ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

12-0R370 Rte 57 Bridge Rehab Multi Asset and TMS

Resolution SHOPP-P-2627-02B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☑ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on October 15, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/20/2026 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the 12-0R370 Rte 57 Bridge Rehab Multi Asset and TMS, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G-26-33, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/20/2026
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: 12-0R370 Rte 57 Bridge Rehab Multi Asset and TMS

Resolution: SHOPP-P-2627-02B

(to be completed by CTC)

	Date

N/A

N/A

Project Applicant

	Date

N/A

N/A

Implementing Agency

	08/08/2026
	Date

Lan Zhou

District Director

California Department of Transportation

Cory Binns (Sep 17, 2026 15:48:22 PDT) on behalf of	09/17/2026
	Date

Dina El-Tawansy

Director

California Department of Transportation

on behalf of	10/20/2026
	Date

Tanisha Taylor

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/01/26 08:47:00 AM

District	EA	Project ID	PPNO	Project Manager
12	0R370	1218000088	3636B	MCGAHEY, BARBARA A

County	Route	Begin Postmile	End Postmile	Implementing Agency	
ORA	57	10.8L	R 22.5	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

12-0R370, Rte 57, Multi-Asset Project, Bridge Health anchor.

Location/Description

In and near the cities of Orange, Anaheim, Placentia, Fullerton, and Brea, from Route 5 to the Los Angeles County line. Rehabilitate bridge decks by placing polyester concrete and methacrylate, replace approach and departure slabs, rehabilitate drainage systems, replace overhead sign structures and sign panels, upgrade guardrail, and enhance highway worker safety.

Legislative Districts

Assembly:	56, 59, 67, 68	Senate:	30, 34, 37	Congressional:	38, 40, 45, 46

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Bridge Health	65046	287568	0.0		352614	Square feet of bridge deck
Programmed Condition	Bridge Health	181005	171609	0.0	0.0	352614	Square feet of bridge deck

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	05/22/26	
Right of Way Certification Milestone		09/19/28
Ready to List for Advertisement Milestone		10/19/28
Begin Construction Milestone (Approve Contract)		05/03/29

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	24/25	3,800					3,800
PS&E	25/26	5,000					5,000
RW Support	25/26	681					681
Const Support	28/29	7,900					7,900
RW Capital	28/29	298					298
Const Capital	28/29	39,256					39,256
Total		56,935					56,935

Memorandum

To: RICHARD STONE
SHOPP Office Chief
Division of Financial Programming

Date: June 15, 2026

File: 12-0R370- 1218000088
Ora-57 – 10.8L/R22.5

From: Barbara McGahey
Project Manager
District 12

Subject: **BASELINE AGREEMENT CLARIFICATION MEMORANDUM**

This memorandum is written to accompany the SB-1 Baseline Agreement (BA) on this Major Capital SHOPP project on SR-57 in Orange County. The purpose of this memorandum is to clarify the Begin post mile suffix 'L' designation shown above matches the approved Project report location limits. CTIPS will be updated following the October 2026 CTC meeting.

Also, the reported primary asset Performance measure output of 115,959 square feet from Fair to Good in the signed Project Report represents the improved area whereas the Total Performance quantity shown in the other systems as 352,614 square feet which includes all bridge performance measures.

The delivery schedule within the Project Report only shows the MONTH/ YEAR of target delivery. This clarification memo provides the actual planned dates that include the DAY/MONTH/YEAR as shown in the table below.

Milestone Actual and Target Dates:			
PA&ED (Actual) (M200)	R/W Cert (M410)	RTL (M460)	Approve Contract (M500)
05/22/2026	09/19/2028	10/19/2028	05/03/2029

If you have any further questions, please contact me at 949-226-6840.

12 – ORA – 57 – PM 10.8L/R22.5
EA 0R370 – Project Number 1218000088 – PPNO 3636B, SHOPP ID Tool 18944
Program Codes: 201.110 Bridge Rehabilitation, 201.151 Drainage Restoration, 201.170 Overhead Sign Structures/Sign Panels, 201.015 Traffic Safety Devices, 201.315 Transportation Management Systems, 201.235 Roadside Safety Improvements
May 2026

Project Report

For Project Approval

On State Route 57

Between Interstate 5 (PM 10.8L)

And Los Angeles/Orange County Line (PM R22.5)

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

Jennifer Pham, *Office Chief*
District 12 - Office of Right of Way and R/W Engineering

APPROVAL RECOMMENDED:

Harris Huynh for **Joseph Lee**
Branch Chief, Design A

Barbara Mcgahey
Project Manager

CONCURRED:

Janilee Jablonski for **Adnan Maiah** DATE
Deputy District Director
Single Focal Point
Strategic Portfolio Management

PROJECT APPROVED:

05/22/2026

Andrew Chuah DATE
Deputy District Director (Acting)
Project Delivery

Lan Zhou
District Director

Vicinity Map



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

5/5/2026

Harris Huynh, REGISTERED CIVIL ENGINEER *DATE*



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List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act	**NW**	Northwest
ADL	Aerially Deposited Lead	**OCFCD**	Orange County Flood Control District
ADT	Average Daily Traffic	**OCTA**	Orange County Transportation Authority
APS	Accessible Pedestrian Signal	**PA&ED**	Project Approval and Environmental Document
AT&T	American Telephone and Telegraph	**PDPM**	Project Development Procedures Manual
BMP	Best Management Practice	**PID**	Project Initiation Document
CAPM	Capital Preventive Maintenance	**PIR**	Project Initiation Report
CE/CE	Categorical Exemption/Categorical Exclusion	**PM**	Post Mile
CEQA	California Environmental Quality Act	**PS&E**	Plans, Specifications, and Estimate
CFR	Code of Federal Regulations	**RTL**	Ready To List
CHP	California Highway Patrol	**RWQCB**	Regional Water Quality Control Board
COZEEP	Construction Zone Enforcement Enhancement Program	**SB**	Southbound
DD	District Directive	**SCE**	Southern California Edison
DOE	District Office Engineer	**SE**	Southeast
DSA	Disturbed Soil Area	**SHOPP**	State Highway Operation Protection Program
EA	Expenditure Authorization	**SHSP**	Strategic Highway Safety Plan
EB	Eastbound	**SR**	State Route
FHWA	Federal Highway Administration	**SSP**	Standard Special Provision
GHG	Greenhouse Gas	**SW**	Southwest
ICE	Infrastructure Carbon Estimator	**SWMP**	Storm Water Management Plan
LED	Light Emitting Diode	**SWRCB**	State Water Resources Control Board
MCCE	Mitigation and Compliance Cost Estimate	**TASAS**	Traffic Accident Surveillance and Analysis System
NB	Northbound	**TMP**	Transportation Management Plan
NE	Northeast	**TSR**	TASAS Selective Accident Retrieval
NEPA	National Environmental Policy Act	**WB**	Westbound
NIS	New Impervious Surface	**WPCP**	Water Pollution Control Program

1. INTRODUCTION

Project Description

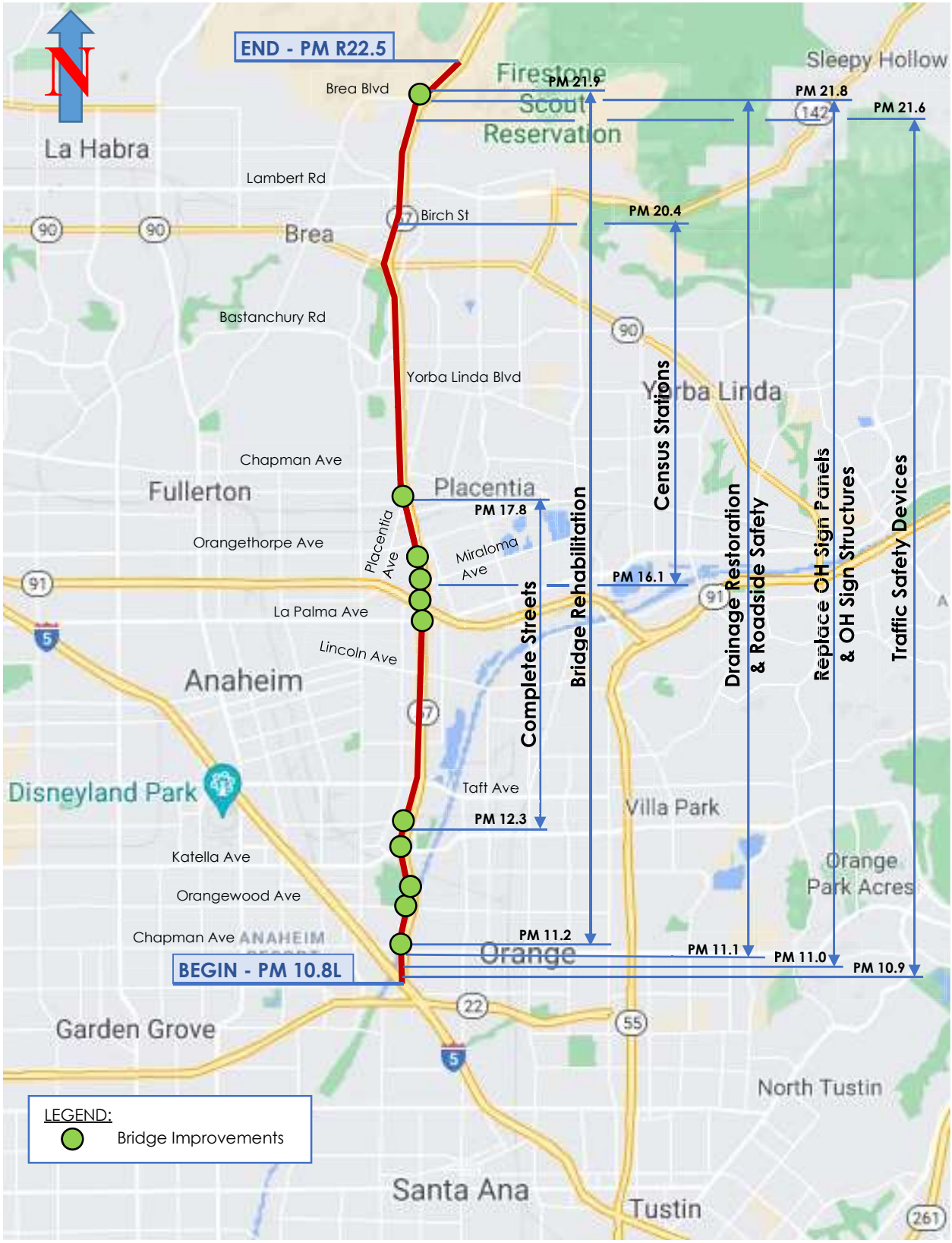
The proposed Asset Management project is located on SR-57 between Interstate (I-5), PM 10.8L, and Los Angeles/Orange County (LA/OC) Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County.

The project proposes to place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, upgrade 13 and remove 1 nonstandard Overhead (OH) sign structures, replace 27 OH sign panels for better visibility, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits. See **Figure 1** on page 2.

The project is funded through the 2026 SHOPP and will be funded in the Fiscal Year (FY) 2028/2029. The estimated escalated project cost is $56,935,000. See **Attachment C: Project Cost Estimate.**

Project Limits	12-ORA-57, PM 10.8L/R22.5	
Number of Alternatives	2 (1 No-Build, 1 Build)	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$15,129,000	$17,381,000
Capital Outlay Construction	$32,466,000	$39,256,000
Capital Outlay Right-of-Way	$255,225	$298,000
Funding Source	SHOPP	
Funding Year	FY 2028/2029	
Type of Facility	Freeway with 3 to 6 Mix Flow (MF) lanes including 1 to 2 High Occupancy Vehicle (HOV) lanes in each direction.	
SHOPP Project Output	Anchor Asset – Bridge Health Pre-condition: Fair – 115,959 square feet Post-condition: Good – 115,959 square feet	
Environmental Determination or Document	CEQA: Categorical Exemption NEPA: Categorical Exclusion	
Legal Description	In Orange County, on Route 57, from Route 5 to Los Angeles County Line.	
Project Development Category	Category 5, per Project Development Procedure Manual (PDPM), Chapter 8, Section 5	

Figure 1: Project Location Map with Proposed Work



2. RECOMMENDATION

It is recommended that the project be approved using the build alternative and that the project proceeds to the next phase of the project development process.

The affected local agencies have been consulted with respect to the recommended plan, their views have been considered, and the affected local agencies are in general accordance with the plan presented.

3. BACKGROUND

Project History

The Asset Management improvement project on SR-57 is initiated by California Department of Transportation (Caltrans) District 12 Maintenance Engineering Branch and followed by the branches of Traffic Operations, Traffic Signals/Ramp Metering/Census, and Landscape Architecture. The anchor asset of the project is bridge rehabilitation, and satellite assets are drainage system restoration, replacement of OH sign structures, OH sign panels, complete streets elements, traffic safety devices, census stations, and roadside safety improvements within the project limits. The PIR was approved and signed in May 2023.

An evaluation of the bridge rehabilitation scope was performed by Maintenance Engineering, Asset Management, and Headquarters in June 2022 that reduced the total scope of bridge work from 17 bridges to 9 bridges due to selective bridge improvements already being included in the HM3 Bridge Project or stand-alone project EA 0T1204. Maintenance Engineering modified the scope in February 2023 to include bridge rehabilitation work at an additional location Chapman Undercrossing (UC) (Bridge No. 55-0456). Further correspondence with Maintenance Engineering in November 2024 led to this work being removed from the scope of work due to an improvement in performance after measures from Maintenance were implemented. Additionally, Traffic Safety has indicated the need to replace the existing concrete median barrier with scuppers at the Chapman Ave UC (Br. No. 55-0171) and Santa Ana River Bridge (Br. No. 55-0400) due to the OH sign structure work proposed in the median near these locations. These changes bring the scope of work to a total of 11 bridges.

Bridge improvements for fair condition features have also been removed from the project to cost-effectively prioritize safety enhancements for poor conditions. According to Policy and Procedure Memo No. 2021.1, "The

bridge program will identify non-standard rails by bridge location, prioritize the types of bridge rails needing an upgrade, and program work on the highest priority bridge rails through the SHOPP." Due to limited funding for bridge rail improvements and the poor condition of many bridge rails statewide, the bridge rail locations in the project have been excluded to fund more critical locations within the state since they are deemed lower priority than other locations.

During the PA&ED phase, coordination among Hydraulics, Maintenance Engineering, Design, and the Value Analysis team led to the modifications to the drainage system restoration scope of the project. As a result of this coordination and follow-up field investigations, 2 proposed culvert work locations were removed from the project scope and 1 proposed culvert work location was changed from Abandon to Cure-in-place-pipeline.

Additionally, Maintenance Engineering, Traffic Operations, Asset Management, Division of Engineering Services, and Design have coordinated the proposed OH sign panel replacements and the resulting need for OH sign structure replacements. During the K-phase, the quantity of OH sign structure replacements was initially increased from 17 to 30 OH sign structures based on this coordination, but this was later reduced to 16 OH sign structure replacements due to overlapping work with ongoing projects and the good/fair condition of OH sign structures. Further evaluation based on the need of additional exit plaques, spacing of OH signs, and the condition of existing sign structures during the PA&ED phase resulted in the final determination of 10 replacements, 3 replacement and relocations, and 1 removal of OH sign structures.

Traffic Safety has also proposed to replace the existing concrete barrier (CB) with scuppers (CB Type 50W, CB Type 50A Mod) with standard concrete barrier at 2 locations within the median where the new OH sign structures and their barrier transitions. The limits of this required median barrier replacement are from North of the W Chapman Ave UC (PM 11.3) to North of the Katella Ave UC (PM 12.7). The existing drainage system will also be modified to accommodate the new standard concrete median barrier through these limits.

Coordination with Traffic Operations, Asset Management, and Design in the K-phase reduced the traffic safety device improvements from 81 to 59 locations. Existing guardrails deemed to be in poor condition were kept in the project scope while guardrails in good/fair condition were removed from the project. Further evaluation between Design and Traffic Operations during the PA&ED phase resulted in the final determination of 59 traffic safety device improvement locations.

Community Interaction

As part of the PA&ED phase, Caltrans holds internal Project Development Team (PDT) meetings which involves a group of project personnel including but not limited to project management, design engineers, traffic engineers, and a host of environmental staff. All traffic handling and detour plans required for this project shall be coordinated with the Cities of Orange, Anaheim, Fullerton, Placentia, Brea, CHP, and emergency responders during construction. Impacted public agencies are to be contacted for their review and concurrence of the project.

Existing Facility

SR-57 is a controlled-access freeway and a major north-south state route freeway that connects multiple cities including Orange, Anaheim, Fullerton, Placentia, and Brea in Orange County. SR-57 is a key component to reach destinations such as the Anaheim Regional Transportation Intermodal Center (ARTIC) Station, Honda Center, and Anaheim Angels Stadium.

Within the project limits, there are 3 to 6 MF lanes, 0 to 2 Auxiliary lanes, 1 to 2 HOV lanes, 11 local interchanges, and 3 freeway-to-freeway interchanges. SR-57 consists of various segments as listed in Table 1 below. It should be noted that ongoing projects may affect the existing conditions of the roadway within the project limits. Refer to Section 4B. Regional and System Planning for the list of ongoing projects near this project's limits.

TABLE 1: Existing Roadway Configuration

Direction	Description	HOV Lanes	Mix Flow Lanes	Aux Lanes
Northbound	From I-5 to Chapman Avenue (Ave)	1	5	0
	From Chapman Ave to Orangewood Ave	1	6	0
	From Orangewood Ave to La Palma Ave	1	5	0
	From La Palma Ave to SR-91	1	3	1
	From SR-91 to Miraloma Ave	1	3	1
	From Miraloma Ave to La Jolla Street (St)	1	6	0
	From La Jolla St to Chapman Ave	1	5	1
	From Chapman Ave to Nutwood Ave	1	5	0
	From Nutwood Ave to Yorba Linda Boulevard (Blvd)	1	5	1
	From Yorba Linda Blvd to Rolling Hills Drive (Dr)	1	5	0
	From Rolling Hills Dr to Imperial Highway (Hwy)	1	5	1
	From Imperial Hwy to Birch St	1	6	0
	From Birch St to Lambert Road (Rd)	1	4	2

	From Lambert Rd to LA/OC Line	1	4	0
Southbound	From LA/OC Line to Birch St	1	4	0
	From Birch St to Imperial Hwy	1	4	1
	From Imperial Hwy to Yorba Linda Blvd	1	4	0
	From Yorba Linda Blvd to Nutwood Ave	1	4	1
	From Nutwood Ave to Orangethorpe Ave	1	4	0
	From Orangethorpe Ave to SR-91	2	4	2
	From SR-91 to Lincoln Ave	1	5	1
	From Lincoln Ave to South St	1	5	0
	From South St to Ball Rd	1	4	1
	From Ball Rd to Katella Ave	1	4	0
	From Katella Ave to Orangewood Ave	1	4	1
	From Orangewood Ave to Chapman Ave	1	4	1
	From Chapman Ave to I-5	1	3	1

- **Corridor Geometric Information and Condition:**

TABLE 2: Geometric Information

Items	Unit of Measure	Existing	Proposed	Minimum Standard
Facility Location	Post Mile Range	10.8L/R22.5	10.8L/R22.5	-
Posted Speed	Miles Per Hour (mph)	65	65	55-80
Through Traffic Lanes	# of Lanes	4-7	4-7	-
	Lane Width (ft)	12	12	12
	Type	Rigid	Rigid	-
Paved Shoulder Width	Left (ft)	Varies	Varies	10
	Right (ft)	10-12	10-12	10
Median Width	(ft)	Varies	Varies	22
Shoulder as a Bicycle Lane	Width (ft)	N	N	-
Other Bicycle Lane Width	(ft)	N/A	N/A	-
Bicycle Route	Y/N	N	N	-

- **Drainage System Information and Condition:** There are existing drainage systems within the project limits that have lost their serviceability due to wear and degradation.

- **Guardrail:** The guardrails within the project limits are Metal Beam Guard Railing (MBGR), which do not meet current standards.
- **Landscape:** There are various landscaping and trees located within the State's existing R/W, which will be protected in place.
- **Lights:** There are light poles along the right shoulders and the on/off-ramps.
- **Noise Barriers:** There are sound walls along the right shoulder to remain in place.
- **Railroad:** There are railroad OH crossings at the following locations:
  - SR-57: Southern California Regional Rail Authority (SCRRA)/Metrolink-Stadium OH, Bridge No. 55-0399, PM 12.27/12.33, City of Anaheim
  - SR-57: Union Pacific – Douglas OH, Bridge No. 55-0337, PM 12.96/13.00 City of Anaheim
  - SR-57: Burlington Northern and Santa Fe (BNSF) Railway – South Placentia OH, Bridge No. 55-0450, PM 16.63/16.64 City of Placentia
  - SR-57: BNSF Railway – Placentia OH, Bridge No. 55-0449, PM 16.84/16.85 City of Placentia
- **Signs:** There are existing OH sign structures that are nonstandard, and OH sign panels that have lost their reflectivity.
- **Utilities:** There are existing utilities within the project limits such as OH and underground (UG) electric, telecommunication, gas, water, and irrigation. The existing utilities within the project limits will remain in place.
- **Traffic Management Systems:** There are existing Intelligent Transportation System (ITS) elements such as fiber optic cables/Ethernet communication systems and conduits. There are also Changeable Message Sign (CMS) cabinets and their associated communication systems and power. In addition, the existing census stations are currently nonstandard.
- **Traffic Signals:** There are traffic signals at the on/off-ramps and local street intersections within the project limits that will remain in place.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to maintain bridge health, improve and restore drainage systems, upgrade OH sign structures and panels, upgrade traffic safety devices, restripe pedestrian crosswalks at ramps, install and upgrade traffic census stations, and install maintenance access roads.

Need:

SR-57 is operating with the following deficiencies:

- Bridges in poor and degrading condition
- Loss of reflectivity of OH sign panels
- Nonstandard OH sign structures that cannot support the newly proposed sign panels
- Nonstandard traffic safety devices
- Unserviceable drainage systems due to wear and degradation
- Faded crosswalk striping and lack of pedestrian warning signs for active transportation users
- Nonstandard census station systems
- Exposure of maintenance workers to live traffic during recurrent maintenance activities

4A. Problem, Deficiencies, Justification

Maintenance Engineering, Asset Management, and Headquarters provided an evaluation of the necessary bridge rehabilitation work within the project limits. The scope of the bridge work is based on the consensus to prioritize rehabilitating bridge features that have been evaluated to be in poor condition. The bridges selected for rehabilitation work are currently operating with intrusion of water into bridge decks and/or damaged approach and departure slabs.

Several OH sign panels have lost their reflectivity and need to be replaced with retroreflective sheeting American Society for Testing and Materials (ASTM) Type XI per Traffic Operations Policy Directive (TOPD) 14-2. These OH sign panel replacements were evaluated to determine which panels may need to be redesigned, enlarged, or supplemented with additional exit plaques. This resulted in the need to upgrade nonstandard OH sign structures at select locations to support the proposed OH sign panels.

There are numerous locations within the project limits that do not meet current traffic safety standards. The guardrails within the project limits are Metal Beam Guard Railing (MBGR), which do not meet current standards and will need to be upgraded to Midwest Guardrail System (MGS) based on the condition of the existing guardrail. Existing guardrails deemed to be in poor condition have been prioritized in this project. There are additional traffic safety deficiencies that need to be addressed including nonstandard crash cushion systems, nonstandard connections and transitions to bridge railings and barriers, and the need to relocate fixed objects such as electrical cabinets and luminaires.

Other deficiencies include loss of serviceability of existing drainage systems due to wear and degradation, faded crosswalk striping and lack of pedestrian warning signs at select ramp locations, nonstandard census station database for traffic count and truck classification, and exposure of maintenance workers to live traffic during recurrent maintenance activities.

4B. Regional and System Planning

System Planning

The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code § 65086) by evaluating conditions and recommending enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety and health, stewardship and efficiency, sustainability, livability, economy, system performance, and organizational excellence.

State Planning

In April 2017, Senate Bill 1, commonly referred to as the Road Repair and Accountability Act of 2017, was enacted into law. This comprehensive legislative initiative allocates a total of $54 billion in funding over the ensuing decade for the restoration and enhancement of roads, freeways, and bridges in communities across California. The measure also allocates increased financial resources to bolster transit and safety measures. A significant portion of the funding, approximately $26 billion, is earmarked specifically for improving the state highway system.

Regional Planning

The Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization for the six-county region, which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. As the MPO, SCAG is required to adopt and update

a Regional Transportation Plan (RTP) at least every four years. This project is included in the adopted SCAG 2024-2050 RTP/Sustainable Communities Strategy (SCS).

SCAG also prepares and implements the Federal Transportation Improvement Program (FTIP). The 2023 FTIP was adopted in October 2022. In April 2024, Administrative Modification #23-25 was transmitted to describe projects being amended and project listing reports for the 2023 FTIP. This project's PA&ED phase is programmed as part of the federally-adopted SCAG 2023 FTIP ID #ORA001109 and is currently shown with the following description: "In Orange County, on SR-57, in and near the cities of Orange, Anaheim, Placentia, Fullerton, and Brea, from Route 5 to the Los Angeles County line. Rehabilitate bridge decks by placing methacrylate, replace approach and departure slabs, rehabilitate drainage systems, replace overhead sign structures and sign panels, upgrade guardrail, and enhance highway worker safety." The following phases of this project are to be programmed in the next FTIP cycle.

Local Planning

This project corridor traverses five cities within Orange County including Orange, Anaheim, Placentia, Fullerton, and Brea.

There are other proposed projects on SR-57 within the vicinity of this project. Coordination will be required for the following projects:

TABLE 3: Ongoing Project Coordination

EA#	Beg PM	End PM	Phase	Construction Date	Project Manager	Project Description
0C120	21.1	22.5	0	5/2033	Barbara McGahey	Truck Climbing Lane
0K93U	15.6	16.1	3	12/2025	Brian Santos	Mainline Widening, Modifications to Interchanges, Multi-asset
0M970	11.5	12.5	3	10/2025	Barbara McGahey	Northbound (NB) Widening for Orange County Transportation Authority (OCTA)
0S330	11.1	22.6	3	6/2024	Barbara McGahey	Add Lighting & Replace Striping
0S530	15.9	16.0	3	9/2025	Barbara McGahey	Traffic Safety Improvement
0U510	19.8	19.8	0	10/2028	Jared Lindo	Southbound (SB) On-Ramp Widening at SR-90
0U690	10.7	15.0	0	9/2030	Barbara McGahey	Multi-asset
0U760	12.5	13.4	0	11/2026	Barbara McGahey	Offramp widening and improvements at Katella Ave and Ball Rd
0U860	15.0	R22.5	0	6/2030	Barbara McGahey	Multi-asset

0V560	16.9	18.4	3	6/2026	Susan Fong	Replace CMS & CMS Panels
0V740	20.9	20.9	1	7/2026	Saied Mehranfard	Remove K-rail and replace with CB
0V760	11.2	R22.5	3	4/2026	Saied Mehranfard	Install Fiber Cable & Upgrade RMS Switches
0V910	17.5	17.6	0	12/2026	Barbara McGahey	Bicycle/Pedestrian Mobility Enhancement

4C. Traffic

Current Traffic

The 2023 Annual Average Daily Traffic (AADT), Peak Hour Volume, and Peak Month ADT within the SR-57 project limits are shown below.

Table 4: 2023 Traffic Volumes

LOCATION		BACK			AHEAD		
PM	DESCRIPTION	PEAK HOUR	PEAK MONTH	AADT	PEAK HOUR	PEAK MONTH	AADT
10.83R	Junction (Jct) I-5 and SR-22, Begin Right Align	-	-	-	11,000	127,000	124,500
11.02R	End Right Align	11,200	130,000	126,900	-	-	-
11.02L	End Left Align	11,200	130,000	126,900	11,200	130,000	126,900
11.23	Chapman Ave Undercrossing (UC)	16,100	186,000	182,600	14,300	176,000	173,300
11.79	Orangewood Ave	14,700	180,000	176,200	14,300	176,000	171,300
12.54	Katella Ave	14,300	176,000	171,300	12,600	160,000	155,200
13.41	Ball Rd	12,600	160,000	155,200	16,600	211,000	204,100
14.77	Lincoln Ave	16,600	211,000	204,100	18,800	242,000	232,900
15.60	Jct SR-91	18,800	242,000	232,900	15,800	204,000	190,600
16.39	Orangethorpe Ave	17,000	218,000	204,100	17,700	242,000	225,700
17.30	Chapman Ave	17,700	242,000	225,700	14,100	194,000	180,900
17.57	Nutwood Ave	14,100	194,000	180,900	13,000	178,000	166,200
18.34	Yorba Linda Blvd	13,000	178,000	166,200	111,00	139,000	131,300
19.85	Jct SR-90	11,100	139,000	131,300	8,200	100,000	97,300
20.88	Lambert Rd	8,400	102,000	99,800	11,800	140,000	136,100
21.77	Tonner Canyon Rd	11,900	141,000	136,100	10,800	139,000	133,800
R22.55	Los Angeles/ Orange County Line	9,700	139,000	133,800	-	-	-

Collision Analysis

Traffic Accident Surveillance and Analysis System (TASAS) Selective Accident Retrieval (TSAR) data and Table B – Selective Accident Rate Calculation of each direction were obtained and reviewed for the five-year period from 01/01/2020 to 12/31/2024 and are tabulated below.

TABLE 5: SR-57 Traffic Collision Rates

Direction	PM	Number of Collisions			Actual Rate (Collisions/MVM)			Average Rate (Collisions/MVM)		
		F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]
NB	10.800R-11.022R	0	3	6	0.000	0.06	0.13	0.007	0.37	1.10
NB	11.022-22.500	9	415	1352	0.004	0.20	0.65	0.004	0.36	1.15
SB	10.800L-11.022L	0	6	18	0.000	0.13	0.39	0.006	0.36	1.07
SB	11.022-22.500	9	755	2559	0.004	0.36	**1.22**	0.004	0.36	1.15

Note:
[1] Fatal collisions
[2] Fatal collisions plus injury collisions
[3] All reported collisions
MVM = Million Vehicle Miles
Bold = *Above Statewide Average*

From PM 10.800R to 11.022R: This section covers the NB direction on SR-57 near the interchange with SR-22 and I-5. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 6 collisions: 0 Fatal, 0 Serious Injury, 3 Other Injury and 3 Property Damage Only (PDO).
- **Collision Factor:** The primary collisions pattern is Other Violations (66.7%) and Improper Turn (33.3%).
- **Type of Collision:** The primary types of collision are Sideswipe (66.7%), Hit Object (16.7%), and Overturn (16.7%).

From PM 11.022 to 22.500 (NB): This section covers the NB SR-57 mainline following the interchange at SR-22 and I-5 up to the Orange County/Los Angeles County line. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 1,352 collisions: 9 Fatal, 21 Serious Injury, 385 Other Injury and 937 PDO.
- **Collision Factor:** The primary collisions pattern is Speeding (52.1%), Other Violations (23.4%), Improper Turn (13.6%), Other Than Driver (5.1%), Influence Alcohol (4.6%), Unknown (0.6%), Failure to Yield (0.2%), Improper Driving (0.1%), and Follow Too Close (0.1%).
- **Type of Collision:** The primary types of collision are Rear End (52.7%),

Sideswipe (31.1%), Hit Object (12.4%), Broadside (1.4%), Overturn (1.0%), Other (0.9%), Head-On (0.4%), and Auto-Pedestrian (0.2%).

From PM 10.800L to 11.022L: This section covers the SB direction on SR-57 near the interchange with SR-22 and I-5. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 18 collisions: 0 Fatal, 0 Serious Injury, 6 Other Injury and 12 PDO.
- **Collision Factor:** The primary collisions pattern is Improper Turn (33.3%), Speeding (27.8%), Influence Alcohol (27.8%), and Other Violations (11.1%).
- **Type of Collision:** The primary types of collision are Hit Object (50.0%), Sideswipe (27.8%), and Rear End (22.2%).

From PM 11.022 to 22.500 (SB): This section covers the SB SR-57 mainline following the interchange at SR-22 and I-5 up to the Orange County/Los Angeles County line. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 2,559 collisions: 9 Fatal, 28 Serious Injury, 718 Other Injury and 1,804 PDO.
- **Collision Factor:** The primary collisions pattern is Speeding (64.1%), Other Violations (17.4%), Improper Turn (11.5%), Influence Alcohol (3.5%), Other Than Driver (2.6%), Unknown (0.5%), Follow Too Close (0.3%), Failure to Yield (0.1%), and Improper Driving (0.1%).
- **Type of Collision:** The primary types of collision are Rear End (64.6%), Sideswipe (24.5%), Hit Object (8.3%), Broadside (1.1%), Overturn (0.7%), Other (0.5%), Auto-Pedestrian (0.2%), and Head-On (0.2%).

5. ALTERNATIVES

5A. Alternative 1 - Programmable Project Alternative

Alternative 1 is proposed to address the listed deficiencies within the project. This alternative will extend the service life of the bridge decks, restore existing drainage systems, replace OH sign panels and upgrade OH sign structures, improve complete streets elements, upgrade traffic safety devices, improve census stations, and install roadside safety features within the project limits.

Proposed Improvements

1. ***Bridge Rehabilitation***
   - Place methacrylate sealant over existing cracks.
   - Remove and replace approach and departure slabs.
     - Adjacent nonstructural slabs need to be further evaluated and replaced to correct the profile of the roadway.

TABLE 6: Bridge Work Summary

	Bridge Name	Bridge No.	Bridge Work
1	Chapman Ave UC	55-0171	Replace SB approach slabs on Lanes 3 and 4.
			Repair the joint edge spall on SB approach Lanes 3 and 4.
2	Santa Ana River	55-0400	Replace existing median barrier with Type 60MA barrier.
3	Orangewood Ave Undercrossing (UC)	55-0481	Methacrylate to seal cracks on deck for both directions.
			Remove and replace failed type B joint seal on all NB lanes at both ends.
			Replace all SB approach and departure slabs.
4	Douglas OH	55-0337	Replace SB approach slabs on Lanes 1 to 4 and shoulder.
			Repair 2 spalls located on SB departure Lanes 2 and 3.
5	Katella Ave UC	55-0401	Replace existing median barrier with Type 60MA barrier.
6	La Palma Ave UC	55-0470G	Remove departure concrete headwall and Portland Cement Concrete (PCC) on both lanes and right shoulder and reinstall with new structural slabs. Install Type B seal after the slabs are placed.
7	Route 57/91 Separation	55-0446	Replace SB departure slabs on Lanes 1 to 4.
			Methacrylate to seal cracks on deck for both directions.
8	Miraloma Ave Overcrossing (OC)	55-0855	Methacrylate to seal cracks on deck for both directions.
9	La Jolla St OC	55-0856	Methacrylate to seal cracks on deck for both directions.
10	Placentia Ave UC	55-0460	Replace SB departure slabs on Lanes 2 to 4.
11	Tonner Canyon Rd UC	55-0504	Replace approach and departure slabs in both directions.

2. ***Drainage Restoration***
   - Cure-in-place pipeline (CIPP) for 18 culverts
   - Remove and replace 3 culverts

- Full Trash Capture Devices

TABLE 7: Drainage Work Summary

	Unit	Statewide System Number	Culvert No.	Diameter (Inches)	Barrel	Length (Feet)	AMT Existing Condition	Activity
1	a	550574001119	4-3	24	1	110	Fair	Remove & Replace
2	a	550570001176	2-1	18	1	14	Poor	CIPP
3	a	550574001239	10-9	48	1	30	Poor	CIPP
4	a	550574001251	2-1	24	1	90	Poor	CIPP
5	a	550570001274	2-1	18	1	4	Poor	CIPP
	b	550570001274	3-2	18	1	45	Poor	CIPP
6	a	550570001311	2-1	18	1	4	Poor	CIPP
	b	550570001311	4-3	18	1	4	Poor	CIPP
7	a	550570001319	2-1	18	1	4	Poor	CIPP
8	a	550574001347	3-2	24	1	80	Fair	Remove & Replace
	b	550574001347	5-2	36	1	90	Poor	Remove & Replace
9	a	550574001379	2-1	24	1	190	Fair	Removed from scope[1]
10	a	550574001568	3-2	24	1	102	Fair	CIPP[3]
	b	550574001568	2-1	24	1	48	Poor	CIPP[3]
11	a	550574001823	6-5	18	1	195	Poor	CIPP
12	a	550574001838	3-2	18	1	145	Poor	CIPP
13	a	550570001891	2-1	24	1	80	Poor	CIPP
	b	550570001891	3-2	24	1	49	Poor	CIPP
14	a	550570001951	2-1	24	1	25	Poor	CIPP
15	a	550572001951	3-2	18	1	325	Poor	CIPP
16	a	550570002028	4-3	18	1	76	Poor	CIPP
17	a	550574002090	24-16	18	1	5	Poor	Removed from scope[2]
18	a	550574002171	3-2	30	1	100	Poor	CIPP

Notes:

(1) See section 6B. Value Analysis for details

(2) PDT deemed improvement no longer required after field investigations

(3) Work locations may be removed during PS&E due to overlapping work with 12-0K93U4

3. Overhead Sign Panel and Sign Structure Removal and Replacement

- Replace 27 OH sign panels with retroreflective sheeting ASTM Type XI per TOPD 14-2.
- Upgrade 13 OH sign structures to support the new sign panels.
  - Replace 10 OH sign structures
  - Remove and install 3 OH sign structures
- Remove 1 OH sign structure

TABLE 8: OH Sign Panel and Sign Structure Summary

No.	Direction	PM	Structure Type	# of Sign Panels Replaced	# of Sign Panels Installed	Sign Structure Replaced	Sign Structure Removed	Sign Structure Installed
1	NB	11.08	Single Post	1				
2	NB	15.89	Bridge Mounted	1				
3	SB	14.43	Bridge Mounted	1				
4	SB	16.37	Single Post	1				
5	SB	17.57	Single Post	1				
6	SB	17.80	Single Post	1				
7	SB	18.04	Single Post	1				
8	SB	20.9	Single Post	1				
9	NB	15.42	Single Post	1		X		
10	SB	11.23	Two Post				X	
11	SB	11.44	Two Post				X	
			Single Post		1			X
12	SB	11.61	Two Post		4			X
		11.62	Single Post				X	
13	SB	12.14	Two Post				X	
		12.18	Two Post		4			X
14	SB	12.36	Single Post	1		X		
15	SB	12.52	Single Post	1		X		
16	SB	12.79	Single Post	1		X		
17	SB	12.94	Single Post	1		X		
18	SB	13.42	Bridge Mounted	1		X		
19	SB	13.69	Single Post	1		X		
20	SB	14.79	Bridge Mounted	1		X		

21	SB	19.87	Bridge Mounted	1		X		
22	SB	21.71	Single Post	1		X		

4. *Traffic Safety Device Upgrades*

- Traffic safety device upgrades and improvements at 59 locations
- Improvements include replacing guardrail with MGS, installing concrete guardrail, replacing and installing crash cushions, and relocating and replacing fixed objects such as electrical cabinets, ramp metering signals and streetlights.
- Remove and replace approximately 8,000 feet of existing median concrete barrier from PM 11.3 to 12.7

TABLE 9: Traffic Safety Improvement Locations

Location Number	Sheet Number	Description	Proposed Improvement
1	L-1	SB SR-57 connector to SB I-5 and EB SR-22	Remove and replace crash cushion with anchor block transition
2	L-1	SB SR-57 right shoulder at connector to EB SR-22	Remove MBGR and replace with MGS with anchor block transition
3	L-1	SB SR-57 GP and HOV connector to SB I-5	Remove MBGR and replace with anchor blocks, concrete guardrail and crash cushion
4	L-1	SB SR-57 connector to WB SR-22 and Bristol St/La Veta Ave offramp	Remove and replace concrete guardrails and crash cushion
5	L-2	NB SR-57 right shoulder south of W Chapman Ave undercrossing	Remove MBGR protecting CMS structure and replace with MGS
6	L-2	Right shoulder of W Chapman Ave loop onramp to NB SR-57	Remove and replace MBGR with MGS
7	L-2	Right shoulder of W Chapman Ave hook onramp to NB SR -57	Install anchor block with crash cushion at flared corner of sound wall
8	L-2	NB SR-57 right shoulder north of W Chapman Ave	Remove MBGR protecting OH sign structure and replace with MGS

9	L-3	SB SR-57 right shoulder at entrance to W Chapman Ave offramp	Remove MBGR protecting OH sign structure and replace with MGS
10	L-5	Right shoulder of Orangewood Ave onramp to SB SR-57	Relocate cabinet
11	L-8, L-10	Right shoulder of Katella Ave hook onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
12	L-10	Left shoulder of SB SR-57 offramp to Katella Ave	Remove MBGR and install concrete guardrail with crash cushion
13	L-12	Right shoulder of Ball Rd onramp to SB SR-57	Relocate cabinet
14	L-13	Right shoulder of NB SR-57 loop onramp from Ball Rd	Remove MBGR and construct anchor block, concrete barrier, and crash cushion
15	L-13	Right shoulder of Ball Rd onramp to NB SR-57	Relocate cabinet
16	L-16	NB SR-57 right shoulder south of Wagner Ave overcrossing	Remove MBGR and replace with concrete barrier with crash cushion
17	L-18	NB SR-57 right shoulder south of South St overcrossing	Remove MBGR and construct with concrete guardrail with crash cushion
18	L-19	Right shoulder of Lincoln Ave onramp to SB SR-57	Relocate cabinet
19	L-20	Right shoulder of Lincoln Ave loop onramp to NB SR-57	Remove and replace MBGR with MGS
20	L-20	NB SR-57 right shoulder north of Lincoln Ave overcrossing	Remove and replace MBGR with MGS
21	L-20	Right shoulder of Lincoln Ave offramp from SB SR-57	Remove and replace MBGR with MGS
22	L-20	Right shoulder of Lincoln Ave loop onramp to SB SR-57	Relocate cabinet
23	L-23	NB SR-57 right shoulder north of Lincoln Ave onramp to NB SR-57	Remove MBGR systems and replace with MGS with anchor block transition

24	L-24	NB SR-57 connector to EB SR-91	Remove crash cushion and install concrete guardrails with crash cushion
25	L-24, L-25	NB SR-57 right shoulder at loop connector to WB SR-91	Remove MBGR and replace with MGS with anchor block transition
26	L-25	NB SR-57 gore area at loop connector to WB SR-91	Remove crash cushion and install concrete guardrails with crash cushion
27	L-25	SB SR-57 right shoulder under WB SR-91 to SB SR-57 connector flyover	Remove MBGR and replace with concrete guardrail up to bridge rail
28	L-25	NB SR-57 right shoulder under EB SR-91 to NB SR-57 connector flyover	Remove MBGR and replace with concrete guardrail up to bridge rail[1]
29	L-25	Right shoulder on WB SR-91 connector to SB SR-57	Remove MBGR and replace with concrete guardrail and crash cushion
30	L-25	Left shoulder on WB SR-91 connector to SB SR-57	Remove existing guardrail and replace with concrete guardrail and crash cushion
31	L-25	Right shoulder on EB SR-91 connector to NB SR-57	Remove MBGR and replace with MGS with anchor block transition[1]
32	L-25, L-26	Left shoulder on EB SR-91 connector to NB SR-57 near entrance gore	Remove and replace MBGR with MGS[1]
33	L-25, L-26	Right shoulder at end of WB SR-91 connector to NB SR-57	Remove and replace MBGR with MGS[1]
34	L-26	Right shoulder on EB SR-91 connector to NB SR-57 next to Miraloma Ave overcrossing	Remove and replace MBGR with MGS[1]
35	L-26	SB SR-57 right shoulder within exit gore to WB SR-91 connector	Remove and replace crash cushion and concrete guardrail
36	L-27	NB SR-57 exit gore to Orangethorpe Ave offramp	Remove crash cushion and install concrete guardrail with crash cushion
37	L-28	Right shoulder of Orangethorpe Ave onramp to NB SR-57	Remove MBGR and install concrete guardrail with crash cushion
38	L-29	NB SR-57 exit gore to Chapman Ave offramp	Remove crash cushion and install concrete guardrail with crash cushion

39	L-30	NB SR-57 exit gore to Nutwood Ave offramp	Remove crash cushion and install concrete guardrail with crash cushion
40	L-31	Right shoulder of Nutwood Ave onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
41	L-31	SB SR-57 right shoulder at entrance to Nutwood Ave offramp	Remove and replace MBGR with MGS
42	L-32	NB SR-57 right shoulder past entrance from Nutwood Ave onramp	Remove MBGR and install MGS with anchor block transition. Connect with proposed MGS system at Location #41
43	L-32	NB SR-57 right shoulder before exit to Yorba Linda Blvd offramp	Remove and replace MBGR with MGS. Connect with proposed MGS system at Location #40
44	L-32	SB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove and replace MBGR with MGS
45	L-33	NB SR-57 right shoulder past exit gore to Yorba Linda Blvd offramp	Remove and replace MBGR with MGS
46	L-33	Right shoulder of Yorba Linda Blvd hook onramp to SB SR-57	Relocate cabinet
47	L-34	Right shoulder of Yorba Linda Blvd loop onramp to NB SR-57	Remove MBGR and install concrete guardrail with crash cushion
48	L-34	Right shoulder of Yorba Linda Blvd hook onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
49	L-34, L-36	NB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove MBGR. Install concrete guardrail and MGS with anchor block transition. Connect with proposed MGS system at Locations #48 & 49
50	L-36	NB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove MBGR and replace with MGS. Connect with proposed MGS system at Locations #47 & 49
51	L-36	NB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove MBGR and replace with MGS with anchor block transition. Connect with proposed MGS system at Locations #47 & 48
52	L-38	NB SR-57 right shoulder past Rolling Hills Dr undercrossing	Remove MBGR and install concrete guardrail with crash cushion

53	L-39	NB SR-57 right shoulder past exit gore to SR-90 offramp	Remove MBGR and install concrete guardrail with crash cushion
54	L-39	Right shoulder of NB SR-57 offramp to SR-90	Remove MBGR and install curb & gutter
55	L-39	Left shoulder of NB SR-57 offramp to SR-90	Remove MBGR and install curb & gutter
56	L-39	Right shoulder of EB SR-90 hook onramp to SB SR-57	Remove MBGR and relocate ramp metering signal pole up slope
57	L-39	Left shoulder of WB SR-90 hook onramp to NB SR-57	Remove MBGR and install concrete guardrail with crash cushion
58	L-39	Right shoulder of WB SR-90 hook onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
59	L-43	SB SR-57 right shoulder south of Tonner Canyon Rd undercrossing	Remove and replace MBGR with MGS

Notes:
(1) Work locations may be removed during PS&E due to overlapping work with 12-0K93U4.

5. Complete Streets Upgrades

- Upgrade crosswalk markings to "Ladder" crosswalk markings and install pedestrian crosswalk warning signs per CAMUTCD at 5 locations.

TABLE 10: On/Off-Ramp Crosswalk Improvement Locations

#	Location	Direction	Number of Ramps	
			On-Ramp	Off-Ramp
1	Katella Ave	NB	2	1
		SB	2	1
2	Ball Rd	NB	1	0
		SB	1	1
3	Lincoln Ave	NB	1	0
		SB	2	1
4	Orangethorpe Ave	NB	0	1
		SB	1	1

5	Nutwood Ave	NB	0	1
		SB	1	1

TABLE 11: Pedestrian Crosswalk Warning Sign Locations

#	Location	Direction	On-Ramp (Tangent)	On-Ramp (Loop)	Off- Ramp
1	Katella Ave	NB			X
		SB			X
2	Ball Rd	NB			X
		SB			X
3	Lincoln Ave	NB			
		SB	X	X	X
4	Orangethorpe Ave	NB			X
		SB			X
5	Nutwood Ave	NB			X
		SB	X		X

6. ***Traffic Census Database Improvements***
   - Install 2 new census stations
   - Upgrade 1 existing census station

TABLE 12: Census Station Summary

#	Post Mile	Action	Location Description
1	16.12	Install New	North of SR-91
2	19.36	Install New	South of SR-90
3	20.38	Upgrade	North of SR-90

7. ***Roadside Safety Improvements***
   - Pave narrow areas in 5 locations at Ball Rd, Lincoln Ave, and Yorba Linda Blvd interchanges along SR-57.
   - Install access roads at 7 locations at Ball Rd, Lincoln Ave, and Yorba Linda Blvd interchanges along SR-57.

Nonstandard Design Features

The Design Standard Decision Document for the PA&ED phase was approved on 5/1/26 (provided under separate cover).

The nonstandard design features approved for this project include the following from the Highway Design Manual (HDM):

1) HDM Index 201.1 and 203.1 – **Horizontal Stopping Sight Distance**
2) HDM Index 302.1, 309.1(3)(a), 504.3(1)(c), and 504.4(4)(a) – **Shoulder Width and Horizontal Clearance**

5B. Alternative 2 - No Build

Alternative 2 (No Build) would retain the existing conditions within the project limits. This alternative would not address the identified deficiencies. Therefore, this alternative is not recommended.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

The project proposes replacing approach and departure slabs, upgrading OH sign structures, MGS and other traffic safety devices, paving areas, and installing access roads at specific locations. It is expected that the native soil beneath these improvements will be disturbed. An ADL Investigation will be conducted during the early stage of the PS&E phase.

The project scope also includes restriping the pedestrian crosswalks. The existing striping to be removed and replaced in the process will be addressed during the PS&E phase. Relative to removal/disposal of paint and thermoplastic striping (PTS), the yellow pigment for yellow thermoplastic material was banned in 2004 and yellow traffic stripe paint was banned in 1997. Therefore, Lead Based Paint (LBP) investigation for striping and markings will also be needed.

Since project involves the replacement of guard rails, an appropriate SSP should be included into the project package to address handling of the treated wood waste.

Permanent acquisition parcels are also required for the proposed drainage rehabilitation work associated with the project. Complete investigation of near surface soil within these parcel areas to assess the presence or absence of impacts associated with historical and current presence of oil wells, pipelines, other oil field appurtenances, and/or naturally occurring petroleum hydrocarbons is recommended in the early stages of PS&E. Soil within these areas should be tested for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.

Furthermore, if there is any disturbance of bridge structure, asbestos-containing materials (ACMs), and/or lead-based paint (LBP), then investigations will be needed during the early stage of the PS&E phase.

6B. Value Analysis

Value Analysis (VA) Deputy Directive 92-R1 requires that an approved FHWA VA study be performed on all projects over $50 million. The new State's VA threshold is now considered for all projects over $25 million to comply with the SB 1 mandate to implement strategies that result in $100 million in savings. A VA study for this project was completed in October 2025, as the estimated total project cost (including escalated support and capital costs) is $56.9 million.

