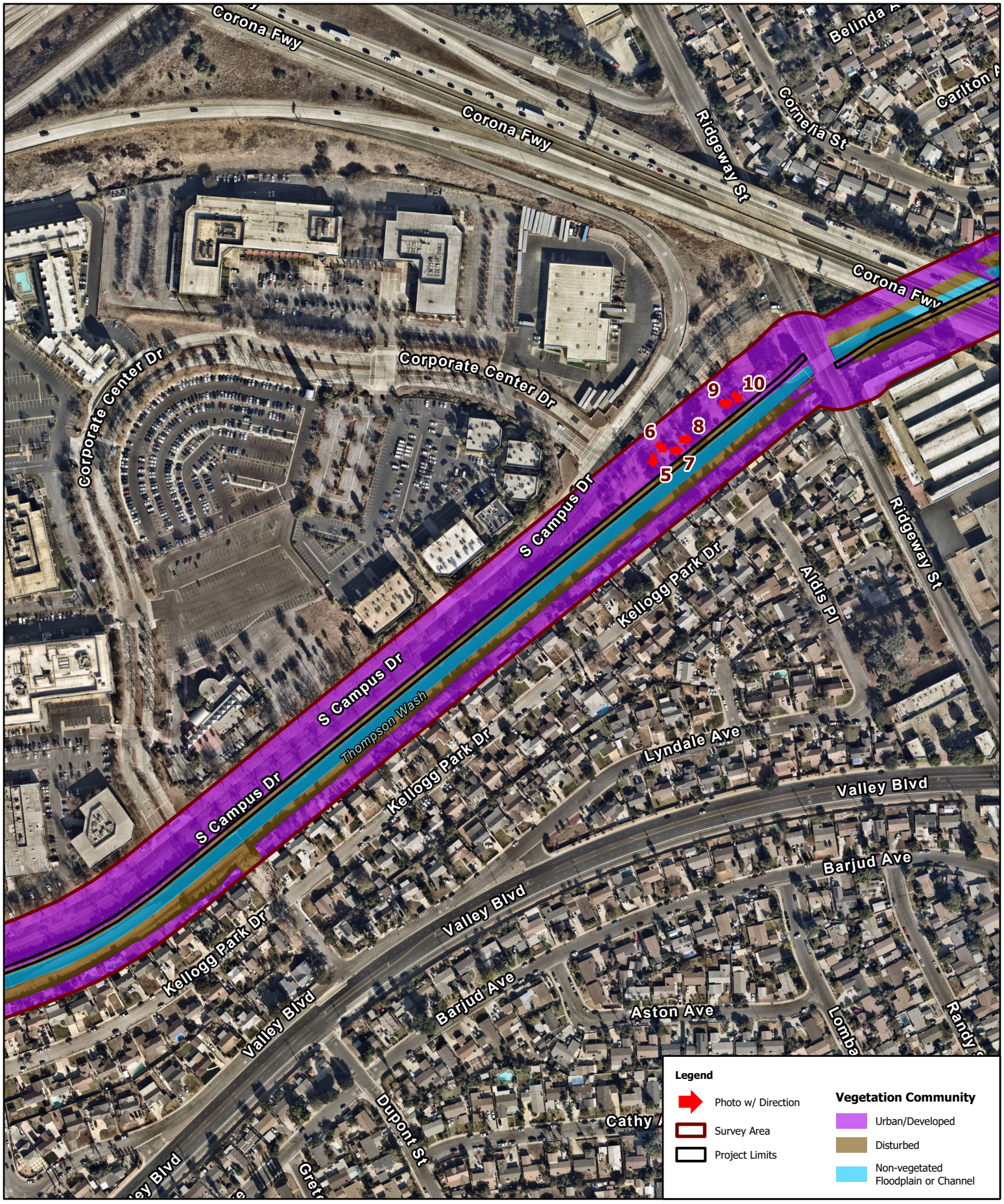
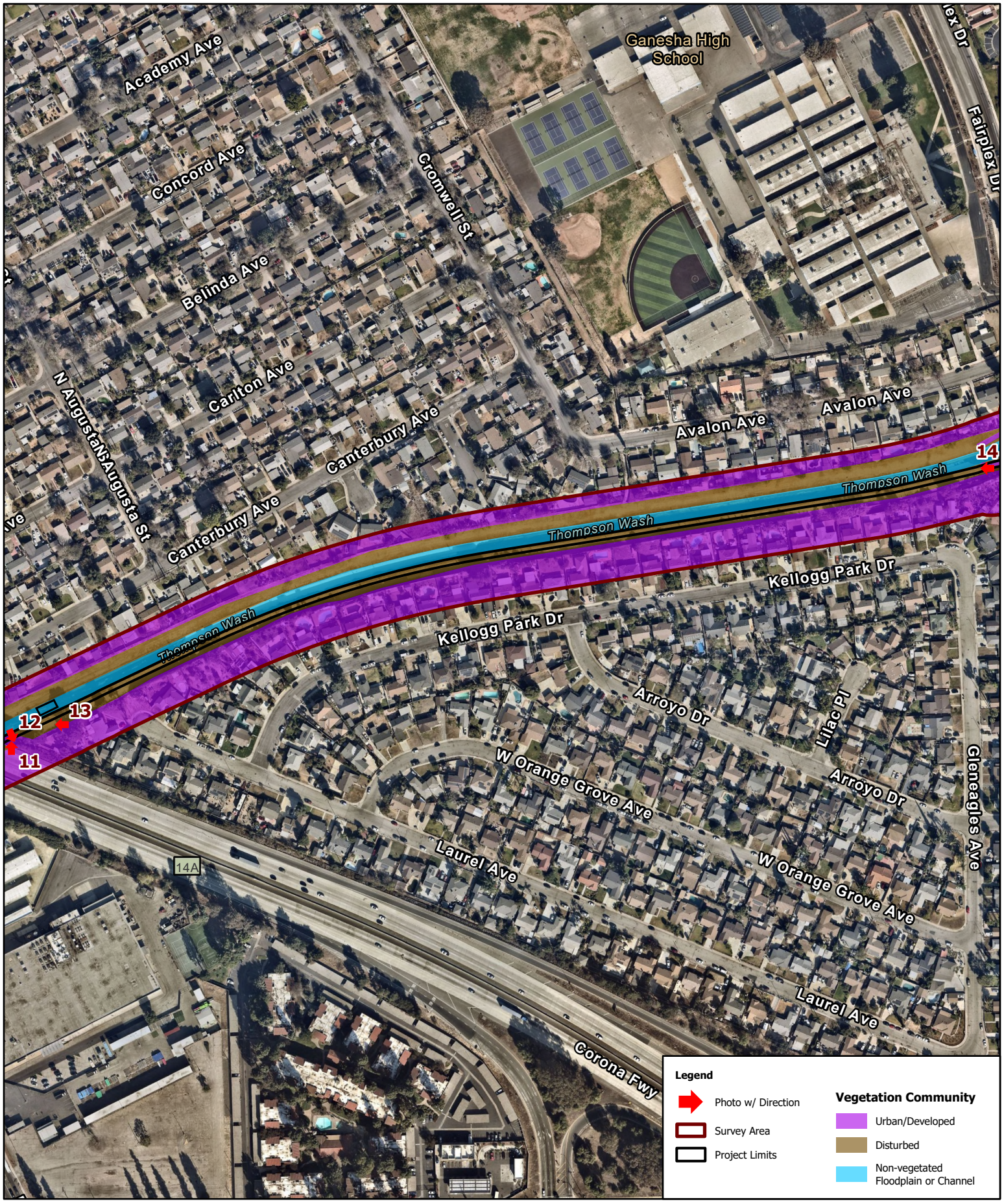


Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental



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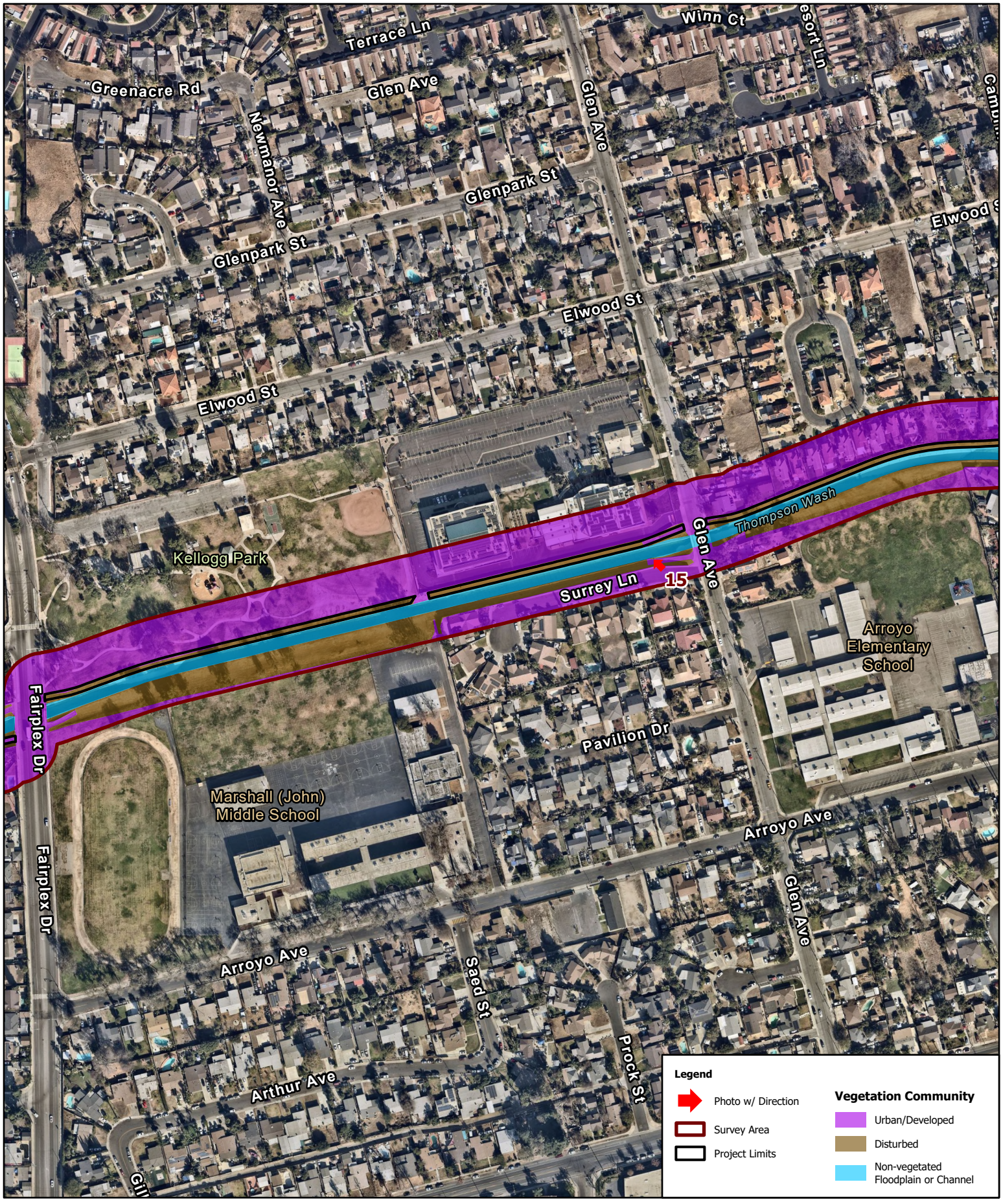
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Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental



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Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental

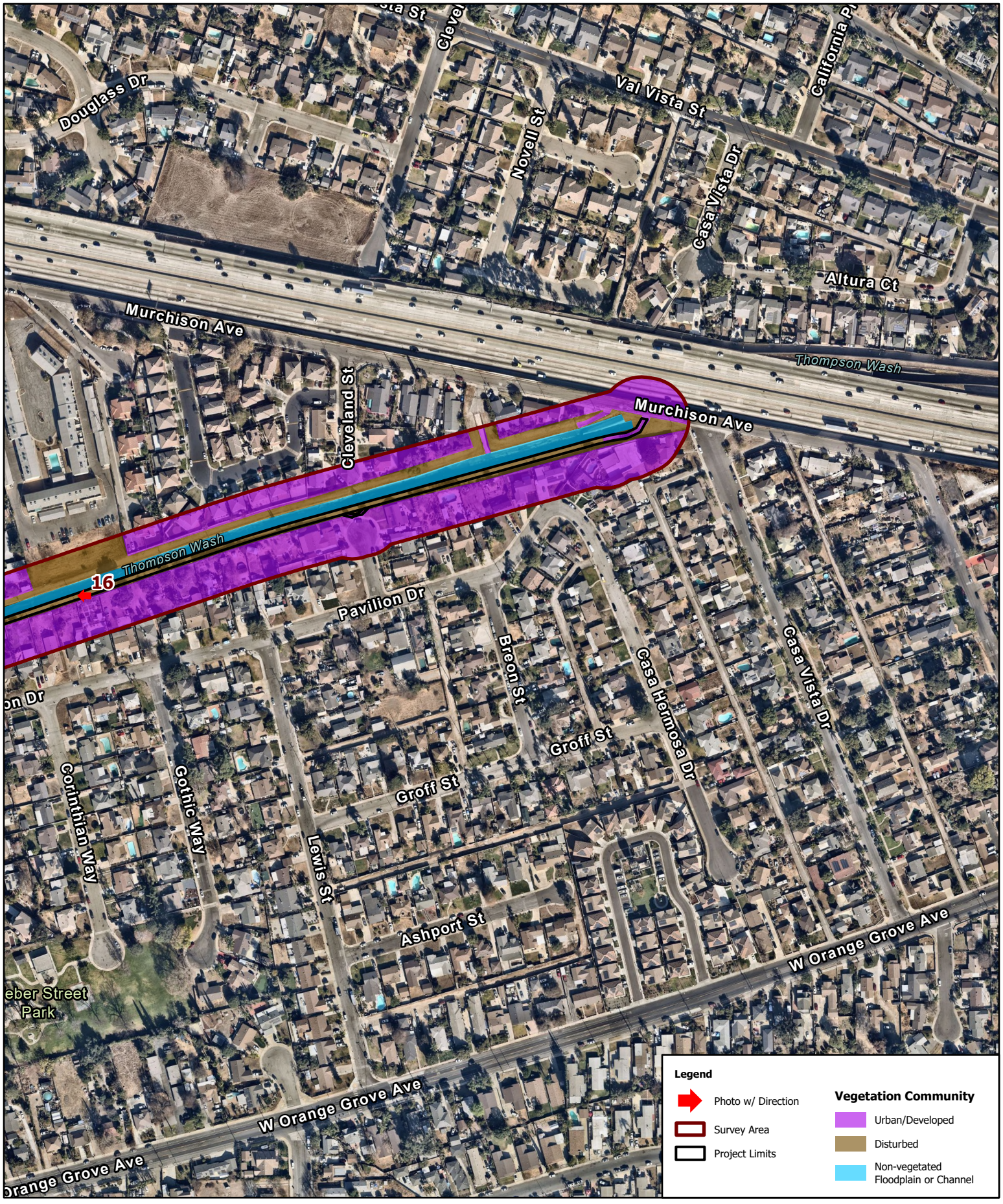


Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental



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Figure 6

Vegetation

San Jose Creek Multi-Use Bikeway Project

Blackhawk Environmental

ATTACHMENT B

Photo Pages

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Photograph 1. East-facing view of the western Project limits along the San Jose Creek channel, consisting of disturbed habitat within the access road and further surrounded by developed areas, including landscaped/ornamental vegetation (Photo Point 1).



Photograph 2. North-facing view of the Project site consisting of disturbed habitat along the northern access road, bordered by landscaped California sycamores (*Platanus racemosa*) along S Campus Drive (Photo Point 2).

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Photograph 3. Southwest-facing view of Kellogg Park bordering the south side of the San Jose Creek channel, located within the Survey Area (Photo Point 3).



Photograph 4. Northwest-facing view of the Project site, situated along the northern access road (left side of photo), located within the SR-57 underpass and consisting of disturbed habitat and bordered by landscaped/ornamental vegetation (Photo Point 4).

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Photograph 5. South-facing view of two coast live oaks (*Quercus agrifolia*) approximately 10 feet northwest of the Project site (Photo Point 5).



Photograph 6. Southeast-facing view of a coast live oak (orange arrow) approximately 13 feet northwest of the Project site (Photo Point 6).

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Photograph 7. Southwest-facing view of a coast live oak along the northern boundary of the Project (Photo Point 7).



Photograph 8. Southwest-facing view of a coast live oak approximately 5 feet northwest of the Project boundary (Photo Point 8).

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Photograph 9. East-facing view of a coast live oak approximately 10 feet northwest of the Project boundary (Photo Point 9).



Photograph 10. Representative photo of coast live oak regrowth along the northern Project boundary that does not require mitigation (Photo Point 10).

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Photograph 11. North-facing view of coast live oak within the Project site that will require removal (Photo Point 11).



Photograph 12. South-southeast-facing view coast live oak approximately 15 feet south of the Project site (Photo Point 12).



Photograph 13. West-facing view of the coast live oak (orange arrow) requiring removal within the Project site (Photo Point 13).



Photograph 14. West-facing view of bare ground within the Project site, buffered by the San Jose Creek channel to the north and residential developments, including landscaped/ornamental vegetation, to the south (Photo Point 14).

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Photograph 15. Northwest-facing view of the Project site north of the San Jose Creek channel consisting of disturbed habitat and bound to the north by a concrete wall (Photo Point 15).



Photograph 16. West-facing view of the Project site south of the San Jose Creek channel consisting of disturbed habitat and bound to the south by residential developments (Photo Point 16).

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Photograph 16. Northeast-facing view of the dry dock location within the San Jose Creek channel east of the SR-71 underpass.

ATTACHMENT C

Observed Wildlife Species List

AVES	BIRDS

ACCIPITRIDAE	**Kites, Hawks, Eagles, and Allies**
Accipiter cooperii [+]	Cooper's hawk
Buteo jamaicensis	red-tailed hawk
Buteo lineatus	red-shouldered hawk
COLUMBIDAE	**Pigeons & Doves**
Patagioenas fasciata	band-tailed pigeon
*Streptopelia decaocto**	Eurasian-collared dove
Zenaida macroura	mourning dove
CORVIDAE	**Crows & Jays**
Corvus brachyrhynchos	American crow
FRINGILLIDAE	**Finches and Allies**
Haemorhous mexicanus	house finch
Spinus psaltria	lesser goldfinch
MIMIDAE	**Mockingbirds & Thrashers**
Mimus polyglottos	northern mockingbird
PASSERELLIDAE	**New World Sparrows**
Melospiza melodia	song sparrow
Melozone crissalis	California towhee
PARULIDAE	**Wood Warblers & relatives**
Cardellina pusilla	Wilson's warbler
Geothlypis trichas	common yellowthroat
STURNIDAE	**Starlings and Mynas**
*Sturnus vulgaris**	European starling
TROCHILIDAE	**Hummingbirds**
Calypte anna	Anna's hummingbird
Selasphorus sasin	Allen's hummingbird
TYRANNIDAE	**Tyrant Flycatchers**
Pyrocephalus obscurus	vermilion flycatcher
Sayornis nigricans	black phoebe
Sayornis saya	Say's phoebe

MAMMALIA	**MAMMALS**
CANIDAE	**Foxes, Wolves & Allies**
*Canis familiaris**	domestic dog
Canis latrans	coyote
FELIDAE	**Cats**
*Felis catus**	domestic cat
GEOMYIDAE	**Gophers**
Thomomys bottae	Botta's pocket gopher
LEPORIDAE	**Rabbits and Hares**
Sylvillagus audubonii	desert cottontail
PHASIANIDAEA	**Chickens, Pheasants & Allies**
**Gallus domesticus*	domestic chicken
SCIURIDAE3	**Squirrels**

Otospermophilus beecheyi	California ground squirrel
*Sciurus carolinensis**	eastern gray squirrel

REPTILIA	**REPTILES**
PHRYNOSOMATIDAE	**Spiny Lizards**
Sceloporus occidentalis	western fence lizard
Uta stansburiana	common side-blotched lizard

**Non-native*
⁺*CDFW Watch List Species*

ATTACHMENT D

Plant Species Observed

Blackhawk Environmental

OBSERVED PLANT SPECIES LIST

MONOCOTS

AGAVACEAE	**Agave Family**
Agave sp.*	agave
ARECACEAE	**Palm Family**
*Phoenix canariensis**	Canary Island date palm
*Syagrus romanzoffiana**	queen palm
*Washingtonia robusta***	Mexican fan palm
POACEAE	**Grass Family**
*Arundo donax**	giant reed
*Bromus madritensis***	compact brome
*Cortaderia selloana***	pampas grass
*Ehrharta erecta***	panic veldtgrass
*Pennisetum setaceum***	African fountain grass
Stipa miliacea var. *miliacea***	Smilo grass

DICOTS

AMARANTHACEAE	**Amaranth Family**
*Amaranthus albus**	tumbleweed
ANACARDIACEAE	**Sumac Family**
*Schinus molle***	Peruvian pepper tree
*Schinus terebinthifolia**	Brazilian pepper tree
APOCYNACEAE	**Dogbone Family**
*Nerium oleander**	oleander
ARALIACEAE	**Ginseng Family**
*Hedera helix***	english ivy
ASTERACEAE	**Sunflower Family**
Baccharis salicifolia	mule fat
Baccharis sarothroides	broom baccharis
Baccharis pilularis	coyote brush
*Centaurea melitensis***	tocalote
*Cirsium vulgare***	bull thistle
*Erigeron bonariensis**	flax-leaved horseweed
*Erigeron canadensis**	horseweed
Helianthus annuus	common sunflower
Heterotheca grandiflora	telegraph weed
*Lactuca serriola**	prickly lettuce
BIGNONIACEAE	**Bignonia Family**
*Tecoma capensis**	cape honeysuckle
BRASSICACEAE	**Mustard Family**

*Brassica nigra***	black mustard
*Hirschfeldia incana***	short-pod mustard
CHENOPODIACEAE	**Goosefoot Family**
*Salsola tragus***	Russian thistle
EUPHORBIACEAE	**Spurge Family**
*Ricinus communis***	castor bean
FABACEAE	**Legume Family**
*Acacia cyclops***	coastal wattle
FAGACEAE	**Beech Family**
Quercus agrifolia	coast live oak
MYRTACEAE	**Myrtle Family**
*Eucalyptus camaldulensis**	river red gum
*Eucalyptus globulus***	blue gum
NYCTAGINACEAE	**The Four O'clock Family**
*Bougainvillea spectabilis**	great bougainvillea
OLEACEAE	**Olive Family**
Fraxinus sp.	ash
*Olea europea***	olive
PLATANACEAE	**Plane-tree Family**
Platanus racemosa	California sycamore
RUTACEAE	**Citrus Family**
various citrus species*	various citrus species
SALICACEAE	**Willow Family**
Populus fremontii	Fremont cottonwood
Salix lasiolepis	arroyo willow
SIMAROUBACEAE	**Quassia Family**
*Ailanthus altissima**	tree of heaven
SOLANACEAE	**Nightshade Family**
*Datura stramonium**	jimsonweed
*Nicotiana glauca**	tree tobacco
ULMACEAE	**Elm Family**
*Ulmus parvifolia**	Siberian elm
VIBURNACEAE	**Elder Family**
Sambucus mexicana	blue elderberry
VITACEAE	**Grape Family**
*Vitis vinifera**	common grape vine

GYMNOSPERMS

PINACEAE	**Pine Family**
Pinus sp.*	pine

**Non-native*

***Non-native and invasive according to the California Invasive Plant Council*

Appendix C

Cultural Resources Inventory Report

Cultural Resources Inventory Report for the San Jose Multi-Use Bikeway Project

Prepared for:

Alta Planning + Design, Inc.
617 W 7th St #1103
Los Angeles, CA 90017

June 2025

Cultural Resources Inventory Report for the San Jose Multi-Use Bikeway Project

Prepared for:

Alta Planning + Design, Inc.
617 W 7th St #1103
Los Angeles, CA 90017

Prepared by:



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Contact:
Roberto Mora, RPA

June 2025

TABLE OF CONTENTS

Section		Page
LIST OF ABBREVIATIONS		II
EXECUTIVE SUMMARY		ES-1
	Purpose and Scope	ES-1
	Inventory Conclusion and Recommendations	ES-1
	Disposition of Data	ES-2
	Personnel Qualifications	ES-2
1	INTRODUCTION	1-1
	1.1 Project Description and Location	1-1
	1.2 Regulatory Context	1-5
2	RECORDS SEARCHES AND TRIBAL OUTREACH	2-1
	2.1 Records Search	2-1
	2.2 Other Sources	2-2
	2.3 Native American Outreach	2-3
	2.4 Field Methods	2-3
3	ENVIRONMENTAL SETTING	3-1
	3.1 Geology and Soils	3-1
4	CULTURAL SETTING	4-1
	4.1 Native American PreContact Setting	4-1
	4.2 Ethnohistoric Setting	4-2
	4.3 Historic Era Native American Setting	4-3
	4.4 Historic Period Overview	4-4
5	RESULTS	5-1
	5.1 Background Research Results	5-1
	5.2 Pedestrian Survey Results	5-1
	5.3 Potential for Buried Archaeological Deposits	5-1
6	CONCLUSIONS AND RECOMMENDATIONS	6-1
7	REFERENCES	7-1

Appendices

A	Record Search Results
B	Tribal Correspondence

Figures

Figure 1-1	Regional Location	1-2
Figure 1-2	Project Alignment	1-3
Figure 5-1	Eastern Portion of Project Alignment	5-2
Figure 5-2	Western Portion of Project Alignment	5-3

Tables

Table 2-1	Resources Outside, but Within 0.25-mile radius from the Project Alignment	2-1
Table 2-2	Reports Outside, but Within 0.25-mile radius from the Project Alignment	2-1
Table 2-3	Native American Outreach Summary	2-3

LIST OF ABBREVIATIONS

Alta	Alta Planning + Design, Inc.
APN	Assessor's Parcel Number
Ascent	Ascent Environmental
BLM	Bureau of Land Management
Cal	calibrated
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
City	City of Pomona
CRHR	California Register of Historical Resources
CRIR	cultural resources inventory report
DPR	California Department of Parks and Recreation
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
NETR	Nationwide Environmental Title Research, LLC
NRHP	National Register of Historic Places
OPR	CA Office of Planning and Research
PRC	California Public Resources Code
SCCIC	South Central Coast Information Center
SLF	Sacred Lands File
SR	State Route

EXECUTIVE SUMMARY

PURPOSE AND SCOPE

Ascent Environmental (Ascent) prepared a cultural resources inventory report (CRIR) for Alta Planning + Design, Inc (Alta) for the San Jose Multi-Use Bikeway Project (project) located in the City of Pomona (City), in Los Angeles County. The City is acting as the California Environmental Quality Act (CEQA) lead agency for this project. The services provided included a records search at the South Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC), intensive pedestrian survey of the project alignment, and an assessment of potential project impacts. This study was completed in compliance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC). The presence of, or the potential for the presence of tribal cultural resources as defined by PRC Section 21074, is not included in this study.

The SCCIC California Historical Resources Information System (CHRIS) records search indicated that one cultural resources study has been completed within project alignment, and 14 cultural resources studies have been completed outside the project alignment but within the 0.25-mile record search radius (Appendix A). The CHRIS search also indicated no cultural resources have been previously recorded within the project alignment, and that four cultural resources have been recorded within the 0.25-mile search radius.

A search of the SLF administered by the NAHC was conducted on May 31, 2024 (Appendix B). The results of the search were positive for the presence of known cultural resources of tribal importance. Attached to the results was a list of Native American tribes who may also have knowledge of cultural resources in the project alignment. Emails describing the project and its location were sent to the individuals and tribes listed on October 14, 2024. Results of this outreach are provided in Section 2.3.1.

A pedestrian survey of the project alignment was conducted on September 30, 2024, by Ascent's staff archaeologist, Roberto Mora, RPA. No cultural resources were identified as a result of the pedestrian survey.

INVENTORY CONCLUSION AND RECOMMENDATIONS

No unique archaeological sites or historical resources of an archaeological nature were identified within the project alignment as a result of the background research or pedestrian survey. In addition, analysis of geotechnical data for the project alignment indicates there is a very low possibility for the presence of intact subsurface archaeological resources to be present within the project alignment. However, even though no cultural resources have been identified as a result of this cultural study, it is still recommended that the following measures be applied to the project:

- Inadvertent Discoveries – Archaeological Resources: If archaeological materials are inadvertently discovered during ground-disturbing activities, including midden soils, stone tools, chipped stone, baked clay, or concentrations of shell, bone, charcoal, glass, metal, or ceramics, all work shall cease within 100 feet (30.5 meters) of the find and the services of a professional archaeologist shall be retained immediately. At that time, the City of Pomona shall coordinate any necessary investigation of the site with the archaeologist as needed to evaluate the significance of the resource per PRC Section 5024.1 and 21083.2(g) and provide proper management recommendations. If the find is determined to be a historical resource and/or a unique archeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures and/or mitigation will be made available. Possible management recommendations for significant resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the archeologist for the protection of the cultural resources. Do not resume work in the area of the discovery until directed to do so by the archaeologist.

Discovery of human remains is not expected; however, if human remains should be discovered, the following measure should be implemented.

- Inadvertent Discovery of Human Remains: If human remains are discovered during construction activities, work within 100 feet (30.5 meters) of the remains shall be stopped immediately, and the project proponent shall notify the Los Angeles County Coroner, in accordance with Section 5097.98 of the PRC and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the coroner to be Native American, the coroner will notify the Native American Heritage Commission within 24 hours, and they will designate a Most Likely Descendant (MLD). Together the landowner and the MLD shall determine the ultimate treatment and disposition of the remains in accordance with PRC Section 5097.94.

DISPOSITION OF DATA

This report will be filed with the SCCIC at California State University, Fullerton, and Ascent's office in Sacramento. All field notes and other documentation related to the study are on file at Ascent's Sacramento office.

PERSONNEL QUALIFICATIONS

Roberto Mora has over 10 years of cultural resource management experience in throughout the western United States. He has served as the lead archaeological technician and co-field director on a variety of project types. Roberto has expertise in the precontact history of the Great Basin and California, human osteology, faunal remains, monitoring, survey and excavation methods, and laboratory analysis. His experience includes archaeological survey, monitoring, excavation, laboratory processing and cataloging, report writing, and data recovery of precontact and historic era archaeological sites. Roberto meets the Secretary of the Interior's Standards for archaeology and the Caltrans Professional Qualification Standards as a principal investigator in precontact archaeology.

1 INTRODUCTION

Alta retained Ascent to complete a CRIR for the project, located in Pomona, California. The project alignment is currently disturbed and is used for access to the channelized San Jose Creek. The City is the lead agency for this project under CEQA.

Ascent conducted this CRIR in compliance with PRC Section 21083.2 and CEQA Guidelines Section 15064.5. This CRIR details the methods and results of the study, which consisted of a records search, a SLF search and tribal outreach, an intensive pedestrian field survey, and a potential impact assessment for cultural resources.

1.1 PROJECT DESCRIPTION AND LOCATION

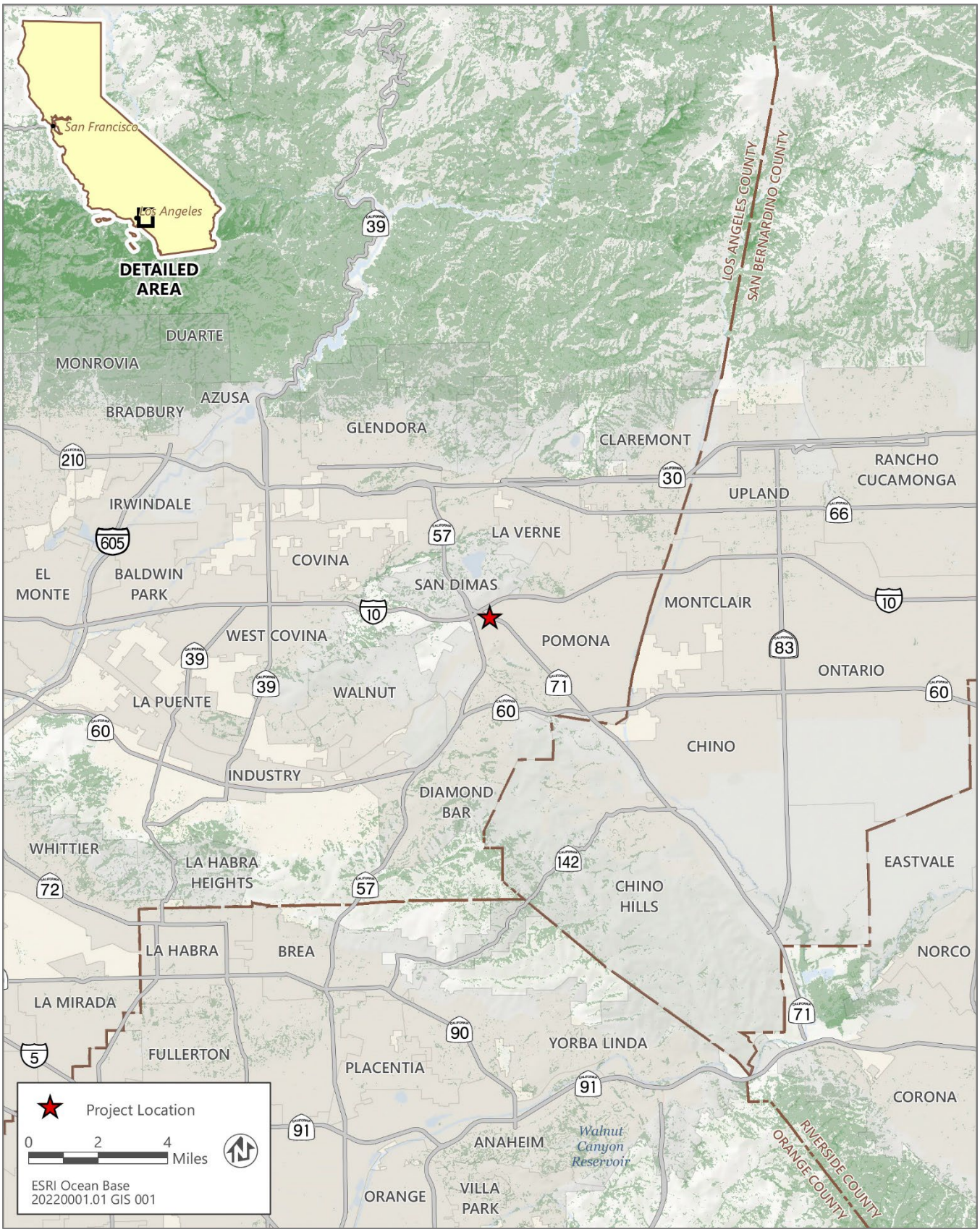
The proposed project is located in the city of Pomona, in eastern Los Angeles County (Figure 1-1). The 3.5-mile alignment extends along San Jose Creek from Temple Avenue in the western portion of the city to Murchison Avenue in the central portion of the city (Figure 1-2). The westernmost portion of the proposed bikeway at Temple Avenue and Campus Drive is directly across from Cal Poly Pomona. The proposed alignment would cross under the Orange Freeway (State Route [SR]-57) and Chino Valley Freeway (SR-71) and terminates just south of the San Bernardino Freeway (Interstate [I]-10).

San Jose Creek is an intermittent, tributary stream that flows nearly 20 miles westward from the city of Pomona into the San Gabriel River through the Pomona Valley and San Gabriel Valley. Within the project area, San Jose Creek is a 14-foot-wide concrete-lined channel with vertical walls and chain-link fencing along both sides. The proposed project alignment varies between 16 feet wide up to 35 feet wide and includes areas along the north and south sides of the channel in various locations along the alignment. The alignment extends along the north side of San Jose Creek from Temple Avenue to Ridgeway Street and from Fairplex Drive to Dudley Street; it switches to the south side of San Jose Creek from Ridgeway Street to Fairplex Drive and from Dudley Street to Murchison Avenue.

Upon completion of the proposed project, the City would have completed more than 50 percent of the priority projects identified in the Active Transportation Plan. The proposed project would reduce network gaps; offer greater access and route options throughout the city, particularly to and from the future Metro Foothill Gold Line Station; and provide stronger connections across two of the Pomona's major barriers, I-10 and SR-71. The proposed project would address five of the City's high-priority network gaps and would double the available low-stress bicycle networks, directing users away from roadways that have histories of bicycle and pedestrian collisions.

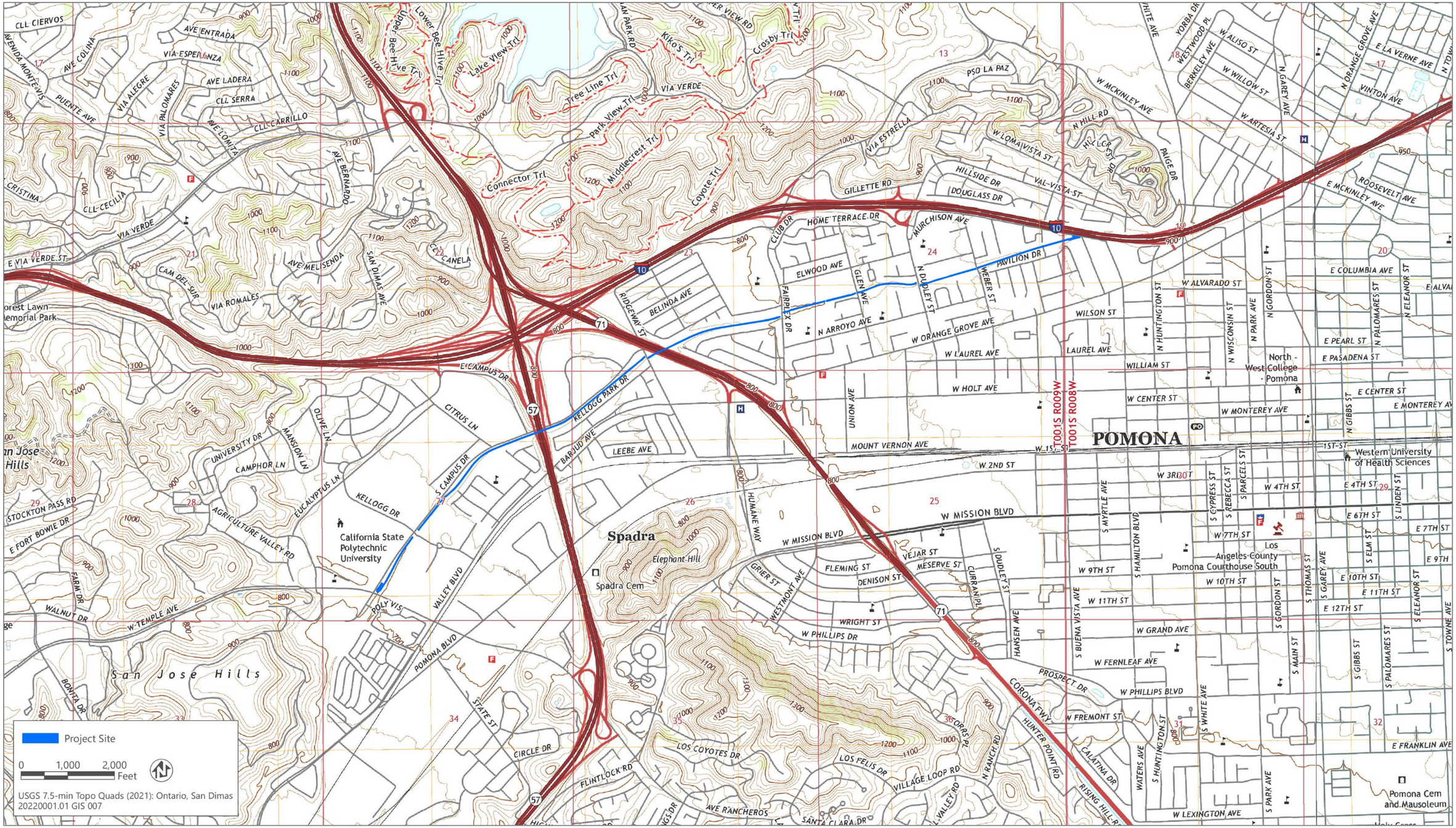
The proposed project would also connect to existing active transportation facilities, including other bicycle paths, lanes, and routes. By establishing these connections, the proposed project would expand safe and convenient access to destinations throughout Pomona, including five public schools (Kellogg Polytechnic Elementary, Arroyo Elementary, Lopez Elementary, Ganesha High School, and John Marshall Middle School), three grocery stores (Perez Market, Ace Market, Cardenas Market), and two parks (Cesar Chavez Park and John F. Kennedy Park). This project is intended to benefit students and residents already walking and biking and would make it more likely for those with safety concerns to be able to choose active and healthier modes of transportation.

The demolition phase involves removal of existing fencing, gates, and asphalt in select locations. The existing 4-foot-high chain-link fencing along the top of the concrete channel wall would be removed along the proposed alignment. This would occur along both the north and south sides of the San Jose Creek, respective to the side in which the proposed bike path is proposed. The proposed bikeway would be 10 feet wide with 2-foot-wide shoulders on each side and would be constructed of asphalt concrete for the full extent of the proposed alignment. The existing 4-foot-high chain-link fencing along the San Jose Creek channel would be removed and replaced with 6-foot-high new chain-link fence along the channel side of the pathway.



Source: Adapted by Ascent Environmental in 2024.

Figure 1-1 Regional Location



Source: Adapted by Ascent Environmental in 2024.

Figure 1-2 Project Alignment

1.2 REGULATORY CONTEXT

1.2.1 State

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

All properties in California that are listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) are eligible for listing in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal, or county ordinances are also eligible for listing in the CRHR.

A historic resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria for significance:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A property must have both significance and integrity to be considered eligible for listing in the CRHR. Loss of integrity, if sufficiently great, will overwhelm the historical significance of a resource and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible. Integrity is evaluated by regarding the property's retention of its location, design, setting, workmanship, materials, feeling, and association to its period of significance. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven factors and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires public agencies to consider the effects of their actions on "historical resources," and "unique archaeological resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." PRC Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]) or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Mitigation of Impacts to Archaeological Resources

Treatment options under PRC Section 21083.2 (b) to mitigate impacts to archaeological resources include activities that preserve such resources in place in an undisturbed state. PRC Section 21083.2 states:

(a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

(b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

   (1) Planning construction to avoid archaeological sites.

   (2) Deeding archaeological sites into permanent conservation easements.

(3) Capping or covering archaeological sites with a layer of soil before building on the sites.

(4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision.

(d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project.

CALIFORNIA NATIVE AMERICAN HISTORICAL, CULTURAL, AND SACRED SITES ACT

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies (and has the authority to designate) the Most Likely Descendant (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

HEALTH AND SAFETY CODE, SECTION 7050

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

PUBLIC RESOURCE CODE SECTION 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains and paleontological resources on nonfederal land. The disposition of Native American human burials falls within the jurisdiction of the NAHC while local agencies have jurisdiction over the disposition of paleontological resources. Section 5097.5 of the Code states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological, or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

1.2.2 Local

Pomona General Plan

The Pomona General Plan policies applicable to the proposed project are listed below.

7F.P34. Promote preservation of older historic landscapes and natural features that help to define neighborhoods or maintain the context of historic districts and landmarks.

7F.P35. Per the Guidelines for the California Environmental Quality Act (CEQA), require that new development avoid or reduce potential impacts to archaeological, paleontological and historic resources.

7F.P39. Require that for proposed developments with the potential to adversely impact cultural resources, notification be sent to cultural organizations, including Native American organizations.

7F.P41. Maintain sources of information regarding paleontological and archaeological sites and the names and addresses of responsible organizations and qualified individuals, who can analyze, classify, record, and preserve paleontological or archeological findings.

7F.P42. Require a qualified paleontologist/archeologist to monitor all grading and/or excavation where there is a potential to affect cultural, archaeological, or paleontological resources. If these resources are found, the applicant shall implement the recommendations of the paleontologist/archeologist, subject to the approval of the Planning Divisions.

7F.P43. Require new development to donate scientifically valuable paleontological or archaeological materials to a responsible public or private institution with a suitable repository, located within Pomona, or Los Angeles County, whenever possible.

2 RECORDS SEARCHES AND TRIBAL OUTREACH

2.1 RECORDS SEARCH

On June 18, 2024, a records search that included the project alignment and a 0.25-mile radius around the project alignment was completed at the SCCIC, at California State University, Fullerton (File No. 24-207). As part of the SCCIC record search, the following information was reviewed:

- site records of previously recorded cultural resources,
- previous cultural studies,
- NRHP and CRHR listings,
- the California Historic Resources Inventory,
- Built Environment Resource Directory for Los Angeles County, and
- historical maps (USGS Topographic and GLO Plat maps).

Review of the SCCIC records search results revealed that there are no previously recorded resources within the project alignment, and there are four previously recorded resources within the 0.25-mile radius of the project alignment (Appendix A). The records search also found that one previous investigation has occurred within the project alignment, and 14 investigations have occurred within a 0.25-mile radius. The previous investigation within the project alignment, LA-10561, covers approximately five percent of the project alignment.

Table 2-1 lists the resources within 0.25-mile radius from the project alignment. Table 2-2 lists the cultural resource studies within 0.25-mile radius from the project alignment.

Table 2-1 Resources Outside, but Within 0.25-mile radius from the Project Alignment

Primary Number/ Trinomial	Year (Author, Affiliation)	Age	Attribute Codes
P-19-150397	1993 (F. Smith, Myra L Frank & Associates)	Historic era	HP02 (Single family property)
P-19-150398	1993 (F. Smith, Myra L Frank & Associates)	Historic era	HP02 Single family property)
P-19-150400	1993 (F. Smith, Myra L Frank & Associates)	Historic Era	HP02 (Single family property)
P-19-188186	2004 (C.J. Hetzel)	Historic Era	HP16 (Religious building)

Source: Compiled by Ascent in 2024.

Table 2-2 Reports Outside, but Within 0.25-mile radius from the Project Alignment

Report Number	Year	Author/Affiliation	Title
LA-00279	1981	Whitney-Desautels, Nancy A. Scientific Resource Surveys, Inc.	*Archaeological/historical Survey Report on the Kellogg Plaza Site, Pomona, County of Los Angeles.*
LA-00575	1979	Beth Padon Contract Archaeologist	*An Archaeological Reconnaissance of the 40 Acre Extension of the Spadra Landfill, Pomona, Los Angeles County, Ca.*
LA-02932	1993	Wlodarski, Robert J. Historical, Environmental, Archaeological, Research, Team	*Negative Archaeological Survey Report Provide High Occupancy Vehicle (HOV) Lanes on Interstate 10 (i-10) From the Junction of State Route 57 (SR 57/interstate 610 (i-210) in the City of Pomona to the Los Angeles/San Bernardino County Line 07-la-i10/p.m. 4.*
LA-03306	1993	Whitney-Desautels, Nancy A. and Wayne H. Bonner Scientific Resource Surveys, Inc.	*Historic Property Survey Report Interstate 10 HOV Widening Los Angeles County, California Caltrans District 7.*

Report Number	Year	Author/Affiliation	Title
LA-03779	1994	Smith, Francesca Myra L. Frank & Associates, Inc.	*Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Sr 57/I-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3.*
LA-03779	1993	Wlodarski, Robert J. Historical, Environmental, Archaeological, Research, Team	*Negative Archaeological Survey Report Provide High Occupancy Vehicle (HOV) Lanes on Interstate 10 (I-10) From the Junction of State Route 57 (SR-57 / Interstate 610 (I-210)) in the City of Pomona to the Los Angeles / San Bernardino County Line 07-LA-110/P.M. 41.7/48.3.*
LA-04835	1999	Ashkar, Shahira Jones & Stokes Associates, Inc.	*Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties.*
LA-05643	2002	Duke, Curt LSA Associates, Inc.	*Cultural Resource Assessment: Cingular Wireless Facility No. Sb 148-01 Los Angeles County.*
LA-05925	1994	Smith, Francesca Myra L. Frank & Associates, Inc.	*Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Sr57/i-210 and the Los Angeles County/San Bernardino County Lines in Los Angeles 07-la-10-41.7/48.3.*
LA-06260	2002	Duke, Curt LSA Associates, Inc.	*Cultural Resource Assessment at & T Wireless Services Facility No. D293c Los Angeles County, California.*
LA-08828	2007	Bonner, Wayne H. Michael Brandman Associates	*Cultural Resources Records Search and Site Visit Results for Royal Streel Communications, LLC Candidate La2337a (i-10 at White), 875 West Orange Grove, Avenue, Pomona, Los Angeles County, California.*
LA-09079	2004	Bonner, Wayne H. and Christeen Taniguchi Michael Brandman Associates	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc010a (brethren Church) 875 West Orange Grove Avenue, Pomona, Los Angeles County, California.
LA-10190	2002	Harbert, Claudia Caltrans	*Supplemental Historic Property Survey Report for the I-10 HOV Lane Between I-605 and the SR-57/SR-71/I-210 Interchange in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas, and Pomona in Los Angeles County, CA.*
LA-11119	2010	Vaughan-Acton, Sandra Cal Poly Pomona Foundation	*Construction of Innovation Way, Innovation Village Research Park, Pomona, CA.*
LA-12978	2015	Losee, Carolyn Archaeological Resources Technology	*Cultural Resources Investigation for Trileaf 611939 Verizon "Lyndale" 900 Corporate Center Drive, Pomona, Los Angeles County, California 91768.*

Source: Compiled by Ascent in 2024.

2.2 OTHER SOURCES

Additional research included review of historic USGS topographic maps and aerials available on-line from Nationwide Environmental Title Research, LLC (NETR). Historic USGS topographic maps from 1897 to 2021 and aerial images from 1938 to 2020 were reviewed. In addition, the Bureau of Land Management (BLM) 1877 Plat map was reviewed. The aerials show that Thompson Creek has been there as early as 1938 and continues to be present today. Similarly, Thompson Wash (creek) appears in the topo as early as 1928 and continues to be present today. It is likely that Thompson creek has been reinforced or channelized over time. Thompson Creek is presently known as the San Jose Creek, The 1877 Plat map revealed Rancho San Jose overlaying portions of the project alignment (see Section 4.4.1, "Regional History," for additional information).

2.3 NATIVE AMERICAN OUTREACH

On May 31, 2024, Ascent received the positive results of the SLF search (Appendix B). Attached to the results letter was a list of Native American individuals/groups that may have knowledge of cultural resources on the project alignment. On October 14, 2024, emails were sent to all groups and individuals provided by the NAHC. On October 15, 2024, Santa Rosa Band of Cahuilla Indians responded that they defer any comments to Soboba Band of Luiseno Indian. No responses from the other tribes have been received to date. Table 2-3 provides a summary of who was contacted, how, when, and the response, if any. Copies of the correspondence are included in Appendix B.

Table 2-3 Native American Outreach Summary

Name and Title	Affiliation	Date and Medium of Contact	Response Summary
Andrew Salas, Chairperson	Gabrieleno Band of Mission Indians - Kizh Nation	October 14, 2024 Email	None to date.
Christina Swindall Martinez, Secretary	Gabrieleno Band of Mission Indians - Kizh Nation	October 14, 2024 Email	None to date.
Anthony Morales, Chairperson	Gabrieleno/Tongva San Gabriel Band of Mission Indians	October 14, 2024 Email	None to date.
Christina Conley, Cultural Resource Administrator	Gabrielino Tongva Indians of California Tribal Council	October 14, 2024 Email	None to date.
Robert Dorame, Chairperson	Gabrielino Tongva Indians of California Tribal Council	October 14, 2024 Email	None to date.
Sandonne Goad, Chairperson	Gabrielino/Tongva Nation	October 14, 2024 Email	None to date.
Sam Dunlap, Cultural Resource Director	Gabrielino/Tongva Nation	October 14, 2024 Email	None to date.
Charles Alvarez, Chairperson	Gabrielino/Tongva Nation	October 14, 2024 Email	None to date.
Steven Estrada, Tribal Chairman	Santa Rosa Band of Cahuilla Indians	October 14, 2024 Email	None to date.
Vanessa Minott, Tribal Administrator	Santa Rosa Band of Cahuilla Indians	October 14, 2024 Email	The tribe responded on October 15, 2024, that they defer any comments to Soboba Band of Luiseno Indians.
Jessica Valdez, Cultural Resource Specialist	Soboba Band of Luiseno Indians	October 14, 2024 Email	None to date.
Isaiah Vivanco, Chairperson	Soboba Band of Luiseno Indians	October 14, 2024 Email	None to date.
Joseph Ontiveros, Tribal Historic Preservation Officer	Soboba Band of Luiseno Indians	October 14, 2024 Email	None to date.

Source: Compiled by Ascent in 2024.

2.4 FIELD METHODS

An intensive archaeological survey of the project alignment was conducted on September 30, 2024, by Roberto Mora, RPA, of Ascent. Special attention was given to bare patches of ground, excavated areas, rodent back dirt piles, cut-banks, berms, and exposed soils. Surveyed areas were photographed. The results of the survey are detailed in Section 5.

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3 ENVIRONMENTAL SETTING

The project alignment is located in the Pomona Valley in the far eastern region of Los Angeles County on its border with San Bernardino County. Regional access to Pomona is via I-10, SR-60, SR-71, and SR-57. The Pomona Valley is approximately 250 square miles. It is bounded by the communities of San Dimas, La Verne, and Claremont to the north, Montclair and Chino to the east, Chino Hills to the south, and Diamond Bar and Walnut to the west. The project alignment is located in a relatively flat topographic area (Historic Resources Group 2022).

Water is naturally available via numerous springs and artesian wells in the northern reaches of the valley along the foothills of the San Gabriel Valley. The area has several plant communities including Valley Grasslands, Coastal Sage Scrub, Oak Woodlands, and Chaparral. The project alignment is approximately 700 feet above mean sea level in the west and approximately 850 feet above mean sea level in the east.

3.1 GEOLOGY AND SOILS

The project alignment is within an alluvial valley with deposits mostly of sediment runoff from the San Gabriel and San Bernardino Mountains to the north. Sediments within the project alignment consist of Quaternary aged deposits: Holocene (recent to 10,000 years old) and Pleistocene (10,000 to 2 million years old) marine and non-marine terrace deposits, to older Pliocene to Late Miocene (3.6 to 11.62 million years ago) marine basin deposits (Dibblee and Minch 2002). Late Pleistocene and Holocene deposits are generally considered more likely to contain precontact archaeological deposits.

The surficial soil on the project alignment is classified as urban land, which exists in areas of high population density in the largely built environment (USDA 2024). These soils are a mix of several soils and nature human-transported or "fill" materials.

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4 CULTURAL SETTING

4.1 NATIVE AMERICAN PRECONTACT SETTING

The precontact setting of southern California is defined by different temporal periods and cultural complexes based on cross-dating of distinct artifact types, cultural patterns, and radiocarbon dates, if available. The cultural chronology of human occupation is characterized by changing settlement and subsistence strategies typically in response to environmental conditions, available resources, and population fluctuations. There is no single cultural historical framework that encompasses the entire precontact record for southern California. A generalized cultural sequence is provided below (Tetra Tech 2022).

4.1.1 Paleo-Indian and Terminal Pleistocene [13,000 Before Present (BP) to 9,000 BP]

There are very few recorded resources that represent this time in California. The lack of archaeological representation is often attributed to a mobile and low human population, the susceptibility of site to erosion (e.g., sea level rise, landslides, etc.), and alluvial and aeolian deposits. Available archaeological evidence suggested that Paleo-Indian groups were hunter and gatherers that were highly mobile and lived in temporary camps near fresh water sources. The Paleo-Indian period is generally characterized by small mobile groups that utilized tools such as large, fluted points, crescents, domed scrapers, and flake tools of local chert. Groundstone is typically absent or rare.

The Arlington Springs (CA-SRI-173) and the Daisy Cave site (CA-SMI-261) provide evidence of a late Pleistocene occupation along the southern California Pacific Coast. The Arlington Springs site identified on Santa Rosa Island yielded human remains of one individual that date to approximately 13,000 BP, no other artifacts were recovered. The Daisy Cave site on San Miguel Island was first occupied around 11,500 BP, is associated with a small rock shelter, and yielded expedient flake tools and faunal remains that include shellfish (red abalone, black turban), and a few marine fish bones. The Arlington Springs and Daisy Cave sites represent a late Pleistocene maritime adaption near the mainland, suggesting people also used boat technology (Tetra Tech 2022).

4.1.2 Archaic Period (9,000 to 1,500 BP)

The Archaic Period (similar to Millingstone Horizon, Encinitas Tradition, La Jolla Complex) is characterized by a transition from large projectile point tool use to a period of extensive millingstone and core tool use. The artifact assemblage typically consists of millingstones (manos or handstones, and metates), hammerstones, crude scrapers, cores, and other flaked-based stone tools. Manos and metates are thought to have been used to process small, hard seeds (and possibly nut) associated with the local vegetation communities. Faunal assemblages from sites occupied along or near the southern California coast (bays, lagoons, and estuaries) suggest subsistence consisted primarily of shellfish and plant resources, with hunting and fishing secondary. Interior sites also illustrate an emphasis on processing floral (e.g., nuts and seeds) resources and hunting of a variety of faunal resources (e.g., deer). Populations were semisedentary (Tetra Tech 2022).

4.1.3 Late Precontact Period (1,500 BP to 1769)

The Late Precontact period is defined by regional local patterns of change, an increase of human population, resource intensification, sedentism, associated expansion of cultural practices, food storage, and the introduction of the bow and arrow. Assemblages are typically characterized by small projectile points, pottery, mortar and pestle, shell fishhooks, the use of asphaltum, decorative shell and bone ornaments, and cremations. Bedrock mortars (a shallow-hole mortar[s] in bedrock) are also attributed to this period. Subsistence during this period varied dependent upon the local environment and foraging adaptations. Overexploitation of high-ranking subsistence resources by

hunters and gatherers resulted in resource depression and the intensification of more labor intensive floral and faunal resources, such as small plant seeds (e.g., grasses), acorns, small shellfish, fish, and terrestrial animals. Settlement patterns during this period included large residential camps (e.g., villages) and smaller, subsistence-related short-term encampments (Tetra Tech 2022).

4.2 ETHNOHISTORIC SETTING

The project alignment is located within the Los Angeles Basin, which is the ancestral home of the Native American group today referred to as the Tongva, Kizh, and/or Gabrielino/Gabrieliño/Gabrieleño. This context examines the historical background of Native American groups in Pomona. There are no extant built resources in the City of Pomona dating from the pre-1542 period. The study of archaeological resources is outside the scope of this project (Historic Resources Group 2022).

The Gabrielino/Tongva/Kizh have been identified by various names over the past two centuries. The Spanish settlers who colonized the area and developed the Mission San Gabriel Arcángel (San Gabriel Mission) assigned the name "Gabrieliño" to Native Americans associated with the Mission. In addition to the Gabrielino/Tongva/Kizh, some members of the Cahuilla and Serrano tribes were also historically encompassed under this nomenclature. Today, some descendants choose to refer to themselves as either Tongva or Kizh because they are terms of native, rather than Spanish, origin.

This historic context statement acknowledges and respects that each Native American tribe has the right for self-identification and for that choice to be honored. Because the area that now comprises the City of Pomona is included in the ancestral home of several Native American tribes that identify by different names, this historic context statement adopts the inclusive term "Gabrielino/Tongva/Kizh" when referring to Pomona's original Native American inhabitants.

For over 7,000 years, the Gabrielino/Tongva/Kizh have served as the traditional caretakers of the Los Angeles Basin, South Channel Islands, San Gabriel and Pomona Valleys, and portions of Orange, San Bernardino, and Riverside Counties. Historically, the Gabrielino/Tongva/Kizh were not a single "tribe," but a collection of lineages (a group of families with a common ancestor) that shared a common Uto-Aztecan language, culture, religion, and lifestyle that distinguished them from neighboring groups. This group did not have a single unifying name, and it was common for tribes to refer to themselves in their own language simply as "people" or "men," although they likely would have assigned tribes to other tribes.

Surrounding indigenous communities included the Chumash and the Tataviam/Alliklik to the north, the Serrano and Cahuilla to the east, and the Luiseño/Juaneño to the south. Interactions with surrounding groups were frequent and generally peaceful, occurring largely through the channels of intermarriage, matrilocal residence, and/or trade. The trade currency consisted of shell beads and objects made from steatite, a type of soapstone found on Catalina Island.

Their territory was so expansive, in fact, that it spanned several ecological zones. Consequently, the group's settlement and subsistence patterns varied slightly within each zone based on microenvironmental conditions, but on the whole, thrived on hunting, gathering, and fishing activities.

Like that of other Native American groups in California, acorns became a staple food over time, supplemented by the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave) as well as both large and small mammals. The group's subsistence practices were often focused on local estuarine, coastal, and near-coastal resources.

Studies indicate that habitation sites were hierarchically organized around estuaries and varied in size based on resource availability. While some estuaries supported large settlements, other estuaries supported linked but separated smaller habitation sites. Recent research implies that groups living near smaller estuaries practiced a strategy of mobility, employing foraging when resources were scarce. While it is difficult to estimate their population over time, evidence suggests that at the time of European contact in the 1500s there may have been more than fifty to one hundred mainland villages reflecting a range in population sizes.

Villages were politically autonomous and largely organized through shared kinship ties; each village was headed by a chief, who was usually descended from the prevailing lineage of the village. The chief typically spoke multiple languages, negotiated social relations, collected taxes, and directed the community's seasonal migrations. In addition to the chief, spiritual leaders also had authority over the tribal community. It appears that the Gabrielino/Tongva/Kizh also shared some rituals with the Chumash to the north, based on the distribution of similar stone effigies in the precontact period (Historic Resources Group 2022).

4.3 HISTORIC ERA NATIVE AMERICAN SETTING

The Mexican-American War (1846-48) was settled by the Treaty of Guadalupe, which ceded California to the United States. Treaty required the United States to maintain and protect California Indians, including the Gabrielino Tribe recognized to inhabit the geographic area of the Los Angeles Basin, in the free enjoyment of their liberty, property and religion (Gabrielino 2024).

In 1851-53, three U.S. Government Treaty Commissioners appointed by President Fillmore signed the 18 "lost treaties," setting aside 8.5 million acres in California for Indian reservations in return for the Indians' quitclaim to 75 million acres of California land. The 18 "lost treaties" recognized the Tongva but were never adopted.

Approximately 1.2 million acres were promised to the Gabrielino Tribe and other Mission Indians included 50,000 acres on the San Sebastian Reserve at the Tejon Pass at the edge of Los Angeles County, and a temporary reservation to which a number of Gabrielino families had been relocated. This 50,000-acre reserve was never officially taken into trust, but instead ended up as the private property of the Superintendent of Indian Affairs, Edward Beale, who incorporated it into his newly named "Tejon Ranch."

Based upon discovery of the 18 "lost treaties" in 1905, a series of efforts were made to address the treaty-less Gabrielino Tribe, or at least to compromise its claims to land in Los Angeles County. The California Jurisdiction Act of 1928 authorized the California Attorney General to represent the Gabrielino Tribe, among others, and to bring their land claims before the U.S. Court of Claims. The Court of Claims, in *California Indians v. US (1941) 98 Ct. Cols, 583*, recognized the arguments of the young California Attorney General, Earl Warren, that "a promise made to these tribes and bands of Indians and accepted by them but the treaties were never ratified so the promise was never fulfilled" (Gabrielino 2024).

Acting to "recognize the equitable claims" of the Gabrielinos and "all the Indians of California," the Court awarded 7 cents an acre as compensation for the 8.5 million acres of land which was never set up as reservations under the 18 "lost treaties." From this sum was deducted the cost of administration of the claims. In 1850, some 94 years earlier, no public lands were purchased for less than $1.50 per acre. The Court of Claims awarded no interest for the 94-year period between signature of the 1851-53 Treaties and payment of the monies in 1944.

After World War II reminded the public of the sacrifices of Native American soldiers, and the 1944 payments were seen as woefully inadequate, a second effort to settle land claims was begun under new legislation in 1946. The Indian Claims Commission addressed the claims of the Gabrielino Tribe in Docket 80, where the Gabrielino group was treated as an Indian tribe, but only its members were named as plaintiffs. This legal fiction would appear to a modern lawyer to eviscerate the effectiveness of the land claims settlement, which addressed only the claims of individual Indians (and not the land claims of the Tribe itself). In 1950, under the Eisenhower policy of "Assimilation" of Native American Tribes, the Gabrielino-Tongva were effectively terminated.

In 1959, the Court of Claims entered a final order recognizing the aboriginal title of the Gabrielino Tribe and other California tribes to 64 million acres west of the Sierra Nevada Range. The tribe's title was recognized and $633 was paid to each Gabrielino in 1972. As part of the efforts to adjudicate the two land claim payments in 1944 and 1972, hundreds of Gabrielino tribal members were recognized as "Gabrielino Indians" on each of the Bureau of Indian Affairs California Indian Rolls of 1928, 1950, and 1972.

The Eisenhower policy of "assimilation" also lead to the adoption of over 50,000 Native American children into white, often suburban households (until the practice was ended by the Indian Child Welfare Act of 1978). The settlement of Gabrielino land claims and the "assimilation" of Gabrielino Indians was administered by Commissioner of Indian

Affairs Dillon S. Meyer. Mr. Meyer had previously distinguished himself as chief administrator of the Japanese internment camps in California.

In 1994, the State of California recognized the Tongva in Assembly Joint Resolution 96, chaptered by the California Secretary of State as Resolution chapter 146, Statutes of 1994. The Joint Resolution states that the State of California "recognizes the Gabrielino-Tongva Nation as the aboriginal tribe of the Los Angeles Basin and takes great pride in recognizing the Indian inhabitance of the Los Angeles Basin and the continued existence of the Indian community" (Gabrielino 2024).

4.4 HISTORIC PERIOD OVERVIEW

4.4.1 Regional History

Pomona Valley's story began between 2000 and 500 BP with the inhabitance of the Gabrielino (Tongva) and Serrano Natives, nomadic hunter-gatherers who often lived near sources of water (Cal Poly Pomona 2024).

This changed in the late 1700s with the beginning of Spanish interest in the land now known as California and their introduction of the mission system in 1769. The San Gabriel Mission was built in Southern California in 1771 as the fourth of twenty-one missions, by 1800 holding a population of more than 1,000 natives. It was the most productive mission within the system because of its fertile land, but like the others, it had an overall negative impact on the native population. In 1821, Mexico declared independence from Spain and gained control of California in the process. Thirteen years later, Mexico passed the Secularization Act of 1834, opening mission lands to private ownership and thus setting the stage for Pomona Valley's new residents (Cal Poly Pomona 2024).

Ygnacio Palomares and Ricardo Vejar were two prominent pioneers in the region that encompasses present-day Pomona. In 1837, Palomares and Vejar traveled east in search of land for a new ranching enterprise, and ultimately petitioned the government for a 15,000-acre swath of land in the Pomona Valley. On April 15, 1837, Governor Juan Bautista Alvarado granted Palomares and Vejar the area, which came to be known as the Rancho San José. Palomares and Vejar split the ranch between them, with Palomares settling in the north and Vejar in the south. The rancho was accessible via the road that connected the San Gabriel Mission with San Bernardino, which became known as the San José Road (Historic Resources Group 2022).

The boom of the 1880s came as great stretches of land were divided and sold to settlers and businessmen alike. In 1885, the Atchison, Topeka, and Santa Fe (Santa Fe) Railway made plans to unite its rail line to a connection that ran between San Bernardino and Los Angeles, at the same time buying out Southern Pacific's assets in the region. A rate war between Santa Fe and Southern Pacific railways began in 1886 and peaked in in 1887, bringing ticket prices down as much as 80 percent. The significant rate decrease resulted in increased tourism and immigration from the eastern United States. For the Pomona Valley, the boom reached its peak in 1887 when plans were made with the Santa Fe Railway for a depot and route through Pomona and Claremont. (Cal Poly Pomona 2024).

4.4.2 Local History

The City of Pomona was named as a result of an 1875 naming contest held by the Los Angeles Immigration and Land Cooperative Association real estate investors who sought to promote and resell the land. Citrus worker Solomon Gates won the competition with Pomona, the Roman goddess of fruits. On January 6, 1888, the name Pomona was formally adopted with the City's official incorporation. Though the citrus industry didn't come into force until later years, the representation granted by the goddess "Pomona" was astoundingly fitting and became associated with the citrus industry (Cal Poly Pomona 2024).

By 1911, Pomona was added as an extension to Los Angeles' Pacific Electric Street railcar network. The "Big Red Cars" served much of the San Gabriel Valley into the Western Pomona Valley from 1911 through the 1950s. At the same time, Pomona was beginning to acquaint itself with the automobile through a tourist service that ran from Pasadena's

Green Hotel to Pomona's Palomares Hotel. By 1912, Pomona had a network of paved roads connecting it to neighboring cities.

World War II marked a turning point for the city of Pomona as California was transformed into a hub for the Pacific Theater. In the domestic sphere, the Pomona Fairgrounds were used for training and housing military personnel, held 5,400 Japanese-Americans awaiting internment, and detained German and Italian prisoners of war. The war saw the rise of aircraft and shipbuilding companies, Lockheed, Douglas, Northrop, Kaiser, and North American to aid in wartime production.

Although the citrus industry thrived as its products supplied allied forces during World War II, the end of the war also signaled the industry's decline. Many groves were eventually sold to make way for land development and the city's growing population. The 1980s saw the loss of companies like Broadway Glass and Pomona Tile, with a later loss of jobs in the closing down of defense contractor General Dynamics. As these industries departed, so did Pomona residents who no longer had a place of employment. The city's demographics shifted as a result, going from a population that was mostly Caucasian to one is predominantly Hispanic. These minority groups grew into important parts of city politics, and now dominate the City's political sphere (Cal Poly Pomona 2024).

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5 RESULTS

5.1 BACKGROUND RESEARCH RESULTS

The results of the SCCIC record search found no previously recorded cultural resources within the project alignment, and that one previous cultural resources investigation has occurred within five percent of the project alignment. Review of the aerial images and topographic maps did not identify any development within the project alignment. The aerials revealed that the project alignment follows Thompson Creek (San Jose Creek) that was channelized over the years. In addition, the BLM 1872 Plat map revealed Rancho San Jose overlaying portions of the project alignment.

5.2 PEDESTRIAN SURVEY RESULTS

A pedestrian survey of the project alignment was conducted on September 30, 2024. The entirety of the project alignment was surveyed. Approximately 10 percent of the project alignment is paved and/or built over, obstructing ground visibility. The project alignment's overall ground visibility was moderate to very good, ranging between 70 to 100 percent. The disturbances within the project alignment were all modern which included plastic bags, beverage glass, plastic bottles, rusty metal, and concrete fencing fragments. Figures 5-1 through 5-2 depict representational photographs of the project alignment. Overall, the survey found no presence of anthropogenic soils (i.e., midden), hearth features, or concentrations of shell, bone, or lithic materials that would have indicated the presence of a precontact indigenous archaeological deposit. No cultural resources were discovered as a result of this survey.

5.3 POTENTIAL FOR BURIED ARCHAEOLOGICAL DEPOSITS

The surficial soil on the project alignment is classified as urban land, which exists in areas of high population density in the largely built environment (USDA 2024). These soils are a mix of several soils and nature human-transported or "fill" materials. Sediments within the project alignment consist of Quaternary aged deposits: Holocene (recent to 10,000 years old) and Pleistocene (10,000 to 2 million years old) marine and non-marine terrace deposits, to older Pliocene to Late Miocene (3.6 to 11.62 million years ago) marine basin deposits (Dibblee and Minch 2002). Late Pleistocene and Holocene deposits are generally considered more likely to contain precontact archaeological deposits. Landscape evolution and historic and modern development can impact the visibility of the archaeological record, but research has shown that archaeological sites tend to occur in specific geo-environmental settings (e.g., near reliable water sources and on stable land surfaces) rather than randomly throughout the landscape. For example, geoarchaeological studies have found that distance to water sources (e.g., stream, lake, spring) and landform slope (generally <18 percent) are two environmental variables that help accurately predict a location's potential to contain buried archaeological deposits (e.g., Caltrans 2008; Caltrans 2010; Rosenthal and Meyer 2004a, 2004b). The topography of the terrain in the project alignment is relatively flat. However, the project alignment is disturbed with urban land fill material. Therefore, the geography, geology, soils, and topography across most of the project alignment suggests that the potential for the presence of intact buried deposits of cultural resources in the project alignment is very low.



Source: Ascent Environmental in 2024.

Overview of the trail with landscaped ground surface. West view. Taken on September 30, 2024.



Source: Ascent Environmental in 2024.

Weber Street overview with paved ground surface. Northwest view. Taken on September 30, 2024.

Figure 5-1 Eastern Portion of Project Alignment



Source: Ascent Environmental in 2024.

Trail exit along Ridgeway Street. East view. Taken on September 30, 2024.



Source: Ascent Environmental in 2023.

Overgrown vegetation obscures ground surface visibility. Werst view. Taken on September 30, 2024.

Figure 5-2 Western Portion of Project Alignment

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6 CONCLUSIONS AND RECOMMENDATIONS

The background research, which includes the SCCIC record search, tribal outreach, and the pedestrian survey, did not result in the identification of unique archaeological sites or historical resources of an archaeological nature. In addition, the results of the geoarchaeological sensitivity analysis revealed that the project alignment has a very low sensitivity for intact buried archaeological resources.

The presence of, or the potential for the presence of tribal cultural resources as defined by PRC Section 21074, is not included in this study.

Although no cultural resources have been identified as a result of this cultural study, it is recommended that the following measures be implemented for the project.

- Inadvertent Discoveries: If archaeological materials are inadvertently discovered during ground-disturbing activities, including midden soils, stone tools, chipped stone, baked clay, or concentrations of shell, bone, charcoal, glass, metal, or ceramics, all work shall cease within 100 feet (30.5 meters) of the find and the services of a professional archaeologist shall be retained immediately. At that time, the city of Pomona shall coordinate any necessary investigation of the site with the archaeologist as needed to evaluate the significance of the resource per PRC Section 5024.1 and 21083.2(g) and provide proper management recommendations. If the find is determined to be a historical resource and/or a unique archeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures and/or mitigation will be made available. Possible management recommendations for significant resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the archeologist for the protection of the cultural resources. Do not resume work in the area of the discovery until directed to do so by the archaeologist.

Discovery of human remains is not expected; however, if human remains should be discovered, the following measure should be implemented.

- Inadvertent Discovery of Human Remains: If human remains are discovered during construction activities, work within 100 feet (30.5 meters) of the remains shall be stopped immediately, and the project proponent shall notify the Los Angeles County Coroner, in accordance with Section 5097.98 of the PRC and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the coroner to be Native American, the coroner will notify the NAHC within 24 hours, and the NAHC will designate a Most Likely Descendant (MLD). Together the land-owner and the MLD shall determine the ultimate treatment and disposition of the remains in accordance with PRC Section 5097.94.

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Appendix A

Record Search Results

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542
sccic@fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

6/18/2024 Records Search File No.: 26057.12083

Roberto Mora
Ascent Environmental, Inc.
455 Capitol Mall, Ste 300
Sacramento, CA 95814

Re: Record Search Results for 20220001.01 - City of Pomona SJC Bikeway

The South Central Coastal Information Center received your records search request for the project area(s) referenced above, located on the San Dimas, CA USGS 7.5' quadrangle(s). The following reflects the results of the records search for the project area and a ¼-mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ shape files ☐ hand-drawn maps

Resources within project area: 0	None
Resources within ¼-mile radius: 4	SEE ATTACHED MAP or LIST
Reports within project area: 1	LA-10561
Reports within ¼-mile radius: 14	SEE ATTACHED MAP or LIST

Resource Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed
Resource Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed
Resource Digital Database (spreadsheet): ☒ enclosed ☐ not requested ☐ nothing listed
Report Database Printout (list): ☒ enclosed ☐ not requested ☐ nothing listed
Report Database Printout (details): ☒ enclosed ☐ not requested ☐ nothing listed
Report Digital Database (spreadsheet): ☒ enclosed ☐ not requested ☐ nothing listed
Resource Record Copies: ☐ enclosed ☒ not requested ☐ nothing listed
Report Copies: ☒ enclosed ☐ not requested ☐ nothing listed
OHP Built Environment Resources Directory (BERD) 2022: ☒ available online; please go to https://ohp.parks.ca.gov/?page_id=30338
Archaeo Determinations of Eligibility 2022: ☐ enclosed ☐ not requested ☒ nothing listed
Los Angeles Historic-Cultural Monuments ☐ enclosed ☒ not requested ☐ nothing listed
Historical Maps: ☐ enclosed ☒ not requested ☐ nothing listed
San Bernardino Historical Maps: ☒ not available at SCCIC; please go to https://ngmdb.usgs.gov/topoview/viewer/#4/39.98/-100.02

Ethnographic Information: ☒ not available at SCCIC
Historical Literature: ☒ not available at SCCIC
GLO and/or Rancho Plat Maps: ☒ not available at SCCIC
Caltrans Bridge Survey: ☒ not available at SCCIC; please go to http://www.dot.ca.gov/hq/structur/strmaint/historic.htm
Shipwreck Inventory: ☒ not available at SCCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp
Soil Survey Maps: (see below) ☒ not available at SCCIC; please go to http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Isabela Kott

Digitally signed by Isabela Kott
Date: 2024.06.18 16:42:08 -07'00'

Isabela Kott
Assistant Coordinator, GIS Program Specialist

Enclosures:

(X) Custom Maps – 2 pages

(X) Resource Database Printout (list) – 1 page

(X) Resource Database Printout (details) – 4 pages

(X) Resource Digital Database (spreadsheet) – 4 lines

(X) Report Database Printout (list) – 3 pages

(X) Report Database Printout (details) – 17 pages

(X) Report Digital Database (spreadsheet) – 15 lines

(X) Report Copies – (project area only) 4 pages

Resource Detail: P-19-150397

Identifying information

Primary No.: P-19-150397
Trinomial:
Name: House for A E Packard
Other IDs:

Type	*Name*
OHP Property Numb	092972
Resource Name	House for A E Packard

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Other
Attribute codes: HP02 (Single family property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/8/1993	F. Smith	Myra L Frank & Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
LA-03779	1994	Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Sr 57/I-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3	Myra L. Frank & Associates, Inc.

Location information

County: Los Angeles
USGS quad(s): SAN DIMAS
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1318 E Murchison Ave	Pomona		

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	5/1/2008	jay	
Last modified:	9/4/2019	sstjames	
IC actions:	*Date*	*User*	*Action taken*
	5/1/2008	jay	Appended records from Encodent database.

Record status: Verified

Resource Detail: P-19-150398

Identifying information

Primary No.: P-19-150398
Trinomial:
Name: 1304 N Hamilton Blvd
Other IDs:

Type	*Name*
OHP Property Numb	092973
Resource Name	1304 N Hamilton Blvd

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Other
Attribute codes: HP02 (Single family property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/8/1993	F. Smith	Myra L Frank & Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
LA-03779	1994	Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Sr 57/I-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3	Myra L. Frank & Associates, Inc.

Location information

County: Los Angeles
USGS quad(s): SAN DIMAS
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1304 N Hamilton Ave	Pomona		

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	5/1/2008	jay	
Last modified:	9/4/2019	sstjames	
IC actions:	*Date*	*User*	*Action taken*
	5/1/2008	jay	Appended records from Encodent database.

Record status: Verified

Resource Detail: P-19-150400

Identifying information

Primary No.: P-19-150400
Trinomial:
Name: House for Farell Fikel
Other IDs:

Type	*Name*
OHP Property Numb	092975
Resource Name	House for Farell Fikel

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Other
Attribute codes: HP02 (Single family property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
10/8/1993	F. Smith	Myra L Frank & Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
LA-03779	1994	Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Sr 57/I-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3	Myra L. Frank & Associates, Inc.
LA-08828	2007	Cultural Resources Records Search and Site Visit Results for Royal Streel Communications, Llc Candidate La2337a (i-10 at White), 875 West Orange Grove, Avenue, Pomona, Los Angeles County, California	Michael Brandman Associates

Location information

County: Los Angeles
USGS quad(s): SAN DIMAS
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1390 N Casa Vista Dr	Pomona		

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	5/1/2008	jay
Last modified:	9/4/2019	sstjames

IC actions:

Date	*User*	*Action taken*
5/1/2008	jay	Appended records from Encodent database.

Record status: Verified

Resource Detail: P-19-188186

Identifying information

Primary No.: P-19-188186
Trinomial:
Name: Pomona Church of the Brethren
Other IDs:

Type	*Name*
Resource Name	Pomona Church of the Brethren
Other	Pomona Fellowship Church

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Other
Attribute codes: HP16 (Religious building)
Disclosure: Unrestricted
Collections:
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/8/2004	C.J. Hetzel		

Associated reports

Location information

County: Los Angeles
USGS quad(s): SAN DIMAS
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
875 W Orange Grove Ave	Pomona	8358-009-006	91768

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	9/2/2008	jay
Last modified:	9/4/2019	sstjames

IC actions:

Date	*User*	*Action taken*
9/2/2008	jay	Appended records from Encodent database (second round of additions)

Record status: Verified

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-150397		OHP Property Number - 092972; Resource Name - House for A E Packard	Building	Historic	HP02	1993 (F. Smith, Myra L Frank & Associates)	LA-03779
P-19-150398		OHP Property Number - 092973; Resource Name - 1304 N Hamilton Blvd	Building	Historic	HP02	1993 (F. Smith, Myra L Frank & Associates)	LA-03779
P-19-150400		OHP Property Number - 092975; Resource Name - House for Farell Fikel	Building	Historic	HP02	1993 (F. Smith, Myra L Frank & Associates)	LA-03779, LA-08828
P-19-188186		Resource Name - Pomona Church of the Brethren; Other - Pomona Fellowship Church	Building	Historic	HP16	2004 (C.J. Hetzel)	

Report Detail: LA-00279

Identifiers

Report No.: LA-00279
Other IDs:
Cross-refs:

Citation information

Author(s): Whitney-Desautels, Nancy A.
Year: 1981
Title: Archaeological/historical Survey Report on the Kellogg Plaza Site, Pomona, County of Los Angeles.
Affliliation: Scientific Resource Surveys, Inc.
No. pages: 12
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure:
Collections:

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/12/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/12/2015	agarcia	GIS QC

Record status:

Report Detail: LA-00575

Identifiers

Report No.: LA-00575
Other IDs:
Cross-refs:

Citation information

Author(s): Padon, Beth
Year: 1979
Title: An Archaeological Reconnaissance of the 40 Acre Extension of the Spadra Landfill, Pomona, Los Angeles County, Ca.
Affliliation: Beth Padon, Contract Archaeologist
No. pages: 8
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/13/2015	agarcia

IC actions:

Date	*User*	*Action taken*
5/6/2008	jay	Appended records from old Surveys database.
3/13/2015	agarcia	GIS QC

Record status:

Report Detail: LA-02932

Identifiers

Report No.: LA-02932
Other IDs:
Cross-refs:

Citation information

Author(s): Wlodarski, Robert J.
Year: 1993
Title: Negative Archaeological Survey Report Provide High Occupancy Vehicle (hov) Lanes on Interstate 10 (i-10) From the Junction of State Route 57 (sr 57/interstate 610 (i-210) in the City of Pomona to the Los Angeles/san Bernardino County Line 07-la-i10/p.m. 4
Affliliation: Historical, Environmental, Archaeological, Research, Team
No. pages: 36
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure:
Collections:

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): ONTARIO, SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/11/2015	agarcia

IC actions:

Date	*User*	*Action taken*
5/6/2008	jay	Appended records from old Surveys database.
3/11/2015	agarcia	GIS QC

Record status:

Report Detail: LA-03306

Identifiers

Report No.: LA-03306
Other IDs:
Cross-refs:

Citation information

Author(s): Whitney-Desautels, Nancy A. and Wayne H. Bonner
Year: 1993
Title: Historic Property Survey Report Interstate 10 HOV Widening Los Angeles County, California Caltrans District 7
Affliliation: Scientific Resource Surveys, Inc.
No. pages: 35
No. maps:
Attributes: Archaeological, Architectural/Historical, Field study
Inventory size: QC
Disclosure: Not for publication
Collections: No

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-19-192856		Kellogg House; University House

No. resources: 1
Has informals: No

Location information

County(ies): Los Angeles
USGS quad(s): BALDWIN PARK, SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	4/10/2023	aswitals

IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/16/2015	agarcia	GIS QC
	4/3/2023	aswitals	A.S.

Record status: Database Complete

Report Detail: LA-03779

Identifiers

Report No.: LA-03779
Other IDs:
Cross-refs:

Citation information

Author(s): Smith, Francesca
Year: 1994
Title: Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Sr 57/I-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3
Affliliation: Myra L. Frank & Associates, Inc.
No. pages: 132
No. maps:
Attributes: Archaeological, Architectural/Historical, Evaluation, Field study
Inventory size: QC
Disclosure: Not for publication
Collections: No

Sub-desig.:
Author(s): Wlodarski, Robert J.
Year: 1993
Title: Negative Archaeological Survey Report Provide High Occupancy Vehicle (HOV) Lanes on Interstate 10 (I-10) From the Junction of State Route 57 (SR-57 / Interstate 610 (I-210)) in the City of Pomona to the Los Angeles / San Bernardino County Line 07-LA-110/P.M. 41.7/48.3
Affiliation: Historical, Environmental, Archaeological, Research, Team
Report type(s): Archaeological, Field study
Inventory size:
No. pages: 3
Disclosure: Not for publication
Collections: No
PDF Pages: 19-21

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-19-150397		House for A E Packard
P-19-150398		1304 N Hamilton Blvd
P-19-150399		Speculative House for C P Stens
P-19-150400		House for Farell Fikel
P-19-150401		House for C P Stensgard
P-19-150402		Joe Wilkins House
P-19-150403		465 E Kenoak Pl
P-19-150404		493 E Kenoak Pl
P-19-150405		J R Wilson House
P-19-150406		1355 N Park Ave
P-19-150407		B F Hendricks House
P-19-150408		Dr Cordellia M Richmond Reside

No. resources: 12
Has informals: No

Location information

County(ies): Los Angeles
USGS quad(s): ONTARIO, SAN DIMAS
Address:
PLSS:

Report Detail: LA-03779

Database record metadata

	Date	User	
Entered:	5/5/2008	jay	
Last modified:	2/26/2024	aswitals	
IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/11/2015	agarcia	GIS QC
	2/26/2024	aswitals	A.S.
Record status:	Database Complete		

Report Detail: LA-04835

Identifiers

Report No.: LA-04835
Other IDs:
Cross-refs:

Citation information

Author(s): Ashkar, Shahira
Year: 1999
Title: Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties
Affliliation: Jones & Stokes Associates, Inc.
No. pages: 79
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure:
Collections:

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-19-186109		VOID
P-19-186112		Union Pacific RR, Southern Paci
P-19-187090		E Los Angeles RR Station

No. resources: 3
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): BALDWIN PARK, EL MONTE, HOLLYWOOD, LA HABRA, LOS ANGELES, ONTARIO, SAN DIMAS, SOUTH GATE, WHITTIER, YORBA LINDA
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/11/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/11/2015	agarcia	GIS QC

Record status:

Report Detail: LA-05643

Identifiers

Report No.: LA-05643

Other IDs:	*Type*	*Name*
	Cellular	

Cross-refs:

Citation information

Author(s): Duke, Curt
Year: 2002
Title: Cultural Resource Assessment: Cingular Wireless Facility No. Sb 148-01 Los Angeles County
Affliliation: LSA Associates, Inc.
No. pages: 8
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure:
Collections:

General notes

Associated resources

	Primary No.	*Trinomial*	*Name*
	P-19-186112		Union Pacific RR, Southern Paci

No. resources: 1
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/18/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/18/2015	agarcia	GIS QC

Record status:

Report Detail: LA-05925

Identifiers

Report No.: LA-05925
Other IDs:
Cross-refs:

Citation information

Author(s): Smith, Francesca
Year: 1994
Title: Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Sr57/i-210 and the Los Angeles County/san Bernardino County Lines in Los Angeles 07-la-10-41.7/48.3
Affliliation: Myra L. Frank & Associates, Inc.
No. pages: 15
No. maps:
Attributes: Other research
Inventory size: QC
Disclosure:
Collections:

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): ONTARIO, SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/11/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/11/2015	agarcia	GIS QC

Record status:

Report Detail: LA-06260

Identifiers

Report No.: LA-06260

Other IDs:	*Type*	*Name*
	Cellular	

Cross-refs:

Citation information

Author(s): Duke, Curt
Year: 2002
Title: Cultural Resource Assessment at & T Wireless Services Facility No. D293c Los Angeles County, California
Affliliation: LSA Associates, Inc.
No. pages: 9
No. maps:
Attributes: Literature search
Inventory size: QC
Disclosure:
Collections:

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/19/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	5/6/2008	jay	Appended records from old Surveys database.
	3/19/2015	agarcia	GIS QC

Record status:

Report Detail: LA-08828

Identifiers

Report No.: LA-08828

Other IDs:

Type	*Name*
Cellular	

Cross-refs:

Citation information

Author(s): Bonner, Wayne H.

Year: 2007

Title: Cultural Resources Records Search and Site Visit Results for Royal Streel Communications, Llc Candidate La2337a (i-10 at White), 875 West Orange Grove, Avenue, Pomona, Los Angeles County, California

Affliliation: Michael Brandman Associates

No. pages: 12

No. maps:

Attributes: Archaeological, Field study

Inventory size: QC

Disclosure:

Collections:

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-19-150348		726 Maine Ave
P-19-150400		House for Farell Fikel
P-19-150401		House for C P Stensgard

No. resources: 3

Has informals:

Location information

County(ies): Los Angeles

USGS quad(s): SAN DIMAS

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/23/2015	agarcia

IC actions:

Date	*User*	*Action taken*
5/6/2008	jay	Appended records from old Surveys database.
3/23/2015	agarcia	GIS QC

Record status:

Report Detail: LA-09079

Identifiers

Report No.: LA-09079

Other IDs:

Type	*Name*
Cellular	

Cross-refs:

Citation information

Author(s): Bonner, Wayne H. and Christeen Taniguchi

Year: 2004

Title: Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc010a (brethren Church) 875 West Orange Grove Avenue, Pomona, Los Angeles County, California

Affliliation: Michael Brandman Associates

No. pages: 10

No. maps:

Attributes: Archaeological, Field study

Inventory size: QC

Disclosure:

Collections:

General notes

Associated resources

No. resources: 0

Has informals:

Location information

County(ies): Los Angeles

USGS quad(s): SAN DIMAS

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
875 West Orange Grove Avenue	Pomona		

PLSS:

Database record metadata

	Date	*User*
Entered:	5/5/2008	jay
Last modified:	3/23/2015	agarcia

IC actions:

Date	*User*	*Action taken*
5/6/2008	jay	Appended records from old Surveys database.
3/23/2015	agarcia	GIS QC

Record status:

Report Detail: LA-10190

Identifiers

Report No.: LA-10190
Other IDs:
Cross-refs:

Citation information

Author(s): Harbert, Claudia
Year: 2002
Title: Supplemental Historic Property Survey Report for the I-10 HOV Lane Between I-605 and the SR-57/SR-71/I-210 Interchange in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas, and Pomona in Los Angeles County, CA
Affliliation: Caltrans
No. pages: 82
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure: Not for publication
Collections: No

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-19-188913		
P-19-188914		
P-19-188915		
P-19-188916		
P-19-188917		
P-19-188918		
P-19-188919		
P-19-188920		Burl Watson Realty Inc
P-19-188921		
P-19-188922		
P-19-188923		
P-19-188924		
P-19-188925		
P-19-188926		The Aristocrat Motel
P-19-188927		Taxcos Restaurant
P-19-188928		Nextel
P-19-188929		
P-19-188930		
P-19-188931		
P-19-188932		
P-19-188933		
P-19-188934		
P-19-188935		
P-19-188936		Tract #15527
P-19-188937		2231 W Mossberg Ave
P-19-188938		West Covina Dental
P-19-188939		2101 W Garvey Ave N
P-19-188940		1647-1649 W Garvey Ave
P-19-188941		Trophy Center
P-19-188942		1618 W Harbert St
P-19-188943		Catholic Resource Center
P-19-188944		1415 W Garvey Ave
P-19-188945		117 N Ellen Dr
P-19-188946		118 N Morada Ave
P-19-188947		118 N Maplewood Ave

Report Detail: LA-10190

P-19-188948	1038 E Mardina St
P-19-188949	1042 E Mardina St
P-19-188950	1046 E Mardina St
P-19-188951	Tract #16738
P-19-188952	Dental Office
P-19-188953	104 S Glendora Ave
P-19-188954	105 S Gardenglen St
P-19-188955	106 S Gardenglen St
P-19-188956	106 S Astell Ave
P-19-188957	Tract #16472
P-19-188958	104 S Turner Ave
P-19-188959	103 S Robin Rd
P-19-188960	102 S Cherrywood St
P-19-188961	101 S Fernwood St
P-19-188962	102 S Fernwood St
P-19-188963	107 S Homerest Ave
P-19-188964	118 S Homerest Ave
P-19-188965	Tract # 17547
P-19-188966	106 S Baymar St
P-19-188967	Villa Tepeyac Mexican Restaura
P-19-188968	101 S Fircroft St
P-19-188969	2330 E Garvey Ave S
P-19-188970	2346 E Garvey Ave S
P-19-188971	2451 E Garvey Ave N
P-19-188972	Tract # 19682
P-19-188973	Tract # 17045
P-19-188974	3712 E Holt Ave
P-19-188975	
P-19-188976	
P-19-188977	
P-19-188978	
P-19-188979	
P-19-188980	
P-19-188981	
P-19-188982	

No. resources: 70

Has informals:

Location information

County(ies): Los Angeles

USGS quad(s): BALDWIN PARK, SAN DIMAS

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	2/3/2010	agarcia
Last modified:	3/23/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	3/23/2015	agarcia	GIS QC

Record status:

Report Detail: LA-10561

Identifiers

Report No.: LA-10561
Other IDs:
Cross-refs:

Citation information

Author(s): Sylvia, Barbara
Year: 2001
Title: Negative Archaeological Survey Report - Highway Project Description, State Route 71
Affliliation: Caltrans
No. pages: 4
No. maps:
Attributes: Archaeological, Field study
Inventory size: QC
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): ONTARIO, SAN DIMAS
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	8/24/2010	agarcia
Last modified:	3/12/2015	agarcia

IC actions:	*Date*	*User*	*Action taken*
	3/12/2015	agarcia	GIS QC

Record status:

Report Detail: LA-11119

Identifiers

Report No.: LA-11119
Other IDs:
Cross-refs:

Citation information

Author(s): Vaughan-Acton, Sandra
Year: 2010
Title: Construction of Innovation Way, Innovation Village Research Park, Pomona, CA
Affliliation: Cal Poly Pomona Foundation
No. pages: 24
No. maps:
Attributes: Archaeological, Architectural/historical, Other research
Inventory size: QC
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): Los Angeles
USGS quad(s): SAN DIMAS

Address: Address	City	Assessor's parcel no.	Zip code
Innovation Way	Pomona, CA		

PLSS:

Database record metadata

	Date	User
Entered:	10/6/2011	lnoyes
Last modified:	9/14/2023	aswitals

IC actions:

Date	User	Action taken
3/24/2015	agarcia	GIS QC
9/14/2023	aswitals	A.S.

Record status: Database Complete

Report Detail: LA-12978

Identifiers

Report No.: LA-12978
Other IDs:
Cross-refs:

Citation information

Author(s): Losee, Carolyn
Year: 2015
Title: Cultural Resources Investigation for Trileaf 611939 Verizon “Lyndale” 900 Corporate Center Drive, Pomona, Los Angeles County, California 91768
Affliliation: Archaeological Resources Technology
No. pages: 7
No. maps:
Attributes: Archaeological, Architectural/Historical, Field study
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals:

Location information

County(ies): Los Angeles
USGS quad(s): SAN DIMAS

Address: Address	City	Assessor's parcel no.	Zip code
900 Corporate Center Drive	Pomona	8707-001-052	91768

PLSS:

Database record metadata

	Date	User
Entered:	10/25/2016	ikott
Last modified:	10/25/2016	ikott

IC actions:
Record status: Database Complete

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00279		1981	Whitney-Desautels, Nancy A.	Archaeological/historical Survey Report on the Kellogg Plaza Site, Pomona, County of Los Angeles.	Scientific Resource Surveys, Inc.	
LA-00575		1979	Padon, Beth	An Archaeological Reconnaissance of the 40 Acre Extension of the Spadra Landfill, Pomona, Los Angeles County, Ca.	Beth Padon, Contract Archaeologist	
LA-02932		1993	Wlodarski, Robert J.	Negative Archaeological Survey Report Provide High Occupancy Vehicle (hov) Lanes on Interstate 10 (i-10) From the Junction of State Route 57 (sr 57/interstate 610 (i-210) in the City of Pomona to the Los Angeles/san Bernardino County Line 07-la-i10/p.m. 4	Historical, Environmental, Archaeological, Research, Team	
LA-03306		1993	Whitney-Desautels, Nancy A. and Wayne H. Bonner	Historic Property Survey Report Interstate 10 HOV Widening Los Angeles County, California Caltrans District 7	Scientific Resource Surveys, Inc.	19-192856
LA-03779		1994	Smith, Francesca	Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between Sr 57/I-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3	Myra L. Frank & Associates, Inc.	19-150397, 19-150398, 19-150399, 19-150400, 19-150401, 19-150402, 19-150403, 19-150404, 19-150405, 19-150406, 19-150407, 19-150408
LA-03779		1993	Wlodarski, Robert J.	Negative Archaeological Survey Report Provide High Occupancy Vehicle (HOV) Lanes on Interstate 10 (I-10) From the Junction of State Route 57 (SR-57 / Interstate 610 (I-210)) in the City of Pomona to the Los Angeles / San Bernardino County Line 07-LA-110/P.M. 41.7/48.3	Historical, Environmental, Archaeological, Research, Team	
LA-04835		1999	Ashkar, Shahira	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Jones & Stokes Associates, Inc.	19-186109, 19-186112, 19-187090
LA-05643	Cellular -	2002	Duke, Curt	Cultural Resource Assessment: Cingular Wireless Facility No. Sb 148-01 Los Angeles County	LSA Associates, Inc.	19-186112
LA-05925		1994	Smith, Francesca	Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Sr57/i-210 and the Los Angeles County/san Bernardino County Lines in Los Angeles 07-la-10-41.7/48.3	Myra L. Frank & Associates, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06260	Cellular -	2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. D293c Los Angeles County, California	LSA Associates, Inc.	
LA-08828	Cellular -	2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Royal Streel Communications, Llc Candidate La2337a (i-10 at White), 875 West Orange Grove, Avenue, Pomona, Los Angeles County, California	Michael Brandman Associates	19-150348, 19-150400, 19-150401
LA-09079	Cellular -	2004	Bonner, Wayne H. and Christeen Taniguchi	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc010a (brethren Church) 875 West Orange Grove Avenue, Pomona, Los Angeles County, California	Michael Brandman Associates	
LA-10190		2002	Harbert, Claudia	Supplemental Historic Property Survey Report for the I-10 HOV Lane Between I-605 and the SR-57/SR-71/I-210 Interchange in the Cities of Los Angeles, Baldwin Park, West Covina, Covina, San Dimas, and Pomona in Los Angeles County, CA	Caltrans	19-188913, 19-188914, 19-188915, 19-188916, 19-188917, 19-188918, 19-188919, 19-188920, 19-188921, 19-188922, 19-188923, 19-188924, 19-188925, 19-188926, 19-188927, 19-188928, 19-188929, 19-188930, 19-188931, 19-188932, 19-188933, 19-188934, 19-188935, 19-188936, 19-188937, 19-188938, 19-188939, 19-188940, 19-188941, 19-188942, 19-188943, 19-188944, 19-188945, 19-188946, 19-188947, 19-188948, 19-188949, 19-188950, 19-188951, 19-188952, 19-188953, 19-188954, 19-188955, 19-188956, 19-188957, 19-188958, 19-188959, 19-188960, 19-188961, 19-188962, 19-188963, 19-188964, 19-188965, 19-188966, 19-188967, 19-188968, 19-188969, 19-188970, 19-188971, 19-188972, 19-188973, 19-188974, 19-188975, 19-188976, 19-188977, 19-188978, 19-188979, 19-188980, 19-188981, 19-188982
LA-10561		2001	Sylvia, Barbara	Negative Archaeological Survey Report - Highway Project Description, State Route 71	Caltrans	
LA-11119		2010	Vaughan-Acton, Sandra	Construction of Innovation Way, Innovation Village Research Park, Pomona, CA	Cal Poly Pomona Foundation	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-12978		2015	Losee, Carolyn	Cultural Resources Investigation for Trileaf 611939 Verizon “Lyndale” 900 Corporate Center Drive, Pomona, Los Angeles County, California 91768	Archaeological Resources Technology	

Appendix B

Tribal Correspondence

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

May 31, 2024

Roberto Mora
Ascent Environmental

Via Email to: Roberto.Mora@ascent.inc

Re: 20220001.01 City of Pomona SJC Bikeway Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

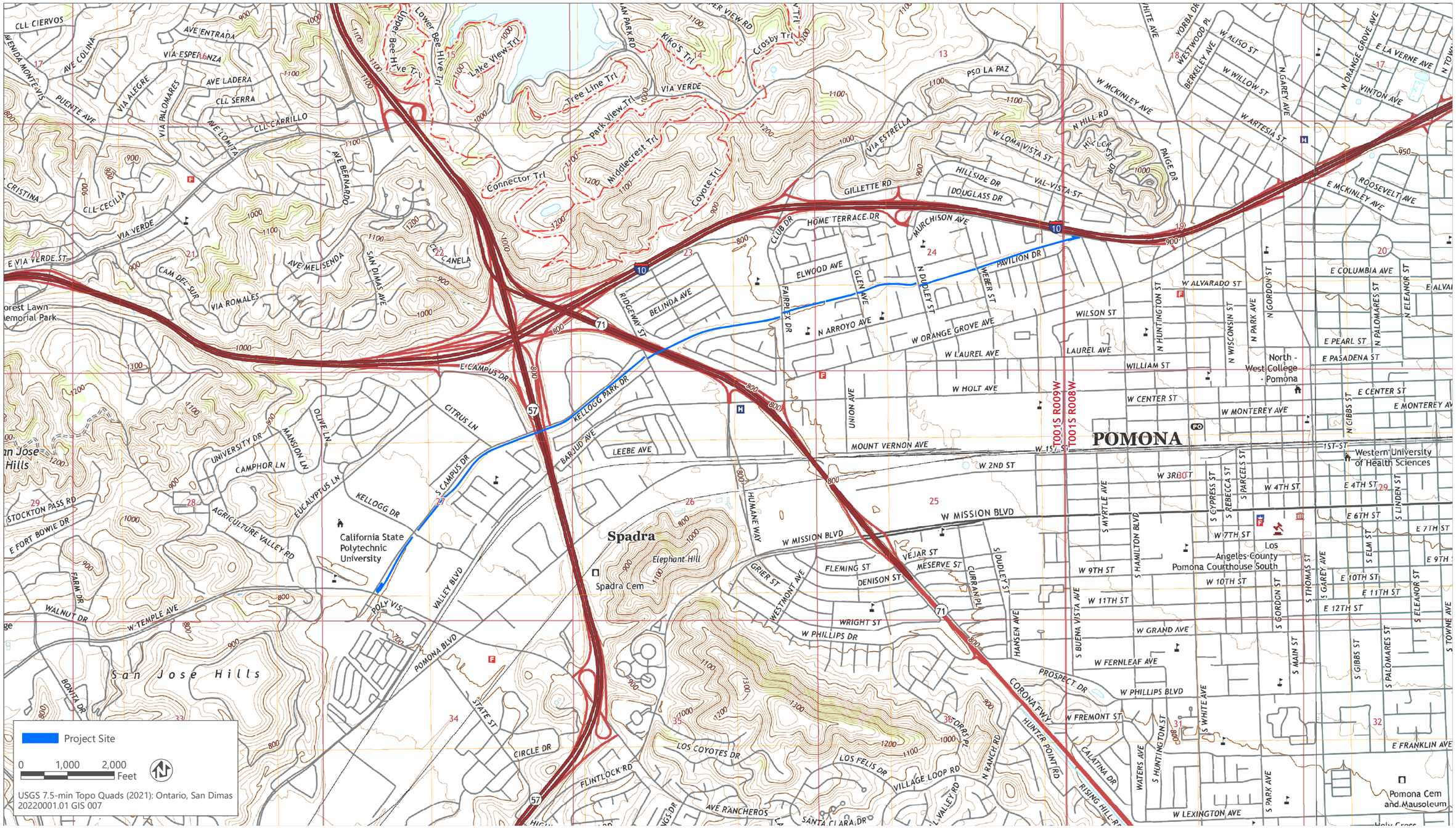
Native American Heritage Commission
Native American Contact List
Los Angeles County
5/31/2024

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	8/18/2023
Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	8/18/2023
Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	12/4/2023
Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	3/16/2023
Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	3/16/2023
Gabrielino/Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	3/28/2023
Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	5/30/2023
Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles,Orange,Riverside, San Bernardino,Santa Barbara,Ventura	5/30/2023
Santa Rosa Band of Cahuilla Indians	F	Steven Estrada, Tribal Chairman	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside, San Bernardino,San Diego	4/8/2024
Santa Rosa Band of Cahuilla Indians	F	Vanessa Minott, Tribal Administrator	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside, San Bernardino,San Diego	4/8/2024
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside, San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Isaiah Vivanco, Chairperson	P.O. Box 487 San Jacinto, CA, 92581	(951) 654-5544	(951) 654-4198	ivivanco@soboba-nsn.com	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside, San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside, San Bernardino,San Diego	7/14/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 20220001.01 City of Pomona SJC Bikeway Project, Los Angeles County.

Record: PROJ-2024-002820
Report Type: List of Tribes
Counties: Los



Project Site Topo

DRAFT

From: Roberto Mora
To: sestrada@santarosa-nsn.gov; vminott@santarosa-nsn.gov
Subject: Request for information - San Jose Multi-Use Bikeway Project
Date: Monday, October 14, 2024 9:34:00 AM
Attachments: 20220001_01_GIS_007_Project_Site_Topo.pdf
image001.png
image002.png
image003.png
image004.png

Greetings!

I am contacting you today as part of the cultural resources background investigation for the San Jose Multi-Use Bikeway Project, Pomona, Los Angeles County. Ascent has been retained to conduct the cultural resources survey and technical report and this contact is concerning that effort.

Project Description

The City of Pomona (City) is proposing the San Jose Creek Multi-Use Bikeway Project (proposed project), which consists of the development of a 3.5-mile off-road bike and pedestrian greenway along a segment of San Jose Creek between Temple Avenue and Murchison Avenue in Pomona, California. The proposed project is identified as a Tier 1 priority project in the City's Active Transportation Plan; it is envisioned to provide pedestrians and bicyclists a safer off-street path of travel between community destinations and amenities in the city, which include the California Polytechnic University at Pomona (Cal Poly Pomona), the Los Angeles County Fairplex, regional transit and bikeway connections, various parks and schools, and commercial shopping centers. The project would consist of 15 access points, including 6 at-grade street crossings. The project would also feature stormwater capture treatments, trailhead gateways and access points, wayfinding and safety signage, and at-grade safe street crossings along the 3.5-mile greenway alignment.

Previous Investigations

A record search has been conducted at the South-Central Coastal Information Center and a pedestrian survey was completed on September 30, 2024. No precontact archaeological resources have been previously identified within the project site and the survey was negative for the presence of indications of indigenous archaeological resources. The SLF search through the Native American Heritage Commission (NAHC) returned positive. The cultural resources report is still in progress.

Request for Information

The NAHC has identified you as someone who may have information concerning cultural resources of tribal concern which may be present in the project site. If you have any knowledge of such resources within the project site, and are willing to share their nature and location, please let me know so I can include them in the cultural report. All information provided regarding specific sites or Native American cultural resources will remain confidential. My contact information is provided below.

Thank you much for your time and attention,

Roberto Mora, RPA
Archaeologist

Pronouns: he/him/his
D 916.732.3328 | **M** 916.330.0624
roberto.mora@ascent.inc

Careers @ Ascent

Ascent
455 Capitol Mall, Suite 300
Sacramento, CA 95814
O 916.444.7301

Note: *My email address has changed, please update your address book.*

From:	Vanessa Minott
To:	Roberto Mora
Subject:	RE: Request for information - San Jose Multi-Use Bikeway Project
Date:	Tuesday, October 15, 2024 7:39:20 AM
Attachments:	image005.png image006.png image007.png image008.png image009.png

---

Acha'i Tamit,
Thank you for reaching out to Santa Rosa Band of Cahuilla Indians. We defer any comments to Soboba Band of Luiseno Indians cultural resource department.

Respectfully,
Vanessa Minott,
Tribal Administrator

Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539
951-659-2700 ext. 102
760-668-0460 work cell

From: Roberto Mora <roberto.mora@ascent.inc>
Sent: Monday, October 14, 2024 9:35 AM
To: Steven Estrada <sestrada@santarosa-nsn.gov>; Vanessa Minott <vminott@santarosa-nsn.gov>
Subject: [External] Request for information - San Jose Multi-Use Bikeway Project

Greetings!

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safety signage, and at-grade safe street crossings along the 3.5-mile greenway alignment.

Previous Investigations

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Roberto Mora, RPA
Archaeologist
Pronouns: he/him/his
D 916.732.3328 | **M** 916.330.0624
roberto.mora@ascent.inc

Careers @ Ascent

Ascent
455 Capitol Mall, Suite 300
Sacramento, CA 95814
O 916.444.7301

Note: *My email address has changed, please update your address book.*

From:	Roberto Mora
To:	jvaldez@soboba-nsn.gov; ivivanco@soboba-nsn.com; jontiveros@soboba-nsn.gov
Subject:	Request for information - San Jose Multi-Use Bikeway Project
Date:	Monday, October 14, 2024 9:35:00 AM
Attachments:	20220001_01_GIS_007_Project_Site_Topo.pdf image001.png image002.png image003.png image004.png

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Archaeologist

Pronouns: he/him/his
D 916.732.3328 | **M** 916.330.0624
roberto.mora@ascent.inc

Careers @ Ascent

Ascent
455 Capitol Mall, Suite 300
Sacramento, CA 95814
O 916.444.7301

Note: *My email address has changed, please update your address book.*

From: Roberto Mora
To: "christina.marsden@alumni.usc.edu"; gtongva@gmail.com
Subject: Request for information - San Jose Multi-Use Bikeway Project
Date: Monday, October 14, 2024 9:30:00 AM
Attachments: 20220001_01_GIS_007_Project_Site_Topo.pdf
image001.png
image002.png
image003.png
image004.png

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Roberto Mora, RPA
Archaeologist

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Subject: Request for information - San Jose Multi-Use Bikeway Project
Date: Monday, October 14, 2024 9:29:00 AM
Attachments: 20220001_01_GIS_007_Project_Site_Topo.pdf
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image004.png

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Project Description

The City of Pomona (City) is proposing the San Jose Creek Multi-Use Bikeway Project (proposed project), which consists of the development of a 3.5-mile off-road bike and pedestrian greenway along a segment of San Jose Creek between Temple Avenue and Murchison Avenue in Pomona, California. The proposed project is identified as a Tier 1 priority project in the City's Active Transportation Plan; it is envisioned to provide pedestrians and bicyclists a safer off-street path of travel between community destinations and amenities in the city, which include the California Polytechnic University at Pomona (Cal Poly Pomona), the Los Angeles County Fairplex, regional transit and bikeway connections, various parks and schools, and commercial shopping centers. The project would consist of 15 access points, including 6 at-grade street crossings. The project would also feature stormwater capture treatments, trailhead gateways and access points, wayfinding and safety signage, and at-grade safe street crossings along the 3.5-mile greenway alignment.

Previous Investigations

A record search has been conducted at the South-Central Coastal Information Center and a pedestrian survey was completed on September 30, 2024. No precontact archaeological resources have been previously identified within the project site and the survey was negative for the presence of indications of indigenous archaeological resources. The SLF search through the Native American Heritage Commission (NAHC) returned positive. The cultural resources report is still in progress.

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Subject: Request for information - San Jose Multi-Use Bikeway Project
Date: Monday, October 14, 2024 9:34:00 AM
Attachments: 20220001_01_GIS_007_Project_Site_Topo.pdf
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Subject: Request for information - San Jose Multi-Use Bikeway Project
Date: Monday, October 14, 2024 9:33:00 AM
Attachments: 20220001_01_GIS_007_Project_Site_Topo.pdf
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Appendix D

Geotechnical Report

Prepared for:

Alta Planning + Design, Inc.
617 West 7th Street
Los Angeles, CA 90017

FINAL GEOTECHNICAL REPORT

SAN JOSE CREEK MULTI-USE BIKEWAY
POMONA, CALIFORNIA

Prepared by:

Geosyntec consultants

engineers | scientists | innovators

3530 Hyland Ave, Suite 100
Costa Mesa, CA 92626

Project Number: SC1303

9 May 2025 (Revised 12 June 2025)

Geosyntec consultants

FINAL GEOTECHNICAL REPORT

SAN JOSE CREEK MULTI-USE BIKEWAY
POMONA, CALIFORNIA

Prepared by:

Geosyntec Consultants, Inc.
3530 Hyland Avenue, Suite 100
Costa Mesa, CA 92626

This report was prepared under the
supervision and direction of the undersigned

9 May 2025 (Revised 12 June 2025)



Santiago Caballero, Ph.D., P.E.(CA)
Project Geotechnical Engineer



Jerko Kocijan, Ph.D., P.E. (CA) G.E. (CA)
Principal Geotechnical Engineer

TABLE OF CONTENTS

Page

1. INTRODUCTION 1
1.1 Project Description 1
1.2 Scope of Services 2
1.3 Relevant Codes and Standards 2
1.4 Organization of the Report 3
1.5 Previous Explorations and Available Information 3
2. GEOTECHNICAL FIELD EXPLORATION AND LABORATORY TESTING PROGRAM 5
2.1 Site Visit / Reconnaissance and Pre-Exploration Planning 5
2.2 Subsurface Explorations 6
2.2.1 Phase I – Soil Borings Near SR-71 Undercrossing 8
2.2.2 Phase II – Hand Auger Test Pits 9
2.2.3 Geotechnical Laboratory Testing Program 10
2.2.4 Analytical Testing of Soil Cuttings 10
3. SITE CONDITIONS 11
3.1 Regional Geologic Conditions 11
3.2 Site Conditions 11
3.3 Subsurface Conditions 12
3.4 Groundwater Conditions 13
3.5 Existing Adjacent Structures Near Proposed Bikeway Intersection 13
4. GEOHAZARDS 14
4.1 Strong Ground Shaking and Design Ground Motions 14
4.1.1 California Building Code (CBC) 2022 Response Spectrum 15
4.1.2 Caltrans Acceleration Response Spectrum (ARS) 16
4.1.3 USACE Response Spectrum 17
4.2 Liquefaction 19
4.2.1 Lateral Spreading 19
4.2.2 Seismic Dry Soil Settlement 19
4.2.3 Fault Surface Rupture 20
4.3 Geologic Hazards 20
4.3.1 Landslides and Slope Stability 20
4.3.2 Expansive Soils 20
4.3.3 Flooding 20
4.3.4 Other Geologic Hazards 21
5. GEOTECHNICAL ENGINEERING RECOMMENDATIONS 22
5.1.1 Site Stripping and Demolition 22

TABLE OF CONTENTS (Continued)

Page

5.2 Excavation and Site Grading 22
5.2.1 Subgrade Preparation 22
5.2.2 General Engineered Fill Placement 24
5.2.3 Structural Fill 24
5.2.4 Compaction Between Proposed Walls and Adjacent Structures 25
5.3 Surface Drainage 25
5.4 Impact to Existing Adjacent Structures near Proposed Undercrossing 26
5.4.1 Evaluation of Existing Caltrans SR-71 Bridge Foundation 26
5.4.2 Evaluation of Existing SJC Channel 27
5.5 Uplift of Proposed Undercrossing Slab 27
5.6 Settlement 28
5.7 Modulus of Subgrade Reaction 28
5.8 Retaining Walls 28
5.8.1 Lateral Earth Pressures 28
5.8.2 Retaining Wall Backfill 30
5.8.3 Sand-Slurry Backfill 30
5.8.4 Seismic Loads 30
5.9 Pavement Design Recommendations 31
5.10 Corrosivity of Onsite Soils 31

6. CONSTRUCTION CONSIDERATIONS 33
6.1 Groundwater During Excavation 33
6.2 Construction Observation and Considerations 33
6.3 Temporary Excavation Slopes 33

7. LIMITATIONS 34

8. REFERENCES 35

LIST OF TABLES

Table 1 – Summary of Geotechnical Explorations Near Proposed Intersection 7
Table 2 – Summary of Test Pit Soils 9
Table 3 – Nearby Active Faults to SR-71 Undercrossing 14
Table 4 – Design Ground Motion Parameters 16
Table 5 – Caltrans ARS Online Design Response Spectra 17
Table 6 – OBE and MCE Ground Motions [USACE, 2024] 18
Table 7 – Lateral Earth Pressures for Retaining Walls 29
Table 8 –Pavement Design Recommendations 31
Table 9 – Summary of Soil Corrosivity Laboratory Test Results 32

LIST OF FIGURES

Figure 1 – Site Vicinity Map
Figure 2 – Proposed Bikeway Undercrossing SR-71 Bridge
Figure 3A and 3B – As-built SR-71 Bridge Plans
Figure 4 – Boring Location Plan
Figure 5 – Regional Geology Map
Figure 6 –Seismic Hazard Zone Map

LIST OF APPENDICES

APPENDIX A – 90% Concept Plans and Historical Information
APPENDIX B – Geophysical Survey Report
APPENDIX C – Boring Logs
APPENDIX D – Hammer Efficiency Report
APPENDIX E – Analytical Soil Testing
APPENDIX F – Geotechnical Laboratory Results
APPENDIX G – ASCE 7 Hazard Report Output
APPENDIX H – Caltrans ARS Report Output

1. INTRODUCTION

Geosyntec Consultants, Inc. (Geosyntec) is pleased to submit this geotechnical report to Alta Planning + Design Inc. (Alta) to support the design and construction of the San Jose Creek Multi-Use Bikeway Project (Project) in Pomona, California (Site). The information provided in this report was in accordance with the Service Agreement dated 16 September 2022 signed between Geosyntec and Alta.

The Project consists of a paved bikeway alignment of approximately 3.4 miles, including a crossing under the State Route (SR) 71 at the San Jose Creek (SJC) Channel bridge (Bridge No. 53-2051, also referred to as SR-71 bridge in this report). This report includes geotechnical recommendations for the design and construction of the bikeway undercrossing of the SR-71 bridge between approximately proposed Sta. 90+90 to 96+00.

1.1 Project Description

Based on 90% design plans provided by Alta (**Appendix A)**, we understand that the Project consists of a multi-use bikeway starting at the intersection of West Temple Ave and South Campus Dr. (approximately Sta. 10+00), running to the east and parallel to the SJC Channel (channel), on alternate sides of the channel, and ending near the intersection of Murchison Ave and the channel (Sta. 185+77.27). A site vicinity map is shown in Figure 1.

A proposed bikeway is anticipated to be constructed under the SR-71 at the San Jose Creek Channel bridge as part of the project, approximately between Sta. 90+90 to Sta. 96+00 on the proposed bikeway alignment. The undercrossing is located on the eastern side of the channel, between the channel wall and SR-71 bridge abutment No.2. It is understood that the SR-71 bridge is under the jurisdiction of the California Department of Transportation (Caltrans), and the SJC channel is under the jurisdiction of United States Army Corp of Engineers (USACE). The proposed undercrossing of SR-71 bridge is shown in Figure 2. Extracts from the as-built plans for the SR-71 bridge, dated October 1972, are shown in Figure 3A and 3B. Based on as-built information, an older non-operating bridge is also present under the SR-71 bridge, with its abutment serving as part of the SJC channel wall, as shown in the photo insert in Figure 2. Based on 90% design plans for the undercrossing, the bottom of the proposed concrete slab will vary in elevation approximately between EL.+768 and EL.+773 ft. Elevations provided in the 90% plans and this report are based on the North American Vertical Datum of 1988 (NAVD88) unless otherwise noted. The existing ground will need to be excavated up to approximately 6 to 10 feet at the lowest point between the proposed bikeway and the bridge (approximately Sta. 94+00) to provide the trail with a minimum of 10 feet of clearance below the bridge.

This project will also include new paved roads constructed near the existing ground level, integrated into the bikeway system, as well as several landscaped areas.

1.2 Scope of Services

The geotechnical field exploration program and recommendations documented in this Geotechnical Report were performed to support the proposed design and construction of the San Jose Creek Multi-Use Bikeway alignment and the undercrossing of the SR-71 bridge. The objectives of this study were to develop an understanding of the site subsurface conditions (i.e., soil and groundwater conditions) along the proposed alignment, develop relevant geotechnical design parameters, and provide geotechnical recommendations and construction considerations. Geosyntec performed the following tasks as part of this scope:

- Review of available information near the proposed undercrossing along with the proposed alignment;
- Geotechnical subsurface explorations, in-situ testing, and sampling;
- Geotechnical and analytical laboratory testing;
- Geotechnical evaluations and calculations;
- Development of geotechnical recommendations; and
- Preparation of this Report.

1.3 Relevant Codes and Standards

This report was prepared in general accordance with the following codes, standards, and manuals:

- 2025 California Department of Transportation (Caltrans) Seismic Design Criteria Version 2.1 (SDC V2.1) – ARS Online V4.0
- 2023 County of Los Angeles Building Code (Title 26);
- 2022 California Building Code, Title 24, Part 2 (CBC, 2022);
- 2016 Minimum Design Loads and Associated Criteria for Buildings and Other Structures, American Society of Civil Engineers (ASCE 7-16);
- 2022 California Department of Transportation (Caltrans) Geotechnical Manual;
- 2015 California Department of Transportation (Caltrans) Memo to Designers (MTDs); and
- 2024 United States Army Corp of Engineers (USACE), Earthquake Analysis, Evaluation, and Design for Civil Works Projects.

1.4 Organization of the Report

The body of this Report is divided into six sections, which contain the following:

- **Section 1 – Introduction:** provides a description of the Project, scope of work, project team, and summary of previous geotechnical investigations and available information;
- **Section 2 – Geologic, Tectonic, and Seismic Setting:** describes the regional and local geologic conditions;
- **Section 3 – Geotechnical Field Investigations and Laboratory Testing Program:** describes the current field investigation and laboratory testing program performed in support of the Project;
- **Section 4 – Site Conditions:** describes our understanding of the subsurface conditions based on the interpretation of the available data;
- **Section 5 – Seismic-Geologic Hazards:** describes seismic and geologic hazards present at the site; and
- **Section 6 – Geotechnical Recommendations**: presents the results of geotechnical evaluations and provides relevant geotechnical recommendations for the design and construction of the proposed bikeway undercrossing between proposed Sta. 90+90 to Sta. 96+00 and pavement recommendations for the proposed bikeway alignment.

1.5 Previous Explorations and Available Information

Geosyntec reviewed the available geotechnical information along the proposed bikeway alignment. As-built plans of the existing SR-71 bridge and the SJC Channel were provided by Alta as part of our document review. No additional geotechnical information was identified or provided for the remainder of the bikeway alignment. The reviewed documents are listed below:

- As-built plans for the SR-71 bridge dated October 1972, available as part of the Caltrans archive. The plans indicated that the bridge is supported on shallow footings embedded approximately at elevation EL.+767.0 ft based on the National Geodetic Vertical Datum of 1929 (NGVD29), approximately EL.+769.14 ft NAVD88. Footings are designed with an allowable footing pressure of 2.0 tons per square feet (tsf) (4.0 kips per square foot, ksf), as indicated in Figure 3B. Furthermore, per the Caltrans SR-71 Freeway Conversion Project and fact sheet EA 21061 (PM 0.5/1.8) & 21062 (PM1.8/R4.7), we understand that Caltrans is planning to widen SR-71 to add one mixed flow lane and one High Occupancy Vehicle (HOV) lane in each direction. The widening

project is planned to occur in two phases, for which Phase 1 will include design and construction near the proposed bikeway intersection. The fact sheet states that Phase 1 construction will start between 2021 and 2024. For reference, the SR-71 bridge as-built, widening plans at the proposed crossing and the fact sheet of widening projects are included in **Appendix A**.

- Review of historical boring logs performed as part of the SR-71 bridge design performed at the intersection with the SJC Channel. The boring location plan and associated borings are included in As-built plans dated 6 January 1969. A total of four explorations were performed for the design during the design phase of the bridge at this location (i.e., B-1 through B-4). Groundwater was encountered at a depth of approximately 46 feet (approximately elevation EL.+723 feet) during the explorations in 1966. No reference datum was identified from these records. For reference, the boring location plan and associated boring logs at this location are included in **Appendix A**.
- Review of historical boring logs performed approximately 400 feet east of the proposed project, on the Ridgeway St and SR-71 intersection. Two recent explorations were performed (i.e., A-20-001 and A-20-002) to a depth of approximately 100 feet below ground surface (bgs). No groundwater was encountered during this field exploration. For reference, the boring location plan and associated boring logs at this location are included in **Appendix A**.

2. GEOTECHNICAL FIELD EXPLORATION AND LABORATORY TESTING PROGRAM

The geotechnical field exploration program and laboratory testing were performed to gather data regarding the subsurface conditions along the alignment and the proposed bikeway undercrossing with SR-71. The following subcontractors were retained in the execution of the field exploration program and laboratory testing:

- Utility Clearance Survey – Subsurface Surveys & Associates, California;
- Hollow-stem Auger Drilling – BC2 Environmental, California;
- Hand-Auger Test Pits – Veteran Drilling, California;
- Geotechnical Laboratory Testing – AP Engineering and Testing, Inc., California;
- Soil Cuttings Analytical Testing – Eurofins Environment Testing Southwest, California; and
- Soil Cuttings Disposal – American Integrated Services, Inc., California.

Elements of the field exploration and laboratory testing are described in the following sections of this report.

2.1 Site Visit / Reconnaissance and Pre-Exploration Planning

Geosyntec planned the field investigation in two phases. Phase I included the drilling of soil borings near the proposed bikeway undercrossing with SR-71. Phase II included the excavation of hand-auger test pits along the bikeway alignment. Prior to planning each phase of the field investigation, Geosyntec reviewed available relevant information for the Site, including regional and Site geology, historical Site use, and other available subsurface information from previous geotechnical studies (Caltrans, 1969; Caltrans, 2021 for the bikeway undercrossing with SR-71). Geosyntec field personnel also performed a site reconnaissance to visually assess the Site conditions, access, and mark the field exploration locations for utility clearance and accessibility.

For phase I, Geosyntec notified Underground Services Alert (USA-DigAlert) a minimum of 48 hours prior to drilling (DigAlert Ticket Nos. A241310064-00A and B241310045-00B) to identify the presence of any subsurface utilities at the proposed exploration locations. Geosyntec also obtained exploration permits to advance the borings from the County of Los Angeles, Public Health department, required under the Drinking Water Program (Permit No. SR0369497).

Geosyntec also prepared a Health and Safety Task Hazard Analysis (THA) for both Phases I and II of the field investigation that included a description of the proposed field operations outlining the appropriate procedures to safely implement the scope of work performed in the field.

2.2 Subsurface Explorations

Geosyntec conducted geotechnical subsurface explorations, in-situ testing, and a sampling program, as summarized in **Table 1**. This table also includes a list of historical geotechnical explorations near the proposed bikeway undercrossing at SR-71. No additional historical explorations were identified along the remainder of the proposed bikeway alignment. Figures 4A through 4E illustrate the locations of both the recent and historical explorations along the alignment, including those near the proposed bridge undercrossing. Due to access restrictions within Caltrans and the USACE jurisdictional areas, Geosyntec performed our subsurface investigation (i.e., soil borings) approximately 250 to 350 feet from the proposed intersection.

As part of Phase I of the field investigation and prior to advancement of the drilled exploratory borings of the current exploration, and in addition to notifying DigAlert service as described above, each boring location was surveyed using the following geophysical instruments for utility conflict. A geophysical report provided by the subcontractor and associated field notes are included in **Appendix B**.

- Electromagnetic (EM) Instruments: Fischer TW-6 M-Scope;
- Ground Penetrating Radar (GPR): Sensors and Software Noggin;
- Line Locators: Metrotech 9800 series and a Ridgid SR-60; and
- Magnetics: Schonstedt GA-52.

Table 1 – Summary of Geotechnical Explorations Near Proposed Intersection

Exploration Type and ID	Approximate Surface Elevation (feet)[1]	Drilled Depth (feet)	Approximate Latitude (deg)[2]	Approximate Longitude (deg)[2]	Drilling Date	Groundwater (feet bgs)[3]
Current Exploration (Geosyntec, 2024)						
B-1	768	51.5	34.063986	-117.797060	5/16/2024	N.E.
B-2	775	51.5	34.064692	-117.794730	5/15/2024	N.E.
P-1	701	3	34.050928	-117.815681	12/5/2024	N.E.
P-2	706	3	34.052928	-117.814308	12/5/2024	N.E.
P-3	710	3	34.054967	-117.815681	12/13/2024	N.E.
P-4	710	3	34.056464	-117.810681	12/13/2024	N.E.
P-5	719	3	34.058336	-117.808753	12/13/2024	N.E.
P-6	725	3	34.059261	-117.806194	12/13/2024	N.E.
P-7	729	3	34.060092	-117.803444	12/13/2024	N.E.
P-8	737	3	34.061539	-117.80105	12/13/2024	N.E.
P-9	770	3	34.064147	-117.796728	12/5/2024	N.E.
P-10	778	3	34.065472	-117.79325	12/5/2024	N.E.
P-11	783	3	34.065931	-117.790564	12/5/2024	N.E.
P-12	795	3	34.066369	-117.787919	12/5/2024	N.E.
P-13	792	3	34.067208	-117.785083	12/5/2024	N.E.
P-14	804	3	34.067853	-117.782128	12/4/2024	N.E.
P-15	817	3	34.068344	-117.779564	12/4/2024	N.E.
P-16	826	3	34.068475	-117.776919	12/4/2024	N.E.
P-17	834	3	34.069436	-117.773153	12/4/2024	N.E.
P-18	853	3	34.070531	-117.769031	12/5/2024	N.E.
P-19	745	3	34.062589	-117.799506	12/13/2024	N.E.
Historical Explorations (Near the proposed bikeway undercrossing with SR-71)						
A-20-01	791[4]	100	-	-	01/23/2020	N.E.
A-20-02	798[4]	97	-	-	01/30/2020	N.E.
B-1	769[5]	60	-	-	9/16/1966	46
B-2	775[5]	55	-	-	9/14/1966	N.M.
B-3	770[5]	55	-	-	9/14/1966	N.M.
B-4	776[5]	40	-	-	9/15/1966	N.M.

Notes:
[1] Surface elevation estimated based on Google Earth, or as listed on State of California Department of Public Works, Division of Highways records.
[2] Coordinate system refers to WGS84.
[3] N.E.- Not Encountered; N.M. – Not Measured.
[4] Elevation noted based on NAVD88 per records.
[5] Datum Not Available on As-Built Records.

2.2.1 Phase I – Soil Borings Near SR-71 Undercrossing

Phase I of the field investigation was conducted between 15 and 16 May 2024. Phase I consisted of drilling two hollow-stem auger (HSA) borings to 50 feet bgs near the north and south side of SR-71 bridge Abutment No.2. Due to accessibility factors to the location of the proposed crossing, the closest location at which Geosyntec was able to conduct the field explorations was approximately 200 feet west of Abutment No.2 (Boring B-1) and approximately 350 feet east of Abutment No. 2 (Boring B-2), as shown in Figure 4C.

The HSA borings were drilled with an 8-inch diameter auger, using a truck-mounted CME 95 drill rig. Prior to advancing the HSA borings, the uppermost 5 feet were hand augered. Cuttings from each location were collected as bulk samples in the upper 2.5 feet, and soil samples were then collected at 2.5-foot intervals to 12.5 feet bgs and in 5-foot intervals thereafter to the total depth of exploration. Representative soil samples were obtained using a 2-inch outside diameter split-barrel spoon sampler in general accordance with American Society for Testing and Materials (ASTM) D1586, Standard Penetration Test (SPT) or a 3-inch outside diameter Modified California (ModCal) sampler. SPTs were performed by driving the split-spoon sampler into the soil 18 inches over three six-inch intervals by means of an automatic 140-pound hammer falling 30 inches. The number of hammer blows required to drive the sampler through the second and third 6-inch intervals (i.e., the N values) for each sample are indicated on the soil test boring logs included in **Appendix C**. The N values provide an indication of the in-place consistency and density of the soils. Soil borings were backfilled with a cement bentonite grout after completion of drilling.

Excess soil cuttings were stored in drums for analytical testing and further disposal. The hammer efficiency test report provided by the drilling subcontractor is included in **Appendix D**. The exploration program was performed under the supervision of a California Licensed Professional Engineer (PE). The subsurface descriptions (visual-manual procedures) were developed in general accordance with ASTM Test Standard D2488 (ASTM, 2020). Visual Soil Classification and laboratory test results were performed in general accordance with ASTM D2487-17 (Unified Soil Classification System, 2017). A key to the logs, along with the individual boring logs, is included with the boring logs. Sampling information and other pertinent field data and observations are included in the boring logs.

Once the augers were removed, both borings were tremie backfilled with cement-bentonite grout. In general accordance with County of Los Angeles drilling permit requirements, the concrete driveway at the B-1 boring location was restored using quickset concrete patch, and the pavement at the B-2 boring location was restored with a cold asphalt patch.

2.2.2 Phase II – Hand Auger Test Pits

Phase II of the field investigation was conducted along the proposed bikeway alignment between 4 and 13 December 2024. Phase II consisted of excavating 19 hand auger test pits to a depth of 3 feet bgs. The test pits were spaced approximately 1,000 feet apart along the entire alignment, as shown in Figure 4A to 4E. The hand-auger test pits were excavated with a 3-inch diameter hand auger. Cuttings were visually classified, and bulk samples were collected at each location for laboratory testing. Hand-auger test pits were backfilled with cuttings. The exploration program was performed under the supervision of a California Licensed PE. The subsurface descriptions (visual-manual procedures) were developed in general accordance with ASTM Test Standard D2488 (ASTM, 2020). Visual Soil Classification and laboratory test results were performed in general accordance with ASTM D2487-17 (Unified Soil Classification System, 2017). A summary of the hand auger test pits and the visual classification of collected samples is tabulated in **Table 2**.

Table 2 – Summary of Test Pit Soils

Test Pit ID	Soil Description[a]
P1	Light yellowish brown Clayey Sand (SC) [5,80,15]
P2	Light yellowish brown Silty Sand (SM) [5,75,20]
P3	Light yellowish brown Silty Sand (SM) [5,75,20]
P4	Light yellowish brown Silty Sand (SM) [5,65,30]
P5	Light yellowish brown Silty Sand (SM) [5,75,20]
P6	Light yellowish brown Silty Sand (SM) [0,70,30]
P-7	Light yellowish brown Silty Sand (SM) [5,75,20]
P8	Light yellowish brown Silty Sand with Gravel (SM) [15,60,25]
P9	Yellowish brown Sandy Silt with Gravel (ML) [15,30,55]
P10	Yellowish brown Silty Sand (SM) [10,75,15]
P11	Reddish brown Silty Sand (SM) [0,85,15]
P12[b]	Dark reddish brown Sandy Silt with Gravel (ML) [15,30,55]
P13	Light yellowish brown Silty Sand (SM) [10,75,15]
P14	Yellowish brown Silty Sand with Gravel (SM) [15,70,15]
P15	Light yellowish brown Silty Sand (SM) [10,75,15]
P16	Light yellowish brown Silty Sand with Gravel [15,70,15]
P17	Light yellowish brown Silty Sand (SM) with Gravel [20,65,15]
P18	Light yellowish brown Silty Sand with Gravel [15,70,15]
P19	Light yellowish brown Clayey Sand (SC) [5,75,20]

Notes:
a. Percentages in brackets represent the percentage for gravel, sand and fines respectively, based on visual classification.
b. Asphalt core (3-inches)

2.2.3 Geotechnical Laboratory Testing Program

Geosyntec retained the services of AP Engineering and Testing, Inc., of Pomona, California, for geotechnical laboratory testing. The laboratory tests were performed in general accordance with ASTM testing procedures or other generally accepted test methods.

- Particle-size distribution (finer than #200 sieve) using wash (ASTM D1140);
- Moisture content and dry density (ASTM D2216 and D7263);
- Direct Shear (ASTM D3080);
- Atterberg limits (ASTM D4318); and
- R-Values (ASTM D2844).

Results of the laboratory testing program are summarized in **Appendix F**. The results of the geotechnical laboratory testing program were used to corroborate field classifications and assist in selecting inputs for geotechnical evaluations. Additionally, one sample from the Phase I soil borings was collected for soil corrosivity testing, including minimum resistivity, sulfate content, chloride content, and pH (California Testing Method [CTM] 643, CTM 417, and CTM 422). The results of this testing are included in Appendix B-2. Corrosion-related recommendations are presented in Section 5.8 of this report.

2.2.4 Analytical Testing of Soil Cuttings

Exploration-derived soil cuttings from Phase I soil borings were drummed in 50-gallon steel drums and stored off site at the City of Pomona Parks Maintenance Yard, pending analytical sampling and disposal. A total of seven drums were collected with soil cuttings for Phase I. Two composite samples were collected for analytical testing before disposal. Based on the analytical test results, the soil cuttings were transported and disposed of as non-hazardous materials. Results of the analytical testing are included in **Appendix E.** Analytical testing included the following:

- Volatile Organic Compounds (VOCs) by EPA 8260B;
- Total Petroleum Hydrocarbons (TPH) by EPA M8015B;
- Chlorinated Pesticides (OCP) by EPA 8081A; and
- Title 22 Metals and Mercury by EPA 6010B/7471A.

3. SITE CONDITIONS

The surface, subsurface, and geotechnical characterization of the Site is based on a review of topographic information provided by publicly available information from the California Geological Survey (CGS) and from the findings of our field explorations described in Section 2. The review of the site conditions includes a description of geologic and geotechnical conditions and an evaluation of both the current and historical groundwater elevations.

3.1 Regional Geologic Conditions

The project site is situated south of the San Jose Hills and north of the Puente Hills in the eastern portion of the Los Angeles Basin. The Los Angeles Basin is located at the northern extent of the Peninsular Ranges geomorphic province, which extends south into Baja California, Mexico. The Peninsular Ranges geomorphic province is characterized by a series of northwest trending mountains and valleys separated by associated faults that developed in response to oblique, right-lateral, strike-slip fault zones associated with the plate boundary interaction between the Pacific and North American tectonic plates. The site lies north of a mapped northwest trending splay of the Elsinore fault located at the eastern base of the Puente and Chino Hills. This splay of the Elsinore fault is a reverse right-lateral sense of movement with an estimated slip rate of 1.0 millimeters (mm) to 5.0 mm per year. The site is also south of the San Jose fault, which lies at the southeastern flank of the San Jose Hills. The San Jose fault is a northwest dipping, left-lateral reverse fault with a 0.2-mm to 1.0-mm per year slip rate. The closest Holocene-Active fault and potential seismic source to the Site is the Duarte fault, which is part of the Sierra Madre fault zone located 7.0 miles to the northwest. The Sierra Madre fault zone is a north-dipping reverse fault zone located at the southern flank of the San Gabriel Mountains with an average slip rate of 1.0 mm to 5.0 mm per year.

The youngest deposits in the vicinity of the site are Holocene to late Pleistocene alluvium. At depth, the alluvium is underlain by Cretaceous-age crystalline granitic bedrock, which is primarily Tonalite. A Regional Geology Map is illustrated in Figure 5.

3.2 Site Conditions

Based on 90% design plans provided by Alta, we understand that the bikeway alignment is generally planned near existing ground surface elevations starting between approximately Sta. 10+00 to 185+77.27. The elevations for the proposed alignment range between approximately EL. +703 ft NAVD88 near Sta. 10+00 to approximately EL. +857 ft NAVD88 near Sta. 185+77.27. The alignment runs along the SJC Channel, and it is anticipated that some of the near surface soils along the alignment consist of the backfill material previously placed and compacted behind the channel walls. The surface

conditions along the proposed bikeway alignment consist of unpaved surface, gravel, or asphalt concrete paving at some locations.

Existing surface elevations near the proposed bikeway undercrossing with SR-71 between Sta. 90+90 to Sta. 96+00, range approximately between EL.+770 and +778 ft NAVD88. As noted earlier in this report, the proposed construction consists of excavating the ground surface under the SR-71 bridge to the proposed bottom of the concrete slab that will also vary in elevation between approximately EL.+768 and EL.+773.50 ft NAVD88 at the proposed undercrossing. From the as-built bridge plans shown in Figure 3A, we also understand that the bottom of the shallow footing on Abutment No.2 for the SR-71 bridge is approximately at EL.+767 ft NGVD29 (EL.+769.14 ft NAVD88 as shown in Figure 2).

3.3 Subsurface Conditions

Subsurface conditions near the proposed bikeway undercrossing were evaluated using data from historical exploratory borings, considering the likely construction sequence for the channel and SR-71 bridge based on as-built documentation, and findings from the current Phase I field investigation. For the purpose of the subsurface evaluation at this location, Geosyntec divided the subsurface into shallow materials (i.e., soils from the existing ground surface to the bottom of existing wall channel, average elevation El.+757 ft NAVD88) (See Profile and Typical Section at Proposed Crossing in Figure 2) and materials deeper below the bottom of channel bottom. From the bridge as-built plans (Figure 3A and 3B), it can be interpreted that the channel was constructed before the current SR-71 bridge, and therefore, it can be considered that, to allow long-term performance of the channel wall, soils behind the channel wall may consist of compacted fill material that is typically used as backfill behind walls. It is also interpreted that the bridge foundation may have been supported on competent native material below EL.+769.14 ft NAVD88 and backfilled with structural backfill to the existing ground surface as part of the construction of the bridge foundations.

By considering the above sequence of construction and interpretation, soils underneath the proposed bikeway undercrossing, from the existing ground surface to an approximate average elevation of EL.+757 ft NAVD88, may consist of compacted fill soils and competent native soils as part of previous construction materials. Deeper materials below average elevation EL.+757 ft NAVD88 were assessed based on historical boring logs performed for the SR-71 bridge design (i.e., B-1 to B-4, Caltrans 1966), more recent historical boring logs near the intersection (i.e., A-20-001 and A-20-002, Caltrans 2020) and current explorations (i.e., B-1 and B-2, Geosyntec 2024). Deeper materials below average EL.+757 ft NAVD88, may include medium dense to dense Silty Sands (SM), Clayey Sands (SC) and firm to very stiff Sandy Lean Clays, Lean Clays, and Lean Clays

with Sand (CL) and Silt with Sand (ML). Some interbedded gravel was also encountered in a few layers at depths below EL.+757 ft NAVD88.

Near-ground surface soils (i.e., up to 3 feet bgs) located along the proposed bikeway alignment were evaluated based on the current Phase II field investigation. The encountered near-ground surface soils consist of previously compacted materials as part of the channel walls, as described in SJC channel as-built information. Based on our review of the SJC channel as-built information, it is unknown how backfill materials were placed and compacted. Based on our Phase II field investigation, the near-ground surface soils along the alignment generally consist of Clayey Sands (SC), Silty Sands (SC) and Poorly graded Sands (SP).

3.4 Groundwater Conditions

No groundwater was encountered during the current investigation. Groundwater information from explorations near the proposed undercrossing, dated 1966 and 1972, indicated an approximate groundwater level about 46 feet bgs, approximate elevation EL+726 feet. No reference datum was identified in those records. Groundwater is not expected to affect the design and construction of the proposed bikeway alignment, including the bikeway undercrossing. However, it should be noted that fluctuations in groundwater levels and presence of perched water may occur as a result of seasonal variations in rainfall, evaporation, construction activity, surface runoff, and other site-specific factors.

3.5 Existing Adjacent Structures Near Proposed Bikeway Intersection

As described earlier in this report, the SR-71 bridge crosses obliquely over the proposed bikeway undercrossing, approximately between station Sta. 92+00 to Sta. 94+00. Based on the 90% design plans, we understand that shallow foundation of the SR-71 bridge are approximately at elevation EL.+769.14 ft NAVD88 and will have an approximate 3-foot clearance from the outer edge of the existing foundation to the proposed retaining wall of the bikeway undercrossing. For reference, a typical cross section is included in **Appendix A.**

The SJC channel will also run parallel to the proposed bikeway alignment and crossing, which consist of a reinforced concrete U-shape channel. We understand that the clearance between the existing retaining wall of the SJC channel structure and the planned retaining wall of the bikeway undercrossing will be approximately 9 inches.

4. GEOHAZARDS

This section contains a description and evaluation of potential geohazards such as fault rupture, ground shaking, liquefaction, and lateral spreading, based the understanding of site conditions described in Section 3 and a review of relevant publicly available information.

4.1 Strong Ground Shaking and Design Ground Motions

The Site is situated within a seismically active Southern California region and will likely experience moderate to severe ground shaking in response to a large magnitude earthquake occurring on a local or more distant active fault during the lifespan of the proposed facility. As a result, seismically induced ground shaking in response to an earthquake occurring on a nearby active fault, such as the San Jose Fault located to the northwest or the Indian Hill Fault, located to the northwest, is considered to be the major geologic hazard affecting the Project. Other active faults in the vicinity include the Sierra Madre Fault zone to the north, the Elsinore Fault Zone (Chino Section) Fault to the southeast, the San Antonia Fault to the northeast, the Elsinore Fault Zone (Whittier Section) to the southwest, the Yorba Linda Fault to the southeast, and the Red Hill-Etiwanda Avenue fault to the northeast. These fault zones and their respective distances from the Site and the representative maximum Moment Magnitudes, as obtained from the 2013 Caltrans Fault database, are summarized in **Table 3** below.

Table 3 – Nearby Active Faults to SR-71 Undercrossing

Fault Name	Distance and Direction from the Site	Maximum Moment Magnitude
San Jose Fault	About 0.37 miles to the northwest	6.6
Indian Hill Fault	About 2.97 miles to the northwest	6.4
Sierra Madre Fault Zone	About 4.5 miles north	7.2
Elsinore Fault Zone (Chino Section)	About 8 miles southeast	6.6
San Antonio Fault	About 8.25 miles northeast	6.5
Elsinore Fault Zone (Whittier Section)	About 9.5 miles southwest	6.9
Yorba Linda Fault	About 10 miles southeast	6.4
Red Hill-Etiwanda Avenue Fault	About 10 miles northeast	6.2

4.1.1 California Building Code (CBC) 2022 Response Spectrum

The seismic design parameters for the project were established in accordance with California Building Code 2022 [CBC, 2022], Chapter 26, Section 1613 for Site Class D, which follows ASCE 7-16 Chapter 20. The average SPT blow counts obtained during the Phase I soil exploration ranged from 15 to 50 blows per foot within the upper 51.5 feet of soil. Based on these field N-values and in accordance with ASCE 7-16 criteria, the site is classified as Site Class D, indicative of "stiff soil" conditions. We assumed that the soil below the boring termination depth of 51.5 feet to 100 feet bgs to be similar for the purpose of estimating Site Class. Mapped ground motion parameters S_S and S_1 were obtained using the ASCE 7 Hazard Tool (https://asce7hazardtool.online/). The output from the web tool is included in **Appendix G**. The seismic design parameters are summarized in **Table 4.**

Note that ASCE 7-16, Section 11.4.8, requires that sites classified as Site Class D with an S_1 greater than or equal to 0.2 perform a site-specific ground motion hazard analysis. Although the Site meets the criteria for this requirement, a site-specific ground motion hazard analysis was not performed, which is permitted per Exception #2 in ASCE 7-16 Section 11.4.8. This exception states that a ground motion hazard analysis is not required provided that the value of the seismic response coefficient Cs is determined by Eq. (12.8-2) for values of $T \leq 1.5Ts$ and taken as equal to 1.5 times the value computed in accordance with either Eq. (12.8-3) for $TL \geq T > 1.5Ts$ or Eq. (12.8-4) for $T > TL$. This approach to computation of the seismic response coefficient Cs, should be implemented by the structural engineer.

Table 4 – Design Ground Motion Parameters

Parameter	Value
Approximate Site Latitude (degrees)	34.064372
Approximate Site Longitude (degrees)	-117.796128
Site Class	D
Mapped Short Period Spectral Response Acceleration, S_s	1.73 g
Mapped 1-second Spectral Response Acceleration, S_1	0.628 g [(a)]
Short Period Site coefficient (at 0.2-s period), F_a	1.0
Long Period Site coefficient (at 1.0-s period), F_v	1.7 [(a)]
Site-modified Short Period Spectral Response Acceleration, S_{MS}	1.73 g
Site-modified 1-second Spectral Response Acceleration, S_{M1}	1.068 g
Design Short Period Spectral Response Acceleration, S_{DS}	1.153 g
Design 1-second Spectral Response Acceleration, S_{D1}	0.712 g
Long Period Transition	8 s
Mapped MCE_G Peak Ground Acceleration, PGA	0.738 g
Site Coefficient, F_{PGA}	1.1
Site Class Adjusted MCE_G Peak Ground Acceleration, PGA_M	0.812 g
Design Moment Magnitude	6.84 [(b)]

Notes:
a. See the commentary in ASCE/SEI 7-16, Section 11.4.8 "Exception note" 2.
b. Design moment magnitude selected using a deaggregation data from the USGS hazard Tool USGS Hazard Tool, Dynamic Conterminous U.S. 2014 (update).

4.1.2 Caltrans Acceleration Response Spectrum (ARS) Online V4.0

The Caltrans Acceleration Response Spectrum (ARS) curves were developed following guidelines in Caltrans Seismic Design Criteria (SDC V2.1, 2025) and Caltrans ARS Online V4.0 applying near-fault adjustment factors as required by SDC V2.1 and the USGS uniform hazard spectrum for 975-year return period event. Site subsurface conditions were incorporated into the ARS development by using the site-specific assessment of the static (small-strain) Vs_{30}, the time-average shear wave velocity in the top 100 feet (30 meters). Shear wave velocities were not measured during the current investigation and were estimated based on nearby records obtained from the Shear-wave velocity profile database, VSPDB (Accessed June 2024). Shear wave velocities between 250 to 310 m/s (approximately 800 to 1,000 ft/s) were obtained for the proposed crossing and used as upper and lower values for estimation for the response spectrum. **Table 5** presents design ARS data based on an envelope of the upper and lower bound of shear

wave velocities collected. probabilistic event The results of the deaggregation at PGA level for the 975-return period indicates a controlling moment magnitude of about 7.25 and mean site-source distance for spectral acceleration at a 1-second period of 16.52 kilometers. The output from the web tool for the upper and lower value of shear wave velocities is included in **Appendix H**.

Table 5 – Caltrans ARS Online Design Response Spectra

T (s)	Design Sa (g) 975 years (5% in 50 Years)
0	0.69
0.05	0.82
0.1	1.21
0.15	1.47
0.2	1.6
0.25	1.68
0.3	1.71
0.4	1.66
0.5	1.58
0.75	1.37
1	1.21
1.5	0.86
2	0.65
3	0.42
4	0.29
5	0.22
7.5	0.12
10	0.08

4.1.3 USACE Response Spectrum

The ER 1110-2-1806 USACE [USACE 2024] publication dated 29 May 2024 provides general provisions to provide earthquake ground motions and associated performance requirements for analysis, evaluation, and design of civil works project features. The provisions indicate that ground motions should be provided for the following performance criteria and by categorizing the project features as non-critical or critical features. Following "*Table 1 – Consequence-based project feature classification"* of the ER 1110-2-1806 USACE provisions, the SJC channel may be classified as a non-critical feature.

a. Operating basis earthquake ground motion (OBE-GM), which uses a hazard spectrum for 975-year return period event (i.e., 5% in 50 years); and

b. The maximum credible earthquake ground motion (MCE-GM), which uses a hazard spectrum for 145-year return period event (i.e., 1% in 1 years).

Corresponding ground motions were estimated from the United States Geological Survey (USGS) website developed as part of the National Seismic Hazard Mapping (NSHM) project. The NSHM 2018 ground motions model is adopted in ASCE/SEI 7-22. The NSHM 2023 ground motion model is an updated model to the NSHM 2018 model, with a significant impact on the location-level hazard results at long return periods. However, we understand that based on the structure type, evaluation at long periods will not control. The ground motions developed as part of the NSHM 2018 (ASCE/SEI 7-22) and NSHM 2023 are provided in **Table 6**.

Table 6 – OBE and MCE Ground Motions [USACE, 2024]

T (s)	Sa (g) 975 years (5% in 50 Years)		Sa (g) 145 years (1% in 1 Year)	
	ASCE/SEI 2022 (NSHM, 2018)	NSHM (2023)	ASCE/SEI 2022 (NSHM, 2018)	NSHM (2023)
PGA	0.61	0.67	0.29	0.34
0.01	0.61	0.68	0.29	0.35
0.02	0.61	0.68	0.30	0.35
0.03	0.62	0.69	0.30	0.36
0.05	0.70	0.78	0.35	0.40
0.075	0.87	0.97	0.43	0.51
0.1	1.03	1.16	0.52	0.60
0.15	1.26	1.38	0.64	0.75
0.2	1.39	1.54	0.71	0.83
0.25	1.48	1.64	0.74	0.86
0.3	1.54	1.71	0.75	0.87
0.4	1.51	1.69	0.70	0.82
0.5	1.43	1.60	0.64	0.75
0.75	1.14	1.28	0.48	0.57
1	0.94	1.04	0.38	0.44
1.5	0.66	0.73	0.25	0.30
2	0.49	0.55	0.18	0.21
3	0.32	0.35	0.11	0.13
4	0.23	0.25	0.08	0.09
5	0.17	0.18	0.05	0.07
7.5	0.10	0.10	0.03	0.04
10	0.06	0.07	0.02	0.02

4.2 Liquefaction

Seismically induced soil liquefaction can be described as a significant loss of strength and stiffness due to the generation of cyclic pore water pressure from seismic shaking or other large cyclic loading. The material types considered most susceptible to liquefaction are saturated, loose- to medium-dense granular soils and low-plasticity, fine-grained soils. Manifestations of soil liquefaction can include the loss of bearing capacity below foundations, surface settlements and tilting in level ground, and instabilities in areas of sloping ground. Soil liquefaction can also result in increased lateral and uplift pressures on buried structures. Lightweight or unrestrained buried structures may float upward to the ground surface during a liquefaction event. The Seismic Hazard Zone Map for the project area shown in Figure 6 indicates that the Site may be underlain by soils that are potentially susceptible to liquefaction.

As noted earlier in this report, the groundwater level was encountered at approximately 46 feet bgs in 1966 during the initial explorations performed for the SR-71 bridge. More recent boring log information near the bridge [Caltrans 2020], explorations A-20-001 and A-20-002, did not encounter groundwater and were advanced to approximately 100 feet bgs. Furthermore, groundwater was not encountered during our current Phase I explorations, which advanced to approximately 50 feet bgs. Considering the depth of groundwater and the presence of predominantly stiff fine-grained cohesive soils underlain by dense coarse-grained soils below 50 feet, the probability of soil liquefaction and liquefaction-induced settlement at the site is low.

4.2.1 Lateral Spreading

Seismically induced lateral spreading is a potential hazard characterized by lateral movement of liquefied saturated soils in gently sloping ground with free face (stream banks, and shorelines), when liquefiable soil layers are continuous over large lateral areas. Given the absence of shallow groundwater and negligible liquefaction triggering potential, the potential for lateral spreading is also considered negligible.

4.2.2 Seismic Dry Soil Settlement

Unsaturated cohesionless soils above the groundwater table may be subject to seismically induced settlement during strong ground shaking. An assessment of seismically induced dry sand settlements of unsaturated soils at the proposed crossing was performed. Approximately 1 to 2 inches of total seismically induced settlement of unsaturated sands above the groundwater level were estimated. Differential settlements were estimated to be about one-half of the total settlements over a distance of about 30 feet. Dry sand settlement estimation was estimated using two-thirds of the PGA_M by following the procedures provided in the methodology developed by Pradel [Pradel, 1998].

4.2.3 Fault Surface Rupture

Fault surface rupture refers to the offset that occurs in the ground during an earthquake as a result of the relative movement of the ground on both sides of a fault. When that offset reaches the ground surface, either because the fault extends to the surface or because the offset propagates from the fault at depth through overlying soil to the surface, it is referred to as surface-fault rupture. Based on the review of online maps provided as part of the CGS Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones, the project site is not within a State of California Alquist-Priolo Special Study Zone. As discussed earlier, the closest fault (San Jose fault) is located approximately 2,000 feet northwest of the project site. There are no known active or potentially active faults transecting the site. Therefore, we anticipate the potential for surface fault rupture to be low for the project site.

4.3 Geologic Hazards

4.3.1 Landslides and Slope Stability

Considering the lack of steep slopes adjacent to the Site, landslides and slope stability are not considered a significant developmental hazard for the proposed facilities. Furthermore, the CGS (2024) website for Earthquake Zone of Required Investigation (Figure 6) indicates that the Site is not located within an earthquake-induced landslide zone.

4.3.2 Expansive Soils

The term “expansive soils” refer to soils that exhibit significant volumetric expansion when water content is increased and volumetric contraction when water content is decreased. Expansive soils typically contain a relatively high percentage of clayey material, and their expansion potential is generally related to the type of clay mineral (e.g., montmorillonite). Based on the interpretation of construction and evaluation of subsurface conditions described in Section 3.3, soils underneath the proposed undercrossing are considered to have a low potential for expansion.

4.3.3 Flooding

The Federal Emergency Management Agency (FEMA) presents the flood hazard potential in the vicinity of the site as part of their National Flood Hazard Layer (NFHL) for Geographic Information Systems (GIS). NFHL, accessed in 2024, indicates the proposed undercrossing is located in Zone X, which is defined as an “area of 0.2% annual chance of flood” [FEMA, 2024]. Based on our review of the FEMA mapping, the geologic and physiographic setting, the distance to the ocean and other large water bodies, and the project elevations, the potential for flooding or inundation at the proposed

bikeway undercrossing site and along the alignment is considered low. However, it should be noted that due to the grading of the undercrossing, localized flooding or water ponding can occur and therefore an adequate drainage system should be considered as part of its design.

4.3.4 Other Geologic Hazards

Other potential geologic hazards evaluated that could possibly affect the Project include tsunamis and seiches. Tsunamis are seismically induced waves generated by sudden movements of the ocean bottom during submarine earthquakes, landslides, or volcanic activity. Seiches are similarly generated, but are oscillating waves within bodies of water such as reservoirs, lakes, or bays resulting in overtopping. The proposed project is not located within a mapped tsunami inundation area and no enclosed water bodies are located adjacent to or upgradient of the immediate project area. Based on the physiographic setting of the project, the distance to the ocean or other large water bodies, and the elevation of the project site, it is our opinion that the potential for flooding from seismically induced tsunamis and seiches is not considered a potential hazard.

5. GEOTECHNICAL ENGINEERING RECOMMENDATIONS

Based on our understanding of site conditions, it is our opinion that the proposed bikeway alignment, including the proposed undercrossing with SR-71 bridge, are feasible from a geotechnical perspective, provided that the recommendations outlined in this report are implemented in the design and construction.

5.1.1 Site Stripping and Demolition

Geosyntec understands that some stripping of vegetation and removal of debris and asphalt at some locations may be necessary prior to excavation and site grading. Furthermore, near the SR-71 bridge, based on the discretion of the project designer and the structural engineer, a demolition of the existing non-operating bridge slab may be also necessary (photo shown in Figure 2). Debris resultant from demolition should be disposed of off-site.

5.2 Excavation and Site Grading

5.2.1 Subgrade Preparation

5.2.1.1 General Bikeway Alignment

We understand that the finished grade of alignment will consist of flexible pavement. Based on the 90% design plans provided by Alta, the pavement finished grade is proposed near the existing ground surface, and therefore, minimum cut and fill earthwork is anticipated to achieve the finished grades. Some areas will require new compacted fill to meet final grades. The pavement section for the bikeway alignment may be placed on existing near-ground surface soils provided that the subgrade is prepared as described in this section.

The subgrade below the pavement section should be scarified to a depth of approximately 8 inches, moisture conditioned to 0 and 3 percent above optimum moisture content, and compacted to 95 percent of the maximum dry density, as determined by ASTM D 1557. If the subgrade soil of these areas is soft or disturbed, it should be excavated to expose firm soil, with the resulting subgrade scarified and conditioned as above, and the excavated material replaced with structural fill, as described in Section 5.2.3 below.

As discussed in earlier sections, Geosyntec does not anticipate encountering undocumented fill or unsuitable native soils such as expansive soils in the near-ground surface soils of the proposed alignment. Based on our evaluation of the near-ground surface soil conditions along the alignment, on-site soils can be considered suitable for general fill and structural backfill after observation and approval by the project geotechnical engineer. If on-site soils are not suitable for backfill, imported engineered

fill may be necessary. After achieving target subgrade elevations and the subgrade is exposed, the geotechnical engineer should assess the subgrade area to identify any areas that may have unsuitable subgrade. The bottom of the excavations and subgrade exposed should be observed and approved by the project geotechnical engineer.

5.2.1.2 Bikeway Undercrossing

Based on 90% design plans provided by Alta, the proposed bikeway undercrossing will consist of a U-shape reinforced concrete structure. To achieve grading of the proposed undercrossing, we understand that soils in front of the SR-71 bridge Abutment No.2, approximately between Sta. 90+90 to Sta. 96+00, are planned to be excavated, as shown in Figure 2. As shown in the profile view of the undercrossing (Figure 2), the depth of excavation to the bottom of the proposed concrete slab is planned to range approximately between a minimum of 2.5 feet bgs at Sta. 90+90 to approximately a maximum 8 to 10 feet bgs at the lowest point of the undercrossing at approximately Sta. 94+00.

Geosyntec anticipates the following steps to achieve adequate excavation and grading for the undercrossing and should follow the recommendations provided by the Caltrans Construction Manual Section 4-1903B [Caltrans, 2019]:

- After achieving target excavation depths and the subgrade is exposed, the geotechnical engineer should assess the subgrade area to identify any areas that may have unsuitable subgrade. The bottom of the excavation should be observed and approved by the project geotechnical engineer.
- Geosyntec anticipates the subgrade to be compacted backfill used as part of the construction of the channel wall and/or competent soils at which the bridge foundations are supported.
- The bottom of excavations should be scarified to a depth of 8 inches, moisture-conditioned between 0 and 3 percent above optimum moisture content, and compacted to 95 percent of the maximum dry density, as determined by ASTM D 1557.

As discussed in earlier sections, Geosyntec does not anticipate encountering undocumented fill or unsuitable native soils, such as expansive soils, at the bottom of the excavation. However, if these soils are locally identified or if the exposed subgrade soil is soft or disturbed, it should be overexcavated to expose firm soil following the recommendations of the geotechnical engineer on site, with the resulting subgrade scarified and conditioned as above, and the excavated material replaced with general engineered fill or structural fill and following the compaction requirements discussed in Section 5.2.3 or Section 5.2.4, respectively. Compaction requirements will follow the Caltrans Construction Manual [Caltrans, 2019]. The geotechnical engineer on site may

recommend collecting localized shallow samples for testing against collapse and expansion.

5.2.2 General Engineered Fill Placement

Geosyntec does not anticipate significant fill to achieve grading along the alignment and near the undercrossing. However, some fill may be necessary at some locations and also if localized unsuitable soils are identified and overexcavation is performed near the undercrossing. On-site soils and imported engineered fill soils should be free of perishable, organic, deleterious, or otherwise unsuitable materials. The general engineered fill materials should have:

1. At least 40% material less than ¼-inch in size;
2. A maximum size in the largest dimension of 3 inches;
3. Less than 50% of fines content passing sieve No. 200;
4. A plasticity index of less than 15, and a liquid limit of less than 40; and
5. An expansion index (ASTM D4829) of less than 50.

All general engineered fill should be scarified, plowed, disked, and/or bladed until it is heterogenous in particle size and free of large, unbroken clods of soil. Before placement of general engineered fill, the subgrade should be prepared in accordance with Section 5.2 above. General engineered fill should be placed in loose lifts no thicker than 8 inches, moisture conditioned and processed as necessary to achieve uniform moisture content at 0 to 3 percent above the optimum moisture content. Each lift should be compacted to at least 90 percent relative compaction, as determined by ASTM D 1557.

5.2.3 Structural Fill

Structural fill should be used beneath or against structures, including proposed concrete slab and flexible pavement sections. On-site or imported soils to be used as structural fill should be free of perishable, organic, deleterious, or otherwise unsuitable materials. The structural fill materials should have:

1. A maximum size in the largest dimension of 3 inches;
2. More than 85% material smaller than ¼-inch in size;
3. Less than 15% material passing sieve No. 200; and
4. An expansion index (ASTM D4829) of less than 20.

All structural fill should be scarified, plowed, disked, and/or bladed until it is heterogenous in particle size and free of large, unbroken clods of soil. Before placement of structural fill, the subgrade should be prepared in accordance with Section 5.2 above. Structural fill should be placed in loose lifts no thicker than 8 inches, moisture conditioned and processed as necessary to achieve uniform moisture content at 0 to 3

percent above the optimum moisture content. Each lift should be compacted to at least 90 percent relative compaction for general engineered fill as determined by ASTM D 1557.

5.2.4 Compaction Between Proposed Walls and Adjacent Structures

For the undercrossing construction and considering the space between the existing structures and proposed undercrossing walls, we do not anticipate soil backfill at these locations, and therefore, no anticipated compaction work near existing adjacent structures. However, if compaction is required near existing adjacent structures, it is recommended that light compacting equipment (e.g., handheld compactor, jumping jack, or small vibratory plate compactor) should be used to avoid displacing or damaging existing structures. The project geotechnical engineer should review and approve the compaction methods to be used for grading the proposed undercrossing near adjacent structures.

Compacted fill should not be placed during a rain event. No ponded water should be allowed inside the excavation before compaction. Water ingress to excavations should be avoided, and if water enters the excavation, it should be removed.

5.3 Surface Drainage

In general, the surface drainage of the bikeway alignment should be designed to avoid ponding and control and convey surface water to an existing or new drainage system. Due to the configuration of the proposed undercrossing (i.e., positive and negative longitudinal slopes), water ponding may occur during construction and operational phases of the project. Surface drainage of the undercrossing should be carefully designed and constructed to control surface water to be properly collected and conveyed. We understand that surface water is planned to be conveyed to the existing SJC channel as part of a proposed drainage system.

If water ponds during construction and grading of the undercrossing, pumping the water from the bottom of excavation may be necessary and should also be properly collected and conveyed to properly designed and approved storm drainage devices near the site.

Based on our conversation with the structural engineer, we also understand that the subsurface stormwater on the proposed undercrossing will drain in one way towards the existing SJC channel to avoid temporary inundation of the bikeway undercrossing. We recommend providing a non-woven geotextile around the drainage stormwater system to reduce clogging of drainage pipes. It is assumed that the structural and civil designers will discuss the drainage approach with USACE, since the channel is part of their jurisdiction.

5.4 Impact to Existing Adjacent Structures near Proposed Undercrossing

To address potential impacts of the proposed undercrossing to adjacent structures (i.e., wall channel and bridge foundation), Geosyntec performed the following geotechnical analyses and evaluation of the impacted structures: Caltrans SR-71 bridge foundations and SJC channel walls.

5.4.1 Evaluation of Existing Caltrans SR-71 Bridge Foundation

As discussed in the subsurface conditions section of the report, Geosyntec understands the existing bridge foundations are supported on competent native soils with an allowable soil bearing pressure of 4 ksf (Figure 3B) and backfilled with structural backfill to the existing ground surface. Due to the planned removal and excavation of soils in front of Abutment No.2 to construct the proposed undercrossing, vertical and lateral capacity of the bridge abutment foundation will be impacted. We understand that the structural engineer will perform assessment of the existing bridge foundation considering the temporary and post construction conditions. Geosyntec performed geotechnical analyses to develop recommendations in support of the structural assessment.

Geosyntec calculated bearing capacity using the Terzaghi methodology referenced in the Caltrans Foundation Manual [Caltrans, 2015] for the zero foundation embedment depth, which is consistent with the temporary and final conditions during and after new construction. Soil properties were selected based on SPT N-values using correlations presented in Caltrans Geotechnical Manual [Caltrans, 2021]. Based on the lower bound representative SPT $N_{1,60}$ value of 17 the friction angle of 33 degrees and unit weight of 115 pcf were selected.

The calculated ultimate bearing capacity is 15.3 ksf. Allowable bearing capacity for temporary and permanent conditions is calculated as 5.1 and 6.1 ksf, respectively, by applying factors of safety of 3 and 2.5, respectively. For comparison, the review of the historic documents indicated that the allowable bearing capacity for the original bridge design was 4 ksf.

For calculating the active lateral earth pressure on the backside of the bridge abutment, Geosyntec used ϕ'=32 degrees and unit weight=120 pcf for existing level granular backfill materials on the backside of the bridge abutment. A friction angle between fill and abutment (δ) is also taken as 2/3 of ϕ' (i.e., 21 degrees). A triangular distribution with an equivalent fluid weight of 34 pcf can be used for the active lateral earth pressure on the backside of the bridge abutment. Lateral loads on the foundation can be resisted with the ultimate base friction coefficient of 0.65. Factor of safety of 1.5 should be applied to ultimate base friction. No passive resistance should be used considering that foundation will not have significant embedment compared to the bottom of the new bikeway structure.

5.4.2 Evaluation of Existing SJC Channel

Based on the 90% design plans, final clearance between the existing channel wall and the proposed undercrossing wall will be approximately 9-inch. We understand that the excavation will not extend to the bottom of the existing channel and that the existing backfill wall materials will be partially removed, as shown in Figure 2.

The loss of resistance because of the removal of the channel wall backfill soils will need to be compensated by the capacity of the new undercrossing wall (i.e., the new undercrossing wall should be designed for hydrostatic load transfer from the channel wall) loading and the gap between the two must be adequately infilled to ensure load transfer. The new undercrossing wall should have adequate stiffness and strength to support the channel wall once construction is completed. Temporary conditions during construction when the backfill will be removed and the new undercrossing wall not yet constructed should be planned for a dry season. Additionally, emergency action plan, such as emergency backfill, should be in place in case of unseasonal weather is forecasted that may result in high flows.

Due to limited spacing between the adjacent existing structure and the proposed undercrossing wall, slurry backfill may be considered as backfill between the existing channel wall and the proposed undercrossing, as discussed in Section 5.8.

5.5 Uplift of Proposed Undercrossing Slab

As discussed earlier, based on our conversations with the structural engineer, the drainage of the undercrossing will consist of one-way drainage to drain stormwater to the channel. It is our opinion that uplift pressures should not be generated as long as proper drainage features and the system are in place and operating at all times; However, an extreme scenario is considered that may consist of flow levels that increase to a point where drainage may not be sufficient to drain water back to the channel, and the undercrossing slab may be subjected to buoyancy.

If uplift resistance is necessary to achieve stability of the proposed bikeway undercrossing, it can be typically provided by installed elements such as tiedown anchors, driven piles, micropiles, or helical anchors. Tiedown anchors are likely to be the most cost-effective options for this site. Micropiles are a feasible option as well but more costly than tiedown anchors. Because soils at depth are very dense, installation of driven piles may meet refusal and require pre-drilling, and a helical anchor may not be able to penetrate these soils. The design approach to assess uplift capacity of tie-downs to resist hydrostatic uplift is presented in Federal Highway Administration (FHWA) (1999) and is based on assessing the weight of the soil mass enclosed above the tie-downs. Geosyntec can provide additional micropile and helical anchor recommendations if uplift resistance is required.

5.6 Settlement

Geosyntec evaluated the anticipated settlement implication near the proposed undercrossing. Considering soils to be excavated to achieve target depths at the proposed bikeway undercrossing, a reduction of vertical stress on subsurface materials is anticipated at this location. Also, the proposed bikeway undercrossing path reinforced concrete is considered lightly loaded as compared to the vertical stress exerted by existing soil. Therefore, static settlement is not anticipated to be a concern after the proposed bikeway undercrossing is completed.

5.7 Modulus of Subgrade Reaction

A unit modulus of subgrade reaction for a square foundation measuring one foot by one foot can be assumed as 150 pounds per cubic inch (pci). For larger loading areas, the modulus of subgrade reaction can be estimated by the following equation:

$$k = k_1\left(\frac{B+1}{2B}\right)^2\left(\frac{1+0.5\frac{B}{L}}{1.5}\right)$$

where k_1 is coefficient of subgrade reaction in units of pci of a square foundation measuring one foot by one foot, and B and L are width and length of the effective soil reaction area (i.e., loaded area) in units of feet, respectively.

5.8 Retaining Walls

For the construction of the undercrossing, we understand that once excavation of the undercrossing is completed, undercrossing walls and slab will be constructed. It is understood that no other retaining walls are planned as part of the bikeway alignment. Lateral earth pressures resulting from the backfill between adjacent structures and the proposed undercrossing walls are presented in the section below. Considering the anticipated subsurface conditions at the bottom elevation of undercrossing walls, a unit friction coefficient of 0.40 is also recommended.

5.8.1 Lateral Earth Pressures

Table 7 provides earth pressure recommendations to consider for wall design based on anticipated granular backfill material. Geosyntec used ϕ'=32 degrees and unit weight=120 pcf for granular backfill materials to estimate the lateral earth pressures anticipated behind the proposed undercrossing walls. A friction angle between fill and wall (δ) was taken as 2/3 of ϕ' (i.e., 21 degrees).

Foundation walls and other walls in which horizontal movement is restricted at the top or designed such that the rotation is limited, should be designed for at-rest pressure. Retaining walls free to move and rotate at the top can be designed for active pressure. Furthermore, the 90% design plans also indicate that the bikeway undercrossing and the bottom of the associated concrete slab are planned approximately at the bottom elevation of the existing bridge foundation (i.e., EL.+769.14 ft NAVD88) between Sta. 92+00 to 92+50, and about 1 foot below the bottom elevation of the existing bridge foundation between Sta. 92+50 to 94+00 as shown in Figure 2. Considering a zone defined by an about 64-degree angle (i.e., 2Vertical:1Horizontal), and the 3 feet minimum clearance planned between the proposed undercrossing wall and the existing bridge foundation, we understand that the existing bridge foundation will not exert additional lateral pressures to the proposed bikeway undercrossing structure under static conditions.

To simulate a potential channel flooding, differential hydrostatic conditions between levels on the channel should be considered for the wall design next to the channel.

Table 7 – Lateral Earth Pressures for Retaining Walls

Earth Pressure Conditions	Earth Pressure Coefficient	Groundwater Condition	Equivalent Fluid Pressure (pcf)
Active	0.28	With Drainage System	34
		Includes hydrostatic pressure	80
At-Rest	0.47	With Drainage System	57
		Includes hydrostatic pressure	89
Passive Resistance	3.25	With Drainage System	390
		Includes hydrostatic pressure	250

A relatively large movement may be required to mobilize the ultimate passive resistance; therefore, a factor of safety of 1.5 should be applied to the ultimate passive resistance values if significant lateral displacement is not desired.

Lateral earth pressures on walls for specific wall heights, surcharge conditions, or other conditions not described herein can be developed once details and construction procedures are available. Retaining walls without a drainage system should be designed assuming full hydrostatic pressure. If needed, lateral pressures due to uniform dead or live surface loading can be calculated using the at-rest or active earth pressure coefficient provided in **Table 7**, which is multiplied with added vertical pressure to calculate lateral pressures on the wall.

5.8.2 Retaining Wall Backfill

Retaining walls should be backfilled with well-graded and free draining non-expansive soils. Per our interpretation of subsurface conditions anticipated near the undercrossing, shallow on-site material may be suitable for the wall backfill. All retaining wall backfill should be placed and compacted under engineering-controlled conditions with compaction requirements, as described in Section 5.2. Care should be taken to avoid over-compaction of the soils behind the retaining walls, and the use of heavy compaction equipment should be avoided, as described in Section 5.2. Due to space limitations for compacting wall backfill, slurry backfill is anticipated to be used.

5.8.3 Sand-Slurry Backfill

Depending on the construction process of the undercrossing, backfill with soil may not be feasible due to limited space, such as at those between the proposed undercrossing walls and adjacent existing structures. At locations where compacted backfill can be difficult to achieve, sand-slurry backfill may be considered. Slurry cement backfill must conform to Section 19-3.02E of the Caltrans Standard Specifications.

Sand-cement slurry, also known as controlled density fill (CDF), or Controlled Low Strength Material (CLSM) in Section 201 of the Greenbook (latest edition) may be used to backfill localized areas where an alternative fill/backfill material to the compacted fill material is needed. Sand-cement slurry should not be used for mass backfilling of the over-excavations. Sand-cement slurry consists of a fluid, workable mixture of aggregate, Portland cement, fly ash, and water. It is an ideal backfill material when adequate room is limited or not available for conventional compaction equipment, or when settlement of the backfill must be minimized. No compaction is required to place sand-cement slurry; however, due to potential development of hydrostatic pressures behind walls, sand-slurry backfill should occur in maximum 2-foot lifts.

5.8.4 Seismic Loads

In accordance with the 2022 CBC, seismic loading is not required for retaining walls up to 6 feet in height. Taller walls are not expected. If walls 6 feet or more are required, the recommended seismic pressure applied as an added uniform horizontal pressure can be calculated as 18 H Rein pounds per square feet (psf) (where H is the height of the wall in feet) and should be added to at-rest earth pressure. This value was calculated using the Mononobe-Okabe method. The horizontal seismic coefficient used with the Mononobe-Okabe methods is taken as two-thirds of the design PGA, considering the potential restrained nature of the walls.

5.9 Pavement Design Recommendations

We understand that the bikeway alignment is planned to be a flexible pavement, with the exception of the proposed undercrossing that will consist of a concrete slab. Flexible pavement design is performed following the Caltrans Highway Design Manual. The project-specific traffic loading and pavement design criteria were not provided at the time of this report preparation. Geosyntec is providing pavement recommendations in **Table 8** based on the following assumptions:

- A minimum Traffic Design Index (TI) of five approximately $7x10^3$ equivalent single axle loads (ESALs) was utilized following Caltrans Highway Design Manual Chapter 630 Flexible Pavement, Section 633, as the minimum value recommended.
- An R-value of 50 was selected based on testing performed on near-ground surface soils. The R value is a measure of resistance of soils to deformation under wheel loading and saturated soil conditions. The materials encountered near the ground surface primarily consist of Clayey Sands (SC) and Silty Sands (SM).

Table 8 –Pavement Design Recommendations

Traffic Design Index / ESALs	Asphalt Concrete – AC (in)	Class 2 Aggregate Base (in)	Total Pavement Thickness (in)
5 / $7x10^3$	**4**	**6**	**10**

All aggregate base materials should be compacted to a minimum of 95 percent of the maximum dry density determined per ASTM D1557. Pavement subgrade preparation and compacted fill requirements are provided in Sections 5.2.3 and 5.2.4 of this report. Aggregate base courses (AB) should meet the gradation, material, and testing requirements of the Caltrans Highway Design Manual. The R-value should be verified in the final design stage and during construction once the pavement subgrades are established. During construction, soil laboratory CBR tests should be performed on representative samples recovered from the finished subgrades to provide pavement subgrade parameters for use in the final pavement design. All pavement materials should be in accordance with the Caltrans Highway Design Manual.

5.10 Corrosivity of Onsite Soils

Corrosivity testing was performed on collected shallow samples during Phase I of the current investigation. As discussed earlier, due to the location of current exploration and the proximity of proposed undercrossing, collected samples may not be representative of soils at the proposed undercrossing. For the purpose of reporting results from the explored

locations, **Table 7** summarizes the results of testing performed on shallow samples collected near the proposed undercrossing.

Per the County of Los Angeles Department of Public Works Manual for Preparation of Geotechnical Reports (LACPW 2013), nearby shallow soils are considered corrosive to ferrous metals and/or deleterious to concrete if one or more of the following conditions exist: soluble sulfate concentrations are equal to or greater than 2,000 parts per million (ppm) in soil and 1,000 ppm in saturated soil; chloride content is greater than 500 ppm; minimum resistivity is less than 1,000 ohm-cm; or the pH is 5.5 or less.

Table 9 – Summary of Soil Corrosivity Laboratory Test Results

Boring ID	Depth (ft bgs)	USCS	CTM 417	CTM 422	CTM 643	CTM 643
			Sulfates, SO_4^{2-} (ppm)	Chlorides, CL (ppm)	Minimum Resistivity (Ohm-cm)	pH
B-1	0 to 5 feet	SM	82	21	3,807	9.1

As indicated in **Table 9**, the measured range of sulfates, chlorides, minimum resistivity, and pH are outside the limits specified by the LACPW (2013) and thus, shallow soils near the proposed undercrossing at the explored locations are not considered corrosive to ferrous metals and deleterious to concrete. Additionally, per ACI 350-20 Section 4.2, the observed sulfate content is less than 150 ppm and corresponds to exposure class S0 (i.e., water-soluble sulfate concentration in contact with concrete is low and injurious sulfate attack is not a concern for soils explored near the proposed site). The minimum specified compressive strength of concrete for class S0 is 2,500 pounds per square inch (psi), and no type of restriction is required on the concrete mix for the proposed improvements.

However, due to the proximity of explored locations and proposed undercrossing, we recommend that structures be provided with corrosion protection. We also recommend that exposed subgrade soils at the location of the proposed bikeway undercrossing be tested once finished grades are achieved to assess corrosivity of onsite soils at the proposed subgrade elevations.

6. CONSTRUCTION CONSIDERATIONS

6.1 Groundwater During Excavation

Based on the groundwater level observed during field exploration for this study, groundwater is not expected to be encountered during the excavation for the proposed undercrossing. Perched water conditions could occur on top of the lower permeability fine-grained layers. The contractor should verify groundwater levels prior to construction, and surface drainage recommendations should be followed as described in Section 4.

6.2 Construction Observation and Considerations

We recommend that a representative of the Geotechnical Engineer of Record review the subsurface conditions as they are exposed during construction, observe and test the site preparation and earthwork construction, observe the soil exposed in excavations, and assess whether subsurface conditions encountered throughout the site deviate significantly from those identified during our evaluation and were used as a basis for development of the recommendations contained herein. The Geotechnical Engineer of Record shall alert all parties of any unsuitable conditions related to the aspects discussed in this report.

Based on the field observations, additional recommendations may be provided regarding the suitability of soil and other materials for foundation support, compaction, import soil, etc. It is recommended that the Geotechnical Engineer of Record maintain a full-time, onsite presence for construction quality assurance (CQA) during earthwork operations. In addition to the items identified in this report, the Geotechnical Engineer's representative shall conduct observations and testing in accordance with the requirements of the building code and the building official.

6.3 Temporary Excavation Slopes

Based on our understanding of the undercrossing location, existing adjacent structures may be impacted to provide sloping setbacks for excavations. For preliminary planning, temporary cut slopes can be assumed to be no steeper than 1.5H:1V but may need to be flatter in areas of loose or unstable material. Heavy loads and stockpiling should not occur at the top of the slopes, unless specifically assessed by the temporary works designer. All temporary excavations shall conform to the requirements of CAL-OSHA (Title 8, Division 1, Subchapter 4, Article 6 "Excavations" Sections 1539 to 1547), as well as all specific worker safety requirements, as enforced by the local authority. The design of the temporary work is the responsibility of the contractor. The contractor is directly responsible for the means and methods of all excavation and grading, including the sequencing of all temporary excavations and providing suitable methods for ingress and egress into all temporary excavations, as well as the training and safety of all employees.

7. LIMITATIONS

The work documented in this Report focuses on the evaluation of geotechnical characteristics of subgrade soils at the Site and development of geotechnical design recommendations for the proposed Project. The recommendations presented herein are based on the understanding of the proposed Project, as outlined in Section 1 of this Report. Geosyntec should be notified of any significant changes so that we may either confirm or modify our recommendations.

The Report and other materials resulting from Geosyntec's efforts were prepared exclusively for use by Alta Planning + Design Inc. to support the design and construction of the proposed development. The Report is not intended to be used for other future improvements in the area and may not contain sufficient or appropriate information for such use. If this Report, or portions of this Report, are provided to contractors or included in the specifications, it should be understood that they are provided for information only.

Soil deposits may vary in type, strength, and many other important properties among points of exploration due to non-uniformity of the geologic formations or to man-made cut and fill operations. While Geosyntec cannot evaluate the consistency of the properties of materials in areas not explored, the conclusions drawn in this Report are based on the assumption that the data obtained in the field and laboratory are reasonably representative of field conditions and are conducive to interpolation and extrapolation.

Our investigation and evaluations were performed using generally accepted engineering approaches and principles available at this time and the degree of care and skill ordinarily exercised under similar circumstances by reputable geotechnical engineers practicing in this area. No other representation, either expressed or implied, is included or intended in our report.

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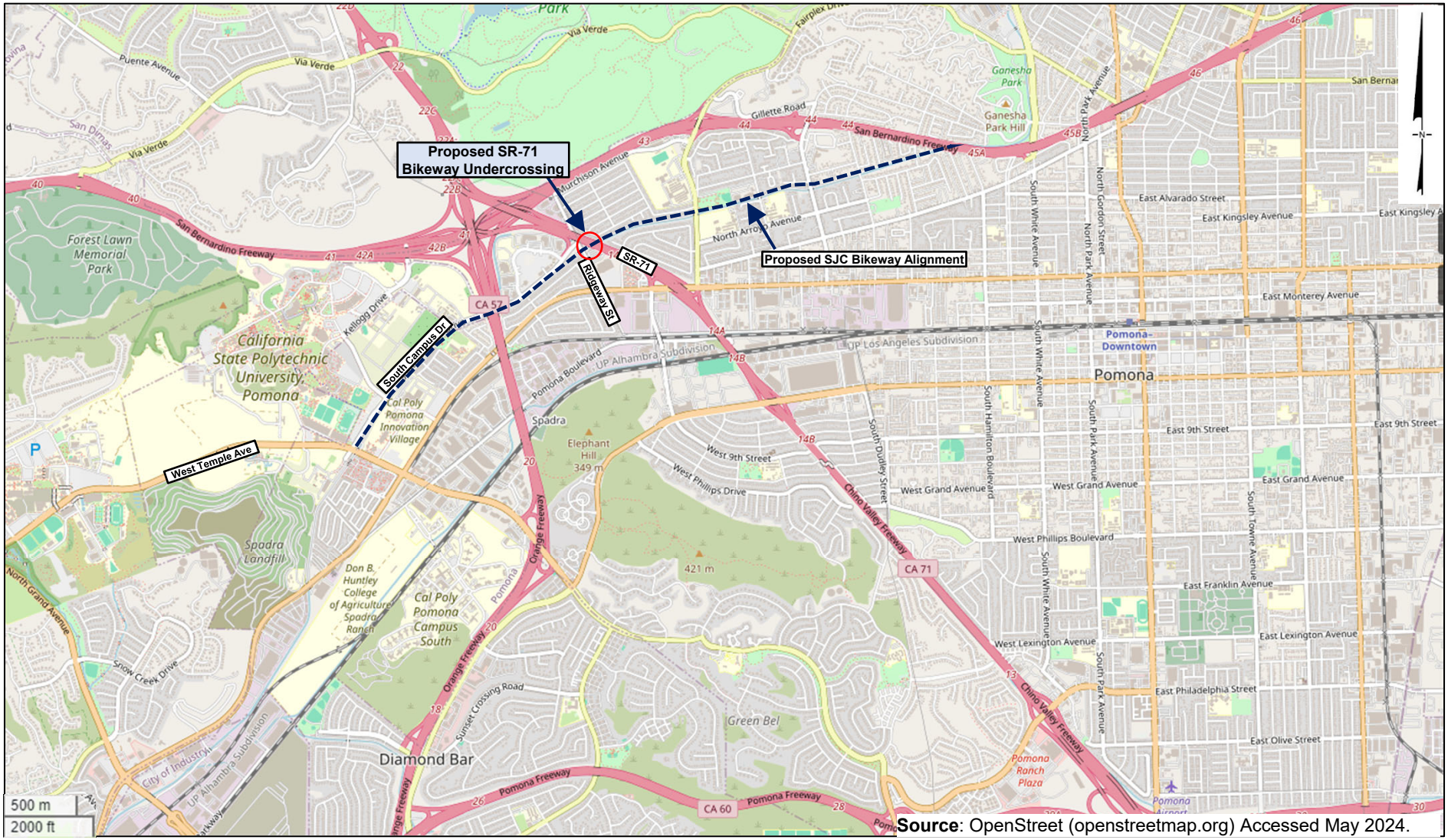
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FIGURES



Source: OpenStreet (openstreetmap.org) Accessed May 2024.



LEGEND

Proposed San Jose Creek Multi-Use Bikeway Alignment

Proposed San Jose Creek Multi-Use Bikeway Alignment and SR-71 Bridge Location

SITE VICINITY MAP
SAN JOSE CREEK MULTI-USE BIKEWAY

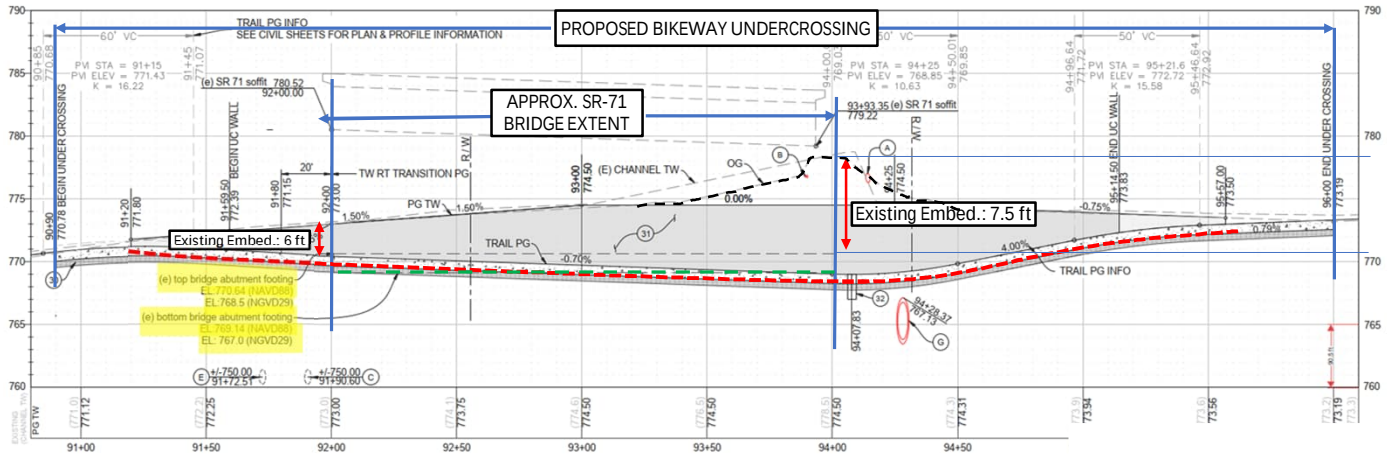
POMONA, CA

Geosyntec consultants

FIGURE
1

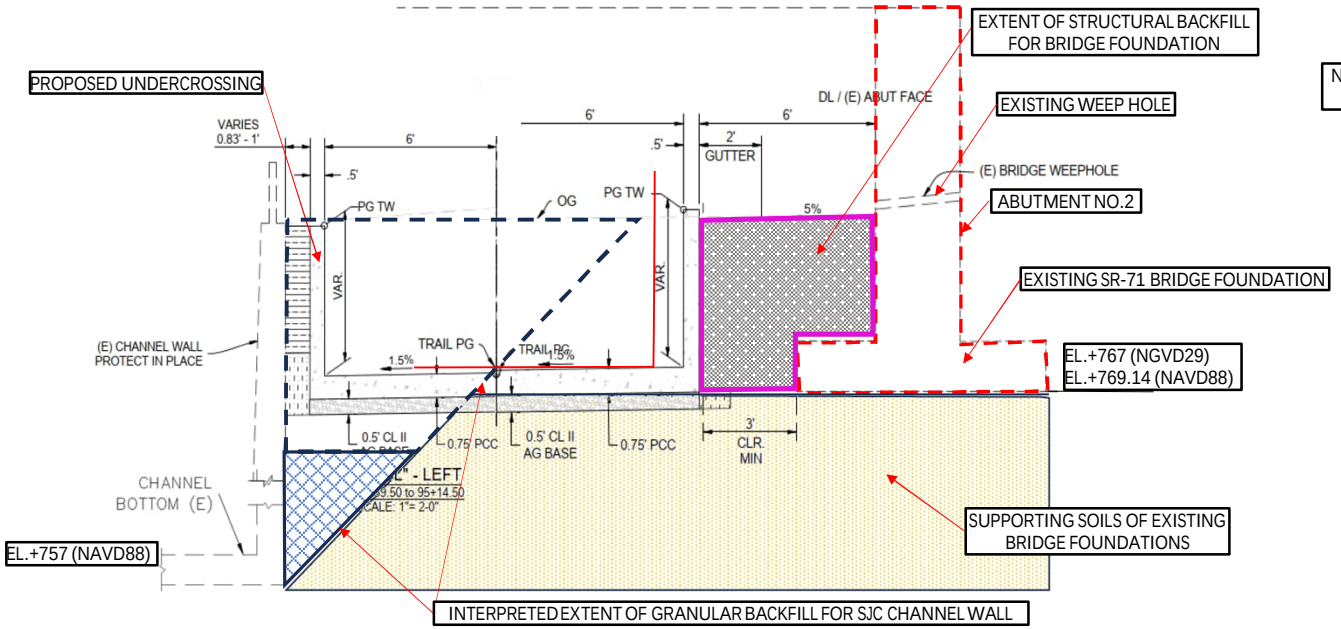
PROJECT NO: SC1303 | June 2025

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LEGEND

- EXISTING GROUND SURFACE
- APPROXIMATE BOTTOM OF EXISTING BRIDGE FOUNDATION EL. 767 FT NVGD29 (EL. 769.14 FT NAVD88) BASED ON AS-BUILT INFORMATION (FIGURE 3A)
- PROPOSED SLAB BOTTOM



TYPICAL SECTION AT PROPOSED UNDERCROSSING AND INTERPRETED SUBSURFACE CONDITIONS



PHOTO OF OLDER NON-OPERATING BRIDGE UNDER SR-71 BRIDGE (TAKEN BY BENGAL, STRUCTURAL ENGINEER)

SOURCE: OBTAINED FROM CROSS SECTIONS IN 90% CONCEPT PLANS PROVIDED BY ALTA AND BENGAL. FIGURE ONLY SHOWS THE PROPOSED BIKEWAY UNDERCROSSING SR-71 BRIDGE.

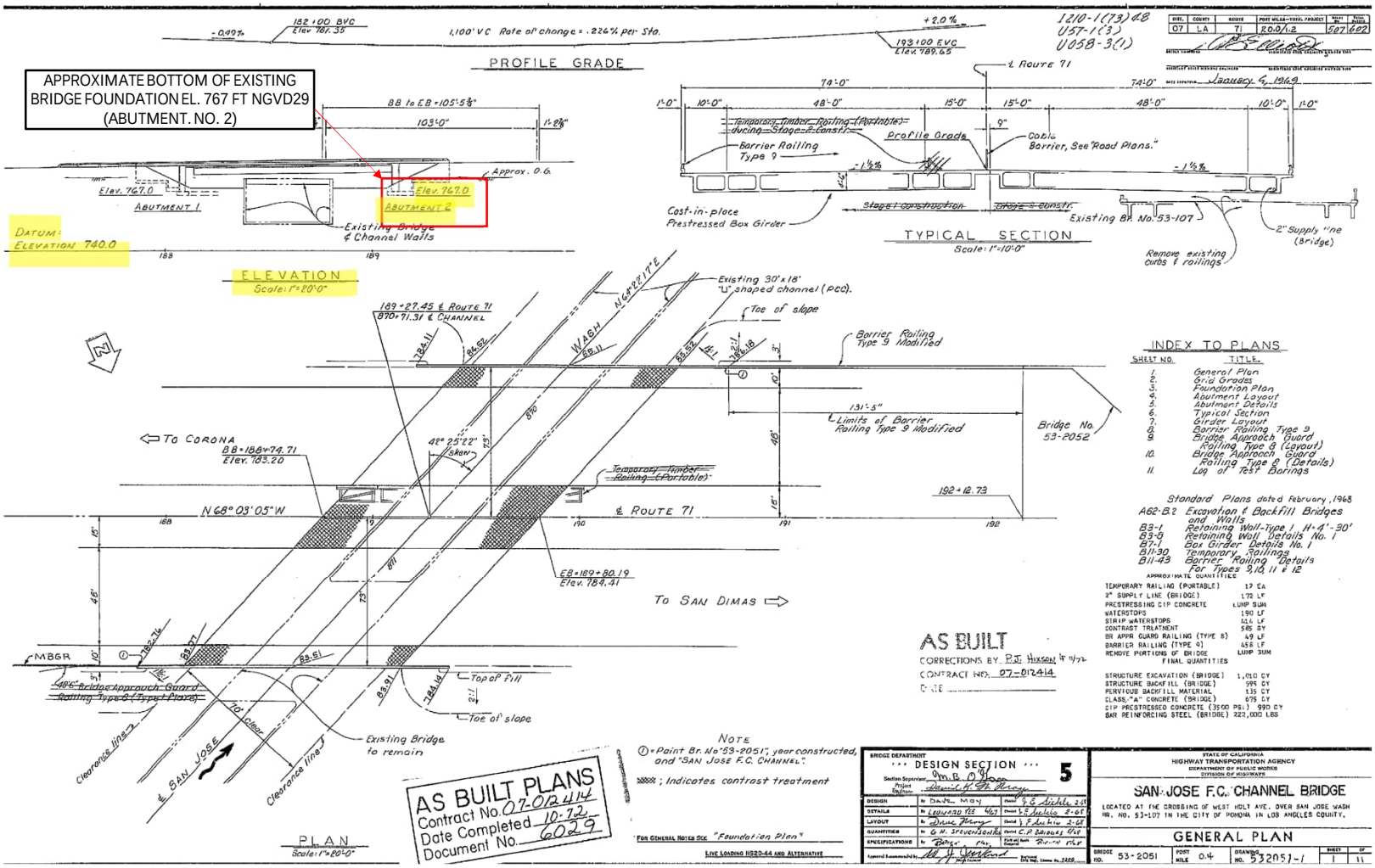
PROPOSED BIKEWAY UNDERCROSSING
SR-71 BRIDGE
SAN JOSE CREEK MULTI-USE BIKEWAY
POMONA, CA

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PROJECT NO: SC1303 | June 2025

FIGURE 2

\\orangecounty-01\DATA\PRJ4\CAW\PSC1303 - San Jose Creek - Multi-Use Bikeway\08 - Geotechnical Report\Figures



SOURCE: OBTAINED FROM CALTRANS SR-71 BRIDGE AS-BUILT RECORDS

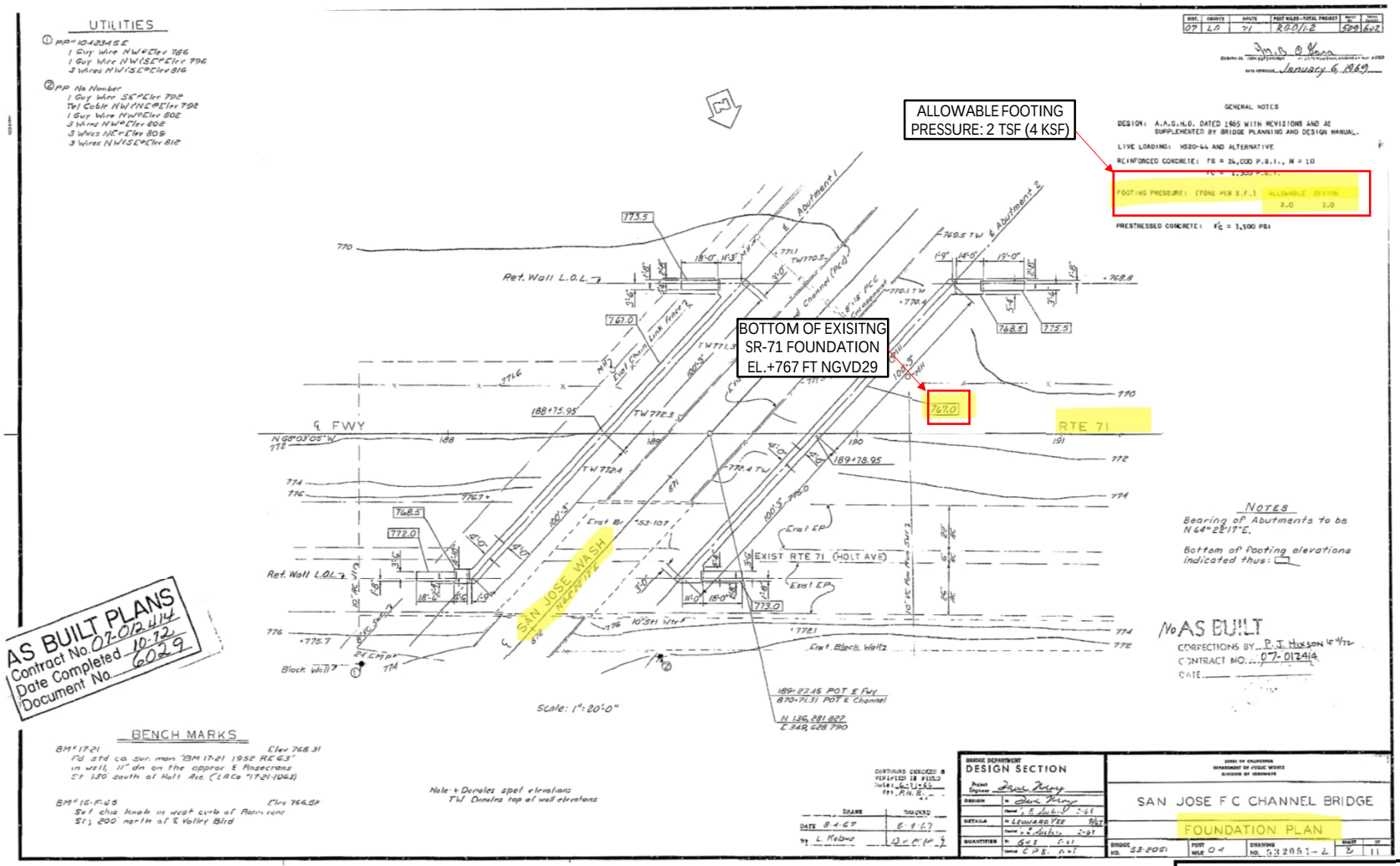
AS-BUILT SR-71 BRIDGE PLANS
SAN JOSE CREEK MULTI-USE BIKEWAY
POMONA, CA

Geosyntec consultants

FIGURE
3A

PROJECT NO: SC1303 | June 2025

\\orangecounty-01\DATA\PRJ4\CAW\PSC1303 - San Jose Creek - Multi-Use Bikeway\08 - Geotechnical Report\Figures



SOURCE: OBTAINED FROM CALTRANS SR-71 BRIDGE AS-BUILT RECORDS

AS-BUILT SR-71 BRIDGE PLANS
SAN JOSE CREEK MULTI-USE BIKEWAY
POMONA, CA

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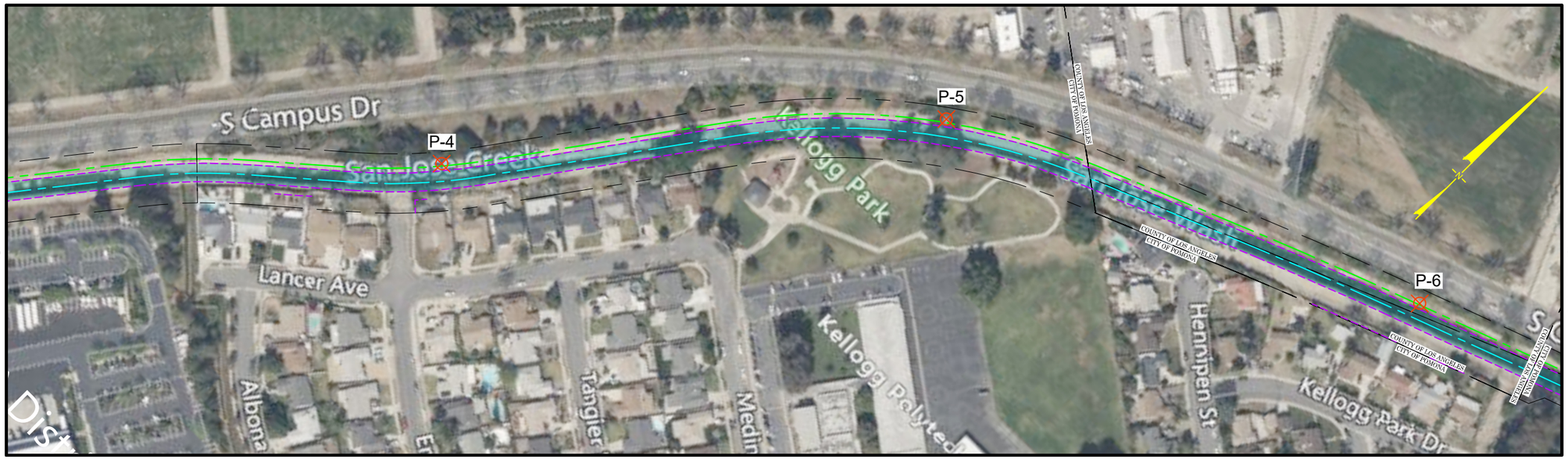
FIGURE
3B

PROJECT NO: SC1303 | June 2025

\\orangecounty-01\DATA\PRJ4\CAW\SC1303 - San Jose Creek - Multi-Use Bikeway\08 - Geotechnical Report\Figures



MATCHLINE A



MATCHLINE A

MATCHLINE B
FIGURE 4B

0 200
SCALE IN FEET

NOTE:

SHOWN INFORMATION IS BASED ON SEPTEMBER 2022 SURVEY AND 90% PROGRESS SUBMITTAL PROVIDED BY ALTA DATED 12 NOVEMBER 2024.

LEGEND

- APPROXIMATE SURVEYED PROPERTY RIGHT OF WAY
- PROPOSED EASEMENT
- APPROXIMATE SURVEYED STRUCTURAL WALL
- APPROXIMATE SURVEYED CENTERLINE SAN JOSE CREEK CHANNEL
- APPROXIMATE BIKE PATH CENTERLINE
- P-X — PAVEMENT TEST PITS (CURRENT EXPLORATION)

BORING LOCATION PLAN I
SAN JOSE CREEK - MULTI-USE BIKEWAY
CITY OF POMONA, CALIFORNIA

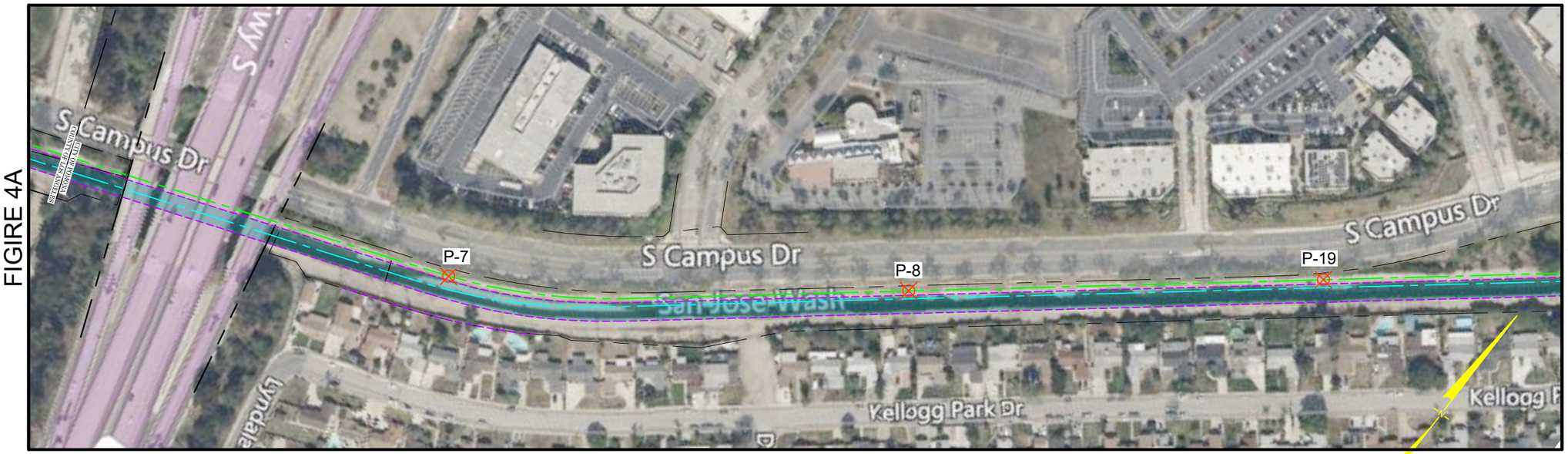
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FIGURE 4A

PROJECT NO: SC1303 | June 2025

\\ORANGECOUNTY-01\DATA\PRJ\4CAW\SC1303 - SAN JOSE CREEK - MULTI-USE BIKEWAY\09 - PLANSET\PLANSET 90%\SC1303F-01 (BORING LOCATIONS - 90%) - Last Saved by: Farshad.Sisan on 1/31/25

MATCHLINE B
FIGIRE 4A



MATCHLINE C
FIGURE 4C

LEGEND

- APPROXIMATE SURVEYED PROPERTY RIGHT OF WAY
- PROPOSED EASEMENT
- APPROXIMATE SURVEYED STRUCTURAL WALL
- APPROXIMATE SURVEYED CENTERLINE SAN JOSE CREEK CHANNEL
- APPROXIMATE BIKE PATH CENTERLINE
- P-X — PAVEMENT TEST PITS (CURRENT EXPLORATION)

NOTE:

SHOWN INFORMATION IS BASED ON SEPTEMBER 2022 SURVEY AND 90% PROGRESS SUBMITTAL PROVIDED BY ALTA DATED 12 NOVEMBER 2024.

BORING LOCATION PLAN II
SAN JOSE CREEK - MULTI-USE BIKEWAY
CITY OF POMONA, CALIFORNIA

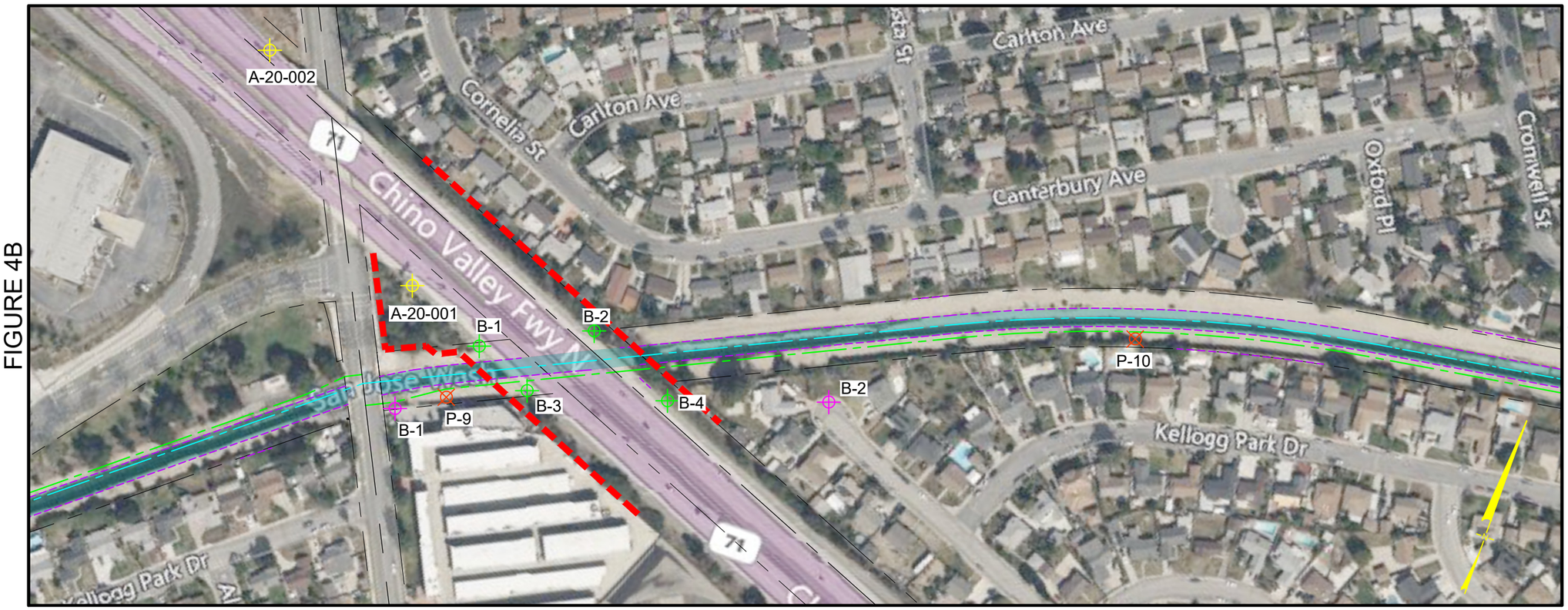
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PROJECT NO: SC1303 | June 2025

FIGURE 4B

\\ORANGECOUNTY-01\DATA\PRJ4\CAMP\SC1303 - SAN JOSE CREEK - MULTI-USE BIKEWAY\09 - PLANSET\PLANSET 90%\SC1303F-01 (BORING LOCATIONS - 90%) - Last Saved by: Farshad.Sisan on 1/31/25

MATCHLINE C
FIGURE 4B



MATCHLINE D
FIGURE 4D

NOTE:

SHOWN INFORMATION IS BASED ON SEPTEMBER 2022 SURVEY AND 90% PROGRESS SUBMITTAL PROVIDED BY ALTA DATED 12 NOVEMBER 2024.

LEGEND

- APPROXIMATE SURVEYED PROPERTY RIGHT OF WAY
- PROPOSED EASEMENT
- APPROXIMATE SURVEYED STRUCTURAL WALL
- APPROXIMATE SURVEYED CENTERLINE SAN JOSE CREEK CHANNEL
- APPROXIMATE BIKE PATH CENTERLINE
- APPROXIMATE CALTRANS RIGHT OF WAY (FROM CALTRANS SR-71 PRELIMINARY PLANS, 7/2/2010)
- P-X — PAVEMENT TEST PITS (CURRENT EXPLORATION)
- B-X — SR71 CROSSING BORINGS (CURRENT EXPLORATION)
- HISTORICAL BORINGS (1966)
- HISTORICAL BORINGS (2020)

0 200
SCALE IN FEET

BORING LOCATION PLAN II
SAN JOSE CREEK - MULTI-USE BIKEWAY
CITY OF POMONA, CALIFORNIA

Geosyntec consultants

FIGURE 4C

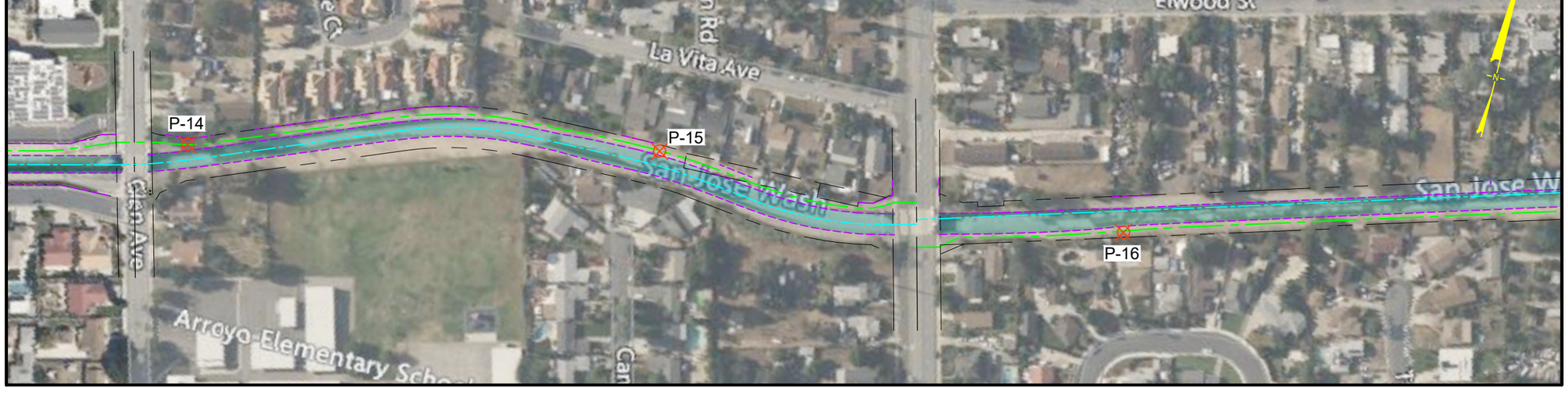
PROJECT NO: SC1303 | June 2025

\ORANGECOUNTY-01\DATA\PRJ4\CAWP\SC1303 - SAN JOSE CREEK - MULTI-USE BIKEWAY\09 - PLANSET\PLANSET 90%\SC1303F-01 (BORING LOCATIONS - 90%) - Last Saved by: Farshad.Sisan on 1/31/25

MATCHLINE D
FIGURE 4C



MATCHLINE E



MATCHLINE E

MATCHLINE F
FIGURE 4E

0 200
SCALE IN FEET

NOTE:

SHOWN INFORMATION IS BASED ON SEPTEMBER 2022 SURVEY AND 90% PROGRESS SUBMITTAL PROVIDED BY ALTA DATED 12 NOVEMBER 2024.

LEGEND

- APPROXIMATE SURVEYED PROPERTY RIGHT OF WAY
- PROPOSED EASEMENT
- APPROXIMATE SURVEYED STRUCTURAL WALL
- APPROXIMATE SURVEYED CENTERLINE SAN JOSE CREEK CHANNEL
- APPROXIMATE BIKE PATH CENTERLINE
- P-X ⊠ PAVEMENT TEST PITS (CURRENT EXPLORATION)

BORING LOCATION PLAN III
SAN JOSE CREEK - MULTI-USE BIKEWAY
CITY OF POMONA, CALIFORNIA

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PROJECT NO: SC1303 | June 2025

FIGURE 4D

\\ORANGECOUNTY-01\DATA\PRJ4\CAWP\SC1303 - SAN JOSE CREEK - MULTI-USE BIKEWAY\109 - PLANSET\PLANSET 90%\SC1303F-01 (BORING LOCATIONS - 90%) - Last Saved by: Farshad.Sisan on 1/31/25

MATCHLINE F
FIGURE 4C



BORING CONTROL DATA		
BORING ID	NORTHING	EASTING
B-1	1845731.87	6623130.11
B-2	1845993.39	6623825.93
P-1	1840964.08	6617492.69
P-2	1841702.25	6617917.73
P-3	1842435.44	6618493.54
P-4	1842999.41	6619018.09
P-5	1843655.12	6619568.05
P-6	1844000.07	6620353.52
P-7	1844309.24	6621199.74
P-8	1844771.56	6621838.76

BORING CONTROL DATA		
BORING ID	NORTHING	EASTING
P-9	1845779.67	6623206.48
P-10	1846272.81	6624283.70
P-11	1846442.12	6625097.07
P-12	1846603.32	6625897.46
P-13	1846910.81	6626751.38
P-14	1847141.88	6627656.78
P-15	1847321.94	6628433.56
P-16	1847376.64	6629227.13
P-17	1847728.85	6630367.69
P-18	1848130.25	6631615.12

BORING CONTROL DATA		
BORING ID	NORTHING	EASTING
P-19	1845221.03	6622389.64

NOTE:

SHOWN INFORMATION IS BASED ON SEPTEMBER 2022 SURVEY AND 90% PROGRESS SUBMITTAL PROVIDED BY ALTA DATED 12 NOVEMBER 2024.

LEGEND

- APPROXIMATE SURVEYED PROPERTY RIGHT OF WAY
- PROPOSED EASEMENT
- APPROXIMATE SURVEYED STRUCTURAL WALL
- APPROXIMATE SURVEYED CENTERLINE SAN JOSE CREEK CHANNEL
- APPROXIMATE BIKE PATH CENTERLINE
- P-X PAVEMENT TEST PITS (CURRENT EXPLORATION)

0 200
SCALE IN FEET

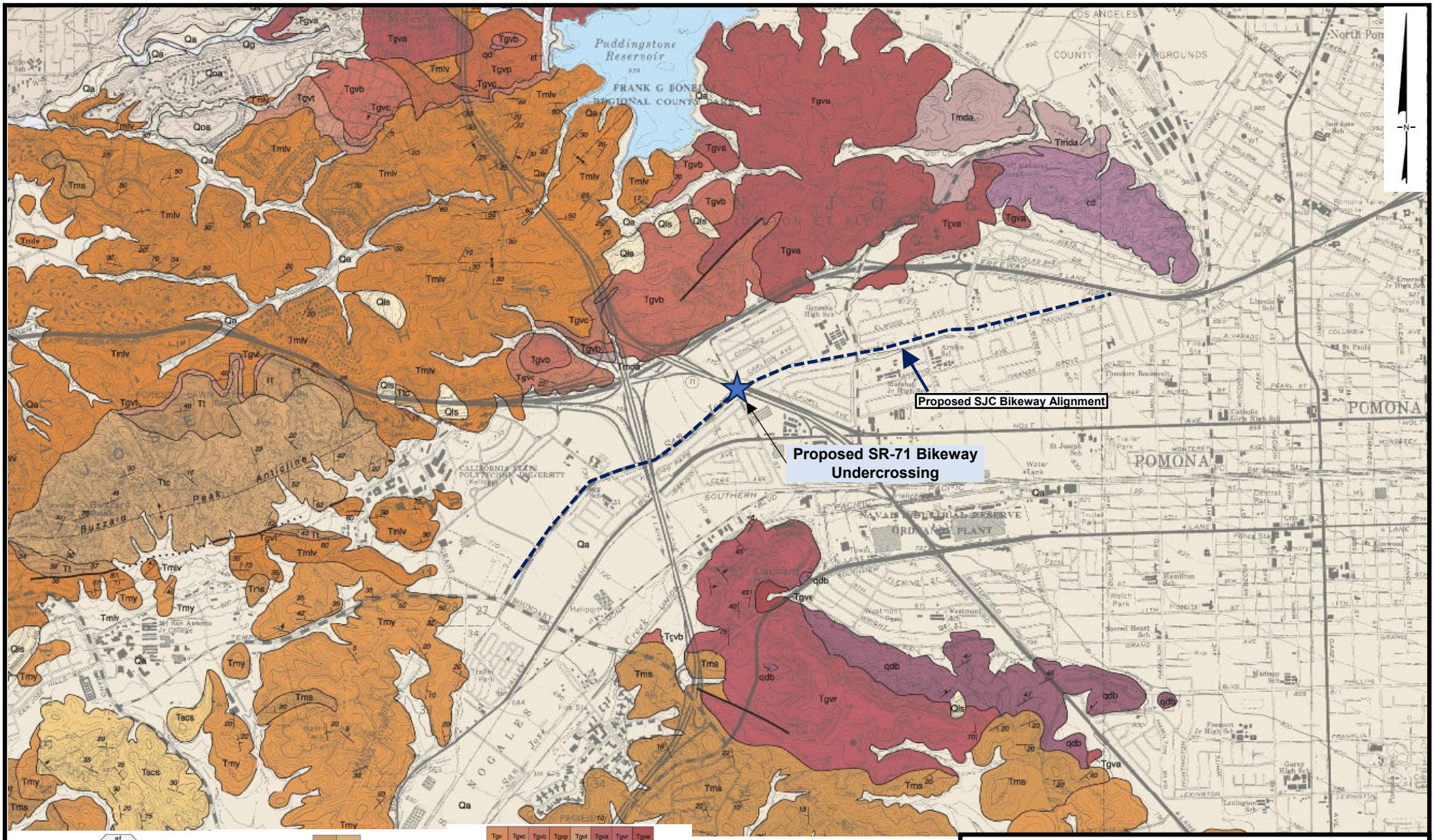
BORING LOCATION PLAN IV
SAN JOSE CREEK - MULTI-USE BIKEWAY
CITY OF POMONA, CALIFORNIA

Geosyntec consultants

FIGURE 4E

PROJECT NO: SC1303 | June 2025

\\ORANGECOUNTY-01\DATA\PRJ4\CAWP\SC1303 - SAN JOSE CREEK - MULTI-USE BIKEWAY\09 - PLANSET\PLANSET 90%\SC1303F-01 (BORING LOCATIONS - 90%) - Last Saved by: Farshad.Sisan on 1/31/25



af / Qa / Qg
SURFICIAL SEDIMENTS
af artificial fill
Qg alluvial gravel and sand of stream channels, some artificially channeled.
Qa alluvial gravel and sand of valley areas

Qls
LANDSLIDE AND TALUS RUBBLE

Tm | Tmy | Tmcg | Tms | Tmlv
MONTEREY (PUENTE) FORMATION
Monterey Formation (Puente form of Eldridge & Arnold, 1907, Durham & Yerkes 1964: Tan 1998, marine biogenic & clastic; late Miocene age, (Mohnian Stage))
Tm unassigned shale; similar to Tmlv & Tmly
Tmy Yorba shale Member – light gray, thin bedded, diatomaceous, semi-siliceous to clay shale, siltstone, minor sandstone, fish scales.
Tmcg conglomerate facies of cobbles & pebbles of plutonic rocks in sandstone matrix lenses in unit Tms, deposited as submarine deltas.
Tms Soquel sandstone facies, partly interbedded into Tmy & Tmlv, light gray to tan, moderately lithified, bedded, arkosic; contains concretions, some interbedded silty shale, derived from plutonic terrane & deposited as submarine fans, unfossiliferous
Tmlv La Vida Shale Member, white, weathered; thin bedded, platy, siliceous shale, clay shale, and siltstone, some strata of tan dolomite and sandstone; fish scales, foraminifera.

Tt | Ttc
TOPANGA FORMATION
(of Shelton, 1955; Tan, 1998; marine clastic middle Miocene age, unfossiliferous, locally intertongued into Glendora volcanics), age late ? Miocene
Tt sandstone, light gray to tan, moderately lithified, bedded, arkosic, locally pebbly, includes interbedded siltstone or clay shale.
Ttc conglomerate (Buzzard Peak Conglomerate member of Woodford et al. 1946, light gray to tan, semi-lithified, vaguely bedded, composed of cobbles and pebbles of mostly plutonic rocks in sandstone matrix.

Tgv | Tgvc | Tgvb | Tgvp | Tgvt | Tgva | Tgvr | Tgve
GLENDORA VOLCANIC ROCKS
lendora Volcanics (of Shelton, 1955, Tan, 1999; extrusive volcanic rocks; middle Miocene age locally intertongued into Topanga Formation). (radiometric age ±16 MA (Weigand, P.W., oral communication 2001)
v undifferentiated volcanic rock, mostly brown andesitic flows and breccias
vc volcanic conglomerate, gray to brown, of volcanic detritus.
vb basalt flows, gray to black, massive to vesicular.
vp basaltic pelagonitic tuff & pillow lavas.
vt rhyolitic tuff breccia, tan to white
va andesite flows and flow breccias, brown, porphyritic, massive.
vr rhyolitic-dacitic flows, tan to light brown, aphanitic, massive to flow-banded, hard, fracture
ve rhyolite-dacite breccia exposed only at Elephant Hill.
— UNCONFORMITY —
CRYSTALLINE BASEMENT ROCKS
GRANITIC ROCKS

Tgv | Tgvc | Tgvb | Tgvp | Tgvt | Tgva | Tgvr | Tgve
GLENDORA VOLCANIC ROCKS
Glendora Volcanics (of Shelton, 1955, Tan, 1999; extrusive volcanic rocks; middle Miocene age locally intertongued into Topanga Formation). (radiometric age ±16 MA (Weigand, P.W., oral communication 2001)
Tgv undifferentiated volcanic rock, mostly brown andesitic flows and breccias
Tgvc volcanic conglomerate, gray to brown, of volcanic detritus.
Tgvb basalt flows, gray to black, massive to vesicular.
Tgvp basaltic pelagonitic tuff & pillow lavas.
Tgvt rhyolitic tuff breccia, tan to white
Tgva andesite flows and low breccias, brown, porphyritic, massive.
Tgvr rhyolitic-dacitic flows, tan to light brown, aphanitic, massive to flow-banded, hard, fractured
Tgve rhyolite-dacite breccia exposed only at Elephant Hill.
— UNCONFORMITY —
CRYSTALLINE BASEMENT ROCKS
GRANITIC ROCKS

Tmda
MOUNTAIN MEADOWS DACITE
Mountain Meadows dacite (of Shelton 1955, Tan, 1999 intrusive into qd; early Miocene? Age)
Mda dacite light gray, hard, massive, fine grained, contains small feldspar phenocrysts and biotite flakes.

qd | qdb
QUARTZ DIORITIC PLUTONIC ROCKS
quartz diorite: plutonic igneous rock, late Mesozoic- Cretaceous age
qd biotite quartz diorite, light gray, massive.
qdb Bonsall Tonalite of Larsen 1948 similar to qd, but slightly gneissoid & contains dark gray fine grained xenoliths elongated parallel to gneissoid structure up to 9 in. long.

Reference: Dibblee and Minch, J.A. 2002

REGIONAL GEOLOGY MAP
SAN JOSE CREEK MULTI-USE BIKEWAY

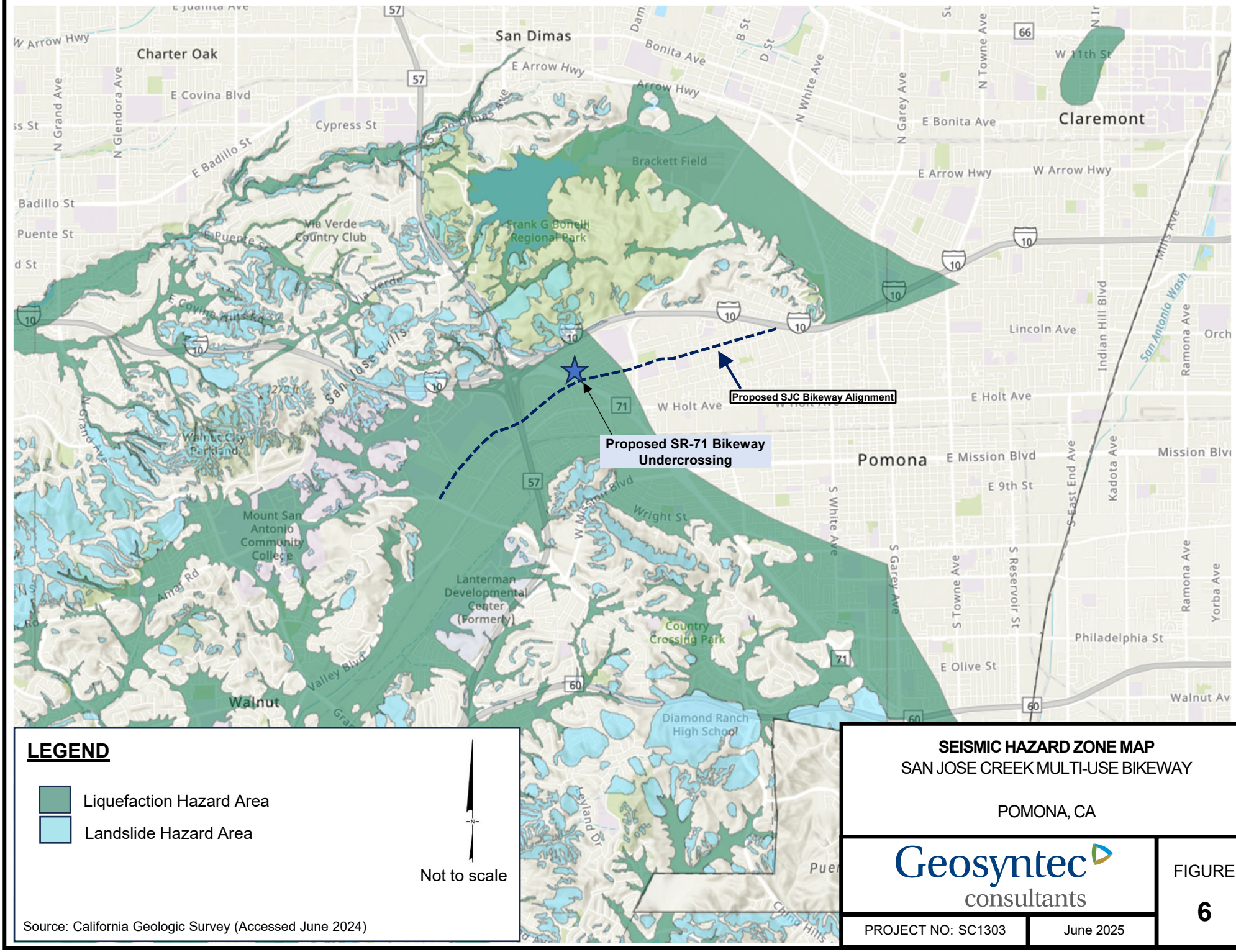
POMONA, CA

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PROJECT NO: SC1303 | June 2025

FIGURE
5

\\orangecounty-01\DATA\PRJ4\CAWP\SC1303 - San Jose Creek - Multi-Use Bikeway\08 - Geotechnical Report\Figures



SEISMIC HAZARD ZONE MAP
SAN JOSE CREEK MULTI-USE BIKEWAY

POMONA, CA

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FIGURE
6

PROJECT NO: SC1303 | June 2025

\\orangecounty-01\DATA\PRJ4\CAWP\SC1303 - San Jose Creek - Multi-Use Bikeway\08 - Geotechnical Report\Figures

APPENDICES

APPENDIX A – 90% Concept Plans and Historical Information

Geosyntec
consultants

90% Concept Plans Provided by Alta

San Jose Creek Bikeway

CITY OF POMONA

SAN JOSE CREEK MULTI-USE BIKEWAY - 90% SUBMITTAL

GENERAL STREET CONSTRUCTION NOTES:

1. ALL WORK SHALL CONFORM TO THE LATEST EDITION OF STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE GREENBOOK), STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (A.P.W.A. STANDARDS), AND STANDARDS OF THE CITY OF POMONA PUBLIC WORKS DEPARTMENT.
2. APPLICATION FOR EXCAVATION AND INSPECTION IN CONNECTION WITH WORK SHOWN ON THIS PLAN MUST BE COMPLETED BY THE CONTRACTOR AT LEAST TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY WORK.
3. WORK IN PUBLIC STREETS ONCE BEGUN SHALL BE PROSECUTED WITHOUT DELAY SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND THE TRAVELING PUBLIC.
4. TRAFFIC CONTROL SHALL BE MAINTAINED IN ACCORDANCE WITH THE CALIFORNIA MUTCD.
5. CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES AT ALL TIMES.
6. CONTRACTOR SHALL PROTECT EXISTING IRRIGATION LINES AND SPRINKLER HEADS BEHIND EXISTING CURB. THE CONTRACTOR SHALL REPLACE ANY DAMAGED LINES AND SPRINKLER HEADS AT THEIR OWN EXPENSE.
7. CONTRACTOR SHALL REPLACE TRAFFIC STRIPES, LEGENDS, LOOP DETECTORS AND MARKINGS DAMAGED DURING THE CONSTRUCTION OF THIS PROJECT. TRAFFIC STRIPES, PAVEMENT LEGENDS, RAISED PAVEMENT MARKERS AND LOOP DETECTORS SHALL BE PER THE 2014 CALIFORNIA MUTCD, CALTRANS STANDARD PLANS AND CALTRANS STANDARD SPECIFICATIONS 84, 85, AND 86, LATEST EDITIONS.
8. AS BUILTS OF THE COMPLETED PROJECT SHALL BE PREPARED BY CONTRACTOR AND BE SUBMITTED FOR APPROVAL OF THE CITY ENGINEER.
9. CONTRACTOR SHALL NOTIFY ALL AFFECTED RESIDENCES IN WRITING AT LEAST TWO (2) FULL WORKING DAYS BEFORE ANY START OF CONSTRUCTION AS SPECIFIED.
10. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (DIG ALERT) AT 811, TWO (2) FULL WORKING DAYS PRIOR TO START OF WORK. THE CONTRACTOR MUST OBTAIN AND MAINTAIN VALID DIG ALERT REFERENCE NUMBER THROUGH THE LIFE OF THE PROJECT AS NECESSARY FOR CONSTRUCTION.
11. CONTRACTOR SHALL PROTECT ALL CENTERLINE SURVEY MONUMENTS AND CENTERLINE TIES AS SPECIFIED.
12. THE LOCATION OF EXISTING UTILITIES IS SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
13. CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES (BMPs) TO CONTROL EROSION AND SEDIMENT AND PRESERVE WATER QUALITY TO THE MAXIMUM EXTENT POSSIBLE.

ADDITIONAL GENERAL NOTES:

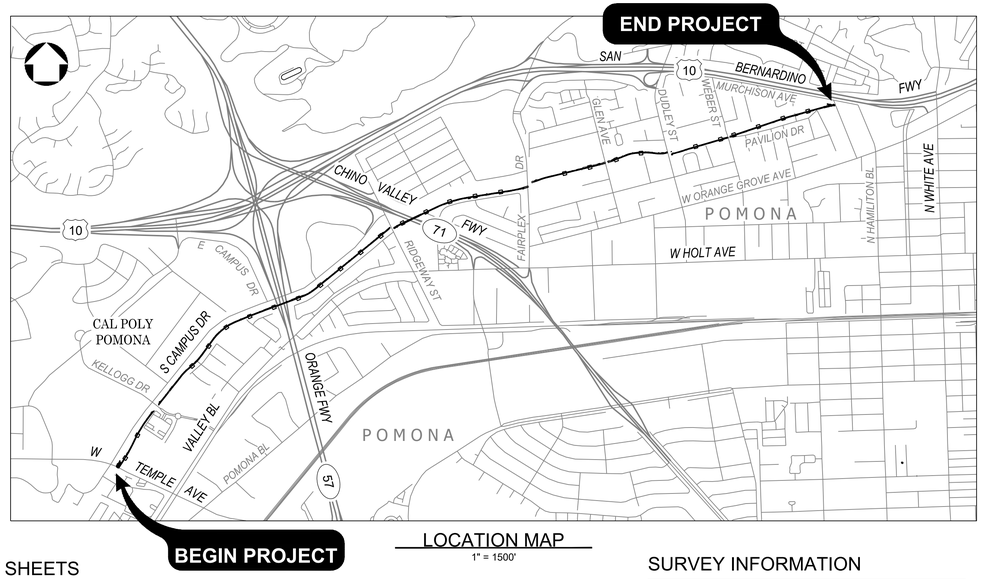
1. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE FOR PUBLIC SAFETY AND CONVENIENCES, THE CONTRACTOR SHALL ESTABLISH ADEQUATE ACCESS TO DRIVEWAYS AT ALL TIMES.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PROTECTI0N OF ANY AND ALL SURFACE, SUBSURFACE, AND OVERHEAD LINES AND STRUCTURES.
3. THE CONTRACTOR SHALL MARK (CAT TRACK) THE TRAFFIC STRIPING LINES, STREET CENTERLINE, LANE LINES AND INTERSECTION LIMIT LINES/CROSSWALKS IMMEDIATELY AFTER HIS PAVING OPERATIONS AND PRIOR T0 OPENING THAT SECTION OF ROADWAY TO TRAFFIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING ALL REGULATORY AND WARNING SIGNS.
4. PRIME CONTRACTOR LICENSE REQUIRED: CLASS A OR C12.
5. FIELD DENSITY AFTER ROLLING OF ALL ASPHALT CONCRETE PLACED ON THIS PROJECT SHALL BE A MINIMUM OF 95 PERCENT RELATIVE COMPACTION.
6. DROP OFFS ON THE PAVEMENT OVER 1" IN HEIGHT THAT WILL REMAIN OVERNIGHT SHALL BE RAMPED WITH TEMPORARY AC PAVEMENT.
7. DO NOT COLD MILL OVER EXISTING MANHOLES, CATCH BASINS, LOCAL DEPRESSIONS, SIGNAL LOOP LEAD-INS, OR UTILITY COVERS.
8. ALL UTILITY MANHOLES AND WATER VALVE COVERS WITHIN THE PROPOSED AREAS OF WORK SHALL BE ADJUSTED TO GRADE.
9. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES AND COORDINATE DELIVERIES EXCEPT AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
10. NO TRENCHES MAY BE LEFT OPEN OVERNIGHT.
11. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AS REQUIRED PRIOR TO THE START OF WORK AND DURING THE EXECUTION OF THE WORK.
12. THE CONTRACTOR SHALL NOT CONDUCT ANY OPERATION OR PERFORM ANY WORK PERTAINING TO THE PROJECT BETWEEN 5:00 PM AND 7:00 AM ON ANY DAY NOR ON SATURDAY, SUNDAY; OR ANY HOLIDAY, EXCEPT AS APPROVED BY THE DIRECT0R OF PUBLIC WORKS. NO TRAFFIC LANES SHALL BE CLOSED BEFORE 8:30 AM OR AFTER 4:00 PM.
13. ALL PCC AND ASPHALT CONCRETE SHALL BE REMOVED TO A SAW CUT.
14. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL SUBSTRUCTURES WITHIN THE AGREEMENT OF THE PROPOSED IMPROVEMENTS. IN THE EVENT OF ANY STRUCTURE DAMAGE, THE CONTRACTOR SHALL BEAR THE TOTAL COST OF REPAIR AND REPLACEMENT.
15. CONTRACTOR SHALL USE SELF LEVELING PAVING MACHINE FOR ASPHALT SECTIONS.
16. CONSTRUCTION SURVEY AND STAKING SHALL BE PROVIDED BY THE CONTRACTOR
17. ALL NECESSARY MATERIALS, COMPACTION, AND ACCEPTANCE TESTING RELATED TO THE CONSTRUCTION WORK WILL BE DONE BY A LABORATORY APPROVED BY THE CITY. THE COST FOR THE TESTING SHALL BE BORNE BY THE CITY OF POMONA.
18. IF ANY EQUIPMENT OR CONSTRUCTION ACTIVITIES ARE TO OCCUR WITHIN THE CHANNEL, THE CONTRACTOR SHALL DETAIL THESE ACTIVITIES IN A RE-SUBMITTAL AND OUTLINE THE PROPOSED MEASURES TO PROTECT THE CHANNEL INVERT AND CHANNEL WALLS.
19. ANY DAMAGE TO USACE STRUCTURES SHALL BE REPAIRED AT NO EXPENSE TO THE U.S. ARMY CORPS OF ENGINEERS.
20. THE CONTRACTOR SHALL TAKE BEFORE-CONSTRUCTION AND AFTER-CONSTRUCTION VIDEOS OF THE CONSTRUCTION SITE, ADJACENT TO AND INSIDE THE EXISTING CHANNEL.

SIGNING AND STRIPING GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS PLANS AND SPECIFICATIONS (LATEST EDITION), AND SPECIAL PROVISIONS, AND ALL ADDENDUM THERETO.
2. REFLECTORIZE ALL STRIPES AND LEGENDS. ALL PAVEMENT STRIPING, MARKINGS AND LEGENDS SHALL BE THERMOPLASTIC (MINIMUM 0.15" THICK) UNLESS OTHERWISE NOTED AND SHALL MATCH CITY STENCILS, OR CALTRANS STANDARDS. THE CONTRACTOR SHALL PROVIDE AND INSTALL RAISED PAVEMENT MARKERS FOR ALL STRIPING PERTAINING TO ON-STREET WORK. STRIPING, MARKINGS, AND LEGENDS SHALL CONFORM TO THE LATEST CALTRANS STANDARD PLANS A20A THRU A20D AND A24D THRU A24F.
3. EXISTING STRIPING AND PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH PROPOSED STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED BY WET SAND BLASTING OR GRINDING AND DISPOSED OF PER SECTIONS 15-2.02 (B&C) AND 15-2.03 OF THE STATE STANDARD SPECIFICATIONS. BLACK OUT IS NOT PERMITTED. ALL DAMAGED PAVEMENT DUE TO REMOVALS SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A SMOOTH AND UNIFORM SURFACE OR AS DIRECTED BY CITY ENGINEER.
4. TEMPORARY STRIPING, MARKINGS AND TABS SHALL BE APPLIED ON STREET WITH PAVEMENT SURFACE COURSE REPLACEMENTS PRIOR TO OPENING STREET TO THE PUBLIC. IN NO CASE SHALL A NEWLY (BASE OR FINAL) PAVED STREET OPEN TO THE PUBLIC BE LEFT UNSTRIPED OVERNIGHT. PERMANENT STRIPING & MARKING SHALL BE INSTALLED BETWEEN TEN (10) TO FIFTEEN (15) CALENDAR DAYS AFTER INSTALLING THE FINAL PAVEMENT SURFACE.
5. ALL TEMPORARY PAVEMENT MARKERS/TABS SHALL BE REMOVED AT THE CONCLUSION OF THE PROJECT.
6. ALL SIGNING, STRIPING AND PAVEMENT MARKINGS SHALL BE CAT-TRACKED AND APPROVED BY THE CITY TRAFFIC ENGINEER OR AUTHORIZED REPRESENTATIVE PRIOR TO FINAL INSTALLATION.
7. CONTRACTOR SHALL RE-STRIPE EXISTING STRIPING, MARKING ALL INTERSECTING, AND JOINING STREETS WITHIN 100' OF LIMITS OF PROJECT.
8. PRIOR TO FINAL ACCEPTANCE OF STREET IMPROVEMENTS, ALL PAVEMENT STRIPING AND STENCILING WITHIN THE PERIMETER OF THE CONSTRUCTION AREA SHALL BE RESTORED TO LIKE NEW CONDITION, IN MANNER MEETING THE APPROVAL OF THE CITY ENGINEER.
9. THE CONTRACTOR SHALL RESTRIPE EXISTING AND CURB MARKINGS OBLITERATED BY NEW CONSTRUCTION WHETHER OR NOT SHOWN ON PLANS AT NO COST TO THE CITY.
10. ALL EXISTING SIGNS TO REMAIN SHALL BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
11. CLEARANCE FROM THE FINISHED GRADE TO THE BASE OF ALL SIGNS SHALL BE 7 FEET MINIMUM.
12. ALL SIGNS SHALL MEET THE 2014 CA MUTCD REQUIREMENTS AND SHALL HAVE 3M DIAMOND GRADE REFLECTIVE SHEETING (OR APPROVED EQUAL) AND 3M 1160 ANTI-GRAFFITI FILM (OR APPROVED EQUAL).
13. TRAFFIC SIGNAL LOOPS SHALL BE INSTALLED AND FUNCTIONAL WITHIN FIVE (5) CALENDAR DAYS OF INSTALLING FINAL PAVEMENT SURFACE.
14. THE CONTRACTOR SHALL FURNISH AND INSTALL TYPE DB 2-WAY BLUE REFLECTIVE PAVEMENT MARKERS ADJACENT TO ALL EXISTING FIRE HYDRANTS WITHIN THE LIMITS OF CONSTRUCTION PER STATE AND CITY STANDARDS..
15. ALL SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE NOTED ON PLANS. SIGN LOCATION SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

UTILITY COMPANY CONTACTS

AT&T	FLOYD DIZON	714-618-9126
CAL POLY UNIVERSITY	BRUYN BEVANS	909-979-5517
CITY OF POMONA PUBLIC WORKS	ARNOLD DICHOSA	909-620-2266
CITY OF POMONA WATER DISTRICT	HYLE TANG	909-620-3753
CROWN CASTLE	KELLY KLINEFELTER	724-743-6085
EXTENET SYSTEMS LLC	KAVIN L. WILLIAMS	630-245-2120
FRONTIER	RAY ROUNDTREE	714-375-6760
HP COMMUNICATIONS	TONYA ATKINSON	909-532-1216
LEVEL 3	DANIEL GOETTE	800-871-9244
MCI/VERIZON	STEVEN GALLO	949-253-8112
METROPOLITAN WATER DISTRICT	DAVID FONG	213-217-6094
SCE		800-655-4555
SO CAL GAS - DISTRIBUTION	CHRISTOPHER KEEVERN	800-427-2200
SPECTRUM	JAMES BIGGS	626-430-3337
WALNUT VALLEY WATER DISTRICT	VICENTE DE LA ROSA	909-595-1268



LOCATION MAP
1" = 1500'

INDEX OF SHEETS

SHEET NO.	DRAWING NO.	CITY PLAN NO.	DESCRIPTION
1	G000	FA - 2263 AA	TITLE SHEET, INDEX OF SHEETS, GENERAL NOTES, LOCATION MAP
2	G001	FA - 2263 AB	LEGEND AND ABBREVIATIONS
3	G002	FA - 2263 AC	KEY PLAN
4-5	G003 - G004	FA - 2263 AD-AE	TYPICAL SECTIONS
6-7	C050 - C051	FA - 2263 AF-AG	ALIGNMENT GEOMETRY PLANS
8-28	C100 - C120	FA - 2263 AH-BB	PLAN & PROFILE
29-44	C200 - C213	FA - 2263 BC-BR	DETAIL SHEETS
45-54	SS100 - SS109	FA - 2263 BS-CB	SIGNING AND STRIPING
55-56	C060 - C061	FA - 2263 CC-CD	CIVIL AND STRIPING DETAILS
57	LG100	FA - 2263 CE	TEMPLE AVE. GRADING PLANS
58-59	LH100 - LH101	FD - 24 AA-AB	HARDSCAPE PLANS
60	LI001	FD - 24 AC	IRRIGATION LEGEND AND NOTES
61-63	LI100 - LI102	FD - 24 AD-AF	IRRIGATION PLANS
64-65	LI200 - LI201	FD - 24 AG-AH	IRRIGATION DETAILS
66	L001	FD - 24 AI	PLANTING LEGEND AND NOTES
67-69	L100 - L102	FD - 24 AJ-AL	PLANTING PLANS
70-72	L200-L202	FD - 24 AM-AO	PLANTING AND AMENITY DETAILS
73-78	T101-T106	FF - 374 AA-AF	TRAFFIC SIGNAL MODIFICATION PLANS
79-80	T107-T108	FE - 442 AA-AB	STREET LIGHTING PLANS
81-90	T109-T118	FJ - 204 AA-AJ	INTERSECTION SIGNING & STRIPING PLANS
91-93	S100-S102	FA - 2263 CF-CH	SR-71 UNDERCROSSING PLAN
94-95	D100-D101	FC - 381 AA-AB	SR-71 UNDERCROSSING DRAINAGE PLAN AND DETAILS

SURVEY INFORMATION

COORDINATES SHOWN ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, 1983 NAD (2017.50 EPOCH)

BEARINGS ARE BASED ON THE BEARING BETWEEN CALIFORNIA SPATIAL REFERENCE CENTER CONTINUOUS GPS STATIONS "SPMS" TO "LORS" BEING N29°08'55"E

ELEVATIONS ARE BASED ON LOS ANGELES COUNTY BENCH MARK "4G4924", DESCRIBED AS "L&LS 5411 TAG IN E CB 3.3FT N/O BCR @NE COR TEMPLE AVE & SOUTH CAMPUS DR (NR S END C.B." ELEV. = 706.184 FEET (NAVD 88)

DATE OF SURVEY: SEPTEMBER 2022

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

TITLE SHEET. INDEX OF SHEETS, GENERAL NOTES, LOCATION MAP

SCALE AS SHOWN
DATE 12.12.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 1 OF 95 SHTS

G000

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FA-2263 AA

TRAFFIC SIGNAL GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS PLANS AND SPECIFICATIONS (2015 EDITION), AND SPECIAL PROVISIONS, AND ALL ADDENDUM THERETO.
2. ALL SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE NOTED ON PLANS. SIGN LOCATION SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.
3. ALL STRIPES, SIGNS, AND PAVEMENT MARKINGS SHALL BE REFLECTORIZED. STENCILS FOR PAVEMENT MARKINGS SHALL MATCH CITY STANDARD STENCILS EXACTLY. ALL STRIPING, MARKING DETAILS, AND RAISED PAVEMENT MARKERS SHALL MATCH CALTRANS STANDARD PLANS DETAILS AND SPECIFICATIONS.
4. PAINTED TRAFFIC STRIPES AND PAINTED PAVEMENT MARKINGS (IF ALLOWED) SHALL BE APPLIED IN TWO COATS. PAVEMENT MARKINGS SHALL BE APPLIED IN THERMOPLASTIC FORMAT, UNLESS APPROVED OTHERWISE.
5. ALL EXISTING SIGNS TO REMAIN SHALL BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED.
6. CONFLICTING SIGNS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED. ALL REMOVAL OF SIGNS AND MARKINGS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. ALL CONFLICTING STRIPING AND PAVEMENT MARKING SHALL BE REMOVED BY SANDBLASTING OR GRINDING AS DIRECTED BY THE ENGINEER, UNLESS OTHERWISE NOTED.
8. NEW CONDUCTOR CABLES SHALL BE USED FOR TRAFFIC SIGNAL, AND STRANDED WIRES FOR SAFETY LIGHTS AND INTERNALLY ILLUMINATED STREET NAMES SIGNS (IISNS).
9. PEDESTRIAN PUSH BUTTON SHALL CONFIRM TO ADA REQUIREMENTS. PEDESTRIAN INDICATIONS SHALL BE LED PEDESTRIAN/HAND TYPE. TRAFFIC SIGNAL INDICATIONS SHALL BE 12" LENSES WITH METAL BACKPLATES AND VISORS, ETC. ALL INDICATIONS SHALL BE "LED" TYPE. IISNS SHALL BE RETROFITTED LED PER SPEC.
10. PRIOR TO BORING, JACKING OR TRENCHING OF ANY CONDUIT, THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES FOR EXACT LOCATION OF UTILITIES. NOTE: "TRENCHING IN PAVEMENT METHOD" IS NOT AN OPTION. ALL POT HOLES SHALL BE HAND DUG. SAW CUTTING POT HOLE LOCATIONS IS NOT AN OPTION.
11. THE CITY WILL PAY THE EDISON COMPANY, ALL APPROPRIATE SERVICE INSTALLATION CHARGES. THE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE EDISON COMPANY FOR SERVICE CONNECTIONS. AT LEAST 48 HOURS ADVANCE NOTICE SHALL BE GIVEN TO THE EDISON COMPANY BY CONTACTING THEIR ENGINEER AT 909-592-3725.
12. ALL MATERIAL AND WORK SHALL CONFORM TO THE CURRENT CITY STANDARD PLANS AND THE STANDARD PLANS AND SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF CALTRANS STANDARD SPECIFICATIONS, SECTION 86. IF THERE IS A CONFLICT BETWEEN CALTRANS AND CITY SPECIFICATIONS, THE CITY SPECIFICATIONS WILL PREVAIL.
13. FINAL FIELD LOCATIONS OF ALL EQUIPMENT SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO INSTALLATION.
14. PULL BOXES SHALL BE NO. 6E, EXCEPT AS SHOWN. PULL BOXES SHALL BE CRISTY N36 ELECTRICAL BOX WITH FIBRELYTE LID WITH N90 BOLT DOWN KIT.
15. MINOR ERRORS OR OMISSIONS ON THESE PLANS OR IN THE ACCOMPANYING SPECIFICATIONS SHALL NOT RELIEVE THE CONTRACTOR FROM PROVIDING A COMPLETE AND FULLY OPERATING SYSTEM.
16. EXISTING STREET LIGHTS TO BE REMOVED SHALL BE SALVAGED TO THE CITY YARD. CONTACT TRAFFIC OPERATIONS CREW CHIEF AT (909) 620-2395, 48 HOURS PRIOR TO DELIVERY.
17. SIGNS AND POSTS TO BE REMOVED SHALL BE SALVAGED TO CITY YARD. CONTACT PAINT AND SIGN SHOP AT (909) 620-2397, 48 HOURS PRIOR TO DELIVERY.
18. ALL EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE REPLACED ON ALL APPROACHES WITHIN 300 FEET OF THE INTERSECTION. ALL STRIPING, MARKING DETAILS, AND RAISED PAVEMENT MARKERS SHALL MATCH CITY STANDARD PLANS, DETAILS, AND SPECIFICATIONS. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE IN THERMOPLASTIC UNLESS OTHERWISE NOTED.
19. GROUT THE BOTTOM OF ALL PULL BOXES, MINIMUM OF 2" THICK. SLOPE THE GROUT TO A 1 ½" DIAMETER DRAIN HOLE IN THE GROUT TO ALLOW WATER TO DRAIN THROUGH THE GROUT TO THE UNDERLYING CRUSHED ROCK.

LEGEND — EXISTING

- RIGHT OF WAY
- ROAD CENTERLINE
- CHANNEL CENTERLINE
- PAVEMENT EDGE
- LACFCD EASEMENT
- 1-FT CONTOUR
- 825 — 5-FT CONTOUR
- +748.34 — SPOT ELEVATION
- FENCE
- GATE
- TREE / PALM
- BENCHMARK
- SIGN
- POST — BOLLARD
- U UR — BOX / RISER - UNKNOWN
- T — MANHOLE - TELE / COMM
- E — MANHOLE - ELECTRIC
- SD — MANHOLE - DRAINAGE
- S — MANHOLE - SANITARY
- W — MANHOLE - WATER
- U — MANHOLE - UNKNOWN
- CO — SANITARY SEWER CLEANOUT
- GV — GAS VALVE
- GM — GAS METER
- GR — GAS RISER
- WV — WATER VALVE
- WM — WATER METER
- FH — FIRE HYDRANT
- WR — WATER RISER
- VV — VALVE VAULT
- PP — POWER POLE
- GUY WIRE ANCHOR
- EPB — ELECTRIC PULL BOX
- ER PM — ELECTRIC RISER / METER
- T CPB — COMMUNICATION BOX
- LP — STREET LIGHT
- TS — TRAFFIC SIGNAL w/ MAST ARM
- TS — TRAFFIC SIGNAL
- TR — TRAFFIC RISER
- TSPB — TRAFFIC SIGNAL PULL BOX

LEGEND — EXISTING UTILITIES (SIZE PER PLAN)

- G — G — NATURAL GAS (G)
- SS — SANITARY SEWER (SS)
- SS(ABAN) — ABANDONED SANITARY SEWER
- SD — STORM DRAINAGE (SD)
- W — W — WATER (W)

LEGEND — PROPOSED

- PATH CENTERLINE
- DAYLIGHT LINE
- PROPOSED CHAINLINK FENCE
- PROPOSED WIRE MESH FENCE
- PROPOSED AC
- PROPOSED PCC
- PROPOSED CMB
- DETECTABLE WARNING SURFACE
- NATIVE SOIL
- PROPOSED DG
- PROPOSED PERMEABLE PAVERS
- PROPOSED LANDSCAPING
- PROPOSED COBBLESTONES

14' — PATH WIDTH
NOMINAL WIDTH SHOWN, ACTUAL WIDTH MAY VARY SLIGHTLY TO CONFORM TO EXISTING SITE CONDITIONS

R / W — RIGHT OF WAY

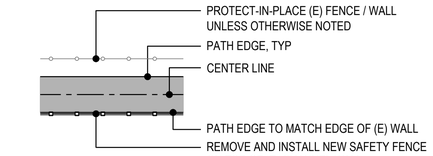
W TEMPLE AVE — STREET NAME

1 / C101 — DETAIL NUMBER; SHEET REFERENCE; SHEET WHERE DETAIL IS DRAWN

NORTH ARROW

SERVICE VEHICLE AND PEDESTRIAN GATE

LEGEND — TYPICAL PLAN



SAN JOSE CREEK CHANNEL

ABBREVIATIONS

ABAN	ABANDONED
AC, ACP	ASPHALT CONCRETE PAVEMENT
ADA	AMERICANS WITH DISABILITIES ACT
APS	ACCESSIBLE PEDESTRIAN SIGNAL
AVE	AVENUE
BC	BEGIN CURVE
BCR	BEGIN CURB RETURN
BEG	BEGIN
BLVD	BOULEVARD
BP	BEGINNING PROJECT (ALIGNMENT)
BVCE	BEGINNING VERTICAL CURVE ELEVATION
BVCS	BEGINNING VERTICAL CURVE STATION
CA	STATE OF CALIFORNIA
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CB	CATCH BASIN
C&G	CURB AND GUTTER
CF	CURB FACE
C/L, CL	CENTER LINE
CLR	CLEAR
CMB	CRUSHED MISCELLANEOUS BASE
CONC	CONCRETE
CON. CL	CONSTRUCTION CENTERLINE
COMM	COMMUNICATION
CPP	CAL POLY POMONA
CMP	CORRUGATED METAL PIPE
CR	CURB RAMP
"D"	DUDLEY ST CENTERLINE
DI	DRAINAGE INLET
DG	DECOMPOSED GRANITE
DR	DRIVE
DWG	DRAWING
DWY	DRIVEWAY
(E), EX	EXISTING
EB	EASTBOUND
EC	END CURVE
ECR	END CURB RETURN
EG	EXISTING GRADE
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EL	ELEVATION
EP, EOP	END OF PROJECT (ALIGNMENT) EDGE OF PAVEMENT
"F"	FAIRPLEX DRIVE CENTERLINE
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISH SURFACE
FT	FEET
FWY	FREEWAY
"G"	GLEN AVENUE CENTERLINE
GB	GRADE BREAK
GM	GAS METER
GV	GAS VALVE
HORIZ	HORIZONTAL
HP	HIGH POINT
HT	HEIGHT
INV	INVERT ELEVATION
ICV	IRRIGATION CONTROL VALVE
K	RATE OF CURVATURE
"K"	KELLOGG DRIVE CENTERLINE
LACFCD	LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
LF	LINEAL FOOT/FEET
LP	LOW POINT
LIP	LIP OF GUTTER
LVC	LENGTH OF VERTICAL CURVE
LT	LEFT
"M"	MURCHISON AVENUE CENTERLINE
MAX	MAXIMUM
MCR	MIDDLE CURB RETURN
MIN	MINIMUM
MH	MANHOLE
MOD.	MODIFIED
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
N	NORTH / NORTHING
NTS	NOT TO SCALE
NO.	NUMBER
O/S	OFFSET
OC	ON CENTER
PB	PULLBOX
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PCC	PORTLAND CEMENT CONCRETE POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PP	POWER POLE
PIP	PROTECT IN PLACE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
"R"	RIDGEWAY STREET CENTERLINE
RCP	REINFORCED CONCRETE PIPE
RRFB	RECTANGULAR RAPID FLASHING BEACON
RT	RIGHT
R/W	RIGHT OF WAY
S	SOUTH, SLOPE
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FOOT
SHT	SHEET
SHLDR	SHOULDER
SJC CL	SAN JOSE CREEK CENTERLINE
SLPB	STREET LIGHT PULLBOX
SMH	SEWER MANHOLE
SPPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
ST	STREET
STA	STATION
STD	STANDARD
SW	SIDEWALK
"T"	TEMPLE AVENUE CENTERLINE
TC	TOP OF CURB
CON.	TRANSITION
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULLBOX
TYP	TYPICAL
TW	TOP OF WALL
UC, U/C	UNDERCROSSING
VERT	VERTICAL
"W"	WEBER STREET CENTERLINE
WB	WESTBOUND
WM	WATER METER
WV	WATER VALVE
W/	WITH

CONSTRUCTION NOTES: C100 - C120

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
5. CONSTRUCT MODIFIED CURB RAMP PER CITY OF POMONA STD. No. A-28-10, CASE PER PLAN. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
8. RECONSTRUCT CATCH BASIN LID.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
12. CONSTRUCT CONCRETE PAVEMENT PER SPPWC STD PLAN 132-4.
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
14. INSTALL PLANTING AND TRAIL AMENITIES PER SHEETS 66-72.
15. INSTALL WATER SERVICE AND WATER METER FOR IRRIGATION PURPOSES PER SHEETS 60-65.
16. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 10' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
17. JOIN EXISTING, FEATURE PER PLAN.
18. REMOVE AND REPLACE LACFCD CHANNEL MAINTENANCE ACCESS GATE.
19. INSTALL NONWALKABLE SURFACE.
20. INSTALL HANDRAILING PER SPPWC STD PLAN 606-5.
21. CONSTRUCT CONCRETE BARRIER.
22. INSTALL PIPE GATE OR SIMILAR PER SPPWC STD PLAN 602-4.

CONSTRUCTION NOTES: S100

30. CONSTRUCT 0.75' PCC TRAIL OVER 0.5' CL II AG. BASE
31. CONSTRUCT PCC UNDERCROSSING WALLS
32. CONSTRUCT DRAINAGE INLET (SEE DRAINAGE PLANS)
33. CONSTRUCT DRAINAGE GUTTER
34. CONSTRUCT CHAINLINK FENCE - TYPE CL-3.5
35. REMOVE (E) CL FENCE - SEE CIVIL PLANS
36. REMOVE TREE
37. (E) CHANNEL WALL - PROTECT IN PLACE
38. (E) BR. ABUT. (SR-71) - PROTECT IN PLACE
39. (E) CHAINLINK FENCE - PROTECT IN PLACE

SIGNING AND STRIPING NOTES: SS100-SS109

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

LEGEND AND ABBREVIATIONS

G001

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△	REVISIONS	DATE	INITIAL

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DATE 12.18.2024

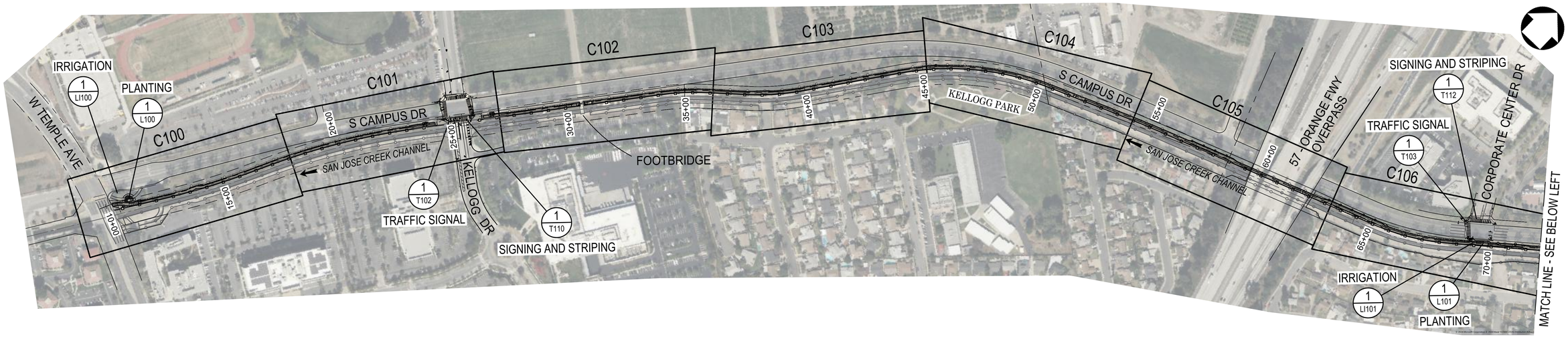
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DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

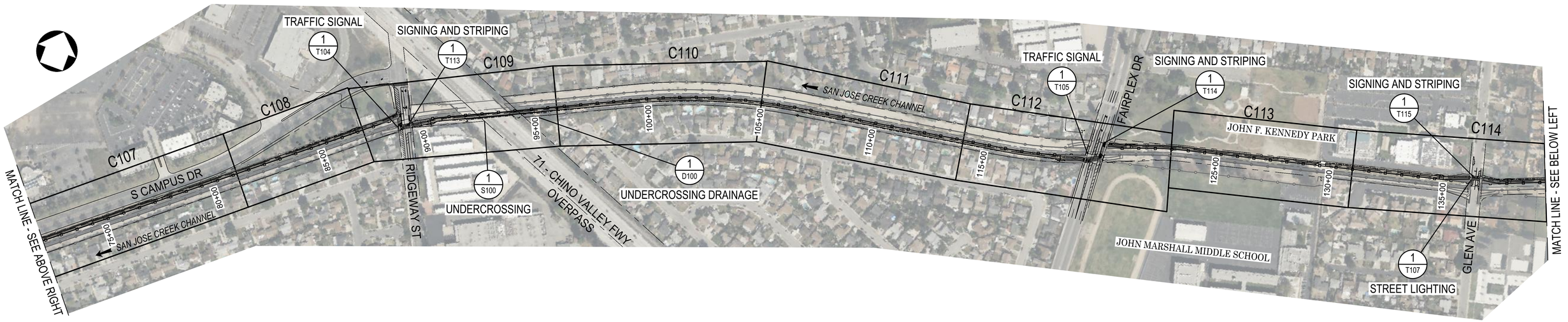
SHT. 2 OF 95 SHTS

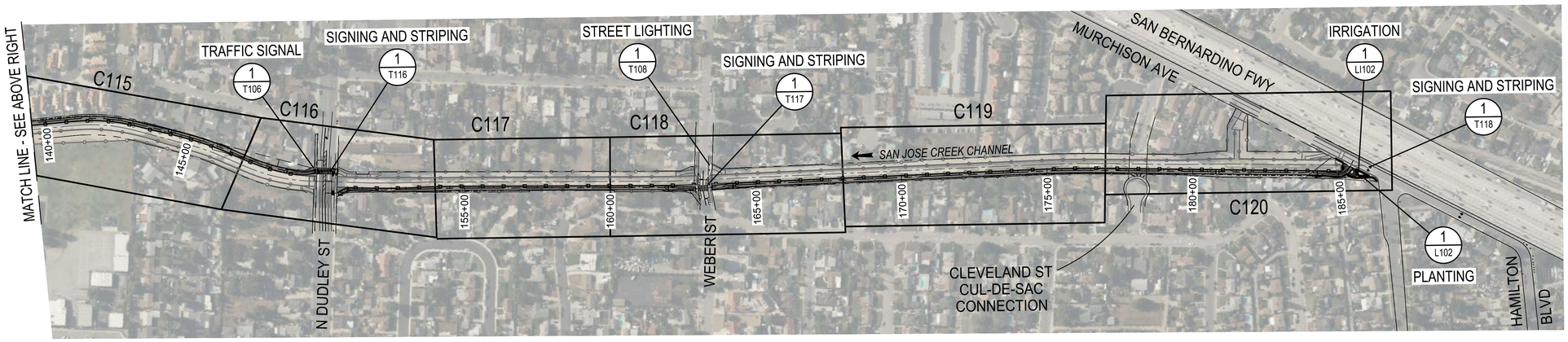
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Call: TOLL FREE 1-800 227-2600
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FA-2263 AB







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G002

Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

200' 100' 0 200' 400'
1" = 200'

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△	REVISIONS	DATE	INITIAL

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

KEY PLAN

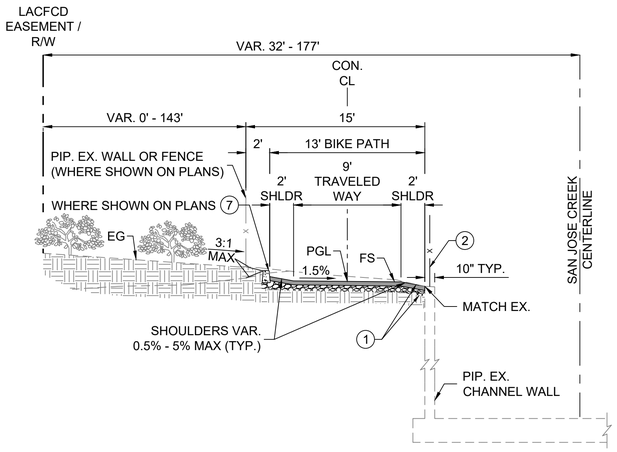
SCALE AS SHOWN
DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 3 OF 95 SHTS

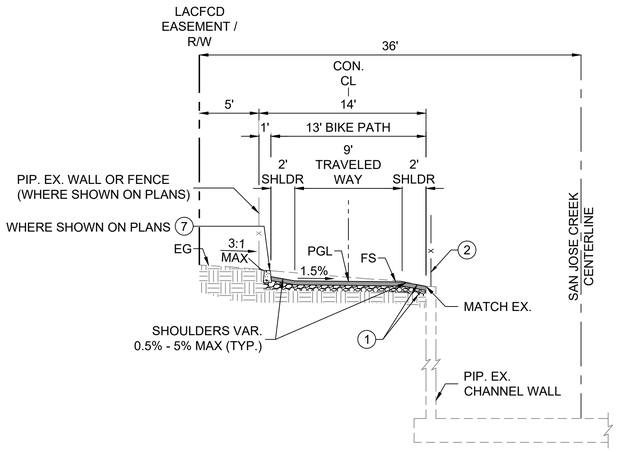
FA-2263 AC

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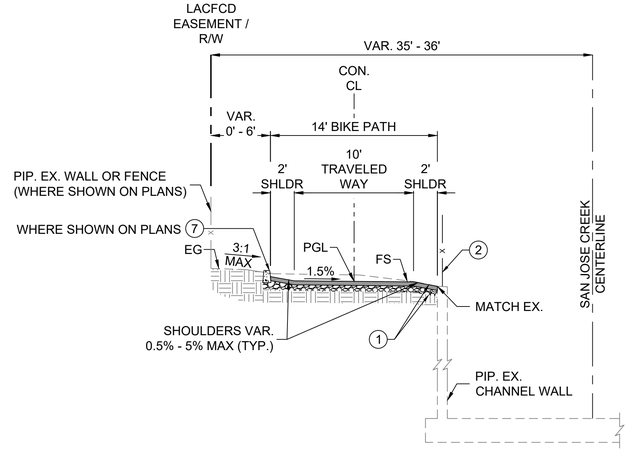
TEMPLE AVENUE TO RIDGEWAY STREET

STA 10+54.95 TO STA 23+74.54
STA 26+92.47 TO STA 30+53.56
STA 30+71.00 TO STA 86+40.16
NOT TO SCALE



FAIRPLEX DRIVE TO GLEN AVENUE

STA 121+40.40 TO STA 129+36.45
NOT TO SCALE



FAIRPLEX DRIVE TO GLEN AVENUE

STA 129+76.04 TO STA 134+53.67

GLEN AVENUE TO DUDLEY STREET

STA 138+06.10 TO STA 148+24.72
NOT TO SCALE

CONSTRUCTION NOTES

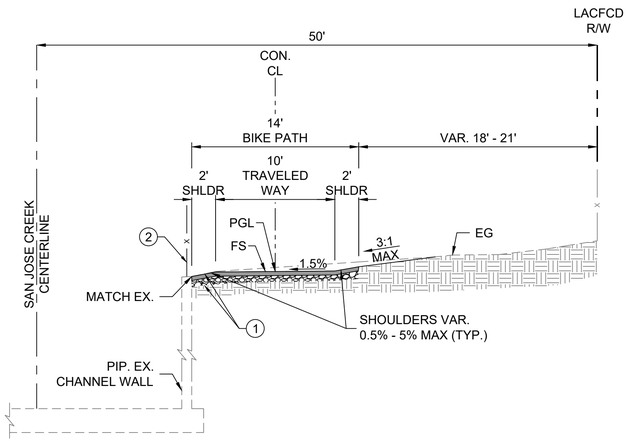
1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.

LEGEND

- PROPOSED AC PAVEMENT
- PROPOSED CMB
- PROPOSED PCC PAVEMENT
- NATIVE SOIL

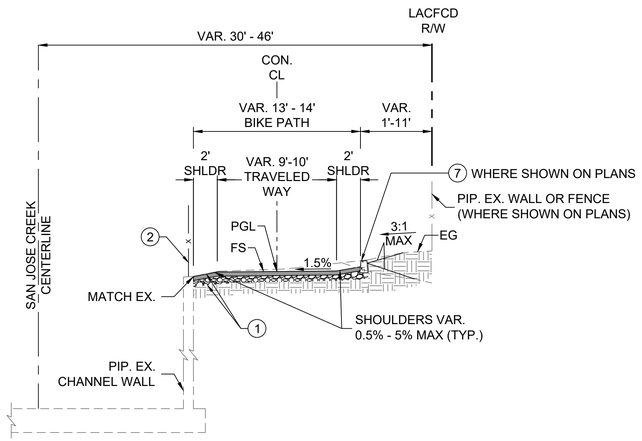
GENERAL SHEET NOTES

1. ALL PROPOSED DIMENSIONING AND OFFSETS ARE FROM THE EXISTING CHANNEL WALL.
2. TYPICAL SECTIONS DO NOT SHOW PATH ENTRANCE AND EXITS THAT TIE INTO EXISTING STREET AND SECTIONS THAT DO NOT ALIGN WITH THE CHANNEL WALL. ENTRANCE AND EXIT DETAILS ARE SHOWN ON CIVIL DETAIL SHEETS, SEE SHEETS 29 TO 44.
3. TYPICAL SECTIONS DO NOT SHOW PROPOSED AREAS BEYOND THE PATH SUCH AS INTERSECTIONS. IMPROVEMENTS AT THE INTERSECTIONS ARE SHOWN ON CIVIL DETAIL SHEETS, SEE SEE SHEETS 29 TO 44.
4. TYPICAL SECTIONS DO NOT SHOW PROPOSED AREAS NEAR FIXED UTILITY STRUCTURES OR PROPOSED GATES. PATH DIVERSIONS FROM THE EXISTING WALL NEAR UTILITY FEATURES OR GATES ARE SHOWN ON CIVIL DETAIL SHEETS, SEE SHEETS SEE SHEETS 29 TO 44.
5. UNDERCROSSING SECTIONS ARE INCLUDED ON STRUCTURAL SHEETS 91 TO 93.
6. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.



RIDGEWAY STREET TO FAIRPLEX DRIVE

STA 90+63.95 TO STA 91+16.02
STA 96+00.00 TO STA 118+02.89
NOT TO SCALE

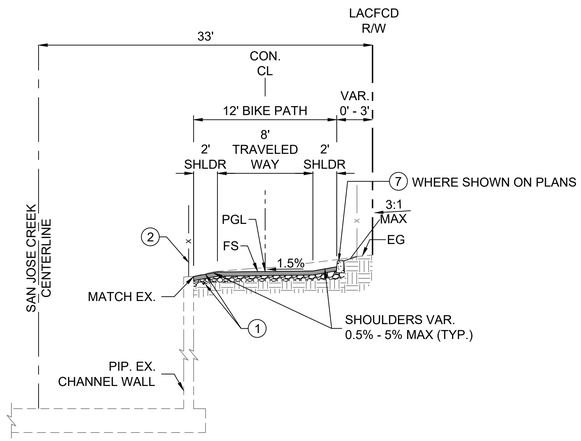


DUDLEY STREET TO WEBER STREET

STA 153+50.00 TO STA 161+69.88

WEBER STREET TO MURCHISON AVENUE

STA 164+42.49 TO STA 183+97.00
NOT TO SCALE



DUDLEY STREET TO WEBER STREET

STA 150+60.29 TO STA 153+50.00
NOT TO SCALE

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

TYPICAL SECTIONS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

G003

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△	REVISIONS	DATE	INITIAL

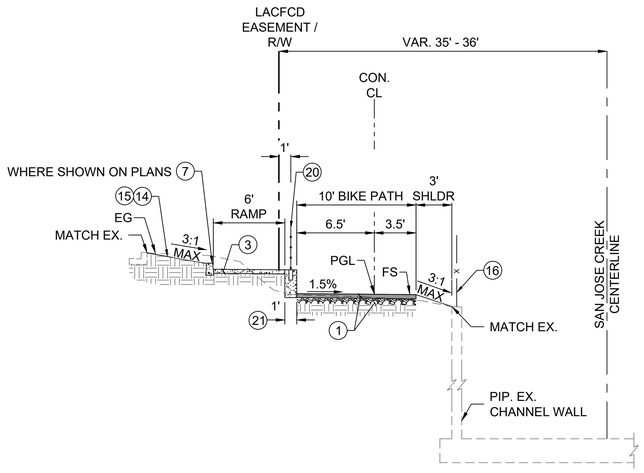
SCALE AS SHOWN
DATE 12.16.2024

DESIGNED:	PVT ENG
DRAWN:	PVT ENG
CHECKED:	K. DI COCCO
REVIEWED:	S. FRIESON

SHT. 4 OF 95 SHTS

FA-2263 AD

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CORPORATE CENTER DR. TYPICAL DETAIL

STA 69+41.47 TO STA 69+87.00
NOT TO SCALE

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
14. INSTALL PLANTING AND TRAIL AMENITIES PER SHEETS 66-72.
15. INSTALL WATER SERVICE AND WATER METER FOR IRRIGATION PURPOSES PER SHEETS 60-65.
16. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 10' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
20. INSTALL HANDRAILING PER SPPWC STD PLAN 606-5.
21. CONSTRUCT CONCRETE BARRIER.

LEGEND

- PROPOSED AC PAVEMENT
- PROPOSED CMB
- PROPOSED PCC PAVEMENT
- NATIVE SOIL

GENERAL SHEET NOTES

1. ALL PROPOSED DIMENSIONING AND OFFSETS ARE FROM THE EXISTING CHANNEL WALL.
2. TYPICAL SECTIONS DO NOT SHOW PATH ENTRANCE AND EXITS THAT TIE INTO EXISTING STREET AND SECTIONS THAT DO NOT ALIGN WITH THE CHANNEL WALL. ENTRANCE AND EXIT DETAILS ARE SHOWN ON CIVIL DETAIL SHEETS, SEE SHEETS 29 TO 44.
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5. UNDERCROSSING SECTIONS ARE INCLUDED ON STRUCTURAL SHEETS 91 TO 93.
6. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

TYPICAL SECTIONS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

G004

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 5 OF 95 SHTS

PRELIMINARY

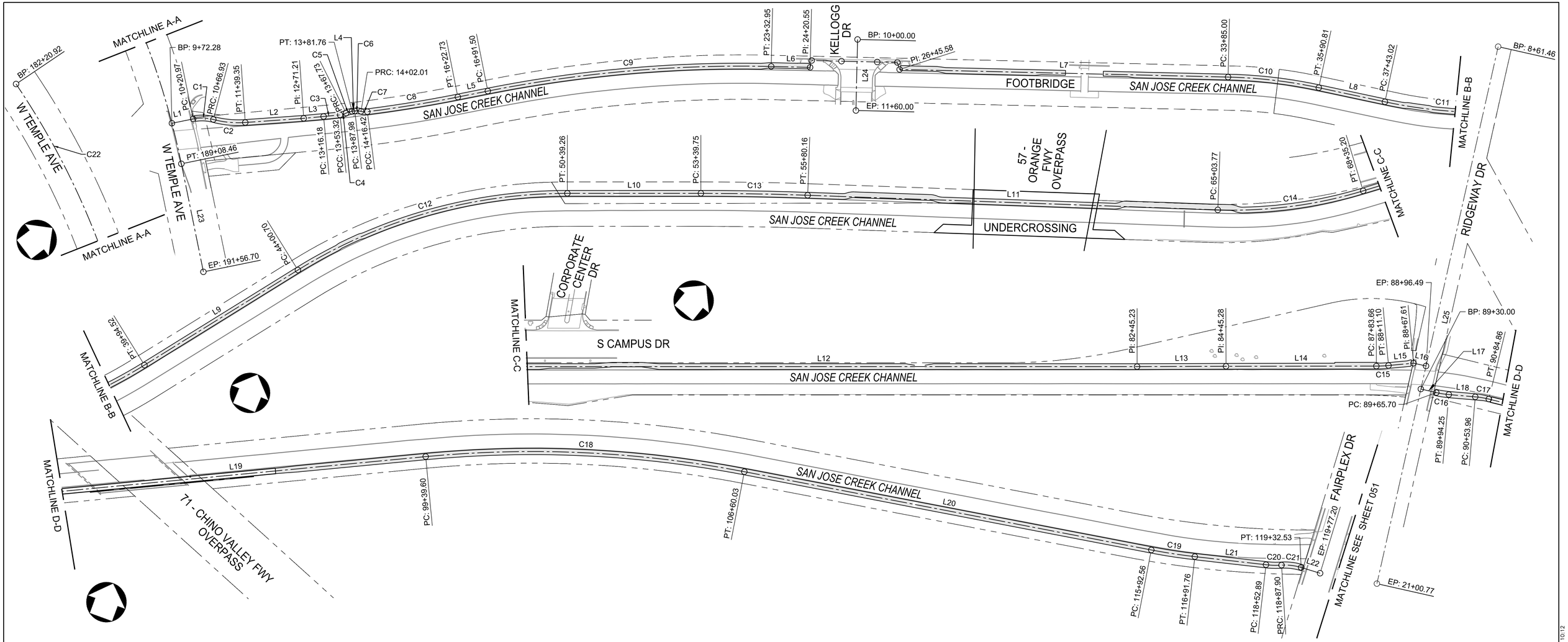
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FA-2263 AE



LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L1	48.69	N25° 27' 46"E	STA 9+72.28 N: 1,840,667.67 E: 6,617,298.27	STA 10+20.97 N: 1,840,711.64 E: 6,617,319.21
L2	131.86	N32° 55' 43"E	STA 11+39.35 N: 1,840,800.50 E: 6,617,396.22	STA 12+71.21 N: 1,840,911.17 E: 6,617,467.90
L3	44.97	N31° 44' 12"E	STA 12+71.21 N: 1,840,911.17 E: 6,617,467.90	STA 13+16.18 N: 1,840,949.42 E: 6,617,491.55
L4	6.22	N30° 24' 00"E	STA 13+81.76 N: 1,841,007.61 E: 6,617,520.82	STA 13+87.98 N: 1,841,012.98 E: 6,617,523.97
L5	68.77	N25° 44' 38"E	STA 16+22.73 N: 1,841,217.08 E: 6,617,638.34	STA 16+91.50 N: 1,841,279.03 E: 6,617,668.21
L6	87.60	N38° 19' 49"E	STA 23+32.95 N: 1,841,821.70 E: 6,618,007.80	STA 24+20.55 N: 1,841,890.42 E: 6,618,062.13
L7	739.42	N38° 19' 49"E	STA 26+45.58 N: 1,842,048.41 E: 6,618,187.04	STA 33+85.00 N: 1,842,579.44 E: 6,618,645.62
L8	152.21	N49° 03' 01"E	STA 35+90.81 N: 1,842,777.04 E: 6,618,787.58	STA 37+43.02 N: 1,842,876.80 E: 6,618,902.54
L9	406.18	N35° 57' 02"E	STA 39+94.52 N: 1,843,061.82 E: 6,619,072.08	STA 44+00.70 N: 1,843,390.64 E: 6,619,310.55

LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L10	300.49	N67° 44' 14"E	STA 50+39.26 N: 1,843,780.10 E: 6,619,806.25	STA 53+39.75 N: 1,843,893.94 E: 6,620,084.34
L11	923.60	N69° 46' 41"E	STA 55+80.16 N: 1,843,981.04 E: 6,620,308.40	STA 65+03.77 N: 1,844,300.29 E: 6,621,175.08
L12	1,410.03	N50° 47' 18"E	STA 68+35.20 N: 1,844,463.83 E: 6,621,461.61	STA 82+45.23 N: 1,845,355.23 E: 6,622,554.12
L13	200.05	N50° 36' 24"E	STA 82+45.23 N: 1,845,355.23 E: 6,622,554.12	STA 84+45.28 N: 1,845,482.19 E: 6,622,708.72
L14	338.38	N50° 41' 55"E	STA 84+45.28 N: 1,845,482.19 E: 6,622,708.72	STA 87+83.66 N: 1,845,696.52 E: 6,622,970.57
L15	56.51	N45° 27' 25"E	STA 88+11.10 N: 1,845,714.86 E: 6,622,990.98	STA 88+67.61 N: 1,845,754.49 E: 6,623,031.26
L16	28.88	N63° 30' 38"E	STA 88+67.61 N: 1,845,754.49 E: 6,623,031.26	STA 88+96.49 N: 1,845,767.37 E: 6,623,057.10
L17	35.70	N63° 51' 57"E	STA 89+30.00 N: 1,845,719.84 E: 6,623,080.79	STA 89+65.70 N: 1,845,735.56 E: 6,623,112.85
L18	59.71	N55° 41' 19"E	STA 89+94.25 N: 1,845,749.92 E: 6,623,137.49	STA 90+53.96 N: 1,845,783.58 E: 6,623,186.81

LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L19	854.74	N64° 32' 25"E	STA 90+84.86 N: 1,845,798.96 E: 6,623,213.58	STA 99+39.60 N: 1,846,166.39 E: 6,623,985.31
L20	932.53	N80° 53' 16"E	STA 106+60.03 N: 1,846,379.74 E: 6,624,670.87	STA 115+92.56 N: 1,846,527.42 E: 6,625,591.63
L21	161.13	N76° 30' 55"E	STA 116+91.76 N: 1,846,546.85 E: 6,625,688.89	STA 118+52.89 N: 1,846,584.42 E: 6,625,845.58
L22	44.66	N86° 56' 50"E	STA 119+32.53 N: 1,846,605.72 E: 6,625,921.94	STA 119+77.20 N: 1,846,608.10 E: 6,625,966.54
L23	248.24	S64° 32' 14"E	STA 189+08.46 N: 1,840,629.65 E: 6,617,383.96	STA 191+56.70 N: 1,840,522.93 E: 6,617,608.09
L24	160.00	S51° 40' 11"E	STA 10+00.00 N: 1,842,013.46 E: 6,618,076.23	STA 11+60.00 N: 1,841,914.23 E: 6,618,201.74
L25	1,239.31	S26° 29' 22"E	STA 8+61.46 N: 1,846,427.00 E: 6,622,728.38	STA 21+00.77 N: 1,845,317.79 E: 6,623,281.15

CURVE TABLE						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	Delta
C1	100.00	45.95	N38° 37' 37.36"E	STA 10+20.97 N: 1,840,711.64 E: 6,617,319.21	STA 10+66.93 N: 1,840,747.22 E: 6,617,347.64	26°19'42"
C2	220.00	72.43	N42° 21' 35.51"E	STA 10+66.93 N: 1,840,747.22 E: 6,617,347.64	STA 11+39.35 N: 1,840,800.50 E: 6,617,396.22	18°51'46"
C3	2,920.00	37.14	N31° 22' 20.48"E	STA 13+16.18 N: 1,840,949.42 E: 6,617,491.55	STA 13+53.32 N: 1,840,981.13 E: 6,617,510.89	0°43'44"
C4	40.00	14.41	N20° 41' 18.03"E	STA 13+53.32 N: 1,840,981.13 E: 6,617,510.89	STA 13+67.73 N: 1,840,994.53 E: 6,617,515.95	20°38'21"
C5	40.00	14.03	N20° 24' 53.85"E	STA 13+67.73 N: 1,840,994.53 E: 6,617,515.95	STA 13+81.76 N: 1,841,007.61 E: 6,617,520.82	20°05'33"
C6	40.00	14.03	N40° 23' 06.45"E	STA 13+87.98 N: 1,841,012.98 E: 6,617,523.97	STA 14+02.01 N: 1,841,034.53 E: 6,617,533.01	20°05'33"
C7	40.00	14.41	N40° 06' 42.27"E	STA 14+02.01 N: 1,841,034.53 E: 6,617,533.01	STA 14+16.42 N: 1,841,046.39 E: 6,617,542.24	20°38'21"
C8	2,920.00	206.31	N27° 46' 04.91"E	STA 14+16.42 N: 1,841,034.57 E: 6,617,542.24	STA 16+22.73 N: 1,841,217.08 E: 6,617,638.34	4°02'53"
C9	2,920.00	641.45	N32° 02' 13.75"E	STA 16+91.50 N: 1,841,279.03 E: 6,617,668.21	STA 23+32.95 N: 1,841,821.70 E: 6,618,007.80	12°35'11"

CURVE TABLE						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	Delta
C10	1,100.00	205.81	N43° 41' 25.22"E	STA 33+85.00 N: 1,842,628.44 E: 6,618,645.62	STA 35+90.81 N: 1,842,777.04 E: 6,618,787.58	10°43'12"
C11	1,100.00	251.50	N42° 30' 01.75"E	STA 37+43.02 N: 1,842,876.80 E: 6,618,902.54	STA 39+94.52 N: 1,843,061.82 E: 6,619,072.08	13°05'59"
C12	1,151.00	638.55	N51° 50' 38.25"E	STA 44+00.70 N: 1,843,390.64 E: 6,619,310.55	STA 50+39.26 N: 1,843,780.10 E: 6,619,806.25	31°47'12"
C13	6,749.50	240.41	N68° 45' 27.75"E	STA 53+39.75 N: 1,843,893.94 E: 6,620,084.34	STA 55+80.16 N: 1,843,981.04 E: 6,620,308.40	2°02'27"
C14	1,000.00	331.43	N60° 16' 59.74"E	STA 65+03.77 N: 1,844,300.29 E: 6,621,175.08	STA 68+35.20 N: 1,844,463.83 E: 6,621,461.61	18°59'23"
C15	300.00	27.45	N48° 04' 39.86"E	STA 87+83.66 N: 1,845,696.52 E: 6,622,970.57	STA 88+11.10 N: 1,845,714.86 E: 6,622,990.98	5°14'31"
C16	200.00	28.54	N59° 46' 38.22"E	STA 89+65.70 N: 1,845,735.56 E: 6,623,112.85	STA 89+94.25 N: 1,845,749.92 E: 6,623,137.49	8°10'38"
C17	200.00	30.90	N60° 06' 52.01"E	STA 90+53.96 N: 1,845,783.58 E: 6,623,186.81	STA 90+84.86 N: 1,845,798.96 E: 6,623,213.58	8°51'06"
C18	2,525.00	720.43	N72° 42' 50.50"E	STA 99+39.60 N: 1,846,166.39 E: 6,623,985.31	STA 106+60.03 N: 1,846,379.74 E: 6,624,670.87	16°20'51"

CURVE TABLE						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	Delta
C19	1,300.00	99.21	N78° 42' 05.75"E	STA 115+92.56 N: 1,846,527.42 E: 6,625,591.63	STA 116+91.76 N: 1,846,546.85 E: 6,625,688.89	4°22'21"
C20	200.00	35.00	N71° 30' 04.86"E	STA 118+52.89 N: 1,846,584.42 E: 6,625,845.58	STA 118+87.90 N: 1,846,595.52 E: 6,625,878.73	10°01'41"
C21	125.00	44.64	N76° 43' 02.15"E	STA 118+87.90 N: 1,846,595.52 E: 6,625,878.73	STA 119+32.53 N: 1,846,605.72 E: 6,625,921.94	20°27'36"
C22	1,750.00	687.54	S75° 47' 32.52"E	STA 182+20.92 N: 1,840,797.32 E: 6,616,721.73	STA 189+08.46 N: 1,840,629.65 E: 6,617,383.96	22°30'38"

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

ALIGNMENT GEOMETRY PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C050

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NOTE: CURVE LENGTHS SHOWN MAY BE WITHIN +/- 0.01 FT OF THE DIFFERENCE IN PC & PT STATIONS DUE TO ROUNDING.

100' 50' 0 100' 200'
1" = 100'

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△	REVISIONS	DATE	INITIAL

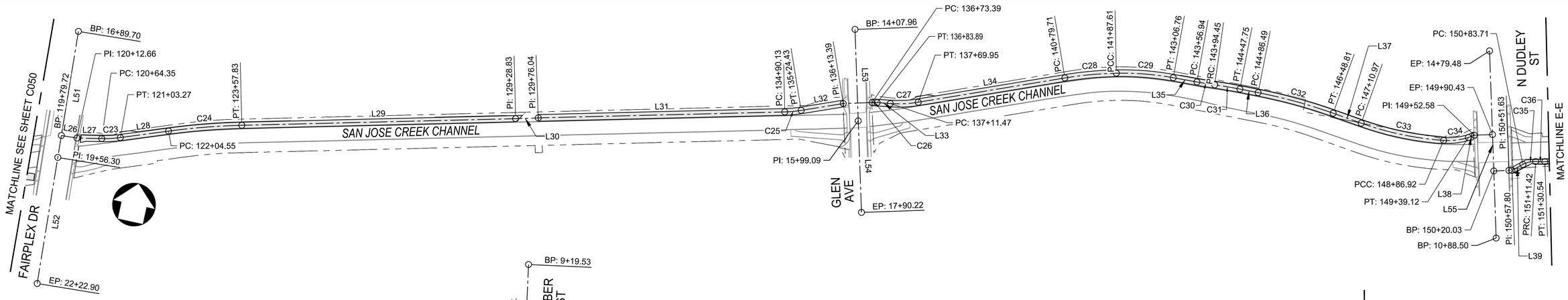
SCALE AS SHOWN
DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 6 OF 95 SHTS

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LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L26	32.93	N86° 57' 25"E	STA 119+79.72 N: 1,846,703.00 E: 6,625,961.48	STA 120+12.66 N: 1,846,704.75 E: 6,625,994.37
L27	51.69	N78° 55' 36"E	STA 120+12.66 N: 1,846,704.75 E: 6,625,994.37	STA 120+64.35 N: 1,846,714.68 E: 6,626,045.10
L28	101.28	N70° 00' 25"E	STA 121+03.27 N: 1,846,725.09 E: 6,626,082.56	STA 122+04.55 N: 1,846,759.72 E: 6,626,177.73
L29	571.00	N76° 16' 49"E	STA 123+57.83 N: 1,846,804.14 E: 6,626,324.36	STA 129+28.83 N: 1,846,939.57 E: 6,626,879.07
L30	47.21	N75° 40' 24"E	STA 129+28.83 N: 1,846,939.57 E: 6,626,879.07	STA 129+76.04 N: 1,846,951.25 E: 6,626,924.81
L31	514.09	N76° 16' 49"E	STA 129+76.04 N: 1,846,951.25 E: 6,626,924.81	STA 134+90.13 N: 1,847,073.18 E: 6,627,424.22
L32	88.96	N68° 25' 09"E	STA 135+24.43 N: 1,847,083.57 E: 6,627,456.88	STA 136+13.39 N: 1,847,116.29 E: 6,627,539.61
L33	27.58	S81° 39' 42"W	STA 136+83.89 N: 1,847,133.23 E: 6,627,608.03	STA 137+11.47 N: 1,847,137.23 E: 6,627,635.32
L34	309.76	N68° 15' 36"E	STA 137+69.95 N: 1,847,152.37 E: 6,627,691.66	STA 140+79.71 N: 1,847,267.10 E: 6,627,979.39
L35	50.19	N87° 52' 51"E	STA 143+06.76 N: 1,847,315.89 E: 6,628,199.99	STA 143+56.94 N: 1,847,317.75 E: 6,628,250.15
L36	38.74	N88° 47' 10"E	STA 144+47.75 N: 1,847,322.39 E: 6,628,340.82	STA 144+86.49 N: 1,847,323.21 E: 6,628,379.56

LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L37	62.16	S82° 45' 33"E	STA 146+48.81 N: 1,847,314.68 E: 6,628,541.50	STA 147+10.97 N: 1,847,306.85 E: 6,628,603.17
L38	13.47	N56° 28' 56"E	STA 149+39.12 N: 1,847,325.27 E: 6,628,827.65	STA 149+52.58 N: 1,847,332.71 E: 6,628,838.88
L39	25.90	N49° 20' 53"E	STA 150+57.80 N: 1,847,277.83 E: 6,628,930.97	STA 150+83.71 N: 1,847,294.71 E: 6,628,950.63
L40	48.51	N75° 37' 36"E	STA 151+30.54 N: 1,847,310.02 E: 6,628,994.19	STA 151+79.05 N: 1,847,322.07 E: 6,629,041.18
L41	83.69	N73° 44' 19"E	STA 151+79.05 N: 1,847,322.07 E: 6,629,041.18	STA 152+62.73 N: 1,847,345.50 E: 6,629,121.51
L42	149.29	N72° 07' 27"E	STA 152+90.91 N: 1,847,353.77 E: 6,629,148.45	STA 154+40.20 N: 1,847,399.59 E: 6,629,290.53
L43	202.01	N73° 44' 19"E	STA 154+68.38 N: 1,847,407.86 E: 6,629,317.46	STA 156+70.38 N: 1,847,464.43 E: 6,629,511.39
L44	50.00	N73° 27' 08"E	STA 156+70.38 N: 1,847,464.43 E: 6,629,511.39	STA 157+20.38 N: 1,847,478.67 E: 6,629,559.32
L45	461.82	N73° 44' 19"E	STA 157+20.38 N: 1,847,478.67 E: 6,629,559.32	STA 161+82.21 N: 1,847,607.99 E: 6,630,002.67
L46	10.96	N73° 36' 49"E	STA 162+89.58 N: 1,847,634.14 E: 6,630,106.78	STA 163+00.54 N: 1,847,637.24 E: 6,630,117.30
L47	26.67	N67° 54' 50"E	STA 163+36.15 N: 1,847,650.32 E: 6,630,150.42	STA 163+62.82 N: 1,847,660.34 E: 6,630,175.13

LINE TABLE				
Line #	Length	Direction	Start Point	End Point
L48	979.50	N71° 18' 05"E	STA 164+81.06 N: 1,847,701.54 E: 6,630,285.94	STA 174+60.56 N: 1,848,015.56 E: 6,631,213.74
L49	714.39	N74° 31' 23"E	STA 176+84.07 N: 1,848,081.22 E: 6,631,427.36	STA 183+98.46 N: 1,848,271.86 E: 6,632,115.84
L50	27.44	N10° 55' 05"E	STA 185+49.83 N: 1,848,330.19 E: 6,632,245.36	STA 185+77.27 N: 1,848,357.13 E: 6,632,250.56
L51	266.60	S03° 03' 10"E	STA 16+89.70 N: 1,846,922.89 E: 6,625,949.76	STA 19+56.30 N: 1,846,656.66 E: 6,625,963.95
L52	266.60	S03° 03' 10"E	STA 19+56.30 N: 1,846,656.66 E: 6,625,963.95	STA 22+22.90 N: 1,846,390.44 E: 6,625,978.15
L53	191.13	S14° 21' 20"E	STA 14+07.96 N: 1,847,272.71 E: 6,627,530.36	STA 15+99.09 N: 1,847,087.55 E: 6,627,577.74
L54	191.13	S14° 21' 20"E	STA 15+99.09 N: 1,847,087.55 E: 6,627,577.74	STA 17+90.22 N: 1,846,902.39 E: 6,627,625.13
L55	390.98	N14° 21' 04"W	STA 10+88.50 N: 1,847,132.63 E: 6,628,929.13	STA 14+79.48 N: 1,847,511.41 E: 6,628,832.22
L56	228.52	S14° 24' 35"E	STA 9+19.53 N: 1,847,862.03 E: 6,630,077.40	STA 11+48.05 N: 1,847,640.70 E: 6,630,134.26
L57	69.93	S29° 46' 09"E	STA 11+48.05 N: 1,847,640.70 E: 6,630,134.26	STA 12+17.98 N: 1,847,579.99 E: 6,630,168.99
L58	737.83	S79° 04' 55"E	STA 41+52.00 N: 1,848,471.67 E: 6,631,656.77	STA 48+89.83 N: 1,848,331.92 E: 6,632,381.24

CURVE TABLE						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	Delta
C23	250.00	38.92	N74° 28' 00.67"E	STA 120+64.35 N: 1,846,714.68 E: 6,626,045.10	STA 121+03.27 N: 1,846,725.09 E: 6,626,082.56	8°55'11"
C24	1,400.00	153.29	N73° 08' 37.06"E	STA 122+04.55 N: 1,846,759.72 E: 6,626,177.73	STA 123+57.83 N: 1,846,804.14 E: 6,626,324.36	6°16'24"
C25	250.00	34.30	N72° 20' 58.99"E	STA 134+90.13 N: 1,847,073.18 E: 6,627,424.22	STA 135+24.43 N: 1,847,083.57 E: 6,627,456.88	7°51'40"
C26	100.00	10.50	N78° 39' 11.17"E	STA 136+73.39 N: 1,847,131.17 E: 6,627,597.74	STA 136+83.89 N: 1,847,133.23 E: 6,627,608.03	6°01'02"
C27	250.00	58.48	N74° 57' 39.17"E	STA 137+11.47 N: 1,847,137.23 E: 6,627,635.32	STA 137+69.95 N: 1,847,152.37 E: 6,627,691.66	13°24'06"
C28	750.00	107.91	N72° 22' 54.54"E	STA 140+79.71 N: 1,847,267.10 E: 6,627,979.39	STA 141+87.61 N: 1,847,299.74 E: 6,628,082.15	8°14'37"
C29	600.00	119.14	N82° 11' 32.25"E	STA 141+87.61 N: 1,847,299.74 E: 6,628,082.15	STA 143+06.76 N: 1,847,315.89 E: 6,628,199.99	11°22'38"
C30	1,000.00	37.50	N86° 48' 23.78"E	STA 143+56.94 N: 1,847,317.75 E: 6,628,250.15	STA 143+94.45 N: 1,847,319.84 E: 6,628,287.59	2°08'55"
C31	1,000.00	53.30	N87° 15' 33.07"E	STA 143+94.45 N: 1,847,319.84 E: 6,628,287.59	STA 144+47.75 N: 1,847,322.39 E: 6,628,340.82	3°03'14"
C32	1,100.00	162.32	S86° 59' 11.44"E	STA 144+86.49 N: 1,847,323.21 E: 6,628,379.56	STA 146+48.81 N: 1,847,314.68 E: 6,628,541.50	8°27'17"
C33	650.00	175.95	N89° 29' 09.64"E	STA 147+10.97 N: 1,847,306.85 E: 6,628,603.17	STA 148+86.92 N: 1,847,308.42 E: 6,628,778.58	15°30'35"

CURVE TABLE						
Curve #	Radius	Length	Chord Direction	Start Point	End Point	Delta
C34	140.00	52.19	N71° 03' 03.46"E	STA 149+39.12 N: 1,847,308.42 E: 6,628,778.58	STA 149+91.32 N: 1,847,325.27 E: 6,628,827.65	21°21'38"
C35	50.00	27.71	N65° 13' 32.94"E	STA 150+83.71 N: 1,847,294.71 E: 6,628,950.63	STA 151+11.42 N: 1,847,306.17 E: 6,628,975.47	31°45'20"
C36	200.00	19.12	N78° 21' 54.58"E	STA 151+11.42 N: 1,847,306.17 E: 6,628,975.47	STA 151+30.54 N: 1,847,310.02 E: 6,628,994.19	5°28'37"
C37	1,000.00	28.18	N72° 55' 52.98"E	STA 152+62.73 N: 1,847,345.50 E: 6,629,121.51	STA 152+90.91 N: 1,847,353.77 E: 6,629,148.45	1°36'52"
C38	1,000.00	28.18	N72° 55' 52.98"E	STA 154+40.20 N: 1,847,399.59 E: 6,629,290.53	STA 154+68.38 N: 1,847,407.86 E: 6,629,317.46	1°36'52"
C39	1,000.00	76.07	N75° 55' 04.76"E	STA 161+82.21 N: 1,847,607.99 E: 6,630,002.67	STA 162+58.28 N: 1,847,626.50 E: 6,630,076.44	4°21'31"
C40	400.00	31.30	N75° 51' 19.56"E	STA 162+58.28 N: 1,847,626.50 E: 6,630,076.44	STA 162+89.58 N: 1,847,634.14 E: 6,630,106.78	4°29'02"
C41	2,000.00	118.24	N69° 36' 27.77"E	STA 163+62.82 N: 1,847,660.34 E: 6,630,175.13	STA 164+81.06 N: 1,847,701.54 E: 6,630,285.94	3°23'15"
C42	3,975.00	223.51	N72° 54' 44.06"E	STA 174+60.56 N: 1,848,015.56 E: 6,631,213.74	STA 176+84.07 N: 1,848,081.22 E: 6,631,427.36	3°13'18"
C43	700.00	89.47	N78° 11' 05.04"E	STA 183+98.46 N: 1,848,271.86 E: 6,632,115.84	STA 184+87.93 N: 1,848,290.16 E: 6,632,203.36	7°19'24"
C44	50.00	61.90	N46° 22' 56.13"E	STA 184+87.93 N: 1,848,290.16 E: 6,632,203.36	STA 185+49.83 N: 1,848,330.19 E: 6,632,245.36	70°55'42"

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C051

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

ALIGNMENT GEOMETRY PLAN

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 7 OF 95 SHTS

Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

NOTE: CURVE LENGTHS SHOWN MAY BE WITHIN +/- 0.01 FT OF THE DIFFERENCE IN PC & PT STATIONS DUE TO ROUNDING.