Below is a summary of the alternatives accepted with modifications:

- The VA team proposed implementation of cementitious pipelining for the drainage rehabilitation work at Location 9a instead of removal and replacement of the culvert. This new proposal would require less traffic control measures. Upon evaluation with the Project Team, it was determined that Cured In Place Pipe method would be a more viable solution at this location due to specific pipe condition requirements necessary for cementitious pipelining. Further field investigation performed by the Maintenance team during PA&ED indicated that this culvert was free of debris and did not need repair; as a result, this work location was removed from the scope of the project.
- The VA team proposed utilizing full freeway closures for the proposed application of methacrylate, which would increase work efficiency and eliminate the risk of cold joints during methacrylate application. Upon evaluation with the Project Team, it was determined that the full closures would result in impacted delay costs that are significantly higher than the cost savings anticipated in the VA study. It was determined that methacrylate work at the SB SR-57 Orangewood UC location would be able to be performed during the full closure needed for the 2-post OH sign structure work near this location.

A structured review and evaluation for all the concepts proposed as part of the value analysis was conducted. During that time, subject matter experts from the Project Team identified which Value Analysis alternatives are accepted, which are rejected and the rationale for rejection, and which Value Analysis alternatives are conditionally accepted, accordingly. Value Analysis alternatives that are accepted will be properly integrated into the Project design during the PS&E phase.

6C. Resource Conservation

No resource conservation was identified on this project.

6D. Right-of-Way Issues

6D-1. Right-of-Way Acquisition

The "No-Build" alternative has no right of way involvement. The "Build" alternative requires permanent easements for ingress/egress and to perform proposed pipe liner work. See **Table 6.1** below for specific right of way acquisition requirements at each identified location. Additionally, a Mitigation and Compliance Cost Estimate (MCCE) is included as there are environmental permits or mitigations (United States Army Corps of Engineers – Section 404, Regional Water Quality Control Board – 401 Certification, and California Department of Fish & Wildlife – 1602 Agreement) that are Right of Way cost obligations associated with this project. See **Attachment F** – Right of Way Data Sheet.

TABLE 6.1: Right of Way Requirements

No.	Owner	Assessor's No.	Permanent Easement (SQFT)	Location Description
1	OCFCD	-	270	PM 21.8 - East of NB SR-57
2	City of Brea	306-031-22	1,060	PM 21.8 - East of NB SR-57

6D-2. Right-of-Way Utilities

A field review at the project site was performed and utilities were identified within the project limits. There are no utility conflicts within the proposed area and no utility relocations are anticipated for the project. In addition, no test holes are needed to meet Caltrans' policy regarding high priority utilities and no test holes are needed to determine utility conflicts. All existing utilities will be preserved and remain in place. Refer to **Attachment D** for the current utility plans and Utility Management Matrix.

6D-3. Relocation Impact Studies

It has been determined there are no impacts to owners, tenants, businesses, or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970. Therefore, a Relocation Impact Document is not needed.

6D-4. Airspace Lease Areas

The following are the Freeway Lease Areas within the project limits:

- 12-ORA-057-0010 PM 13.5 adjacent to the Ball Rd on-ramp to NB SR-57.
- 12-ORA-057-0009 PM 21.9 within the Tonner Canyon loop off-ramp.

There are no impacts to the existing Freeway Lease Areas from the project. Furthermore, the proposed project does not have potential for future airspace lease development.

6D-5. Railroad Involvement

There are railroad overhead crossings within the project limits:

- SR-57: SCRRA/Metrolink-Stadium OH, Bridge No. 55-0399, PM12.27/12.33, City of Anaheim
- SR-57: Union Pacific – Douglas OH, Bridge No. 55-0337, PM 12.96/13.00 City of Anaheim
- SR-57: BNSF Railway – South Placentia OH, Bridge No. 55-0450, PM 16.63/16.64 City of Placentia
- SR-57: BNSF Railway – Placentia OH, Bridge No. 55-0449, PM 16.84/16.85 City of Placentia

The proposed work needed to replace the damaged approach/departure slabs will be performed near Douglas OH, Bridge #55-337 (Union Pacific Railroad). Proposed work will not be performed outside of the bridge railings and proposed work will be performed in such a manner to avoid a potential to foul any nearby tracks. In addition, no work will be performed within 25 feet from any railroad track at this crossing or any other railroad crossing within the project limits. An Office of Engineer Railroad Clearance Memo is required which contains railroad short clauses that must be inserted into the Specifications.

6E. Environmental Compliance

Caltrans would act as the lead agency in the preparation of a joint CEQA/NEPA environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 326 Categorical Exclusion Assignment.

Based on the project's impacts, a CE/CE has been prepared in accordance with Caltrans' environmental procedures as well as State environmental regulations. The signature page of the CE/CE is attached to this document as **Attachment H**.

6F. Air Quality Conformity

Environmental Protection Agency's (EPA) Transportation Conformity Regulations final rule dated March 24, 2010, states that the proposed project should not contribute to a National Ambient Air Quality Standards (NAAQS) violation and should conform to the state's plans to implement the NAAQS. According to the Code of Federal Regulations (CFR) Title 40 Section 93.126, the project is considered a safety or other exempt project because it involves guardrail improvements, sign replacements, and transportation enhancement activities. These exempt projects do not require any hot spot analysis for conformity purposes. As a result, no further air quality analysis is needed for the project.

6G. Title VI Considerations

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, it administers.

6H. Noise Abatement Decision Report

The proposed project does not involve any of the criteria listed in Section 3 of the Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol). Thus, according to the FHWA 23CFR772, the project does not qualify as a "Type I project" and therefore, a traffic noise study is not required.

6I. Transportation Management Plan

The TMP will be required for the project due to the expected impact on traffic during construction. The TMP will identify methods to reduce traffic delay, maintain traffic flow, and provide a safe environment for the work force and motoring public. A traffic analysis should be performed as part of the TMP to evaluate the potential impact that the project will have on traffic and identify the benefit of its implementation. Elements expected to be recommended or discussed in the project TMP include:

- Public Information
- Alternate Routes (or Detours)
- Pedestrian/Bicycle Access Improvements
- Speed Limit Reduction
- Portable CMS
- Transportation Management Center

- COZEEP/CHP, and/or local agencies support
- TMP Coordination & Review
- Traffic Management Teams (TMT)
- Lane Requirements Chart
- Construction Staging
- Traffic Handling Plans
- Lane Modifications
- Night Work
- Coordination with Adjacent Sites

Most of the construction activities will require night work to avoid traffic delays. Final traffic management details and lane closure chart will be developed during the PS&E phase.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Geotechnical

A geotechnical study and foundation report dated April 4, 2025, was provided for the replacement of OH sign structures and streetlights with footings that are more than three feet deep.

7B. Community/Local Agency Interaction

All traffic handling and detour plans must be coordinated with the Cities of Orange, Anaheim, Fullerton, Placentia, Brea, CHP, and emergency responders during construction.

7D. Storm Water Quality

The project is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB), Region 8. The receiving waterbodies are the Santa Ana River Reach 2, Chantilly Storm Channel, Placentia Storm Channel, Carbon Creek Channel, Brea Creek Channel, Loftus Diversion Channel, and Tonner Canyon Channel. None of these waterbodies are 303(d)-listed as being impaired.

The project lies within the San Gabriel River, Estuary and Tributaries Total Maximum Daily Load (TMDL) for Indicator Bacteria, and the San Gabriel River TMDL for Metals (Cu, Pb, Zn) and Selenium as identified in the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ, NPDES No. CAS000003).

The project must conform to all applicable water quality regulations and/or permit requirements of the State Water Resources Control Board (SWRCB), and the local SARWQCB, which include, but are not limited to, the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ, NPDES No. CAS000003); the Statewide General Permit for Storm Water Discharge Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ); and the Caltrans Storm Water Management Plan, and any subsequent revisions and/or additional requirements at the time of construction.

A Storm Water Data Report (SWDR) has been prepared in accordance with the guidelines given in the Caltrans Project Planning and Design Guide, dated June 2023, and all subsequent revisions and/or addendums.

The total Disturbed Soil Area (DSA) is 2.205 acres. Since the total DSA is greater than 1.0 acre, a Storm Water Pollution Prevention Plan (SWPPP) is required. The Net New Impervious Area (NNI) is 0.207 acres and the Replaced Impervious Surface (RIS) is 0.480 acres, which yields a New Impervious Surface (NIS) of 0.687 acres (29,930 square feet). Since the project creates more than 10,000 square feet of NIS area, the project must implement post-construction Treatment Best Management Practices for TMDLs and STGAs.

The project is located within a watershed with a Total Maximum Daily Load (TMDL) as identified in Attachment D of the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ). Since this project discharges to a water body with an established TMDL as identified in Attachment D of the Caltrans NPDES permit, any runoff treated more than the new impervious area created by the project may be claimed to meet Caltrans NPDES permit requirements for achieving the TMDL compliance strategy.

The project limits are within a Significant Trash Generating Area (STGA) as identified in the Caltrans Statewide NPDES Permit Attachment E - Trash Implementation Requirements. Caltrans has committed to the SWRCB that roadways identified as STGA's will implement Full Capture Trash Devices by the year 2030. To meet the Caltrans Statewide Trash Implementation Requirements the project will incorporate Full Capture Trash Devices within STGAs within project limits and where feasible to comply with the Department's Trash Implementation obligations."

7E. Permits

At this stage, the anticipated Permits required within the Project limits are summarized in **TABLE 13: Permits within Project Limits**.

TABLE 13: Permits within Project Limits

No.	Permits/Approvals	Agency	Status/ When Required
1	Clean Water Act Section 401 Water Quality Certification and Waste Discharge Requirements**	RWQCB	Not Initiated / Application to be submitted after approval of ED/ROD and Prior to Construction
2	NPDES Statewide Storm Water Permit and Waste Discharge Requirements for State of California Department of Transportation [Order No. 2022-0033-DWQ, NPDES No. CAS000003 (effective January 1, 2023)]	SWRCB	Adopted June 2022 / Effective January 1, 2023
3	NPDES Statewide Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities [Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (effective September 1, 2023)]	SWRCB	Adopted September 2022 / Effective September 1, 2023, Project Permit Coverage not initiated / Submit prior to construction
4	General Waste Discharge Requirements [Santa Ana RWQCB Order No. R8-2020-0006, NPDES No. CAG998001 (effective July 1, 2020); and/or Los Angeles RWQCB, Order No. R4-2018-0125, NPDES No. CAG994004 (effective November 13, 2018)]	Santa Ana RWQCB / Los Angeles RWQCB	Adopted September 2018 / Effective November 13, 2018, Project Permit Coverage not initiated / Submit prior to any construction within groundwater dewatering areas, if required.
5	Clean Water Act Section 404 Nationwide Permit*/**	USACE	Not Initiated / Application to be submitted after approval of ED/ROD
6	Section 1602 Lake or Streambed Alteration Agreement*/**	CDFW	Not Initiated / Application to be submitted after approval of ED/ROD and Prior to Construction

Notes: * Not anticipated at this stage, coordination would be required if impacts are found during subsequent phases of the Project.
** Will comply with Environmental MCCE.
Caltrans = California Department of Transportation; CDFW = California Department of Fish and Wildlife; ED = Environmental Document; EIR = Environmental Impact Report; NPDES = National Pollutant Discharge Elimination System; ROD = Record of Decision; USACE = U.S. Army Corps of Engineers; WQ = Water Quality

7F. Graffiti Control

The project is located in the urban area of Orange County, which is an identified graffiti-prone area in the Caltrans *Project Development Procedures Manual*, Appendix K. Graffiti deterrent techniques would be used as part of the project to limit accessibility to structures (e.g., bridges,

retaining walls, sound walls, overhead signs). Graffiti resistant/deterrent paint and coating would be used where practical. Details of graffiti deterrent techniques will be provided during the final design.

7G. Climate Change Considerations

Caltrans utilizes the FHWA Infrastructure Carbon Estimator (ICE) tool to estimate a project's lifecycle energy and Greenhouse Gas (GHG) emissions from construction and maintenance of transportation facilities. The tool helps provide strategies to reduce emissions for construction and does not attempt to formally determine the project's environmental impact as done by California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) documentation.

However, a quantitative calculation of GHG emissions was deemed unsuitable due to the limitations of the ICE tool. Instead, a qualitative analysis is used for the project.

From a qualitative point of view, the project is to extend the life expectancy of the bridges, restore drainage facilities, replace OH sign panels and OH sign structures, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features. The project is not expected to result in increased operational emissions as no additional roadway capacity will be added.

Construction emissions are unavoidable but are projected to be analyzed and reduced to the extent possible in the subsequent phases through planning and implementation of best practices throughout the project delivery process. Where available, it is recommended that materials within a local radius of the project area are to be utilized to reduce GHG emissions. Also, the project is expected to reduce GHG emissions by reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The total escalated capital outlay construction cost is estimated to be $39,256,000, the total escalated capital outlay right-of-way cost is estimated to be $298,000, and the total escalated support cost is estimated to be $17,381,000. It has been determined that the project will be funded through the Senate Bill (SB)-1 SHOPP program, amended into the 2026

SHOPP. The project was originally scheduled for construction allocation in FY 2027/2028, but due to the SHOPP Rebalance, the project will be allocated for construction in FY 2028/2029. It has been determined that this project is eligible for Federal-aid funding.

Programming

The following table shows the breakdown of funding consisting of the 2026 SHOPP funds.

Fund Source	Fiscal Year Estimate						
201.121	24/25	25/26	26/27	27/28	28/29	29/30	Total (Escalated)
Component	In thousands of dollars ($1,000)						
PA&ED Support	3,800						3,800
PS&E Support		5,000					5,000
Right-of-Way Support			681				681
Construction Support					7,900*		7,900
Right-of-Way					298*		298
Construction					39,256		39,256
Total	3,800	5,000	681		47,454		56,935

*Amount shown is escalated value.

The support-to-capital cost ratio is 43.9%.

During the early stages of project development, it was identified that several required permits associated with the project will require payment of agency fees during the construction phase. These costs were not included in the original phase programming and therefore require the addition of funding within Phase 9 (Construction).

Based on current estimates, approximately $298,000 will be required to cover acquisition of two parcels and to pay permitting expenses associated with the project. These funds will be used to pay for acquisition parcels and permit fees required by outside agencies and regulatory entities necessary to authorize construction activities.

To address this need, Phase 9 will be added to the project programming through a Project Change Request (PCR) during Phase 1 (Project Development). The PCR will adjust the project's phase distribution to include the required funding for acquisition to meet the R/W Certification and for permitting so that the costs can be paid at the appropriate time during construction.

This approach allows the project team to maintain progress during Phase 1 while ensuring that adequate funding is programmed in advance of construction to satisfy Right of Way and Permit requirements and avoid delays to the project delivery schedule.

Estimate

The cost estimate is included as **Attachment C**.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Year)
PROGRAM PROJECT	M015	4/2024
BEGIN ENVIRONMENTAL	M020	7/2024
PA & ED	M200	5/2026
BEGIN DESIGN	M210	7/2026
RIGHT OF WAY REQUIREMENTS	M224	10/2026
FINAL RIGHT OF WAY REQUIREMENTS	M265	4/2027
PS&E TO DOE	M377	8/2027
RIGHT OF WAY CERTIFICATION	M410	9/2028
READY TO LIST	M460	10/2028
FUND ALLOCATION	M470	12/2028
HEADQUARTERS ADVERTISE	M480	1/2029
AWARD	M495	4/2029
APPROVE CONTRACT	M500	5/2029
CONTRACT ACCEPTANCE	M600	1/2032
END PROJECT EXPENDITURES	M800	1/2034
FINAL PROJECT CLOSEOUT	M900	1/2035

10. RISKS

A risk analysis was conducted, and the results are compiled in the Risk Register, which includes the identified risks, qualitative and quantitative risk analysis, response strategy, and risk owners/managers. The project risk register prepared at the Project Studies level is based on utilizing a qualitative risk analysis approach to rank the risks into high, medium, and low risk categories based on their probability of occurrence and their impact on the project objectives such as schedule, cost, right of way impact, and quality.

The project risk register is being carried forward to track and monitor these risks and will be updated as necessary. While probability and impact vary with each one, these risks require close attention throughout the project. These risks should be monitored and updated during the entire project development phase. The risk register is included as **Attachment B**.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)
The project is an Assigned Project in accordance with the current FHWA and Caltrans Joint Stewardship and Oversight Agreement. It is exempt from FHWA review.

California Department of Fish and Wildlife
California Fish and Game Code Section 1602
Lake or Streambed Alteration Agreement

Regional Water Quality Control Board
Clean Water Act Section 401

US Army Corps of Engineers
Clean Water Act Section 404

Local Agency
All traffic handling and detours must be coordinated with the cities of Anaheim, Orange, Placentia, Fullerton, Brea, the County unincorporated area, CHP, and emergency responders during construction.

12. PROJECT REVIEWS

District Program Advisor	Bala Nanjappa	Date	8/29/25
District Maintenance	Bala Nanjappa	Date	8/29/25
District Safety Devices Coordinator	Bryan Sorensen	Date	8/29/25
Project Manager	Barbara McGahey	Date	8/29/25
District Safety Review	Mohsen Zadeh	Date	12/9/25
Constructability Review	Ken Tran	Date	1/8/26

13. PROJECT PERSONNEL

Name	Title	Phone Number
Brian Nguyen	Project Engineer, Design Branch A	(949)742-1587
Harris Huynh	Project Engineer, Design Branch A	(949)795-7383
Barbara Mcgahey	Project Manager	(949)226-6840
Ken Tran	Branch Chief, PQC/Constructability Unit	(818)319-0846
Triet Dang	Acting Branch Chief, Design Branch B	(949)426-4367
Joseph Lee	Branch Chief, Design Branch A	(949) 279-8685
Peyman Kaviani	Branch Chief - Division of Engineering Services	(279)766-1787
Katherine Dinh	Acting Branch Chief, Electrical Design	(949)742-2139
Smita Deshpande	Branch Chief, Environmental Analysis	(657)328-6151
Ricardo Caraig Jr.	Branch Chief, Environmental Engineering	(949)697-3500
Phi Dinh	Branch Chief, Hydraulics	(657)328-6172
Eric Dickson	Branch Chief, Landscape Architect	(657)328-6201
Bala Nanjappa	Branch Chief, Maintenance	(949)279-8840
Evangelina Washington	Branch Chief, R/W Planning & Management/Project Coordination & Acquisition	(949)275-7468
Erika Irizarry	Branch Chief, R/W Utilities Relocation, Airspace & Railroads	(949)275-4234
Arvin Cuevas	Branch Chief, NPDES Stormwater	(657)328-6149
Joanna Xiao	Branch Chief, System Planning	(805)732-9802
Gary Slater	Branch Chief, Traffic Operations - Safety	(657)328-6422
Lorica Subida	Branch Chief, Traffic Operations - Northeast	(949)279-9091

14. ATTACHMENTS (Number of Pages)

A. Preliminary Project Plans (45)
B. Risk Register (8)
C. Project Cost Estimate (10)
D. Storm Water Data Report (Signature Page) (1)
E. TMP Cost Data Sheet (1)
F. Right of Way Data Sheet (7)
G. Utility Plans and Utility Management Matrix (47)
H. Environmental Document (19)
I. Geotechnical Memorandum (10)
J. Initial Site Assessment (15)
K. Structures Advance Planning Study (23)
L. Asset Management Tool (1)
M. Complete Streets Decision Document (5)

Attachment A:
Preliminary Project Plans

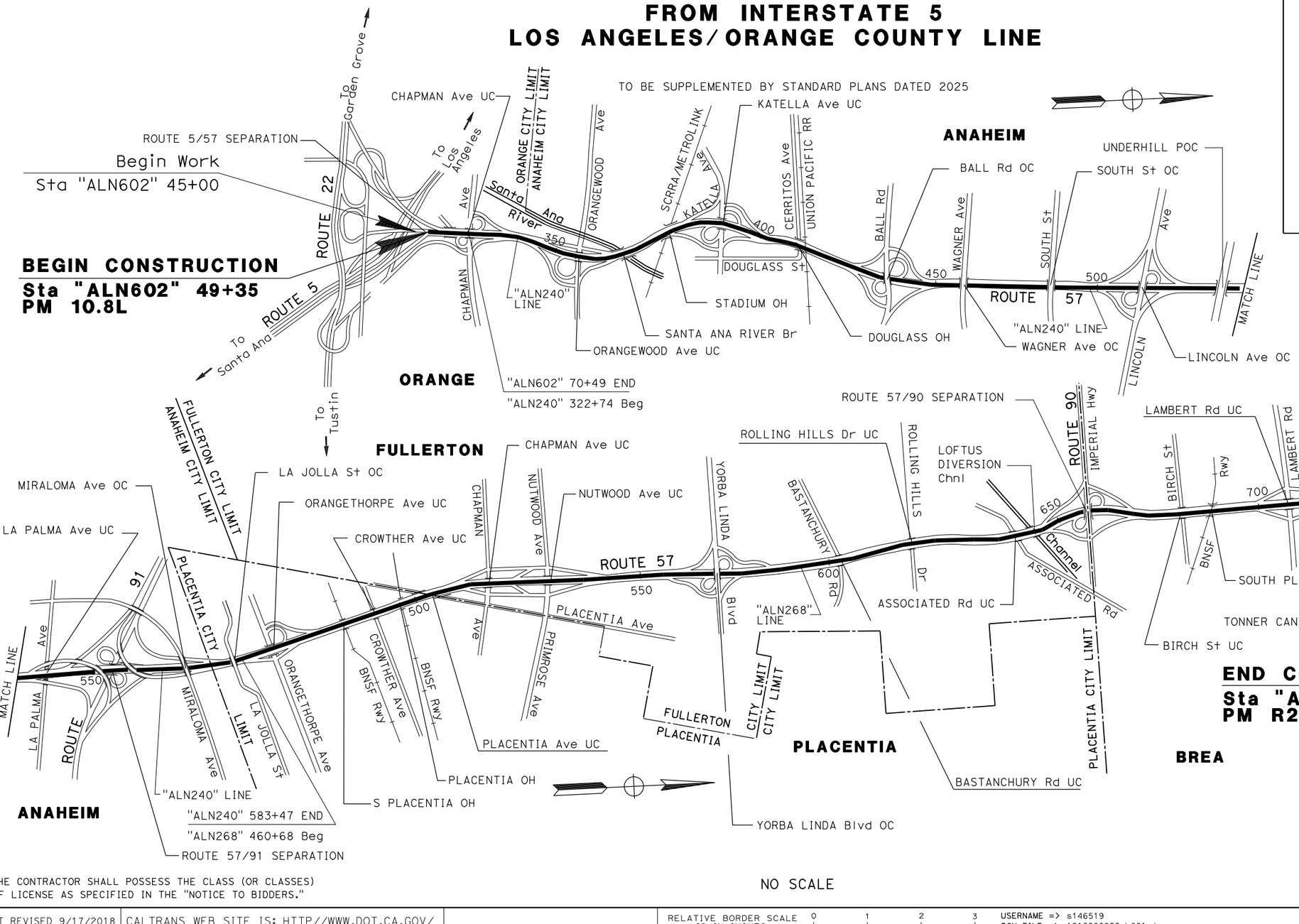
INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	57	10.8L/R22.5	1	-

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY
IN ANAHEIM, ORANGE, PLACENTIA, FULLERTON, AND BREA
FROM INTERSTATE 5
LOS ANGELES/ORANGE COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2025





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

NO SCALE

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

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

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

CONTRACT No.	12-0R370
PROJECT ID	1218000088

PROJECT MANAGER

DESIGN MANAGER

LAST REVISION 05-08-23

DATE PLOTTED => 25-MAR-2026
TIME PLOTTED => 09:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATIONS:

OCFCD ORANGE COUNTY FLOOD CONTROL DISTRICT

LEGEND:

----- PROPOSED EASEMENT

CURVE DATA

No. #	R	Δ	T	L
1	1,500.00	31°33'51"	423.95	826.35
2	1,050.00	41°39'53"	399.54	763.55
3	1,306.00	42°41'44"	510.44	973.21

86.97' Lt "ALN2024" 112+28.62
Beg CONCRETE BARRIER

45.14' Rt "ALN2024" 113+98.41
END CONCRETE BARRIER
CRASH CUSHION TL-3

52.19' Lt "ALN602" 52+20.45
END CONCRETE BARRIER (BRIDGE)
Beg REMOVE GUARDRAIL
Beg CONCRETE BARRIER

56.55' Lt "ALN602" 51+98.77
Beg CONCRETE BARRIER (BRIDGE)

23.62' Lt "ALN602" 51+88.83
END CONCRETE BARRIER (BRIDGE)
Beg REMOVE GUARDRAIL
Beg CONCRETE BARRIER

23.16' Lt "ALN602" 51+65.26
Beg CONCRETE BARRIER (BRIDGE)

34.94' Lt "ALN2024" 112+69.80
Beg CONCRETE BARRIER

26.68' Lt "ALN602" 54+12.01
END CONCRETE BARRIER
CRASH CUSHION TL-3

31.06' Lt "ALN2117" 82+67.89
END INSTALL MGS
IN-LINE TERMINAL TL-3

25.85' Lt "ALN602" 53+63.85
END REMOVE GUARDRAIL
REMOVE Exist CRASH CUSHION

REMOVE AND INSTALL HMA DIKE

38.61' Rt "ALN2117" 83+70.81
END REMOVE GUARDRAIL

7.07' Lt "ALN2117" 83+99.56
END CONCRETE BARRIER
REMOVE Exist CRASH CUSHION
CRASH CUSHION TL-3

35.41' Lt "ALN2117" 84+12.80
RELOCATE CALL BOX

35.27' Lt "ALN2117" 84+17.83
END ANCHOR BLOCK
Beg INSTALL MGS

35.04' Lt "ALN2117" 84+32.83
Beg ANCHOR BLOCK
Beg REMOVE GUARDRAIL
TRANSITION RAILING (AGT)

5.77' Lt "ALN2117" 84+68.82
Beg CONCRETE BARRIER

10.49' Lt "ALN2117" 84+72.27
Beg CONCRETE BARRIER

"ALN2024" LINE

"ALN2117" LINE

"ALN602" LINE

"ALN2179" LINE

"ALN2024" 118+54.51 BC

"ALN2117" 85+65.88 BC

"ALN602" 54+28.28 EC

R/W

MVP (1.20% HMA-A)

SB 57 TO WB 22

SB 5 TO WB 22

SB ROUTE 5

NB ROUTE 5

SB 57 TO SB 5

SB 57 TO EB 22

SB 5 TO EB 22

NB 5 TO NB 57

EB/WB 22 TO NB 57

LA VETA AVE

LAYOUT

SCALE: 1" = 50'

L-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:22

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

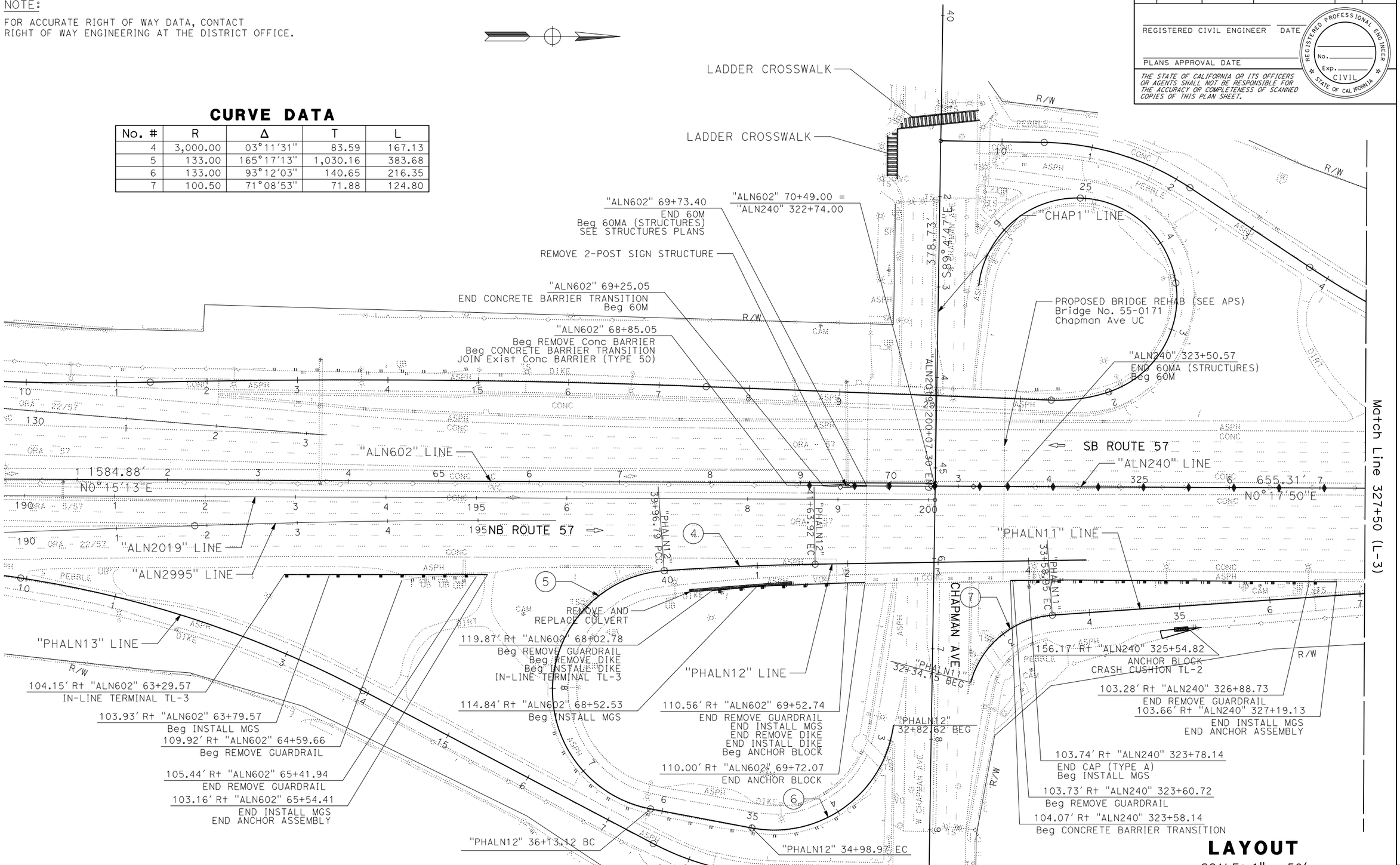
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
4	3,000.00	03°11'31"	83.59	167.13
5	133.00	165°17'13"	1,030.16	383.68
6	133.00	93°12'03"	140.65	216.35
7	100.50	71°08'53"	71.88	124.80



LAYOUT

SCALE: 1" = 50'

L-2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Gutans®

LAST REVISION	DATE PLOTTED => 5-MAY-2026
00-00-00	TIME PLOTTED => 18:23

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

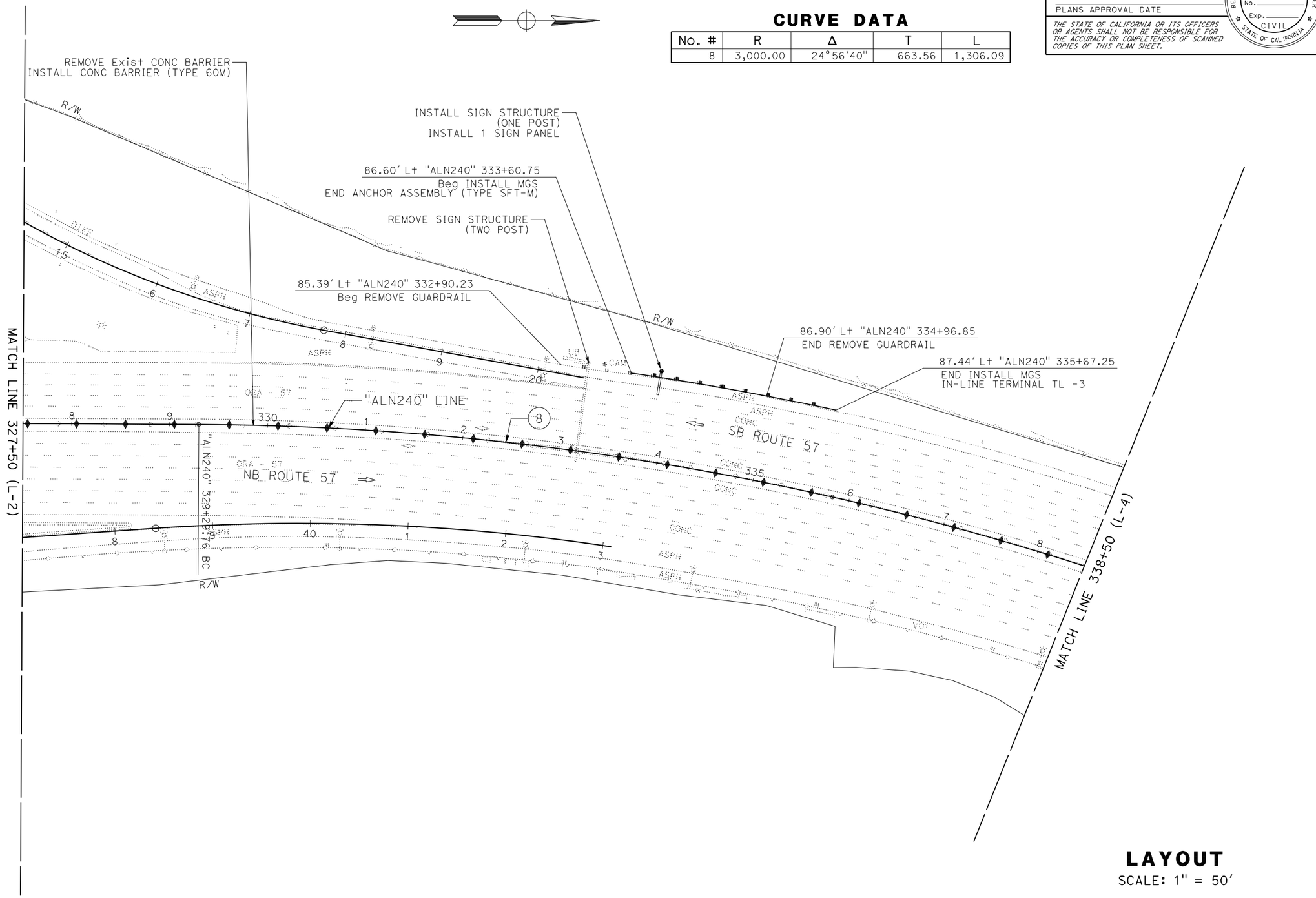
PLANS APPROVAL DATE

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

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CURVE DATA

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8	3,000.00	24°56'40"	663.56	1,306.09



LAYOUT

SCALE: 1" = 50'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:23

BORDER LAST REVISED 8/5/2020
USERNAME => s146519
DGN FILE => 1218000088ea003.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2992
PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

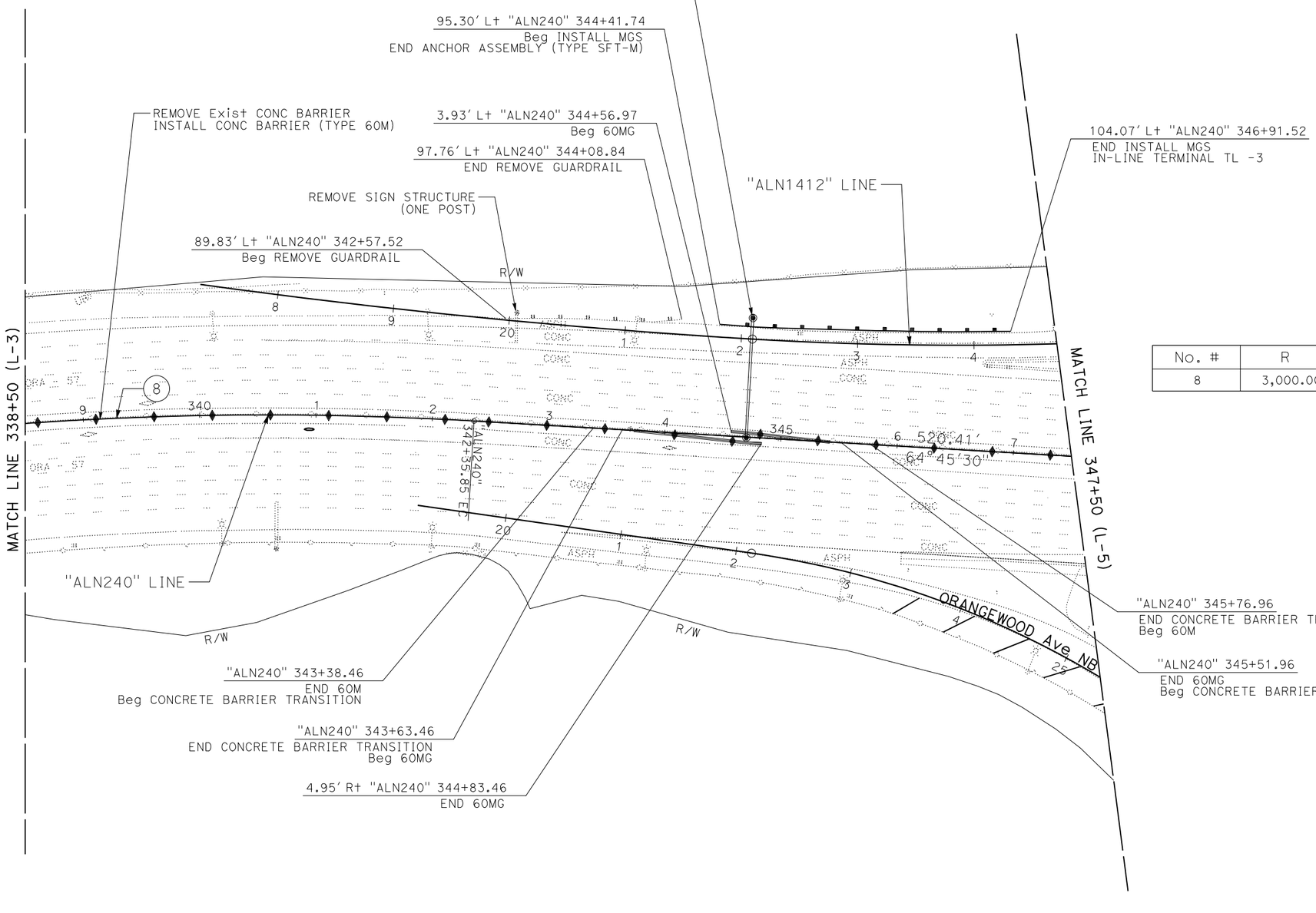
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
8	3,000.00	24°56'40"	663.56	1,306.09

LAYOUT

SCALE: 1" = 50'

L-4

CALCULATED-DESIGNED BY

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Caltrans

REVISED BY	DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:24

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

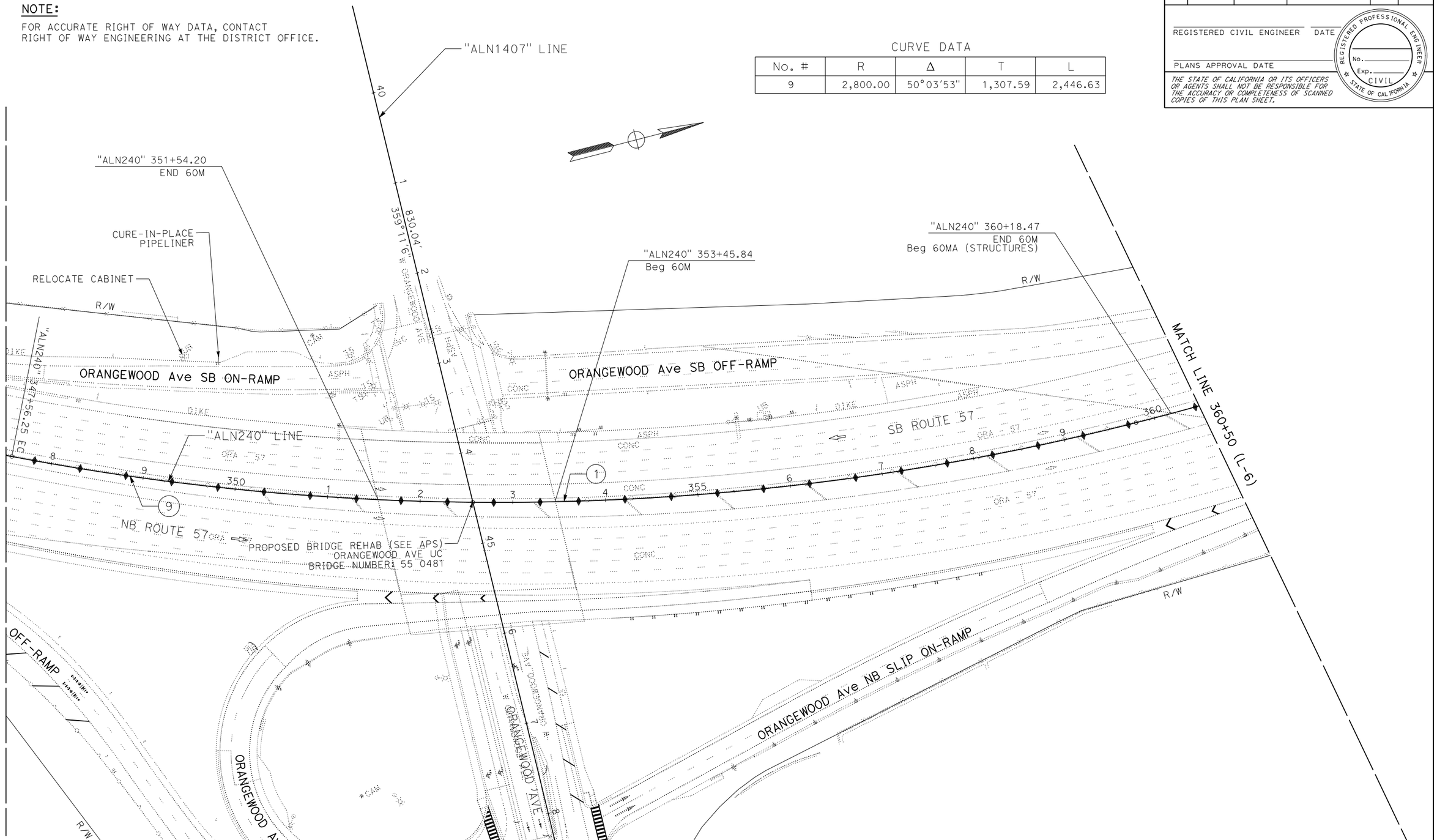
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
9	2,800.00	50°03'53"	1,307.59	2,446.63



LAYOUT

SCALE: 1" = 50'

L-5

REVISED BY | DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:24

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea005.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

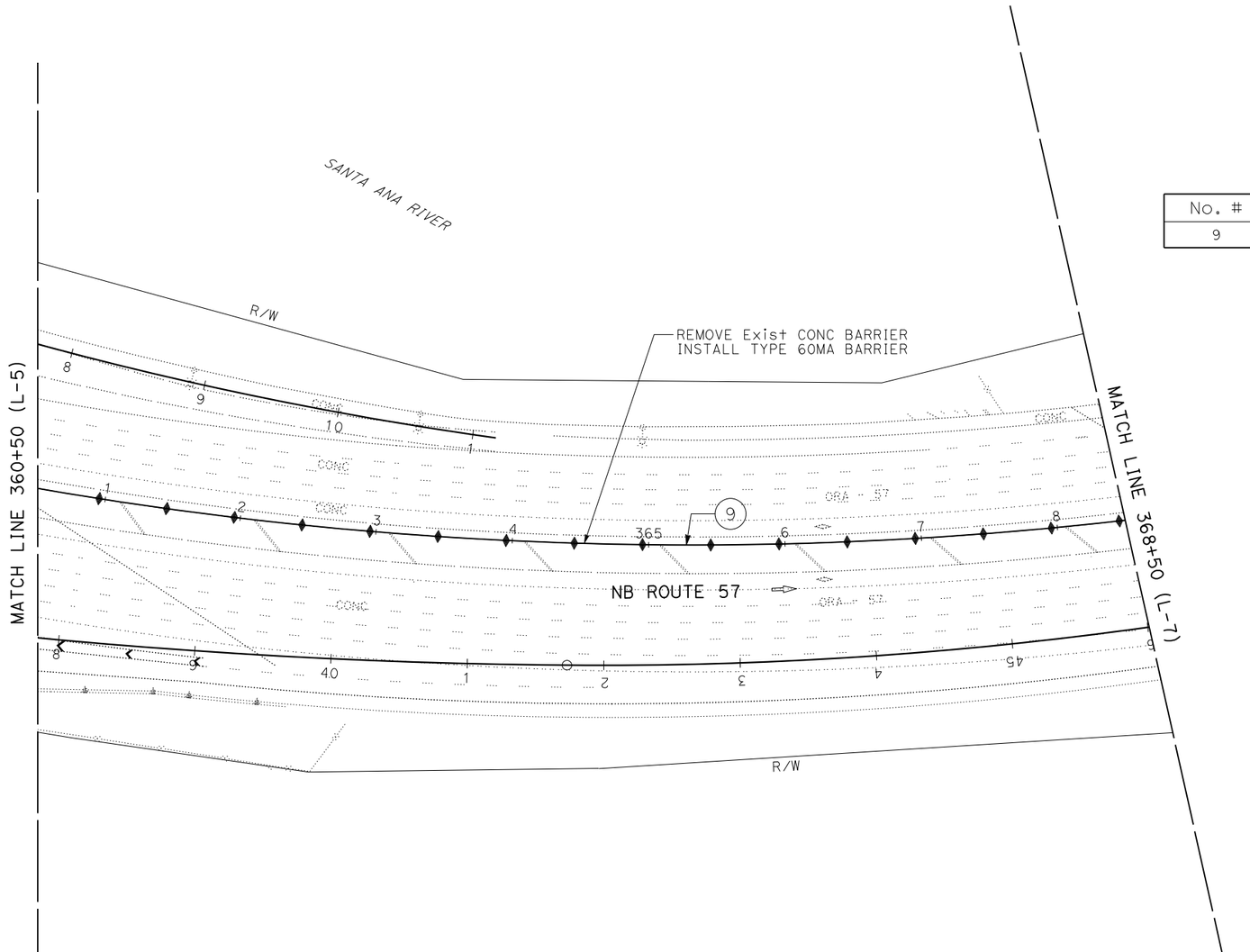
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
9	2,800.00	50°03'53"	1,307.59	2,446.63

LAYOUT

SCALE: 1" = 50'

L-6

CALCULATED-DESIGNED BY

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REVISED BY

DATE REVISED

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:25

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea006.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

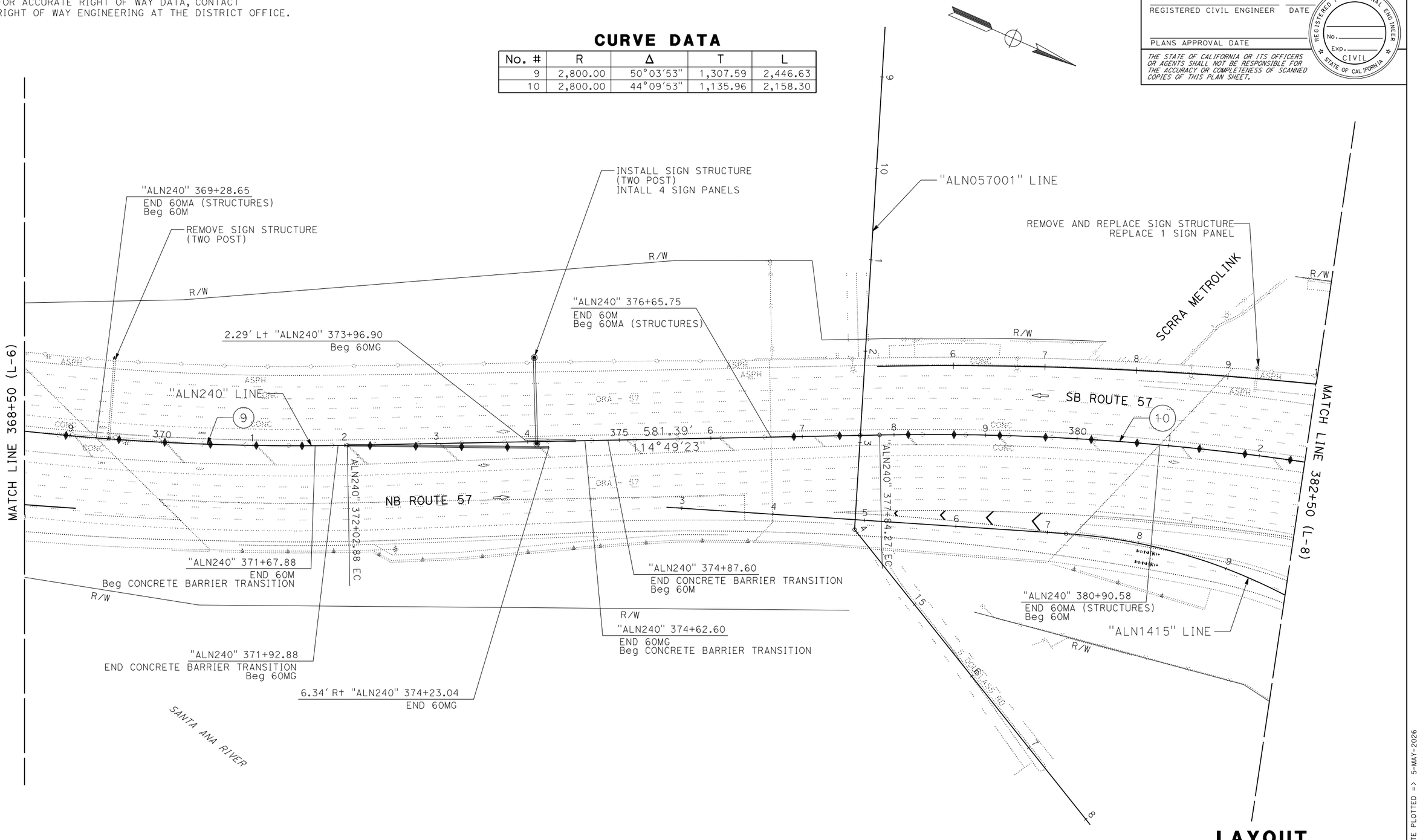
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
9	2,800.00	50°03'53"	1,307.59	2,446.63
10	2,800.00	44°09'53"	1,135.96	2,158.30



LAYOUT
SCALE: 1" = 50'

L-7

REVISED BY	DATE REVISED
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN A**

LAST REVISION 00-00-00
DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:26

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 DGN FILE => 1218000088ea007.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

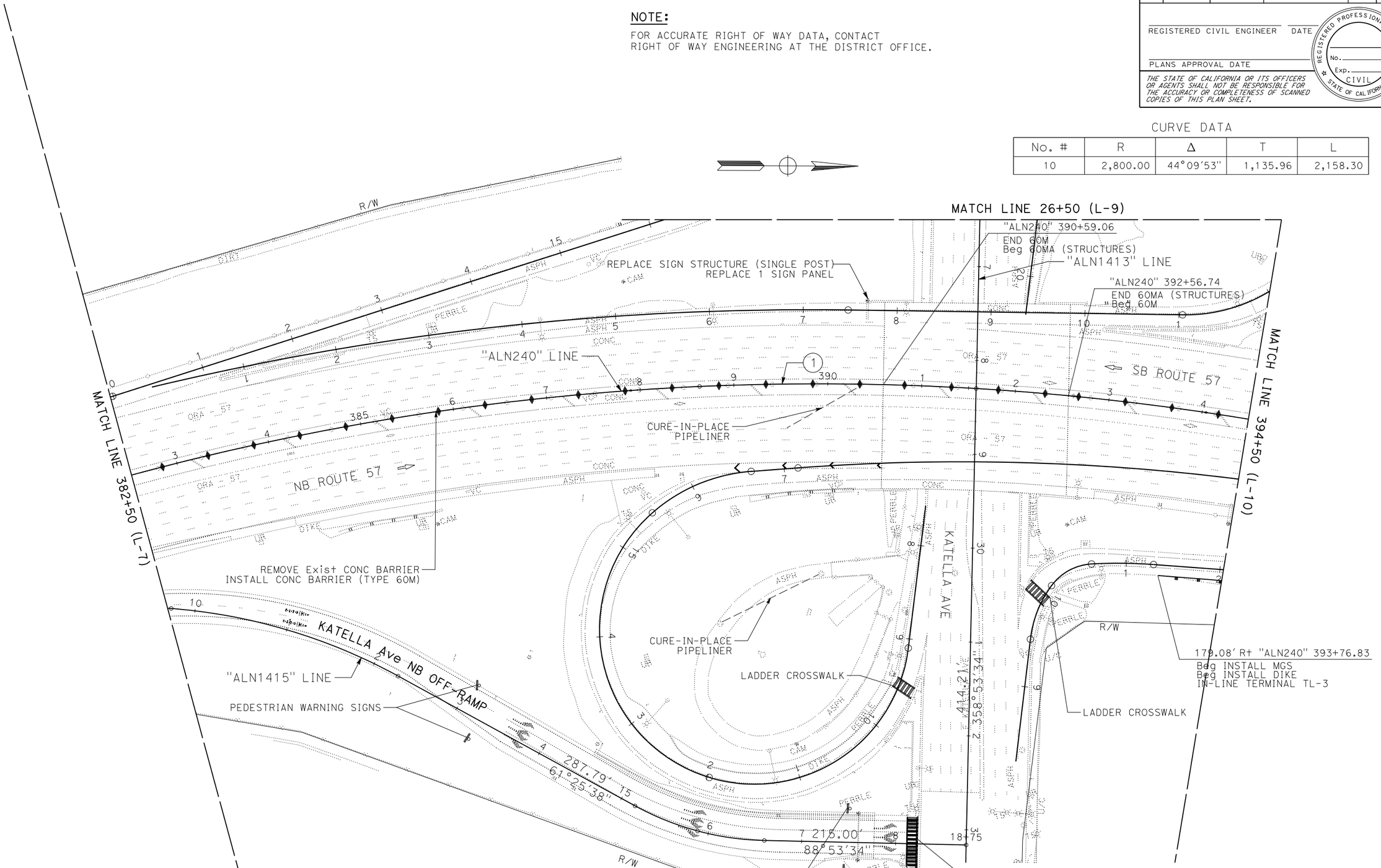
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
10	2,800.00	44°09'53"	1,135.96	2,158.30



LAYOUT
SCALE: 1" = 50'

L-8

REVISED BY | DATE REVISED
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FUNCTIONAL SUPERVISOR: JOSEPH LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A

LAST REVISION | DATE PLOTTED => 5-MAY-2026
00-00-00 | TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

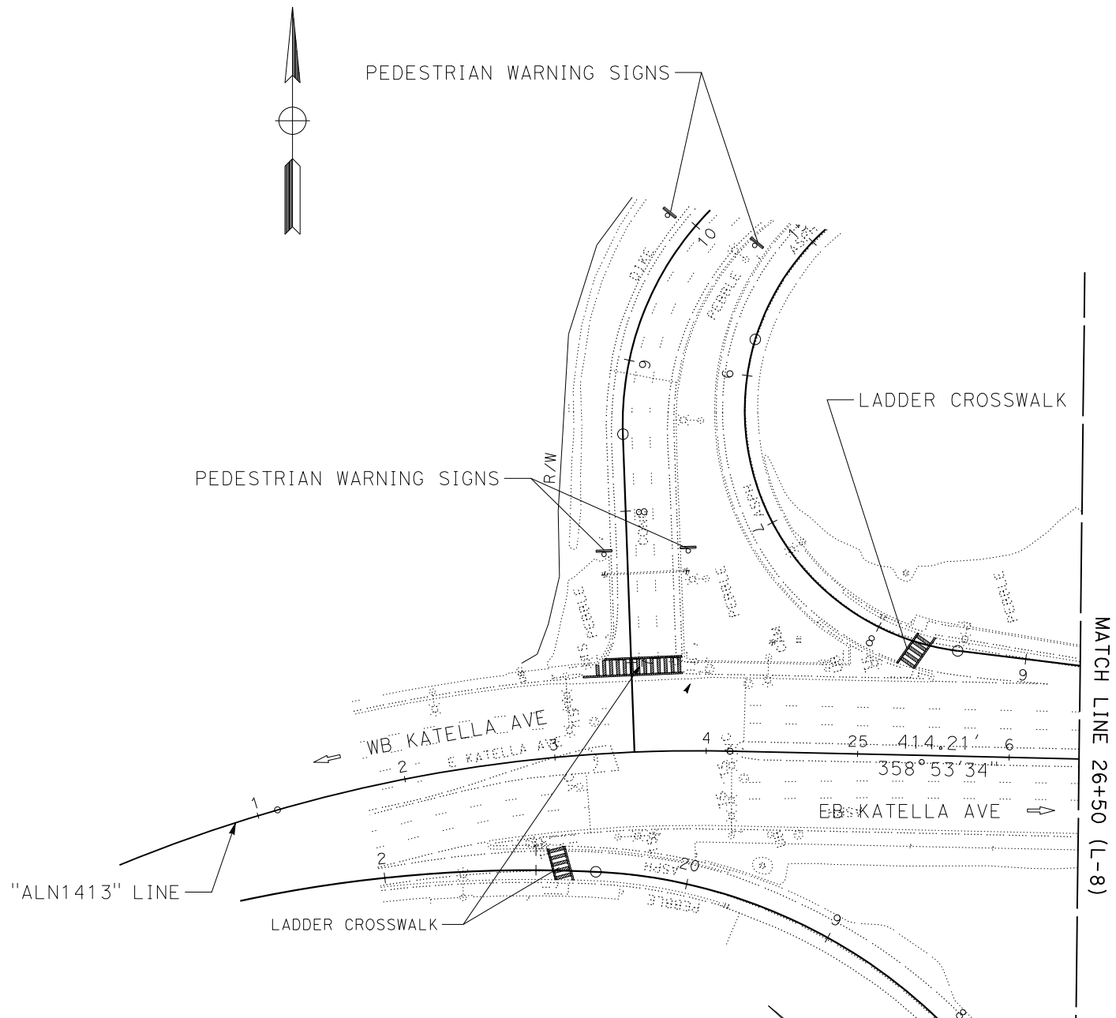
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans® DESIGN A	JOSEPH LEE				

LAST REVISION	DATE PLOTTED => 5-MAY-2026
00-00-00	TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

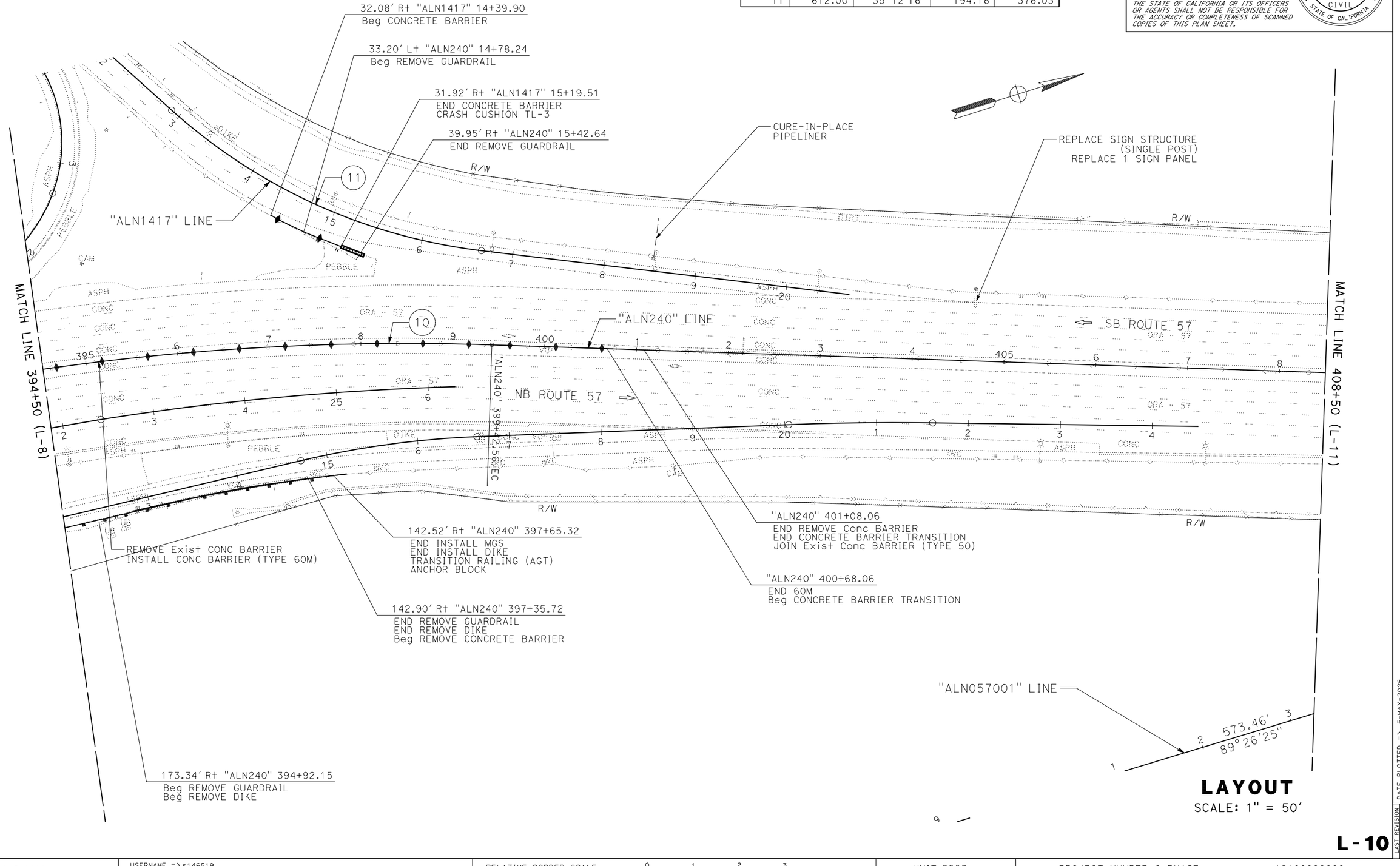
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
10	2,800.00	44°09'53"	1,135.96	2,158.30
11	612.00	35°12'16"	194.16	376.03



LAYOUT

SCALE: 1" = 50'

L-10

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea010.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

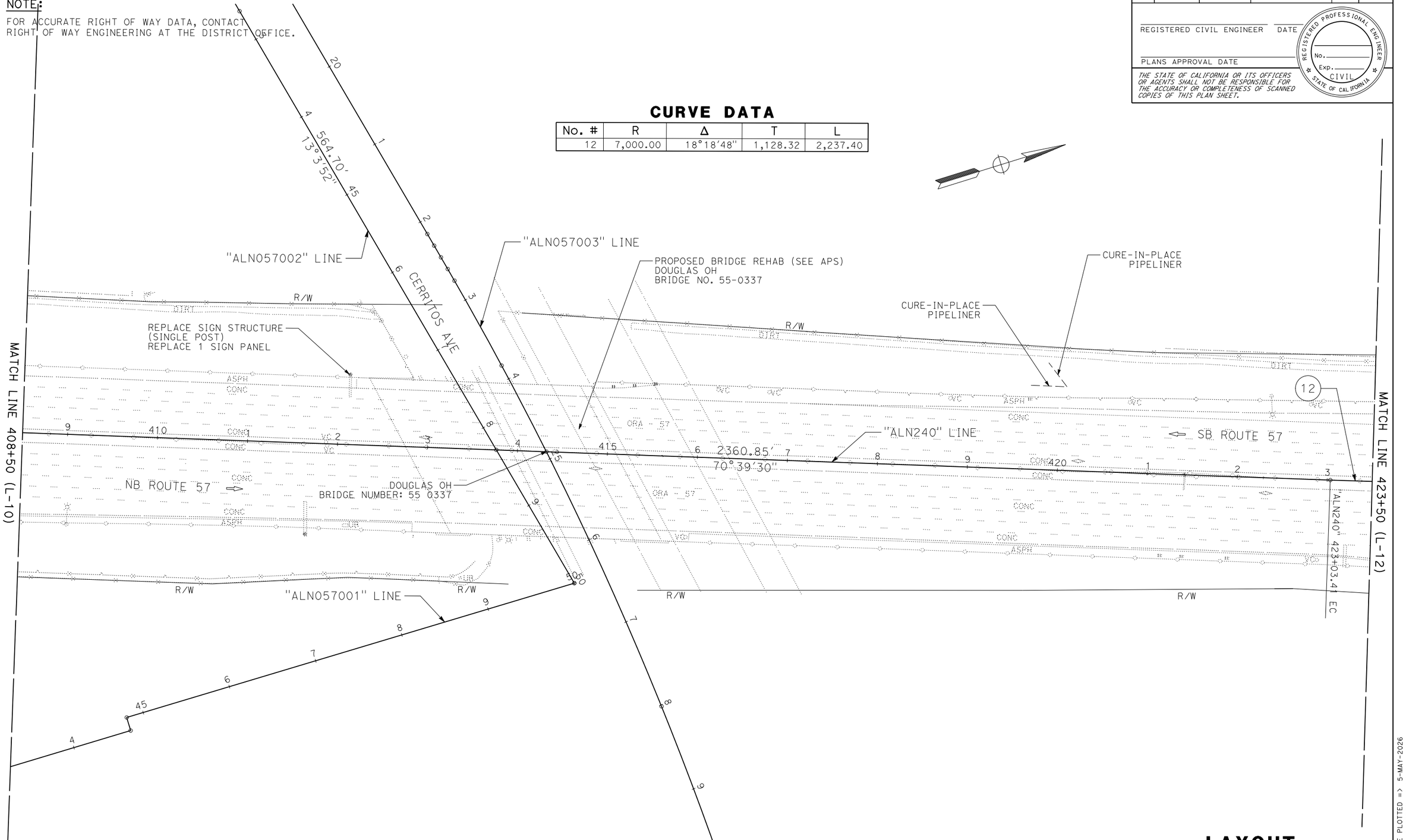
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
12	7,000.00	18°18'48"	1,128.32	2,237.40



LAYOUT

SCALE: 1" = 50'

L-11

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

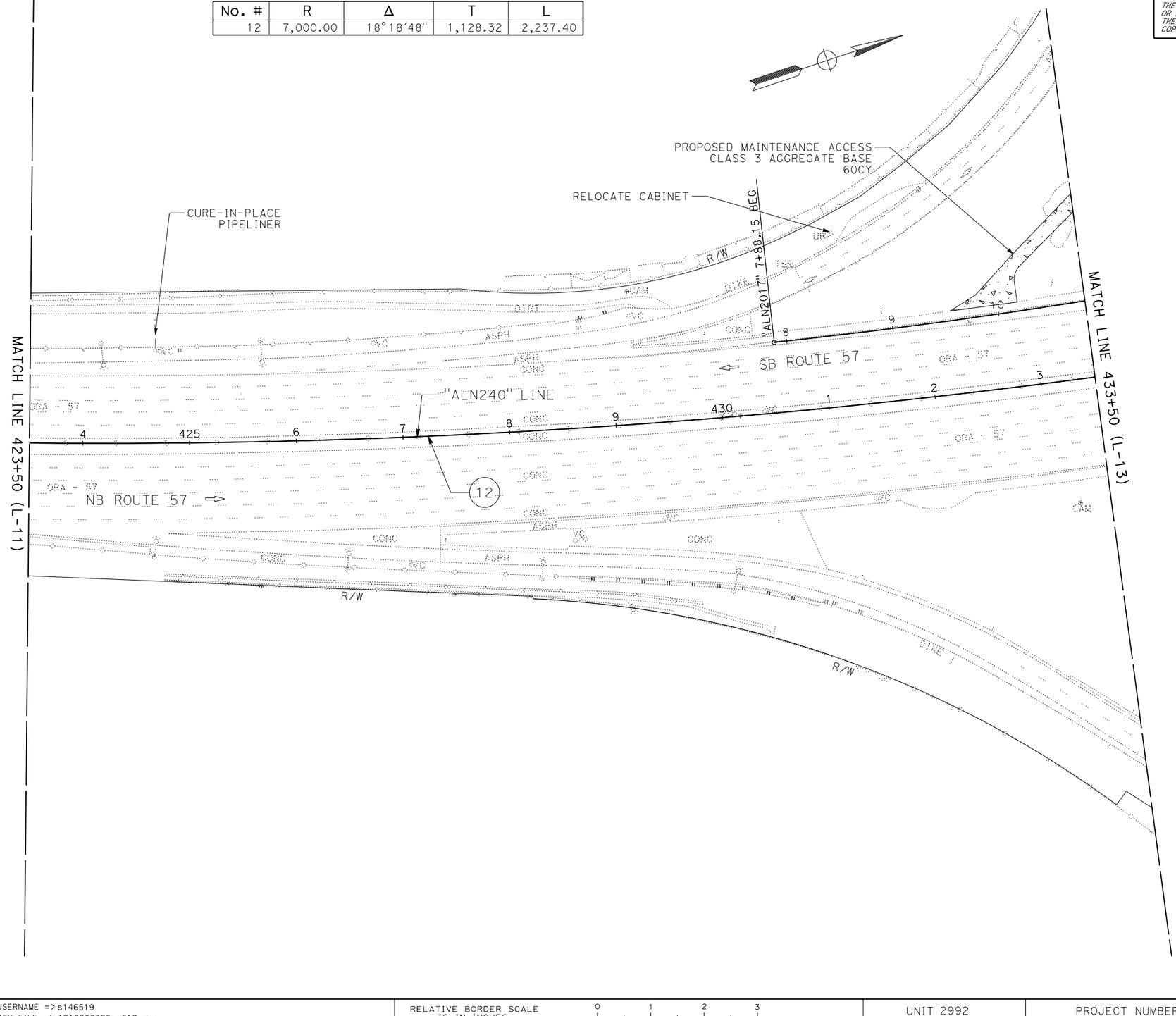
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
12	7,000.00	18°18'48"	1,128.32	2,237.40



LAYOUT

SCALE: 1" = 50'

L-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:28

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

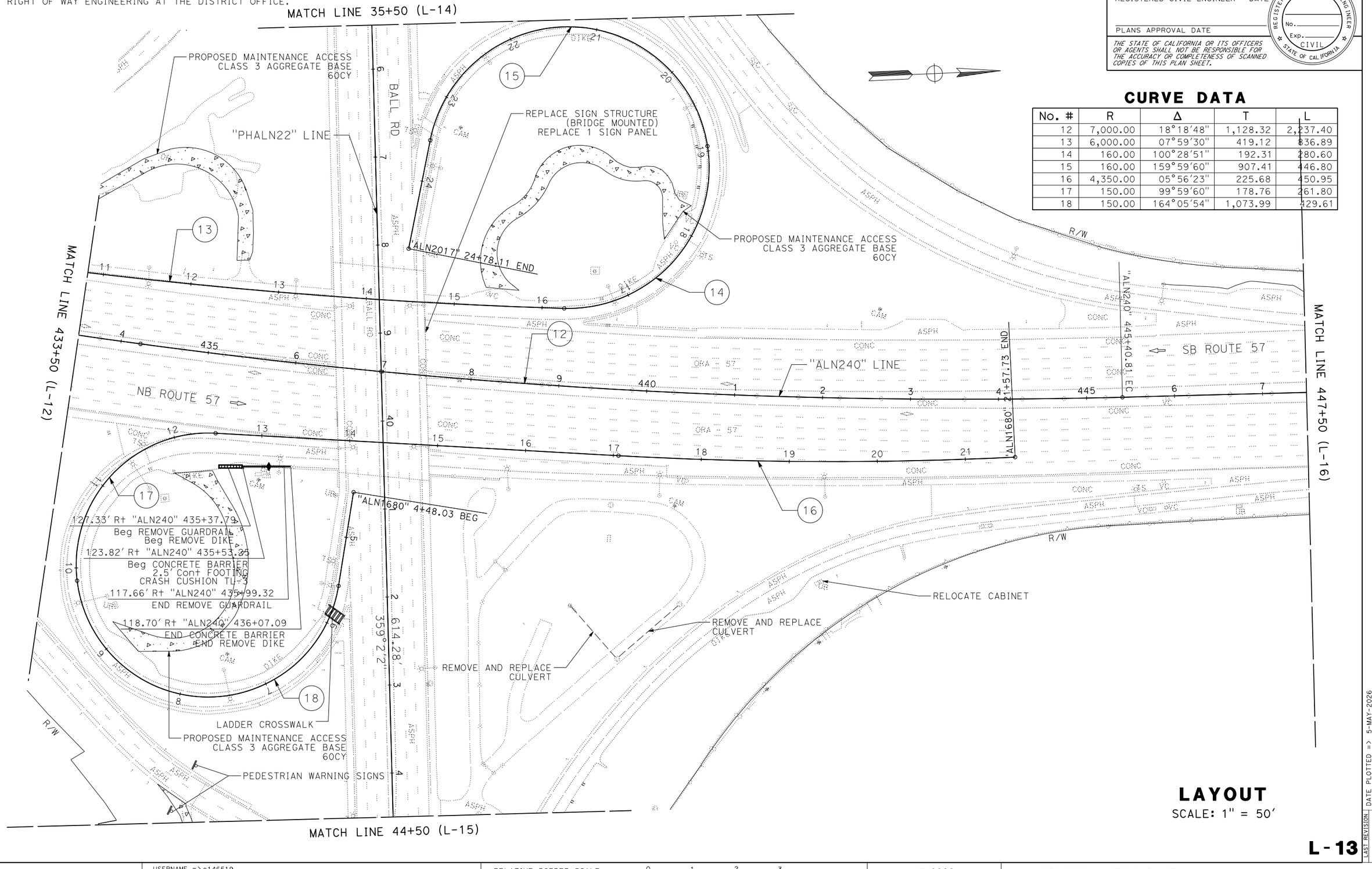
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
12	7,000.00	18°18'48"	1,128.32	2,237.40
13	6,000.00	07°59'30"	419.12	836.89
14	160.00	100°28'51"	192.31	280.60
15	160.00	159°59'60"	907.41	446.80
16	4,350.00	05°56'23"	225.68	450.95
17	150.00	99°59'60"	178.76	261.80
18	150.00	164°05'54"	1,073.99	429.61

LAYOUT

SCALE: 1" = 50'

L-13

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:28

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

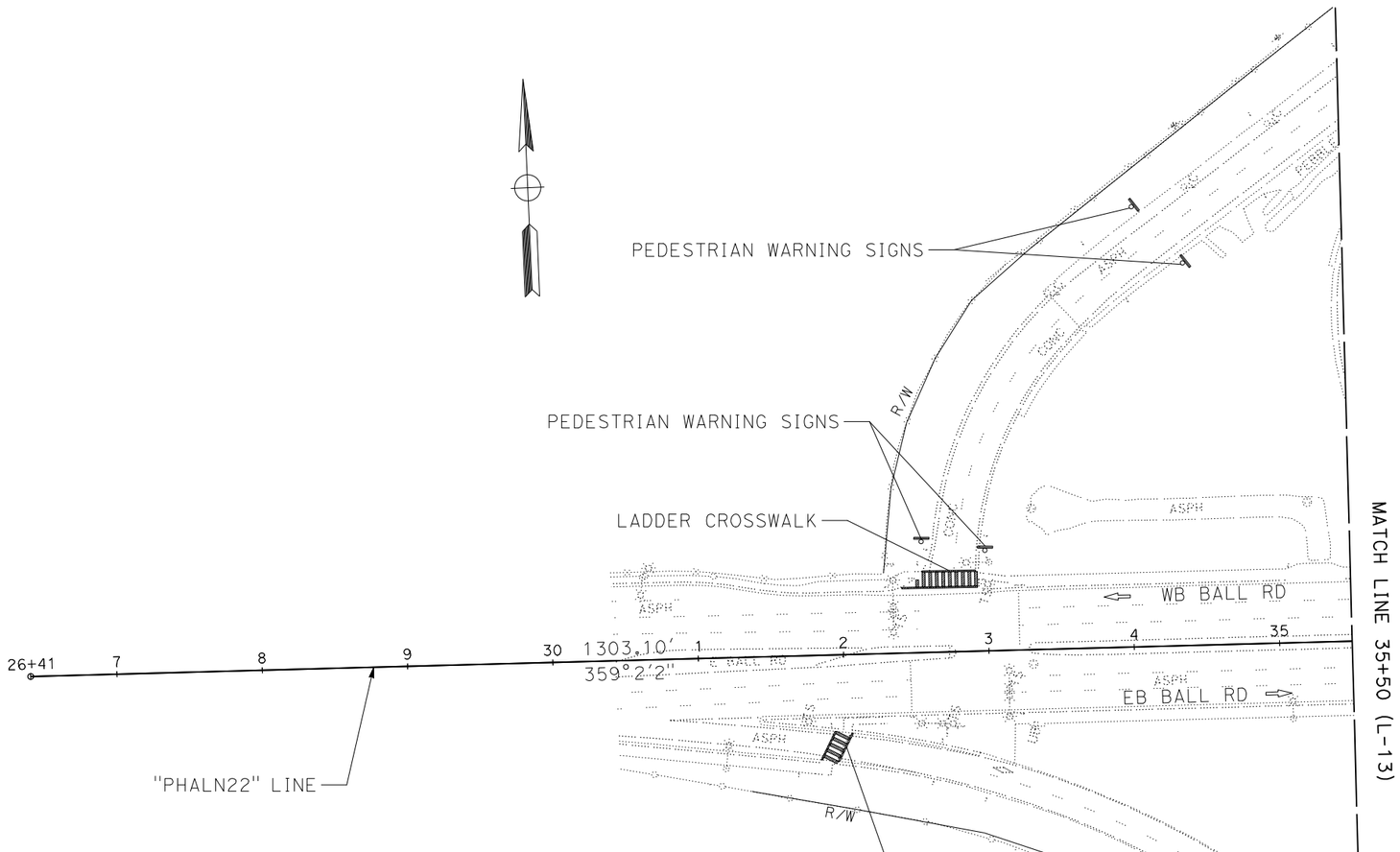
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-14

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CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:29

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea014.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

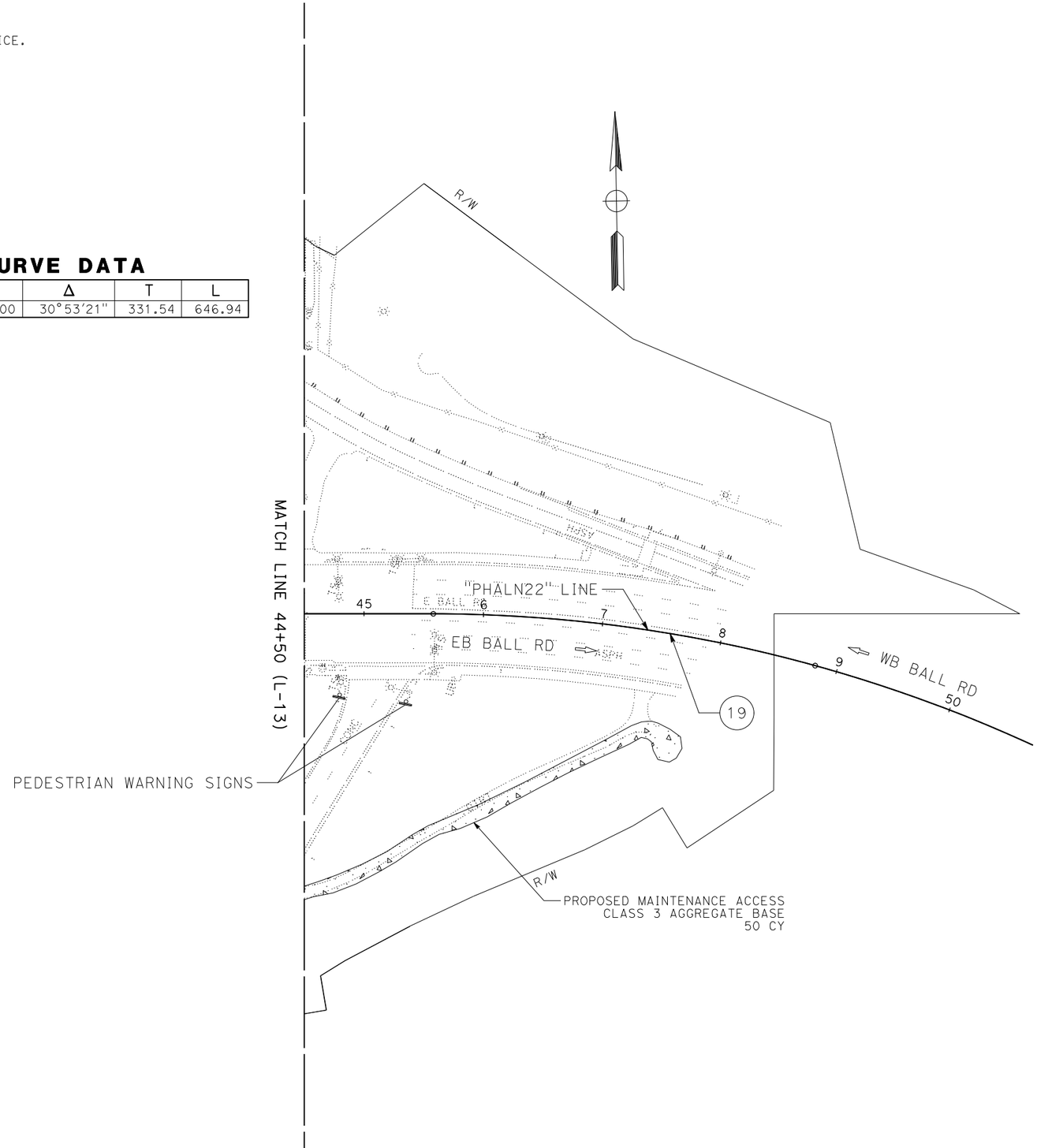
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
19	1,200.00	30°53'21"	331.54	646.94



LAYOUT

SCALE: 1" = 50'

L-15

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:30

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

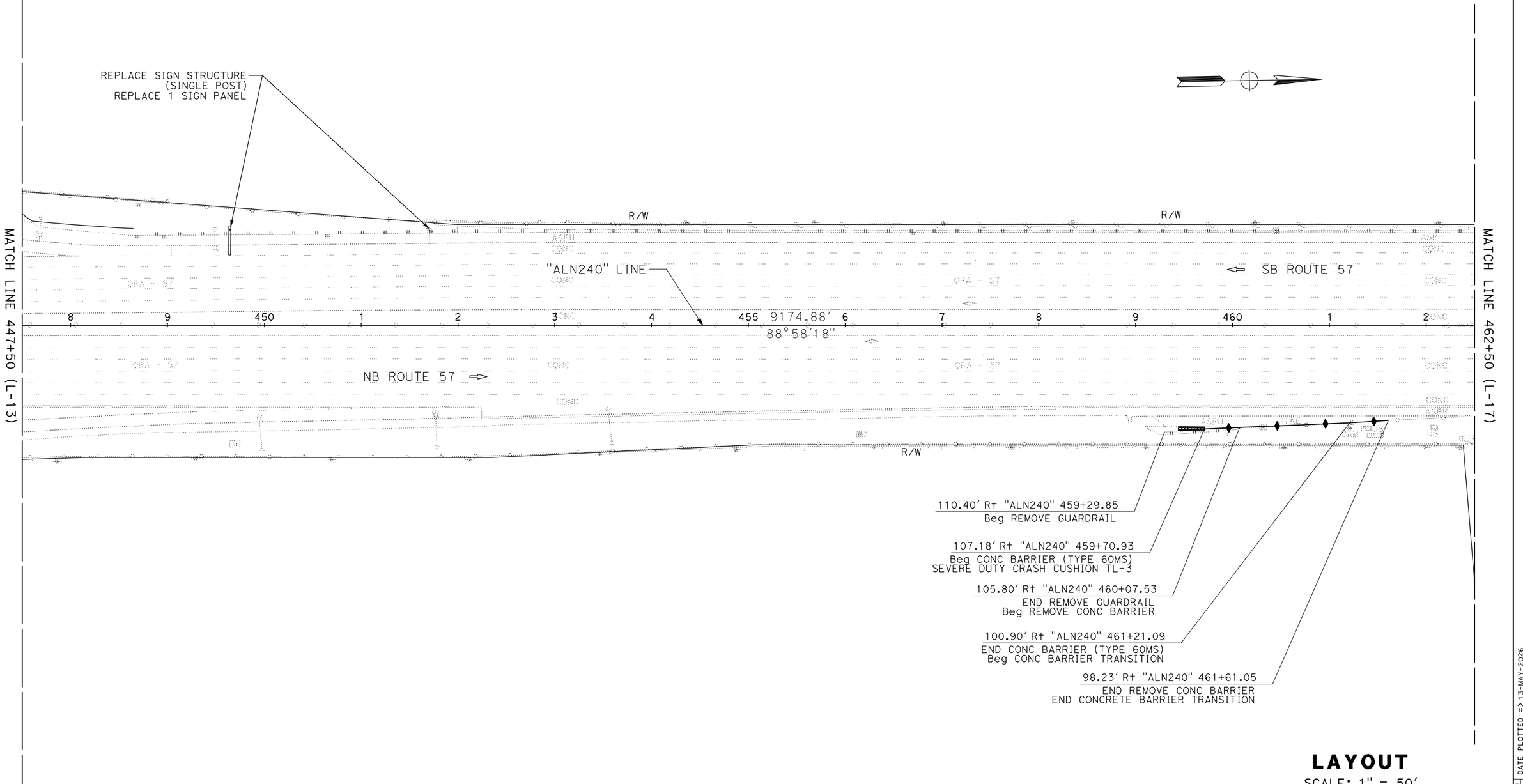
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-16

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CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® **DESIGN A**

LAST REVISION 00-00-00 | DATE PLOTTED => 13-MAY-2026 | TIME PLOTTED => 14:26

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

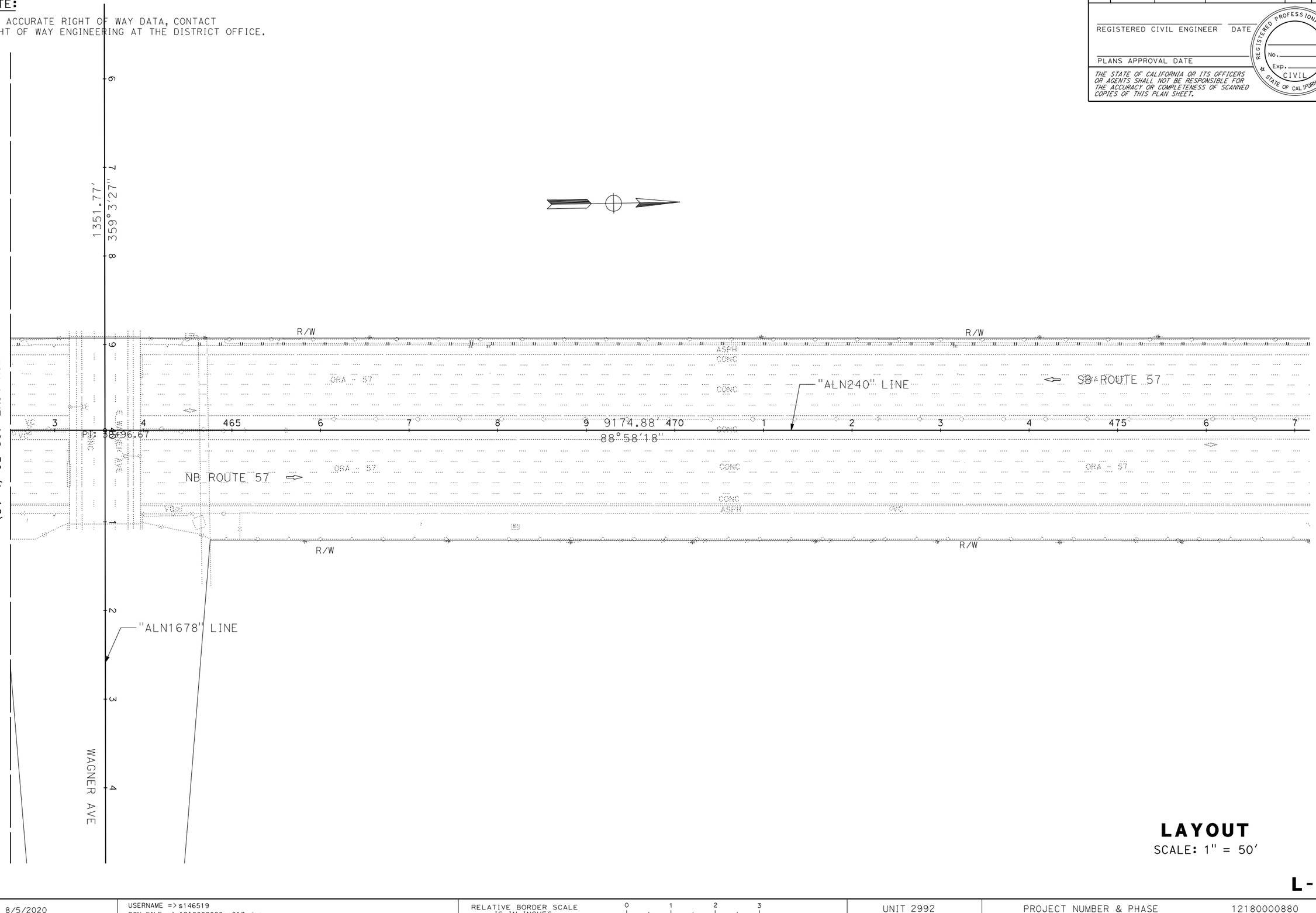
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY
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REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:32

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

REPLACE 1 SIGN PANEL

MATCH LINE 496+50 (L-19)

1353.62'
359°0'10"

9174.88'
88°58'18"

"ALN240" LINE

"ALN446" 72+22.00 BEG

"ALN1679" LINE

SB ROUTE 57

NB ROUTE 57

ORA - 57

SOUTH ST

R/W

CONC

ASPH

102.93' R† "ALN240" 487+05.28
END CONCRETE BARRIER TRANSITION

103.29' R† "ALN240" 486+76.87
END REMOVE GUARDRAIL

104.93' R† "ALN240" 486+50.32
Beg CONCRETE BARRIER TRANSITION
CRASH CUSHION TL-3

106.67' R† "ALN240" 485+74.65
Beg REMOVE GUARDRAIL

LAYOUT
SCALE: 1" = 50'

L-18

REVISED BY	DATE REVISED

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

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LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:32

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea018.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

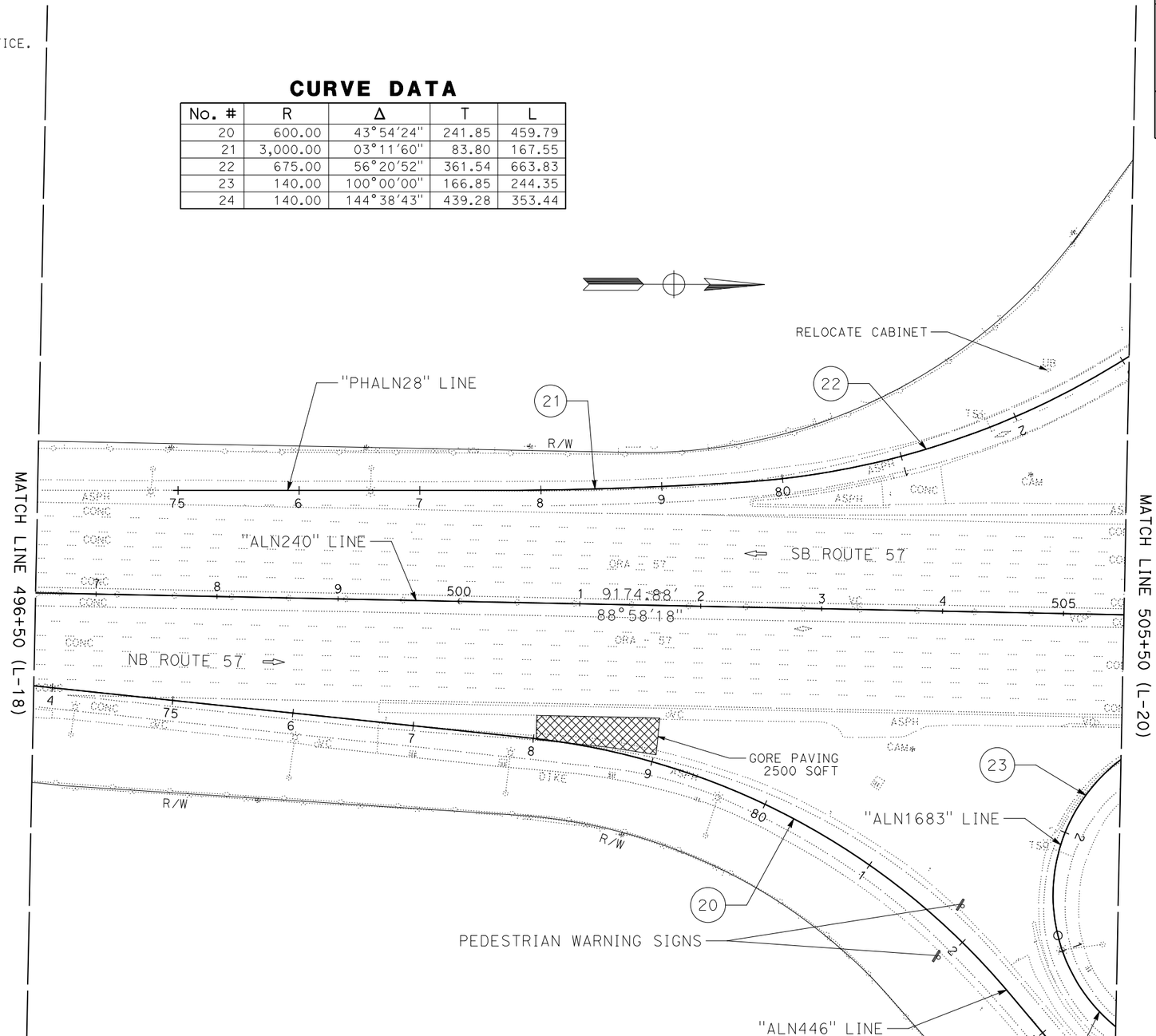
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
20	600.00	43°54′24"	241.85	459.79
21	3,000.00	03°11′60"	83.80	167.55
22	675.00	56°20′52"	361.54	663.83
23	140.00	100°00′00"	166.85	244.35
24	140.00	144°38′43"	439.28	353.44



LAYOUT

SCALE: 1" = 50'

L-19

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DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:32

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea019.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

MATCH LINE 35+50 (L-21)

MATCH LINE 505+50 (L-17)

MATCH LINE 518+50 (L-23)

MATCH LINE 45+50 (L-22)

17.39' Lt "ALN447" 88+48.55
Beg REMOVE GUARDRAIL

22.26' Lt "ALN447" 89+09.91
Beg INSTALL MGS
END ANCHOR ASSEMBLY (TYPE SFT-M)

PEDESTRIAN WARNING SIGNS

16.90' Lt "ALN447" 91+64.47
END INSTALL MGS
IN-LINE TERMINAL TL-3

15.65' Lt "ALN447" 92+93.49
END REMOVE GUARDRAIL

LADDER CROSSWALK

RELOCATE CABINET

REPLACE SIGN STRUCTURE
(BRIDGE MOUNTED)
REPLACE 1 SIGN PANEL

"ALN1682" LINE

"ALN447" LINE

"ALN240" LINE

SB ROUTE 57

NB ROUTE 57

Pt: 510+69.97

91°74.88'
88°58'18"

135.7.38'
348°1'23"

"ALN448" LINE

"ALN1683" LINE

"ALN1684" LINE

122.32' Rt "ALN240" 506+56.66
Beg CONCRETE BARRIER
2.5' Cont FOOTING
CRASH CUSHION TL-3

124.56' Rt "ALN240" 506+64.33
Beg REMOVE GUARDRAIL

115.97' Rt "ALN240" 507+26.42
END REMOVE GUARDRAIL
Beg REMOVE CONCRETE BARRIER/BRIDGE RAIL

115.43' Rt "ALN240" 507+34.77
END REMOVE CONCRETE BARRIER/BRIDGE RAIL

LADDER CROSSWALK

"ALN1683" LINE

GORE PAVING
800 SQFT

116.92' Rt "ALN240" 510+04.58
Beg INSTALL MGS
IN-LINE TERMINAL TL-3

112.21' Rt "ALN240" 512+67.04
END INSTALL MGS
END ANCHOR ASSEMBLY

112.10' Rt "ALN240" 512+44.72
END REMOVE GUARDRAIL

114.15' Rt "ALN240" 511+77.69
Beg REMOVE GUARDRAIL

CLASS 3 AGGREGATE BASE
90 CY

CURVE DATA

No. #	R	Δ	T	L
22	675.00	56°20'52"	361.54	663.83
23	140.00	100°00'00"	166.85	244.35
24	140.00	144°38'43"	439.28	353.44
25	3,000.00	03°46'09"	98.71	197.35
26	150.00	100°00'00"	178.76	261.80
27	150.00	136°52'25"	379.57	358.33
28	3,000.00	02°51'40"	74.92	149.81
29	700.00	66°51'40"	462.10	816.86
30	3,000.00	03°11'11"	83.44	166.84
31	600.00	42°20'48"	232.40	443.45

LAYOUT

SCALE: 1" = 50'

L-20

REVISED BY	DATE REVISED

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LAST REVISION: DATE PLOTTED => 5-MAY-2026 TIME PLOTTED => 18:33 — 00-00-00

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 DGN FILE => 1218000088ea020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

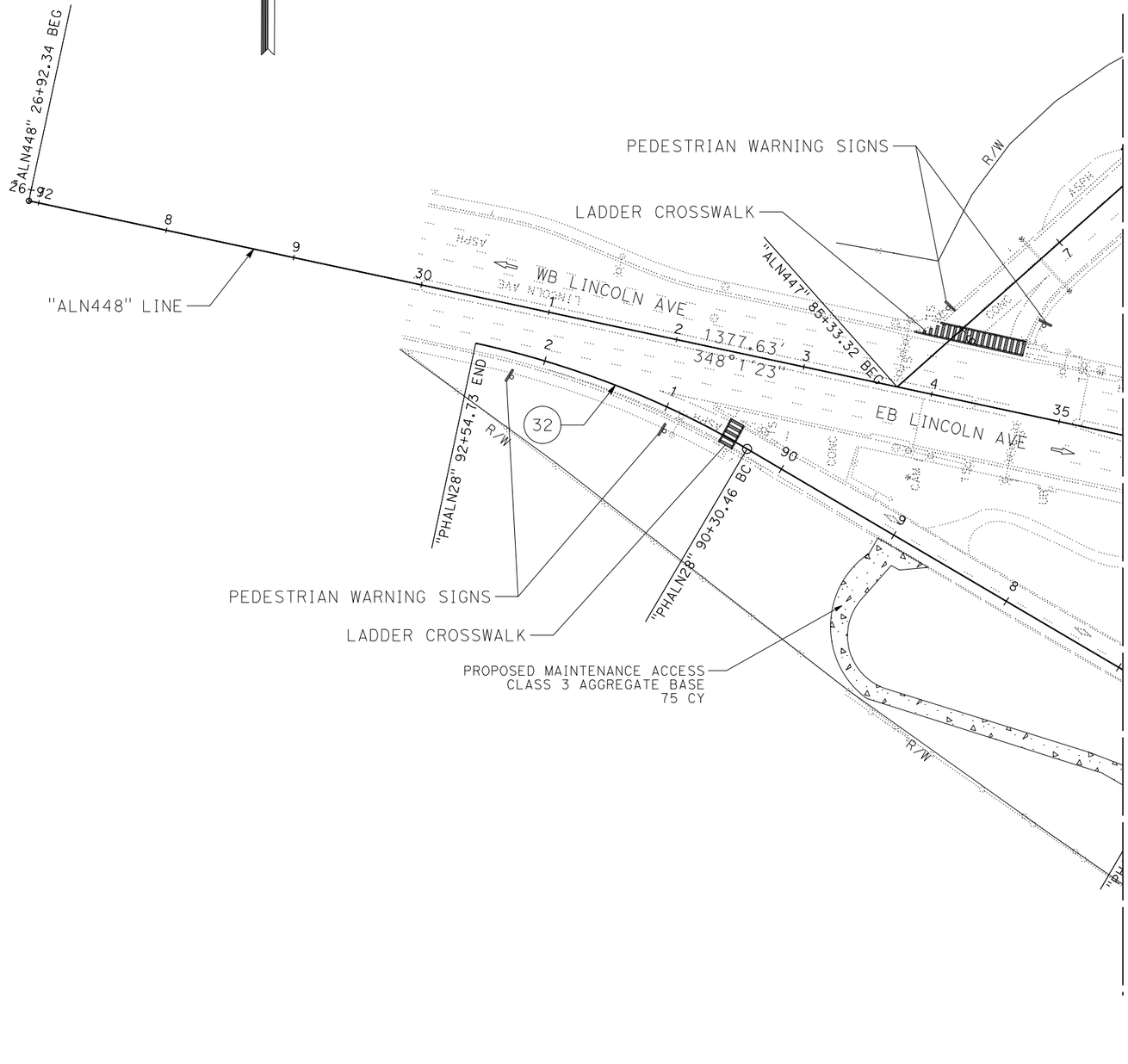
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
32	675.00	56°20'52"	361.54	663.83