100' 50' 0 100' 200'
1" = 100'

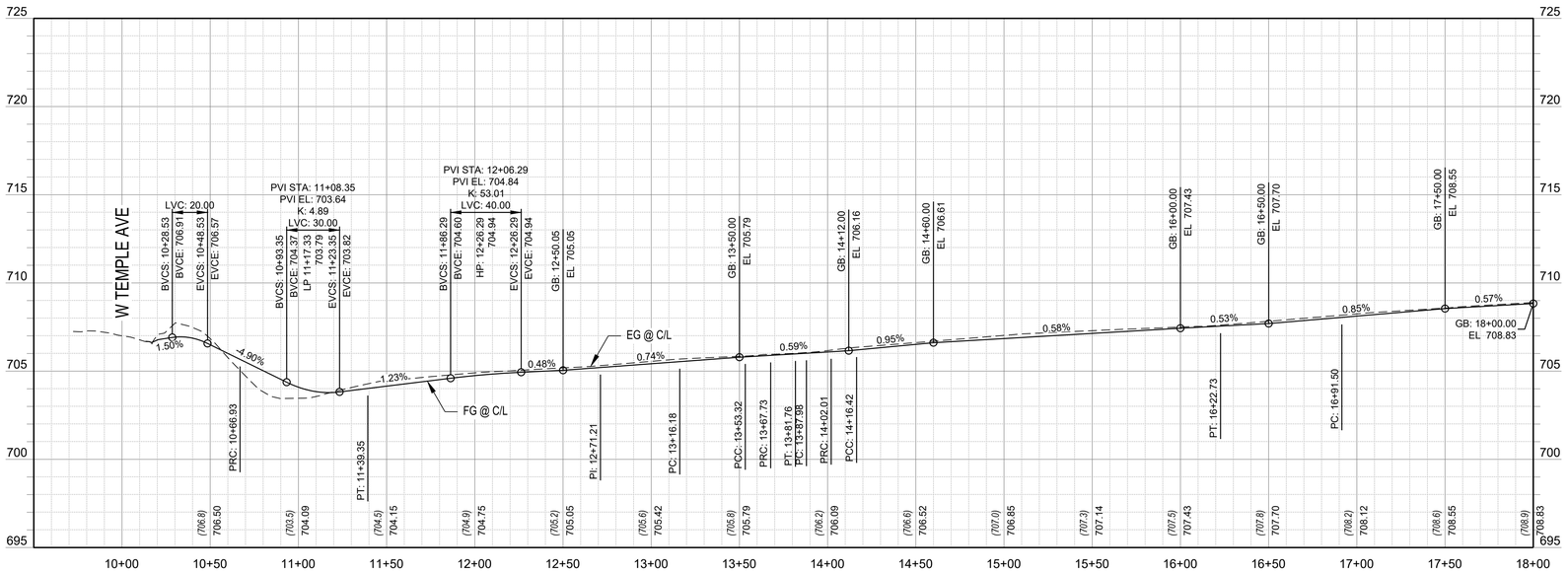
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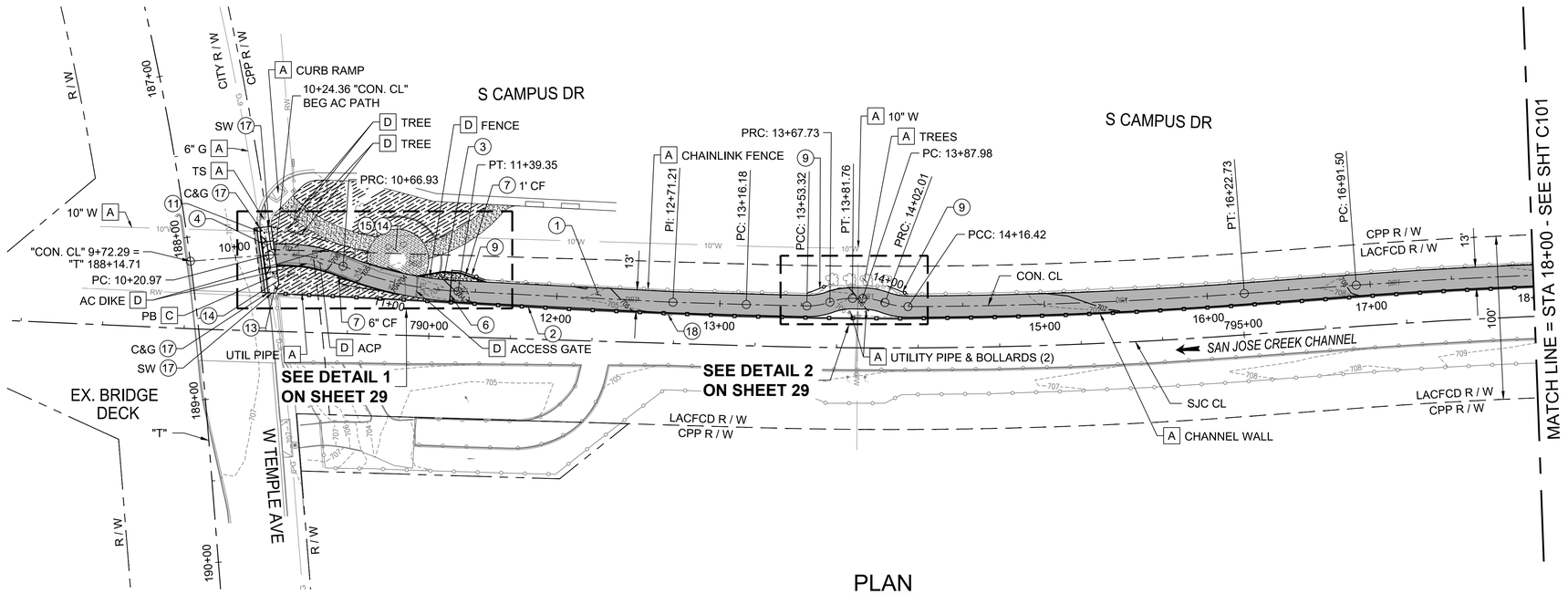
△	REVISIONS	DATE	INITIAL

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FA-2263 AG



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
14. INSTALL PLANTING AND TRAIL AMENITIES PER SHEETS 66-72.
15. INSTALL WATER SERVICE AND WATER METER FOR IRRIGATION PURPOSES PER SHEETS 60-65.
17. JOIN EXISTING, FEATURE PER PLAN.
18. REMOVE AND REPLACE LACFCD CHANNEL MAINTENANCE ACCESS GATE.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- C ADJUST TO GRADE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
BEGIN TO STA 18+00

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

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C100

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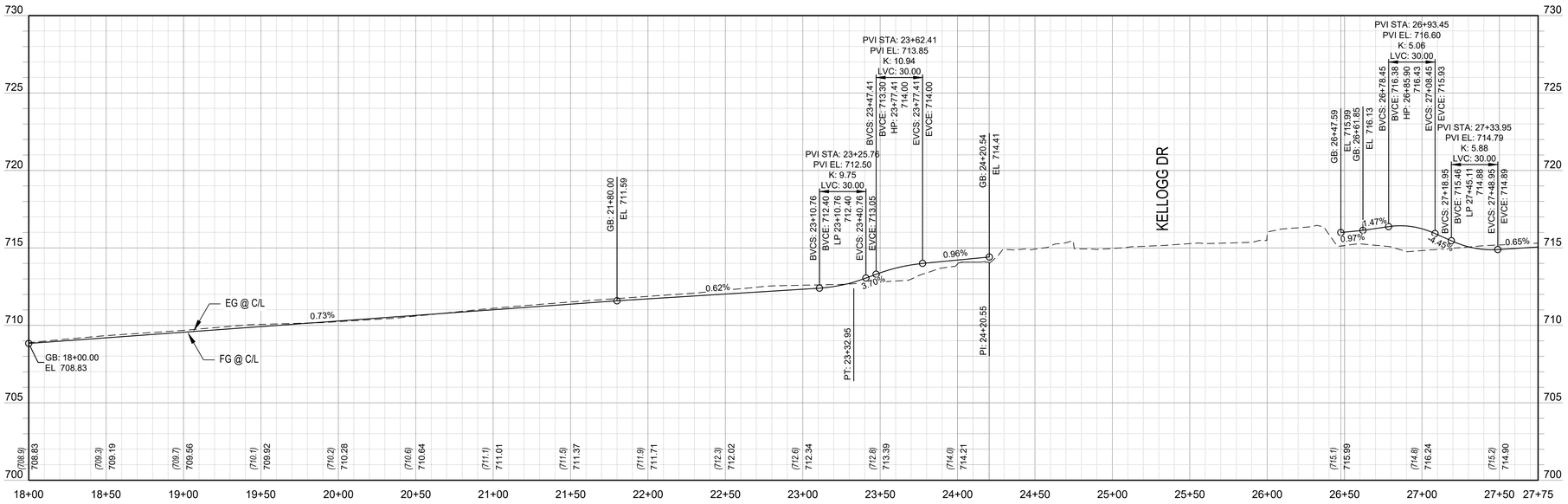
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DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

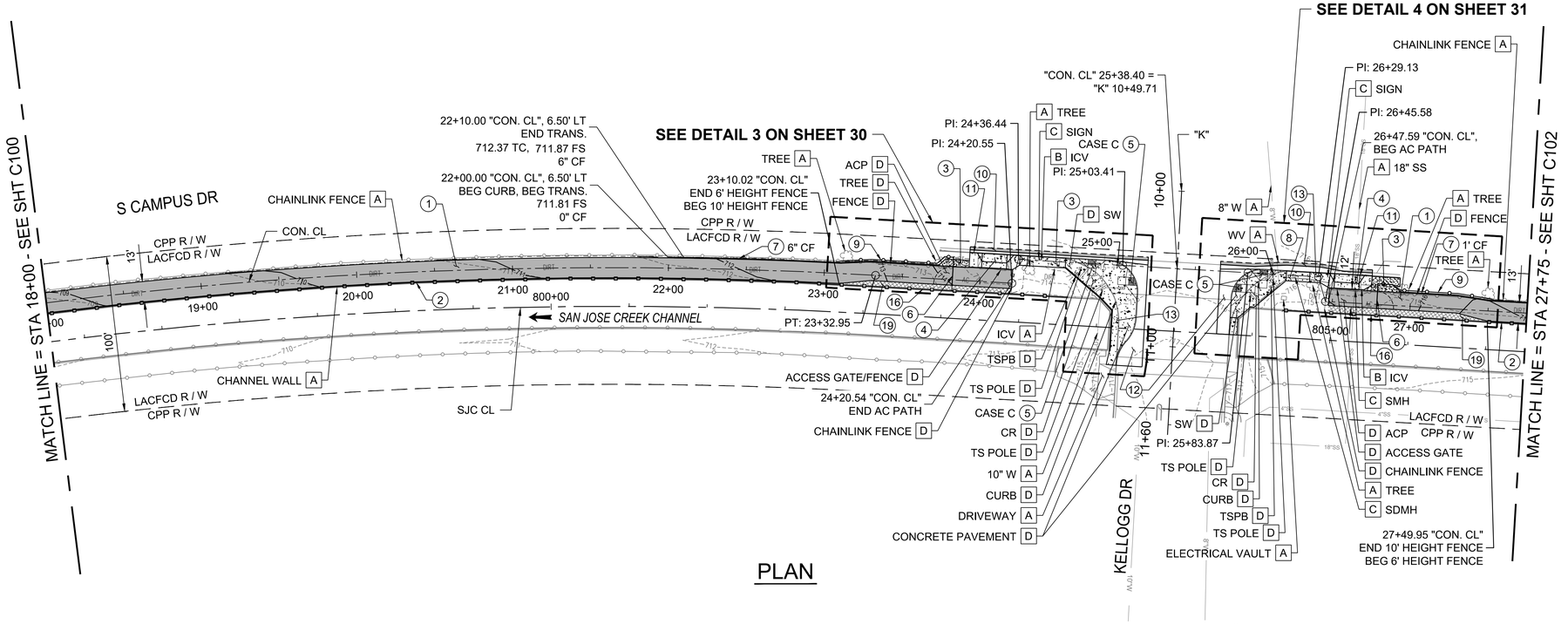
SHT. 8 OF 95 SHTS

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FA-2263 AH



PROFILE



PLAN

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
5. CONSTRUCT MODIFIED CURB RAMP PER CITY OF POMONA STD. No. A-28-10, CASE PER PLAN. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
8. RECONSTRUCT CATCH BASIN LID.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
12. CONSTRUCT CONCRETE PAVEMENT PER SPPWC STD PLAN 132-4.
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
16. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 10' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
19. INSTALL NONWALKABLE SURFACE.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 18+00 TO STA 27+75

SCALE AS SHOWN

DATE 12.20.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 9 OF 95 SHTS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

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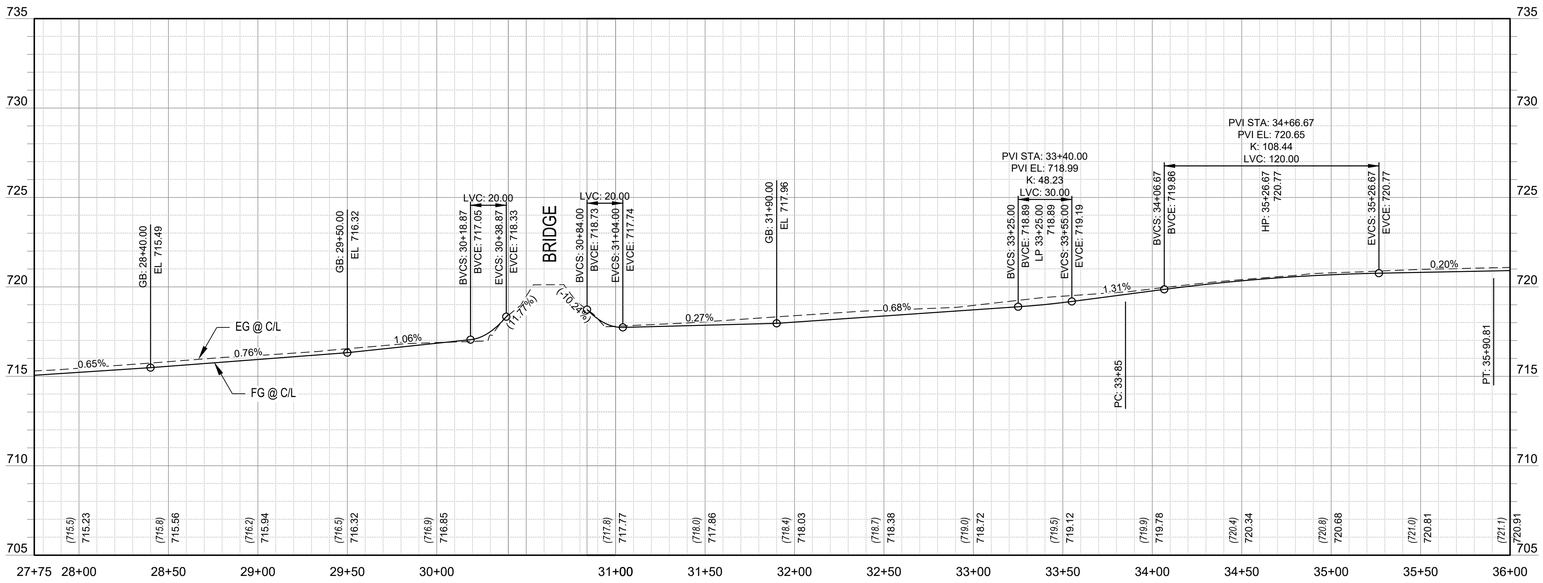
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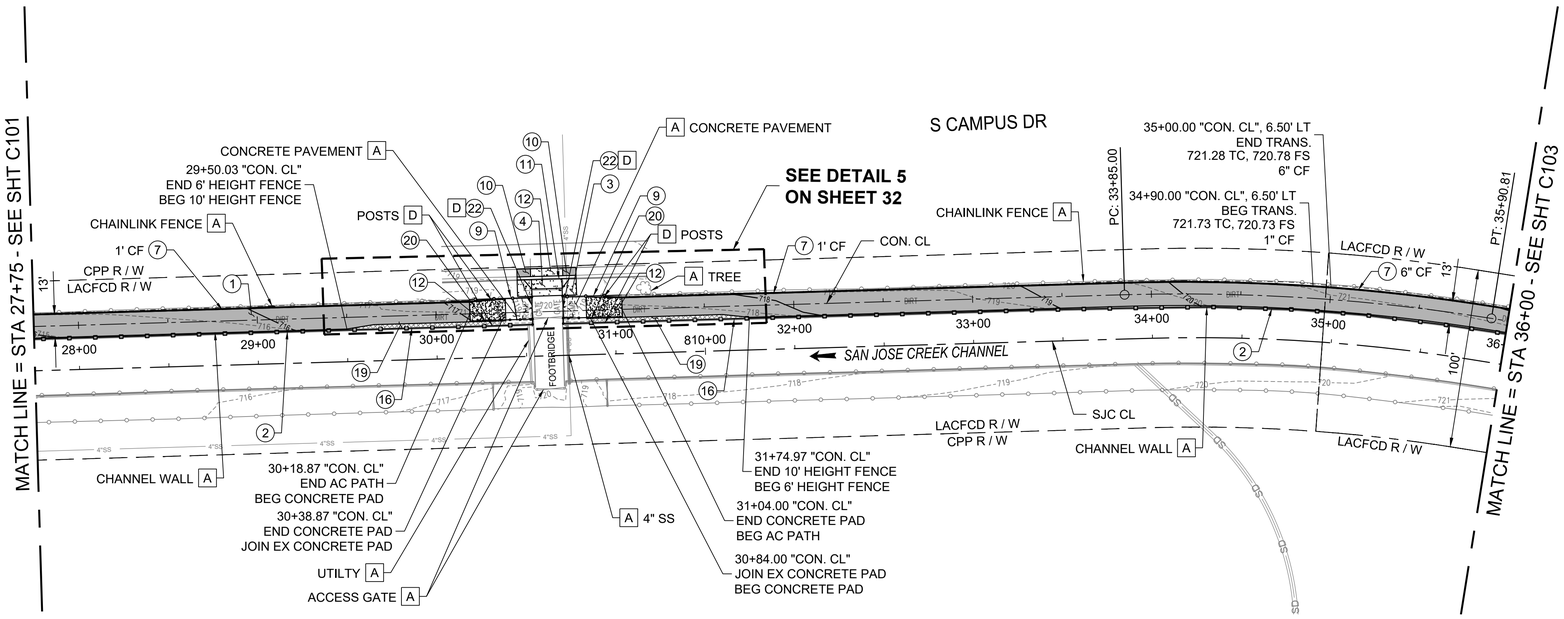
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FA-2263 AI



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
12. CONSTRUCT CONCRETE PAVEMENT PER SPPWC STD PLAN 132-4.
16. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 10' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
19. INSTALL NONWALKABLE SURFACE.
20. INSTALL HANDRAILING PER SPPWC STD PLAN 606-5.
22. INSTALL PIPE GATE OR SIMILAR PER SPPWC STD PLAN 602-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 27+75 TO STA 36+00

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C102

PRELIMINARY

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DATE 12.16.2024

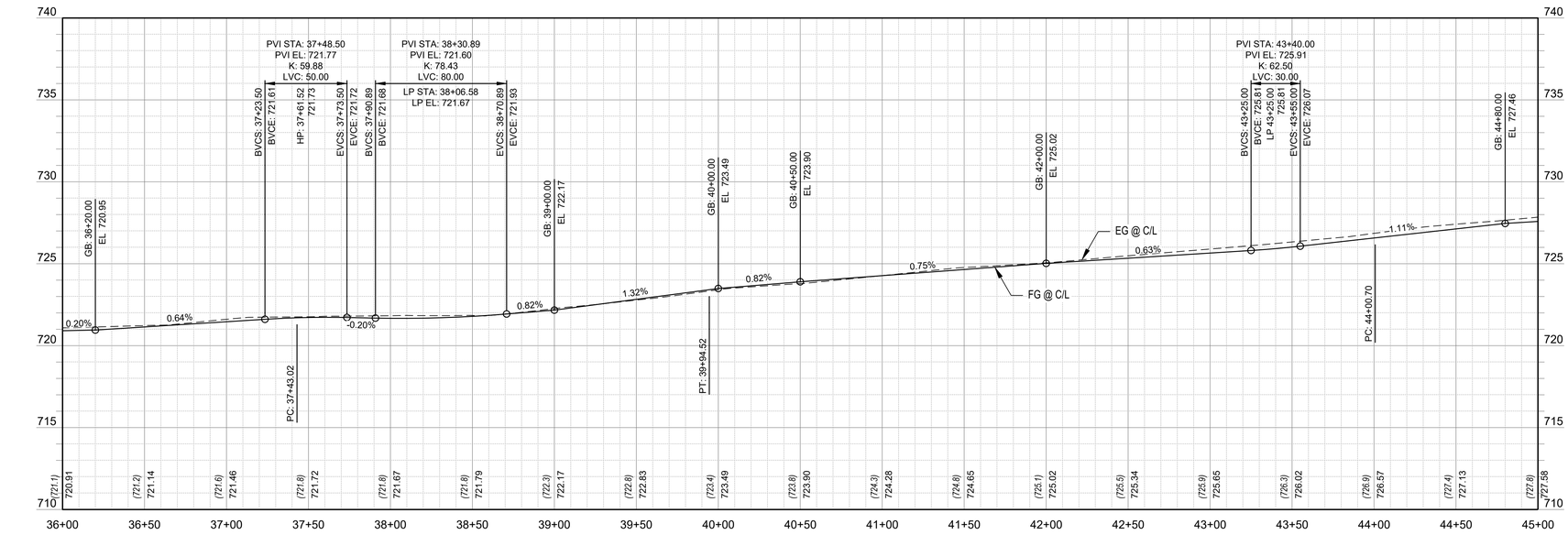
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 10 OF 95 SHTS

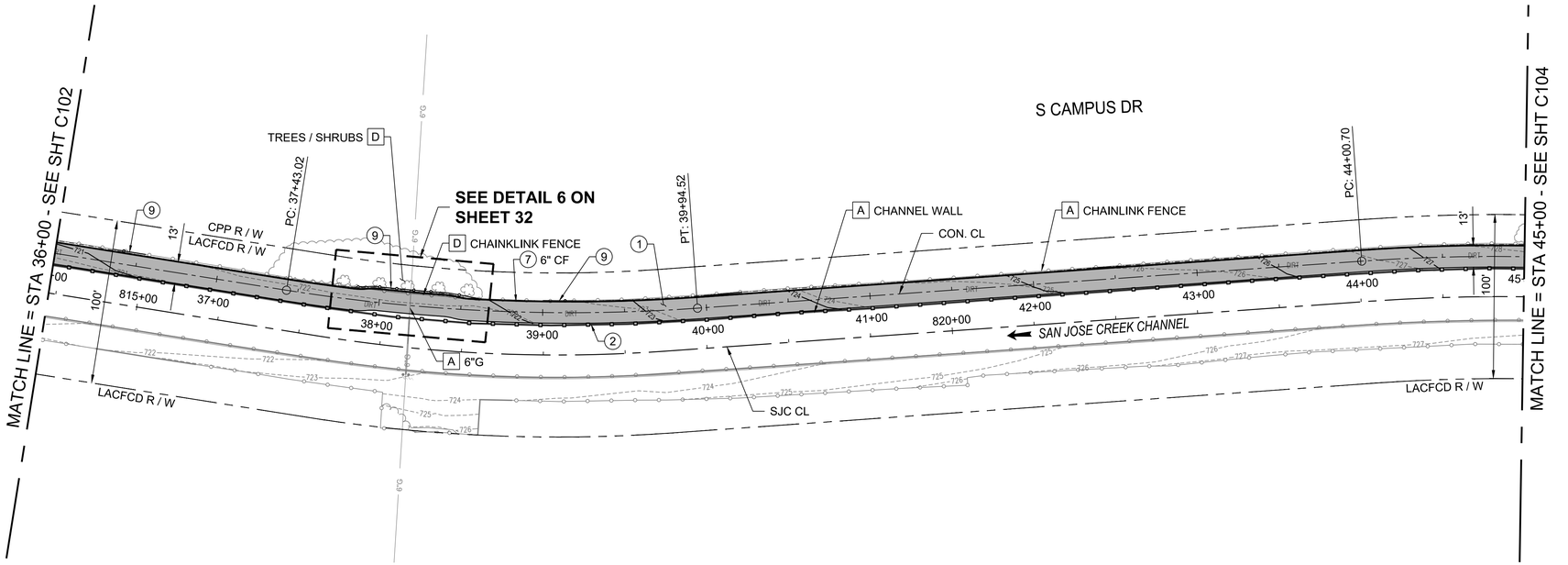
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FA-2263 AJ



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)
D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

40' 20' 0 40' 80'
HORIZ: 1" = 40'
4' 0 4' 8'
VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C103

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 36+00 TO STA 45+00

SCALE AS SHOWN
DATE 12.9.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 11 OF 95 SHTS

PRELIMINARY

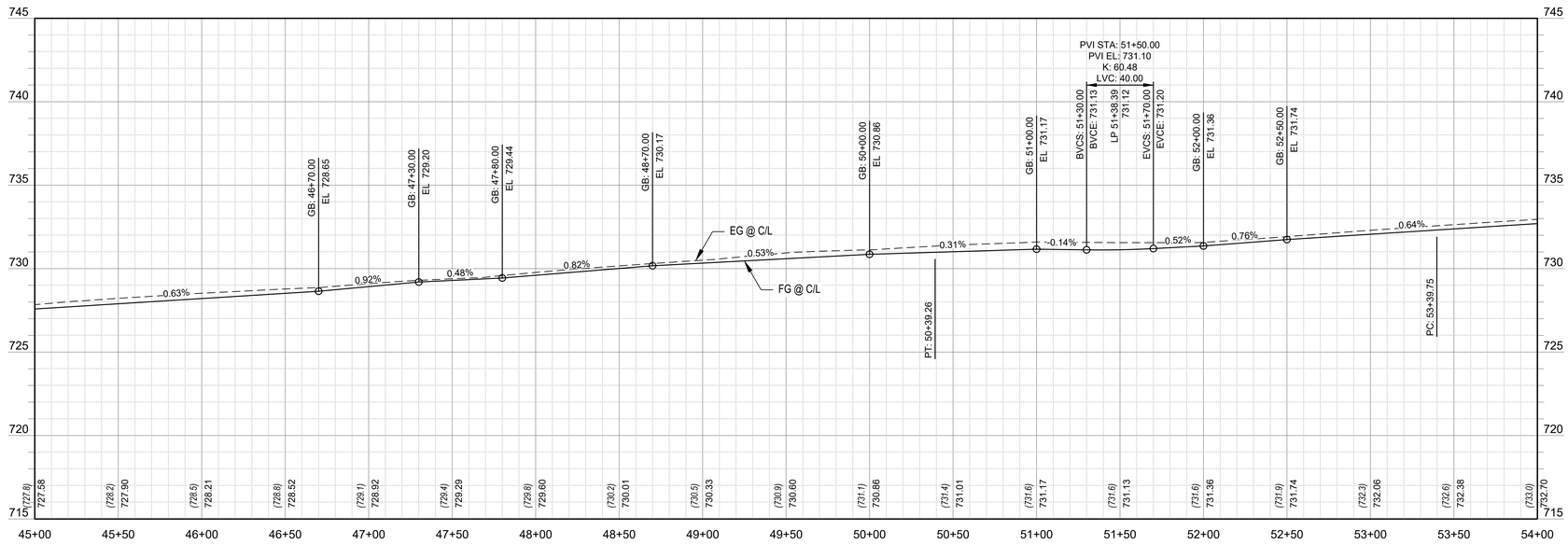
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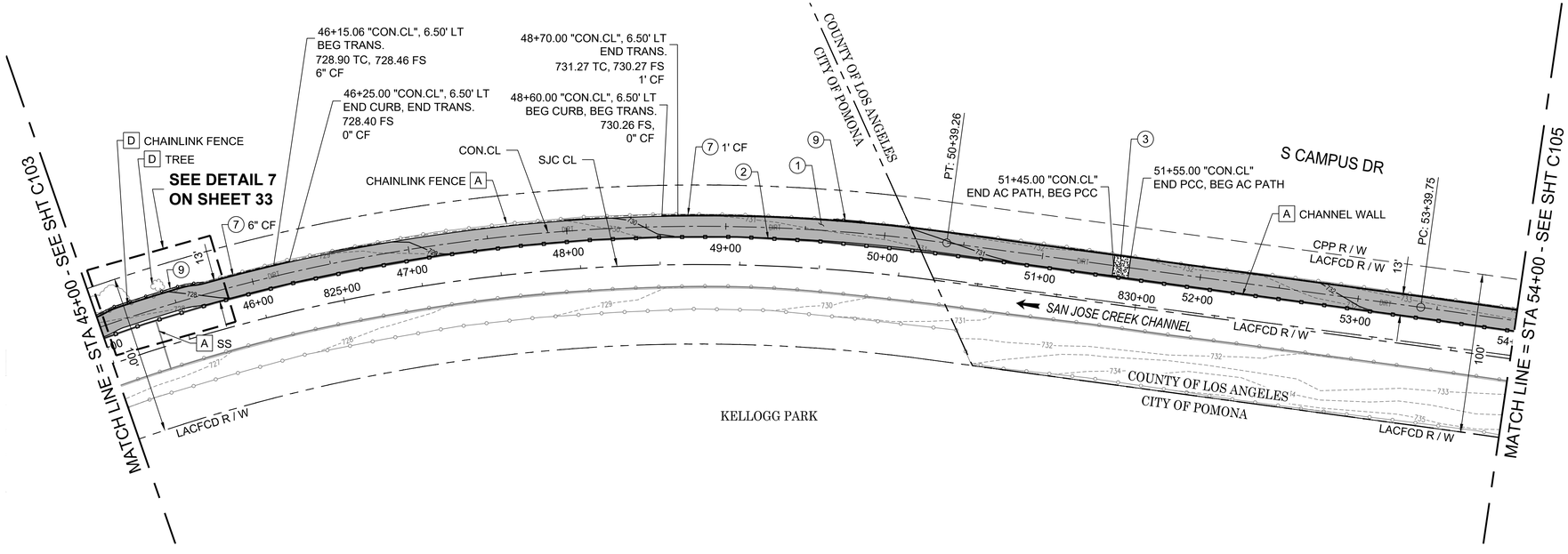
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PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

HORIZ: 1" = 40' (40' 20' 0 40' 80')

VERT: 1" = 4' (4' 0 4' 8')

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C104

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 45+00 TO STA 54+00

SCALE AS SHOWN

DATE 12.9.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 12 OF 95 SHTS

PRELIMINARY

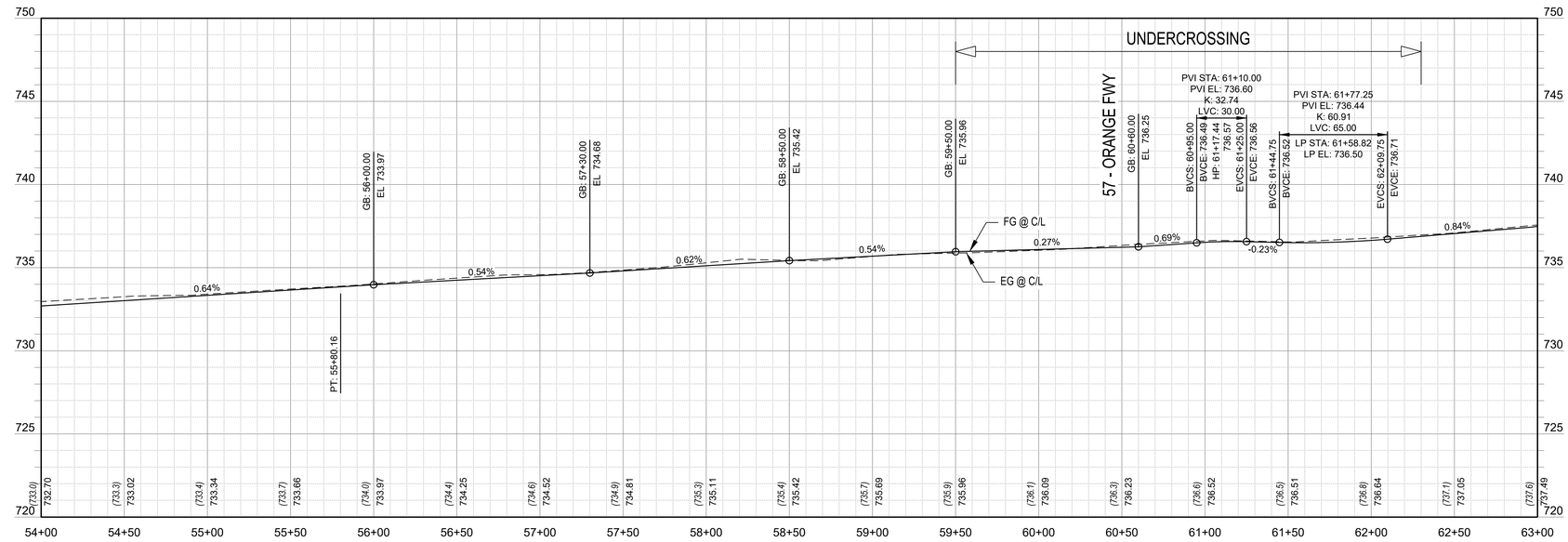
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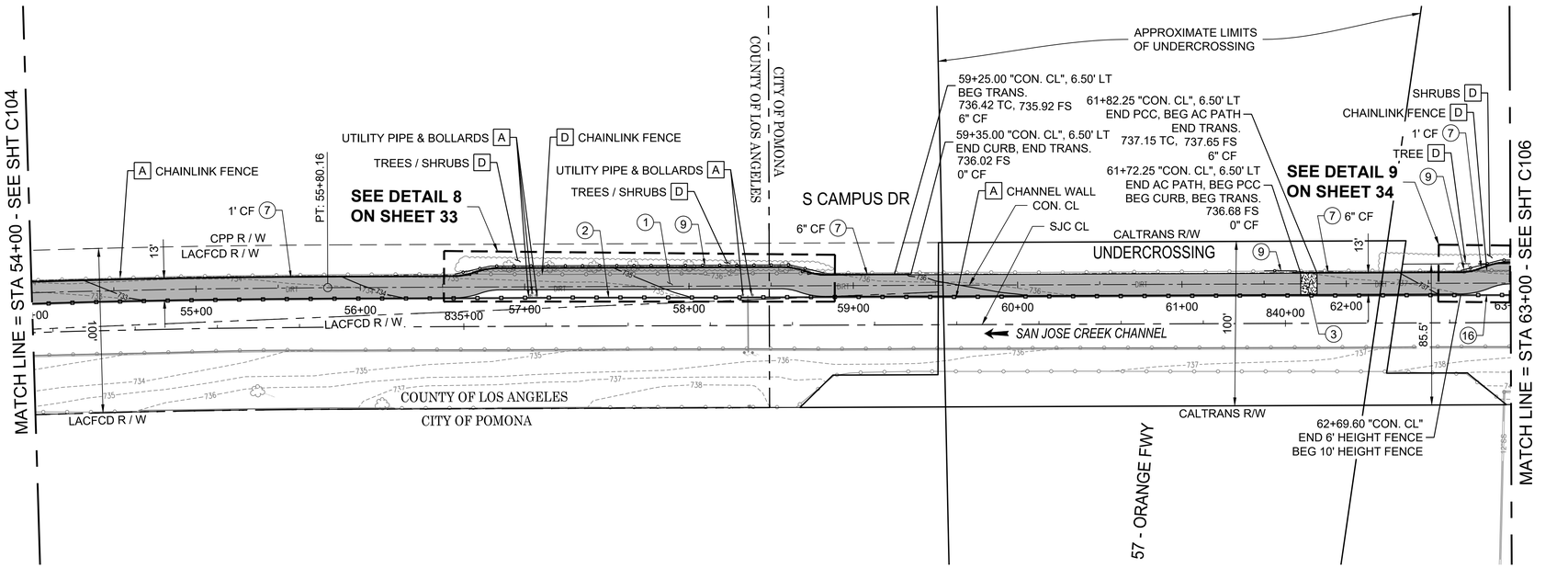
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FA-2263 AL



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
16. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 10' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

HORIZ: 1" = 40' (40' 20' 0 40' 80')

VERT: 1" = 4' (4' 0 4' 8')

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C105

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 54+00 TO STA 63+00

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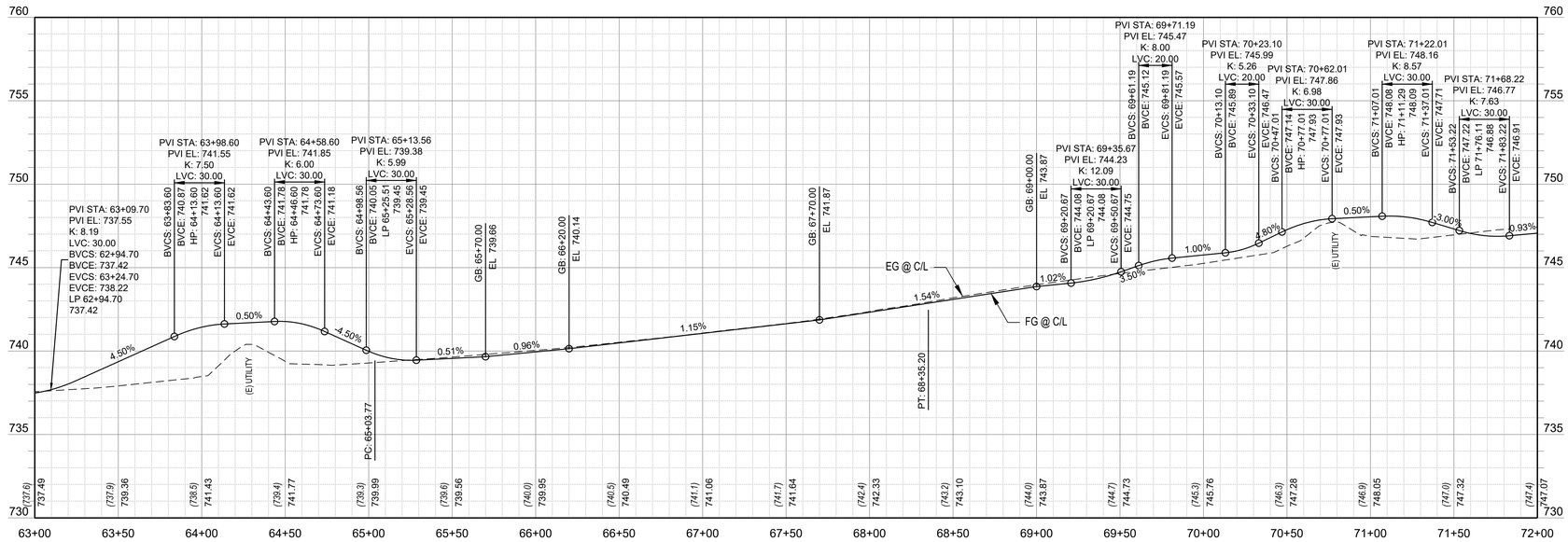
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DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

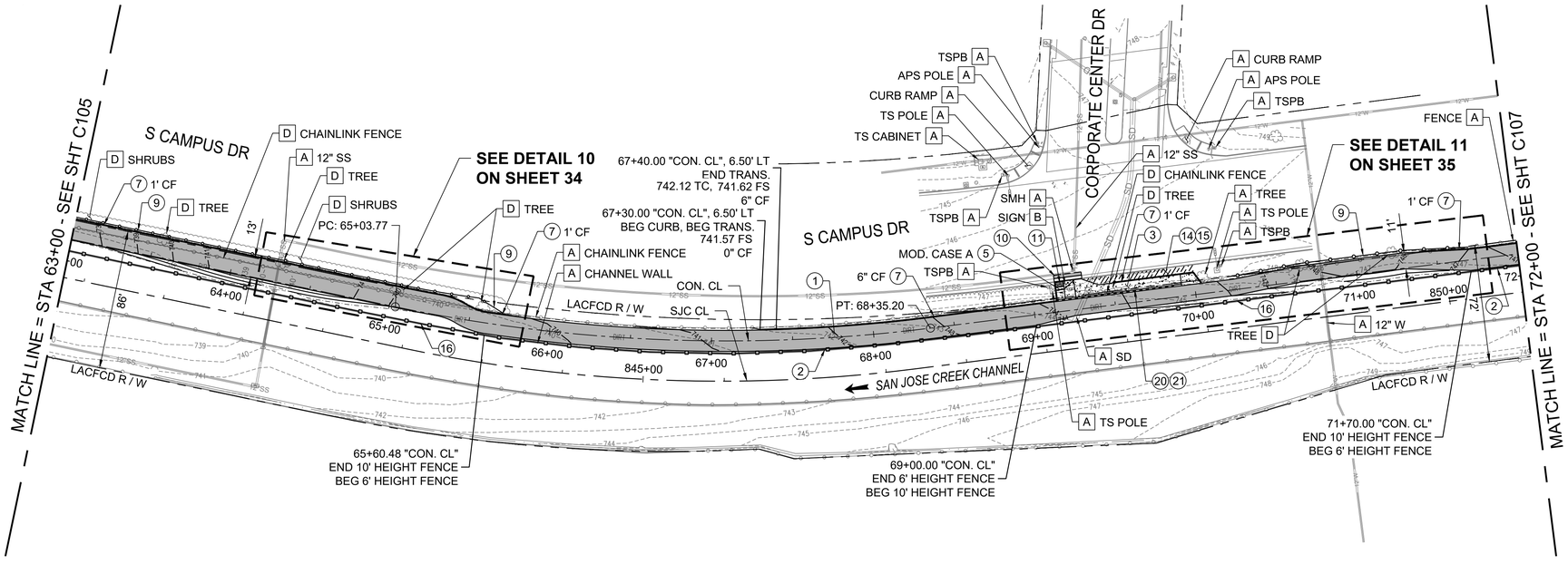
SHT. 13 OF 95 SHTS

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FA-2263 AM



PROFILE



PLAN

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C106

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
5. CONSTRUCT MODIFIED CURB RAMP PER CITY OF POMONA STD. No. A-28-10, CASE PER PLAN. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
14. INSTALL PLANTING AND TRAIL AMENITIES PER SHEETS 66-72.
15. INSTALL WATER SERVICE AND WATER METER FOR IRRIGATION PURPOSES PER SHEETS 60-65.
16. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 10' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
20. INSTALL HANDRAILING PER SPPWC STD PLAN 606-5.
21. CONSTRUCT CONCRETE BARRIER.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 63+00 TO STA 72+00

SCALE AS SHOWN

DATE 12.16.2024

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DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 14 OF 95 SHTS

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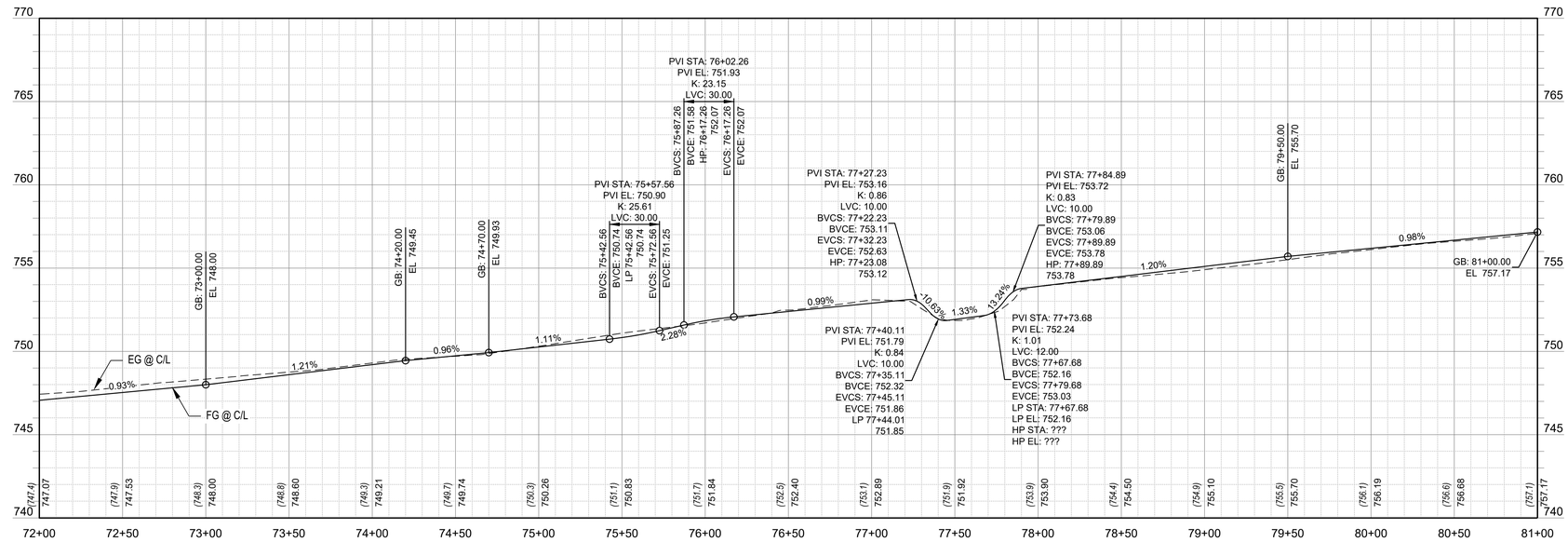
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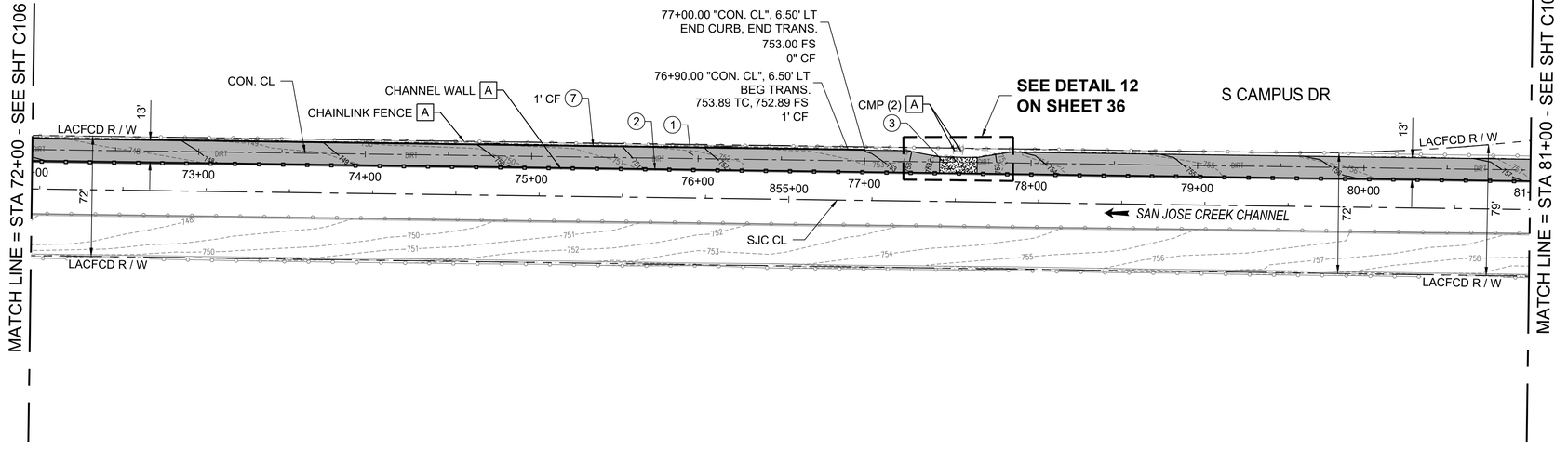
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PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

40' 20' 0 40' 80' HORIZ: 1" = 40'
4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C107

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 72+00 TO STA 81+00

PRELIMINARY

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DATE 12.9.2024

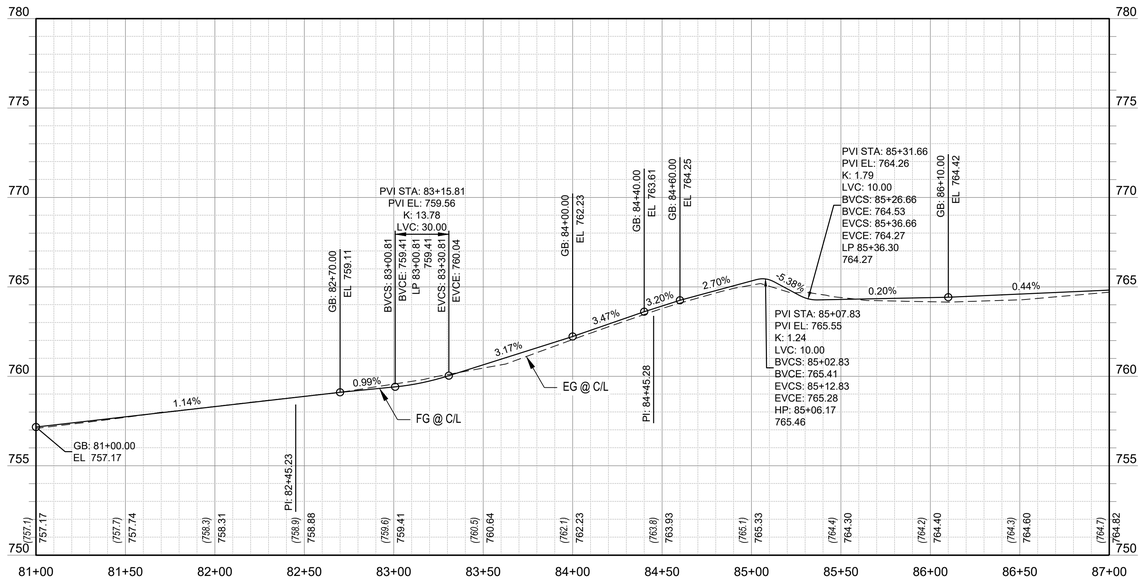
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 15 OF 95 SHTS

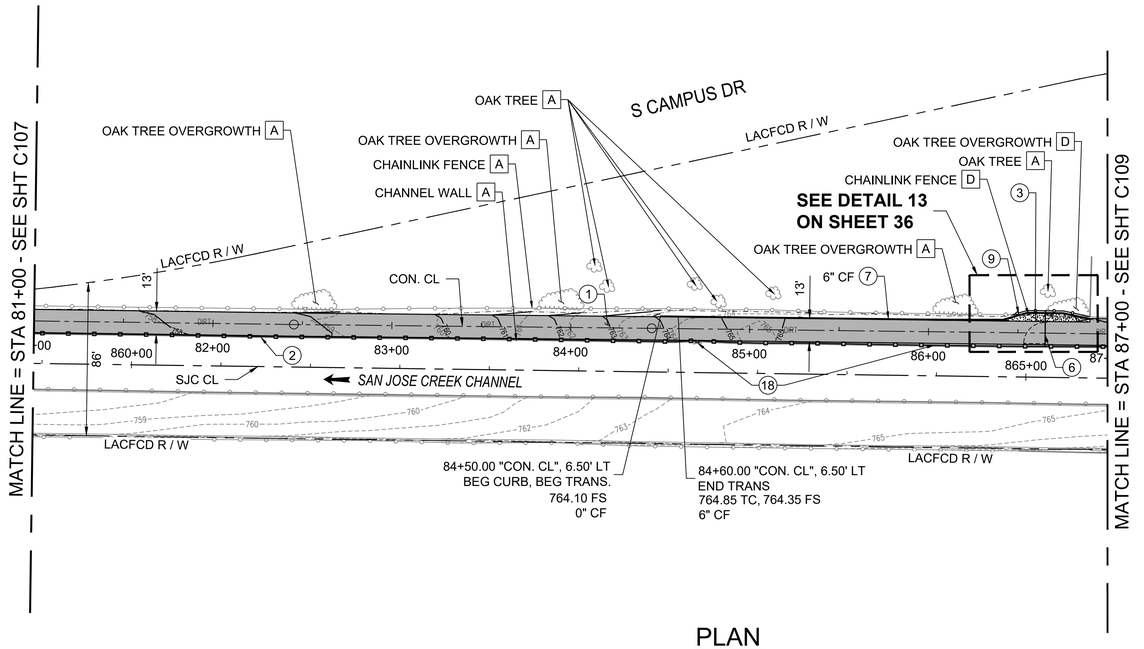
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FA-2263 AO



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
18. REMOVE AND REPLACE LACFCD CHANNEL MAINTENANCE ACCESS GATE.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C108

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 81+00 TO STA 87+00

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 16 OF 95 SHTS

PRELIMINARY

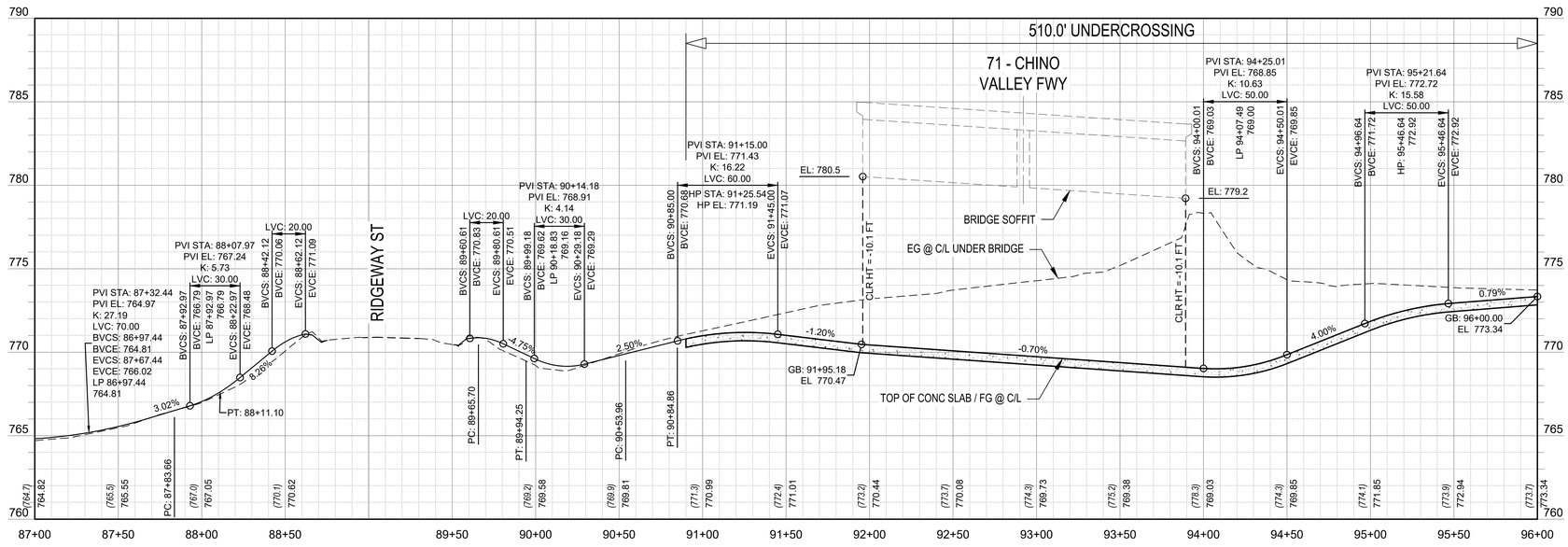
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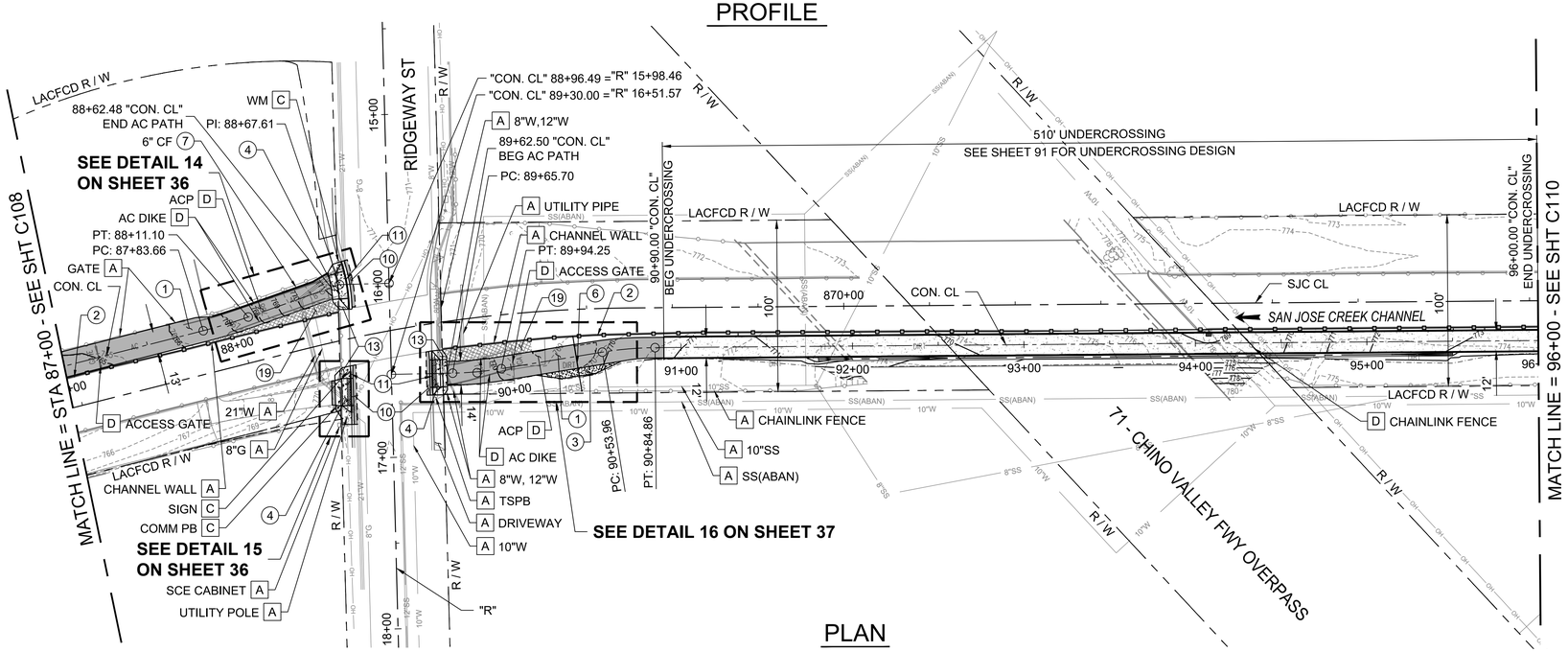
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FA-2263 AP



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
19. INSTALL NONWALKABLE SURFACE.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- C ADJUST TO GRADE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

HORIZ: 1" = 40' (40' 20' 0 40' 80')

VERT: 1" = 4' (4' 0 4' 8')

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C109

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 87+00 TO STA 96+00

PRELIMINARY

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DATE 12.18.2024

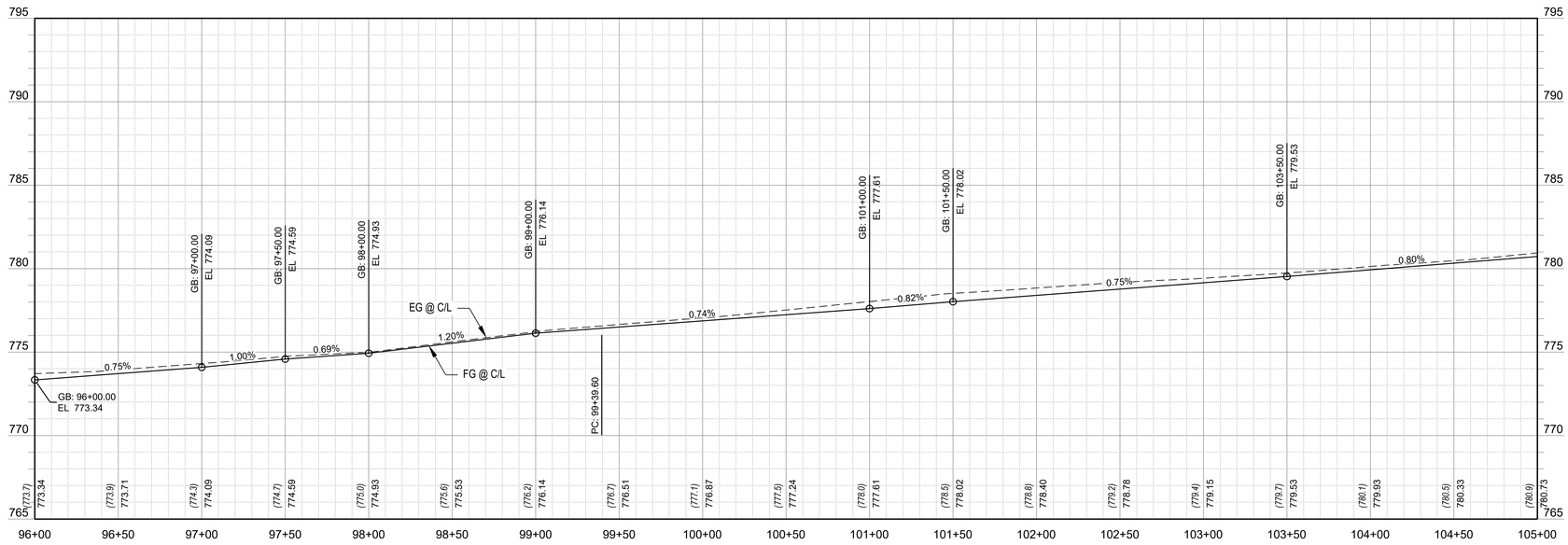
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DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 17 OF 95 SHTS

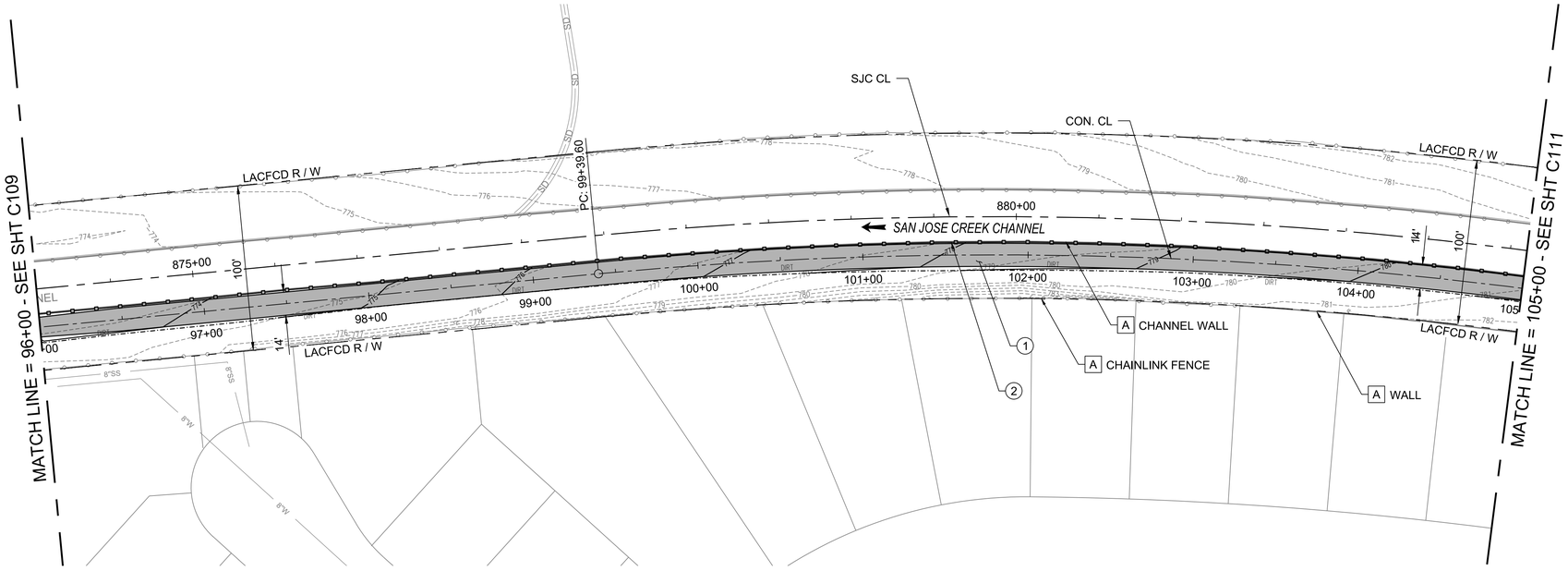
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FA-2263 AQ



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

GENERAL SHEET NOTES

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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 96+00 TO STA 105+00

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C110

PRELIMINARY

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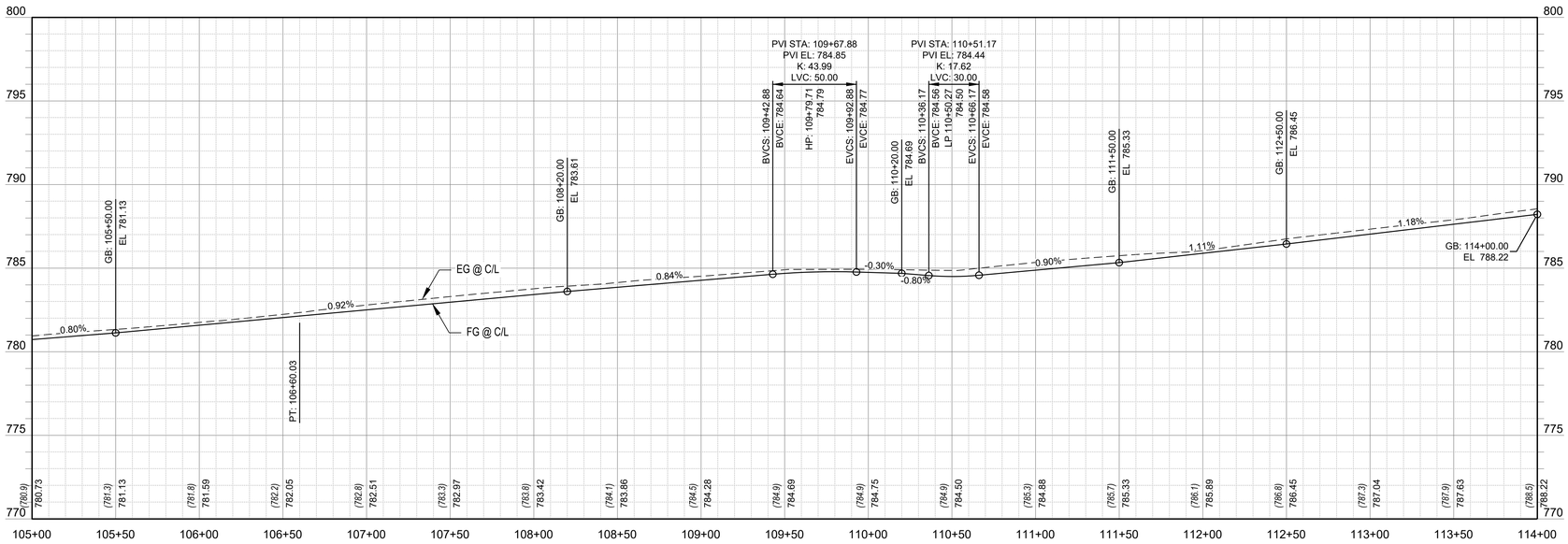
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CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 18 OF 95 SHTS

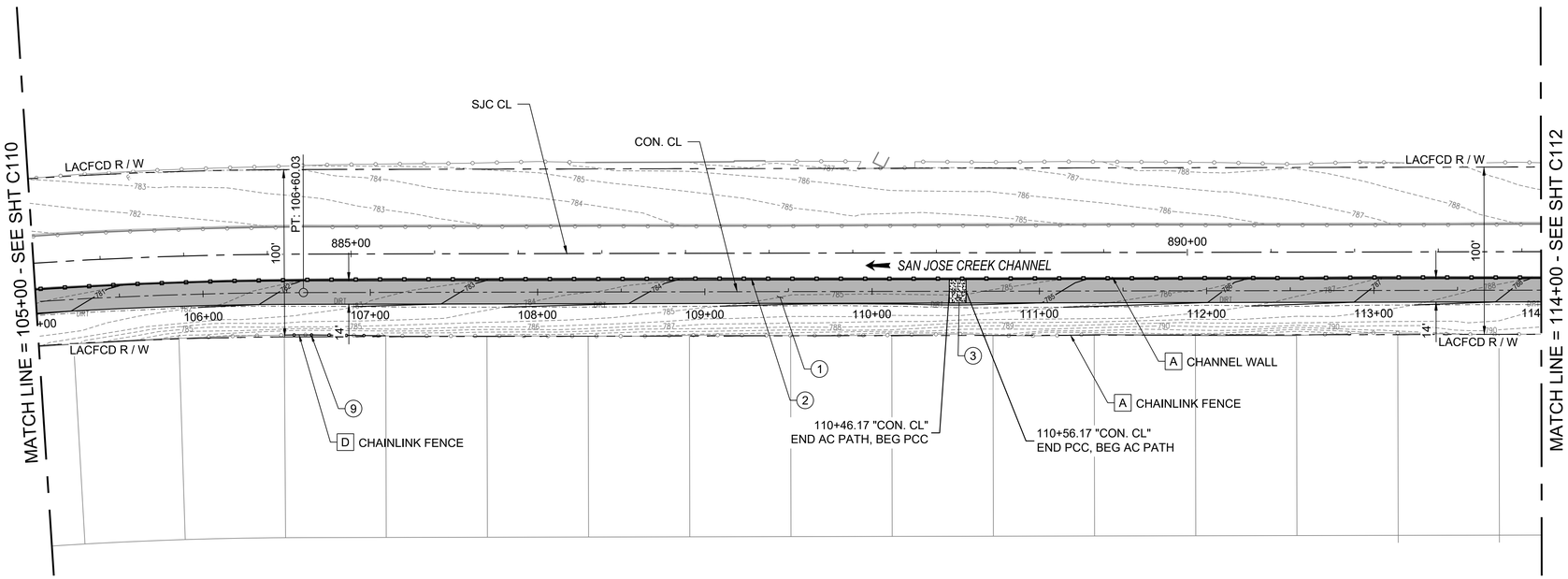
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FA-2263 AR



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C111

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 105+00 TO STA 114+00

PRELIMINARY

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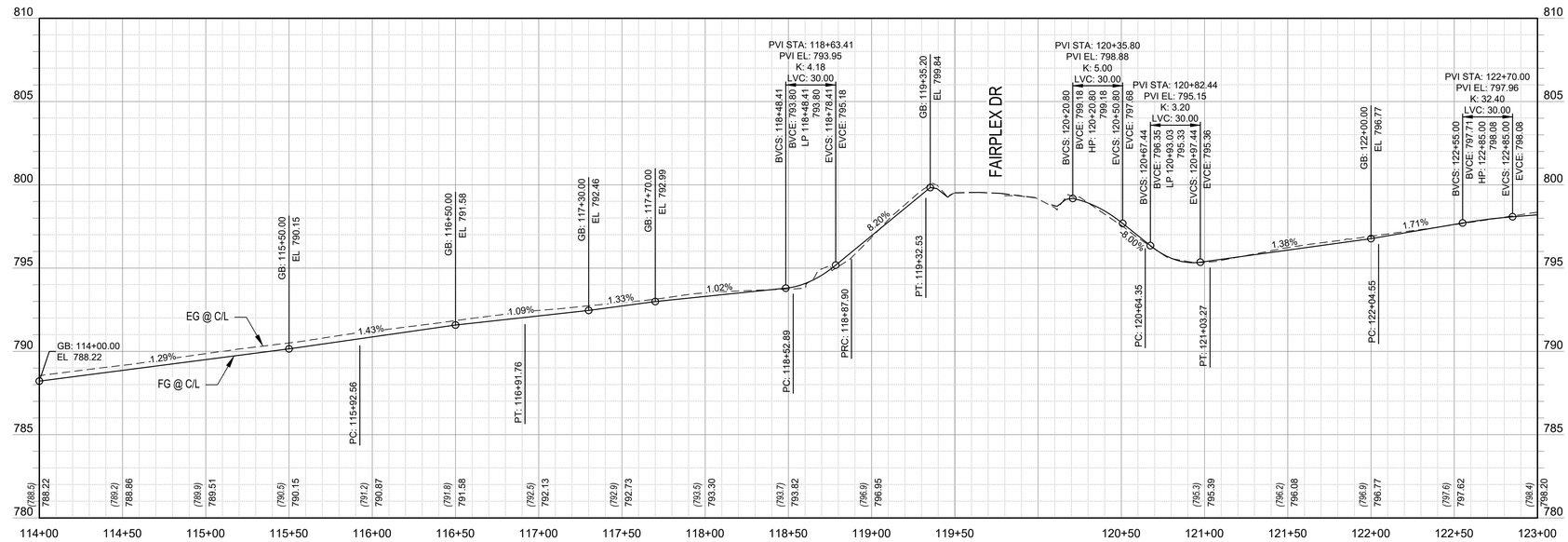
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DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 19 OF 95 SHTS

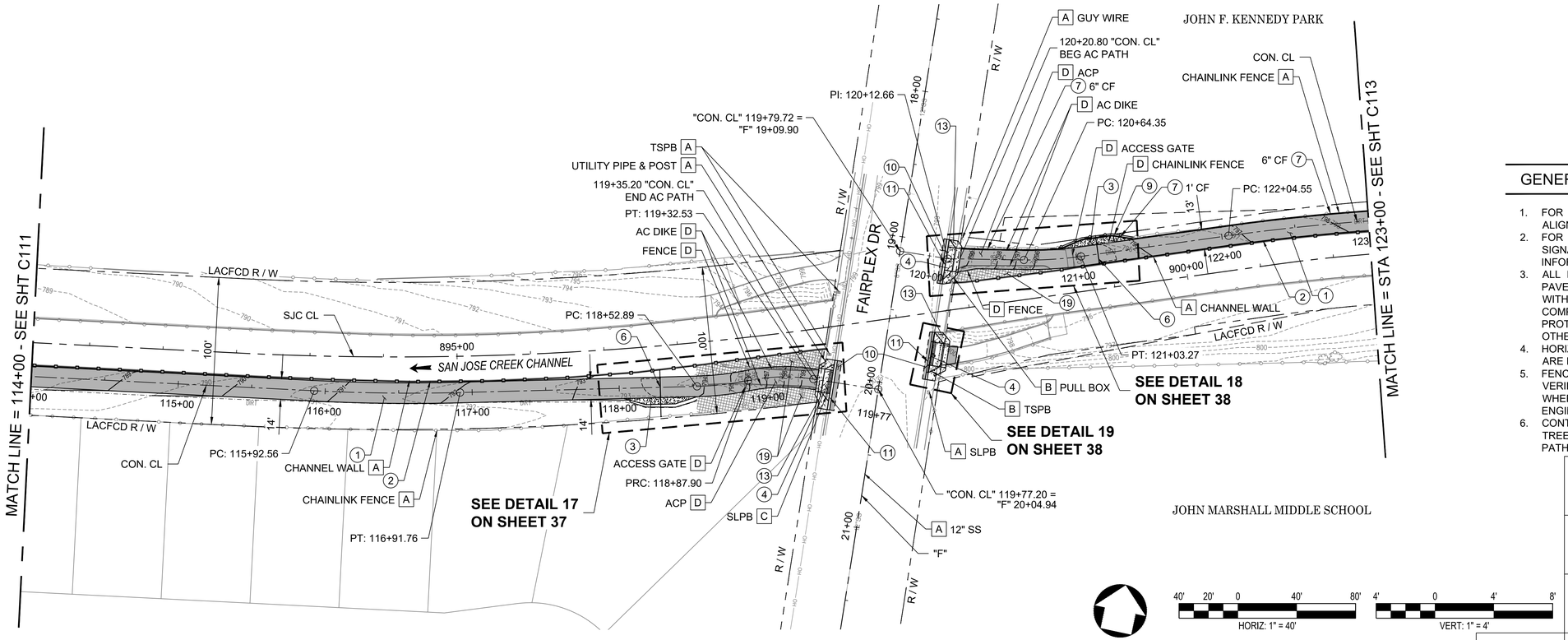
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PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
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4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
19. INSTALL NONWALKABLE SURFACE.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- B RELOCATE (AS NOTED)
- C ADJUST TO GRADE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

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2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

HORIZ: 1" = 40'

VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 114+00 TO 123+00

C112

SHT. 20 OF 95 SHTS

SCALE AS SHOWN

DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

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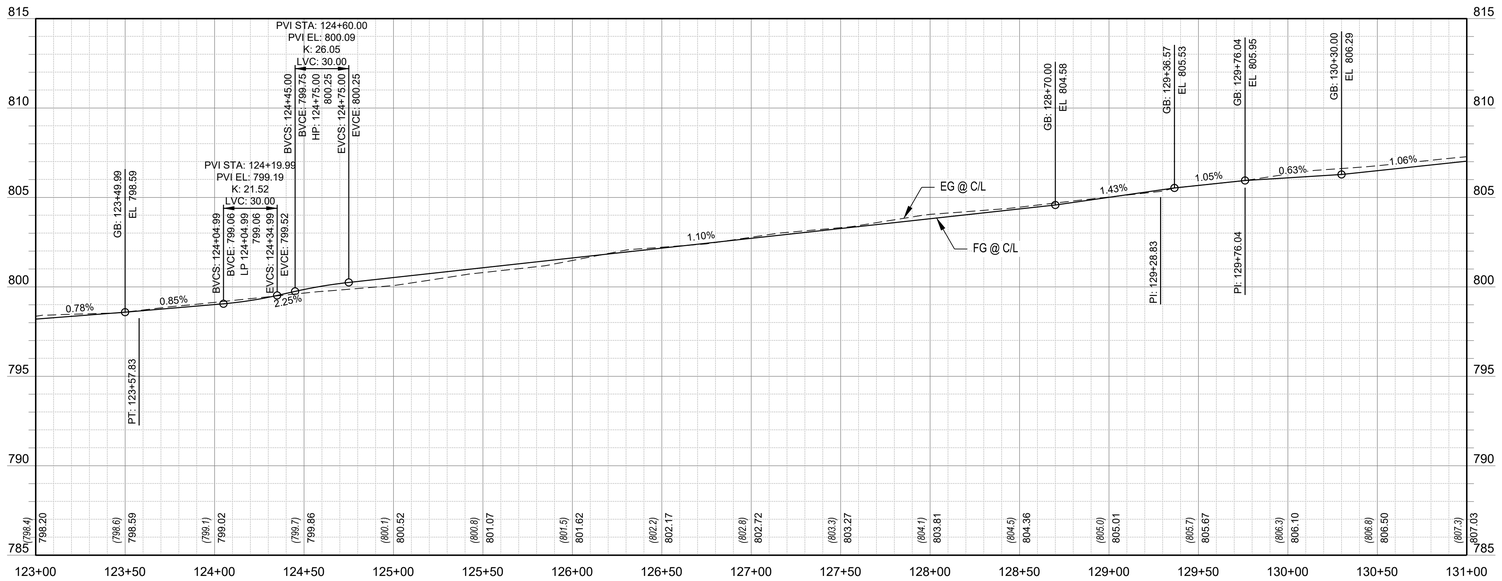
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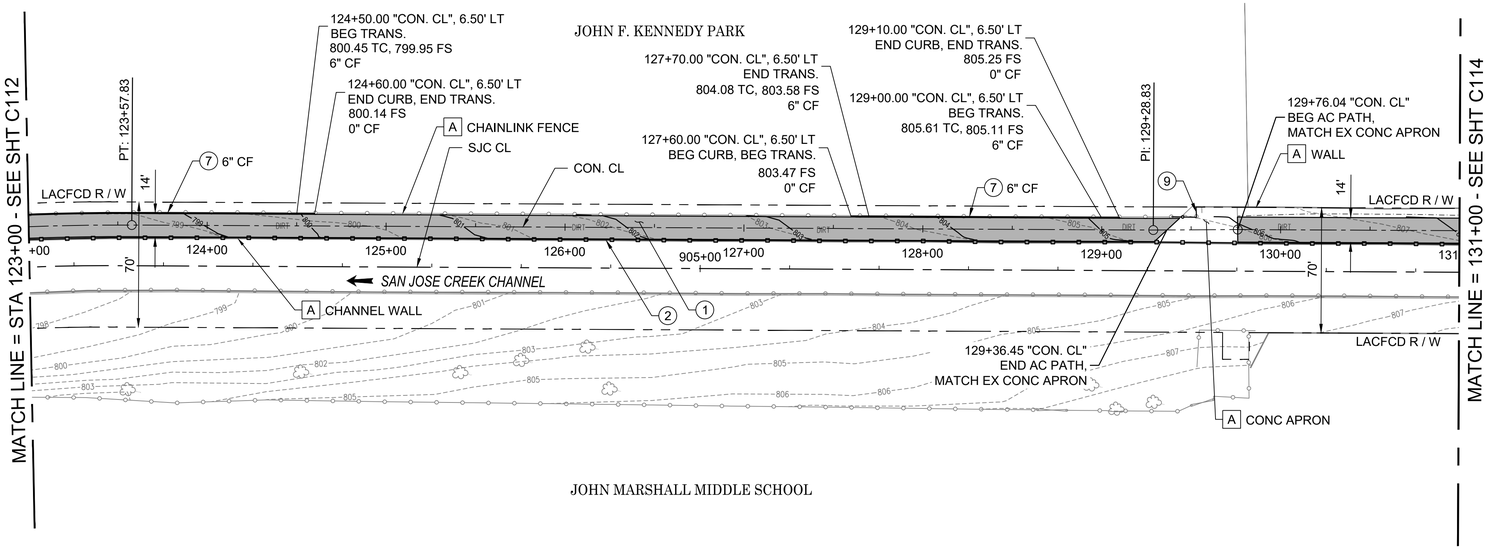
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PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

GENERAL SHEET NOTES

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2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
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ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 123+00 TO STA 131+00

40' 20' 0 40' 80'
HORIZ: 1" = 40'

4' 0 4' 8'
VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C113

PRELIMINARY

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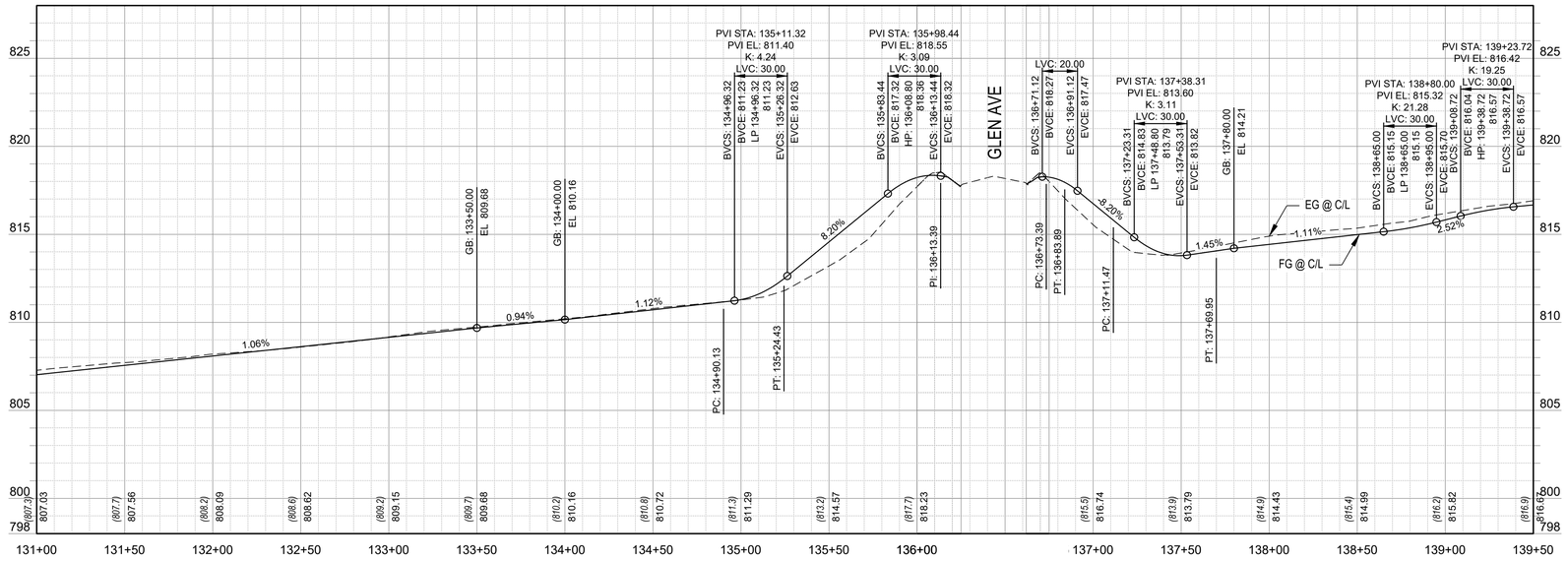
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DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 21 OF 95 SHTS

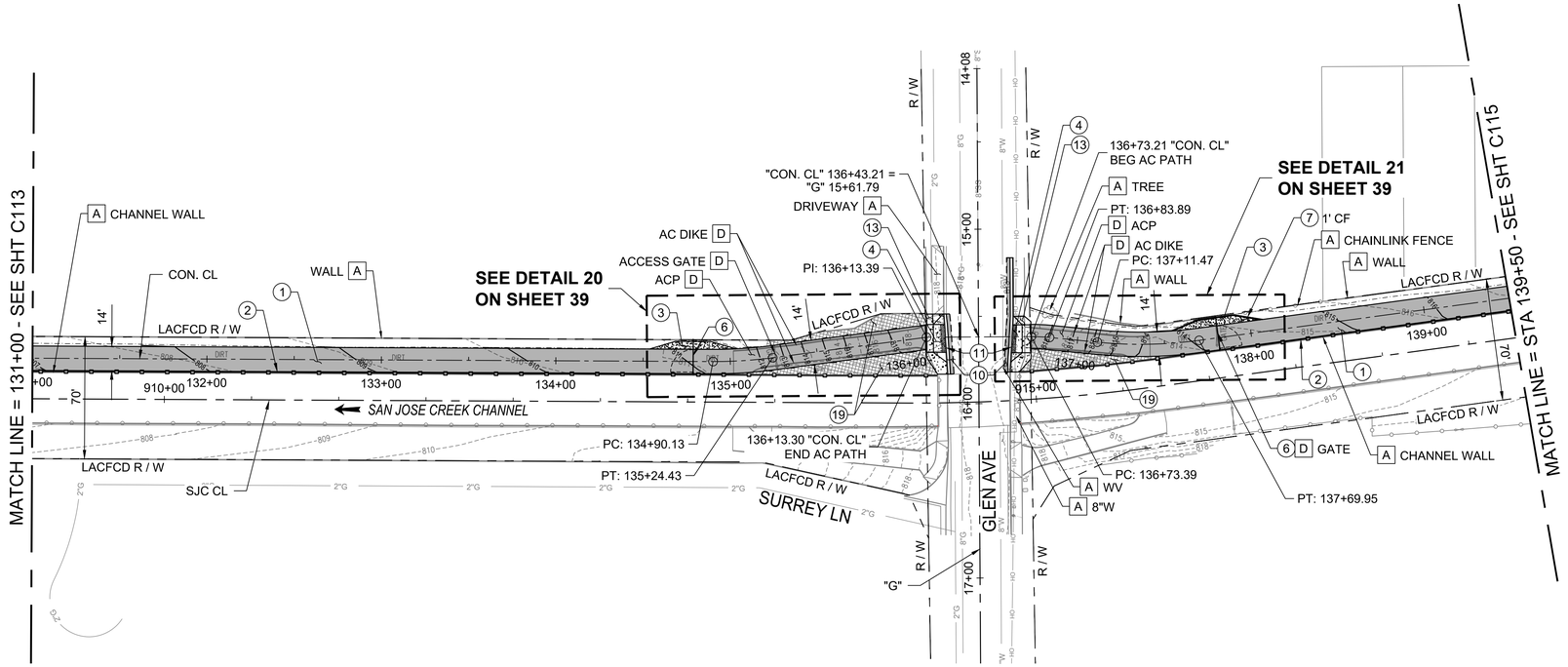
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PROFILE



PLAN

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

CONSTRUCTION NOTES

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10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
19. INSTALL NONWALKABLE SURFACE.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 131+00 TO STA 139+50

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C114

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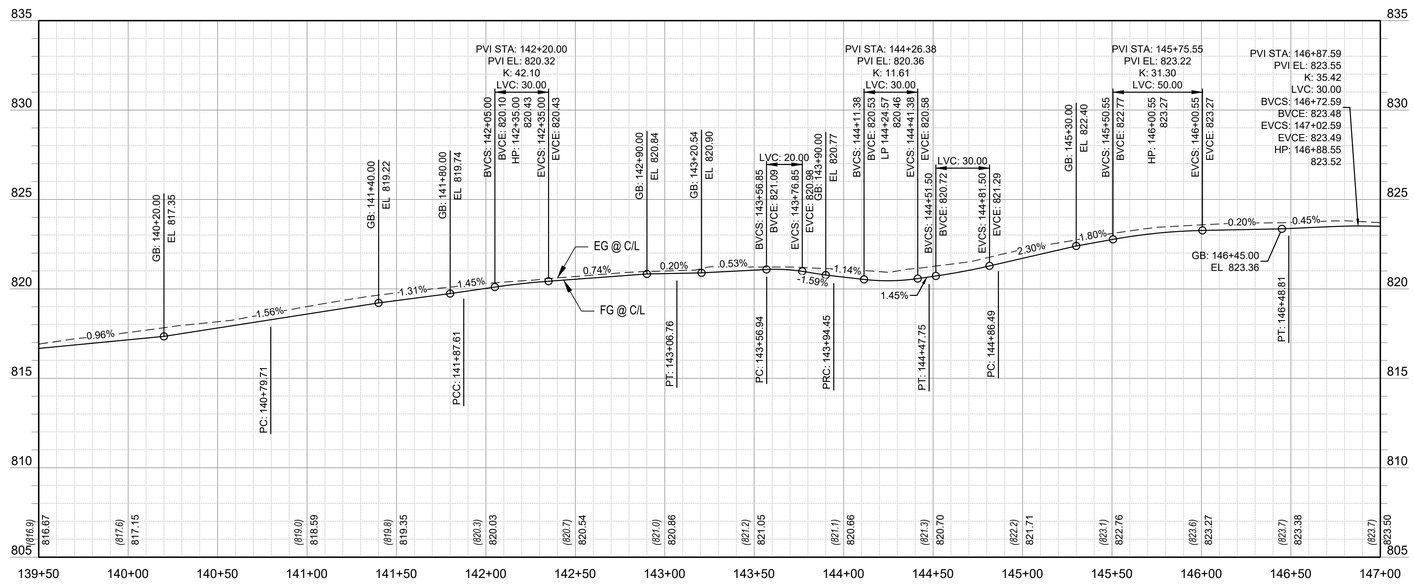
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CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 22 OF 95 SHTS

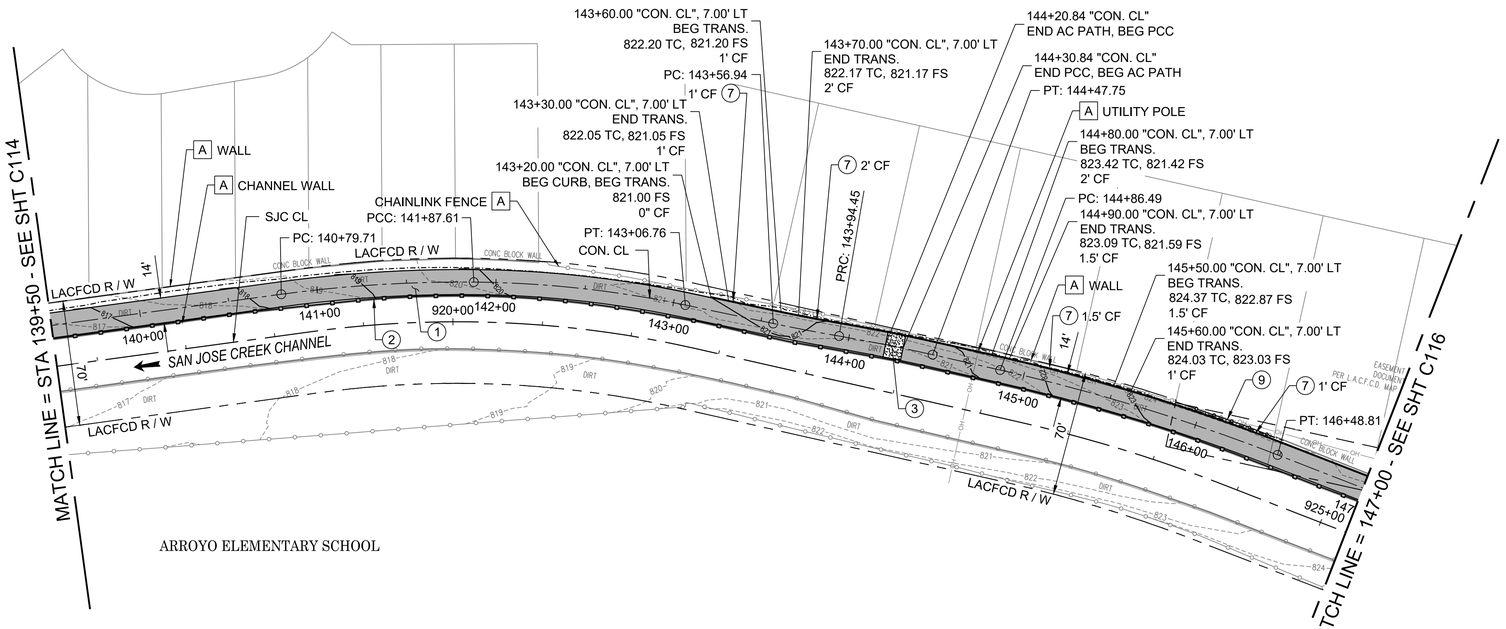
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FA-2263 AV



PROFILE



ARROYO ELEMENTARY SCHOOL

PLAN

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C115

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 139+50 TO STA 147+00

SCALE AS SHOWN

DATE 12.9.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 23 OF 95 SHTS

PRELIMINARY

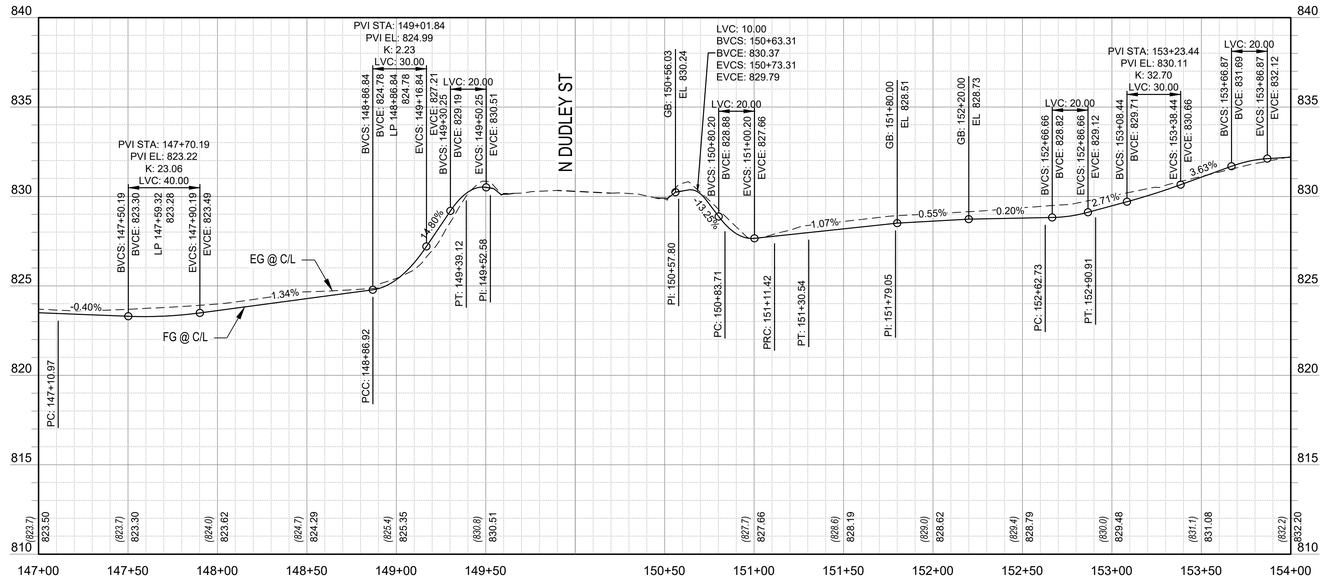
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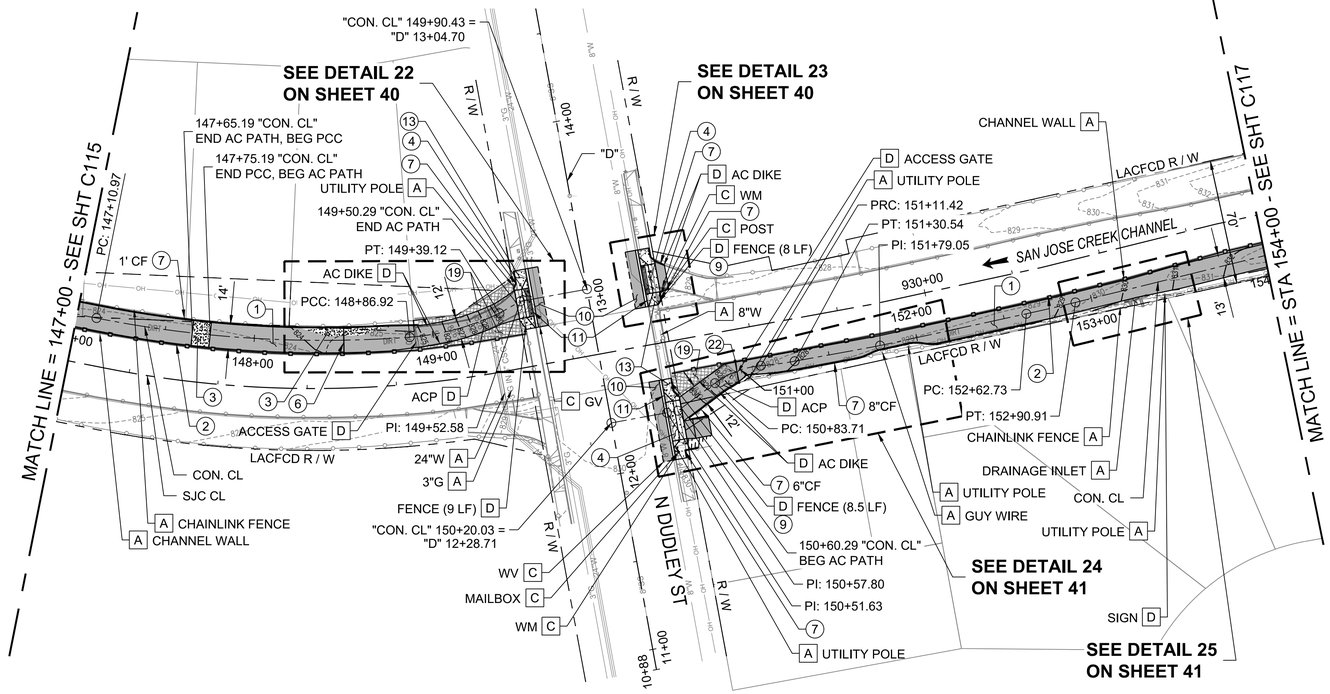
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FA-2263 AW



PROFILE



PLAN

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
19. INSTALL NONWALKABLE SURFACE.
22. INSTALL PIPE GATE OR SIMILAR PER SPPWC STD PLAN 602-4.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- C ADJUST TO GRADE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
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5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 147+00 TO STA 154+00

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C116

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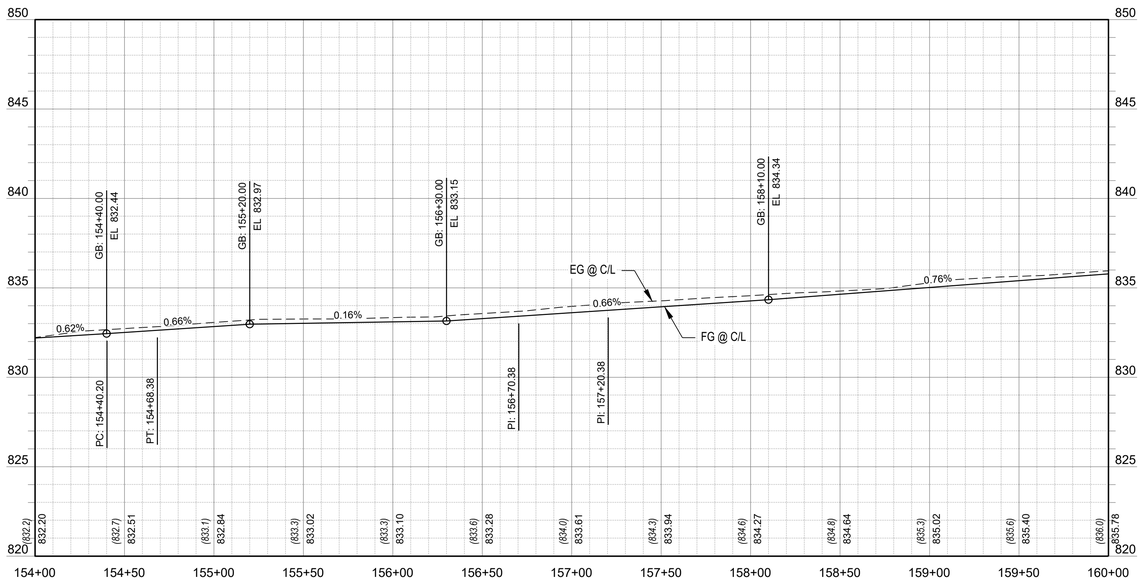
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REVIEWED: S. FRIESON

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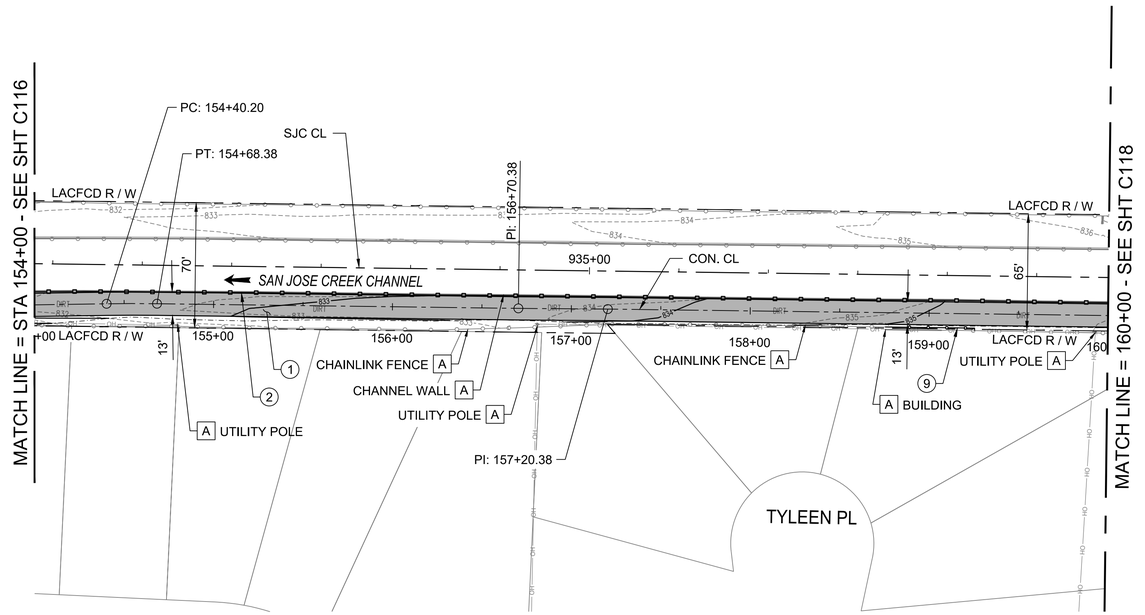
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FA-2263 AX



PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

40' 20' 0 40' 80' HORIZ: 1" = 40'

4' 0 4' 8' VERT: 1" = 4'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C117

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 154+00 TO STA 160+00

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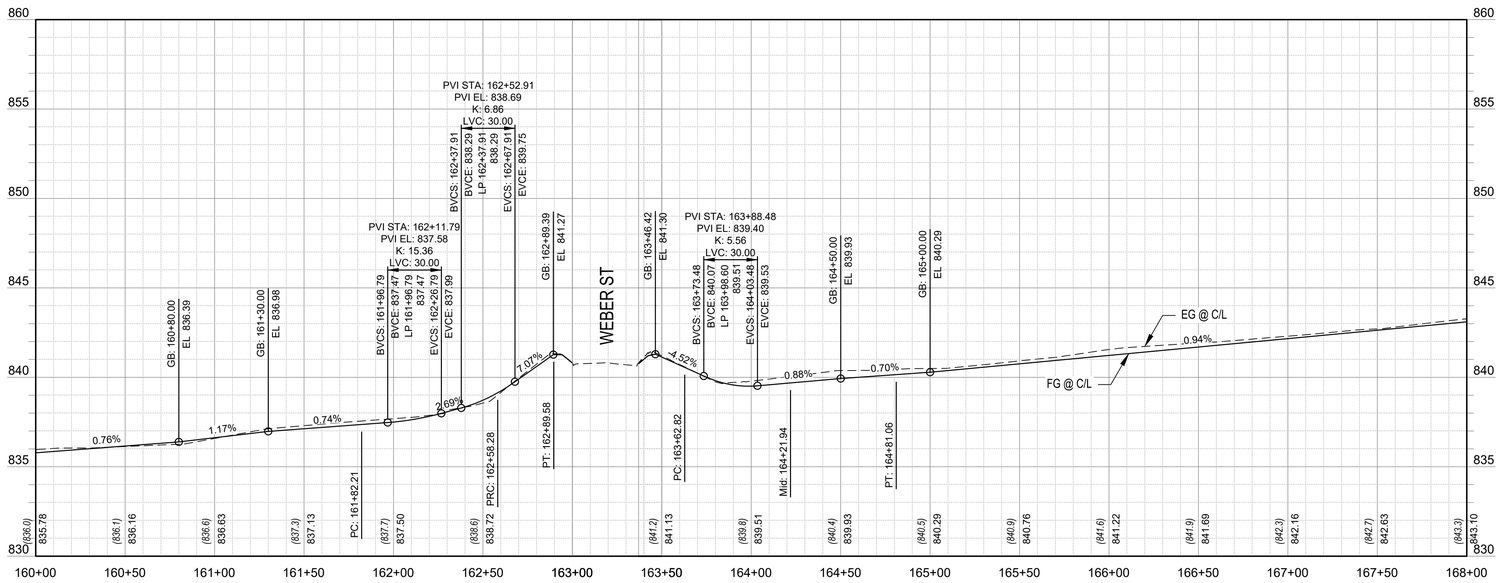
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CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

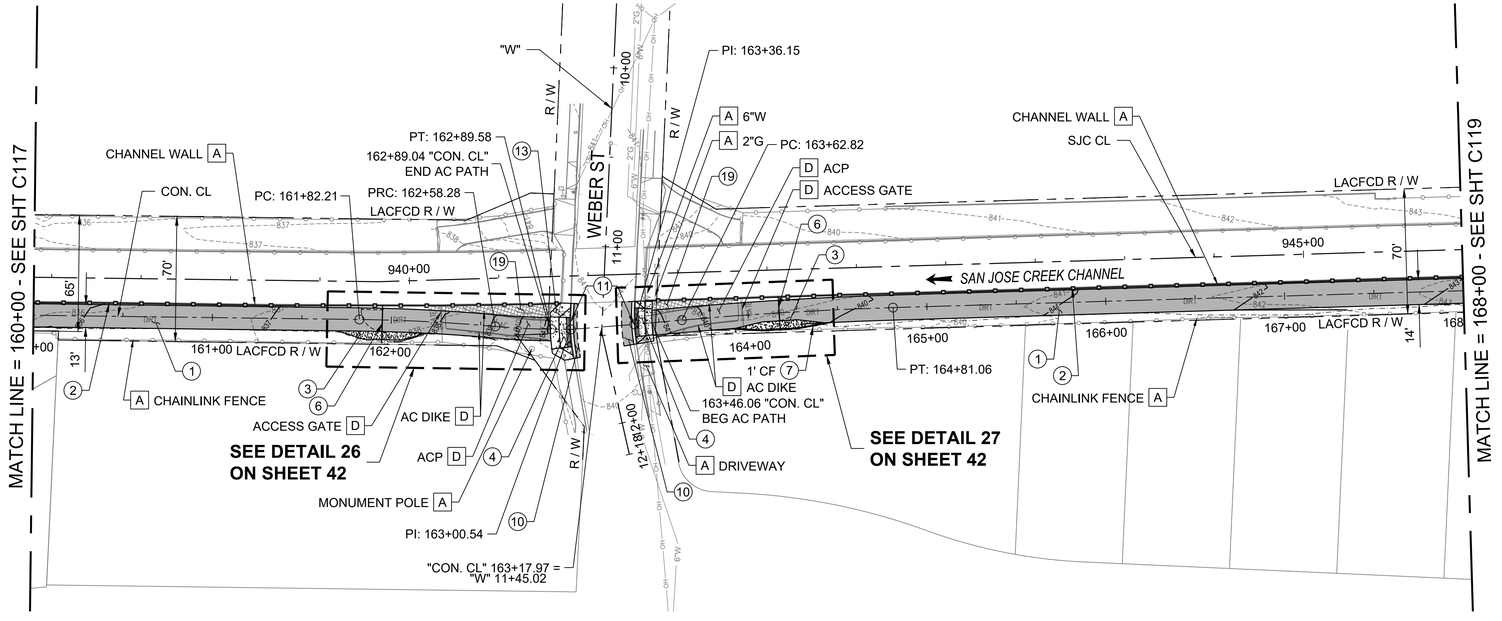
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PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
13. RECONSTRUCT 4" PCC SIDEWALK PER CITY OF POMONA STD. No. A-7-02.
19. INSTALL NONWALKABLE SURFACE.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
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6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

HORIZ: 1" = 40' (40' 20' 0 40' 80')

VERT: 1" = 4' (4' 0 4' 8')

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C118

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CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 160+00 TO STA 168+00

SCALE AS SHOWN

DATE 12.18.2024

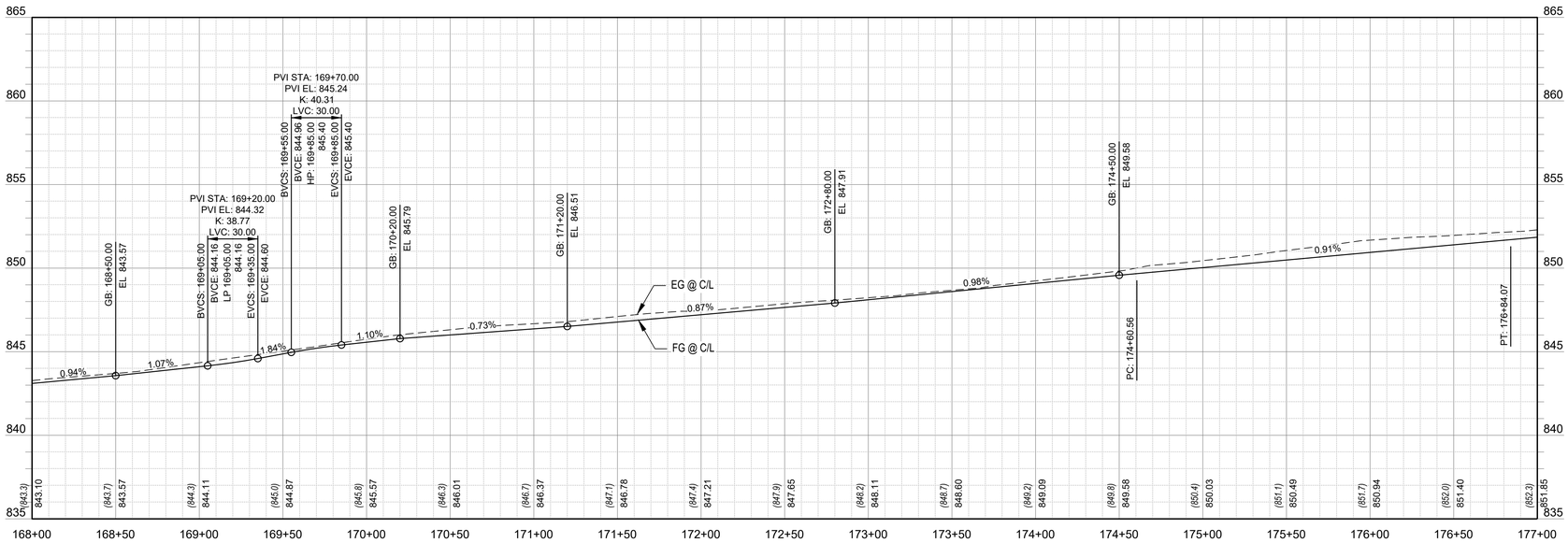
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CHECKED: K. DI COCCO
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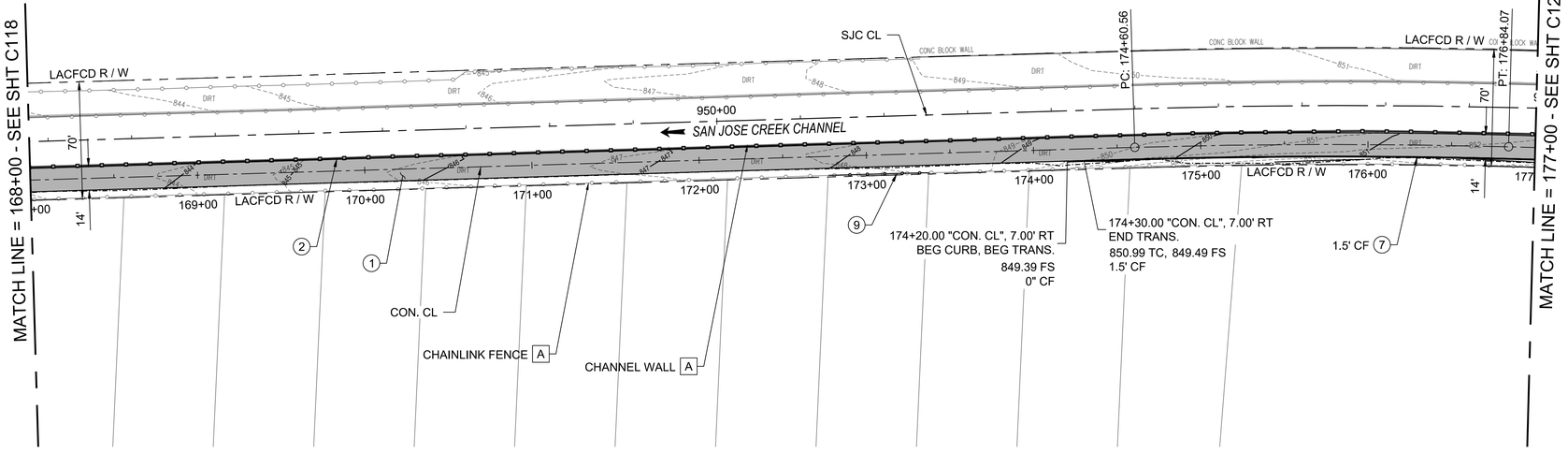
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PROFILE



PLAN

CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
9. REMOVE EXISTING CHAINLINK FENCE AND CONSTRUCT NEW 6' CHAINLINK FENCE PER SPPWC STD PLAN 600-4.

DISPOSITION NOTES

A PROTECT IN PLACE (AS NOTED)

GENERAL SHEET NOTES

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ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

HORIZ: 1" = 40' (40' 20' 0 40' 80')

VERT: 1" = 4' (4' 0 4' 8')

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

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CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 168+00 TO STA 177+00

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DATE 12.16.2024

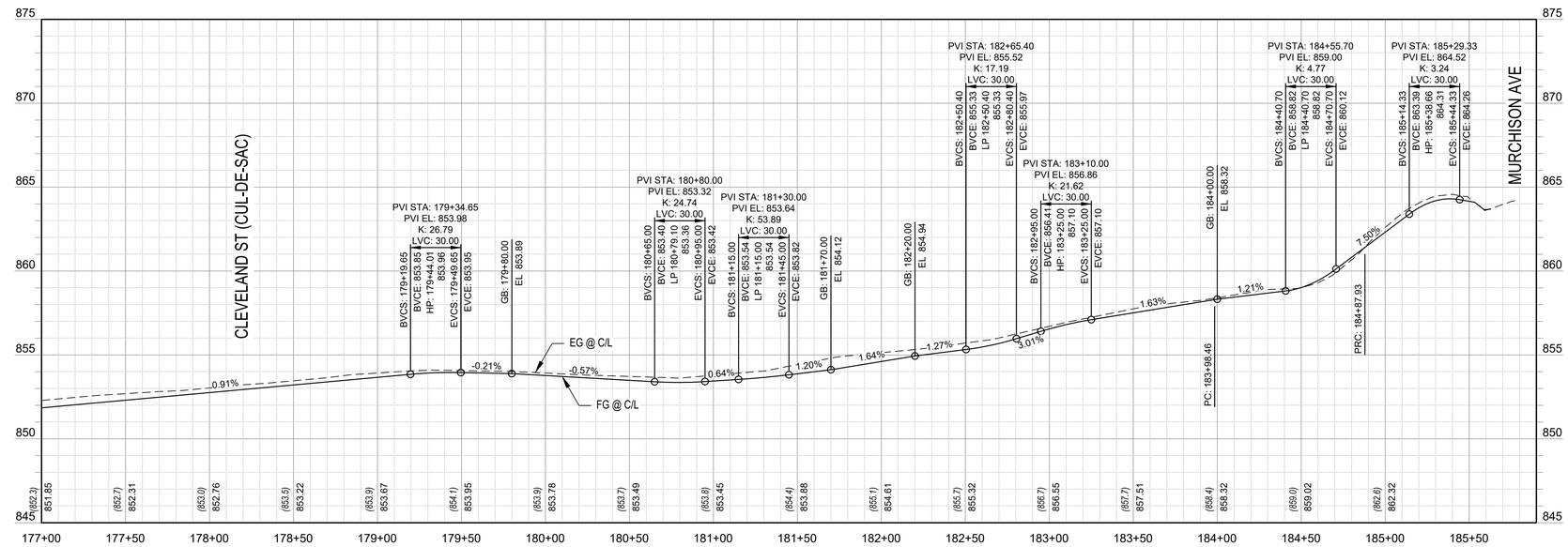
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REVIEWED: S. FRIESON

SHT. 27 OF 95 SHTS

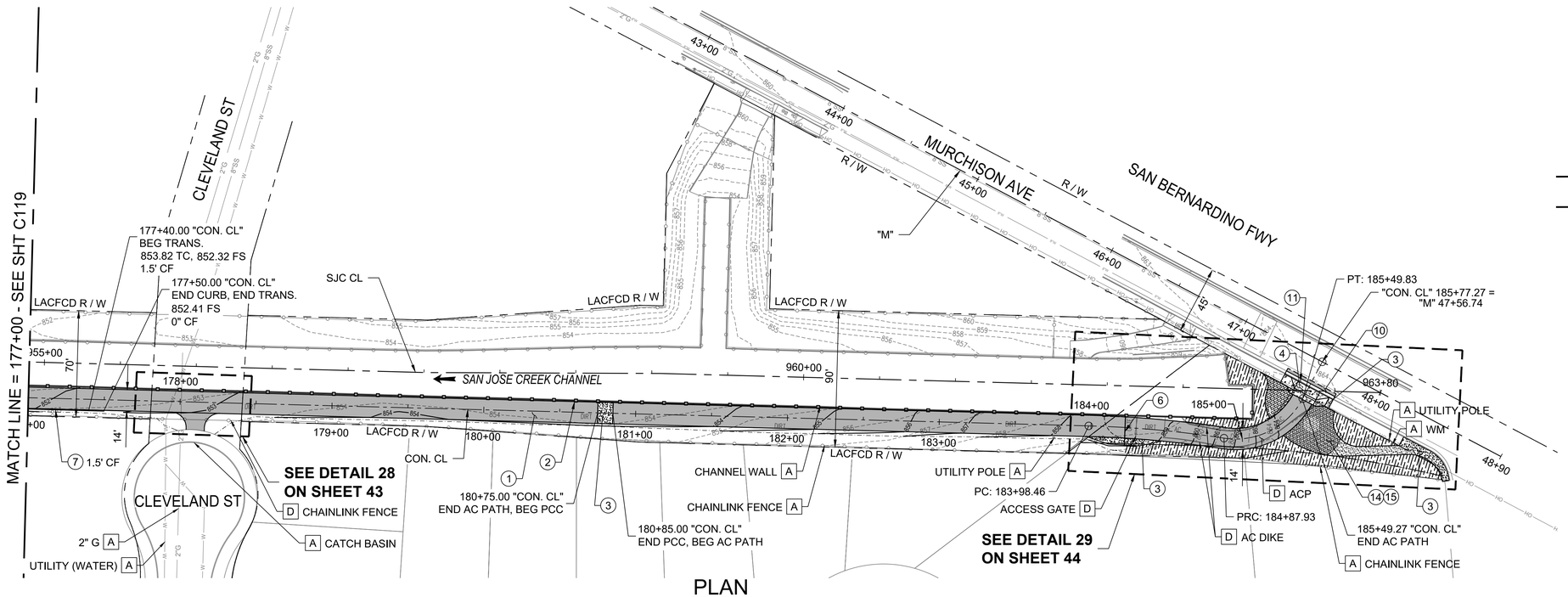
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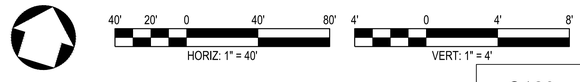
FA-2263 BA



PROFILE



PLAN



CONSTRUCTION NOTES

1. CONSTRUCT 4" ACP, 2" CLASS C2-PG-64-10 OVER 2" CLASS B2-PG-64-10, OVER 6" CMB, SUBGRADE COMPACTION MIN. 90%
2. REMOVE EXISTING CHAINLINK FENCE, SAWCUT EXISTING 4' POST AT BASE, CORE DRILL 6' HIGH POST ADJACENT TO EXISTING POST AND INSTALL WELDED WIRE MESH FENCE ON NEW POSTS.
3. CONSTRUCT 4" PCC SIDEWALK OVER NATIVE PER CITY OF POMONA STD. No. A-7-02.
4. REMOVE AND RECONSTRUCT MODIFIED DRIVEWAY APPROACH PER CITY OF POMONA STD. No. A-27-10, TYPE II. SEE SHEETS 29-44 FOR ADDITIONAL DETAILS.
6. INSTALL SERVICE VEHICLE AND PEDESTRIAN GATE PER SHEET 55, DETAIL 1.
7. CONSTRUCT VARIABLE HEIGHT PCC CURB PER CITY OF POMONA STD. No. A-3-64, HEIGHT PER PLAN.
10. CONSTRUCT FULL DEPTH AC PAVEMENT OVER BASE FOR SAWCUT PATCH AS REQUIRED TO JOIN EXISTING AC PAVEMENT PER SPPWC STD PLAN 133-4.
11. REMOVE AND RECONSTRUCT 6"-8" VARIABLE HEIGHT TYPE "B" PCC CURB AND GUTTER PER CITY OF POMONA STD. NO. A-3-64, HEIGHT PER PLAN
14. INSTALL PLANTING AND TRAIL AMENITIES PER SHEETS 66-72.
15. INSTALL WATER SERVICE AND WATER METER FOR IRRIGATION PURPOSES PER SHEETS 60-65.

DISPOSITION NOTES

- A PROTECT IN PLACE (AS NOTED)
- D REMOVE (AS NOTED)

GENERAL SHEET NOTES

1. FOR PATH ALIGNMENT AND INTERSECTING STREETS ALIGNMENTS LINE AND CURVE DATA SEE SHEETS 6 - 7.
2. FOR PROPOSED CROSSING IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATIONS, SEE SHEETS 73-90 FOR FURTHER INFORMATION.
3. ALL EXISTING FENCES, GATES, POSTS, CURBS, AC BERM, AC PAVEMENT, PCC PAVEMENT, DG PATHWAYS, ETC THAT ARE WITHIN THE TRAILS RIGHT OF WAY SHOULD BE REMOVED FOR COMPLETION OF WORK, UNLESS OTHERWISE NOTED AS PROTECT IN PLACE. PROTECT ALL EXISTING TREES UNLESS OTHERWISE NOTED.
4. HORIZONTAL CONTROL POINTS FOR PATHWAY IMPROVEMENTS ARE INCLUDED IN THE DETAILS ON SHEETS 29 - 44.
5. FENCE IMPROVEMENTS IDENTIFIED ON THE PLANS TO BE FIELD VERIFIED. EXACT MEASUREMENTS FOR FENCE REPLACEMENTS WHERE FENCING HAS BEEN DAMAGED, TO BE APPROVED BY THE ENGINEER.
6. CONTRACTOR TO TREE TRIM ALONG THE CORRIDOR FOR ANY TREE VERTICAL OR HORIZONTAL OBSTRUCTION WITHIN THE PATH PER DETAIL 7 ON SHEET 56.

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLAN & PROFILE
STA 177+00 TO END

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C120

SCALE AS SHOWN

DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 28 OF 95 SHTS

PRELIMINARY

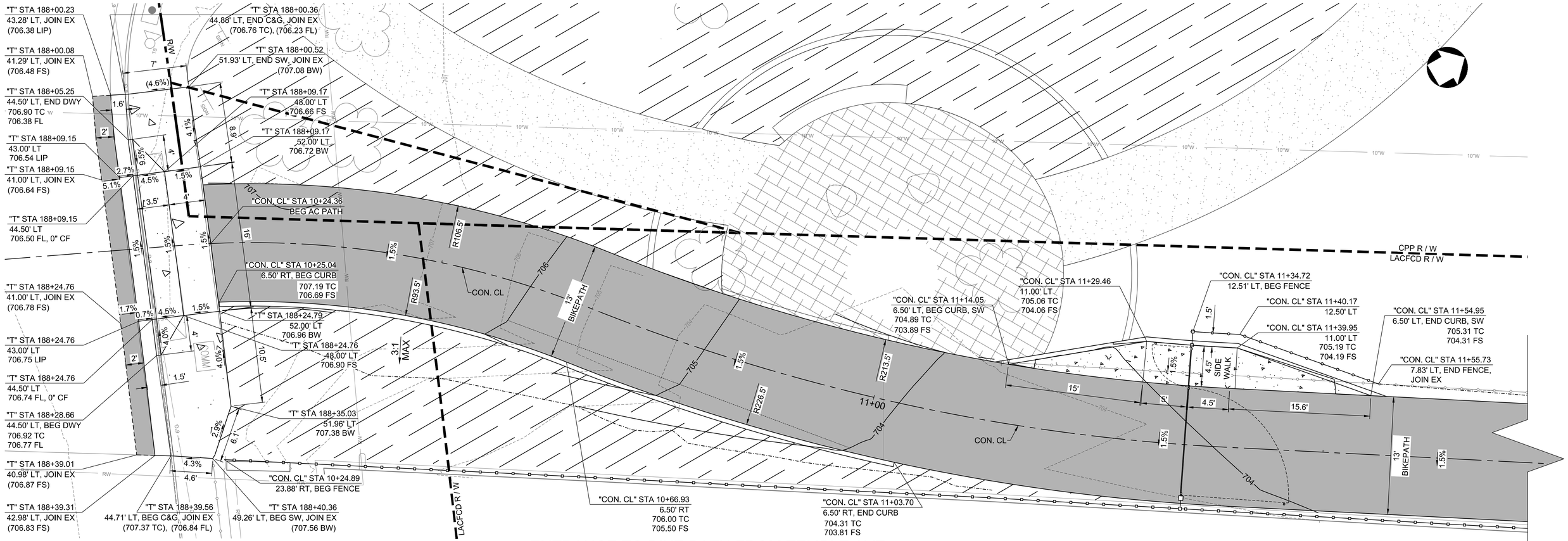
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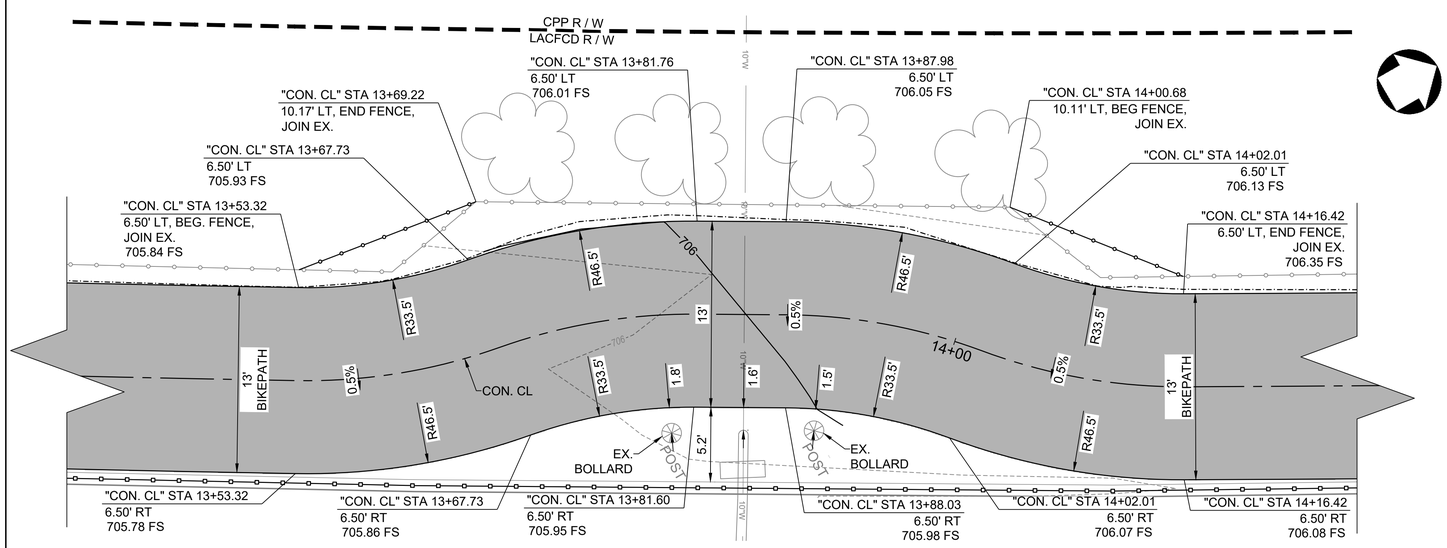
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FA-2263 BB



1 ENTRANCE TO BIKE PATH FROM TEMPLE AVE

SCALE: 1" = 5'



2 BIKE PATH NEAR UTILITY NEAR STA 13+85

SCALE: 1" = 5'

5 0 5 10

SCALE PLAN SCALE FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C200

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

SCALE AS SHOWN

DATE 12.5.2024

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CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 29 OF 95 SHTS

PRELIMINARY

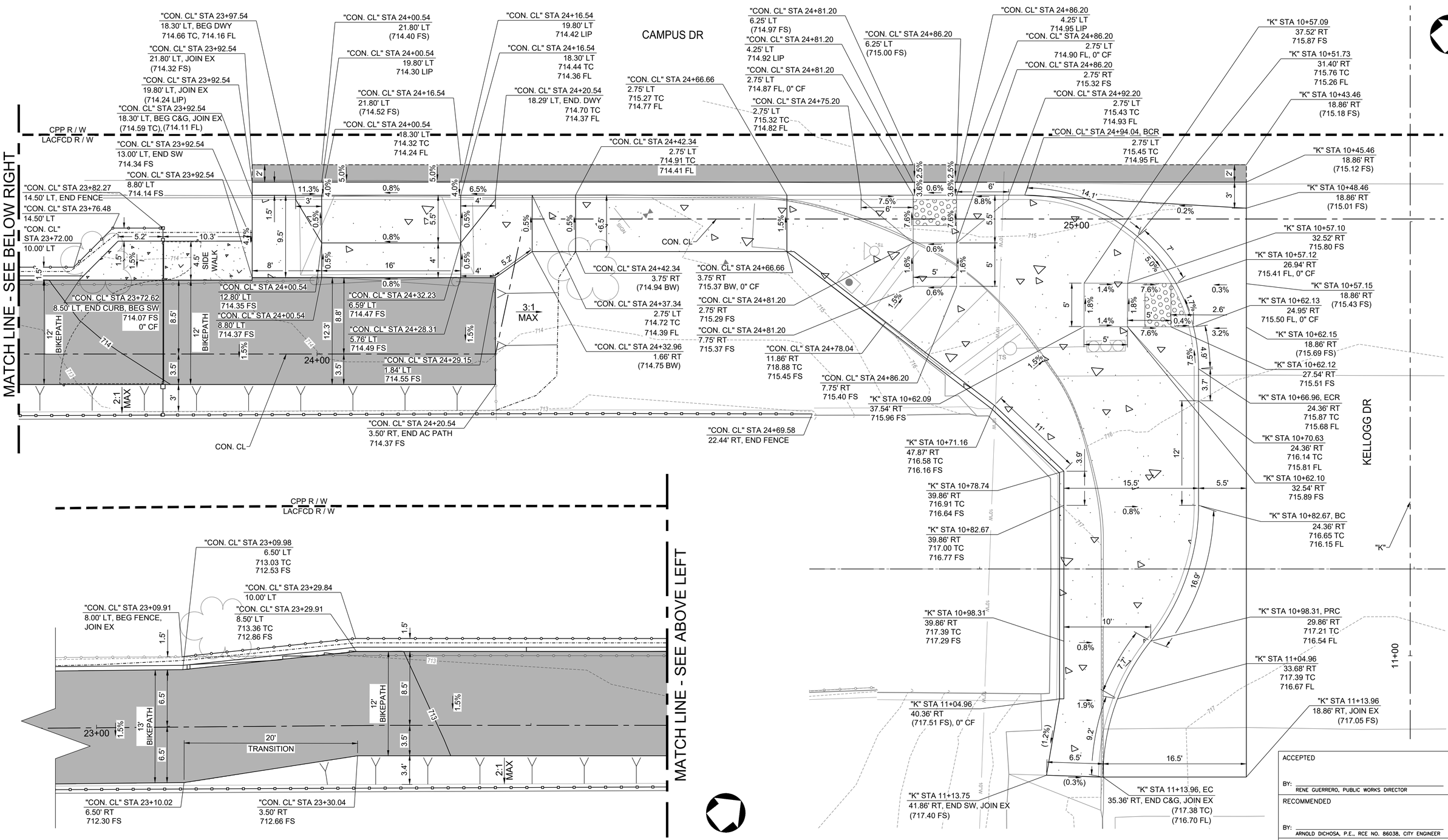
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FA-2263 BC



3 KELLOGG DRIVE AND CAMPUS DRIVE SW CORNER

SCALE: 1" = 5'

SCALE 5 0 5 10 FEET — PLAN SCALE

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C201

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

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CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

SCALE AS SHOWN

DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 30 OF 95 SHTS

PRELIMINARY

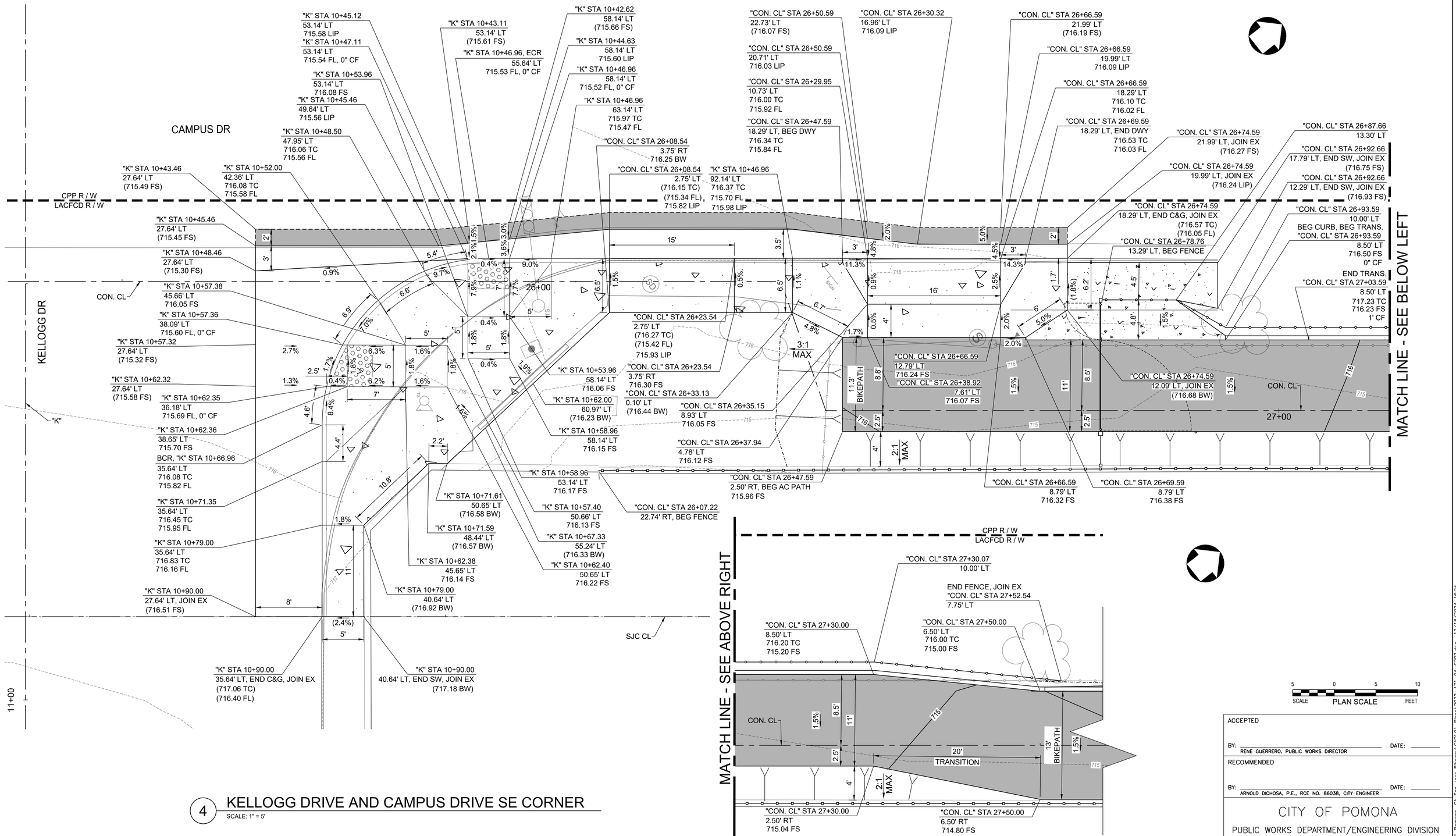
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FA-2263 BD



4 KELLOGG DRIVE AND CAMPUS DRIVE SE CORNER

SCALE: 1" = 5'

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C202

ACCEPTED

BY: _____ DATE: _____

RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____

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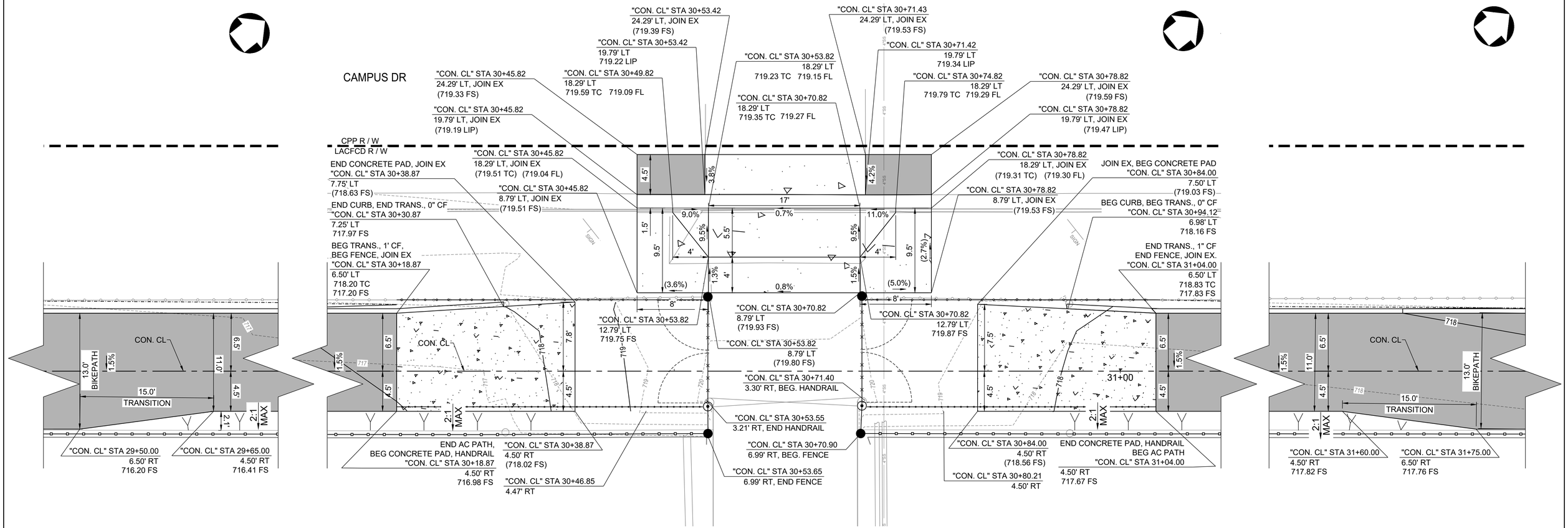
DATE 12.18.2024

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SHT. 31 OF 95 SHTS

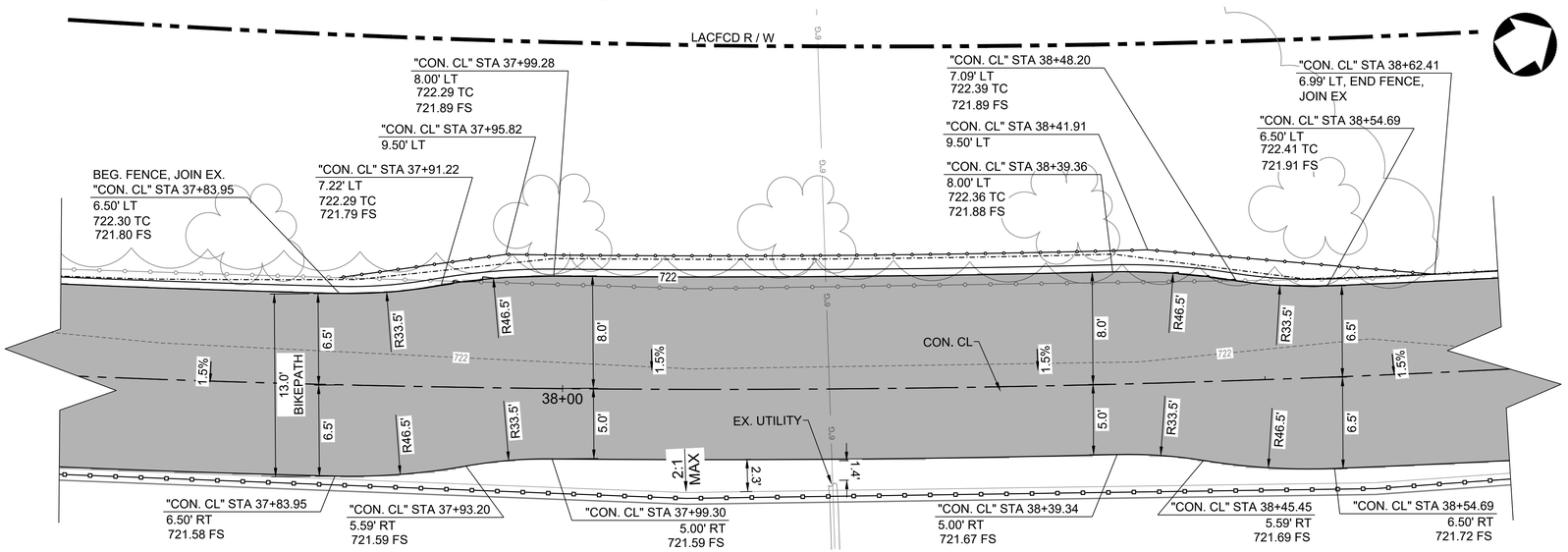
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5 ENTRANCE TO BIKE PATH FROM MAINTENANCE BRIDGE NEAR STA 30+60

SCALE: 1" = 5'



6 BIKE PATH NEAR UTILITY NEAR STA 38+25

SCALE: 1" = 5'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

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BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

5 0 5 10
SCALE PLAN SCALE FEET

CITY OF POMONA
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DETAIL SHEETS

C203

SHT. 32 OF 95 SHTS

SCALE AS SHOWN
DATE 12.9.2024

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CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

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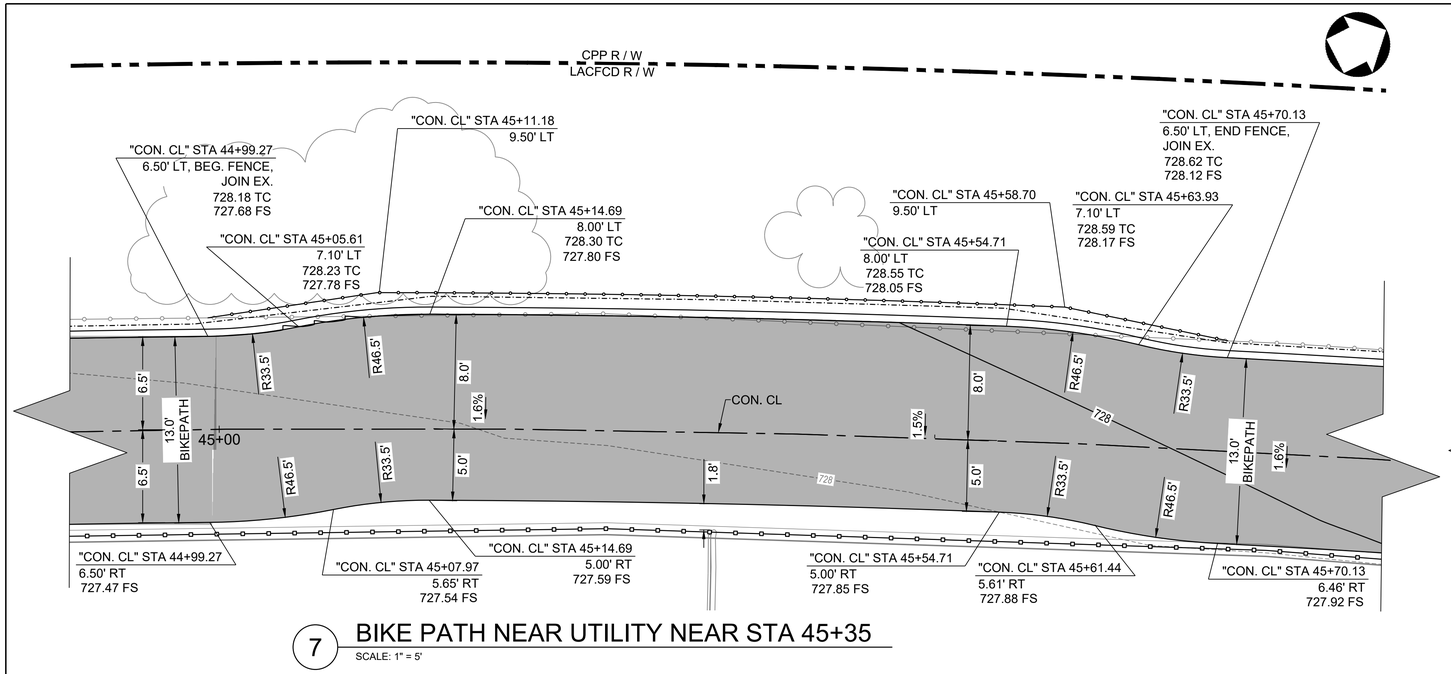
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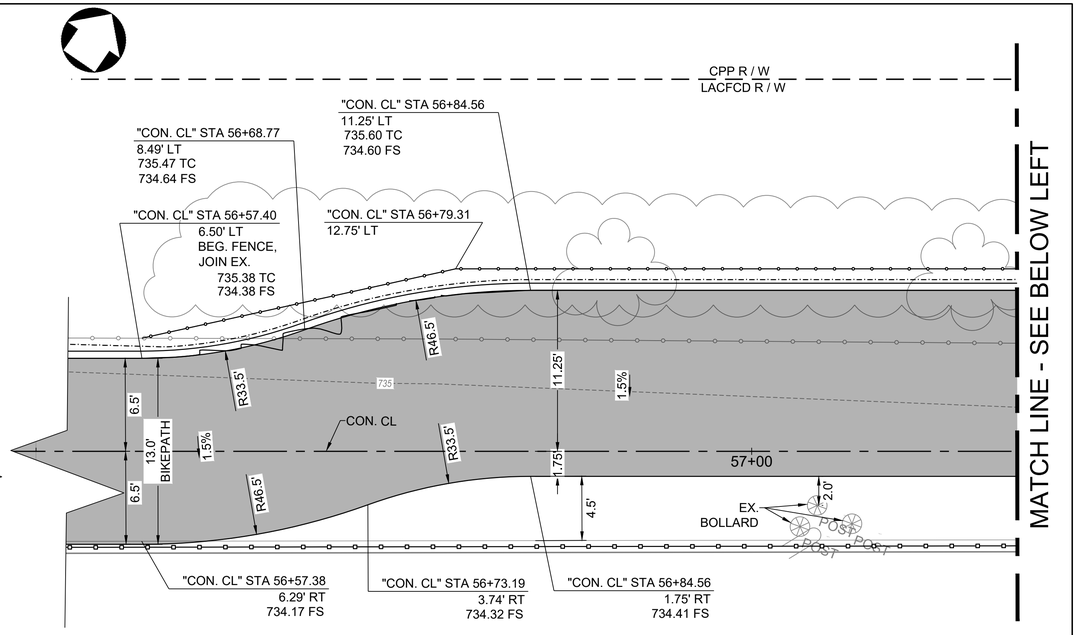
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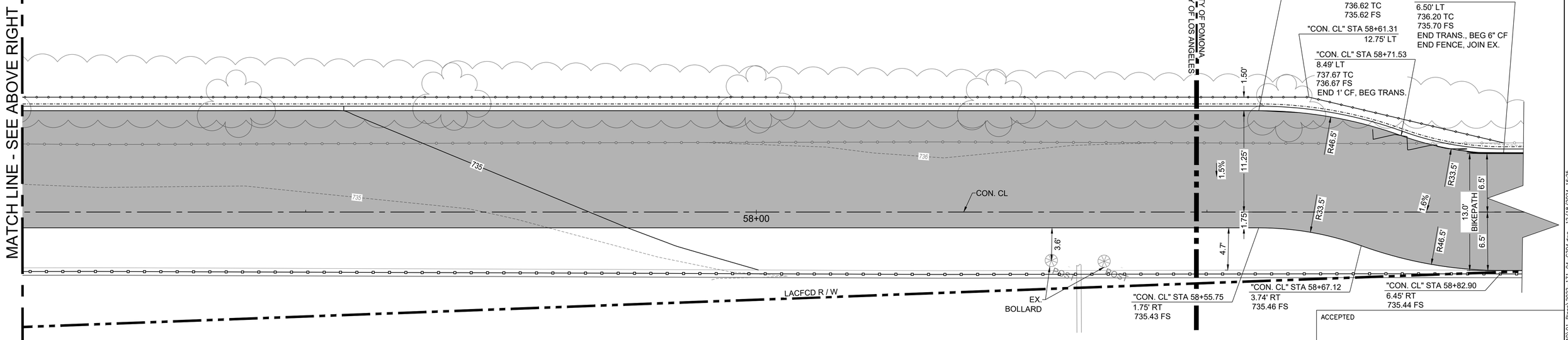
FA-2263 BF



7 BIKE PATH NEAR UTILITY NEAR STA 45+35

SCALE: 1" = 5'





8 BIKE PATH NEAR UTILITIES NEAR STA 57+50

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

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DETAIL SHEETS

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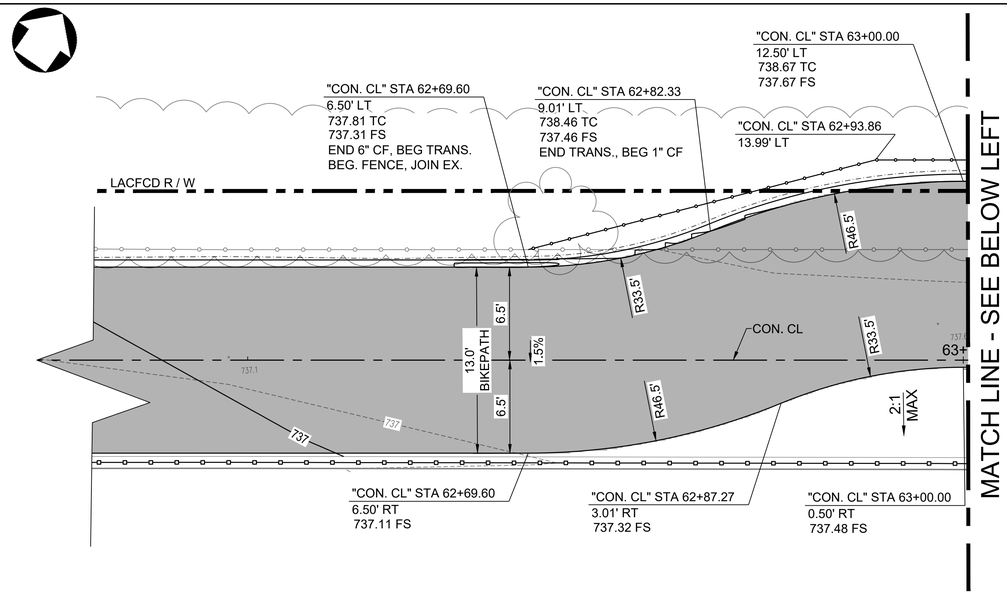
SCALE AS SHOWN
DATE 12.9.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 33 OF 95 SHTS

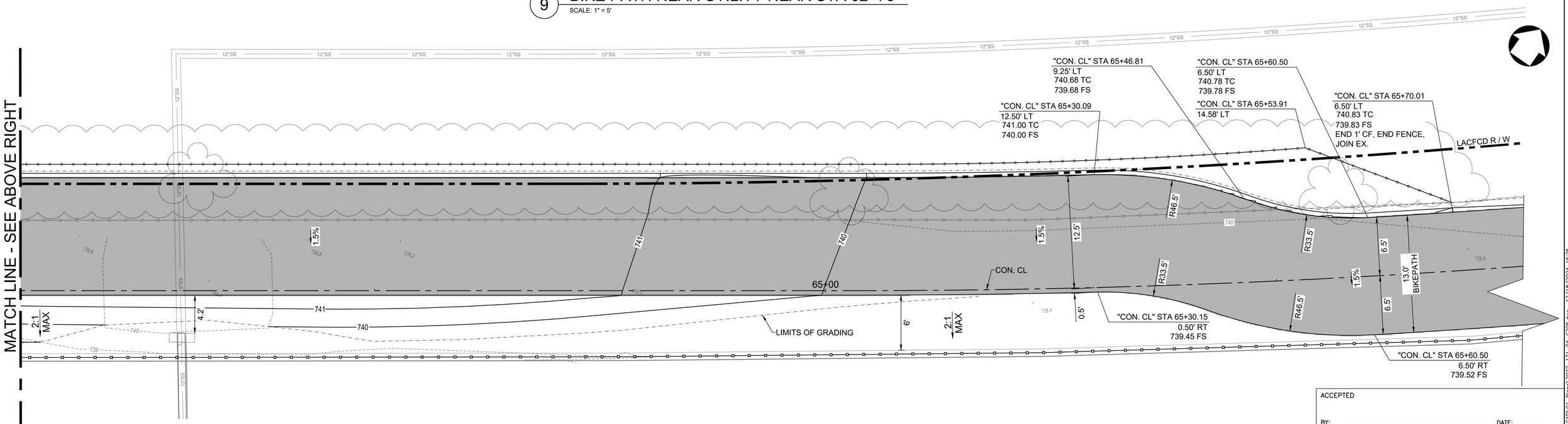
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FA-2263 BG



9 BIKE PATH NEAR UTILITY NEAR STA 62+75

SCALE: 1" = 5'



10 BIKE PATH NEAR UTILITY NEAR STA 64+00

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

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C205

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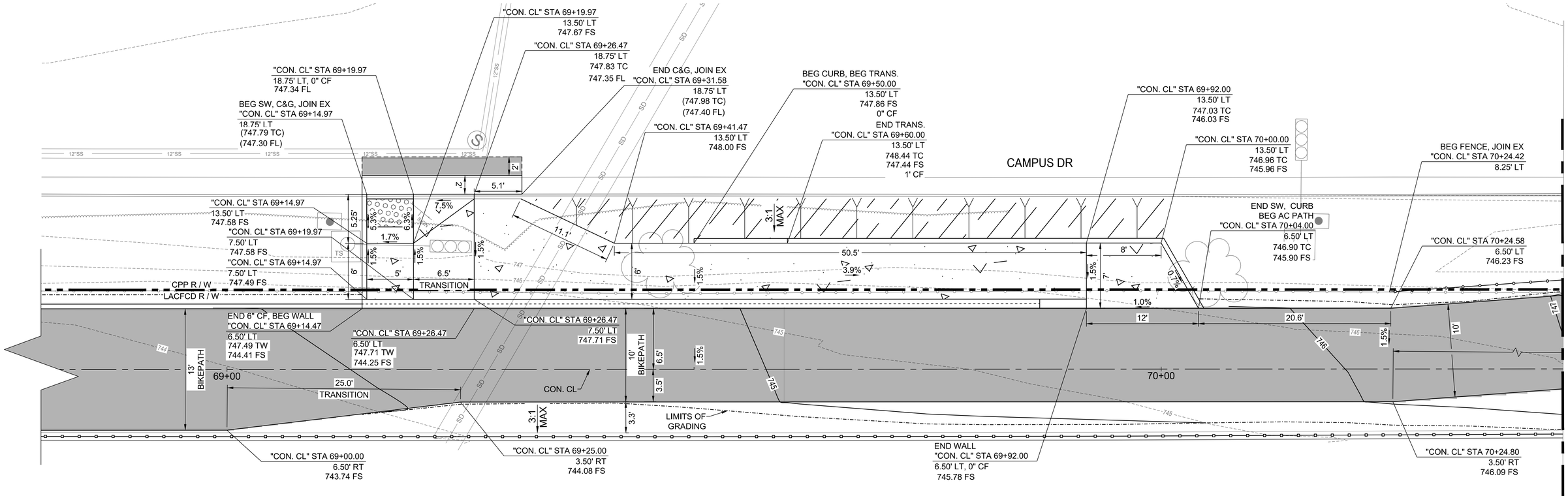
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SHT. 34 OF 95 SHTS

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FA-2263 BH



11 CORPORATE CENTER DRIVE AND CAMPUS DRIVE CONNECTION

SCALE: 1" = 5'

5 0 5 10

SCALE PLAN SCALE FEET

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C206

ACCEPTED

BY: _____ DATE: _____

RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____

ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

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DETAIL SHEETS

SCALE AS SHOWN

DATE 12.5.2024

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SHT. 35 OF 95 SHTS

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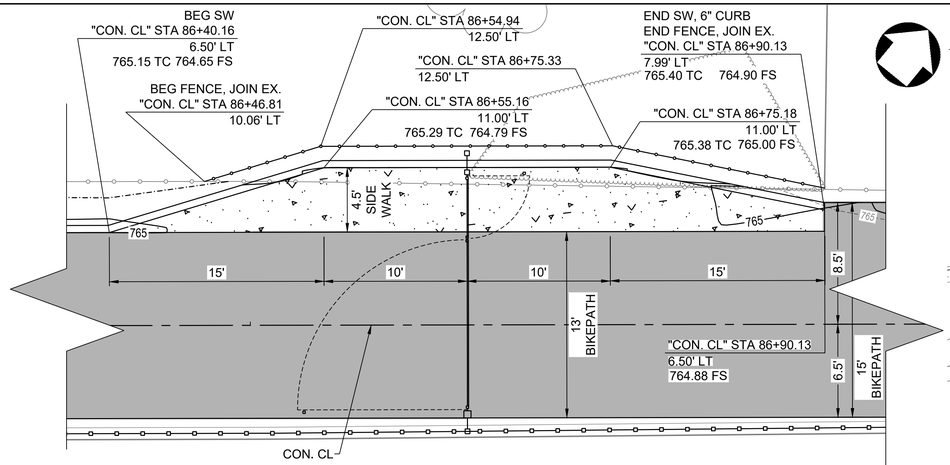
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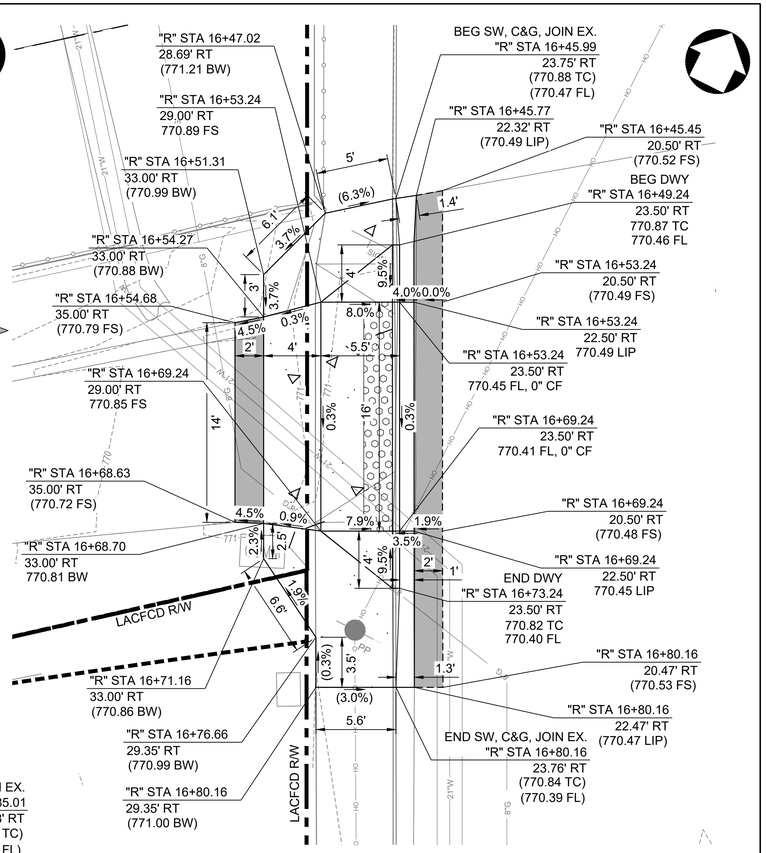
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FA-2263 BI



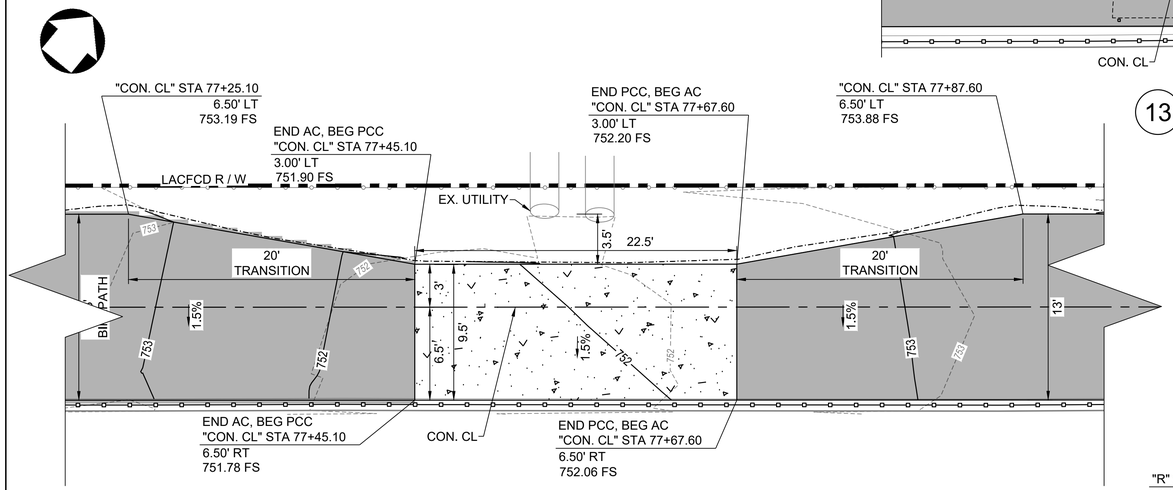
13 ACCESS AREA DETAIL - STA 86+65 +/-

SCALE: 1" = 5'



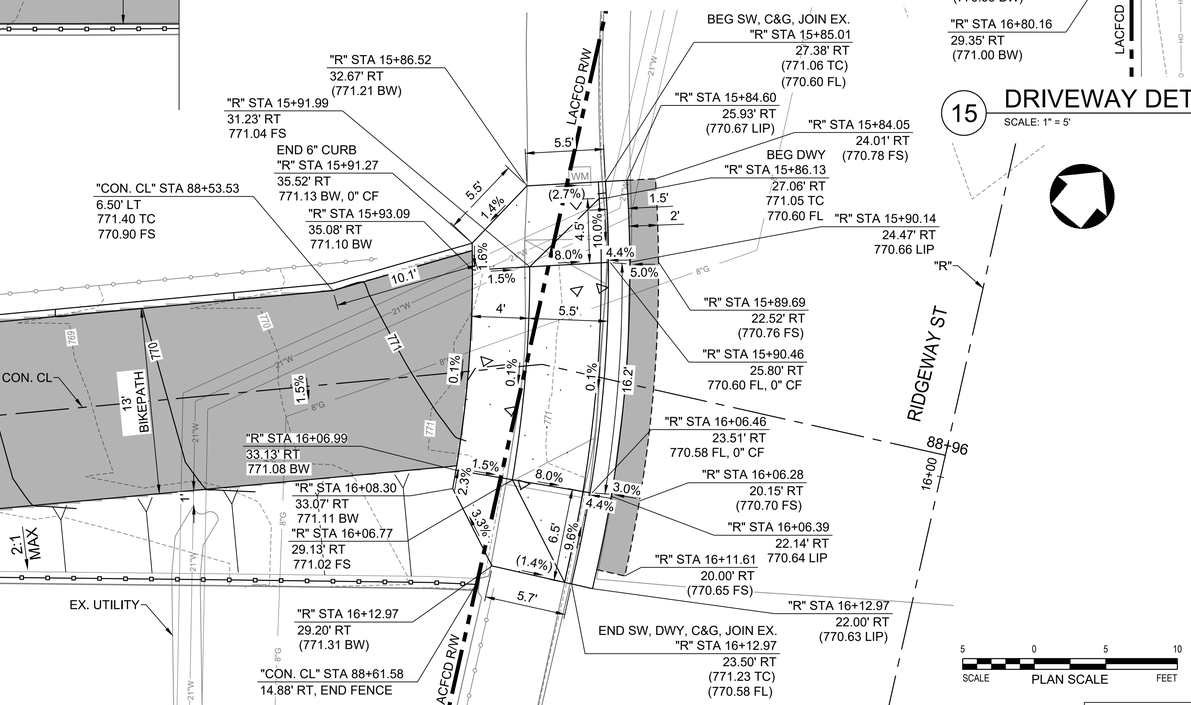
15 DRIVEWAY DETAIL - RIDGEWAY STREET (SW)

SCALE: 1" = 5'



12 BIKE PATH NEAR UTILITY NEAR STA 77+50

SCALE: 1" = 5'



14 DRIVEWAY DETAIL - RIDGEWAY STREET (NW)

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

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C207

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
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CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

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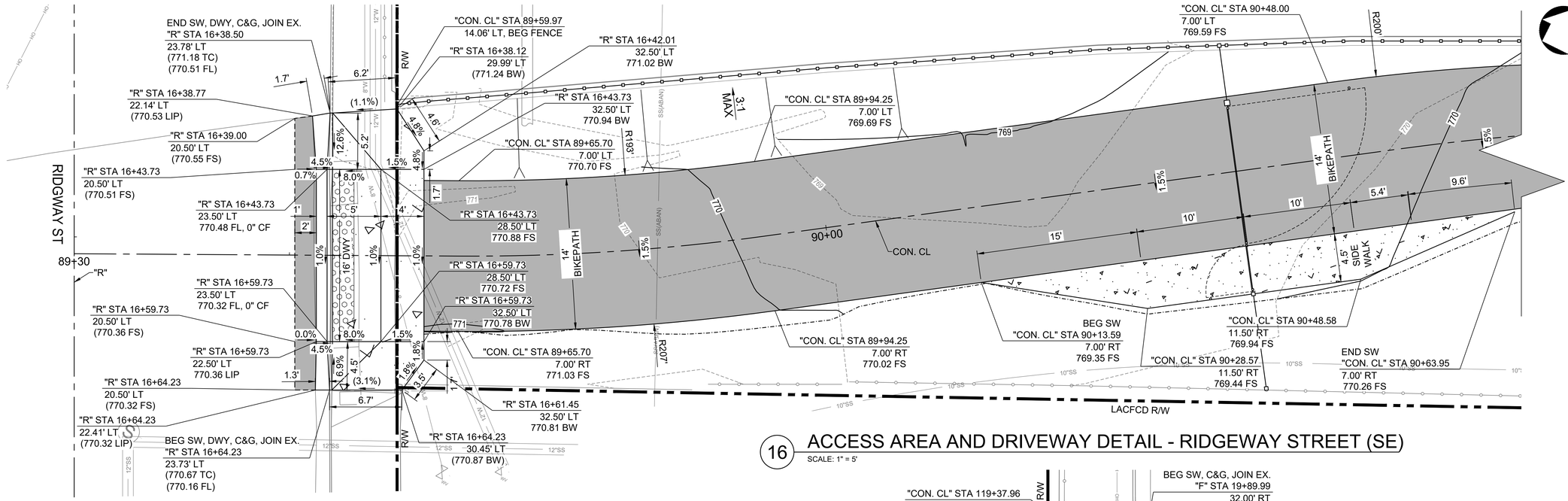
SCALE AS SHOWN
DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 36 OF 95 SHTS

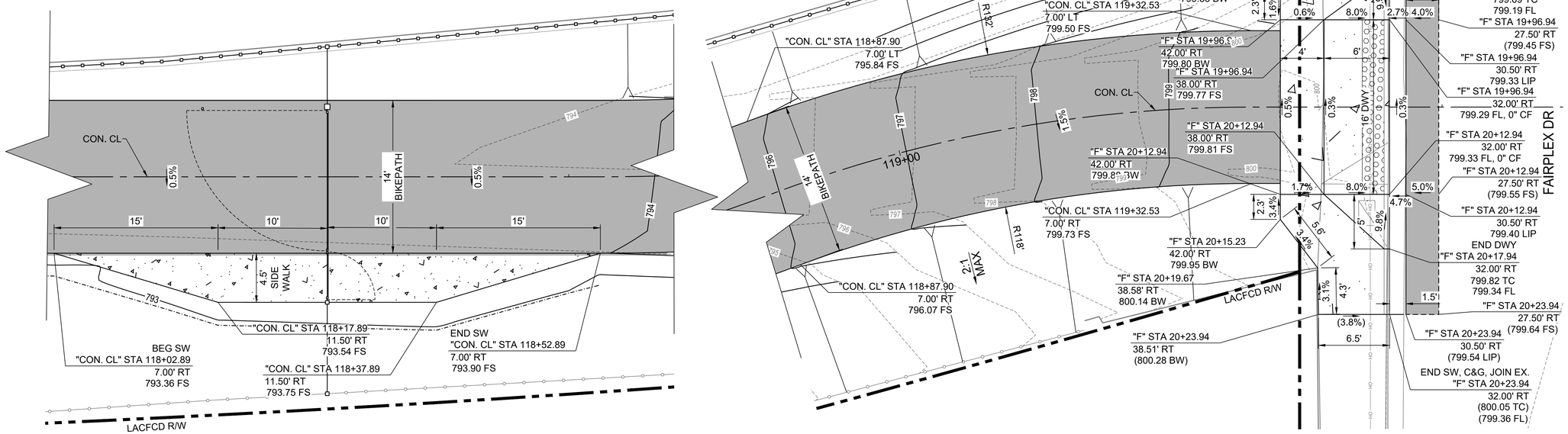
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16 ACCESS AREA AND DRIVEWAY DETAIL - RIDGWAY STREET (SE)

SCALE: 1" = 5'



17 ACCESS AREA AND DRIVEWAY DETAIL - FAIRPLEX DRIVE (SW)

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

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DETAIL SHEETS

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C208

SCALE AS SHOWN

DATE 12.18.2024

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SHT. 37 OF 95 SHTS

PRELIMINARY

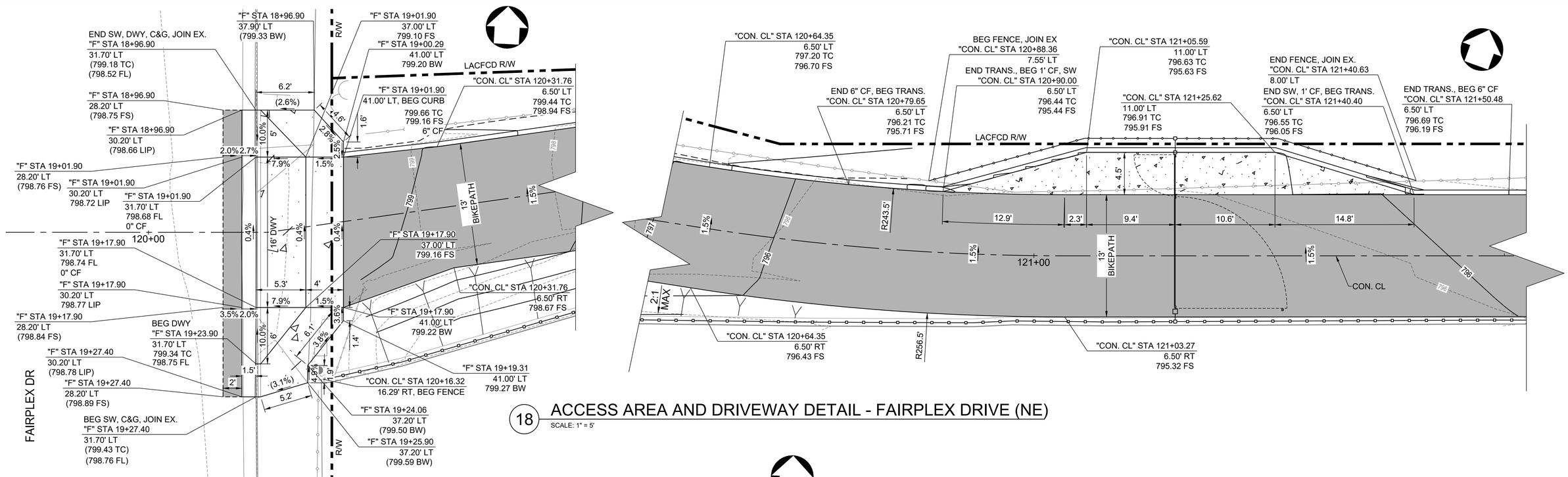
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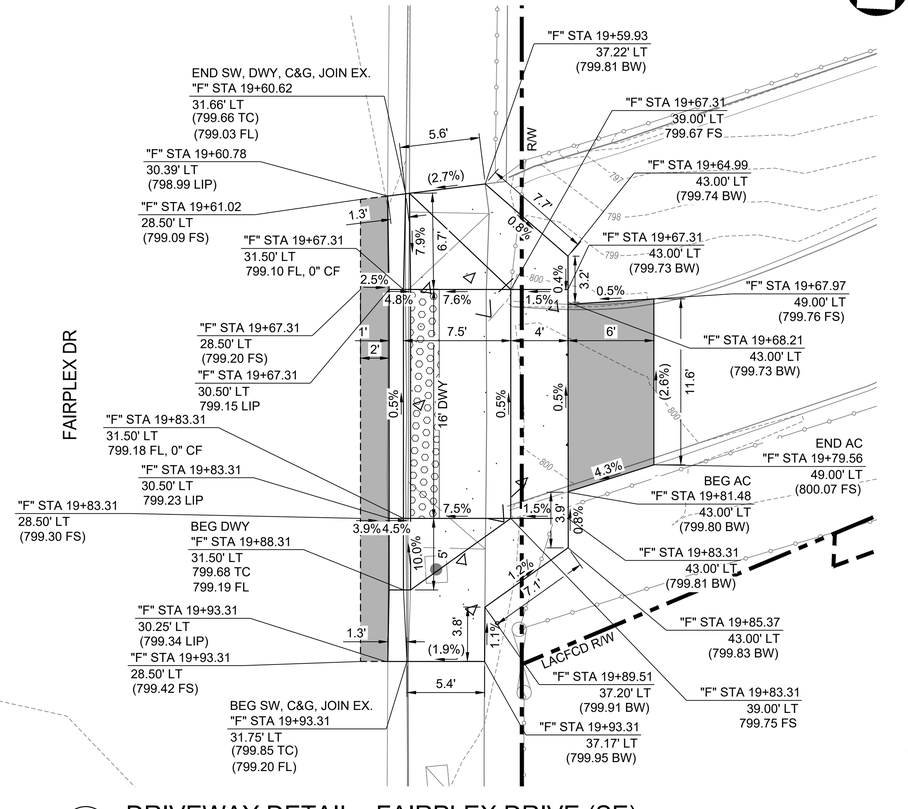
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FA-2263 BK



18 ACCESS AREA AND DRIVEWAY DETAIL - FAIRPLEX DRIVE (NE)

SCALE: 1" = 5'



19 DRIVEWAY DETAIL - FAIRPLEX DRIVE (SE)

SCALE: 1" = 5'

SCALE: 5 0 5 10 FEET — PLAN SCALE

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

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BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
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DETAIL SHEETS

C209

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SHT. 38 OF 95 SHTS

PRELIMINARY

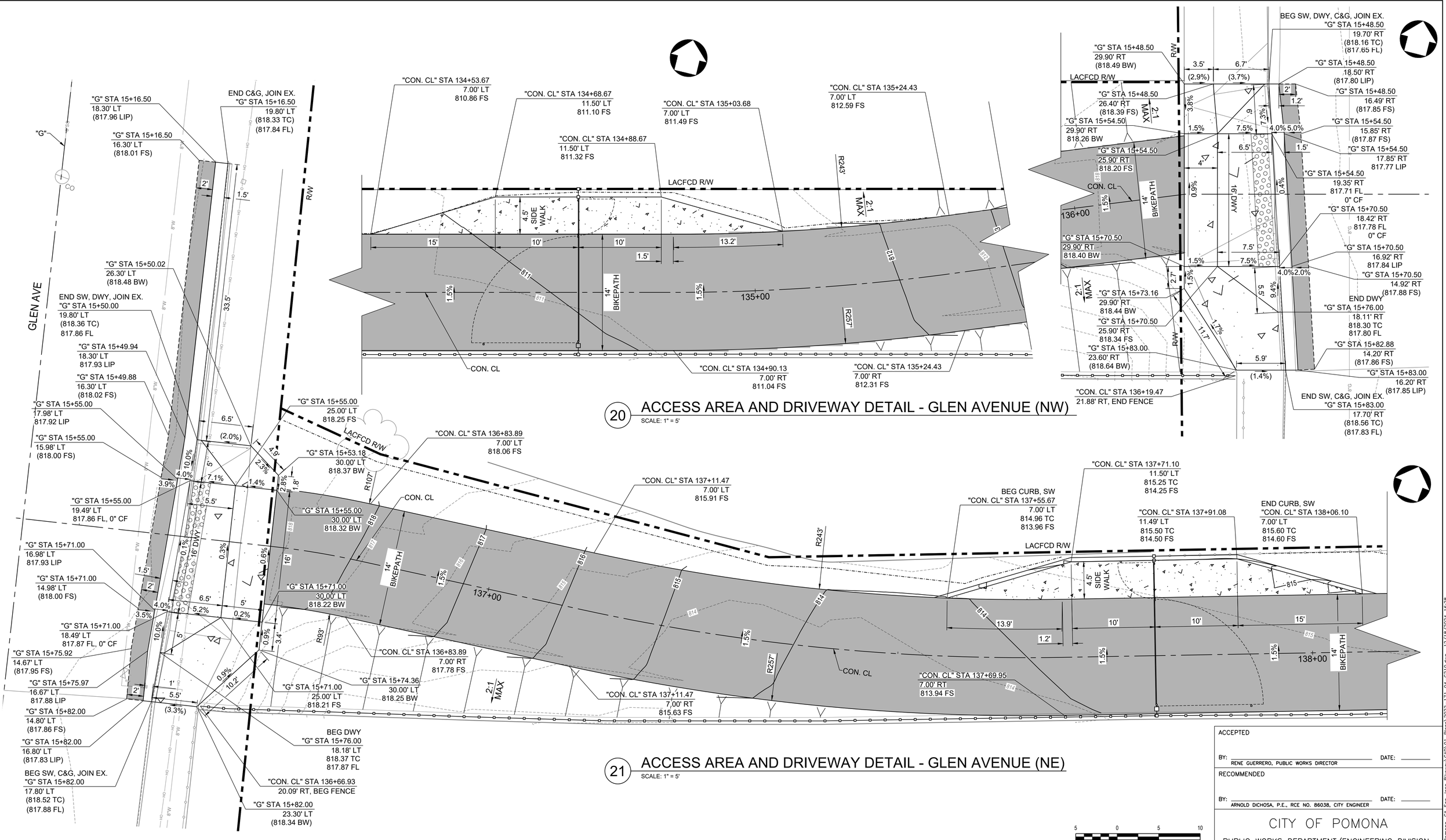
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FA-2263 BL



20 ACCESS AREA AND DRIVEWAY DETAIL - GLEN AVENUE (NW)

SCALE: 1" = 5'

21 ACCESS AREA AND DRIVEWAY DETAIL - GLEN AVENUE (NE)

SCALE: 1" = 5'

SCALE 5 0 5 10 FEET — PLAN SCALE

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C210

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

SCALE AS SHOWN

DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 39 OF 95 SHTS

PRELIMINARY

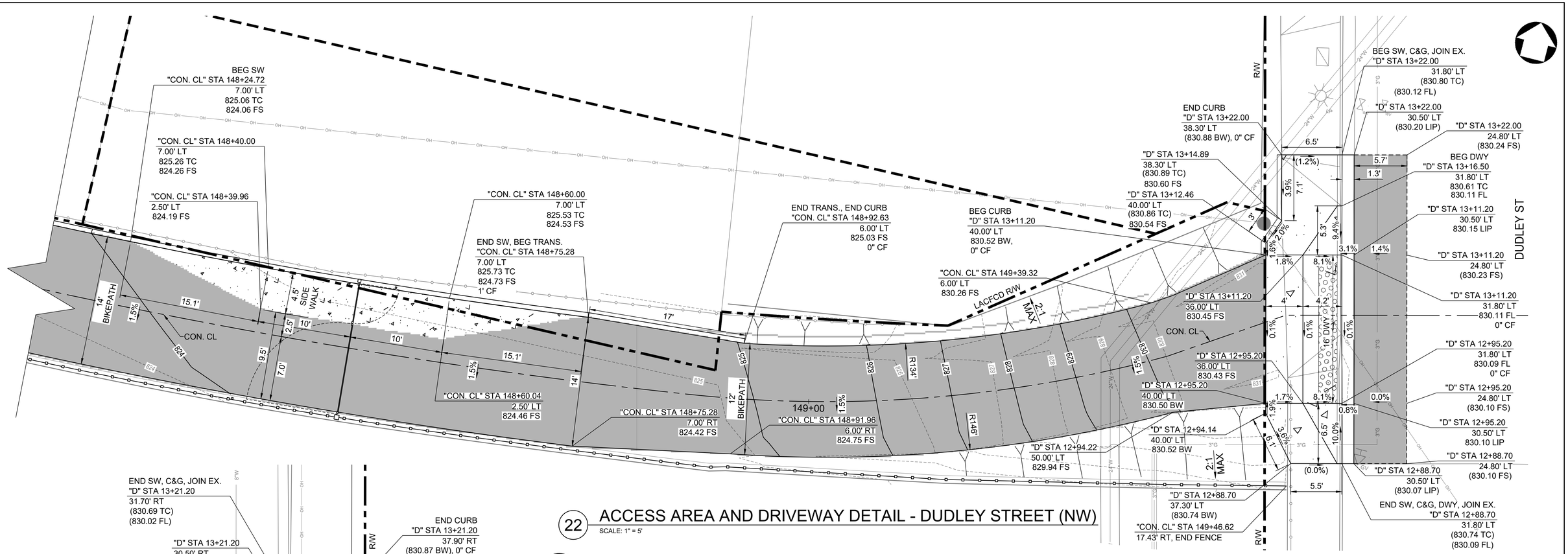
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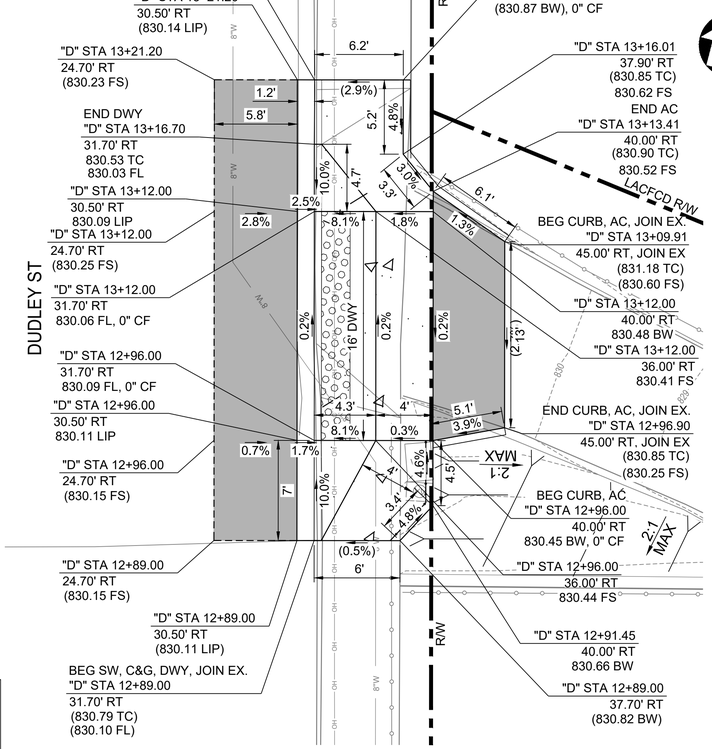
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FA-2263 BM



22 ACCESS AREA AND DRIVEWAY DETAIL - DUDLEY STREET (NW)

SCALE: 1" = 5'



23 DRIVEWAY DETAIL - DUDLEY STREET (NE)

SCALE: 1" = 5'

SCALE PLAN SCALE: 5 0 5 10 FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

C211

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

PRELIMINARY

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△	REVISIONS	DATE	INITIAL

SCALE AS SHOWN
DATE 12.5.2024

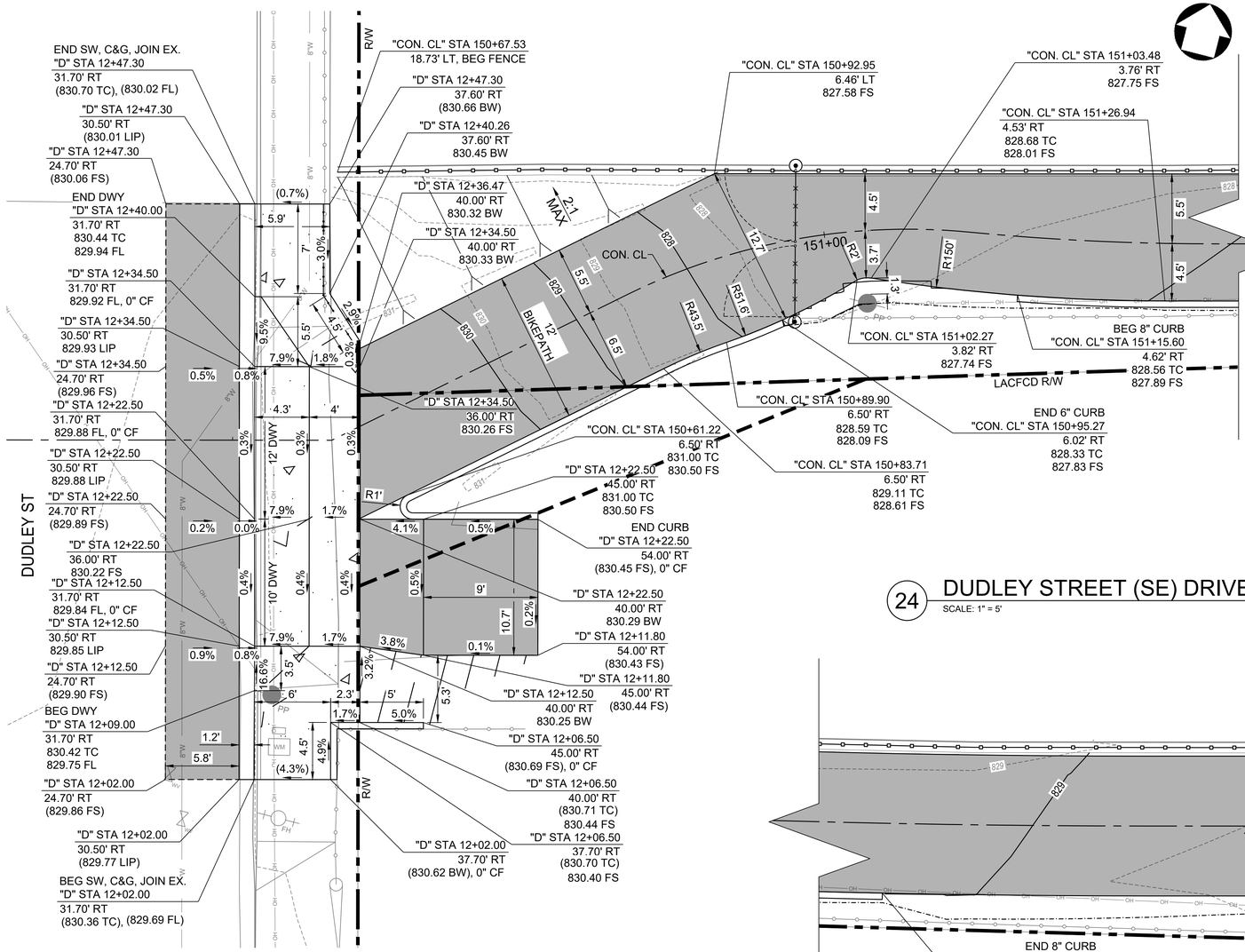
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 40 OF 95 SHTS

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FA-2263 BN



24 DUDLEY STREET (SE) DRIVEWAY DETAIL AND BIKE PATH NEAR UTILITIES

SCALE: 1" = 5'