LAYOUT

SCALE: 1" = 50'

L-21

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION DATE PLOTTED => 5-MAY-2026
00-00-00 TIME PLOTTED => 18:34

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea021.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

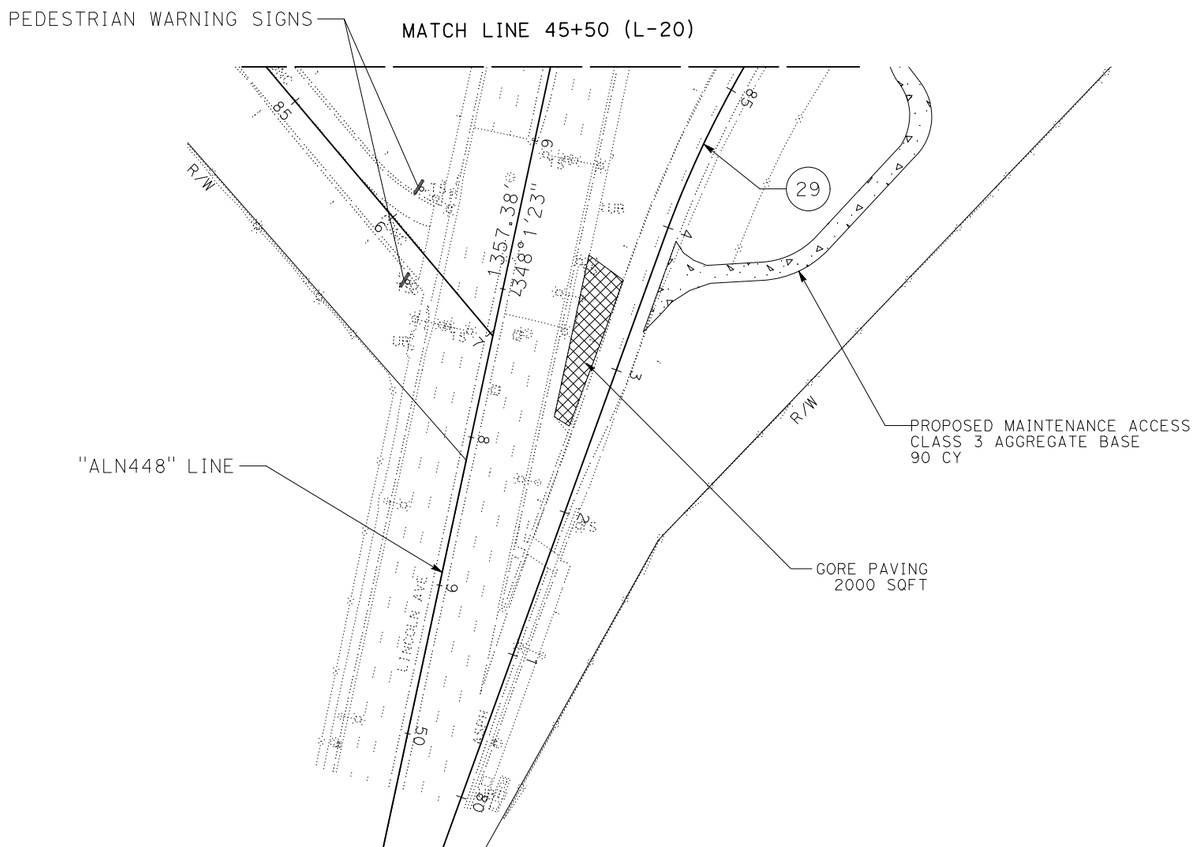
PLANS APPROVAL DATE

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

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NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
29	700.00	66°51'40"	462.10	816.86

LAYOUT

SCALE: 1" = 50'

L-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
DESIGN A	JOSEPH LEE				

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:34

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea022.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

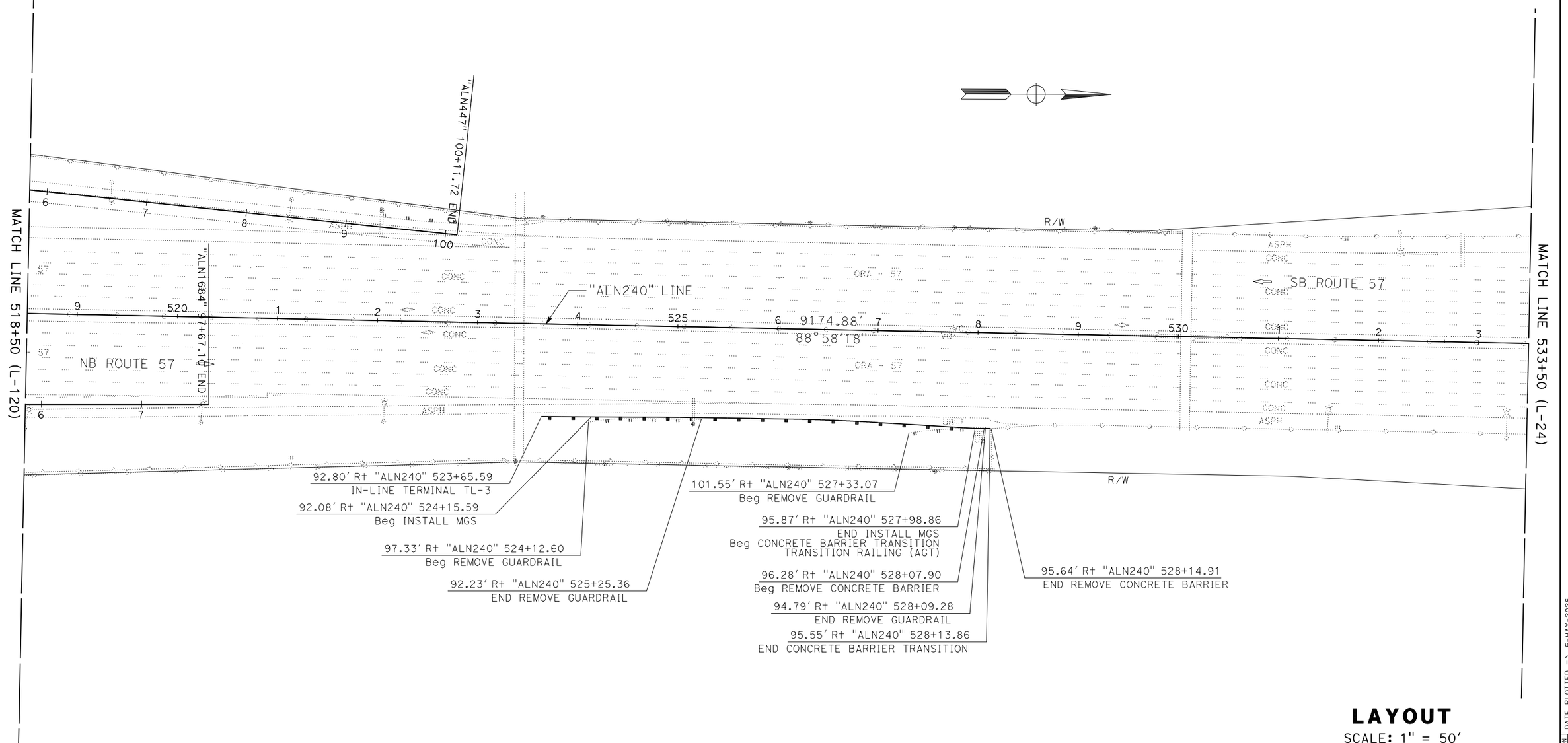
PLANS APPROVAL DATE

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

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NOTE:

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LAYOUT

SCALE: 1" = 50'

L-23

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea023.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
33	15,000.00	03°22'23"	441.65	883.05
34	3,012.00	02°53'07"	75.85	151.68
35	588.00	131°04'29"	1,292.48	1,345.16
36	3,012.00	05°17'33"	139.21	278.22
37	612.00	72°05'17"	445.36	770.00
38	5,000.00	13°26'55"	589.52	1,173.62

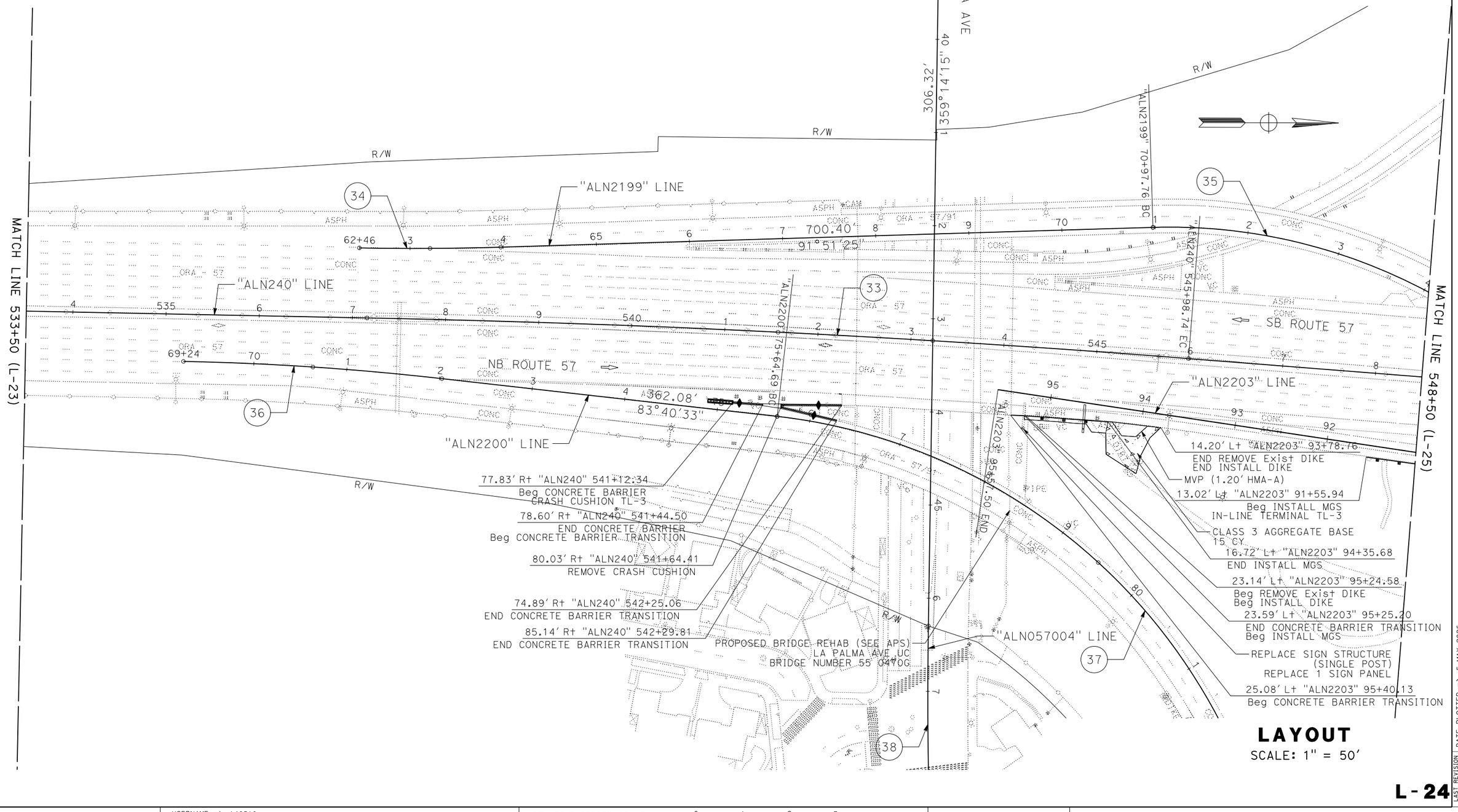
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE: 1" = 50'

L-24

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DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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MATCH LINE 548+50 (L-24)

MATCH LINE 563+50 (L-26)

73.75' Lt "ALN240" 549+47.03
Beg CONCRETE BARRIER
Beg REMOVE GUARDRAIL

74.77' Lt "ALN240" 550+30.11
END REMOVE GUARDRAIL

73.17' Rt "ALN240" 550+87.58
END CONCRETE BARRIER

PROPOSED BRIDGE REHAB (SEE APS)
ROUTE 57/91 SEPARATION
BRIDGE NUMBER: 55 0446

NB ROUTE 57

"ALN091000" LINE

WB ROUTE 91

NB ROUTE 57 TO WB ROUTE 91

EB ROUTE 91 TO SB ROUTE 57

EB ROUTE 91

1416.74

330°39'46"

385

SB ROUTE 57 TO EB ROUTE 91

EB ROUTE 91 TO NB ROUTE 57

"ALN240" LINE

1343.01'

85°35'55"

SB ROUTE 57

SB ROUTE 57 TO WB ROUTE 91

75.38' Rt "ALN240" 550+50.39
END CONCRETE BARRIER TRANSITION
REMOVE Exist CRASH CUSHION

79.03' Rt "ALN240" 550+50.39
END CONCRETE BARRIER TRANSITION

"ALN2203" LINE

"ALN2199" LINE

9.95' Lt "ALN2203" 89+15.96
END ANCHOR BLOCK

10.13' Lt "ALN2203" 89+22.30
END REMOVE GUARDRAIL

6.00' Rt "ALN2199" 81+04.36
Beg ANCHOR BLOCK TRANSITION
Beg REMOVE GUARDRAIL

29.65' Lt "ALN2199" 81+02.52
Beg ANCHOR BLOCK TRANSITION
Beg REMOVE GUARDRAIL

CURE-IN-PLACE PIPELINER

R/W

10.37' Lt "ALN2203" 89+30.96
END INSTALL MGS
Beg ANCHOR BLOCK
TRANSITION RAILING (AGT)

75.41' Rt "ALN240" 550+13.20
END CONCRETE BARRIER
Beg CONCRETE BARRIER TRANSITION

72.08' Rt "ALN240" 549+50.29
Beg CONCRETE BARRIER
CRASH CUSHION TL-3

11.89' Lt "ALN2203" 90+47.78
Beg REMOVE GUARDRAIL

29.52' Lt "ALN2199" 81+16.93
END ANCHOR BLOCK
Beg CONCRETE BARRIER (TYPE 60M)

6.37' Rt "ALN2199" 81+15.41
END ANCHOR BLOCK
Beg CONCRETE BARRIER (TYPE 60M)

7.32' Rt "ALN2199" 81+52.54
END REMOVE GUARDRAIL

WB ROUTE 91 TO NB ROUTE 57

6.37' Rt "ALN2199" 82+37.30
END CONCRETE BARRIER (TYPE 60M)
CRASH CUSHION TL-3

30.79' Lt "ALN2199" 83+55.42
END CONCRETE BARRIER (TYPE 60M)
CRASH CUSHION TL-3

34.30' Lt "ALN2199" 83+65.44
END REMOVE GUARDRAIL

CURVE DATA

No. #	R	Δ	T	L
38	588.00	131°04'29"	1,292.48	1,345.16
39	137.01	55°40'33"	72.36	133.14
40	143.00	179°00'16"	16,460.93	446.76
41	144.00	52°53'17"	71.62	132.92

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LAYOUT

SCALE: 1" = 50'

L-25

REVISED BY | DATE REVISED

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea025.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.

"ALN103" LINE

113.12' Lt "ALN240" 564+63.42
Beg CONCRETE BARRIER

105.13' Lt "ALN240" 564+63.11
Beg CONCRETE BARRIER

110.75' Lt "ALN240" 564+71.09
Beg REMOVE CONCRETE BARRIER/BRIDGE RAIL

107.50' Lt "ALN240" 565+32.77
END REMOVE CONCRETE BARRIER/BRIDGE RAIL
REMOVE CRASH CUSHION

106.61' Lt "ALN240" 565+81.31
END CONCRETE BARRIER
Beg CONCRETE BARRIER TRANSITION

106.27' Lt "ALN240" 566+42.04
END CONCRETE BARRIER TRANSITION
CRASH CUSHION TL-3

PROPOSED BRIDGE REHAB (SEE APS)
MIRALOMA AVE OC
BRIDGE NUMBER: 55 0855

MIRALOMA AVE

E PARK Ln

ANAHEIM

PLACENTIA

MATCH LINE 563+50 (L-25)

MATCH LINE 577+50 (L-27)

SB ROUTE 57

NB ROUTE 57

"ALN240" LINE

REPLACE 1" SIGN PANEL

R/W

DIKE

ASPH

CONC

ORA - 57

ORA - 57/91

ORA - 57/91 NOV

340 846.67 16°47'36"

345 846.67 16°47'36"

42

43

565 570 575

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
42	5,000.00	20°21'10"	897.51	1,776.11
43	2,400.00	36°49'43"	799.04	1,542.67

LAYOUT

SCALE: 1" = 50'

L-26

REVISED BY	DATE REVISED

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DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea026.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

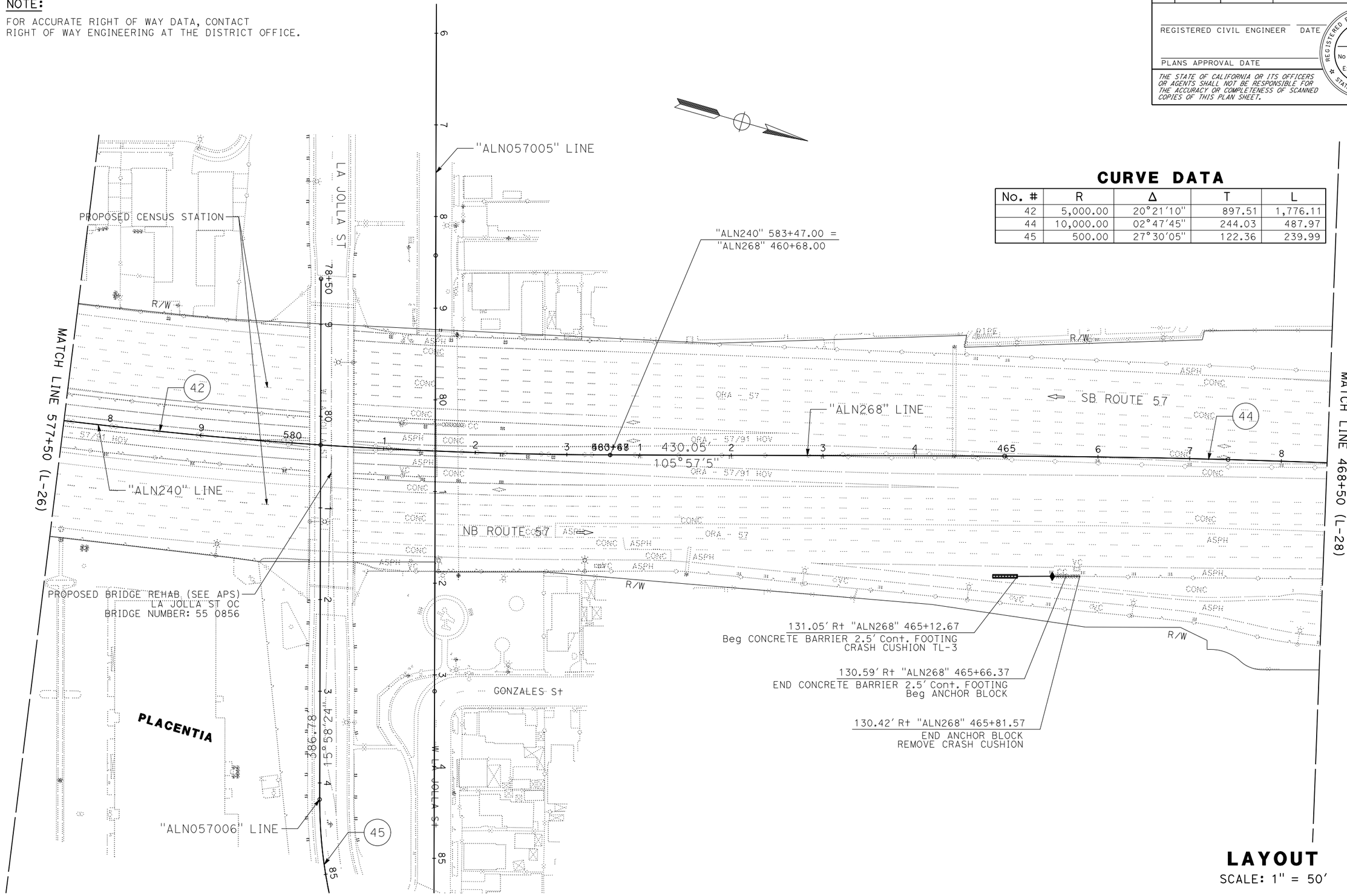
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
42	5,000.00	20°21′10"	897.51	1,776.11
44	10,000.00	02°47′45"	244.03	487.97
45	500.00	27°30′05"	122.36	239.99



LAYOUT

SCALE: 1" = 50′

L-27

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea027.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

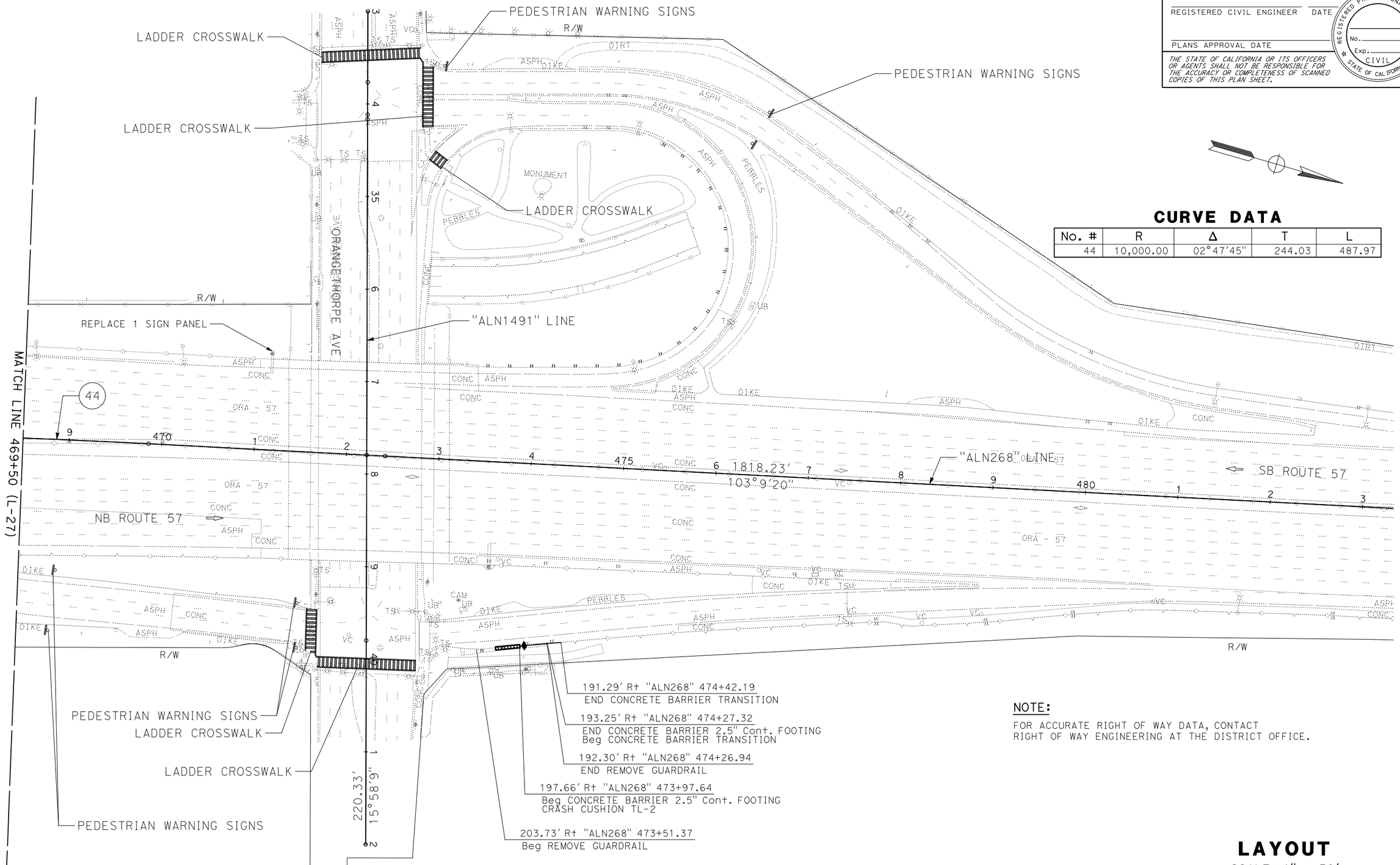
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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CURVE DATA

No. #	R	Δ	T	L
44	10,000.00	02°47'45"	244.03	487.97

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LAYOUT

SCALE: 1" = 50'

L-28

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:37

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea028.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

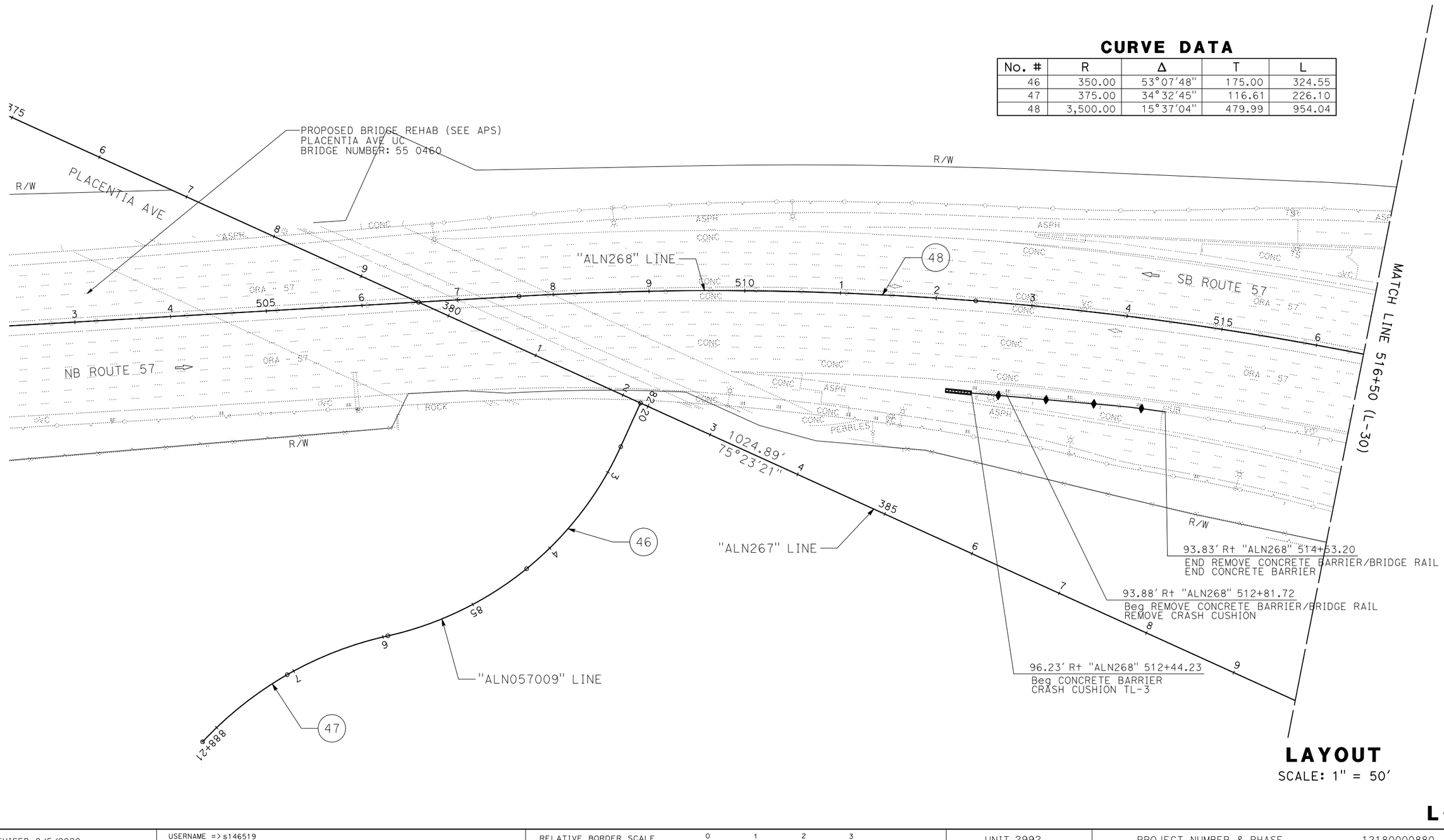
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
46	350.00	53°07'48"	175.00	324.55
47	375.00	34°32'45"	116.61	226.10
48	3,500.00	15°37'04"	479.99	954.04



LAYOUT
SCALE: 1" = 50'

L - 29

REVISED BY | DATE REVISED
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FUNCTIONAL SUPERVISOR: JOSEPH LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:37

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea029.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

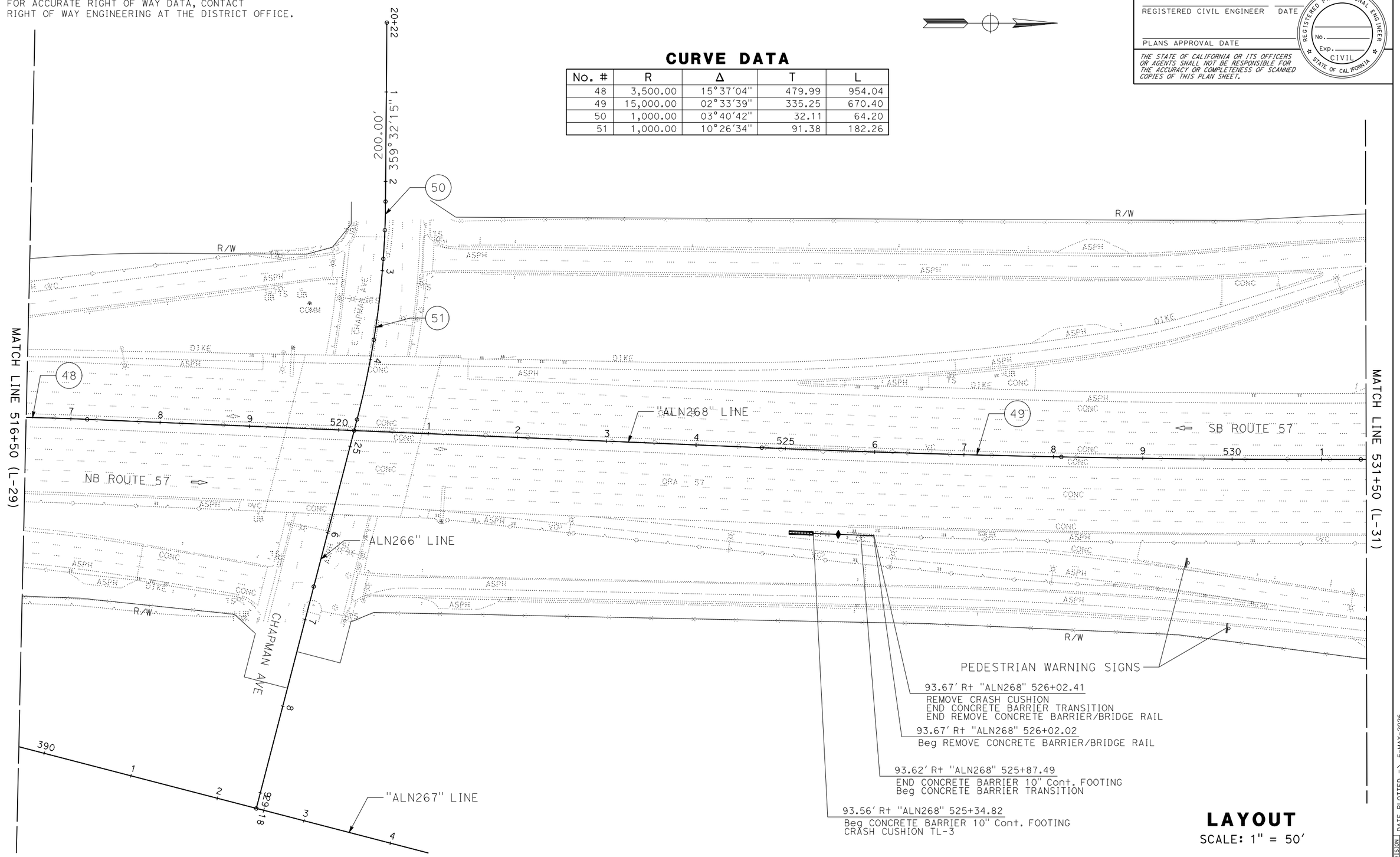
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
48	3,500.00	15°37'04"	479.99	954.04
49	15,000.00	02°33'39"	335.25	670.40
50	1,000.00	03°40'42"	32.11	64.20
51	1,000.00	10°26'34"	91.38	182.26



LAYOUT

SCALE: 1" = 50'

L-30

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:37

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea030.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

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CURVE DATA

No. #	R	Δ	T	L
52	1,200.00	04°15'03"	44.54	89.03
53	1,200.00	09°06'43"	95.62	190.84

MATCH LINE 531+50 (L-30)

MATCH LINE 546+50 (L-32)

74.62' Lt "ALN268" 533+07.57
Beg INSTALL MGS
Beg REMOVE EXIST DIKE
Beg INSTALL DIKE

74.59' Lt "ALN268" 533+45.07
Beg ANCHOR BLOCK
END INSTALL MGS
END REMOVE Exist DIKE
END INSTALL DIKE

74.70' Lt "ALN268" 533+60.08
END ANCHOR BLOCK

LADDER CROSSWALK

PEDESTRIAN WARNING SIGNS

ROADWAY EXCAVATION
6 CY

REPLACE SIGN STRUCTURE
(SINGLE POST)
REPLACE 1 SIGN PANEL

"ALN1333" LINE

"ALN268" LINE

403.65'
359°21'33" 8
110
1
2
535
3
4
6
7
8
9
4278.20'
540
90°5'55"
1
2
3
4
545
6

NB ROUTE 57

SB ROUTE 57

95.33' Lt "ALN268" 544+88.93
END INSTALL MGS
IN-LINE TERMINAL TL-3

INSTALL SIGN STRUCTURE
(SINGLE POST)
INSTALL 1 SIGN PANEL

REMOVE SIGN STRUCTURE
(SINGLE POST)

97.74' Lt "ALN268" 543+51.48
Beg INSTALL MGS
END ANCHOR ASSEMBLY

92.64' Lt "ALN268" 545+38.73
Beg REMOVE GUARDRAIL

PEDESTRIAN WARNING SIGNS

PEDESTRIAN WARNING SIGNS

52

53

LADDER CROSSWALK

NUTWOOD AVE

115
6
116+55

165.46' Rt "ALN268" 539+48.38
END REMOVE GUARDRAIL

165.87' Rt "ALN268" 539+45.97
END CONCRETE BARRIER TRANSITION
TRANSITION RAILING (AGT)

167.71' Rt "ALN268" 539+31.08
END INSTALL MGS
Beg CONCRETE BARRIER TRANSITION

188.86' Rt "ALN268" 537+82.55
Beg INSTALL MGS
IN-LINE TERMINAL TL-3

200.29' Rt "ALN268" 537+37.37
Beg REMOVE GUARDRAIL

LAYOUT
SCALE: 1" = 50'

L-31

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea031.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

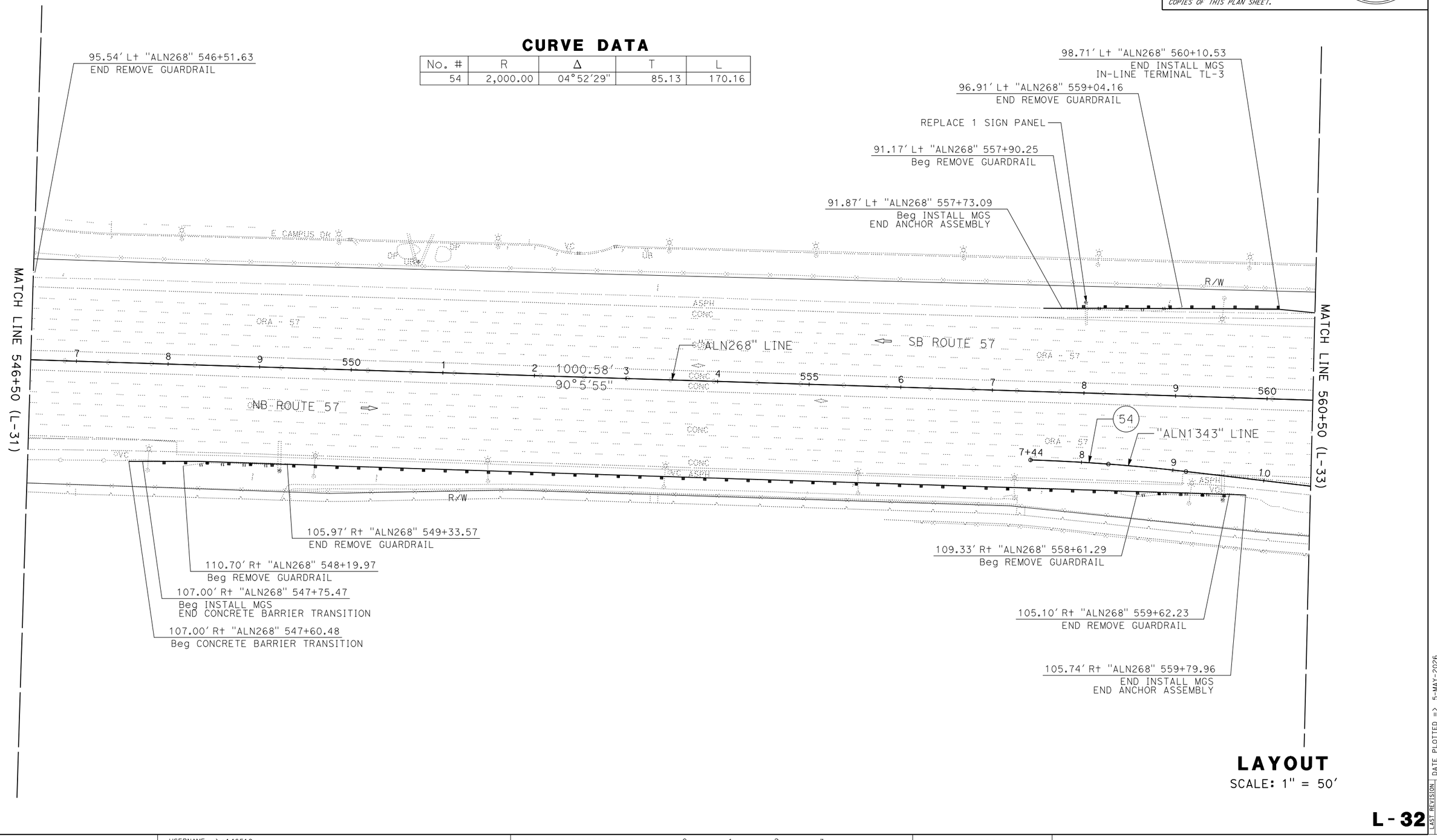
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CURVE DATA

No. #	R	Δ	T	L
54	2,000.00	04°52'29"	85.13	170.16



LAYOUT

SCALE: 1" = 50'

L-32

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea032.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

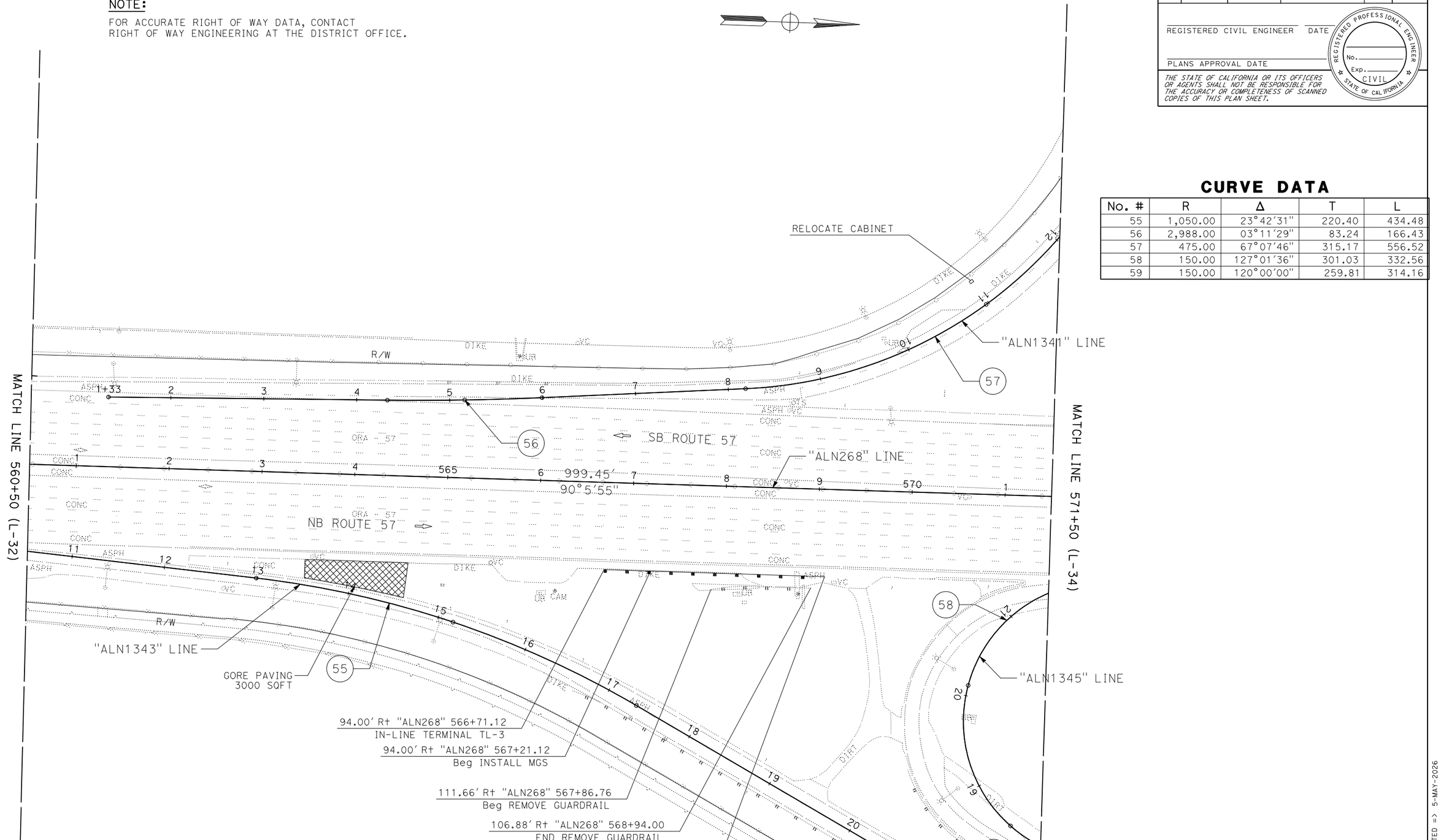
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
55	1,050.00	23°42′31"	220.40	434.48
56	2,988.00	03°11′29"	83.24	166.43
57	475.00	67°07′46"	315.17	556.52
58	150.00	127°01′36"	301.03	332.56
59	150.00	120°00′00"	259.81	314.16



LAYOUT
SCALE: 1" = 50'

L-33

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea033.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

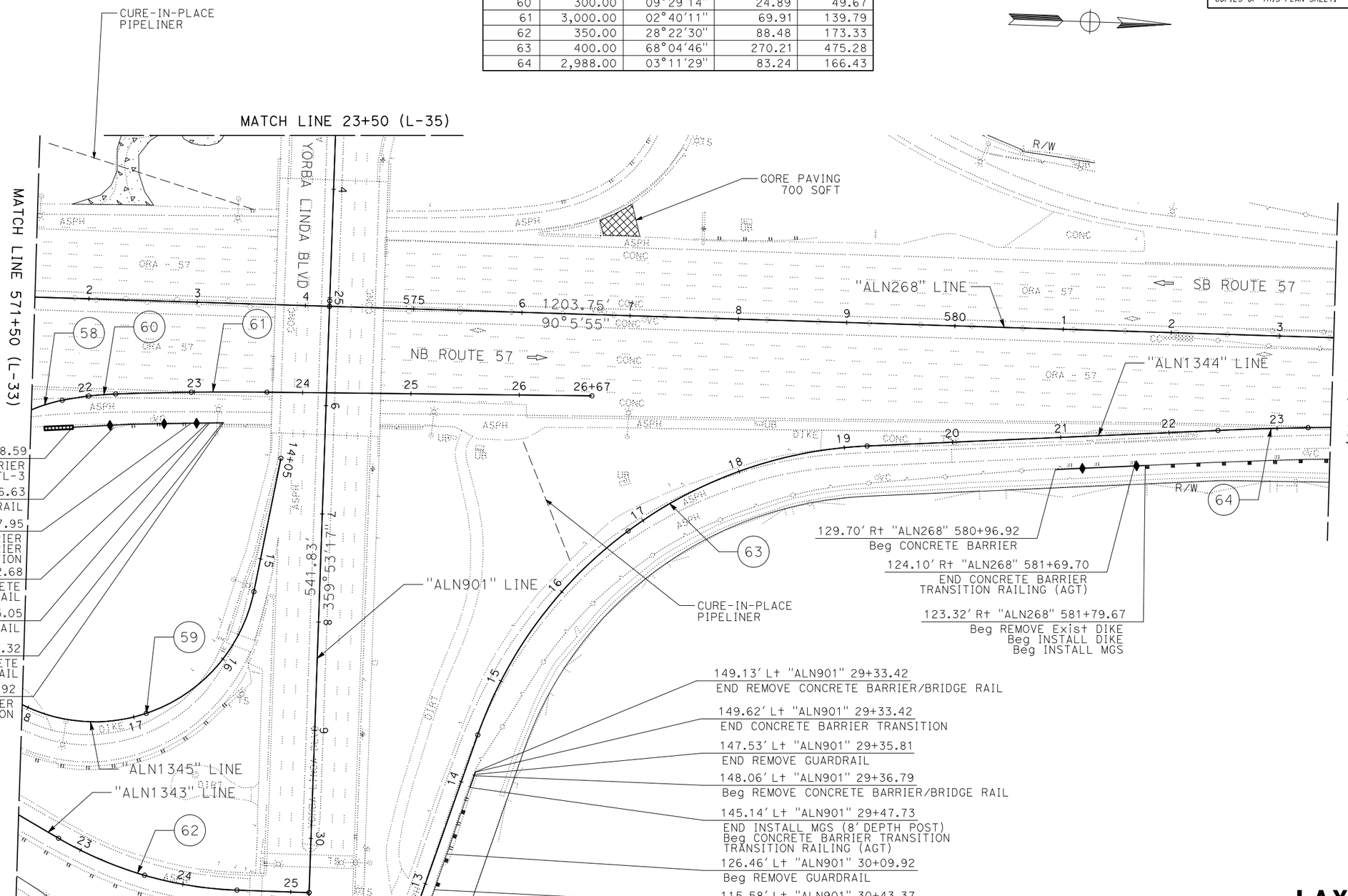
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CURVE DATA

No. #	R	Δ	T	L
58	150.00	127°01'36"	301.03	332.56
59	150.00	120°00'00"	259.81	314.16
60	300.00	09°29'14"	24.89	49.67
61	3,000.00	02°40'11"	69.91	139.79
62	350.00	28°22'30"	88.48	173.33
63	400.00	68°04'46"	270.21	475.28
64	2,988.00	03°11'29"	83.24	166.43



LAYOUT

SCALE: 1" = 50'

L-34

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea034.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

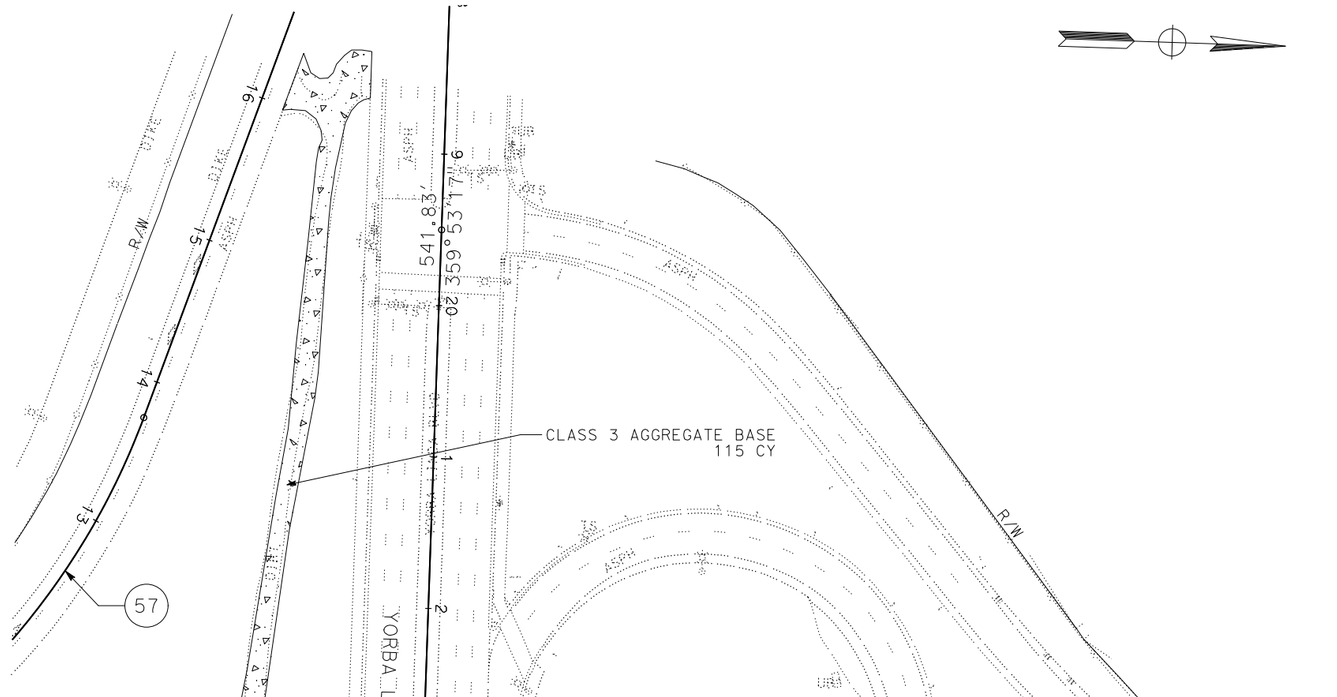
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
57	475.00	67°07'46"	315.17	556.52



LAYOUT

SCALE: 1" = 50'

L - 35

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea035.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

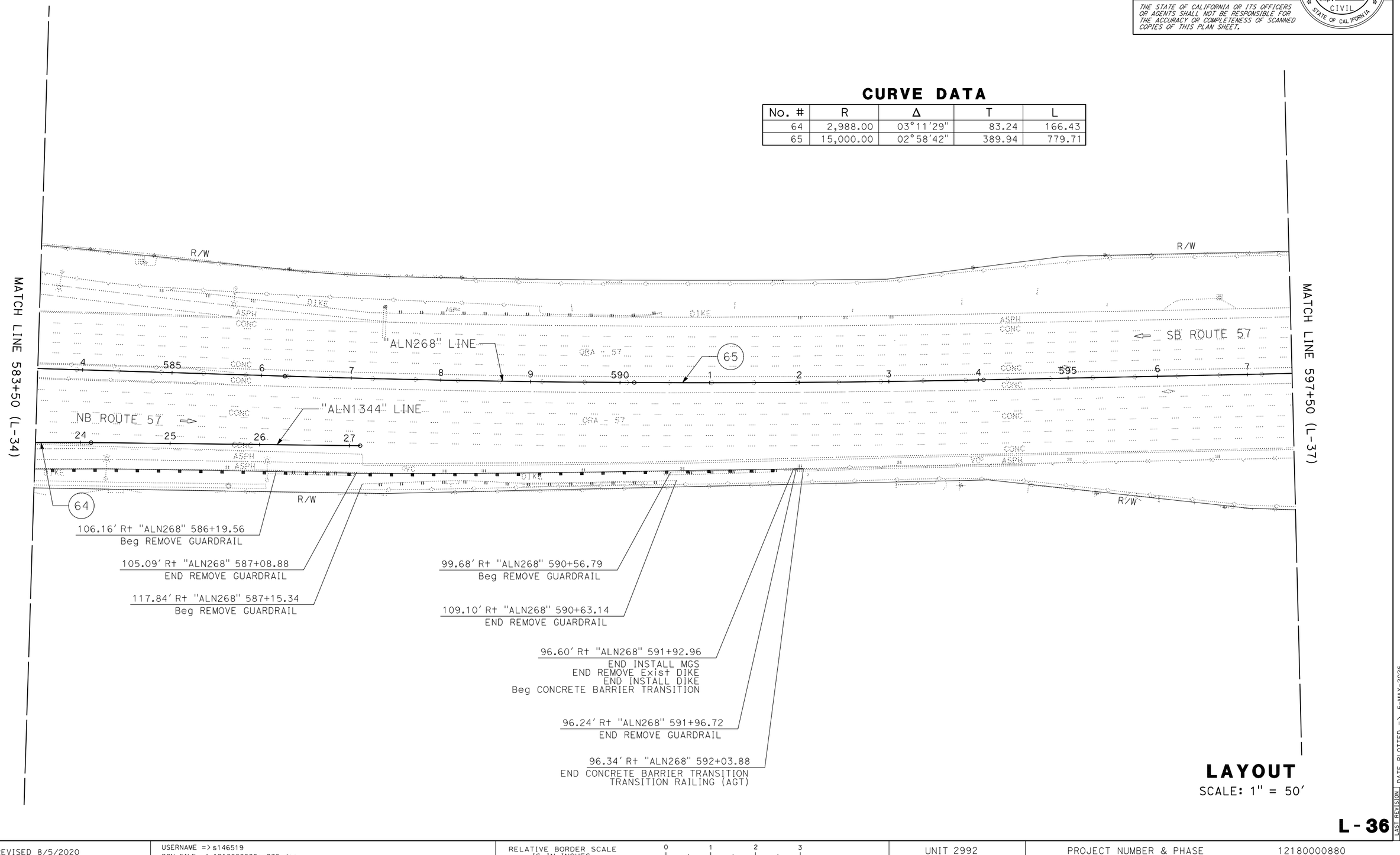
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
64	2,988.00	03°11'29"	83.24	166.43
65	15,000.00	02°58'42"	389.94	779.71



LAYOUT
SCALE: 1" = 50'

L - 36

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:39

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea036.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

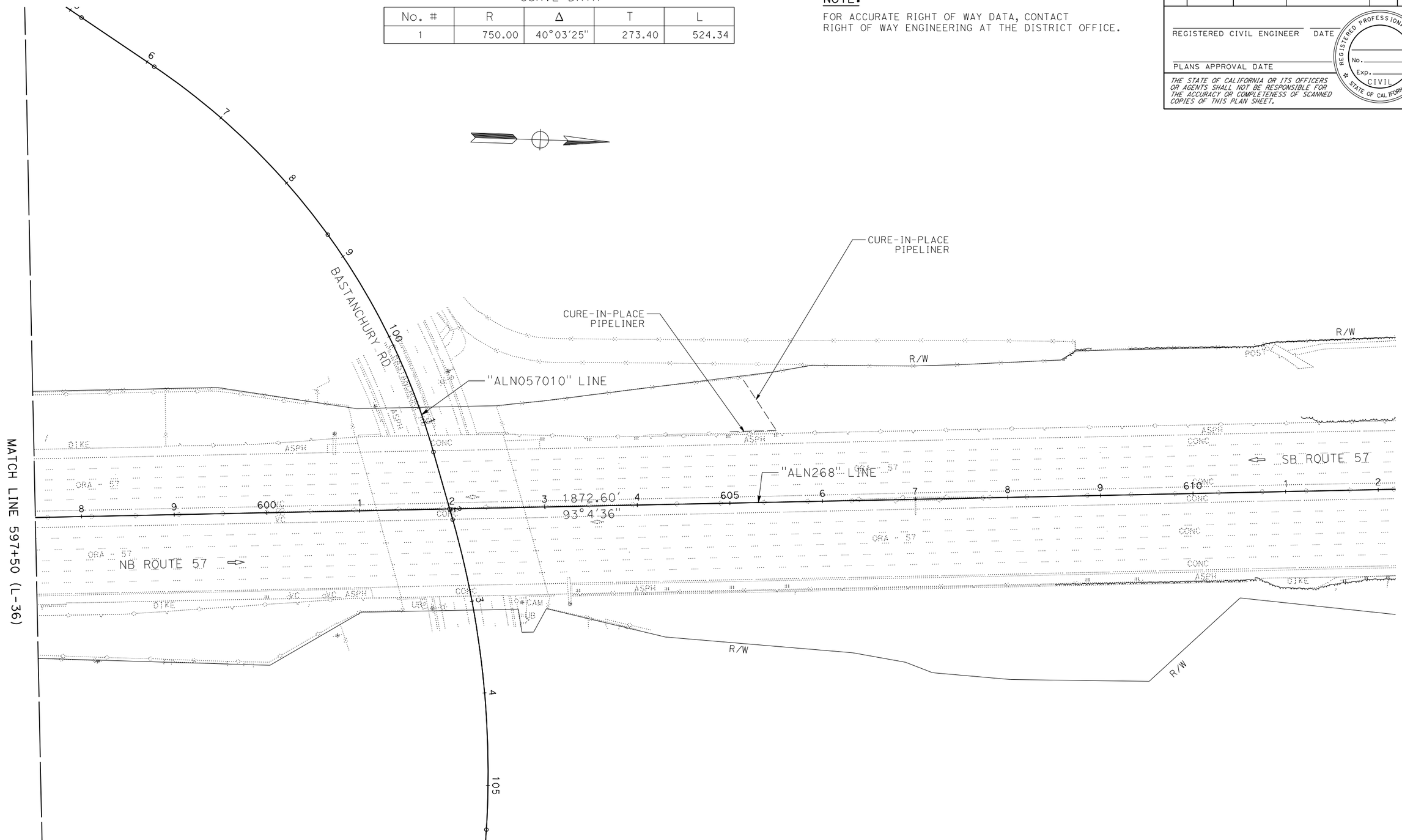
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
1	750.00	40°03'25"	273.40	524.34



LAYOUT

SCALE: 1" = 50'

L - 37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

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REVISED BY	DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea037.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

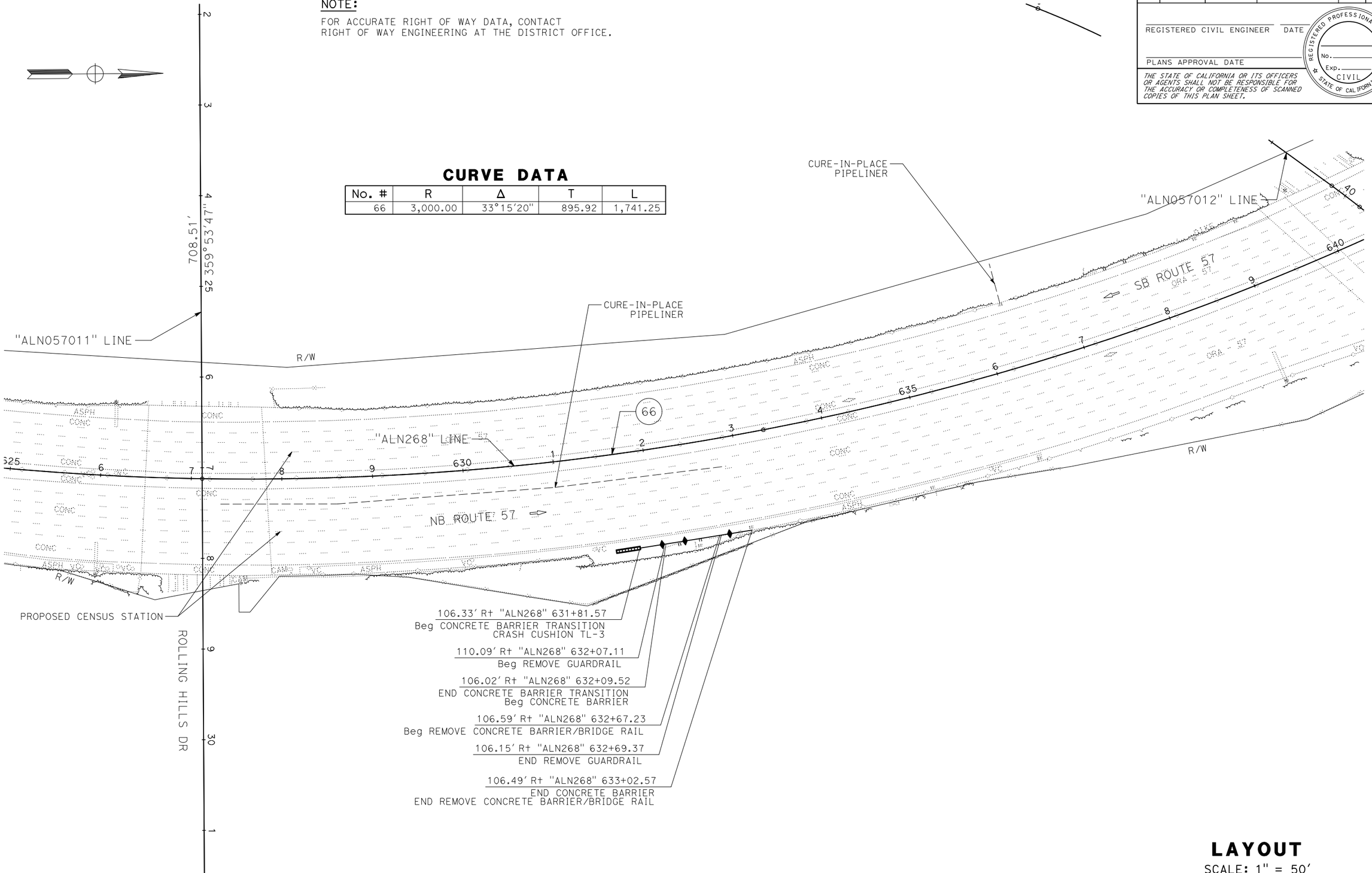
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NOTE:

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CURVE DATA

No. #	R	Δ	T	L
66	3,000.00	33°15'20"	895.92	1,741.25



LAYOUT

SCALE: 1" = 50'

L - 38

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea038.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

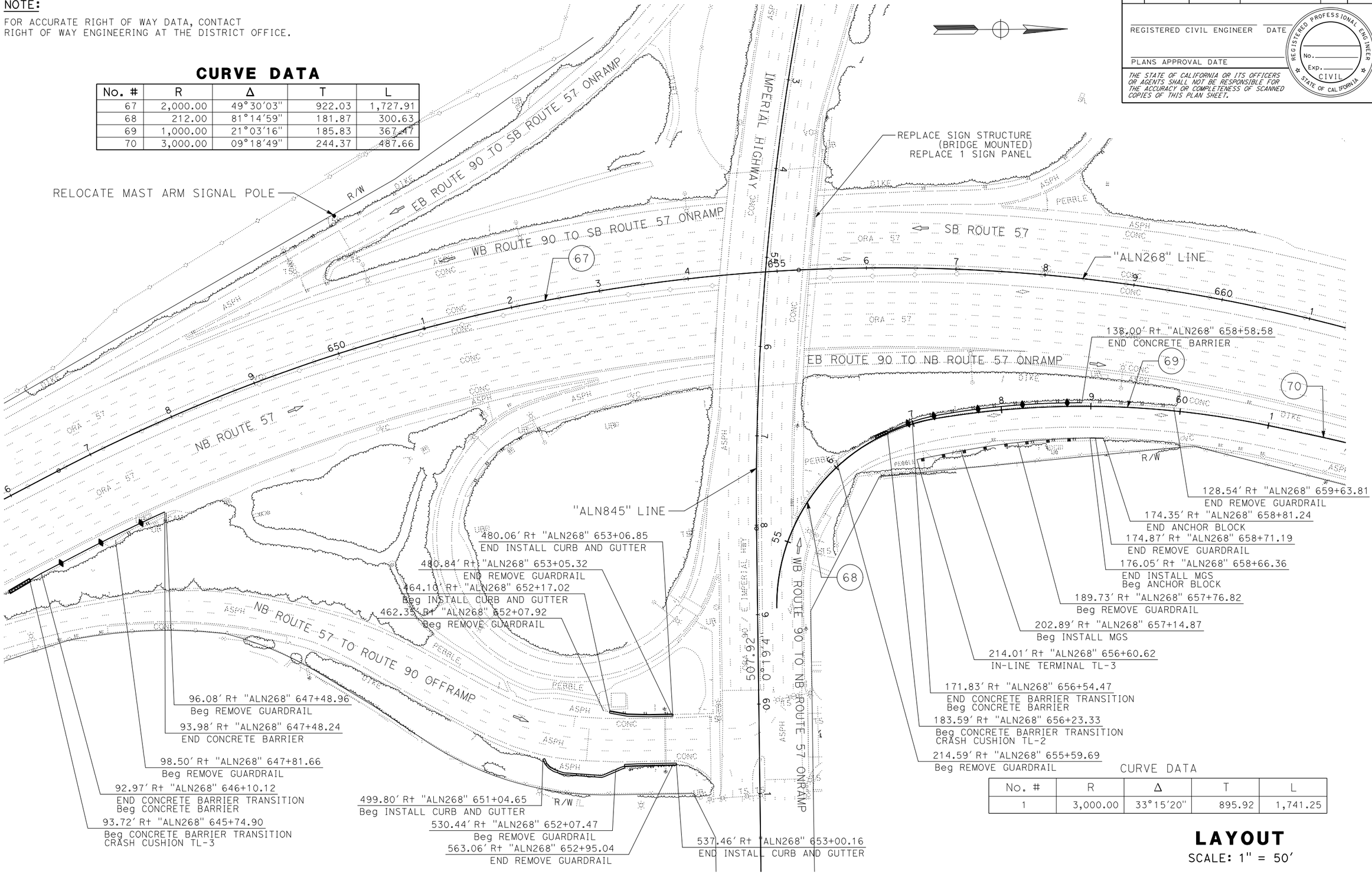
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
67	2,000.00	49°30'03"	922.03	1,727.91
68	212.00	81°14'59"	181.87	300.63
69	1,000.00	21°03'16"	185.83	367.47
70	3,000.00	09°18'49"	244.37	487.66



CURVE DATA

No. #	R	Δ	T	L
1	3,000.00	33°15'20"	895.92	1,741.25

LAYOUT

SCALE: 1" = 50'

L - 39

REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN A

LAST REVISION DATE PLOTTED => 5-MAY-2026
00-00-00 TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea039.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

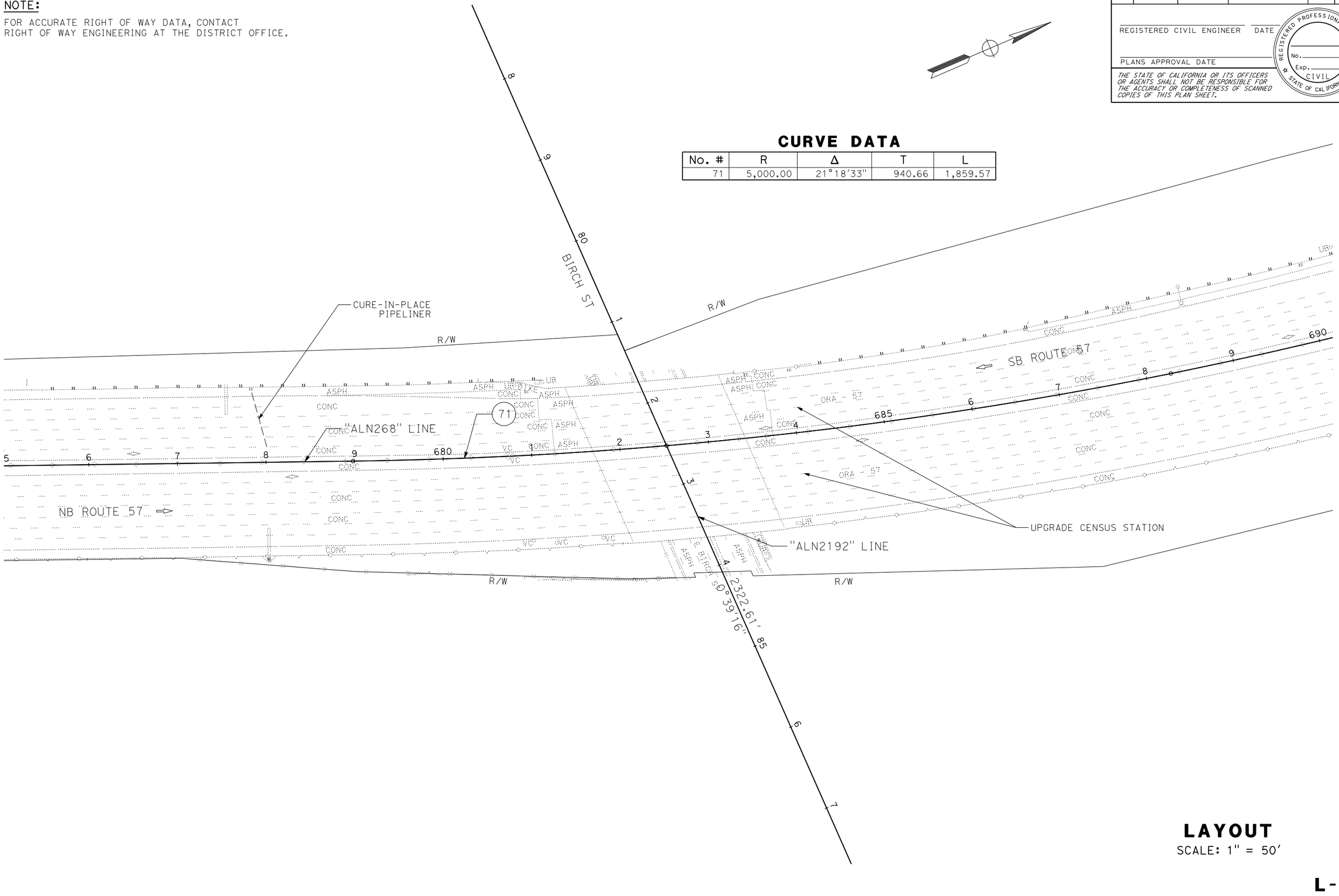
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
71	5,000.00	21°18'33"	940.66	1,859.57



LAYOUT

SCALE: 1" = 50'

L-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea040.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

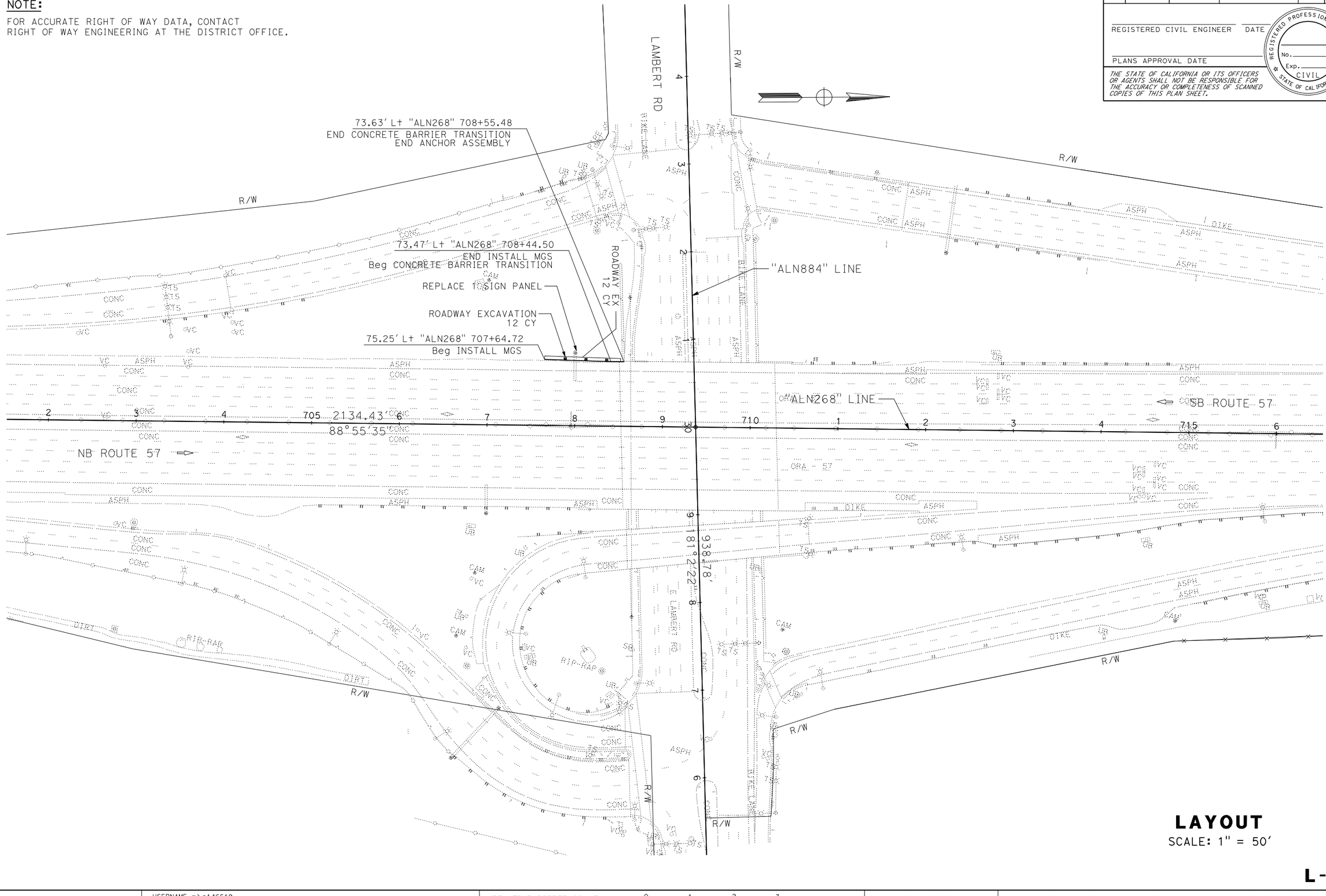
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L - 41

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

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REVISED BY	DATE REVISED

LAST REVISION	DATE PLOTTED => 5-MAY-2026
00-00-00	TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea041.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

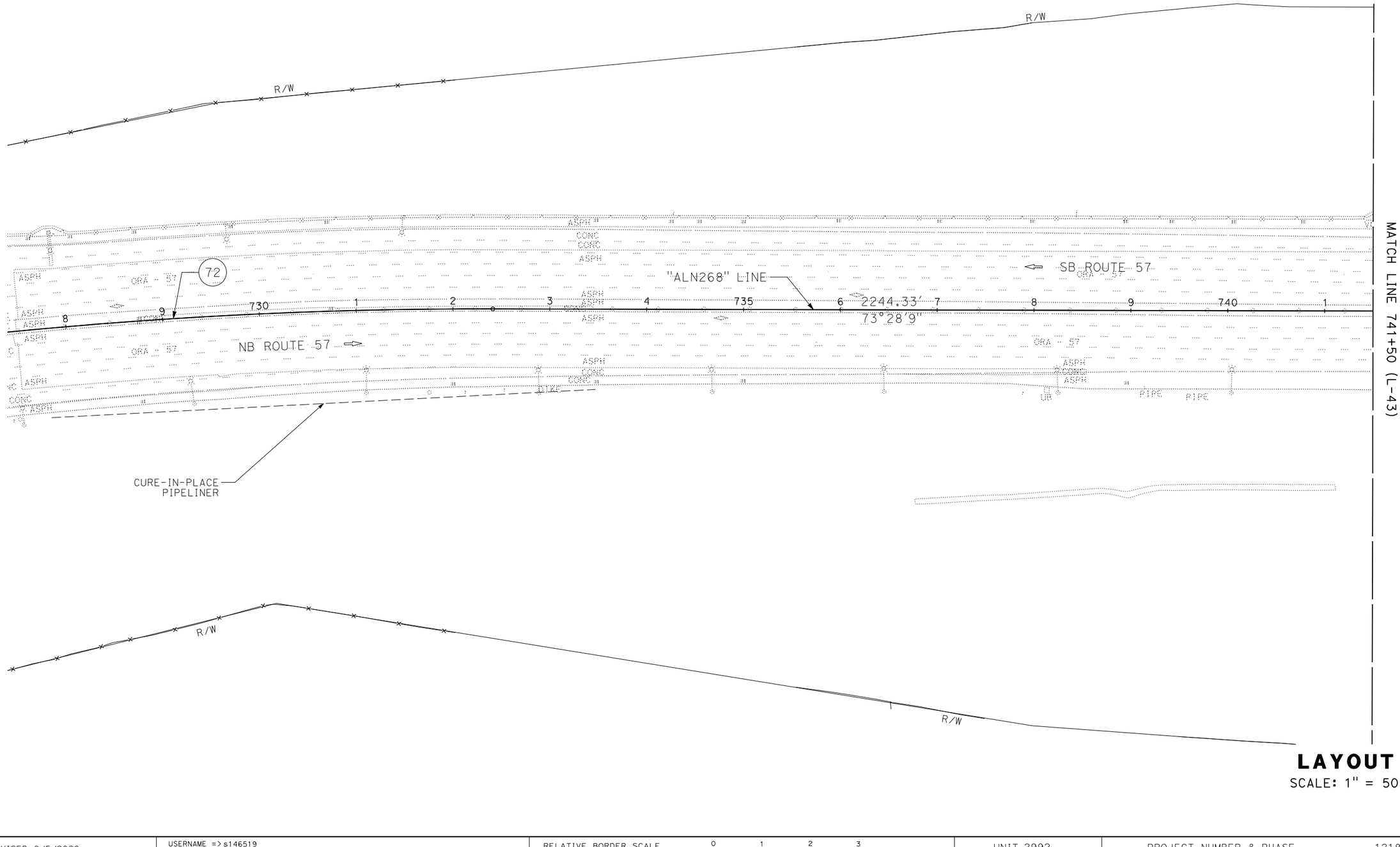
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
72	5,000.00	15°27'26"	678.57	1,348.90



MATCH LINE 741+50 (L-43)

LAYOUT
SCALE: 1" = 50'

L-42

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea042.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

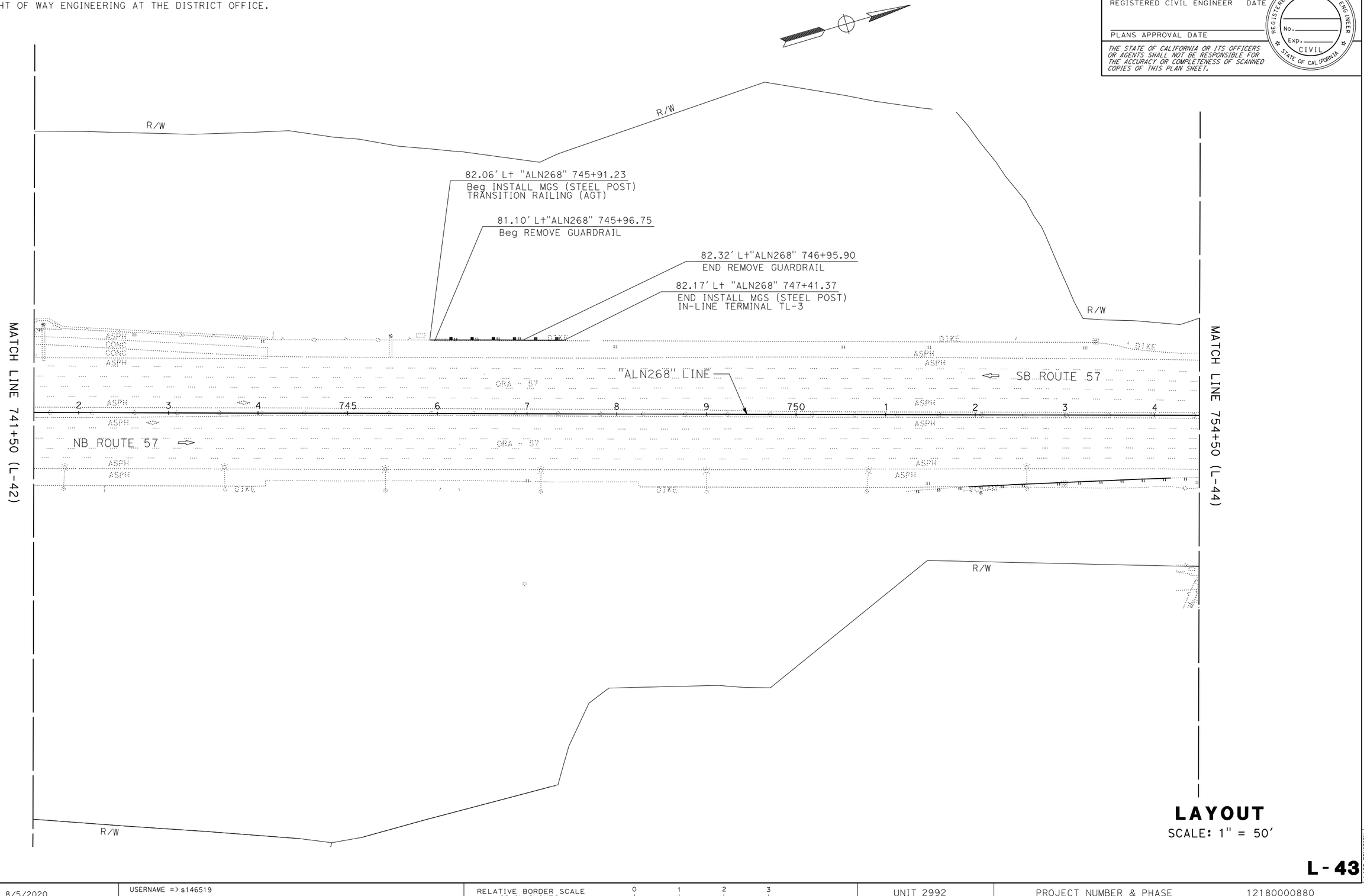
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-43

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION DATE PLOTTED => 5-MAY-2026
00-00-00 TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea043.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
73	3,000.00	35°00'55"	946.34	1,833.40
74	500.00	46°41'39"	215.82	407.48

70.23' Lt "ALN268" 755+55.05
Beg INSTALL MGS (8' DEPTH POST)

REPLACE SIGN STRUCTURE
(SINGLE POST)
REPLACE 1 SIGN PANEL

70.29' Lt "ALN268" 755+80.09
END INSTALL MGS (8' DEPTH POST)
Beg CONCRETE BARRIER TRANSITION

70.64' Lt "ALN268" 755+95.01
END CONCRETE BARRIER TRANSITION

ROADWAY EXCAVATION
10 CY

ROADWAY EX
10 CY

R/W

74

"ALN1827" LINE

185.07'
S 17°59'16" E

PROPOSED BRIDGE REHAB (SEE APS)
TONNER CANYON RD UC
BRIDGE NUMBER: 55 0504

73

"ALN268" LINE

MATCH LINE 754+50 (L-43)

NB ROUTE 57

SB ROUTE 57

CURE-IN-PLACE
PIPELINER

PROPOSED EASEMENT
CITY OF BREA - 1060 SQFT

PROPOSED EASEMENT
OCFCD - 270 SQFT

TONNER CANYON RD

R/W

ASPH CONC DIRT PTPC ORA - 57

LAYOUT

SCALE: 1" = 50'

L-44

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN A	FUNCTIONAL SUPERVISOR	JOSEPH LEE	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea044.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Attachment B:
Risk Register

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS)

Form PM-XX (Rev. 05/15/18)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT, or that PM has checked and signed below indicating "No Risk Register Certification Required".

Project Information

Total Capital Cost: $39,554,000

District 12 – EA 0R370/1218000088/SR 57/PM 10.8L/R22.5:

Project Nickname: SR 57 Multi-Asset Project

Project Description: The project proposes to place polyester overlay and methacrylate on bridge decks, replace damaged approach and departure slabs, restore drainage systems, replace outdated overhead sign structures and sign panels, improve complete street elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits. The project is State and Federal funded through the 2024 SHOPP.

Project Manager (PM): Barbara McGahey

☐ No Risk Register Certification Required -- Check Box if project is a Minor. Sign below and submit this form at required submittal intervals (as applicable).

Project Manager Signature: _____ Date: _____

PID [M010]	Print	Signature	Date
Project Manager:	Farid s118119@dot.ca.gov	Farid Nowshirvan	04/04/2023
Deputy District Director, Planning:	Grace Tell for	Grace Tell for (Mar 29, 2023 12:21 PDT)	03/29/2023
Office Chief, Design:	Lisa Ramsey	Lisa Ramsey	04/10/2023
Office Chief, Project Management:	Monica Benavides		04/12/2023

PA&ED [M200]	Print	Signature	Date
Project Manager:	Barbara McGahey	Barbara McGahey	03/18/2026
Deputy District Director, Enviro:	Christopher Flynn	Chris Flynn	03/18/2026
Office Chief, R/W:	Jennifer Pham	J Pham	03/24/2026
Office Chief, Design:	Joseph Lee		03/18/2026
Office Chief, Project Management:	Bassem Barsoum		03/20/2026

Prior to RTL [M377]	Print	Signature	Date
Project Manager:			
Office Chief, Design:			
Office Chief, Construction:			
Office Chief, R/W:			
Deputy District Director, Enviro:			
Deputy District Director, Maint:			
Office Chief, Traffic Operations:			
Office Chief, Project Management:			

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
3	As a result of the project work affecting waters, the project biologist will apply for water permits during the PS&E phase. Permits are generally received in 6-8 months, but can take longer due to various factors.	Identify potential critical permit deliveries early in the PS&E phase.		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		Project work will require permits from CDFW (1600), RWQCB (401) and USACE (404).	1/17/2023
Active			0-PA&ED								
Threat		Work with permit agencies to compress schedules to move permits off of the critical path.	1-PS&E	Insignificant	30 - 90 days				30 - 60 days Y		8/2/2027
			2-RW Sup								
ENV: Permits	A permit approval activity is identified on the project's critical path.		3-Con Sup								
			4-Con Cap								2/18/2026
	Environmental (E. Knight)		9-RW Cap								
4	As a result of hazardous waste (HW) initial site assessments (ISA)/investigations being omitted from the PID phase, discovery of HW and ADL during PA&ED may occur, which would lead to a cost increase during construction. All work items involving excavation has the potential to generate HW.	HW reviews including ISA, ACM, and ADL investigations are assumed to start early in the PA&ED phase.		3 - Moderate (31-50%)		Avoid				[02-24-26: Discovery of hazardous waste (HW) during PA&ED and PS&E phase may occur. All work including excavation and concrete removal has the potential to generate HW, ADL, and asbestos containing material (ACM).]	1/17/2023
Active			0-PA&ED								
Threat		Initiate a project change request in the PA&ED phase to revise the budget and schedule to address the increase cost of hazardous waste handling or disposal.	1-PS&E								7/12/2030
			2-RW Sup								
ENV: Hazardous Waste	HW ISA, Asbestos Containing Material (ACM), or Aerially Deposited Lead (ADL) investigations find HW levels which cannot be mitigated with the programmed budget.		3-Con Sup		0 - 30 days				0 - 15 days N		
			4-Con Cap	<$190				$0 - $1960 N			2/25/2026
	Environmental Engineering		9-RW Cap								
5	Due to undetermined property ownership, portions of the planned project scope may extend beyond the State's right of way (R/W). This could impact the project schedule and budget, as the current plan does not account for additional studies to verify the exact location of the R/W line or for any necessary acquisition activities to bring the scope within the R/W.	Project Engineer to confirm the R/W lines with R/W Engineering as early as possible.		2 - Low (11-30%)		Avoid				[09-29-25: All proposed work will be fully within the state's R/W.]	9/25/2025
Active			0-PA&ED								
Threat		If it is determined additional private property rights are required due to change in R/W scope of work, then Project Manager to obtain additional R/W Support, R/W Capital, and time on the schedule through the use of a PCR and/or G-12 or scope of work to be removed from the project.	1-PS&E								12/20/2026
			2-RW Sup	>$0	>180 days			$0 - $210 N	180 - 270 days N		
ROW: Acquisitions	If it is determined these locations are not currently within the state's R/W.		3-Con Sup								
			4-Con Cap								12/11/2025
	R/W, Project Manager, Design		9-RW Cap	>$0				$0 - $200 N			

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
6	If at a later date, it is determined that the acquisition of Right of Way parcels or additional environmental permit costs are needed, utility relocations are required, or railroad involvement is needed, then R/W Support and R/W Capital will increase, additional funding will be required, and the schedule will need to be extended.	During PA&ED, Design to confirm R/W scope of work needed for the project.		3 - Moderate (31-50%)		Avoid				During PA&ED phase, it was determined that all work is to be fully within the State's R/W or identified acquisition requirements and no utility relocation required, and no railroad involvement. Environmental permit costs were also identified by the MCCE.	9/25/2025
Active			0-PA&ED								
Threat		A PCR may be needed to increase R/W support, capital, and scheduled time due to the increase in R/W requirements, environmental permit costs, or scope of work to be removed from the project.	1-PS&E								7/3/2028
RIGHT OF WAY	Change to R/W scope of work or environmental permit costs.		2-RW Sup	>$0	>180 days	$105		$0 - $210 N	180 - 270 days N		
			3-Con Sup								
	R/W, Project Manager, Design, Environmental		4-Con Cap								2/19/2026
			9-RW Cap	>$760		$100		$0 - $200 N			
7	As a result of uncertainties in the subsurface materials that can be encountered during construction, a Construction Change Order (CCO) may occur, which would lead to increased costs and construction delays.	We could identify locations with insufficient as-built subsurface information and perform a geotechnical investigation at those locations to reduce the probability of CCO.		2 - Low (11-30%)		Avoid				Assuming the standard plan foundations for OH sign structures will work.	2/10/2026
Active			0-PA&ED								
Threat		If subsurface materials found are not capable to withstand the standard plan foundation for the OH sign structures, then a special design of pile foundation will be required.	1-PS&E								7/12/2030
CNS: Structural Construction	Inadequate subsurface materials are encountered during construction for the OH sign structure foundation.		2-RW Sup								
			3-Con Sup	<$400	30 - 90 days			$0 - $101 N	30 - 60 days N		
			4-Con Cap	<$190				$0 - $1960 N			2/24/2026
	Division of Engineer Services (Vaskin Kuyumjian)		9-RW Cap								
8	As a result of Douglas OH structure work potential impacting the railroad, the railroad may require flagging or additional requirements, which could lead to additional design support and/or construction capital.	Engage the railroad early on in PA&ED.		2 - Low (11-30%)		Mitigate		3 - Moderate (31-50%)		[03-02-26: Coordination will be required with the railroad. Design to submit 100% plans near Douglas OH @35% PS&E.] [02-11-26: Barrier replacement along the overhang no longer needs to be replaced.]	2/10/2026
Active			0-PA&ED								
Threat		Develop design alternatives that either minimize or eliminate railroad impact.	1-PS&E	<$250	0 - 30 days			$0 - $660 Y	30 - 60 days Y		8/2/2027
ROW: Rail Road	Obtain Railroad acceptance during PS&E		2-RW Sup	Insignificant	0 - 30 days				0 - 15 days Y		
			3-Con Sup		0 - 30 days				0 - 15 days Y		
			4-Con Cap	<$190				$0 - $1960 Y			3/10/2026
	Right of Way Railroad Coordination		9-RW Cap								

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
9	If construction takes place during nesting bird season, nesting birds may be found within the project area, resulting schedule delays.	Clearing and grubbing will occur outside of nesting bird season if possible.		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		[02-10-26: If nesting birds are found during construction a no-work buffer (up to 500ft from the nest) will be implemented until the nest is no longer active.]	2/10/2026
Active			0-PA&ED								
Threat		No work buffers will be placed around the nest.	1-PS&E								10/10/2031
ENV: Biological	Nesting Birds are Found at Project Site		2-RW Sup								
	Environmental (E. Knight)		3-Con Sup		0 - 30 days				0 - 15 days Y		2/20/2026
			4-Con Cap	Insignificant							
			9-RW Cap								
10	As a result of new legislation known as "Buy America", material costs may increase, which would lead to a higher construction capital costs.	Incoming project bids will be monitored throughout PS&E to determine any changes to bid trends that may result from "Buy America" requirements.		4 - High (51-70%)		Mitigate		4 - High (51-70%)		[02-10-26: Buy America states that everything should be made in America by October 2026.]	2/10/2026
Active			0-PA&ED								
Threat		Obtain additional funding or reduce scope.	1-PS&E								7/3/2028
CONSTRUCTION	New legislation		2-RW Sup								
			3-Con Sup		Insignificant						2/23/2026
			4-Con Cap	$190 - $380							
	Design and PPM		9-RW Cap								
11	As a result of the project occurring within sensitive habitat areas, endangered bird species (coastal California gnatcatcher) may be found in the project area, which would lead to initiating Section 7 consultation with US Fish and Wildlife Service which could lead to project delays.	Protocol surveys and Section 7 consultation with USFWS will be completed during PS&E phase to avoid any potential disruptions to Construction.		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		[02-17-26: Project Biologist (Erin Knight) will send a letter to USFWS that we are planning work and protocol surveys during PS&E. Section 7 consultation will occur during PS&E to avoid delays during construction.]	2/18/2026
Active			0-PA&ED								
Threat		Consultation will be initiated with USFWS and construction may be delayed.	1-PS&E	<$250	30 - 90 days	$41		$0 - $250 Y	30 - 60 days Y		10/10/2031
ENV: Biological	Work within sensitive habitat areas (coastal California gnatcatcher critical habitat, near Tonner Canyon bridge)		2-RW Sup								
			3-Con Sup	<$400	30 - 90 days	$30		$0 - $800 Y	30 - 60 days Y		2/20/2026
			4-Con Cap								
	Environmental Biologist - Erin Knight		9-RW Cap								

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
12	As a result of encountering unsuitable expansive soil along the project footprint, removal and replacement may be required, which would lead to an estimated 10% increase in grading costs.	During early stage of PS&E a field investigation is needed to identify expansive soils within the construction areas.		2 - Low (11-30%)		Mitigate		2 - Low (11-30%)		[02-19-26: Assuming no unsuitable expansive soil on project site.]	2/18/2026
Active			0-PA&ED								
Threat		Account for unsuitable soil in the project estimate. If needed, ask for additional funds.	1-PS&E								8/13/2027
CONSTRUCTION	Geotechnical Design Report shows unsuitable expansive soil along the project footprint.		2-RW Sup								
			3-Con Sup		0 - 30 days				0 - 15 days Y		2/19/2026
	Materials Engineering (M. Mahdavian)		4-Con Cap	<$190				$0 - $1960 Y			
			9-RW Cap								
13	As a result of damaged slabs not identified during PS&E, the number of slabs that need to be replaced might increase, which would lead to an increase cost of paving by approximately 5%.	Prior to construction, a survey of damaged slabs need to be done to identify all the slabs that need removal and replacement. If more than 10 slabs in a row are broken, Individual slab replacement becomes continuous partial lane replacement.		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		[02-19-26: Continue to perform field reviews to identify additional slabs prior to RTL.]	2/18/2026
Active			0-PA&ED								
Threat		Issue Change Order to replace additional damaged slabs.	1-PS&E								10/10/2031
CONSTRUCTION	Additional slabs during construction need to be replaced		2-RW Sup								
			3-Con Sup		0 - 30 days				0 - 15 days Y		2/19/2026
	Design, Materials Engineering, and Construction		4-Con Cap	<$190				$0 - $1960 Y			
			9-RW Cap								
14	As a result of load rating check, load rating deficiency may occur, which would lead to strengthening bridge deck (Chapman Ave UC, Santa Ana Riv Br, Katella Ave UC, Douglas OH) and increase project costs.	Perform load rating check ASAP in Phase 1		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		[02-18-26: Pending due to lack of resources in Phase 0]	2/18/2026
Active			0-PA&ED								
Threat		Estimate cost and strengthen bridge deck	1-PS&E	<$250	30 - 90 days			$0 - $250 Y	30 - 60 days Y		3 months after M221 milestone
STR: Structure Design	Medium barrier replacement		2-RW Sup								
			3-Con Sup	<$400	30 - 90 days			$0 - $400 Y	30 - 60 days Y		2/23/2026
	Bridge Design		4-Con Cap	<$190				$0 - $1960 Y			
			9-RW Cap								

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
2	As a result of the high-level scoping during the PID phase, determination of seasonal restrictions for nesting birds is deferred until the next phase. Determination of this restriction may impact schedule and cost.	Develop a conceptual construction critical path method schedule and construction staging plans in the PA&ED phase.		1 - Very Low (1-10%)		Avoid				There is designated critical habitat for coastal California gnatcatcher (Polioptila californica californica) in the project area.	1/17/2023
Retired			0-PA&ED							If tree/vegetation removal occurs during the nesting bird season (Feb. 1 – Sep. 30), a qualified biologist will perform pre-construction bird surveys no more than three (3) days before construction activities.	1/16/2026
Threat		1) Increase the construction working days estimate to account for critical activities. 2) If exclusion measure costs are beyond the programmed budget, initiate a project change request to revise.	1-PS&E								
ENV: Biological	Requirements for birds are identified which can increase the project cost. Conceptual project staging identifies bird related work items as critical.		2-RW Sup								2/19/2026
			3-Con Sup		30 - 90 days				30 - 60 days N		
			4-Con Cap	Insignificant							
			9-RW Cap								
1	As a result of utility mapping and a conflict matrix being deferred to the subsequent phases, the discovery of an unidentified conflict can cause schedule delay and a potential cost increase.	Identify any utility conflicts as early as possible in the PA&ED Phase.		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		[12-11-25: We have a utility management matrix that was generated in January of 2025 and there are no potential conflicts.]	1/17/2023
Retired			0-PA&ED	Insignificant	30 - 90 days				30 - 60 days Y		
Threat		1) Investigate design changes or work with utility companies to perform the necessary relocation. OR 2) Delete scope to avoid relocation.	1-PS&E	Insignificant	30 - 90 days				30 - 60 days Y		1/16/2026
ROW: R/W Utilities	The utility conflict matrix identifies more conflicts than anticipated by the PID estimate or scope of work.		2-RW Sup								
			3-Con Sup	Insignificant	30 - 90 days				30 - 60 days Y		2/19/2026
			4-Con Cap	Insignificant							
			9-RW Cap								

12-0R370 Risk Cert - PAED_260318

Final Audit Report 2026-03-25

Created:	2026-03-18
By:	Dennis Nguyen (s156660@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAArJsc-6oqxdYcZ03wkbsIqRvaQ-1VJstf

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Attachment C:
Project Cost Estimate

PROJECT

PLANNING COST ESTIMATE©

EA: 12-0R370 PID: 1218000088

EA: 12-0R370

PID: 1218000088

District-County-Route: 12-ORA-57

PM: 10.8L/R22.5

Type of Estimate : Preliminary Cost Estimate - PA&ED

Program Code : 201.110

Project Limits : On SR-57 from I-5 to LA County Line

Project Description: Bridge Rehab, Drainage System Restoration, Overhead Sign Structures, Overhead Sign Panels, Complete Streets, Traffic Safety Devices, Census Stations, and Roadside Safety.

Scope : Place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, replace nonstandard Overhead (OH) sign structures and OH sign panels for better visibility, improve complete street elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features.