25 BIKE PATH NEAR UTILITY NEAR STA 153+40

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

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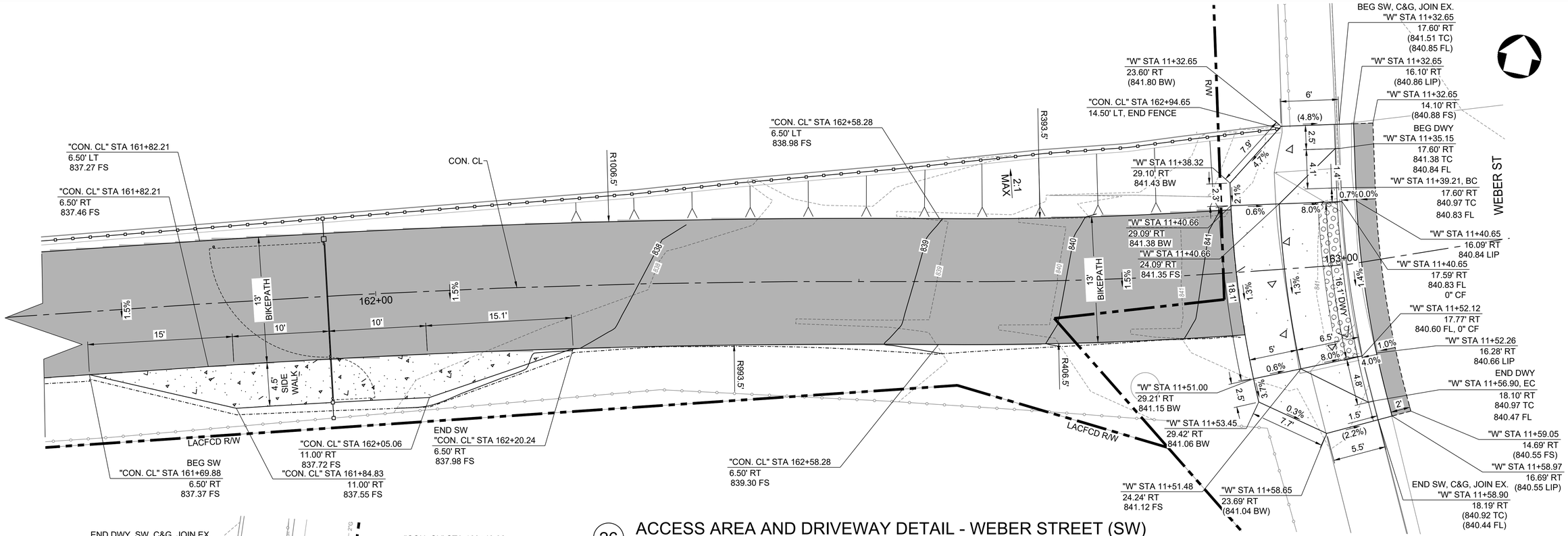
SCALE AS SHOWN
DATE 12.5.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 41 OF 95 SHTS

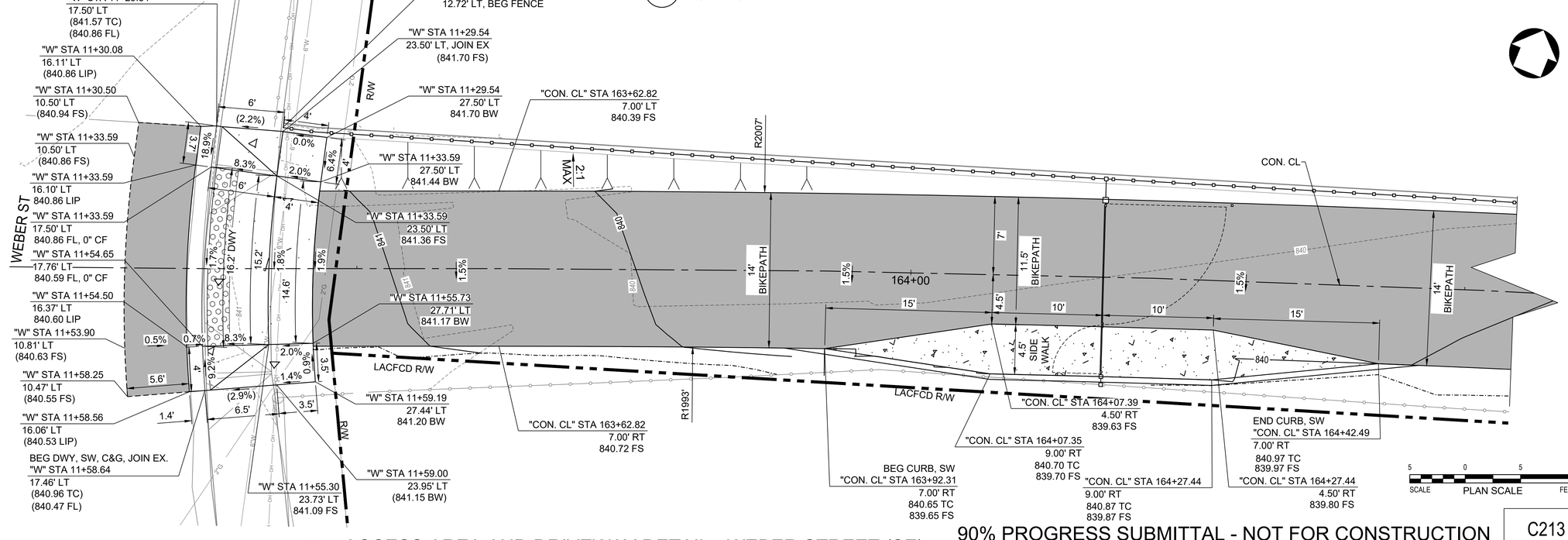
FA-2263 BO

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26 ACCESS AREA AND DRIVEWAY DETAIL - WEBER STREET (SW)

SCALE: 1" = 5'



27 ACCESS AREA AND DRIVEWAY DETAIL - WEBER STREET (SE)

SCALE: 1" = 5'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

C213

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 42 OF 95 SHTS

PRELIMINARY

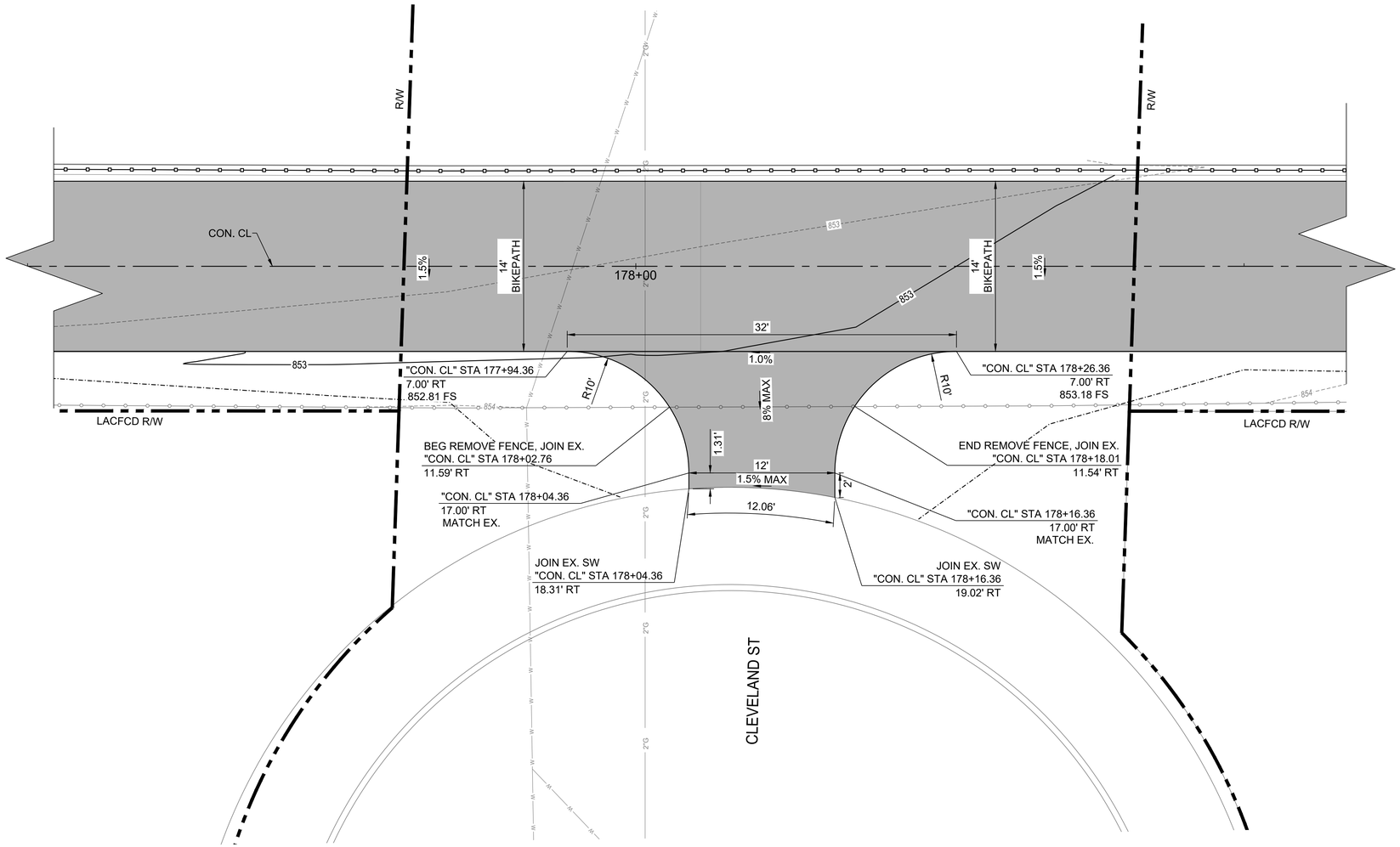
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FA-2263 BP



28 CLEVELAND STREET CONNECTION

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

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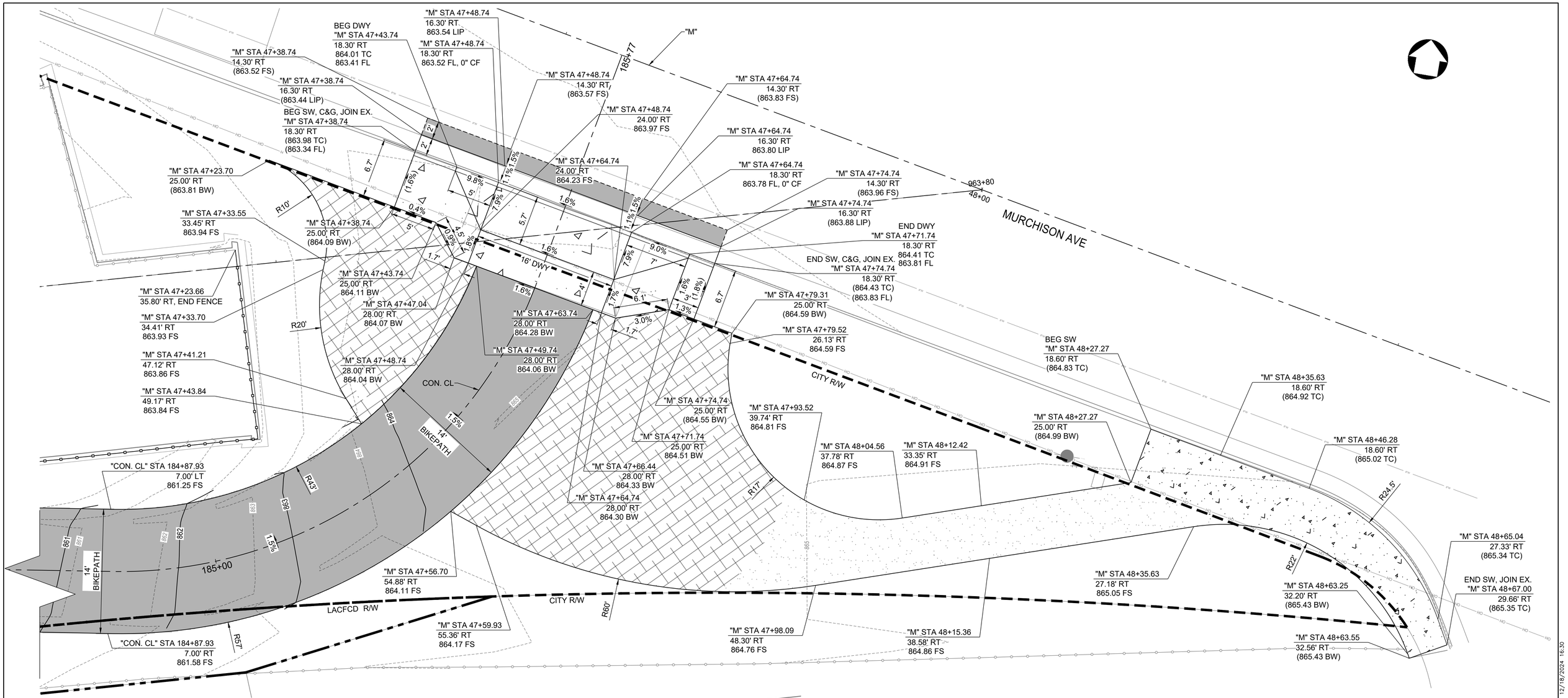
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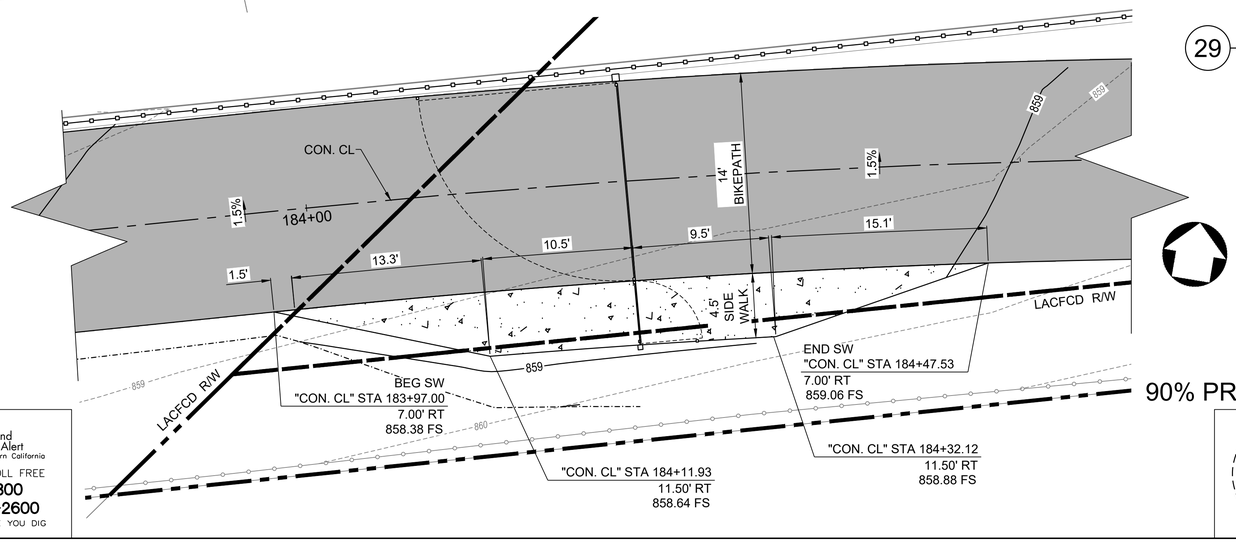
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 43 OF 95 SHTS

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29 ACCESS AREA AND DRIVEWAY DETAIL - MURCHISON AVENUE

SCALE: 1" = 5'

5 0 5 10
SCALE PLAN SCALE FEET

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DETAIL SHEETS

C215

SCALE AS SHOWN
DATE 12.18.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 44 OF 95 SHTS

PRELIMINARY

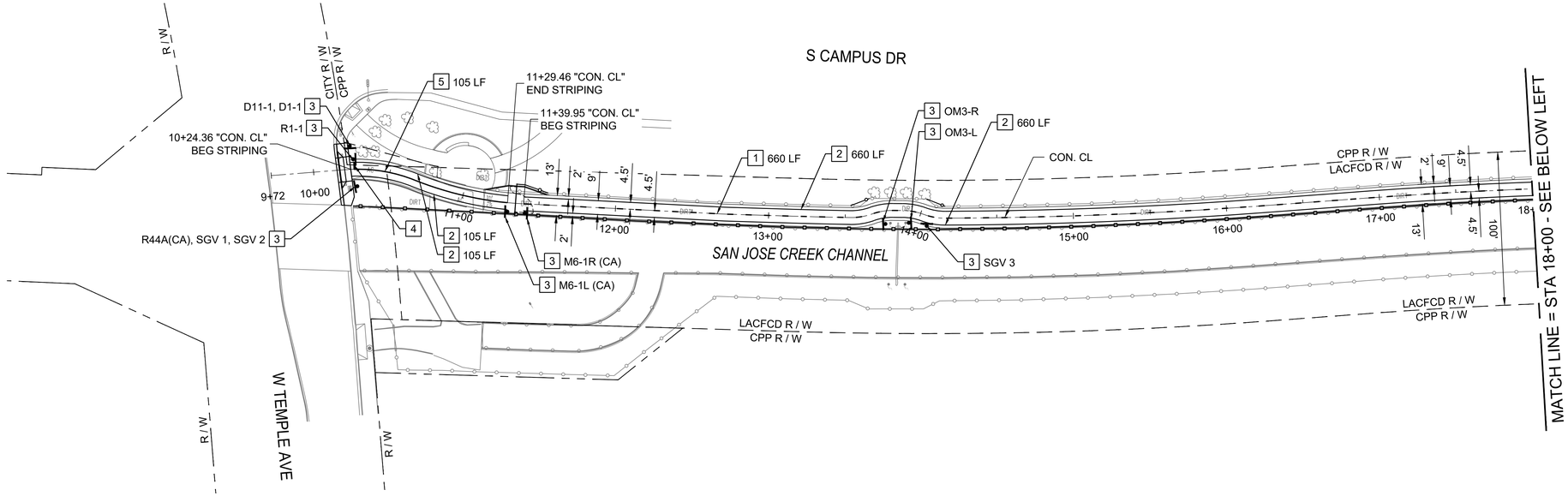
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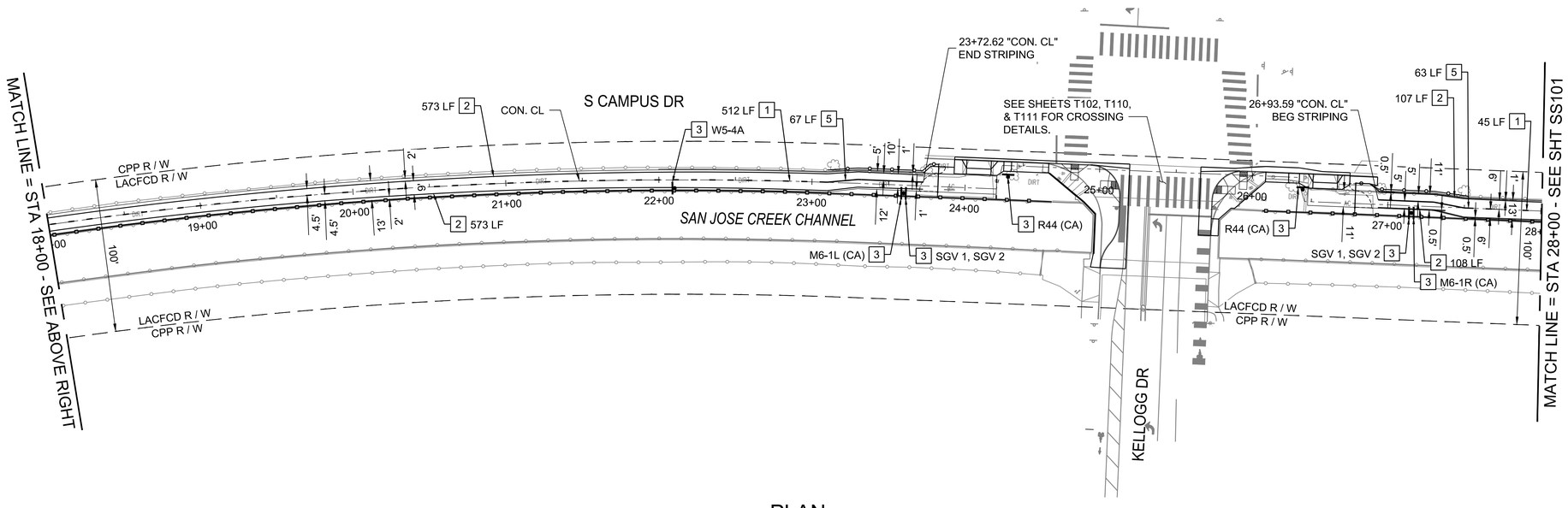
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FA-2263 BR



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

PROPOSED SIGNS - DOUBLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2 | SGV 3 18" X18"



W5-4A 18" X18" | D11-1 24" X18" | D1-1 36" X 6" | M6-1L(CA) 12" X 9" | M6-1R(CA) 12" X 9"



OM3-L 8" X 18" | OM3-R 8" X 18"

40' 20' 0 40' 80'

HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS100

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 45 OF 95 SHTS

PRELIMINARY

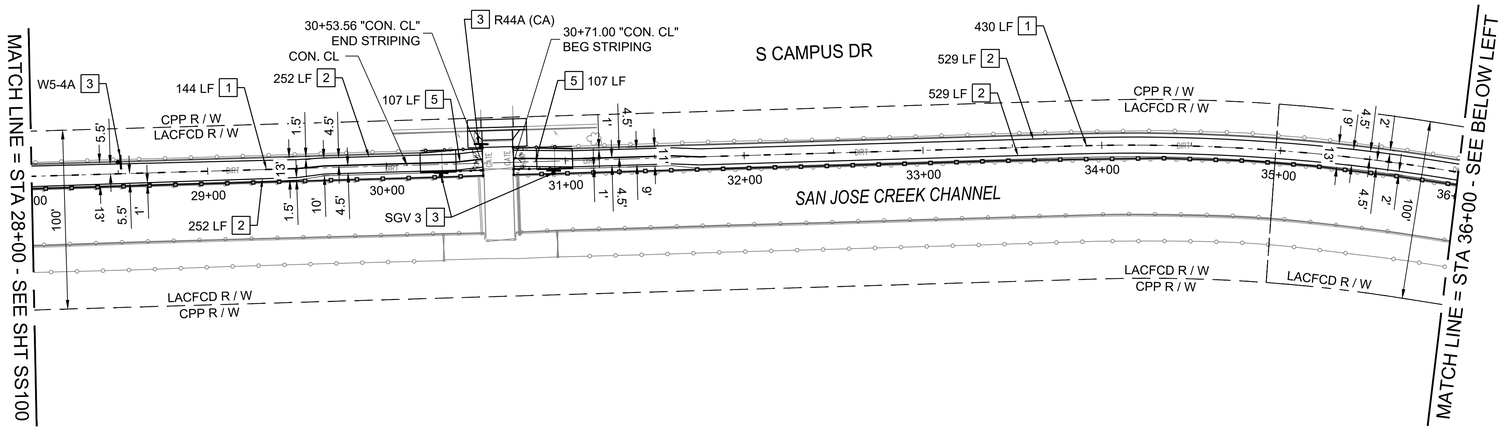
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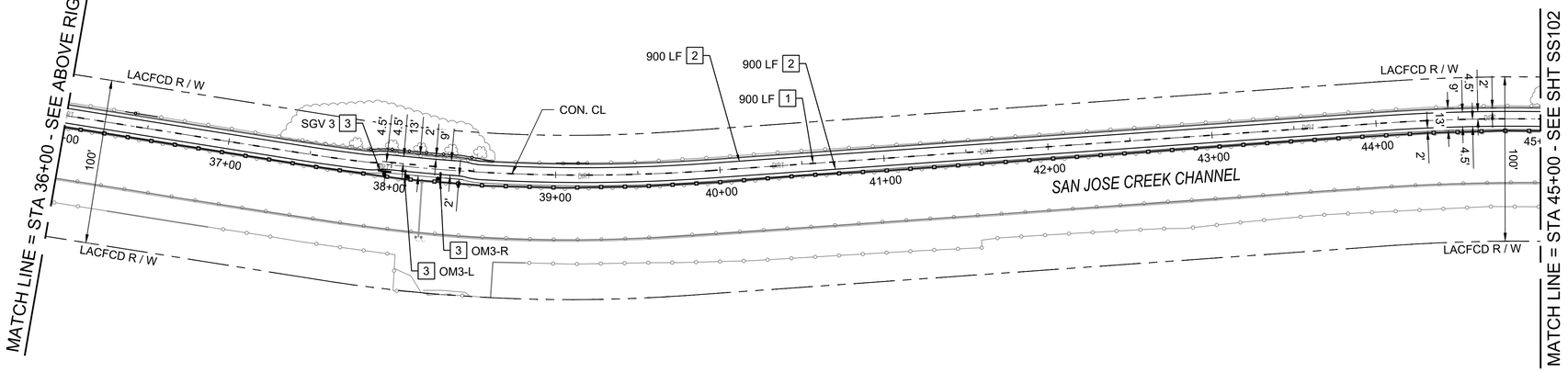
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FA-2263 BS



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R44A (CA)	SGV 3	W5-4A	OM3-L	OM3-R
12" X 24"	18" X18"	18" X18"	6" X 18"	6" X 18"

HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS101

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

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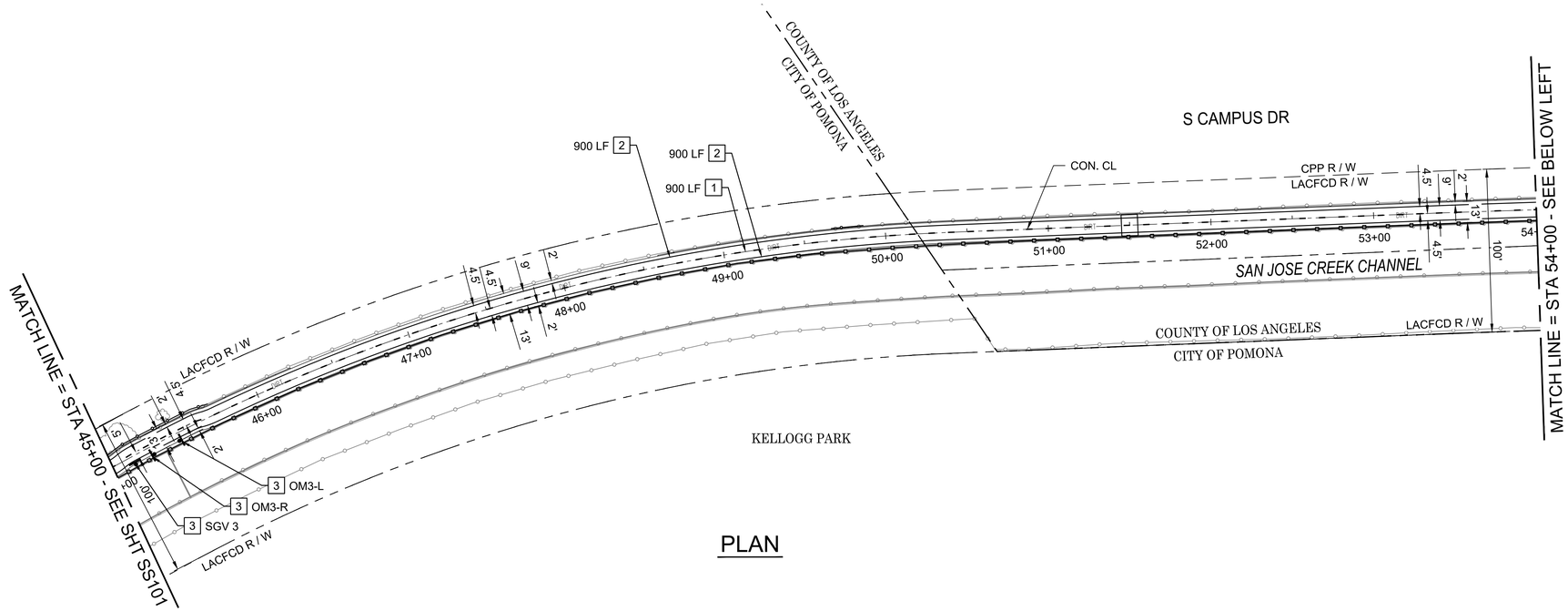
△	REVISIONS	DATE	INITIAL

SCALE	DESIGNED:	PVT ENG	SHT. 46
AS SHOWN	DRAWN:	PVT ENG	OF
DATE	CHECKED:	K. DI COCCO	95 SHTS
12.16.2024	REVIEWED:	S. FRIESON	

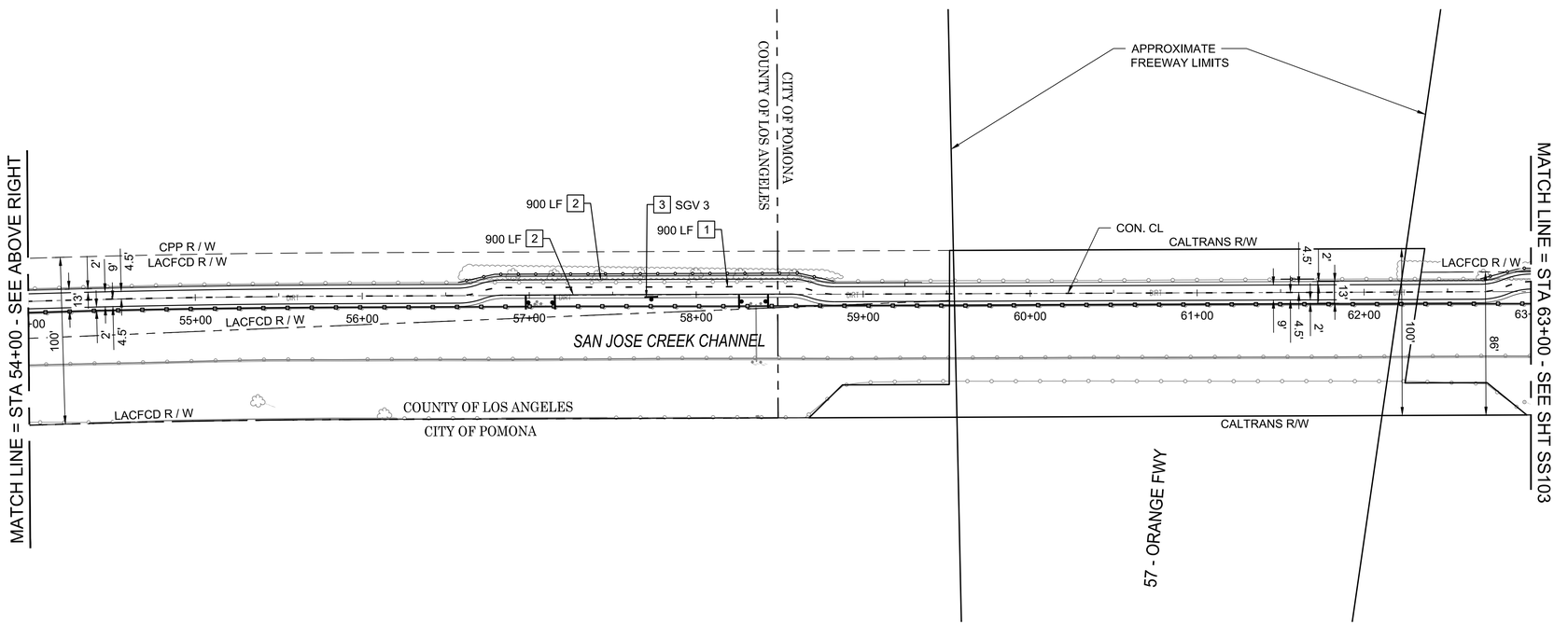
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FA-2263 BT



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



SGV 3	OM3-L	OM3-R
18" X18"	6" X 18"	6" X 18"

40' 20' 0 40' 80'
HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS102

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

SCALE	DESIGNED:	PVT ENG	SHT. 47
AS SHOWN	DRAWN:	PVT ENG	OF
DATE 12.16.2024	CHECKED:	K. DI COCCO	95 SHTS
	REVIEWED:	S. FRIESON	

PRELIMINARY

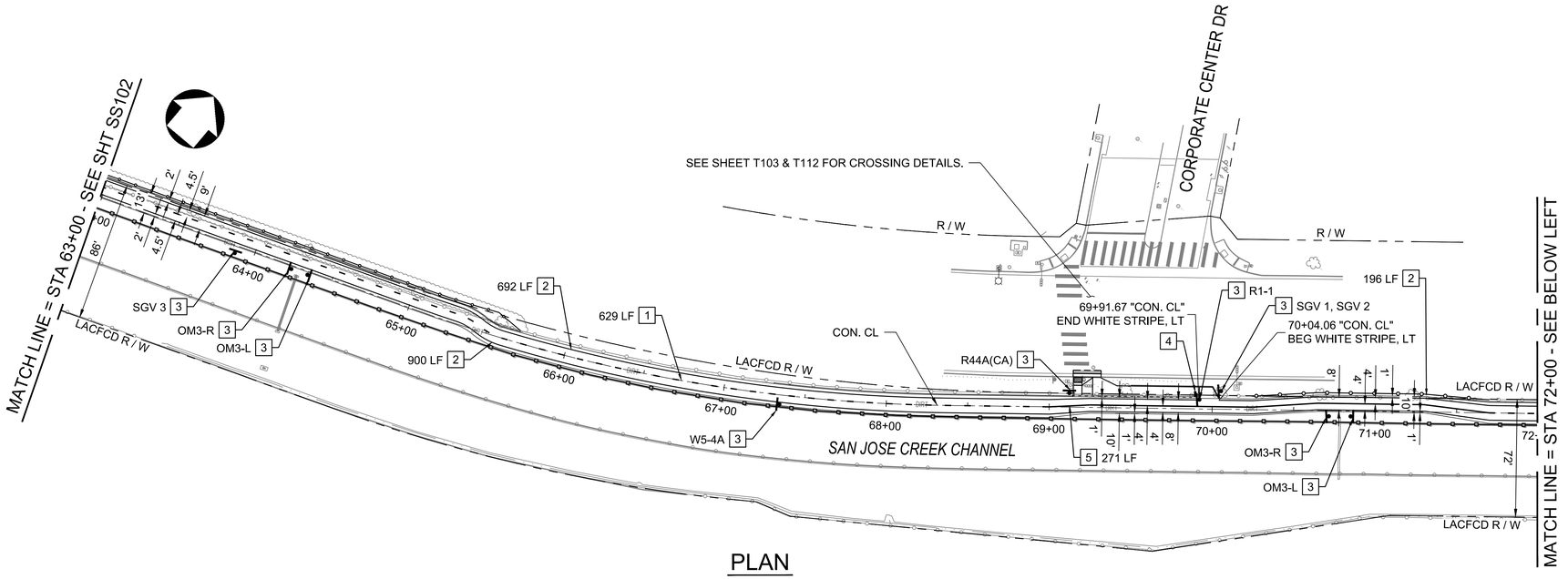
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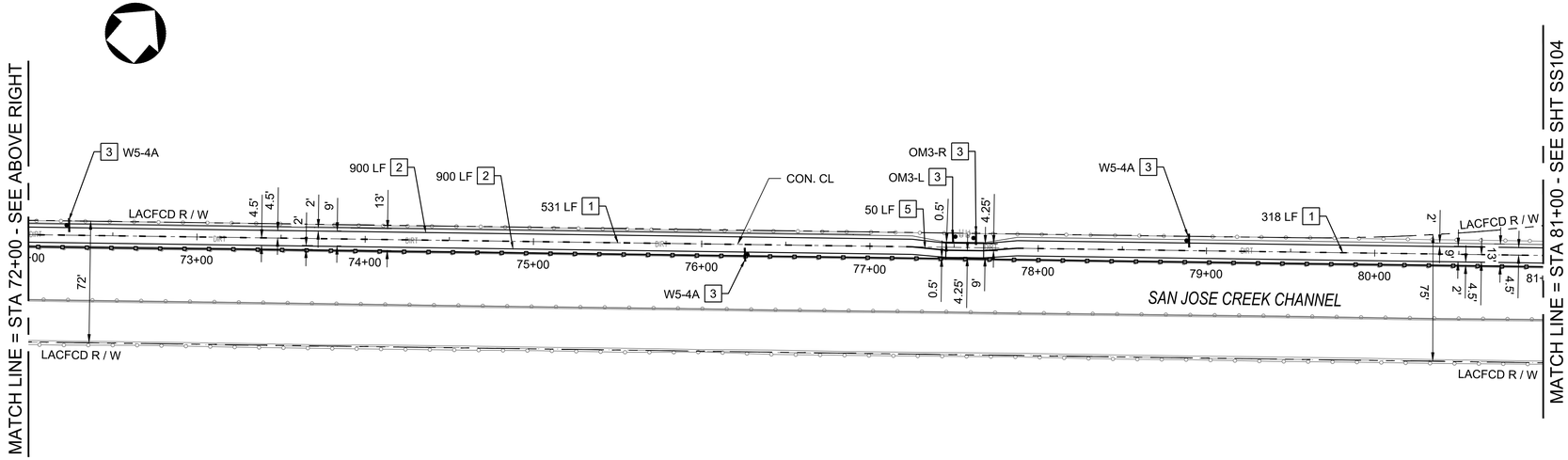
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FA-2263 BU



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2 | SGV 3 18" X18"

W5-4A 18" X18" | OM3-L 6" X 18" | OM3-R 6" X 18"

40' 20' 0 40' 80'
HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS103

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

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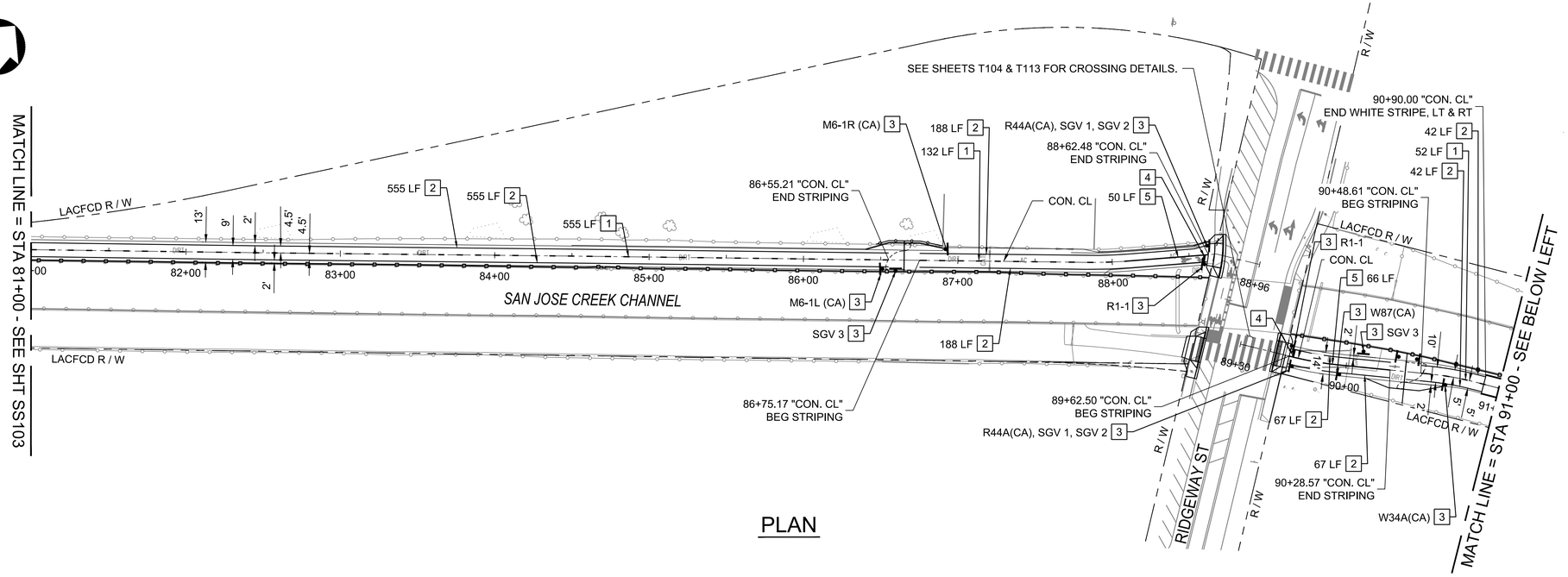
SCALE AS SHOWN
DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

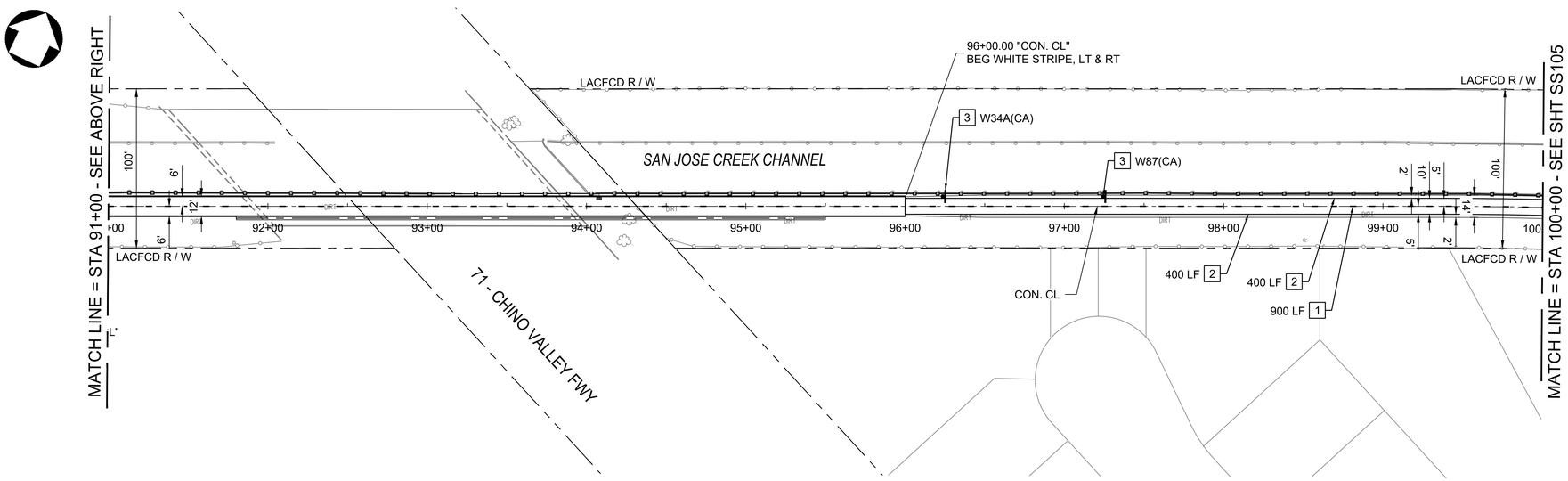
SHT. 48 OF 95 SHTS

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PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2 | SGV 3 18" X18"



W87 (CA) 18" X 18" | W34A (CA) (10' 0") 36" X 54" | M6-1L(CA) 12" X 9" | M6-1R(CA) 12" X 9"

40' 20' 0 40' 80'
HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS104

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 49 OF 95 SHTS

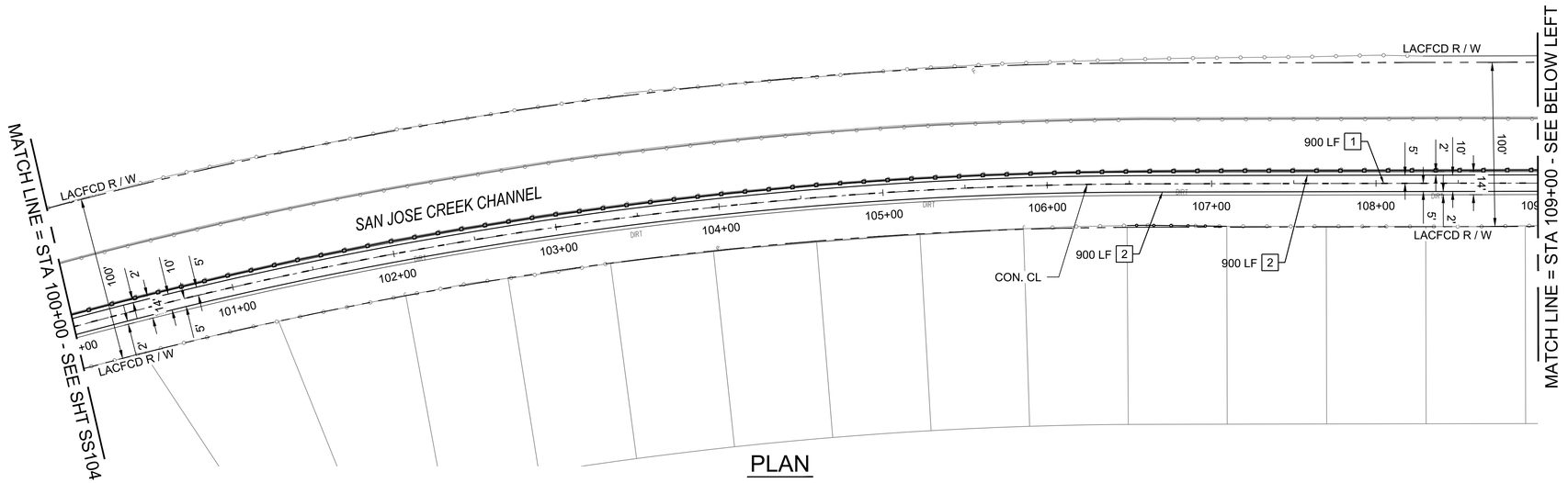
PRELIMINARY

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213-489-7443 | altago.com

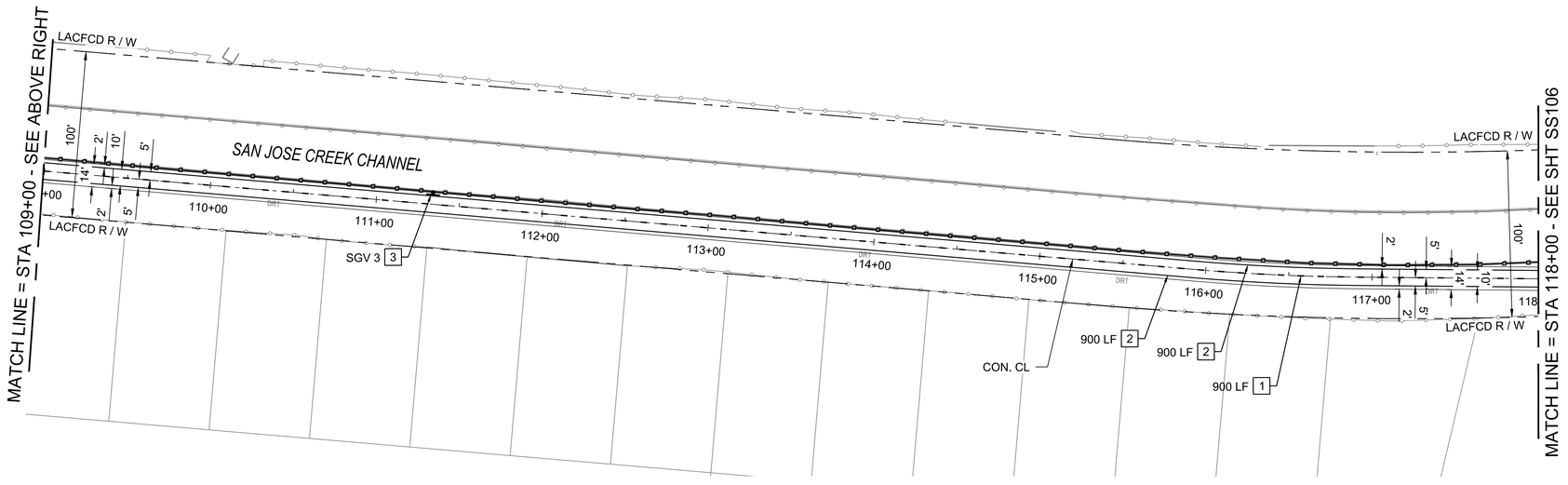
△	REVISIONS	DATE	INITIAL

Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

N:\Shared\PROJECTS\2022\00-2022-171 pomona, ca san jose bikeway\CAD\01_Plans\2022-171_04-C001 TO C010_SPM.dwg 12/17/2024 14:20



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
3. INSTALL SIGN ON NEW POST.
4. INSTALL 12" LIMIT LINE PER CALTRANS STD PLAN A24G.
5. INSTALL SHARED-USE PATH SOLID YELLOW CENTERLINE PER SHEET 56, DETAIL 6.
6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND

SGV 3
18" X18"

40' 20' 0 40' 80'
HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS105

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

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SCALE AS SHOWN

DATE 12.16.2024

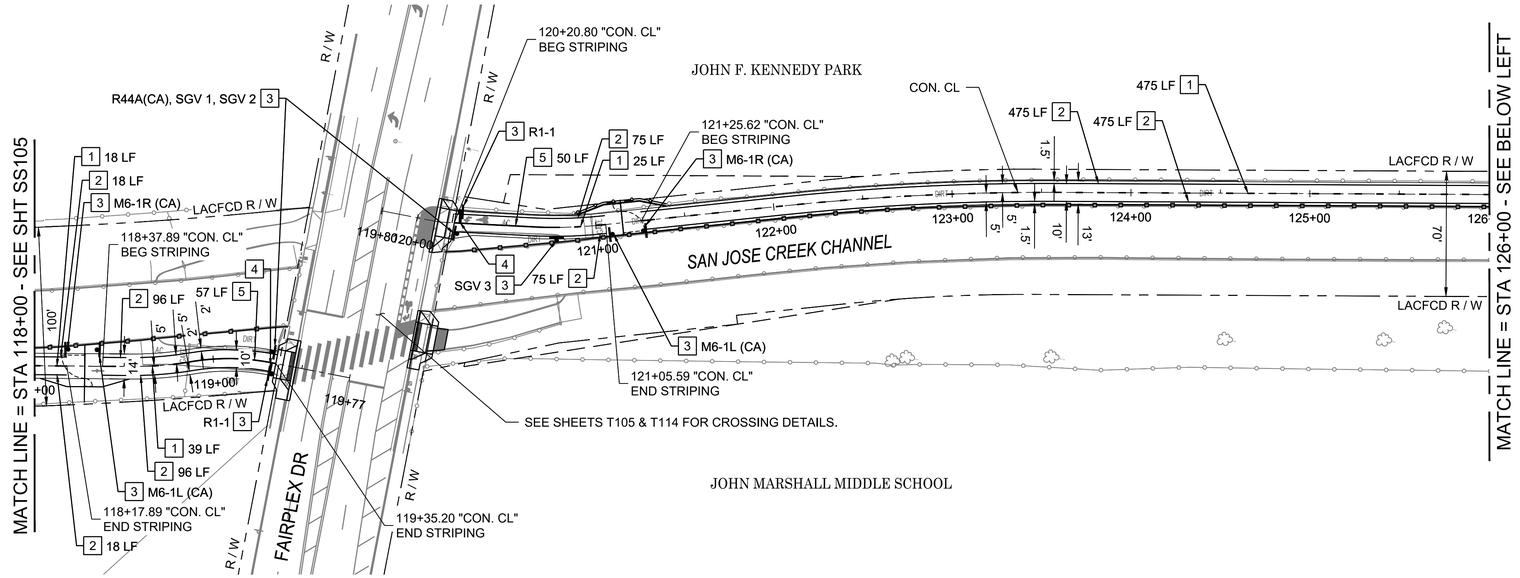
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 50 OF 95 SHTS

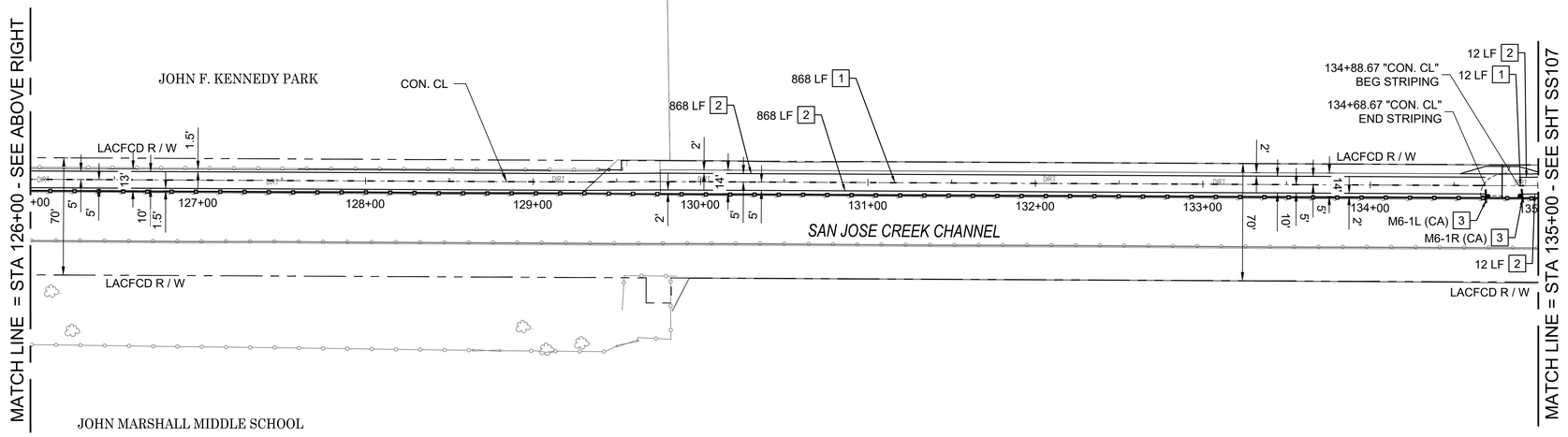
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FA-2263 BX



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
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6. REMOVE AND REINSTALL SIGN AS SHOWN.

SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2 | SGV 3 18" X18"



M6-1L(CA) 12" X 9" | M6-1R(CA) 12" X 9"

40' 20' 0 40' 80'

HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS106

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 51 OF 95 SHTS

PRELIMINARY

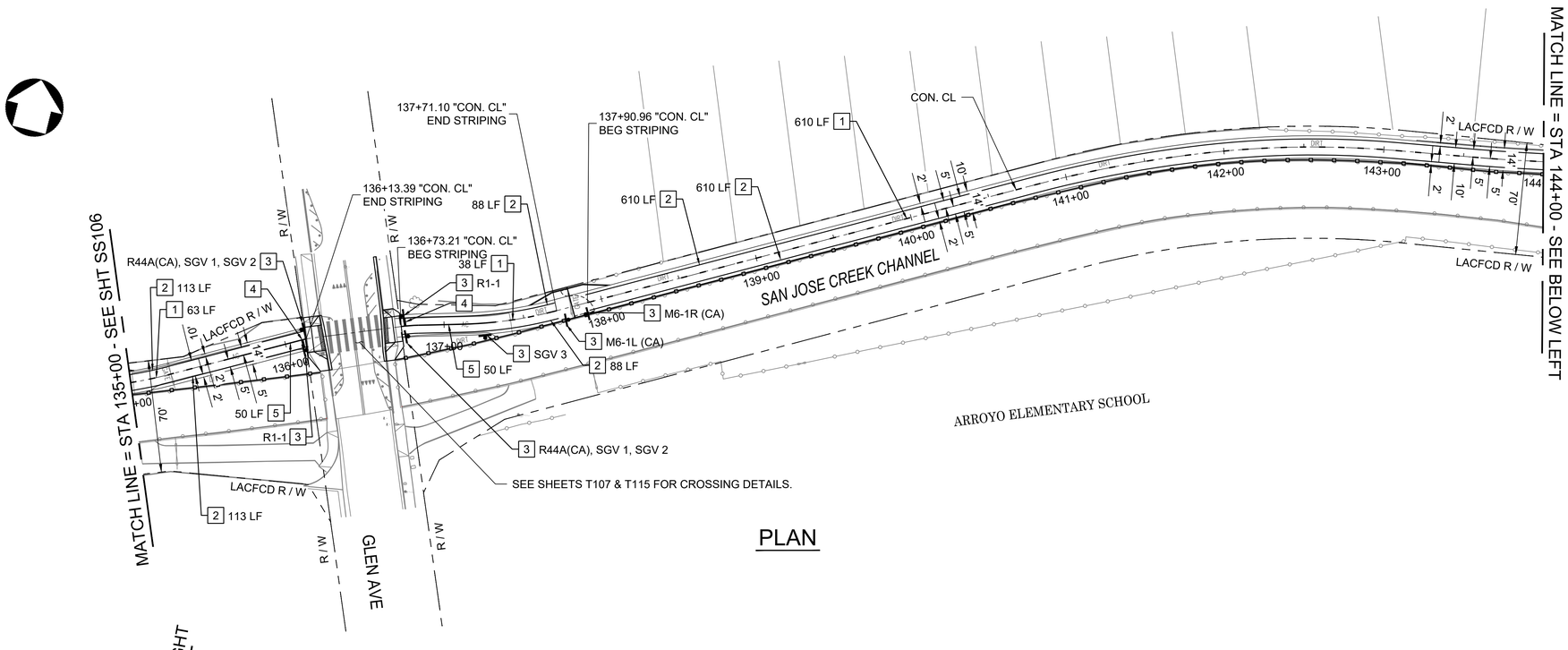
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FA-2263 BY



SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
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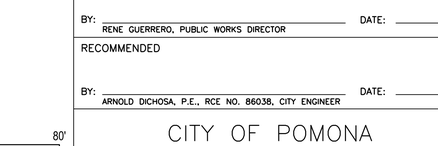
SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2 | SGV 3 18" X18"



W5-4A 18" X18" | OM3-L 6" X 18" | OM3-R 6" X 18" | M6-1L(CA) 12" X 9" | M6-1R(CA) 12" X 9"

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS107

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

SCALE AS SHOWN

DATE 12.16.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 52 OF 95 SHTS

PRELIMINARY

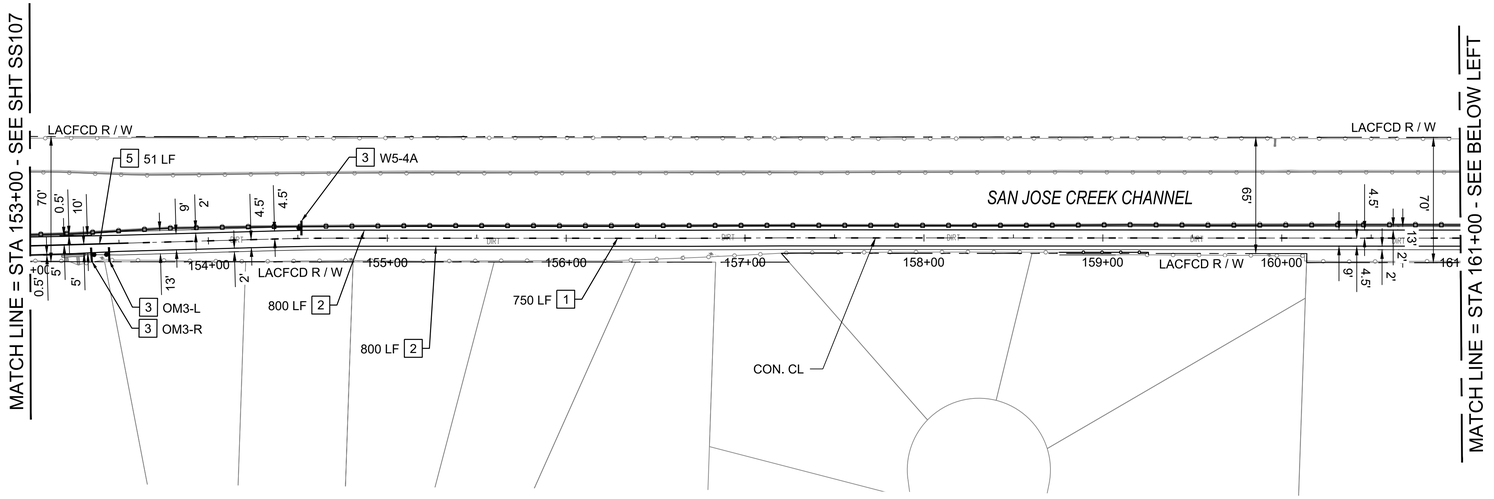
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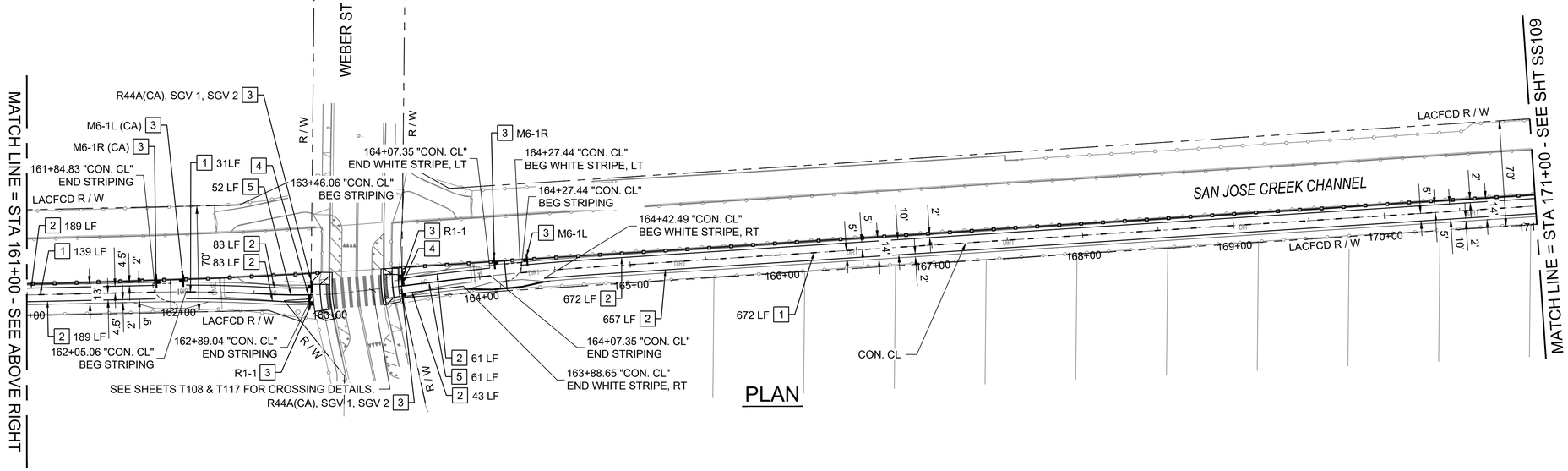
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FA-2263 BZ



PLAN



PLAN

SIGNING AND STRIPING NOTES

1. INSTALL SHARED-USE PATH DASHED YELLOW CENTERLINE PER SHEET 56, DETAIL 5.
2. INSTALL 6" WHITE EDGE LINE PER CALTRANS STD PLAN A20D, DETAIL 39.
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SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2



W5-4A 18" X18" | OM3-L 6" X 18" | OM3-R 6" X 18" | M6-1L(CA) 12" X 9" | M6-1R(CA) 12" X 9"

40' 20' 0 40' 80'

HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS108

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

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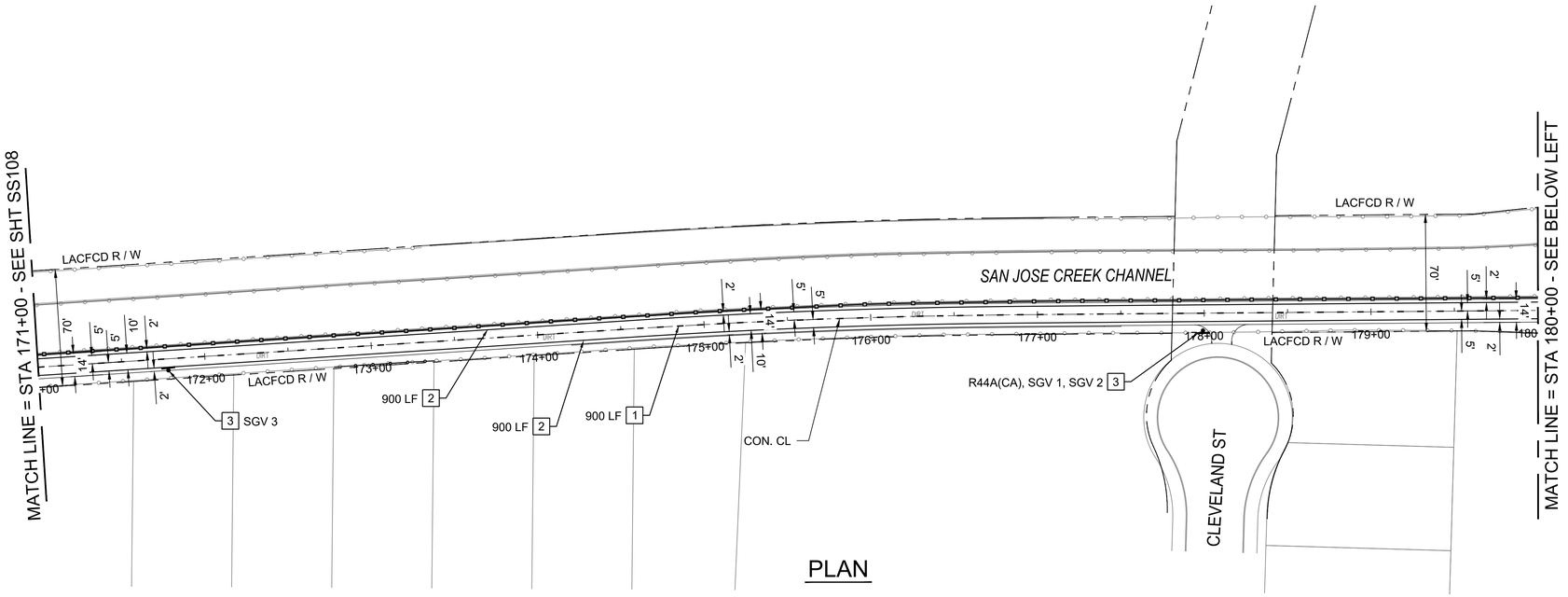
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DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

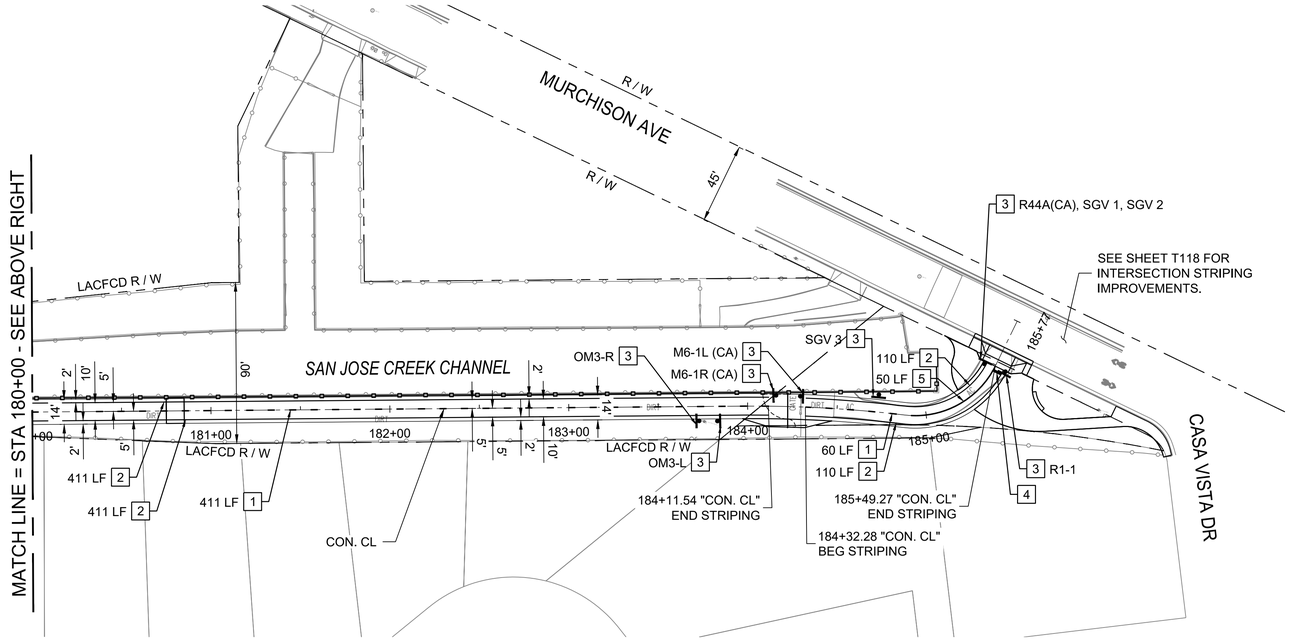
SHT. 53 OF 95 SHTS

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FA-2263 CA



PLAN



PLAN

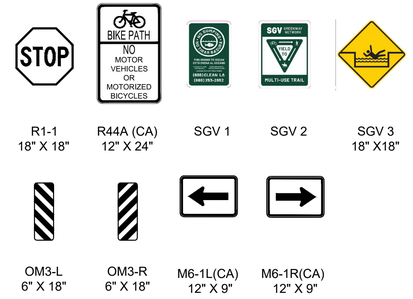
SIGNING AND STRIPING NOTES

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SYMBOL LEGEND

PROPOSED SIGN - SINGLE SIDED

SIGN LEGEND



R1-1 18" X 18" | R44A (CA) 12" X 24" | SGV 1 | SGV 2 | SGV 3 18" X18"

OM3-L 6" X 18" | OM3-R 6" X 18" | M6-1L(CA) 12" X 9" | M6-1R(CA) 12" X 9"

40' 20' 0 40' 80'
HORIZ: 1" = 40'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

SS109

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SIGNING AND STRIPING

PRELIMINARY

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SCALE AS SHOWN

DATE 12.16.2024

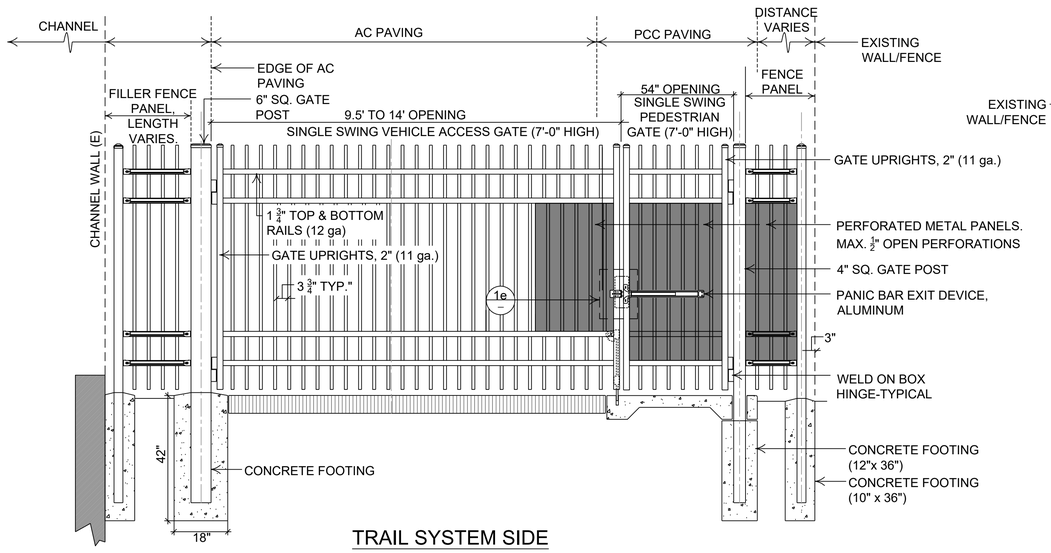
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 54 OF 95 SHTS

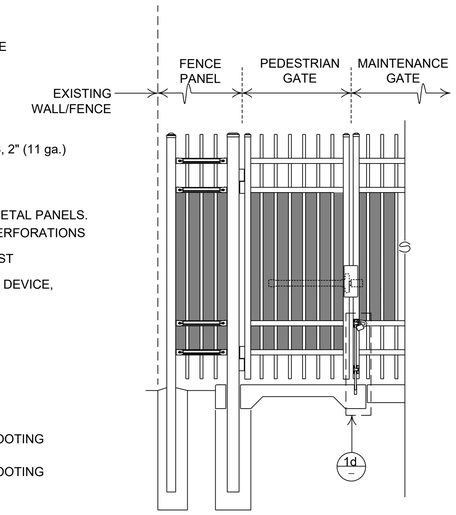
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FA-2263 CB

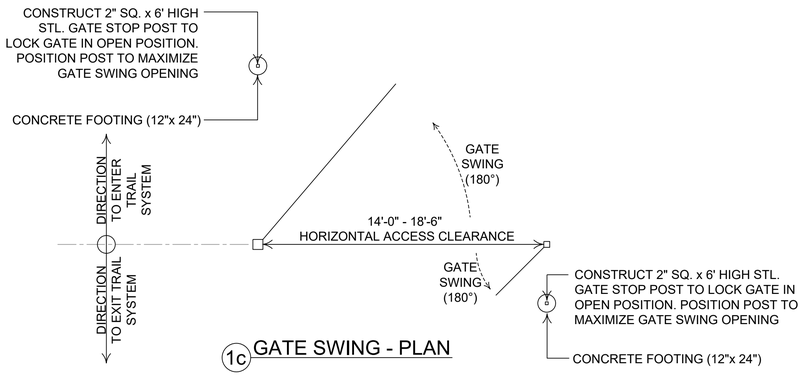


TRAIL SYSTEM SIDE



OUTSIDE TRAIL SYSTEM SIDE

1a SINGLE SWING GATE - ELEVATION



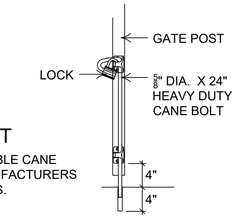
1c GATE SWING - PLAN

GATE CONSTRUCTION NOTES:

THE FINAL PLACEMENT OF EACH PROPOSED GATE SHALL BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT OR THE CITY'S DESIGNATED REPRESENTATIVE.

THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR THE REVIEW AND APPROVAL OF THE LANDSCAPE ARCHITECT.

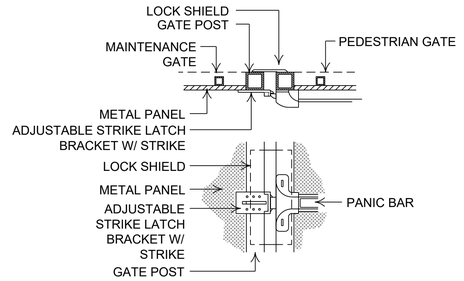
GATE MANUFACTURE:	AMERISTAR OR APPROVED EQUIVALENT
SERIES:	MONTAGE II - INDUSTRIAL ORNAMENTAL STEEL GATE (4 RAIL)
STYLE:	GENESIS
HEIGHT:	7' HIGH
COLOR:	BRONZE



CANE BOLT

INSTALL LOCKABLE CANE BOLT PER MANUFACTURERS SPECIFICATIONS.

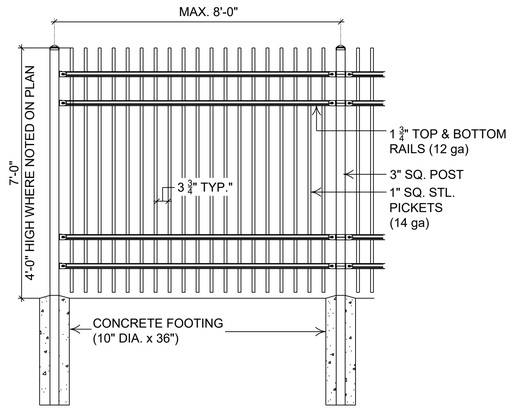
1d LOCKABLE CANE BOLT



1e PANIC BAR AND STRIKE LATCH BRACKET

1 SERVICE VEHICLE & PEDESTRIAN GATES (7' HIGH)

NTS



FENCE PANEL - ELEVATION

FENCE PANEL CONSTRUCTION NOTES:

THE FENCE PANEL LENGTHS MAY VARY TO ACCOMMODATE ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHALL FIELD VERIFY AND COORDINATE WITH THE FENCE PANEL MANUFACTURE.

THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR THE REVIEW AND APPROVAL OF THE LANDSCAPE ARCHITECT.

FENCE PANEL MANUFACTURE:	AMERISTAR OR APPROVED EQUIVALENT
SERIES:	MONTAGE II - INDUSTRIAL ORNAMENTAL STEEL FENCE (4 RAIL)
STYLE:	GENESIS
HEIGHT:	7' HIGH, UNLESS OTHERWISE NOTED OF PLAN
COLOR:	BRONZE

2 TUBE STEEL FENCE PANEL

NTS

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PRELIMINARY

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△	REVISIONS	DATE	INITIAL

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

C060

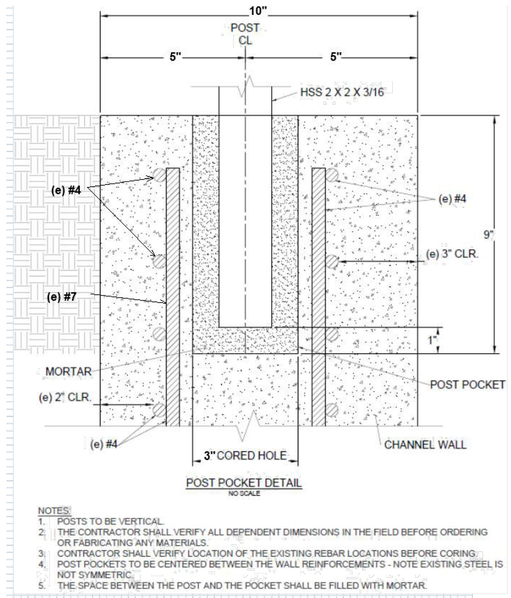
CIP 428-58072 / SAN JOSE CREEK BIKEWAY

CIVIL AND STRIPING DETAILS

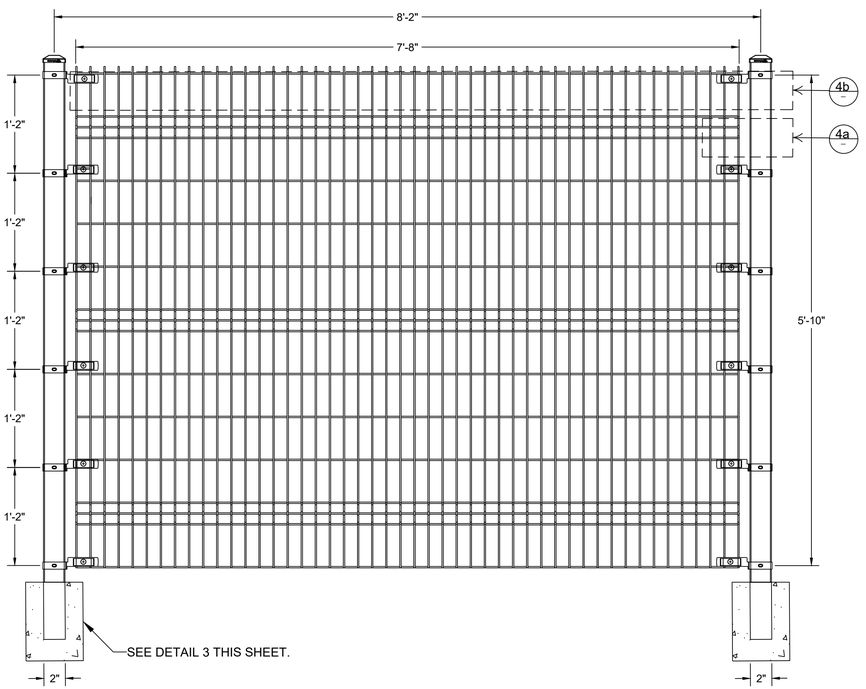
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DATE 12.17.2024	DRAWN:	PVT ENG	OF
	CHECKED:	K. DI COCCO	95 SHTS
	REVIEWED:	S. FRIESON	

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FA-2263 CC



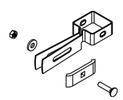
3 CHANNEL WALL FENCE POST
NTS



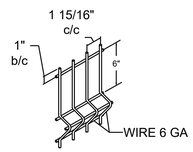
4 WELDED WIRE MESH FENCING
NTS

NOTES:

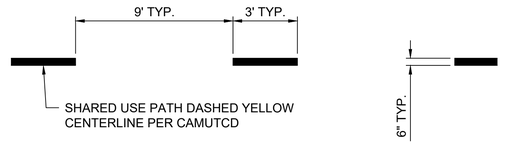
1. UNIVERSAL BRACKET FOR STANDARD USE INCLUDES THE FOLLOWING: 14 GAUGE STEEL COLLAR AND WIRE RETAINING PLATE 1/4 IN x 1 IN, NUT, WASHER AND CARRIAGE BOLT 5/16 IN x 1-1/2 IN, ALL GALVANIZED STEEL.



4a UNIVERSAL COLLAR BRACKET



4b MESH DETAIL

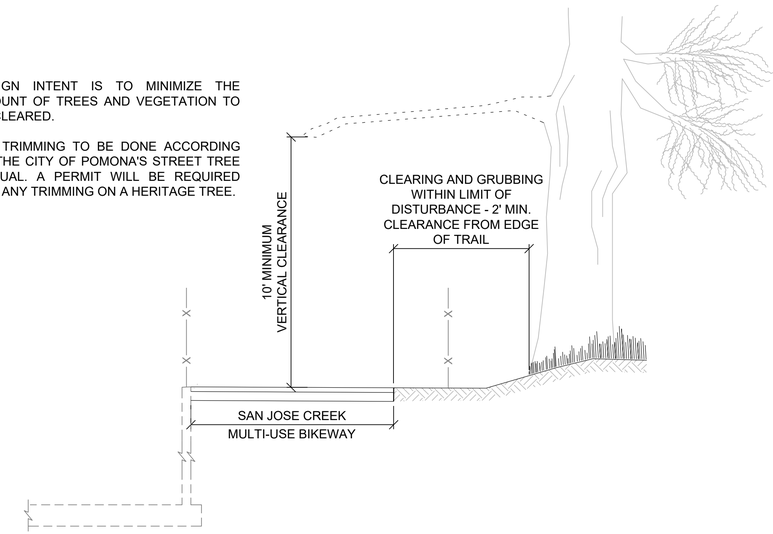


5 SHARED-USE PATH DASHED YELLOW CENTERLINE
NTS



6 SHARED-USE PATH SOLID YELLOW CENTERLINE
NTS

1. DESIGN INTENT IS TO MINIMIZE THE AMOUNT OF TREES AND VEGETATION TO BE CLEARED.
2. ALL TRIMMING TO BE DONE ACCORDING TO THE CITY OF POMONA'S STREET TREE MANUAL. A PERMIT WILL BE REQUIRED FOR ANY TRIMMING ON A HERITAGE TREE.



7 VEGETATIVE CLEARING AND GRUBBING DETAIL
NTS

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

CIVIL AND STRIPING DETAILS

C061

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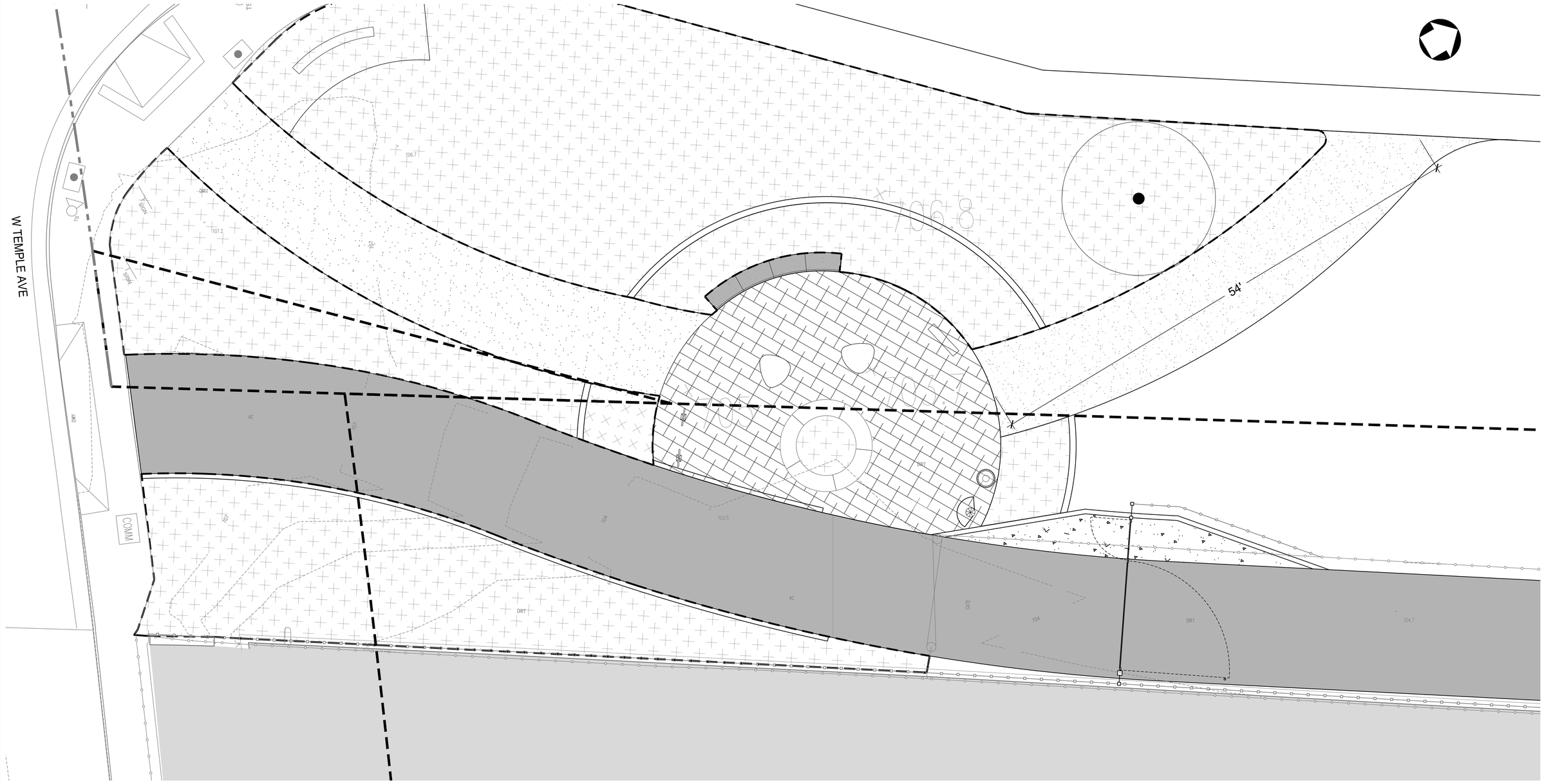
SCALE AS SHOWN
DATE 12.17.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: K. DI COCCO
REVIEWED: S. FRIESON

SHT. 56 OF 95 SHTS

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TEMPLE TRAILHEAD

10' 5' 0 10' 20'

1" = 10'

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LG100

IN PROGRESS

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ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

W TEMPLE AVE
TRAILHEAD GRADING PLANS

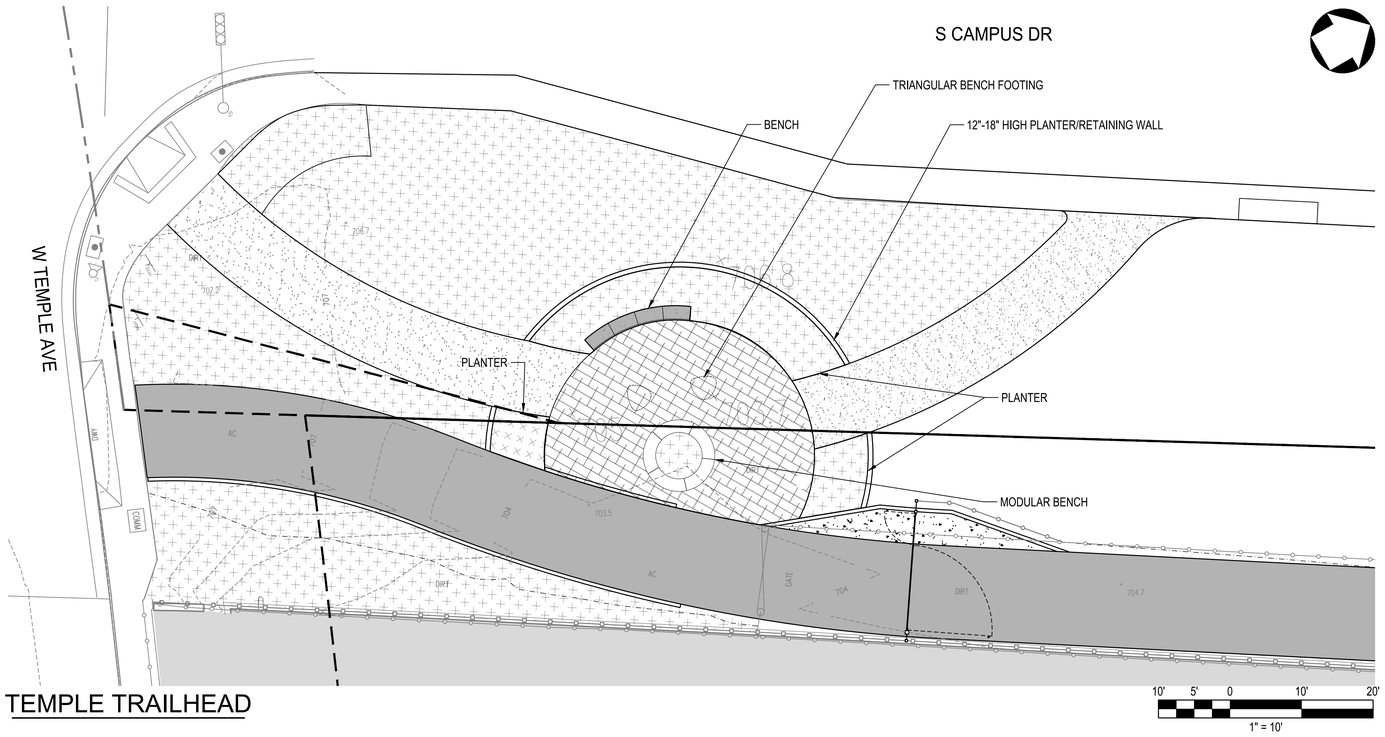
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DESIGNED: PVT ENG
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CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 57 OF 95 SHTS

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FA-2263 CE



TEMPLE TRAILHEAD

HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	DETAIL
	DECOMPOSED GRANITE	3/L200
	CONCRETE PERMEABLE PAVERS	4/L200
	MULCH SURFACE - 3" DEPTH	
	BIKE PATH	

IN PROGRESS

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W TEMPLE AVE
HARDSCAPE PLANS

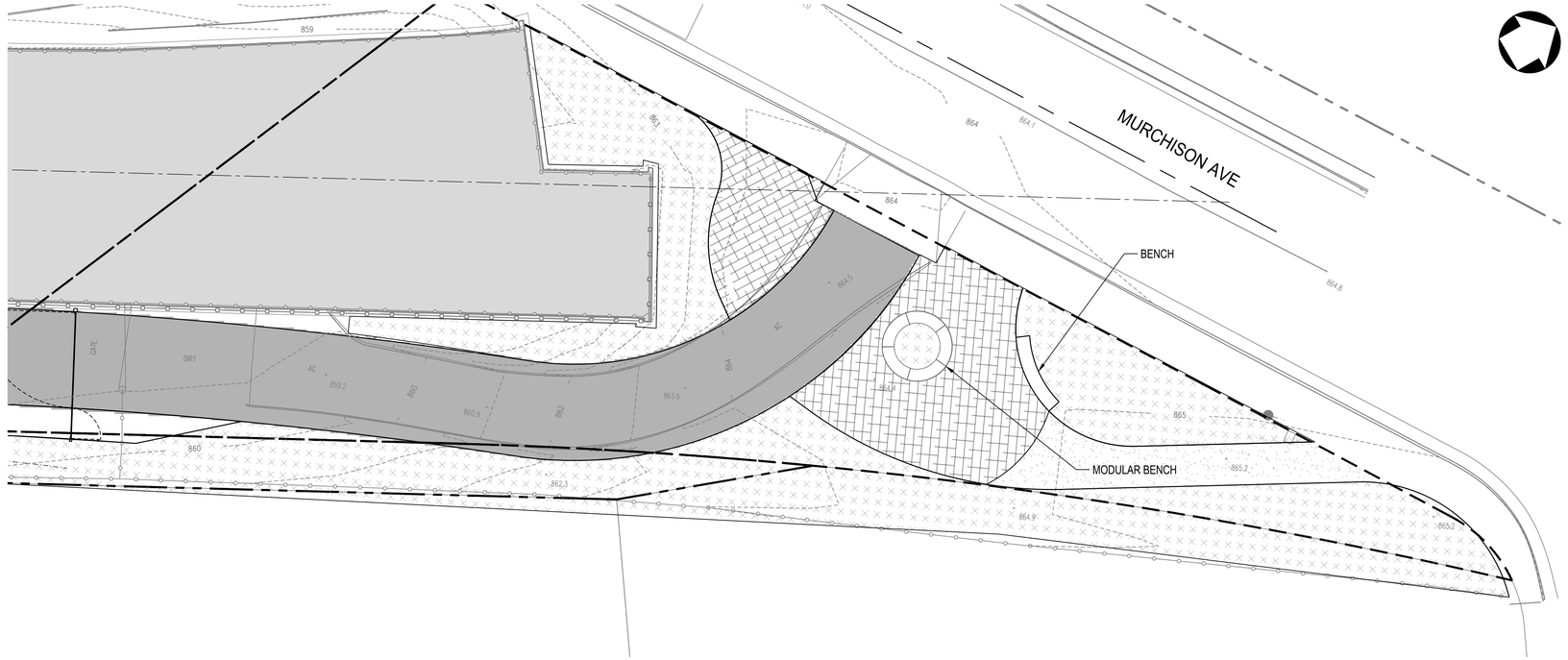
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CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 58 OF 95 SHTS

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FD-24 AA



10' 5' 0 10' 20'

1" = 10'

HARDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	DETAIL
	DECOMPOSED GRANITE	3/L200
	CONCRETE PERMEABLE PAVERS	4/L200
	MULCH SURFACE - 3" DEPTH	
	BIKE PATH	

MURCHISON TRAILHEAD

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CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

MURCHISON AVE
HARDSCAPE PLANS

SCALE
AS SHOWN

DATE
12.11.2024

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SHT. 59
OF
95 SHTS

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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
1401 1402	Rain Bird RWS-M-B-C 1401 Mini Root Watering System with 4.0" diameter x 18.0" long with locking grate, semi-rigid mesh tube and Rain Bird 1401 0.25 gpm or 1402 0.5 gpm bubbler as indicated. With Check Valve.	30	3/LI200

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird XCZ-100-PRB-COM 1" Wide Flow Drip Control Kit for Commercial Applications. 1" Ball Valve with 1" PESB Valve and 1" Pressure Regulating 40psi Quick-Check Basket Filter. 0.3gpm to 20gpm.	4	5/LI200
	Area to Receive Dripline Netafim TLHCVXR-053-18 Techline HCVXR Pressure Compensating Landscape Dripline with Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. Dripline laterals spaced at 15" apart, with emitters offset for triangular pattern. 17mm.	7,781 l.f.	9/LI200

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird PEB 1" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.	2	6/LI200
	Nibco T-113 Class 125 bronze gate shut off valve with wheel handle, same size as mainline pipe diameter at valve location. Size Range - 1/4" - 3"	3	8/LI200
MV	Buckner-Superior 3000 1" Normally Closed Brass Master Valve that Provides Dirty Water Protection and 3-Way Solenoid Design. Available in 1", 1-1/4", 1-1/2", 2", 2-1/2" and 3" sizes.	3	2/LI200
BF	Febco 825Y 1" Reduced Pressure Backflow Preventer	3	1/LI200
C1	Hunter XCH-0600-SS-P Electromechanical controller, 6 stations, outdoor model with mounted solar panel. Battery-powered. Stainless Steel Cabinet, mounted with Hunter mounting pole #XCHSPOLE. For residential/commercial use.	1	7/LI200
C2	Hunter XCH-0600-SS-P Electromechanical controller, 6 stations, outdoor model with mounted solar panel. Battery-powered. Stainless Steel Cabinet, mounted with Hunter mounting pole #XCHSPOLE. For residential/commercial use.	1	7/LI200
C3	Hunter XCH-0600-SS-P Electromechanical controller, 6 stations, outdoor model with mounted solar panel. Battery-powered. Stainless Steel Cabinet, mounted with Hunter mounting pole #XCHSPOLE. For residential/commercial use.	1	
FS	Calsense FM1.25-B	3	/
PMP	Munro CP1502B Complete pump package: • 2-1/2hp, single-phase, high-pressure turf irrig pump, 2in. intake, 1-1/2in. discharge • Pump start + pump protection – SS 220v SmartBox works w/ low-amp (<.35) controllers or 2-wire systems • Pressure gauge • Pressure & temp sensors • Intake & discharge fittings • Enclosure –lockable, powdercoated, SS, vented, flexible design for right/left facing & side/bottom discharge. For product selection assistance or additional info: 800-942-4270 or technicalsupport@munropump.com	1	1/LI200
EN	Strong Box SBBC-30AL Low profile backflow enclosure, with marine grade aluminum. 30in.L, 30in.H, 16.25in.W. Front entry door with flush-mounted locking system	3	

M1	Water Meter 1" New water meter at W Temple Ave. 10" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.	1	
M2	Water Meter 1" New water meter at Murchison Ave. 8" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.	1	
M3	Water Meter 1"	1	
	Irrigation Lateral Line: PVC Schedule 40-NP	142.7 l.f.	
	Irrigation Lateral Line: PVC Schedule 40-NP 3/4"	380.0 l.f.	
	Irrigation Lateral Line: PVC Schedule 40-NP 1"	5.1 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP	23.2 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP 3/4"	3.4 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP 1"	124.1 l.f.	
	Pipe Sleeve: PVC Class 200 SDR 21	61.2 l.f.	

MAWA = Maximum Applied Water Allowance

MAWA = (Eto - Eppt)(0.62)[(0.7)(LA)+(0.3)(SLA)]
Where:
MAWA = Maximum Applied Water Allowance (gallons per year)
Eto = Reference Evapo-transpiration (for location in inches per year)
Eppt = Effective Precipitation (no more than 25% of local Eto, typically 10%)
0.62 = conversion factor to gallons
0.7 = Eto Adjustment Factor (average Ks of .5 divided by 0.7 irrigation efficiency)
LA = Total irrigated Landscape Area (in square feet) including Special Landscape Area (SLA)
SLA = Portion of the total irrigated Landscape Area identified as Special Landscape Area (recreational turf)
0.45 = The additional ET Adjustment Allowance Factor for Special Landscape Area

Enter Eto @ site here =	55.1	inches/ year
Enter Eppt @ site here =	1.4	inches/ year
Enter LA @ site here =	7,781	square feet
Enter SLA @ site here =	0	square feet

MAWA=	55.1	1.4	0.62	0.7	7,781	0.45	0

MAWA= 181,309 Gallons/Yea × 0.56 Acre Feet/Year
242 Units/Year

ETWU = Estimated Total Water Use

ETWU = (Eto)(0.62)[(PF x HA)/IA+ SLA]
Where:
ETWU = Estimated Total Water Use in gallons per year
Eto = Reference Evapo-transpiration (for location in inches per year)
0.62 = conversion factor to gallons
PF = Plant Factor from WOLCOLS
HA = Hydrozone Area [high, medium, low water use areas] (square feet)
IA = Irrigation Efficiency (minimum 0.71)
Special Landscape Area (square feet)

Hydrozone	Plant water Use Type(s)	Plant Factor (PF)*	Area (square feet)	PF x Area (square feet)	Application Eficiency	Calc. Factor
A1	Low	0.3	2,666	800	0.81	987
A2	Low	0.3	4,071	1,221	0.81	1,508
B1	Low	0.3	1,526	458	0.81	565
B2	Low	0.3	2,181	654	0.81	808
B3	Low	0.3	1,615	485	0.81	598
C1	Low	0.3	153	46	0.81	57
C2	Low	0.3	143	43	0.81	53
			Sum	3,707	Sum	4,576
6	SLA	1.0	0	0	1.00	0

*Plant Factor from WUCOLS

ETWU = (Eto)(0.62)[(PF x HA)/IA+ SLA]

ETWU =	55.1	0.62	4,576	0
ETWU =	156,323	Gallons/Year		
	209	Units/Year		
	0.5	Acre-Ft/Year		

ETWU must be less than MAWA

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	WIRE	PSI	PSI @ POC	PRECIP
A-1	Rain Bird PEB	1"	Bubbler	4.5		31.9	44.1	1.09 in/h
A-2	Rain Bird XCZ-100-PRB-COM	1"	Area for Dripline	23.88		66.0	84.0	0.62 in/h
B1	Rain Bird XCZ-100-PRB-COM	1"	Area for Dripline	10.1		53.0	68.3	0.84 in/h
B2	Rain Bird PEB	1"	Bubbler	3		31.6	44.1	1.06 in/h
B3	Rain Bird XCZ-100-PRB-COM	1"	Area for Dripline	9.55		51.8	68.7	0.58 in/h
C-1	Rain Bird XCZ-100-PRB-COM	1"	Area for Dripline	1.19		47.0	59.2	0.75 in/h
C-2	Rain Bird XCZ-100-PRB-COM	1"	Area for Dripline	1.1		47.0	59.2	0.74 in/h
	Common Wire				164.2			

CRITICAL ANALYSIS

Generated: 2024-11-25 12:18

P.O.C. NUMBER: 01
Water Source Information: New water meter at W Temple Ave. 10" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.

FLOW AVAILABLE
Water Meter Size: 1"
Flow Available 37.5 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 90 PSI
Elevation Change: 1.00 ft
Service Line Size: 10"
Length of Service Line: 20 ft
Pressure Available: 90 PSI

DESIGN ANALYSIS
Maximum Station Flow: 23.88 GPM
Flow Available at POC: 37.5 GPM
Residual Flow Available: 13.62 GPM

Critical Station: A-2
Design Pressure: 40 PSI
Friction Loss: 0.93 PSI
Fittings Loss: 0.1 PSI
Elevation Loss: 0 PSI
Loss through Valve: 25 PSI
Pressure Req. at Critical Station: 66.0 PSI
Loss for Fittings: 0.03 PSI
Loss for Main Line: 0.34 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 10.7 PSI
Loss for Master Valve: 3.8 PSI
Loss for Water Meter: 3.37 PSI
Critical Station Pressure at POC: 84.3 PSI
Pressure Available: 90 PSI
Residual Pressure Available: 5.7 PSI

CRITICAL ANALYSIS

Generated: 2024-04-04 12:47

P.O.C. NUMBER: 02
Water Source Information: New water meter at Murchison Ave. 8" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.

FLOW AVAILABLE
Water Meter Size: 1"
Flow Available 37.5 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 44 PSI
Elevation Change: 5.00 ft
Service Line Size: 8"
Length of Service Line: 20 ft
Booster Pump pressure provided: 47 PSI
Pressure Available: 89 PSI

DESIGN ANALYSIS
Maximum Station Flow: 10.1 GPM
Flow Available at POC: 37.5 GPM
Residual Flow Available: 27.4 GPM

Critical Station: B3
Design Pressure: 40 PSI
Friction Loss: 0.23 PSI
Fittings Loss: 0.02 PSI
Elevation Loss: 0 PSI
Loss through Valve: 11.6 PSI
Pressure Req. at Critical Station: 51.8 PSI
Loss for Fittings: 0.29 PSI
Loss for Main Line: 2.94 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 12.3 PSI
Loss for Master Valve: 0.7 PSI
Loss for Water Meter: 0.65 PSI
Critical Station Pressure at POC: 68.7 PSI
Pressure Available: 89 PSI
Residual Pressure Available: 20.3 PSI

CRITICAL ANALYSIS

Generated: 2024-11-26 14:54

P.O.C. NUMBER: 03
Water Source Information: New water meter at Corporate Center Drive. 10" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.

FLOW AVAILABLE
Water Meter Size: 1"
Flow Available 37.5 GPM

PRESSURE AVAILABLE
Static Pressure at POC: 68 PSI
Elevation Change: 0.00 ft
Service Line Size: 12"
Length of Service Line: 20 ft
Pressure Available: 68 PSI

DESIGN ANALYSIS
Maximum Station Flow: 1.19 GPM
Flow Available at POC: 37.5 GPM
Residual Flow Available: 36.31 GPM

Design Pressure: 40 PSI
Friction Loss: 0 PSI
Fittings Loss: 0 PSI
Elevation Loss: 0 PSI
Loss through Valve: 7 PSI
Pressure Req. at Critical Station: 47.0 PSI
Loss for Fittings: 0.0 PSI
Loss for Main Line: 0.03 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 11.8 PSI
Loss for Master Valve: 0.2 PSI
Loss for Water Meter: 0.2 PSI
Critical Station Pressure at POC: 59.2 PSI
Pressure Available: 68 PSI
Residual Pressure Available: 8.77 PSI

ACCEPTED
BY: RENE GUERRERO, PUBLIC WORKS DIRECTOR DATE:

RECOMMENDED
BY: ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER DATE:

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

IRRIGATION LEGEND AND NOTES

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DRAWN: SA
CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN
SHT. 60 OF 95 SHTS

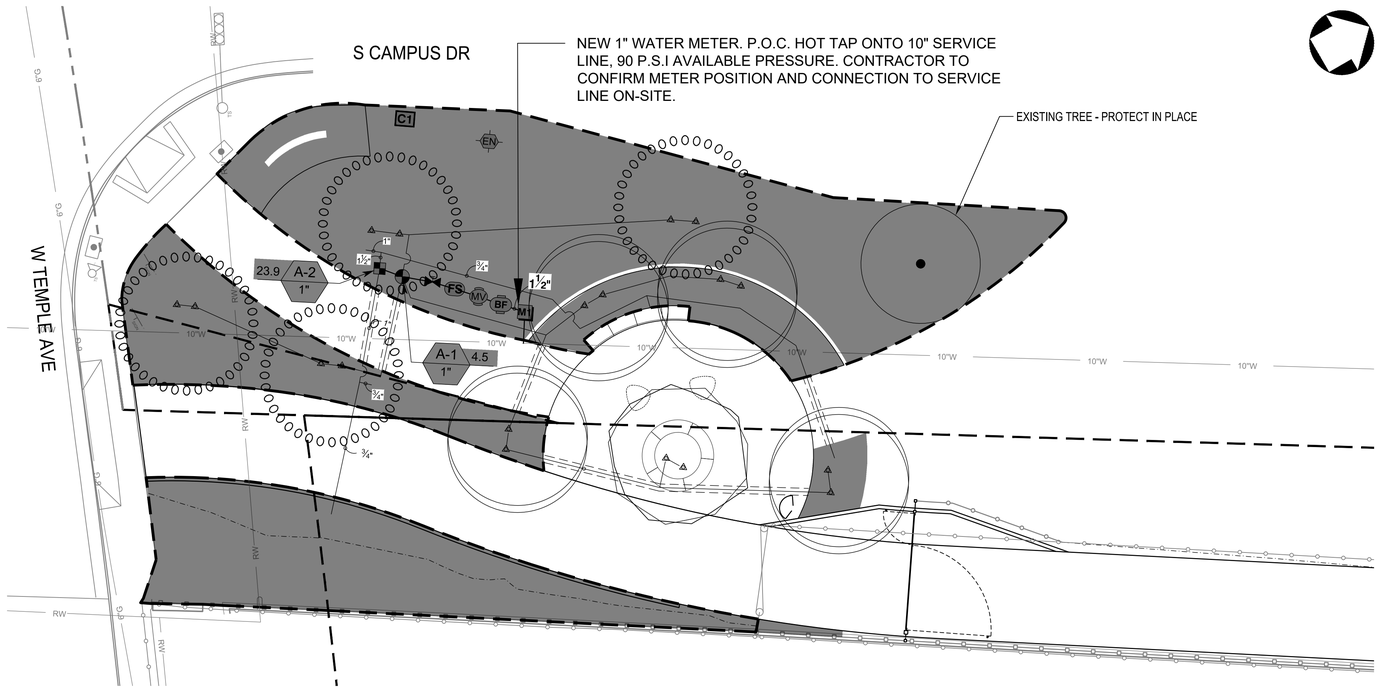
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TEMPLE TRAILHEAD

10' 5' 0 10' 20'
1" = 10'

IRRIGATION SCHEDULE TEMPLE TRAILHEAD

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
1401 1402	Rain Bird RWS-M-B-C 1401 Mini Root Watering System with 4.0" diameter x 18.0" long with locking grate, semi-rigid mesh tube and Rain Bird 1401 0.25 gpm or 1402 0.5 gpm bubbler as indicated. With Check Valve.	18	8/LI200

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird XCZ-100-PRB-COM 1" Wide Flow Drip Control Kit for Commercial Applications. 1" Ball Valve with 1" PESB Valve and 1" Pressure Regulating 40psi Quick-Check Basket Filter. 0.3gpm to 20gpm.	1	5/LI200
	Area to Receive Dripline Netafim TLHCVXR-053-18 Techline HCVXR Pressure Compensating Landscape Dripline with Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. Dripline laterals spaced at 15" apart, with emitters offset for triangular pattern. 17mm.	4,071 l.f.	9/LI200

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird PEB 1" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.	1	6/LI200
	Nibco T-113 Class 125 bronze gate shut off valve with wheel handle, same size as mainline pipe diameter at valve location. Size Range - 1/4" - 3"	1	3/LI200
MV	Buckner-Superior 3000 1" Normally Closed Brass Master Valve that Provides Dirty Water Protection and 3-Way Solenoid Design. Available in 1", 1-1/4", 1-1/2", 2", 2-1/2" and 3" sizes.	1	2/LI200
BF	Febco 825Y 1" Reduced Pressure Backflow Preventer	1	1/LI200
C1	Hunter XCH-0600-SS-P Electromechanical controller, 6 stations, outdoor model with mounted solar panel. Battery-powered. Stainless Steel Cabinet, mounted with Hunter mounting pole #XCHSPOLE. For residential/commercial use.	1	7/LI200
FS	Calsense FM1.25-B	1	2/LI200
EN	Strong Box SBBC-30AL Low profile backflow enclosure, with marine grade aluminum. 30in.L, 30in.H, 16.25in.W. Front entry door with flush-mounted locking system	1	1/LI200
M1	Water Meter 1" New water meter at W Temple Ave. 10" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.	1	
	Irrigation Lateral Line: PVC Schedule 40-NP	139.4 l.f.	
	Irrigation Lateral Line: PVC Schedule 40-NP 3/4"	205.1 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP	7.5 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP 3/4"	3.4 l.f.	
	Pipe Sleeve: PVC Class 200 SDR 21	41.0 l.f.	

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

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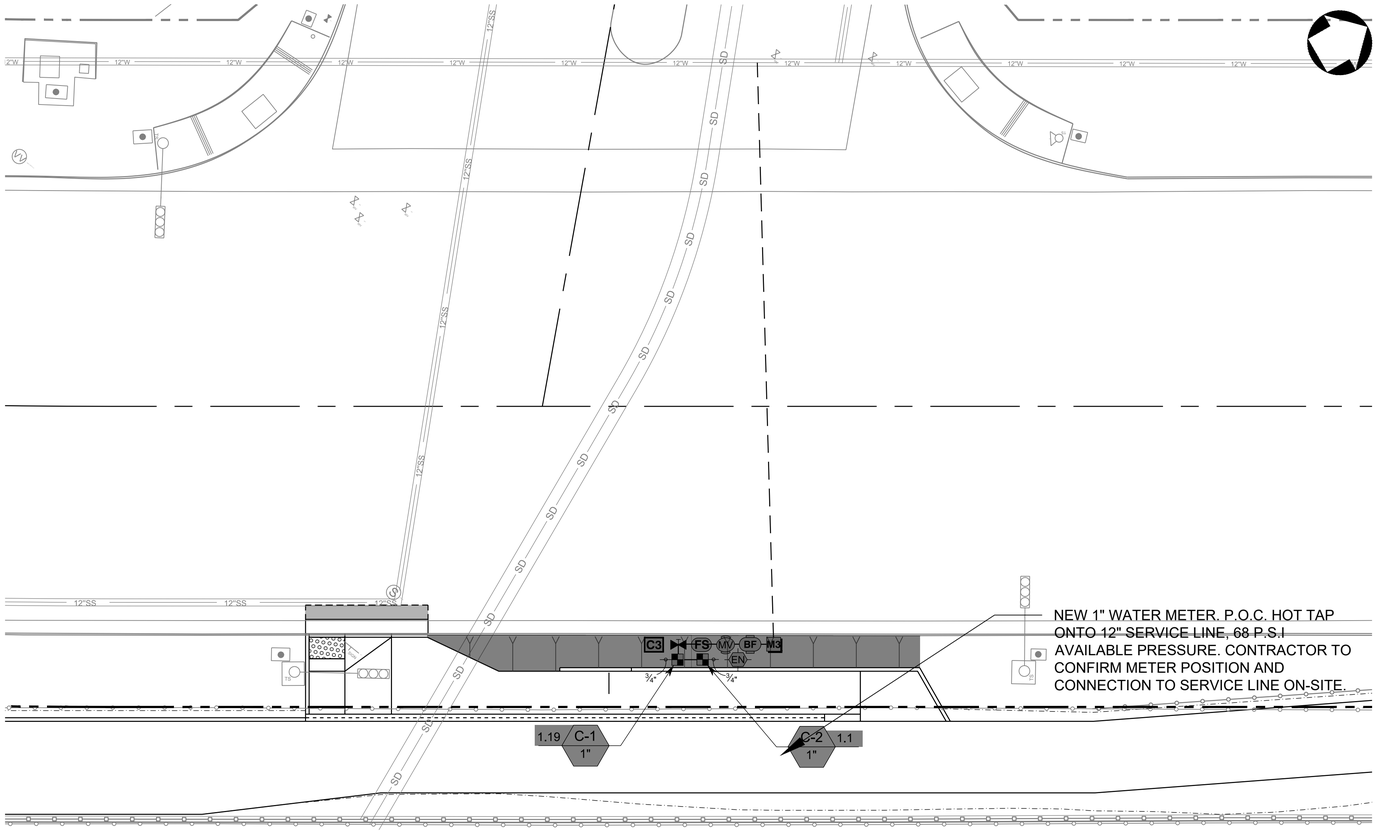
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FD-24 AD



CORPORATE CENTER DR ACCESS POINT

10' 5' 0 10' 20'
1" = 10'

IRRIGATION SCHEDULE CORPORATE CTR DR

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird XCZ-100-PRB-COM 1" Wide Flow Drip Control Kit for Commercial Applications. 1" Ball Valve with 1" PESB Valve and 1" Pressure Regulating 40psi Quick-Check Basket Filter. 0.3gpm to 20gpm.	1	5/LI200
	Area to Receive Dripline Netafim TLHCVXR-053-18 Techline HCVXR Pressure Compensating Landscape Dripline with Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. Dripline laterals spaced at 15" apart, with emitters offset for triangular pattern. 17mm.	381.3 l.f.	9/LI200 DETAIL

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Nibco T-113 Class 125 bronze gate shut off valve with wheel handle, same size as mainline pipe diameter at valve location. Size Range - 1/4" - 3"	1	3/LI200
MV	Buckner-Superior 3000 1" Normally Closed Brass Master Valve that Provides Dirty Water Protection and 3-Way Solenoid Design. Available in 1", 1-1/4", 1-1/2", 2", 2-1/2" and 3" sizes.	1	2/LI200
BF	Febco 825Y 1" Reduced Pressure Backflow Preventer	1	1/LI200
C3	Hunter XCH-0600-SS-P Electromechanical controller, 6 stations, outdoor model with mounted solar panel. Battery-powered. Stainless Steel Cabinet, mounted with Hunter mounting pole #XCHSPOLE. For residential/commercial use.	1	7/LI200
FS	Calsense FM1.25-B	1	2/LI200
EN	Strong Box SBBC-30AL Low profile backflow enclosure, with marine grade aluminum. 30in.L, 30in.H, 16.25in.W. Front entry door with flush-mounted locking system	1	1/LI200
M3	Water Meter 1"	1	
	Irrigation Lateral Line: PVC Schedule 40-NP	3.3 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP	15.7 l.f.	

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CORPORATE CENTER DR
IRRIGATION PLANS

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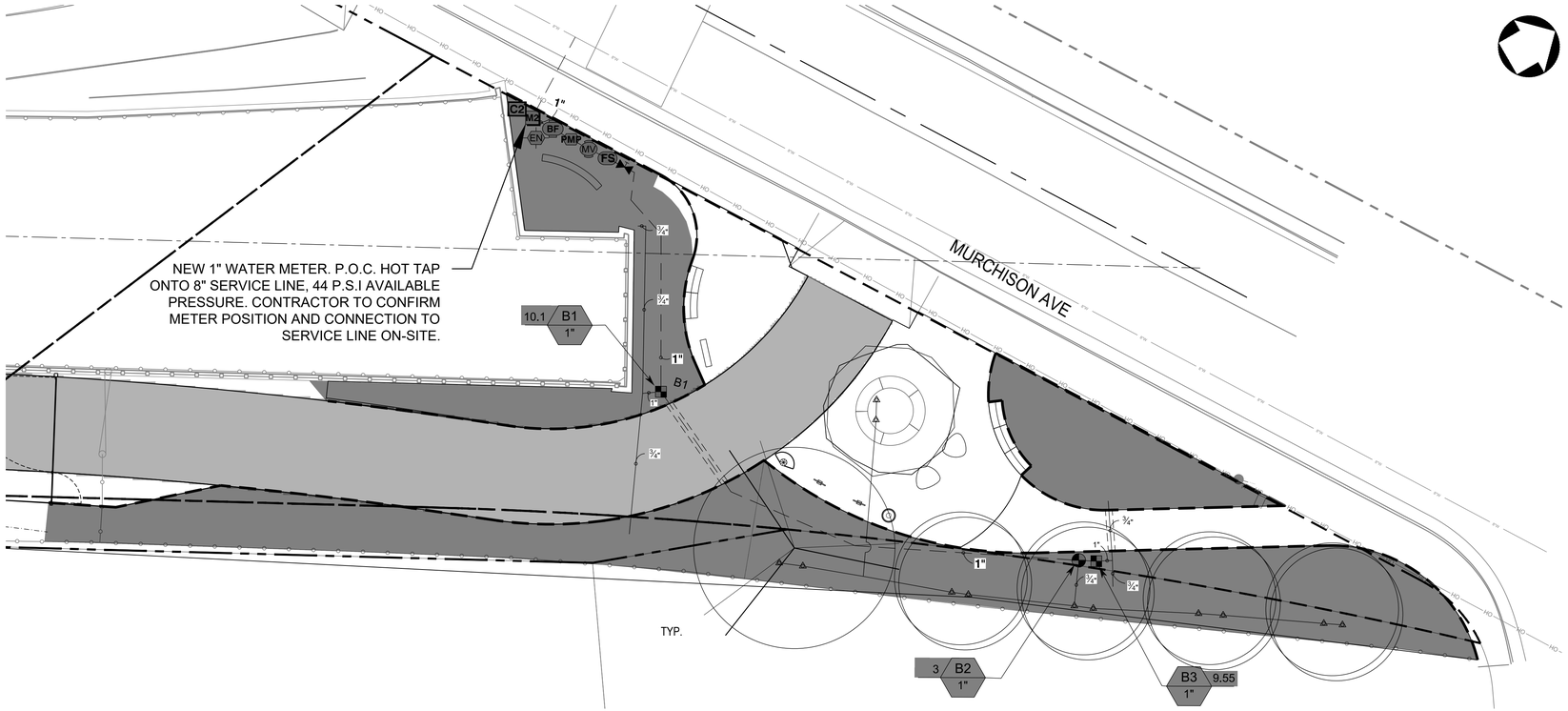
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DATE 12.11.2024

DESIGNED: PVT ENG
DRAWN: SA
CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 62 OF 95 SHTS

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FD-24 AE



MURCHISON TRAILHEAD

IRRIGATION SCHEDULE MURCHISON TRAILHEAD

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
1401 1402	Rain Bird RWS-M-B-C 1401 Mini Root Watering System with 4.0" diameter x 18.0" long with locking grate, semi-rigid mesh tube and Rain Bird 1401 0.25 gpm or 1402 0.5 gpm bubbler as indicated. With Check Valve.	12	8/LI200

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird XCZ-100-PRB-COM 1" Wide Flow Drip Control Kit for Commercial Applications. 1" Ball Valve with 1" PESB Valve and 1" Pressure Regulating 40psi Quick-Check Basket Filter. 0.3gpm to 20gpm.	2	5/LI200
	Area to Receive Dripline Netafim TLHCVXR-053-18 Techline HCVXR Pressure Compensating Landscape Dripline with Check Valve and Anti-Siphon feature. 0.53 GPH emitters at 18" O.C. Dripline laterals spaced at 15" apart, with emitters offset for triangular pattern. 17mm.	3,328 l.f.	9/LI200

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Rain Bird PEB 1" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.	1	6/LI200
	Nibco T-113 Class 125 bronze gate shut off valve with wheel handle, same size as mainline pipe diameter at valve location. Size Range - 1/4" - 3"	1	3/LI200

IRRIGATION SCHEDULE MURCHISON TRAILHEAD

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
MV	Buckner-Superior 3000 1" Normally Closed Brass Master Valve that Provides Dirty Water Protection and 3-Way Solenoid Design. Available in 1", 1-1/4", 1-1/2", 2", 2-1/2" and 3" sizes.	1	2/LI200
BF	Febco 825Y 1" Reduced Pressure Backflow Preventer	1	1/LI200
C2	Hunter XCH-0600-SS-P Electromechanical controller, 6 stations, outdoor model with mounted solar panel. Battery-powered. Stainless Steel Cabinet, mounted with Hunter mounting pole #XCHSPOLE. For residential/commercial use.	1	7/LI200
FS	Calsense FM1.25-B	1	2/LI200
PMP	Munro CP1502B Complete pump package: • 2-1/2hp, single-phase, high-pressure turf irrig pump, 2in. intake, 1-1/2in. discharge • Pump start + pump protection – SS 220v SmartBox works w/ low-amp (<.35) controllers or 2-wire systems • Pressure gauge • Pressure & temp sensors • Intake & discharge fittings • Enclosure –lockable, powdercoated, SS, vented, flexible design for right/left facing & side/bottom discharge. For product selection assistance or additional info: 800-942-4270 or technicalsupport@munropump.com	1	
EN	Strong Box SBBC-30AL Low profile backflow enclosure, with marine grade aluminum. 30in.L, 30in.H, 16.25in.W. Front entry door with flush-mounted locking system	1	1/LI200
M2	Water Meter 1" New water meter at Murchison Ave. 8" water line. Water pressure provided by City of Pomona Water Resources Department, Roman Richards.	1	
	Irrigation Lateral Line: PVC Schedule 40-NP 3/4"	174.9 l.f.	
	Irrigation Lateral Line: PVC Schedule 40-NP 1"	5.1 l.f.	
	Irrigation Mainline: PVC Schedule 40-NP 1"	124.1 l.f.	
	Pipe Sleeve: PVC Class 200 SDR 21	20.3 l.f.	

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RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

MURCHISON AVE
IRRIGATION PLANS

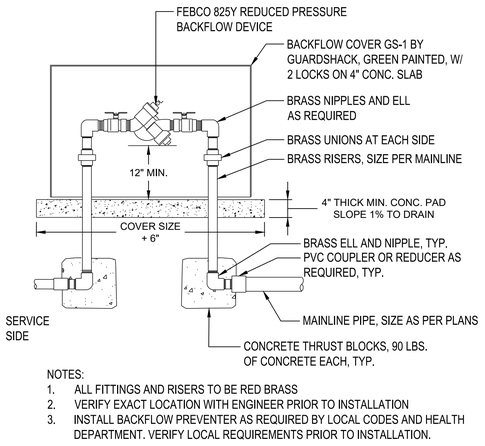
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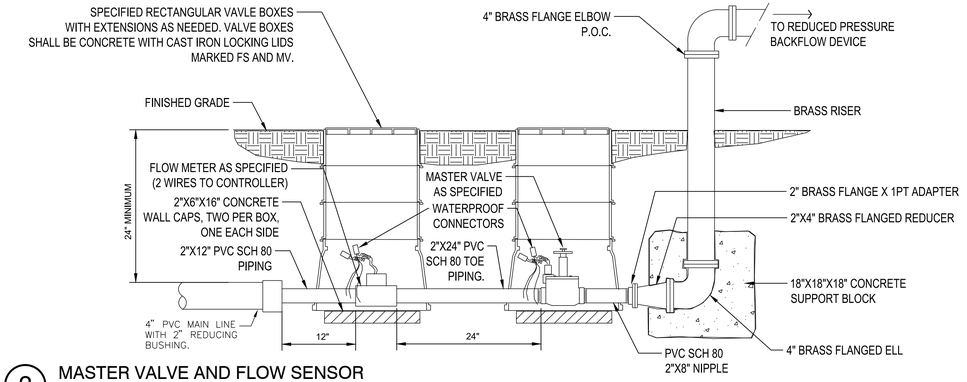
FD-24 AF



NOTES:
1. ALL FITTINGS AND RISERS TO BE RED BRASS
2. VERIFY EXACT LOCATION WITH ENGINEER PRIOR TO INSTALLATION
3. INSTALL BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES AND HEALTH DEPARTMENT. VERIFY LOCAL REQUIREMENTS PRIOR TO INSTALLATION.

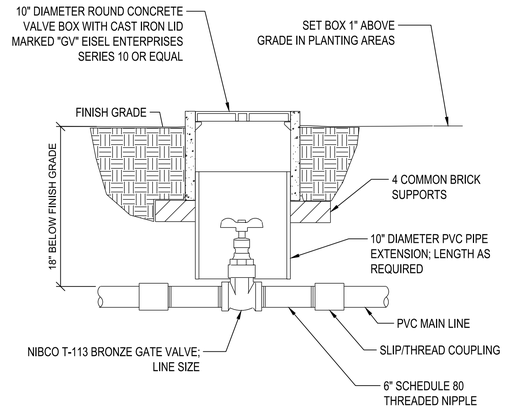
1 BACKFLOW PREVENTER

N.T.S. P-CO-12



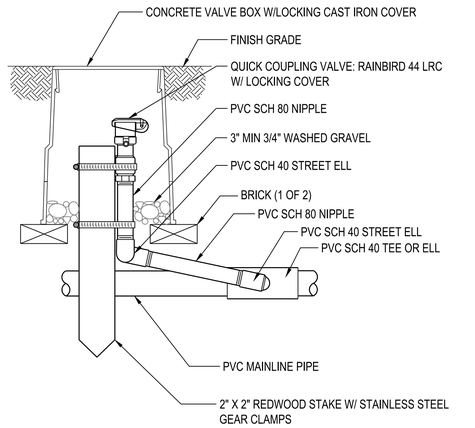
2 MASTER VALVE AND FLOW SENSOR

N.T.S. P-GL-29



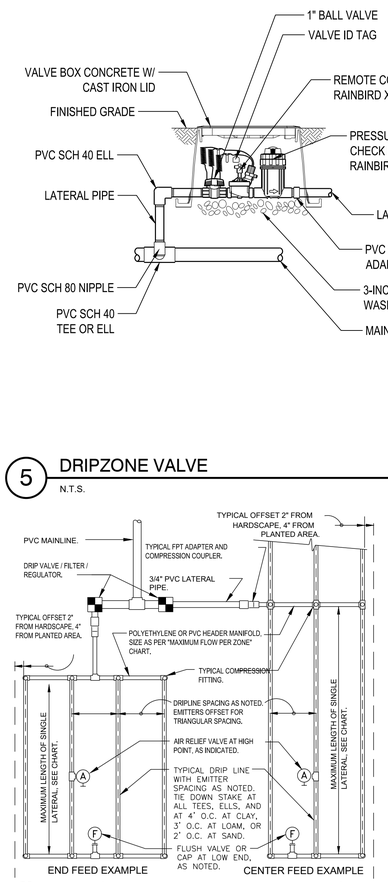
3 GATE VALVE

N.T.S. P-ME-22



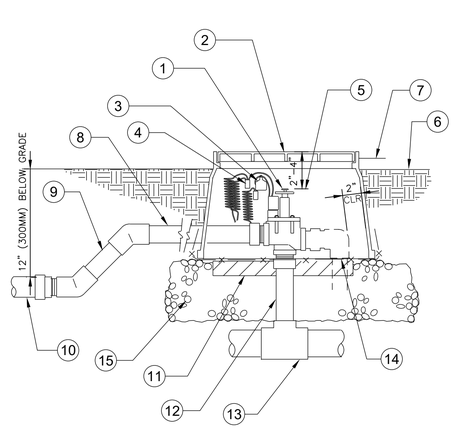
4 QUICK COUPLER VALVE

N.T.S. P-GL-09



5 DRIPZONE VALVE

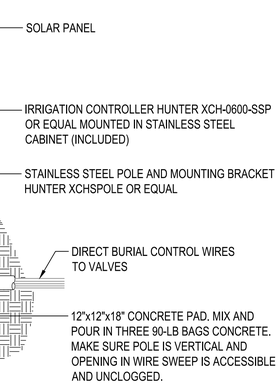
N.T.S. P-GL-06



1. REMOTE CONTROL VALVE AS SPECIFIED, ONE PER BOX.
2. 10X15 RECTANGULAR VALVE BOX.
3. PLASTIC I.D. TAG AT EACH VALVE.
4. WATER PROOF WIRE CONNECTORS ON 30" LOOPED WIRES.
5. 2" (50MM) MINIMUM, 4" (100MM) MAXIMUM BELOW TOP OF BOX.
6. 2" (100MM) ABOVE FINISH GRADE AT SHRUBS.
7. 3/4" (19MM) ABOVE FINISH GRADE AT LAWN.
8. OUTLET PIPE SAME SIZE AS VALVE, 24" MINIMUM (300MM) TO FIRST FITTING.
9. 45 DEGREE DOWN AS REQUIRED TO LATERAL PIPE DEPTH.
10. INCREASE LATERAL LINE SIZE AS PER IRRIGATION PLAN.
11. TWO 6X2X16 CONCRETE BLOCK CAPS, ONE EACH SIDE OF THE BOX.
12. SCHEDULE 80 RISER.
13. MAIN LINE AS OCCURS.
14. 1/2" WIRE CLOTH GOPHER SCREEN, WRAP UP SIDES.
15. 6" (150MM) THICK LAYER OF PEA GRAVEL BASE.

6 REMOTE CONTROL VALVE

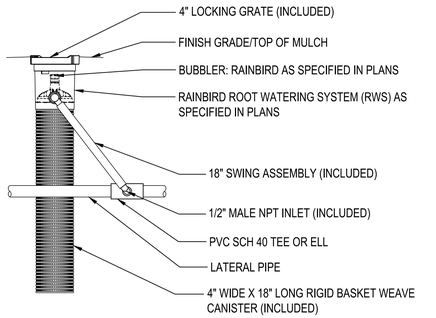
1 1/2" = 1'-0" P-SA2-05



NOTE: MAKE SURE CONCRETE PAD IS DRY BEFORE CONTINUING WITH THE INSTALLATION

7 SOLAR POWERED CONTROLLER

1 1/2" = 1'-0" P-ME-28



NOTES:
1. INSTALL PRODUCT SO THAT THE GRATE IS EVEN WITH THE FINISHED GRADE OR TOP OF MULCH
2. WHEN INSTALLING IN HARD OR CLAY SOILS, ADD ¾" GRAVEL UNDER AND AROUND UNIT TO ALLOW FASTER WATER INFILTRATION
3. ONCE RWS HAS BEEN INSTALLED FILL BASKET WITH PEA GRAVEL BEFORE LOCKING LID

8 ROOT WATERING SYSTEM

N.T.S. P-GL-04

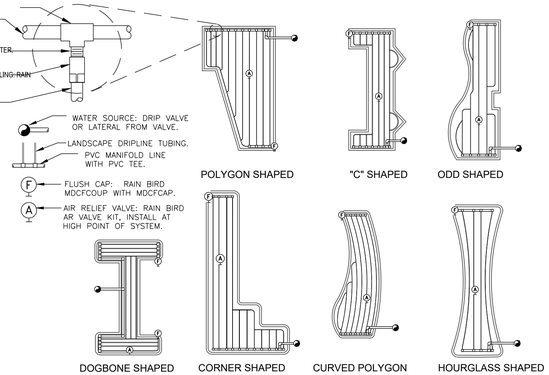
MAXIMUM LATERAL LENGTH (FEET)						
	EMITTER FLOW RATE GPH					
PSI	12" SPACING 0.6	0.9	18" SPACING 0.6	0.9	24" SPACING 0.6	0.9
10	125	96	175	135	218	171
20	249	191	350	171	442	340
30	307	236	434	333	550	422
40	350	268	495	380	627	171
50	125	96	175	135	218	171
60	125	96	175	135	218	171

GRID PRECIPITATION RATES (IN/HR)			
		EMITTER FLOW RATE	
EMITTER SPACING	LATERAL SPACING	0.6	0.9
12	12	0.96	.44
18	18	0.69	.03
24	24	0.28	0.41

LATERAL FLOW PER 100 FT (GPM)			
EMITTER FLOW	12" SPACING	18" SPACING	24" SPACING
0.6 GPH	1.0 GPM	0.67 GPM	0.50 GPM
0.9 GPH	1.5 GPM	1.0 GPM	0.75 GPM

MAXIMUM FLOW PER ZONE		
	MAX GPM	PSI LOSS
SCHEDULE 40 PVC HEADER SIZE		
1/2"	4.7 GPM	7.7 PSI
3/4"	8.3 GPM	5.6 PSI
1"	13.5 GPM	4.2 PSI
1-1/2"	33.9 GPM	2.9 PSI
2"	52.4 GPM	1.9 PSI
POLY PIPE HEADER SIZE		
1/2"	4.7 GPM	8.8 PSI
3/4"	8.3 GPM	6.3 PSI
1"	13.5 GPM	4.8 PSI
1-1/2"	31.8 GPM	2.9 PSI
2"	52.4 GPM	2.2 PSI

SLOPED CONDITION NOTE:
1. DRIPLINE LATERALS SHOULD FOLLOW THE CONTOURS OF THE SLOPE WHENEVER POSSIBLE.
2. INSTALL AIR RELIEF VALVE AT HIGHEST POINT.
3. NORMAL SPACING WITHIN THE TOP ⅓ OF SLOPE.
4. INSTALL DRIPLINE AT 25% GREATER SPACING AT THE BOTTOM ⅓ OF THE SLOPE.
5. WHEN ELEVATION CHANGE IS 10 FT OR MORE, ZONE THE BOTTOM ⅓ ON A SEPARATE VALVE.



9 TYPICAL RAIN BIRD DRIPLINE REQUIREMENTS

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RECOMMENDED

BY: _____ DATE: _____
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CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

IRRIGATION DETAILS

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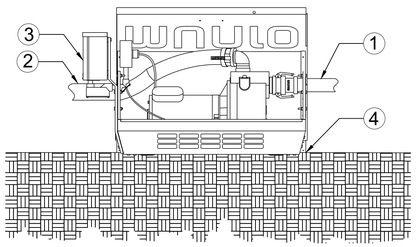
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SHT. 64 OF 95 SHTS

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FD-24 AG

1. 2" INTAKE LINE
2. 1"-1 1/2" DISCHARGE LINE
3. 208 230 V POWER
4. FINISH GRADE (PUMP CAN BE PLACED ON GROUND OR CONCRETE PAD)



1 MUNRO COMPLETE PRO 3HP SIDE DISCHARGE

1" = 1'-0"

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AS SHOWN	DRAWN:	SA	OF
DATE 12.6.2024	CHECKED:	K. MCKERNIN	95 SHTS
	REVIEWED:	K. MCKERNIN	

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PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	PLS/POUND		QTY	REMARKS
TREES								
	AS	Arbutus unedo	Strawberry Tree	36"	L		8	
	CW	Cercis occidentalis	Western Redbud Multi-trunk	36"	L		2	
	CL	Chilopsis linearis	Desert Willow	24" box	M		1	STANDARD
	CT	x Chitalpa tashkentensis	Chitalpa	36"	L		4	
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE		SPACING	QTY	REMARKS
SHRUBS								
	AM2	Achillea millefolium	Common Yarrow	1 gal.	L	18" o.c.	14	NATIVE
	AE	Arctostaphylos edmundsii 'Carmel Sur'	Carmel Sur Little Sur Manzanita	1 gal.	L	72" o.c.	3	
	AU	Arctostaphylos uva-ursi	Kinnikinnick	1 gal.	L	72" o.c.	6	
	AP	Aristida purpurea	Purple Threeawn	1 gal.	L	24" o.c.	58	
	AM	Artemisia californica 'Montara'	Montara California Sagebrush	1 gal.	VL	48" o.c.	42	
	BP	Baccharis pilularis consanguinea `Pozo Surf`	Pozo Surf Coyote Brush	5 gal.	L	36" o.c.	58	NATIVE
	BS2	Baccharis sarothroides	Desertbroom Baccharis	5 gal.	L	72" o.c.	9	
	CY	Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point Carmel Creeper	5 gal.	L	60" o.c.	116	
	DA2	Diplacus aurantiacus	Sticky Monkeyflower	1 gal.	VL	36" o.c.	28	NATIVE
	EE	Epilobium canum latifolium `Everett`s Choice`	Everett`s California Fuchsia	1 gal.	L	48" o.c.	18	NATIVE
	EW	Eriogonum fasciculatum `Warriner Lytle`	Warriner Lytle California Buckwheat	5 gal.	VL	48" o.c.	25	NATIVE
	LC	Leymus condensatus	Giant Wild Rye	5 gal.	M	48" o.c.	2	
	MD	Muhlenbergia dubia	Pine Muhly	1 gal.	L	24" o.c.	317	PRUNE FLOWERS
	SM	Salvia chamaedryoides	Germander Sage	1 gal.	M	48" o.c.	25	NATIVE
	SW2	Salvia clevelandii 'Winnifred Gilman'	Winnifred Gilman Cleveland Sage	5 gal.	L	48" o.c.	14	NATIVE
	SP	Salvia leucophylla	Purple Sage	1 gal.	L	48" o.c.	28	
	SM3	Salvia mellifera	Black Sage	5 gal.	L	84" o.c.	5	NATIVE
	SR	Salvia mellifera 'Jade Carpet'	Jade Carpet Black Sage	5 gal.	L	60" o.c.	19	

PLANTING NOTES

1. PRIOR TO BEGINNING WORK, LANDSCAPE CONTRACTOR SHALL REVIEW THE CIVIL ENGINEERING DRAWINGS FOR ANY SPECIAL CONDITIONS PARTICULARLY AS THEY PERTAIN TO GRADING FEATURES SUCH AS SWALES, DETENTION BASINS AND INFILTRATION AREAS THAT MAY HAVE AN EFFECT ON PLANTING AREAS.
2. LOCATIONS OF PLANTS ARE SCHEMATIC. ALL SHRUBS TO BE PLANTED A MINIMUM OFFSET OF TWO (2) FEET FROM ANY EXISTING UTILITIES OR STRUCTURES AND TREES A MINIMUM THREE (5) FEET FROM UTILITIES OR STRUCTURES.
3. ALL TREES TO BE TAGGED BY LANDSCAPE ARCHITECT PRIOR TO PURCHASE.
4. LANDSCAPE ARCHITECT OR PROJECT REPRESENTATIVE TO BE PRESENT TO APPROVE PLANT MATERIAL WHEN DELIVERED TO PROJECT SITE.
5. ALL PLANTS AND TREES STORED ON-SITE TO FOLLOW PROCEDURES IN PROJECT SPECIFICATIONS.
6. PLANTS ARE SHOWN DIAGRAMMATICALLY ON PLAN THEREFORE PLANT SPACING IN PLANTING NOTES AND PLANTING SPECIFICATIONS TAKE PRECEDENCE TO PLANTS SHOWN ON THE PLAN. CONTRACTOR IS TO CALCULATE QUANTITY OF PLANTS CALLED FOR AND INSTALL ALL THAT ARE SHOWN ON PLAN.
7. ALL LANDSCAPE PLANTING, IRRIGATION AND PAVING DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED AND APPROVED BY OWNER'S REPRESENTATIVE BEFORE 100% COMPLETION OF CONSTRUCTION.
8. WHERE MULCH IS SPECIFIED, PER PLANS, SPREAD 3-4" LAYER OF MATERIAL UNDER AND IN BETWEEN ALL PLANTS SO AS TO LEAVE SOIL COMPLETELY COVERED WITH MULCH. NO MULCH SHALL BE PLACED WITHIN 2' OF TREE CENTER.
9. ALL TREES TO RECEIVE ROOT CONTROL BARRIERS PER PLAN. INSTALL ROOT BARRIER PER MANUFACTURER SPECIFICATION. ROOT BARRIER SHALL EXTEND 10 LINEAR FEET BEYOND TREE TRUNK IN EACH DIRECTION (20 FEET OF ROOT BARRIER ON EACH SIDE, 2 SIDES TOTAL) BETWEEN HARDSCAPE ELEMENTS OR AS SHOWN ON PLANS.
10. PRIOR TO PLANTING A TREE FILL THE HOLE WITH 10 GALLONS OF WATER. LET DRAIN, AMEND AND AFTER PLANTING, EACH TREE SHALL BE WATERED WITH A MINIMUM OF 20 GALLONS OF WATER. REPEAT THE WATERING TWICE IN THE NEXT 3 DAYS, NOT SOONER THAN AT 24-HOUR INTERVALS.
11. SOIL TESTS TO BE CONDUCTED AS DESCRIBED IN LANDSCAPE SPECIFICATIONS. THESE TESTS ARE TO DETERMINE RECOMMENDED AMOUNTS OF FERTILIZER AND ANY HARMFUL SUBSTANCES THAT REQUIRE MITIGATION. SEE SPECIFICATIONS FOR FURTHER INFORMATION.
12. DURING SOIL PREPARATION AMEND WITH GYPSUM (AGRICULTURAL CALCIUM SULFATE CA SO4) PER AMOUNT RECOMMENDED BY THE SOIL TEST RESULTS. SEE SPECIFICATIONS FOR FURTHER INFORMATION.
13. LANDSCAPE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE GENERAL CONTRACTOR TO DISCUSS ANY LANDSCAPE ISSUES BEFORE START OF CONSTRUCTION.
14. THE CONTRACTOR SHALL MAINTAIN PLANTED AREAS DURING THE PLANT ESTABLISHMENT PERIOD BY MEANS OF CONTINUOUS WATERING, PRUNING, RAISING ROOT BALLS WHICH SETTLE BELOW GRADE, APPLICATION OF SPRAYS WHICH ARE NECESSARY TO KEEP THE PLANTINGS FREE OF INSECTS AND DISEASES, FERTILIZING, WEEDING, AND/OR OTHER OPERATIONS NECESSARY FOR PROPER CARE AND UPKEEP.

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PLANTING NOTES

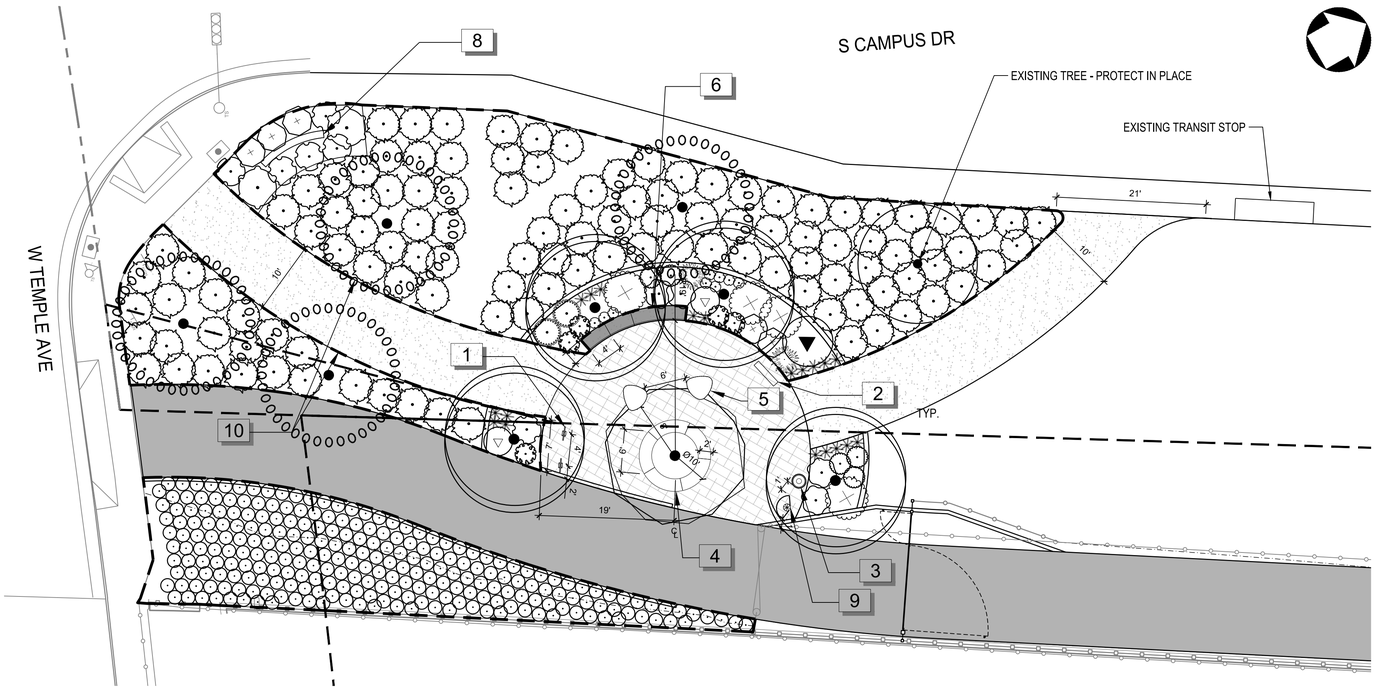
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FD-24 AI



10' 5' 0 10' 20'

1" = 10'

TEMPLE TRAILHEAD

PLANTING NOTES

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9. ALL TREES TO RECEIVE ROOT CONTROL BARRIERS PER PLAN. INSTALL ROOT BARRIER PER MANUFACTURER SPECIFICATION. ROOT BARRIER SHALL EXTEND 10 LINEAR FEET BEYOND TREE TRUNK IN EACH DIRECTION (20 FEET OF ROOT BARRIER ON EACH SIDE, 2 SIDES TOTAL) BETWEEN HARDSCAPE ELEMENTS OR AS SHOWN ON PLANS.
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12. DURING SOIL PREPARATION AMEND WITH GYPSUM (AGRICULTURAL CALCIUM SULFATE CA SO4) PER AMOUNT RECOMMENDED BY THE SOIL TEST RESULTS. SEE SPECIFICATIONS FOR FURTHER INFORMATION.
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PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	PLS/POUND	QTY	REMARKS
TREES							
	AS	Arbutus unedo	Strawberry Tree	36"	L	8	
	CW	Cercis occidentalis	Western Redbud Multi-trunk	36"	L	2	
	CL	Chilopsis linearis	Desert Willow	24" box	M	1	STANDARD
	CT	x Chitalpa tashkentensis	Chitalpa	36"	L	4	

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE		SPACING	QTY	REMARKS
SHRUBS								
	AM2	Achillea millefolium	Common Yarrow	1 gal.	L	18" o.c.	14	NATIVE
	AE	Arctostaphylos edmundsii 'Carmel Sur'	Carmel Sur Little Sur Manzanita	1 gal.	L	72" o.c.	3	
	AU	Arctostaphylos uva-ursi	Kinnikinnick	1 gal.	L	72" o.c.	6	
	AP	Aristida purpurea	Purple Threeawn	1 gal.	L	24" o.c.	58	
	AM	Artemisia californica 'Montara'	Montara California Sagebrush	1 gal.	VL	48" o.c.	42	
	BP	Baccharis pilularis consanguinea `Pozo Surf`	Pozo Surf Coyote Brush	5 gal.	L	36" o.c.	58	NATIVE
	BS2	Baccharis sarothroides	Desertbroom Baccharis	5 gal.	L	72" o.c.	9	
	CY	Ceanothus griseus horizontalis 'Yankee Point'	Yankee Point Carmel Creeper	5 gal.	L	60" o.c.	116	
	DA2	Diplacus aurantiacus	Sticky Monkeyflower	1 gal.	VL	36" o.c.	28	NATIVE
	EE	Epilobium canum latifolium `Everett`s Choice`	Everett`s California Fuchsia	1 gal.	L	48" o.c.	18	NATIVE
	EW	Eriogonum fasciculatum `Warriner Lytle`	Warriner Lytle California Buckwheat	5 gal.	VL	48" o.c.	25	NATIVE
	LC	Leymus condensatus	Giant Wild Rye	5 gal.	M	48" o.c.	2	
	MD	Muhlenbergia dubia	Pine Muhly	1 gal.	L	24" o.c.	317	PRUNE FLOWERS
	SM	Salvia chamaedryoides	Germander Sage	1 gal.	M	48" o.c.	25	NATIVE
	SW2	Salvia clevelandii 'Winnifred Gilman'	Winnifred Gilman Cleveland Sage	5 gal.	L	48" o.c.	14	NATIVE
	SP	Salvia leucophylla	Purple Sage	1 gal.	L	48" o.c.	28	
	SM3	Salvia mellifera	Black Sage	5 gal.	L	84" o.c.	5	NATIVE
	SR	Salvia mellifera 'Jade Carpet'	Jade Carpet Black Sage	5 gal.	L	60" o.c.	19	

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10	METAL LANDSCAPE EDGING	9/L200
	DECOMPOSED GRANITE	3/L200
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ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

W TEMPLE AVE
PLANTING PLANS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

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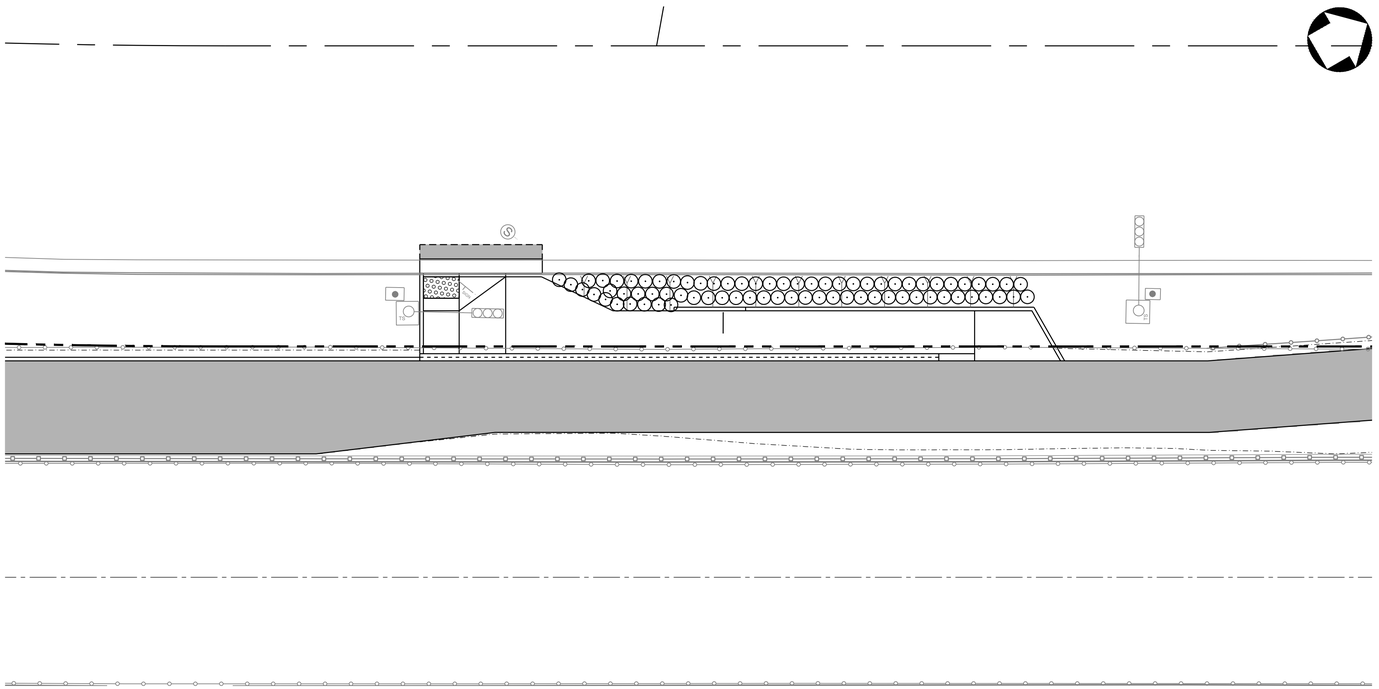
SCALE AS SHOWN
DATE 12.11.2024

DESIGNED: PVT ENG
DRAWN: SA
CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 67 OF 95 SHTS

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FD-24 AJ



CORPORATE CENTER DR ACCESS POINT

10' 5' 0 10' 20'

1" = 10'

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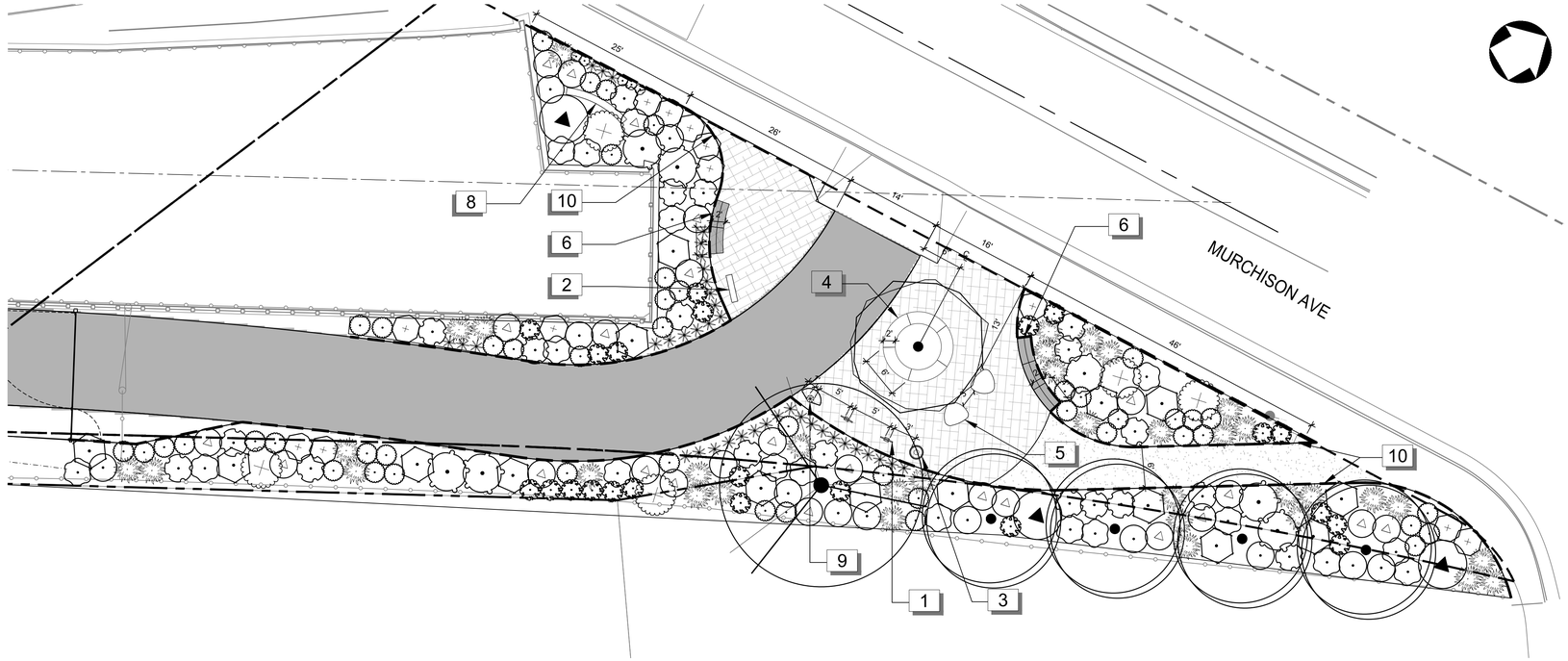
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DESIGNED: PVT ENG
DRAWN: SA
CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 68 OF 95 SHTS

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FD-24 AK



MURCHISON TRAILHEAD

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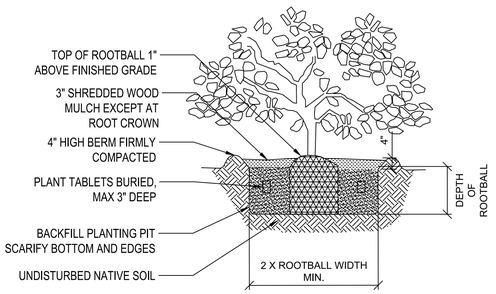
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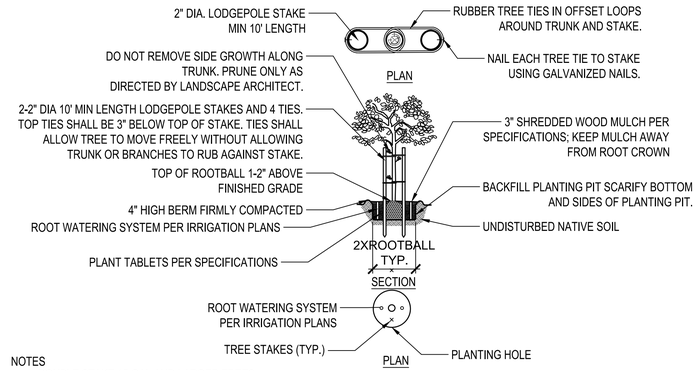
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1 SHRUB PLANTING

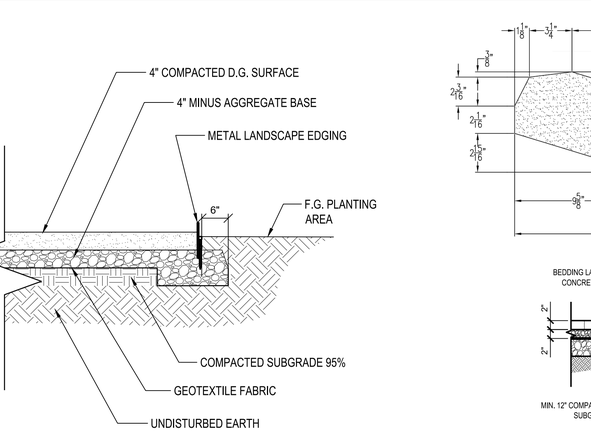
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NOTES
1. DOUBLE STAKE 15 GAL AND LARGER TREES
2. POSITION STAKES OUTSIDE OF ROOTBALL; ALIGN STAKES PARALLEL TO PREVAILING WIND
3. PROVIDE MINIMUM DISTANCE FROM OTHER OBJECTS AS FOLLOWS: 20' TRAFFIC SIGNALS, 12' STREET LIGHTS, 10' FIRE HYDRANTS, SEWER LINES, PAD MOUNTED EQUIPMENT, 5' FOR UNDERGROUND GAS AND ELECTRIC LINES.
4. REFER TO IRRIGATION SHEETS FOR ALL IRRIGATION DETAILS

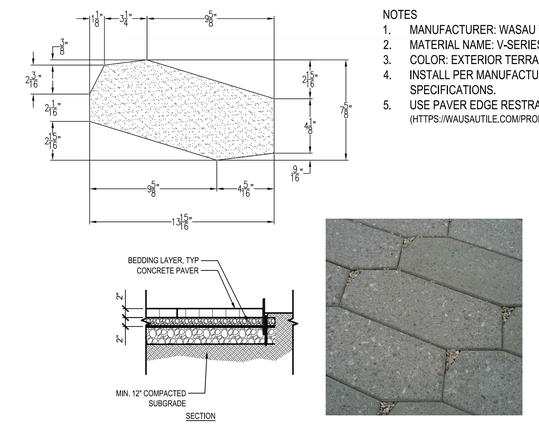
2 TREE PLANTING AND STAKING

N.T.S. P-MM-04



3 DECOMPOSED GRANITE PAVING

N.T.S. P-LA-14



NOTES
1. MANUFACTURER: WASAU TILE
2. MATERIAL NAME: V-SERIES
3. COLOR: EXTERIOR TERRAZZO -ET-16
4. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
5. USE PAVER EDGE RESTRAINTS (HTTPS://WAUSAUTILE.COM/PRODUCTS/V-SERIES-PERMEABLE.CFM)

4 CONCRETE PERMEABLE PAVERS

N.T.S. DETAIL-FILE

REVISION			
	DRAWN BY	DATE	NOTES
1			
2			
3			

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GREEN BAY PERMEABLE

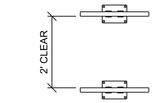
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES FRACTIONS ± 1/8"

DRAWN BY: TAS

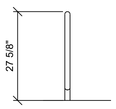
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CO NUMBER: .

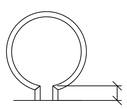
SHEET NO. 1000



TYPICAL LAYOUT (PLAN)



SIDE

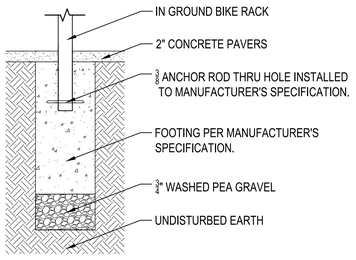


FRONT

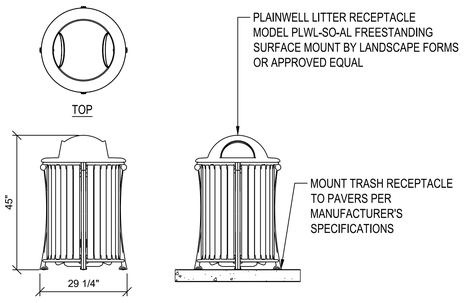
NOTES:
1. INSTALLATION TO BE COMPLETED PER MANUFACTURERS SPECIFICATIONS.
2. MANUFACTURER: LANDSCAPE FORMS, FINISH: ELECTRO POLISHED STAINLESS STEEL

5 BICYCLE RACK

N.T.S. P-MM-65



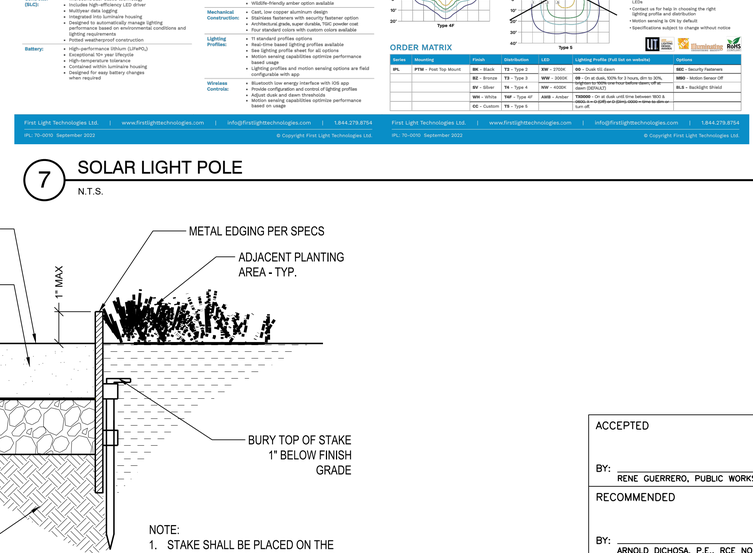
IN-GROUND INSTALLATION



NOTES:
1. ALUMINUM TRASH RECEPTACLE 'PLAINWELL' BY LANDSCAPE FORMS OR APPROVED EQUAL. POWDER COATED SILVER.
2. CONTRACTOR TO PROVIDE ANCHORING HARDWARE AS NEEDED FOR SURFACE MOUNTING TO CONCRETE SIDEWALK PER MANUFACTURER'S SPECIFICATIONS.
3. VERIFY EXACT LOCATION WITH ENGINEER PRIOR TO INSTALLATION

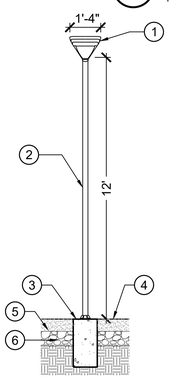
6 TRASH RECEPTACLE

N.T.S. P-CO-71



7 SOLAR LIGHT POLE

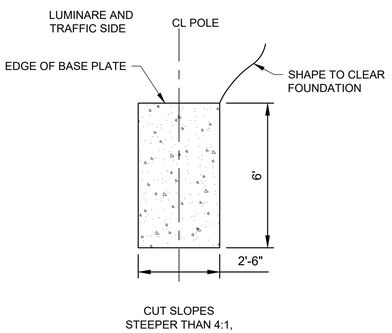
N.T.S. DETAIL-FILE



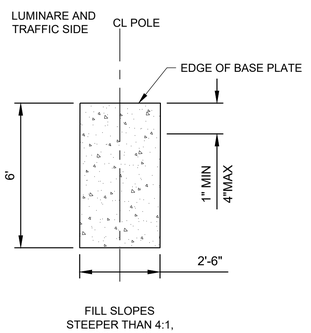
1. SOLAR LED COMMERCIAL AREA LIGHT
2. 12-FOOT ROUND ALUMINUM POLE WITH 4-BOLT BASE, PER SPECIFICATIONS
3. 2' x 4' CONCRETE FOOTING
4. FINISHED SURFACE
5. CONCRETE PAVERS
6. COMPACTED AGGREGATE SUB-BASE MATERIAL

NOTES:
1. MOUNT POLE TO CONCRETE FOOTING PER POLE MANUFACTURER'S SPECIFICATIONS.

NOTE:
1. POSTS ARE TO BE 5' ROUND, 12' TALL STRAIGHT ALUMINUM.
2. THE POLE SHALL BE CONSTRUCTED OF SEAMLESS EXTRUDED TUBE OF 6063 ALUMINUM ALLOY.



CUT SLOPES STEEPER THAN 4:1, LESS THAN 2:1



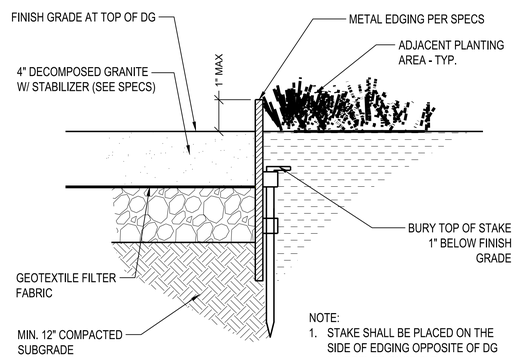
FILL SLOPES STEEPER THAN 4:1, LESS THAN 2:1

8 SOLAR LIGHT POLE FOOTING DETAILS

N.T.S.

9 LIGHT POST

N.T.S. P-ELL1-59



NOTE:
1. STAKE SHALL BE PLACED ON THE SIDE OF EDGING OPPOSITE OF DG WHEREVER POSSIBLE.

10 METAL EDGING

N.T.S. P-SA2-72

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

PLANTING DETAILS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

L200

SCALE AS SHOWN

DATE 12.11.2024

DESIGNED: PVT ENG
DRAWN: SA
CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 70 OF 95 SHTS

PRELIMINARY

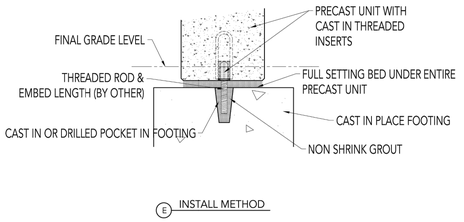
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△	REVISIONS	DATE	INITIAL

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TWO WORKING DAYS BEFORE YOU DIG

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FD-24 AM



E INSTALL METHOD

SCALE: NOT TO SCALE

NOTES:
ITEM MANUFACTURER - WAUSAU TILE

PRODUCT:	MISC PRODUCT INSTALL STYLES
MATERIAL: PRECAST CONCRETE	
DRAWN BY: SKD	
REV DATE: 01.04.21	
FILE: -	

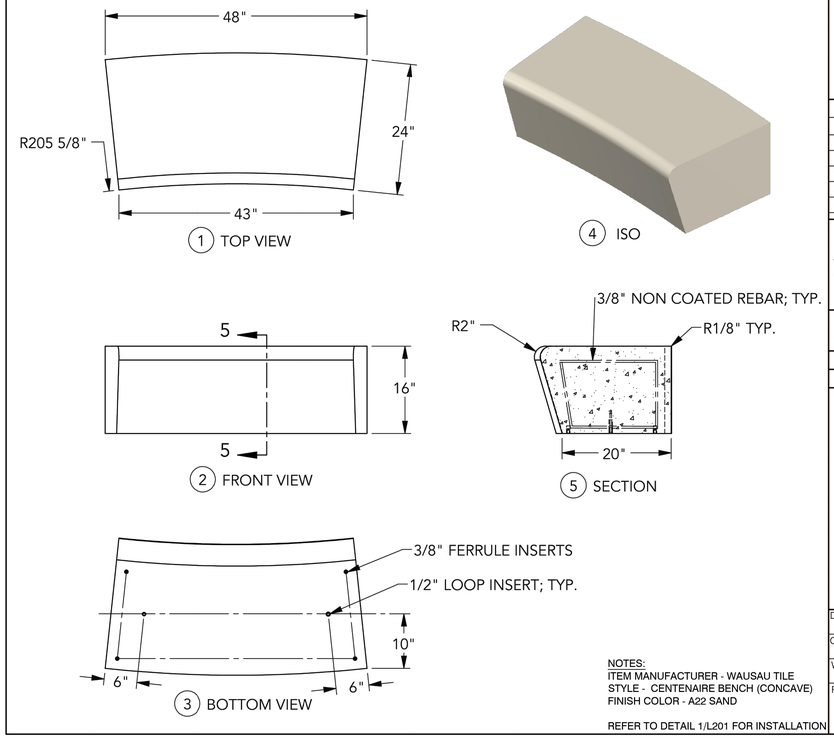
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UNLESS OTHERWISE SPECIFIED DIMENSIONS SHOWN IN INCHES AND ARE ROUNDED TO THE CLOSEST FRACTION ± 1/16"
FABRICATION TOLERANCE: ± 1/8"

PG 29

1 PRECAST SITE FURNISHING ANCHORING DETAIL

N.T.S.



NOTES:
ITEM MANUFACTURER - WAUSAU TILE
STYLE - CENTENAIRE BENCH (CONCAVE)
FINISH COLOR - A22 SAND

REFER TO DETAIL 1/L201 FOR INSTALLATION

REVISIONS			
	BY	DATE	NOTE
1	-		-
2	-		-
3	-		-
4	-		-
5			

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DRAWING SCALE: NOT TO SCALE

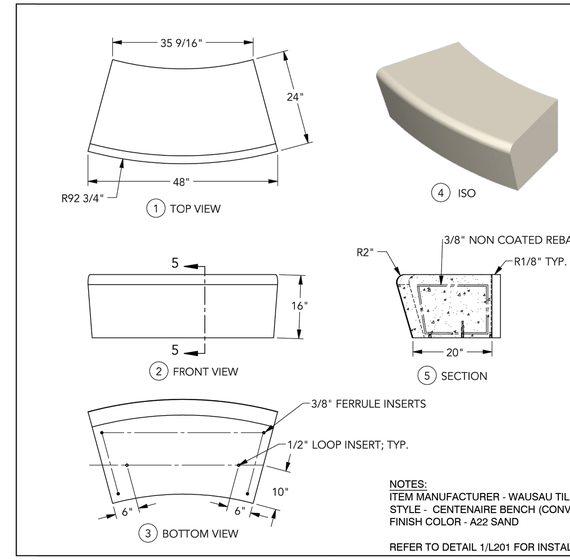
FABRICATION TOLERANCE: ± 1/8"

CENTENAIRE

DRAWN BY: SKD	DATE: 7/29/2020
CO NUMBER:	-
WEIGHT:	1,416 LBS
PRODUCT NUMBER:	ZB.CE.04

2 CURVED MODULAR PRECAST SEATWALL (CONCAVE)

N.T.S.



NOTES:
ITEM MANUFACTURER - WAUSAU TILE
STYLE - CENTENAIRE BENCH (CONVEX)
FINISH COLOR - A22 SAND

REFER TO DETAIL 1/L201 FOR INSTALLATION

REVISIONS			
	BY	DATE	NOTE
1	-		-
2	-		-
3	-		-
4	-		-
5			

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DRAWING SCALE: NOT TO SCALE

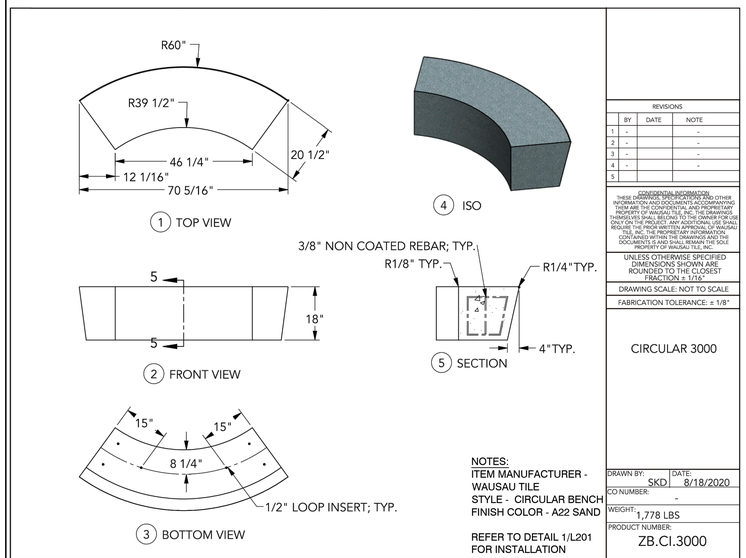
FABRICATION TOLERANCE: ± 1/8"

CENTENAIRE

DRAWN BY: SKD	DATE: 7/29/2020
CO NUMBER:	-
WEIGHT:	1,295 LBS
PRODUCT NUMBER:	ZB.CE.05

3 CURVED MODULAR PRECAST SEATWALL (CONVEX)

N.T.S.



NOTES:
ITEM MANUFACTURER - WAUSAU TILE
STYLE - CIRCULAR BENCH
FINISH COLOR - A22 SAND

REFER TO DETAIL 1/L201 FOR INSTALLATION

REVISIONS			
	BY	DATE	NOTE
1	-		-
2	-		-
3	-		-
4	-		-
5			

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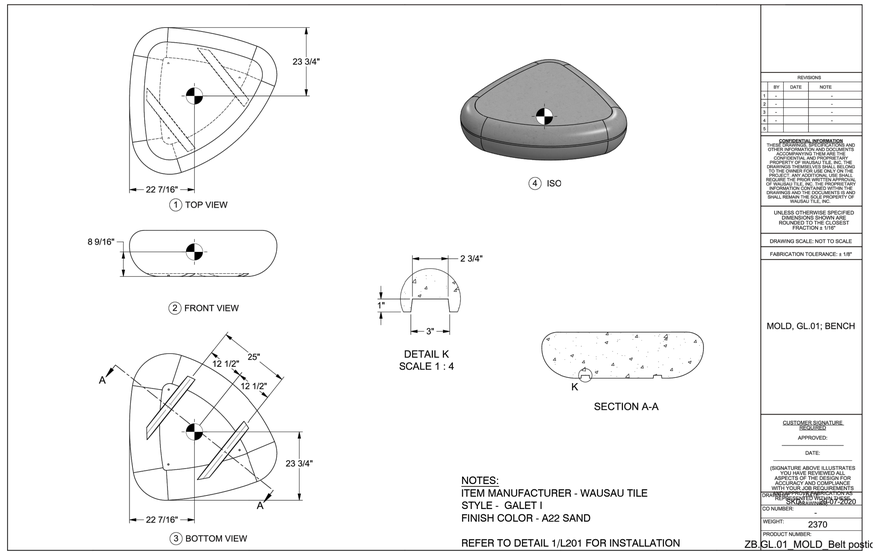
FABRICATION TOLERANCE: ± 1/8"

CIRCULAR 3000

DRAWN BY: SKD	DATE: 8/18/2020
CO NUMBER:	-
WEIGHT:	1,778 LBS
PRODUCT NUMBER:	ZB.CI.3000

4 CURVED MODULAR PRECAST BENCH SEATING

N.T.S.



NOTES:
ITEM MANUFACTURER - WAUSAU TILE
STYLE - GALET I
FINISH COLOR - A22 SAND

REFER TO DETAIL 1/L201 FOR INSTALLATION

REVISIONS			
	BY	DATE	NOTE
1	-		-
2	-		-
3	-		-
4	-		-
5			

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UNLESS OTHERWISE SPECIFIED DIMENSIONS SHOWN ARE ROUNDED TO THE CLOSEST FRACTION ± 1/16"

DRAWING SCALE: NOT TO SCALE

FABRICATION TOLERANCE: ± 1/8"

MOLD, GL.01; BENCH

CUSTOMER SIGNATURE REQUIRED
APPROVED:
DATE:
(SIGNATURE ABOVE ILLUSTRATES YOU HAVE REVIEWED ALL ASPECTS OF THE DESIGN FOR ACCURACY AND COMPLIANCE WITH YOUR JOB REQUIREMENTS)

DRAWN BY:	DATE:
CO NUMBER:	-
WEIGHT:	2370
PRODUCT NUMBER:	ZB.GL.01_MOLD_Belt postic

5 TRIANGULAR BENCH

N.T.S.

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△	REVISIONS	DATE	INITIAL

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

AMENITY DETAILS

L201

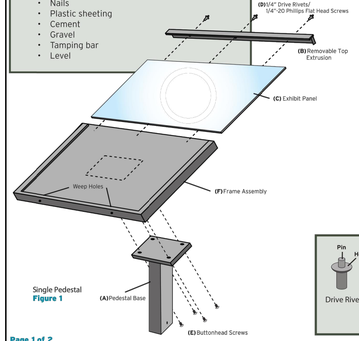
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DATE	12.11.2024
DESIGNED:	PVT ENG
DRAWN:	SA
CHECKED:	K. MCKERNIN
REVIEWED:	K. MCKERNIN
SHT.	71
OF	95 SHTS

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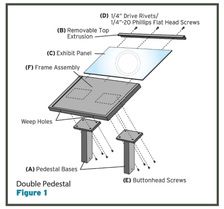
FD-24 AN

Recommended tools and materials:

- Power or manual post-hole digger
- Shovel
- Wood braces
- Hammer
- Clamps
- Nails
- Plastic sheeting
- Cement
- Gravel
- Tamping bar
- Level



Single Pedestal
Figure 1



Double Pedestal
Figure 1

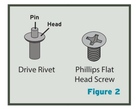


Figure 2

Exhibit Base Assembly and Installation Instructions

FORM # PRDINST 081 010523

Installation

Move all assembled exhibit bases, tools and materials to the installation site. Mark the installation location using stakes or approved marking paint to indicate pedestal base locations. Prior to installation, please check the local building and signage codes as well as the applicable ADA (Americans with Disabilities Act) regulations for compliance.

Installing to a permanent surface:

When installing the exhibit base with attached base plates to a permanent surface, such as concrete, use the appropriate fastening devices to provide a secure and permanent installation.

Installing in the ground:

When installing the pedestal in the ground, you will need to dig holes approximately 6" below the local frost line. We recommend that you plan your installation depth to allow for approximately 28" to 32" distance between the ground surface and the bottom of the exhibit frame assembly when finished.

Preparing the holes

Fill the completed holes with approximately 6" of gravel and tamp to provide an even and firm surface.

Protecting the exhibit base

To prevent concrete splatter from attaching to the pedestal base(s), wrap and secure plastic to the upper portion of the pedestal base(s) to protect any part which will be seen after installation.

Setting the exhibit base

Set the exhibit base in the ground, level the uprights by securing with temporary braces and clamps as shown in Figure 3. Double-check the distance from the ground surface to the exhibit frame for proper height.

Mix and fill the holes with wet cement to within 2" of the ground surface. Agitate the concrete to remove air pockets making sure to not bump or move the braced exhibit base. Carefully recheck the base level before the concrete begins to harden.

Finishing the installation

Let cement set for at least 24 hours, remove the plastic and braces, back fill remaining holes and finish as necessary.

NOTE: ALTA TO SUPPLY GRAPHICS. TBD.

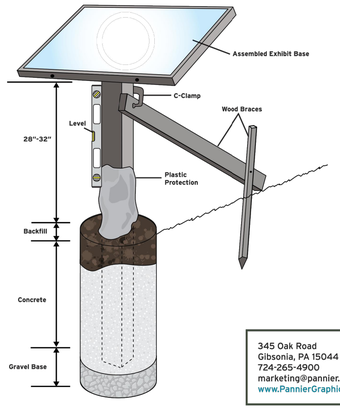
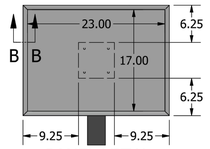


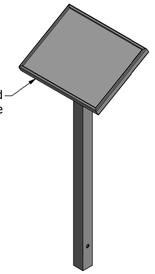
Figure 3

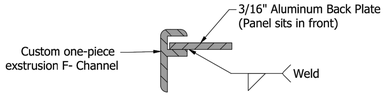
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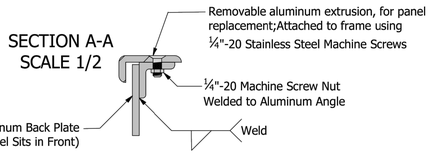
PANEL VIEW
SCALE 1/12

NOTE:
SIGN GRAPHICS ARE TBD

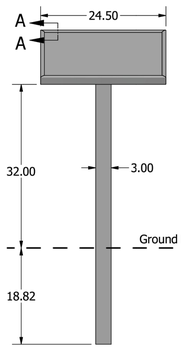




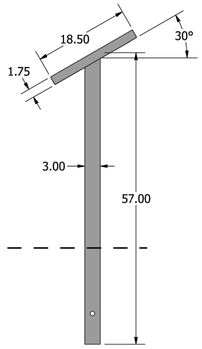
SECTION B-B
SCALE 1/2



SECTION A-A
SCALE 1/2

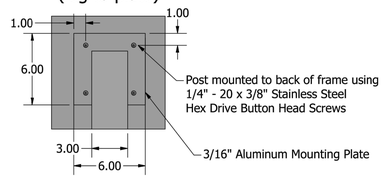


FRONT VIEW
SCALE 1/14

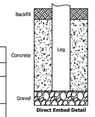


SIDE VIEW
SCALE 1/14

MOUNTING PLATE
(leg to plate)



HARDWARE INCLUDED		
Type	QTY	Image
1/4"-20 x 3/8" Stainless Steel Phillips Drive Button Head Screws	4 each	
1/4"-20 x 5/8" Flat Head Phillips Screws	2 each	



Direct Embed Detail

Single Pedestal Exhibit Base

Frame Size: 24.5"w x 18.5"h
Trim Size: 23.875"w x 17.875"h
Visual Area: 23"w x 17"h
Frame Color:
Finish:

* Post holes should be dug below the frost line depth. Pannier recommends height from ground to bottom of frame to be 32".

CUSTOMER SIGNATURE

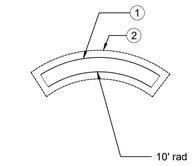
Job #
Qty:
Date:
Rev. #:
Drawn By:

Pannier

345 Oak Road
Gibsonia, PA 15044
Phone: 724.265.4900
Fax: 724.265.4300
www.PannierGraphics.com

1 PANNIER SIGNAGE ASSEMBLY & FOOTING DETAIL
N.T.S.

2 PANNIER INTERPRETIVE SIGNAGE
N.T.S.



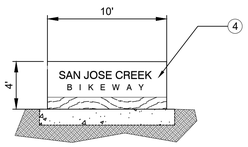
1 POURED-IN-PLACE CURVED CONCRETE TEXTURED WALL

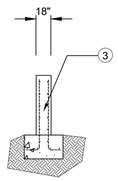
2 3' WIDE X 2' DEEP FOUNDATION

3 REINFORCING BARS PER LOCAL CODE

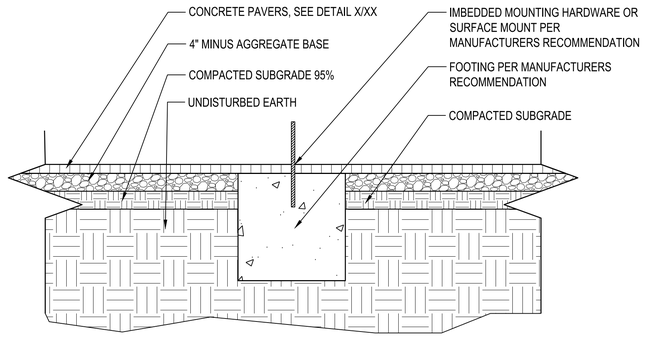
4 TEXT AND LAYOUT TBD

NOTE:
STRUCTURAL CALULATIONS FOR FOOTING TO BE PROVIDED BY MANUFACTURER





3 MONUMENT SIGN
N.T.S.



4 SITE AMENITIES FOOTING, TYP.
N.T.S.

P-SA2-74

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△	REVISIONS	DATE	INITIAL

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

AMENITY DETAILS

SCALE AS SHOWN
DATE 12.11.2024

DESIGNED: PVT ENG
DRAWN: SA
CHECKED: K. MCKERNIN
REVIEWED: K. MCKERNIN

SHT. 72 OF 95 SHTS

N:\Shared\PROJECTS\2022\00-2022-171 Pomona, CA San Jose Bikeway\CAD\01_Plans\2022-171_05-L-PLA-DET.dwg 12/11/2024 11:41

FD-24 AO

TRAFFIC SIGNAL GENERAL NOTES:

1. ALL WORK SHALL CONFORM TO THE 2023 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS PLANS AND SPECIFICATIONS (2024 EDITION), AND SPECIAL PROVISIONS, AND ALL ADDENDUM THERETO.

2. NEW CONDUCTOR CABLES SHALL BE USED FOR TRAFFIC SIGNAL, AND STRANDED WIRES FOR SAFETY LIGHTS AND INTERNALLY ILLUMINATED STREET NAMES SIGNS (IISNS).

3. PEDESTRIAN PUSH BUTTON SHALL CONFIRM TO ADA REQUIREMENTS. PEDESTRIAN INDICATIONS SHALL BE LED PEDESTRIAN/HAND TYPE. TRAFFIC SIGNAL INDICATIONS SHALL BE 12" LENSES WITH METAL BACKPLATES AND VISORS, ETC. ALL INDICATIONS SHALL BE "LED" TYPE. IISNS SHALL BE RETROFITTED LED PER SPEC.

4. PRIOR TO BORING, JACKING OR TRENCHING OF ANY CONDUIT, THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES FOR EXACT LOCATION OF UTILITIES. NOTE: "TRENCHING IN PAVEMENT METHOD" IS NOT AN OPTION. ALL POT HOLES SHALL BE HAND DUG. SAW CUTTING POT HOLE LOCATIONS IS NOT AN OPTION.

5. THE CITY WILL PAY THE EDISON COMPANY, ALL APPROPRIATE SERVICE INSTALLATION CHARGES. THE CONTRACTOR SHALL MAKE ARRANGEMENTS WITH THE EDISON COMPANY FOR SERVICE CONNECTIONS. AT LEAST 48 HOURS ADVANCE NOTICE SHALL BE GIVEN TO THE EDISON COMPANY BY CONTACTING THEIR ENGINEER AT 909-592-3725.

6. ALL MATERIAL AND WORK SHALL CONFORM TO THE CURRENT CITY STANDARD PLANS AND THE STANDARD PLANS AND SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF CALTRANS STANDARD SPECIFICATIONS, SECTION 86. IF THERE IS A CONFLICT BETWEEN CALTRANS AND CITY SPECIFICATIONS, THE CITY SPECIFICATIONS WILL PREVAIL.

7. FINAL FIELD LOCATIONS OF ALL EQUIPMENT SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO INSTALLATION.

8. PULL BOXES SHALL BE NO. 6E, EXCEPT AS SHOWN. PULL BOXES SHALL BE CRISTY N36 ELECTRICAL BOX WITH FIBRELYTE LID WITH N90 BOLT DOWN KIT.

9. MINOR ERRORS OR OMISSIONS ON THESE PLANS OR IN THE ACCOMPANYING SPECIFICATIONS SHALL NOT RELIEVE THE CONTRACTOR FROM PROVIDING A COMPLETE AND FULLY OPERATING SYSTEM.

10. EXISTING STREET LIGHTS TO BE REMOVED SHALL BE SALVAGED TO THE CITY YARD. CONTACT TRAFFIC OPERATIONS CREW CHIEF AT (909) 620-2395, 48 HOURS PRIOR TO DELIVERY.

11. ALL EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE REPLACED ON ALL APPROACHES WITHIN 300 FEET OF THE INTERSECTION. ALL STRIPING, MARKING DETAILS, AND RAISED PAVEMENT MARKERS SHALL MATCH CITY STANDARD PLANS, DETAILS, AND SPECIFICATIONS. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE IN THERMOPLASTIC UNLESS OTHERWISE NOTED.

12. GROUT THE BOTTOM OF ALL PULL BOXES, MINIMUM OF 2" THICK. SLOPE THE GROUT TO A 1 ½" DIAMETER DRAIN HOLE IN THE GROUT TO ALLOW WATER TO DRAIN THROUGH THE GROUT TO THE UNDERLYING CRUSHED ROCK.

13. PAINT ALL POLES, CABINETS, TRAFFIC SIGNAL EQUIPMENT, AND MOUNTINGS (VISIBLE TO THE PUBLIC) WITH SAN DIMAS BROWN. THE ONLY BLACK IS THE TRAFFIC SIDE OF BACK PLATE, INSIDE THE VISORS, AND THE PED CRATE (IN PEDESTRIAN INDICATION). *******CHECK WITH CITY BEFORE INCLUDING THIS NOTE**********

14. ALL VEHICLE SIGNAL HEADS SHALL INCLUDE A 2" YELLOW REFLECTIVE STRIP BACKPLATE.

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	REVISIONS	DATE	INITIAL
△			

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

GENERAL NOTES
TRAFFIC SIGNAL PLAN

T101

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 73 OF 95 SHTS

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FF - 374 AA

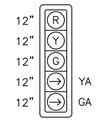
POLE AND EQUIPMENT SCHEDULE

POLE NO.	SIGNAL STANDARD				SIGNAL MOUNTING			PED PUSH BUTTONS				LED LUM WATAGE	PLACEMENT DIMENSIONS		I.I.S.N.S. LEGEND
	DESCRIPTION	HEIGHT	SIG MA	LUM ARM	POLE VEHICLE	MAST ARM VEHICLE	POLE PED	ø	TYPE	QUAD	ARROW		"A"	"B"	
(1)	PED PUSH BUTTON POST	5'-7"	–	–	–	–	–	8	APS (N)	NE	→	–	EX.	EX.	—
(2)	1-A	10'	–	–	TV-1-T	–	SP-1-T	2	APS (N)	SE	←	–	EX.	EX.	–
(3)	26A-A-80	35'	40'	15'	SV-1-T	2-MAS	SP-1-T	2	APS (N)	SE	→	110W(N)	EX.	EX.	So Campus Dr
(4)	1-A	10'	–	–	TV-1-T	–	SP-1-T	4	APS (N)	SW	←	–	EX.	EX.	–
(5)	24A-4-100(N)	35'	35'	15'	SV-1-T(N)	2-MAS(N)	SP-1-T(N)	4	APS (N)	SW	→	110W(N)	2'	8'	Kellogg Dr
(6)	1-A(N)	10'	–	–	TV-2-T(N)	–	SP-1-T(N)	6	APS (N)	NW	←	–	2'	10'	–
(7)	26A-4-100(N)	35'	40'	15'	SV-1-T(N)	2-MAS(N)	SP-1-T(N)	6	APS (N)	NW	→	110W(N)	3'	10'	So Campus Dr
(8)	1-A(N)	10'	–	–	TV-2-T(N)	–	SP-1-T(N)	8	APS (N)	NE	←	–	14'	8'	–
(9)	24A-4-80	35'	35'	15'	SV-1-T	2-MAS	SP-1-T	–	–	–	–	110W(N)	EX.	EX.	Kellogg Dr

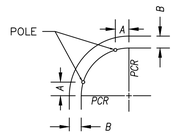
ALL EQUIPMENT EXISTING UNLESS OTHERWISE NOTED. (N) = NEW.

LEGEND (THIS SHEET ONLY)

- VIDEO DETECTION CAMERA
- INTERNALLY ILLUMINATED STREET NAME SIGN
- VIDEO DETECTION ZONE
- BICYCLE DETECTION LOOP
- AB — ABANDON. IF APPLIED TO CONDUIT, REMOVE CONDUCTORS.
- BC — INSTALL PULL BOX IN EXISTING CONDUIT RUN.
- RS — REMOVE AND SALVAGE EQUIPMENT.

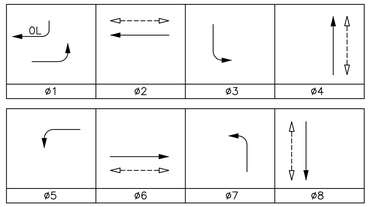


DETAIL 'A'
N.T.S.



POLE PLACEMENT DETAIL

EXISTING SIGNAL PHASE DIAGRAMTO REMAIN



PROJECT NOTES (THIS SHEET ONLY):

1. (2) EXISTING QUAD-ACIA MODEL 170 CONTROLLERS IN TYPE 332 CABINET WITH HAYES 2400 OR EQUIVALENT EXTERNAL MODEM AND CABLE ASSEMBLIES C20S AND C2S WIRED TO THE TBO CONNECTOR INSIDE THE CABINET.
2. EXISTING TESCO 26000 PEDESTAL WITH (1) 100A-240V-3P MAIN BREAKER, (1) 30A-120V-2P BREAKER, (1) 50A-120V-1P BREAKER FOR METERED SIGNALS, (1) 30A-120V-2P BREAKER FOR UNMETERED LIGHTING AND (1) 15A-120V-1P BREAKER FOR METERED IISNS. EXISTING TESCO UPS 1400XL UNINTERRUPTED POWER SUPPLY MOUNTED IN AN EXTERNAL CABINET & ATTACHED TO THE TESCO 26000 PEDESTAL.
3. FURNISH AND INSTALL SIGN ON TRAFFIC SIGNAL POLE.
4. FURNISH AND INSTALL SIGN ON TRAFFIC SIGNAL MAST ARM.
5. REMOVE AND SALVAGE TRAFFIC SIGNAL POLE AND MAST ARM. RELOCATE EXISTING SIGNS, INTERNALLY ILLUMINATED STREET NAME SIGNS, AND VIDEO DETECTION CAMERA (VIDEO) FROM EXISTING TRAFFIC SIGNAL POLE OR MAST ARM TO PROPOSED TRAFFIC SIGNAL POLE OR MAST ARM AS SHOWN. SIGN TYPE PER PLAN. INSTALL NEW ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTON ON PROPOSED POLE.
6. FURNISH AND INSTALL BIKE DETECTOR LOOP.
7. INSTALL CITY FURNISHED VIDEO DETECTION CAMERA AND CABLE ON MAST ARM PER MANUFACTURER'S RECOMMENDATION, COMPLETE. VIDEO CAMERA TO BE ITERIS MODEL RZ-4 WITH WIDE DYNAMIC RANGE TECHNOLOGY OR APPROVED EQUAL.
8. CONTRACTOR SHALL COORDINATE WITH MANUFACTURER FOR THE ADJUSTMENT OF DETECTION ZONES. DOT ENGINEER SHALL APPROVE DETECTION ZONES PRIOR TO FINAL ACCEPTANCE OF VDS.
9. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON. FURNISH AND INSTALL NEW ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTON.
10. REMOVE AND SALVAGE EXISTING HPS LUMINAIRE. FURNISH AND INSTALL NEW LED ERL1 0 14 C5 30 A GRAY G L OR APPROVED EQUAL.
11. UPGRADE ALL EXISTING VEHICLE SIGNAL HEADS ON SIGNAL POLE AND MAST ARM WITH 2" YELLOW REFLECTIVE STRIP BACKPLATE.

CONDUCTOR SCHEDULE

AWG OR CABLE	PHASE NO.	POLE	NUMBER OF CONDUCTORS — RUN NUMBERS 1	2	3	4	5	6	7	8
12 CSC VEH PED	4,2P 2P	(1)	–	–	–	–	–	–	–	1
	4,2P 2P	(2)	–	–	–	–	1	–	–	1
	4,2P 2P	(3)	–	–	–	1	1	–	–	1
	4,2P 2P	(4)	–	–	1	1	1	–	–	1
	4,2P 2P	(5)	–	1	1	1	1	–	–	1
	4,2P 2P	(6)	1N	1	1	1	1	–	–	1
	4,2P 2P	(7)	1N	–	–	–	–	1	1N	1
	4,2P 2P	(8)	–	–	–	–	–	1	–	1
3 CSC PPB	4,2P 2P	(9)	–	–	–	–	–	–	–	1
	TOTAL CABLES		1 1	2 2	3 3	4 4	5 5	2 2	1 1	8 8
NO. 12	I.I.S.N.S.		–	2	2	2	2	2	2N	2
NO. 10	LUMINAIRES		–	2	2	2	2	2	2N	2
	VIDEO CABLE		–	2	2	3	3	1	1N	5
12 PR #19	INTERCONNECT CABLE									1
CONDUIT SIZE			3"N	3"	3"	3"	3"	3"	3"N	3"3"

ALL EQUIPMENT EXISTING UNLESS OTHERWISE NOTED. N = NEW.

PROPOSED SIGN LEGEND (THIS SHEET ONLY):



R10-15(MOD) (30"x30")



R73-6(CA) (36"x36")



R73-3(CA) (36"x36")



R9-5 (12"x18")



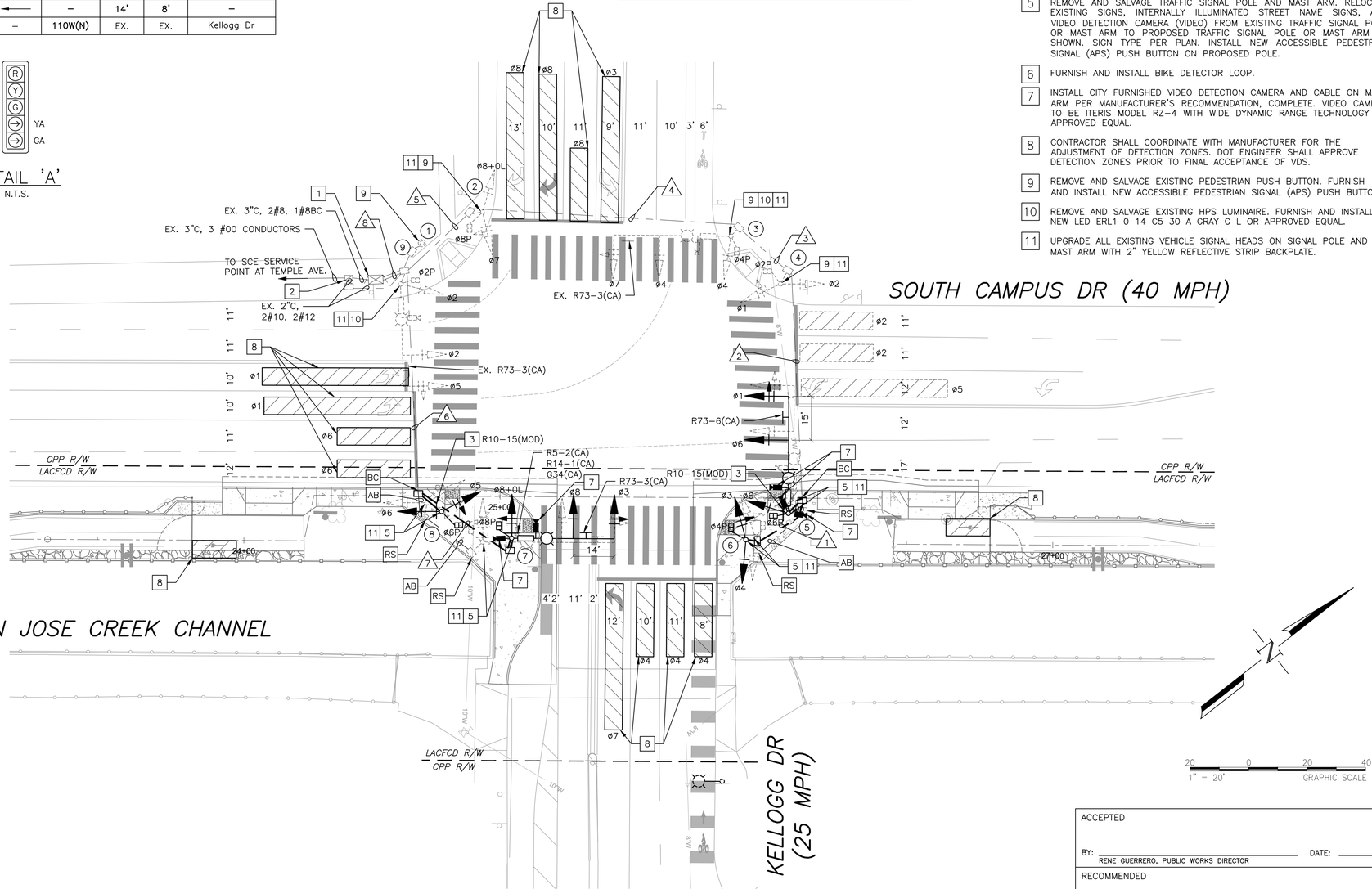
R5-2(CA) (24"x24")



R14-1(CA) (24"x18")



G34(CA)(R) (21"x15")



ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

TRAFFIC SIGNAL MODIFICATION PLAN
KELLOGG DRIVE
AND SOUTH CAMPUS DRIVE

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T102

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 74 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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FF - 374 AB

POLE AND EQUIPMENT SCHEDULE

POLE NO.	SIGNAL STANDARD			SIGNAL MOUNTING			PED PUSH BUTTONS				LED LUM WATAGE	PLACEMENT DIMENSIONS		I.I.S.N.S. LEGEND
	DESCRIPTION	SIG MA	LUM ARM	POLE VEHICLE	MAST ARM VEHICLE	POLE PED	ø	TYPE	QUAD	ARROW		A	B	
(1)	1–A(10')	–	–	TV–1–T	–	SP–1–T	6	APS (N)	NW	→	–	10'	4'	–
(2)	24–4–70	35'	12'	SV–2–TA	MAS–2	–	—	–	–	–	250W	–	2.5'	CORPORATE CTR DR.
(3)	17–2–70	20'	–	SV–1–T	–	SP–1–T (N)	3	APS (N)	SE	←	–	–	2.5'	SOUTH CAMPUS DR.
(4)	17–2–70	20'	12'	SV–1–T SV–1–T	MAS	SP–1–T	4	APS (N)	NE	←	250W	6'	2.5'	CORPORATE CTR DR.
(5)	1–A(7')	–	–	–	–	TP–1–T (N)	6	APS (N)	SE	→	–	8'	2.5'	–

ALL EQUIPMENT EXISTING UNLESS OTHERWISE NOTED. (N) = NEW.

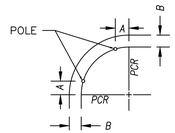
LEGEND (THIS SHEET ONLY)

- VIDEO DETECTION CAMERA
- INTERNALLY ILLUMINATED STREET NAME SIGN
- VIDEO DETECTION ZONE

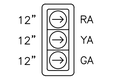
CONDUCTOR SCHEDULE

AWG OR CABLE	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS — RUN NUMBERS 1	2	3	4	5	6
NO. 14	ø2	3	3	–	–	3	3
	ø4	3	6	–	–	6	6
	ø5	3	3	3	–	6	6
	ø6	–	3	–	–	6	6
	ø3P (N)	–	2	–	2	4	4
	ø6P	–	–	2	–	4	4
	PPB (ø3) (N)	–	1	–	–	2	2
	PPB (ø6)	–	–	1	1	2	2
	PPB COMMON	–	1	1	–	2	2
	SPARES	3	3	3	3	6	6
	TOTAL NO. 14	12	22	10	6	41	41
NO. 12	ILLUMINATED STREET NAME SIGN (I.S.N.S)	2	2	–	–	2	–
NO. 10	LUMINAIRES	2	2	–	–	2	–
	SIGNAL COMMON	1	1	–	–	2	2
	TOTAL NO. 10	3	3	–	–	4	2
VIDEO DETECTION COAX CABLE		1	2	–	–	3	3
	CONDUIT SIZE	3"	3"	3"	3"	2–3"	2–3"

ALL CONDUITS AND CONDUCTORS ARE EXISTING, UNLESS OTHERWISE NOTED. (N) = NEW.

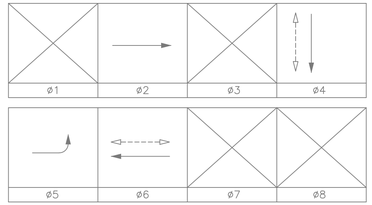


POLE PLACEMENT DETAIL

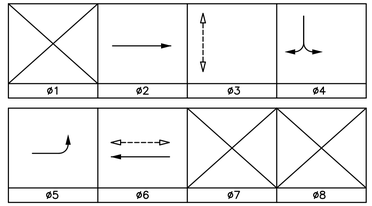


DETAIL 'A'
N.T.S.

EXISTING SIGNAL PHASE DIAGRAM

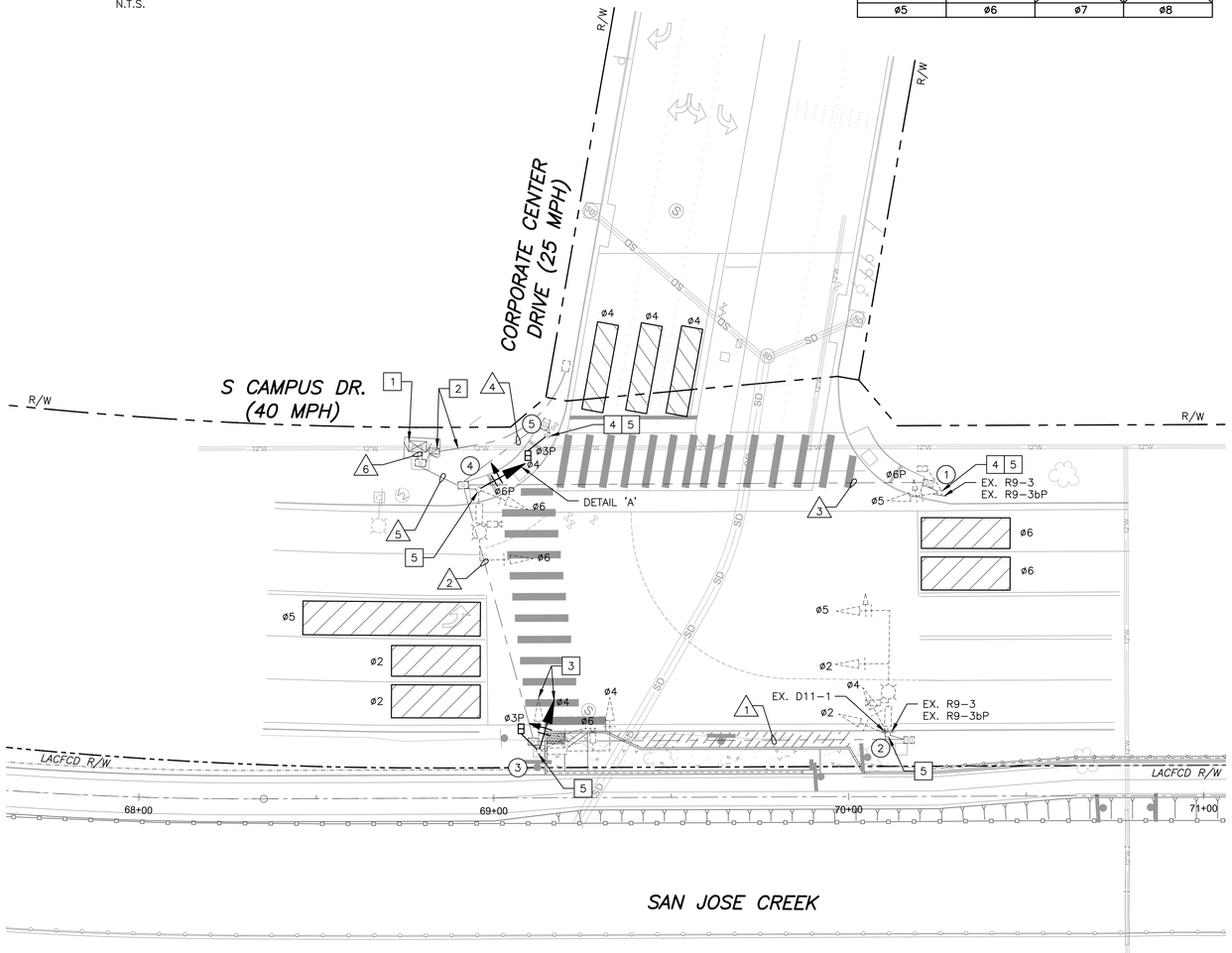


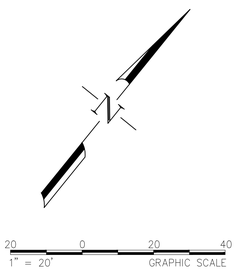
PROPOSED SIGNAL PHASE DIAGRAM



PROJECT NOTES (THIS SHEET ONLY):

1. EXISTING TYPE 170 CONTROLLER AND MODEL 332 CABINET TO REMAIN
2. EXISTING 120/240 VOLT TESCO SERVICE WITH 50 AMP METERED SIGNAL CIRCUIT, 15 AMP METERED I.S.N.S CIRCUIT AND 30 AMP UNMETERED LIGHTING CIRCUIT TO REMAIN. EXISTING 3" CONDUIT FROM EDISON h.h. TO SERVICE CABINET TO REMAIN. EXISTING EDISON 3½'S TO REMAIN
3. REPLACE EXISTING RYG BALL SIGNAL HEAD WITH RIGHT TURN SIGNAL HEAD AS SHOWN PER DETAIL 'A'.
4. REMOVE AND SALVAGE EXISTING PEDESTRIAN PUSH BUTTON. FURNISH AND INSTALL NEW ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTON.
5. UPGRADE ALL EXISTING VEHICLE SIGNAL HEADS ON SIGNAL POLE AND MAST ARM WITH 2" YELLOW REFLECTIVE STRIP BACKPLATE.





ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428–58072 / SAN JOSE CREEK BIKEWAY

TRAFFIC SIGNAL MODIFICATION PLAN
CORPORATE CENTER DRIVE
AND SOUTH CAMPUS DRIVE

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T103

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 75 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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PRELIMINARY

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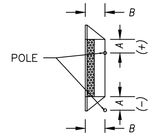
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POLE AND EQUIPMENT SCHEDULE

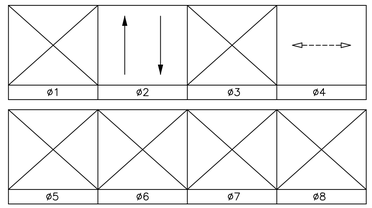
POLE NO.	SIGNAL STANDARD			SIGNAL MOUNTING			PED PUSH BUTTONS				LED LUM WATAGE	PLACEMENT DIMENSIONS		I.I.S.N.S. LEGEND
	DESCRIPTION	SIG MA	LUM ARM	POLE VEHICLE	MAST ARM VEHICLE	POLE PED	ø	TYPE	QUAD	ARROW		"A"	"B"	
(1)	1–A	–	–	–	–	SP–1–T	–	–	–	→	–	0.5'	10.5'	
(2)	19–3–100	25'	15'	SV–1–T	MAS	–	4	APS	N	←	110W	1.5'	10.5'	SJ CREEK TRAIL
(3)	1–A	–	–	–	–	SP–1–T	4	APS	N	→	–	0'	10'	
(4)	17A–3–100	20'	15'	SV–1–T	MAS	–	4	APS	S	←	110W	0'	9.5'	SJ CREEK TRAIL

ALL EQUIPMENT IS NEW, UNLESS OTHERWISE NOTED.
NEW LED LUMINAIRES TO BE ERL1 0 14 C5 30 A GRAY G L OR APPROVED EQUAL.



POLE PLACEMENT DETAIL

PROPOSED SIGNAL PHASE DIAGRAM



PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL QUAD–ACIA MODEL 170 CONTROLLERS IN TYPE 332 CABINET WITH HAYES 2400 OR EQUIVALENT EXTERNAL MODEM AND CABLE ASSEMBLIES C20S AND C2S WIRED TO THE TBO CONNECTOR INSIDE THE CABINET.
2. INSTALL TESCO 26000 PEDESTAL WITH (1) 100A–240V–3P MAIN BREAKER, (1) 30A–120V–2P BREAKER, (1) 50A–120V–1P BREAKER FOR METERED SIGNALS, (1) 30A–120V–2P BREAKER FOR UNMETERED LIGHTING AND (1) 15A–120V–1P BREAKER FOR METERED IISNS. INSTALL TESCO UPS 1400XL UNINTERRUPTED POWER SUPPLY MOUNTED IN AN EXTERNAL CABINET & ATTACHED TO THE TESCO 26000 PEDESTAL.
3. FURNISH AND INSTALL SIGN ON TRAFFIC SIGNAL POLE.
4. FURNISH AND INSTALL BIKE DETECTOR LOOP.
5. FURNISH AND INSTALL MODEL 721 EVP OPTICAL DETECTOR UNITS ON SIGNAL MAST ARM AS SHOWN.
6. INSTALL CITY FURNISHED VIDEO DETECTION CAMERA AND CABLE ON MAST ARM PER MANUFACTURER'S RECOMMENDATION, COMPLETE. VIDEO CAMERA TO BE ITERIS MODEL RZ–4 WITH WIDE DYNAMIC RANGE TECHNOLOGY OR APPROVED EQUAL.
7. CONTRACTOR SHALL COORDINATE WITH MANUFACTURER FOR THE ADJUSTMENT OF DETECTION ZONES. DOT ENGINEER SHALL APPROVE DETECTION ZONES PRIOR TO FINAL ACCEPTANCE OF VDS.

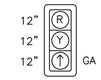
LEGEND (THIS SHEET ONLY)

- VIDEO DETECTION CAMERA
- INTERNALLY ILLUMINATED STREET NAME SIGN
- VIDEO DETECTION ZONE
- BICYCLE DETECTION LOOP

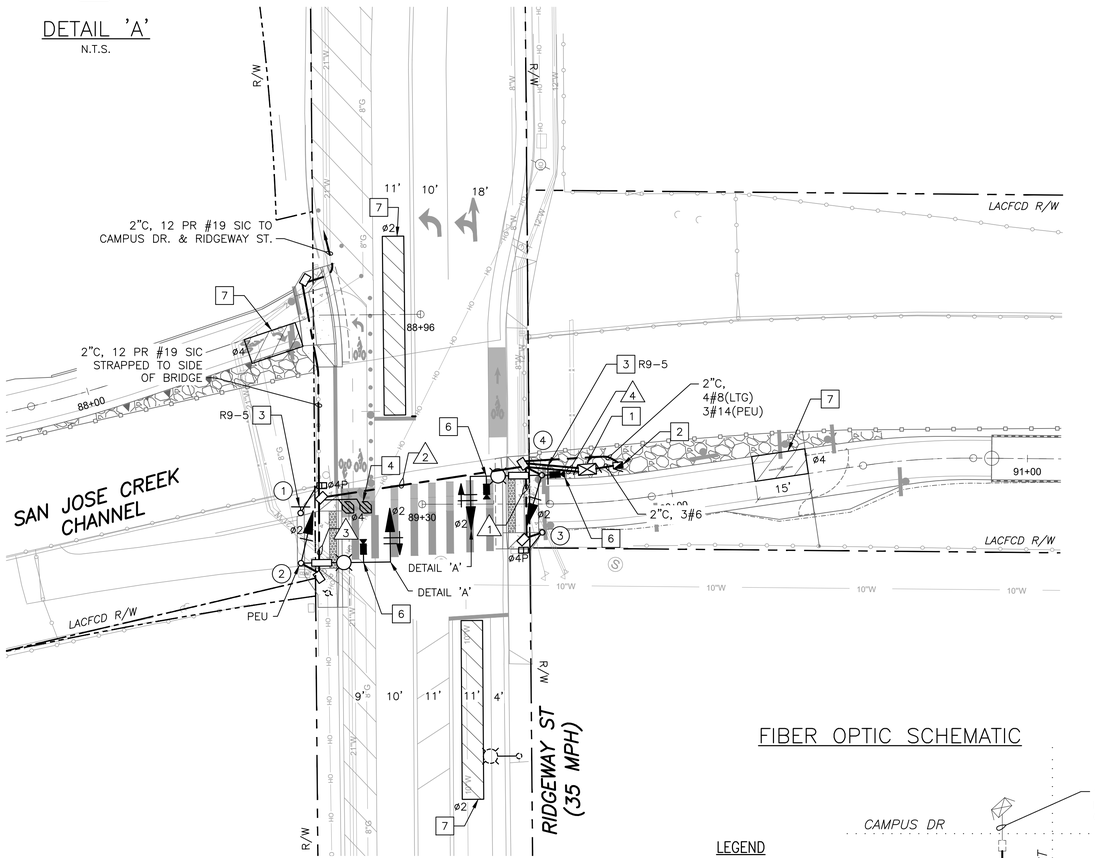
CONDUCTOR SCHEDULE

AWG OR CABLE	PHASE NO.	POLE	NUMBER OF CONDUCTORS RUN NUMBERS 1	2	3	4
12 CSC VEH PED / 3 CSC PPB	4P –	(1)	– –	1 –	– –	1 –
	2 4P	(2)	– –	1 1	1 1	1 1
	4P –	(3)	1 –	– –	– –	1 –
	2 4P	(4)	– –	– –	– –	1 1
	TOTAL CABLES		1 –	2 1	1 1	4 2
NO. 12	I.I.S.N.S.		–	2	2	2
NO. 10	LUMINAIRES		–	2	2	2
	VIDEO CABLE		–	2	2	3
12 PR #19	INTERCONNECT CABLE		–	1	–	1
CONDUIT SIZE			2"	3"	2"	3"3"

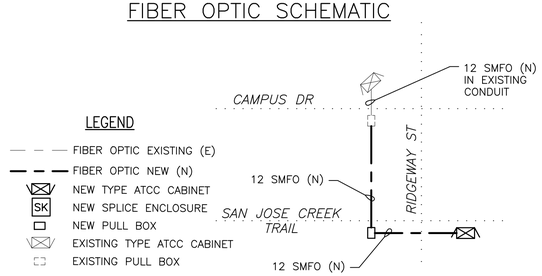
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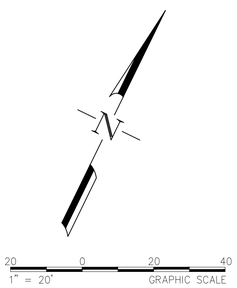


DETAIL 'A'
N.T.S.



FIBER OPTIC SCHEMATIC





PROPOSED SIGN LEGEND (THIS SHEET ONLY):



R9–5
(12"x18")

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428–58072 / SAN JOSE CREEK BIKEWAY

TRAFFIC SIGNAL INSTALLATION PLAN
RIDGEWAY STREET
AND SAN JOSE CREEK BIKEWAY

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T104

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 76 OF 95 SHTS

REVISIONS	DATE	INITIAL

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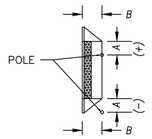
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POLE AND EQUIPMENT SCHEDULE

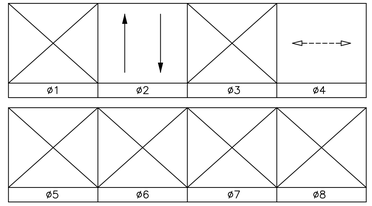
POLE NO.	SIGNAL STANDARD			SIGNAL MOUNTING			PED PUSH BUTTONS				LED LUM WATAGE	PLACEMENT DIMENSIONS		I.I.S.N.S. LEGEND
	DESCRIPTION	SIG MA	LUM ARM	POLE VEHICLE	MAST ARM VEHICLE	POLE PED	ø	TYPE	QUAD	ARROW		"A"	"B"	
1	1–A	–	–	–	–	SP–1–T	4	APS	S	→	–	2'	12.5'	
2	24–3–100	35'	15'	SV–1–T	MAS	–	4	APS	S	←	110W	5.5'	9'	SJ CREEK TRAIL
3	1–A	–	–	–	–	SP–1–T	–	–	–	–	–	0'	11'	
4	19–3–100	25'	15'	SV–1–T	MAS	–	4	APS	N	→	110W	0'	11'	SJ CREEK TRAIL

ALL EQUIPMENT IS NEW, UNLESS OTHERWISE NOTED.
NEW LED LUMINAIRES TO BE ERL1 0 14 C5 30 A GRAY G L OR APPROVED EQUAL.



POLE PLACEMENT DETAIL

PROPOSED SIGNAL PHASE DIAGRAM



PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL QUAD–ACIA MODEL 170 CONTROLLERS IN TYPE 332 CABINET WITH HAYES 2400 OR EQUIVALENT EXTERNAL MODEM AND CABLE ASSEMBLIES C20S AND C2S WIRED TO THE TBO CONNECTOR INSIDE THE CABINET.
2. INSTALL TESCO 26000 PEDESTAL WITH (1) 100A–240V–3P MAIN BREAKER, (1) 30A–120V–2P BREAKER, (1) 50A–120V–1P BREAKER FOR METERED SIGNALS, (1) 30A–120V–2P BREAKER FOR UNMETERED LIGHTING AND (1) 15A–120V–1P BREAKER FOR METERED IISNS. INSTALL TESCO UPS 1400XL UNINTERRUPTED POWER SUPPLY MOUNTED IN AN EXTERNAL CABINET & ATTACHED TO THE TESCO 26000 PEDESTAL.
3. FURNISH AND INSTALL SIGN ON TRAFFIC SIGNAL POLE.
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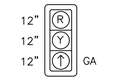
LEGEND (THIS SHEET ONLY)

- VIDEO DETECTION CAMERA
- INTERNALLY ILLUMINATED STREET NAME SIGN
- VIDEO DETECTION ZONE
- BICYCLE DETECTION LOOP

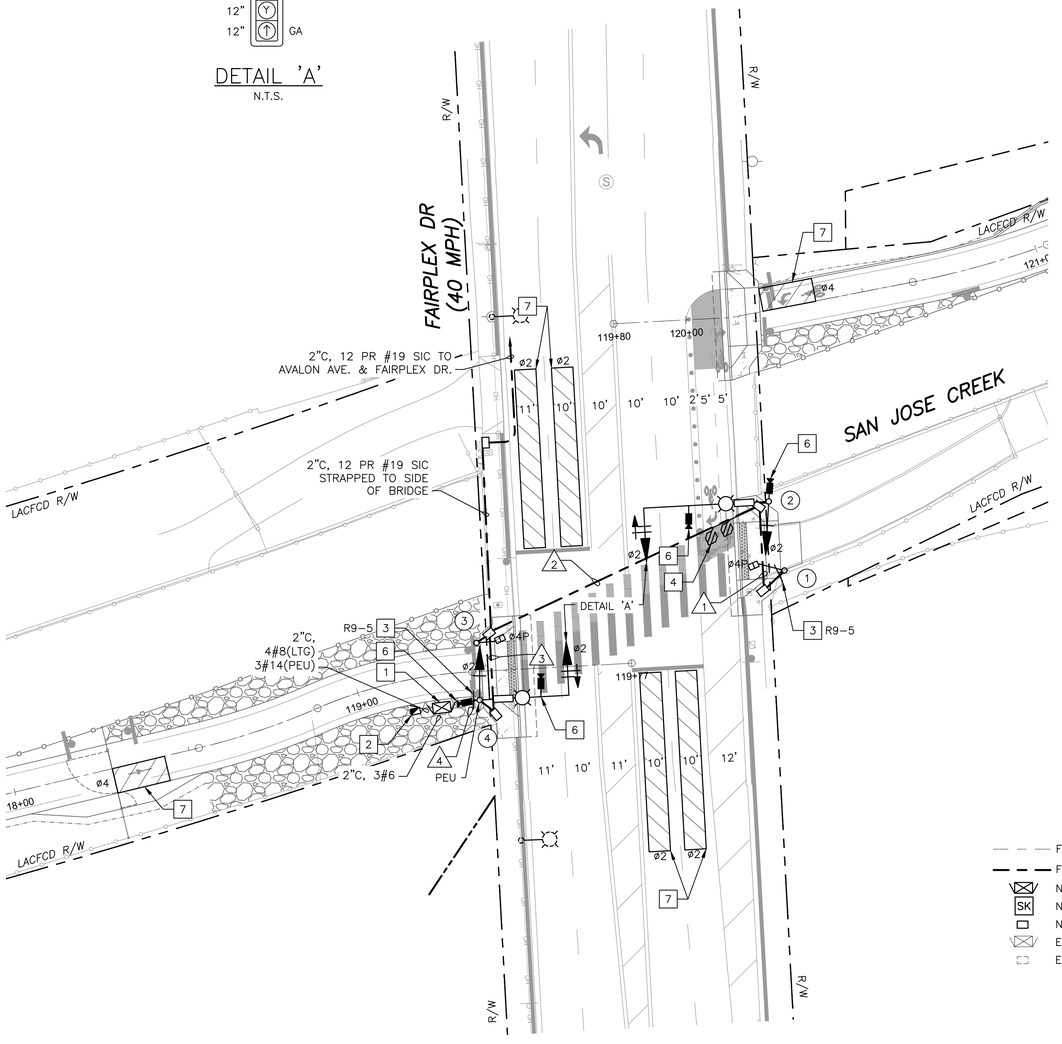
CONDUCTOR SCHEDULE

AWG OR CABLE	PHASE NO.	POLE	NUMBER OF CONDUCTORS RUN NUMBERS 1	2	3	4
12 CSC VEH PED / 3 CSC PPB	4P / 4P	1	1 / 1	1 / 1	1 / 1	1 / 1
	2 / 4P	2	– / 1	1 / 1	1 / 1	1 / 1
	4P / –	3	– / –	– / –	1 / –	1 / –
	2 / 4P	4	– / –	– / –	– / 1	1 / 1
	TOTAL CABLES		1 / 1	2 / 2	3 / 2	4 / 3
NO. 12	I.I.S.N.S.		–	2	2	2
NO. 10	LUMINAIRES		–	2	2	2
	VIDEO CABLE		–	2	2	3
12 PR #19	INTERCONNECT CABLE		–	–	1	1
CONDUIT SIZE			2"	3"	2"	3"3"

ALL CONDUITS AND CONDUCTORS ARE NEW, UNLESS OTHERWISE NOTED.



DETAIL 'A'
N.T.S.

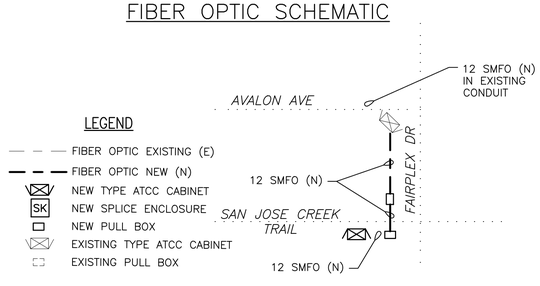


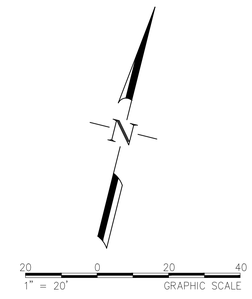
PROPOSED SIGN LEGEND (THIS SHEET ONLY):



R9–5
(12"x18")

FIBER OPTIC SCHEMATIC





ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
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CITY OF POMONA
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CIP 428–58072 / SAN JOSE CREEK BIKEWAY

TRAFFIC SIGNAL INSTALLATION PLAN
FAIRPLEX DRIVE
AND SAN JOSE CREEK BIKEWAY

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T105

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 77 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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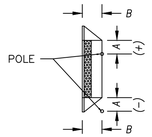
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POLE AND EQUIPMENT SCHEDULE

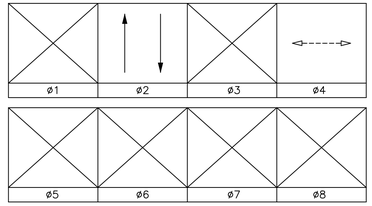
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	DESCRIPTION	SIG MA	LUM ARM	POLE VEHICLE	MAST ARM VEHICLE	POLE PED	ø	TYPE	QUAD	ARROW		"A"	"B"	
(1)	1–A	–	–	–	–	SP–1–T	4	APS	S	→	–	0.5'	9.5'	
(2)	24–3–100	35'	15'	SV–1–T	MAS–2	–	4	APS	S	←	110W	1.5'	9.5'	SJ CREEK TRAIL
(3)	1–A	–	–	–	–	SP–1–T	–	—	–	–	–	0.5'	9.5'	
(4)	19–3–100	25'	15'	SV–1–T	MAS–2	–	4	APS	N	→	110W	0'	9'	SJ CREEK TRAIL

ALL EQUIPMENT IS NEW, UNLESS OTHERWISE NOTED.
NEW LED LUMINAIRES TO BE ERL1 0 14 C5 30 A GRAY G L OR APPROVED EQUAL.



POLE PLACEMENT DETAIL

PROPOSED SIGNAL PHASE DIAGRAM



PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL QUAD–ACIA MODEL 170 CONTROLLERS IN TYPE 332 CABINET WITH HAYES 2400 OR EQUIVALENT EXTERNAL MODEM AND CABLE ASSEMBLIES C2OS AND C2S WIRED TO THE TBO CONNECTOR INSIDE THE CABINET.
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7. CONTRACTOR SHALL COORDINATE WITH MANUFACTURER FOR THE ADJUSTMENT OF DETECTION ZONES. DOT ENGINEER SHALL APPROVE DETECTION ZONES PRIOR TO FINAL ACCEPTANCE OF VDS.

LEGEND (THIS SHEET ONLY)

- VIDEO DETECTION CAMERA
- INTERNALLY ILLUMINATED STREET NAME SIGN
- VIDEO DETECTION ZONE
- BICYCLE DETECTION LOOP

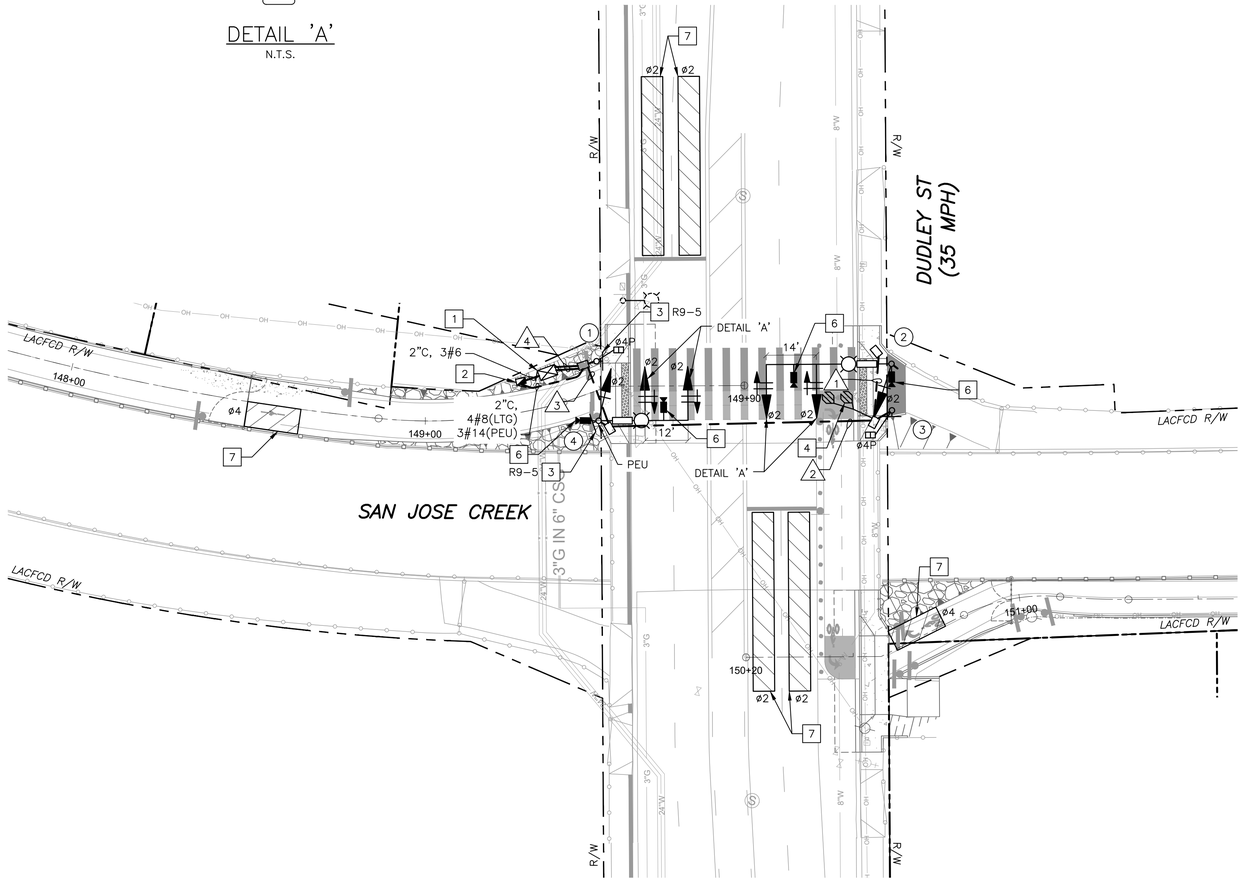


DETAIL 'A'
N.T.S.

CONDUCTOR SCHEDULE

AWG OR CABLE	PHASE NO.	POLE	NUMBER OF CONDUCTORS RUN NUMBERS 1	2	3	4
12 CSC VEH PED / 3 CSC PPB	4P / 4P	(1)	–	–	–	1
	2 / 4P	(2)	1	1	1	1
	4P / –	(3)	–	1	1	–
	2 / 4P	(4)	–	–	1	1
	TOTAL CABLES		1	2 – 1	3 2	4 3
NO. 12	I.I.S.N.S.		2	2	2	2
NO. 10	LUMINAIRES		2	2	2	2
	VIDEO CABLE		2	2	2	2
CONDUIT SIZE			2"	3"	2"	3"3"

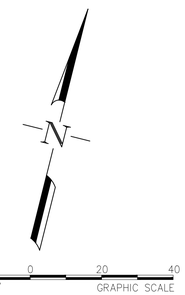
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PROPOSED SIGN LEGEND (THIS SHEET ONLY):



R9–5
(12"x18")



ACCEPTED

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RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

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ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428–58072 / SAN JOSE CREEK BIKEWAY

TRAFFIC SIGNAL INSTALLATION PLAN
DUDLEY STREET
AND SAN JOSE CREEK BIKEWAY

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T106

SCALE AS SHOWN
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REVIEWED: C. STRAYER
SHT. 78 OF 95 SHTS

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STREET LIGHT GENERAL NOTES:

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, ("GREEN BOOK"), LATEST EDITION, ANY SUPPLEMENTS OR REVISIONS AND THESE CITY STANDARDS. IN THE EVENT OF A CONFLICT BETWEEN THE STANDARD SPECIFICATIONS AND THE CITY STANDARDS, THE STANDARD SPECIFICATIONS SHALL PREVAIL.

2. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT AT 811 AT LEAST TWO (2) WORKING DAYS BEFORE ANY EXCAVATIONS ARE PERFORMED.

3. SIDEWALKS SIDEWALKS SHALL BE SAWCUT AND REMOVED AS REQUIRED. AFTER NSTALLATION OF THE STREETLIGHT, THE CONCRETE SIDEWALK SHALL BE REPLACED TO MATCH EXISTING SIDEWALK. THE CONTRACTOR SHALL PERFORM CONCRETE WORK.

4. ALL STREET LIGHT LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE CITY ENGINEER BEFORE CONSTRUCTION. ALL REMOVALS WITHIN EXISTING IMPROVEMENTS SHALL BE ACCOMPLISHED BY SAW CUTTING UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

5. FINAL ACCEPTANCE WILL BE BASED ON ALL NECESSARY EXCAVATION, REMOVALS AND/OR REPLACEMENT NECESSARY TO RESTORE ADJACENT GROUNDS TO AS NEAR ORIGINAL CONDITION AS POSSIBLE. ALL SPOILS SHALL BE REMOVED FROM THE JOB SITE ON THE SAME DAY OF EXCAVATION.

6. THE LOCATIONS OF ALL PULL BOXES, CONDUIT AND OTHER EQUIPMENT SHOWN ON THIS PLAN ARE APPROXIMATE AND MAY BE CHANGED TO SUIT FIELD CONDITIONS AS DIRECTED BY THE CITY.

7. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES, WHETHER OR NOT THEY ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL CONTACT USA 811 AT LEAST 48 HOURS BEFORE BEGINNING WORK. WHERE MARKINGS ARE NEAR PROPOSED FOUNDATIONS, THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES BY POTHOLING PRIOR TO EXCAVATING.

8. NEW PULL BOXES SHALL NOT BE PLACED WITHIN DRIVEWAY AND CURB RAMP AREAS.

9. ALL EXISTING ELECTRICAL EQUIPMENT TO REMAIN THAT IS DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT CONTRACTORS EXPENSE AND AT THE UNIVERSITY'S REPRESENTATIVE DISCRETION AND REQUIRES AN INSPECTION PRIOR TO COVERING.

CONDUIT AND CONDUCTORS:

1. CONDUIT SHALL BE SCHEDULE 80 PVC, 1.5 INCHES IN DIAMETER, UNLESS OTHERWISE NOTED. CONDUIT SHALL BE PLACED TO A DEPTH OF NOT LESS THAN 30 INCHES NOR MORE THAN 60 INCHES BELOW THE FLOWLINE GRADE, EXCEPT THAT CONDUIT PLACED BEHIND A CURB SHALL NOT BE LESS THAN 14 INCHES NOR MORE THAN 36 INCHES BELOW TOP OF CURB. CONDUIT TERMINATING IN STREET LIGHTING STANDARDS SHALL NOT BE TRANSPOSED AND SHALL TERMINATE AS NEAR THE DOOR OR HAND HOLE OF THE STANDARD AS POSSIBLE WITH THE END OF THE CONDUIT BELOW, BUT WITHIN 1 INCH OF THE LOWER EDGE OF THE DOOR. THE PROLONGATION OF THE CONDUIT SHALL PASS THROUGH THE DOOR OPENING.

2. ALL ROADWAY CROSSINGS SHALL BE RIGID METALLIC, 1.5 INCHES IN DIAMETER, UNLESS OTHERWISE NOTED. ALL CONDUIT ENDS SHALL BE REAMED TO REMOVE BURRS AND ROUGH EDGES. ALL METALLIC CONDUITS SHALL BE PROVIDED WITH THREADED CONDUIT GROUND BUSHINGS.

3. CONDUIT TO BE INSTALLED BEHIND CURB WITHIN CITY RIGHT-OF-WAY IN A STRAIGHT LINE RUN FROM POLE TO POLE, POLE TO PULL BOX OR FROM PULL BOX TO PULL BOX, UNLESS OTHERWISE NOTED. BELL BUSHINGS SHALL TERMINATE ALL PVC SCHEDULE 80 CONDUITS.

4. STRANDED NO. 8 CONDUCTORS SHALL BE USED IN ALL STREET LIGHTING CIRCUITS. ALL WIRE INSIDE EACH STREET LIGHT POLE SHALL BE NO. 10 SOLID WIRE. ALL CONDUCTORS SHALL BE NEW COPPER WITH TYPE THHN INSULATION, EXCEPT THAT THE GROUNDING CONDUCTOR SHALL BE A NO. 8 AWG SOLID WIRE WITH NO INSULATION. ALL SPLICES SHALL BE TREATED AS IF THE SPLICE IS FOR HIGH-VOLTAGE, SERIES-CIRCUIT LIGHTING. THE SPLICES SHALL BE WATERPROOF AND USE RUBBER TAPE, VINYL CHLORIDE TAPE AND 3M SCOTCHKOTE SEALER OR APPROVED EQUAL.

PULL BOXES:

1. ALL PULL BOXES SHALL BE CONSTRUCTED FROM CONCRETE AND BE STATE NUMBER 5: OVERALL LENGTH = 28"; OVERALL WIDTH = 18". THE COVERS SHALL BE R-SERIES COMPOSITE LID AND BE 23.25" IN LENGTH AND 13.75" IN WIDTH. PULL BOX COVERS SHALL BE INSCRIBED WITH THE LEGEND "STREET LIGHTING". THERE SHALL BE BOLT DOWN KIT FOR THE COVER. (CHRISTY N30BOX, N30R WITH N90 BOLT DOWN FROM OLDCASTLE PRECAST OR APPROVED EQUAL.) CONCRETE SURROUNDING THE PULL BOX IS NOT REQUIRED FOR BOXES PLACED BEHIND THE CURB. THE SPACING BETWEEN BOXES SHALL NOT EXCEED 150 FEET WITHOUT INTERVENING POLES.

2. PULL BOXES ADJACENT TO STREET LIGHT POLES SHALL NOT BE REQUIRED UNLESS REQUESTED BY THE CITY ENGINEER. ALL PULL BOXES SHALL BE INSTALLED 6" TO 12" BEHIND THE CURB AND NO MORE THAN 4 FEET FROM THE LIGHT STANDARD OR AS DIRECTED BY THE CITY ENGINEER. ALL INSTALLED PULL BOXES SHALL BE SHOWN ON ALL PLANS SUBMITTED.

3. PULL BOXES ADJACENT TO EDISON COMPANY SERVICE POINTS SHALL BE PROVIDED WITH A 5/8" DIAMETER COPPER GROUND ROD EIGHT (8) FEET LONG. CONDUIT RUNS LONGER THAN FIVE HUNDRED (500) FEET IN LENGTH SHALL HAVE ADDITIONAL GROUND RODS INSTALLED AS REQUIRED.

PULL BOXES (CONTINUED):

4. PULL BOXES SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS. THEY SHALL BE APPROXIMATELY EQUALLY SPACED, BUT NOT OVER 150 FEET APART. IT SHALL BE AT THE OPTION OF THE CONTRACTOR, AT ITS OWN EXPENSE AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO INSTALL ADDITIONAL PULL BOXES THAT IT MAY DESIRE TO FACILITATE THE WORK. THE BOTTOM OF THE PULL BOX SHALL REST FIRMLY ON A 12-INCH THICK BED OF 1 INCH CRUSHED ROCK BASE EXTENDING 6 INCHES BEYOND THE OUTSIDE EDGES OF THE PULL BOX. GROUT ALL PULL BOX BOTTOMS. ALLOW FOR DRAINAGE BY PROVIDING A ½" HOLE.

5. ALL PULL BOXES SHALL HAVE MCCAIN VANDAL RESISTANT INSERT OR APPROVED EQUAL, INSTALLED AND FURNISHED BY THE CONTRACTOR.

SERVICE AND FUSING:

1. SERVICE CABINET SHALL BE MANUFACTURED FROM 12 GAUGE ANODIZED ALUMINUM. MAXIMUM WIDTH OF SERVICE CABINET SHALL BE TWELVE (12) INCHES AND MAXIMUM DEPTH SHALL BE NINE (9) INCHES, UNLESS OTHERWISE NOTED. SERVICE SHALL BE WELDED CONSTRUCTION. CABINET SHALL HAVE A BEST LOCK WITH A RED CORE INSTALLED.

2. ALL CIRCUIT BREAKERS SHALL BE INSTALLED IN A VERTICAL POSITION, HANDLE UP FOR "ON", HANDLE DOWN FOR "OFF". ALL CONNECTIONS TO CIRCUIT BREAKERS SHALL BE BY A COMPRESSION LUG OR MACHINE SCREW. THERE SHALL BE NO PLUG-IN TYPE CIRCUIT BREAKERS. ALL CIRCUIT BREAKERS SHALL BE INDUSTRIAL GRADE, WESTINGHOUSE QUICKLAG C OR APPROVED EQUAL. THE SERVICE CABINET SHALL BE COMPLETELY PREWIRED AT THE FACTORY.

3. ALL RISERS/SWEEPS AT SERVICE POLES SHALL BE 3" INCHES IN DIAMETER AND INSTALLED AT LEAST THREE INCHES ABOVE GRADE. RISER/SWEEP SHALL MEET EDISON COMPANY REQUIREMENTS. THE QUADRANT LOCATIONS SHALL BE AS DIRECTED BY THE EDISON COMPANY.

4. EACH STREET LIGHT SHALL HAVE A FUSE HOLDER INSTALLED IN THE BASE OF THE POLE. THE FUSE HOLDER SHALL BE A TRON WATERPROOF HEB-AA MCGRAW-EDISON TYPE OR APPROVED EQUAL WITH AN EIGHT (8)-AMP FUSE FOR A 70-WATT LAMP, A TEN (10)-AMP FUSE FOR A 100-WATT LAMP AND A FIFTEEN (15)-AMP FUSE FOR 200-WATT LAMPS.

BONDING AND GROUNDING:

1. METALLIC CONDUIT, NONMETALLIC CONDUIT GROUNDING WIRE, SERVICE EQUIPMENT AND ANCHOR BOLTS THAT FORM A CONTINUOUS SYSTEM SHALL BE EFFECTIVELY GROUNDED. BONDING AND GROUNDING JUMPERS SHALL BE NO. 8 SOLID COPPER WIRE.

2. FOR BONDING PURPOSES IN ALL NONMETALLIC TYPE CONDUITS, A BARE NO. 8 SOLID COPPER WIRE SHALL BE RUN CONTINUOUSLY IN ALL CIRCUITS.

3. BONDING OF LIGHT STANDARDS SHALL BE ACCOMPLISHED BY MEANS OF A NO. 8 SOLID BONDING WIRE ATTACHED FROM A GROUNDING BUSHING OR FROM THE CONTINUOUS GROUNDING WIRE TO A FOUNDATION BOLT.

LUMINAIRES:

1. ALL LUMINAIRES SHALL BE INSTALLED WITH INDIVIDUAL PHOTOELECTRIC CONTROLS MANUFACTURED BY RIPLEY LIGHTING CONTROLS (RD8645) OR APPROVED EQUAL.

2. THE CONTRACTOR SHALL PROVIDE THE CITY WITH ONE (1) SPARE LUMINAIRE OF THE SAME TYPE AND MANUFACTURE AS INSTALLED FOR EVERY FIVE (5) THE CONTRACTOR INSTALLS.

3. AFTER INSTALLATION IS COMPLETE AND THE SERVING UTILITY HAS ENERGIZED THE CIRCUIT,THE SYSTEM WILL BE BURN TESTED FOR SEVENTY-TWO (72) HOURS PRIOR TO CITY ACCEPTANCE.

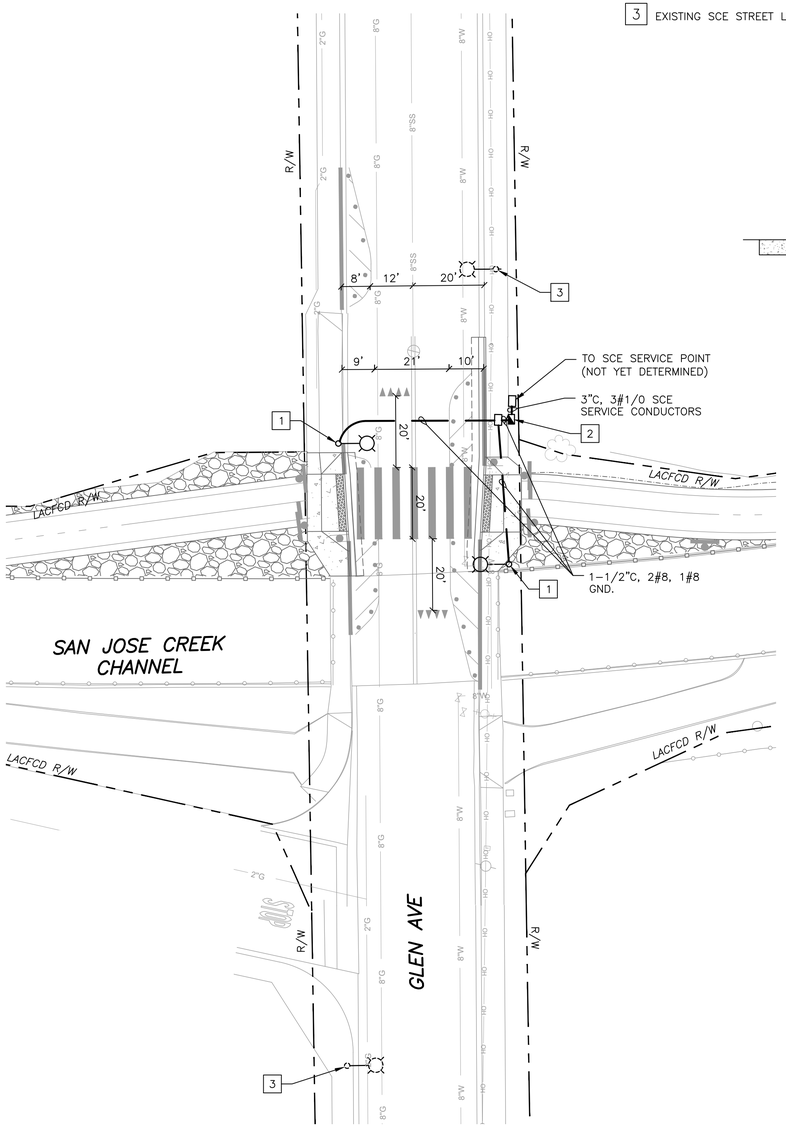
SALVAGED MATERIALS:

1. THE BALANCE OF ALL OR ANY NUMBER OF THE STREET LIGHT POLES TO BE REMOVED BY THE CONTRACTOR OR FROM THIS PROJECT SHALL BE DELIVERED TO THE CITY YARD LOCATION AS DESIGNATED BY THE SIGNAL/LIGHTING SUPERVISOR OR SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE DECISION ON THIS ITEM SHALL BE MADE BY THE CITY ENGINEER. (RD8645) OR APPROVED EQUAL.

2. ALL EXCAVATION MATERIALS NOT TO BE RE-USED AS BACKFILL MATERIALS, SUCH AS BROKEN SIDEWALK, REMOVED LIGHT POLE FOUNDATIONS EXCESS FILL MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR.

LEGEND

- RELOCATED EXISTING STREET LIGHT.
- EXISTING STREET LIGHT.
- STREET LIGHT PULL BOX.
- EXISTING STREET LIGHT PULL BOX.
- EXISTING STREET LIGHT CONDUIT.
- PROPOSED STREET LIGHT CONDUIT.

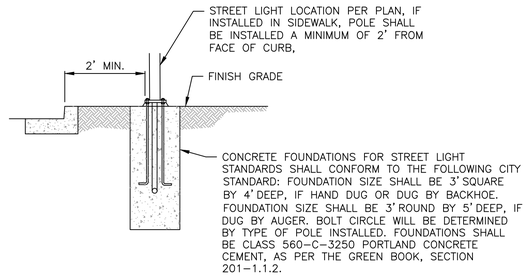


CONSTRUCTION NOTES (THIS SHEET ONLY):

1. FURNISHED AND INSTALL 26'-6" TALL AMERON CONTEMPORARY SERIES 6B1 OCTAGONAL STREET LIGHT POLE WITH ANCHOR BASE AND 6' MAST ARM. POLES SHALL BE CENTRIFUGALLY SPUN REINFORCED PORTLAND CEMENT CONCRETE. POLES SHALL BE COATED WITH ANTI-GRAFFITI COATING. COLORING SHALL BE AMERON COLOR #37 - BLACK & WHITE EXPOSED. LUMINAIRES SHALL BE 36W LED POWER/DOOR LUMINAIRE AS MANUFACTURED BY GE CURRENT MODEL: ERLC 0 05 C5 30 A GRAY GL OR APPROVED EQUAL. HAND HOLES SHALL FACE ONCOMING TRAFFIC.

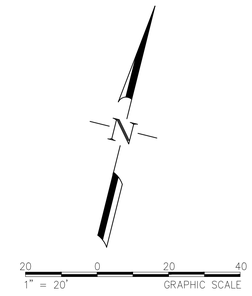
2. SERVICES SHALL BE AN UNMETERED TESCO 26000 COMPLETE WITH THE FOLLOWING: (1) 100 AMP 2-POLE MAIN DISCONNECT, FOUR (4) 30-AMP SINGLE POLE CIRCUIT BREAKERS, TWO (2) 30-AMP MAGNETIC CONTACTORS, AN AUTO/TEST SWITCH AND AN INTERNALLY MOUNTED PHOTOELECTRIC CONTROL SOCKET WITH A "DELAY TYPE" PHOTOELECTRIC CELL.

3. EXISTING SCE STREET LIGHT TO REMAIN.



STREET LIGHT FOUNDATION DETAIL

NOT TO SCALE



ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

GLEN AVENUE
STREET LIGHTING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T107

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 79 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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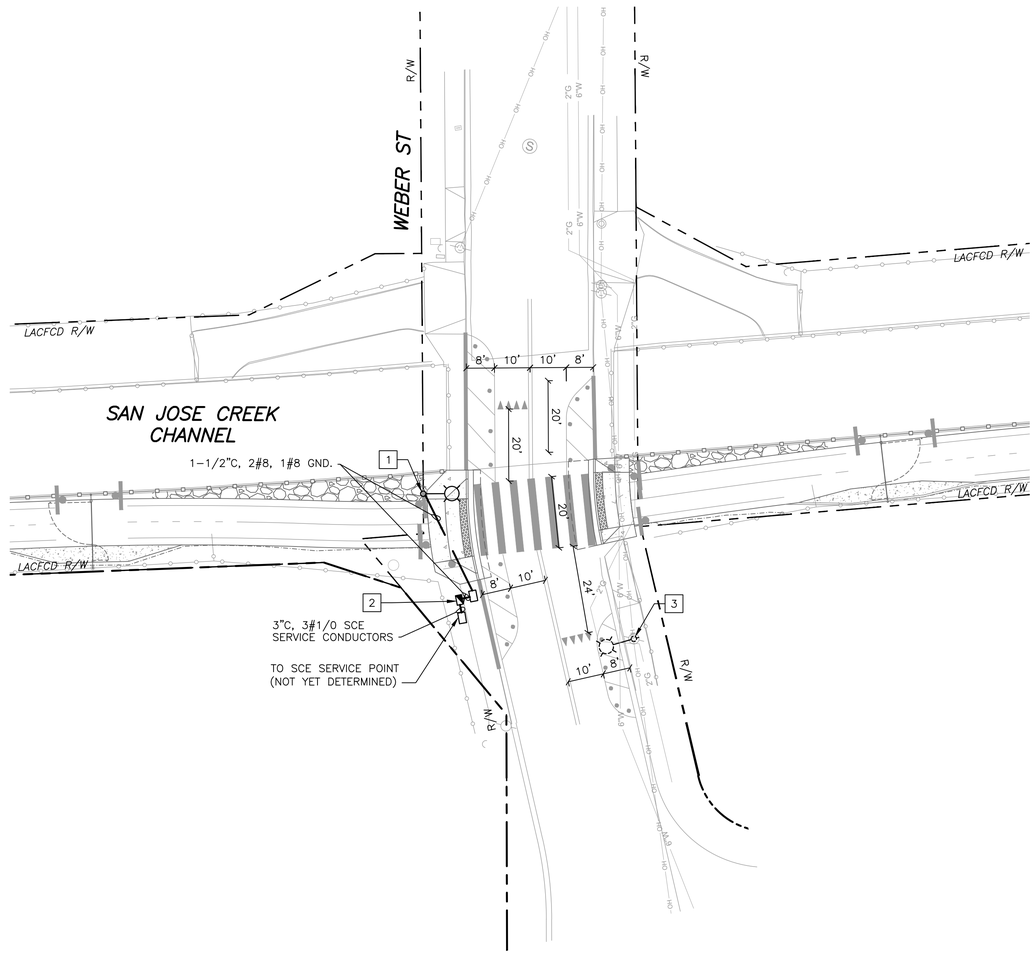
NOTE:
SEE SHEET 79 FOR STREET LIGHTING GENERAL NOTES AND LEGEND.

CONSTRUCTION NOTES (THIS SHEET ONLY):

1. FURNISHED AND INSTALL 26'–6" TALL AMERON CONTEMPORARY SERIES 6B1 OCTAGONAL STREET LIGHT POLE WITH ANCHOR BASE AND 6' MAST ARM. POLES SHALL BE CENTRIFUGALLY SPUN REINFORCED PORTLAND CEMENT CONCRETE. POLES SHALL BE COATED WITH ANTI–GRAFFITI COATING. COLORING SHALL BE AMERON COLOR #37 – BLACK & WHITE EXPOSED. LUMINAIRES SHALL BE 36W LED POWER/DOOR LUMINAIRE AS MANUFACTURED BY GE CURRENT MODEL: ERLC 0 05 C5 30 A GRAY GL OR APPROVED EQUAL. HAND HOLES SHALL FACE ONCOMING TRAFFIC. SEE SHEET 79 FOR FOUNDATION DETAIL.

2. SERVICES SHALL BE AN UNMETERED TESCO 26000 COMPLETE WITH THE FOLLOWING: (1) 100 AMP 2–POLE MAIN DISCONNECT, FOUR (4) 30–AMP SINGLE POLE CIRCUIT BREAKERS, TWO (2) 30–AMP MAGNETIC CONTACTORS, AN AUTO/TEST SWITCH AND AN INTERNALLY MOUNTED PHOTOELECTRIC CONTROL SOCKET WITH A "DELAY TYPE" PHOTOELECTRIC CELL.

3. EXISTING SCE STREET LIGHT TO REMAIN.


WEBER ST
R/W
R/W
LACFCD R/W
LACFCD R/W
LACFCD R/W
LACFCD R/W
SAN JOSE CREEK
CHANNEL
1–1/2"C, 2#8, 1#8 GND.
1
2
3
3"C, 3#1/0 SCE
SERVICE CONDUCTORS
TO SCE SERVICE POINT
(NOT YET DETERMINED)
8'
10'
10'
8'
20'
20'
20'
8'
10'
24'
10'
8'
2"G
6"W
2"G
6"W
OH
OH
OH

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE 2023 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS PLANS AND SPECIFICATIONS (2018 EDITION), AND SPECIAL PROVISIONS, AND ALL ADDENDUM THERETO.

2. ALL PAVEMENT STRIPING, MARKINGS AND LEGENDS SHALL BE THERMOPLASTIC (MINIMUM 0.15" THICK) UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL PROVIDE AND INSTALL RAISED PAVEMENT MARKERS FOR ALL STRIPING. STRIPING, MARKINGS, AND LEGENDS SHALL CONFORM TO THE LATEST CALTRANS STANDARD PLANS A20A THRU A20D AND A24D THRU A24F.

3. EXISTING STRIPING AND PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH PROPOSED STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED BY WET SAND BLASTING OR GRINDING AND DISPOSED OF PER SECTIONS 15-2.02 (B&C) AND 15-2.03 OF THE STATE STANDARD SPECIFICATIONS. BLACK OUT IS NOT PERMITTED. ALL DAMAGED PAVEMENT DU TO REMOVALS SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A SMOOTH AND UNIFORM SURFACE OR AS DIRECTED BY CITY ENGINEER.

4. TEMPORARY STRIPING, MARKINGS AND TABS SHALL BE APPLIED ON STREET WITH PAVEMENT SURFACE COURSE REPLACEMENTS PRIOR TO OPENING STREET TO THE PUBLIC. IN NO CASE SHALL A NEWLY (BASED OR FINAL) PAVED STREET OPEN TO THE PUBLIC BE LEFT UNSTRIPED OVERNIGHT. PERMENANT STRIPING & MARKING SHALL BE INSTALLED BETWEEN TEN (10) TO FIFTEEN (15) CALENDAR DAYS AFTER INSTALLING THE FINAL PAVEMENT SURFACE.

5. ALL TEMPORARY PAVEMENT MARKERS/TABS SHALL BE REMOVED AT THE CONCLUSION OF THE PROJECT.

6. ALL SIGNING, STRIPING AND PAVEMENT MARKINGS SHALL BE CAT-TRACKED AND APPROVED BY THE CITY TRAFFIC ENGINEER OR AUTHORIZED REPRESENTATIVE PRIOR TO FINAL INSTALLATION.

7. PRIOR TO FINAL ACCEPTANCE OF STREET IMPROVEMENTS, ALL PAVEMENT STRIPING AND STENCILING WITHIN THE PERIMETER OF THE CONSTRUCTION AREA SHALL BE RESTORED TO LIKE NEW CONDITION, IN MANNER MEETING THE APPROVAL OF THE CITY ENGINEER.

8. THE CONTRACTOR SHALL RESTRIPE EXISTING AND CURB MARKINGS OBLITERATED BY NEW CONSTRUCTION WHETHER OR NOT SHOWN ON PLANS AT NO COST TO THE CITY.

9. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE NOTED.

10. CLEARANCE FROM THE FINISHED GRADE TO THE BASE OF ALL SIGNS SHALL BE 7 FEET MINIMUM.

11. ALL SIGNS SHALL MEET THE 2014 CA MUTCD REQUIREMENTS AND SHALL HAVE 3M DIAMOND GRADE REFLECTIVE SHEETING (OR APPROVED EQUAL) AND 3M 1160 ANTI-GRAFFITI FILM (OR APPROVED EQUAL).

12. TRAFFIC SIGNAL LOOPS SHALL BE INSTALLED AND FUNCTIONAL WITHIN FIVE (5) CALENDAR DAYS OF INSTALLING FINAL PAVEMENT SURFACE.

13. THE CONTRACTOR SHALL FURNISH AND INSTALL TYPE D 2-WAY BLUE REFLECTIVE PAVEMENT MARKERS AT ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS PER THE 2014 CA MUTCD.

14. ALL SIGNS WITHIN THE PHILLIPS RANCH AREA MUST HAVE WOOD FRAME. WOOD SPECS SHALL BE 3/8" CDX PLYWOOD BACKING WITH ROUNDED OVER EDGES. 1.75"X1.75" FRAME MATERIAL ROUGH SAWN REDWOOD, STAINED A DARK BROWN AND SEALED WITH A CLEAR SEALER. SIGN SHALL BE MOUNTED ON 4"X4"X12' ROUGH SAWN REDWOOD POST OR ON EXISTING POST/LUMINAIRE AS SHOWN.

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△	REVISIONS	DATE	INITIAL

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

GENERAL NOTES
SIGNING & STRIPING PLAN

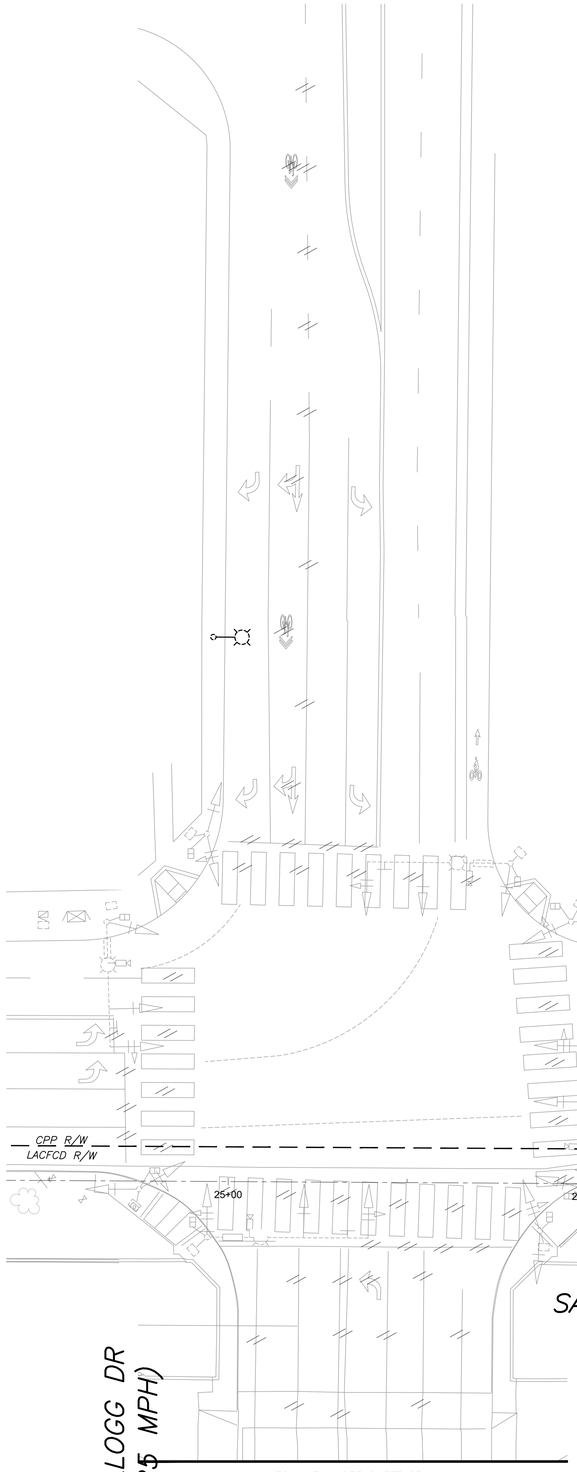
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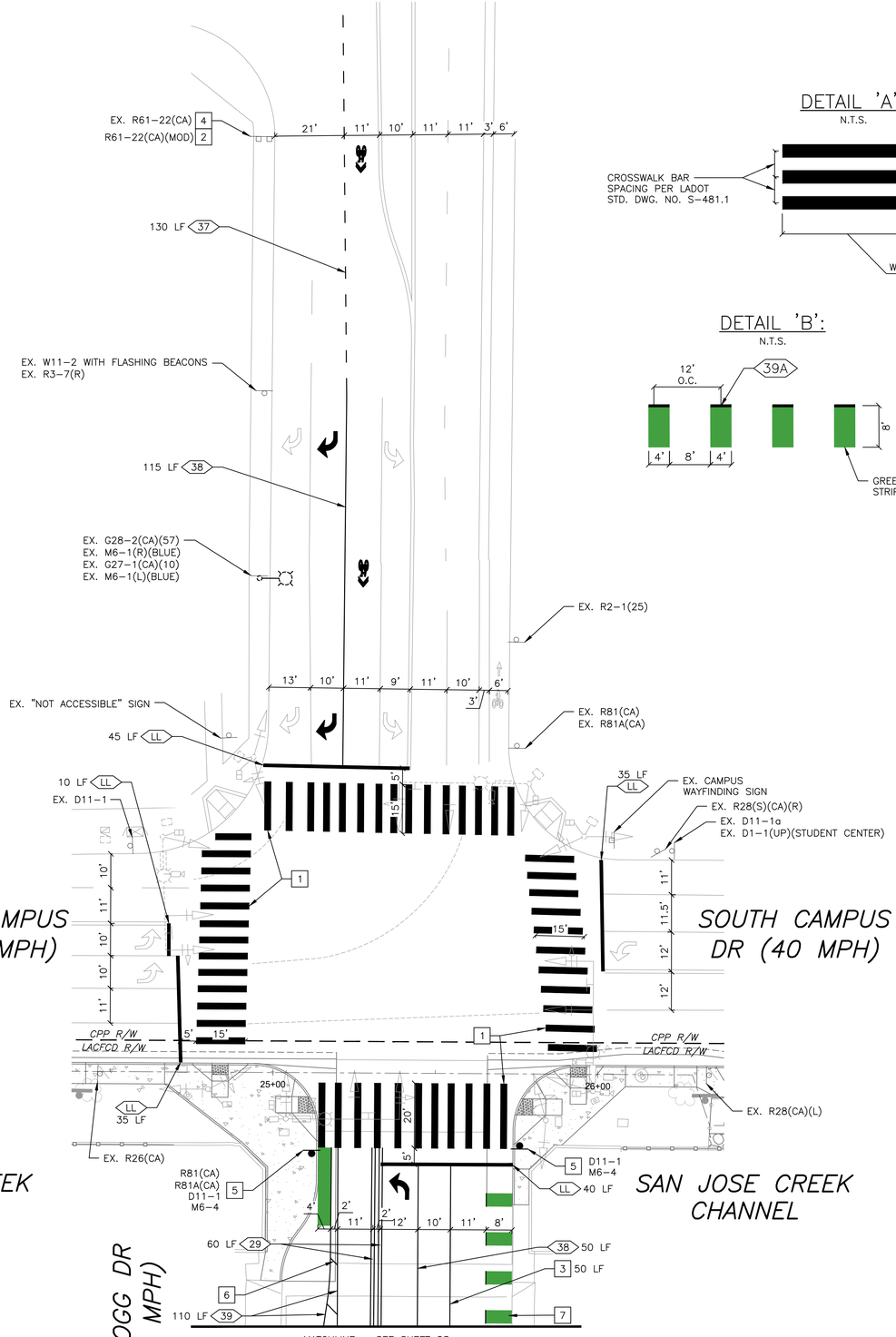
DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 81 OF 95 SHTS

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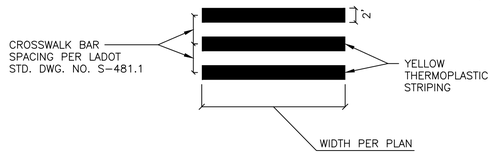


PROPOSED SIGN LEGEND (THIS SHEET ONLY):



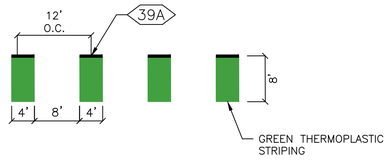
DETAIL 'A':

N.T.S.



DETAIL 'B':

N.T.S.

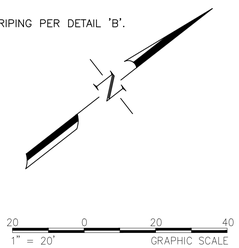


LEGEND (THIS SHEET ONLY):

- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- INSTALL TYPE IV (L)/(R) PAVEMENT ARROW PER CALTRANS STANDARD PLAN A24A.
- INSTALL BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN A24C.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.

PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S–481.1.
2. INSTALL NEW ROADSIDE SIGN ON EXISTING POST.
3. INSTALL 6" WHITE STRIPE
4. REMOVE ROADSIDE SIGN ON EXISTING POST
5. INSTALL NEW ROADSIDE SIGN AND POST.
6. INSTALL 6" WHITE STRIPE AT 45 DEGREE ANGLE SPACED AT 15' O.C.
7. INSTALL GREEN BIKE CONFLICT STRIPING PER DETAIL 'B'.



20 0 20 40
1" = 20' GRAPHIC SCALE

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428–58072 / SAN JOSE CREEK BIKEWAY

KELLOGG DRIVE
SIGNING & STRIPING PLAN

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 82 OF 95 SHTS

T110

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REMOVAL PLAN
1"=20'

PROPOSED PLAN
1"=20'

PRELIMINARY

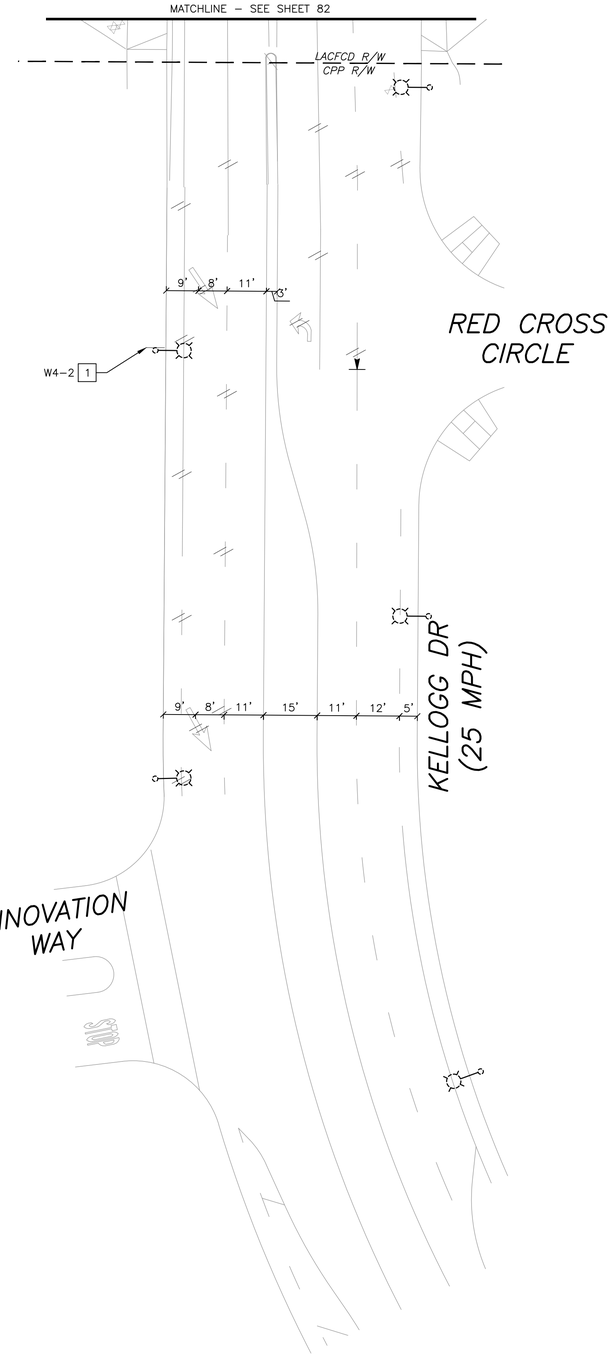
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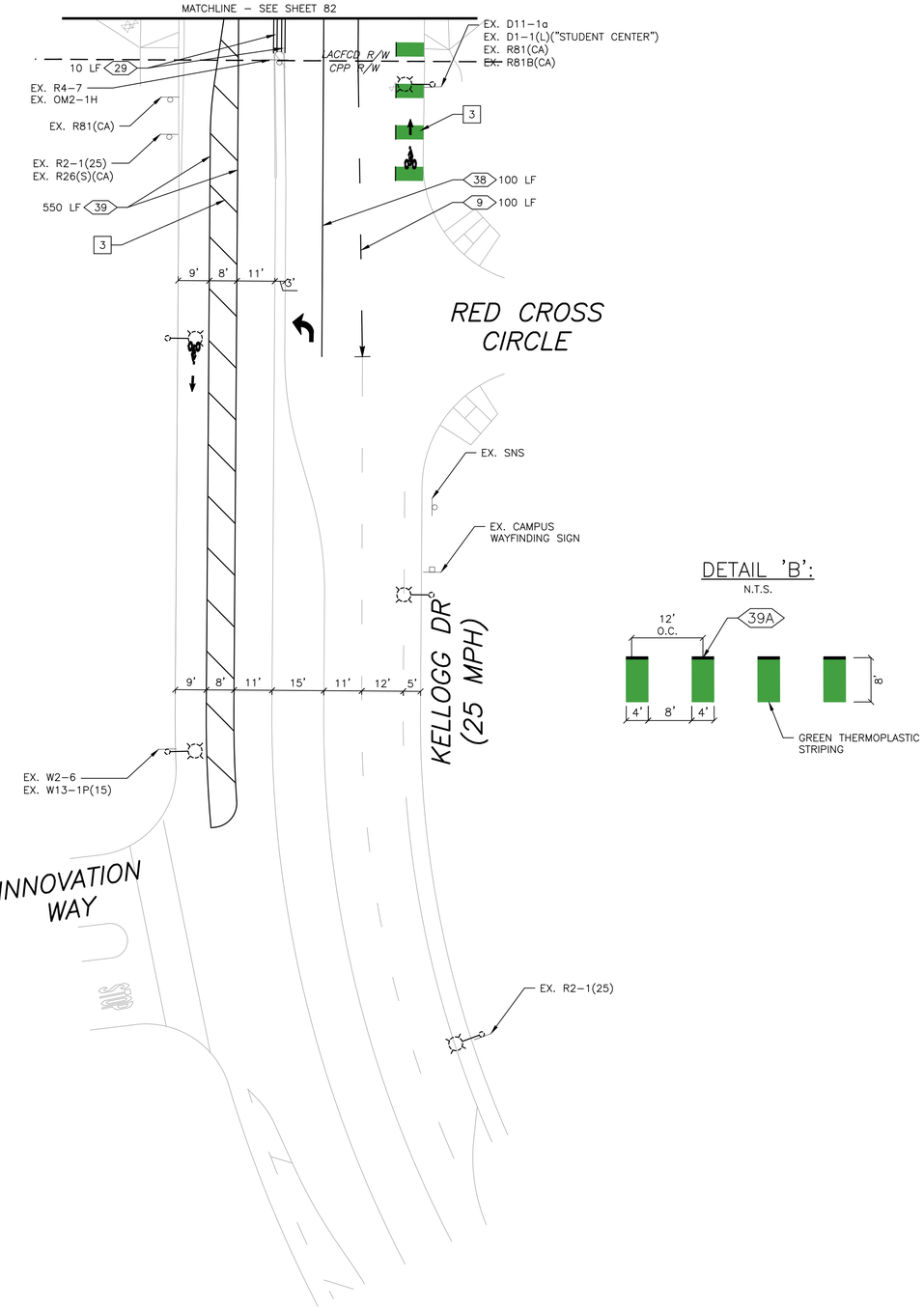
△	REVISIONS	DATE	INITIAL

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FJ - 204 AB



REMOVAL PLAN
1"=20'



PROPOSED PLAN
1"=20'

DETAIL 'B':
N.T.S.

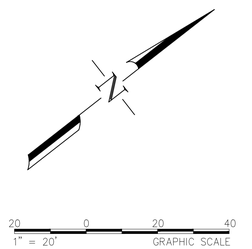
PROPOSED SIGN CHART (THIS SHEET ONLY):

LEGEND (THIS SHEET ONLY):

- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- INSTALL TYPE IV (L)/(R) PAVEMENT ARROW PER CALTRANS STANDARD PLAN A24A.
- INSTALL BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN A24C.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.

PROJECT NOTES (THIS SHEET ONLY):

1. REMOVE SIGN FROM EXISTING STREET LIGHT POLE.
2. INSTALL 6" WHITE STRIPE AT 45 DEGREE ANGLE SPACED AT 15' O.C.
3. INSTALL GREEN BIKE CONFLICT STRIPING PER DETAIL 'B'.



ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

KELLOGG DRIVE
SIGNING & STRIPING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T111

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 83 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

PRELIMINARY

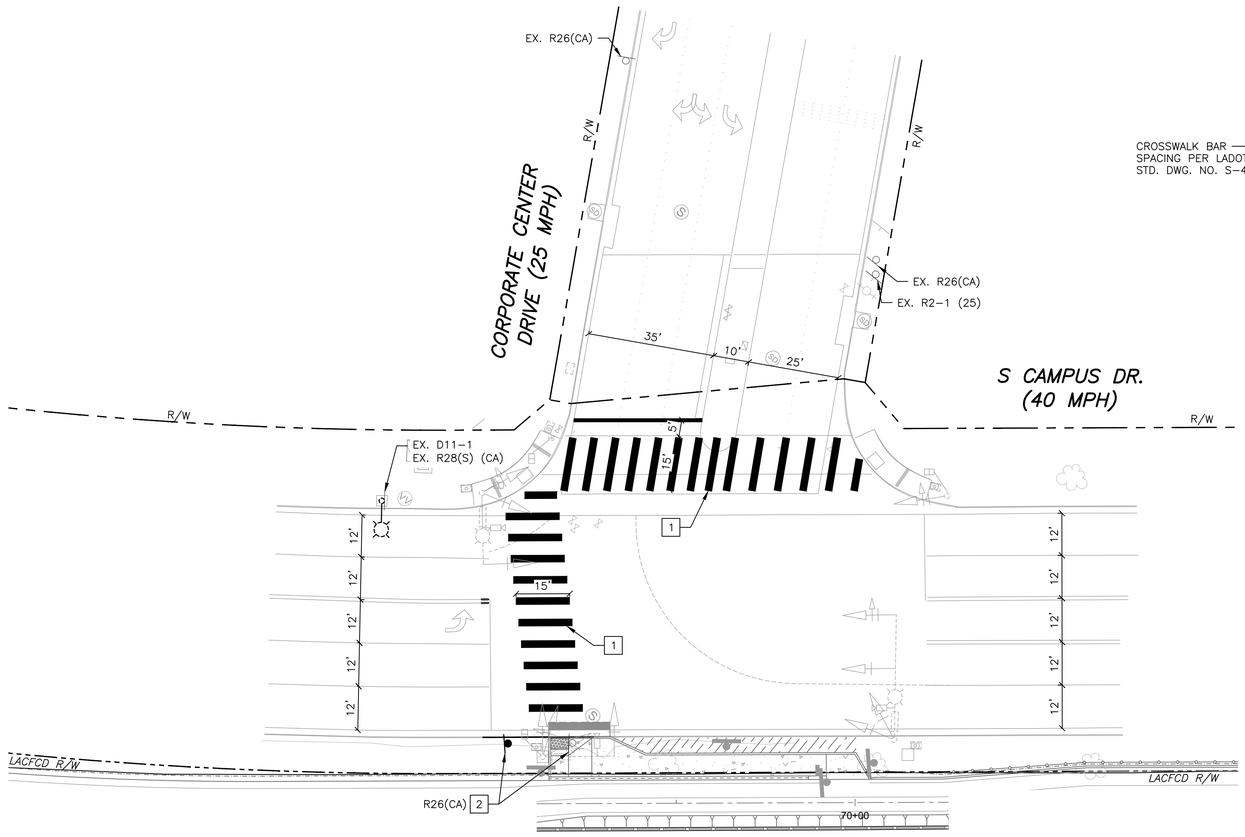
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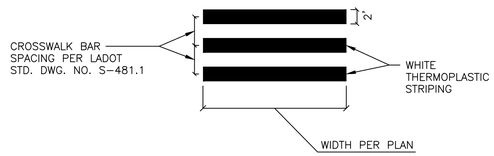
FJ - 204 AC



SAN JOSE CREEK

PROPOSED PLAN
1"=20'

DETAIL 'A':
N.T.S.



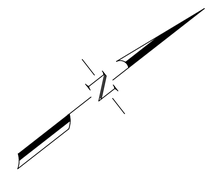
PROPOSED SIGN CHART (THIS SHEET ONLY):

LEGEND (THIS SHEET ONLY):

- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- INSTALL TYPE IV (L)/(R) PAVEMENT ARROW PER CALTRANS STANDARD PLAN A24A.
- INSTALL BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN A24C.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.

PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S-481.1.
2. RELOCATE EXISTING SIGN AND POST.



20 0 20 40
1" = 20' GRAPHIC SCALE

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

CORPORATE CENTER DRIVE
SIGNING & STRIPING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T112

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 84 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

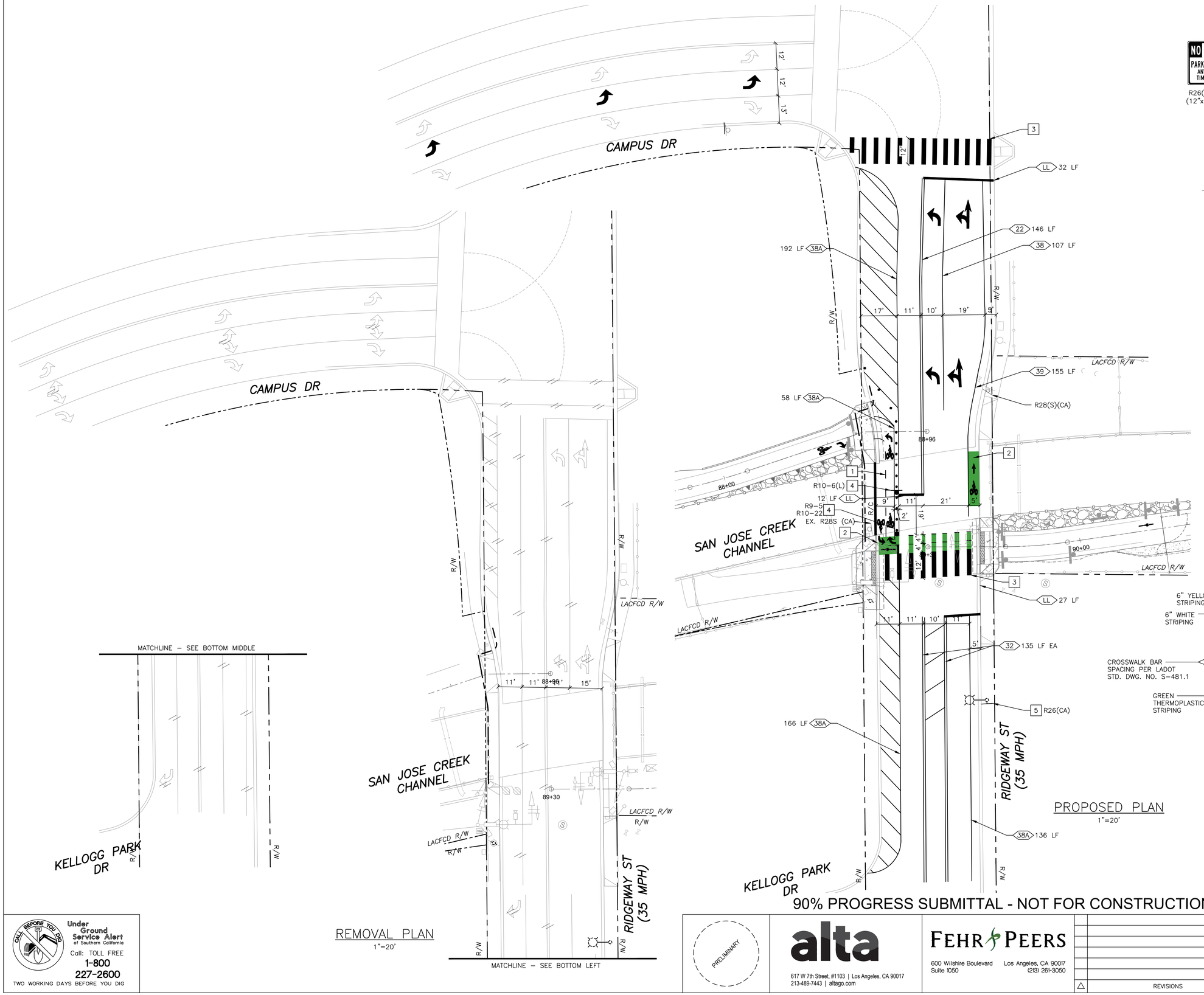
PRELIMINARY

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PROPOSED SIGN CHART (THIS SHEET ONLY):



R26(CA) (12"x18") | R10-6(L) (24"x36") | R10-22 (12"x18") | R9-5 (12"x18") | R61-13(CA) (72"x45")

LEGEND (THIS SHEET ONLY):

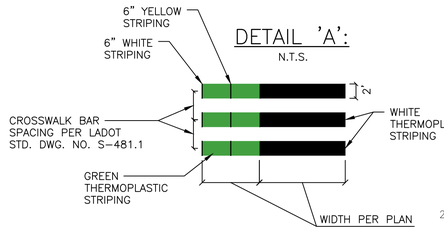
- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- INSTALL TYPE IV (L)/(R) PAVEMENT ARROW PER CALTRANS STANDARD PLAN A24A.
- INSTALL BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN A24C.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.

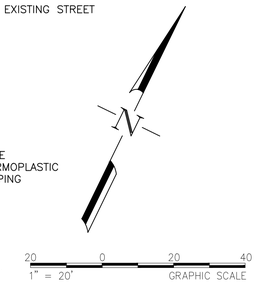
PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 4" YELLOW BROKEN STRIPE, 3' STRIPE WITH 9' GAP, PER 2014 CA MUTCD REV 8 FIGURE 9C-2.
2. INSTALL GREEN THERMOPLASTIC STRIPING.
3. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S-481.1. INCLUDE CONFLICT STRIPING NEXT TO CROSSWALK BARS PER DETAIL 'A' THIS SHEET.
4. INSTALL NEW ROADSIDE SIGN AND POST.
5. INSTALL NEW ROADSIDE SIGN ON EXISTING STREET LIGHT.

DETAIL 'A':

N.T.S.





PROPOSED PLAN

1"=20'

REMOVAL PLAN

1"=20'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T113

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

RIDGEWAY STREET
SIGNING & STRIPING PLAN

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 85 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

PRELIMINARY

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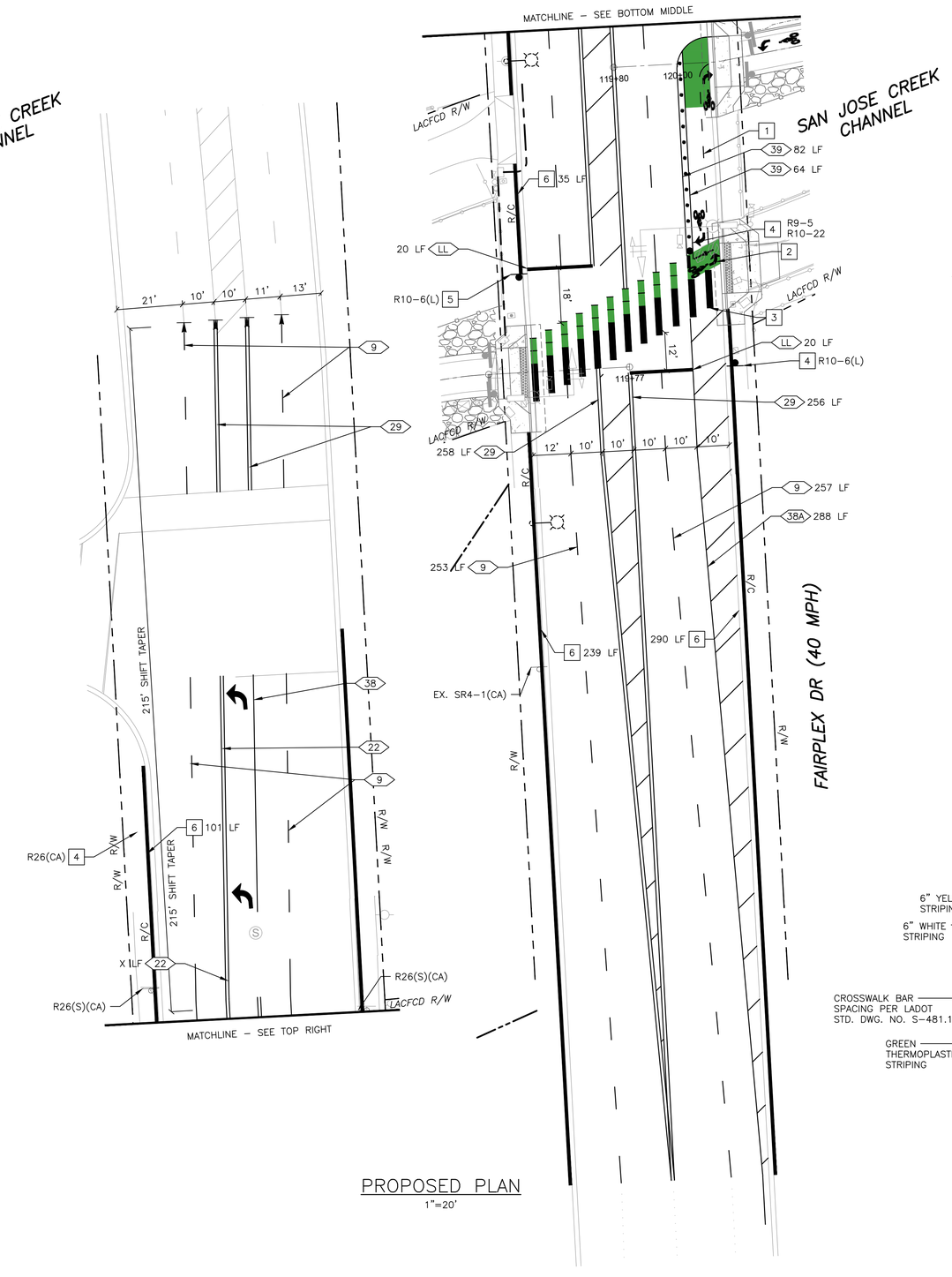
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REMOVAL PLAN
1"=20'



PROPOSED PLAN
1"=20'

PROPOSED SIGN CHART (THIS SHEET ONLY):

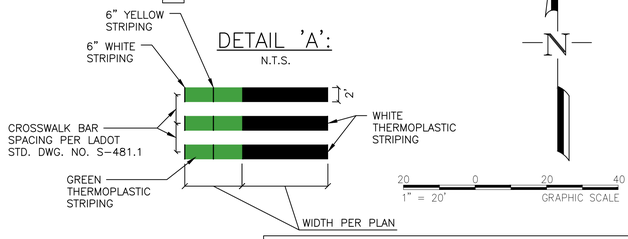
R26(CA) (12"x18")	R10-6(L) (24"x36")	R10-22 (12"x18")	R9-5 (12"x18")
NO PARKING ANY TIME	STOP HERE ON RED	TO REQUEST GREEN WAIT ON	USE PED SIGNAL

LEGEND (THIS SHEET ONLY):

- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- INSTALL TYPE IV (L)/(R) PAVEMENT ARROW PER CALTRANS STANDARD PLAN A24A.
- INSTALL BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN A24C.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.
- INSTALL BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS STANDARD PLAN A24C.

PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 4" YELLOW BROKEN STRIPE, 3' STRIPE WITH 9' GAP, PER 2014 CA MUTCD REV 8 FIGURE 9C-2.
2. INSTALL GREEN THERMOPLASTIC STRIPING.
3. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S-481.1. INCLUDE CONFLICT STRIPING NEXT TO CROSSWALK BARS PER DETAIL 'A' THIS SHEET.
4. INSTALL NEW ROADSIDE SIGN AND POST.
5. INSTALL NEW ROADSIDE SIGN ON EXISTING STREET LIGHT.
6. INSTALL RED CURB, LENGTH PER PLAN.



ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

FAIRPLEX DRIVE
SIGNING & STRIPING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T114

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 86 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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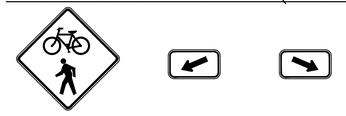
PRELIMINARY

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FJ - 204 AF

PROPOSED SIGN CHART (THIS SHEET ONLY):



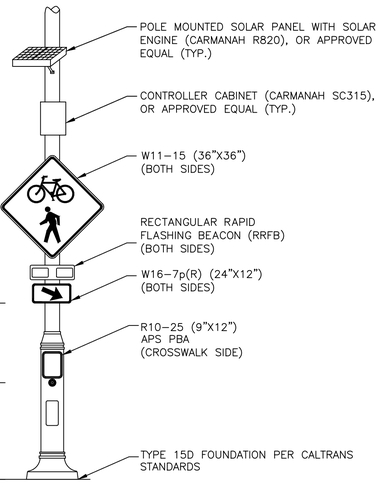
W11-15 | W16-7P(L) | W16-7P(R)

LEGEND (THIS SHEET ONLY):

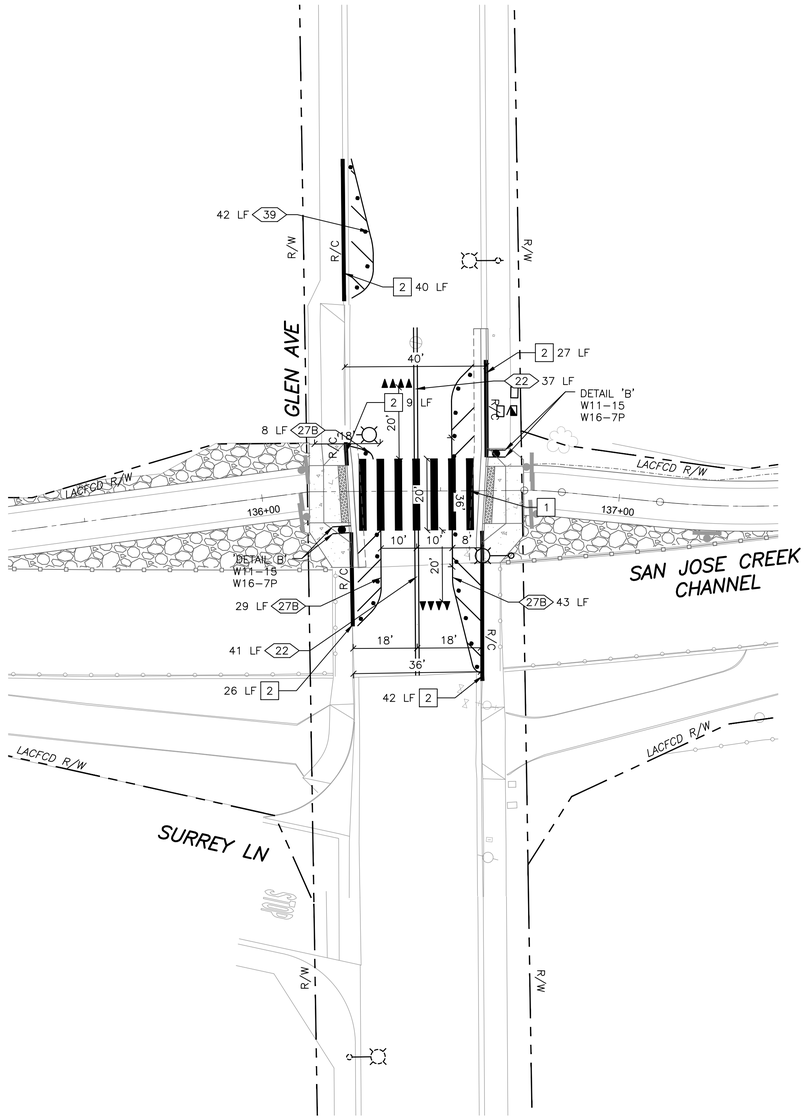
- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.
- INSTALL YIELD LINES.

PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S-481.1.
2. INSTALL RED CURB, LENGTH PER PLAN.

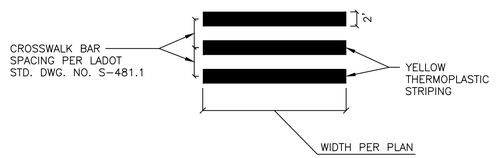


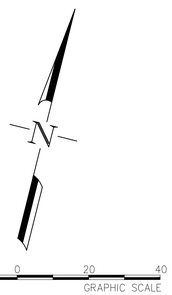
DETAIL 'B'
BI-DIRECTIONAL RECTANGULAR RAPID FLASHING BEACON
N.T.S.



PROPOSED PLAN
1"=20'

DETAIL 'A':
N.T.S.





ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T115

GLEN AVENUE
SIGNING & STRIPING PLAN

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 87 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

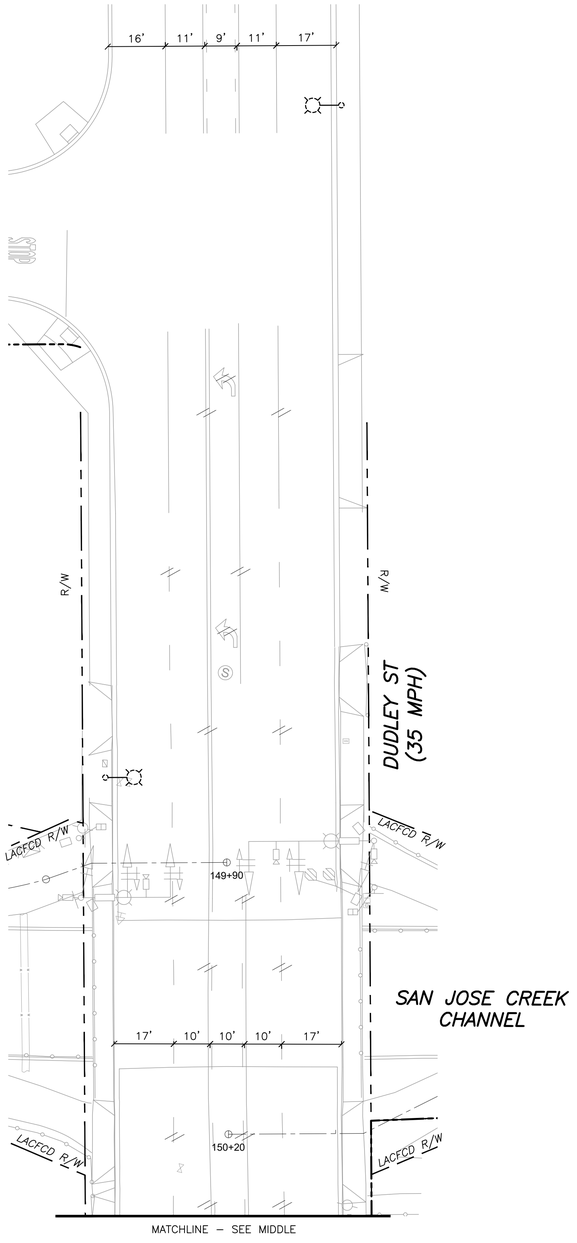
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213-489-7443 | altago.com

FEHR & PEERS
600 Wilshire Boulevard Suite 1050 Los Angeles, CA 90017 (213) 261-3050

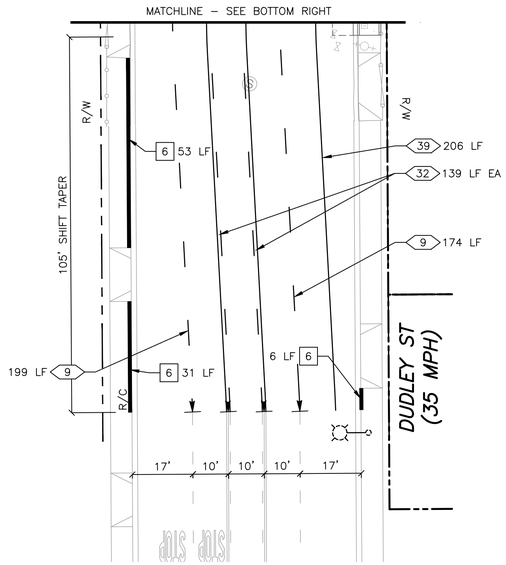
PRELIMINARY

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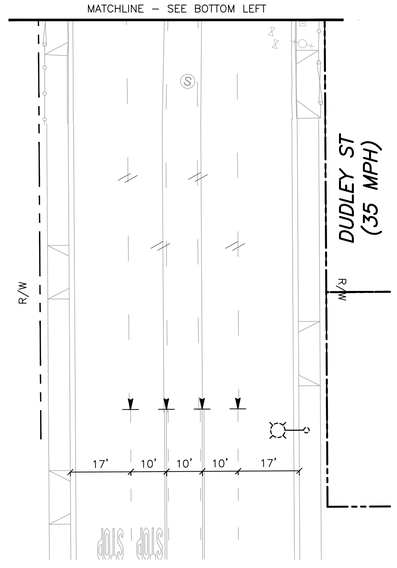
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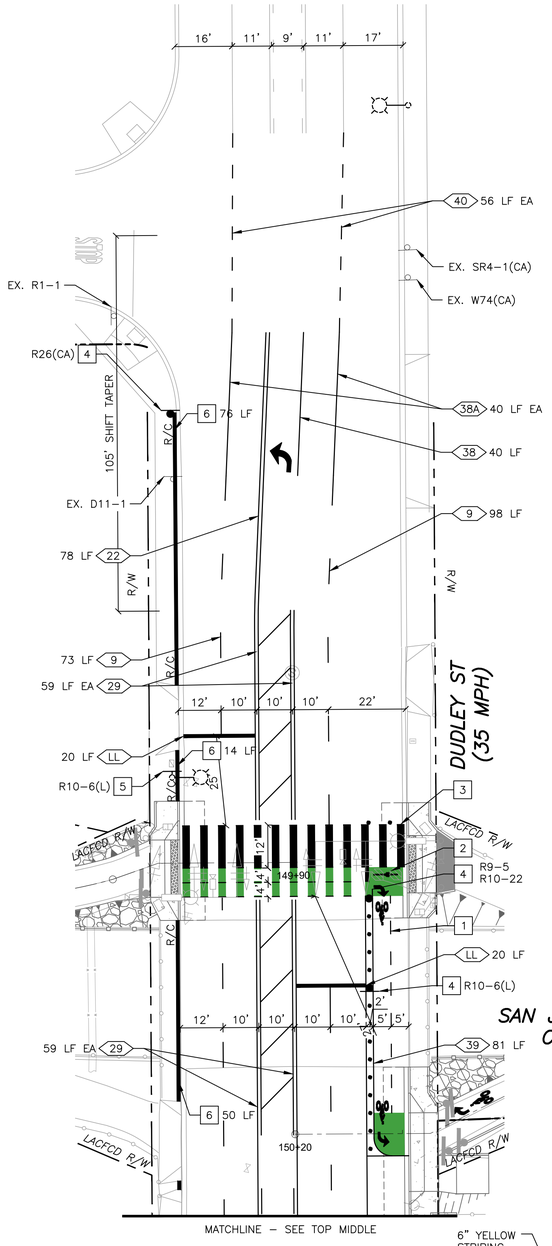
REMOVAL PLAN
1"=20'



PROPOSED PLAN
1"=20'



REMOVAL PLAN
1"=20'



PROPOSED PLAN
1"=20'

PROPOSED SIGN CHART (THIS SHEET ONLY):

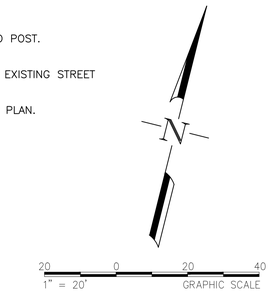
R26(CA) (12"x18")	R10-6(L) (24"x36")	R10-22 (12"x18")	R9-5 (12"x18")
NO PARKING ANY TIME	STOP HERE ON RED	TO REQUEST GREEN WAIT ON	USE PED SIGNAL

LEGEND (THIS SHEET ONLY):

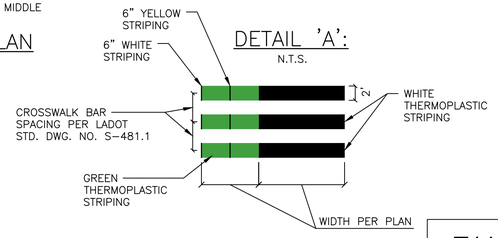
- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- INSTALL TYPE IV (L)/(R) PAVEMENT ARROW PER CALTRANS STANDARD PLAN A24A.
- INSTALL BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN A24C.
- INSTALL BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS STANDARD PLAN A24C.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.
- INSTALL BICYCLE LOOP DETECTOR SYMBOL PER CALTRANS STANDARD PLAN A24C.

PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 4" YELLOW BROKEN STRIPE, 3' STRIPE WITH 9' GAP, PER 2014 CA MUTCD REV 8 FIGURE 9C-2.
2. INSTALL GREEN THERMOPLASTIC STRIPING.
3. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S-481.1. INCLUDE CONFLICT STRIPING NEXT TO CROSSWALK BARS PER DETAIL 'A' THIS SHEET.
4. INSTALL NEW ROADSIDE SIGN AND POST.
5. INSTALL NEW ROADSIDE SIGN ON EXISTING STREET LIGHT.
6. INSTALL RED CURB, LENGTH PER PLAN.



DETAIL 'A':
N.T.S.



ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

DUDLEY STREET
SIGNING & STRIPING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T116

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 88 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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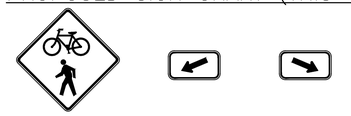
PRELIMINARY

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TWO WORKING DAYS BEFORE YOU DIG

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FJ - 204 AH

PROPOSED SIGN CHART (THIS SHEET ONLY):



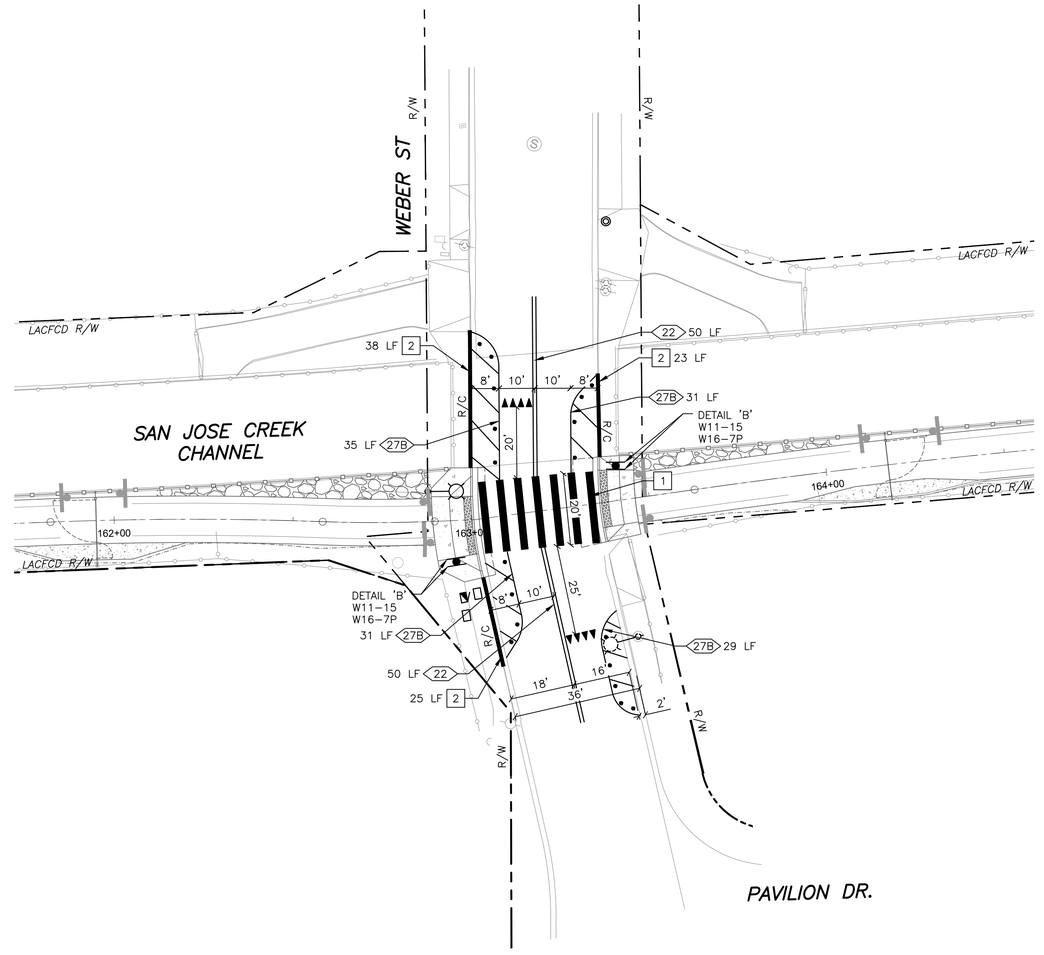
W11-15 | W16-7P(L) | W16-7P(R)

LEGEND (THIS SHEET ONLY):

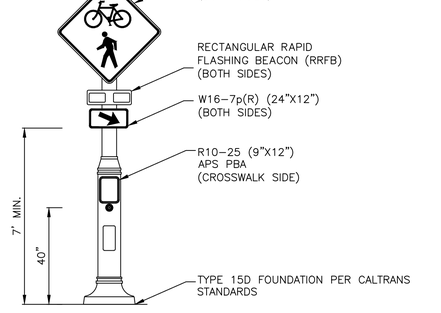
- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
- LL — INSTALL 12" WHITE THERMOPLASTIC LIMIT LINE.
- CONFORM TO EXISTING STRIPING.
- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.

PROJECT NOTES (THIS SHEET ONLY):

1. INSTALL 2' WIDE CROSSWALK BARS, LAYOUT PER LADOT STD. DWG. NO. S-481.1.
2. INSTALL RED CURB, LENGTH PER PLAN.

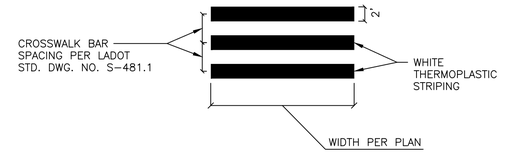


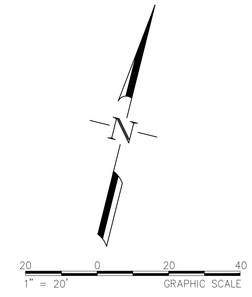
PROPOSED PLAN
1"=20'



DETAIL 'B'
BI-DIRECTIONAL RECTANGULAR RAPID FLASHING BEACON
N.T.S.

DETAIL 'A':
N.T.S.





ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

WEBER STREET
SIGNING & STRIPING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T117

SCALE AS SHOWN
DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 89 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

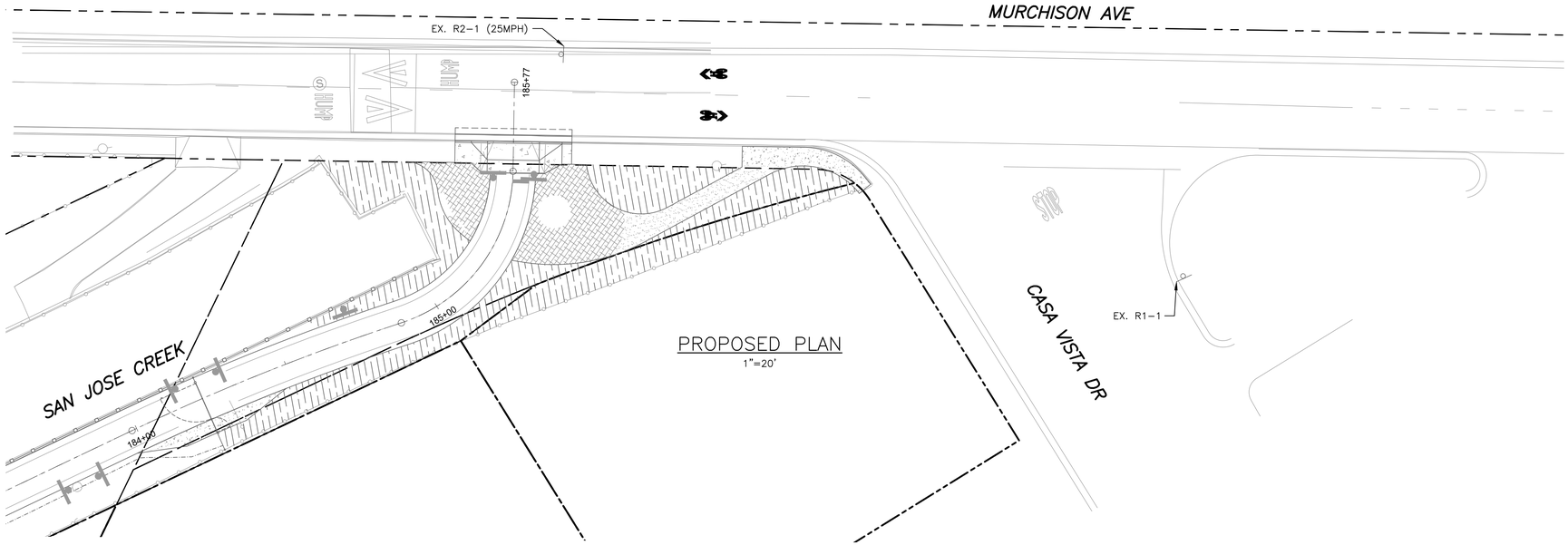
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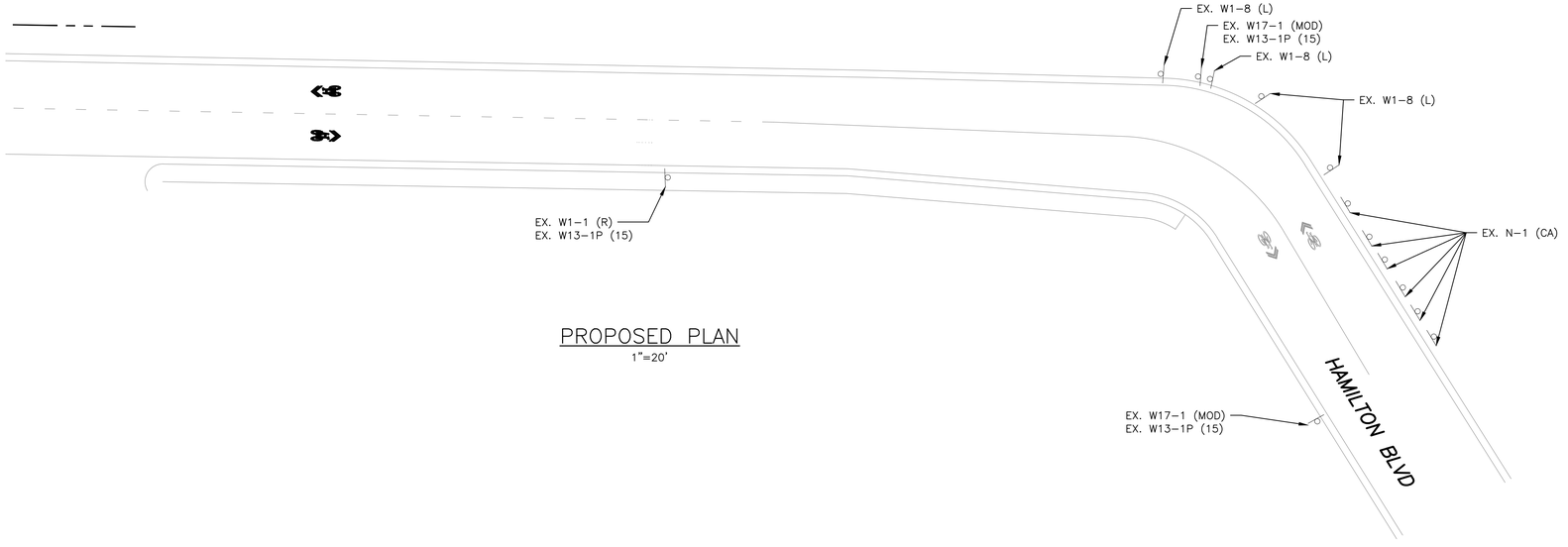
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PROPOSED PLAN
1"=20'



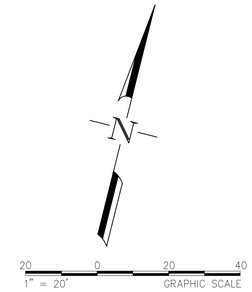
PROPOSED PLAN
1"=20'

PROPOSED SIGN CHART (THIS SHEET ONLY):

LEGEND (THIS SHEET ONLY):

- REMOVE EXISTING PAVEMENT STRIPE, ARROW, OR LEGEND (BY GRINDING)
- R/C — INSTALL NEW RED CURB.
- XX — INSTALL PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE CALTRANS STANDARD PLANS A20A THRU A24F.
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- INSTALL NEW ROADSIDE SIGN AND POST.
- EXISTING ROADSIDE SIGN TO REMAIN.
- INSTALL RAISED BIKE LANE SEPARATION. MATERIAL TBD.

PROJECT NOTES (THIS SHEET ONLY):



ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

MURCHISON AVE
SIGNING & STRIPING PLAN

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

T118

SCALE AS SHOWN

DATE

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. STRAYER
REVIEWED: C. STRAYER

SHT. 90 OF 95 SHTS

△	REVISIONS	DATE	INITIAL

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Call: TOLL FREE 1-800 227-2600
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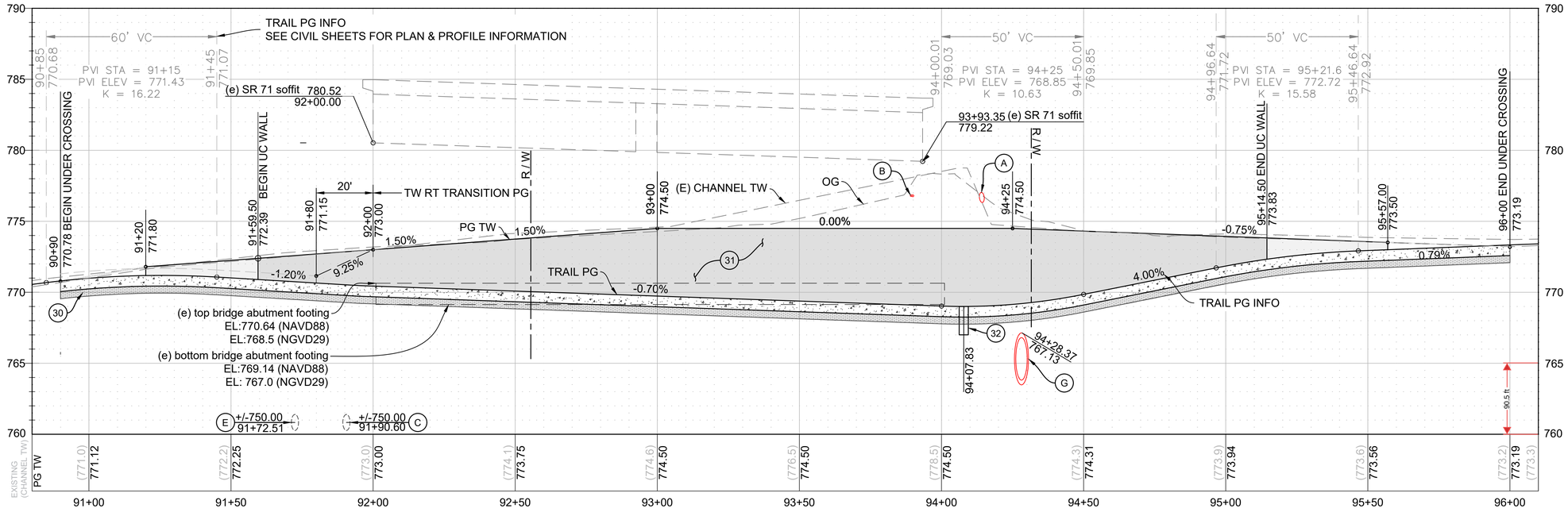
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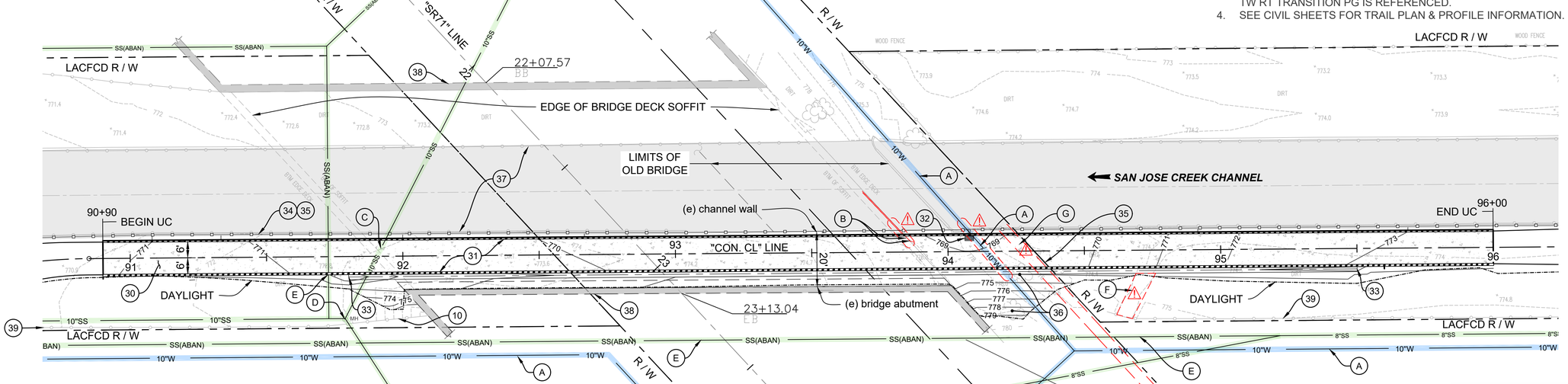
FJ - 204 AJ



NOTES:
(N) FENCING ON CHANNEL WALL NOT SHOWN FOR CLARITY.

WALL PROFILE
SCALE: 1"= 20' H
1" = 4' V

WALL NOTES:
1. WALL EXPANSION JOINTS AT 96'-0" O.C. TYP.
2. LEFT WALL FOLLOWS TW PG ENTIRE LEGNTH
3. RIGHT WALL FOLLOWS TW PG ENTIRE LENGTH EXCEPT WHERE TW RT TRANSITION PG IS REFERENCED.
4. SEE CIVIL SHEETS FOR TRAIL PLAN & PROFILE INFORMATION.



PLAN
SCALE: 1"= 20'

NORTH

CONSTRUCTION NOTES:

30 CONSTRUCT 0.75' PCC TRAIL OVER 0.5' CL II AG. BASE
31 CONSTRUCT PCC UNDERCROSSING WALLS
32 CONSTRUCT DRAINAGE INLET (SEE DRAINAGE PLANS)
33 CONSTRUCT DRAINAGE GUTTER
34 CONSTRUCT CHAINLINK FENCE - TYPE CL-3.5
35 REMOVE (E) CL FENCE - SEE CIVIL PLANS
36 REMOVE TREE
37 (E) CHANNEL WALL - PROTECT IN PLACE
38 (E) BR. ABUT. (SR-71) - PROTECT IN PLACE
39 (E) CHAINLINK FENCE - PROTECT IN PLACE

UTILITY NOTES:

⚠ A (E) 10" WATER MAIN (DEPTH & TRAJECTORY UNKNOWN AT TRAIL CROSSING, POTHOLE TO VERIFY & COORDINATE WITH ENGINEER)
⚠ B (E) ELEC. CONDUIT (2" & 3.5") (DEPTH & TRAJECTORY UNKNOWN AT TRAIL CROSSING, POTHOLE TO VERIFY & COORDINATE WITH ENGINEER)
C (E) SS 10" VCP - PROTECT IN PLACE
D (E) SS MH - PROTECT IN PLACE
E (E) SS 10" VCP (ABANDONED) - PROTECT IN PLACE
⚠ F (E) DRAINAGE SWALE - SEE DRAINAGE PLANS
⚠ G (E) RCP STORM DRAIN
(DEPTH UNKNOWN AT TRAIL CROSSING,
POTHOLE TO VERIFY & COORDINATE WITH ENGINEER)
SEE RECORD DRAWINGS & DRAINAGE PLANS
FOR MORE INFORMATION.

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213-489-7443 | altago.com

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ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION
CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SR 71 UNDERCROSSING PLAN & PROFILE

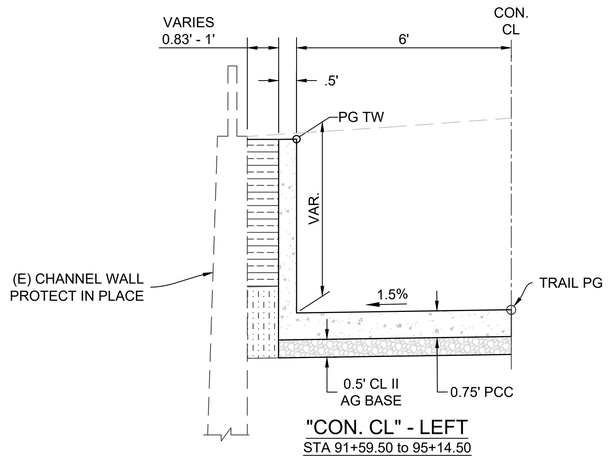
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DESIGNED:
DRAWN:
CHECKED:
REVIEWED:

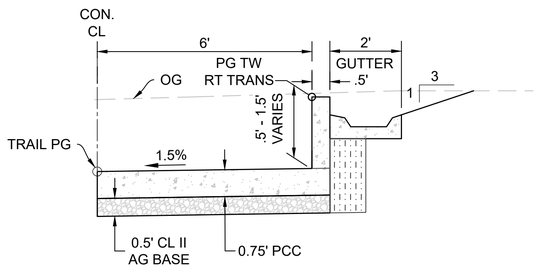
SHT. ____ OF 80 SHTS

FA-2263 CF

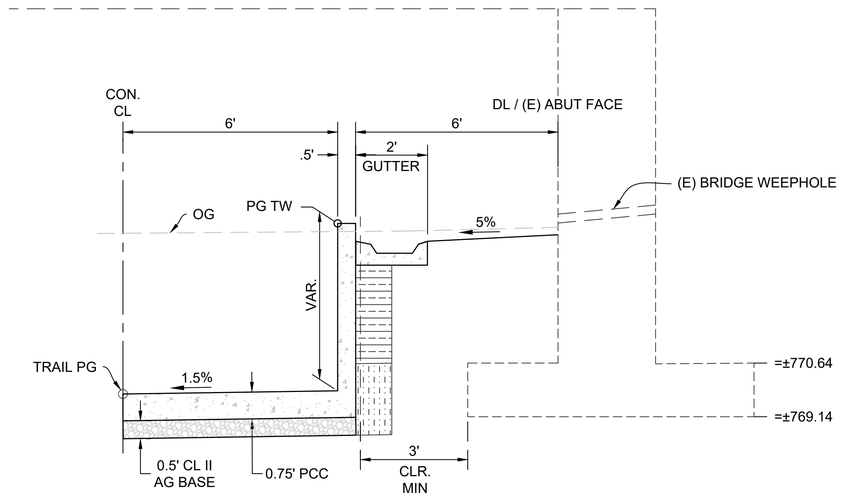
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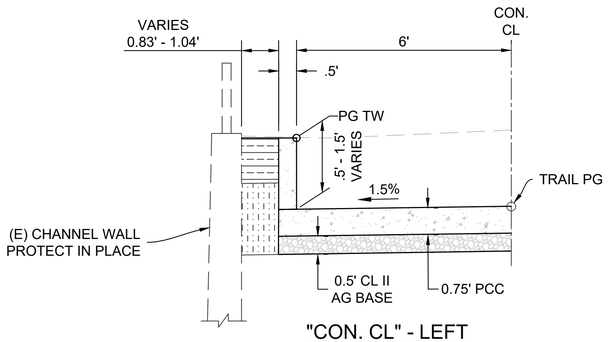
"CON. CL" - LEFT
STA 91+59.50 to 95+14.50
SCALE: 1"= 2-0"



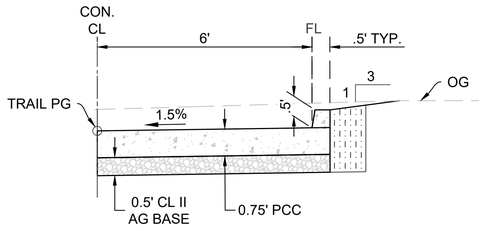
"CON. CL" - RIGHT
STA 91+80 to 92+00
& 95+14.50 to 95+57
SCALE: 1"= 2-0"



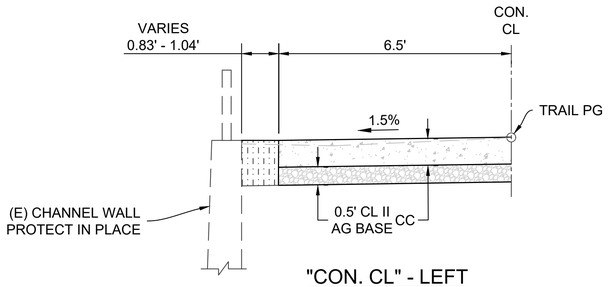
"CON. CL" - RIGHT
STA 92+00 to 94+00
SCALE: 1"= 2-0"



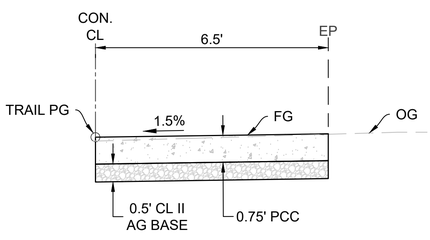
"CON. CL" - LEFT
STA 91+20 to 91+59.50
& STA 95+14.5 to 95+57
SCALE: 1"= 2-0"



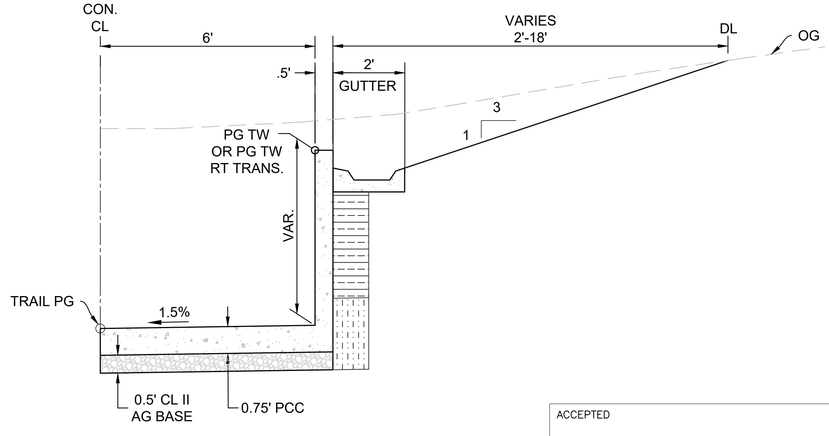
"CON. CL" - RIGHT
STA 91+20 to 91+80
SCALE: 1"= 2-0"



"CON. CL" - LEFT
STA 90+90 to 91+20
& STA 95+57 to 96+00
SCALE: 1"= 2-0"



"CON. CL" - RIGHT
STA 90+90 to 91+20
& STA 95+57 to 96+00
SCALE: 1"= 2-0"



"CON. CL" - RIGHT
STA 91+80 to 92+00
& STA 94+00 to 95+14.50
SCALE: 1"= 2-0"

LEGEND:

- PCC
- CLASS II AGGREGATE BASE
- STRUCTURE BACKFILL (SLURRY CEMENT)
- PERVIOUS BACKFILL MATERIAL

Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

S101

SR 71 UNDERCROSSING TYPICAL SECTIONS

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BENGAL ENGINEERING INC

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△	REVISIONS	DATE	INITIAL

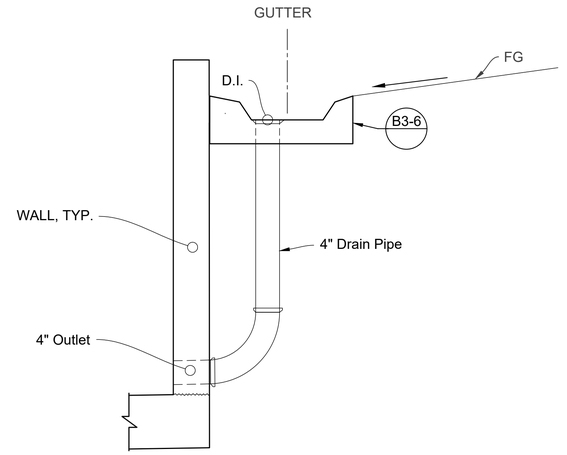
SCALE AS SHOWN
DATE

DESIGNED:
DRAWN:
CHECKED:
REVIEWED:

SHT. ___ OF 80 SHTS

FA-2263 CF

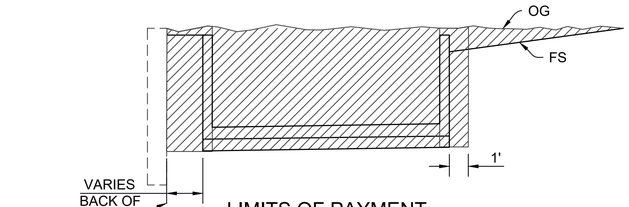
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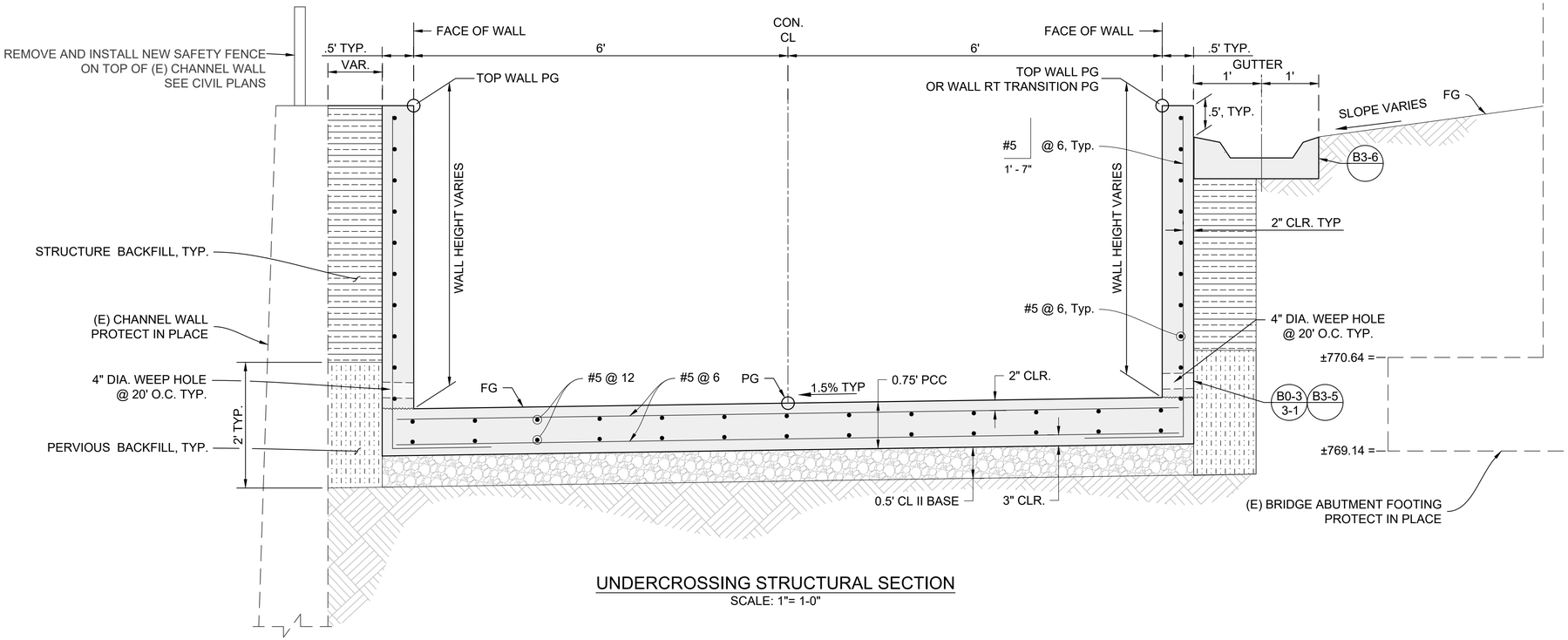
WALL DRAINAGE NOTES:

1. SEE CALTRANS STD B3-6 FOR MORE INFORMATION.
2. SPACED 40' O.C. - ENTIRE LENGTH OF GUTTER.
3. GUTTER PROFILE TO MATCH WALL PROFILE EXCEPT FROM STA 93+00 & 94+25 GUTTER PROFILE WILL SLOPE AT 1%.