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 27,426,600	$ 33,163,234
TOTAL STRUCTURES COST	$ 5,038,500	$ 6,092,369
SUBTOTAL CONSTRUCTION COST	$ 32,465,100	$ 39,255,603
TOTAL RIGHT OF WAY COST	$ 256,000	$ 298,000
TOTAL CAPITAL OUTLAY COSTS	$ 32,722,000	$ 39,554,000
PA/ED SUPPORT	$ 3,581,865	$ 3,800,000
PS&E SUPPORT	$ 4,442,435	$ 5,000,000
RIGHT OF WAY SUPPORT	$ 681,000	$ 681,000
CONSTRUCTION SUPPORT	$ 6,423,423	$ 7,900,000
TOTAL SUPPORT COST	$ 15,129,000	$ 17,381,000
TOTAL PROJECT COST	$ 47,900,000	$ 57,000,000 *

Programmed Amount

	Month	Year
Date of Estimate (Month/Year)	5	2026
Estimated Construction Start (Month/Year)	5	2029
Number of Working Days =		410
Estimated Mid-Point of Construction (Month/Year)	5	2030
Estimated Construction End (Month/Year)	11	2031
Number of Plant Establishment Days		180

Estimated Project Schedule

PID Approval	6/30/2023
PA/ED Approval	5/12/2026
PS&E	7/1/2026
RTL	10/19/2028
Begin Construction	5/1/2029

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	330,000
2	**Pavement Structural Section**	$	824,900
3	**Drainage**	$	2,420,400
4	**Specialty Items**	$	4,455,700
5	**Environmental**	$	1,705,700
6	**Traffic Items**	$	8,494,100
7	**Detours**	$	20,100
8	**Minor Items**	$	365,100
9	**Roadway Mobilization**	$	1,861,600
10	**Supplemental Work**	$	506,400
11	**State Furnished**	$	1,766,400
12	**Time-Related Overhead**	$	1,098,800
13	**Total Roadway Contingency**	$	3,577,400
	TOTAL ROADWAY ITEMS	**$**	**27,426,600**

Estimate Prepared By : Brian Nguyen, Project Engineer (949) 742-1587

Name and Title Date Phone

Estimate Reviewed By : Harris Huynh, Branch Chief (Acting) (949) 795-7383

Name and Title Date Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	1,050	x	200.00	=	$	210,000
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
19801X	Imported Borrow	LS	1	x	50,000.00	=	$	50,000
194001	Ditch Excavation	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
17010X	Clearing & Grubbing	LS	1	x	70,000.00	=	$	70,000
100100	Develop Water Supply	LS		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS	**$**	**330,000**

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	270	x	250.00	=	$	67,500
260203	Class 2 Aggregate Base	TON/CY	100	x	250.00	=	$	25,000
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF	3,120	x	10.00	=	$	31,200
398100	Remove Asphalt Concrete Dike	LF	4,186	x	7.50	=	$	31,395
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	LS		x	30,000.00	=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
XXXXXX	Approach and Departure Slabs	EA		x		=	$	-
XXXXXX	Transitional Slab	CY	168	x	3,800	=	$	638,400
731840	Remove Concrete (Curb & Gutter)	LF	25	x	190	=	$	4,750
730010	Slab Repair	LS		x		=	$	-
731504	Minor Concrete (Curb & Gutter)	CY	25	x	1,065	=	$	26,625

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	**$**	**824,900**

EA: 12-0R370 PID: 1218000088

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
710132	Remove Culvert	LF	256	x	184.00	=	$	47,104
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	LF		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
510094	Structural Concrete (Drainage Inlet)	CY	82	x	4,513.00	=	$	370,066
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY		x		=	$	-
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
650014	18" Reinforced Concrete Pipe (Insert Type)	LF	5,027	x	226.00	=	$	1,136,102
650018	24" Reinforced Concrete Pipe (Insert Type)	LF	0	x	538.00	=	$	-
650026	36" Reinforced Concrete Pipe (Insert Type)	LF	90	x	760.00	=	$	68,400
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF	256	x	543.00	=	$	139,008
710132	Remove Culvert (LF)	LF	536	x	164.00	=	$	87,904
710380	18" Cured-In-Place Pipeliner	LF	807	x	209.00	=	$	168,663
710384	24" Cured-In-Place Pipeliner	LF	584	x	280.00	=	$	163,520
710388	30" Cured-In-Place Pipeliner	LF	100	x	607.00	=	$	60,700
710390	36" Cured-In-Place Pipeliner	LF		x	607.00	=	$	-
710394	48" Cured-In-Place Pipeliner	LF	30	x	1,000.00	=	$	30,000
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
749999	Miscellaneous Iron and Steel	LB	35,610	x	3.62	=	$	128,908
XXXXXX	Drainage Restoration	LS		x		=	$	-
XXXXXX	Misc Drainage Improvement	LS	1	x	20,000.00	=	$	20,000

TOTAL DRAINAGE ITEMS $ 2,420,400

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
080050	Progress Schedule (Critical Path Method)	LS	1	x	5,000.00	=	$	5,000
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510502	Minor Concrete (Merging Barrier)	CY	70	x	2,000.00	=	$	140,000
510530	Minor Concrete (Wall)	CY		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
141120	Treated Wood Waste	LB	200,000	x	0.30	=	$	60,000
153121	Remove Concrete (Anchor Block)	CY	30	x	660.00	=	$	19,800
839774	Remove Concrete Barrier	LF	7,120	x	40.00	=	$	284,800
839781	Remove Bridge Railing	LF	160	x	40.00	=	$	6,400
839752	Remove Guardrail	LF	5,140	x	12.00	=	$	61,680
710167	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
832005	Midwest Guardrail System	LF	5,970	x	48.00	=	$	286,560
832006	Midwest Guardrail System (Steel Post)	LF	150	x	70.00	=	$	10,500
832017	Midwest Guardrail System (8' Post)	LF	370	x	70.00	=	$	25,900
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA	16	x	3,500.00	=	$	56,000
839585	Alternative Flared Terminal System	EA		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-
839640	Concrete Barrier (Type 60M)	LF	5,000	x	175.00	=	$	875,000
839648	Concrete Barrier (Type 60MG)	LF	430	x	300.00	=	$	129,000
839649	Concrete Barrier (Type 60MS)	LF	2,960	x	175.00	=	$	518,000
839743	Concrete Barrier (Type 836B)	LF	350	x	240.00	=	$	84,000
839745	Concrete Barrier Transition	LF	270	x	800.00	=	$	216,000
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
839544	Transition Railing (Type AGT)	EA	9	x	6,000.00	=	$	54,000
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
839576	End Cap (Type A)	EA	5	x	600.00	=	$	3,000
839580	End Anchor Assembly (Type SFT-M)	EA	13	x	1,500.00	=	$	19,500
	Hazardous Waste Work (Clean Up)	LS	1	x	7,000.00	=	$	7,000
839782	Remove Crash Cushion	EA	9	x	2,450.00	=	$	22,050
	Vegetation Control	LS	1	x	240,000.00	=	$	240,000
	Guard Railing Delineator	LS	1	x	36,500.00	=	$	36,500
	Concrete Anchor Block Detail C	EA	26	x	15,000.00	=	$	390,000
	Severe Duty Crash Cushion (TL-3)	EA	19	x	30,000.00	=	$	570,000
	Alternative Crash Cushion (TL-2)	EA	4	x	25,000.00	=	$	100,000
XXXXX	Additional Structures Work	LS	1	x	230,000.00	=	$	230,000

TOTAL SPECIALTY ITEMS $ 4,455,700

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
	Biological Mitigation (on-site)	LS		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-
						Subtotal Environmental Mitigation	*$*	*-*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting	LS		x		=	$	-
200002	Roadside Clearing	LS		x		=	$	-
200052	Prune Existing Plants	LS		x		=	$	-
20XXXX	Irrigation System	LS		x		=	$	-
204099	Plant Establishment Work	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
206405	Remove Irrigation Facility	LS		x		=	$	-
204096	Maintain Existing Planted Areas	LS		x		=	$	-
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
21011X	Imported Topsoil	CY/TON		x		=	$	-
200114	Rock Blanket	SQFT/SQYD		x		=	$	-
200122	Weed Germination	SQYD		x		=	$	-
260303	Class 3 Aggregate Base (CY)	CY	500	x	80.00	=	$	40,000
731518	Minor Concrete (Brushed Concrete)	SQFT	9,000	x	80.00	=	$	720,000
995100	Water Meter Charges	LS		x		=	$	-
XXXXX	Roadside Paving (Misc)	SQYD		x		=	$	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		=	$	-
						Subtotal Landscape and Irrigation	*$*	*760,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-
210350	Fiber Rolls	LF		x		=	$	-
210360	Compost Sock	LF		x		=	$	-
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
210300	Hydromulch	SQFT		x		=	$	-
210420	Straw	SQFT		x		=	$	-
210430	Hydroseed	SQFT		x		=	$	-
210610	Compost	CY		x		=	$	-
210630	Incorporate Materials	SQFT						
						Subtotal Erosion Control	*$*	*-*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130300	Prepare SWPPP	LS	1	x	22,700.00	=	$	22,700
130200	Prepare WPCP	LS	1	x	3,000.00	=	$	3,000
130100	Job Site Management	LS	1	x	304,371.00	=	$	304,371
130330	Storm Water Annual Report	EA	3	x	2,000.00	=	$	6,000
130310	Rain Event Action Plan	EA		x		=	$	-
130320	Storm Water Sampling and Analysis Day	EA	24	x	3,108.33	=	$	74,600
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130640	Temporary Fiber Roll	LF		x		=	$	-
130900	Temporary Concrete Washout	LS	1	x	10,000.00	=	$	10,000
130710	Temporary Construction Entrance	EA		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA	1	x	10,000.00	=	$	10,000
130730	Street Sweeping	LS	1	x	15,000.00	=	$	15,000
XXXXX	STGA Full Capture Trash Devices	LS	1	x	250,000.00	=	$	250,000
XXXXX	Treatment BMPs	LS	1	x	250,000.00	=	$	250,000
						Subtotal NPDES	*$*	*945,671*

TOTAL ENVIRONMENTAL	**$**	**1,705,700**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$	-
066596	Additional Water Pollution Control**	LS	1	x	4,500.00	=	$	4,500
066597	Storm Water Sampling and Analysis***	LS	1	x	4,500.00	=	$	4,500
066916	Construction General Permit Fees	LS	1	x	2,019.00	=	$	2,019
						Subtotal Supplemental Work for NDPS	*$*	*11,019*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
870200	Lighting System	LS		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS	1	x	450,000.00	=	$	450,000
568046	Remove Sign Structure	EA	1	x	8,200.00	=	$	8,200
568054	Reconstruct Sign Structure	EA		x		=	$	-
568060	Modify Sign Structure	EA	28	x	7,650.00	=	$	214,200
870009	Maintaining Existing Traffic Management System	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS	1	x	50,000.00	=	$	50,000
XXXXX	Relocate/Replace Electroliers	EA	6	x	15,000.00	=	$	90,000
XXXXX	Relocate/Replace Cabinet	LS	1	x	300,000.00	=	$	300,000
XXXXX	Relocate Traffic Signal Pole	EA	1	x	85,000.00	=	$	85,000

Subtotal Traffic Electrical *$ 1,197,400*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost	
820840	Roadside Sign - One Post	EA	41	x	500.00	=	$	20,500	Complete Streets
820850	Roadside Sign - Two Post	EA		x		=	$	-	
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		=	$	-	
820890	Install Sign Panel on Existing Frame	SQFT		x	500.00	=	$	-	
846020	Remove Painted Traffic Stripe	LF		x		=	$	-	
141102	Remove Yellow Painted Traffic Stripe (Hazardous Wa	LF		x		=	$	-	
846025	Remove Painted Pavement Marking	SQFT		x		=	$	-	
820250	Remove Roadside Sign	EA		x		=	$	-	
820530	Reset Roadside Sign	EA		x		=	$	-	
820610	Relocate Roadside Sign	EA	1	x	450.00	=	$	450	
8101XX	Delineator (Insert Class)	EA		x		=	$	-	
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visi	LF		x		=	$	-	
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT		x		=	$	-	
120090	Construction Area Signs	LS		x		=	$	-	
84XXXX	Permanent Pavement Delineation	LS		x		=	$	-	
	Furnish Sign Panel (Retro-reflective)	EA	27	x	5,500.00	=	$	148,500	
820360	Remove Sign Panels	EA	30	x	150.00	=	$	4,500	
	Replace Sign Structure (Bridge Mounted)	EA	3	x	100,000.00	=	$	300,000	
	Replace Sign Structure (Single Post)	EA	8	x	200,000.00	=	$	1,600,000	
	Replace Sign Structure (Two Post)	EA	2	x	500,000.00	=	$	1,000,000	
	Remove Sign Structure (EA)	EA	2	x	10,000.00	=	$	20,000	
820750	Furnish Single Sheet Aluminum Sign (0.063" - Unframed)	SQFT	460	x	20.00	=	$	9,200	Complete Streets
840516	Thermoplastic Pavement Marking (EWNV)	SQFT	6,310	x	8.00	=	$	50,480	Complete Streets
84XXXX	Pavement Delineation (Chevron Markings at Ramps)	LS	1	x	110,000.00	=	$	110,000	

Subtotal Traffic Signing and Striping *$ 3,263,630*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
120090	Construction Area Signs	LS	1	x	$ 40,000	=	$	40,000
128652	Portable Changeable Message Sign	LS	1	x	$ 656,000	=	$	656,000
120204	Speed Reduction	LS	1	x	$ 135,000	=	$	135,000
128651	Temporary Radar Speed Feedback Sign System	LS	1	x	$ 135,000	=	$	135,000
120100	Traffic Control System	LS	1	x	$ 2,049,000	=	$	2,049,000
	Public Awareness Campaign (066063)	LS	1	x	$ -	=	$	-
066063	Traffic Management Plan	LS	1	x	$ 198,000	=	$	198,000
066070	Maintain Traffic	LS		x		=	$	-
066062	CHP/COZEEP	LS		x		=	$	-
	Local Assistance (Cities)	LS		x		=	$	-
	Others	LS		x		=	$	-
	Police Over-Time	LS		x		=	$	-
120204	Portable Radar Speed Feedback Sign	EA	4	x	$ 25,000	=	$	100,000

Subtotal Traffic Management Plan *$ 3,313,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
120116	Type II Barricade	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS		x		=	$	-
129110	Temporary Crash Cushion	EA	60	x	500.00	=	$	30,000
120320	Temporary Barrier System	LF	33,500	x	20.00	=	$	670,000
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
120165	Surface Mounted Channelizer	LS	1	x	20,000.00	=	$	20,000

Subtotal Stage Construction and Traffic Handling *$ 720,000*

TOTAL TRAFFIC ITEMS **$ 8,494,100**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	23	x	870.00	=	$	20,010
26020X	Class 2 Aggregate Base	CY/TON		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
128601	Temporary Signal System	LS		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-

TOTAL DETOURS	**$**	**20,100**
SUBTOTAL SECTIONS 1 through 7	$	18,250,900

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items						
ADA Items				0.0%	$	-
8B - Bike Path Items						
Bike Path Items				0.0%	$	-
8C - Other Minor Items						
Other Minor Items				2.0%	$	365,018

Total of Section 1-7	$	18,250,900	x	2.0%	=	$	365,018

TOTAL MINOR ITEMS	**$**	**365,100**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code								
999990	Total Section 1-8	$	18,616,000	x	10%	=	$	1,861,600

TOTAL ROADWAY MOBILIZATION	**$**	**1,861,600**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)			Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		=	$	-
066094	Value Analysis	LS		x		=	$	-
066070	Maintain Traffic	LS	1	x	23,000.00	=	$	23,000
066919	Dispute Resolution Board	LS	1	x	50,000.00	=	$	50,000
066921	Dispute Resolution Advisor	LS		x		=	$	-
066015	Federal Trainee Program	LS		x		=	$	-
066610	Partnering	LS	1	x	50,000.00	=	$	50,000
066204	Remove Rock and Debris	LS		x		=	$	-
066222	Locate Existing Crossover	LS		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

*Cost of **NPDES** Supplemental Work specified in Section 5D*					=	$	11,019
Total Section 1-8	$	18,616,000		2%	=	$	372,320

TOTAL SUPPLEMENTAL WORK	**$**	**506,400**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	524,000.00	=	$524,000
066063	Traffic Management Plan - Public Information	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS	1	x	870,000.00	=	$870,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS		x		=	$0
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8	$	18,616,000		2%	= $	372,320

TOTAL STATE FURNISHED $1,766,400

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $21,975,000 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **5%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	410	X	$2,680	=	$1,098,800

TOTAL TIME-RELATED OVERHEAD $1,098,800

SECTION 13: ROADWAY CONTINGENCY*

Total Section 1-12	$	23,849,200	x	**15%**	= $3,577,380

TOTAL CONTINGENCY* $3,577,400

II. STRUCTURE ITEMS

	Bridge 1	Bridge 2	Bridge 3	Bridge 4
DATE OF ESTIMATE	01/15/26	01/15/26	01/15/26	01/15/26
Bridge Name	**Miraloma Avenue**	**La Jolla Street UC**	**Orangewood Avenue**	**Katella Ave UC**
Bridge Number	55-0855	55-0856	55-0481	55-0401
Structure Type	Cont 2 span CIP/PS Box	Cont 2 Span CIP/PS Box	Single span CIP/PS Box	
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing				
COST OF EACH	**$49,000**	**$23,000**	**$614,000**	**$72,000**

Removed from scope

	Bridge 5	Bridge 6	Bridge 7	Bridge 8
DATE OF ESTIMATE	01/15/26	01/15/26	01/15/26	07/22/22
Bridge Name	**Chapman Avenue UC**	**Douglas OH**	**Route 57/91 Separation**	**Yorba Linda Blvd OC**
Bridge Number	55-0171	55-0337	55-0446	55-0468
Structure Type	Cont 2 span RC Box	Con 2 Span CIP/PS Box	Con 2 Span RC box	
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing Cost				
COST OF EACH	**$182,000**	**$349,000**	**$299,000**	**$0**

Removed from scope

Removed to HM3

	Bridge 9	Bridge 10	Bridge 11	Bridge 12
DATE OF ESTIMATE	07/22/22	01/15/26	07/22/22	01/15/26
Bridge Name	**N57/-W91/91 Connector Sep**	**La Palma Avenue UC**	**Associated Rd UC**	**Placentia Ave UC**
Bridge Number	55-04466G	55-0470G	55-0466	55-0460
Structure Type	Cont 2 Span RC Box	Cont 2 Span RC Box		
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing Cost				
COST OF EACH	**$0**	**$177,000**	**$0**	**$192,000**

Removed to HM3

Removed to HM3

Removed

	Bridge 13	Bridge 14	Bridge 15	Bridge 16
DATE OF ESTIMATE	07/22/22	07/22/22	01/15/26	02/07/25
Bridge Name	**South Placentia OH**	**Rolling Hills Dr UC**	**Tonner Canyon Rd UC**	**Chapman UC**
Bridge Number	55-0450	55-0483	55-0504	55-0456
Structure Type				Cont 2 Span CIP/PS Box
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing Cost				
COST OF EACH	**$0**	**$0**	**$1,071,000**	**$0**

	Bridge 17	Bridge 18
DATE OF ESTIMATE	01/15/26	02/07/25
Bridge Name	**Santa Ana River Bridge**	**N57-W91/91 Connector Separator**
Bridge Number	55-0400	55-0446G
Structure Type	RC Box Girder	RC Box Girder
Width (Feet) [out to out]	LF	LF
Total Bridge Length (Feet)	LF	LF
Total Area (Square Feet)	SQFT	SQFT
Structure Depth (Feet)	LF	LF
Joint Seal Type A & B		
Sealant Cost Per SQFT		
Bridge Railing Cost		
COST OF EACH	**$331,000**	**$0**

TOTAL COST OF BRIDGES		**$3,359,000**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$335,900**
STRUCTURES MOBILIZATION	10%	**$335,900**
STRUCTURES CONTINGENCY*	25%	**$1,007,700**
TOTAL COST OF STRUCTURES		**$5,038,500**

Estimate Prepared By: _____

XXXXXXXXXXXXXXXX ------ Division of Structures

_____

Date

EA: 12-0R370 PID: 1218000088

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		***Escalated Value***
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	136,900	$	166,000
	A2)	Acquisition of Offsite Mitigation	$	114,075	$	127,000
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	0	$	0
	B2)	Potholing (Design Phase)	$	0	$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	$	0	$	0
D)		RAP and/or Last Resort Housing	$	0	$	0
E)		Clearance & Demolition	$	0	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0	$	0
G)		Title and Escrow	$	4,250	$	5,000
H)		Environmental Review	$	0	$	0
I)		Condemnation Settlements 0%	$	0	$	0
J)		Design Appreciation Factor 0%	$	0	$	0
K)		Utility Relocation (Construction Cost)	$	0	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$255,225**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$298,000**
N)	**RIGHT OF WAY SUPPORT**	**$681,000**

Support Cost Estimate Prepared By	Project Coordinator[1]	Phone
Utility Estimate Prepared By	Utility Coordinator[2]	Phone
R/W Acquisition Estimate Prepared By	Right of Way Estimator[3]	Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

Attachment D:
Storm Water Data Report (Signature Page)

Long Form – Stormwater Data Report

Dist-County-Route: 12-ORA-57
Post Mile Limits: 10.8L/R22.5
Type of Work: Bridge Rehabilitation/Mutli-Asset
Project ID (EA): 1218000088 (12-0R370)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Regional Water Quality Control Board(s): Santa Ana (Region #8)
Total Disturbed Soil Area: 2.3 acres PCTA: 0.687 acres
Alternative Compliance (acres): 0.0 acres ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 10/27/28 Estimated Const. Completion Date: 10/10/31
Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____
Is (M)WELO applicable? Yes ☒ No ☐
Is the Project within a TMDL watershed? Yes ☒ No ☐
Does the project require trash treatment? Yes ☒ No ☒
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: TBD at PS&E No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

02/18/2026
Trung C. Phan, Registered Project Engineer — Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Barbara McGahey 02/18/2026
Barbara McGahey, Project Manager — *Date*

Hilton Briggs (Feb 19, 2026 10:00:48 PST) 02/19/2026
Hilton Briggs, District Maintenance Stormwater Coordinator — *Date*

02/19/2026
Eric Dickson, Designated Landscape Architect Representative — *Date*

[Stamp Required at PS&E only]

Arvin Cuevas 03/04/2026
Arvin Cuevas, District Design SW Coordinator — *Date*

Attachment E:
TMP Cost Data Sheet

TMP BUDGET:			Prel Estimate	Date: 2/2/2026
Project:	Upgrade approach slabs, roadside safety, OH signs and structures; improve bridge decks, ramp storage, complete street elements, and restore drainage system.		EA# 12-0R370 ID# 1218000088	
CO-RTE:	Ora- Rte-57			
P. M.	10.8L - R22.5		Prel. Est. : $65.8 Mil	
Schedule RTL	May-28		Est. duration of 410 Working Days	
TMP ELEMENTS		COST BREAKDOWN	AMOUNT	COMMENTS
Item Code	Item Description			
120090	A: Construction Area Signs	Included in the plan	$40,000	
128652	B: Portable CMS	Included in the plan	$656,000	
120204	C: Speed Reduction	Included in the plan	$135,000	
128651	D: Temperory Radar Speed Feedback Sign System	Included in the plan	$135,000	
120100	E: Traffic Control System	Included in the plan	$2,049,000	
Public Awareness Campaign:		$132,000		
Traffic Management:		$66,000		
066063	Traffic Management Plan		$198,000	
Supplemental Work & State Furnished Materials				
Item Code				
066070	Maintain Traffic	Included in the plan	$23,000	Includes local assistance
066062	CHP/COZEEP	Included in the plan	$870,000	
Local Assistance / Others				
Local Assistance (Cities)				
Others				
POLICE OVER-TIME ()				
Tow Truck Service (TTS) for closures				
TOTAL			$4,106,000	

Attachment F:
Right of Way Data Sheet

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET TRANSMITTAL MEMORANDUM
(Form #)

EXHIBIT
4-EX-4 (REV 7/2016)

To: JOSEPH LEE, Branch Chief
Design "A"

Date: May 5, 2026
Dist. 12 Co. ORA Rte. 57 PM: 10.8L/R22.5
EA: 0R370 EFIS: 1218000088

Attn: HARRIS HUYNH
Project Engineer

Project Description: This asset management project is located along along State Route 57 between Interstate 5 (I-5), Post Mile (PM 10.8L), and Los Angeles/Orange County Line, (PM R22.5), in Orange County, including the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and the county unincorporated areas. The project proposes to address a range of improvement, including roadway, traffic safety devices, and drainage rehabilitation.

From: EVANGELINA WASHINGTON, Branch Chief
R/W Project Coordination

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project, and the following assumptions and limiting conditions.

[ ] 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.

[ ] 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.

[ ] 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.

[X] 4. Right of Way to complete Lic/RE/Clauses and OE Clearances prior to or at time of Certification

[ ] 5. We have determined there are no right of way functional involvements in the proposed project at this time as designed.

Right of Way Lead Time will require a minimum of 18 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node no. 225), we will require a minimum of 24 months prior to the date of certification of the projects. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed, either of which may reflect adversely on the district's other programs.

EVANGELINA WASHINGTON, Branch Chief
Project Coordination/Planning and Management/ &
Acquisition

Attachments:
[X] Right of Way Data Sheet – Page One (always required)
[X] Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
[ ] Utility Information Sheet
[X] Railroad Information Sheet

UPDATED

05/05/2026

To: JOSEPH LEE, Branch Chief
Design "A"

Date: 04/28/2026
Dist.: 12 Co ORA Rte. 57 PM 10.8L/R22.5
EA: 0R370 E-FIS Project #: 1218000088

Attention: HARRIS HUYNH
Project Engineer

Project Description: This asset management project is located along State Route 57 between Interstate 5 (I-5), Post Mile (PM 10.8L), and Los Angeles/Orange County Line, (PM R22.5), in Orange County, including the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and the county unincorporated areas. The project proposes to address a range of improvement, including roadway, traffic safety devices, and drainage rehabilitation.

Subject: Right of Way Data Sheet

Alternate No.: Preferred

This Alternate meets the criteria for a Design/Build project: Yes ☐ No ☒

1. **Right of Way Cost Estimate:** To be entered into PRSM RCFP Screens.

		Current Value Future Use	Escalation Rate	Escalated Value
A.	**Total Acquisition Cost:** Acquisition, including Excess Lands, Damages, and Goodwill.	$ 136,900	5 %	$ 166,000
	Project Permit Fees.	$ 114,075	5 %	$ 127,000
	Railroads	$ 0	%	$ 0
B.	**Utility Relocation (State Share)**	$ 0	%	$ 0
C.	**Relocation Assistance**	$ 0	%	$ 0
D.	**Clearance/Demolition**	$ 0	%	$ 0
E.	**Title and Escrow**	$ 4,250	%	$ 5,000
F.	**Total Estimated Cost**	$ 255,225		$ 298,000
G.	**Construction Contract Work. Railroads**	$ 0	%	$ 0

2. **Current Date of Right of Way Certification** 04/14/2028T

3. **Parcel Data:** To be entered into PRSM RCFP RW Screen.

Type		Dual/Appr	Utilities	
X			U4-1	
A			-2	
B	2* *See Section 5		-3	
C			-4	
D			U5-7	
E	XXXX		-8	
F	XXXX		-9	

Total 2* *See Section 5

RR Involvements	
None	
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/**Clauses**/	X
OE Clearance	X
Misc. R/W Work	
RAP Displ	N/A
Clear/Demo	N/A
Const Permits	N/A
Condemnation	0

Areas: R/W 1,330 No. Excess Parcels 0 Excess N/A
Entered RCFP Screens _____ by T. Dinh
Entered AGRE Screen (Railroad data only) ___/___/___/ By _____

4. Are there any major items of construction contract work? Yes ☐ No ☒ (If "Yes," explain.)

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc…)

   No right of way required. ☐

   At PA&ED, there was a late discovery that work will occur outside of the state's R/W for ingress/egress and to complete pipe liner work. This will impact two (2) properties which will require two (2) Permanent Easements along SR-57 in the City of Brea. The properties within the project area are zoned as residential.**
   **See Section 6.

6. Any assumptions and/or limiting conditions used? Yes ☒ Not Significant ☐ No ☐ (If "Yes," explain.)

   It will be further evaluated if ingress/egress can be obtained from local agencies without the acquisition of a Permanent Easement.
   All affected parcels were originally zoned as public space or agricultural. Further investigation revealed the City of Brea's zoning maps currently identify these parcels as residential. This is likely due to a large residential development project within the vicinity. As a result, estimate includes potential costs for residential land value.

7. Are utility facilities or rights of way affected?

   Yes ☐ No ☒ (If "Yes," attach Utility Information Sheet, Exhibit 4-EX-5.)

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

   ☐ Longitudinal policy conflict(s)

   ☐ Environmental concerns impacting acquisition of potential easements

   ☐ Power lines operating in excess of 50 KV and substations

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

8. Are Railroad facilities or rights of way affected?

   Yes ☒ No ☐ (If "Yes," attach Railroad Information Sheet, Exhibit 4-EX-6.)

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

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

   Hazardous waste determinations are currently unknown, but due to history of parcels previously part of a mining oil field, further studies may result in identification of hazardous waste and/or materials.

10. Are State or Federal rights of way affected?

    Yes ☐ No ☒ (If "Yes," provide the following information)

Agencies Involved:

_____ Army Corps of Engineers	_____ GSA	_____ US Postal Service
_____ BIA	_____ National Parks	_____ Veterans Administration
_____ BLM	_____ US Fish & Wildlife	_____ Other _____
_____ Dept. of Parks & Recreation	_____ US Forest Service	_____ Other _____

Rights/Permissions Required:

_____ Cooperative Work Agreement	_____ Letter of Concurrence	_____ Special Use Permit
_____ Cost Recovery	_____ Letter of Consent	_____ Timber Sale
_____ Courtesy Letter	_____ Mineral Agreement	_____ Transfer of Jurisdiction
_____ Easement	_____ Right of Entry	_____ Other _____
_____ Highway Easement	_____ Right of Way Grant	_____ Other _____

11. Are RAP displacements required? Yes ☐ No ☒ (If "Yes," provide the following information.)

No. of single family _____ No. of business/nonprofit _____

No. of multi-family _____ No. of farms _____

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

12. Are there any outdoor advertising signs impacted? Yes ☐ No ☒ (If "Yes," explain.)

13. Are Material Borrow and/or Disposal Sites required? Yes ☐ No ☒ (If "Yes," explain.)

14. Are there potential relinquishments and/or abandonments? Yes ☐ No ☒ (If "Yes," explain.)

15. Are there any existing and/or potential airspace sites? Yes ☒ No ☐ (If "Yes," explain.)

The following Freeway Lease Areas are within the project limits:

- 12-ORA-057-0010 at PM 13.5
- 12-ORA-057-0009 at PM 21.9

No anticipated impacts to these lease areas because of the project, and no potential development of future airspace lease areas.

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

Based on the R/W requirements on Page 1 of this Data Sheet, R/W will require a lead-time of 24 months from the date regular appraisals can begin to project certification.

In any event, RW Maps will require 18 months from Final Maps to project certification.

17. Is it anticipated that Caltrans staff will perform all Right of Way work? Yes ☒ No ☐ (If "No," discuss.)

Evaluation Prepared By:

Right of Way:	Name	KELLY BERNARDINO Right of Way Estimator	Date	05/05/2026
Railroad:	Name	TIM CHEUNG Right of Way Railroad Coordinator	Date	05/05/2026
Utilities:	Name	SCOTT HANSEN Right of Way Utility Estimator	Date	05/05/2026
Airspace:	Name	JAMES THORNBURG Right of Way Airspace Coordinator	Date	05/05/2026
State/Federal Lands:	Name	KELLY BERNARDINO Right of Way Estimator	Date	05/05/2026

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

EVANGELINA WASHINGTON, Branch Chief
R/W Project Coordination, Planning & Management,
& Acquisition

05/05/2026
Date

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or right of way affected.

   - SR-57: Southern California Regional Rail Authority (SCRRA)/Metrolink-Stadium OH, Bridge No. 55-399, PM12.27/12.33, City of Anaheim
   - SR-57: Union Pacific – Douglas OH, Bridge No. 55-337, PM 12.96/13.00 City of Anaheim
   - SR-57: Burlington Northern and Santa Fe (BNSF) Railway – South Placentia OH, Bridge No. 55-450, PM 16.63/16.64 City of Placentia
   - SR-57: BNSF Railway – Placentia OH, Bridge No. 55-449, PM 16.84/16.85 City of Placentia

2. When branch lines or spurs are affected, would acquisition and/or payment of damages to business and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes _____ No __X__ (If yes, explain)

3. Discuss types of agreements and right required from the railroads. Are grade crossings requiring service Contracts or grade separations requiring construct and maintenance agreements involved?

   The work needed to replace the damaged approach/departure slabs will be performed on Union Pacific – Douglas OH, Bridge #55-337.

   An Office of Engineer Railroad Clearance Memo with railroad short clauses is required for insertion into the Specifications.

4. Remarks (non-operating railroad right of way involved?):

   N/A

5. PMCS Input Information

RR Involvements	
None	
C&M Agreement	
Service Contract	
Design	
Const.	
Lic/RE/**Clauses**	X
OE Clearance	X

Prepared By:

TIM CHEUNG
Right of Way Railroad Coordinator

05/05/2026
Date

R/W ESTIMATOR'S INFORMATION SHEET FOR DEVELOPMENTAL FEES

ORGANIZATION PERMIT REQUESTED FROM:	TYPE OF PERMIT/SERVICE REQUESTED	DOLLAR AMOUNT OF PERMIT
United States Army Corps of Engineers (USACE)	Section 404	$ 10
Regional Water Quality Control Board (RWQCB)	401 Certification	$ 58,248
California Department of Fish & Wildlife (CDFW)	1602 Agreement	$ 55,817
		$
		$

TOTAL NUMBER OF PERMITS: 3

TOTAL DOLLAR AMOUNT OF PERMITS: $114,075

Prepared By:

Kelly Bernardino

KELLY BERNARDINO
Right of Way Estimator

05/05/2026
Date

Attachment G:
Utility Plans and Utility Management Matrix

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

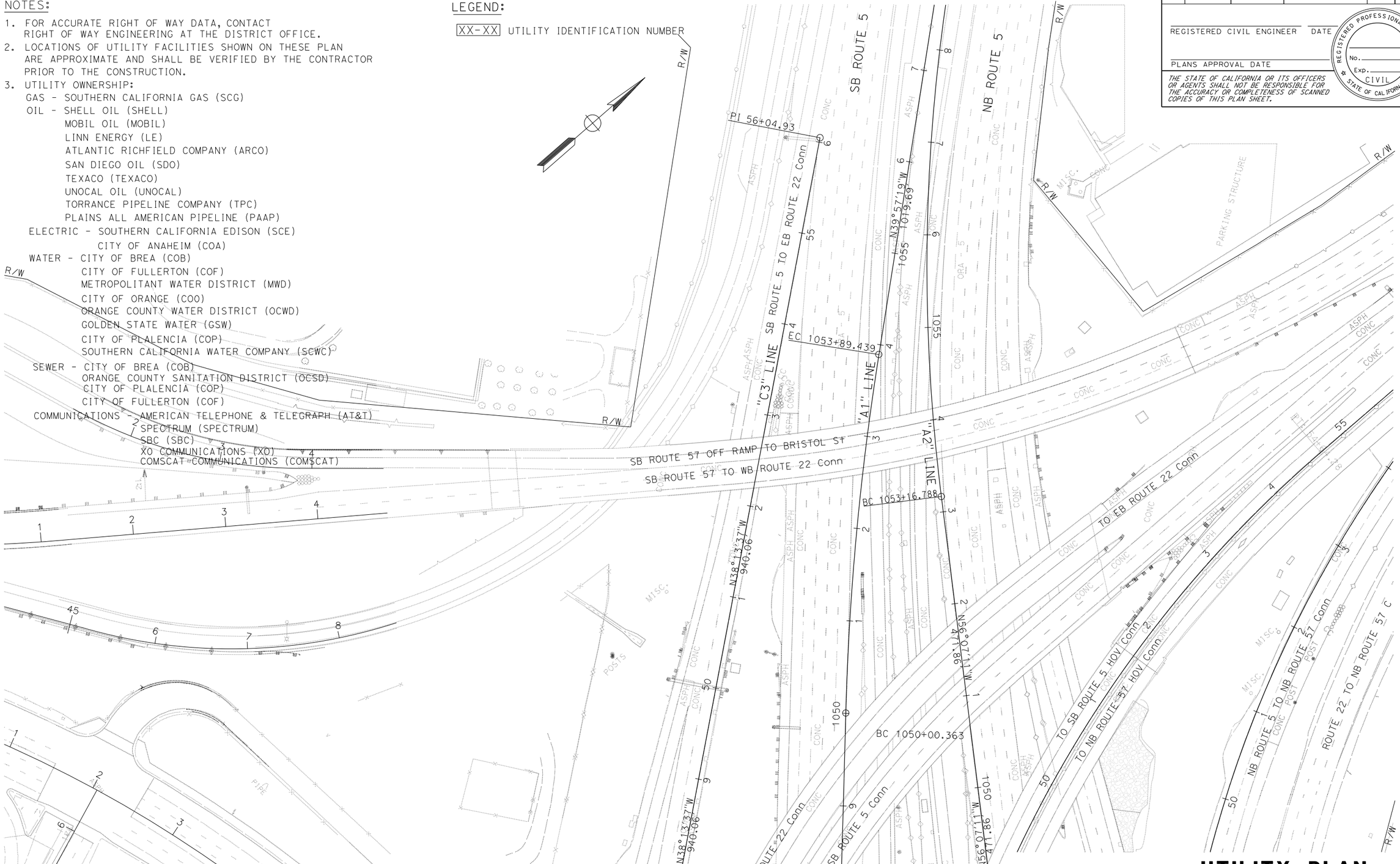
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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. LOCATIONS OF UTILITY FACILITIES SHOWN ON THESE PLAN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE CONSTRUCTION.
3. UTILITY OWNERSHIP:
   - GAS - SOUTHERN CALIFORNIA GAS (SCG)
   - OIL - SHELL OIL (SHELL)
     MOBIL OIL (MOBIL)
     LINN ENERGY (LE)
     ATLANTIC RICHFIELD COMPANY (ARCO)
     SAN DIEGO OIL (SDO)
     TEXACO (TEXACO)
     UNOCAL OIL (UNOCAL)
     TORRANCE PIPELINE COMPANY (TPC)
     PLAINS ALL AMERICAN PIPELINE (PAAP)
   - ELECTRIC - SOUTHERN CALIFORNIA EDISON (SCE)
     CITY OF ANAHEIM (COA)
   - WATER - CITY OF BREA (COB)
     CITY OF FULLERTON (COF)
     METROPOLITANT WATER DISTRICT (MWD)
     CITY OF ORANGE (COO)
     ORANGE COUNTY WATER DISTRICT (OCWD)
     GOLDEN STATE WATER (GSW)
     CITY OF PLALENCIA (COP)
     SOUTHERN CALIFORNIA WATER COMPANY (SCWC)
   - SEWER - CITY OF BREA (COB)
     ORANGE COUNTY SANITATION DISTRICT (OCSD)
     CITY OF PLALENCIA (COP)
     CITY OF FULLERTON (COF)
   - COMMUNICATIONS - AMERICAN TELEPHONE & TELEGRAPH (AT&T)
     SPECTRUM (SPECTRUM)
     SBC (SBC)
     XO COMMUNICATIONS (XO)
     COMSCAT COMMUNICATIONS (COMSCAT)

LEGEND:

XX-XX UTILITY IDENTIFICATION NUMBER



THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-1

CALCULATED-DESIGNED BY: MINH PHAM
CHECKED BY:
REVISED BY:
DATE REVISED:
FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

LAST REVISION | DATE PLOTTED => 19-FEB-2026
08-04-25 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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2-14 UG TELEPHONE CONDUIT (AT&T)

2-13 UG TELEPHONE CONDUIT (AT&T)

2-10 10" VCP SEWER (OCSD)

2-08 UG Elect CONDUIT (SCE)

2-09 12" GAS (SCG)

2-06 6" WATER (COO)

12" CIP WATER (COO) 2-07

ABANONDED WATER LINE (OSAV) 2-01

2-02 18" WATER (COO)

2-04 34" GAS (SCG)

2-05 ABANDONED WATER (OSAV)

2-03 6" SEWER (OCSD)

2-12 2" GAS (SCG)

2-11 ABANDONED 4" CIP WATER (COO)

UG TELEPHONE CONDUIT (AT&T) 2-17

"CHAP1" LINE

ABANDONED IRRIGATION WATER LINE (OSAV) 2-15

UG CONDUIT (SBC) 2-16

"ALN240" LINE

SB ROUTE 57

NB ROUTE 57

ANITA DRIVE

PARKING LOT

CHAPMAN AVE

DONNEYBROOKE STREET

ORA - 57

R/W

Match Line 327+50 (U-3)

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UTILITY PLAN

SCALE: 1" = 50'

U-2

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CALCULATED-DESIGNED BY: MINH PHAM

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UNIT 3003

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UTILITY PLAN

SCALE: 1" = 50'

U-3

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CHECKED BY	
REVISED BY	MINH PHAM
DATE REVISED	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

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UTILITY PLAN

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U-4

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CALCULATED-DESIGNED BY

CHECKED BY: MINH PHAM

REVISED BY

DATE REVISED

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DGN FILE => 1218000088ka004.dgn

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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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"ALN057001" LINE

"ALN240" LINE

"ALN1415" LINE

SB ROUTE 57

NB ROUTE 57

SCRRA METROLINK

MATCH LINE 382+50 (U-6)

66" WATER IN 84" STEEL CASING (ORANGE COUNTY WATER DISTRICT) 5-02

78" SEWER IN CONCRETE ENCASEMENT (OCSD) 5-01

PARKING LOT

TRANS TOWER

GLASS POLE

UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-5

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MINH PHAM	

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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UNIT 3003

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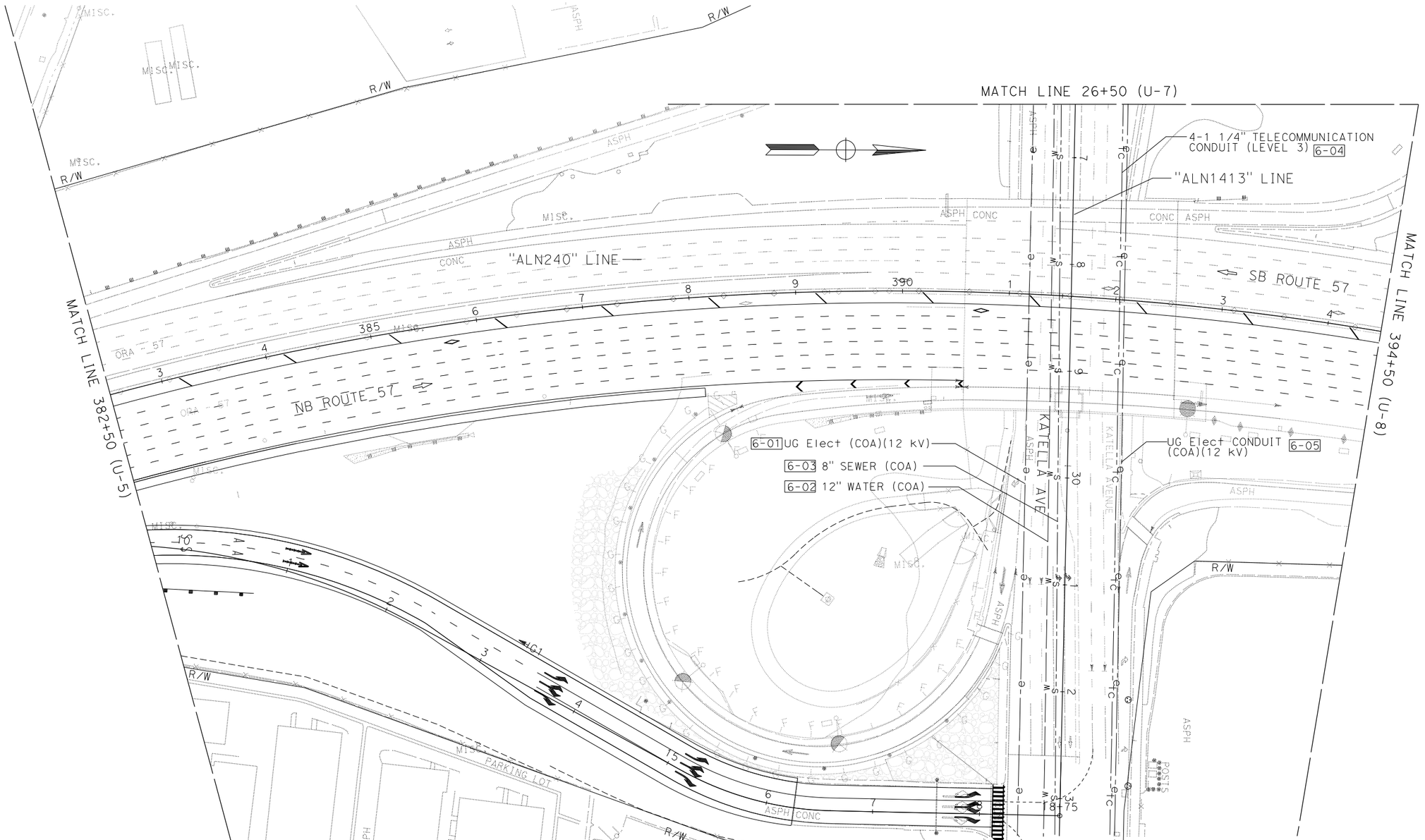
PLANS APPROVAL DATE

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UTILITY PLAN

SCALE: 1" = 50'

U-6

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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MINH PHAM

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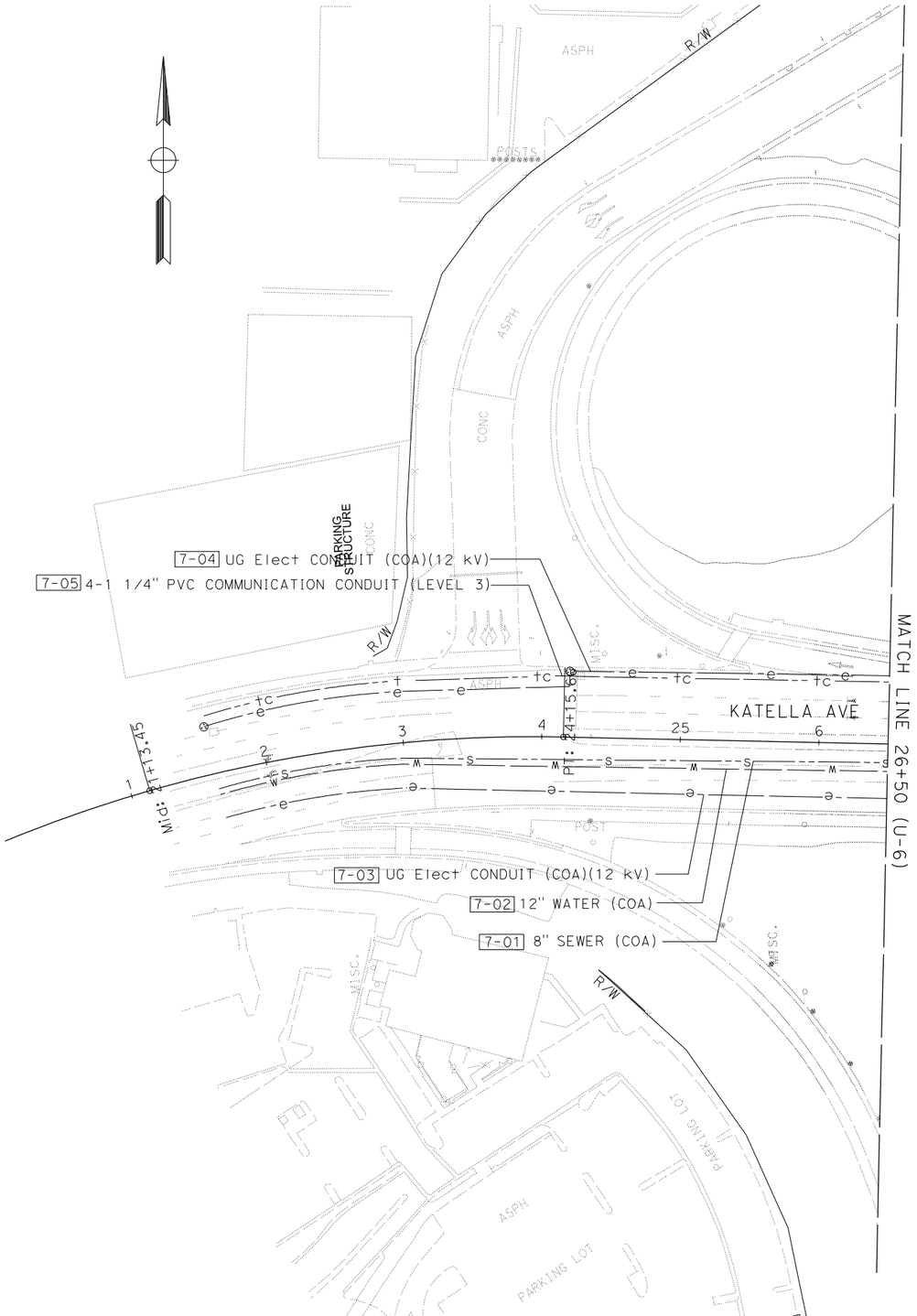
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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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UTILITY PLAN

SCALE: 1" = 50'

U-7

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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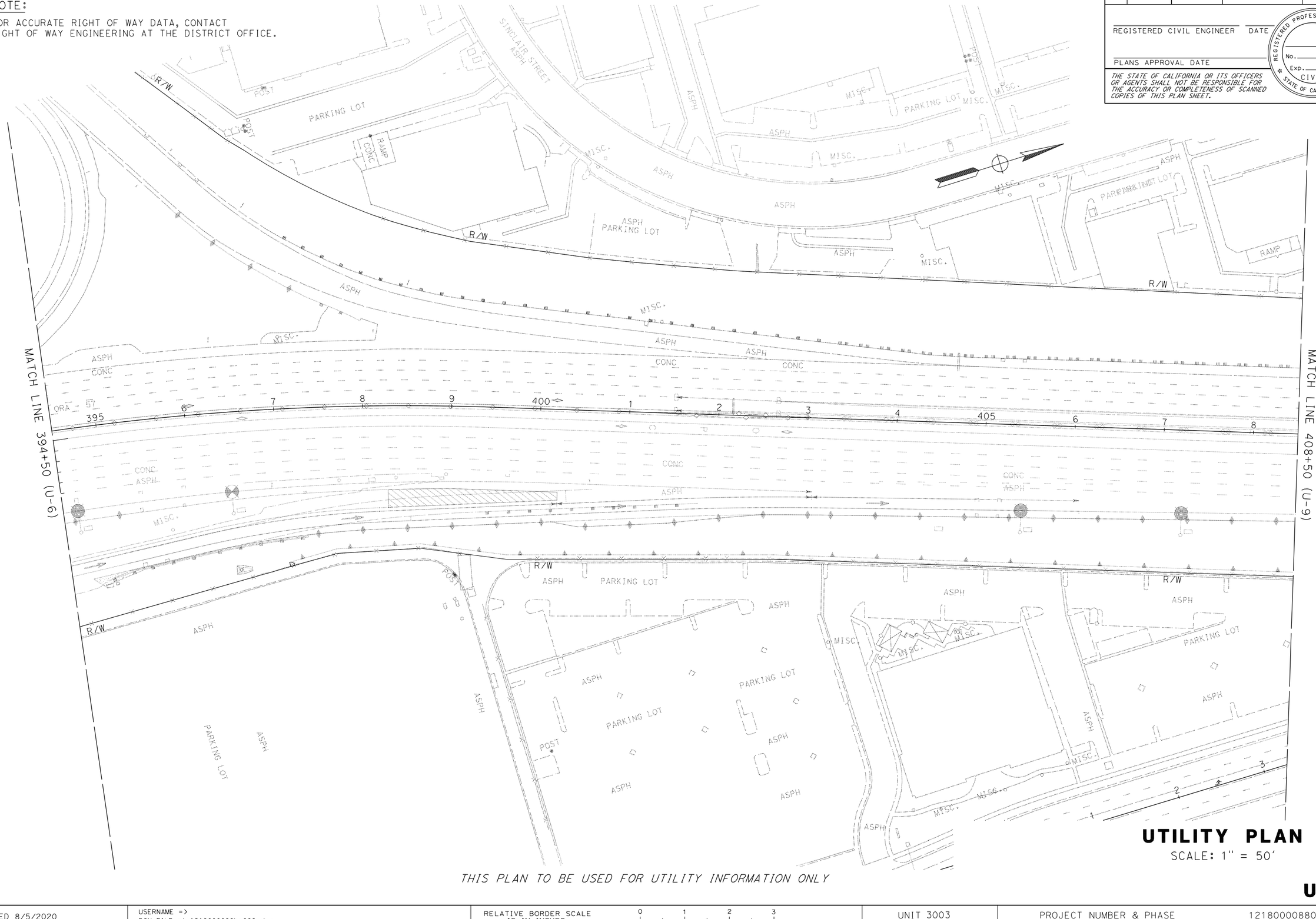
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UTILITY PLAN