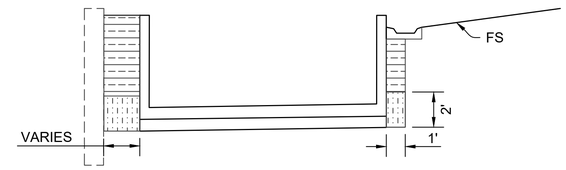
GUTTER DRAINAGE DETAIL
SCALE: 1"= 1-0"



LIMITS OF PAYMENT FOR EXCAVATION
NO SCALE



UNDERCROSSING STRUCTURAL SECTION
SCALE: 1"= 1-0"



LIMITS OF PAYMENT FOR BACKFILL
NO SCALE

LEGEND

- STRUCTURE EXCAVATION
- STRUCTURE BACKFILL (SLURRY CEMENT)
- PERVIOUS BACKFILL MATERIAL

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SR 71 UNDERCROSSING STRUCTURAL SECTION

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

S102

SCALE AS SHOWN

DATE

DESIGNED:
DRAWN:
CHECKED:
REVIEWED:

SHT. ____ OF 80 SHTS

△	REVISIONS	DATE	INITIAL

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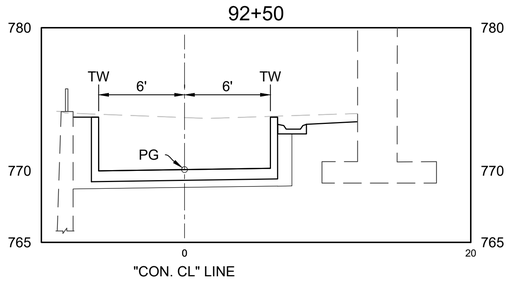
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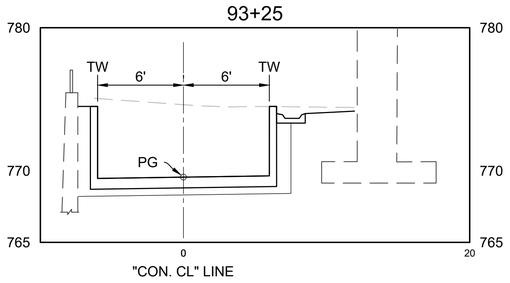
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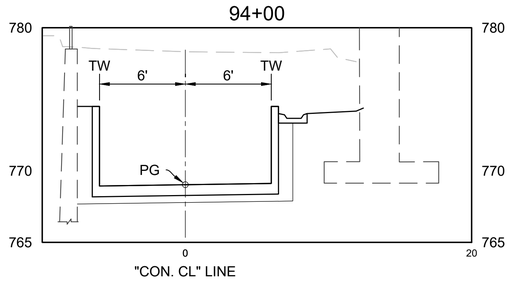
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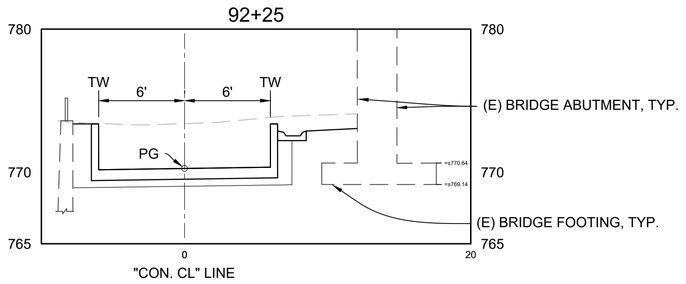
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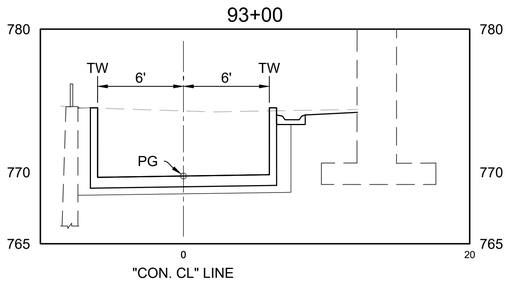
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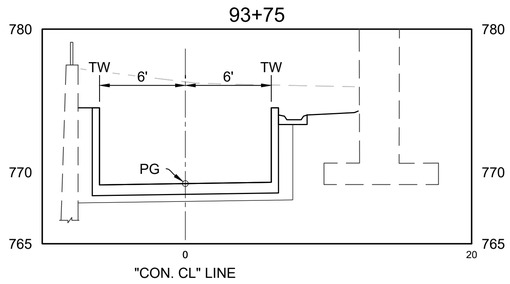


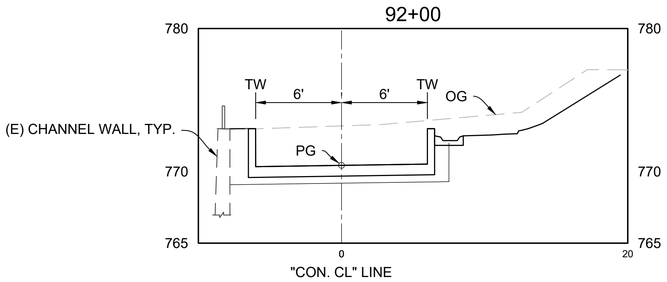


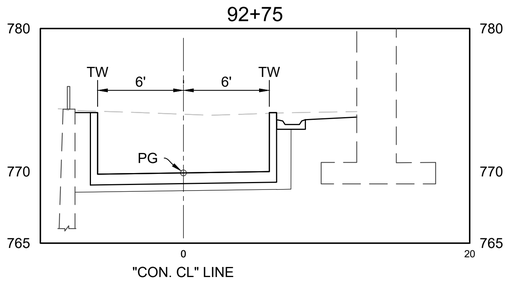


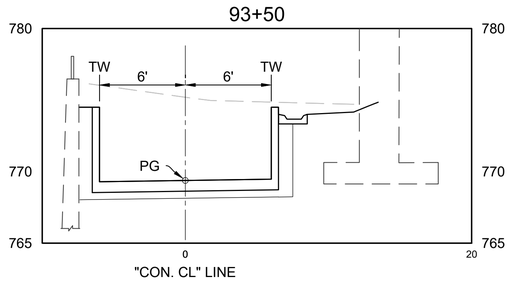












UNDERCROSSING TRAIL CROSS SECTIONS

SCALE: 1"= 5-0" H&V

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SR 71 UNDERCROSSING TRAIL CROSS SECTIONS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

S102

SCALE AS SHOWN

DATE

DESIGNED:
DRAWN:
CHECKED:
REVIEWED:

SHT. ____ OF 80 SHTS

PRELIMINARY

BENGAL ENGINEERING INC.

alta

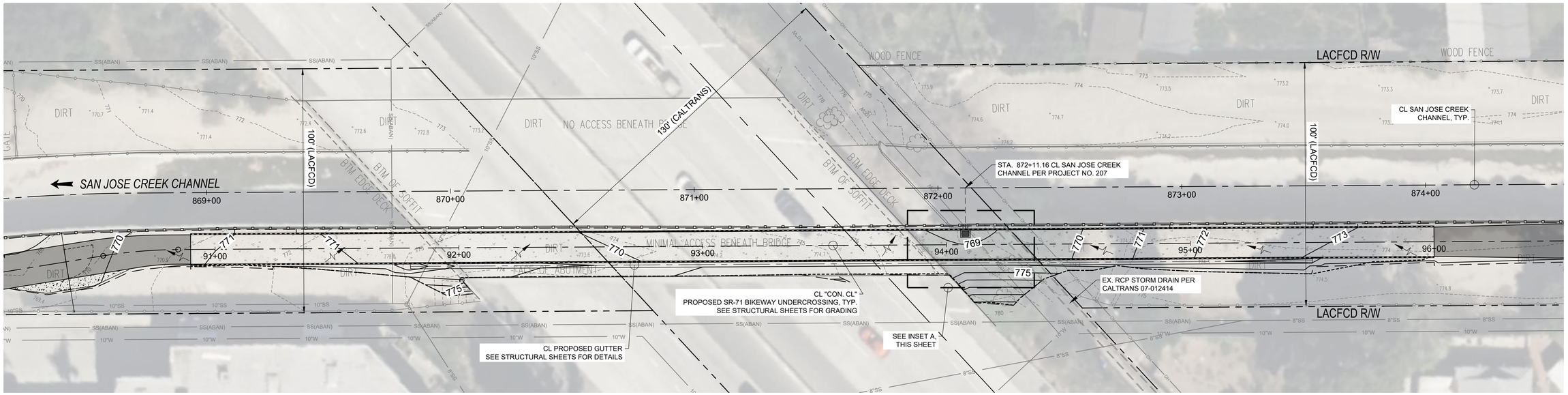
617 W 7th Street, #1103 | Los Angeles, CA 90017
213-489-7443 | altago.com

△	REVISIONS	DATE	INITIAL

Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

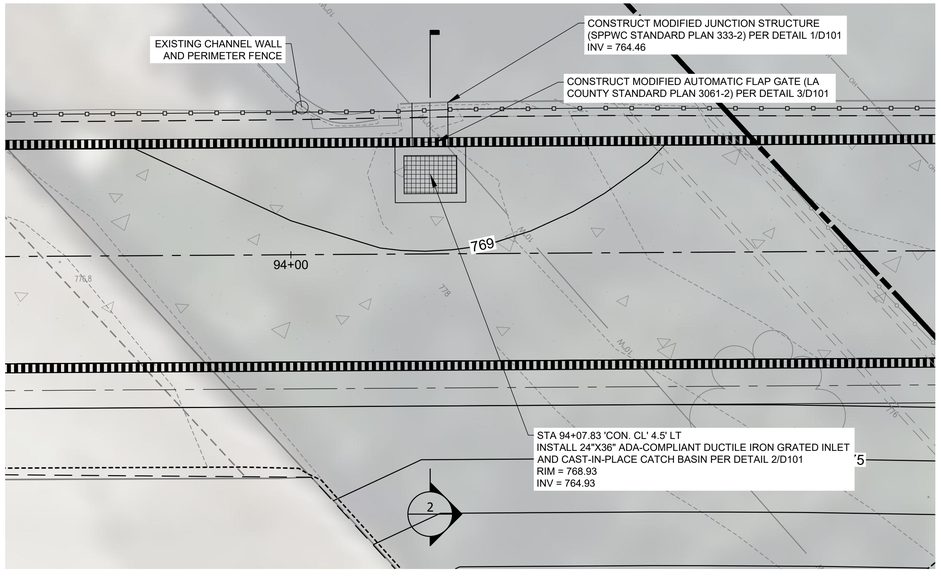
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FA-2263 CF



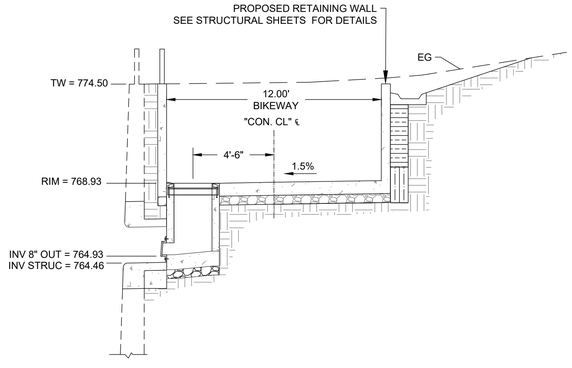
DRAINAGE PLAN

SCALE 1" = 20'



1 INSET A

SCALE: 1" = 4'



2 SECTION VIEW: BIKEWAY INLET

SCALE: 1" = 4'

4' 2' 0 4' 8'

HORIZ: 1" = 4'

20' 10' 0 20' 40'

HORIZ: 1" = 20'

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

D100

ACCEPTED

BY: _____ DATE: _____

RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____

ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SR-71 UNDERCROSSING DRAINAGE PLAN

SCALE AS SHOWN

DATE 12.10.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. SEMLOW
REVIEWED: C. SEMLOW

SHT. 94 OF 95 SHTS

REVISIONS | DATE | INITIAL

PRELIMINARY

CRAFTWATER SCIENCE • STRATEGY • ENGINEERING

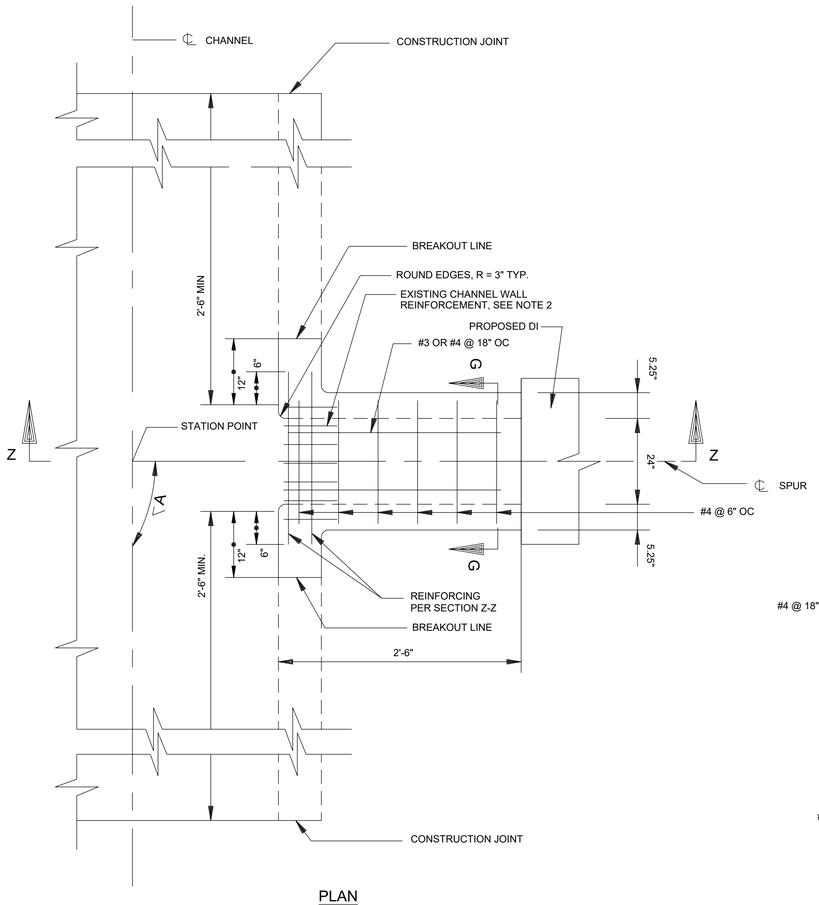
alta

617 W 7th Street, #1103 | Los Angeles, CA 90007
213-489-7443 | altago.com

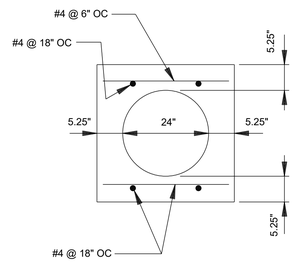
Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

P:\City of Pomona\22-005 San Jose Creek Multi-Use Bikeway\CAD\FINAL PLOTS\2022-171_C-DRAINAGE-PLAN.dwg 12/10/2024 10:29

FC-381 AA



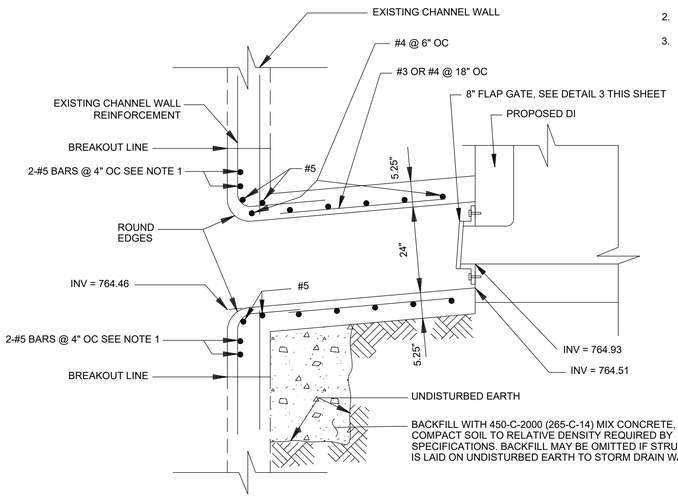
PLAN



SECTION G-G

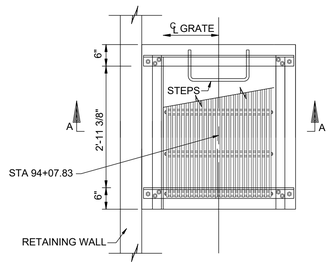
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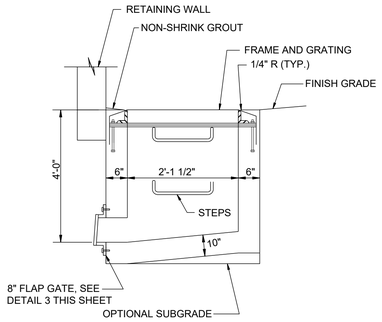
1. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 40, (ASTM A 615M, GRADE 300), AND SHALL TERMINATE 1 1/2" CLEAR OF CONCRETE SURFACE UNLESS OTHERWISE SHOWN.
2. EXISTING CHANNEL WALL REINFORCEMENT SHALL BE CUT IN CENTER OF OPENING AND BENT INTO TOP AND BOTTOM OF JUNCTION STRUCTURE.
3. FLOOR OF STRUCTURE SHALL BE STEEL-TROWELED TO THE SPRING LINE.



SECTION Z-Z

1 JUNCTION STRUCTURE DETAIL
NTS

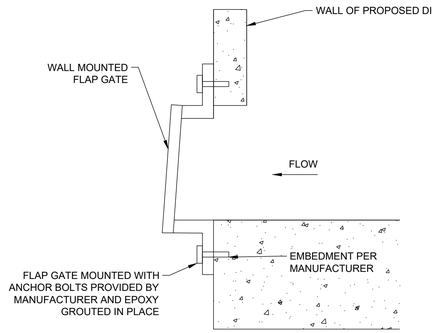




NOTES:

1. SEE SPPWC STANDARD PLAN 303-4 FOR CONSTRUCTION NOTES.
2. PROVIDE ADA FRAME AND GRATING PER SPPWC STANDARD PLAN 311.
3. PROVIDE STEEL STEPS PER SPPWC STANDARD PLAN 635.

2 DRAIN INLET DETAIL
NTS



NOTE:

FLAP GATE SHALL BE FLAT BACK AND MEET THE REQUIREMENTS OF THE ADDITIONAL PROVISIONS OF THE LA COUNTY "GRAY BOOK".

3 FLAP GATE DETAIL
NTS

ACCEPTED

BY: _____ DATE: _____
RENE GUERRERO, PUBLIC WORKS DIRECTOR

RECOMMENDED

BY: _____ DATE: _____
ARNOLD DICHOSA, P.E., RCE NO. 86038, CITY ENGINEER

CITY OF POMONA

PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

CIP 428-58072 / SAN JOSE CREEK BIKEWAY

SR-71 UNDERCROSSING
DRAINAGE DETAILS

90% PROGRESS SUBMITTAL - NOT FOR CONSTRUCTION

D101

SCALE AS SHOWN

DATE 12.10.2024

DESIGNED: PVT ENG
DRAWN: PVT ENG
CHECKED: C. SEMLOW
REVIEWED: C. SEMLOW

SHT. 95 OF 95 SHTS

REVISIONS	DATE	INITIAL

Under Ground Service Alert of Southern California
Call: TOLL FREE 1-800 227-2600
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PRELIMINARY

CRAFTWATER
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P:\City of Pomona\22-005 San Jose Creek Multi-Use Bikeway\CAD\FINAL PLOTS\2022-171_C-DRAINAGE-PLAN.dwg 12/10/2024 10:29

FC-381 AB

Geosyntec
consultants

As-built SR-71 Bridge Plans, dated October 1972

1210-1(73)48
U57-1(3)
U058-3(1)

DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.0/1.2	507	602

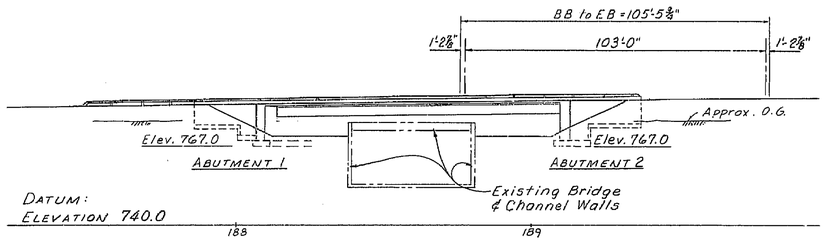
BRIDGE ENGINEER — REGISTERED CIVIL ENGINEER & BUILDING OFFICIAL

ASSISTANT STATE HIGHWAY ENGINEER — REGISTERED CIVIL ENGINEER & BUILDING OFFICIAL

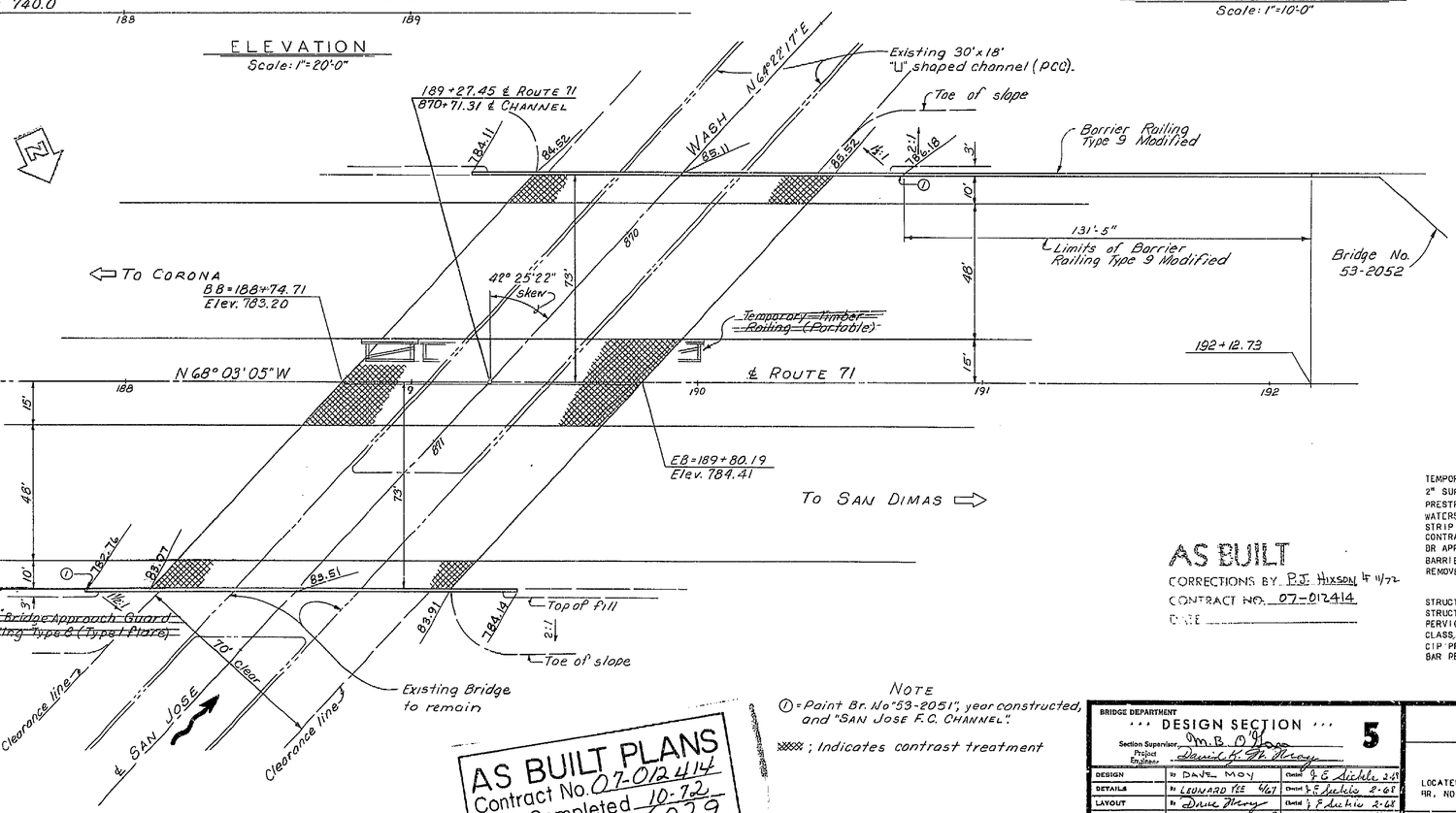
DATE APPROVED January 4, 1969

PROFILE GRADE

-0.49% — 182+100 BVC Elev 787.35 — 1,100' VC Rate of change = .226% per Sta. — +2.0% — 193+100 EVC Elev. 789.65

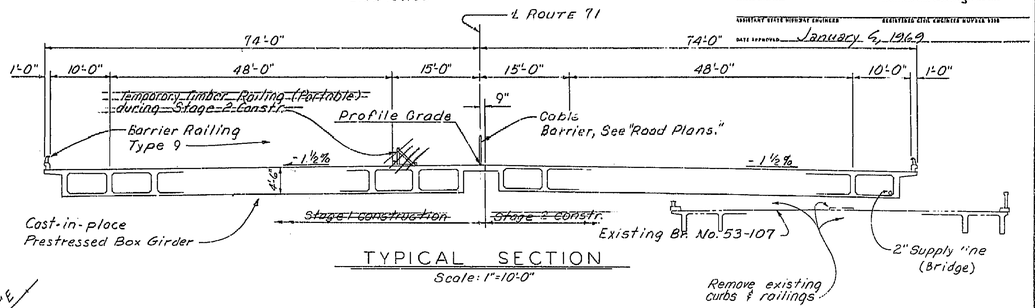


ELEVATION
Scale: 1"=20'-0"



PLAN
Scale: 1"=20'-0"

TYPICAL SECTION
Scale: 1"=10'-0"



INDEX TO PLANS

SHEET NO.	TITLE
1.	General Plan
2.	Grid Grades
3.	Foundation Plan
4.	Abutment Layout
5.	Abutment Details
6.	Typical Section
7.	Girder Layout
8.	Barrier Railing Type 9
9.	Bridge Approach Guard Railing Type 8 (Layout)
10.	Bridge Approach Guard Railing Type 8 (Details)
11.	Log of Test Borings

Standard Plans dated February, 1968

A62-B2	Excavation & Backfill Bridges and Walls
B3-1	Retaining Wall-Type 1 H=4'-30'
B3-8	Retaining Wall Details No. 1
B7-1	Box Girder Details No. 1
B11-30	Temporary Railings
B11-43	Barrier Railing Details For Types 9, 10, 11 & 12

APPROXIMATE QUANTITIES

TEMPORARY RAILING (PORTABLE)	12 EA
2" SUPPLY LINE (BRIDGE)	172 LF
PRESTRESSING CIP CONCRETE	LUMP SUM
WATERSTOPS	190 LF
STRIP WATERSTOPS	414 LF
CONTRAST TREATMENT	585 SY
BR APPR GUARD RAILING (TYPE 8)	49 LF
BARRIER RAILING (TYPE 9)	658 LF
REMOVE PORTIONS OF BRIDGE	LUMP SUM

FINAL QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)	1,010 CY
STRUCTURE BACKFILL (BRIDGE)	995 CY
PERVIOUS BACKFILL MATERIAL	135 CY
CLASS "A" CONCRETE (BRIDGE)	675 CY
CIP PRESTRESSED CONCRETE (3500 PSI.)	990 CY
BAR REINFORCING STEEL (BRIDGE)	222,000 LBS

AS BUILT
CORRECTIONS BY P.J. Hixson 4 11/72
CONTRACT NO. 07-012414
DATE

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

NOTE
① = Point Br. No. "53-2051", year constructed, and "SAN JOSE F.C. CHANNEL".
▨ ; Indicates contrast treatment

For General Notes See "Foundation Plan"

Live Loading HS20-44 and Alternative

BRIDGE DEPARTMENT
··· DESIGN SECTION ··· 5
Section Supervisor, M.B. Oliver
Project Engineer David K. H. Hsiung

DESIGN	By DAVE Moy	Checked	J. E. Sickle 2-68
DETAILS	By LEONARD TEE 4/67	Checked	J. E. Sickle 2-68
LAYOUT	By Dave Moy	Checked	J. E. Sickle 2-68
QUANTITIES	By G.N. STEVENSON 4/68	Checked	C.P. BARDUES 4/68
SPECIFICATIONS	By Bates 4/68	Plans and Reports Completed	Brown 7/68

Approval Recommended by M. J. Overland, Bridge Engineer — Registered Civil Engr. License No. 7869

STATE OF CALIFORNIA
HIGHWAY TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F.C. CHANNEL BRIDGE

LOCATED AT THE CROSSING OF WEST HOLT AVE. OVER SAN JOSE WASH
BR. NO. 53-107 IN THE CITY OF POMONA IN LOS ANGELES COUNTY.

GENERAL PLAN

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	532051-1	1	11

WO 012411
CU 07212

Disregard prints bearing earlier revision dates →

REVISION DATES (PRELIMINARY STAGE ONLY)
X-4-72 8-7-72 12-5-72 2-7-73 X-X-X 8-7-73

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/26/73 SIGNATURE James E. Cichocki TITLE Asst. Engr.

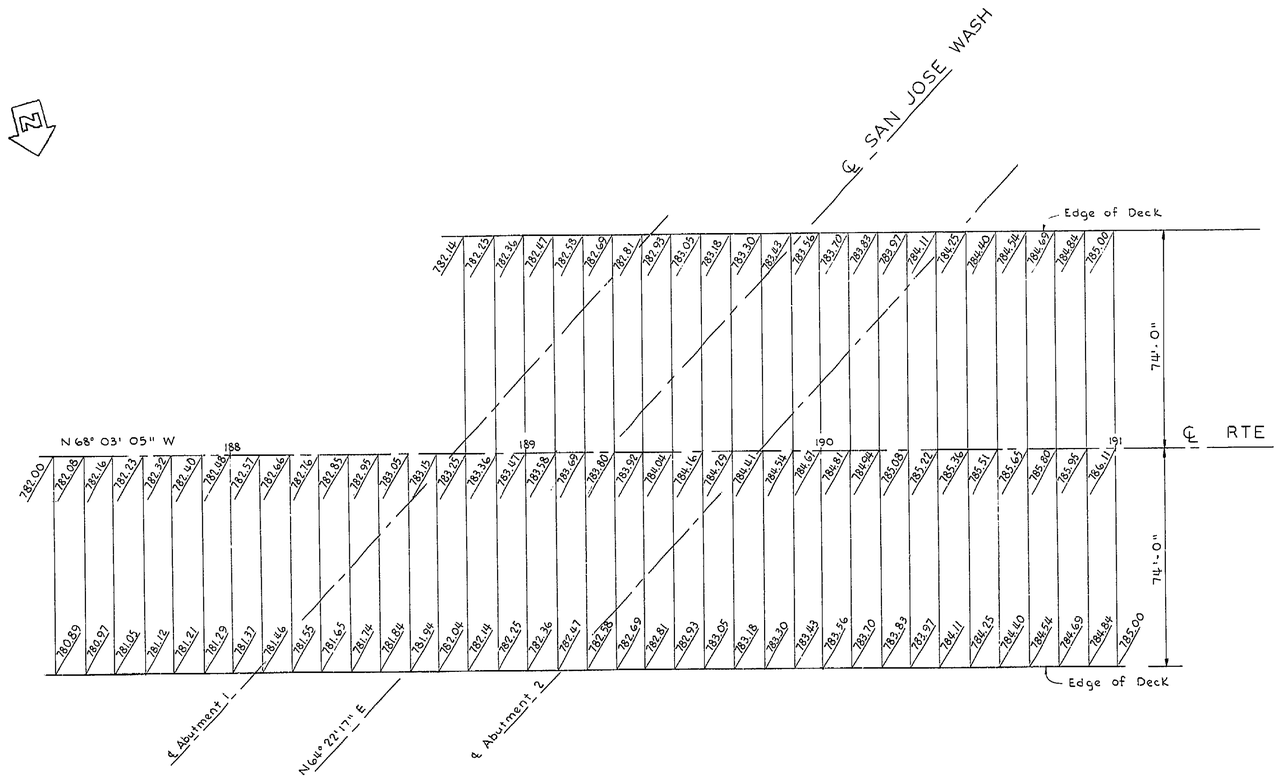
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DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.0/11.2		508602

DESIGN SECTION SUPERVISION Dave Hong REGISTERED CIVIL ENGINEER NO. 8200

DATE APPROVED January 6, 1969



NO AS BUILT
CORRECTIONS BY P.J. HIXSON 4F 11/72
CONTRACT NO. 07-012414
DATE

Note: Elevations are figured @ 10' station along ℄ Rte. 71
These elevations do not include camber.

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

506

BRIDGE DEPARTMENT		STATE OF CALIFORNIA
DESIGN SECTION 5		TRANSPORTATION AGENCY
Project Engineer Dave Hong		DEPARTMENT OF PUBLIC WORKS
DESIGN	Dave Hong	DIVISION OF HIGHWAYS
	Checked J. E. Diebitz 3-68	
DETAILS	F. Yee 3-68	SAN JOSE F.C. CHANNEL BRIDGE
	Checked D. E. Diebitz 3-68	
QUANTITIES	G.N.E. 5-67	GRID GRADES
	Checked C.R.S 5-67	

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	53 205.1-7	2	11

WO
CU

Disregard prints bearing earlier revision dates →

REVISION DATES (PRELIMINARY STAGE ONLY)

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/26/73 SIGNATURE Anne E. Court TITLE Supv. DIVISION Bldg.

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM

DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.0/1.2	500	602

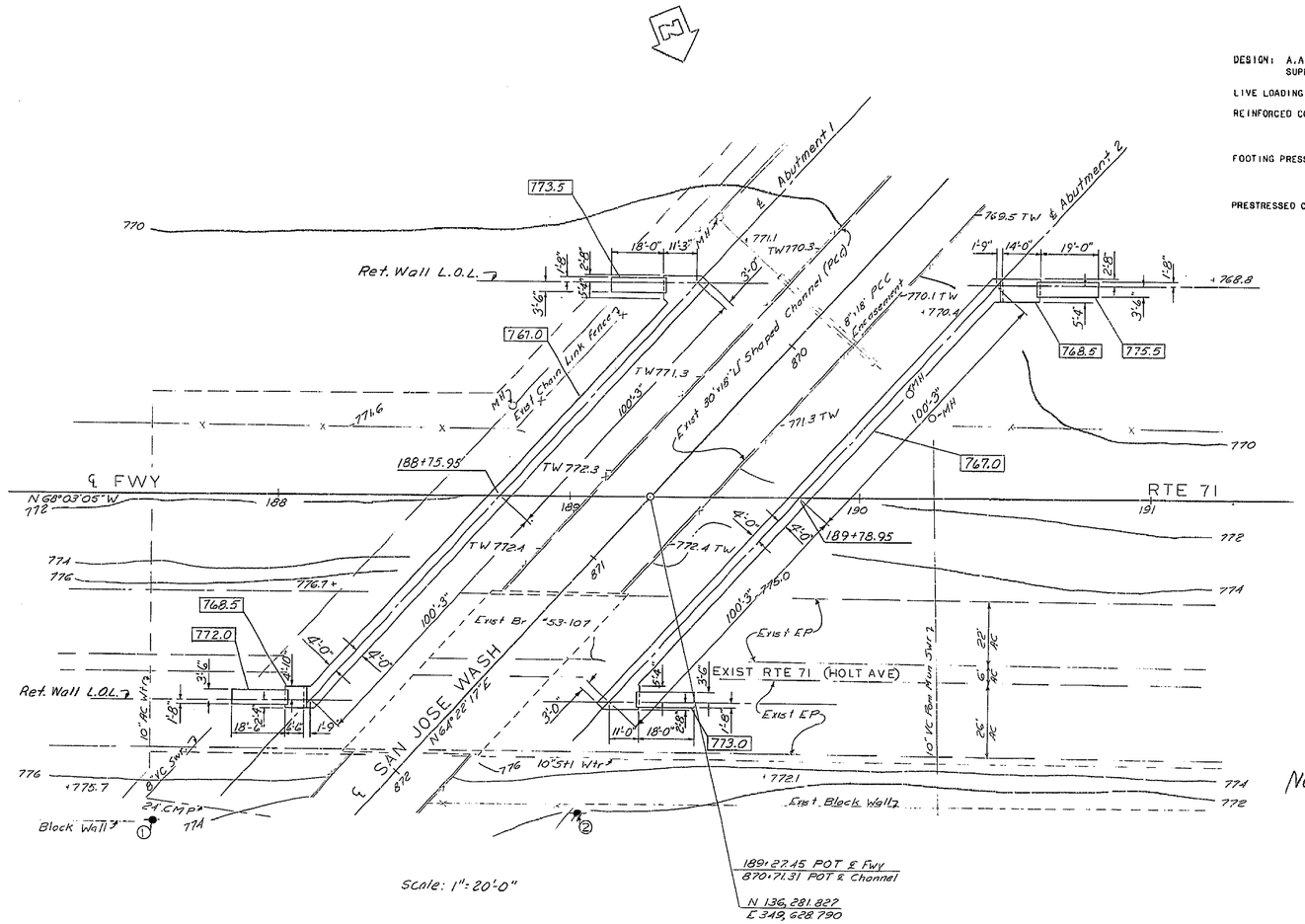
DESIGN EL ...TION SUPERVISOR ... CIVIL ENGINEER RCE #20...

DATE APPROVED January 6, 1969

UTILITIES

① PP" 10423456 E
1 Guy Wire NW PE Elev 786
1 Guy Wire NW to SE PE Elev 796
3 Wires NW to SE PE Elev 816

② PP No Number
1 Guy Wire SE PE Elev 792
Tel Cable NW to NE PE Elev 798
1 Guy Wire NW PE Elev 802
3 Wires NW PE Elev 802
3 Wires NE to E Elev 809
3 Wires NW to SE PE Elev 812



Scale: 1"=20'-0"

Note: + Denotes spot elevations
TW Denotes top of wall elevations

GENERAL NOTES

DESIGN: A.A.S.H.O. DATED 1965 WITH REVISIONS AND AS SUPPLEMENTED BY BRIDGE PLANNING AND DESIGN MANUAL.

LIVE LOADING: HS20-44 AND ALTERNATIVE

REINFORCED CONCRETE: FS = 24,000 P.S.I., N = 10
FC = 1,300 P.S.I.

FOOTING PRESSURE: (TONS PER S.F.) ALLOWABLE 2.0 DESIGN 2.0

PRESTRESSED CONCRETE: F'_C = 3,500 PSI

NOTES

Bearing of Abutments to be N64°22'17"E.

Bottom of footing elevations indicated thus: □

No AS BUILT
CORRECTIONS BY P. J. Hixson 4-4-72
CONTRACT NO. 07-012414
DATE

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

BENCH MARKS

BM# 17-21 Elev 768.31
Fd std co. sur. mon "BM 17-21 1952 RE 63" in well, 11" dn on the approx ℄ Rosecrans St 130 south of Holt Ave (LACo "17-21-1963)

BM# 16-F-65 Elev 766.5±
Set chis knob in west curb of Rosecrans St; 200' north of ℄ Valley Blvd

CONTOURS CHECKED & VERIFIED IN FIELD
Date: 6-21-66
Rpt. P.H. B.

	DRAWN	CHECKED
DATE	8-1-67	8-11-67
By	L. Kolbus	D. H. M. M.

BRIDGE DEPARTMENT
DESIGN SECTION
Project Engineer Dave Hung

DESIGN	By	Dave Hung	
	Checked	E. Sutherland	2-68
DETAILS	By	LEONARD YEE	9/67
	Checked	E. Sutherland	2-68
QUANTITIES	By	GHS	5-67
	Checked	CPB	5-67

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F C CHANNEL BRIDGE

FOUNDATION PLAN

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.1	53 2051 - 2	3	11

Disregard prints bearing earlier revision dates

REVISION DATES (PRELIMINARY STAGE ONLY)

7/24	8/24	9/11			

WO
CU

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DATE	SIGNATURE	TITLE
10/26/73	[illegible]	S/E R/W

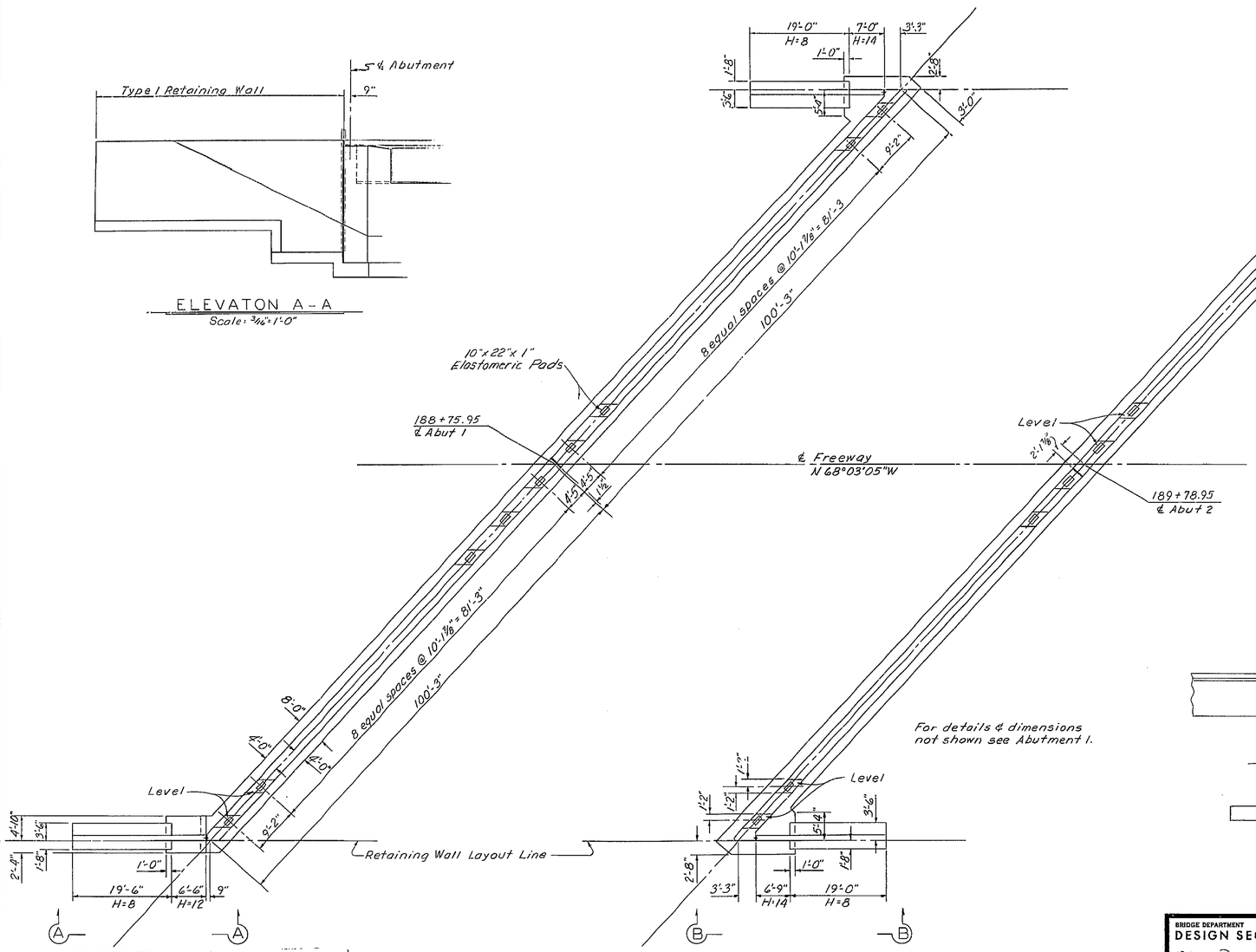
SCALE 1" = 50' MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM

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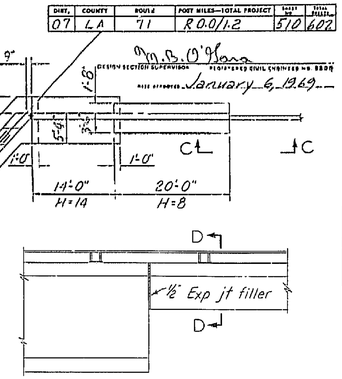
DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R 0.0/1.2	510	607

M. B. O'Hara
DESIGN SECTION SUPERVISOR — REGISTERED CIVIL ENGINEER NO. 8809
DATE APPROVED January 6, 1969

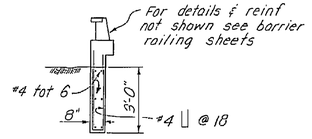
ELEVATON A-A
Scale: 3/16"=1'-0"



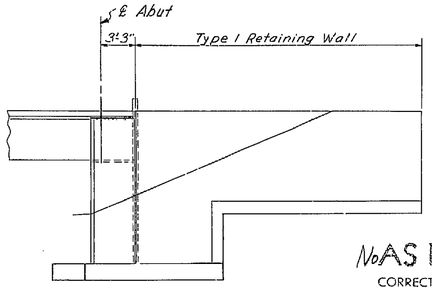
PLAN
Scale: 1"=10'-0"



ELEVATION C-C
3/16"=1'-0"



SECTION D-D
TYPE 9 (MODIFIED) BARRIER RAILING
3/8"=1'-0"



ELEVATION B-B
Scale: 3/16"=1'-0"

For details & dimensions not shown see Abutment 1.

NO AS BUILT
CORRECTIONS BY P.J. Hixson 5/72
CONTRACT NO. 07-012414
DATE

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

BRIDGE DEPARTMENT
DESIGN SECTION 5
Project Engineer Dave Hung

DESIGN	By	Dave Hung	
	Checked	F. E. Luebke	2-69
DETAILS	By	Leonard Yee	9/67
	Checked	F. E. Luebke	2-68
QUANTITIES	By	G.H.S.	5-69
	Checked	C.P.B.	5-69

STATE OF CALIFORNIA
HIGHWAY TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F C CHANNEL BRIDGE

ABUTMENT LAYOUT

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	53205 1-3	4	11

WO
CU

Disregard prints bearing earlier revision dates →

REVISION DATES (PRELIMINARY STAGES ONLY)

1	2	3	4	5	6	7	8
7/70	10/70	X	8/71				

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Date 10/26/73 Signature [illegible] Title [illegible]

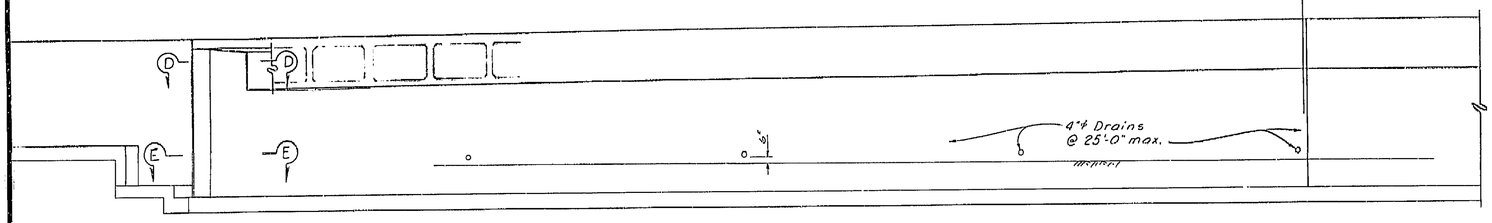
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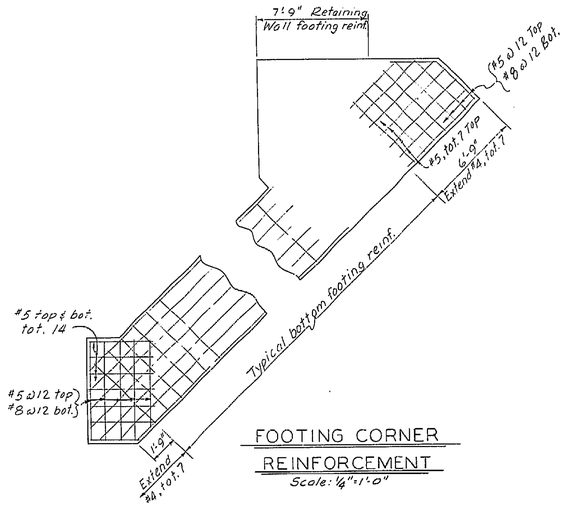
DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.0/12	511	602

DESIGN SECTION CHIEF OR ENGINEER — Registered Civil Engineer No. 6200

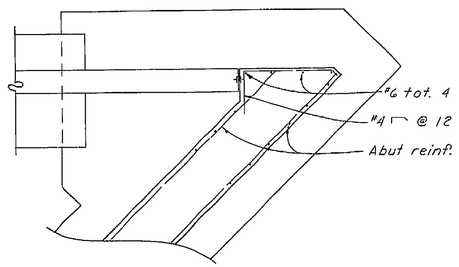
DATE APPROVED January 6, 1969

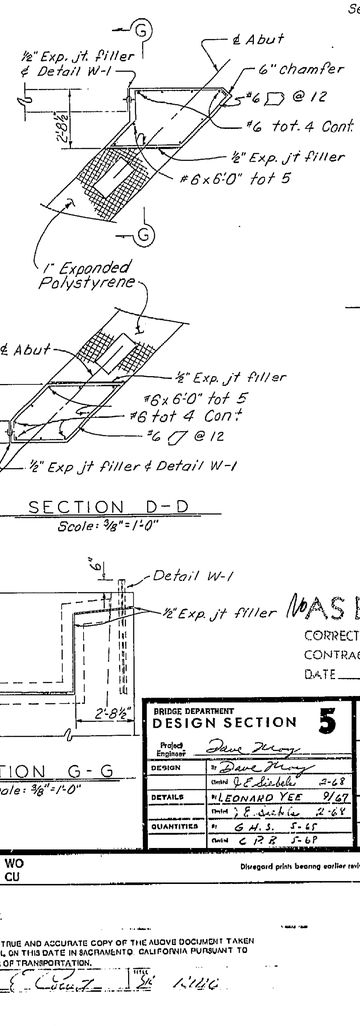


ELEVATION
Scale: 3/16"=1'-0"

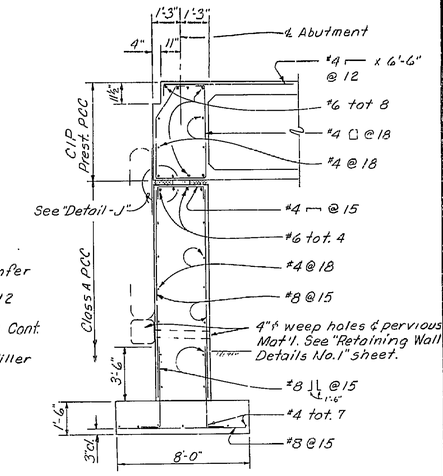


FOOTING CORNER REINFORCEMENT
Scale: 1/4"=1'-0"

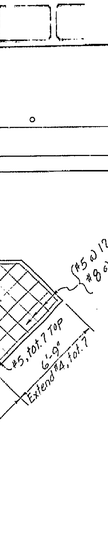




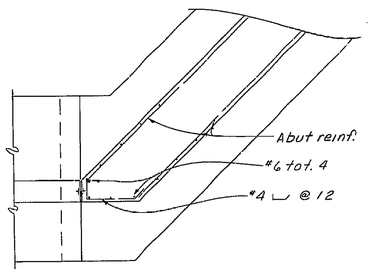
SECTION D-D
Scale: 3/8"=1'-0"



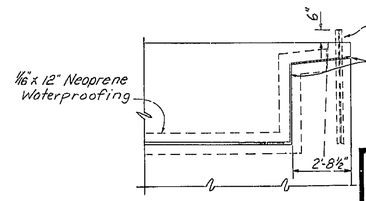
ABUTMENT SECTION
Scale: 3/8"=1'-0"



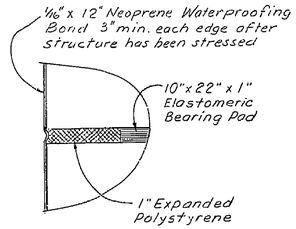
SECTION NEAR ℄ FREEWAY
No Scale



SECTION E-E
Scale: 3/8"=1'-0"



SECTION G-G
Scale: 3/8"=1'-0"



DETAIL - J
No Scale

AS BUILT
CORRECTIONS BY P.J. Hixson 4-1-72
CONTRACT NO. 07-012914
DATE

BRIDGE DEPARTMENT
DESIGN SECTION 5
Project Engineer Dave Hung

DESIGN	By Dave Hung	
	Checked D.E. Siebels	2-68
DETAILS	By LEONARD YEE	9/67
	Checked D.E. Siebels	2-68
QUANTITIES	By G.H.S.	5-68
	Checked C.R.B.	5-68

STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE FC CHANNEL BRIDGE

ABUTMENT DETAILS

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	53 2057-4	5	11

REVISIONS DATED (PRELIMINARY STAGE ONLY)
11/15/67 | 3/4/68 X 8/21

Disregard prints bearing earlier revision dates →

WO
CU

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

511

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/26/73 SIGNATURE [illegible] TITLE [illegible]

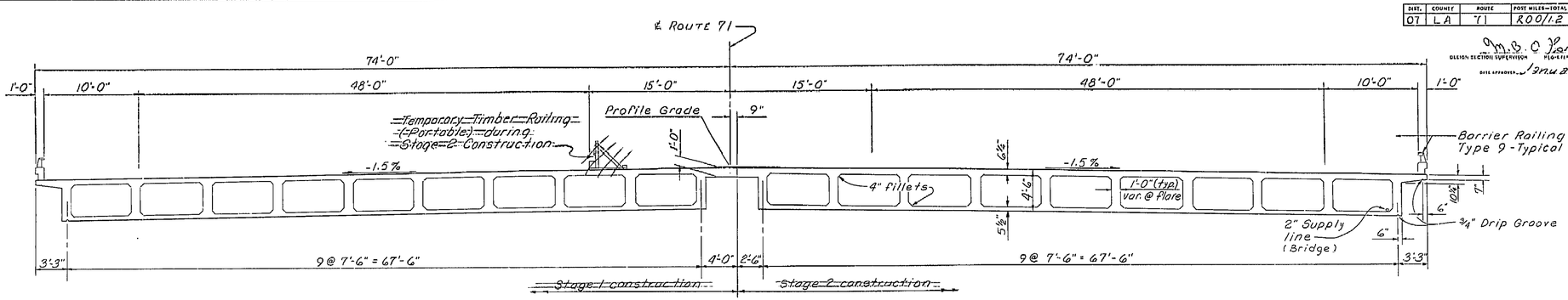


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DIST.	COUNTY	ROUTE	POST MILE—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R00/1.2	512	602

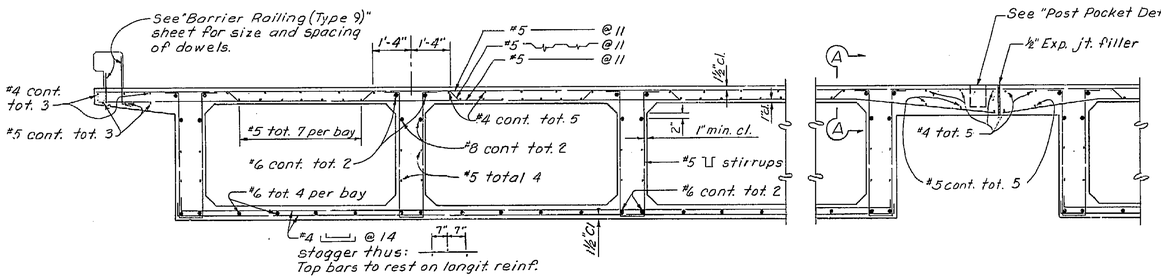
DESIGN SECTION SUPERVISOR — REGISTERED CIVIL ENGINEER NO. A200

DATE APPROVED January 6, 1969



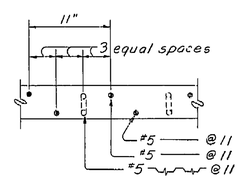
TYPICAL SECTION

Scale: 3/16"=1'-0"

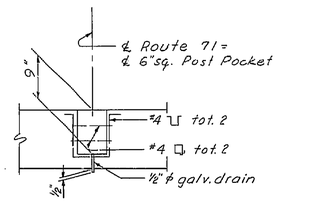


PART SECTION

Scale: ½"=1'-0"

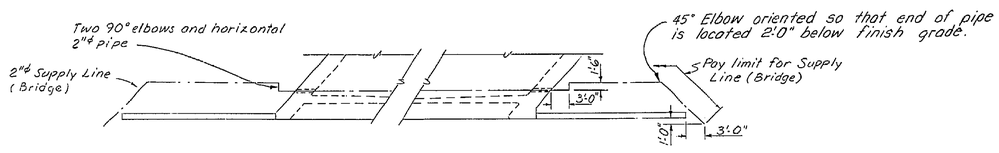


SECTION A-A



POST POCKET DETAIL

Scale: None



PART PLAN - SUPPLY LINE (BRIDGE)

Scale: 1"=10'-0"

Note: Place 6"ϕ openings thru diaphragm and abutments. Seal opening at abutments after structure has been stressed.

AS BUILT

CORRECTIONS BY P.J. Hixson 4 11/72

CONTRACT NO. 07-012414

DATE

BRIDGE DEPARTMENT		
DESIGN SECTION 5		
Project Engineer: Dave Hung		
DESIGN	By Dave Hung	
	Checked T.E. Smith	2-68
DETAILS	By LEONARD YEE	8/67
	Checked T.E. Smith	2-68
QUANTITIES	By G.H.S.	5-68
	Checked C.J.B.	5-68

STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F C CHANNEL BRIDGE

TYPICAL SECTION

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	53 20 51-5	6	11

REVISION DATES (PRELIMINARY STAGE ONLY)								
3/16/70	8/3/70	V.	5/7/71					

Diagonal prints bearing earlier revision dates

WO
CU

512

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

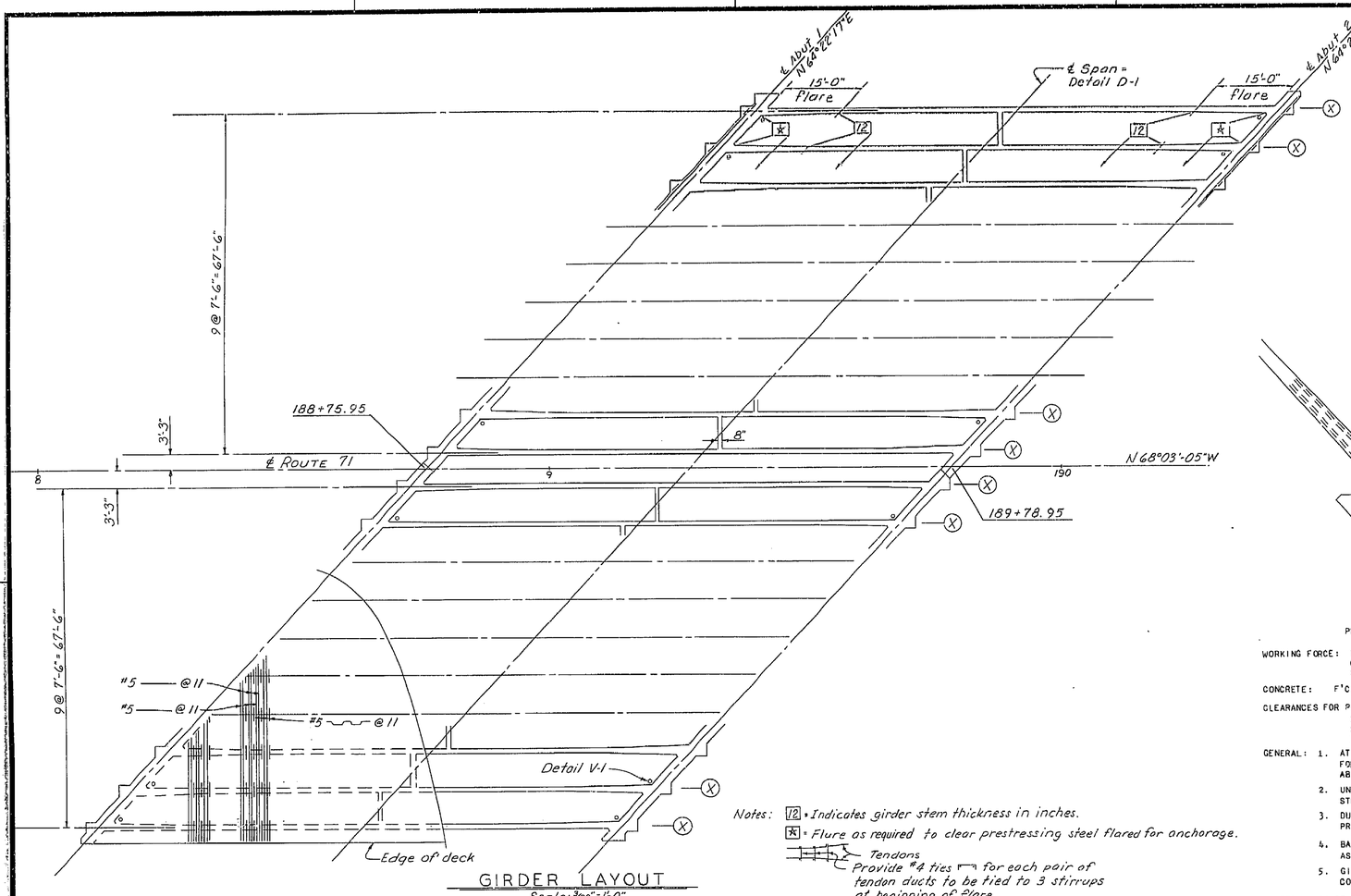
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/26/73 SIGNATURE [illegible] TITLE Supv. Engr.

ClibPDF - www.fastio.com
SCALE 1"=50' MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM SCALE 1"=50' SCALE 1"=20' MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM SCALE 1"=20'

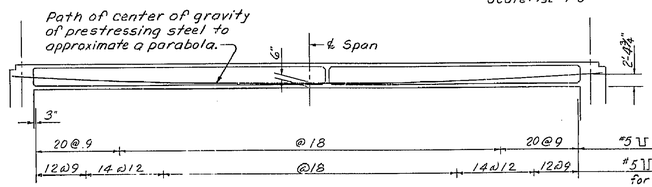
DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R00/12	513	602

R.B. O'Hara
REGISTERED CIVIL ENGINEER NO. 8705
DATE APPROVED January 6, 1969

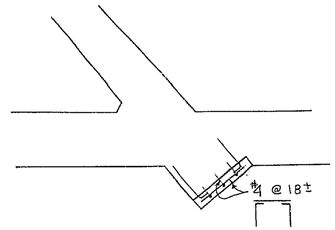


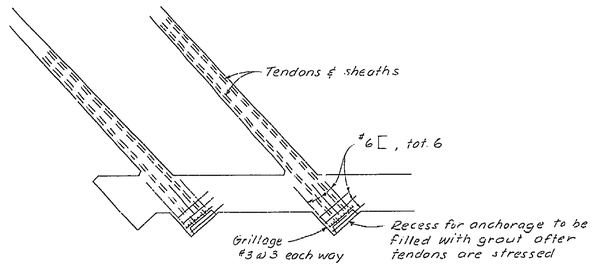
GIRDER LAYOUT
Scale: 3/32" = 1'-0"

Notes: 12 = Indicates girder stem thickness in inches.
* = Flare as required to clear prestressing steel flared for anchorage.



LONGITUDINAL SECTION
Scale: 3/32" = 1'-0"





PART PLAN
No Scale

PRESTRESSING NOTES

WORKING FORCE: THE TOTAL FORCE PER BRIDGE AT ℄ SPAN REMAINING AFTER LOSSES, INCLUDING THOSE DUE TO CREEP AND SHRINKAGE OF CONCRETE AND CREEP OF STEEL HAVE OCCURRED SHALL EQUAL 21,400,000 LBS TOTAL FOR BRIDGE.

CONCRETE: F'c = 3,500 PSI @ 28 DAYS; F'ci = 3,500 PSI @ TIME OF STRESSING

CLEARANCES FOR POST-TENSIONED UNITS:
1. HORIZONTAL CLEARANCE BETWEEN UNITS = 2 1/2" MIN.
2. UNITS MAY BE BUNDLED VERTICALLY IN GROUPS OF 3 MAX.
3. VERTICAL CLEARANCE BETWEEN BUNDLED UNITS = 3" MIN.

GENERAL:
1. AT THE CONTRACTOR'S OPTION THE PRESTRESSING FORCE MAY VARY ± 5% FROM THE THEORETICAL FORCE PER GIRDER PROVIDED THE TOTAL FORCE IS OBTAINED AND IS DISTRIBUTED SYMMETRICALLY ABOUT THE ℄ OF THE TYPICAL SECTION.
2. UNITS ARE TO BE TENSIONED A FEW AT A TIME IN EACH GIRDER TO MINIMIZE STRESS DIFFERENTIALS. STRESSING SEQUENCE SUBJECT TO APPROVAL OF THE ENGINEER.
3. DURING STRESSING OPERATIONS, THE ELONGATION SHALL BE CONTINUOUSLY COMPARED WITH GAGE PRESSURE TO CHECK AGAINST TENDON BLOCKAGE AND EXCESSIVE FRICTION.
4. BAR REINFORCEMENT INTERFERING WITH THE PRESTRESSING TENDON ALIGNMENT SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER.
5. GIRDER STEMS SHALL BE FLARED AS NECESSARY NEAR ANCHORAGE TO PROVIDE A MINIMUM OF 2" CONCRETE COVERING THE DUCTS.

CAMBER: TO BE CAST PARABOLIC WITH CAMBER AT ℄ SPAN = 1/2" ABOVE PROFILE GRADE.

AS BUILT
CORRECTIONS BY P. J. Hixson 4 '72
CONTRACT NO. 07-012414
DATE

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

BRIDGE DEPARTMENT DESIGN SECTION 5		
Project Engineer: Dave Zung		
DESIGN	By Dave Zung	
	Checked By E Siebels	2-68
DETAILS	By LEONARD YEE	8/67
	Checked By E Siebels	2-68
QUANTITIES	By G.H.S.	5-68
	Checked C.P.B.	5-68

STATE OF CALIFORNIA
HIGHWAY TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F.C. CHANNEL BRIDGE

GIRDER LAYOUT

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	53 20 51-6	7	11

REVISION DATES (PRELIMINARY STAGE ONLY)
4/4/69 | 7/X | 8/21

Disregard prints bearing earlier revision dates →

WO
CU

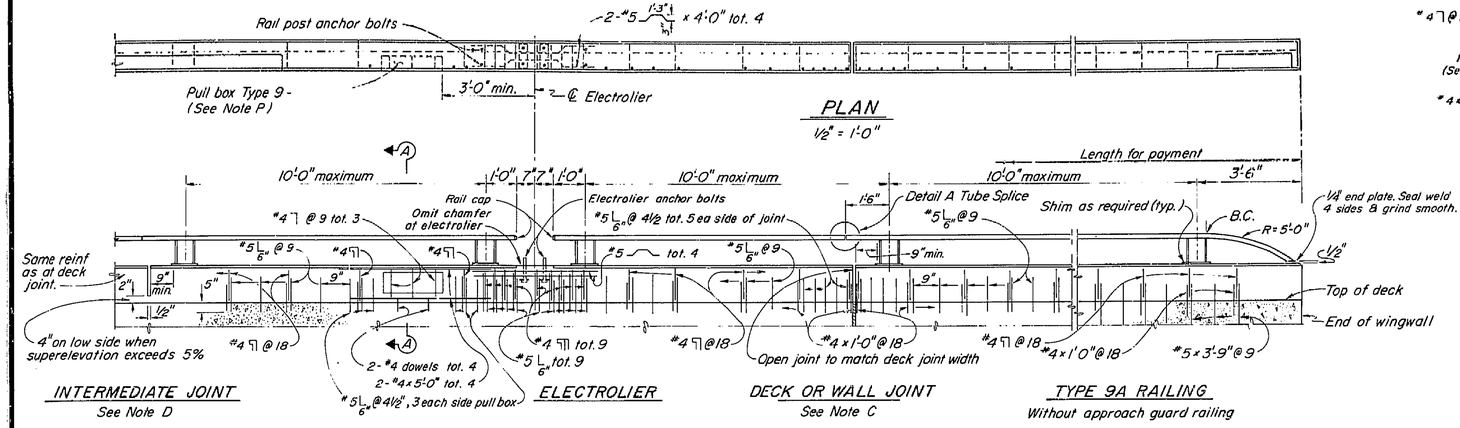
513

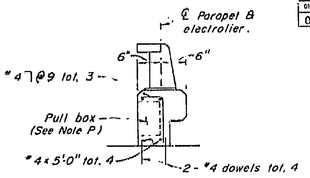
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.
DATE 10/26/73 SIGNATURE [illegible] TITLE Asst. Chief

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM
SCALE 1"= 50' SCALE 1"= 50' SCALE 1"=20' SCALE 1"=20'
ClibPDF - www.fastio.com

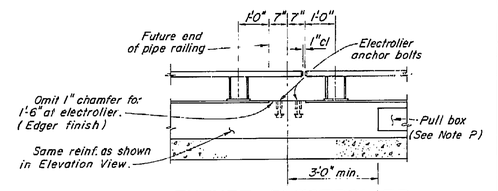
DIST.	COUNTY	ROUTE	POST MILES-TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.0/1.2	514	602

DATE APPROVED: January. 6, 1969

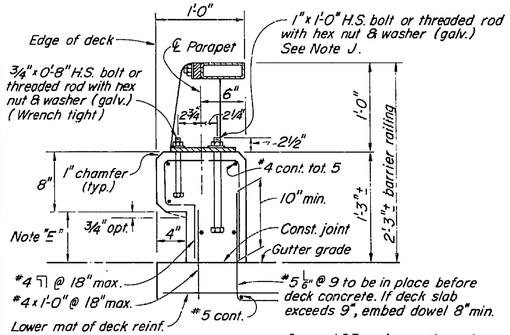




SECTION A-A
3/4" = 1'-0"

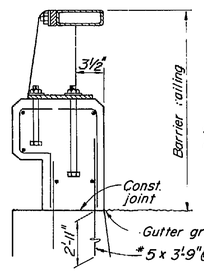


FUTURE ELECTROLIER
1/2" = 1'-0"



TYPE 9

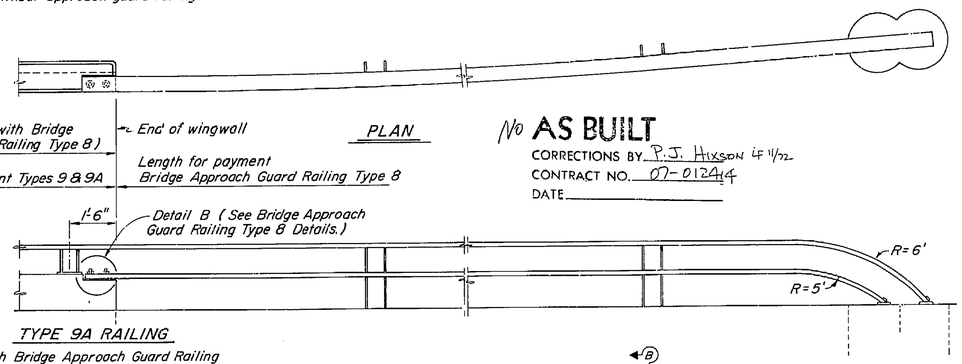
Conc. : 1.05 cu. ft. per lineal foot.
Reinforcing : 8.7 lbs. per lineal foot.



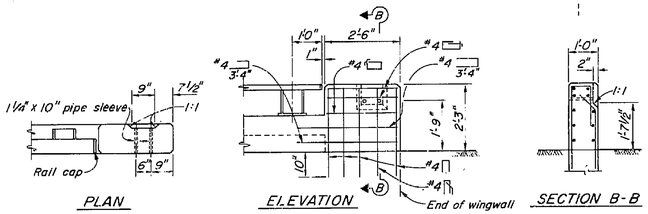
TYPE 9A

Conc. : 1.05 cu. ft. per lineal foot.
Reinf : 10.5 lbs. per lineal foot.

Type 9A details are similar to Type 9 except as noted.



TYPE 9A RAILING
With Bridge Approach Guard Railing



METAL BEAM GUARD RAIL ANCHORAGE
1/2" = 1'-0"

Note : For Metal Beam Guard Rail connection details see STANDARD PLANS.

A. Tubing shall be bent to fit horizontal curve when radius is less than 950'.
B. Posts shall be normal to railing.
C. Tube splice shall be located in the tube spanning deck joints. Increase joint width in tube to match deck opening and increase sleeve length correspondingly.
D. Open intermediate joints in concrete shall be located at ℄ piers, abutments or bents and at uniform spacing (40'-0" max.)
E. Dimensions will vary with cross slope.
F. Construct 3" deep x 12" wide overflow scupper 2" above deck at low points in grade.
G. Walls are to be backfilled before railing is placed.
H. Clearance to reinforcing steel in curb and railing to be 1". Longitudinal reinforcement to stop at all joints.
J. High strength rods threaded both ends with 2 nuts and washers (all galv.) may be substituted for high strength anchor bolts.
K. Torque rail to post nuts to 175 ft. lbs.
L. Tubing shall be continuous over not less than 2 intermediate posts, with a minimum length of 2 panels, except as noted.
M. All exposed corners shall be ground smooth.
N. Galvanize rail assembly after fabrication.
O. Locate pull box near mid-point between posts, but not in same panel as deck joints or electroliers
P. Reinforcement is shown for Type 9 pull box. If Type 9A pull box is to be used refer to "Type 9A Pull Box" sheet.

STANDARD DRAWING
Nov. 1968 ADOPTED
DESIGN
DETAILS
CHECKED
APPROVED

No AS BUILT
CORRECTIONS BY P.J. Hixson 4F 11/72
CONTRACT NO. 07-012414
DATE

5/68 — STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS — XS-9-84

SAN JOSE F.C. CHANNEL BRIDGE

BARRIER RAILING TYPE 9 SHEET 1

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
53-2051	0.4	53205-9	8	11

WO
CU
Disregard prints bearing earlier revision dates

REVISION DATES

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

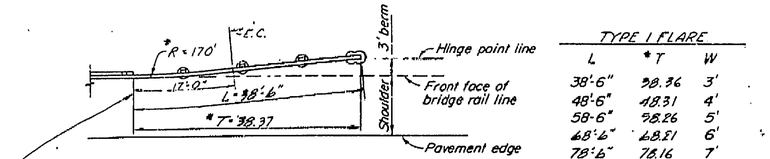
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.
DATE 10/26/73 SIGNATURE [illegible] TITLE SR. ENGR.

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM

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DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	LA	71	R0.0/1.2	515	602

BY JOE FAUNCE — DATE APPROVED January 6, 1969

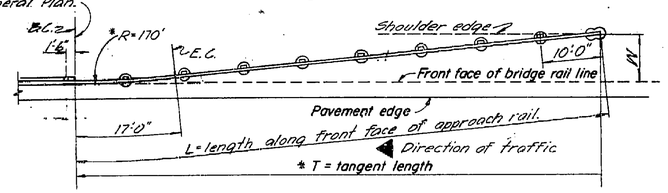


TYPE 1 FLARE		
L	*T	W
38'-6"	38.36	3'
48'-6"	48.31	4'
58'-6"	58.26	5'
68'-6"	68.21	6'
78'-6"	78.16	7'
88'-6"	88.11	8'

Begin flare @ end of wingwall or as shown on General Plan.

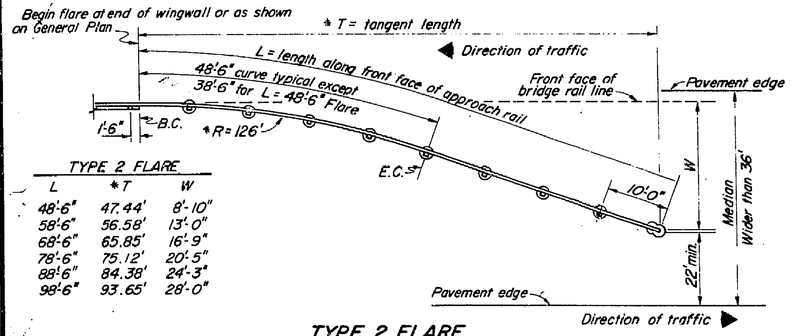
TYPE 1 FLARE

Full shoulder width on bridge



TYPE 1 FLARE

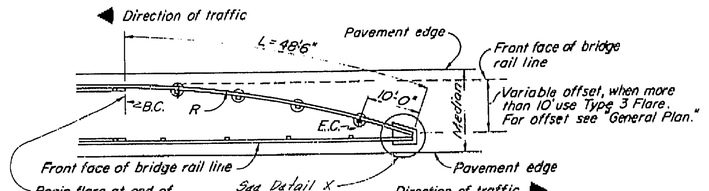
Reduced shoulder width on bridge (right or left)



TYPE 2 FLARE		
L	*T	W
48'-6"	47.44'	8'-10"
58'-6"	56.58'	13'-0"
68'-6"	65.85'	16'-9"
78'-6"	75.12'	20'-5"
88'-6"	84.38'	24'-3"
98'-6"	93.65'	28'-0"

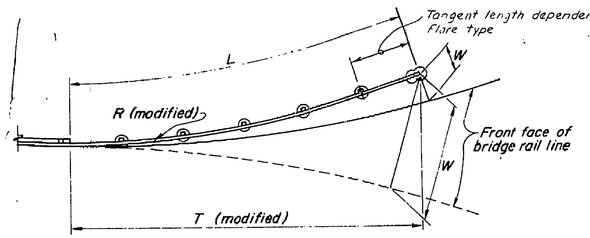
TYPE 2 FLARE

Approach rail in median



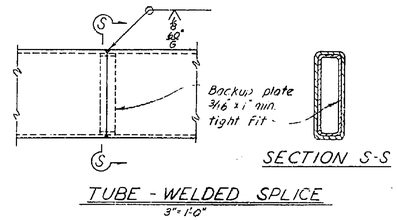
TYPE 4 FLARE

Approach rail in median



FLARE LAYOUT ON CURVED ROADWAY

Note: W is radial to front face of bridge rail line
Railing shown for roadway curve to left



TUBE - WELDED SPLICE

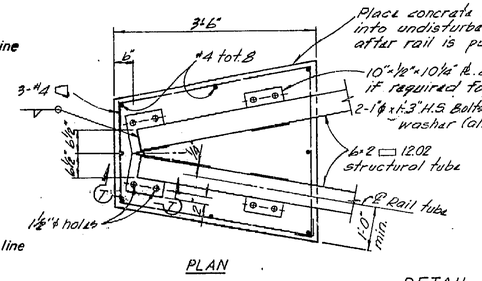
3" = 1'-0"

Notes:

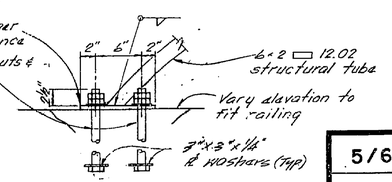
A. Tubing shall be shop bent or fabricated to fit horizontal curves of less than 950' radius.
B. Posts shall be vertical and spaced at 10'-0" c.c. max.
C. Top of rail elevations to be determined by the Engineer unless shown on the plans.
D. Torque rail to post nuts to 175 ft. lbs.
E. No more than one tube splice per panel is permitted.
F. All exposed edges shall be ground smooth.
G. Galvanize rail assembly after fabrication.
H. For details not shown see "Barrier Railing" sheet.
J. Front face of bridge rail line is parallel or concentric to pavement edge.
K. Dimensions marked * are valid for tangent roadway alignment only. Modify for curved roadway.
L. R for Type 3 & 4 Flare must be calculated for each offset.

TYPE 3 FLARE

Approach rail in median



PLAN



SECTION T-T

DETAIL X

No Scale

No AS BUILT

CORRECTIONS BY P.J. Hasson 4-11-72

CONTRACT NO. 07-012414

DATE

STANDARD DRAWING

Submitted by		Date	4/68
DESIGN DETAILS		Date	4/68
Approved		Date	5/68

STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

5/68 — XS-9-87

SAN JOSE F.C. CHANNEL BRIDGE

BRIDGE APPROACH GUARD RAILING TYPE 8 (LAYOUT)

BRIDGE NO.	POST MILE	DRAWING NO.	SHEET	OF
55-203T	0.4	53235-9	9	11

REVISION DATES: 5/14/69 11/16/6

Disregard prints bearing earlier revision dates

WO
CU

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

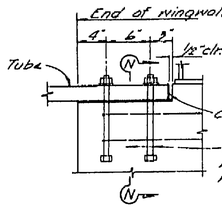
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/26/73 SIGNATURE [illegible] TITLE [illegible]

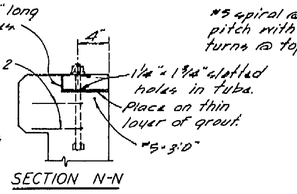
MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM
SCALE 1"=50' SCALE 1"=30' SCALE 1"=20' SCALE 1"=20'
ClibPDF - www.fastio.com

DIST.	COUNTY	ROUTE	POST MILES—TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	SCL	7-1	R0.0/1.2	516	602

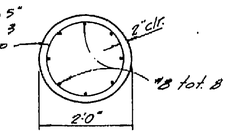
DATE APPROVED: January 6, 1969



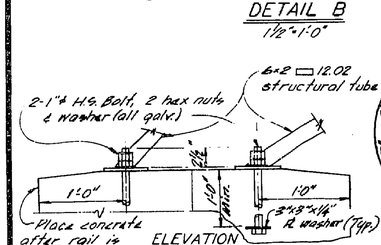
DETAIL B
1½"=1'-0"

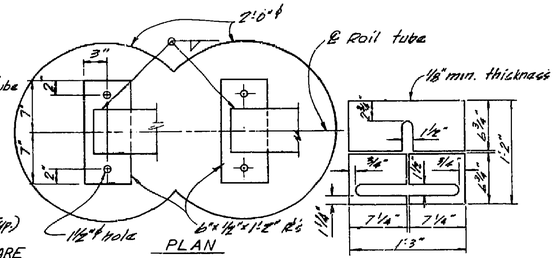


SECTION N-N

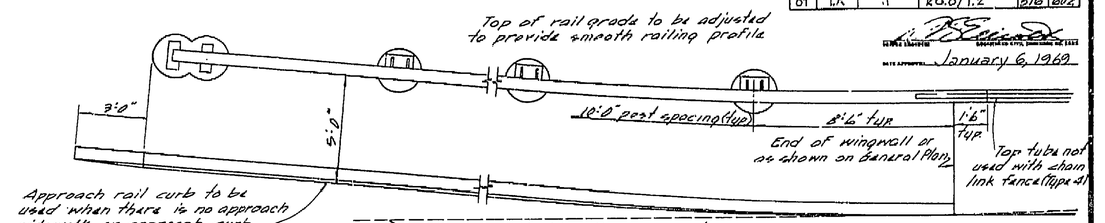


SECTION B-B
3/4"=1'-0"



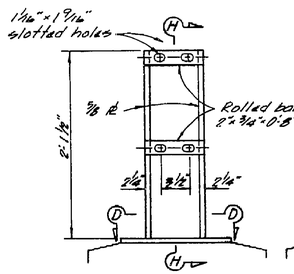


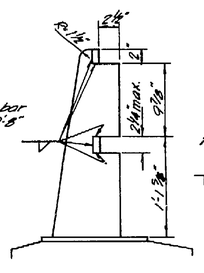
END ANCHORAGE DETAILS
1½"=1'-0"

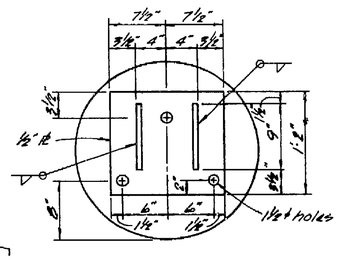


BRIDGE APPROACH GUARD RAILING TYPE 8
3/8"=1'-0"

CONNECT TO TYPE 11 (12)

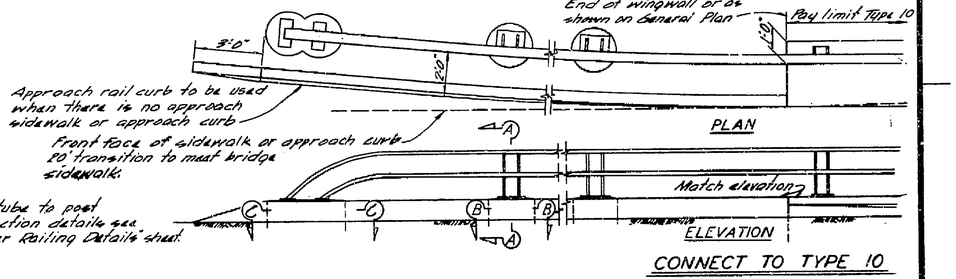






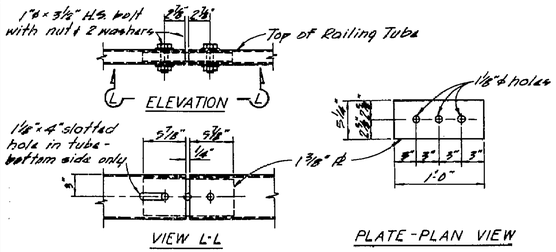
RAIL POST DETAILS
1½"=1'-0"

SECTION A-A
3/4"=1'-0"

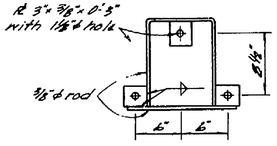


CONNECT TO TYPE 10

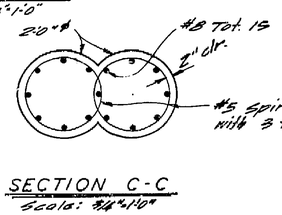
CONNECT TO TYPE 9



TUBE SPLICE DETAILS
1½"=1'-0"



ANCHOR BOLT TEMPLATE
1½"=1'-0"



SECTION C-C
Scale: 3/4"=1'-0"

NO AS BUILT
CORRECTIONS BY P.J. Hixson
CONTRACT NO. 07-017414
DATE

5/68	STATE OF CALIFORNIA TRANSPORTATION AGENCY DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS	XS-9-83

SAN JOSE F.C. CHANNEL BRIDGE

BRIDGE APPROACH GUARD RAILING TYPE 8 (DETAILS)

BRIDGE NO. 33-2051	POST MILE 0.4	DRAWING NO. 33205I-10	SHEET 10	OF 11

WO CU

Disregard prints bearing earlier revision dates

DESIGNED DETAILED CHECKED QUANTITIES

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/20/72 SIGNATURE [illegible] TITLE Sr. Engr.

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM
SCALE 1"= 50' SCALE 1"= 50' SCALE 1"=20' SCALE 1"=20'

ClibPDF - www.fastio.com

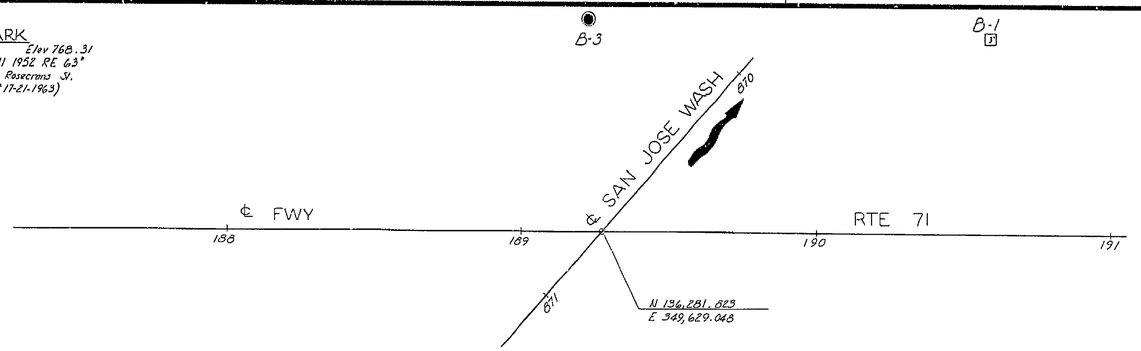
FED. ROAD DIV. NO.	STATE	F.A. PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	CALIF.			

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
07	LA	71	R/R	577	602

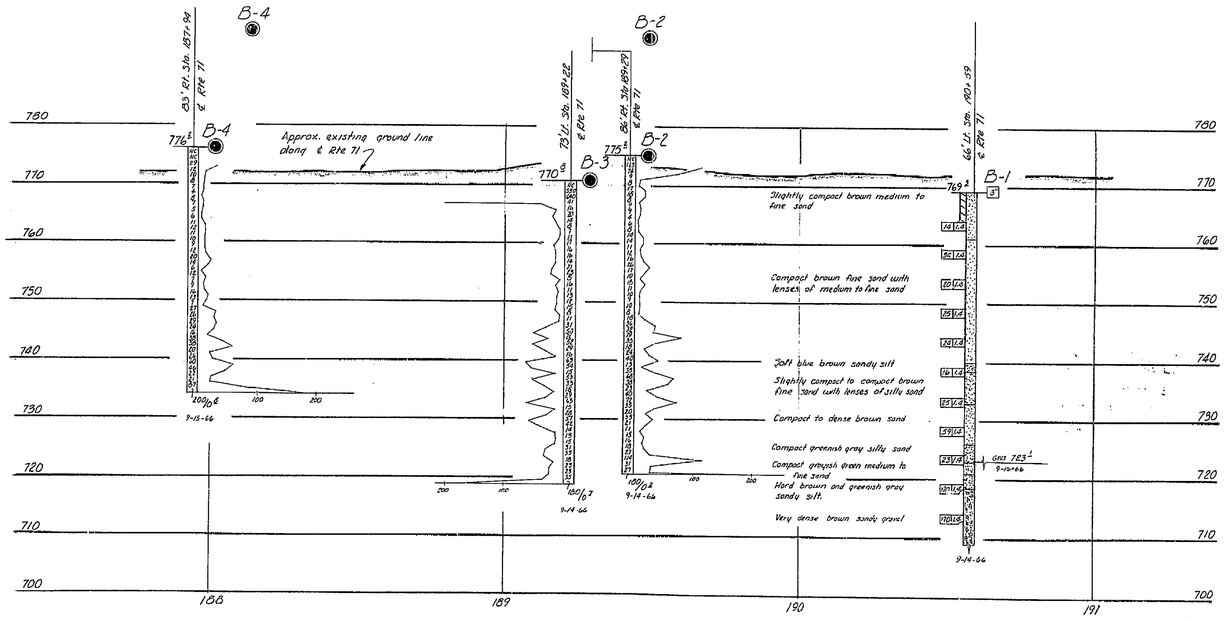
Wm. B. O'Hara
DESIGN ENGINEER — REGISTERED CIVIL ENGINEER NO. 6040
DATE APPROVED January 6, 1969

BENCH MARK

BM# 17-21 Elev 768.31
Fd std. co. sur. mon. "BM 17-21 1952 RE 63" in well 11" dn. on the approx. E Rosecrans St. 130' south of Holt Ave (LA Co #17-21-1963)



PLAN
Scale 1" = 20'



PROFILE
Scale Vert 1" = 10'
Horiz 1" = 20'

INFORMATION ON ACTUAL FOUNDATION CONDITIONS ENCOUNTERED IS ON FILE IN BRIDGE GEOLOGY SECTION

LEGEND OF BORING OPERATIONS

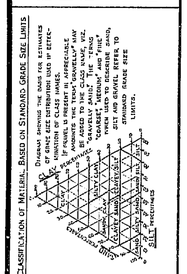
Penetrometer
2½" Core Penetrometer
Sampler boring (dry)
Rotary boring (dry)
Auger boring (dry)
Jet boring
Core boring
Test pit

Top Hole El. 845'
Elev. of ground surface (Datum is M.S.L.)
Top Hole El. 838'
Elev. of ground surface (Datum is M.S.L.)
Casing or mud
Slant or vertical hole
Number with reference to boring log
Undisturbed core sample (2½" O.D.)
Undisturbed material sample
Unconsolidated material sample
Standard penetration test (140 lb. hammer falling 30" O.D. 2" I.D. split spoon)
Core sample (2½" O.D.)
Unconformable material change
Time interval (2 min.)
Sheet piling
Rotary boring
1-SOIL TUBE
Jetting pipe
Pulled pipe
Jetted pipe
Core barrel
Core boring
Pulled pipe
Test pit

LEGEND OF EARTH MATERIALS

Gravel
Sand
Silt
Clay
Silty Clay or Clayey Silt
Peat, Muck or Organic Matter
Fill Material
Igneous Rock
Sedimentary Rock
Sandy Silt or Silty Sand
Metamorphic Rock

CLASSIFICATION OF MATERIAL, BASED ON STANDARD GRADE SIZE LIMITS



NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

FIELD STUDY	by R. CORBALLY 7-5-66
DRAWN	by M. MURRAY 7-27-66
CHECKED	by R. CORBALLY 10-13-66

Approved Recommended for: Carl E. Hjelte
Engineering Geologist

BRIDGE DEPARTMENT
ENGINEERING GEOLOGY SECTION

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

Charge 07213
W.A. 012411

Dirsgard prints bearing earlier numbers →

PREL. DRAWING NO. PR= 91-1

SHEET	OF
11	11

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F.C. CHANNEL BRIDGE

LOG OF TEST BORINGS

SCALE	BRIDGE	FILE	DRAWING
As Noted	53-2051		53205/-1.

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.

DATE 10/26/72 SIGNATURE [illegible] TITLE [illegible]

MICROFILM - STATE OF CALIFORNIA - DEPARTMENT OF PUBLIC WORKS - MICROFILM
SCALE 1" = 50'
SCALE 1" = 20'
ClibPDF - www.fastio.com

Geosyntec
consultants

SR-71 Bridge Widening Plan

PRELIMINARY PLANS

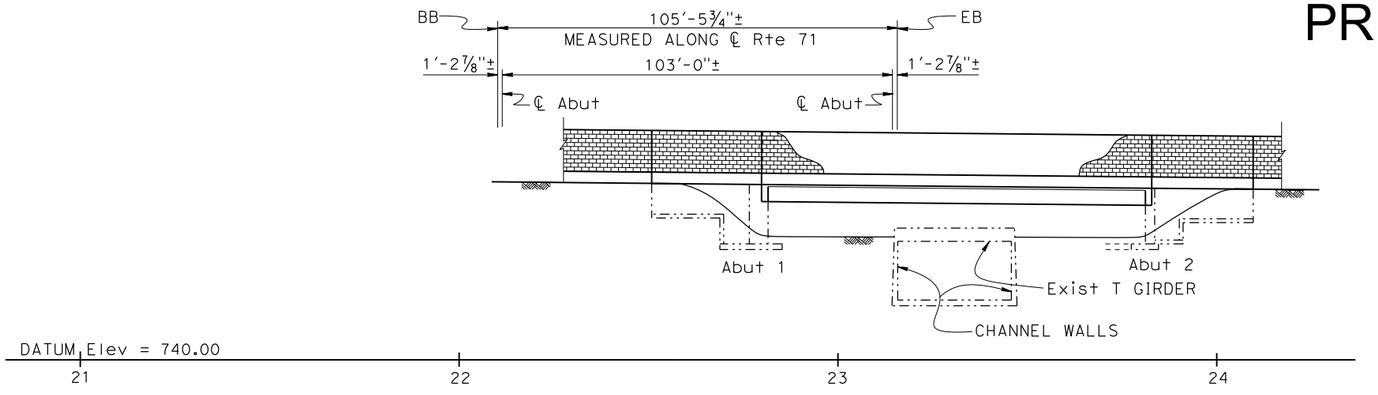
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER _____ X DATE

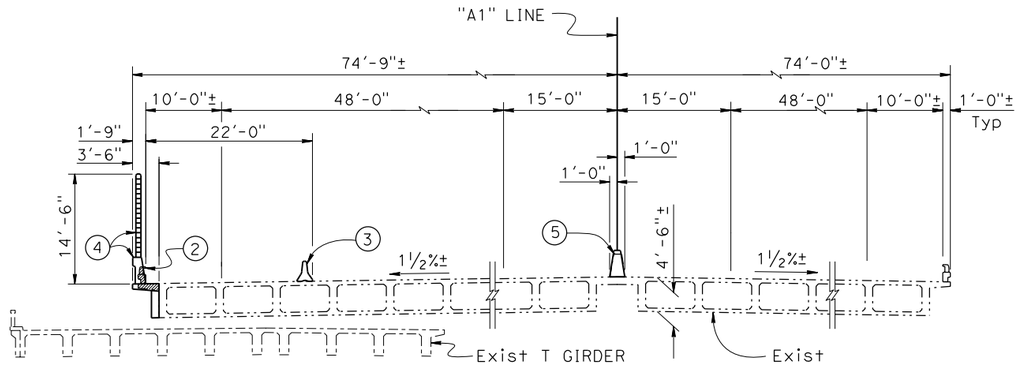
PLANS APPROVAL DATE

RICHARD E. SCHENDEL
No. C 64259
Exp. 06-30-23
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

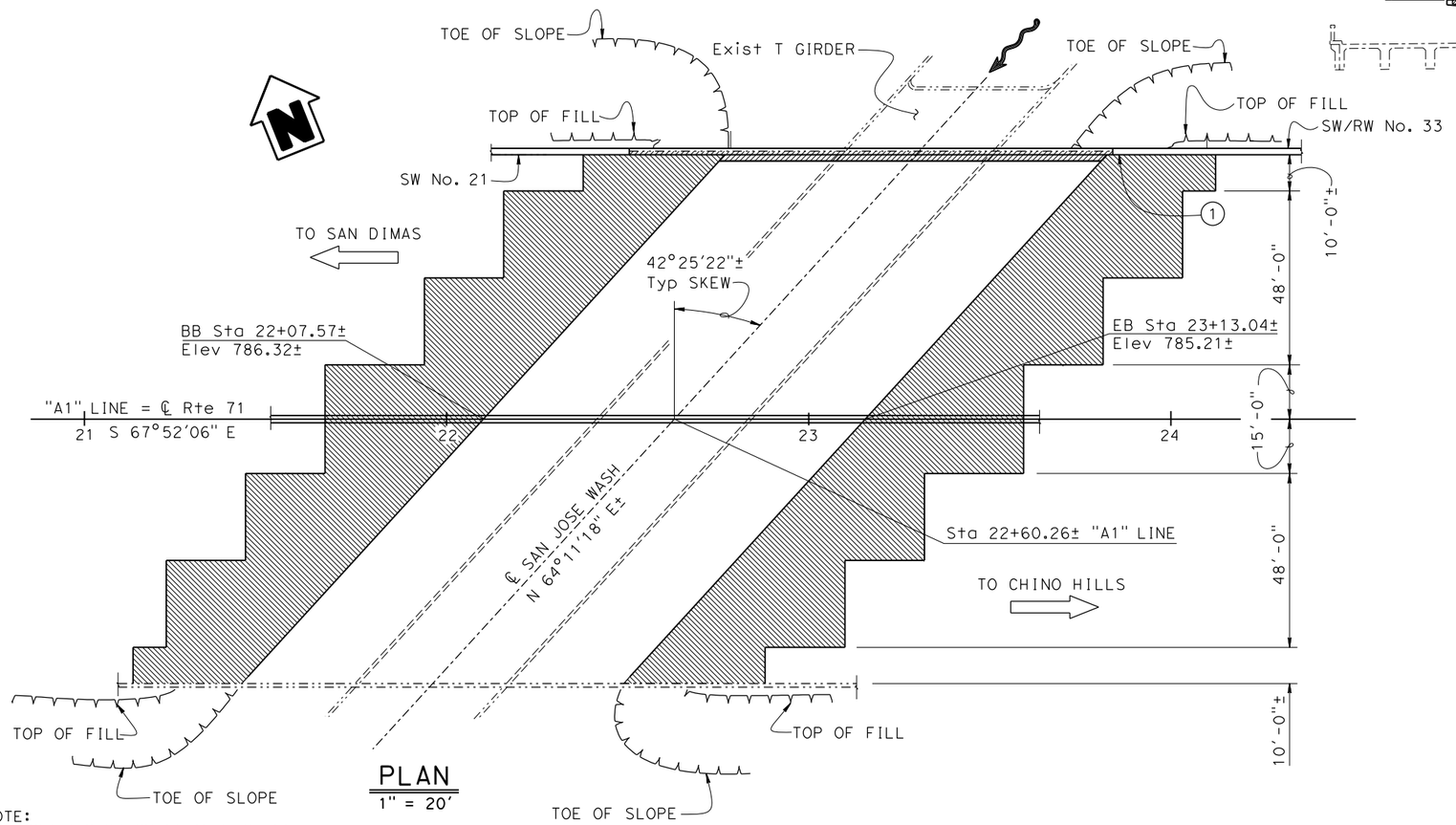
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



MIRRORED ELEVATION
1" = 20'



TYPICAL SECTION
1" = 10'



PLAN
1" = 20'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

TRAFFIC NOTES

VEHICULAR TRAFFIC:
1. ___ New alignment. No traffic at the site.
2. ___ Traffic will be detoured away from the site.
3. _x_ Traffic will be carried on the structure.
   Stage construction _x_ will _x_ will not be required.

NOTES:

(1) Paint "San Jose F.C. Channel BRIDGE
Br No. 53-2051
1972"

(2) Exist Barrier Railing Type 9, Typ. Salvage metal railing.

(3) Temporary Barrier System, see Roadway Plans.

(4) Concrete Barrier Type 842 (Mod) with Sound Wall

(5) Concrete Barrier Type 60MA
(Replace Exist Concrete Barrier Type 60A)

LEGEND:
- Indicates existing structure
- Indicates bridge removal (portion)
- Indicates limits of remove existing PCC/HMA pavement and place new Structure Approach Type R (30)

Mike Pope
BRANCH CHIEF

DESIGN	BY Juan Torres Jr.	CHECKED X			
DETAILS	BY Jinli Guo	CHECKED X	LAYOUT	BY Jinli Guo	CHECKED Juan Torres Jr.
QUANTITIES	BY X	CHECKED X	SPECIFICATIONS	BY X	PLANS AND SPECS COMPARED X

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
BRIDGE DESIGN
BRANCH 18

BRIDGE No. 53-2051
POST MILE R1.03

SAN JOSE F.C. CHANNEL BRIDGE (MODIFY)
GENERAL PLAN

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REVISION 9/27/2021)

DATE PLOTTED => 3/16/2022 TIME PLOTTED => 5:03:28 PM
FILE => ...\07-210614\53-2051\son jose.dgn USERNAME =>

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 3603
PROJECT NUMBER & PHASE: 07180003511
COUNTY/ROUTE: LA/71
CONTRACT No.: 210614

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES				SHEET	OF
10/4/21		03/16/22	03/01/22	1	X

Geosyntec
consultants

Boring Logs Near SR-71 Bridge and San Jose Creek Channel Intersection

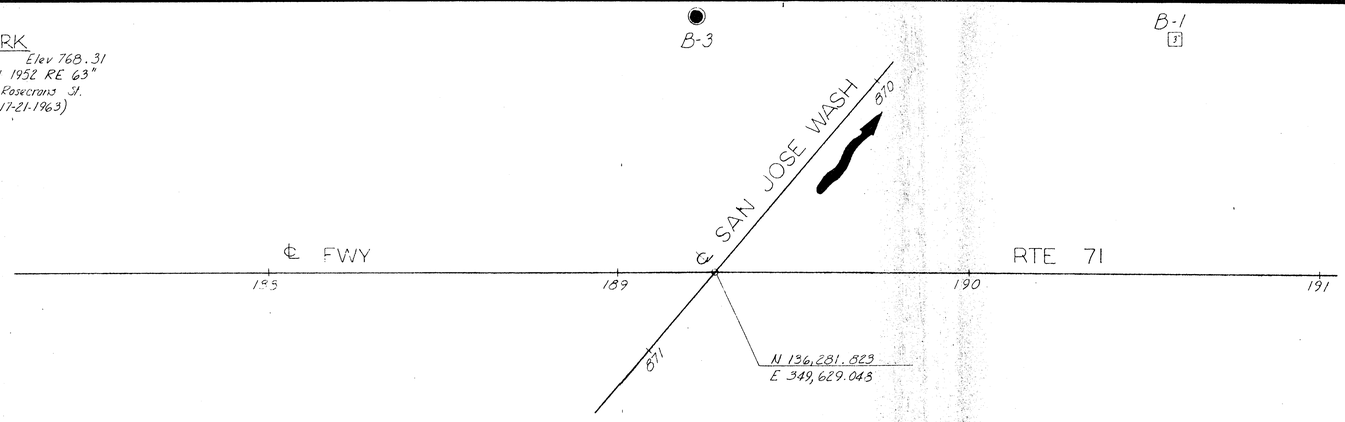
FED. ROAD DIV. NO.	STATE	F. A. PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	CALIF.			

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
07	LA	71	20.9/21.2	517	602

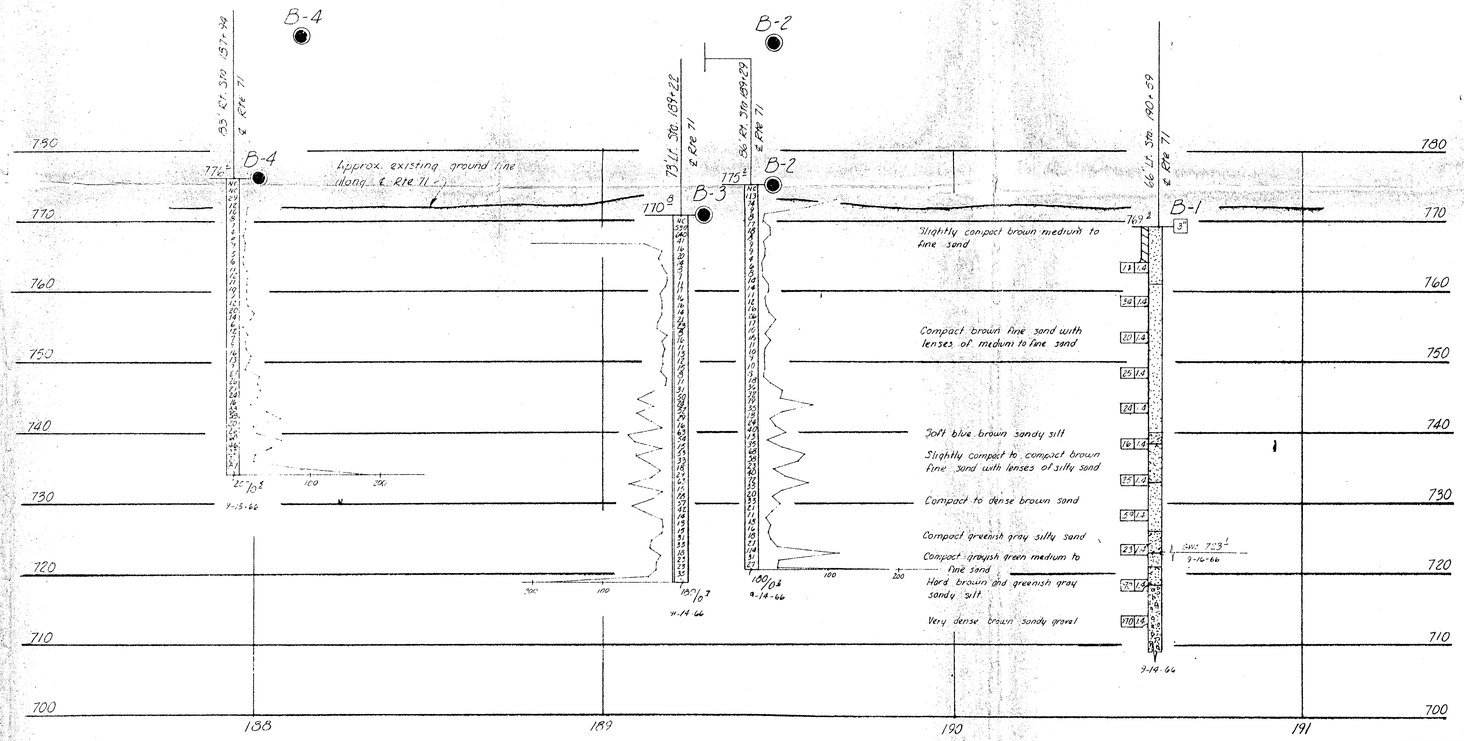
M. B. O'Hara
REGISTERED CIVIL ENGINEER NO. 8200
DATE APPROVED January 6, 1969

BENCH MARK

P.M.# 17-21 Elev 768.31
Fd. std. co. sur. mon. "BM 17-21 1952 RE 63" in well 11" dn. on the approx. ℄ Rosecrans St. 130' south of Holt Ave (LA Co # 17-21-1963)



PLAN
Scale 1" = 20'



PROFILE
Scale Vert. 1" = 10'
Horiz. 1" = 20'

AS BUILT No Corrections This Sheet
CORRECTIONS BY P. J. HIXSON
CONTRACT NO. 07-012414(503)

SEP 15 1972

SHEET	OF
11	11

LEGEND OF BORINGS OPERATIONS

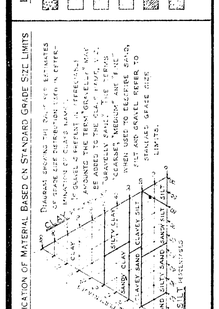
- PENETROMETER
- 2½" CONE PENETROMETER
- SHELBY BORING (SH)
- ROTARY BORING (DRY)
- AUGER BORING (DRY)
- JET BORING
- CORE BORING
- TEST PIT

ROTARY BORING
PENETRATION BORING
1" SOIL TUBE

LEGEND OF EARTH MATERIALS

- GRAVEL
- SAND
- SILT
- CLAY
- SILTY CLAY OR CLAYEY SILT
- SILTY SAND OR SILTY GRAVEL
- SANDY CLAY OR CLAYEY SAND
- SANDY SILT OR SILTY SAND
- FINE SAND OR COARSE SILT
- FILL MATERIAL
- IGNEOUS ROCK
- SEDIMENTARY ROCK
- METAMORPHIC ROCK

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS



NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

FIELD STUDY	R. F. COEBALEY 9-65
DRAWN	P. M. ALFREID 9-27-66
CHECKED	R. F. COEBALEY 12-20-66

BRIDGE DEPARTMENT
ENGINEERING GEOLOGY SECTION

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

SAN JOSE F.C. CHANNEL BRIDGE

LOG OF TEST BORINGS

SCALE	BRIDGE	FILE	DRAWING
As Noted	53-2051		53205-11

Charge 07213
W.A. 012411

Disregard prints bearing earlier numbers → PREL. DRAWING NO. PR- 5/71

Geosyntec
consultants

Boring Logs Near SR-71 Bridge and San Jose Creek Channel Intersection Ridgeway St and SR-71 Intersection

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
DDDD	CCCC	RRRR	PPPP	????	####

6-30-21
CERTIFIED ENGINEERING GEOLOGIST DATE

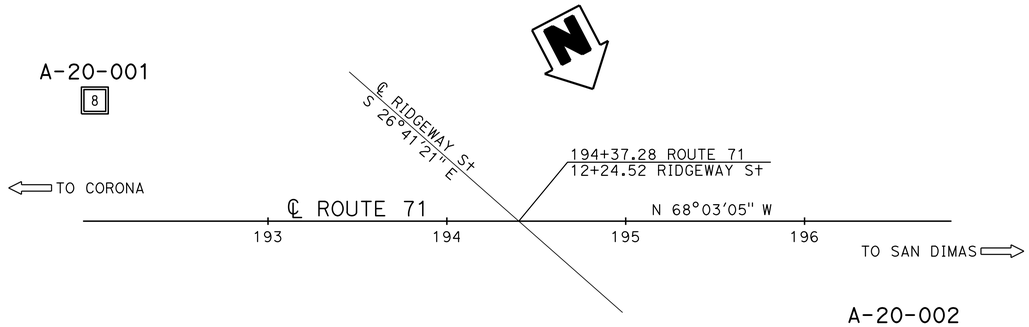
PROFESSIONAL GEOLOGIST
Tooraj Panah
No. 9038
Exp. 09-30-22
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

MM/DD/YYYY
PLANS APPROVAL DATE

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

BENCH MARK

BM #56198 Elev 798.17
N 1846252.65
E 6622697.07
NAVD88



PLAN
1" = 40'

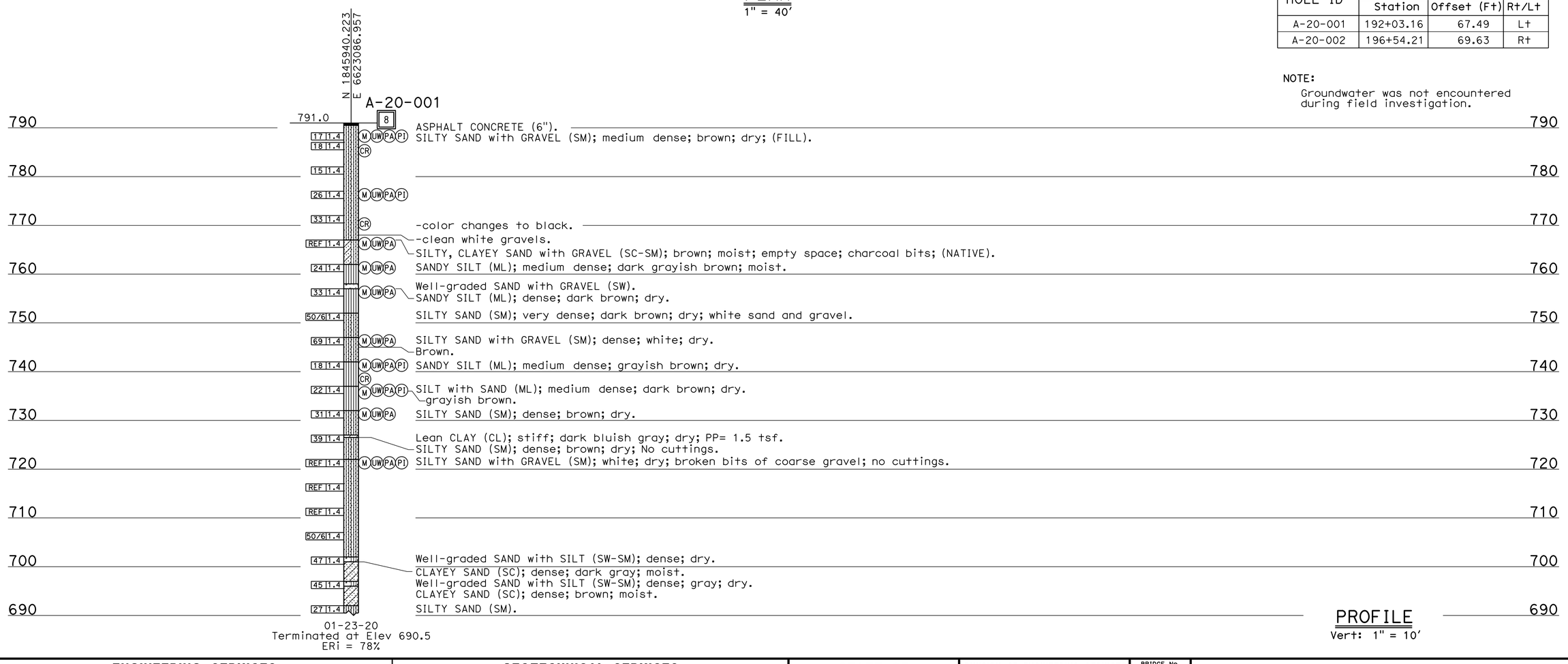
This LOTB sheet was prepared in accordance with the Caltrans Soil & Rock Logging, Classification, and Presentation Manual (2010 Edition).

See 2018 Standard Plans A10F and A10G for Soil Legend, and A10H for Rock Legend.

BOREHOLE LOCATION TABLE

HOLE ID	℄ ROUTE 71		
	Station	Offset (Ft)	Rt/Lt
A-20-001	192+03.16	67.49	Lt
A-20-002	196+54.21	69.63	Rt

NOTE:
Groundwater was not encountered during field investigation.



01-23-20
Terminated at Elev 690.5
ERi = 78%

PROFILE
Vert: 1" = 10'

ENGINEERING SERVICES		GEOTECHNICAL SERVICES	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH X	BRIDGE No. 53-2052	RIDGEWAY STREET UC
FUNCTIONAL SUPERVISOR:	DRAWN BY: Shumei Jiang	FIELD INVESTIGATION BY:			POST MILE R0.92	LOG OF TEST BORINGS 1 OF 3
NAME: Christopher Harris	CHECKED BY: Deepa Wathugala	NAME: Henry Jones				

OGS CIVIL LOG OF TEST BORINGS SHEET (ENGLISH) (REVISION 12/13/2019)
DATE PLOTTED => 30-JUN-2021 TIME PLOTTED => 16:38
FILE => ridgeway street uc1of3.dgn USERNAME => s132428
ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3
UNIT: 3650
PROJECT NUMBER & PHASE: 07160001131 CONTRACT No.: 07-326204
DISREGARD PRINTS BEARING EARLIER REVISION DATES
REVISION DATES: 6-28-21 | 6-29-21 | | |
SHEET X OF X

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
DDDD	CCCC	RRRR	PPPP	????	####

6-30-21
CERTIFIED ENGINEERING GEOLOGIST DATE

PROFESSIONAL GEOLOGIST
Tooraj Panah
No. 9038
Exp. 09-30-22
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

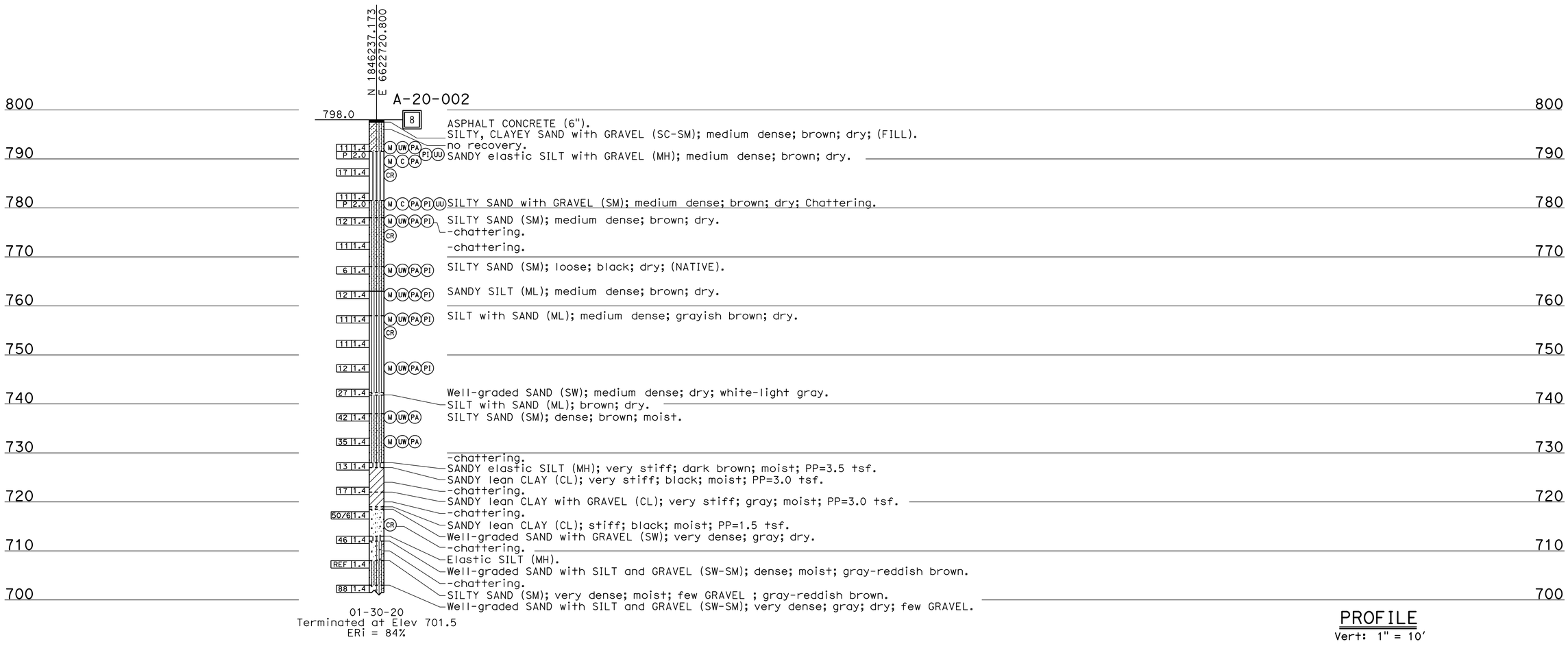
MM/DD/YYYY
PLANS APPROVAL DATE

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

This LOTB sheet was prepared in accordance with the Caltrans Soil & Rock Logging, Classification, and Presentation Manual (2010 Edition).

See 2018 Standard Plans A10F and A10G for Soil Legend, and A10H for Rock Legend.

FOR PLAN VIEW, SEE
"LOG OF TEST BORINGS 1 OF 3"



PROFILE
Vert: 1" = 10'

ENGINEERING SERVICES		GEOTECHNICAL SERVICES	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN	BRIDGE No.	RIDGEWAY STREET UC
FUNCTIONAL SUPERVISOR:	DRAWN BY: Shumei Jiang	FIELD INVESTIGATION BY:		DESIGN BRANCH X	53-2052	LOG OF TEST BORINGS 2 OF 3
NAME: Christopher Harris	CHECKED BY: Deepa Wathugala	NAME: Henry Jones			POST MILE R0.92	

OGS CIVIL LOG OF TEST BORINGS SHEET (ENGLISH) (REVISION 12/13/2019)

DATE PLOTTED => 30-JUN-2021 TIME PLOTTED => 16:38
FILE => ridgeway street uc2of3.dgn USERNAME => s132428

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 3650
PROJECT NUMBER & PHASE: 07160001131 CONTRACT No.: 07-326204

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES				SHEET	OF
6-28-21	6-30-21			X	X

DIST.	COUNTY	ROUTE	POST MILE-TOTAL PROJECT	Sheet No.	Total Sheets
07	LA	71			

Dist.	County	Route	Postmile	Sheets No.	Total Sheets
07	LA	71	49.9/R1.2	531	602

STATE: CALIF. | 7

M. B. O'Hara
REGISTERED CIVIL ENGINEER NO. 8200
Date approved: January 6, 1969

B-4

B-2

℄ ROSECRANS

N 136,472.439
E 349,155.912

℄ RTE 71

3 4 5 6 12 13

ST

B-6

B-3

B-1

B-5

PLAN
Scale 1" = 20'

BENCH MARK

B M 17. 21 Elev 768.31
Fd. Std co. sur. mon. "BM 17-21 1952 RE 6.3" in well, 11" dn on the approx. ℄ Rosecrans St 130' South of Holt Ave.
B.M. Summary 3-A LA-71 Feb 1965.

DIVISION OF ENGINEERING SERVICES - GEOTECHNICAL SERVICES

As-Built Log of Test Borings sheet is considered an informational document only. As such, the State of California registration seal with signature, license number and registration certificate expiration date confirm that this is a true and accurate copy of the original document. It does not attest to the accuracy or validity of the information contained in the original document. This drawing is available and presented only for the convenience of any bidder, contractor or other interested party.

Tooraj Panah
CERTIFIED ENGINEERING GEOLOGIST — DATE 6-30-21

PROFESSIONAL GEOLOGIST
Tooraj Panah
No. 9038
Exp. 09-30-22
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

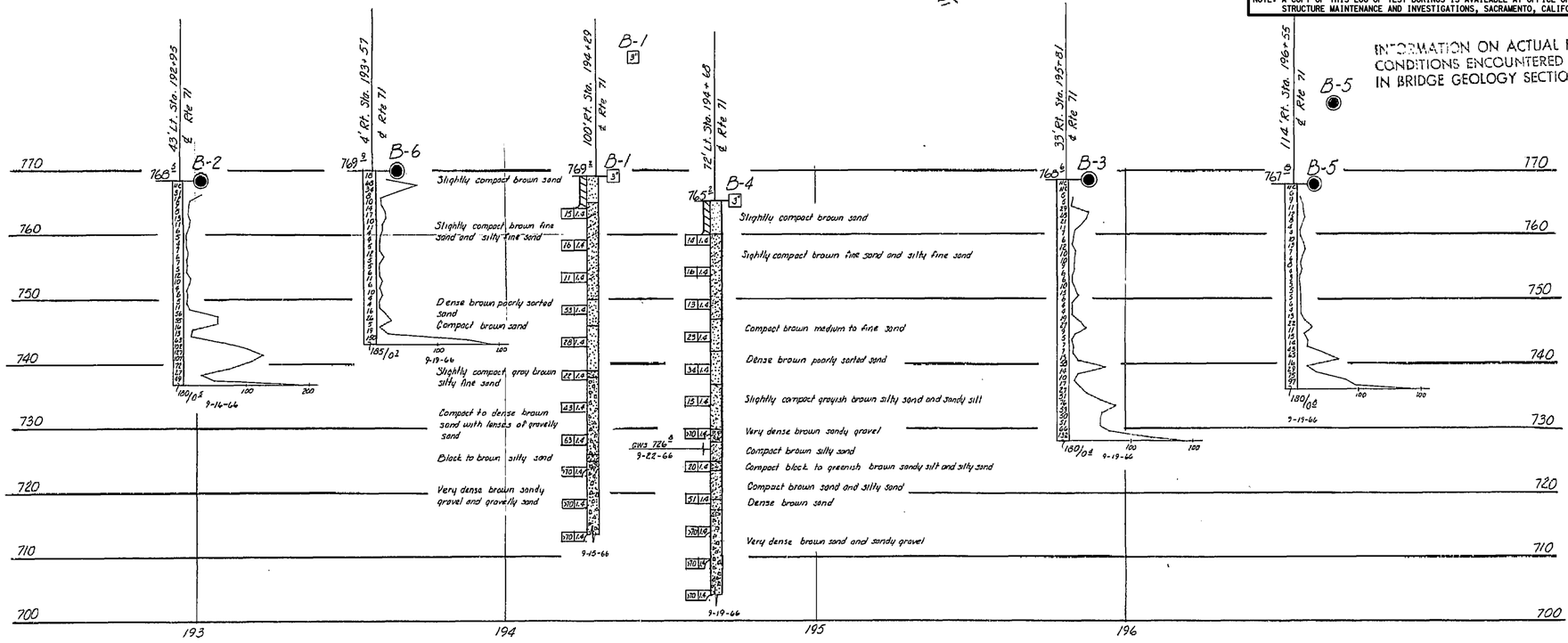
RIDGEWAY STREET UC

LOG OF TEST BORINGS 3 OF 3

UNIT: 3650	CONTRACT No.	BRIDGE No.
PROJ. No. & PHASE: 07160001131	07-326204	53-2052
AS-BUILT VERT DATUM: X	CONVERSION: X	Sheet / of

NOTE: A COPY OF THIS LOG OF TEST BORINGS IS AVAILABLE AT OFFICE OF STRUCTURE MAINTENANCE AND INVESTIGATIONS, SACRAMENTO, CALIFORNIA

INFORMATION ON ACTUAL FOUNDATION CONDITIONS ENCOUNTERED IS ON FILE IN BRIDGE GEOLOGY SECTION



PROFILE
Scale Vert 1"=10'
Horiz 1"= 20'

AS BUILT PLANS
Contract No. 07-012414
Date Completed 10-72
Document No. 6029

LEGEND OF BORINGS OPERATIONS

PENETRATION BORING
1" SOIL TUBE
ROCK BORING

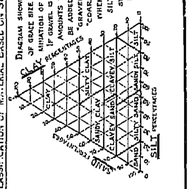
PENETROMETER
24" CORE PENETROMETER
BORING (DRY)
BORING (WET)
SAMPLER BORING (DRY)
ROTARY BORING (WET)
RING
AUGER BORING (DRY)
JET BORING
CORE BORING
GRAB
TEST PIT

LEGEND OF EARTH MATERIALS

GRAVEL — SILTY CLAY OR CLAYEY SILT
SAND — PEAT AND ORGANIC MATTER
SILT — FILL MATERIAL
CLAY — IGNEOUS ROCK
SANDY CLAY OR CLAYEY SAND — SEDIMENTARY ROCK
SANDY SILT OR SILTY SAND — METAMORPHIC ROCK

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS

Diagram showing the basis for estimates of grade size distribution used in determining the classification of soils. If gravel is present in appreciable quantities the terms "gravelly" may be added to the basic soil type, i.e., gravelly sand, gravelly clay, etc. Terms "coarse", "medium", and "fine" often used to describe sand, are not standard and refer to standard grade size limits.



NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

CHECKED R.R. GORDANIER 10-24-66
Approved/Recommended Chief, Engineering Geology

BRIDGE DEPARTMENT
ENGINEERING GEOLOGY SECTION

SHEET	OF
14	14

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

ROSECRANS STREET UNDERCROSSING

LOG OF TEST BORINGS

SCALE As Noted	BRIDGE 53-2052	FILE	DRAWING 58252-14

Charge 07213
W.A. 012411

Disregard prints bearing earlier numbers → PREL. DRAWING NO. PR-

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
Henry Jones	**1-21-20**	**1-23-20**	**34° 3' 53" / 117° 47' 50"**	**A-20-001**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
Caltrans				**791.0 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow-Stem Auger			**Acker AD2**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT, Bulk			**Automatic**	**78%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
Cement Grout			**Not encountered.**	**100.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		ASPHALT CONCRETE (0.5).												
	1		SILTY SAND with GRAVEL (SM); medium dense; brown; dry; (FILL).												
789.00	2				1	16 8 9	17								
	3														
787.00	4				2	6 7 11	18								
	5														At 5' a Bulk Sample was collected.
785.00	6														
	7														
783.00	8														
	9				3	5 5 10	15								
781.00	10														
	11														
779.00	12														
	13														
777.00	14				4	11 16 10	26								
	15														
775.00	16														
	17														
773.00	18														
	19				5	10 14 19	33								
771.00	20														At 20' a Bulk Sample was collected.
	21		Color changes to black.												
769.00	22														
	23		Clean white gravels.												
767.00	24		SILTY, CLAYEY SAND with GRAVEL (SC-SM); brown; moist; empty space; charcoal bits.		6										
	25														

(continued)

5 BR - STANDARD A-20-001.GPJ CALTRANS LIBRARY (FEB 2013).GLB 5/26/20

Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-001**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-21-20**	**1 of 4**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	25		SILTY, CLAYEY SAND with GRAVEL (SC-SM) *(continued)*.			5 - -									
765.00	26														
	27														
763.00	28														
	29		SANDY SILT (ML); medium dense; dark grayish brown; moist.		7	6 9 15	24								
761.00	30														
	31														
759.00	32														
	33		Well-graded SAND with GRAVEL (SW).												
757.00	34		SANDY SILT (ML); dense; dark brown; dry.		8	12 17 16	33								
	35														
755.00	36														
	37														
753.00	38														
	39		SILTY SAND (SM); very dense; dark brown; dry; white sand and gravel.		9	48 50 -	-50								
751.00	40														
	41														
749.00	42														
	43														
747.00	44		SILTY SAND with GRAVEL (SM); dense; white; dry.		10	26 44 25	69								
	45														
745.00	46		Brown.												
	47														
743.00	48														
	49		SANDY SILT (ML); medium dense; grayish brown; dry.		11	4 8 10	18								
741.00	50														At 50' a Bulk Sample was collected.
	51														
739.00	52														
	53														
737.00	54		SILT with SAND (ML); medium dense; dark brown; dry.		12		22								
	55														

(continued)

Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-001**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-21-20**	**2 of 4**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	55		Grayish brown. SILT with SAND (ML) *(continued)*.			6 10 12									
735.00	56														
	57														
733.00	58														
	59		SILTY SAND (SM); dense; brown; dry.		13	11 17 14	31								
731.00	60														
	61														
729.00	62														
	63														
727.00	64				14	10 19 20	39								
	65		Lean CLAY (CL); stiff; dark bluish gray; dry; pp= 1.5 tsf. SILTY SAND (SM); dense; brown; dry.												No cuttings
725.00	66														
	67														
723.00	68														
	69		SILTY SAND with GRAVEL (SM); white; dry; broken bits of coarse gravel; no cuttings.		15	50 - -									No cuttings
721.00	70														
	71														
719.00	72														
	73														
717.00	74				16	50 - -									
	75														
715.00	76														
	77														
713.00	78														
	79				17	50 - -									
711.00	80														
	81														
709.00	82														
	83														
707.00	84				18		-50								
	85														

(continued)

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Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-001**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-21-20**	**3 of 4**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	85		SILTY SAND with GRAVEL (SM) *(continued)*.			40 50 -									
705.00	86														
	87														
703.00	88		Well-graded SAND with SILT (SW-SM); dense; dry.												
	89		CLAYEY SAND (SC); dense; dark gray; moist.		19	22 23 24	47								
701.00	90														
	91														
699.00	92														
	93		Well-graded SAND with SILT (SW-SM); dense; gray; dry.												
697.00	94				20	24 27 18	45								
	95		CLAYEY SAND (SC); dense; brown; moist.												
695.00	96														
	97														
693.00	98		SILTY SAND (SM).												
	99				21	15 12 15	27								
691.00	100														
	101		Bottom of borehole at 100.5 ft bgs												
689.00	102														
	103		This Boring Record was developed in accordance with the Caltrans Soil & Rock Logging, Classification, and Presentation Manual (2010) except as noted on the Soil or Rock Legend or below.												
687.00	104														
	105														
685.00	106														
	107														
683.00	108														
	109														
681.00	110														
	111														
679.00	112														
	113														
677.00	114														
	115														

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Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-001**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-21-20**	**4 of 4**

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
Henry Jones	**1-28-20**	**1-30-20**	**34° 3' 55" / 117° 47' 54"**	**A-20-002**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
Caltrans				
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow-Stem Auger			**Dietrich 25**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT, Brass, Bulk			**Automatic**	**84%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
Cement Grout			**Not encountered.**	**96.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		ASPHALT CONCRETE (0.5).												
	1		SILTY, CLAYEY SAND with GRAVEL (SC-SM); medium dense; brown; dry; (FILL).												
	2														At 2' no recovery.
	3														
	4														
	5				1	9 7 4	11								
	6														
	7														At 6.5' Sandy Elastic SILT with GRAVEL in MCAL sample.
	8														At 8' a Bulk Sample was collected.
	9														
	10				2	5 8 9	17								
	11														
	12														
	13														
	14														
	15				3	5 6 5	11								
	16														
	17														At 16.5' chattering.
	18														
	19														
	20				4	5 5 7	12								
	21														Chattering.
	22														
	23														At 23' a Bulk Sample was collected.
	24		SILTY, CLAYEY SAND with GRAVEL (SC-SM); brown; moist.												
	25														

(continued)

Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-002**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-22-20**	**1 of 4**

5 BR - STANDARD A-20-002_6.GPJ CALTRANS LIBRARY (FEB 2013).GLB 5/22/20

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	25		SILTY, CLAYEY SAND with GRAVEL (SC-SM) *(continued)*.		5	5 4 7	11								Chattering.
	29		SILTY SAND (SM); loose; black; dry.		6	3 3 3	6								
	34		SANDY SILT (ML); medium dense; brown; dry.		7	4 5 7	12								
	39		SILT with SAND (ML); medium dense; grayish brown; dry.		8	5 5 6	11								
	42														At 42' a Bulk Sample was collected.
	45				9	3 5 6	11								
	50				10	8 6 6	12								
	55														

(continued)

Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-002**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-22-20**	**2 of 4**

5 BR - STANDARD A-20-002_6.GPJ CALTRANS LIBRARY (FEB 2013).GLB 5/22/20

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	55		Well-graded SAND (SW); medium dense; dry; white-light gray.		11	7 12 15	27								
	56		SILT with SAND (ML); brown; dry.												
	57														
	58														
	59		SILTY SAND (SM); dense; brown; moist.												
	60				12	12 19 23	42								
	61														
	62														At 62' a Bulk Sample was collected.
	63														
	64														Chattering.
	65				13	9 15 20	35								
	66														
	67														
	68														
	69		SANDY elastic SILT (MH); very stiff; dark brown; moist; pp=3.5 tsf.												Chattering.
	70		SANDY lean CLAY (CL); very stiff; black; moist; pp=3.0 tsf.		14	5 5 8	13								
	71														
	72														
	73														
	74														Chattering.
	75				15	5 6 11	17								
	76		SANDY lean CLAY with GRAVEL (CL); very stiff; gray; moist; pp=3.0 tsf.												
	77														
	78														Chattering.
	79		SANDY lean CLAY (CL); stiff; black; moist; pp=1.5 tsf.												
	80		Well-graded SAND with GRAVEL (SW); very dense; gray; dry.		16	30 50 -	-50								
	81														
	82														At 82' a Bulk Sample was collected.
	83														Chattering.
	84		Elastic SILT (MH).												
	85														

(continued)

5 BR - STANDARD A-20-002_6.GPJ CALTRANS LIBRARY (FEB 2013).GLB 5/22/20

Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-002**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-22-20**	**3 of 4**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	85		Well-graded SAND with SILT and GRAVEL (SW-SM); dense; moist; gray-reddish brown.		17	8 11 35	46								
	86														
	87														
	88														Chattering.
	89		SILTY SAND (SM); very dense; moist; few GRAVEL ; gray-reddish brown.												
	90				18	50 - -									1.5" GRAVEL at tip.
	91														
	92														
	93														
	94		Well-graded SAND with SILT and GRAVEL (SW-SM); very dense; gray; dry; few GRAVEL.												
	95				19	17 41 47	88								1" GRAVEL at top.
	96														Could not advance the auger.
	97		Bottom of borehole at 96.5 ft bgs												
	98		This Boring Record was developed in accordance with the Caltrans Soil & Rock Logging, Classification, and Presentation Manual (2010) except as noted on the Soil or Rock Legend or below.												
	99														
	100														
	101														
	102														
	103														
	104														
	105														
	106														
	107														
	108														
	109														
	110														
	111														
	112														
	113														
	114														
	115														

Department of Transportation
Division of Engineering Services
Geotechnical Services
Office of Geotechnical Design - South 1

REPORT TITLE				HOLE ID
BORING RECORD				**A-20-002**
DIST.	COUNTY	ROUTE	POSTMILE	PROJECT ID
07	**LA**	**71**	**0.9/0.9**	**0716000113**
PROJECT OR BRIDGE NAME				
Ridgeway Street UC @ SR71				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
53-2052	**D. Wathugala**		**5-22-20**	**4 of 4**

5 BR - STANDARD A-20-002_6.GPJ CALTRANS LIBRARY (FEB 2013).GLB 5/22/20

APPENDIX B – Geophysical Survey Report

SubSurface Surveys
& Associates, Inc.
An Applied Geophysical Company

2075 Corte Del Nogal, Suite W
Carlsbad, CA 92011

Office: (760) 476-0492
Fax: (760) 476-0493

March 20, 2024

Project/Invoice No. 24-147

Geosyntec
3530 Hyland Ave, Suite 100
Costa Mesa, California

Attn: **Brian Gin**

Re: Geophysical Investigation Report, 690 Ridgeway Street & Laurel Avenue, Pomona, CA

This report is to present the results of our geophysical survey carried out at 690 Ridgeway Street & Laurel Avenue, Pomona, CA (Figure 1). The survey was performed on March 15, 2024, and its purpose was to detect and delineate, insofar as possible, all pipes, conduits, utilities, and other underground drilling obstructions in the immediate vicinity of two (2) proposed boreholes and one alternate drilling location.

A combination of electromagnetic induction (EM), magnetometry, ground penetrating radar (GPR), and utility locators with line tracing capabilities were brought to the field in anticipation of use.

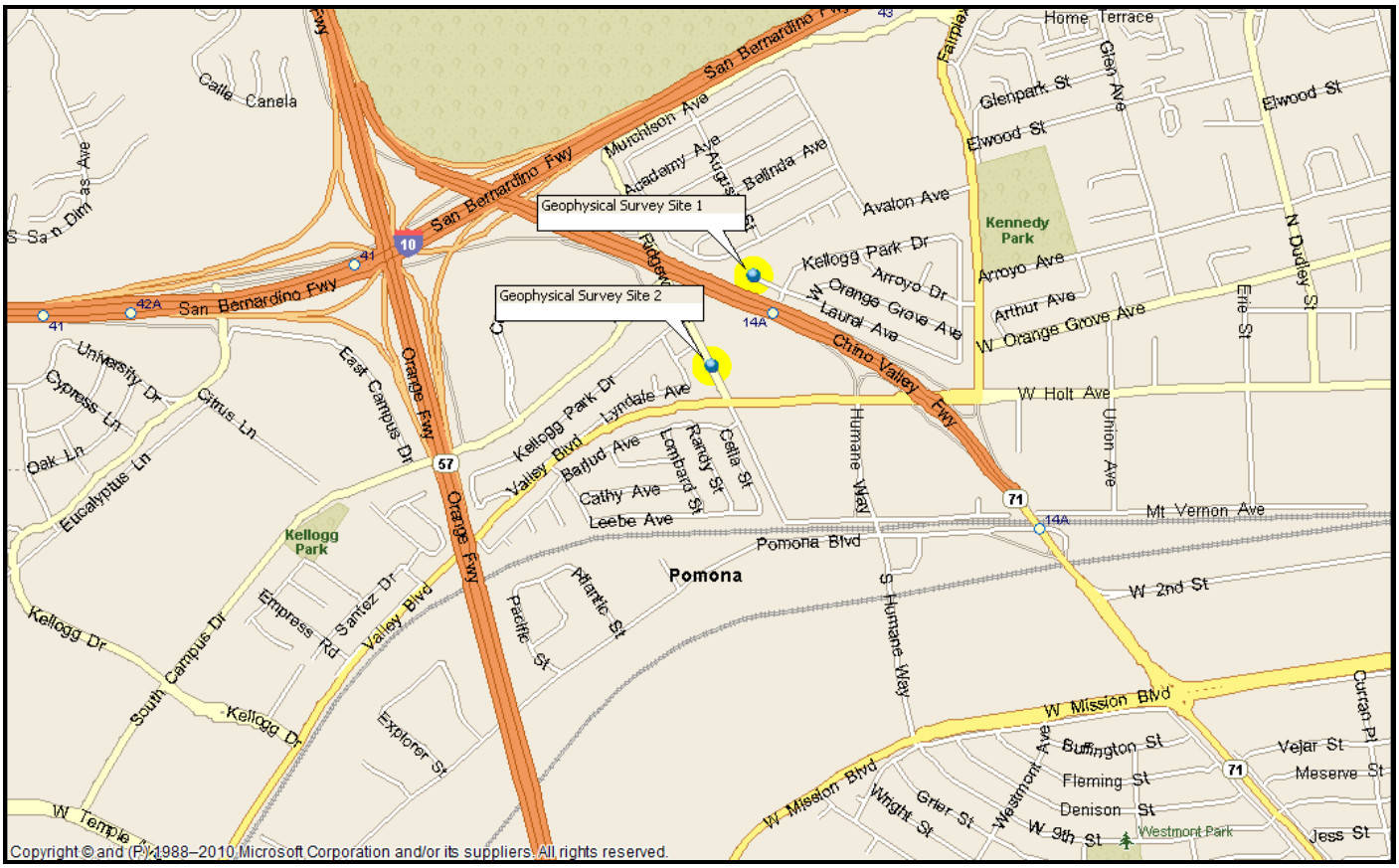


FIGURE 1. Site location map.

Survey Design – The locations of the proposed boreholes were indicated in the field by the client.

For this particular site and for all survey objectives the best use of time was achieved by systematically free-traversing with the instruments while simply monitoring them manually, continuously, and in real-time to determine which responses were significant and due to true subsurface targets, and which were due to other non-target or above-ground features and must be ignored (examples being false GPR anomalies from uneven surfaces). In these situations, the free-traversing method is advantageous in that it allows for relatively quick detection of true anomalous objects which, in turn, facilitates the opportunity to immediately reinvestigate them further for clarification and confirmation. In this manner, the EM device, magnetic gradiometer, and GPR were traversed systematically over and around each borehole in multiple, organized directions. Additional traverses were always taken for detailing and confirmation where anomalous conditions were found.

In addition, the line tracers were used to impress signals onto pipes, generally through accessible risers and tracer wires when present, to delineate the lines' locations and orientations. The instruments were also used in passive mode, configured to detect 60 Hz electrical signals and other common radio-frequency signals found in active electrical and communication lines.

A Fischer TW-6 M-Scope was used for the EM sampling. A Sensors & Software Noggin Ground Penetrating Radar unit with a 500 MHz antenna produced the radar images. The magnetic gradiometer was a Schonstedt GA-52, and a RD 8200 and RIDGID SR-60 SeekTech utility locator rounded out the tools applied.

Brief Description of the Geophysical Methods Applied – The TW-6 M-Scope device energizes the ground by producing an alternating primary magnetic field with AC current in a transmitting coil. If conducting materials are within the area of influence of the primary field, AC eddy currents are induced to flow in the conductors. A receiving coil senses the secondary magnetic field produced by these eddy currents, and outputs the response as anomalous conditions. The strength of the secondary field is a function of the conductivity of the object; say a pipe, tank or cluster of drums, its size, and its depth and position relative to the instrument's two coils. Conductive objects, to a depth of approximately 7 feet below ground surface (bgs) for the M-Scope are sensed. The device is also somewhat focused; that is, it is more sensitive to conductors below the instrument than they are to conductors off to the side.

The magnetic gradiometer has two flux gate magnetic fixed sensors that are passed closely to and over the ground. When not in close proximity to a magnetic object, that is, only in the earth's field, the instrument emits a sound signal at a low frequency. When the instrument passes over a buried iron or steel object, so that locally there is a high magnetic gradient, the frequency of the emitted sound increases. The frequency is a function of the gradient between the two sensors.

The GPR instrument beams energy into the ground from its transducer/antenna, in the form of electromagnetic waves. A portion of this energy is reflected back to the antenna at a boundary in the subsurface across which there is an electrical contrast. The instrument produces a continuous record of the reflected energy as the antenna is traversed across the ground surface. The greater the electrical contrast, the higher the amplitude of the returned energy. The radar wave travels at a velocity unique to the material properties of the ground being investigated, and when these velocities are known, the two-way travel times can be converted to depth. The depth of penetration and image resolution produced are a function of ground electrical conductivity and dielectric constant.

The line locator is used to passively detect energized high voltage electric lines and electrical conduit (50-60 Hz), VLF signals (14-22 kHz), as well as to actively trace other utilities. Where risers are present, the utility locator transmitter can be connected directly to the object, and a signal (9.8-82 kHz) is sent traveling along the conductor, pipe, conduit, etc. In the absence of a riser, the transmitter can be used to impress an input signal on the utility by induction. In either case, the receiver unit is tuned to the input signal, and is used to actively trace the signal along the pipe's surface projection.

Interpretation and Conclusions – The interpretation took place in real time as the survey progressed, and accordingly, the findings of our investigation were marked on the ground cover at the site with spray paint, were reported directly to the client's representative, and are further documented with site photographs of the borehole locations (Figures 2-3). Note that the borehole locations in each photograph are labeled according to Geosyntec's numbering scheme and are presented in alphanumeric order.

Items detected within the survey areas were marked in coordinated standard colors including red for electric, green for sewer or storm drain, blue for water, yellow for natural gas, and white for utilities of unknown type. At the conclusion of the survey, the boreholes were positioned in order to provide adequate clearance from detected obstructions. In their final locations, they were marked in white with a yellow "SSS", to indicate that they had been checked by company personnel.

General Limitations, Cautions, and Further Recommendations - It should be understood that nearly all work sites possess conditions or configurations limiting the effectiveness of both geophysical instruments and the surveying techniques in which they are deployed. Additionally, when such is not performing optimally it can often times occur unknowing to the instrument operator. Consequently, the detection of buried objects in all circumstances **cannot be guaranteed**. Such geophysical limitations are numerous and difficult to predict beforehand, but may include such things as rebar-reinforced ground cover or aboveground metallic structures interfering with metal detection, abrupt changes in ground cover type disrupting radar signal, aboveground obstacles preventing full instrument traverses or restricting traverses to one direction only, nearby powerlines or EM transmitters interfering with instrument electronics, highly conductive background soil conditions limiting GPR penetration, non-metallic targets with geo-electrical properties similar to soil, nearby buried objects shielding true targets from detection, tracing signal jumping from the target pipe to nearby non-target conduits, and inaccessible risers, cleanouts, valve boxes, and manholes. If one or more geophysical instrument is rendered ineffective and cannot be utilized, the quality of the survey can be somewhat degraded.

For the above reasons, and in the interest of maximum safety, we encourage our clients to take advantage of Underground Service Alert (USA), Dig Alert, or other similar services, when possible. Furthermore, we recommend hand-auguring and the use of a drilling method known as air knifing or vacuum extraction, when feasible or if applicable to this project. These methods may significantly limit damage to underground pipes, conduits, and utilities that might not have been detectable during this survey. Please bear in mind, that geophysical surveying is only one of several levels of protection that is available to our clients.

SubSurface Surveys may include maps in some reports. While they are an accurate general representation of the site and our findings, they are not of engineering quality (i.e., measured and mapped by a licensed land surveyor).

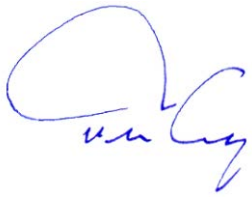
SubSurface Surveys and Associates makes no guarantee either expressed or implied regarding the accuracy

of the findings and interpretations present. And, in no event will SubSurface Surveys and Associates be liable for any direct, indirect, special, incidental, or consequential damages resulting from interpretations and opinions presented herewith.

All data generated on this project are in confidential file in this office and are available for review by authorized persons at any time. The opportunity to participate in this investigation is very much appreciated. Please call, if there are questions.



William Donnelly
Staff Geophysicist, SubSurface Surveys



Travis Crosby
Senior Geophysicist, SubSurface Surveys
CA State Geophysics Registration GP1044

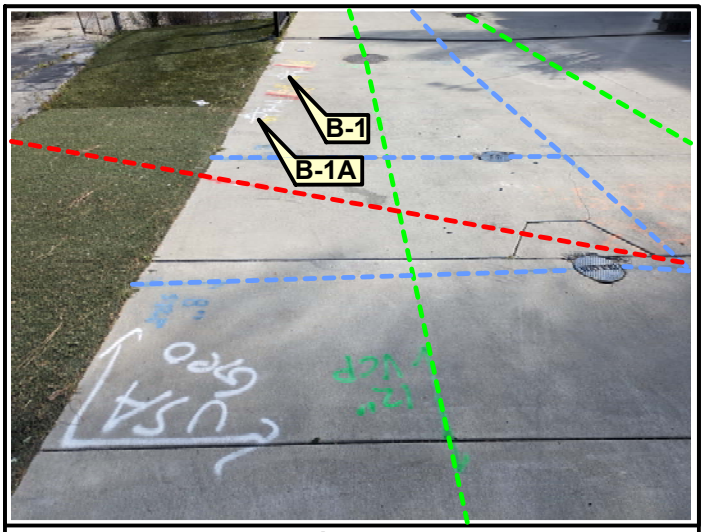


Figure 2



Figure 3

No Photo

No Photo

No Photo

No Photo

Sub Surface Surveys	SITE: **690 Ridgeway Street & Laurel Avenue Pomona, CA**	TITLE: **Borehole Photographs**	SURVEY DATE: **March 15, 2024**
		PREPARED FOR: **Geosyntec**	SSS PROJECT NO: **24-147**

APPENDIX C – Boring Logs

Geosyntec consultants
3530 Hyland Ave
Suite 100
Costa Mesa, CA 92626
Tel: (714) 969-0800
Fax: (714) 969-0820

PROJECT San Jose Creek Multi-Use Bikeway
PROJECT LOCATION Pomona, CA
PROJECT NUMBER SC1303

KEY SHEET - CLASSIFICATIONS AND SYMBOLS

GS FORM: KEY/SYMBOLS 01/04

EMPIRICAL CORRELATIONS WITH STANDARD PENETRATION RESISTANCE N60 VALUES *

	N60 VALUE * (BLOWS/FT)	CONSISTENCY	UNCONFINED COMPRESSIVE STRENGTH (TONS/SQ FT)
FINE GRAINED SOILS	0 - 2	VERY SOFT	<0.25
	3 - 4	SOFT	0.25 - 0.50
	5 - 8	FIRM	0.50 - 1.00
	9 - 15	STIFF	1.00 - 2.00
	16 - 30	VERY STIFF	2.00 - 4.00
	31 - 50	HARD	>4.00
	>50	VERY HARD	

	N60 VALUE * (BLOWS/FT)	RELATIVE DENSITY
COARSE GRAINED SOILS	0 - 4	VERY LOOSE
	5 - 10	LOOSE
	11 - 30	MEDIUM DENSE
	31 - 50	DENSE
	>50	VERY DENSE

* ASTM D 1586; NUMBER OF BLOWS OF 140 POUND HAMMER FALLING 30 INCHES TO DRIVE A 2 IN. O.D., 1.4 IN. I.D. SAMPLER ONE FOOT, CORRECTED FOR HAMMER EFFICIENCY.

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

MAJOR DIVISIONS			SYMBOLS	DESCRIPTIONS
COARSE GRAINED SOILS — MORE THAN 50% OF MATERIAL COARSER THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS — MORE THAN 50% OF COARSE FRACTION RETAINED ON NO.4 SIEVE	CLEAN GRAVELS — LITTLE OR NO FINES	GW	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
			GP	POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES — APPRECIABLE AMOUNT OF FINES	GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES
			GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES
	SAND AND SANDY SOILS — MORE THAN 50% OF COARSE FRACTION PASSING NO.4 SIEVE	CLEAN SANDS — LITTLE OR NO FINES	SW	WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
			SP	POORLY GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
		SANDS WITH FINES — APPRECIABLE AMOUNT OF FINES	SM	SILTY SANDS, SAND-SILT MIXTURES
			SC	CLAYEY SANDS, SAND-CLAY MIXTURES
FINE GRAINED SOILS — MORE THAN 50% OF MATERIAL FINER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50	ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
			CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
			OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50	MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILT
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC SOILS			PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENT

NOTE: DUAL SYMBOLS USED FOR BORDERLINE CLASSIFICATIONS

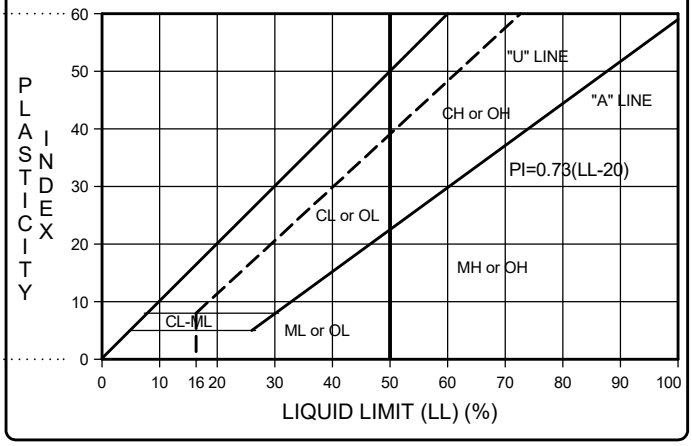
PARTICLE SIZE IDENTIFICATION

USCS (SOILS ONLY) *		SEDIMENTARY (ROCK ONLY)	
BOULDER	>300 mm	BOULDER	>256 mm
COBBLE	75 - 300 mm	COBBLE	64 - 256 mm
GRAVEL: COARSE	20 - 75 mm	PEBBLE	4 - 64 mm
GRAVEL: FINE	4.75 - 20 mm	GRANULE	2 - 4 mm
		SAND: V. COARSE	1 - 2 mm
SAND: COARSE	2 - 4.75 mm	SAND: COARSE	0.5 - 1 mm
SAND: MEDIUM	0.42 - 2 mm	SAND: MEDIUM	0.25 - 0.5 mm
SAND: FINE	0.074 - 0.42 mm	SAND: FINE	0.125 - 0.25 mm
		SAND: V. FINE	0.063 - 0.125 mm
SILT/CLAY	<0.074 mm	SILT	0.004 - 0.063 mm
		CLAY	<0.004 mm

* WELL GRADED - HAVING WIDE RANGE OF GRAIN SIZES AND APPRECIABLE AMOUNTS OF ALL INTERMEDIATE PARTICLE SIZES
* POORLY GRADED - PREDOMINANTLY ONE GRAIN SIZE, OR HAVING A RANGE OF SIZES WITH SOME INTERMEDIATE SIZES MISSING

PERCENTAGE OF PARTICLE TYPE IN DECREASING ORDER OF PARTICLE SIZE (GRAVEL,SAND,FINES), BASED ON VISUAL OBSERVATION

PLASTICITY CHART



OTHER MATERIAL SYMBOLS

- Conglomerate
- Sandstone
- Silty Sandstone
- Clayey Sandstone
- Sandy Siltstone
- Siltstone
- Claystone
- Clayey Siltstone/ Silty Claystone
- Sandy Claystone
- Granitic/Intrusive
- Volcanic/Extrusive
- Metamorphic
- Limestone
- Dolomite
- Glacial Till
- Landslide Debris
- Marker Bed
- Artificial Fill
- Refuse
- Concrete/Asphalt

WELL SYMBOLS

- CONCRETE
- GROUT
- BENTONITE SEAL
- TRANSITION SAND
- SAND PACK
- GRAVEL PACK
- NATIVE/SLUFF
- CENTRALIZER

SAMPLE TYPE AND OTHER SYMBOLS

- BULK SAMPLE
- STANDARD PENETRATION TEST
- MODIFIED CALIFORNIA SAMPLE
- CORE SAMPLE
- SHELBY TUBE
- DRIVE SAMPLE

- Water Level at Time Drilling, or as Shown
- Static Water Level
- Pump Inlet
- Loss of Drilling Fluid
- MSL: Mean Sea Level
- AGS: Above Ground Surface
- BGS: Below Ground Surface
- BTOC: Below Top of Casing
- HSA: Hollow Stem Auger

01-KEY/SYMBOLS SC1303 SJC MULTI-USE BIKEWAY.GPJ GEOSNTEC.GDT 05/18/24

Geosyntec consultants
3530 Hyland Ave
Suite 100
Costa Mesa, CA 92626
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: GEOTECH2 01/04

BOREHOLE LOG

BORING B-1 **SHEET** 1 OF 2
START DRILL DATE 04/15/2024 **ELEVATION DATA:**
FINISH DRILL DATE 04/15/2024 **GROUND SURF.** 768
LOCATION Pomona, CA **DATUM** AMSL
PROJECT San Jose Creek Multi-Use Bikeway
NUMBER SC1303

DESCRIPTION: 1) Soil Name (USCS) 2) Color 3) Moisture 4) Grain Size 5) Percentage [Gravel,Sand,Fines] 6) Density/Consistency 7) Plasticity 8) Other (Mineral Content, Discoloration, Odor, etc.)

COMMENTS: 1) Rig Behavior 2) Air Monitoring 3) Pocket Pen 4) Tor Vane

DEPTH (ft-bgs)	ELEVATION (ft)	DESCRIPTION	GRAPHIC LOG	SAMPLE NO.	TYPE	BLOWS PER 6"	N VALUE	RECOVERY (%)	PID READING (ppm)	TIME (00:00)	COMMENTS	DRY DENSITY (pcf)	MAX. DRY DENSITY (pcf)	PERCENT FINES (%)	PERCENT GRAVEL (%)	MOIST. CONTENT (%)	OPT. MOIST. CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
		6" Concrete																		
	767	**Fill**:Silty SAND (SM): reddish brown; moist; fine to medium grained sand; medium dense; with gravel.		BB-1																
	766										Piece of concrete blocking hand augur, advanced HSA with concrete bit slowly. Had to use crowbar in upper 2'-3' during hand auguring. Turned HSA to break up rocks for hand augured.										
	765	1" dia. piece of concrete.																		
	764	1" dia piece of asphalt.																		
5	763			S-1		5 6 10	16	100		9:38	Turn HSA to break up rocks for hand augured.									
	762																			
	761			S-2		16 50/4"		83			Grinding noise from rig.									
	760	2 1/2" greyish rock piece in rings.																		
	759			S-3		16 8 7	15	0												
10	758	**Native**:Sandy Silty CLAY (CL-ML): greyish brown; moist; fine grained sand; firm; with gravel.		S-4		4 5 7		100				105.3		68.0		19.9		27	20	7
	757																			
	756	Trace gravel.		S-5		2 3 7	9	100												
	755																			
	754																			
15	753	No gravel		S-6		5 8 11		72												
	752																			
	751																			
	750																			
	749																			
20	748																			
	747	SILT with sand (ML): light brown; moist; low plasticity; firm; with silt seams.		S-7		2 3 5	8	100		10:10								33	25	8
	746																			
	745																			
	744																			
25	743			S-8		4 7 11		94				96.5		76.1		24.7				
	742																			
	741																			
	740																			
	739																			
30	738																			

CONTRACTOR BC2 Environmental
EQUIPMENT CME-95
DRILL MTHD HSA
DIAMETER 8- in.
LOGGER B. Gin
REVIEWER J. Kocijan P.E., G.E.

LAT.: 34.063986
LONG.: 117.797060
COORDINATE SYSTEM: WGS84

NOTES: Borehole backfilled with grout and patched with cement. Hammer ETR is 84.4% , measured on 5/4/2024. Logging of soils was completed in general accordance with ASTM D2488 and ASTM D1586. Coordinates and surface elevations were estimated from Google Earth.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

Geosyntec consultants
3530 Hyland Ave
Suite 100
Costa Mesa, CA 92626
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: GEOTECH2 01/04

BOREHOLE LOG

BORING B-1 **SHEET** 2 OF 2
START DRILL DATE 04/15/2024 **ELEVATION DATA:**
FINISH DRILL DATE 04/15/2024 **GROUND SURF.** 768
LOCATION Pomona, CA **DATUM** AMSL
PROJECT San Jose Creek Multi-Use Bikeway
NUMBER SC1303

DESCRIPTION: 1) Soil Name (USCS) 2) Color 3) Moisture 4) Grain Size 5) Percentage [Gravel,Sand,Fines] 6) Density/Consistency 7) Plasticity 8) Other (Mineral Content, Discoloration, Odor, etc.)