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FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

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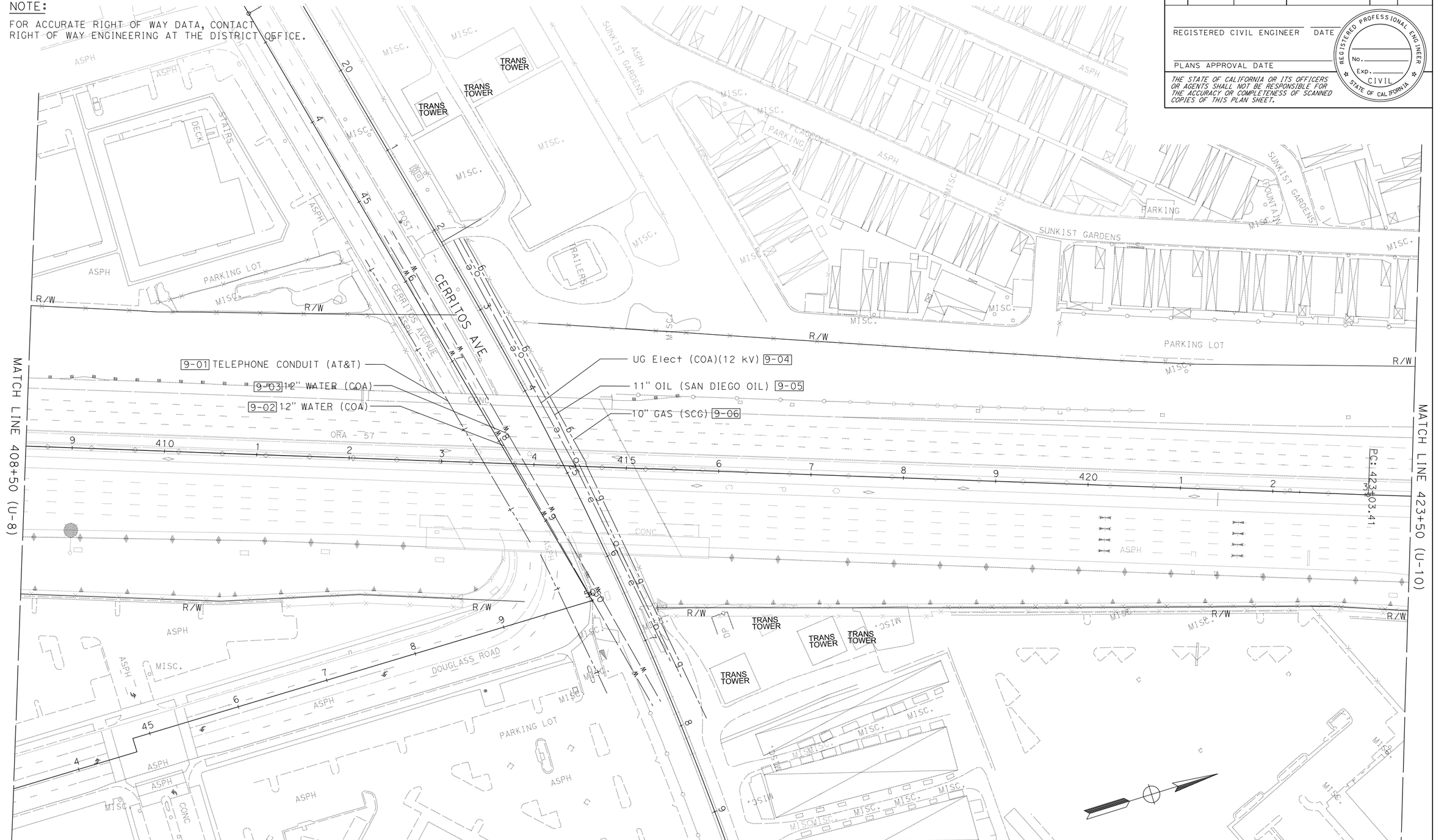
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UTILITY PLAN

SCALE: 1" = 50'

U-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED
MINH PHAM	

LAST REVISION 08-04-25 DATE PLOTTED => 19-FEB-2026 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

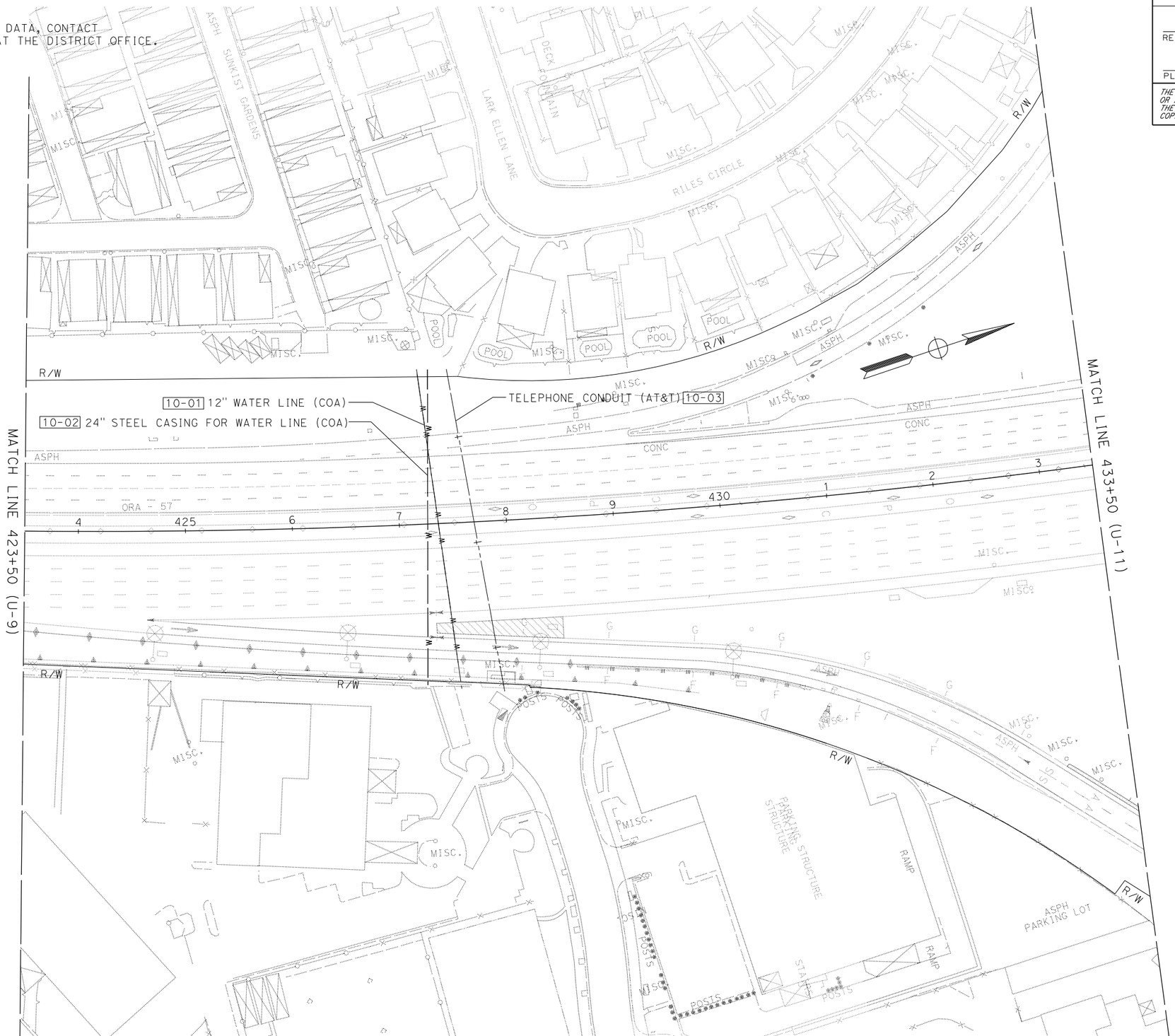
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.



THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
UTILITY ENGINEERING

CALCULATED-DESIGNED BY: MINH PHAM
CHECKED BY:
FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

REVISED BY	DATE REVISED

LAST REVISION 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020
USERNAME =>
DGN FILE => 1218000088ka010.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 3003
PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

MATCH LINE 35+50 (U-12)

8" SEWER (COA) 11-04

UG TELEPHONE CONDUIT (AT&T) 11-03

4" GAS (SCG) 11-02

10" OIL (ARCO) 11-01

MATCH LINE 433+50 (U-10)

MATCH LINE 447+50 (U-14)

MATCH LINE 44+50 (U-13)

PI: 439+43.75

PT: 445+40.81

CHANTILLY STREET

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-11

REVISED BY	DATE REVISED
MINH PHAM	
CALCULATED-DESIGNED BY	
CHECKED BY	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

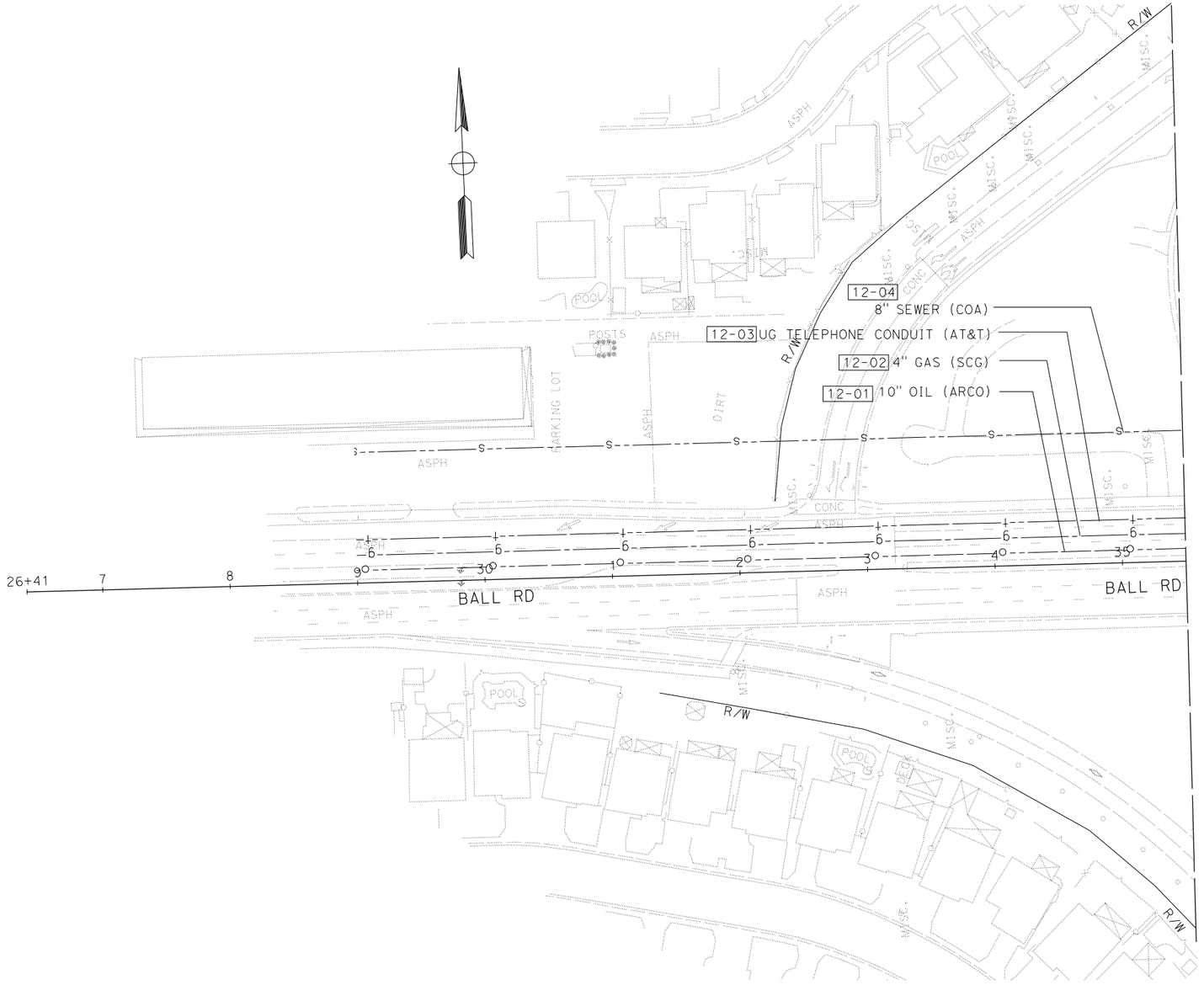
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-12

REVISED BY			
DATE REVISED			
CALCULATED-DESIGNED BY	MINH PHAM		
CHECKED BY			
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans® UTILITY ENGINEERING		

LAST REVISION 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

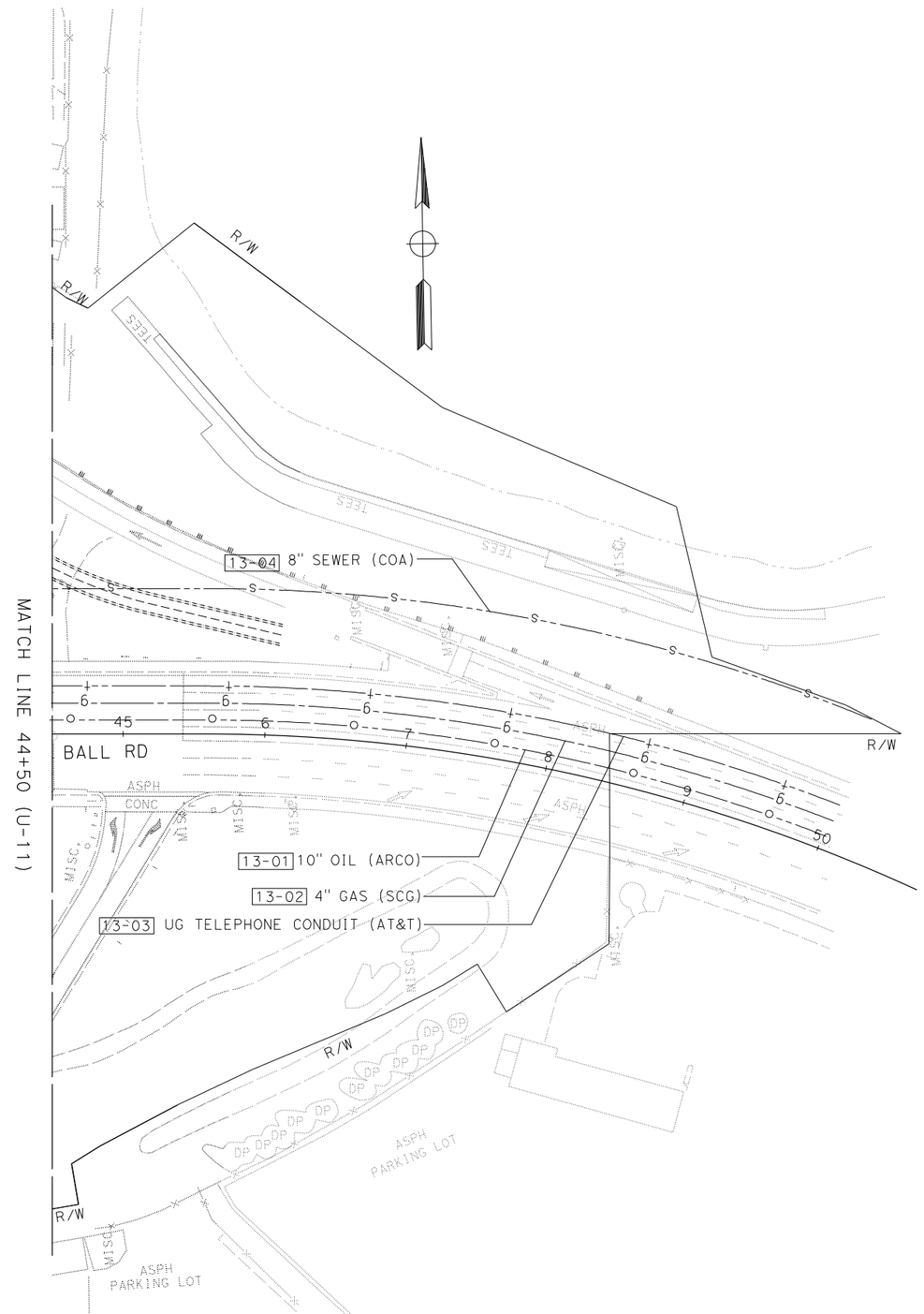
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-13

CALCULATED-DESIGNED BY	MINH PHAM	REVISED BY
CHECKED BY		DATE REVISED
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans® UTILITY ENGINEERING	

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

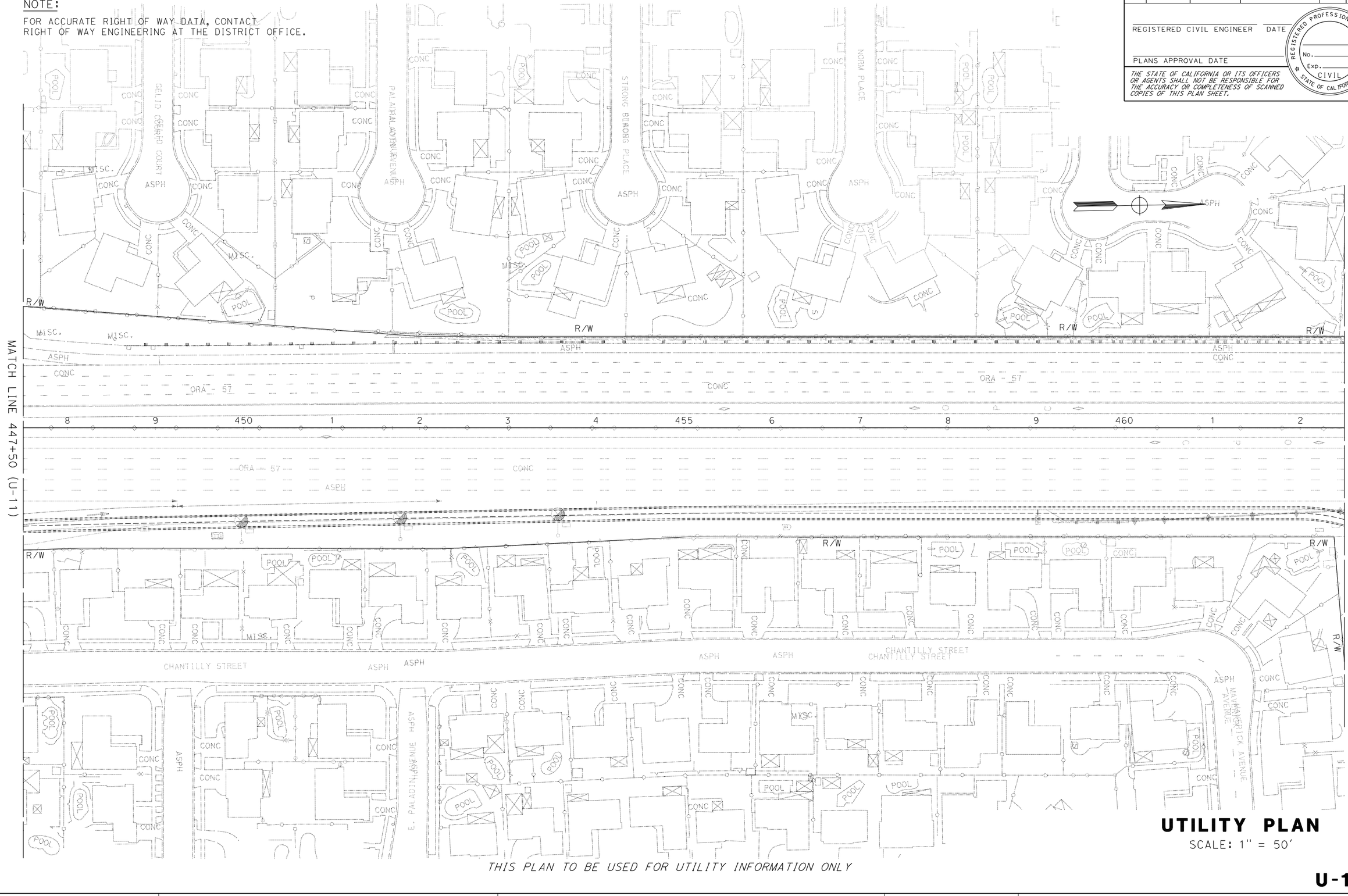
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



MATCH LINE 447+50 (U-11)

MATCH LINE 462+50 (U-15)

UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY | CHECKED BY

REVISED BY | DATE REVISED

MINH PHAM

LAST REVISION 08-04-25

DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka014.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

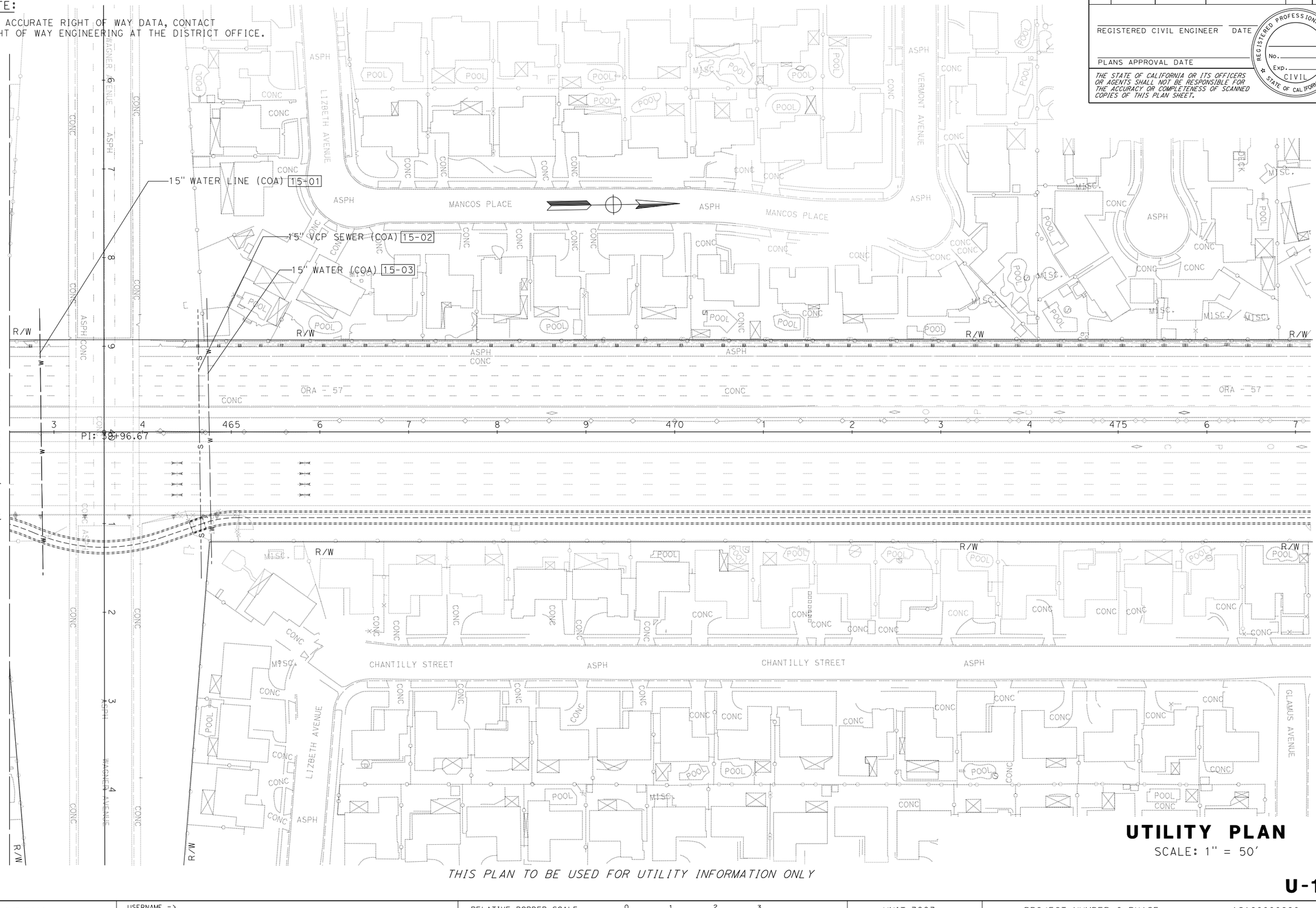
PLANS APPROVAL DATE

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

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UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-15

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25

DATE PLOTTED => 19-FEB-2026

TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>

DGN FILE => 1218000088ka015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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

PLANS APPROVAL DATE

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16-01 8" VCP SEWER IN CONCRETE ENCASED (COA)

MANCOS PLACE

DIANA PLACE

CHANTILLY STREET

VERDE AVENUE

SOUTH STRADIVARI STREET

STANDISH AVENUE

ALDEN PLACE

ORA 57

PI: 38+98.46

MATCH LINE 496+50 (U-17)

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY: MINH PHAM

DATE REVISED

LAST REVISION DATE PLOTTED => 19-FEB-2026
08-04-25 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka016.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

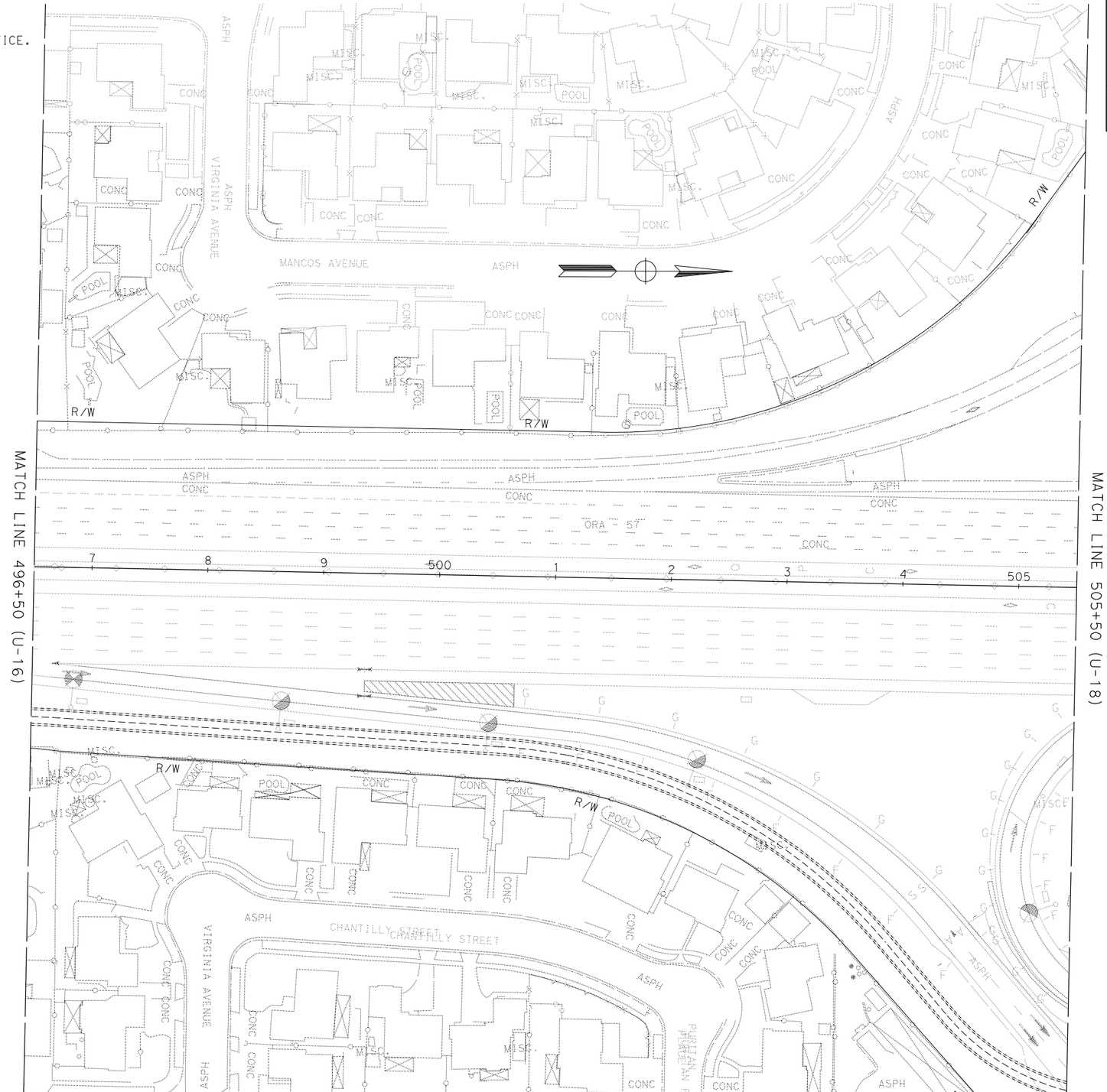
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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UTILITY PLAN

SCALE: 1" = 50'

U-17

REVISED BY	
DATE REVISED	
CALCULATED-DESIGNED BY	MINH PHAM
CHECKED BY	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25 DATE PLOTTED => 19-FEB-2026 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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PLANS APPROVAL DATE

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

MATCH LINE 35+50 (U-19)

MATCH LINE 505+50 (U-17)

MATCH LINE 518+50 (U-20)

LINCOLN AVE

Pi. 40+69.97

18-03 TELEPHONE CONDUIT UG (AT&T)

18-02 TELEPHONE CONDUIT UG (AT&T)

18-01 4" GAS UG (SCG)

3 BURIED TELEPHONE CABLES (AT&T) 18-04

CHANTILLY STREET

ORA - 57

R/W

ASPH

CONC

MISC.

POOL

POST

UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-18

LAST REVISION DATE PLOTTED => 19-FEB-2026
08-04-25 TIME PLOTTED => 10:57

CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED | MINH PHAM | FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka018.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

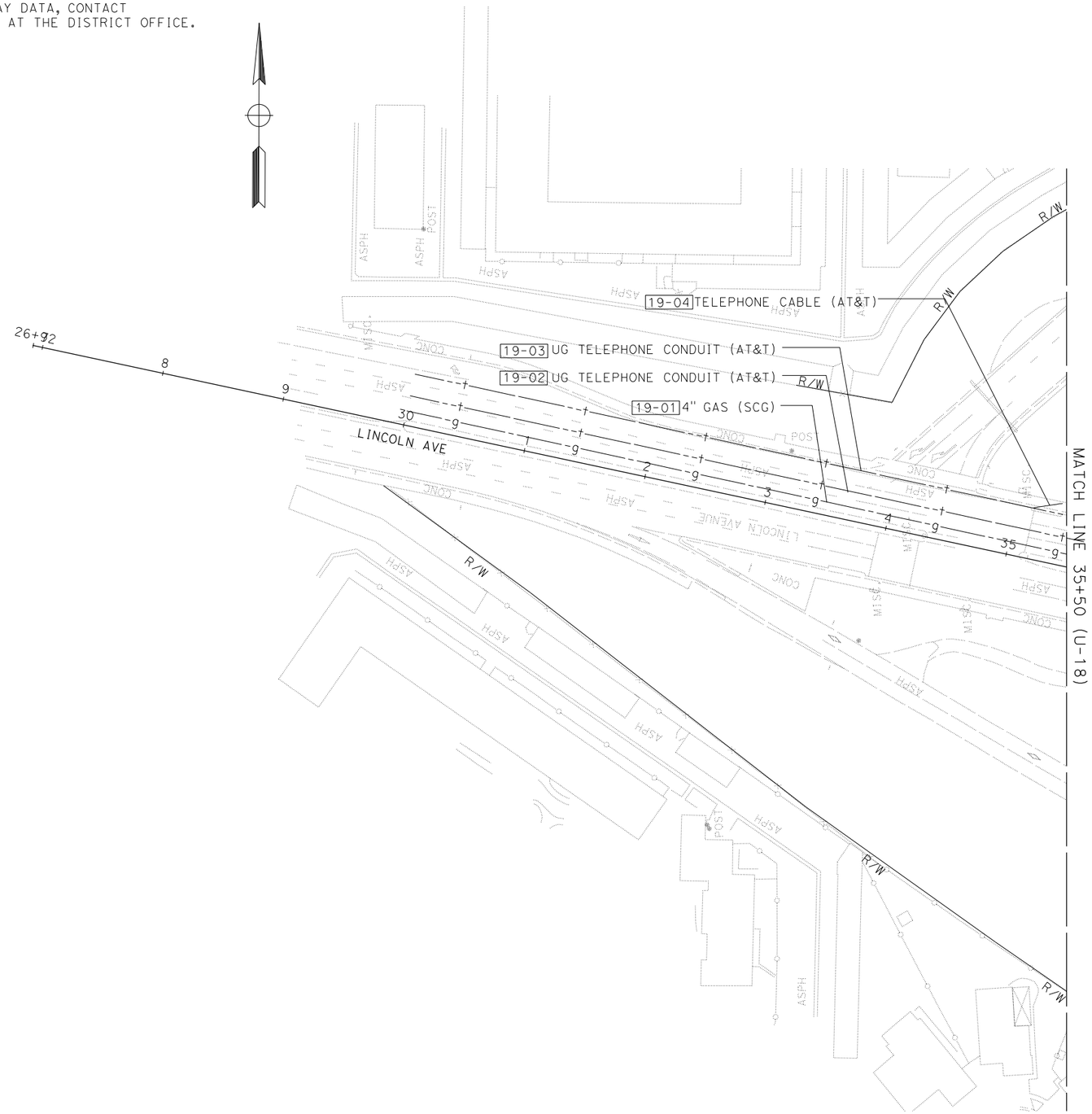
PLANS APPROVAL DATE

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

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NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR
Caltrans® **UTILITY ENGINEERING**	CHRISTOPHER LE
CALCULATED-DESIGNED BY	MINH PHAM
CHECKED BY	
REVISED BY	
DATE REVISED	
LAST REVISION	08-04-25
DATE PLOTTED =>	19-FEB-2026
TIME PLOTTED =>	10:57

BORDER LAST REVISED 8/5/2020	USERNAME =>
DGN FILE => 1218000088ka019.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 3003	PROJECT NUMBER & PHASE	12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

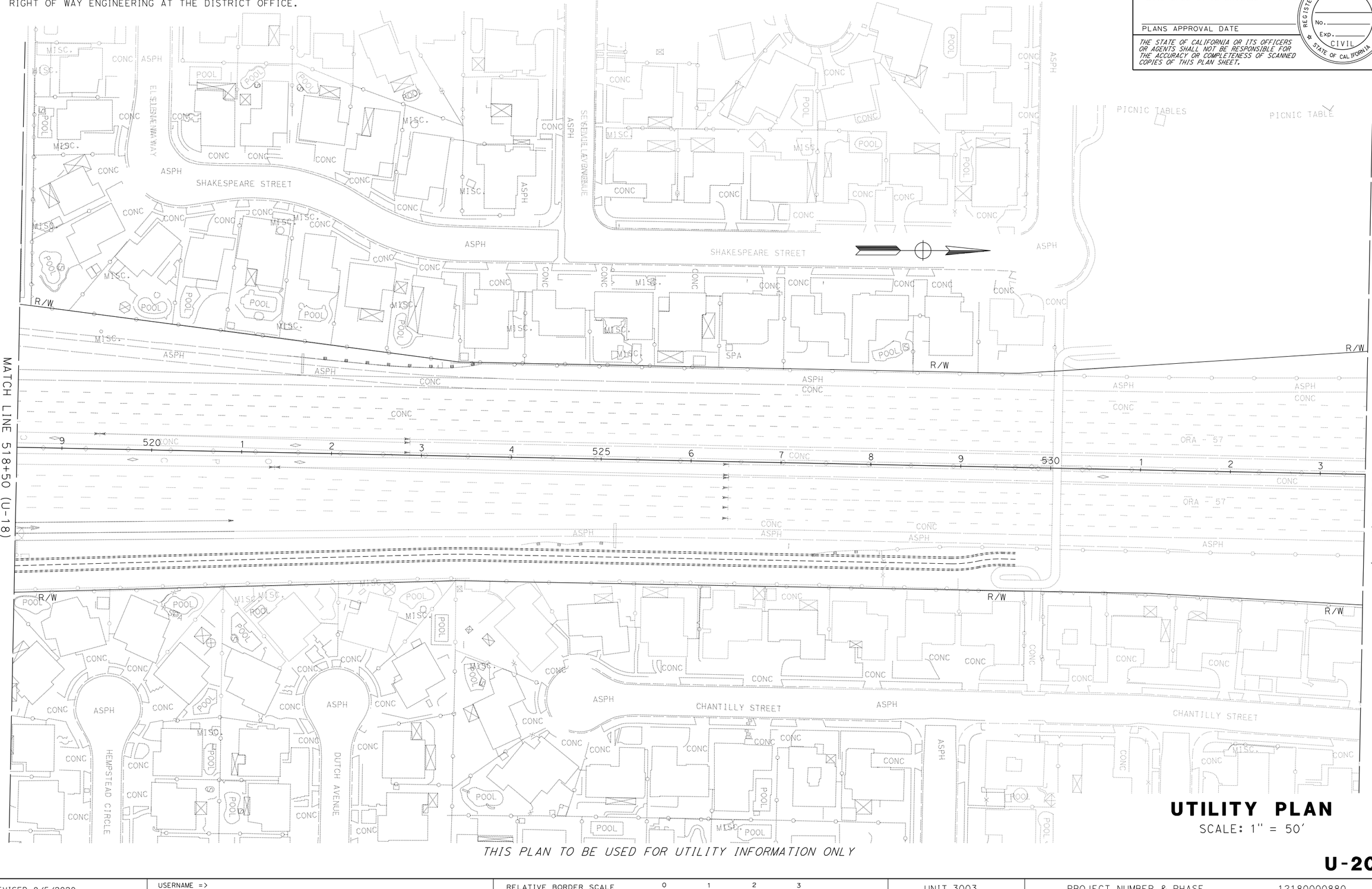
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-20

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION DATE PLOTTED => 19-FEB-2026
08-04-25 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

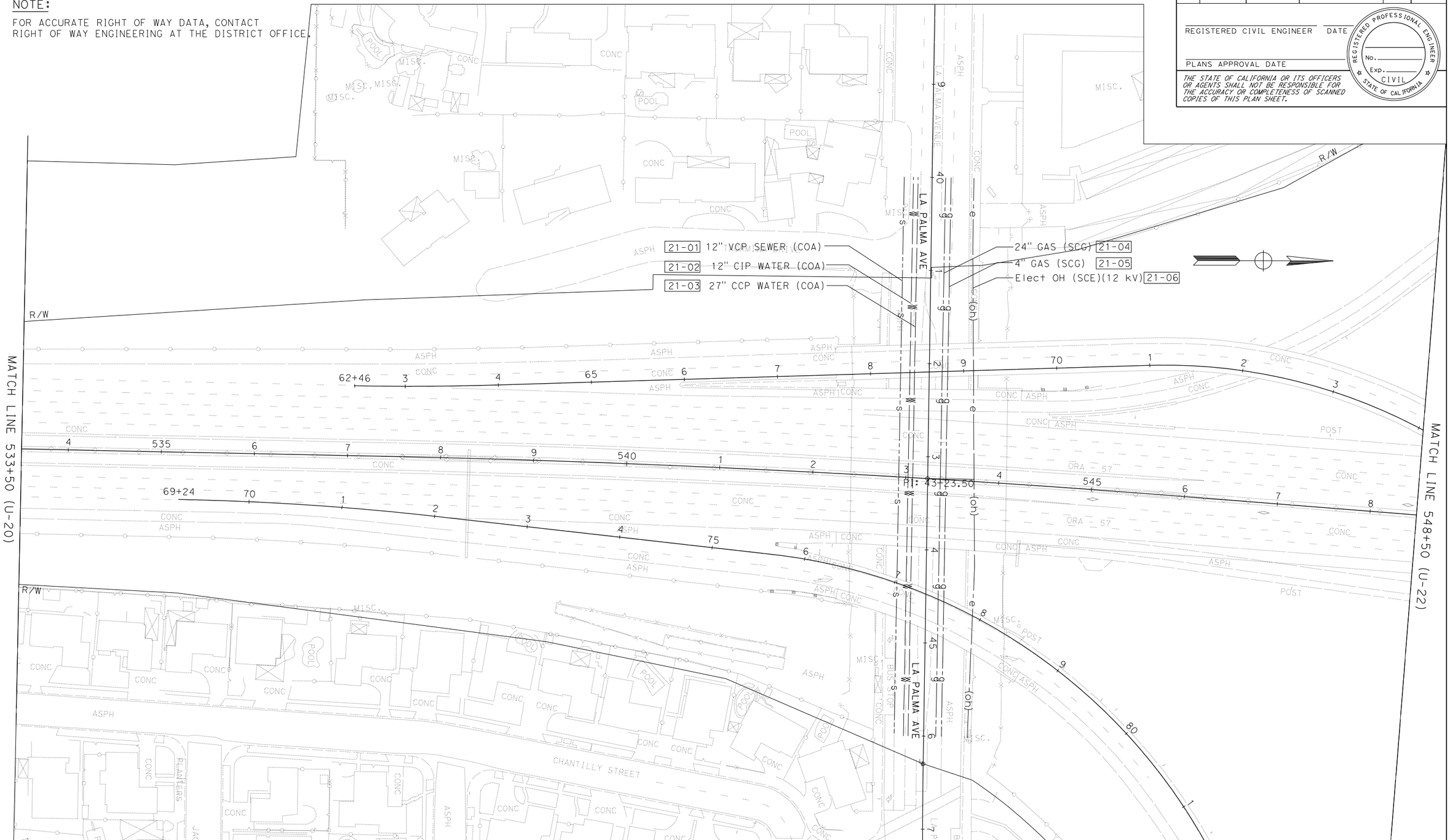
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-21

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: MINH PHAM

CHECKED BY:

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® **UTILITY ENGINEERING**

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka021.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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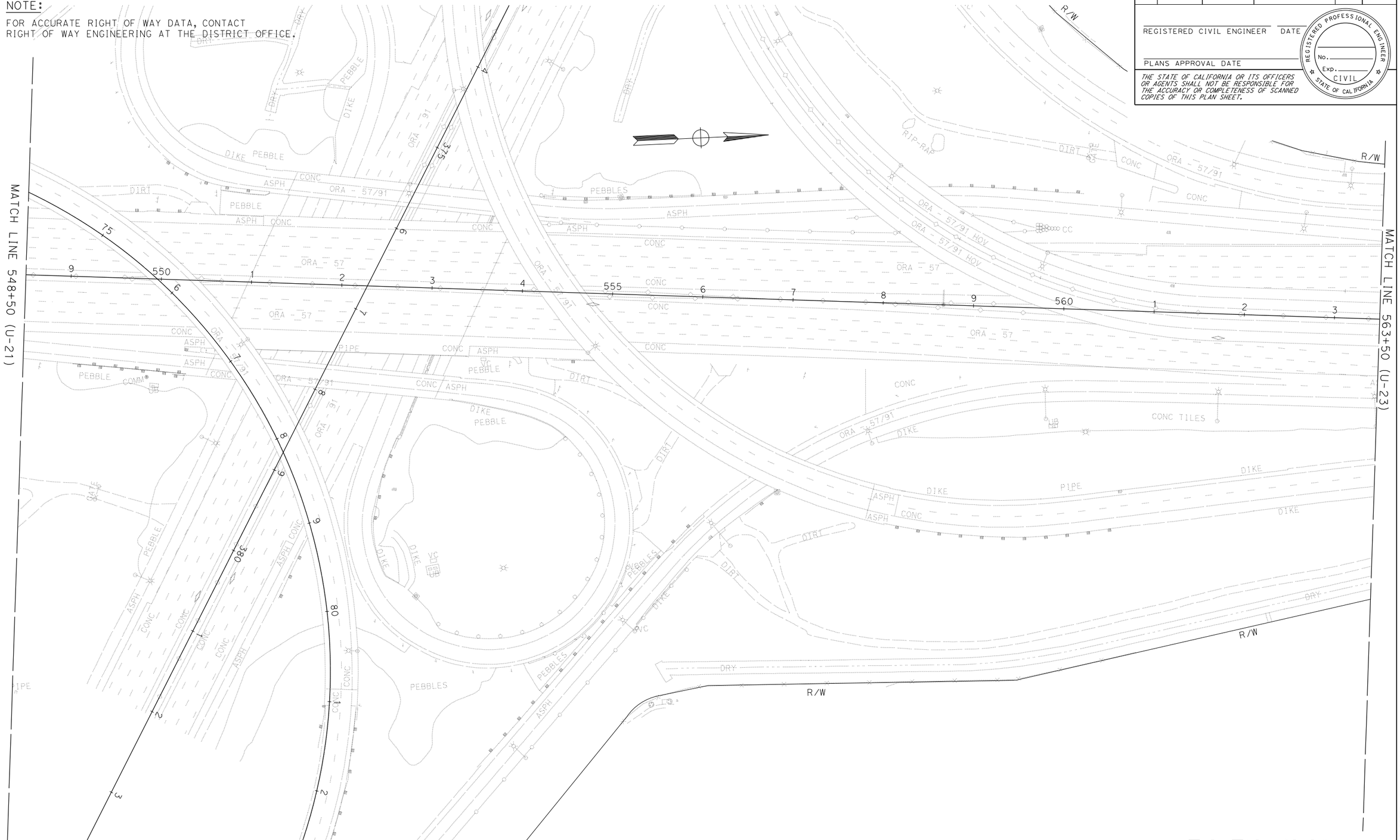
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UTILITY PLAN

SCALE: 1" = 50'

U-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY: MINH PHAM

CHECKED BY:

REVISED BY | DATE REVISED

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka022.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

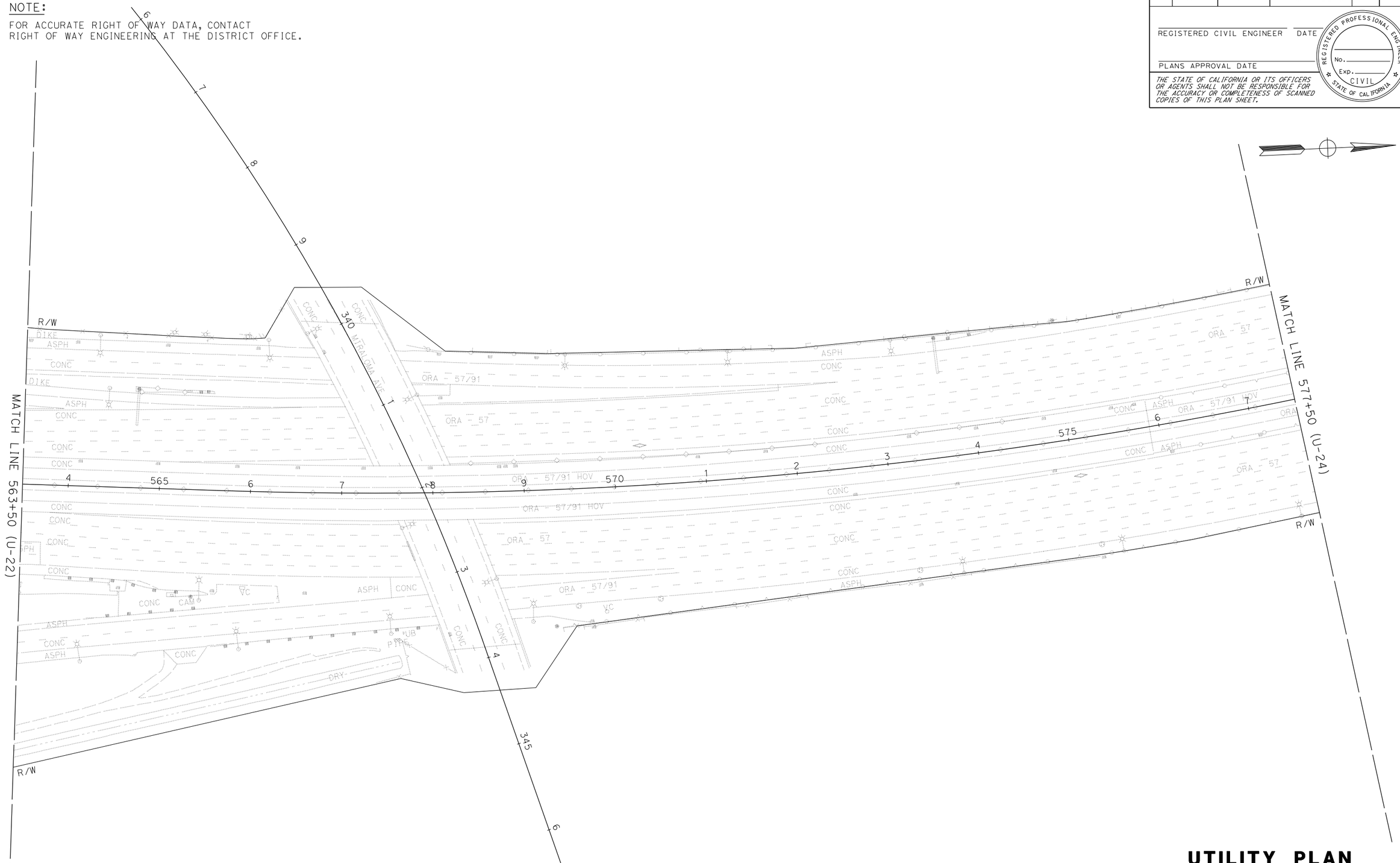
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REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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UTILITY PLAN