COMMENTS: 1) Rig Behavior 2) Air Monitoring 3) Pocket Pen 4) Tor Vane

DEPTH (ft-bgs)	ELEVATION (ft)	DESCRIPTION	GRAPHIC LOG	SAMPLE NO.	TYPE	BLOWS PER 6"	N VALUE	RECOVERY (%)	PID READING (ppm)	TIME (00:00)	COMMENTS	DRY DENSITY (pcf)	MAX. DRY DENSITY (pcf)	PERCENT FINES (%)	PERCENT GRAVEL (%)	MOIST. CONTENT (%)	OPT. MOIST. CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
	737			S-9		2 2 7	9	100		10:20				80.9						
	736																			
	735																			
	734																			
35	733	Sandy lean CLAY (CL): light brown; moist; fine grained sand; low plasticity; very stiff.		S-10		4 6 10		100		10:33	PP=2.5 tsf and 2.0 tsf.									
	732																			
	731																			
	730																			
	729																			
40	728	Lean CLAY(CL): orangish brown; moist; low plasticity; very stiff.		S-11		5 7 9	16	100												
	727																			
	726																			
	725																			
	724																			
45	723	Lean CLAY (CL): dark grey; moist; medium to high plasticity, very hard, mottled blue flecks in sample.		S-12A		3 7		100			PP = 1.5 tsf.							43	23	20
	722			S-12		11						91.2				24.3		33	22	11
	721																			
	720																			
	719																			
50	718	Lean CLAY (CL): light grey; moist; low plasticity, hard.		S-13		5 21 16	37	100										33	22	11
	717	Poorly-graded SAND (SP): light grey, moist, coarse grain, dense.																		
	716	Borehole terminated at 51'6" feet below the ground surface. No groundwater encountered.																		
	715																			
	714																			
55	713																			
	712																			
	711																			
	710																			
	709																			
60	708																			

CONTRACTOR BC2 Environmental
EQUIPMENT CME-95
DRILL MTHD HSA
DIAMETER 8- in.
LOGGER B. Gin
REVIEWER J. Kocijan P.E., G.E.

LAT.: 34.063986
LONG.: 117.797060
COORDINATE SYSTEM: WGS84

NOTES: Borehole backfilled with grout and patched with cement. Hammer ETR is 84.4% , measured on 5/4/2024. Logging of soils was completed in general accordance with ASTM D2488 and ASTM D1586. Coordinates and surface elevations were estimated from Google Earth.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

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3530 Hyland Ave
Suite 100
Costa Mesa, CA 92626
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: GEOTECH2 01/04

BOREHOLE LOG

BORING B-2 **SHEET** 1 OF 2
START DRILL DATE 04/16/2024 **ELEVATION DATA:**
FINISH DRILL DATE 04/16/2024 **GROUND SURF.** 775
LOCATION Pomona, CA **DATUM** AMSL
PROJECT San Jose Creek Multi-Use Bikeway
NUMBER SC1303

DESCRIPTION: 1) Soil Name (USCS) 2) Color 3) Moisture 4) Grain Size 5) Percentage [Gravel,Sand,Fines] 6) Density/Consistency 7) Plasticity 8) Other (Mineral Content, Discoloration, Odor, etc.)

COMMENTS: 1) Rig Behavior 2) Air Monitoring 3) Pocket Pen 4) Tor Vane

DEPTH (ft-bgs)	ELEVATION (ft)	DESCRIPTION	GRAPHIC LOG	SAMPLE NO.	TYPE	BLOWS PER 6"	N VALUE	RECOVERY (%)	PID READING (ppm)	TIME (00:00)	COMMENTS	DRY DENSITY (pcf)	MAX. DRY DENSITY (pcf)	PERCENT FINES (%)	PERCENT GRAVEL (%)	MOIST. CONTENT (%)	OPT. MOIST. CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
		6" Asphalt																		
	774	**Fill**:Silty SAND (SM): dark reddish brown; moist; fine to medium grained sand; loose.		BB-1																
	773																			
	772																			
	771																			
5	770			S-1		4 4 5														
	769																			
	768	**Native**:Clayey SAND (SC): yellowish brown; moist; fine to medium grained sand; loose.		S-2		3 3 3	6	100		9:20										
	767	Trace gravel, approx. 1" in diameter.		S-3		5 8 10		66												
	766																			
10	765	No gravel.		S-4		3 3 3	6	100		9:30										
	764			S-5		5 7 8		100				105.4				18.3		30	22	8
	763																			
	762	Clayey SAND (SC): yellowish brown; moist; fine to medium grained; medium dense.																		
	761																			
15	760	Becomes trace gravel.		S-6		5 7 7	14	100						44.5						
	759																			
	758																			
	757																			
	756																			
20	755	No gravel.		S-7		7 15 17					Driller only placed 11 rings into MC Sampler.									
	754																			
	753																			
	752																			
	751																			
25	750			S-8		7 13 19	32	95		10:19										
	749																			
	748																			
	747																			
	746																			
30	745																			

CONTRACTOR BC2 Environmental
EQUIPMENT CME-95
DRILL MTHD HSA
DIAMETER 8- in.
LOGGER B. Gin
REVIEWER J. Kocijan P.E., G.E.

LAT.: 34.064692
LONG.: 117.794730
COORDINATE SYSTEM: WGS84

NOTES: Borehole backfilled with grout and patched with asphalt. Hammer ETR is 84.4% , measured on 5/4/2024. Logging of soils was completed in general accordance with ASTM D2488 and ASTM D1586. Coordinates and surface elevations were estimated from Google Earth.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

Geosyntec consultants
3530 Hyland Ave
Suite 100
Costa Mesa, CA 92626
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: GEOTECH2 01/04

BOREHOLE LOG

BORING B-2 **SHEET** 2 OF 2
START DRILL DATE 04/16/2024 **ELEVATION DATA:**
FINISH DRILL DATE 04/16/2024 **GROUND SURF.** 775
LOCATION Pomona, CA **DATUM** AMSL
PROJECT San Jose Creek Multi-Use Bikeway
NUMBER SC1303

DESCRIPTION: 1) Soil Name (USCS) 2) Color 3) Moisture 4) Grain Size 5) Percentage [Gravel,Sand,Fines] 6) Density/Consistency 7) Plasticity 8) Other (Mineral Content, Discoloration, Odor, etc.)

COMMENTS: 1) Rig Behavior 2) Air Monitoring 3) Pocket Pen 4) Tor Vane

DEPTH (ft-bgs)	ELEVATION (ft)	DESCRIPTION	GRAPHIC LOG	SAMPLE NO.	TYPE	BLOWS PER 6"	N VALUE	RECOVERY (%)	PID READING (ppm)	TIME (00:00)	DRY DENSITY (pcf)	MAX. DRY DENSITY (pcf)	PERCENT FINES (%)	PERCENT GRAVEL (%)	MOIST. CONTENT (%)	OPT. MOIST. CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
		Becomes trace gravel.		S-9		8 8 10					91.2				24.3				
35	740	Becomes reddish brown and yellowish brown.		S-10		9 12 8	20	100		10:32									
40	735	Lean CLAY with sand (CL): yellowish and grayish brown, moist, fine grained sand, low plasticity.		S-11									73.7				32	21	11
45	730	Poorly graded sand with silt (SP): yellowish and reddish brown; moist, medium to coarse grained sand; dense, with gravel.		S-12		12 25 20	45	100		11:00			11.7						
	728	Very dense, trace gravel		S-13		24 34 30		100		11:22									
	727	Becomes loose.		S-14		4 4 6	10	100											
50	725	Clayey SAND (SC): gray; moist, fine to medium grained sand; medium dense; with gravel about 1" dia.		S-15		5 7 24				11:40									
	723	Borehole terminated at 51' 6" feet below the ground surface. No groundwater encountered.																	
55	720																		
60	715																		

CONTRACTOR BC2 Environmental
EQUIPMENT CME-95
DRILL MTHD HSA
DIAMETER 8- in.
LOGGER B. Gin
REVIEWER J. Kocijan P.E., G.E.

LAT.: 34.064692
LONG.: 117.794730
COORDINATE SYSTEM: WGS84

NOTES: Borehole backfilled with grout and patched with asphalt. Hammer ETR is 84.4% , measured on 5/4/2024. Logging of soils was completed in general accordance with ASTM D2488 and ASTM D1586. Coordinates and surface elevations were estimated from Google Earth.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

03-GEOTECH2 SC1303 SJC MULTI-USE BIKEWAY.GPJ GEOSNTEC.GDT 07/01/24

APPENDIX D – Hammer Efficiency Report

SPT CAL

SPT HAMMER ENERGY MEASUREMENTS

Prepared by;

SPT CAL
5512 Belem Dr
Chino Hills, CA 91709

909-730-2161
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Prepared for;

BC2 Environmental
1150 West Trenton Ave
Orange, CA 92867

714.744.2990
Date: 05/04/24

Project Title: BC2 Rig-6 CME 95
Project Description: Orange

Energy Transfer Ratio = 84.4% @ 43.2 blows per minute

Hammer Energy Measurements were performed per ASTM D4633 using an approved and calibrated SPT Analyzer from Pile Dynamics, Inc., meeting the criteria of ASTM D4633-05 and per the process defined in ASTM D4633-05. The process and equipment requirements followed per ASTM D4633-05 meet the criteria of ASTM D4633-16.

PRESENTATION OF SPT ANALYZER TEST DATA

1. Introduction

This report presents the results of SPT Hammer Energy Measurements recorded with an SPT Analyzer from Pile Dynamics carried out on May 04, 2024, in Orange, California.

2. Field Equipment and Procedures

The drill used is a truck-mounted CME 95 with an attached CME Automatic Hammer known to BC2 as Rig 6.

The CME Automatic Hammer uses a 140-lb. weight dropped 30” onto an anvil above the borehole. The drill rod connects the anvil to a split spoon-type soil sampler inside an 8” o.d. hollow stem auger at the designated sample depth. After a seeding blow, the sampler is driven 18”. The number of blows required to penetrate the last 12" is referred to as the “N value,” which is related to soil strength.

The first recording was taken at 5’ below ground surface and then every 5’ to a final recording at 25’.

3. Instrumentation



An SPT Analyzer from Pile Dynamics was used to record and process the data. The raw data was stored directly in the analyzer's computer, and subsequent analysis was conducted in the office with PDA-W and PDIPlot software. The measurements and analysis were conducted in general accordance with the ASTM D4945 and ASTM D6066 test standards.

The SPT Analyzer is fully compliant with the minimum digital sampling frequency requirements of ASTM D4633-05 (50 kHz) and EN ISO 22476-3:2005 (100 kHz), as well as with the low-pass filter (cutoff frequency of 5000 Hz instead of 3000 Hz) requirements of ASTM D4633-05. All equipment and analysis also conform to ASTM D6066.



A 2' instrumented section of NWJ rod, with two sets of accelerometers and strain transducers mounted on opposite sides of the drill rod, was placed below the anvil. It measured the strain and acceleration of every hammer blow. The SPT Analyzer then calculated the amount of energy transferred to the rod by measuring force and velocity.

4. Observations

The drill rig motor is diesel-fueled with an electronically modulated throttle. The drill and sample equipment looked to be well-operated and well-maintained.

5. Results

Results from the SPT Hammer Energy Measurements are summarized below. It shows the Energy Transfer Ratio (ETR) at each sampling depth. ETR is the ratio of the measured maximum transferred energy to the rated energy of the hammer, which is the product of the weight of the hammer times the height of the fall. 140 lb x 30” = 4200 lb-in = 0.350 kip-ft.

Energy Transfer Ratio = 84.4% @ 43.2 blows per minute

N60=(ETR/60)N

Depth	ETR%	BPM
5	84.4	42.6
10	83.9	43.5
15	84.2	43.9
20	85.0	44.2
25	84.7	41.6
Average	**84.4**	**43.2**

If you have any questions, please do not hesitate to call or email.

Thank you,

Brian Serl
Calibration Engineer
SPT CAL
909-730-2161
bc@sptcal.com

APPENDIX E – Analytical Soil Testing

eurofins | Environment Testing

ANALYTICAL REPORT

PREPARED FOR

Attn: Brian Gin
Geosyntec Consultants Inc
3530 Hyland Avenue
Suite 100
Costa Mesa, California 92626

Generated 6/3/2024 8:19:32 AM

JOB DESCRIPTION

SC1303 SJC Bikeway Path

JOB NUMBER

570-185066-1

Eurofins Calscience
2841 Dow Avenue, Suite 100
Tustin CA 92780

See page two for job notes and contact information.

my EOL

Job Notes

This report may not be reproduced except in full, and with written approval from the laboratory. The results relate only to the samples tested. For questions please contact the Project Manager at the e-mail address or telephone number listed on this page.

The test results in this report relate only to the samples as received by the laboratory and will meet all requirements of the methodology, with any exceptions noted. This report shall not be reproduced except in full, without the express written approval of the laboratory. All questions should be directed to the Eurofins Calscience Project Manager.

Authorization



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6/3/2024 8:19:32 AM

Authorized for release by
Stephen Nowak, Project Manager I
Stephen.Nowak@et.eurofinsus.com
(714)895-5494

Table of Contents

Cover Page 1
Table of Contents 3
Definitions/Glossary 4
Case Narrative 5
Detection Summary 6
Client Sample Results 7
Surrogate Summary 14
QC Sample Results 15
QC Association Summary 28
Lab Chronicle 30
Certification Summary 31
Method Summary 32
Sample Summary 33
Chain of Custody 34
Receipt Checklists 35

Definitions/Glossary

Client: Geosyntec Consultants Inc
Job ID: 570-185066-1
Project/Site: SC1303 SJC Bikeway Path

Qualifiers

GC/MS VOA

Qualifier	Qualifier Description
F1	MS and/or MSD recovery exceeds control limits.
F2	MS/MSD RPD exceeds control limits

Metals

Qualifier	Qualifier Description
F1	MS and/or MSD recovery exceeds control limits.

Glossary

Abbreviation	These commonly used abbreviations may or may not be present in this report.
¤	Listed under the "D" column to designate that the result is reported on a dry weight basis
%R	Percent Recovery
CFL	Contains Free Liquid
CFU	Colony Forming Unit
CNF	Contains No Free Liquid
DER	Duplicate Error Ratio (normalized absolute difference)
Dil Fac	Dilution Factor
DL	Detection Limit (DoD/DOE)
DL, RA, RE, IN	Indicates a Dilution, Re-analysis, Re-extraction, or additional Initial metals/anion analysis of the sample
DLC	Decision Level Concentration (Radiochemistry)
EDL	Estimated Detection Limit (Dioxin)
LOD	Limit of Detection (DoD/DOE)
LOQ	Limit of Quantitation (DoD/DOE)
MCL	EPA recommended "Maximum Contaminant Level"
MDA	Minimum Detectable Activity (Radiochemistry)
MDC	Minimum Detectable Concentration (Radiochemistry)
MDL	Method Detection Limit
ML	Minimum Level (Dioxin)
MPN	Most Probable Number
MQL	Method Quantitation Limit
NC	Not Calculated
ND	Not Detected at the reporting limit (or MDL or EDL if shown)
NEG	Negative / Absent
POS	Positive / Present
PQL	Practical Quantitation Limit
PRES	Presumptive
QC	Quality Control
RER	Relative Error Ratio (Radiochemistry)
RL	Reporting Limit or Requested Limit (Radiochemistry)
RPD	Relative Percent Difference, a measure of the relative difference between two points
TEF	Toxicity Equivalent Factor (Dioxin)
TEQ	Toxicity Equivalent Quotient (Dioxin)
TNTC	Too Numerous To Count

Job Narrative
570-185066-1

Analytical test results meet all requirements of the associated regulatory program listed on the Accreditation/Certification Summary Page unless otherwise noted under the individual analysis. Data qualifiers are applied to indicate exceptions. Noncompliant quality control (QC) is further explained in narrative comments.

- Matrix QC may not be reported if insufficient sample or site-specific QC samples were not submitted. In these situations, to demonstrate precision and accuracy at a batch level, a LCS/LCSD may be performed, unless otherwise specified in the method.
- Surrogate and/or isotope dilution analyte recoveries (if applicable) which are outside of the QC window are confirmed unless attributed to a dilution or otherwise noted in the narrative.

Regulated compliance samples (e.g. SDWA, NPDES) must comply with the associated agency requirements/permits.

Receipt
The samples were received on 5/17/2024 3:10 PM. Unless otherwise noted below, the samples arrived in good condition, and, where required, properly preserved and on ice. The temperature of the cooler at receipt time was 4.7°C.

GC/MS VOA
Method 8260B: Spike compounds were inadvertently injected less during the extraction process for the matrix spike duplicate (MSD); therefore, matrix spike duplicate recovery is outside control limits for preparation batch 570-442518 and analytical batch 570-442487. Also, the matrix spike / matrix spike duplicate (MS/MSD) precision for preparation batch 570-442518 and analytical batch 570-442487 was outside control limits. The associated laboratory control sample / laboratory sample control duplicate (LCS/LCSD) recoveries were within acceptance limits.
The associated laboratory control sample / laboratory sample control duplicate (LCS/LCSD) precision was within acceptance limits too.

No additional analytical or quality issues were noted, other than those described above or in the Definitions/ Glossary page.

Diesel Range Organics
No additional analytical or quality issues were noted, other than those described above or in the Definitions/ Glossary page.

Metals
Method 6010B: The post digestion spike % recovery for Selenium associated with batch 570-445207 was outside of control limits. The associated sample is: (320-112126-A-15-H PDS ^2).

Method 7471A: The matrix spike / matrix spike duplicate (MS/MSD) recoveries for preparation batch 570-443404 and analytical batch 570-444134 were outside control limits for one or more analytes. See QC Sample Results for detail. Sample matrix interference and/or non-homogeneity are suspected because the associated laboratory control sample (LCS) recovery is within acceptance limits.

No additional analytical or quality issues were noted, other than those described above or in the Definitions/ Glossary page.

Detection Summary

Client: Geosyntec Consultants Inc
Project/Site: SC1303 SJC Bikeway Path

Job ID: 570-185066-1

Client Sample ID: SS-1 — Lab Sample ID: 570-185066-1

Analyte	Result	Qualifier	RL		Unit	Dil Fac	D	Method	Prep Type
Arsenic	3.41		3.26		mg/Kg	2		6010B	Total/NA
Barium	66.2		2.17		mg/Kg	2		6010B	Total/NA
Beryllium	0.457		0.435		mg/Kg	2		6010B	Total/NA
Chromium	31.5		1.09		mg/Kg	2		6010B	Total/NA
Cobalt	11.2		2.17		mg/Kg	2		6010B	Total/NA
Copper	23.6		2.17		mg/Kg	2		6010B	Total/NA
Lead	7.91		2.17		mg/Kg	2		6010B	Total/NA
Nickel	17.8		2.17		mg/Kg	2		6010B	Total/NA
Vanadium	54.4		4.35		mg/Kg	2		6010B	Total/NA
Zinc	56.8		4.35		mg/Kg	2		6010B	Total/NA

Client Sample ID: SS-2 — Lab Sample ID: 570-185066-2

Analyte	Result	Qualifier	RL		Unit	Dil Fac	D	Method	Prep Type
Arsenic	5.88		2.94		mg/Kg	2		6010B	Total/NA
Barium	72.8		1.96		mg/Kg	2		6010B	Total/NA
Chromium	26.5		0.980		mg/Kg	2		6010B	Total/NA
Cobalt	8.98		1.96		mg/Kg	2		6010B	Total/NA
Copper	19.3		1.96		mg/Kg	2		6010B	Total/NA
Lead	6.10		1.96		mg/Kg	2		6010B	Total/NA
Nickel	14.3		1.96		mg/Kg	2		6010B	Total/NA
Vanadium	45.2		3.92		mg/Kg	2		6010B	Total/NA
Zinc	45.4		3.92		mg/Kg	2		6010B	Total/NA

This Detection Summary does not include radiochemical test results.

Method: SW846 8260B - Volatile Organic Compounds (GC/MS)

Client Sample ID: SS-1
Date Collected: 05/15/24 11:45
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-1
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
1,1,1,2-Tetrachloroethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1,1-Trichloroethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1,2,2-Tetrachloroethane	ND	F2	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND	F2 F1	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1,2-Trichloroethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1-Dichloroethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1-Dichloroethene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,1-Dichloropropene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2,3-Trichlorobenzene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2,3-Trichloropropane	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2,4-Trichlorobenzene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2,4-Trimethylbenzene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2-Dibromo-3-Chloropropane	ND	F2 F1	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2-Dibromoethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2-Dichlorobenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2-Dichloroethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,2-Dichloropropane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,3,5-Trimethylbenzene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,3-Dichlorobenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,3-Dichloropropane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
1,4-Dichlorobenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
2,2-Dichloropropane	ND	F2 F1	4.9		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
2-Butanone (MEK)	ND	F2 F1	20		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
2-Chlorotoluene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
2-Hexanone	ND	F2 F1	20		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
4-Chlorotoluene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
4-Methyl-2-pentanone (MIBK)	ND	F2 F1	20		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Acetone	ND	F2	20		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Benzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Bromobenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Bromochloromethane	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Bromodichloromethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Bromoform	ND	F2 F1	4.9		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Bromomethane	ND	F2 F1	20		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
cis-1,2-Dichloroethene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
cis-1,3-Dichloropropene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Carbon disulfide	ND	F2 F1	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Carbon tetrachloride	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Chlorobenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Chloroethane	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Chloroform	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Chloromethane	ND	F2 F1	20		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Dibromochloromethane	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Dibromomethane	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Dichlorodifluoromethane	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Ethylbenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Isopropylbenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Methylene Chloride	ND	F2 F1	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Methyl-t-Butyl Ether (MTBE)	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1

Method: SW846 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Client Sample ID: SS-1
Date Collected: 05/15/24 11:45
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-1
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Naphthalene	ND	F2 F1	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
n-Butylbenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
N-Propylbenzene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
o-Xylene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
m,p-Xylene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
p-Isopropyltoluene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
sec-Butylbenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Styrene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
trans-1,2-Dichloroethene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
trans-1,3-Dichloropropene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
tert-Butylbenzene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Tetrachloroethene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Toluene	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Trichloroethene	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Trichlorofluoromethane	ND	F2 F1	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Vinyl acetate	ND	F2	9.8		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Vinyl chloride	ND	F2 F1	0.98		ug/Kg		05/20/24 18:42	05/20/24 20:40	1
Xylenes, Total	ND	F2 F1	2.0		ug/Kg		05/20/24 18:42	05/20/24 20:40	1

Surrogate	*%Recovery*	*Qualifier*	*Limits*	*Prepared*	*Analyzed*	*Dil Fac*
1,2-Dichloroethane-d4 (Surr)	*98*		*32 - 179*	*05/20/24 18:42*	*05/20/24 20:40*	*1*
4-Bromofluorobenzene (Surr)	*101*		*80 - 120*	*05/20/24 18:42*	*05/20/24 20:40*	*1*
Dibromofluoromethane (Surr)	*96*		*58 - 147*	*05/20/24 18:42*	*05/20/24 20:40*	*1*
Toluene-d8 (Surr)	*100*		*80 - 120*	*05/20/24 18:42*	*05/20/24 20:40*	*1*

Client Sample ID: SS-2
Date Collected: 05/16/24 11:02
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-2
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
1,1,1,2-Tetrachloroethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1,1-Trichloroethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1,2,2-Tetrachloroethane	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1,2-Trichloroethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1-Dichloroethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1-Dichloroethene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,1-Dichloropropene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2,3-Trichlorobenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2,3-Trichloropropane	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2,4-Trichlorobenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2,4-Trimethylbenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2-Dibromo-3-Chloropropane	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2-Dibromoethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2-Dichlorobenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2-Dichloroethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,2-Dichloropropane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,3,5-Trimethylbenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,3-Dichlorobenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,3-Dichloropropane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
1,4-Dichlorobenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1

Method: SW846 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Client Sample ID: SS-2
Date Collected: 05/16/24 11:02
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-2
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
2,2-Dichloropropane	ND		5.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
2-Butanone (MEK)	ND		20		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
2-Chlorotoluene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
2-Hexanone	ND		20		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
4-Chlorotoluene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
4-Methyl-2-pentanone (MIBK)	ND		20		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Acetone	ND		20		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Benzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Bromobenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Bromochloromethane	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Bromodichloromethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Bromoform	ND		5.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Bromomethane	ND		20		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
cis-1,2-Dichloroethene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
cis-1,3-Dichloropropene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Carbon disulfide	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Carbon tetrachloride	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Chlorobenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Chloroethane	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Chloroform	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Chloromethane	ND		20		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Dibromochloromethane	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Dibromomethane	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Dichlorodifluoromethane	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Ethylbenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Isopropylbenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Methylene Chloride	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Methyl-t-Butyl Ether (MTBE)	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Naphthalene	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
n-Butylbenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
N-Propylbenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
o-Xylene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
m,p-Xylene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
p-Isopropyltoluene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
sec-Butylbenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Styrene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
trans-1,2-Dichloroethene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
trans-1,3-Dichloropropene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
tert-Butylbenzene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Tetrachloroethene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Toluene	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Trichloroethene	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Trichlorofluoromethane	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Vinyl acetate	ND		9.9		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Vinyl chloride	ND		0.99		ug/Kg		05/20/24 18:42	05/21/24 00:16	1
Xylenes, Total	ND		2.0		ug/Kg		05/20/24 18:42	05/21/24 00:16	1

Surrogate	*%Recovery*	*Qualifier*	*Limits*	*Prepared*	*Analyzed*	*Dil Fac*
1,2-Dichloroethane-d4 (Surr)	*99*		*32 - 179*	*05/20/24 18:42*	*05/21/24 00:16*	*1*
4-Bromofluorobenzene (Surr)	*104*		*80 - 120*	*05/20/24 18:42*	*05/21/24 00:16*	*1*

Method: SW846 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Client Sample ID: SS-2
Date Collected: 05/16/24 11:02
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-2
Matrix: Solid

Surrogate	%Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
Dibromofluoromethane (Surr)	*97*		*58 - 147*	*05/20/24 18:42*	*05/21/24 00:16*	*1*
Toluene-d8 (Surr)	*100*		*80 - 120*	*05/20/24 18:42*	*05/21/24 00:16*	*1*

Method: SW846 8015B - Diesel Range Organics (DRO) (GC)

Client Sample ID: SS-1
Date Collected: 05/15/24 11:45
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-1
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
C6 as C6	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C7 as C7	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C8 as C8	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C9-C10	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C11-C12	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C13-C14	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C15-C16	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C17-C18	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C19-C20	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C21-C22	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C23-C24	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C25-C28	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C29-C32	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C33-C36	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C37-C40	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C41-C44	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
C6-C44	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1
Diesel Range Organics [C10-C28]	ND		4.9		mg/Kg		05/29/24 14:16	06/02/24 10:56	1

Surrogate	*%Recovery*	*Qualifier*	*Limits*	*Prepared*	*Analyzed*	*Dil Fac*
n-Octacosane (Surr)	*98*		*60 - 138*	*05/29/24 14:16*	*06/02/24 10:56*	*1*

Client Sample ID: SS-2
Date Collected: 05/16/24 11:02
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-2
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
C6 as C6	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C7 as C7	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C8 as C8	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C9-C10	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C11-C12	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C13-C14	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C15-C16	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C17-C18	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C19-C20	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C21-C22	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C23-C24	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C25-C28	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C29-C32	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C33-C36	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C37-C40	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C41-C44	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
C6-C44	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1
Diesel Range Organics [C10-C28]	ND		4.8		mg/Kg		05/29/24 14:16	06/02/24 11:17	1

Surrogate	*%Recovery*	*Qualifier*	*Limits*	*Prepared*	*Analyzed*	*Dil Fac*
n-Octacosane (Surr)	*95*		*60 - 138*	*05/29/24 14:16*	*06/02/24 11:17*	*1*

Method: SW846 6010B - Metals (ICP)

Client Sample ID: SS-1
Date Collected: 05/15/24 11:45
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-1
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Antimony	ND		10.9		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Arsenic	**3.41**		3.26		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Barium	**66.2**		2.17		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Beryllium	**0.457**		0.435		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Cadmium	ND		0.435		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Chromium	**31.5**		1.09		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Cobalt	**11.2**		2.17		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Copper	**23.6**		2.17		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Lead	**7.91**		2.17		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Molybdenum	ND		4.35		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Nickel	**17.8**		2.17		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Selenium	ND		3.26		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Silver	ND		2.17		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Thallium	ND		10.9		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Vanadium	**54.4**		4.35		mg/Kg		05/28/24 07:43	05/28/24 19:01	2
Zinc	**56.8**		4.35		mg/Kg		05/28/24 07:43	05/28/24 19:01	2

Client Sample ID: SS-2
Date Collected: 05/16/24 11:02
Date Received: 05/17/24 15:10

Lab Sample ID: 570-185066-2
Matrix: Solid

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Antimony	ND		9.80		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Arsenic	**5.88**		2.94		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Barium	**72.8**		1.96		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Beryllium	ND		0.392		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Cadmium	ND		0.392		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Chromium	**26.5**		0.980		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Cobalt	**8.98**		1.96		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Copper	**19.3**		1.96		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Lead	**6.10**		1.96		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Molybdenum	ND		3.92		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Nickel	**14.3**		1.96		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Selenium	ND		2.94		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Silver	ND		1.96		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Thallium	ND		9.80		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Vanadium	**45.2**		3.92		mg/Kg		05/28/24 07:43	05/28/24 19:03	2
Zinc	**45.4**		3.92		mg/Kg		05/28/24 07:43	05/28/24 19:03	2

Client: Geosyntec Consultants Inc
Job ID: 570-185066-1
Project/Site: SC1303 SJC Bikeway Path

Method: SW846 7471A - Mercury (CVAA)

Client Sample ID: SS-1
Lab Sample ID: 570-185066-1
Date Collected: 05/15/24 11:45
Matrix: Solid
Date Received: 05/17/24 15:10

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Mercury	ND		0.0868		mg/Kg		05/22/24 17:20	05/24/24 10:55	1

Client Sample ID: SS-2
Lab Sample ID: 570-185066-2
Date Collected: 05/16/24 11:02
Matrix: Solid
Date Received: 05/17/24 15:10

Analyte	Result	Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Mercury	ND		0.0801		mg/Kg		05/22/24 17:20	05/24/24 10:57	1

Surrogate Summary

Client: Geosyntec Consultants Inc
Project/Site: SC1303 SJC Bikeway Path

Job ID: 570-185066-1

Method: 8260B - Volatile Organic Compounds (GC/MS)

Matrix: Solid

Prep Type: Total/NA

		Percent Surrogate Recovery (Acceptance Limits)			
		DCA	BFB	DBFM	TOL
Lab Sample ID	Client Sample ID	(32-179)	(80-120)	(58-147)	(80-120)
570-185066-1	SS-1	98	101	96	100
570-185066-1 MS	SS-1	97	103	97	104
570-185066-1 MSD	SS-1	98	105	97	102
570-185066-2	SS-2	99	104	97	100
LCS 570-442518/1-A	Lab Control Sample	91	104	95	102
LCSD 570-442518/2-A	Lab Control Sample Dup	93	103	96	104
MB 570-442518/3-A	Method Blank	96	101	96	98

Surrogate Legend

DCA = 1,2-Dichloroethane-d4 (Surr)
BFB = 4-Bromofluorobenzene (Surr)
DBFM = Dibromofluoromethane (Surr)
TOL = Toluene-d8 (Surr)

Method: 8015B - Diesel Range Organics (DRO) (GC)

Matrix: Solid

Prep Type: Total/NA

		Percent Surrogate Recovery (Acceptance Limits)
		OTCSN1
Lab Sample ID	Client Sample ID	(60-138)
570-185066-1	SS-1	98
570-185066-1 MS	SS-1	96
570-185066-1 MSD	SS-1	97
570-185066-2	SS-2	95
LCS 570-445390/2-A	Lab Control Sample	96
LCSD 570-445390/3-A	Lab Control Sample Dup	98
MB 570-445390/1-A	Method Blank	97

Surrogate Legend

OTCSN = n-Octacosane (Surr)

Method: 8260B - Volatile Organic Compounds (GC/MS)

Lab Sample ID: MB 570-442518/3-A
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 442518

Analyte	MB Result	MB Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
1,1,1,2-Tetrachloroethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1,1-Trichloroethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1,2,2-Tetrachloroethane	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1,2-Trichloroethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1-Dichloroethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1-Dichloroethene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,1-Dichloropropene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2,3-Trichlorobenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2,3-Trichloropropane	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2,4-Trichlorobenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2,4-Trimethylbenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2-Dibromo-3-Chloropropane	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2-Dibromoethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2-Dichlorobenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2-Dichloroethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,2-Dichloropropane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,3,5-Trimethylbenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,3-Dichlorobenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,3-Dichloropropane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
1,4-Dichlorobenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
2,2-Dichloropropane	ND		5.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
2-Butanone (MEK)	ND		20		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
2-Chlorotoluene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
2-Hexanone	ND		20		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
4-Chlorotoluene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
4-Methyl-2-pentanone (MIBK)	ND		20		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Acetone	ND		20		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Benzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Bromobenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Bromochloromethane	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Bromodichloromethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Bromoform	ND		5.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Bromomethane	ND		20		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
cis-1,2-Dichloroethene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
cis-1,3-Dichloropropene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Carbon disulfide	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Carbon tetrachloride	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Chlorobenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Chloroethane	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Chloroform	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Chloromethane	ND		20		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Dibromochloromethane	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Dibromomethane	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Dichlorodifluoromethane	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Ethylbenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Isopropylbenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Methylene Chloride	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 570-442518/3-A
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 442518

Analyte	MB Result	MB Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Methyl-t-Butyl Ether (MTBE)	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Naphthalene	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
n-Butylbenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
N-Propylbenzene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
o-Xylene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
m,p-Xylene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
p-Isopropyltoluene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
sec-Butylbenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Styrene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
trans-1,2-Dichloroethene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
trans-1,3-Dichloropropene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
tert-Butylbenzene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Tetrachloroethene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Toluene	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Trichloroethene	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Trichlorofluoromethane	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Vinyl acetate	ND		10		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Vinyl chloride	ND		1.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1
Xylenes, Total	ND		2.0		ug/Kg		05/20/24 18:42	05/20/24 19:57	1

Surrogate	*MB %Recovery*	*MB Qualifier*	*Limits*	*Prepared*	*Analyzed*	*Dil Fac*
1,2-Dichloroethane-d4 (Surr)	*96*		*32 - 179*	*05/20/24 18:42*	*05/20/24 19:57*	*1*
4-Bromofluorobenzene (Surr)	*101*		*80 - 120*	*05/20/24 18:42*	*05/20/24 19:57*	*1*
Dibromofluoromethane (Surr)	*96*		*58 - 147*	*05/20/24 18:42*	*05/20/24 19:57*	*1*
Toluene-d8 (Surr)	*98*		*80 - 120*	*05/20/24 18:42*	*05/20/24 19:57*	*1*

Lab Sample ID: LCS 570-442518/1-A
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec Limits
1,1,1,2-Tetrachloroethane	50.0	53.87		ug/Kg		108	80 - 125
1,1,1-Trichloroethane	50.0	46.82		ug/Kg		94	78 - 130
1,1,2,2-Tetrachloroethane	50.0	50.82		ug/Kg		102	80 - 124
1,1,2-Trichloro-1,2,2-trifluoroethane	50.0	48.67		ug/Kg		97	73 - 130
1,1,2-Trichloroethane	50.0	53.55		ug/Kg		107	80 - 123
1,1-Dichloroethane	50.0	49.51		ug/Kg		99	79 - 124
1,1-Dichloroethene	50.0	49.26		ug/Kg		99	74 - 132
1,1-Dichloropropene	50.0	46.39		ug/Kg		93	78 - 130
1,2,3-Trichlorobenzene	50.0	51.28		ug/Kg		103	80 - 123
1,2,3-Trichloropropane	50.0	49.61		ug/Kg		99	79 - 120
1,2,4-Trichlorobenzene	50.0	53.98		ug/Kg		108	80 - 125
1,2,4-Trimethylbenzene	50.0	51.00		ug/Kg		102	80 - 124
1,2-Dibromo-3-Chloropropane	50.0	44.11		ug/Kg		88	67 - 120
1,2-Dibromoethane	50.0	53.18		ug/Kg		106	80 - 120
1,2-Dichlorobenzene	50.0	52.28		ug/Kg		105	80 - 120
1,2-Dichloroethane	50.0	45.42		ug/Kg		91	77 - 120
1,2-Dichloropropane	50.0	51.24		ug/Kg		102	80 - 126

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 570-442518/1-A
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec Limits
1,3,5-Trimethylbenzene	50.0	53.87		ug/Kg		108	80 - 121
1,3-Dichlorobenzene	50.0	53.38		ug/Kg		107	80 - 120
1,3-Dichloropropane	50.0	50.65		ug/Kg		101	80 - 120
1,4-Dichlorobenzene	50.0	50.40		ug/Kg		101	80 - 120
2,2-Dichloropropane	50.0	47.60		ug/Kg		95	73 - 135
2-Butanone (MEK)	50.0	47.87		ug/Kg		96	67 - 136
2-Chlorotoluene	50.0	52.93		ug/Kg		106	80 - 120
2-Hexanone	50.0	53.50		ug/Kg		107	70 - 137
4-Chlorotoluene	50.0	50.76		ug/Kg		102	80 - 121
4-Methyl-2-pentanone (MIBK)	50.0	48.39		ug/Kg		97	74 - 124
Acetone	50.0	50.46		ug/Kg		101	61 - 142
Benzene	50.0	49.02		ug/Kg		98	80 - 120
Bromobenzene	50.0	52.45		ug/Kg		105	80 - 120
Bromochloromethane	50.0	50.60		ug/Kg		101	80 - 120
Bromodichloromethane	50.0	50.70		ug/Kg		101	80 - 125
Bromoform	50.0	48.48		ug/Kg		97	74 - 138
Bromomethane	50.0	50.08		ug/Kg		100	58 - 136
cis-1,2-Dichloroethene	50.0	51.38		ug/Kg		103	80 - 124
cis-1,3-Dichloropropene	50.0	48.51		ug/Kg		97	80 - 123
Carbon disulfide	50.0	48.51		ug/Kg		97	68 - 128
Carbon tetrachloride	50.0	45.84		ug/Kg		92	75 - 140
Chlorobenzene	50.0	52.23		ug/Kg		104	80 - 120
Chloroethane	50.0	48.40		ug/Kg		97	76 - 137
Chloroform	50.0	48.05		ug/Kg		96	80 - 121
Chloromethane	50.0	48.28		ug/Kg		97	74 - 133
Dibromochloromethane	50.0	52.40		ug/Kg		105	80 - 132
Dibromomethane	50.0	49.56		ug/Kg		99	80 - 120
Dichlorodifluoromethane	50.0	46.56		ug/Kg		93	63 - 146
Ethylbenzene	50.0	53.10		ug/Kg		106	80 - 120
Isopropylbenzene	50.0	57.13		ug/Kg		114	80 - 122
Methylene Chloride	50.0	48.49		ug/Kg		97	74 - 120
Methyl-t-Butyl Ether (MTBE)	50.0	48.54		ug/Kg		97	79 - 123
Naphthalene	50.0	48.59		ug/Kg		97	79 - 121
n-Butylbenzene	50.0	52.74		ug/Kg		105	79 - 131
N-Propylbenzene	50.0	54.32		ug/Kg		109	80 - 122
o-Xylene	50.0	52.42		ug/Kg		105	80 - 120
m,p-Xylene	100	104.8		ug/Kg		105	80 - 120
p-Isopropyltoluene	50.0	53.09		ug/Kg		106	80 - 126
sec-Butylbenzene	50.0	52.23		ug/Kg		104	80 - 125
Styrene	50.0	54.55		ug/Kg		109	80 - 120
trans-1,2-Dichloroethene	50.0	51.88		ug/Kg		104	75 - 123
trans-1,3-Dichloropropene	50.0	50.86		ug/Kg		102	80 - 124
tert-Butylbenzene	50.0	53.17		ug/Kg		106	80 - 124
Tetrachloroethene	50.0	54.48		ug/Kg		109	80 - 122
Toluene	50.0	49.57		ug/Kg		99	80 - 120
Trichloroethene	50.0	51.55		ug/Kg		103	80 - 127
Trichlorofluoromethane	50.0	47.82		ug/Kg		96	70 - 144
Vinyl acetate	50.0	48.85		ug/Kg		98	71 - 125
Vinyl chloride	50.0	53.83		ug/Kg		108	79 - 133

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Surrogate	LCS %Recovery	LCS Qualifier	Limits
1,2-Dichloroethane-d4 (Surr)	91		32 - 179
4-Bromofluorobenzene (Surr)	104		80 - 120
Dibromofluoromethane (Surr)	95		58 - 147
Toluene-d8 (Surr)	102		80 - 120

Lab Sample ID: LCSD 570-442518/2-A
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 442518

Analyte			Spike Added	LCSD Result	LCSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
1,1,1,2-Tetrachloroethane			50.0	55.14		ug/Kg		110	80 - 125	2	20
1,1,1-Trichloroethane			50.0	48.12		ug/Kg		96	78 - 130	3	20
1,1,2,2-Tetrachloroethane			50.0	53.12		ug/Kg		106	80 - 124	4	20
1,1,2-Trichloro-1,2,2-trifluoroethane			50.0	49.85		ug/Kg		100	73 - 130	2	20
1,1,2-Trichloroethane			50.0	55.55		ug/Kg		111	80 - 123	4	20
1,1-Dichloroethane			50.0	51.05		ug/Kg		102	79 - 124	3	20
1,1-Dichloroethene			50.0	50.50		ug/Kg		101	74 - 132	2	20
1,1-Dichloropropene			50.0	47.68		ug/Kg		95	78 - 130	3	20
1,2,3-Trichlorobenzene			50.0	51.96		ug/Kg		104	80 - 123	1	20
1,2,3-Trichloropropane			50.0	51.76		ug/Kg		104	79 - 120	4	20
1,2,4-Trichlorobenzene			50.0	54.45		ug/Kg		109	80 - 125	1	20
1,2,4-Trimethylbenzene			50.0	52.30		ug/Kg		105	80 - 124	3	20
1,2-Dibromo-3-Chloropropane			50.0	44.25		ug/Kg		89	67 - 120	0	20
1,2-Dibromoethane			50.0	55.80		ug/Kg		112	80 - 120	5	20
1,2-Dichlorobenzene			50.0	53.67		ug/Kg		107	80 - 120	3	20
1,2-Dichloroethane			50.0	46.80		ug/Kg		94	77 - 120	3	20
1,2-Dichloropropane			50.0	52.45		ug/Kg		105	80 - 126	2	20
1,3,5-Trimethylbenzene			50.0	54.82		ug/Kg		110	80 - 121	2	20
1,3-Dichlorobenzene			50.0	53.92		ug/Kg		108	80 - 120	1	20
1,3-Dichloropropane			50.0	52.33		ug/Kg		105	80 - 120	3	20
1,4-Dichlorobenzene			50.0	51.70		ug/Kg		103	80 - 120	3	20
2,2-Dichloropropane			50.0	48.45		ug/Kg		97	73 - 135	2	20
2-Butanone (MEK)			50.0	50.40		ug/Kg		101	67 - 136	5	20
2-Chlorotoluene			50.0	53.66		ug/Kg		107	80 - 120	1	20
2-Hexanone			50.0	56.43		ug/Kg		113	70 - 137	5	20
4-Chlorotoluene			50.0	51.44		ug/Kg		103	80 - 121	1	20
4-Methyl-2-pentanone (MIBK)			50.0	50.61		ug/Kg		101	74 - 124	4	20
Acetone			50.0	52.34		ug/Kg		105	61 - 142	4	23
Benzene			50.0	50.79		ug/Kg		102	80 - 120	4	20
Bromobenzene			50.0	53.75		ug/Kg		107	80 - 120	2	20
Bromochloromethane			50.0	52.40		ug/Kg		105	80 - 120	4	20
Bromodichloromethane			50.0	52.26		ug/Kg		105	80 - 125	3	20
Bromoform			50.0	49.49		ug/Kg		99	74 - 138	2	20
Bromomethane			50.0	51.64		ug/Kg		103	58 - 136	3	20
cis-1,2-Dichloroethene			50.0	52.32		ug/Kg		105	80 - 124	2	20
cis-1,3-Dichloropropene			50.0	50.11		ug/Kg		100	80 - 123	3	20
Carbon disulfide			50.0	50.04		ug/Kg		100	68 - 128	3	20
Carbon tetrachloride			50.0	47.76		ug/Kg		96	75 - 140	4	20
Chlorobenzene			50.0	53.87		ug/Kg		108	80 - 120	3	20
Chloroethane			50.0	51.00		ug/Kg		102	76 - 137	5	20
Chloroform			50.0	49.44		ug/Kg		99	80 - 121	3	20

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 570-442518/2-A
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 442518

Analyte			Spike Added	LCSD Result	LCSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Chloromethane			50.0	49.33		ug/Kg		99	74 - 133	2	20
Dibromochloromethane			50.0	55.31		ug/Kg		111	80 - 132	5	20
Dibromomethane			50.0	51.95		ug/Kg		104	80 - 120	5	20
Dichlorodifluoromethane			50.0	49.34		ug/Kg		99	63 - 146	6	20
Ethylbenzene			50.0	53.92		ug/Kg		108	80 - 120	2	20
Isopropylbenzene			50.0	58.46		ug/Kg		117	80 - 122	2	20
Methylene Chloride			50.0	49.84		ug/Kg		100	74 - 120	3	20
Methyl-t-Butyl Ether (MTBE)			50.0	50.12		ug/Kg		100	79 - 123	3	20
Naphthalene			50.0	50.11		ug/Kg		100	79 - 121	3	20
n-Butylbenzene			50.0	53.21		ug/Kg		106	79 - 131	1	20
N-Propylbenzene			50.0	55.27		ug/Kg		111	80 - 122	2	20
o-Xylene			50.0	53.43		ug/Kg		107	80 - 120	2	20
m,p-Xylene			100	107.1		ug/Kg		107	80 - 120	2	20
p-Isopropyltoluene			50.0	53.78		ug/Kg		108	80 - 126	1	20
sec-Butylbenzene			50.0	52.99		ug/Kg		106	80 - 125	1	20
Styrene			50.0	55.49		ug/Kg		111	80 - 120	2	20
trans-1,2-Dichloroethene			50.0	52.63		ug/Kg		105	75 - 123	1	20
trans-1,3-Dichloropropene			50.0	52.42		ug/Kg		105	80 - 124	3	20
tert-Butylbenzene			50.0	54.78		ug/Kg		110	80 - 124	3	20
Tetrachloroethene			50.0	56.37		ug/Kg		113	80 - 122	3	20
Toluene			50.0	51.72		ug/Kg		103	80 - 120	4	20
Trichloroethene			50.0	53.29		ug/Kg		107	80 - 127	3	20
Trichlorofluoromethane			50.0	49.62		ug/Kg		99	70 - 144	4	20
Vinyl acetate			50.0	47.77		ug/Kg		96	71 - 125	2	20
Vinyl chloride			50.0	55.43		ug/Kg		111	79 - 133	3	20

Surrogate	*LCSD %Recovery*	*LCSD Qualifier*	*Limits*
1,2-Dichloroethane-d4 (Surr)	*93*		*32 - 179*
4-Bromofluorobenzene (Surr)	*103*		*80 - 120*
Dibromofluoromethane (Surr)	*96*		*58 - 147*
Toluene-d8 (Surr)	*104*		*80 - 120*

Lab Sample ID: 570-185066-1 MS
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits
1,1,1,2-Tetrachloroethane	ND	F2 F1	49.7	46.06		ug/Kg		93	61 - 129
1,1,1-Trichloroethane	ND	F2 F1	49.7	43.24		ug/Kg		87	67 - 125
1,1,2,2-Tetrachloroethane	ND	F2	49.7	43.38		ug/Kg		87	20 - 164
1,1,2-Trichloro-1,2,2-trifluoroethane	ND	F2 F1	49.7	46.03		ug/Kg		93	62 - 125
1,1,2-Trichloroethane	ND	F2 F1	49.7	46.41		ug/Kg		93	52 - 134
1,1-Dichloroethane	ND	F2 F1	49.7	45.54		ug/Kg		92	66 - 125
1,1-Dichloroethene	ND	F2 F1	49.7	46.75		ug/Kg		94	60 - 125
1,1-Dichloropropene	ND	F2 F1	49.7	43.14		ug/Kg		87	69 - 125
1,2,3-Trichlorobenzene	ND	F2 F1	49.7	32.19		ug/Kg		65	20 - 145
1,2,3-Trichloropropane	ND	F2 F1	49.7	41.59		ug/Kg		84	53 - 128
1,2,4-Trichlorobenzene	ND	F2 F1	49.7	34.97		ug/Kg		70	20 - 146

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 570-185066-1 MS
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits
1,2,4-Trimethylbenzene	ND	F2 F1	49.7	41.78		ug/Kg		84	51 - 129
1,2-Dibromo-3-Chloropropane	ND	F2 F1	49.7	34.24		ug/Kg		69	33 - 126
1,2-Dibromoethane	ND	F2 F1	49.7	46.03		ug/Kg		93	65 - 125
1,2-Dichlorobenzene	ND	F2 F1	49.7	40.12		ug/Kg		81	47 - 130
1,2-Dichloroethane	ND	F2 F1	49.7	40.42		ug/Kg		81	66 - 127
1,2-Dichloropropane	ND	F2 F1	49.7	44.95		ug/Kg		90	70 - 125
1,3,5-Trimethylbenzene	ND	F2 F1	49.7	44.75		ug/Kg		90	50 - 132
1,3-Dichlorobenzene	ND	F2 F1	49.7	41.10		ug/Kg		83	48 - 128
1,3-Dichloropropane	ND	F2 F1	49.7	44.66		ug/Kg		90	66 - 125
1,4-Dichlorobenzene	ND	F2 F1	49.7	39.47		ug/Kg		79	47 - 127
2,2-Dichloropropane	ND	F2 F1	49.7	43.39		ug/Kg		87	61 - 128
2-Butanone (MEK)	ND	F2 F1	49.7	42.42		ug/Kg		85	48 - 134
2-Chlorotoluene	ND	F2 F1	49.7	43.38		ug/Kg		87	54 - 127
2-Hexanone	ND	F2 F1	49.7	44.96		ug/Kg		90	48 - 136
4-Chlorotoluene	ND	F2 F1	49.7	41.22		ug/Kg		83	54 - 125
4-Methyl-2-pentanone (MIBK)	ND	F2 F1	49.7	41.67		ug/Kg		84	55 - 133
Acetone	ND	F2	49.7	57.58		ug/Kg		88	30 - 175
Benzene	ND	F2 F1	49.7	44.18		ug/Kg		89	70 - 125
Bromobenzene	ND	F2 F1	49.7	42.51		ug/Kg		86	57 - 129
Bromochloromethane	ND	F2 F1	49.7	44.85		ug/Kg		90	67 - 125
Bromodichloromethane	ND	F2 F1	49.7	44.06		ug/Kg		89	64 - 130
Bromoform	ND	F2 F1	49.7	40.35		ug/Kg		81	49 - 133
Bromomethane	ND	F2 F1	49.7	45.41		ug/Kg		91	30 - 149
cis-1,2-Dichloroethene	ND	F2 F1	49.7	46.35		ug/Kg		93	71 - 125
cis-1,3-Dichloropropene	ND	F2 F1	49.7	42.24		ug/Kg		85	63 - 126
Carbon disulfide	ND	F2 F1	49.7	46.16		ug/Kg		93	53 - 125
Carbon tetrachloride	ND	F2 F1	49.7	42.89		ug/Kg		86	60 - 130
Chlorobenzene	ND	F2 F1	49.7	44.21		ug/Kg		89	65 - 125
Chloroethane	ND	F2 F1	49.7	45.68		ug/Kg		92	51 - 131
Chloroform	ND	F2 F1	49.7	43.47		ug/Kg		87	70 - 125
Chloromethane	ND	F2 F1	49.7	43.18		ug/Kg		87	43 - 125
Dibromochloromethane	ND	F2 F1	49.7	45.96		ug/Kg		92	56 - 132
Dibromomethane	ND	F2 F1	49.7	43.21		ug/Kg		87	67 - 127
Dichlorodifluoromethane	ND	F2 F1	49.7	44.28		ug/Kg		89	47 - 127
Ethylbenzene	ND	F2 F1	49.7	46.00		ug/Kg		93	64 - 125
Isopropylbenzene	ND	F2 F1	49.7	49.07		ug/Kg		99	59 - 129
Methylene Chloride	ND	F2 F1	49.7	44.88		ug/Kg		90	60 - 125
Methyl-t-Butyl Ether (MTBE)	ND	F2 F1	49.7	42.68		ug/Kg		86	61 - 125
Naphthalene	ND	F2 F1	49.7	31.77		ug/Kg		64	25 - 136
n-Butylbenzene	ND	F2 F1	49.7	41.06		ug/Kg		83	35 - 135
N-Propylbenzene	ND	F2 F1	49.7	45.88		ug/Kg		92	52 - 131
o-Xylene	ND	F2 F1	49.7	44.83		ug/Kg		90	59 - 128
m,p-Xylene	ND	F2 F1	99.4	91.05		ug/Kg		92	60 - 125
p-Isopropyltoluene	ND	F2 F1	49.7	44.13		ug/Kg		89	46 - 132
sec-Butylbenzene	ND	F2 F1	49.7	43.00		ug/Kg		87	47 - 131
Styrene	ND	F2 F1	49.7	44.85		ug/Kg		90	58 - 128
trans-1,2-Dichloroethene	ND	F2 F1	49.7	47.17		ug/Kg		95	67 - 125
trans-1,3-Dichloropropene	ND	F2 F1	49.7	43.37		ug/Kg		87	59 - 132
tert-Butylbenzene	ND	F2 F1	49.7	44.79		ug/Kg		90	53 - 126

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 570-185066-1 MS
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits
Tetrachloroethene	ND	F2 F1	49.7	49.27		ug/Kg		99	62 - 129
Toluene	ND	F2 F1	49.7	44.79		ug/Kg		90	68 - 125
Trichloroethene	ND	F2 F1	49.7	45.83		ug/Kg		92	41 - 169
Trichlorofluoromethane	ND	F2 F1	49.7	44.96		ug/Kg		90	63 - 128
Vinyl acetate	ND	F2	49.7	42.70		ug/Kg		86	20 - 154
Vinyl chloride	ND	F2 F1	49.7	49.73		ug/Kg		100	59 - 125

Surrogate	*MS %Recovery*	*MS Qualifier*	*Limits*
1,2-Dichloroethane-d4 (Surr)	*97*		*32 - 179*
4-Bromofluorobenzene (Surr)	*103*		*80 - 120*
Dibromofluoromethane (Surr)	*97*		*58 - 147*
Toluene-d8 (Surr)	*104*		*80 - 120*

Lab Sample ID: 570-185066-1 MSD
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
1,1,1,2-Tetrachloroethane	ND	F2 F1	49.6	11.95	F1 F2	ug/Kg		24	61 - 129	118	23
1,1,1-Trichloroethane	ND	F2 F1	49.6	11.44	F1 F2	ug/Kg		23	67 - 125	116	20
1,1,2,2-Tetrachloroethane	ND	F2	49.6	11.29	F2	ug/Kg		23	20 - 164	117	40
1,1,2-Trichloro-1,2,2-trifluoroethane	ND	F2 F1	49.6	11.89	F1 F2	ug/Kg		24	62 - 125	118	20
1,1,2-Trichloroethane	ND	F2 F1	49.6	12.96	F1 F2	ug/Kg		26	52 - 134	113	25
1,1-Dichloroethane	ND	F2 F1	49.6	12.35	F1 F2	ug/Kg		25	66 - 125	115	20
1,1-Dichloroethene	ND	F2 F1	49.6	12.58	F1 F2	ug/Kg		25	60 - 125	115	20
1,1-Dichloropropene	ND	F2 F1	49.6	11.08	F1 F2	ug/Kg		22	69 - 125	118	20
1,2,3-Trichlorobenzene	ND	F2 F1	49.6	5.884	F1 F2	ug/Kg		12	20 - 145	138	39
1,2,3-Trichloropropane	ND	F2 F1	49.6	11.31	F1 F2	ug/Kg		23	53 - 128	114	25
1,2,4-Trichlorobenzene	ND	F2 F1	49.6	6.790	F1 F2	ug/Kg		14	20 - 146	135	38
1,2,4-Trimethylbenzene	ND	F2 F1	49.6	8.787	F1 F2	ug/Kg		18	51 - 129	130	27
1,2-Dibromo-3-Chloropropane	ND	F2 F1	49.6	ND	F1 F2	ug/Kg		18	33 - 126	117	29
1,2-Dibromoethane	ND	F2 F1	49.6	12.64	F1 F2	ug/Kg		25	65 - 125	114	21
1,2-Dichlorobenzene	ND	F2 F1	49.6	8.646	F1 F2	ug/Kg		17	47 - 130	129	29
1,2-Dichloroethane	ND	F2 F1	49.6	11.71	F1 F2	ug/Kg		24	66 - 127	110	20
1,2-Dichloropropane	ND	F2 F1	49.6	11.87	F1 F2	ug/Kg		24	70 - 125	116	20
1,3,5-Trimethylbenzene	ND	F2 F1	49.6	10.25	F1 F2	ug/Kg		21	50 - 132	125	29
1,3-Dichlorobenzene	ND	F2 F1	49.6	8.451	F1 F2	ug/Kg		17	48 - 128	132	28
1,3-Dichloropropane	ND	F2 F1	49.6	12.19	F1 F2	ug/Kg		25	66 - 125	114	20
1,4-Dichlorobenzene	ND	F2 F1	49.6	8.769	F1 F2	ug/Kg		18	47 - 127	127	28
2,2-Dichloropropane	ND	F2 F1	49.6	11.16	F1 F2	ug/Kg		23	61 - 128	118	20
2-Butanone (MEK)	ND	F2 F1	49.6	ND	F1 F2	ug/Kg		26	48 - 134	106	24
2-Chlorotoluene	ND	F2 F1	49.6	9.830	F1 F2	ug/Kg		20	54 - 127	126	27
2-Hexanone	ND	F2 F1	49.6	ND	F1 F2	ug/Kg		24	48 - 136	115	28
4-Chlorotoluene	ND	F2 F1	49.6	9.159	F1 F2	ug/Kg		18	54 - 125	127	26
4-Methyl-2-pentanone (MIBK)	ND	F2 F1	49.6	ND	F1 F2	ug/Kg		27	55 - 133	103	23
Acetone	ND	F2	49.6	29.30	F2	ug/Kg		31	30 - 175	65	30
Benzene	ND	F2 F1	49.6	12.08	F1 F2	ug/Kg		24	70 - 125	114	20
Bromobenzene	ND	F2 F1	49.6	10.20	F1 F2	ug/Kg		21	57 - 129	123	26

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 570-185066-1 MSD
Matrix: Solid
Analysis Batch: 442487

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 442518

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Bromochloromethane	ND	F2 F1	49.6	13.10	F1 F2	ug/Kg		26	67 - 125	110	20
Bromodichloromethane	ND	F2 F1	49.6	11.71	F1 F2	ug/Kg		24	64 - 130	116	20
Bromoform	ND	F2 F1	49.6	10.49	F1 F2	ug/Kg		21	49 - 133	117	27
Bromomethane	ND	F2 F1	49.6	25.88	F2	ug/Kg		52	30 - 149	55	31
cis-1,2-Dichloroethene	ND	F2 F1	49.6	12.85	F1 F2	ug/Kg		26	71 - 125	113	20
cis-1,3-Dichloropropene	ND	F2 F1	49.6	10.60	F1 F2	ug/Kg		21	63 - 126	120	20
Carbon disulfide	ND	F2 F1	49.6	12.70	F1 F2	ug/Kg		26	53 - 125	114	20
Carbon tetrachloride	ND	F2 F1	49.6	11.10	F1 F2	ug/Kg		22	60 - 130	118	20
Chlorobenzene	ND	F2 F1	49.6	10.86	F1 F2	ug/Kg		22	65 - 125	121	22
Chloroethane	ND	F2 F1	49.6	25.77	F2	ug/Kg		52	51 - 131	56	21
Chloroform	ND	F2 F1	49.6	12.24	F1 F2	ug/Kg		25	70 - 125	112	20
Chloromethane	ND	F2 F1	49.6	25.29	F2	ug/Kg		51	43 - 125	52	21
Dibromochloromethane	ND	F2 F1	49.6	12.31	F1 F2	ug/Kg		25	56 - 132	116	24
Dibromomethane	ND	F2 F1	49.6	12.39	F1 F2	ug/Kg		25	67 - 127	111	20
Dichlorodifluoromethane	ND	F2 F1	49.6	25.10	F2	ug/Kg		51	47 - 127	55	20
Ethylbenzene	ND	F2 F1	49.6	11.34	F1 F2	ug/Kg		23	64 - 125	121	22
Isopropylbenzene	ND	F2 F1	49.6	11.25	F1 F2	ug/Kg		23	59 - 129	125	26
Methylene Chloride	ND	F2 F1	49.6	13.43	F1 F2	ug/Kg		27	60 - 125	108	20
Methyl-t-Butyl Ether (MTBE)	ND	F2 F1	49.6	11.53	F1 F2	ug/Kg		23	61 - 125	115	20
Naphthalene	ND	F2 F1	49.6	ND	F1 F2	ug/Kg		19	25 - 136	109	32
n-Butylbenzene	ND	F2 F1	49.6	8.340	F1 F2	ug/Kg		17	35 - 135	132	35
N-Propylbenzene	ND	F2 F1	49.6	10.55	F1 F2	ug/Kg		21	52 - 131	125	27
o-Xylene	ND	F2 F1	49.6	10.42	F1 F2	ug/Kg		21	59 - 128	125	24
m,p-Xylene	ND	F2 F1	99.2	21.85	F1 F2	ug/Kg		22	60 - 125	123	24
p-Isopropyltoluene	ND	F2 F1	49.6	9.621	F1 F2	ug/Kg		19	46 - 132	128	30
sec-Butylbenzene	ND	F2 F1	49.6	9.247	F1 F2	ug/Kg		19	47 - 131	129	30
Styrene	ND	F2 F1	49.6	10.05	F1 F2	ug/Kg		20	58 - 128	127	24
trans-1,2-Dichloroethene	ND	F2 F1	49.6	13.12	F1 F2	ug/Kg		26	67 - 125	113	20
trans-1,3-Dichloropropene	ND	F2 F1	49.6	11.64	F1 F2	ug/Kg		23	59 - 132	115	22
tert-Butylbenzene	ND	F2 F1	49.6	9.942	F1 F2	ug/Kg		20	53 - 126	127	28
Tetrachloroethene	ND	F2 F1	49.6	11.58	F1 F2	ug/Kg		23	62 - 129	124	21
Toluene	ND	F2 F1	49.6	11.18	F1 F2	ug/Kg		23	68 - 125	120	20
Trichloroethene	ND	F2 F1	49.6	11.80	F1 F2	ug/Kg		24	41 - 169	118	21
Trichlorofluoromethane	ND	F2 F1	49.6	25.06	F1 F2	ug/Kg		51	63 - 128	57	20
Vinyl acetate	ND	F2	49.6	10.67	F2	ug/Kg		22	20 - 154	120	40
Vinyl chloride	ND	F2 F1	49.6	28.44	F1 F2	ug/Kg		57	59 - 125	54	20

Surrogate	*MSD %Recovery*	*MSD Qualifier*	*Limits*
1,2-Dichloroethane-d4 (Surr)	*98*		*32 - 179*
4-Bromofluorobenzene (Surr)	*105*		*80 - 120*
Dibromofluoromethane (Surr)	*97*		*58 - 147*
Toluene-d8 (Surr)	*102*		*80 - 120*

Method: 8015B - Diesel Range Organics (DRO) (GC)

Lab Sample ID: MB 570-445390/1-A
Matrix: Solid
Analysis Batch: 446654

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 445390

Analyte	MB Result	MB Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
C6 as C6	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C7 as C7	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C8 as C8	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C9-C10	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C11-C12	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C13-C14	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C15-C16	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C17-C18	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C19-C20	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C21-C22	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C23-C24	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C25-C28	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C29-C32	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C33-C36	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C37-C40	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C41-C44	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
C6-C44	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1
Diesel Range Organics [C10-C28]	ND		5.0		mg/Kg		05/29/24 14:16	06/02/24 09:11	1

Surrogate	*MB %Recovery*	*MB Qualifier*	*Limits*	*Prepared*	*Analyzed*	*Dil Fac*
n-Octacosane (Surr)	*97*		*60 - 138*	*05/29/24 14:16*	*06/02/24 09:11*	*1*

Lab Sample ID: LCS 570-445390/2-A
Matrix: Solid
Analysis Batch: 446654

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 445390

Analyte			Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec Limits		
Diesel Range Organics [C10-C28]			400	425.7		mg/Kg		106	80 - 130		

Surrogate	*LCS %Recovery*	*LCS Qualifier*	*Limits*
n-Octacosane (Surr)	*96*		*60 - 138*

Lab Sample ID: LCSD 570-445390/3-A
Matrix: Solid
Analysis Batch: 446654

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 445390

Analyte			Spike Added	LCSD Result	LCSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Diesel Range Organics [C10-C28]			400	430.5		mg/Kg		108	80 - 130	1	20

Surrogate	*LCSD %Recovery*	*LCSD Qualifier*	*Limits*
n-Octacosane (Surr)	*98*		*60 - 138*

Method: 8015B - Diesel Range Organics (DRO) (GC) (Continued)

Lab Sample ID: 570-185066-1 MS
Matrix: Solid
Analysis Batch: 446654

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 445390

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits
Diesel Range Organics [C10-C28]	ND		393	417.0		mg/Kg		106	43 - 165

Surrogate	*MS %Recovery*	*MS Qualifier*	*Limits*
n-Octacosane (Surr)	*96*		*60 - 138*

Lab Sample ID: 570-185066-1 MSD
Matrix: Solid
Analysis Batch: 446654

Client Sample ID: SS-1
Prep Type: Total/NA
Prep Batch: 445390

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Diesel Range Organics [C10-C28]	ND		388	413.0		mg/Kg		106	43 - 165	1	35

Surrogate	*MSD %Recovery*	*MSD Qualifier*	*Limits*
n-Octacosane (Surr)	*97*		*60 - 138*

Method: 6010B - Metals (ICP)

Lab Sample ID: MB 570-444414/1-A ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 444414

Analyte	MB Result	MB Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Antimony	ND		10.4		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Arsenic	ND		3.13		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Barium	ND		2.08		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Beryllium	ND		0.417		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Cadmium	ND		0.417		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Chromium	ND		1.04		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Cobalt	ND		2.08		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Copper	ND		2.08		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Lead	ND		2.08		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Molybdenum	ND		4.17		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Nickel	ND		2.08		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Selenium	ND		3.13		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Silver	ND		2.08		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Thallium	ND		10.4		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Vanadium	ND		4.17		mg/Kg		05/28/24 07:43	05/28/24 17:27	2
Zinc	ND		4.17		mg/Kg		05/28/24 07:43	05/28/24 17:27	2

Lab Sample ID: LCS 570-444414/2-A ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 444414

Analyte			Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec Limits
Antimony			200	197.5		mg/Kg		99	80 - 120
Arsenic			200	197.5		mg/Kg		99	80 - 120
Barium			200	203.8		mg/Kg		102	80 - 120

Method: 6010B - Metals (ICP) (Continued)

Lab Sample ID: LCS 570-444414/2-A ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 444414

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec Limits
Beryllium	200	201.0		mg/Kg		101	80 - 120
Cadmium	200	199.4		mg/Kg		100	80 - 120
Chromium	200	205.4		mg/Kg		103	80 - 120
Cobalt	200	207.0		mg/Kg		104	80 - 120
Copper	200	210.2		mg/Kg		105	80 - 120
Lead	200	204.8		mg/Kg		102	80 - 120
Molybdenum	200	217.6		mg/Kg		109	80 - 120
Nickel	200	203.2		mg/Kg		102	80 - 120
Selenium	200	172.8		mg/Kg		86	80 - 120
Silver	100	101.8		mg/Kg		102	80 - 120
Thallium	200	196.6		mg/Kg		98	80 - 120
Vanadium	200	207.2		mg/Kg		104	80 - 120
Zinc	200	199.2		mg/Kg		100	80 - 120

Lab Sample ID: LCSD 570-444414/3-A ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 444414

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Antimony	192	194.8		mg/Kg		101	80 - 120	1	20
Arsenic	192	193.5		mg/Kg		101	80 - 120	2	20
Barium	192	194.0		mg/Kg		101	80 - 120	5	20
Beryllium	192	194.0		mg/Kg		101	80 - 120	4	20
Cadmium	192	192.7		mg/Kg		100	80 - 120	3	20
Chromium	192	194.4		mg/Kg		101	80 - 120	5	20
Cobalt	192	197.9		mg/Kg		103	80 - 120	5	20
Copper	192	201.9		mg/Kg		105	80 - 120	4	20
Lead	192	196.2		mg/Kg		102	80 - 120	4	20
Molybdenum	192	207.3		mg/Kg		108	80 - 120	5	20
Nickel	192	192.0		mg/Kg		100	80 - 120	6	20
Selenium	192	175.5		mg/Kg		91	80 - 120	2	20
Silver	96.2	98.81		mg/Kg		103	80 - 120	3	20
Thallium	192	188.6		mg/Kg		98	80 - 120	4	20
Vanadium	192	196.2		mg/Kg		102	80 - 120	5	20
Zinc	192	193.3		mg/Kg		101	80 - 120	3	20

Lab Sample ID: 320-112126-A-15-I MS ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Matrix Spike
Prep Type: Total/NA
Prep Batch: 444414

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits
Antimony	ND		217	202.2		mg/Kg		93	75 - 125
Arsenic	4.06		217	207.9		mg/Kg		94	75 - 125
Barium	36.3		217	248.7		mg/Kg		98	75 - 125
Beryllium	ND		217	210.4		mg/Kg		97	75 - 125
Cadmium	ND		217	208.1		mg/Kg		96	75 - 125
Chromium	19.4		217	233.3		mg/Kg		98	75 - 125
Cobalt	4.96		217	216.1		mg/Kg		97	75 - 125
Copper	8.04		217	224.1		mg/Kg		99	75 - 125

Method: 6010B - Metals (ICP) (Continued)

Lab Sample ID: 320-112126-A-15-I MS ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Matrix Spike
Prep Type: Total/NA
Prep Batch: 444414

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits
Lead	3.23		217	213.5		mg/Kg		97	75 - 125
Molybdenum	ND		217	229.3		mg/Kg		106	75 - 125
Nickel	12.1		217	220.4		mg/Kg		96	75 - 125
Selenium	ND		217	178.0		mg/Kg		82	75 - 125
Silver	ND		109	105.9		mg/Kg		97	75 - 125
Thallium	ND		217	201.9		mg/Kg		93	75 - 125
Vanadium	29.2		217	246.3		mg/Kg		100	75 - 125
Zinc	27.3		217	228.9		mg/Kg		93	75 - 125

Lab Sample ID: 320-112126-A-15-J MSD ^2
Matrix: Solid
Analysis Batch: 445207

Client Sample ID: Matrix Spike Duplicate
Prep Type: Total/NA
Prep Batch: 444414

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Antimony	ND		185	168.3		mg/Kg		91	75 - 125	18	20
Arsenic	4.06		185	180.6		mg/Kg		95	75 - 125	14	20
Barium	36.3		185	220.0		mg/Kg		99	75 - 125	12	20
Beryllium	ND		185	180.3		mg/Kg		97	75 - 125	15	20
Cadmium	ND		185	177.9		mg/Kg		96	75 - 125	16	20
Chromium	19.4		185	201.5		mg/Kg		98	75 - 125	15	20
Cobalt	4.96		185	185.6		mg/Kg		98	75 - 125	15	20
Copper	8.04		185	194.6		mg/Kg		101	75 - 125	14	20
Lead	3.23		185	182.8		mg/Kg		97	75 - 125	15	20
Molybdenum	ND		185	198.9		mg/Kg		107	75 - 125	14	20
Nickel	12.1		185	190.4		mg/Kg		96	75 - 125	15	20
Selenium	ND		185	152.4		mg/Kg		82	75 - 125	16	20
Silver	ND		92.6	91.06		mg/Kg		98	75 - 125	15	20
Thallium	ND		185	173.1		mg/Kg		93	75 - 125	15	20
Vanadium	29.2		185	216.9		mg/Kg		101	75 - 125	13	20
Zinc	27.3		185	200.7		mg/Kg		94	75 - 125	13	20

Method: 7471A - Mercury (CVAA)

Lab Sample ID: MB 570-443404/1-A
Matrix: Solid
Analysis Batch: 444134

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 443404

Analyte	MB Result	MB Qualifier	RL		Unit	D	Prepared	Analyzed	Dil Fac
Mercury	ND		0.0801		mg/Kg		05/22/24 17:20	05/24/24 10:27	1

Lab Sample ID: LCS 570-443404/2-A
Matrix: Solid
Analysis Batch: 444134

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 443404

Analyte			Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec Limits
Mercury			0.408	0.3615		mg/Kg		89	80 - 120

Method: 7471A - Mercury (CVAA) (Continued)

Lab Sample ID: LCSD 570-443404/3-A
Matrix: Solid
Analysis Batch: 444134

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 443404

Analyte			Spike Added	LCSD Result	LCSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Mercury			0.385	0.3512		mg/Kg		91	80 - 120	3	10

Lab Sample ID: 570-185009-A-1-F MS
Matrix: Solid
Analysis Batch: 444134

Client Sample ID: Matrix Spike
Prep Type: Total/NA
Prep Batch: 443404

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	%Rec	%Rec Limits		
Mercury	ND	F1	0.377	0.2086	F1	mg/Kg		55	80 - 120		

Lab Sample ID: 570-185009-A-1-G MSD
Matrix: Solid
Analysis Batch: 444134

Client Sample ID: Matrix Spike Duplicate
Prep Type: Total/NA
Prep Batch: 443404

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec Limits	RPD	RPD Limit
Mercury	ND	F1	0.400	0.2205	F1	mg/Kg		55	80 - 120	6	20

GC/MS VOA

Analysis Batch: 442487

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	8260B	442518
570-185066-2	SS-2	Total/NA	Solid	8260B	442518
MB 570-442518/3-A	Method Blank	Total/NA	Solid	8260B	442518
LCS 570-442518/1-A	Lab Control Sample	Total/NA	Solid	8260B	442518
LCSD 570-442518/2-A	Lab Control Sample Dup	Total/NA	Solid	8260B	442518
570-185066-1 MS	SS-1	Total/NA	Solid	8260B	442518
570-185066-1 MSD	SS-1	Total/NA	Solid	8260B	442518

Prep Batch: 442518

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	5030C	
570-185066-2	SS-2	Total/NA	Solid	5030C	
MB 570-442518/3-A	Method Blank	Total/NA	Solid	5030C	
LCS 570-442518/1-A	Lab Control Sample	Total/NA	Solid	5030C	
LCSD 570-442518/2-A	Lab Control Sample Dup	Total/NA	Solid	5030C	
570-185066-1 MS	SS-1	Total/NA	Solid	5030C	
570-185066-1 MSD	SS-1	Total/NA	Solid	5030C	

GC Semi VOA

Prep Batch: 445390

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	3550C	
570-185066-2	SS-2	Total/NA	Solid	3550C	
MB 570-445390/1-A	Method Blank	Total/NA	Solid	3550C	
LCS 570-445390/2-A	Lab Control Sample	Total/NA	Solid	3550C	
LCSD 570-445390/3-A	Lab Control Sample Dup	Total/NA	Solid	3550C	
570-185066-1 MS	SS-1	Total/NA	Solid	3550C	
570-185066-1 MSD	SS-1	Total/NA	Solid	3550C	

Analysis Batch: 446654

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	8015B	445390
570-185066-2	SS-2	Total/NA	Solid	8015B	445390
MB 570-445390/1-A	Method Blank	Total/NA	Solid	8015B	445390
LCS 570-445390/2-A	Lab Control Sample	Total/NA	Solid	8015B	445390
LCSD 570-445390/3-A	Lab Control Sample Dup	Total/NA	Solid	8015B	445390
570-185066-1 MS	SS-1	Total/NA	Solid	8015B	445390
570-185066-1 MSD	SS-1	Total/NA	Solid	8015B	445390

Metals

Prep Batch: 443404

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	7471A	
570-185066-2	SS-2	Total/NA	Solid	7471A	
MB 570-443404/1-A	Method Blank	Total/NA	Solid	7471A	
LCS 570-443404/2-A	Lab Control Sample	Total/NA	Solid	7471A	
LCSD 570-443404/3-A	Lab Control Sample Dup	Total/NA	Solid	7471A	
570-185009-A-1-F MS	Matrix Spike	Total/NA	Solid	7471A	
570-185009-A-1-G MSD	Matrix Spike Duplicate	Total/NA	Solid	7471A	

Metals

Analysis Batch: 444134

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	7471A	443404
570-185066-2	SS-2	Total/NA	Solid	7471A	443404
MB 570-443404/1-A	Method Blank	Total/NA	Solid	7471A	443404
LCS 570-443404/2-A	Lab Control Sample	Total/NA	Solid	7471A	443404
LCSD 570-443404/3-A	Lab Control Sample Dup	Total/NA	Solid	7471A	443404
570-185009-A-1-F MS	Matrix Spike	Total/NA	Solid	7471A	443404
570-185009-A-1-G MSD	Matrix Spike Duplicate	Total/NA	Solid	7471A	443404

Prep Batch: 444414

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	3051A	
570-185066-2	SS-2	Total/NA	Solid	3051A	
MB 570-444414/1-A ^2	Method Blank	Total/NA	Solid	3051A	
LCS 570-444414/2-A ^2	Lab Control Sample	Total/NA	Solid	3051A	
LCSD 570-444414/3-A ^2	Lab Control Sample Dup	Total/NA	Solid	3051A	
320-112126-A-15-I MS ^2	Matrix Spike	Total/NA	Solid	3051A	
320-112126-A-15-J MSD ^2	Matrix Spike Duplicate	Total/NA	Solid	3051A	

Analysis Batch: 445207

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-185066-1	SS-1	Total/NA	Solid	6010B	444414
570-185066-2	SS-2	Total/NA	Solid	6010B	444414
MB 570-444414/1-A ^2	Method Blank	Total/NA	Solid	6010B	444414
LCS 570-444414/2-A ^2	Lab Control Sample	Total/NA	Solid	6010B	444414
LCSD 570-444414/3-A ^2	Lab Control Sample Dup	Total/NA	Solid	6010B	444414
320-112126-A-15-I MS ^2	Matrix Spike	Total/NA	Solid	6010B	444414
320-112126-A-15-J MSD ^2	Matrix Spike Duplicate	Total/NA	Solid	6010B	444414

Lab Chronicle

Client: Geosyntec Consultants Inc
Job ID: 570-185066-1
Project/Site: SC1303 SJC Bikeway Path

Client Sample ID: SS-1
Lab Sample ID: 570-185066-1

Date Collected: 05/15/24 11:45
Matrix: Solid
Date Received: 05/17/24 15:10

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Prep	5030C			5.09 g	5 mL	442518	05/20/24 18:42	B7TT	EET CAL 4
Total/NA	Analysis	8260B		1	5 g	5 mL	442487	05/20/24 20:40	B7TT	EET CAL 4
	Instrument ID: GCMSGGG									
Total/NA	Prep	3550C			10.29 g	10 mL	445390	05/29/24 14:16	NV8K	EET CAL 4
Total/NA	Analysis	8015B		1	10 mL	10 mL	446654	06/02/24 10:56	SP9M	EET CAL 4
	Instrument ID: GC47									
Total/NA	Prep	3051A			0.46 g	50 mL	444414	05/28/24 07:43	RL6Q	EET CAL 4
Total/NA	Analysis	6010B		2			445207	05/28/24 19:01	K1UV	EET CAL 4
	Instrument ID: ICP11									
Total/NA	Prep	7471A			0.48 g	50 mL	443404	05/22/24 17:20	VCN7	EET CAL 4
Total/NA	Analysis	7471A		1			444134	05/24/24 10:55	ECX6	EET CAL 4
	Instrument ID: HG7									

Client Sample ID: SS-2
Lab Sample ID: 570-185066-2

Date Collected: 05/16/24 11:02
Matrix: Solid
Date Received: 05/17/24 15:10

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Prep	5030C			5.04 g	5 mL	442518	05/20/24 18:42	B7TT	EET CAL 4
Total/NA	Analysis	8260B		1	5 g	5 mL	442487	05/21/24 00:16	B7TT	EET CAL 4
	Instrument ID: GCMSGGG									
Total/NA	Prep	3550C			10.38 g	10 mL	445390	05/29/24 14:16	NV8K	EET CAL 4
Total/NA	Analysis	8015B		1	10 mL	10 mL	446654	06/02/24 11:17	SP9M	EET CAL 4
	Instrument ID: GC47									
Total/NA	Prep	3051A			0.51 g	50 mL	444414	05/28/24 07:43	RL6Q	EET CAL 4
Total/NA	Analysis	6010B		2			445207	05/28/24 19:03	K1UV	EET CAL 4
	Instrument ID: ICP11									
Total/NA	Prep	7471A			0.52 g	50 mL	443404	05/22/24 17:20	VCN7	EET CAL 4
Total/NA	Analysis	7471A		1			444134	05/24/24 10:57	ECX6	EET CAL 4
	Instrument ID: HG7									

Laboratory References:

EET CAL 4 = Eurofins Calscience Tustin, 2841 Dow Avenue, Tustin, CA 92780, TEL (714)895-5494

Accreditation/Certification Summary

Client: Geosyntec Consultants Inc
Project/Site: SC1303 SJC Bikeway Path

Job ID: 570-185066-1

Laboratory: Eurofins Calscience

Unless otherwise noted, all analytes for this laboratory were covered under each accreditation/certification below.

Authority	Program	Identification Number	Expiration Date
California	State	3082	07-31-24

The following analytes are included in this report, but the laboratory is not certified by the governing authority. This list may include analytes for which the agency does not offer certification.

Analysis Method	Prep Method	Matrix	Analyte
8260B	5030C	Solid	1,1,2-Trichloro-1,2,2-trifluoroethane
8260B	5030C	Solid	1,1-Dichloropropene
8260B	5030C	Solid	1,2,3-Trichlorobenzene
8260B	5030C	Solid	1,2,4-Trimethylbenzene
8260B	5030C	Solid	1,3,5-Trimethylbenzene
8260B	5030C	Solid	1,3-Dichloropropane
8260B	5030C	Solid	2,2-Dichloropropane
8260B	5030C	Solid	2-Butanone (MEK)
8260B	5030C	Solid	2-Chlorotoluene
8260B	5030C	Solid	2-Hexanone
8260B	5030C	Solid	Acetone
8260B	5030C	Solid	Isopropylbenzene
8260B	5030C	Solid	p-Isopropyltoluene
8260B	5030C	Solid	Vinyl acetate

Method Summary

Client: Geosyntec Consultants Inc
Project/Site: SC1303 SJC Bikeway Path

Job ID: 570-185066-1

Method	Method Description	Protocol	Laboratory
8260B	Volatile Organic Compounds (GC/MS)	SW846	EET CAL 4
8015B	Diesel Range Organics (DRO) (GC)	SW846	EET CAL 4
6010B	Metals (ICP)	SW846	EET CAL 4
7471A	Mercury (CVAA)	SW846	EET CAL 4
3051A	Preparation, Metals, Microwave Assisted	SW846	EET CAL 4
3550C	Ultrasonic Extraction	SW846	EET CAL 4
5030C	Purge and Trap	SW846	EET CAL 4
7471A	Preparation, Mercury	SW846	EET CAL 4

Protocol References:

SW846 = "Test Methods For Evaluating Solid Waste, Physical/Chemical Methods", Third Edition, November 1986 And Its Updates.

Laboratory References:

EET CAL 4 = Eurofins Calscience Tustin, 2841 Dow Avenue, Tustin, CA 92780, TEL (714)895-5494

Sample Summary

Client: Geosyntec Consultants Inc
Project/Site: SC1303 SJC Bikeway Path

Job ID: 570-185066-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received
570-185066-1	SS-1	Solid	05/15/24 11:45	05/17/24 15:10
570-185066-2	SS-2	Solid	05/16/24 11:02	05/17/24 15:10

Loc 570
185066

eurofins

570-185066 Chain of Custody

CHAIN-OF-CUSTODY RECORD

DATE: 5/17/2024

PAGE: 1 OF 1

2841 Dow Avenue Suite 100, Tustin, CA 92780 • (714) 895-5494

For courier service / sample drop off information, contact us26_sales@eurofinsus.com or call us.

LABORATORY CLIENT: Geosyntec Consultants	CLIENT PROJECT NAME / NO: SJC Bikeway SC1303
ADDRESS: 3530 Hyland Ave, Ste. 100	P.O NO.
CITY: Costa Mesa STATE: CA ZIP: 92626	PROJECT CONTACT: Brian Lin
TEL. (949) 645-2818 E-MAIL: BLin@geosyntec.com	ECI PROJECT #: ECI PROJECT #
GLOBAL ID:	LOG CODE:
	SAMPLER(S): (PRINT) B. Lin

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):

☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☒ STANDARD

EDD:

☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:

6010B - CAM17/Title 22 FCP Metals
7470A/7471A Mercury
8260B - Routine Volatiles (Full Spike)
8015B - TPH C6-C44 Carbon Chain Characterization

REQUESTED ANALYSES

Please check box or fill in blank as needed

LAB USE ONLY	SAMPLE ID	FIELD POINT ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☒ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☐ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6
(1)	SS-1	B-2	5/15/24	1145	S	1						X			X							X	
(2)	SS-2	B-1	5/16/24	1102	S	1						X			X							X	

Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 05/17/2024	Time: 1510
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

4.6/4.7 SCIF

2014-07-01 Revision

Login Sample Receipt Checklist

Client: Geosyntec Consultants Inc

Job Number: 570-185066-1

Login Number: 185066

List Source: Eurofins Calscience

List Number: 1

Creator: Vitente, Precy

Question	Answer	Comment
Radioactivity wasn't checked or is </= background as measured by a survey meter.	N/A	
The cooler's custody seal, if present, is intact.	True	
Sample custody seals, if present, are intact.	True	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	True	
Is the Field Sampler's name present on COC?	True	
There are no discrepancies between the containers received and the COC.	True	
Samples are received within Holding Time (excluding tests with immediate HTs)	True	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified.	True	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
Containers requiring zero headspace have no headspace or bubble is <6mm (1/4").	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	
Residual Chlorine Checked.	N/A	

APPENDIX F – Geotechnical Laboratory Results

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PERCENT PASSING NO. 200 SIEVE

ASTM D1140

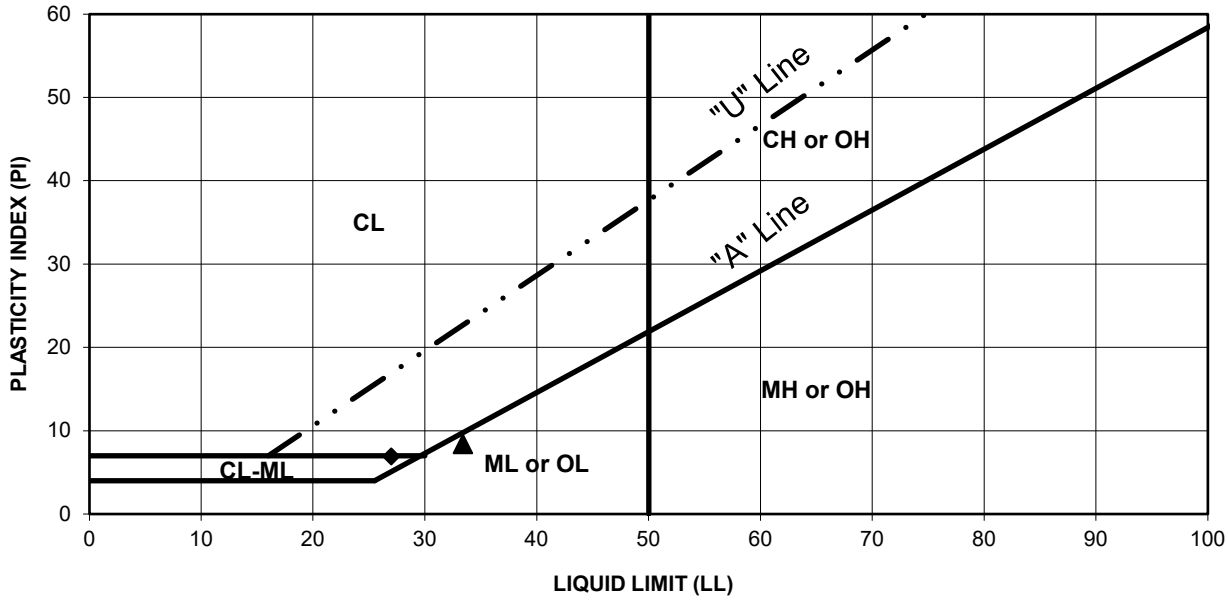
Client:	Geosyntec Consultants, Inc.	AP Lab No.:	24-0541
Project Name:	SJC Bikeway	Test Date:	05/28/24
Project Number:	SC1303		

Boring No.	Sample No.	Depth (ft)	Percent Fines (%)
B-1	S-4	10.5-11	68.0
B-1	S-8	26-26.5	76.1
B-1	S-9	30-31.5	80.9
B-2	S-6	15-16.5	44.5
B-2	S-11	40-41.5	73.7
B-2	S-12	45-46.5	11.7

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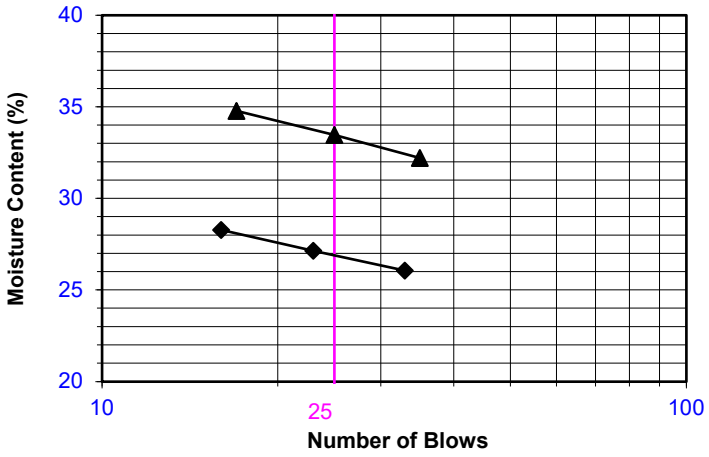
ATTERBERG LIMITS
ASTM D 4318

Client Name:	Geosyntec Consultants, Inc.	Tested By:	DK	Date:	05/29/24
Project Name:	SJC Bikeway	Computed By:	JG	Date:	05/30/24
Project No.:	SC1303	Checked By:	AP	Date:	06/04/24



PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test

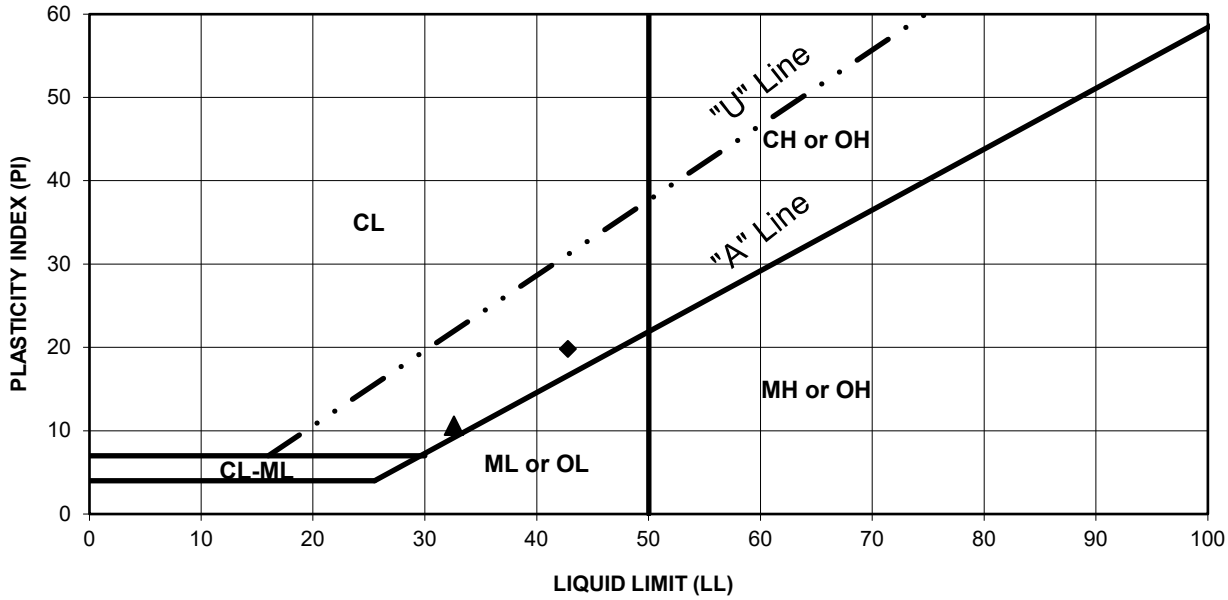


Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	B-1	S-4	10.5-11	27	20	7	CL-ML
▲	B-1	S-7	20-21.5	33	25	8	ML

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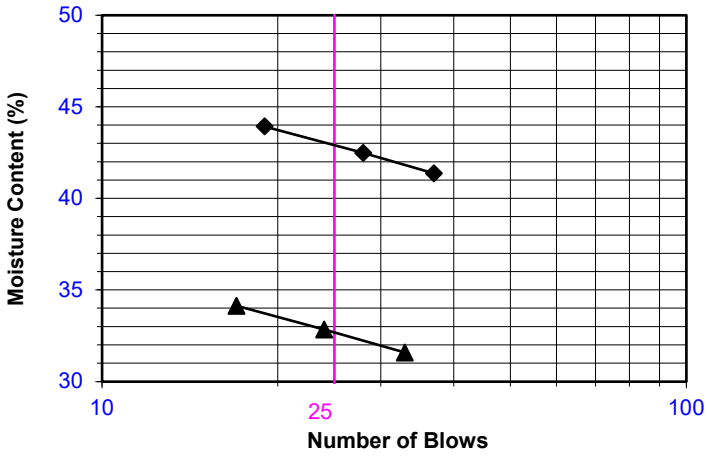
ATTERBERG LIMITS
ASTM D 4318

Client Name:	Geosyntec Consultants, Inc.	Tested By:	DK	Date:	05/29/24
Project Name:	SJC Bikeway	Computed By:	JG	Date:	05/30/24
Project No.:	SC1303	Checked By:	AP	Date:	06/04/24



PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test

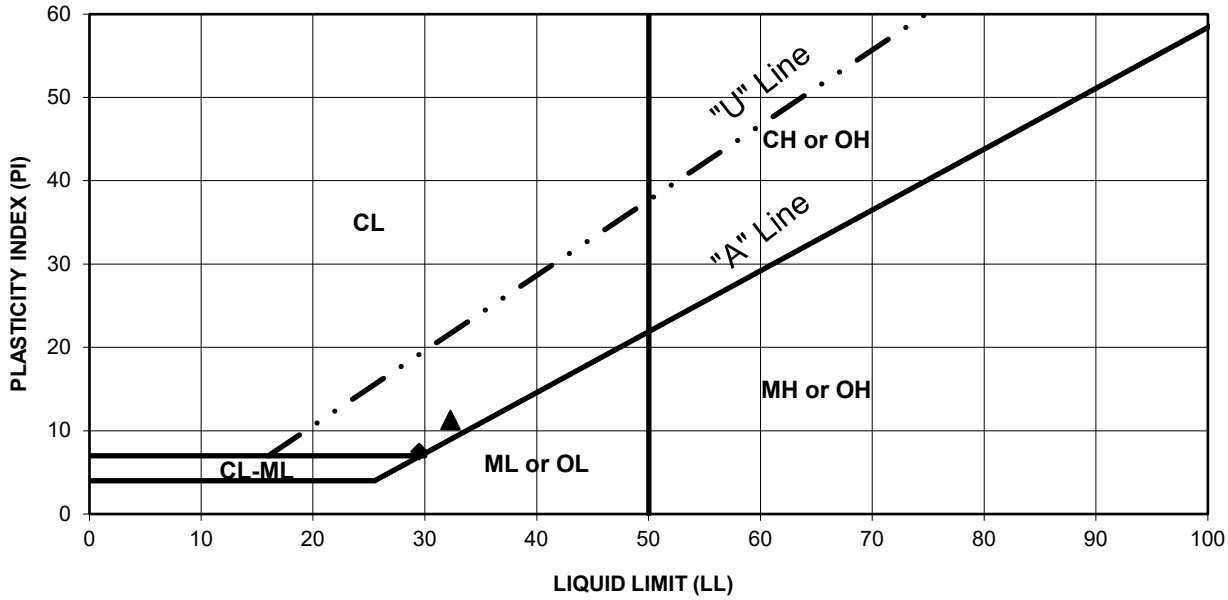


Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	B-1	S-12A	45.5-46	43	23	20	CL
▲	B-1	S-12	46-46.5	33	22	11	CL

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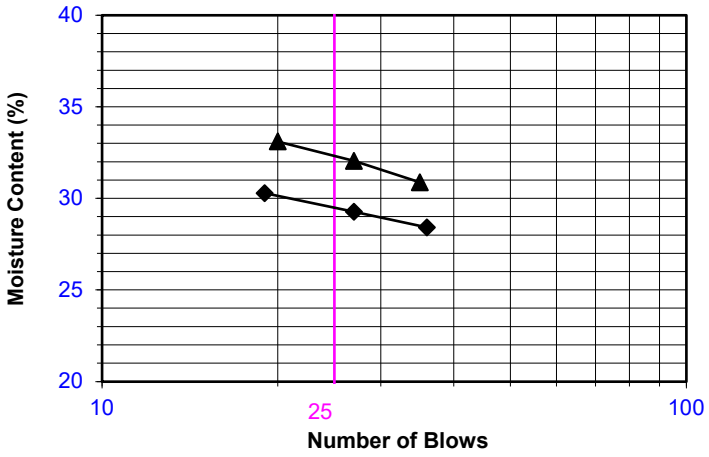
ATTERBERG LIMITS
ASTM D 4318

Client Name:	Geosyntec Consultants, Inc.	Tested By:	DK	Date:	05/29/24
Project Name:	SJC Bikeway	Computed By:	JG	Date:	05/30/24
Project No.:	SC1303	Checked By:	AP	Date:	06/04/24



PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	B-2	S-5	12-12.5	30	22	8	CL
▲	B-2	S-11	40-41.5	32	21	11	CL

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MOISTURE AND DENSITY TEST RESULTS

ASTM D2216 and ASTM D7263 (Method B)

Client: Geosyntec Consultants, Inc.
Project Name: SJC Bikeway
Project No.: SC1303

AP Lab No.: 24-0541
Test Date: 05/28/24

Boring No.	Sample No.	Sample Depth (ft.)	Moisture Content (%)	Dry Density (pcf)
B-1	S-4	10.5-11	19.9	105.3
B-1	S-8	26-26.5	24.7	96.5
B-1	S-12	46-46.5	29.4	92.4
B-2	S-5	12-12.5	18.3	105.4
B-2	S-9	31-31.5	24.3	91.2

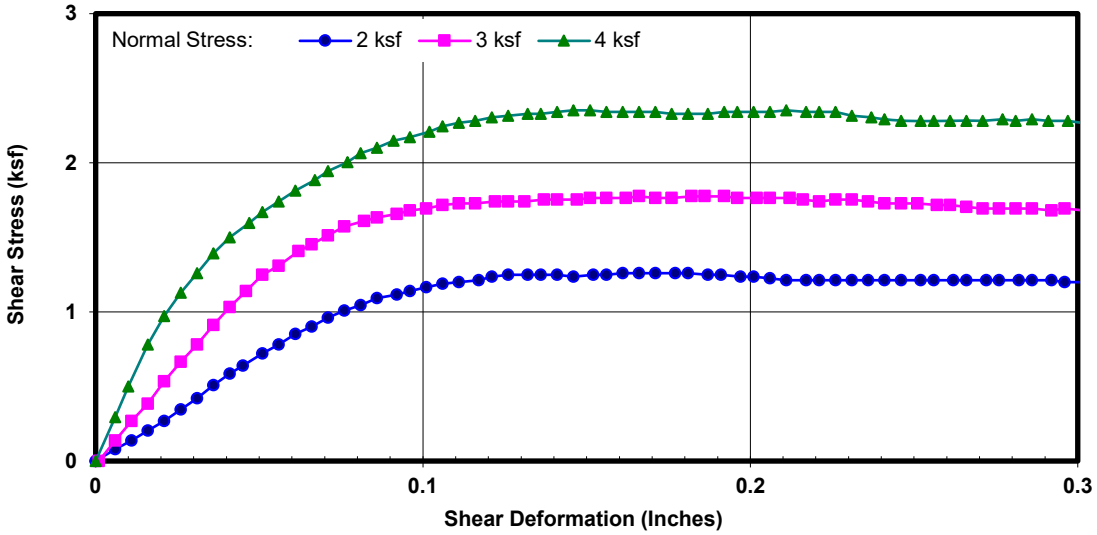
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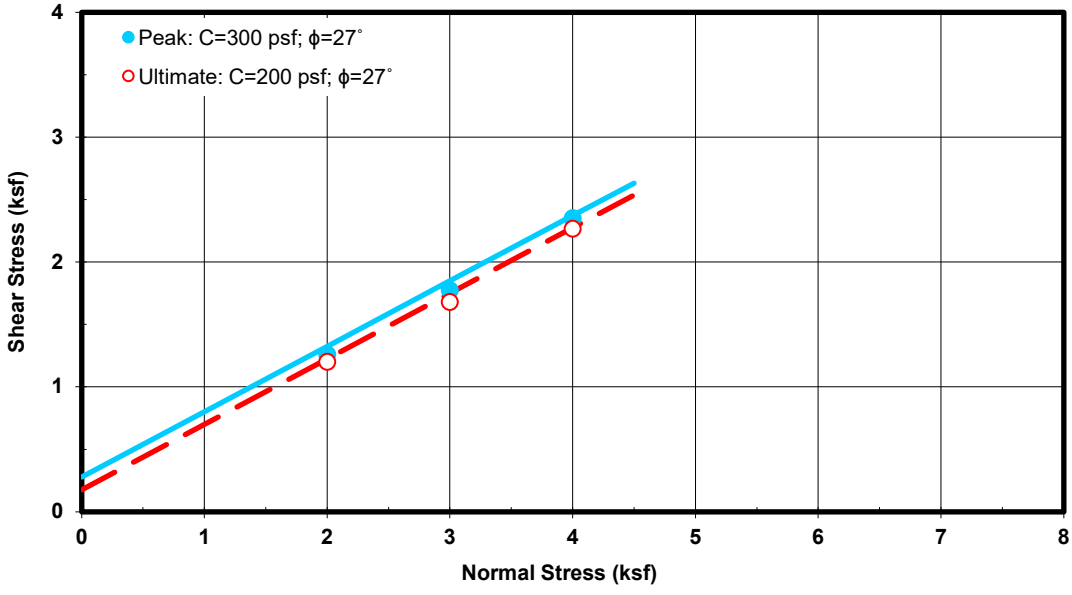
DIRECT SHEAR TEST RESULTS
ASTM D 3080

Project Name: SJC Bikeway
Project No.: SC1303
Boring No.: B-1
Sample No.: S-8 **Depth (ft):** 26-26.5
Sample Type: Mod. Cal.
Soil Description: Clay w/sand
Test Condition: Inundated **Shear Type:** Regular

Tested By: AP **Date:** 05/30/24
Computed By: JP **Date:** 06/04/24
Checked by: AP **Date:** 06/04/24

Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Initial Moisture Content (%)	Final Moisture Content (%)	Initial Degree Saturation (%)	Final Degree Saturation (%)	Normal Stress (ksf)	Peak Shear Stress (ksf)	Ultimate Shear Stress (ksf)
119.0	95.5	24.7	28.2	87	99	2	1.260	1.200
						3	1.776	1.680
						4	2.352	2.268



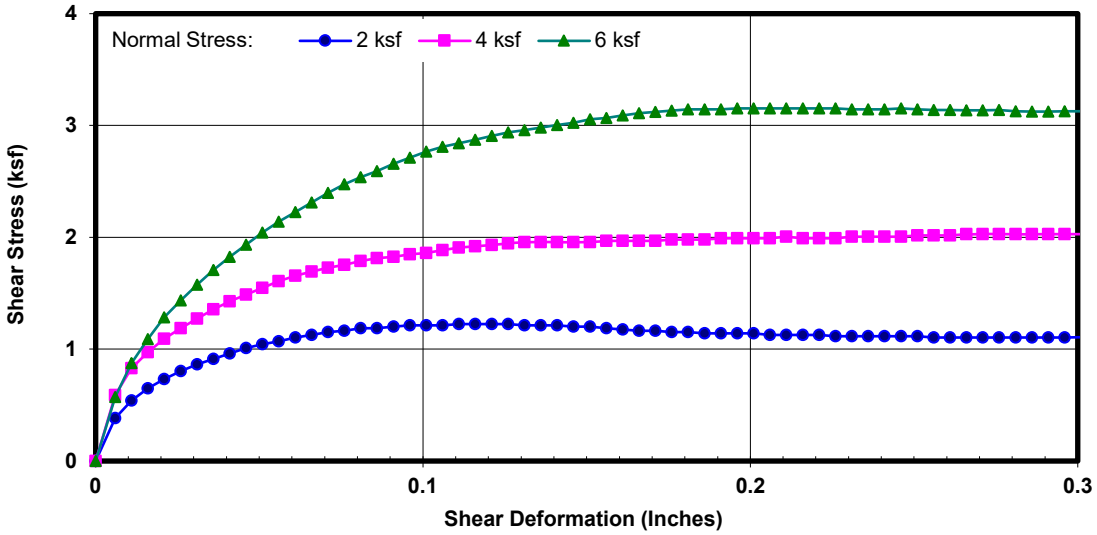


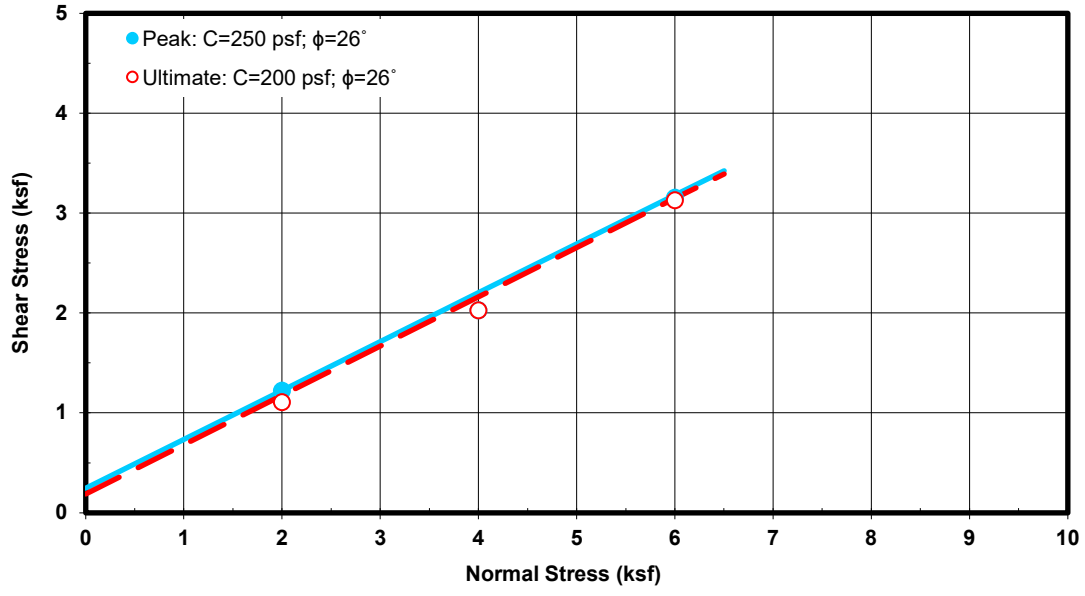
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DIRECT SHEAR TEST RESULTS
ASTM D 3080

Project Name:	SJC Bikeway		**Tested By:**	AP	**Date:** 05/30/24
Project No.:	SC1303		**Computed By:**	JP	**Date:** 06/04/24
Boring No.:	B-1		**Checked by:**	AP	**Date:** 06/04/24
Sample No.:	S-12	**Depth (ft):** 46-46.5			
Sample Type:	Mod. Cal.				
Soil Description:	Sandy Lean Clay				
Test Condition:	Inundated	**Shear Type:** Regular			

Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Initial Moisture Content (%)	Final Moisture Content (%)	Initial Degree Saturation (%)	Final Degree Saturation (%)	Normal Stress (ksf)	Peak Shear Stress (ksf)	Ultimate Shear Stress (ksf)
120.6	93.1	29.4	29.9	98	100	2	1.224	1.106
						4	2.028	2.028
						6	3.154	3.128





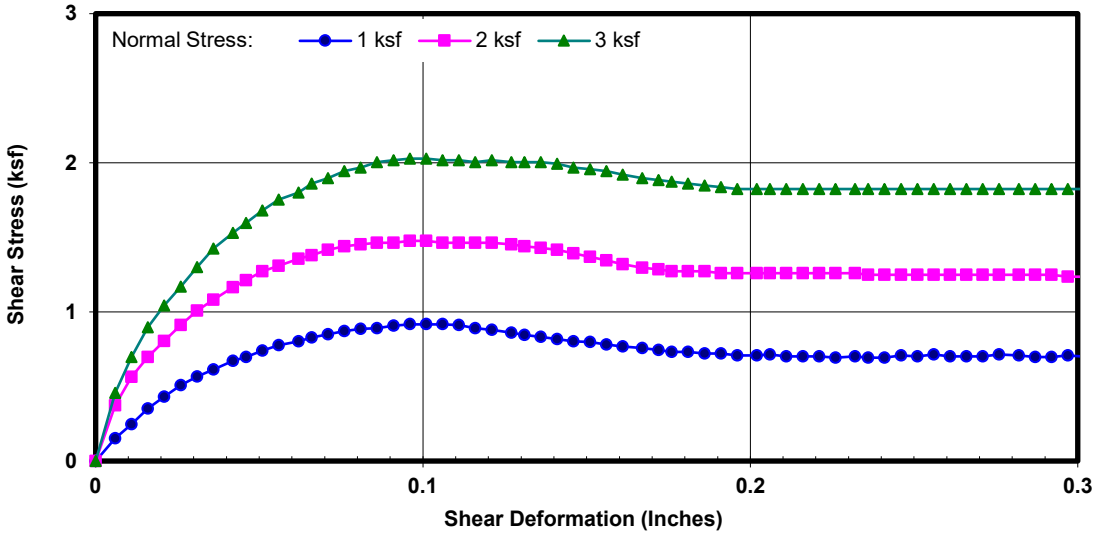
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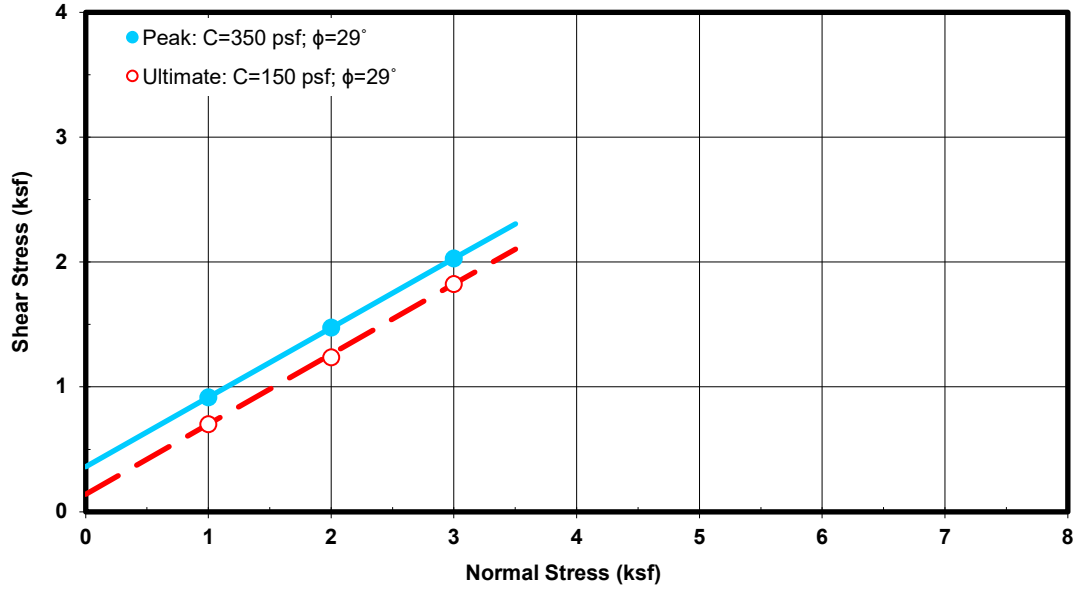
DIRECT SHEAR TEST RESULTS
ASTM D 3080

Project Name: SJC Bikeway
Project No.: SC1303
Boring No.: B-2
Sample No.: S-5 **Depth (ft):** 12-12.5
Sample Type: Mod. Cal.
Soil Description: Sandy Lean Clay
Test Condition: Inundated **Shear Type:** Regular

Tested By: AP **Date:** 05/30/24
Computed By: JP **Date:** 06/04/24
Checked by: AP **Date:** 06/04/24

Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Initial Moisture Content (%)	Final Moisture Content (%)	Initial Degree Saturation (%)	Final Degree Saturation (%)	Normal Stress (ksf)	Peak Shear Stress (ksf)	Ultimate Shear Stress (ksf)
125.4	106.0	18.3	21.6	84	99	1	0.917	0.702
						2	1.476	1.236
						3	2.028	1.824





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CORROSION TEST RESULTS

Client Name: Geosyntec Consultants, Inc.
Project Name: SJC Bikeway
Project No.: SC1303

AP Job No.: 24-0541
Date: 05/28/24

Boring No.	Sample No.	Depth (feet)	Soil Description	Minimum Resistivity (ohm-cm)	pH	Sulfate Content (ppm)	Chloride Content (ppm)
B-1	BB-1	0.5-5	Silty Sand w/gravel	3,807	9.1	82	21

NOTES: Resistivity Test and pH: California Test Method 643
Sulfate Content : California Test Method 417
Chloride Content : California Test Method 422
ND = Not Detectable
NA = Not Sufficient Sample
NR = Not Requested

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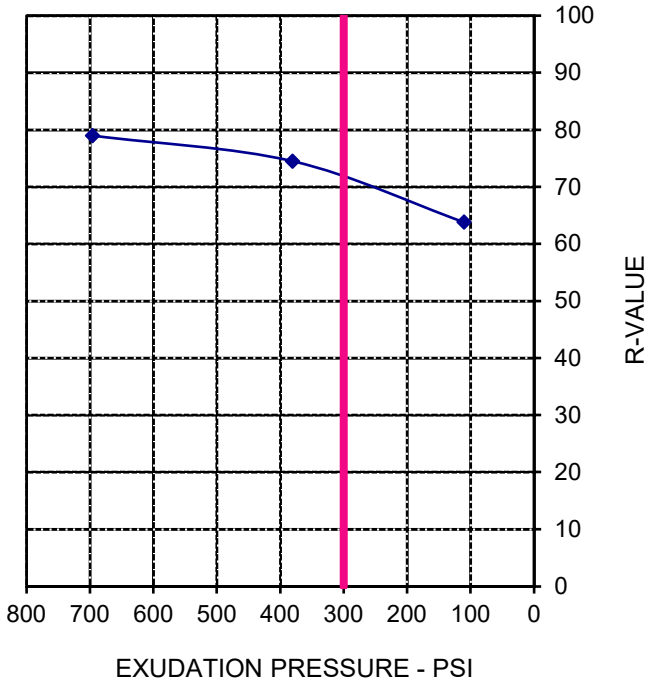
R-VALUE TEST DATA

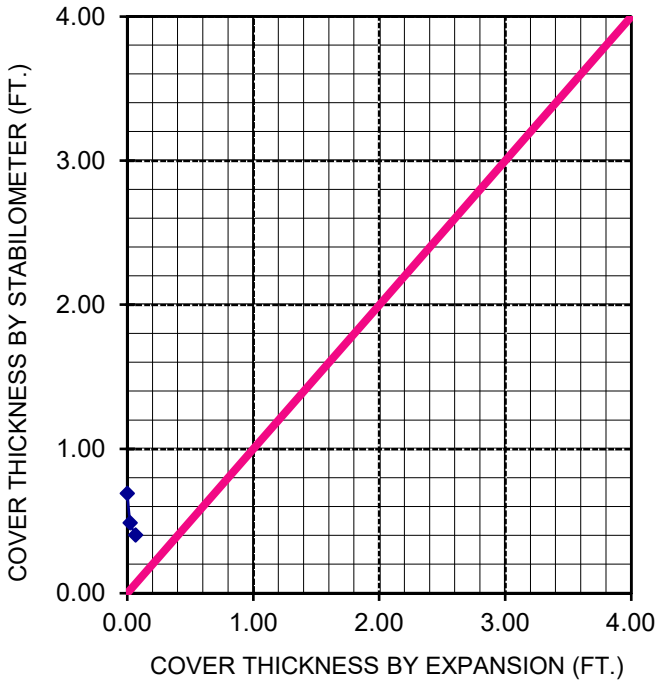
ASTM D2844

Project Name:	San Jose Creek Multi-Use Bikeway		Tested By:	ST	Date: 12/20/24
Project Number:	SC1303		Computed By:	KM	Date: 12/21/24
Boring No.:	P-2		Checked By:	AP	Date: 12/30/24
Sample No.:	BB-1	Depth (ft.): 0-3			
Location:	N/A				
Soil Description:	Silty Sand				

Mold Number	G	I	H	
Water Added, g	81	70	61	
Compact Moisture(%)	11.9	10.8	10.0	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	110	380	696	
Sample Height, Inches	2.5	2.5	2.5	
Gross Weight Mold, g	2937	2936	2938	
Tare Weight Mold, g	1826	1817	1835	
Net Sample Weight, g	1112	1118	1103	
Expansion, inchesx10^{-4}	0	7	20	
Stability 2,000 (160 psi)	16/32	12/22	10/18	
Turns Displacement	5.67	5.37	5.25	
R-Value Uncorrected	64	74	79	
R-Value Corrected	64	74	79	
Dry Density, pcf	120.4	122.3	121.5	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.69	0.49	0.40	
G.E. by Expansion	0.00	0.02	0.07	

R-VALUE		
	By Exudation:	72
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	72
Remarks	Gf = 1.34, and 0.4 % Retained on the ¾" *Not Applicable	





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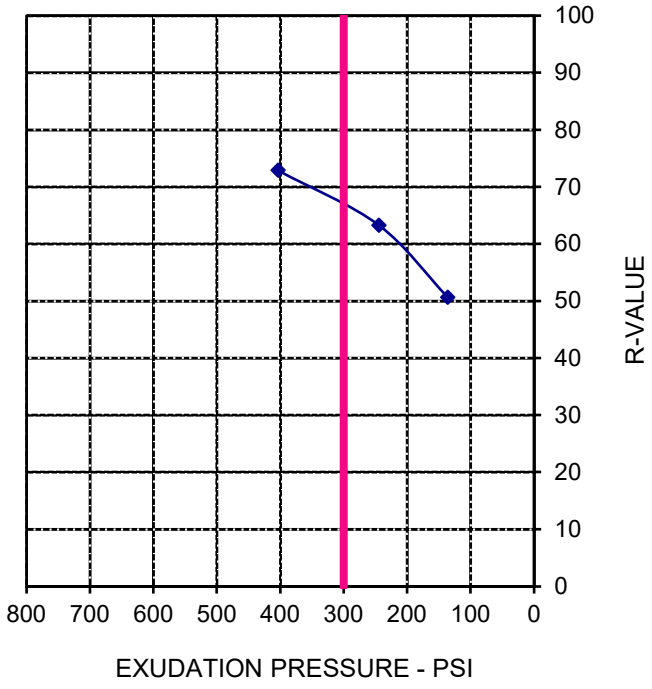
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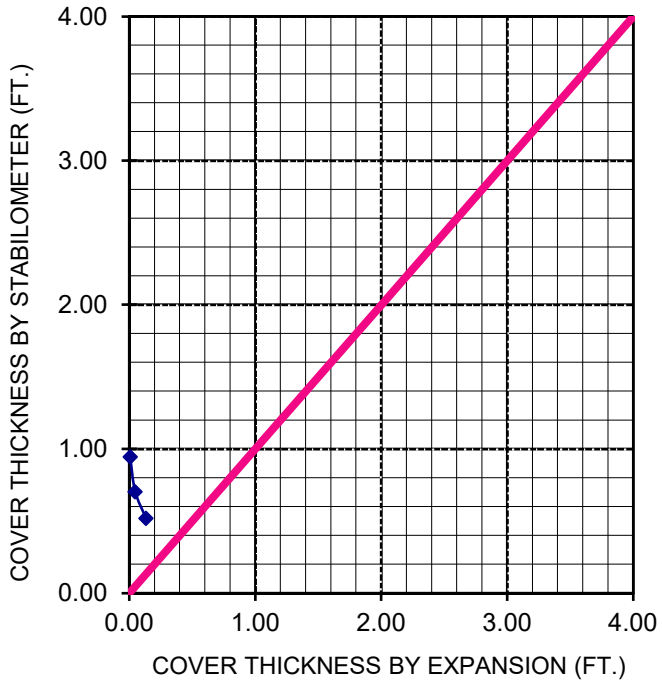
ASTM D2844

Project Name:	San Jose Creek Multi-Use Bikeway		Tested By:	ST	Date: 12/19/24
Project Number:	SC1303		Computed By:	KM	Date: 12/20/24
Boring No.:	P-4		Checked By:	AP	Date: 12/30/24
Sample No.:	BB-1	Depth (ft.): 0-3			
Location:	N/A				
Soil Description:	Silty Sand				

Mold Number	D	E	F	
Water Added, g	66	76	85	
Compact Moisture(%)	11.5	12.5	13.3	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	403	245	136	
Sample Height, Inches	2.6	2.5	2.5	
Gross Weight Mold, g	3114	3056	2991	
Tare Weight Mold, g	1953	1963	1867	
Net Sample Weight, g	1160	1093	1123	
Expansion, inchesx10^{-4}	40	14	2	
Stability 2,000 (160 psi)	10/26	16/36	24/54	
Turns Displacement	5.36	5.00	4.78	
R-Value Uncorrected	71	63	51	
R-Value Corrected	73	63	51	
Dry Density, pcf	121.3	117.7	120.1	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.52	0.70	0.94	
G.E. by Expansion	0.13	0.05	0.01	

R-VALUE		
	By Exudation:	67
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	67
Remarks	Gf = 1.34, and 0.3 % Retained on the ¾" *Not Applicable	





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R-VALUE TEST DATA

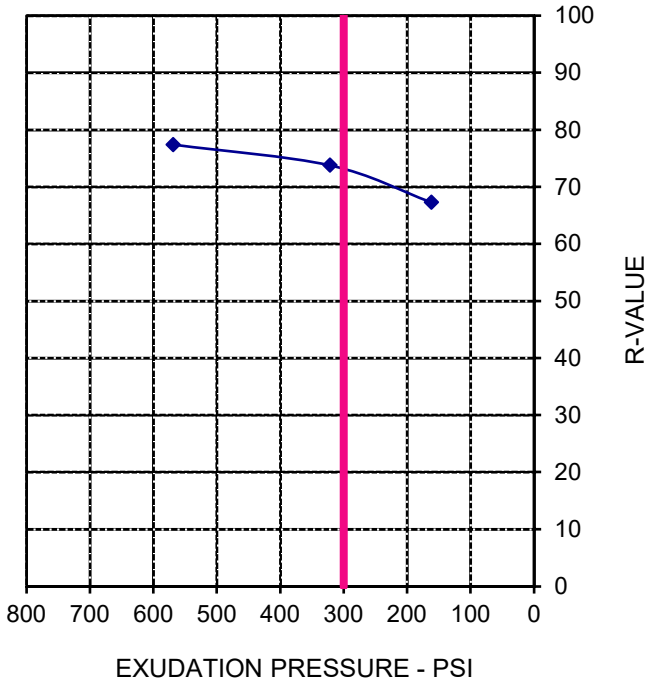
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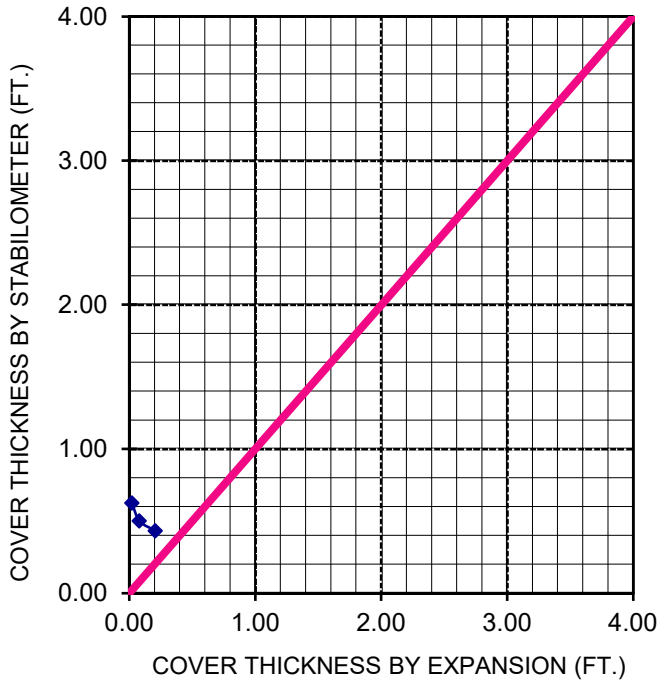
Project Name: San Jose Creek Multi-Use Bikeway
Project Number: SC1303
Boring No.: P-6
Sample No.: BB-1 Depth (ft.): 0-3
Location: N/A
Soil Description: Silty Sand

Tested By: ST Date: 12/20/24
Computed By: KM Date: 12/21/24
Checked By: AP Date: 12/30/24

Mold Number	A	B	C	
Water Added, g	95	85	74	
Compact Moisture(%)	12.6	11.6	10.5	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	161	322	569	
Sample Height, Inches	2.5	2.6	2.6	
Gross Weight Mold, g	3071	3093	3096	
Tare Weight Mold, g	1965	1965	1966	
Net Sample Weight, g	1106	1128	1129	
Expansion, inchesx10^{-4}	6	24	62	
Stability 2,000 (160 psi)	14/28	12/24	10/20	
Turns Displacement	5.73	5.46	5.41	
R-Value Uncorrected	67	72	76	
R-Value Corrected	67	74	77	
Dry Density, pcf	119.1	117.8	119.1	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.62	0.50	0.43	
G.E. by Expansion	0.02	0.08	0.21	

R-VALUE		
	By Exudation:	73
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	73
Remarks	Gf = 1.34, and 0.4 % Retained on the ¾" *Not Applicable	





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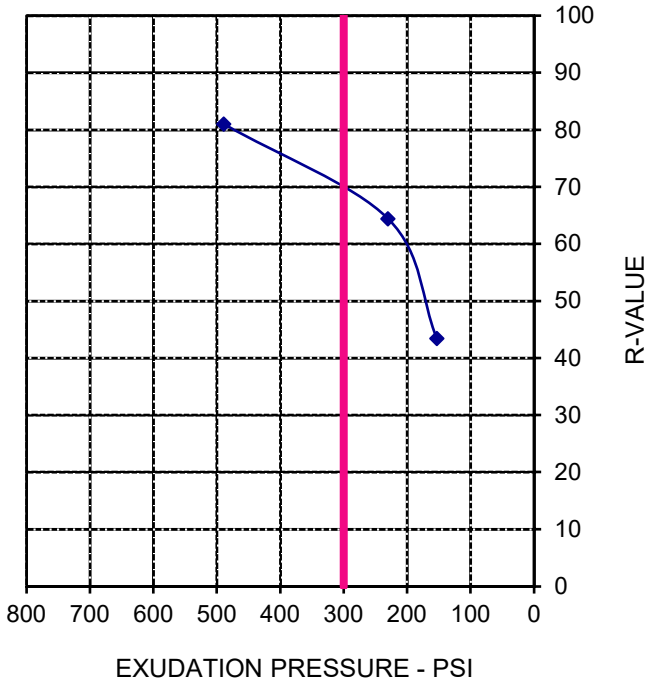
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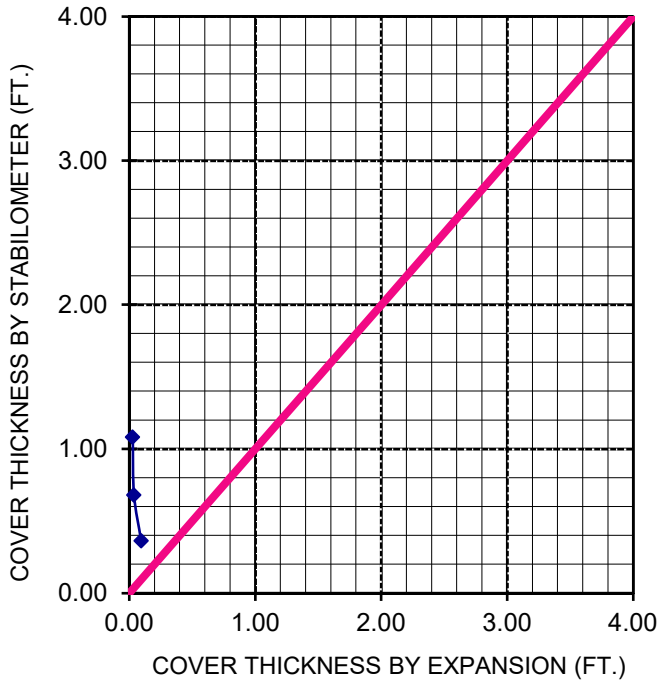
Project Name: San Jose Creek Multi-Use Bikeway
Project Number: SC1303
Boring No.: P-8
Sample No.: BB-1 Depth (ft.): 0-3
Location: N/A
Soil Description: Silty Sand w/gravel

Tested By: ST Date: 12/19/24
Computed By: KM Date: 12/20/24
Checked By: AP Date: 12/30/24

Mold Number	H	I	G	
Water Added, g	68	63	56	
Compact Moisture(%)	11.4	10.9	10.2	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	153	230	489	
Sample Height, Inches	2.5	2.5	2.6	
Gross Weight Mold, g	2978	2944	2976	
Tare Weight Mold, g	1835	1817	1826	
Net Sample Weight, g	1143	1127	1150	
Expansion, inchesx10^{-4}	8	11	28	
Stability 2,000 (160 psi)	29/60	18/36	10/20	
Turns Displacement	5.43	4.76	4.50	
R-Value Uncorrected	43	64	80	
R-Value Corrected	43	64	81	
Dry Density, pcf	124.4	123.1	121.6	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	1.08	0.68	0.36	
G.E. by Expansion	0.03	0.04	0.09	

R-VALUE		
	By Exudation:	70
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	70
Remarks	Gf = 1.34, and 2.0 % Retained on the ¾" *Not Applicable	





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R-VALUE TEST DATA

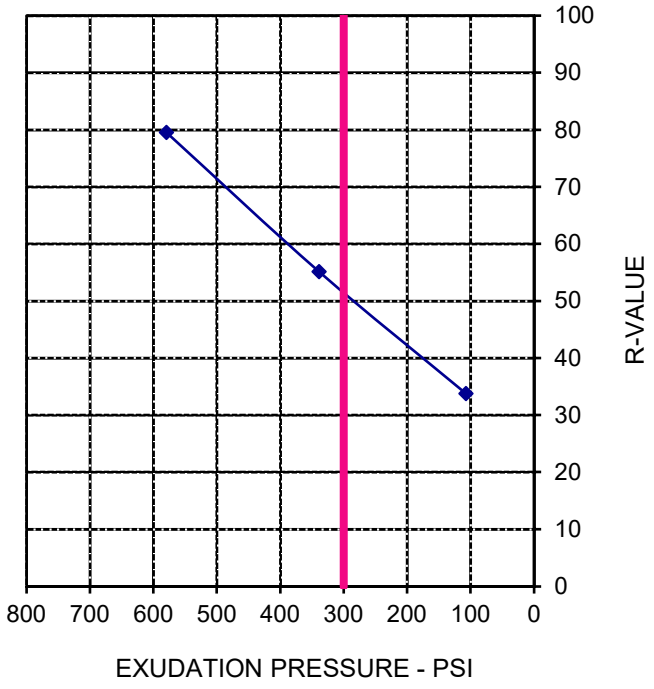
ASTM D2844

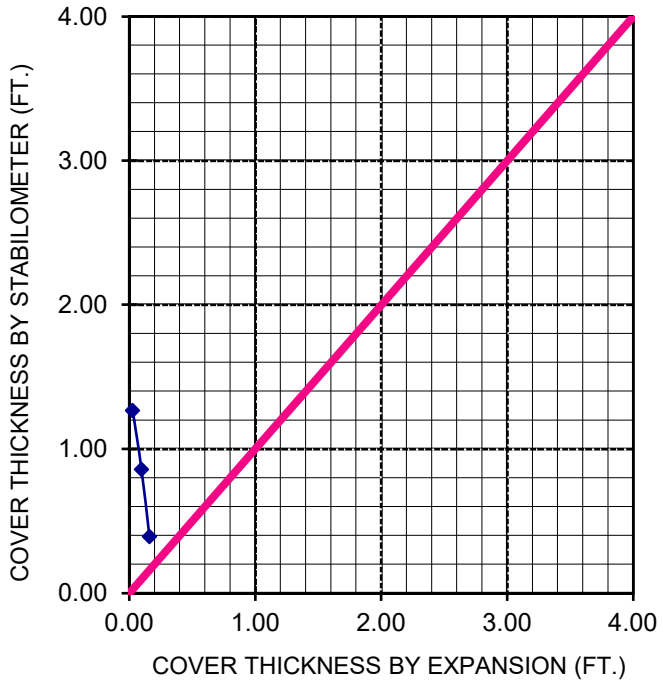
Project Name: San Jose Creek Multi-Use Bikeway
Project Number: SC1303
Boring No.: P-9
Sample No.: BB-1 Depth (ft.): 0-3
Location: N/A
Soil Description: Sandy Silt w/gravel

Tested By: ST Date: 12/19/24
Computed By: KM Date: 12/20/24
Checked By: AP Date: 12/30/24

Mold Number	B	A	C	
Water Added, g	22	30	46	
Compact Moisture(%)	9.8	10.6	12.1	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	579	339	107	
Sample Height, Inches	2.5	2.5	2.5	
Gross Weight Mold, g	3081	3090	3080	
Tare Weight Mold, g	1965	1965	1966	
Net Sample Weight, g	1116	1125	1113	
Expansion, inchesx10^{-4}	48	29	8	
Stability 2,000 (160 psi)	8/20	19/48	30/80	
Turns Displacement	4.51	4.75	4.90	
R-Value Uncorrected	80	55	34	
R-Value Corrected	80	55	34	
Dry Density, pcf	123.2	123.2	120.3	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.39	0.86	1.27	
G.E. by Expansion	0.16	0.10	0.03	

R-VALUE		
	By Exudation:	51
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	51
Remarks	Gf = 1.34, and 2.4 % Retained on the ¾" *Not Applicable	





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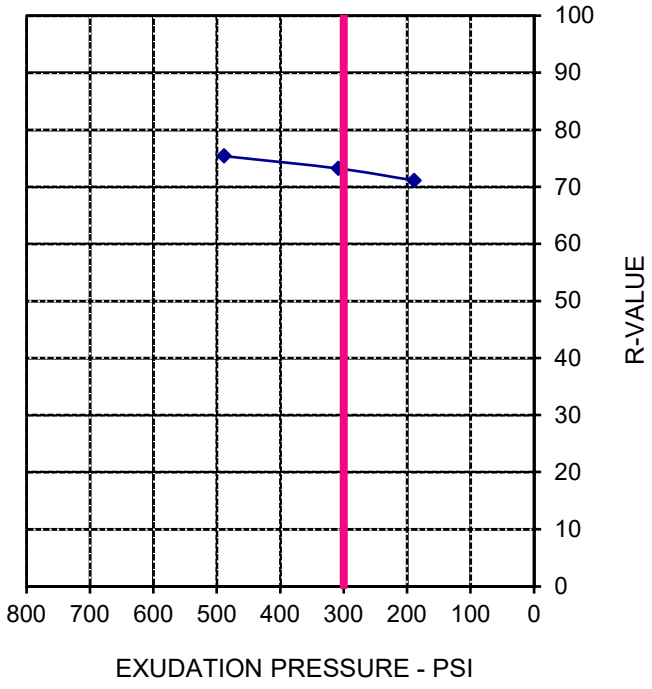
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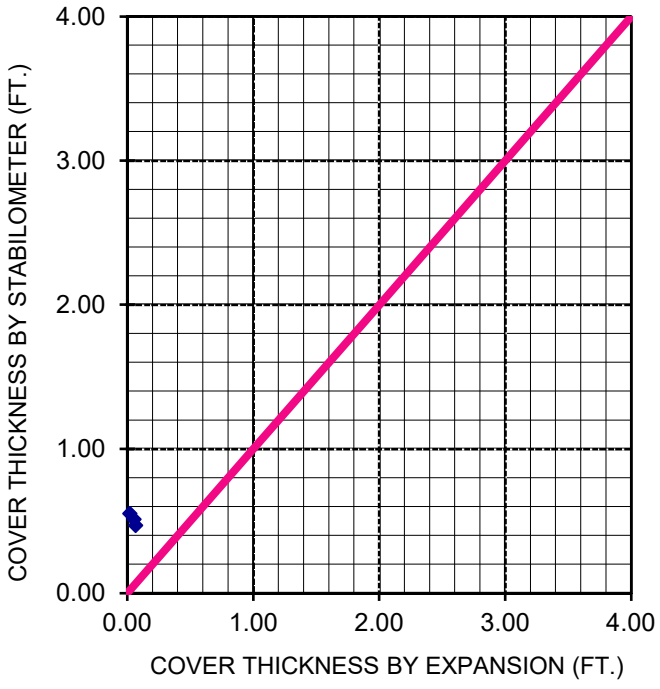
ASTM D2844

Project Name:	San Jose Creek Multi-Use Bikeway		Tested By:	ST	Date: 12/20/24
Project Number:	SC1303		Computed By:	KM	Date: 12/21/24
Boring No.:	P-11		Checked By:	AP	Date: 12/30/24
Sample No.:	BB-1	Depth (ft.): 0-3			
Location:	N/A				
Soil Description:	Silty Sand				

Mold Number	D	F	E	
Water Added, g	61	55	53	
Compact Moisture(%)	12.3	11.7	11.5	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	189	308	488	
Sample Height, Inches	2.5	2.5	2.5	
Gross Weight Mold, g	3054	2994	3075	
Tare Weight Mold, g	1953	1867	1963	
Net Sample Weight, g	1100	1126	1112	
Expansion, inchesx10^{-4}	6	16	20	
Stability 2,000 (160 psi)	14/24	12/22	11/20	
Turns Displacement	5.75	5.73	5.70	
R-Value Uncorrected	71	73	75	
R-Value Corrected	71	73	75	
Dry Density, pcf	118.7	122.2	120.9	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.55	0.51	0.47	
G.E. by Expansion	0.02	0.05	0.07	

R-VALUE	By Exudation:	73
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	73
Remarks	Gf = 1.34, and 1.4 % Retained on the ¾" *Not Applicable	





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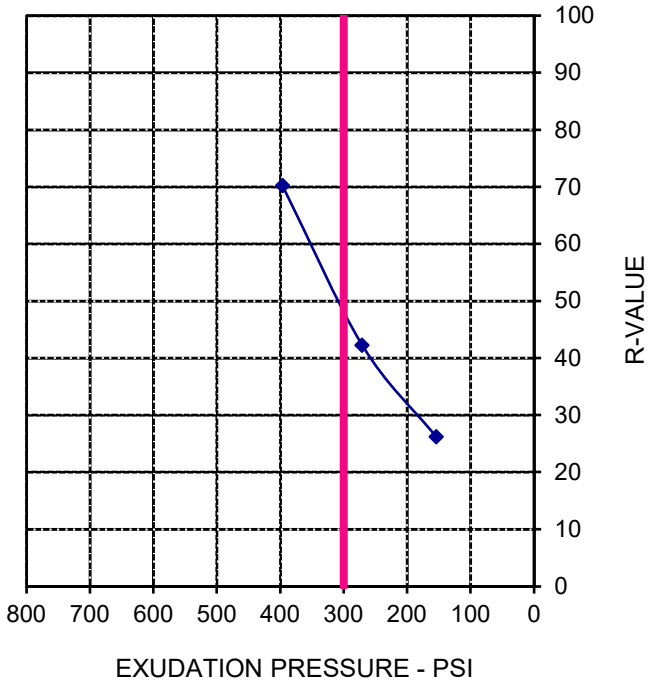
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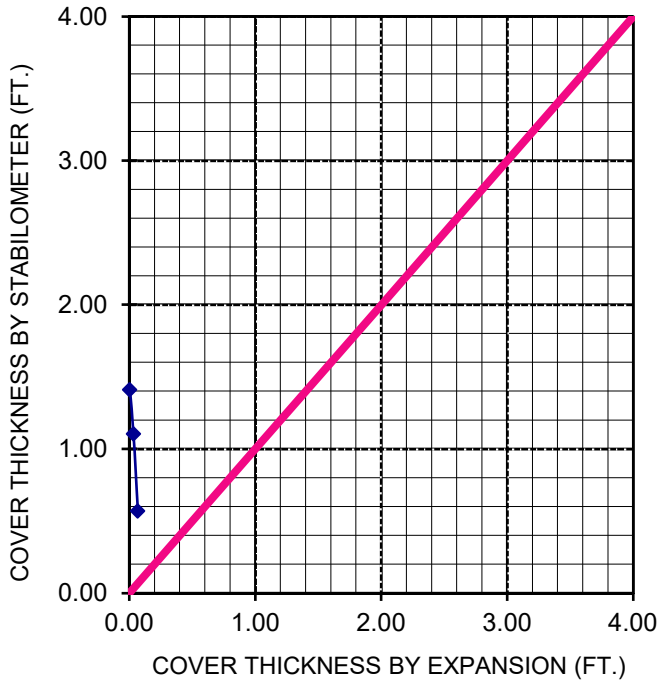
ASTM D2844

Project Name:	San Jose Creek Multi-Use Bikeway	Tested By:	ST	Date:	12/18/24
Project Number:	SC1303	Computed By:	KM	Date:	12/19/24
Boring No.:	P-12	Checked By:	AP	Date:	12/30/24
Sample No.:	BB-1	Depth (ft.):	0-3		
Location:	N/A				
Soil Description:	Sandy Silt w/gravel				

Mold Number	D	E	F	
Water Added, g	50	40	31	
Compact Moisture(%)	12.7	11.7	10.8	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	154	271	396	
Sample Height, Inches	2.4	2.4	2.4	
Gross Weight Mold, g	3036	3054	2962	
Tare Weight Mold, g	1953	1963	1867	
Net Sample Weight, g	1082	1091	1095	
Expansion, inchesx10^{-4}	1	10	20	
Stability 2,000 (160 psi)	36/88	28/62	13/26	
Turns Displacement	5.32	4.88	4.90	
R-Value Uncorrected	28	45	72	
R-Value Corrected	26	42	70	
Dry Density, pcf	121.3	123.3	124.8	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	1.41	1.10	0.57	
G.E. by Expansion	0.00	0.03	0.07	

R-VALUE		
	By Exudation:	48
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	48
Remarks	Gf = 1.34, and 3.8 % Retained on the ¾" *Not Applicable	





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R-VALUE TEST DATA

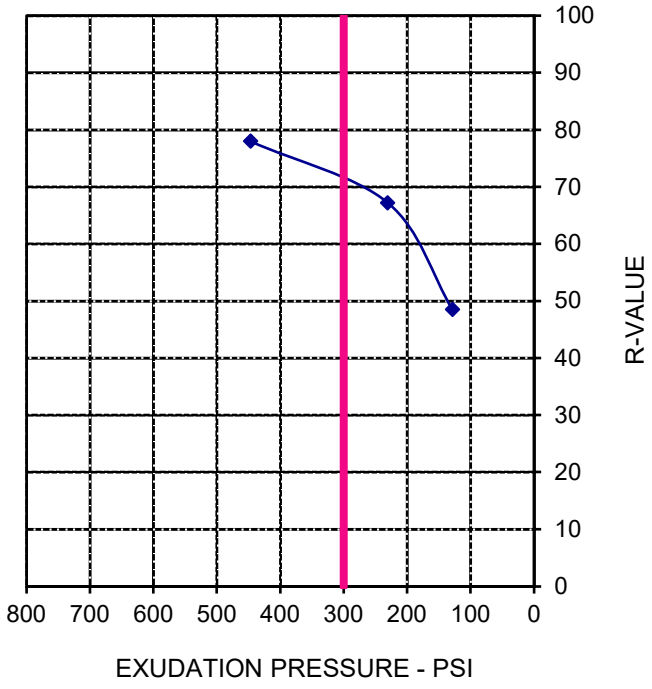
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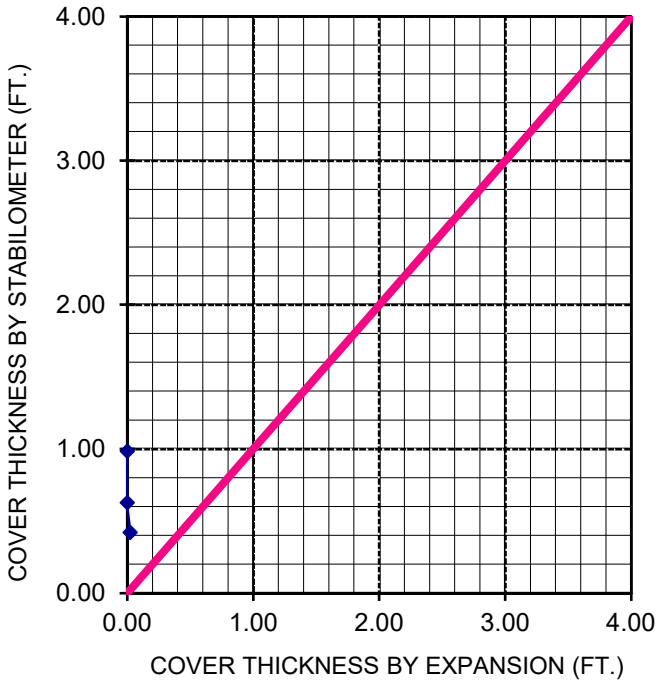
Project Name: San Jose Creek Multi-Use Bikeway
Project Number: SC1303
Boring No.: P-16
Sample No.: BB-1 Depth (ft.): 0-3
Location: N/A
Soil Description: Silty Sand w/gravel

Tested By: ST Date: 12/18/24
Computed By: KM Date: 12/19/24
Checked By: AP Date: 12/30/24

Mold Number	G	H	I	
Water Added, g	55	46	35	
Compact Moisture(%)	10.6	9.7	8.6	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	129	231	447	
Sample Height, Inches	2.3	2.3	2.3	
Gross Weight Mold, g	2911	2930	2917	
Tare Weight Mold, g	1826	1835	1817	
Net Sample Weight, g	1086	1095	1100	
Expansion, inchesx10^{-4}	0	0	7	
Stability 2,000 (160 psi)	25/50	15/30	9/17	
Turns Displacement	4.77	4.47	5.11	
R-Value Uncorrected	54	71	80	
R-Value Corrected	49	67	78	
Dry Density, pcf	129.4	131.5	133.4	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.98	0.63	0.42	
G.E. by Expansion	0.00	0.00	0.02	

R-VALUE		
	By Exudation:	72
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	72
Remarks	Gf = 1.34, and 10.5 % Retained on the ¾" *Not Applicable	





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R-VALUE TEST DATA

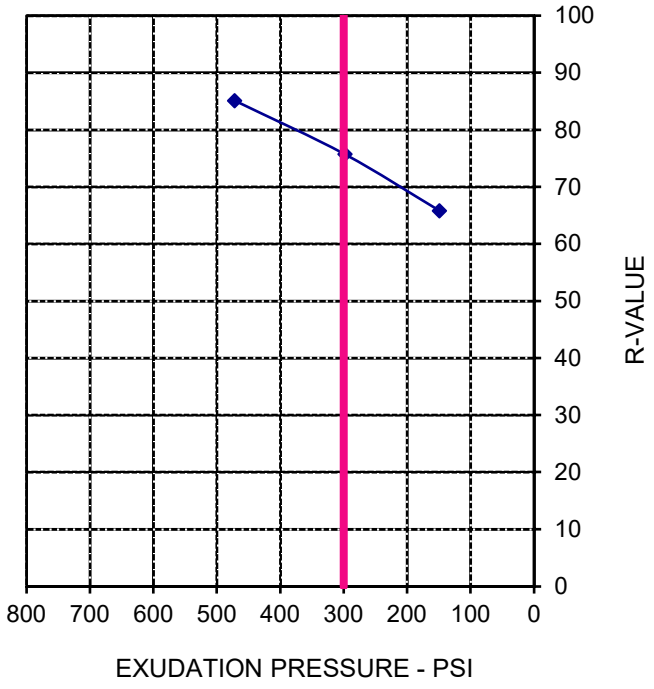
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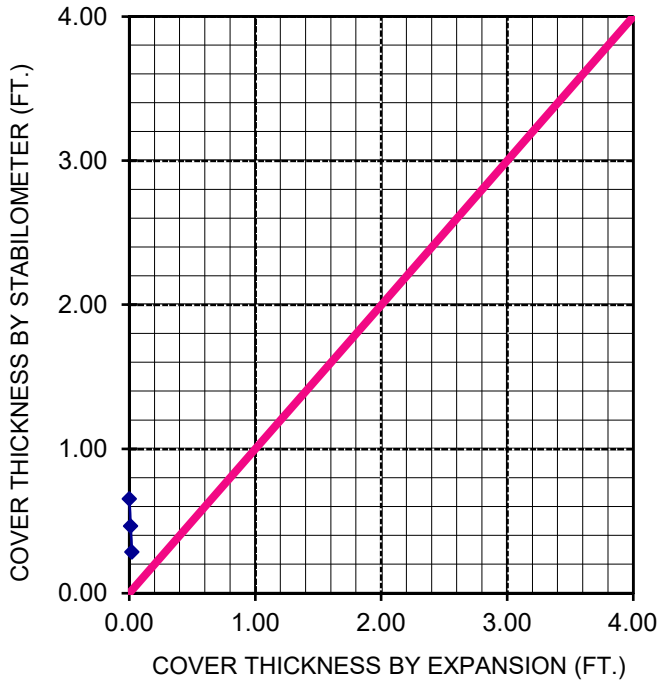
Project Name: San Jose Creek Multi-Use Bikeway
Project Number: SC1303
Boring No.: P-18
Sample No.: BB-1 Depth (ft.): 0-3
Location: N/A
Soil Description: Silty Sand w/gravel

Tested By: ST Date: 12/18/24
Computed By: KM Date: 12/19/24
Checked By: AP Date: 12/30/24

Mold Number	B	C	A	
Water Added, g	56	50	46	
Compact Moisture(%)	8.6	8.0	7.6	
Compaction Gage Pressure, psi	250	250	250	
Exudation Pressure, psi	149	298	472	
Sample Height, Inches	2.4	2.4	2.4	
Gross Weight Mold, g	3058	3064	3062	
Tare Weight Mold, g	1965	1967	1965	
Net Sample Weight, g	1093	1098	1097	
Expansion, inchesx10^{-4}	0	3	6	
Stability 2,000 (160 psi)	17/30	12/21	7/12	
Turns Displacement	5.08	4.97	4.82	
R-Value Uncorrected	68	77	86	
R-Value Corrected	66	76	85	
Dry Density, pcf	127.1	128.3	128.7	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	0.65	0.46	0.28	
G.E. by Expansion	0.00	0.01	0.02	

R-VALUE		
	By Exudation:	76
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	76
Remarks	Gf = 1.34, and 9.9 % Retained on the ¾" *Not Applicable	



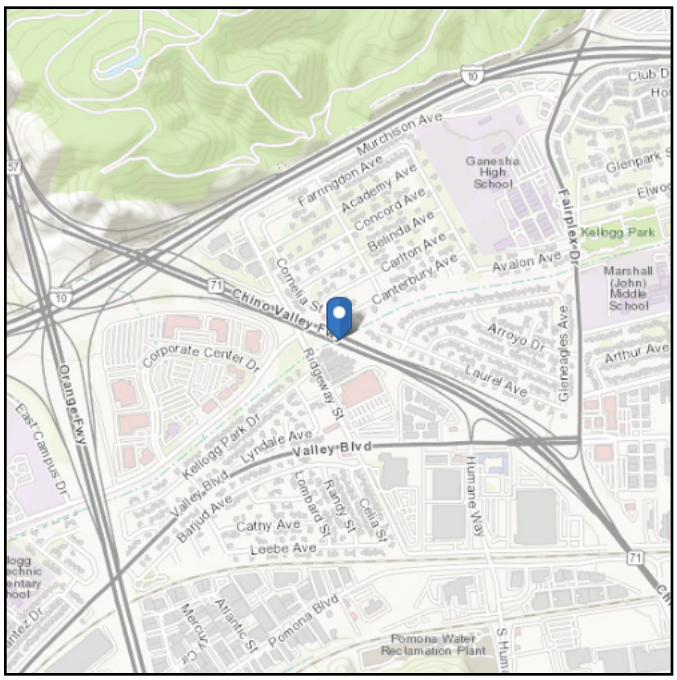


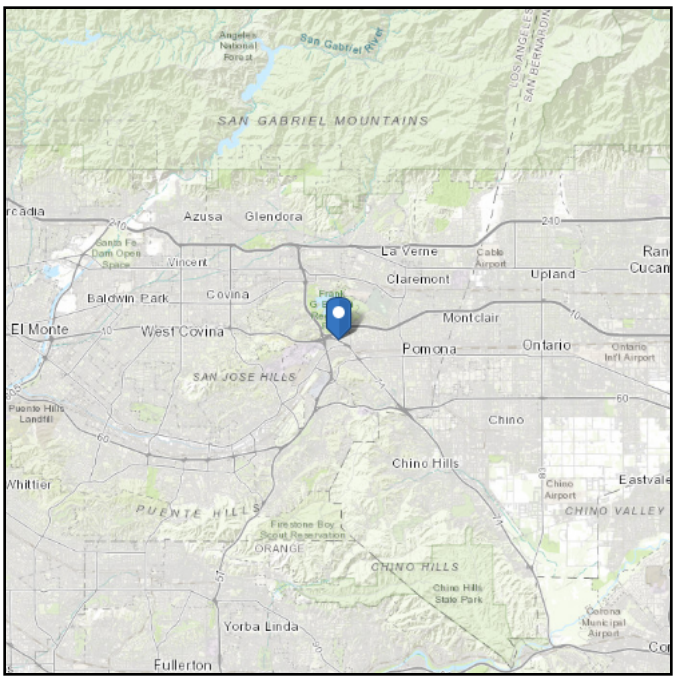
APPENDIX G – ASCE 7 Hazard Report Output

ASCE Hazards Report

Address:
No Address at This Location

Standard:	ASCE/SEI 7-16	**Latitude:**	34.064372
Risk Category:	II	**Longitude:**	-117.796128
Soil Class:	D - Stiff Soil	**Elevation:**	785.3178841295154 ft (NAVD 88)





Seismic

Site Soil Class: D - Stiff Soil

Results:

S_S :	1.73	S_{D1} :	N/A
S_1 :	0.628	T_L :	8
F_a :	1	PGA :	0.738
F_v :	N/A	PGA_M :	0.812
S_{MS} :	1.73	F_{PGA} :	1.1
S_{M1} :	N/A	I_e :	1
S_{DS} :	1.153	C_v :	1.446

Ground motion hazard analysis may be required. See ASCE/SEI 7-16 Section 11.4.8.

Data Accessed: Thu May 08 2025

Date Source: USGS Seismic Design Maps

The ASCE Hazard Tool is provided for your convenience, for informational purposes only, and is provided “as is” and without warranties of any kind. The location data included herein has been obtained from information developed, produced, and maintained by third party providers; or has been extrapolated from maps incorporated in the ASCE standard. While ASCE has made every effort to use data obtained from reliable sources or methodologies, ASCE does not make any representations or warranties as to the accuracy, completeness, reliability, currency, or quality of any data provided herein. Any third-party links provided by this Tool should not be construed as an endorsement, affiliation, relationship, or sponsorship of such third-party content by or from ASCE.

ASCE does not intend, nor should anyone interpret, the results provided by this Tool to replace the sound judgment of a competent professional, having knowledge and experience in the appropriate field(s) of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the contents of this Tool or the ASCE standard.

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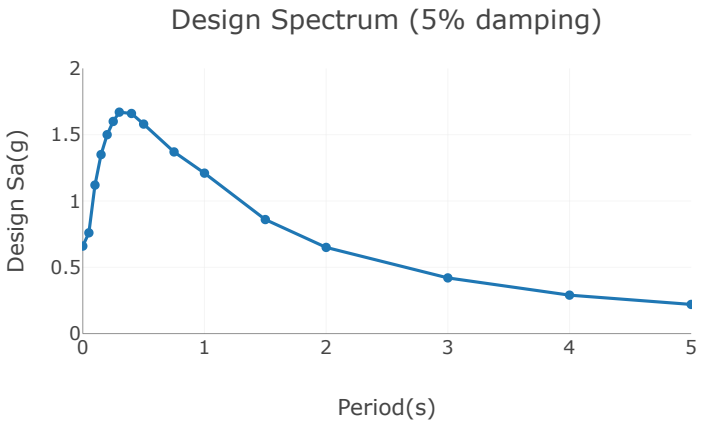
APPENDIX H – Caltrans ARS Report Output

ARS Online V4.0 results for Latitude: 34.064372° Longitude: -117.796128° Vs30: 250 m/s

Return period: 975 years *(5% damping)*

Period(s)	Sa(g)	Near-fault amp	Design Sa(g)
0	0.66	1	0.66
0.05	0.76	1	0.76
0.10	1.12	1	1.12
0.15	1.35	1	1.35
0.20	1.5	1	1.5
0.25	1.6	1	1.6
0.30	1.67	1	1.67
0.40	1.66	1	1.66
0.50	1.58	1	1.58
0.75	1.27	1.08	1.37
1.0	1.05	1.16	1.21
1.5	0.75	1.16	0.86
2.0	0.56	1.16	0.65
3.0	0.36	1.16	0.42
4.0	0.25	1.16	0.29
5.0	0.19	1.16	0.22
7.5	0.11	1.16	0.12
10.0	0.07	1.16	0.08

Copy table



Deaggregation Results

Period(s)	M_{mean}	R_{mean}(km)	ε
PGA	6.75	13.46	1.21
1.0	7.25	17.22	1.11

Note: Peak ground acceleration (PGA) is equal to the spectral acceleration (Sa) at a period of 0.

M_{mean} = Mean Moment Magnitude

R_{mean} = Mean site-source distance

ε = number of standard deviations for logarithmic spectral acceleration

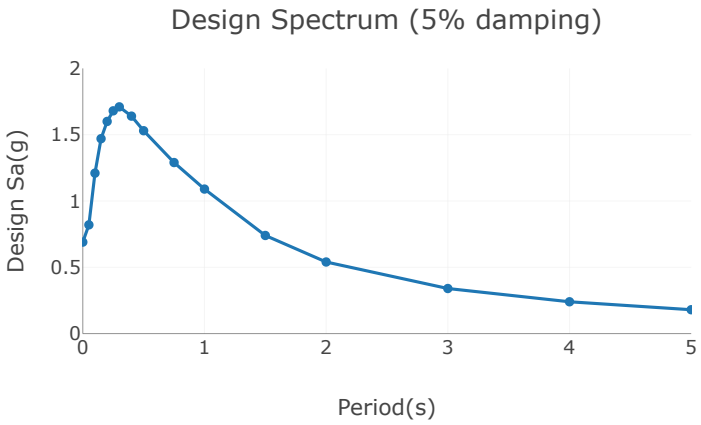
New Analysis

ARS Online V4.0 results for Latitude: 34.064372° Longitude: -117.796128° Vs30: 310 m/s

Return period: 975 years *(5% damping)*

Period(s)	Sa(g)	Near-fault amp	Design Sa(g)
0	0.69	1	0.69
0.05	0.82	1	0.82
0.10	1.21	1	1.21
0.15	1.47	1	1.47
0.20	1.6	1	1.6
0.25	1.68	1	1.68
0.30	1.71	1	1.71
0.40	1.64	1	1.64
0.50	1.53	1	1.53
0.75	1.19	1.08	1.29
1.0	0.94	1.17	1.09
1.5	0.63	1.17	0.74
2.0	0.46	1.17	0.54
3.0	0.29	1.17	0.34
4.0	0.21	1.17	0.24
5.0	0.16	1.17	0.18
7.5	0.09	1.17	0.11
10.0	0.06	1.17	0.07

Copy table



Deaggregation Results

Period(s)	M_{mean}	R_{mean}(km)	ε
PGA	6.77	12.87	1.17
1.0	7.25	16.52	1.07

Note: Peak ground acceleration (PGA) is equal to the spectral acceleration (Sa) at a period of 0.

M_{mean} = Mean Moment Magnitude

R_{mean} = Mean site-source distance

ε = number of standard deviations for logarithmic spectral acceleration

New Analysis

Appendix E

Hydrology Report

HYDROLOGY REPORT
SAN JOSE CREEK MULTI-USE BIKEWAY PROJECT

June 29, 2023
Revised October 7, 2024

PRESENTED TO

City of Pomona

PRESENTED BY

Craftwater Engineering, Inc.
San Diego | Los Angeles
Tel 805.729.0943
www.craftwaterinc.com

CONTENTS

Contents ii
1 Introduction and Existing Conditions 4
1.1 Project Background 4
1.1.1 Project Goal and Objectives 4
1.2 Existing Site Conditions 4
1.2.1 Site View 4
1.2.2 Storm Drain Data Review and Mapping 8
1.2.3 Non-Stormwater Infrastructure 9
1.2.4 Infiltration Feasibility 9
1.2.5 Findings and Discussion 10
2 Hydraulic and Hydrologic Analysis 11
2.1 Existing Site Hydrology 11
3 Lid Implementation Analysis 26
3.1 BMP Modeling Setup and Assumptions 26
3.1.1 Storage Volume and Footprint 26
3.1.2 Infiltration Rate 27
3.1.3 BMP Modeling Results and Considerations 27
3.2 Additional LID Strategies 28
4 State Route 71 Crossing Analysis 31
4.1 Existing Site Conditions 31
4.1.1 Flow Paths 31
4.2 Hydrology Setup and Results 32
4.2.1 Local Runoff 32
4.2.2 Channel Impacts 32
4.2.3 Results 35
5 Conclusions 41
Appendix A – Drainage Area Hydrographs 42
Appendix B – LACFCD Design Storm Information 43

Figures

Figure 1-1. Site Vicinity Map (Cal Poly Pomona to State Route 57 Crossing) 5
Figure 1-2. Site Vicinity Map (State Route 57 Crossing to John F. Kennedy Park) 6
Figure 1-3. Site Vicinity Map (John F. Kennedy Park to Murchison Avenue) 7
Figure 1-4. Existing Storm Drain Infrastructure at the San Jose Creek Bikeway Location 8
Figure 1-5. Multiple pipes crossing the channel at various points. 9
Figure 1-6. Spatial Distribution of NRCS Soil Types at the San Jose Creek Bikeway Location 10
Figure 2-1. An example of a 24-Hour Design Storm 11
Figure 2-2. Two Pipes Protrude into the Site for the Proposed Bikeway 12
Figure 2-3. All Drainage Areas for the San Jose Bikeway 14
Figure 2-4. Drainage Area 1 for the San Jose Bikeway 15
Figure 2-5. Drainage Area 2A for the San Jose Bikeway 16
Figure 2-6. Second part of Drainage Area 2A for the San Jose Bikeway 17
Figure 2-7. Third part of Drainage Area 2A for the San Jose Bikeway 18
Figure 2-8. Drainage Areas 2B, 2C, and 2D for the San Jose Bikeway 19
Figure 2-9. Drainage Areas 3A and 3B for the San Jose Bikeway 20
Figure 2-10. Drainage Area 3C for the San Jose Bikeway 21
Figure 2-11. Drainage Area 4 for the San Jose Bikeway 22
Figure 2-12. Drainage Areas 3A and 3B for the San Jose Bikeway 23
Figure 2-13. Drainage Area 6 for the San Jose Bikeway 24
Figure 2-14. Drainage Area 7 for the San Jose Bikeway 25
Figure 3-1. San Jose Creek Bikeway 30% Landscaping Plans for the trail entrance at Temple Avenue 29
Figure 3-2. San Jose Creek Bikeway 30% Plans between Glen Avenue and Dudley Street 30
Figure 4-1. State Route 71 Crossing Clearance 31
Figure 4-2. State Route 71 Crossing Drainage 32
***Figure* 4-3:** Grading plan for Route 71 Crossing 33
Figure 4-4: Area 3B Hydrocalc Results 34
Figures 4-5: Area 3A Hydrocalc Results 34
Figure 4-6: Existing Channel Design Flow WSE 35
Figure 4-7. CheckMate® UltraFlex™ Inline Check Valve Schematic 36
Figure 4-8. Sump Inlet Calculations 36
Figure 4-9: Proposed Crossing Drainage Design, West of State Route 71 Crossing 37
Figure 4-10. Proposed Crossing Drainage Design, East of State Route 71 Crossing 38
Figure 4-11. Proposed Crossing Drainage Design Details 1 and 2 39
Figure 4-12. Proposed Crossing Drainage Design Details 3 through 5 40

Tables

Table 1-1. NRCS Soil Type Minimum Infiltration Rates 9
Table 2-1. Drainage Areas and 85th Percentile Runoff Volumes 13
Table 3-1. Access Road Area Available for Each Subdrainage Area 26
Table 3-2. LID Footprint Required to Capture the 85th Percentile Storm, by Subdrainage Area 27

1 INTRODUCTION AND EXISTING CONDITIONS

1.1 Project Background

The Active Transportation Program (ATP) was created by the California Transportation Commission and approved by the Senate in 2013 with an intent to encourage increased use of active modes of transportation, such as walking and biking. Funding was recently awarded to the City of Pomona for their San Jose Creek Bike Path Project, which aims to create a 3.5-mile stretch of multi-use bikeway from Cal Poly Pomona to residential Murchison Avenue. The project intends to consist of 13 different public access points, which will connect residents to 10 schools and 3 public parks. Project conception began in 2014, when the City of Pomona created their first Active Transportation Plan. This project was their number one priority highlighted in that plan. In addition to the bikeway design, Low-Impact Development (LID) strategies for stormwater runoff management were considered to improve drainage and flood patterns.

1.1.1 Project Goal and Objectives

The objective of this report is to provide the City of Pomona with project context and conceptual analyses that will ultimately guide the development of the 100% detailed design documents. Project constraints and potential options will be detailed in this report to present an array of options that will contribute to both water quality goals as well as other important project considerations and desired multi-benefit outcomes for the San Jose Creek Bikeway. These options can then be considered and weighed before proceeding with the ultimate design of the project by identifying the project configuration that best meets the desired outcome and contributes to water quality benefits in a cost-effective manner. This report includes a review of existing site conditions and context; analysis of hydrologic data relevant to the San Jose Creek Bikeway LID; modeling of the San Jose Creek Bikeway Drainage Area; an analysis of LID stormwater capture feasibility, and an analysis of the drainage impacts at the Route 71 freeway crossing.

1.2 Existing Site Conditions

1.2.1 Site View

The San Jose Creek Bikeway LID would be located at areas of runoff accumulation on approximately 3.5 miles of maintenance roads adjacent to the San Jose Creek. The side of the channel on which the bikeway will occupy alternates between certain subsections. The LID would likely be located on the sides of the bikeway closest to the channel. ***Figure 1-1***, ***Figure 1-2***, and ***Figure 1-3*** shows the Site Vicinity Maps. The proposed trail would connect residents to 10 different schools and 3 different parks. The two ends of the bikeway will also include entrance/exit areas with natural vegetation, signage, and benches.

John F. Kennedy Park will also be integrated into this project. A regional BMP may be installed at the park, with surface improvement and nature-based enhancements incorporated at a later date. More information on that can be found in the Stormwater Capture Study Technical Memorandum prepared by Craftwater.

Additionally, the State Route 71 freeway crossing does not currently have enough vertical clearance to allow for pedestrian or bicycle travel underneath and will require additional grading and drainage efforts. **Section 4** discusses this crossing in further detail.

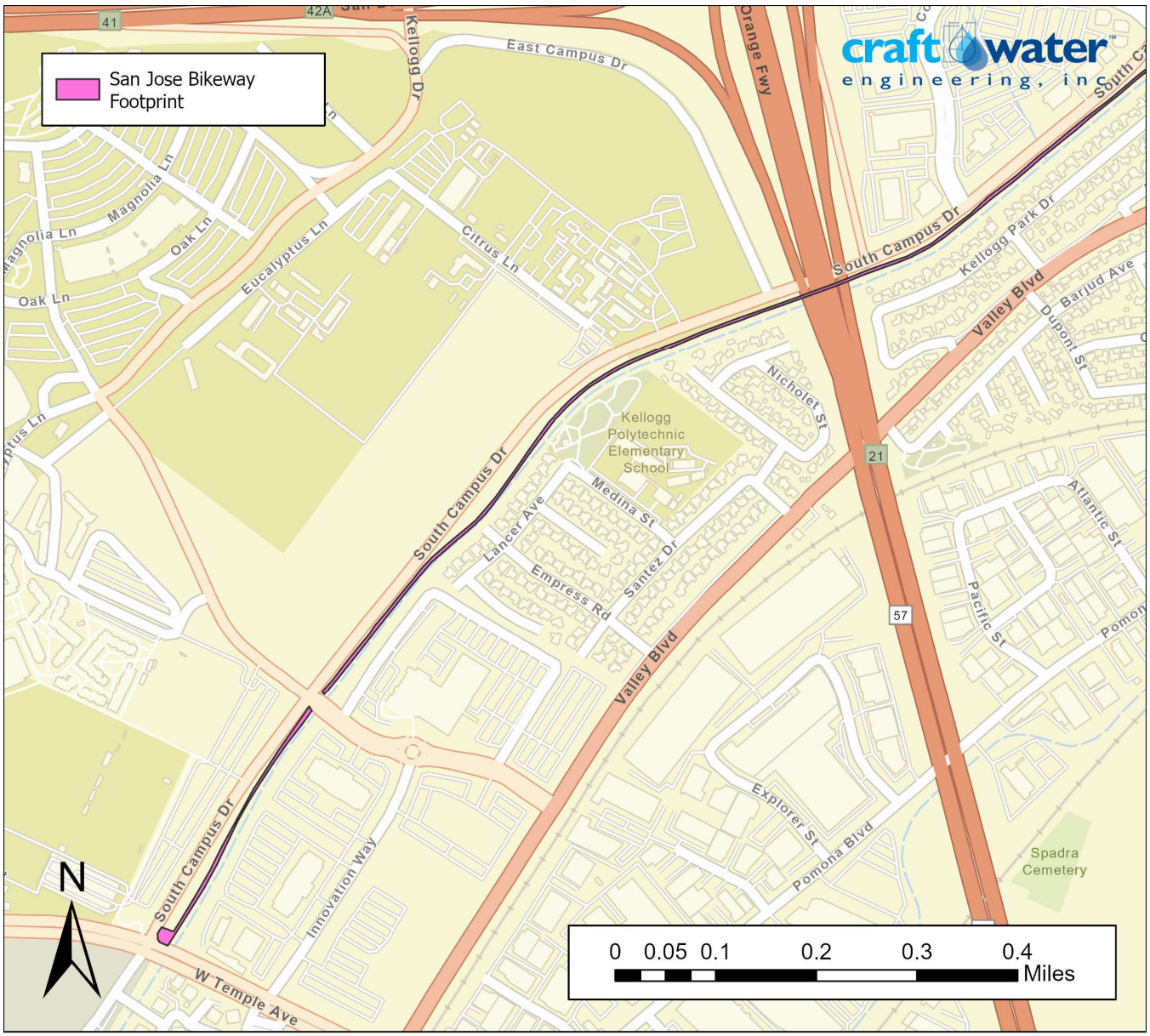


Figure 1-1. Site Vicinity Map (Cal Poly Pomona to State Route 57 Crossing)

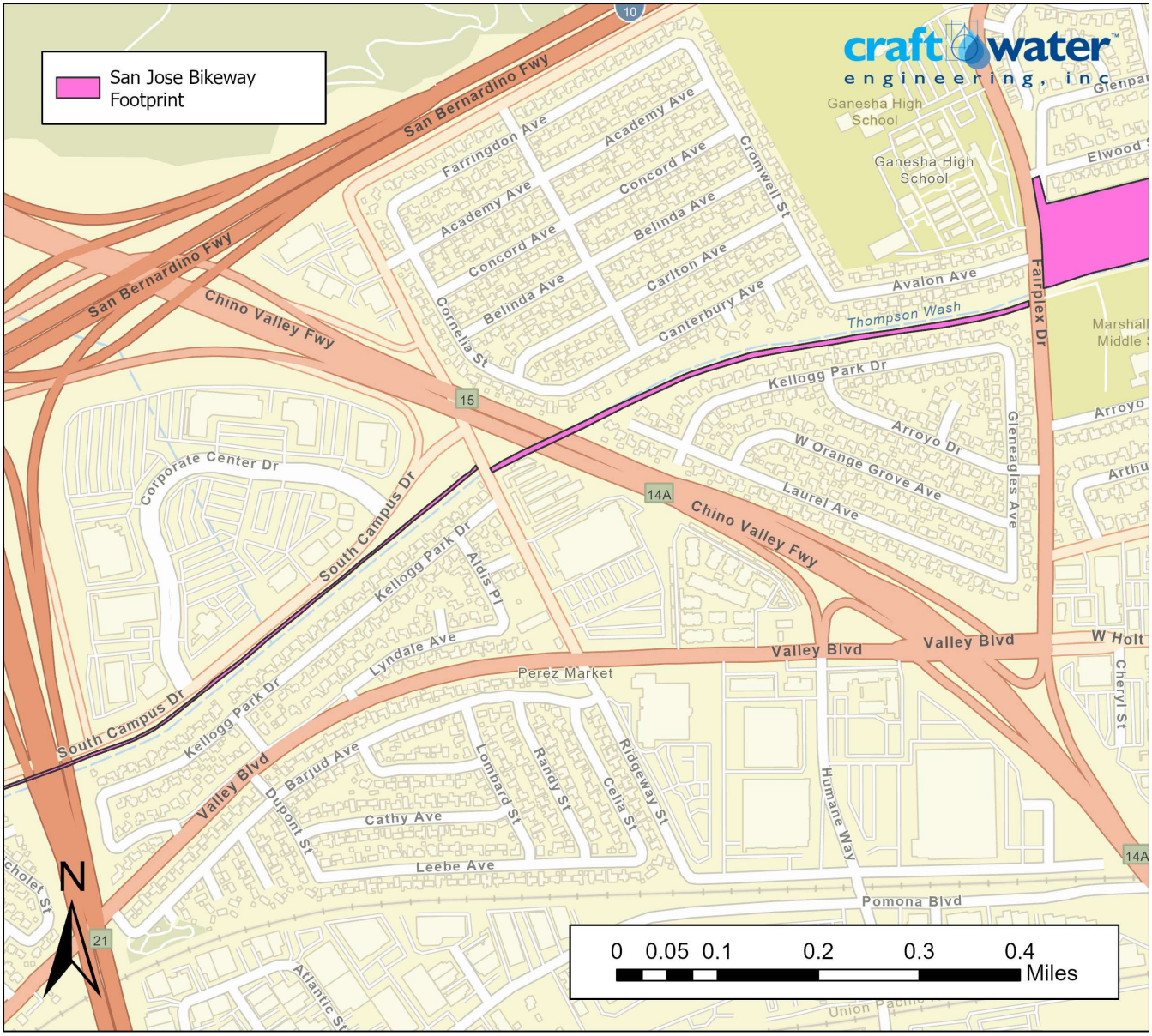


Figure 1-2. Site Vicinity Map (State Route 57 Crossing to John F. Kennedy Park)

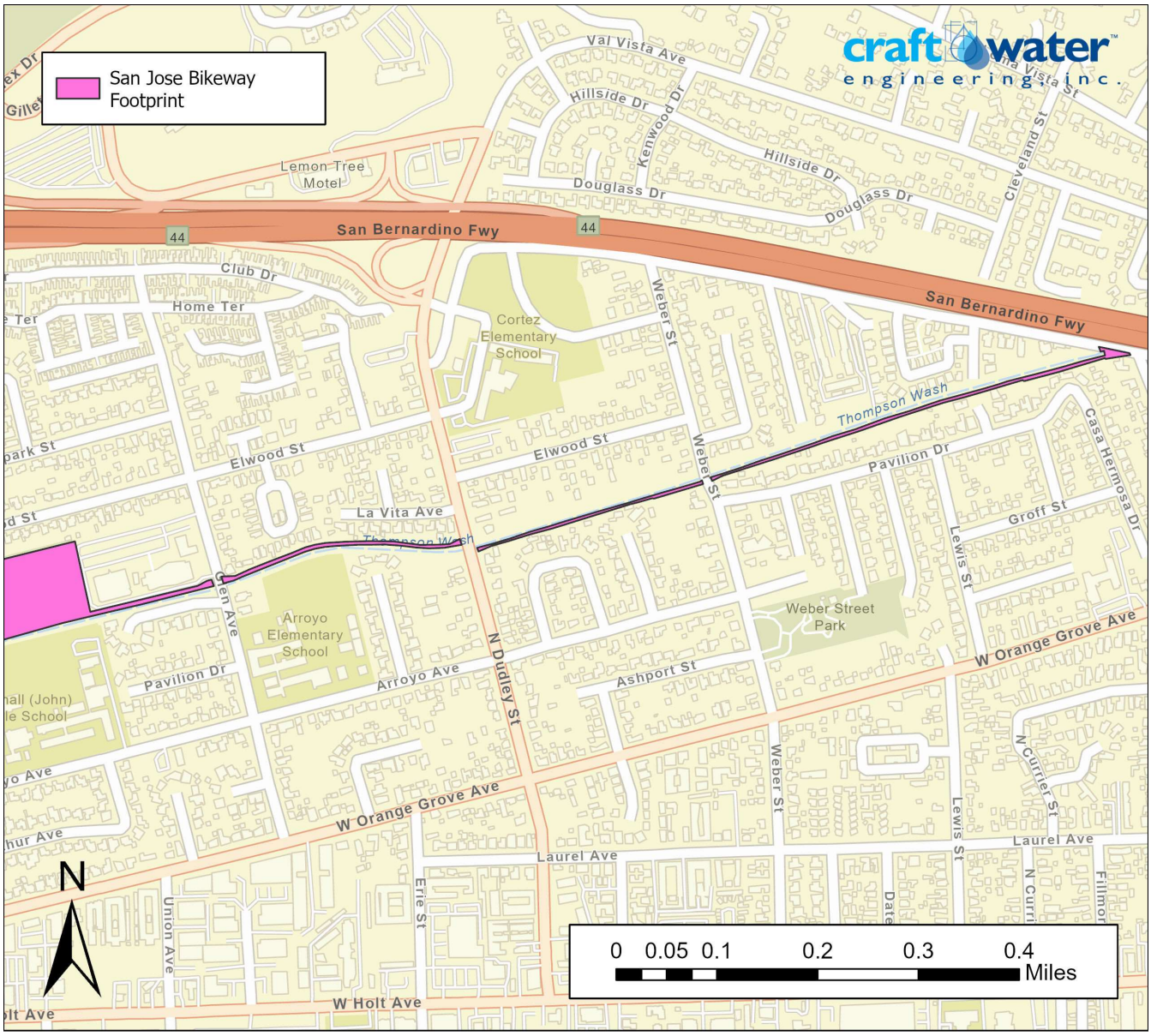


Figure 1-3. Site Vicinity Map (John F. Kennedy Park to Murchison Avenue)

1.2.2 Storm Drain Data Review and Mapping

Digital storm drain utility inventories made available by Los Angeles County Public Works were used to assess existing storm drain infrastructure relevant to the San Jose Creek Bikeway (***Figure 1-4***). Storm drain pipes and inlets are primarily located at nearby major street crossings before entering the channel within the maintenance road area. Strategically placed LID along the Trail could reduce and partially treat runoff that would normally enter these inlets.

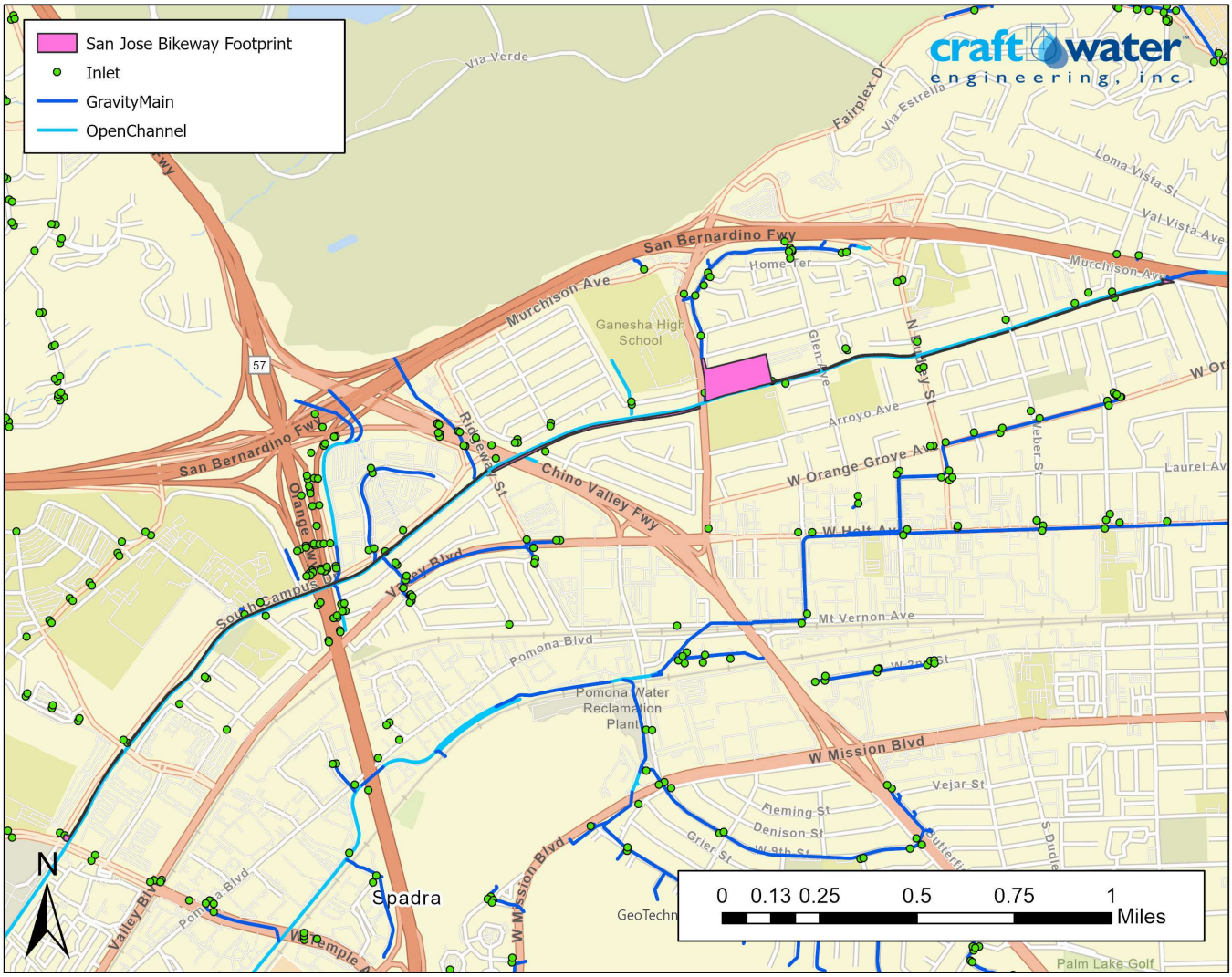


Figure 1-4. Existing Storm Drain Infrastructure at the San Jose Creek Bikeway Location

1.2.3 Non-Stormwater Infrastructure

There are many oil, gas, and other pipes that run across the channel in various places along the proposed bikeway. While some simply intersect the channel walls on both ends, many run right into the edge of the maintenance road (***Figure 1-5***). When designing and constructing the Atwood Trail, extra care should be taken to prevent the puncture or weakening of these pipes. These pipes will likely be adjacent to LID, where a rupture would directly pollute the channel and potentially harm landscaping and pedestrians.



Figure 1-5. Multiple pipes crossing the channel at various points.

1.2.4 Infiltration Feasibility

An infiltration feasibility study of the San Jose Bikeway Project Site was conducted via a desktop analysis to determine potential infiltration rates for a San Jose Bikeway BMP.

NRCS Custom Soil Resource Report

NRCS Hydrologic Soil Type classifications were used to determine the infiltration potential for the San Jose Creek Bikeway LID. The USDA web soil survey tool was used to create a custom soil resource report to determine the Project's NRCS Hydrologic Soil type (***Figure 1-6***). The project location primarily contains NRCS Type A and Type B soil. **Table 1-1** lists the range of minimum infiltration rates based on NRCS soil type (Water Resources Engineering, Mays, 2019). Since the project site contains Type A and Type B soil, partial infiltration is possible. However, a site-specific geotechnical evaluation is recommended for further verification of this before final project sizing is defined.

Table 1-1. NRCS Soil Type Minimum Infiltration Rates

NRCS Soil Type	Minimum Infiltration Rate(in/hr)
A	0.30-0.45
B	0.15-0.30
C	0.05-0.15
D	0.0-0.05

While the minimum infiltration rate ranges indicate the likely feasibility for infiltration at this site, these alone do not provide a cap on potential performance. The custom soil resource report details the capacity of the most limiting layer to transmit water (K_{sat}) as moderately high, with a value anywhere between 0.57-1.98 in/hr. While these rates are still provided in ranges, this information reaffirms the project's infiltration feasibility.

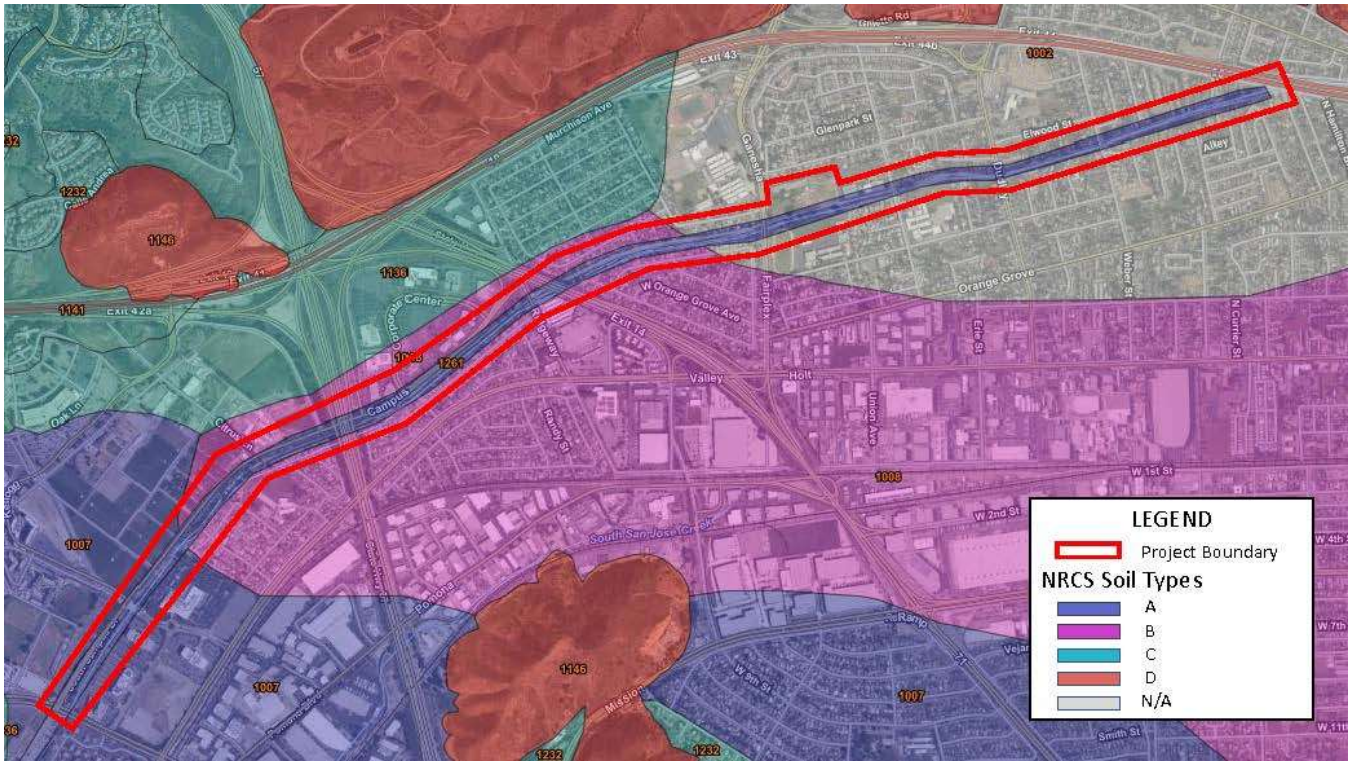


Figure 1-6. Spatial Distribution of NRCS Soil Types at the San Jose Creek Bikeway Location

1.2.5 Findings and Discussion

Based on documented soil types the site is suitable for infiltration as indicated by its documented soil type and estimated hydraulic capacity. Although a portion of the area near the channel is of unknown soil type, the channel and adjacent walkways consistently remain as Soil Type A throughout the entire project site.

2 HYDRAULIC AND HYDROLOGIC ANALYSIS

2.1 Existing Site Hydrology

The drainage area delineations for the project site (***Figure 2-3***) were developed using drainage notes from an on-site visit and high-resolution Light Detection and Ranging (LiDAR) elevation data for verification of surface flow paths. The delineated drainage areas were used to determine the hydrology of the 85th percentile storm.

The Los Angeles County Hydrology Manual (HydroCalc 1.0.3) was used to determine runoff volume and flow rate associated with the 24-hour 85th percentile storm for the San Jose Bikeway Drainage Areas. To be conservative, WMMS 2.0 model was not used for the 85$_{th}$ percentile flow calculation because it tends to predict a lower runoff compared to HydroCalc. Inputs to HydroCalc were retrieved from the following sources:

- Drainage Area: delineated as described in below Section 2.1;
- Flow Path Length: the longest flow path of each drainage area was measured in ArcGIS;
- Flow Path Slope: the elevation drop along the flow path were taken from the LA County DEM. The elevation drop divided by flow path length gives the flow path slope;
- 85$_{th}$ percentile, 24-hour rainfall depth: the rainfall depth at the centroid of the drainage area was read and interpolated from the LA County Hydrology Map (https://pw.lacounty.gov/wrd/hydrologygis/);
- Soil type: the most common soil type of each drainage area was read from the online LA County Hydrology Map (https://pw.lacounty.gov/wrd/hydrologygis/);
- Design Storm Frequency: 85$_{th}$ percentile, 24-hour storm was selected as the design storm.

Figure 2-1 displays the 24-hour storm distribution.

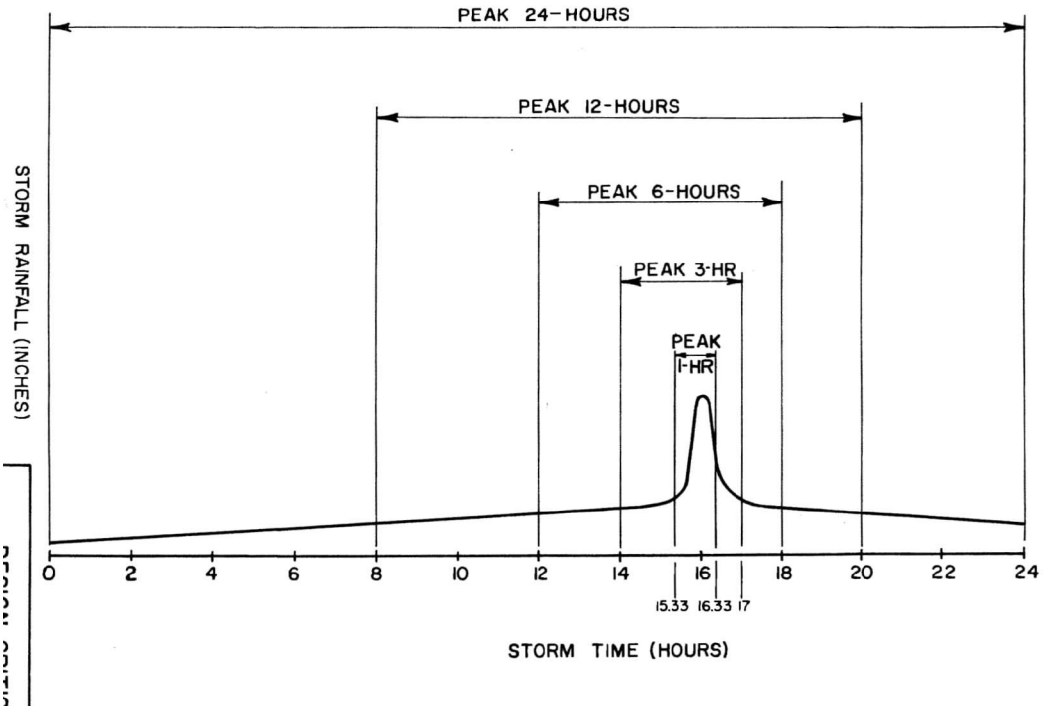


Figure 2-1. An example of a 24-Hour Design Storm

Table 2-1 details drainage area characteristics and total runoff volumes generated by the 85th Percentile Storm, which was 1.0 in. Hydrographs for each subdrainage area are in the appendix.

The San Jose Bikeway footprint is split into seven main drainage areas, separated by intersecting streets. Drainage within each of these sections typically flows into the channel, except for one small area where the elevations of the maintenance road crown in the middle, pushing half of the runoff away from the channel. A few of the drainage areas also have multiple flow paths, allowing them to be further split into subdrainage areas. All drainage areas contain the existing access road, and some include parkway areas that sloped towards the channel. ***Figure 2-3*** through ***Figure 2-14*** contain the subdrainage areas. Additionally, observations made during a site visit revealed a few key points of interest:

- There are two pipes that bring flow from an outside source into the maintenance road (***Figure 2-2***). The assumed drainage area to the pipes is based on site visit findings and is represented in Drainage Area 2B.
- State Route 71 has a portion of flow that is not captured by existing catch basins along the perimeter or the freeway that freely flows into the maintenance road. Those drainage areas are represented by Drainage Areas 3A and 3B.
- Much of John F. Kennedy Park slopes toward the channel, which is why Drainage Area 4 includes a good portion of the park.



Figure 2-2. Two Pipes Protrude into the Site for the Proposed Bikeway

Table 2-1. Drainage Areas and 85th Percentile Runoff Volumes

Drainage Area	Drainage Direction	Drainage Area (Acres)	85th Percentile Runoff (ft3)
1	Into Channel	0.44	869.6
2A	Into Channel	2.31	4,065.4
2B	Into Channel	5.15	13,469.1
2C	Into Channel	1.16	694.3
2D	Away from Channel	0.03	28.2
3A	Into Channel	0.59	969.4
3B	Into Channel	0.64	1,215.3
3C	Into Channel	1.76	3,917.9
4	Into Channel	1.54	5,360.6
5	Into Channel	0.63	1,241.8
6	Into Channel	0.46	934.8
7	Into Channel	0.95	2,120.1
TOTAL		**15.66**	**34,886.3**

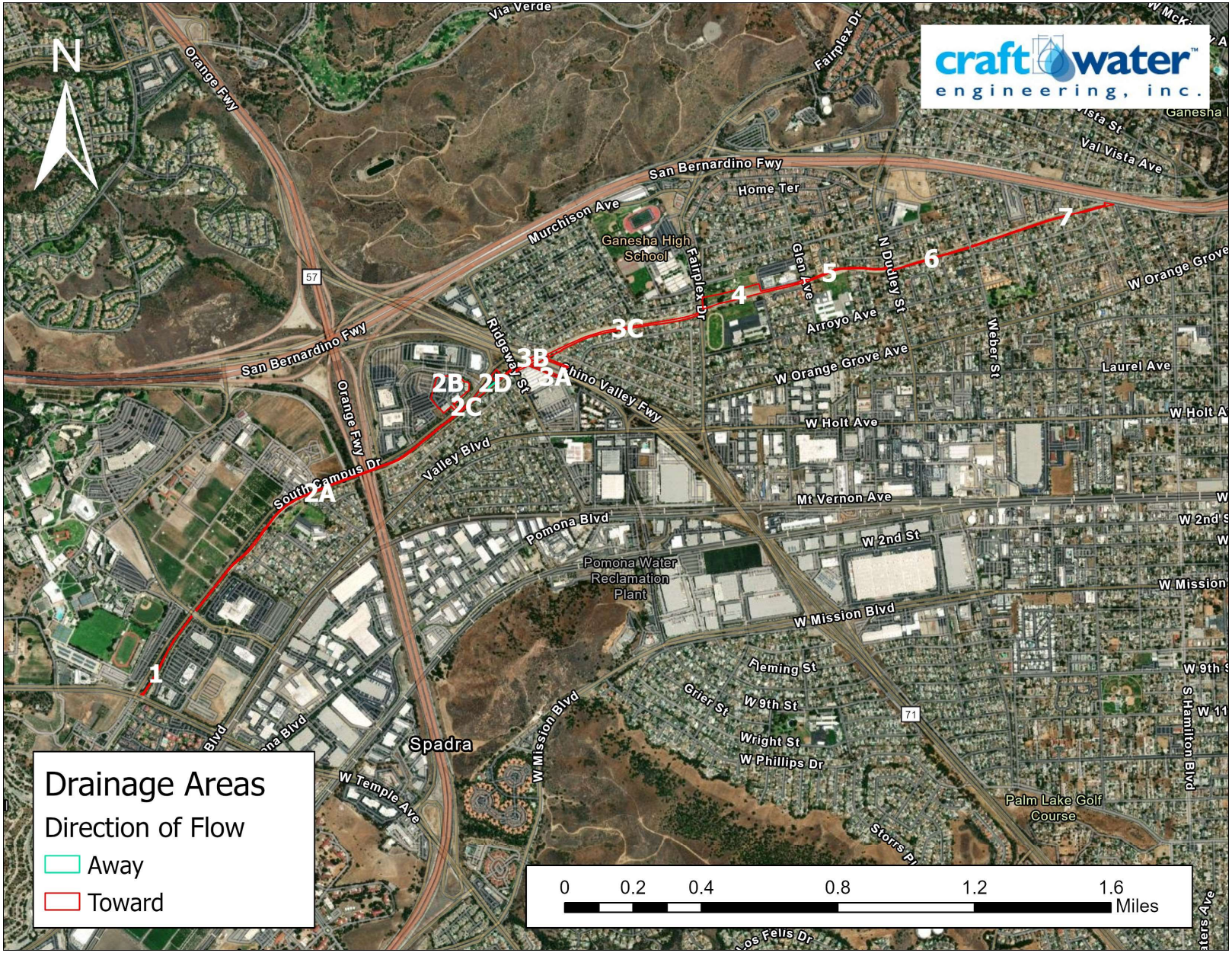


Figure 2-3. All Drainage Areas for the San Jose Bikeway

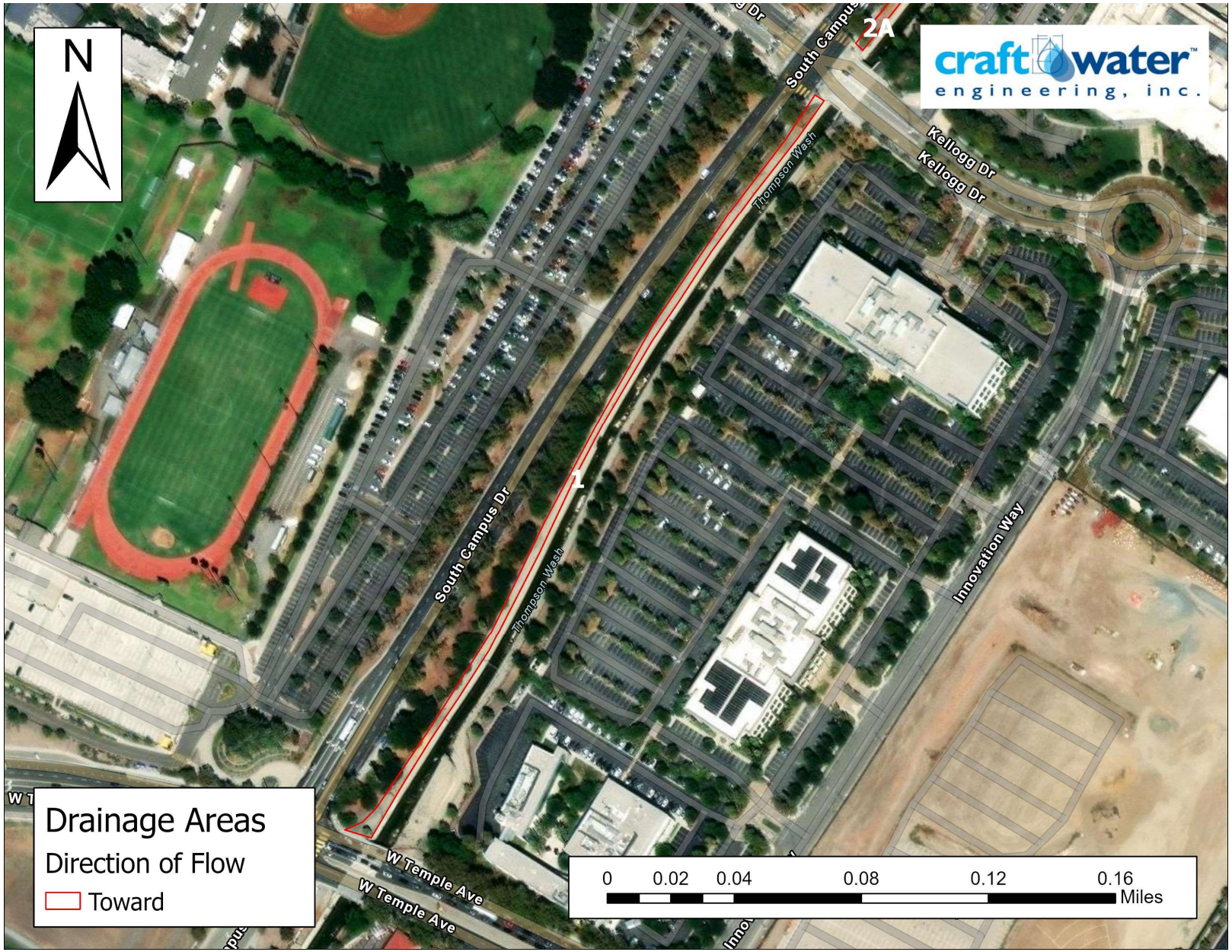


Figure 2-4. Drainage Area 1 for the San Jose Bikeway



Figure 2-5. Drainage Area 2A for the San Jose Bikeway



Figure 2-6. Second part of Drainage Area 2A for the San Jose Bikeway

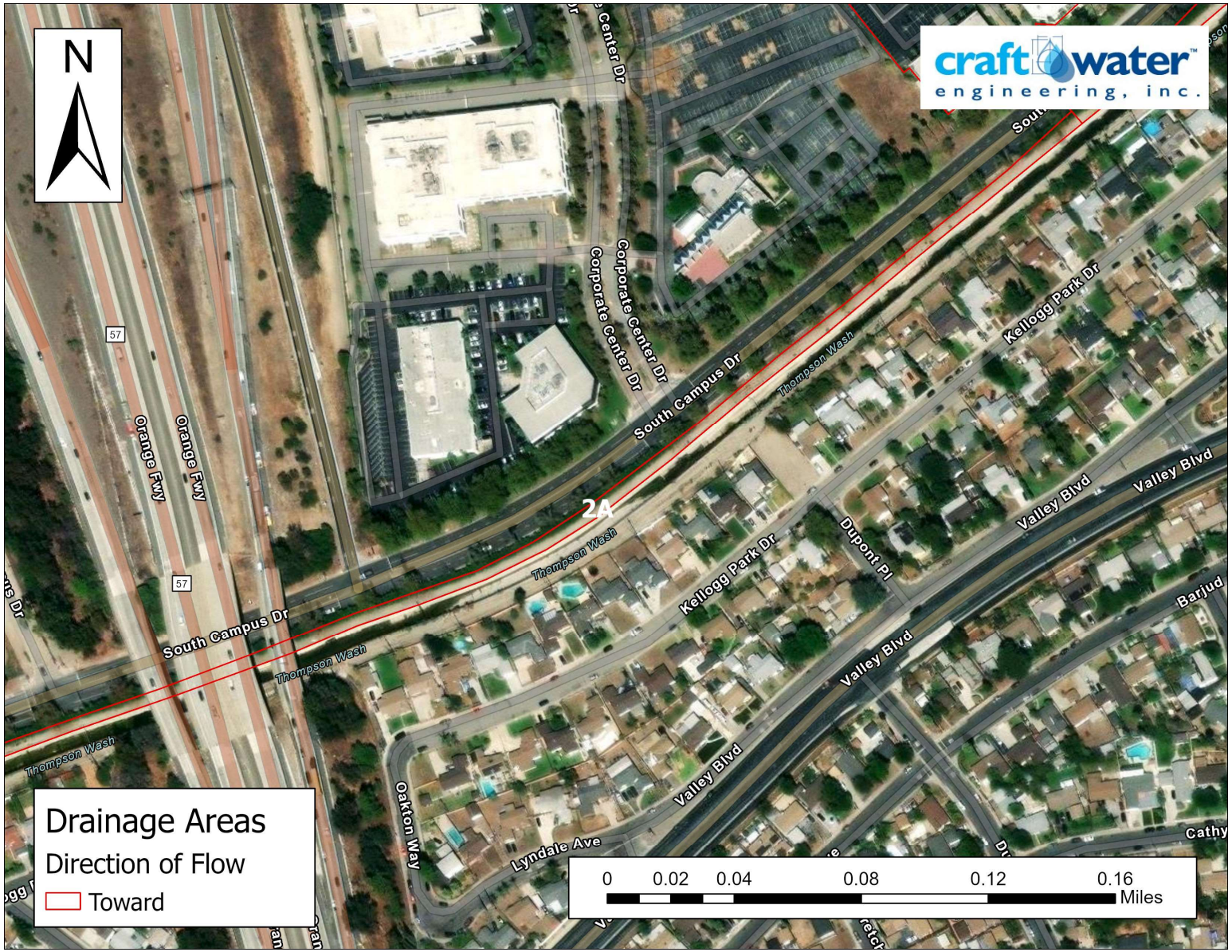


Figure 2-7. Third part of Drainage Area 2A for the San Jose Bikeway



Figure 2-8. Drainage Areas 2B, 2C, and 2D for the San Jose Bikeway



Figure 2-9. Drainage Areas 3A and 3B for the San Jose Bikeway



Figure 2-10. Drainage Area 3C for the San Jose Bikeway



Figure 2-11. Drainage Area 4 for the San Jose Bikeway



Figure 2-12. Drainage Areas 3A and 3B for the San Jose Bikeway



Figure 2-13. Drainage Area 6 for the San Jose Bikeway



Figure 2-14. Drainage Area 7 for the San Jose Bikeway

3 LID IMPLEMENTATION ANALYSIS

According to the EPA, LID is an approach to land development that works with nature to manage stormwater as close to its source as possible. In urban environments, LID is typically instituted on small scales as large areas for stormwater management are limited. A goal of this project is to implement LID strategies to the maximum extent feasible within the project limits to maintain or improve existing onsite stormwater conditions.

The most common examples of LID are installing stormwater best management practices (BMPs) such as bioretention gardens, infiltration basins, bioswales, and pervious pavement. These structural BMPs intercept and treat stormwater runoff. Sections 3.1 and 3.2 discuss the possibility of implementing BMPs as part of the project alongside the bikeway to minimize the total impervious surface area, provide basic treatment, and promote a naturalized aesthetic.

3.1 BMP Modeling Setup and Assumptions

BMP configurations were sized using the 24-Hour 85th Percentile runoff hydrographs generated for each subdrainage area. A 2 foot gravel depth below grade and 0.5 feet surface freeboard was assumed to simulate a bioretention or gravel infiltration BMP. A factor of 0.3 (30%) was used for gravel void space. During this modeling effort, multiple storage volumes were simulated to capture approximate BMP throughflow rates before arriving at a recommended size for the BMP. These efforts are detailed in the following subsections.

3.1.1 Storage Volume and Footprint

As previously mentioned, the portions of San Jose Bikeway alongside the channel are approximately 3.5 miles long. **Table 3-1** presents the access road area available for each subdrainage area. While a majority of the access road will be reserved for the bike trail, these values still serve as useful benchmarks for feasibility. BMPs would likely be located directly alongside the channel, but a wide variety of BMP channel configurations are possible (trapezoidal, box, etc.).

Table 3-1. Access Road Area Available for Each Subdrainage Area

Drainage Area	Access Road Area (Acres)
1	0.44
2A	1.87
2B	0.02
2C	0.35
2D	0.03
3A	0.24
3B	0.27
3C	1.65
4	0.83
5	0.63
6	0.46
7	0.93

3.1.2 Infiltration Rate

Because there are no infiltration feasibility studies as of this date, an infiltration rate of 0.3 in/hr was used to model the BMP as a baseline estimate, since the LA County LID Requirements state that LID projects are not allowed in areas where the infiltration rate is less than 0.3 in/hr. This number is not far from the LA County Hydrology Map's soil classifications, which fall under Soil Types 3, 6, and 7. These correspond to Chino Silt Loam, Hanford Fine Sandy Loam, and Hanford Gravelly Sandy Loam, which have average infiltration rates of 0.2 in/hr, 0.6 in/hr, and 0.8 in/hr, respectively. Future infiltration studies should be conducted to verify infiltration rates.

3.1.3 BMP Modeling Results and Considerations

Table 3-2 breaks down the required BMP footprint for each subdrainage area to treat the 85th percentile storm. As stated in Section 3.1, the storage depth was assumed to be 2 ft with an aboveground ponding depth of 0.5 feet. A gravel void space ratio estimate of 0.3 was used.

Table 3-2. LID Footprint Required to Capture the 85th Percentile Storm, by Subdrainage Area

Subdrainage Area	LID Area Required (sq ft)	% of Area Required for LID
1	519	2.7%
2A	2,409	3.0%
2B	8,028	921.5%
2C	414	2.7%
2D	17	1.3%
3A	575	5.5%
3B	725	6.2%
3C	2,336	3.3%
4	3,198	8.8%
5	741	2.7%
6	558	2.8%
7	1,265	3.1%
Total	**20,785**	**6.2%**

Every subdrainage area, other than 2B and 4, require less than approximately 6% of the access road area to install LID that manages the 85th percentile storm. In some areas, there will be enough room in between the bike trail and the fencing for a thin (3 to 10 feet) wide stretch of LID such as a biofiltration strip or a gravel infiltration bed that runs adjacent to the trail that should accommodate the required LID area. Subdrainage areas 3A, 3B, 4, 5, 6, and 7 fall into this category. Other areas, such as Subdrainage Area 1, 2A, 2C, and 2D, might be limited in opportunities due to the width of the existing maintenance road. In these cases, the main opportunities to install BMPs would be located at the trail gates. ***Figure 3-1*** shows the current landscaping plans for Subdrainage Area 1, which incorporates potential LID strategies such as permeable pavers and bioswales at the trail entrance. ***Figure 3-2*** shows Drainage Area 5, which shows that there is a strip of space between the bike trail and the outside fence. The required 741 square feet of LID to capture the 85th percentile runoff would easily fit into this area. It is

currently shown that there is about 5 feet of extra space, which would only require approximately 150 feet length of, for example, a gravel strip. This would be able to fit between Stations 128 + 50 and 130 + 00, which also happens to be where the low point of the trail is in this section, reducing grading efforts and ensuring the capture of all on-site flows.

Subdrainage Area 2B is exceptionally large due to the offsite drainage that leads into it. Currently, there are two pipes that outlet runoff directly onto the maintenance road (see ***Figure 2-2***). In this scenario, no LID would be able to handle the runoff within the confines of the access road and the space that the bikeway will take up. Instead, the pipes would have to be extended directly into the channel. Subdrainage Area 4, meanwhile, is also large due to offsite drainage from John F. Kennedy Park. However, the City is considering the incorporation of a regional BMP at the park site, capturing the onsite runoff in addition to stormwater from the adjacent LACFCD storm drain. As such, the true amount of runoff that will end up in the bikeway and ensuing required LID area will be similar to the other portions of the bikeway, presenting it as a possible LID location as well.

3.2 Additional LID Strategies

In addition to the potential for BMP strips along the bikeway, the project does follow other LID strategies:

- ***Reduce or maintain existing impervious surfaces***

  The existing access road is impervious, just as the planned bike trail will be. There is ultimately no impervious area being added to the project. As a result, there is no BMP requirement to manage runoff since no major hydrological changes to the site will occur. Therefore, any partial capture by new BMP will improve stormwater conditions while supporting the project's main transportation goals.

- ***Maintain existing drainage patterns***

  While slight alterations to flow patterns might be made during the construction process the overall drainage patterns will be maintained.

- ***Runoff volume match***

  By maintaining existing impervious surfaces and drainage patterns, the existing site hydrology including runoff volume and rates are unchanged. The addition of landscaped areas where possible would decrease runoff volumes and rates.

Overall, the proposed San Jose Bikeway does little to change existing site hydrology which is in line with LID strategies.

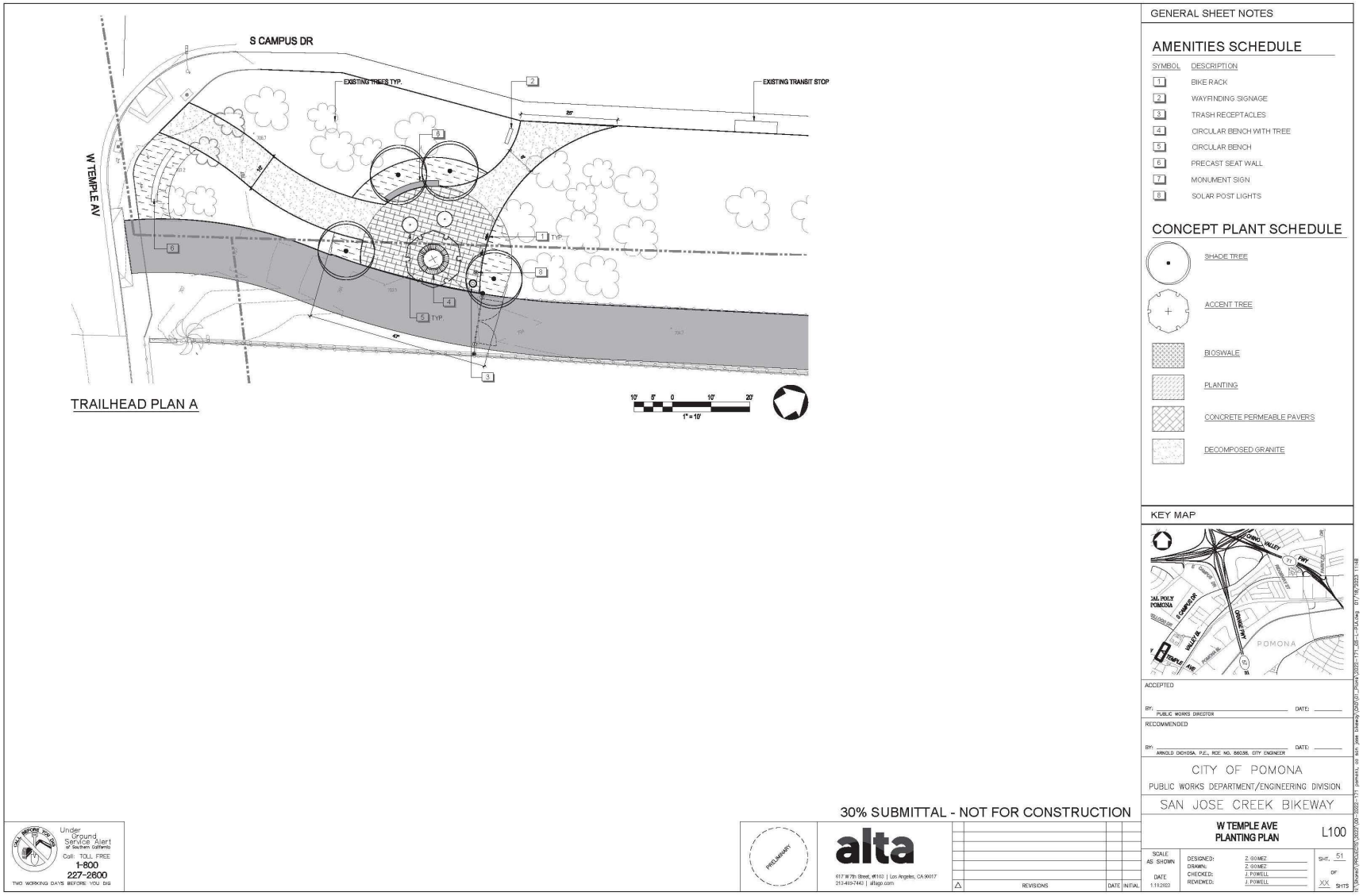


Figure 3-1. San Jose Creek Bikeway 30% Landscaping Plans for the trail entrance at Temple Avenue

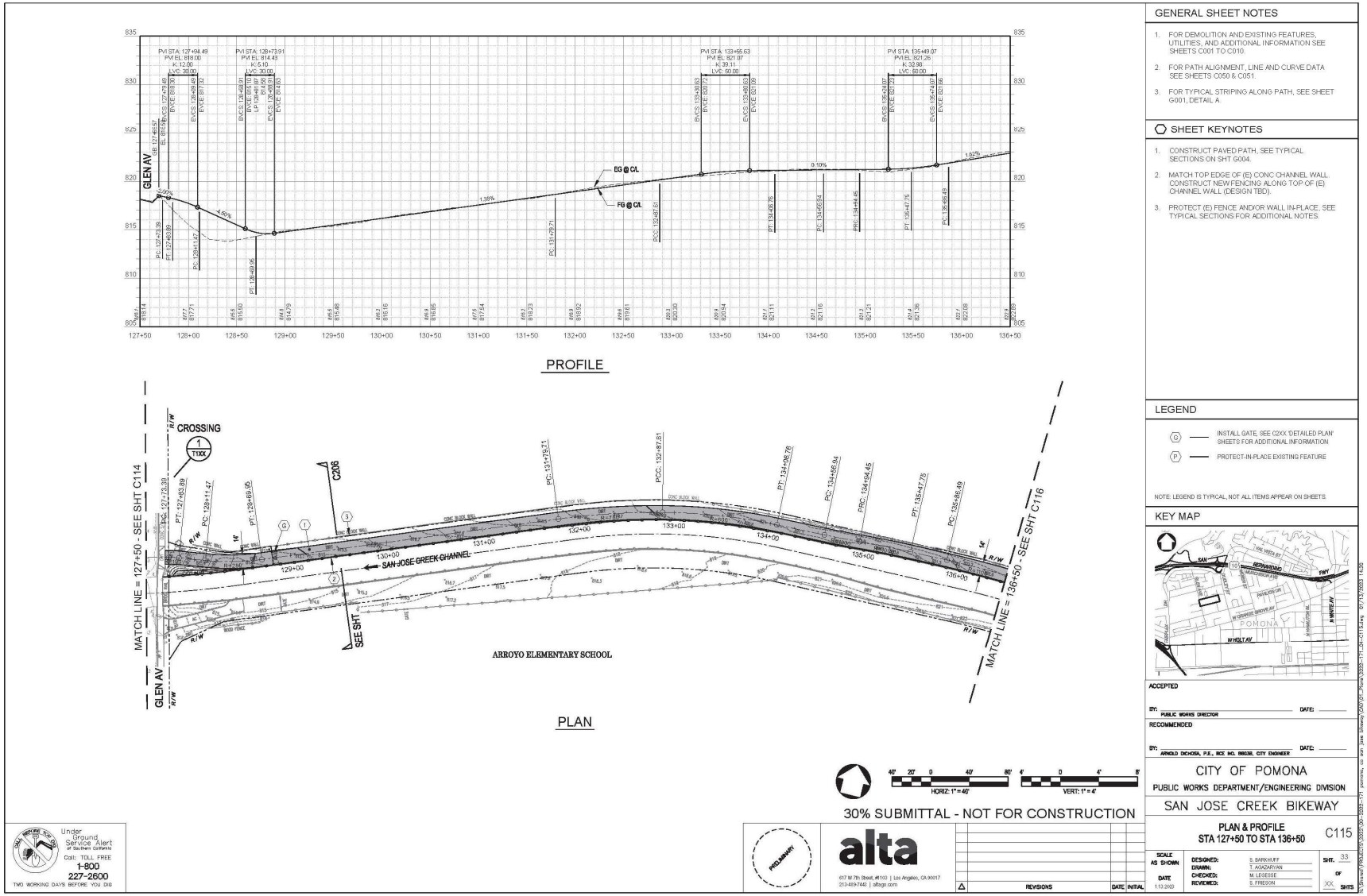


Figure 3-2. San Jose Creek Bikeway 30% Plans between Glen Avenue and Dudley Street

4 STATE ROUTE 71 CROSSING ANALYSIS

4.1 Existing Site Conditions

The proposed San Jose Bikeway spans across two freeways – CA 57 and CA 71. At the State Route 71 crossing, there is currently very little vertical clearance. The height between the bottom of the freeway and the existing maintenance road reaches a minimum of approximately two feet (see ***Figure 4-1***). As a result, there will be significant grading efforts to ensure bikers have the safety of an unobstructed path. As currently proposed, the bikeway will slope down from either side of the freeway crossing, forming a sump at the middle. Drainage will need to be addressed to minimize the risk of inundation. Analysis on the drainage design will be discussed in the following sections.



Figure 4-1. State Route 71 Crossing Clearance

4.1.1 Flow Paths

As shown on the Drainage Area map in ***Figure 2-9***, there is offsite flow entering into this portion of the bikeway from State Route 71. Although there is existing stormwater infrastructure in place along the freeway, there is a break in the curb that allows water coming from the bridge to flow directly under and into the project site. Additionally, the parkway areas on the sides of the freeway south of the crossing slope towards the site, allowing runoff to flow into the site. Evidence of the flow paths was present at the site visit (See ***Figure 4-2***), necessitating the need for proper drainage at the base of the proposed sump.




Figure 4-2. State Route 71 Crossing Drainage

4.2 Hydrology Setup and Results

4.2.1 Local Runoff

The new grading design of the bike path as it crosses under route 71 creates a sump condition near STA 84+00.00 is shown in ***Figure 4-3***. The drainage area associated with the proposed state route 71 crossing includes areas 3A and 3B from ***Figure 2-9***, each being 0.24 and 0.27 acres respectively. Hydrocalc was utilized to model the expected rainfall and flowrate for each drainage area based on the existing site conditions present as well as the proposed grading design of the bike crossing. Utilizing the Los Angeles County hydrology map online tool, the determined assumptions were as follows: the 50yr two tenths rainfall is 6.8 in and the soil type for the area is defined as class 3. The results of the Hydrocalc model can be seen in ***Figure 4-4*** and ***Figures 4-5***. The 100-year design storm was modeled and the resulting peak flows were used to determine the hydraulic capacity needed by the proposed drainage system. Area 3A and 3B resulted in 0.84 CFS and 0.95 CFS respectively producing a total modeled flow of 1.79 CFS for the areas combined.

4.2.2 Channel Impacts

Existing hydraulics of the San Jose Creek Channel were also considered to determine if the runoff collected at the sump could drain freely via a direct pipe connection to the channel. Through correspondence with the Los Angeles County Flood Control District, it was determined that the design flow rate for the existing San Jose Creek channel when originally designed was 13,000 CFS. This information was utilized to determine the expected design flow depth within the channel. FHWA Hydraulic toolbox was utilized to model the channel flow under the design flow rate. The modeling results are shown in ***Figure 4-6***. The design flow water surface depth is at a height of 15.5 ft which is 3.5’ below the approximate channel wall height (based on available as-built information) of 19’. This high-water surface elevation needs to be considered for the proposed outlet of the new drainage system servicing the crossing. If the invert of the outlet is below the calculated water surface elevation, backflow prevention devices may be required.

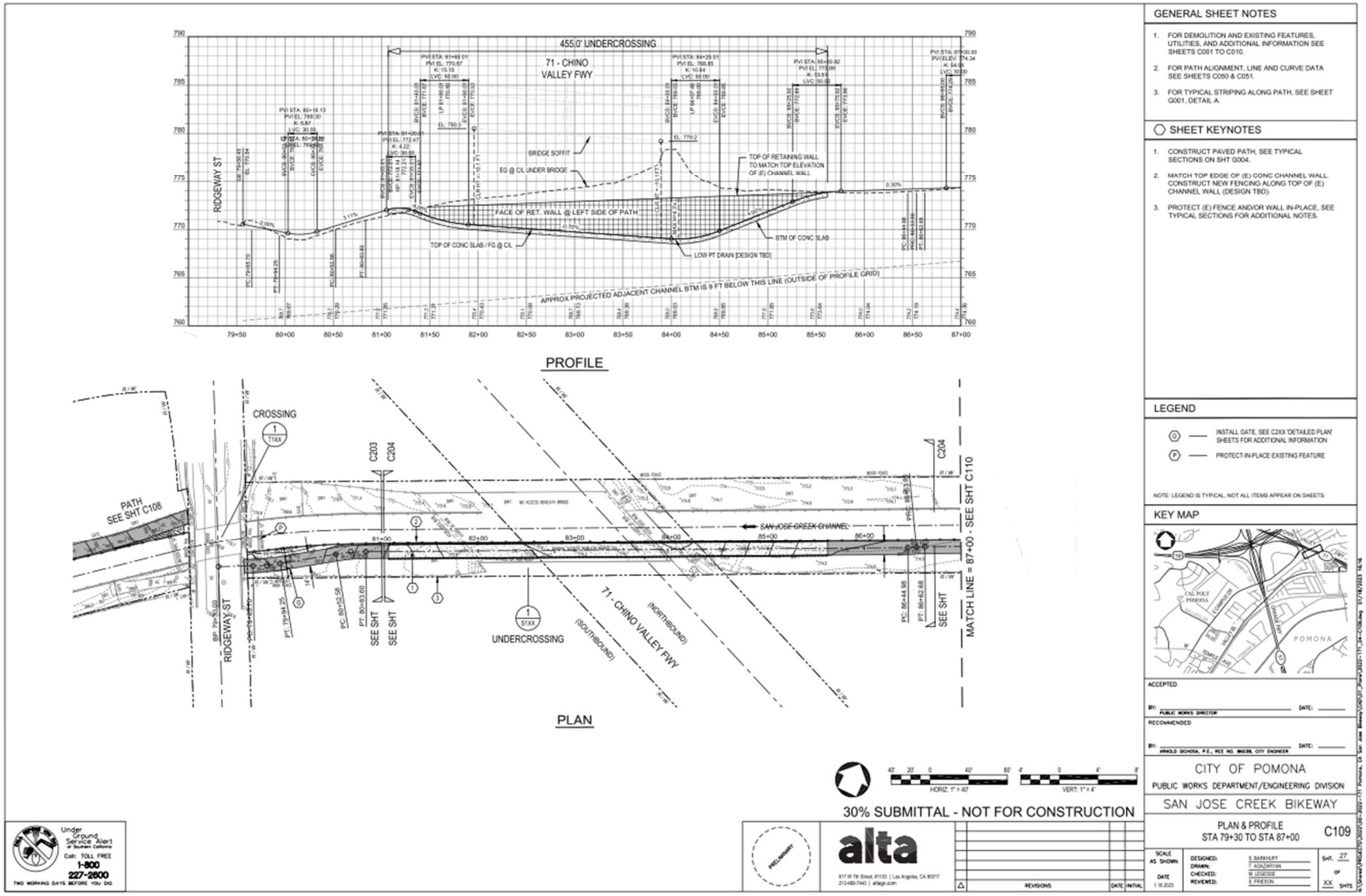


***Figure* 4-3:** Grading plan for Route 71 Crossing

Peak Flow Hydrologic Analysis

File location: W:/Projects/City of Pomona/22-005 San Jose Creek Multi-Use Bikeway/_DELIVERABLES/Hydrology Report/Figures/hydrocalc-71crossing/
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Creek Bike Path
Subarea ID	71 crossing - 3B
Area (ac)	0.27
Flow Path Length (ft)	300.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	6.8
Percent Impervious	0.6
Soil Type	3
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	7.6296
Peak Intensity (in/hr)	4.552
Undeveloped Runoff Coefficient (Cu)	0.5785
Developed Runoff Coefficient (Cd)	0.7714
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.9481
Burned Peak Flow Rate (cfs)	0.9481
24-Hr Clear Runoff Volume (ac-ft)	0.1011
24-Hr Clear Runoff Volume (cu-ft)	4402.5082

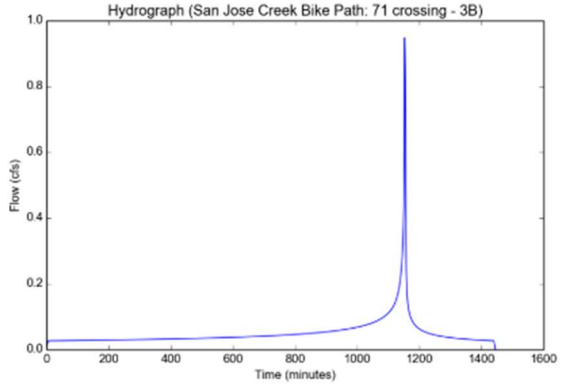


Figure 4-4: Area 3B Hydrocalc Results

Peak Flow Hydrologic Analysis

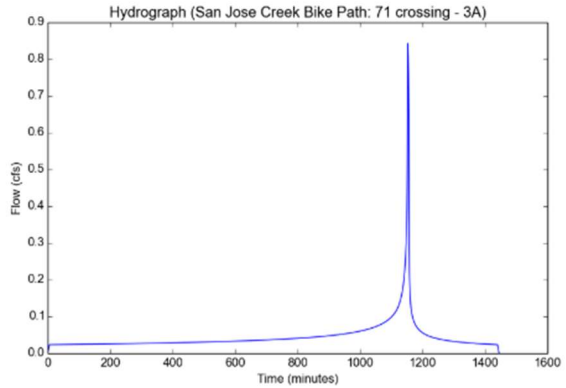
File location: W:/Projects/City of Pomona/22-005 San Jose Creek Multi-Use Bikeway/_DELIVERABLES/Hydrology Report/Figures/hydrocalc-71crossing
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Creek Bike Path
Subarea ID	71 crossing - 3A
Area (ac)	0.24
Flow Path Length (ft)	300.0
Flow Path Slope (vft/hft)	0.01
50-yr Rainfall Depth (in)	6.8
Percent Impervious	0.6
Soil Type	3
Design Storm Frequency	100-yr
Fire Factor	0
LID	False

Output Results

Modeled (100-yr) Rainfall Depth (in)	7.6296
Peak Intensity (in/hr)	4.552
Undeveloped Runoff Coefficient (Cu)	0.5785
Developed Runoff Coefficient (Cd)	0.7714
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.8427
Burned Peak Flow Rate (cfs)	0.8427
24-Hr Clear Runoff Volume (ac-ft)	0.0898
24-Hr Clear Runoff Volume (cu-ft)	3913.3406



Figures 4-5: Area 3A Hydrocalc Results

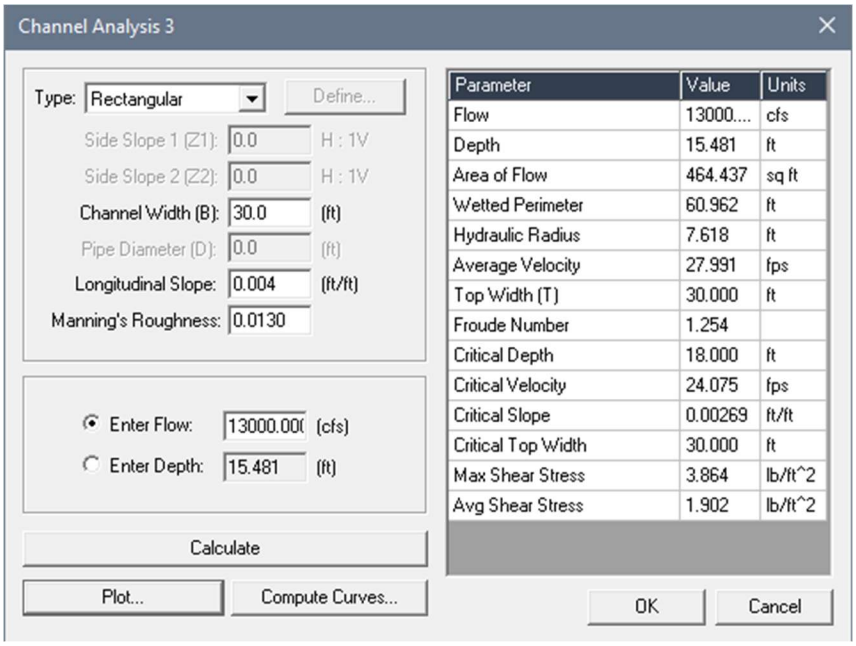


Figure 4-6: Existing Channel Design Flow WSE

4.2.3 Results

The proposed drainage system can be seen in ***Figure 4-9***. The high design WSE in the channel is high enough to require backflow prevention measures for the proposed drainage outlet pipes. As shown, both inline Tideflex© check valves (see ***Figure 4-7***) as well as outlet flap gates are recommended to prevent any backflow from the channel during very intense storm conditions. To handle the 100-year modeled runoff flow that will be directed towards the created sump (1.79 CFS), a 24”x24” drop inlet grate has been recommended to handle the flow. Under the proposed hydraulic conditions, accounting for 50% clogging, the results can be seen in . The ponding depth of 0.28’ informed the location of a secondary, redundant 24”x24” inlet. The secondary inlet is located horizontally to provide a grate elevation height that is 0.25’ above the proposed grate elevation of the primary sump inlet. Any ponding resulting from the primary sump inlet being overwhelmed or clogged will then be captured by the secondary inlet to prevent any further ponding.

Additionally, on the west side of the proposed crossing there is a trench drain that is recommended along the dripline from the above highway crossing overpass. Since a significant portion of the offsite runoff is coming off of the highway, the trench drain will be utilized to intercept that flow. This intercept drain will reduce the amount of flow that will ultimately reach the sump inlet and will provide further redundancy to reduce ponding at the sump location.

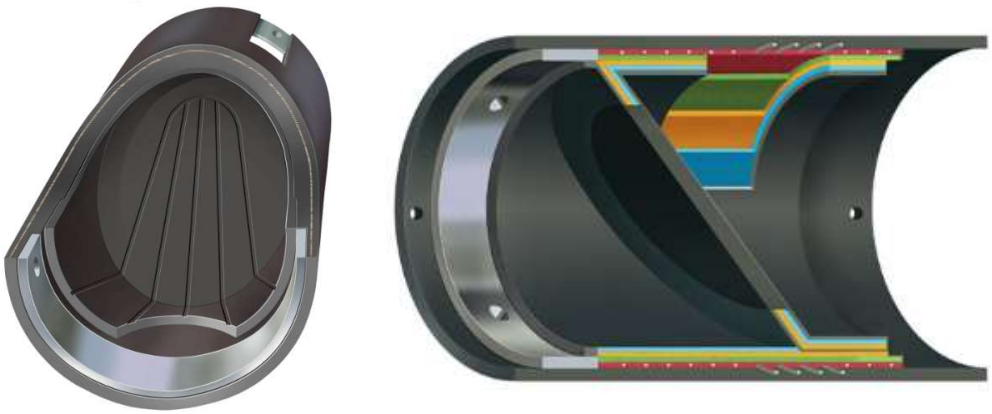


Figure 4-7. CheckMate® UltraFlex™ Inline Check Valve Schematic

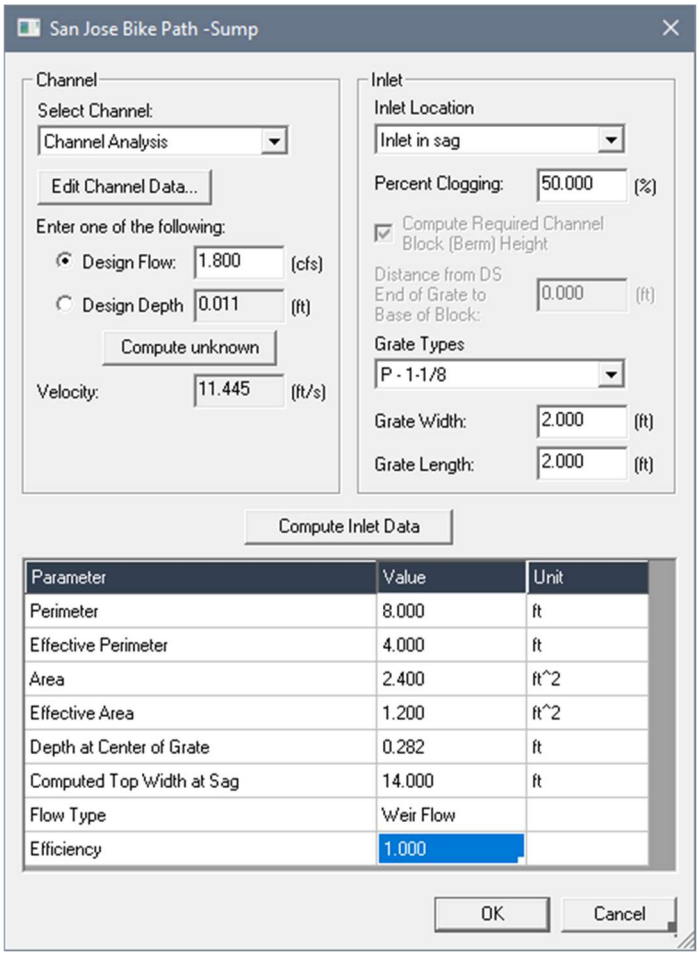


Figure 4-8. Sump Inlet Calculations

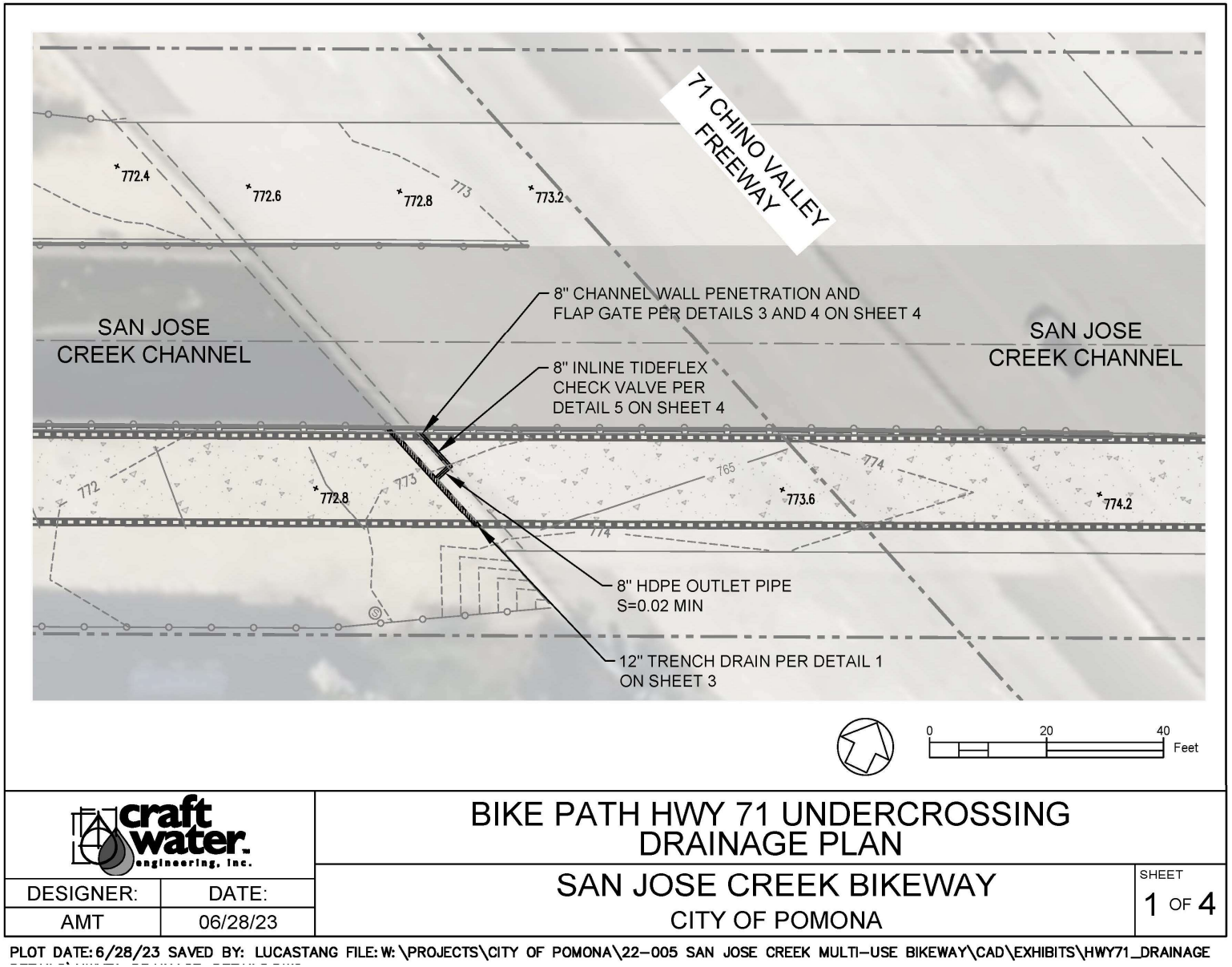


Figure 4-9: Proposed Crossing Drainage Design, West of State Route 71 Crossing

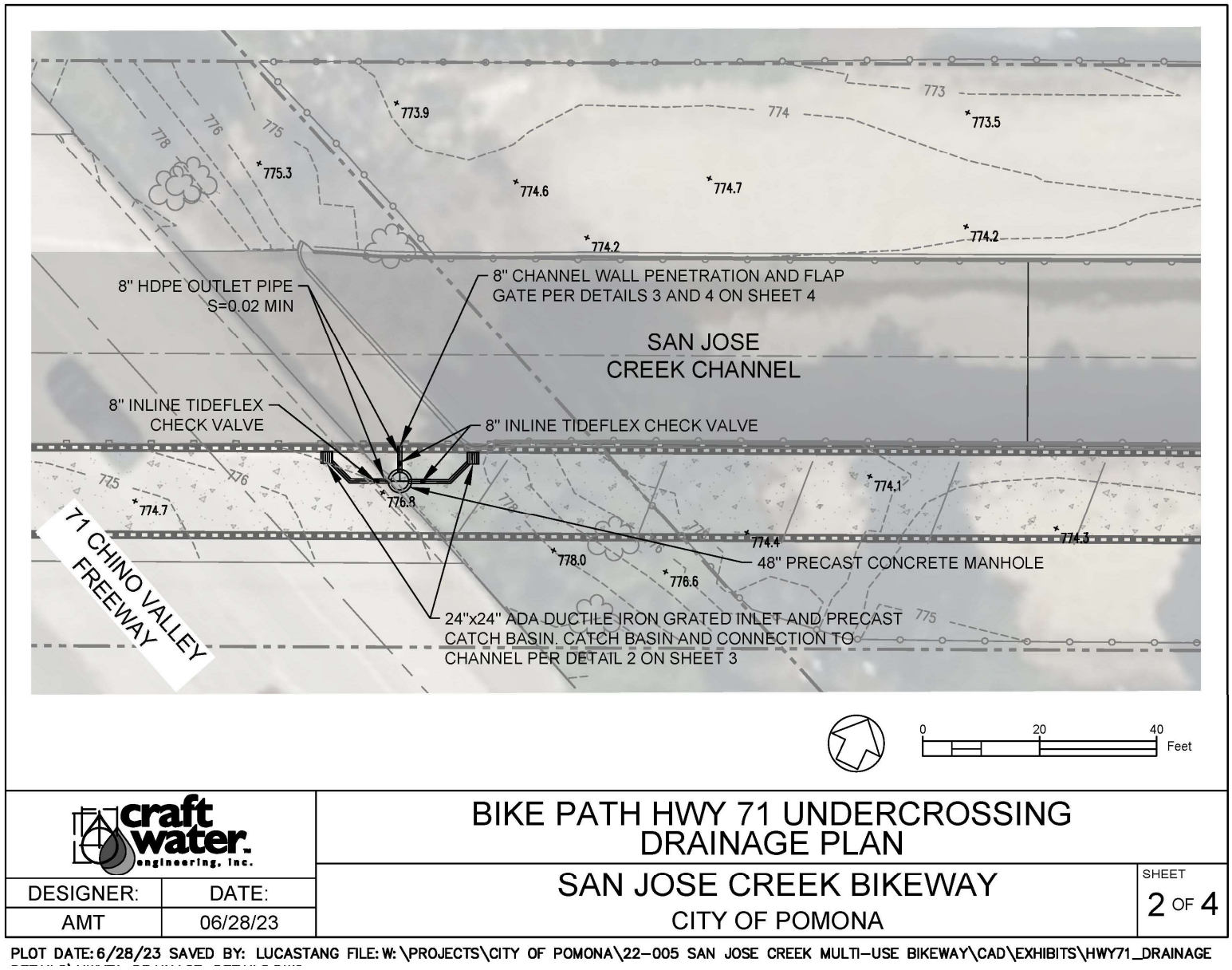


Figure 4-10. Proposed Crossing Drainage Design, East of State Route 71 Crossing

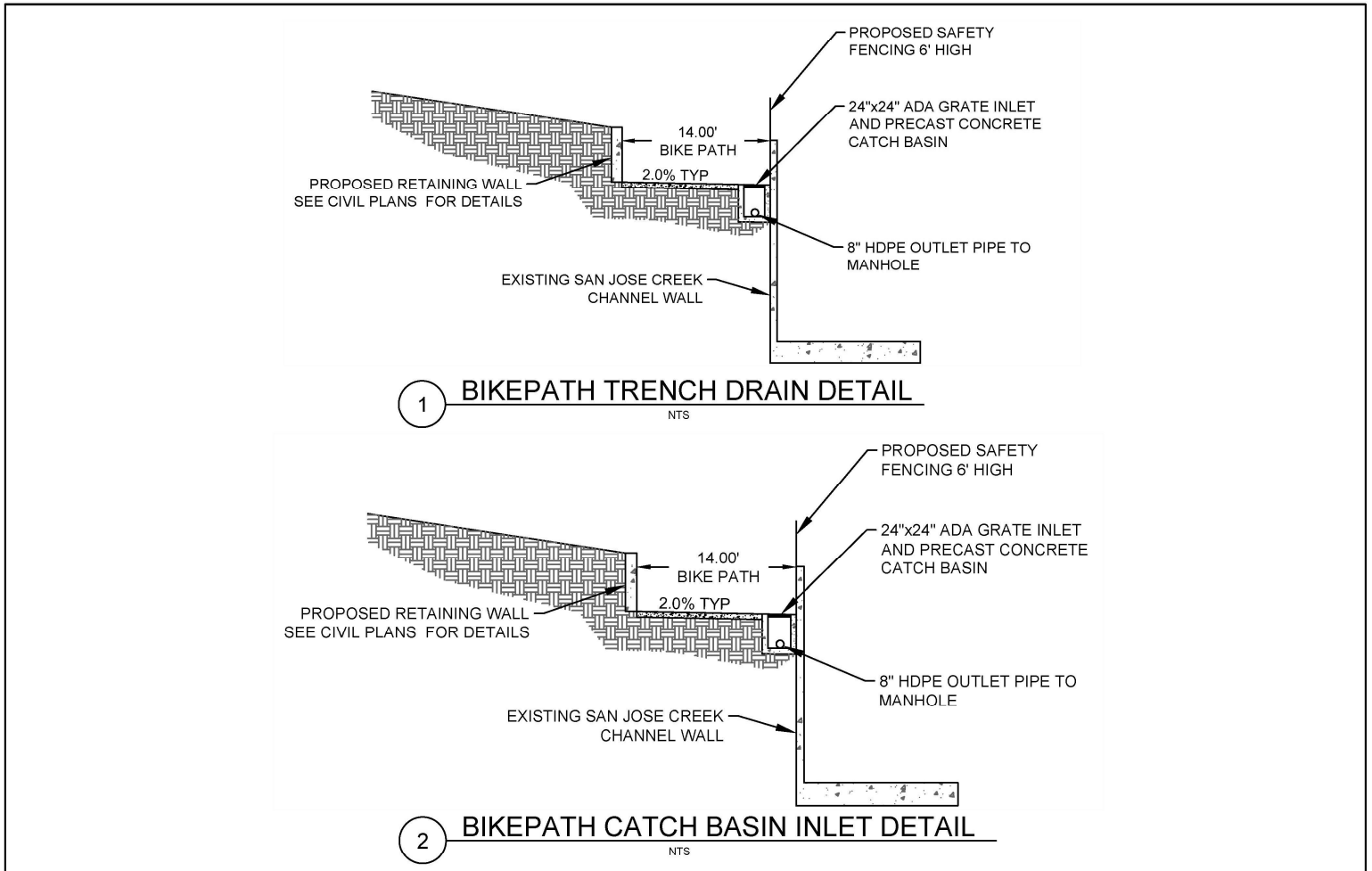


Figure 4-11. Proposed Crossing Drainage Design Details 1 and 2

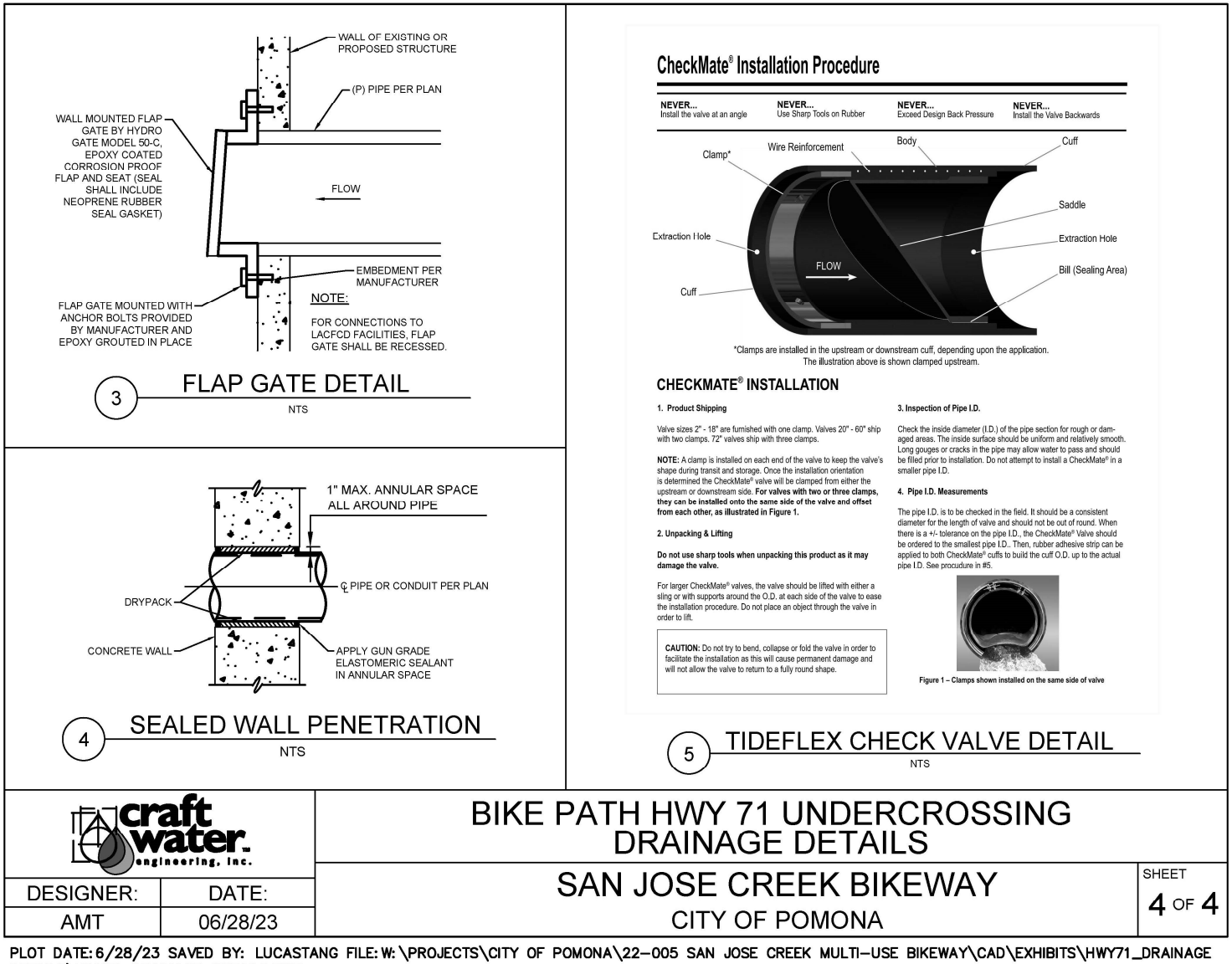


Figure 4-12. Proposed Crossing Drainage Design Details 3 through 5

5 CONCLUSIONS

This hydrology report was prepared for the San Jose Creek Bikeway Project to advance progress towards the implementation of LID as part of the project. Additionally, analysis on the State Route 71 crossing was also conducted to minimize the flooding risk in that portion of the proposed bike trail.

LID Implementation

The existing site, stormwater utilities, geotechnical conditions, and hydrology were characterized to determine the feasibility of LID implementation and runoff management.

The primary issue preventing full-scale LID implementation is the trail's width. In several sections, the proposed bikeway takes up the entire width of the feasible footprint for the trail. However, there are other subdrainage areas that do have the space to accommodate LID implementation that could capture the 85th percentile storm runoff. Additionally, some of the sections without the space along the width of the trail could incorporate BMPs at the trail entrances, such as at the start of the trail at the Temple Avenue and Campus Drive intersection.

Although full-scale LID implementation is not attainable, it must also be noted that the proposed project does not severely alter existing hydrology. Since the existing access road is impervious soil any additional BMPs or landscaping will manage more runoff than existing conditions do. Therefore, BMPs should be constructed wherever feasible, with the primary opportunities for this being along the channel within drainage areas 3, 4, 5, 6 and 7.

In any case, further verification of infiltration rates should be conducted to confirm BMP feasibility. Project costs will vary depending on the final infiltration rate and should be weighed before further stages of design to determine which option best meets the water quality needs for the drainage area, ongoing maintenance options, and capital as well as full project costs.

State Route 71 Crossing

Because there is inadequate vertical clearance underneath the State Route 71 freeway crossing, grading efforts are needed to allow cyclists and pedestrians to cross without obstruction. Due to the significant off-site runoff that this portion of the site receives, as well as the sump-like grading design for the bike path, analysis was conducted to design the necessary drainage infrastructure to ensure there will be minimal ponding. Analysis was done with Hydrocalc, where the 100-year design storm was modeled to generate a combined peak flow of 1.79 CFS.

Additionally, existing channel hydraulics were considered to determine if the runoff collected at the sump could drain freely to the channel. Coordination with the LACFCD also revealed that the 100-year design storm of 13,000 CFS resulted in a water height of 15.5 feet, establishing the need for a backflow preventer.

As a result of the analysis, two 24" x 24" drain inlets are recommended, with the runoff being directed into an 8" pipe that contains both a TIdeflex© check valve and a flap gate. Additionally, a trench drain is also proposed for the west side of the crossing to intercept flow from the highway and divert it into the channel before entering the sump.

APPENDIX A – DRAINAGE AREA HYDROGRAPHS

Peak Flow Hydrologic Analysis

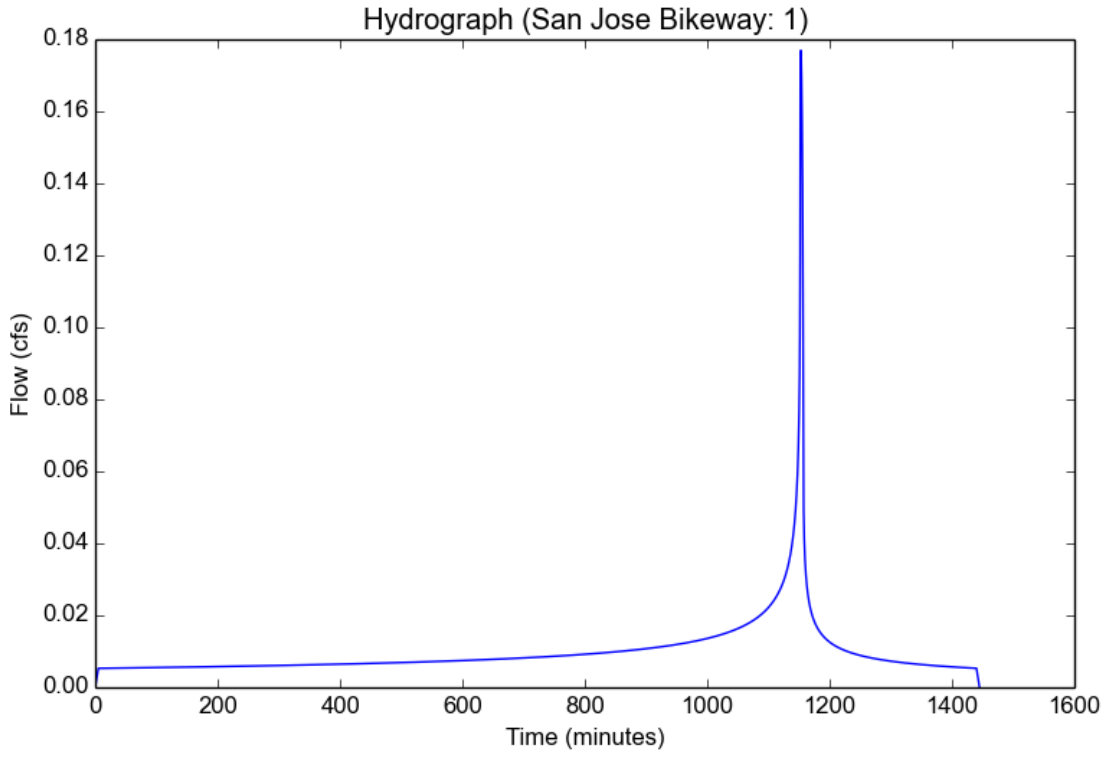
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	1
Area (ac)	0.440354446
Flow Path Length (ft)	14.0
Flow Path Slope (vft/hft)	0.012
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.554377511
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.5966
Undeveloped Runoff Coefficient (Cu)	0.3916
Developed Runoff Coefficient (Cd)	0.6734
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.1769
Burned Peak Flow Rate (cfs)	0.1769
24-Hr Clear Runoff Volume (ac-ft)	0.02
24-Hr Clear Runoff Volume (cu-ft)	869.6329



Peak Flow Hydrologic Analysis

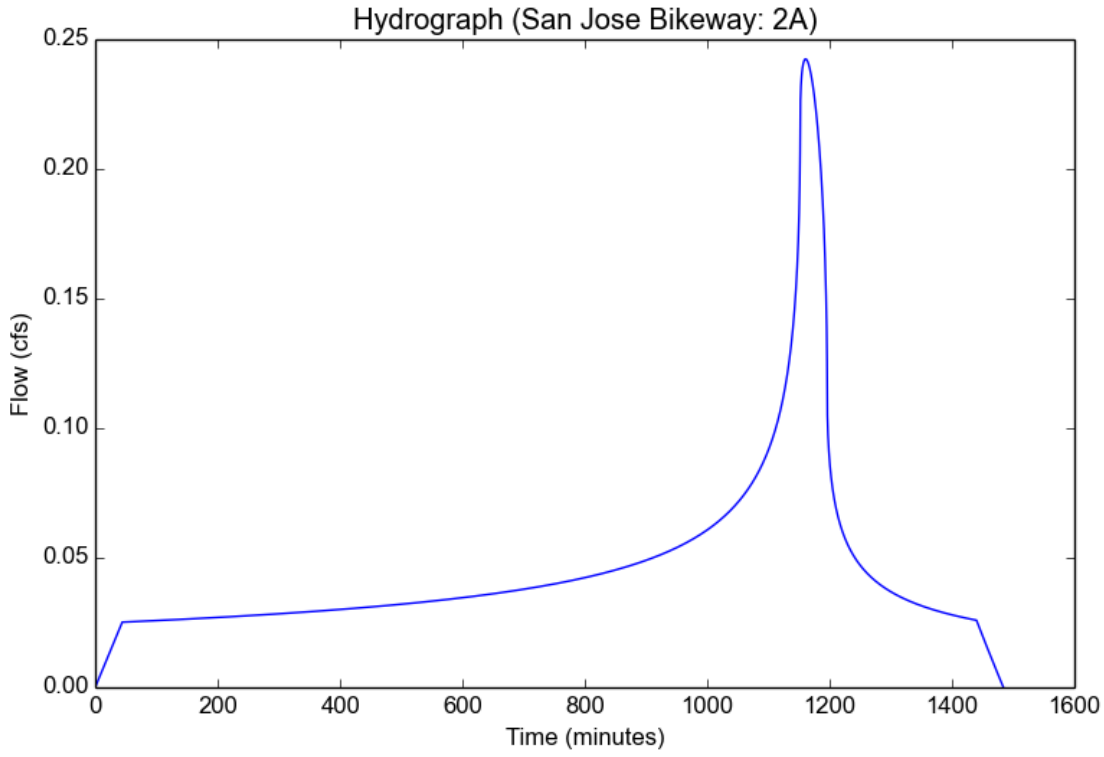
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	2A
Area (ac)	2.307585815
Flow Path Length (ft)	647.78
Flow Path Slope (vft/hft)	0.0077
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.486710115
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.2147
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.4894
Time of Concentration (min)	44.0
Clear Peak Flow Rate (cfs)	0.2424
Burned Peak Flow Rate (cfs)	0.2424
24-Hr Clear Runoff Volume (ac-ft)	0.0933
24-Hr Clear Runoff Volume (cu-ft)	4065.4333



Peak Flow Hydrologic Analysis

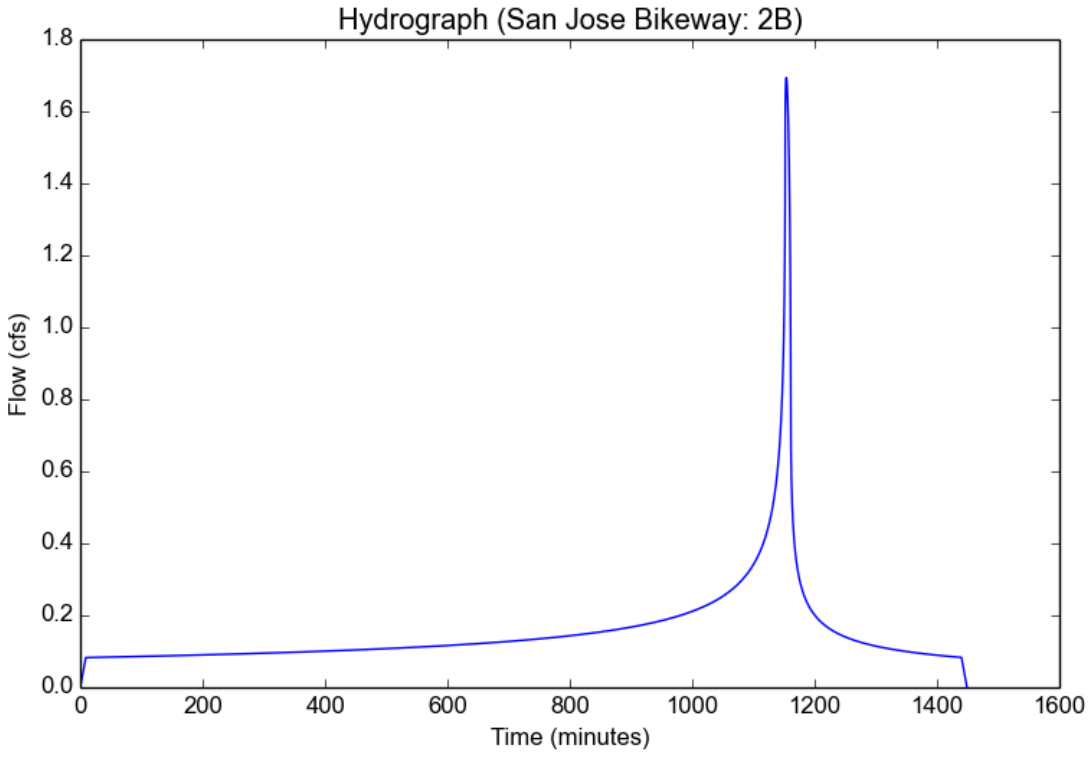
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Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	2B
Area (ac)	5.154112157
Flow Path Length (ft)	130.1
Flow Path Slope (vft/hft)	0.043
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.782386276
Soil Type	3
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.4526
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.7259
Time of Concentration (min)	9.0
Clear Peak Flow Rate (cfs)	1.6934
Burned Peak Flow Rate (cfs)	1.6934
24-Hr Clear Runoff Volume (ac-ft)	0.3092
24-Hr Clear Runoff Volume (cu-ft)	13469.1132



Peak Flow Hydrologic Analysis

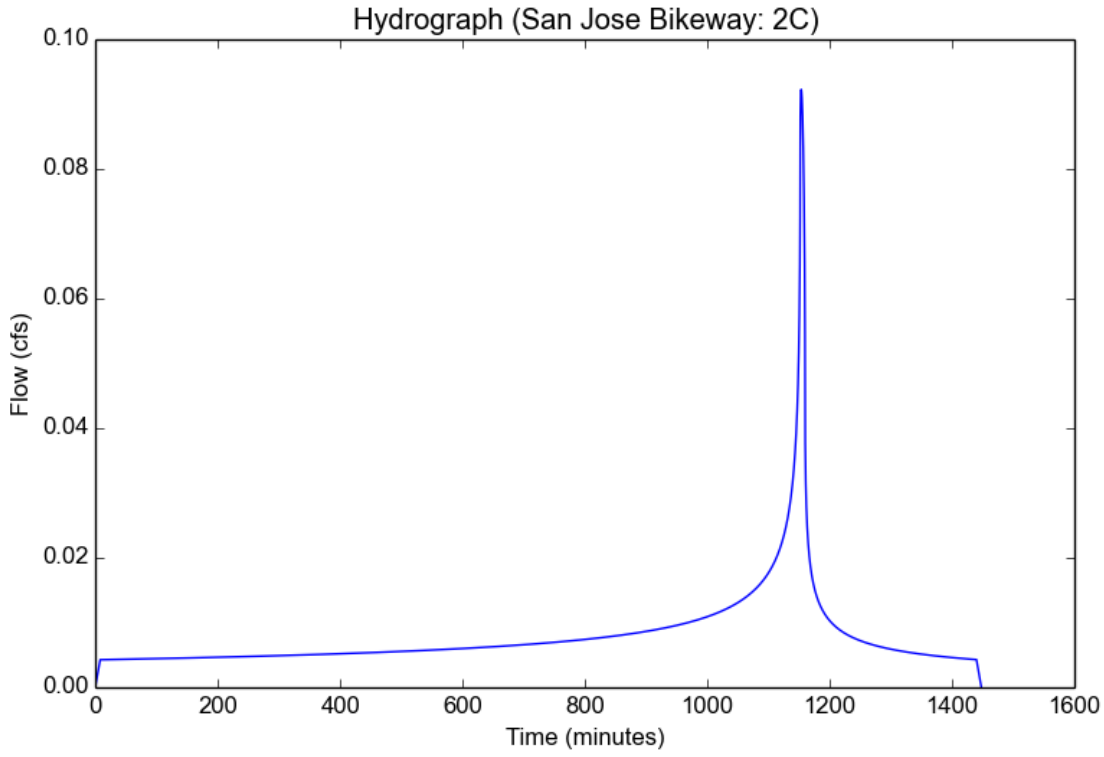
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	2C
Area (ac)	1.155260601
Flow Path Length (ft)	14.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.083690354
Soil Type	3
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.4784
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.167
Time of Concentration (min)	8.0
Clear Peak Flow Rate (cfs)	0.0923
Burned Peak Flow Rate (cfs)	0.0923
24-Hr Clear Runoff Volume (ac-ft)	0.0159
24-Hr Clear Runoff Volume (cu-ft)	694.3448



Peak Flow Hydrologic Analysis

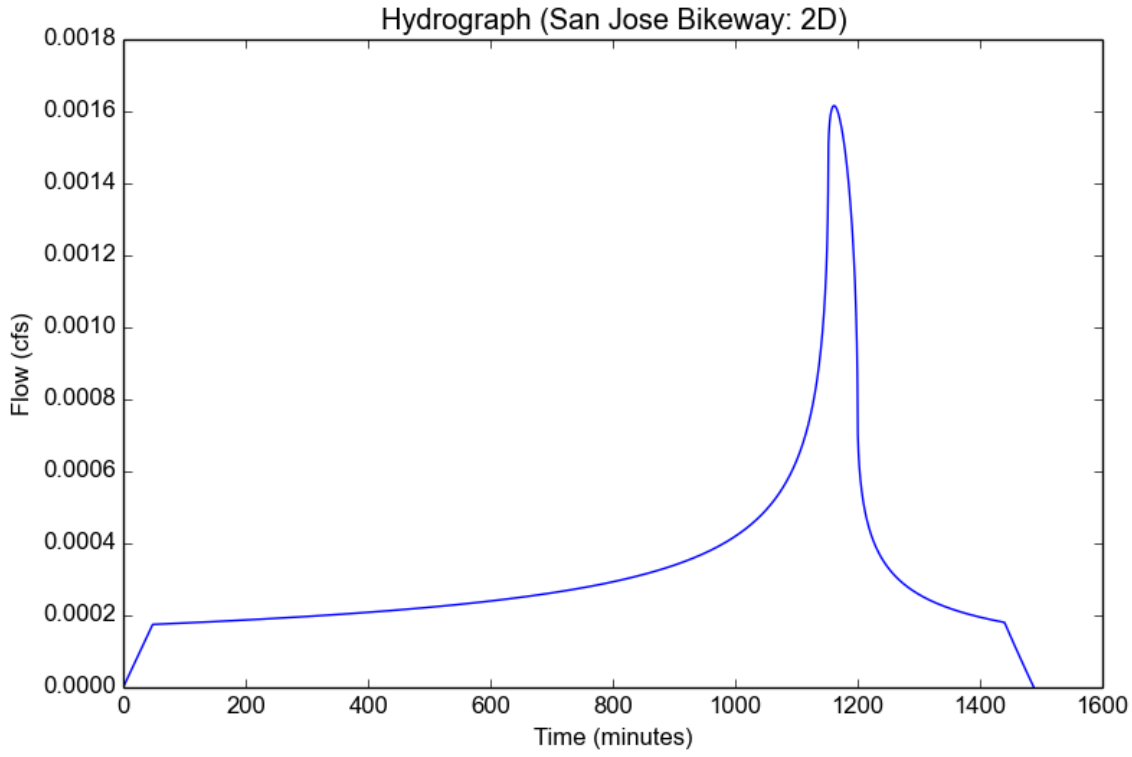
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	2D
Area (ac)	0.028260819
Flow Path Length (ft)	507.0
Flow Path Slope (vft/hft)	0.017159763
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.221801298
Soil Type	3
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.2061
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.2774
Time of Concentration (min)	48.0
Clear Peak Flow Rate (cfs)	0.0016
Burned Peak Flow Rate (cfs)	0.0016
24-Hr Clear Runoff Volume (ac-ft)	0.0006
24-Hr Clear Runoff Volume (cu-ft)	28.2274



Peak Flow Hydrologic Analysis

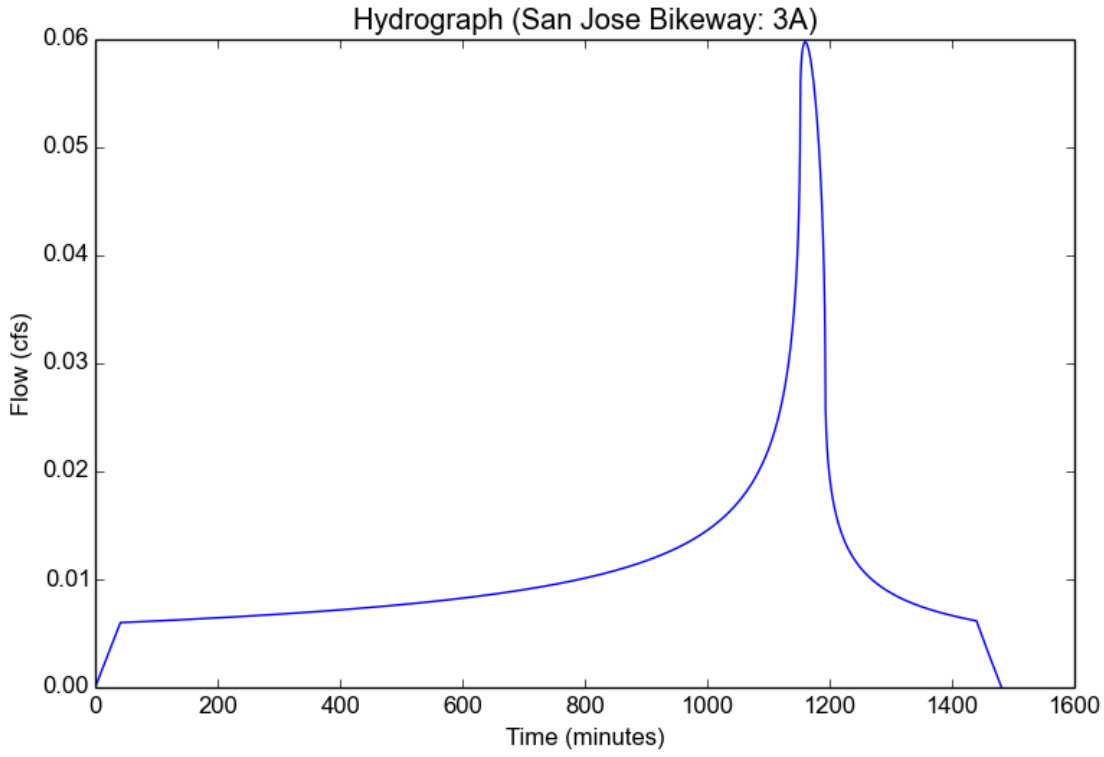
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	3A
Area (ac)	0.589007029
Flow Path Length (ft)	550.0
Flow Path Slope (vft/hft)	0.0083
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.44647937
Soil Type	3
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.2219
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.4572
Time of Concentration (min)	41.0
Clear Peak Flow Rate (cfs)	0.0598
Burned Peak Flow Rate (cfs)	0.0598
24-Hr Clear Runoff Volume (ac-ft)	0.0223
24-Hr Clear Runoff Volume (cu-ft)	969.4444



Peak Flow Hydrologic Analysis

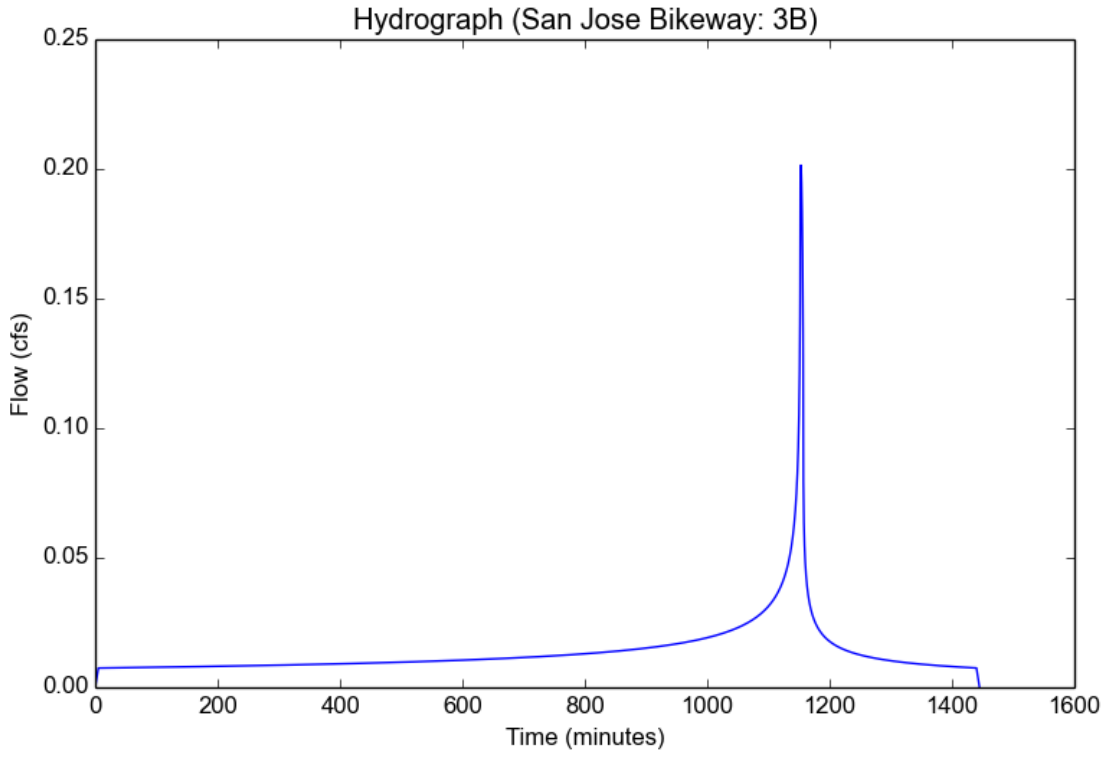
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Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	3B
Area (ac)	0.643950651
Flow Path Length (ft)	45.0
Flow Path Slope (vft/hft)	0.08
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.530280367
Soil Type	3
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.5966
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.5242
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.2014
Burned Peak Flow Rate (cfs)	0.2014
24-Hr Clear Runoff Volume (ac-ft)	0.0279
24-Hr Clear Runoff Volume (cu-ft)	1215.2689



Peak Flow Hydrologic Analysis

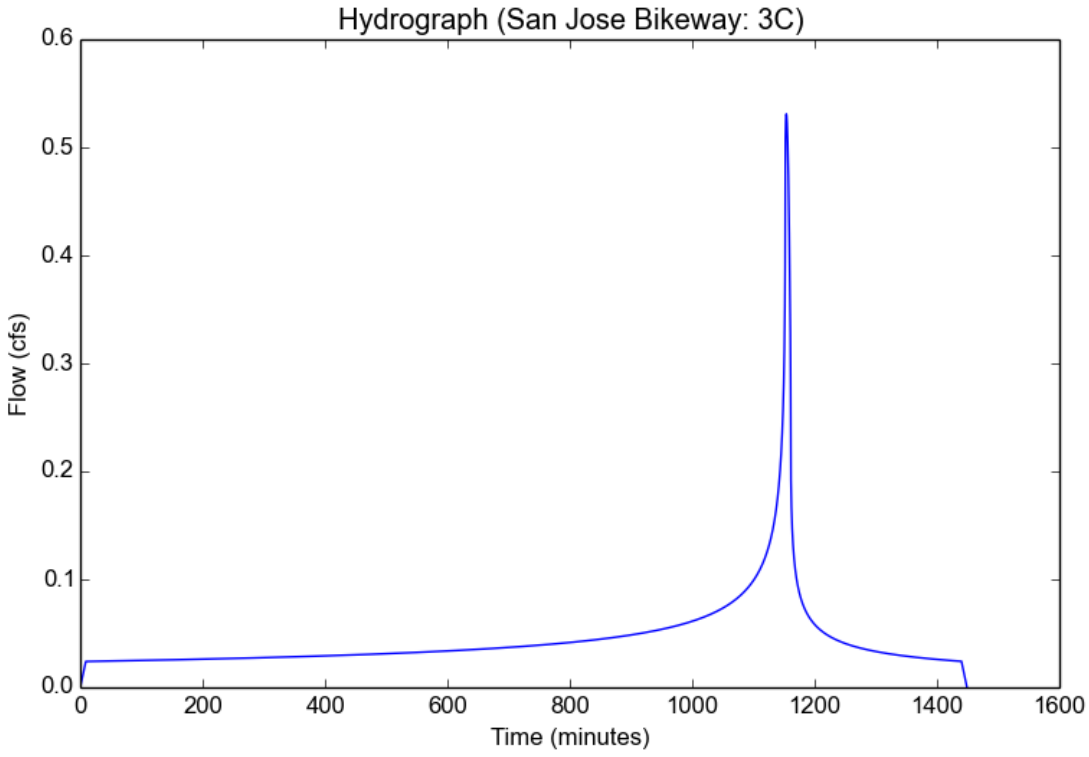
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Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	3C
Area (ac)	1.757040835
Flow Path Length (ft)	131.0
Flow Path Slope (vft/hft)	0.058
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.646922793
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.4526
Undeveloped Runoff Coefficient (Cu)	0.2419
Developed Runoff Coefficient (Cd)	0.6677
Time of Concentration (min)	9.0
Clear Peak Flow Rate (cfs)	0.531
Burned Peak Flow Rate (cfs)	0.531
24-Hr Clear Runoff Volume (ac-ft)	0.0899
24-Hr Clear Runoff Volume (cu-ft)	3917.9398



Peak Flow Hydrologic Analysis

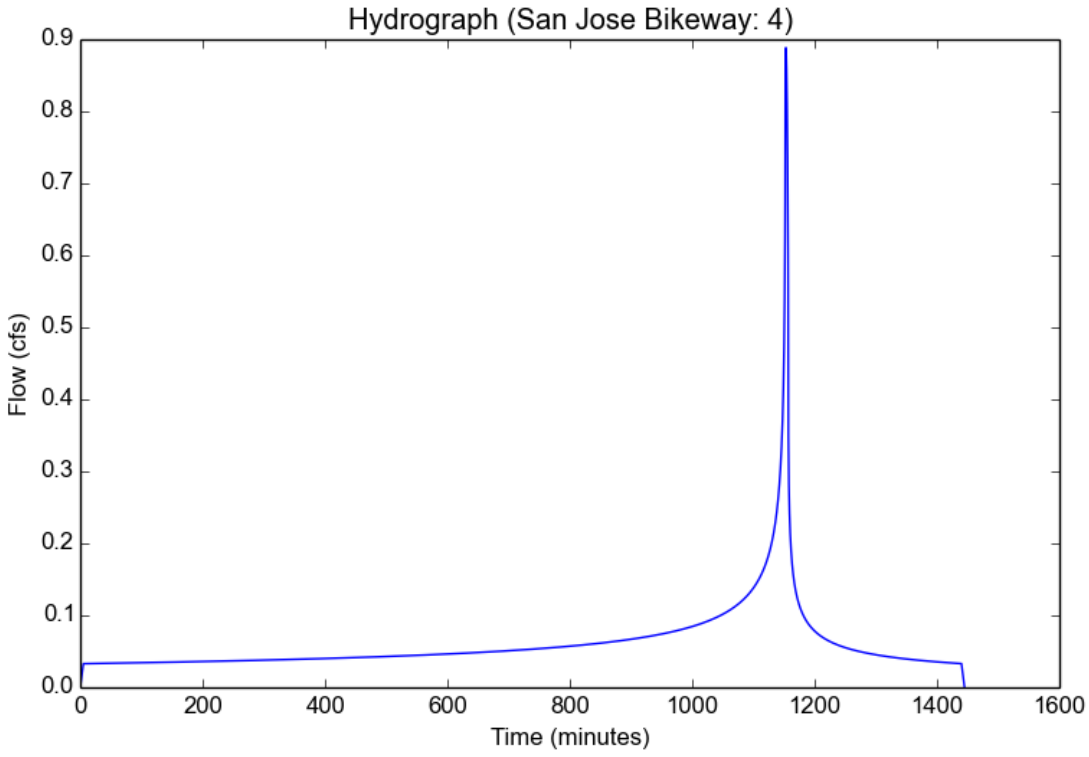
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Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	4
Area (ac)	3.542727391
Flow Path Length (ft)	20.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.400392136
Soil Type	7
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.5966
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.4203
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.8884
Burned Peak Flow Rate (cfs)	0.8884
24-Hr Clear Runoff Volume (ac-ft)	0.1231
24-Hr Clear Runoff Volume (cu-ft)	5360.6065



Peak Flow Hydrologic Analysis

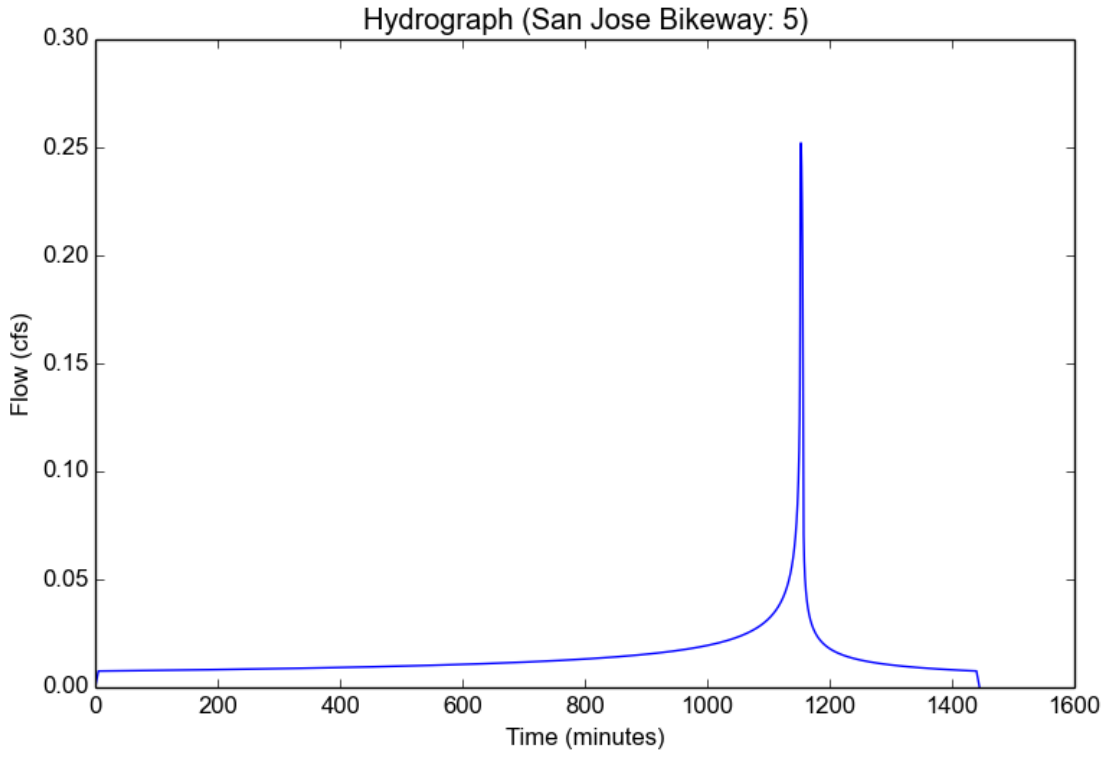
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Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	5
Area (ac)	0.625786795
Flow Path Length (ft)	20.0
Flow Path Slope (vft/hft)	0.005
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.557733235
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.5966
Undeveloped Runoff Coefficient (Cu)	0.3916
Developed Runoff Coefficient (Cd)	0.6752
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.2521
Burned Peak Flow Rate (cfs)	0.2521
24-Hr Clear Runoff Volume (ac-ft)	0.0285
24-Hr Clear Runoff Volume (cu-ft)	1241.7955



Peak Flow Hydrologic Analysis

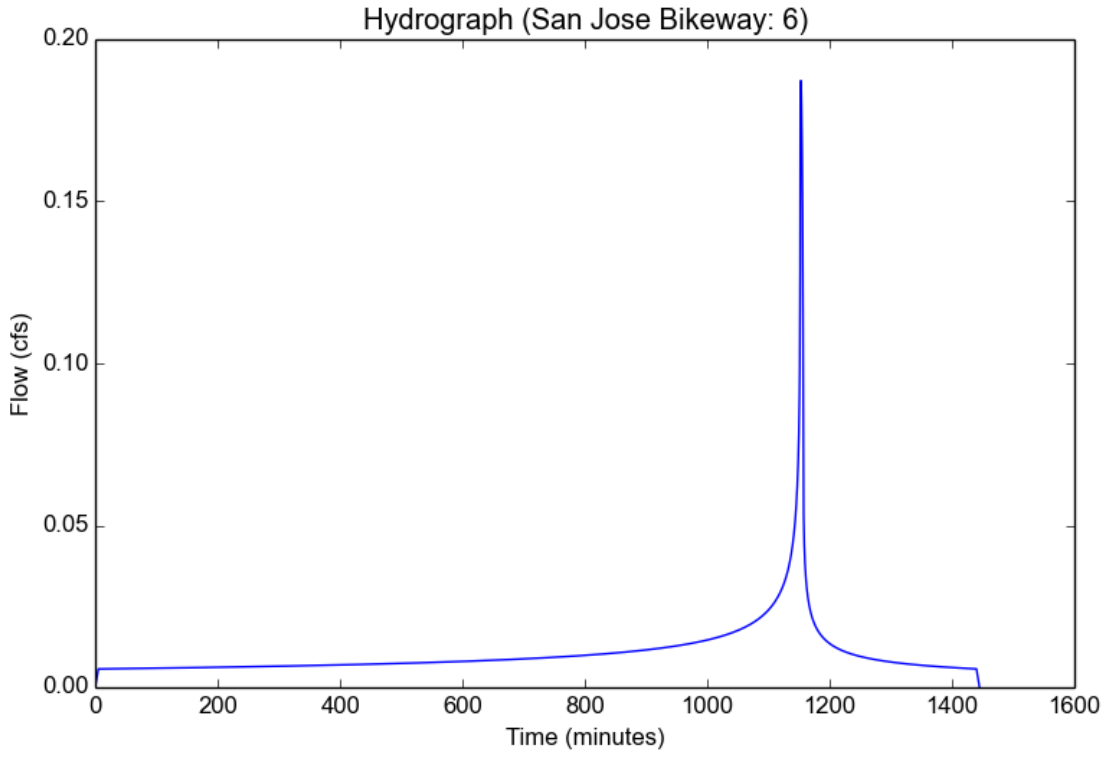
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	6
Area (ac)	0.457978523
Flow Path Length (ft)	20.0
Flow Path Slope (vft/hft)	0.04
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.577760021
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.5966
Undeveloped Runoff Coefficient (Cu)	0.3916
Developed Runoff Coefficient (Cd)	0.6853
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.1873
Burned Peak Flow Rate (cfs)	0.1873
24-Hr Clear Runoff Volume (ac-ft)	0.0215
24-Hr Clear Runoff Volume (cu-ft)	934.8405



Peak Flow Hydrologic Analysis

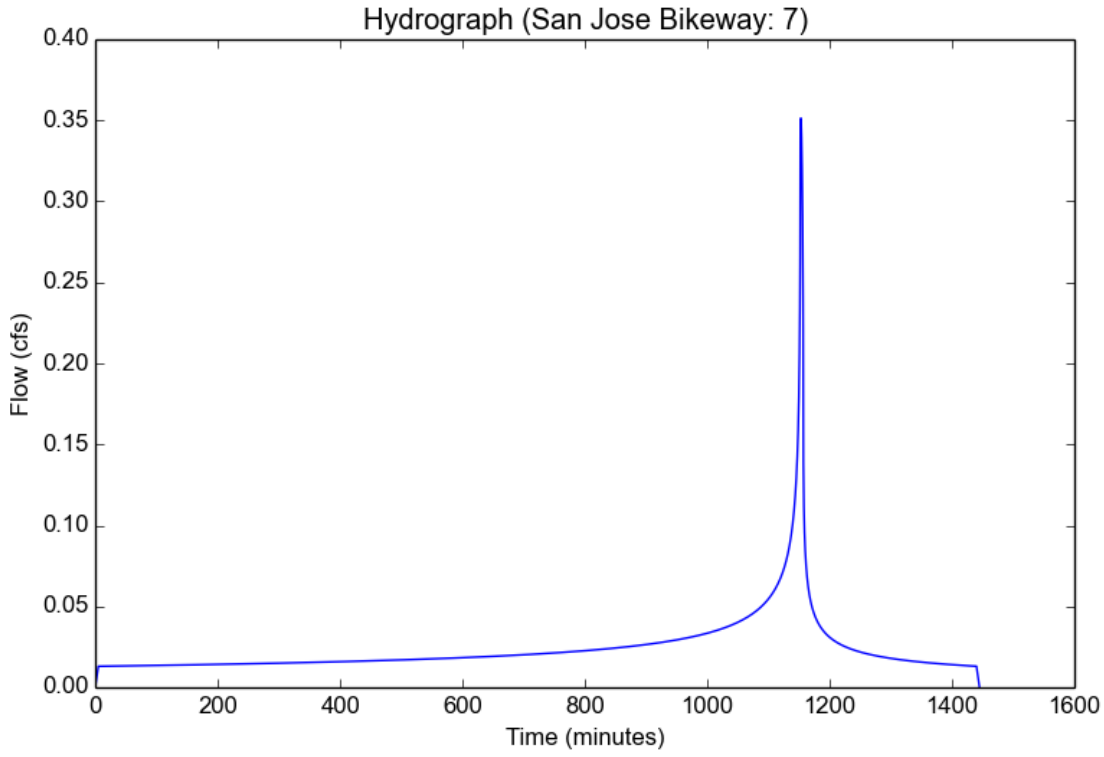
File location: C:/Users/LucasTang/OneDrive - revWater/Documents/ArcGIS/Projects/San Jose Bikeway/San Jose Bikeway Report.pdf
Version: HydroCalc 1.0.3

Input Parameters

Project Name	San Jose Bikeway
Subarea ID	7
Area (ac)	0.952788945
Flow Path Length (ft)	9.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.647630023
Soil Type	7
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.5966
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.6181
Time of Concentration (min)	5.0
Clear Peak Flow Rate (cfs)	0.3514
Burned Peak Flow Rate (cfs)	0.3514
24-Hr Clear Runoff Volume (ac-ft)	0.0487
24-Hr Clear Runoff Volume (cu-ft)	2120.1223



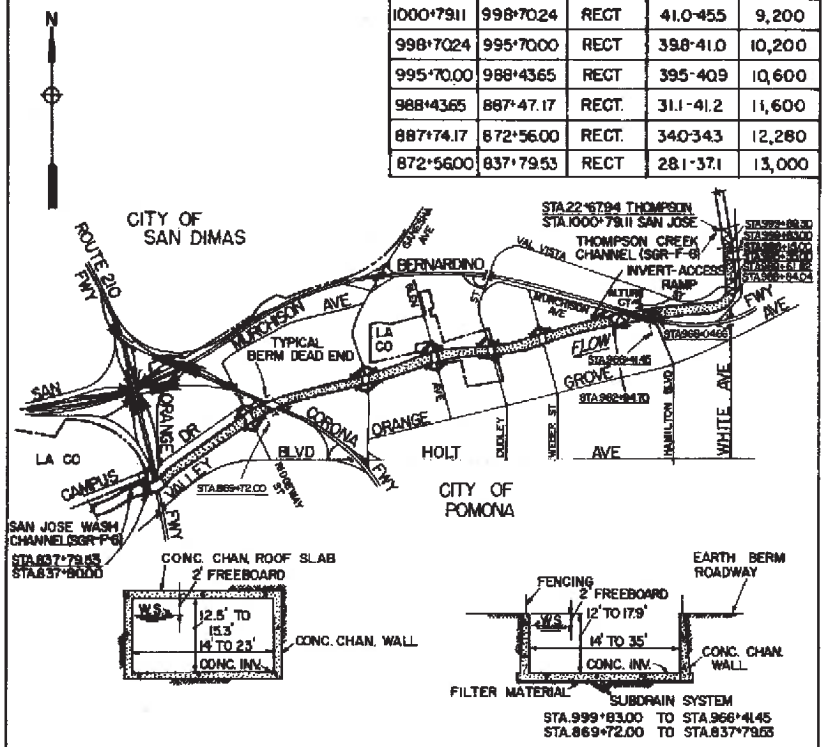
APPENDIX B – LACFCD DESIGN STORM INFORMATION

CORPS OF ENGINEERS

SGR-F-7

DEPARTMENT OF THE ARMY

DESIGN DATA				
STA	TO STA	SECT	V	Q
1000+79.11	998+70.24	RECT	41.0-45.5	9,200
998+70.24	995+70.00	RECT	39.8-41.0	10,200
995+70.00	988+43.65	RECT	39.5-40.9	10,600
988+43.65	887+47.17	RECT.	31.1-41.2	11,600
887+74.17	872+56.00	RECT.	34.0-34.3	12,280
872+56.00	837+79.53	RECT	28.1-37.1	13,000



TYPICAL COVERED SECTION
AS NOTED

TYPICAL OPEN SECTION
STA. 1000+79.11 TO STA. 837+79.53

LEGEND

- OPEN SECTION
- COVERED SECTION
- STREET BRIDGE
- TYPICAL BERM-ACCESS RAMP
- CONST. PROJECT LIMIT
- COUNTY OR CITY BOUNDARY

OPERATION AND MAINTENANCE MANUAL
LOS ANGELES COUNTY DRAINAGE AREA, CALIFORNIA

SAN JOSE WASH CHANNEL
THOMPSON CREEK TO NICHOLET ST

SCALE IN FEET
1000 0 1000 2000 3000 5000

OFFICE OF THE DISTRICT ENGINEER
LOS ANGELES, CALIFORNIA SGR-F-7

Appendix F

Noise Modeling

Surfacing Dirt Path - Average Noise Levels

Project Name: San Jose Creek Multi-Use Bikeway Project

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (dBA L_{eq})
Thresholds		
Daytime Standard	8	65.0
Evening Standard	8	65.0
FTA daytime standard	0	90.0
Sensitive Receptors		
NVSR 2	55	47.8
NVSR 3	70	45.7
NVSR 4	83	44.2
NVSR 5	72	45.4
NVSR 7	26	54.3
NVSR 8	40	50.5
NVSR 9	70	45.7
NVSR 10	68	45.9
NVSR 11 to NVSR 13	15	59.0
NVSR 14	20	56.5

Equipment[1]	Reference Emission Noise Levels (dBA L_{max}) at 50 feet[2]	Usage Factor[2]
Front End Loader	52.6	0.4

Ground Type	Hard
Source Height	8
Receiver Height	5
Ground Factor[3]	0.00

Predicted Noise Level [4]	dBA L_{eq} at 50 feet[4]
Front End Loader	48.6

Combined Predicted Noise Level (dBA L_{eq} at 50 feet)
48.6

Sources:

[1] Where measured values are not available, noise levels based on the Construction Noise Control Specifiction 721.560 were used.

[2] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[3] Based on Figure 4-26 from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 86).

[4] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 177).

L_{eq}(equip) = E.L.+10*log (U.F.) - 20*log (D/50) - 10*G*log (D/50)

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2018: pg 86); and

D = Distance from source to receiver.

Notes: NVSR = Noise and Vibration sensitve receptor

Paving New Path - Average Noise Levels

Project Name: San Jose Creek Multi-Use Bikeway Project

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (dBA L_{eq})
Thresholds		
Daytime Standard	21	65.0
Evening Standard	21	65.0
FTA daytime standard	1	90.0
Sensitive Receptors		
NVSR 2	55	56.7
NVSR 3	70	54.6
NVSR 4	83	53.2
NVSR 5	72	54.4
NVSR 7	26	63.2
NVSR 8	40	59.5
NVSR 9	70	54.6
NVSR 10	68	54.9
NVSR 11 to NVSR 13	15	68.0
NVSR 14	20	65.5

Equipment[1]	Reference Emission Noise Levels (dBA L_{max}) at 50 feet[2]	Usage Factor[2]
Paver	60.6	0.5

Ground Type	Hard
Source Height	8
Receiver Height	5
Ground Factor[3]	0.00

Predicted Noise Level [4]	dBA L_{eq} at 50 feet[4]
Paver	57.6

Combined Predicted Noise Level (dBA L_{eq} at 50 feet)

57.6

Sources:

[1] Where measured values are not available, noise levels based on the Construction Noise Control Specifiction 721.560 were used.

[2] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[3] Based on Figure 4-26 from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 86).

[4] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 177).

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2018: pg 86); and

D = Distance from source to receiver.

Notes: NVSR = Noise and Vibration sensitve receptor

Curb Cuts/Access Ramp Construction Maximum (L_{max}) Noise Levels

Project Name: San Jose Creek Multi-Use Bikeway Project

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (dBA L_{max})
Thresholds		
Daytime Standard (900+ feet from I-10)	89	85.0
Daytime Standard (within 286 feet of I-10)	50	90.0
Sensitive Receptors		
NVSR 1	170	79.4
NVSR 5	85	85.4
NVSR 8	40	91.9
NVSR 9	80	85.9
NVSR 11 + NVSR 12	15	100.5
NVSR 14	25	96.0

Equipment[1]	Reference Emission Noise Levels (dBA L_{max}) at 50 feet[2]
Concrete Saw	90

Ground Type	Hard
Source Height	8
Receiver Height	5
Ground Factor[3]	0.00

Predicted Noise Level [3]	dBA L_{max} at 50 feet[3]
Concrete Saw	90.0

Combined Predicted Noise Level (dBA L_{max} at 50 feet)
90.0

Sources:

[1] Where measured values are not available, noise levels based on the Construction Noise Control Specifiction 721.560 were used.

[2] Based on Figure 4-26 from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 86).

[3] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 177).

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor, assumed to be 1 for the purposes of the calculation of maximum noise levels;

G = Constant that accounts for topography and ground effects (FTA 2018: pg 86); and

D = Distance from source to receiver.

Notes: NVSR = Noise and Vibration sensitve receptor

Construction in SR 71 Underpass Area - Average Noise Levels

Project Name: San Jose Creek Multi-Use Bikeway Project

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (dBA L_{eq})
Thresholds		
Daytime Standard	110	65.0
Evening Standard	110	65.0
FTA daytime standard	12	90.0
Sensitive Receptors		
NVSR 6	119	64.1

Equipment[1]	Reference Emission Noise Levels (dBA L_{max}) at 50 feet[2]	Usage Factor[2]
Backhoe	78	0.4

Ground Type	Soft
Source Height	8
Receiver Height	5
Ground Factor[3]	0.63

Predicted Noise Level [4]	dBA L_{eq} at 50 feet[4]
Backhoe	74.0

Combined Predicted Noise Level (dBA L_{eq} at 50 feet)
74.0

Sources:

[1] Where measured values are not available, noise levels based on the Construction Noise Control Specifiction 721.560 were used.

[2] Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

[3] Based on Figure 4-26 from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 86).

[4] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 177).

$L_{eq}(equip) = E.L.+10*\log(U.F.) - 20*\log(D/50) - 10*G*\log(D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2018: pg 86); and

D = Distance from source to receiver.

Notes: NVSR = Noise and Vibration sensitve receptor

Attenuation Calculations for Stationary Noise Sources

KEY: Orange cells are for input.
Grey cells are intermediate calculations performed by the model.
Green cells are data to present in a written analysis (output).

Project Name: Etiwanda Commerce Center

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance). **STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.** **STEP 3: Select the distance to the receiver.**

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
S76 Skid-Steer Loader	77.0	@	3	hard	3	5	0.00	52.6	@	50
Compact Paver	85.0	@	3	hard	3	5	0.00	60.6	@	50
Curb Cuts/Access Ramp Construction with Mitigation - 85 dBA Threshold	80.0	@	50	hard	3	5	0.00	85.0	@	28
Curb Cuts/Access Ramp Construction with Mitigation - 90 dBA Threshold	80.0	@	50	hard	3	5	0.00	89.9	@	16
Curb Cuts/Access Ramp Construction with Mitigation - 95 dBA Threshold	80.0	@	50	hard	3	5	0.00	94.9	@	9

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>Accessed: March 5, 2020.

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Auger Drill Rig	20	85	84	36	79.0	72.0	100	78.0	71.0
Backhoe	40	80	78	372	74.0	70.0	100	72.0	68.0
Bar Bender	20	80	80	0	74.0	67.0	100		
Blasting	100	94	94	0	88.0		100		
Boring Jack Power Unit	50	80	83	1	74.0	71.0	100	77.0	74.0
Chain Saw	20	85	84	46	79.0	72.0	100	78.0	71.0
Clam Shovel (dropping)	20	93	87	4	87.0	80.0	100	81.0	74.0
Compactor (ground)	20	80	83	57	74.0	67.0	100	77.0	70.0
Compressor (air)	40	80	78	18	74.0	70.0	100	72.0	68.0
Concrete Batch Plant	15	83	83	0	77.0	68.7	100		
Concrete Mixer Truck	40	85	79	40	79.0	75.0	100	73.0	69.0
Concrete Pump Truck	20	82	81	30	76.0	69.0	100	75.0	68.0
Concrete Saw	20	90	90	55	84.0	77.0	100	84.0	77.0
Crane	16	85	81	405	79.0	71.0	100	75.0	67.0
Dozer	40	85	82	55	79.0	75.0	100	76.0	72.0
Drill Rig Truck	20	84	79	22	78.0	71.0	100	73.0	66.0
Drum Mixer	50	80	80	1	74.0	71.0	100	74.0	71.0
Dump Truck	40	84	76	31	78.0	74.0	100	70.0	66.0
Excavator	40	85	81	170	79.0	75.0	100	75.0	71.0
Flat Bed Truck	40	84	74	4	78.0	74.0	100	68.0	64.0
Front End Loader	40	80	79	96	74.0	70.0	100	73.0	69.0
Generator	50	82	81	19	76.0	73.0	100	75.0	72.0
Generator (<25KVA, VMS signs)	50	70	73	74	64.0	61.0	100	67.0	64.0
Gradall	40	85	83	70	79.0	75.0	100	77.0	73.0
Grader	40	85	85	0	79.0	75.0	100		
Grapple (on Backhoe)	40	85	87	1	79.0	75.0	100	81.0	77.0
Horizontal Boring Hydr. Jack	25	80	82	6	74.0	68.0	100	76.0	70.0
Hydra Break Ram	10	90	90	0	84.0	74.0	100		
Impact Pile Driver	20	95	101	11	89.0	82.0	100	95.0	88.0
Jackhammer	20	85	89	133	79.0	72.0	100	83.0	76.0
Man Lift	20	85	75	23	79.0	72.0	100	69.0	62.0
Mounted Impact Hammer (hoe ram)	20	90	90	212	84.0	77.0	100	84.0	77.0
Pavement Scarafier	20	85	90	2	79.0	72.0	100	84.0	77.0
Paver	50	85	77	9	79.0	76.0	100	71.0	68.0
Pickup Truck	40	55	75	1	49.0	45.0	100	69.0	65.0

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Pneumatic Tools	50	85	85	90	79.0	76.0	100	79.0	76.0
Pumps	50	77	81	17	71.0	68.0	100	75.0	72.0
Refrigerator Unit	100	82	73	3	76.0	76.0	100	67.0	67.0
Rivit Buster/chipping gun	20	85	79	19	79.0	72.0	100	73.0	66.0
Rock Drill	20	85	81	3	79.0	72.0	100	75.0	68.0
Roller	20	85	80	16	79.0	72.0	100	74.0	67.0
Sand Blasting (Single Nozzle)	20	85	96	9	79.0	72.0	100	90.0	83.0
Scraper	40	85	84	12	79.0	75.0	100	78.0	74.0
Shears (on backhoe)	40	85	96	5	79.0	75.0	100	90.0	86.0
Slurry Plant	100	78	78	1	72.0	72.0	100	72.0	72.0
Slurry Trenching Machine	50	82	80	75	76.0	73.0	100	74.0	71.0
Soil Mix Drill Rig	50	80	80	0	74.0	71.0	100		
Tractor	40	84	84	0	78.0	74.0	100		
Vacuum Excavator (Vac-truck)	40	85	85	149	79.0	75.0	100	79.0	75.0
Vacuum Street Sweeper	10	80	82	19	74.0	64.0	100	76.0	66.0
Ventilation Fan	100	85	79	13	79.0	79.0	100	73.0	73.0
Vibrating Hopper	50	85	87	1	79.0	76.0	100	81.0	78.0
Vibratory Concrete Mixer	20	80	80	1	74.0	67.0	100	74.0	67.0
Vibratory Pile Driver	20	95	101	44	89.0	82.0	100	95.0	88.0
Warning Horn	5	85	83	12	79.0	66.0	100	77.0	64.0
Welder / Torch	40	73	74	5	67.0	63.0	100	68.0	64.0

Traffic Noise Spreadsheet Calculator

Project: **Pomona Bikeway**

Number	Name	Segment Description and Location From	To	Existing Conditions	Existing + Project Conditions	Δ Existing – Existing + Project
Summary of Net Changes						
1	I-10	N White Ave	N Dudley St	82.4	84.5	2.1

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise leve

Traffic Noise Spreadsheet Calculator

Project: Pomona Bikeway Project Existing Noise Levels

Noise Level Descriptor: CNEL
Site Conditions: Hard
Traffic Input: ADT
Traffic K-Factor:

	Segment Description and Location			Input										Output				
						Distance to Directional Centerline, (feet)[4]		Traffic Distribution Characteristics						CNEL, (dBA)[5,6,7]	Distance to Contour, (feet)[3]			
Number	Name	From	To	ADT	Speed (mph)	Near	Far	% Auto	% Medium	% Heavy	% Day	% Eve	% Night		75 dBA	70 dBA	65 dBA	60 dBA
Existing Conditions																		
1	I-10	N White Ave	N Dudley St	255,000	70	138	195	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	82.4	904	2859	9042	28594
1	I-10 with Sound Wall	N White Ave	N Dudley St	255,000	70	138	195	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	72.4	90	286	904	2859
2	SR 71	Pomona Valley Boulevard	I-10 interchange	138,000	40	91	184	97.0%	2.0%	1.0%	80.0%	15.0%	5.0%	73.8	97	308	973	3076

r

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

_id	X	Y	OBJECTID	DISTRICT	ROUTE	ROUTE_SFX	COUNTY	PM_PFX	PM	PM_SFX	ION_DESCR	BACK_PEAK_HOUR	BACK_PEAK_MADT	BACK_AADT	AHEAD_PEAK_HOUR	AHEAD_PEAK_MADT	AHEAD_AADT
2341	-117.778	34.07282	2341	7	10		LA		44.185	POMONA, DUDLEY		16000	266000	254000	16100	267000	255000
2342	-117.778	34.07296	2342	7	10		LA		44.185	POMONA, DUDLEY		16000	266000	254000	16100	267000	255000
2343	-117.76	34.07112	2343	7	10		LA		45.277	POMONA, WHITE A		16100	267000	255000	15600	258000	247000
2344	-117.76	34.07124	2344	7	10		LA		45.277	POMONA, WHITE A		16100	267000	255000	15600	258000	247000

Notes: AADTT = Annual Average Daily Truck Traffic
Source: DOT 2025

Citation #	Citations	
1	Caltrans Technical Noise Supplement. 2009 (November). Table (5-11), Pg 5-60.	Caltrans Technical Noise Supplement. 2013 (September). Table (4-2), Pg 4-17.
2	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-26), Pg 5-60.	Caltrans Technical Noise Supplement. 2013 (September). Equation (4-5), Pg 4-17.
3	Caltrans Technical Noise Supplement. 2009 (November). Equation (2-16), Pg 2-32.	FHWA 2004 TNM Version 2.5
4	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-11), Pg 5-47, 48.	FHWA 2004 TNM Version 2.5
5	Caltrans Technical Noise Supplement. 2009 (November). Equation (2-26), Pg 2-55, 56.	Caltrans Technical Noise Supplement. 2013 (September). Equation (2-23), Pg 2-51, 52.
6	Caltrans Technical Noise Supplement. 2009 (November). Equation (2-27), Pg 2-57.	Caltrans Technical Noise Supplement. 2013 (September). Equation (2-24), Pg 2-53.
7	Caltrans Technical Noise Supplement. 2009 (November). Pg 2-53.	Caltrans Technical Noise Supplement. 2013 (September). Pg 2-57.
8	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-7), Pg 5-45.	FHWA 2004 TNM Version 2.5
9	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-8), Pg 5-45.	FHWA 2004 TNM Version 2.5
10	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-9), Pg 5-45.	FHWA 2004 TNM Version 2.5
11	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-13), Pg 5-49.	FHWA 2004 TNM Version 2.5
12	Caltrans Technical Noise Supplement. 2009 (November). Equation (5-14), Pg 5-49.	FHWA 2004 TNM Version 2.5
13	Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (16), Pg 67	
14	Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (20), Pg 69	
15	Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (18), Pg 69	

References

California Department of Transportation (Caltrans). 2009 (November). Technical Noise Supplement. Available: http://www.dot.ca.gov/hq/env/noise/pub/tens_complete.pdf. Accessed August 17, 2017.

California Department of Transportation (Caltrans). 2013 (September). Technical Noise Supplement. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf. Accessed August 17, 2017.

Federal Highway Administration. 2004. Traffic Noise Model Version 2.5. Available: https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/tnm_v25/. Accessed August 17, 2017.

Distance Propagation Calculations for Stationary Sources of Ground Vibration

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

— If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.

— If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (VdB)	@	distance (ft)	vibration level (VdB)	@	distance (ft)

The Lv metric (VdB) is used to assess the likelihood for vibration to result in human annoyance.

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level	@	distance (ft)	vibration level	@	distance (ft)
Vibratory Roller	0.053	@	25	0.050	@	26
Vibratory Roller	0.210	@	25	0.293	@	20

The PPV metric (in/sec) is used for assessing the likelihood for the potential of structural damage and RMS for perception

Conversion From PPV (in/sec) to VdB/Lv

Instructions: this sheet can be used to convert peak particle velocity (in/sec) values, typically used for construction vibration asessments to root-mean-square (RMS) velocity and VdB. The user inputs the reference or modeled PPV value to convert to vibration levels in vibration decibels (VdB)

Key: User Input

Model Output

Equipment Modeled	PPV (in/sec)	VdB	RMS*
Vibratory Roller	0.21	94	0.0525

Equation 5-1:

Vibration velocity level in decibels is defined as:

Lv (VdB)	**=**	**20*log (V/Vref)**
Lv	=	velocity level, VdB
V	=	rms velocity amplitude
Vref	=	1X10^-6 in/sec

Notes

*calculation applies crest factor of 4, per FTA 2018 pg 184

Source:

Federal Transit Administration (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. Equation 5-1

Notes:
Computation of propagated vibration levels is based on the equations presented on pg.

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Washington, D.C. Accessed: December 20, 2020. Page Available:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Appendix G

Transportation Memorandum

FEHR PEERS

Memorandum

Date: December 22, 2023

To: Alta Planning + Design
City of Pomona

From: Baldwin Ngai and Miguel Núñez, Fehr & Peers

Subject: Environmental Review for San Jose Multi-Use Bikeway Project

LA22-3404

Fehr and Peers completed the environmental transportation review of the San Jose Multi-Use Bikeway Project (Project) in support of its construction. This memorandum presents the findings of the review in accordance with applicable policies, guidance, and procedures.

Project Description

The Project consists of approximately 3.5 miles of off-road bike and pedestrian greenway along the San Jose Creek channel in the City of Pomona. Beginning at Temple Avenue, undercrossing State Route 57 (SR-57) and State Route 71 (SR-71) and ending south of Interstate 10 (I-10) at Murchison Avenue. In addition to the multi-use pathway, the Project will include access to the multi-use trail at 15 locations (with 9 at-grade street crossings), wayfinding and safety signage, features to reduce and capture stormwater runoff, and stormwater collection and drainage systems.

Criteria for Determination of Transportation Impacts

Projects with the potential to result in direct or foreseeable indirect physical change in the environment are subject to the California Environmental Quality Act (CEQA), including activity directly undertaken by a public agency such as public works construction or improvements to existing public structures[1]. To provide a framework for application of the CEQA requirements, the Office of Planning and Research developed the *Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines or CEQA Guidelines)*. In addition to the City's Guidelines, the evaluation of a Project's potential transportation impacts should consider criteria

[1] California Public Resource Code section 21065

described per the State CEQA Guidelines, where a checklist of environmental issues as provided in Appendix G XVII is to be considered in determination of a project's potential environmental effects. Related to transportation, the checklist questions whether the project would,

a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*
b) *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
d) *Result in inadequate emergency access?*

The Project would be considered to result in significant transportation impacts if demonstrated to be inconsistent with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities; conflict or be inconsistent with CEQA Guidelines section 15064.3 (b); decrease the performance or safety of such facilities; or result in inadequate emergency access as evaluated by questions A through D within the State CEQA Guidelines Appendix G XVII.

Consistency with Adopted Policies, Plans, or Programs

The City of Pomona has adopted the Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment in October 2020 to outline methodologies for evaluation of a project's environmental transportation impacts and effects on the local transportation system. Per the City's Guidelines, and consistent with question A within Appendix G XVII of the CEQA Guidelines, active transportation and public transit projects would be considered to *result in a significant impact if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.*

The Pomona Active Transportation Plan (ATP) was adopted in November 2012 to support the continued improvements of the City's bicycling and walking environment. The ATP is consistent with sustainability efforts recognized in the General Plan to reduce traffic, air pollution, energy consumption, and provide greater transportation options that enhance quality of life. The Plan identifies a list of projects to be prioritized in its implementation including the 3.5-mile length of San Jose Creek Bicycle Path from east of Temple Avenue to Casa Vista Drive with 15 access points to the grade-separated path connecting to other bikeways as well as key destinations within the City of Pomona. The improvements detailed in Exhibit 7-2 of the ATP includes the creation of a bicycle path separated from traffic along the San Jose Creek, intersection safety improvements for street crossings (9) and access points (15), as well as signage and striping improvements for wayfinding and safety purposes.

Adopted in 2014, the Mobility and Access chapter (Circulation Element) of the Pomona General Plan addresses circulation of pedestrians, bicycles, and motor vehicles, as well as the implications of public safety, environmental, and social equality issues related to transportation. Within the discussion of the City's bicycle circulation, expansion to the bikeway network is conceptualized to include construction of bike paths, bike lanes, and bike routes at various locations throughout the City. These bikeway facilities aim to provide a safe and effective method to connect activity centers and promote active transportation. To provide a framework for implementation, the General Plan outlines goals and policies related to regional and local transportation. Specifically for bicycle circulation, the Project would align with goals established to "develop a comprehensive bicycle network that connects local and regional commuter and recreation routes" and "Implement the Active Transportation Plan including installation of marked, on-street bike lanes along potential bike routes".

The Project is consistent with the planned improvements identified by the adopted ATP and meets many of the goals and policies set forth in the City's General Plan. Therefore it would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system.

CEQA Guidelines Section 15064.3(b)

Since July 1, 2020, automobile delay, as measured by Level of Service (LOS), is no longer allowable in determining a project's effects on transportation under CEQA, and, instead, Vehicle Miles Traveled (VMT) was adopted as the metric to evaluate transportation impacts. Section 15064.3(b) of the State CEQA Guidelines outlines the criteria for analyzing transportation impacts of projects, which specifies that "*Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*"

Consistent with guidance provided by the Governor's Office of Planning and Research in its *Technical Advisory on Evaluating Transportation Impacts in CEQA,* certain "projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis". Projects are generally considered likely to lead to an increase in vehicle travel if they include "addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges". Furthermore, OPR guidance lists project types which *do not* increase vehicle capacity and are not likely to lead to substantial increase in vehicle travel such as the following,

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel

The Project would not increase roadway capacity for vehicle travel, and its implementation would improve connectivity of the existing active transportation network to facilitate alternative modes of transportation. Therefore, the Project is not likely to increase VMT and would result in less than significant impacts per CEQA Guidelines 15064.3(b).

Increase to Hazards from Geometric Design

The Project proposes improvements to facilitate pedestrian and bicycle movement along the existing San Jose Creek which would be designed according to all regulatory guidelines. On-street improvements would be implemented at several streets adjacent to the channel to increase access to the bikeway. Such improvements would vary for each street crossing location and would generally include signalized pedestrian and bicyclist crossings, striping for new crosswalks, striping of existing roadways for bike lanes, painting existing roadways with green-backed sharrows, and the reconstruction of existing curb ramps to meet ADA standards. Street improvements will be designed in accordance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and applicable local design requirements and regulations. The Project does not propose any incompatible uses and is not expected to introduce new safety hazards at intersections or along roadway segments. The facilities would be designed to maximize user safety and reduce hazards, and the project design would be reviewed by the City of Pomona during the City's plan review process to ensure all applicable requirements are met. Therefore, *no substantial increase of hazards due to geometric design or incompatible use would occur.*

Emergency Access

The Project would be designed according to all regulatory guidelines, including the CA-MUTCD and City of Pomona Standards, to maximize user safety and reduce hazards. Access to the multi-use bikeway would be provided by 15 entry/exit gates along the borders of the project site, and the project design would be reviewed by the City of Pomona during the City's plan review process

to ensure compliance with applicable emergency access requirements. Furthermore, the Project is an off-street facility with limited interaction with circulation elements where emergency service vehicles traverse. Where the Project creates new at-grade street crossings, traffic signals would be designed to incorporate emergency preemption equipment standard to the City of Pomona. Therefore, *no impacts to emergency access would occur*.

Conclusion

The Project would result in less than significant transportation impacts as it would be consistent with adopted policies, plans, and programs related to pedestrian and bicycle facilities, would not increase single-occupancy vehicle travel, and would satisfy the consideration of key environmental issues as described by the CEQA Guidelines.

Appendix H

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program for the San Jose Creek Multi-Use Bikeway Project

SCH No. 2026050416

Prepared for:

City of Pomona
505 South Garey Avenue
Pomona, CA 91766

June 2026

Mitigation Monitoring and Reporting Program for the San Jose Creek Multi-Use Bikeway Project

SCH No. 2026050416

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June 2026

20220001.01

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] section 21000 et seq.), the City of Pomona (City) prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the San Jose Creek Multi-Use Bikeway Project (proposed project) (State Clearinghouse Number 2026050416). The IS/MND identified significant impacts and mitigation measures that would reduce the identified impacts to less-than-significant levels, where feasible. CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the IS/MND identifies potential significant adverse impacts related to project implementation, and mitigation measures have been identified to reduce those impacts to less than significant levels. Adoption of the MMRP would occur along with approval of the proposed project and IS/MND.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the proposed project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the mitigation measures, monitoring responsibility, and mitigation timing, and provides space to verify implementation of the mitigation measures. The order of mitigation measures follows the sequence found in the IS/MND.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed.

Inquiries should be directed to:

Arnold Dichosa
505 South Garey Avenue
Pomona, CA 91766
Phone: (909) 620-2281
Email: arnold.dichosa@pomonaca.gov

The location of this information is:

City of Pomona
505 South Garey Avenue
Pomona, CA 91766

The City is responsible for overall administration of the MMRP and for verifying that staff members have completed the necessary actions for each measure.

REPORTING

The City shall document and describing the compliance of the activity with the required mitigation measures either within the attached table or a separate monitoring documentation as part of project implementation.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- Timing – This column identifies the time frame in which the mitigation will be implemented.
- Verification – This column is to be dated and signed by the person (either City Engineer or designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Responsibility	Timing	Verification
Biological Resources			
Mitigation Measure BIO-1: Follow Proper Trimming Techniques During construction of the proposed project, the contractor shall follow proper techniques for trimming coast live oak trees from the American National Standards Institute A300 Tree Care standards.	Contractor(s), with City oversight	During construction involving trimming of coast live oak trees	
Mitigation Measure BIO-2: Restrict Construction Activities to Delineated Project Site Boundaries For the duration of construction activities, the City or its contractor shall clearly delineate the project site boundaries with stakes, fencing, or other conspicuous boundary markings. The City or its contractor shall instruct all employees to restrict their activities, vehicles, equipment, and construction materials to the project site.	City or contractor(s)	During construction	
Mitigation Measure BIO-3: Conduct Vegetation Clearing/Initial Grading Outside of the Bird Nesting Season OR Conduct Pre-Construction Nesting Bird Surveys The City shall implement the following measures to avoid impacts on nesting birds, special-status birds, and raptors: ▶ Conduct vegetation removal and initial ground disturbance activities outside of the bird breeding season (February 15 – September 15). ▶ If vegetation removal or initial grading occurs during the breeding season, a qualified biologist shall conduct nesting bird surveys for nesting raptors and migratory birds within the project site plus an additional 100-foot survey buffer (for passerines) and 300-foot buffer (for raptors) within three days of construction. If nests of listed birds, migratory birds, raptors, or other sensitive species are documented, active nests shall be avoided, and a nest buffer shall be designated around each nest. Nest buffers shall be determined at the discretion of the qualified biologist based on the location and species occupying the nest. Species that are not protected by the MBTA (e.g., European starling, house sparrow, Eurasian collared dove) shall not require a nest buffer. The perimeter of this nest buffer shall be clearly demarcated, and all construction activities shall be prohibited within the delineated area until a qualified biologist has determined that the nest has either successfully fledged, been depredated, or failed due to other causes. Construction activities may proceed within the non-disturbance buffer if a qualified biologist is present to monitor active nests and determines that construction activities are not causing indirect or direct disturbance to a nest.	City and qualified biologist	During construction	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Mitigation Measure BIO-4: Conduct Biological Monitoring During Vegetation Clearing The City shall retain a biological monitor experienced with identification of the sensitive and common biological resources in the region to monitor all vegetation clearing activities, regardless of the time of year such activities are scheduled to begin. The biological monitor shall perform biological clearance sweeps at the start of each workday that vegetation clearing activities take place. The biological monitor shall be present on a full-time basis during the vegetation-clearing activities to ensure the activities do not affect sensitive biological resources and to move or redirect wildlife out of harm's way as necessary. The monitor shall be responsible for communicating regularly with the City and onsite contractor on non-compliance issues and methods for ensuring that impacts on sensitive biological resources are avoided to the fullest extent possible in accordance with the appropriate project agreements and permits, as applicable. Biological monitoring shall take place until the project site has been completely cleared of any vegetation. The biological monitor shall keep a record of monitoring activities in a log that contains representative photographs of the work activities monitored and any sensitive biological resources incidentally encountered during project activities.	City, biological monitor, and contractor(s)	During construction involving vegetation clearing	
Cultural Resources			
Mitigation Measure CUL-1: Inadvertent Discoveries of Archaeological Resources If archaeological materials (e.g., midden soils, stone tools, chipped stone, baked clay, or concentrations of shell, bone, charcoal, glass, metal, or ceramics) are inadvertently discovered during ground-disturbing activities, the City and its contractors shall cease all work within 100 feet (30.5 meters) of the find and the City shall immediately retain the services of a professional archaeologist. At that time, the City shall coordinate any necessary investigation of the site with the archaeologist as needed to evaluate the significance of the resource pursuant to PRC Sections 5024.1 and 21083.2(g) and provide proper management recommendations. If the find is determined to be a historical resource and/or a unique archeological resource, the City shall set aside contingency funding and a time allotment sufficient to allow for implementation of avoidance measures and/or mitigation. Possible management recommendations for significant resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the archeologist for the protection of the cultural resources. The contractor shall not resume work in the area of the discovery until directed to do so by the archaeologist.	City, contractor(s), and professional archaeologist	During construction involving ground-disturbing activities	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Noise			
Mitigation Measure NOI-1: Reduce Construction-Related Noise To reduce noise from construction activities, the City shall require construction contractors to implement the following, or equally effective measures, to reduce the noise impact to less than significant: **Equipment Restrictions** ▶ Locate all stationary equipment (e.g., generators) on the construction site as far away from adjacent residential land uses and other noise-sensitive sites as possible. ▶ Position on-site stationary equipment such that existing noise sources (e.g., roadways) or structures (e.g., existing buildings, walls) block the line of sight between the on-site equipment and off-site sensitive land uses where excessive exterior noise could cause a disruption. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds will be closed during equipment operation. **Quieter Alternative Methods and Equipment** ▶ The construction contractor shall use noise reducing operations measures, techniques, and equipment. This requirement will be enforced through its inclusion on all construction bid specifications for all potential construction contractors hired within the proposed project. The bid specifications will require that construction contractors provide an equipment inventory list for all equipment within the fleet which includes (at a minimum), make, model, and horsepower of equipment; operating noise levels at 50 feet, available noise control device that are installed on each piece of equipment; and associated noise reduction from the installed technology. Control devices will include, but are not limited to, high-efficiency mufflers, acoustic dampening and protected internal noise absorption layers to vibrating panels, enclosures, and electric motors. In addition, the contractor will specify how proposed alternative construction procedures will be employed to reduce noise at sensitive receptors compared to other more traditional methods. Examples include mixing concrete off-site instead of on-site and using thermal lance instead of drive motors and bits. In all cases, the requirement is that the best commercially available noise-reducing technology and noise-reducing alternative construction method will be used, if there are no safety concerns, engineering limits, or environmental constraints preventing it from being used. If a unique circumstance does	City and contractor(s)	During construction	

Mitigation Measures	Implementation Responsibility	Timing	Verification
exist that prevents an alternative quieter construction method from being used, the contractor will provide evidence to support their proposal. The noise reduction elements of construction bid submittals will be approved by the City in coordination with a qualified acoustical professional. ▶ Combine noisy operations (e.g., saw cutting) to occur at the same time (e.g., day or construction phase), such that the overall duration of these activities is reduced to the greatest extent possible. The total noise level produced will not be substantially greater than the level produced if the operations were performed separately, and the total duration of sensitive receptor noise exposure to substantial noise levels will be reduced. ▶ The construction contractor shall post signage in conspicuous locations that includes a telephone number where violations can be reported, the location of the job site, and the issued permit number authorizing work. **Noise Curtains** For construction activities within the following distances of offsite sensitive receptors, temporary sound barriers to attenuate noise, such as temporary noise curtains, sound walls, or similar products that provide a barrier to attenuate construction noise shall be installed. The temporary sound barrier shall be located between the project construction noise sources and receptors to shield the receptors and shall be installed so as to reduce construction noise levels by 13 dBA. When sensitive receptors are located within 21 feet of paving, 89 feet of concrete sawing when 904 feet or more away from I-10, and 50 feet of concrete sawing when within 286 feet of I-10, the temporary noise barriers shall meet the following parameters: ▶ Temporary noise curtains shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 30 or greater or to reduce construction noise by at least 13 dBA. ▶ The barrier must be long and tall enough to completely block the line-of-sight between the noise source and the sensitive receptor. ▶ The gaps between adjacent panels must be filled in (i.e., be free of gaps that would allow noise to pass through the barrier) so as to maximize the effectiveness of the barrier. In all cases, regardless of the construction methods, equipment used, and construction scheduling and phasing, the above mitigation measures will be implemented by the construction contractor(s) based on finalized construction work plans, and will be verified by an acoustic professional either through on-the-ground noise monitoring during construction activities, or based on the construction work plan and specific equipment/methods to be used.			

Mitigation Measures	Implementation Responsibility	Timing	Verification
Mitigation Measure NOI-2: Reduce Construction-Related Vibration To reduce vibration levels from construction activities, during any vibration-inducing activity (typically associated with paving activities for this project type), no vibratory equipment shall be used within 26 feet of existing occupied structures or property lines. Non-vibratory pavers and compactors may be used in lieu of vibratory rollers, such that the maximum (i.e., 0.05 RMS or 0.30 in/sec PPV) vibration limit would not be exceeded at any point within adjacent properties of occupied structures or damage any nearby structures.	City and contractor(s)	During construction involving vibration-inducing activity	
Tribal Cultural Resources			
Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities The City shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the City prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively TCRs), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the City upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the City that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the City that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.	City and approved Native American monitor	Construction involving ground-disturbing activity	

Mitigation Measures	Implementation Responsibility	Timing	Verification
Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	City, contractor(s), and approved Native American monitor and/or archaeologist	During construction involving ground-disturbing activity	
Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then PRC 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per PRC section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	City, contractor(s), and approved Native American monitor and/or archaeologist	During construction involving ground-disturbing activity	

Notes: dBA = a-weighted decibels; I = Interstate; in/sec = inches per second; MBTA = Migratory Bird Treaty Act; PPV = peak particle velocity; PRC = Public Resources Code; RMS = root mean square; STC = Sound Transmission Class; TCR = tribal cultural resources.