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U-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY: MINH PHAM

DATE REVISED	REVISED BY

LAST REVISION: 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka023.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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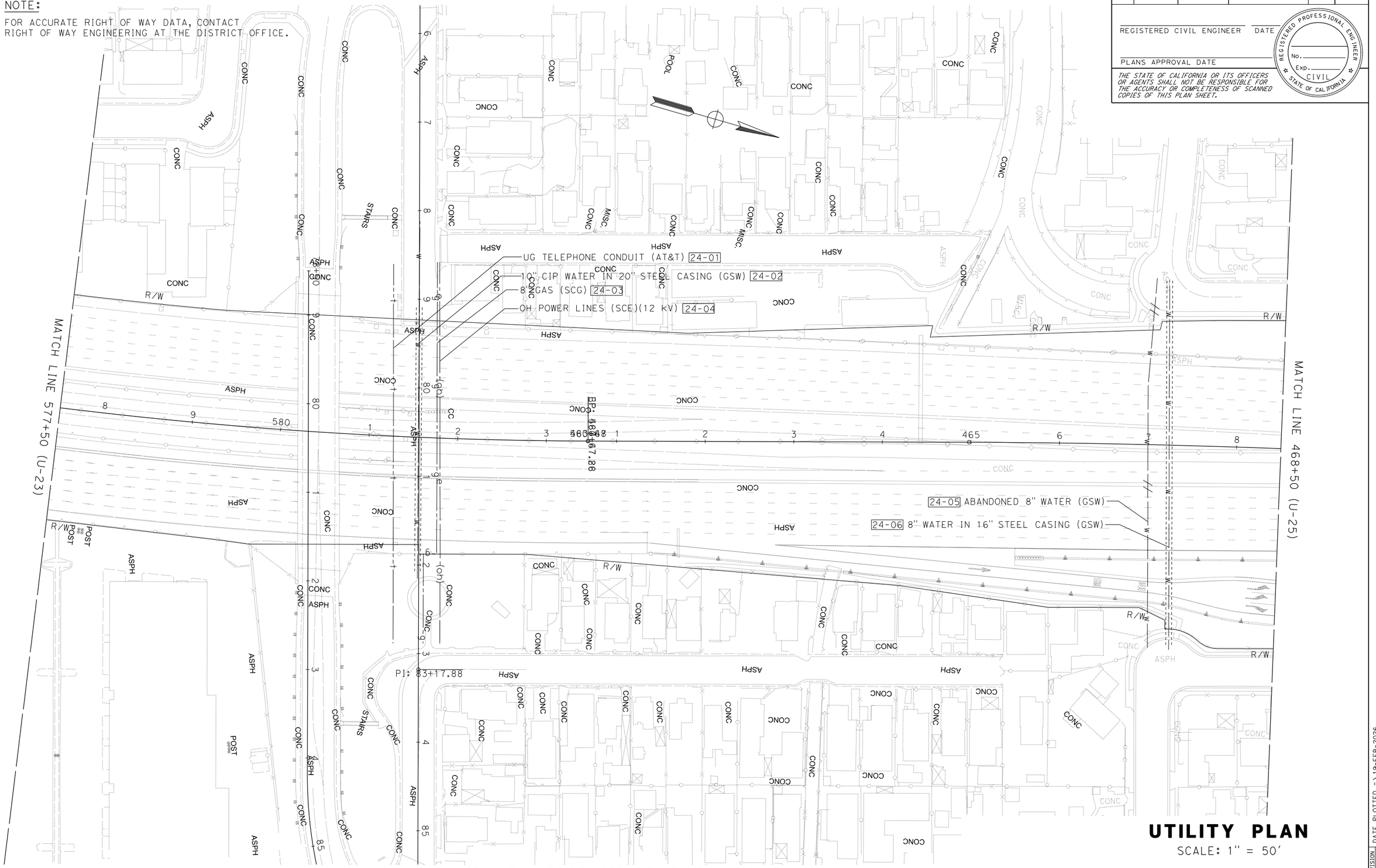
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UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR
Caltrans® UTILITY ENGINEERING	CHRISTOPHER LE

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
MINH PHAM			

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka024.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

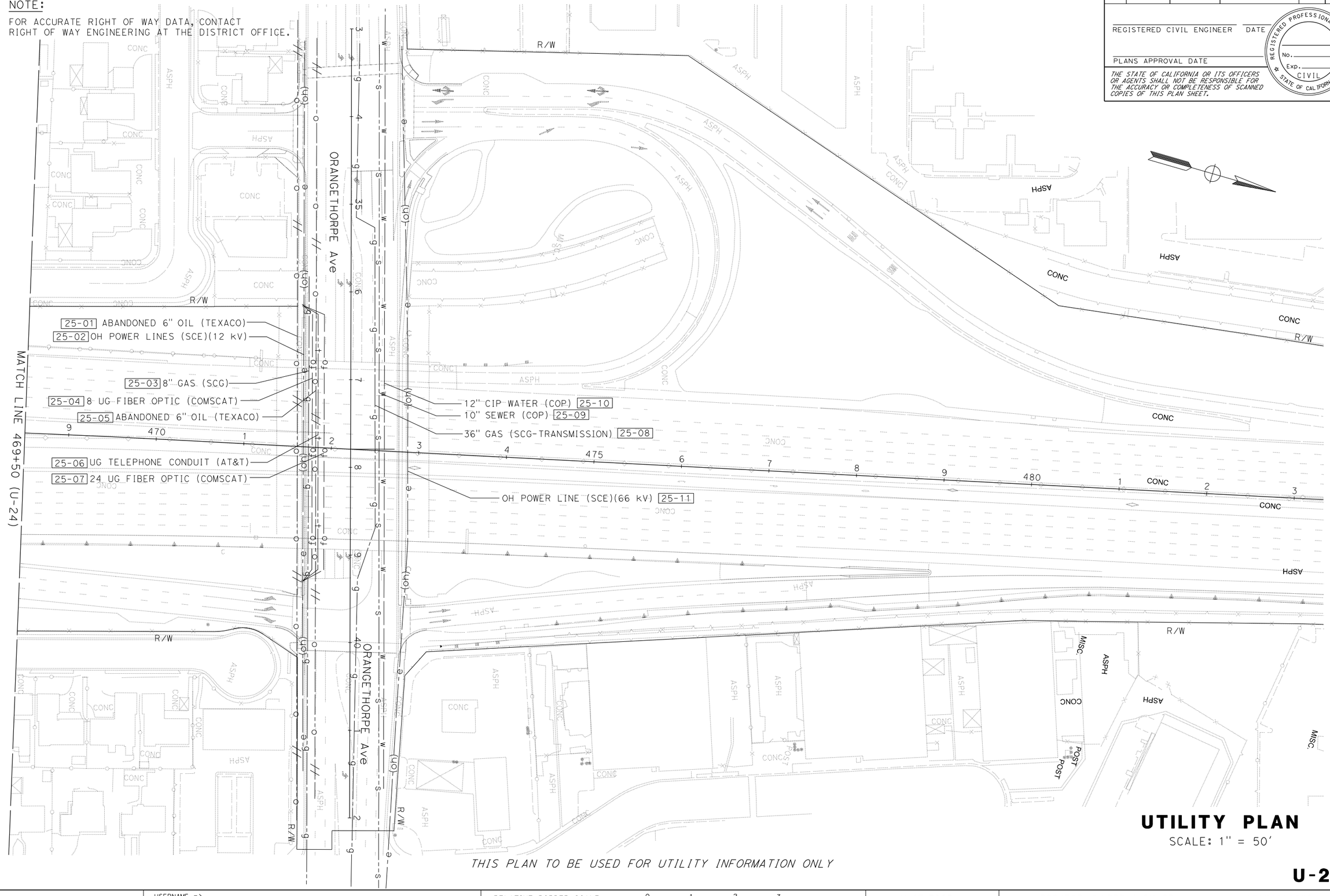
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UTILITY PLAN

SCALE: 1" = 50'

U-25

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25 DATE PLOTTED => 19-FEB-2026 TIME PLOTTED => 10:57

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

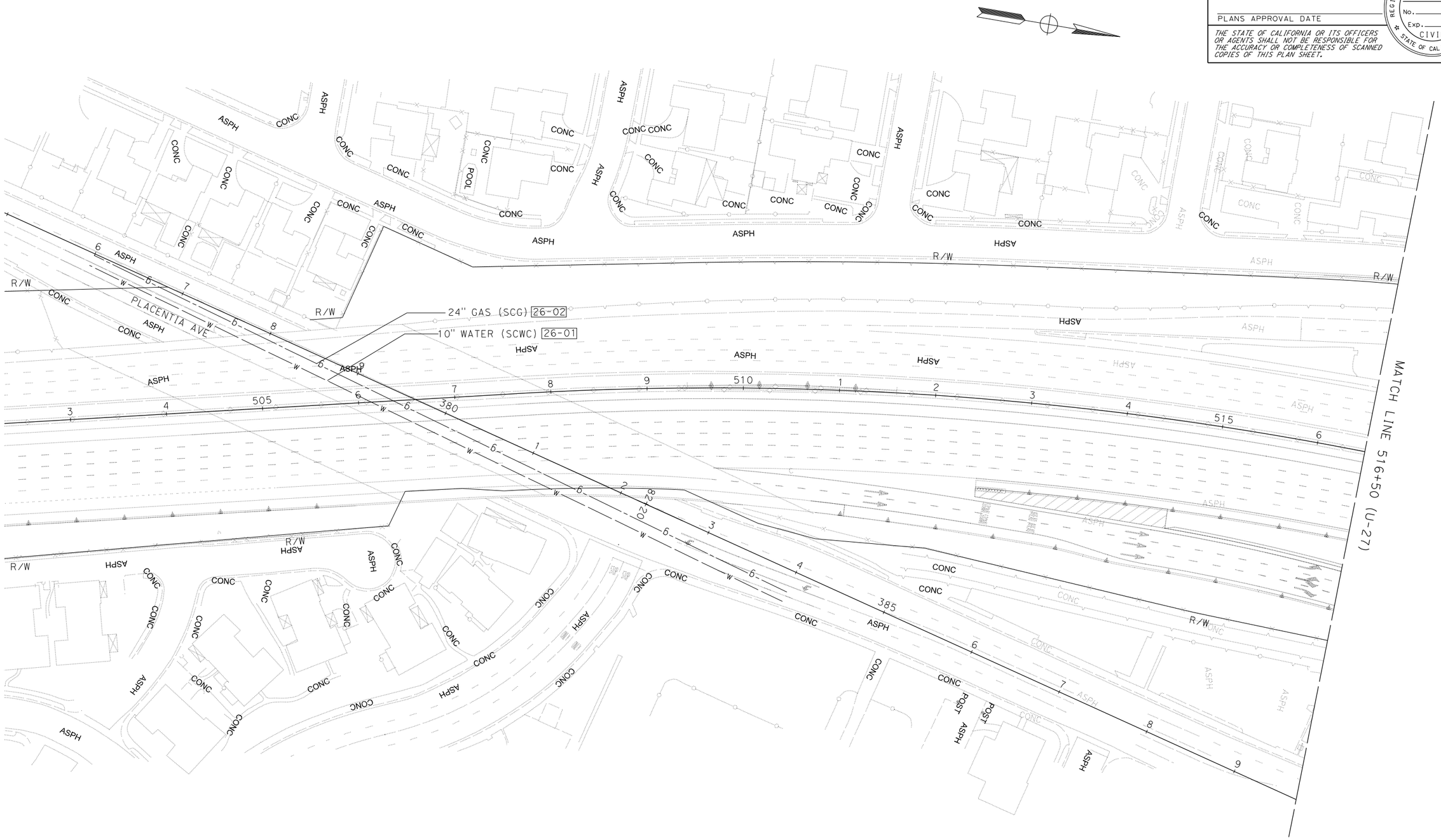
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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UTILITY PLAN

SCALE: 1" = 50'

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BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka026.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

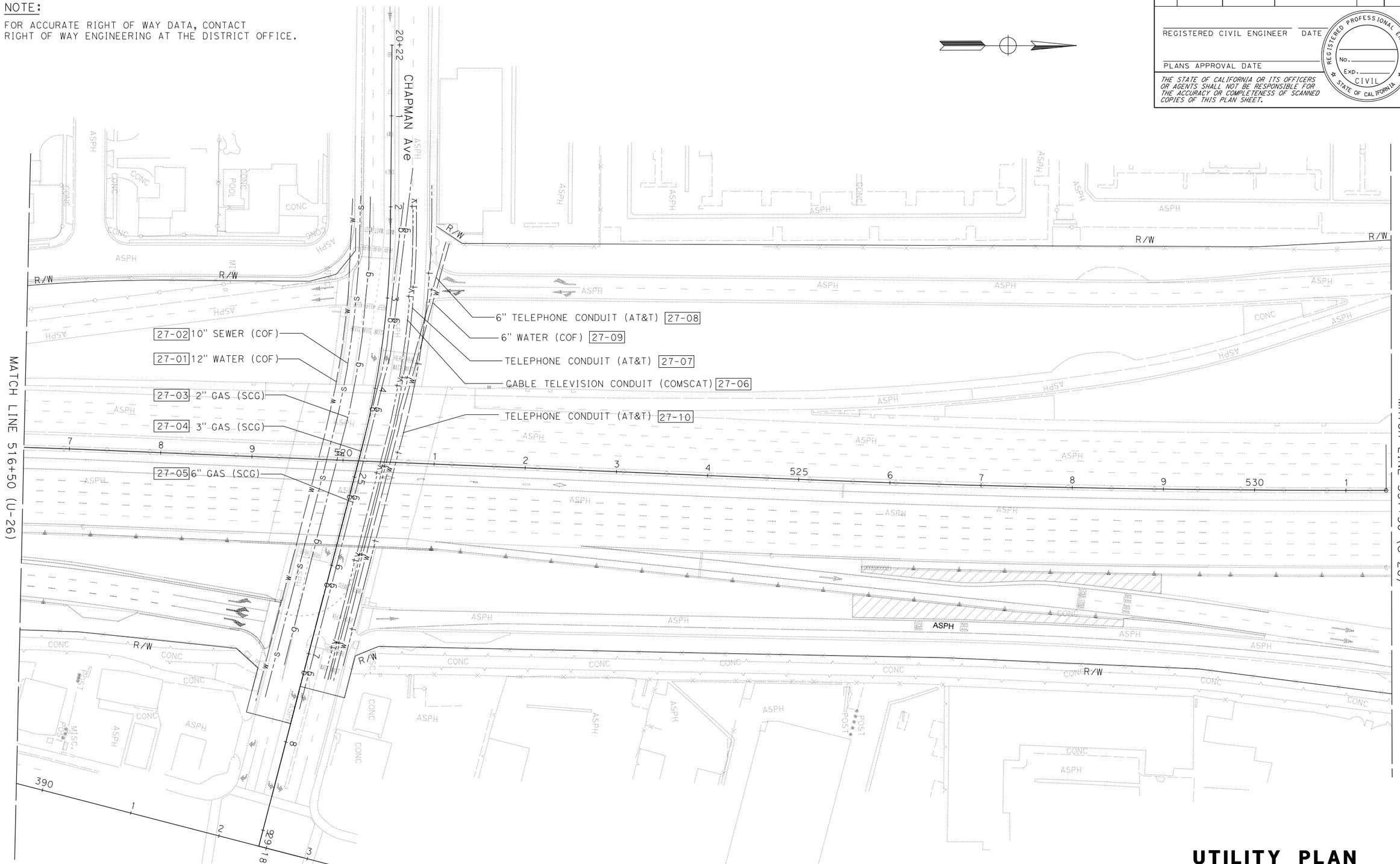
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UTILITY PLAN

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DGN FILE => 1218000088ka027.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

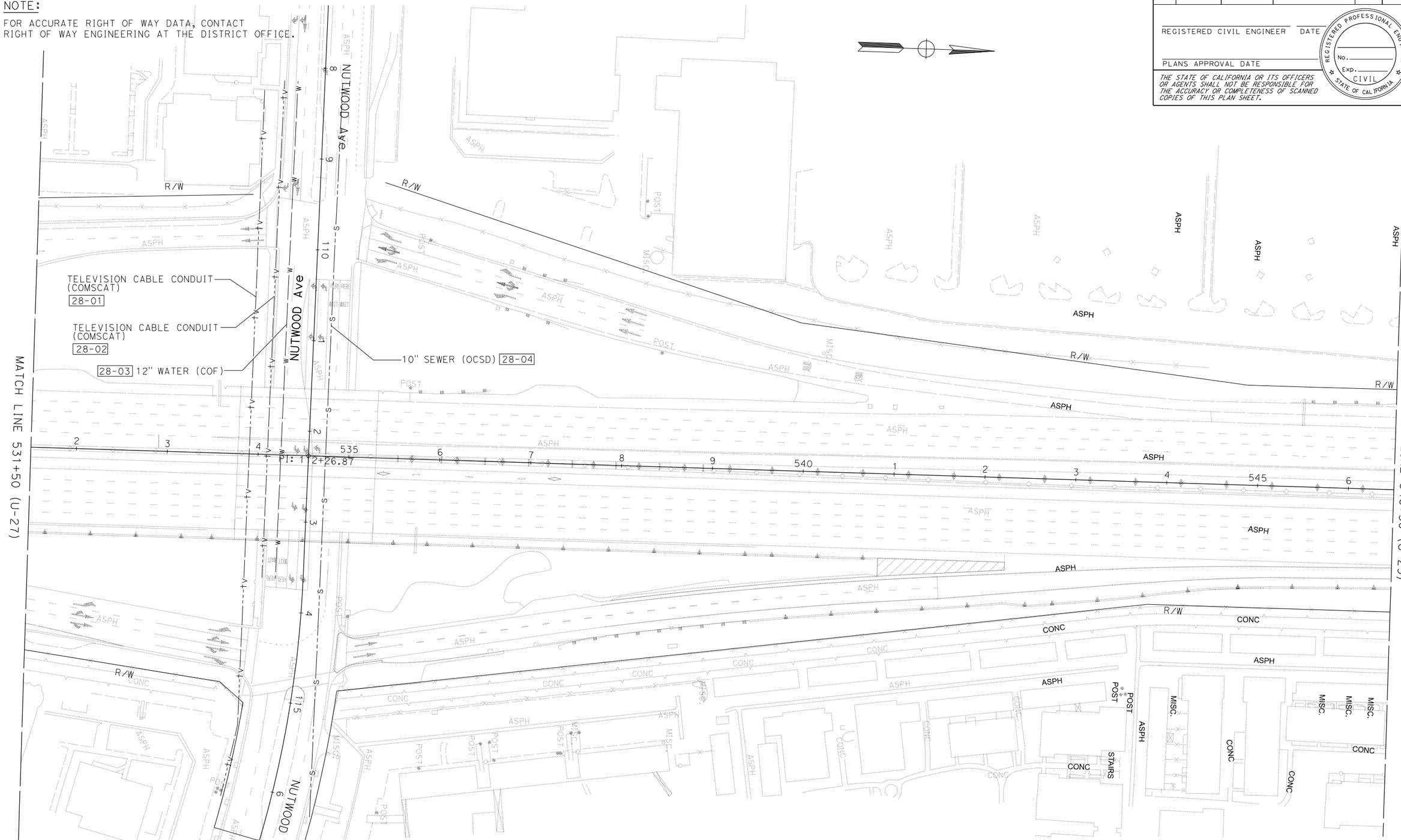
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UTILITY PLAN

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

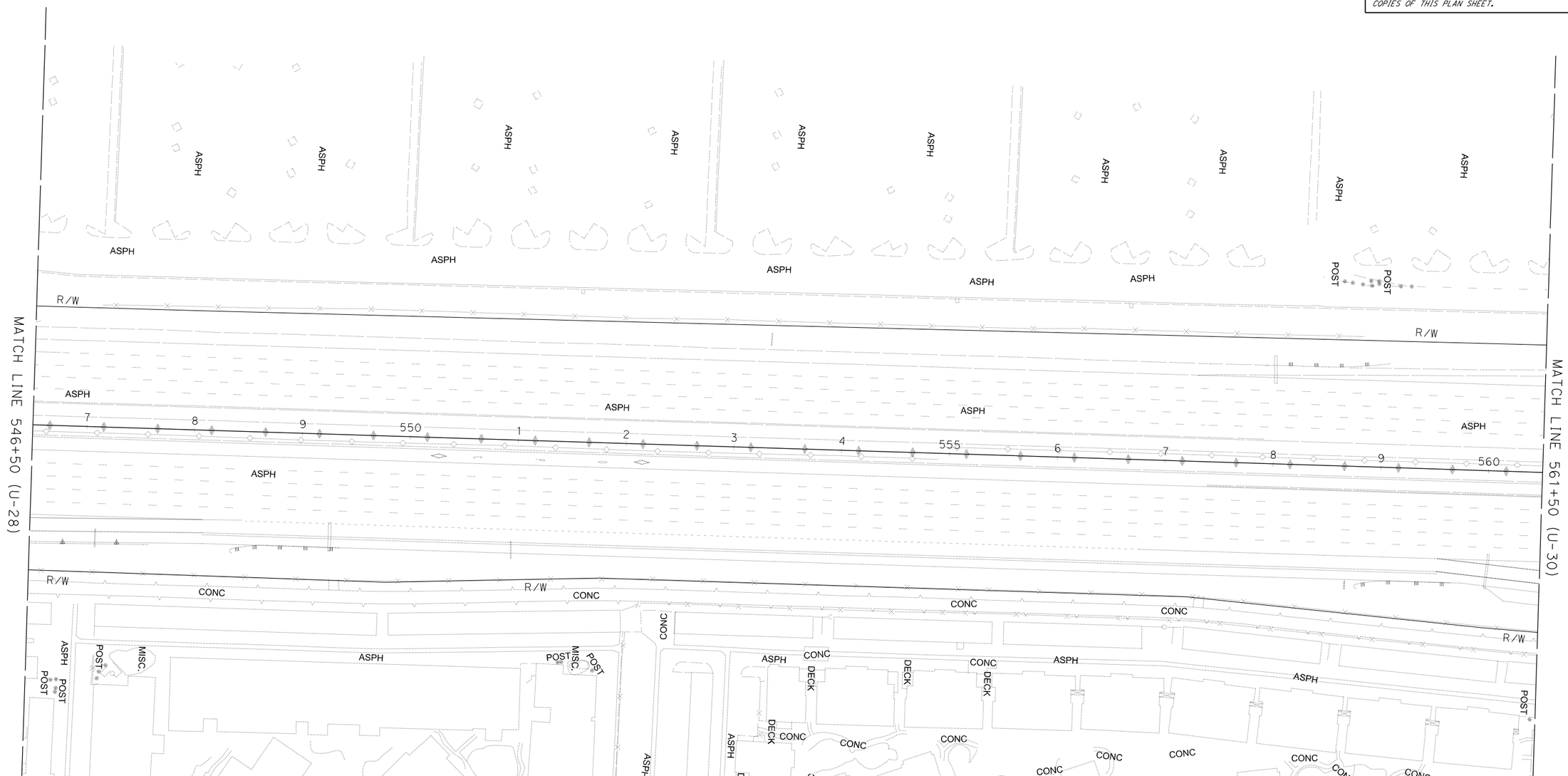
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TIME PLOTTED => 10:57

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USERNAME =>

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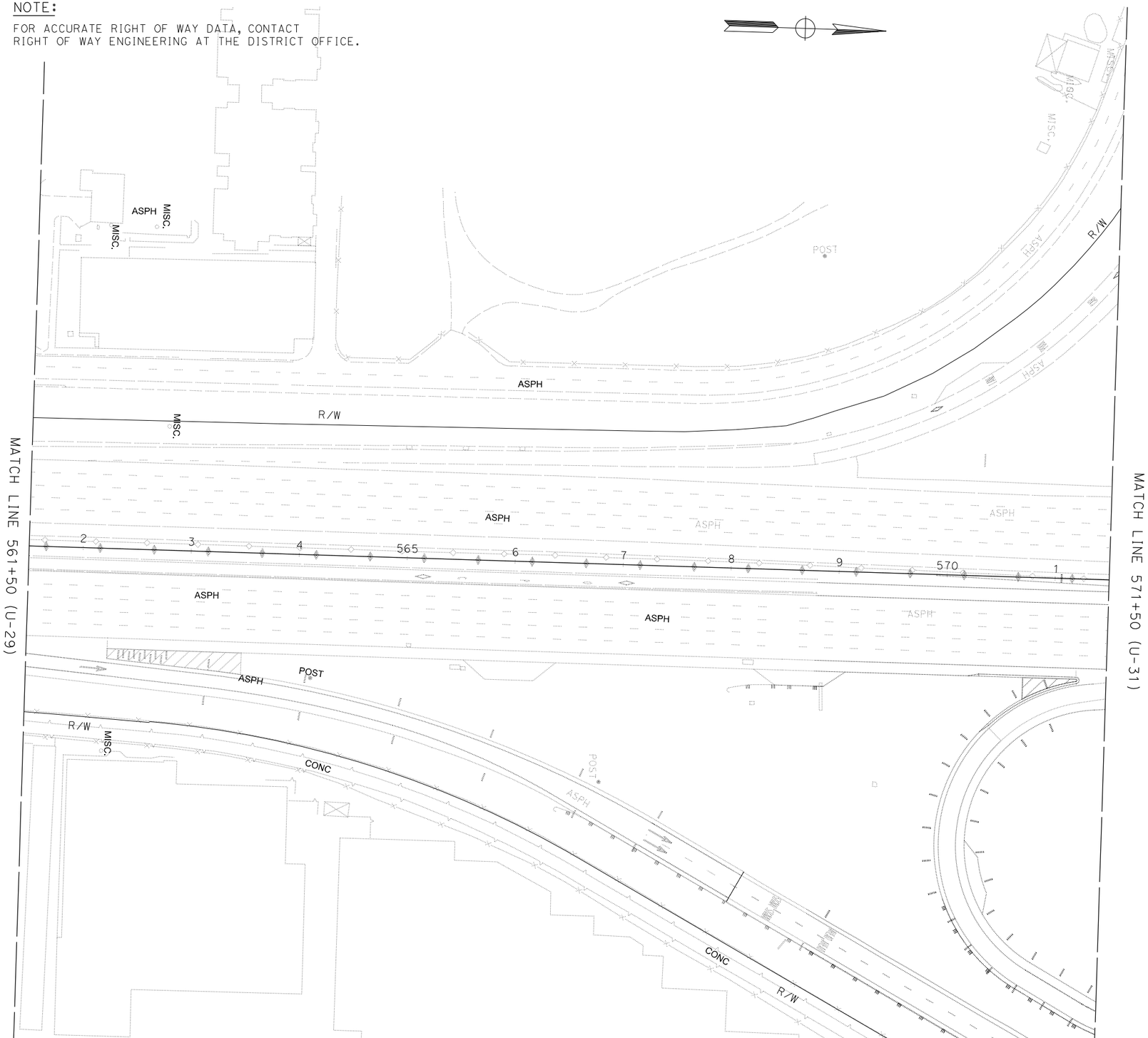
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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DGN FILE => 1218000088ka030.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

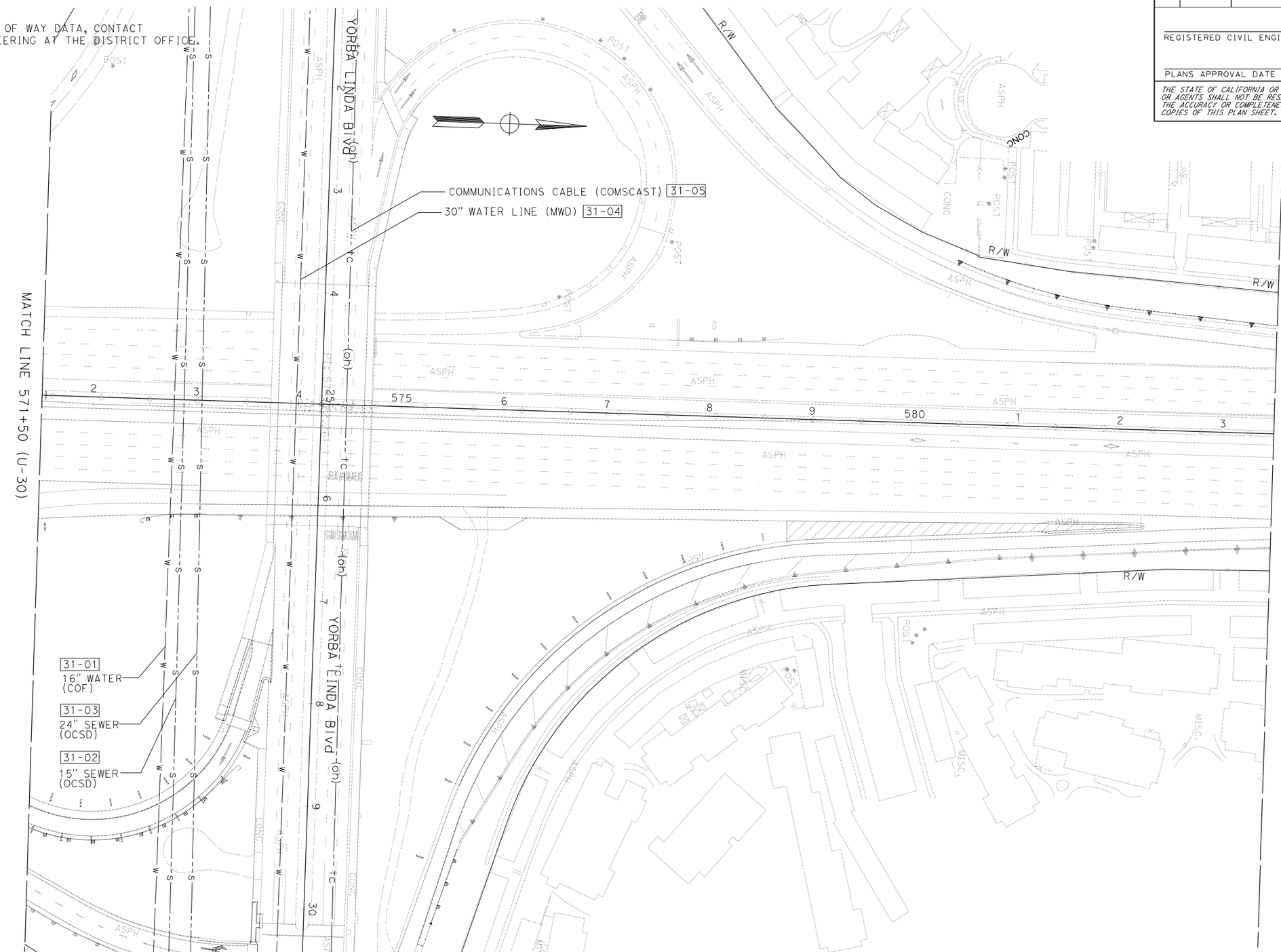
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DATE PLOTTED => 19-FEB-2026

TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>

DGN FILE => 1218000088ka031.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

NOTE:

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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Exp.
CIVIL
STATE OF CALIFORNIA

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UTILITY PLAN

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BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka032.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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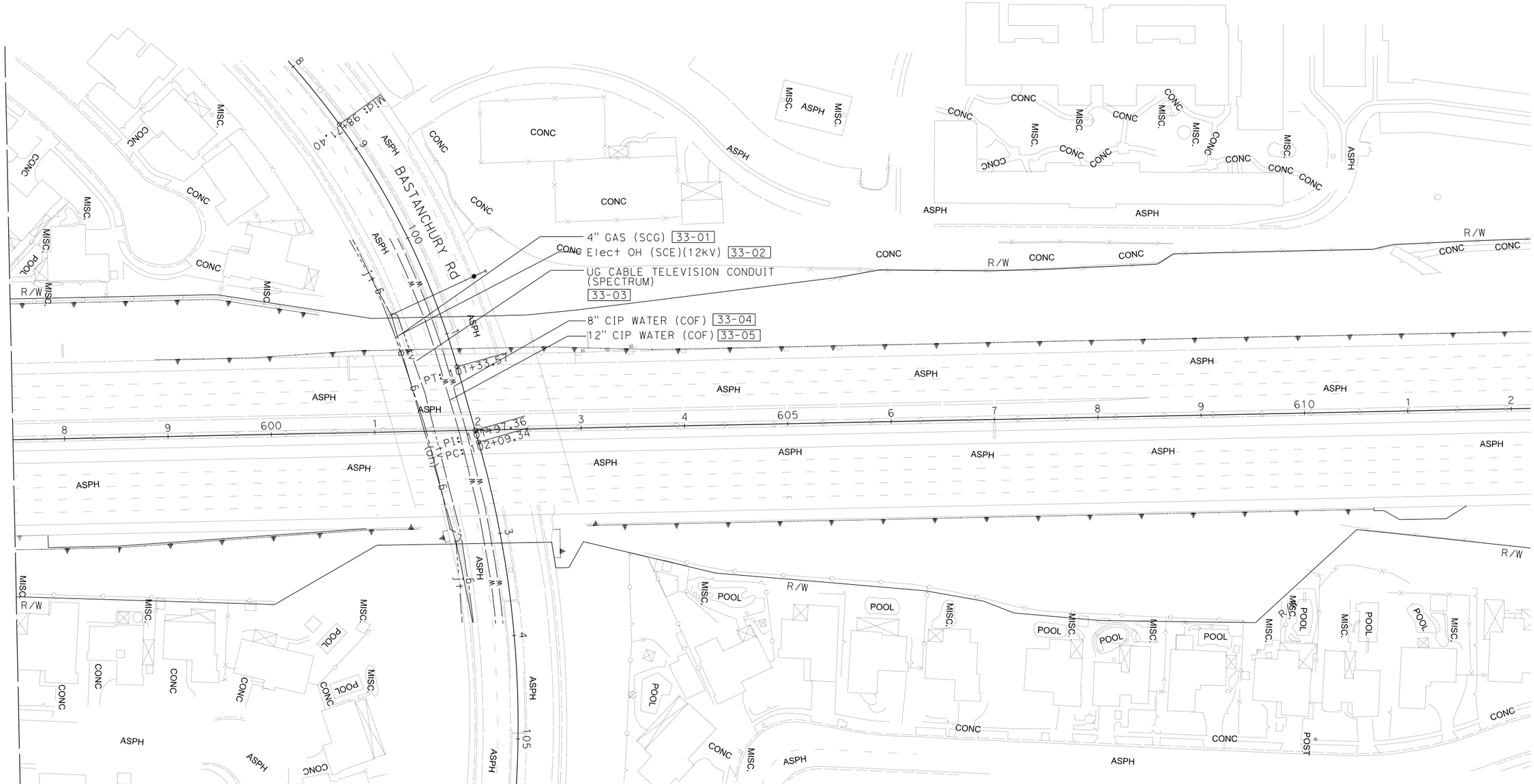
PLANS APPROVAL DATE

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UTILITY PLAN

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LAST REVISION 08-04-25 | DATE PLOTTED => 3-MAR-2026 | TIME PLOTTED => 08:15

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka033.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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PLANS APPROVAL DATE

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

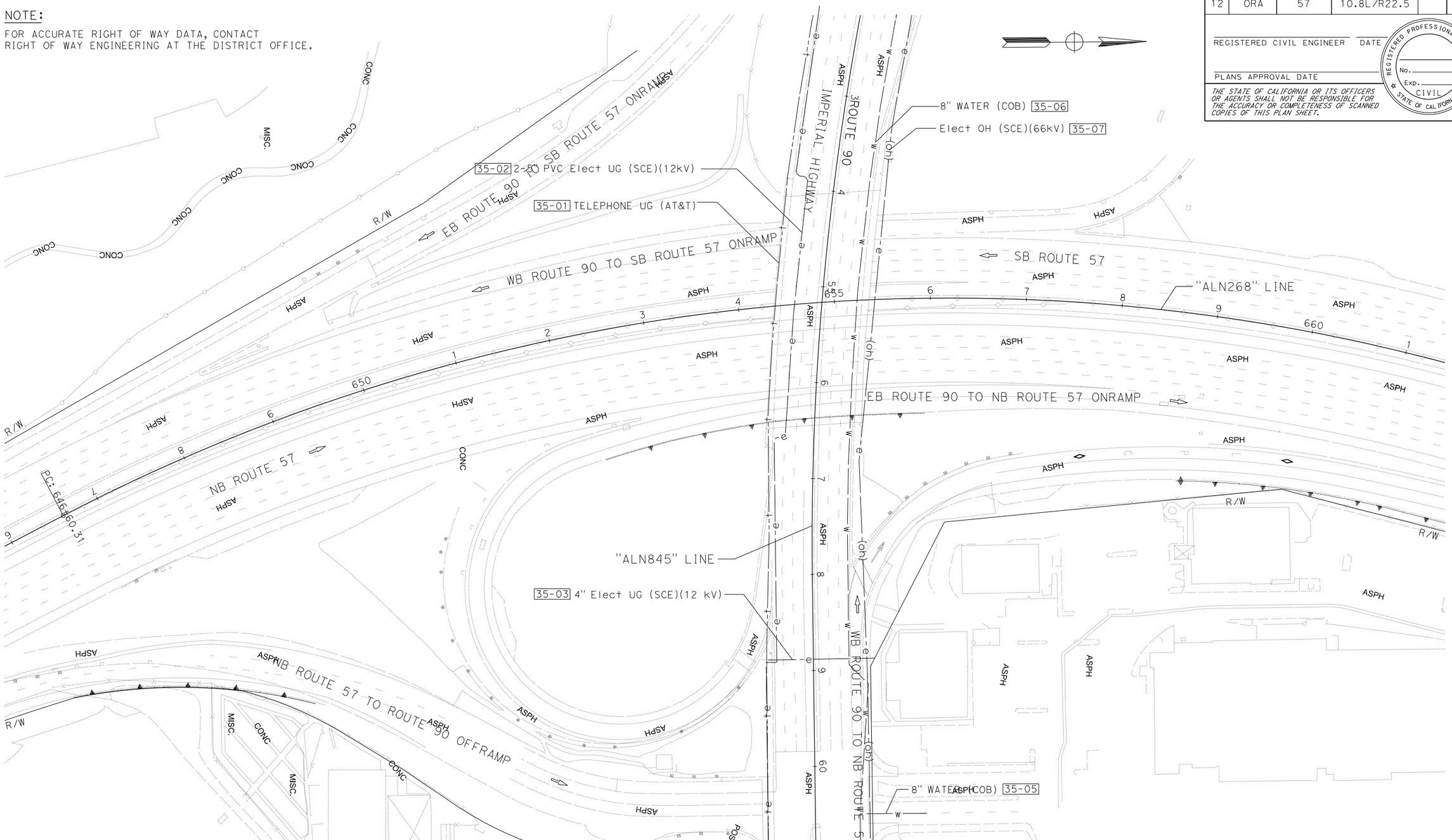
PLANS APPROVAL DATE

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LAST REVISION: 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:58

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USERNAME =>
DGN FILE => 1218000088ka035.dgn

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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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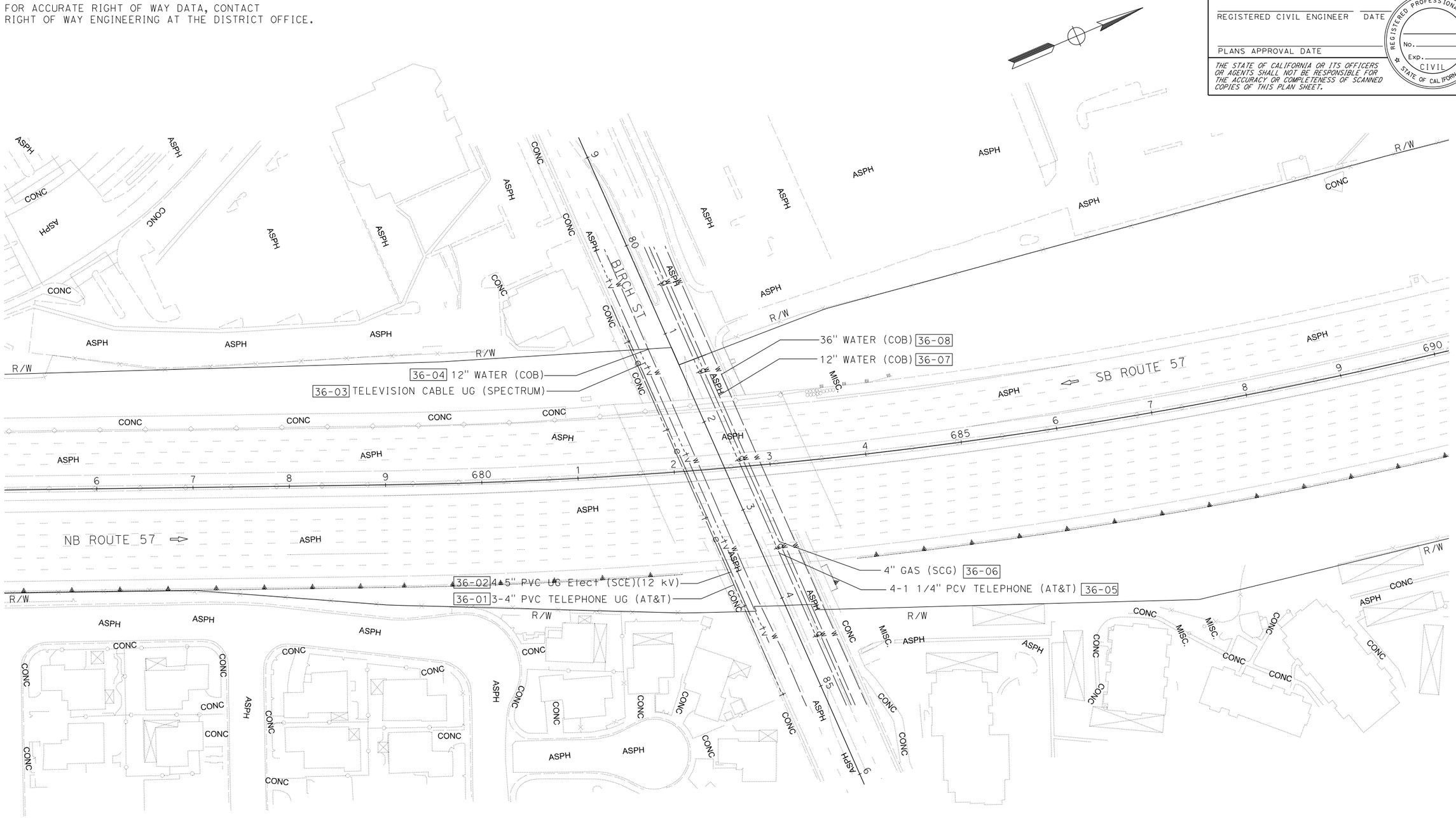
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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Exp.
CIVIL
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CHRISTOPHER LE

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UTILITY ENGINEERING

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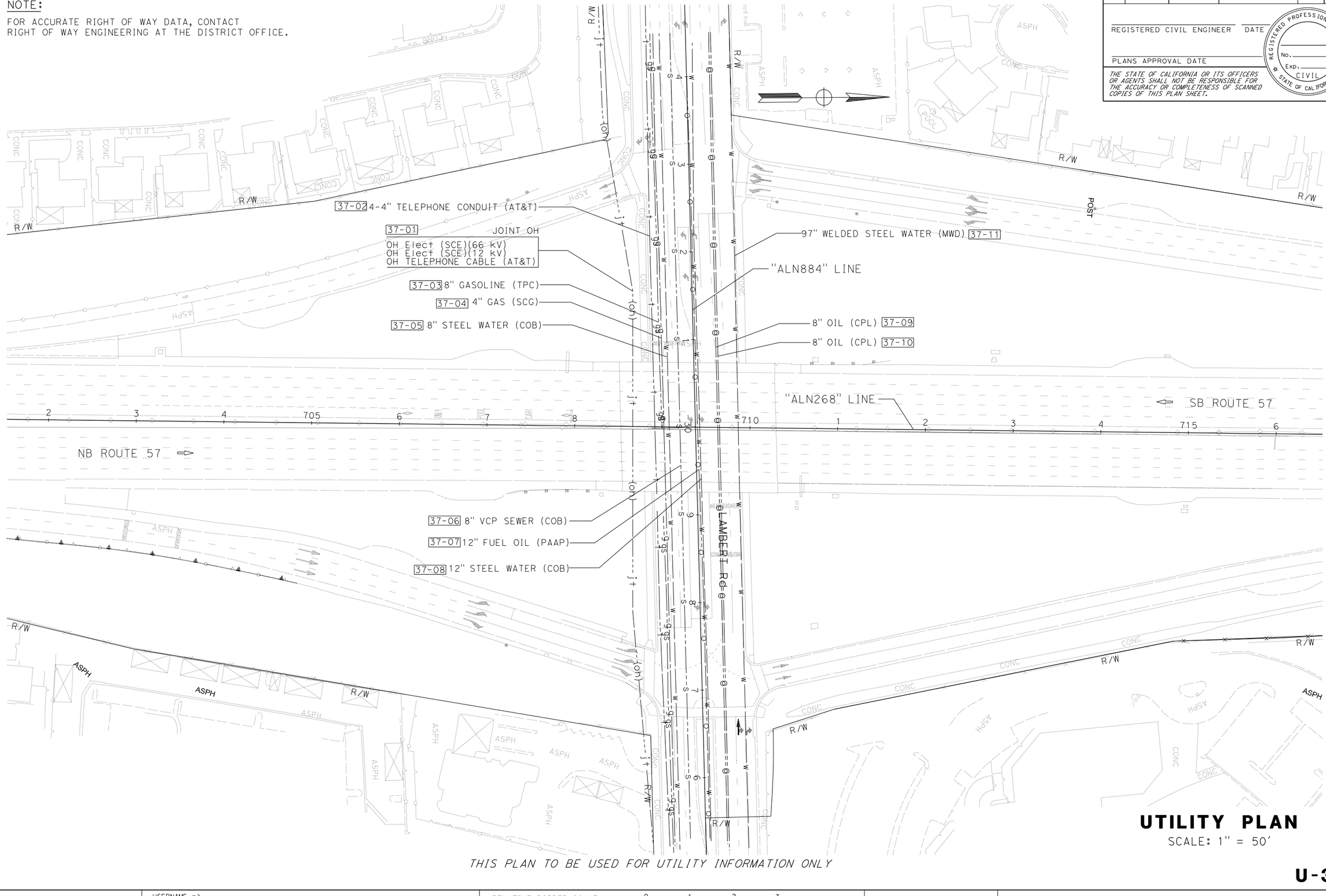
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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USERNAME =>
DGN FILE => 1218000088ka037.dgn

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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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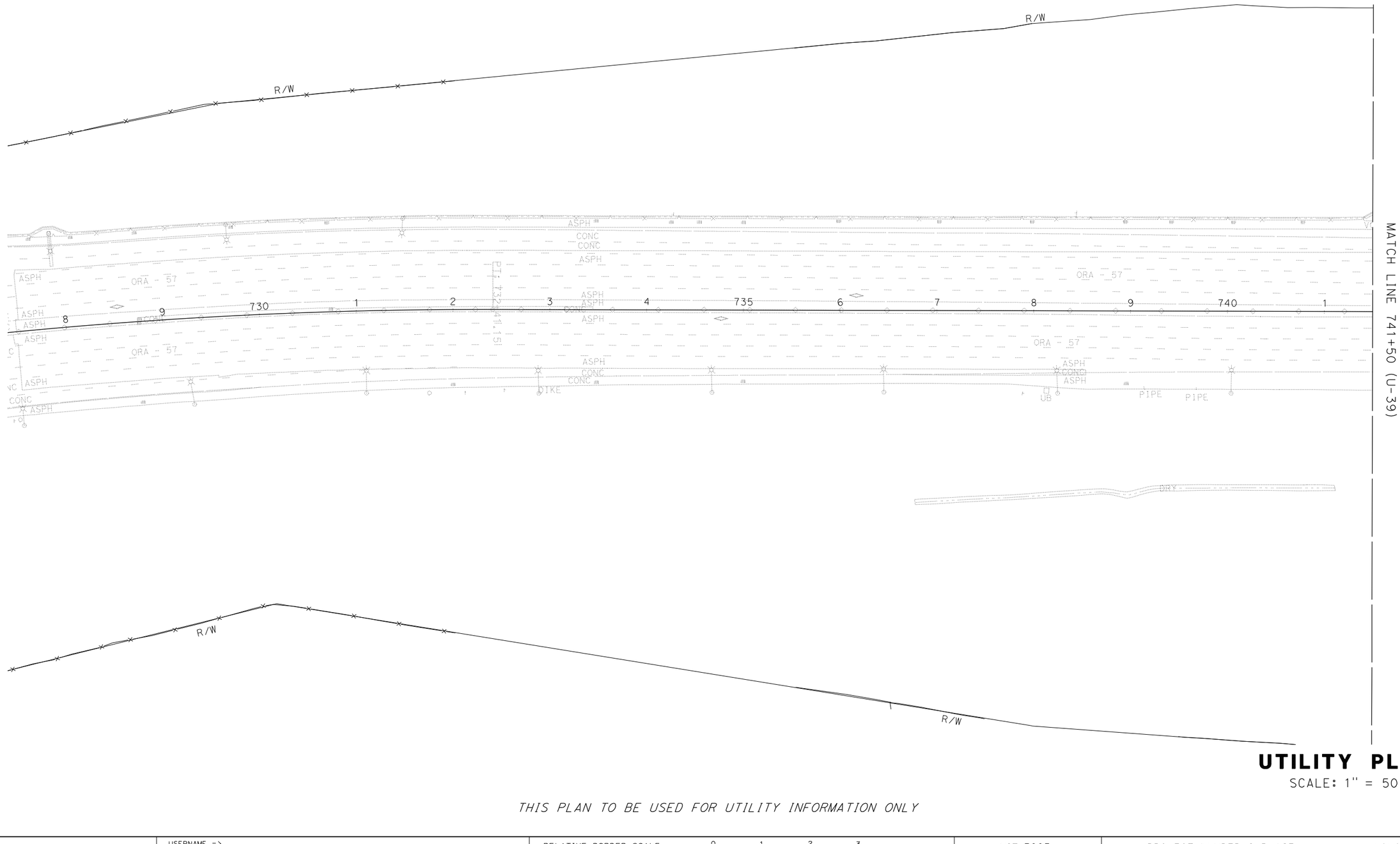
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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TIME PLOTTED => 10:58

BORDER LAST REVISED 8/5/2020
USERNAME =>
DGN FILE => 1218000088ka038.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 3003
PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

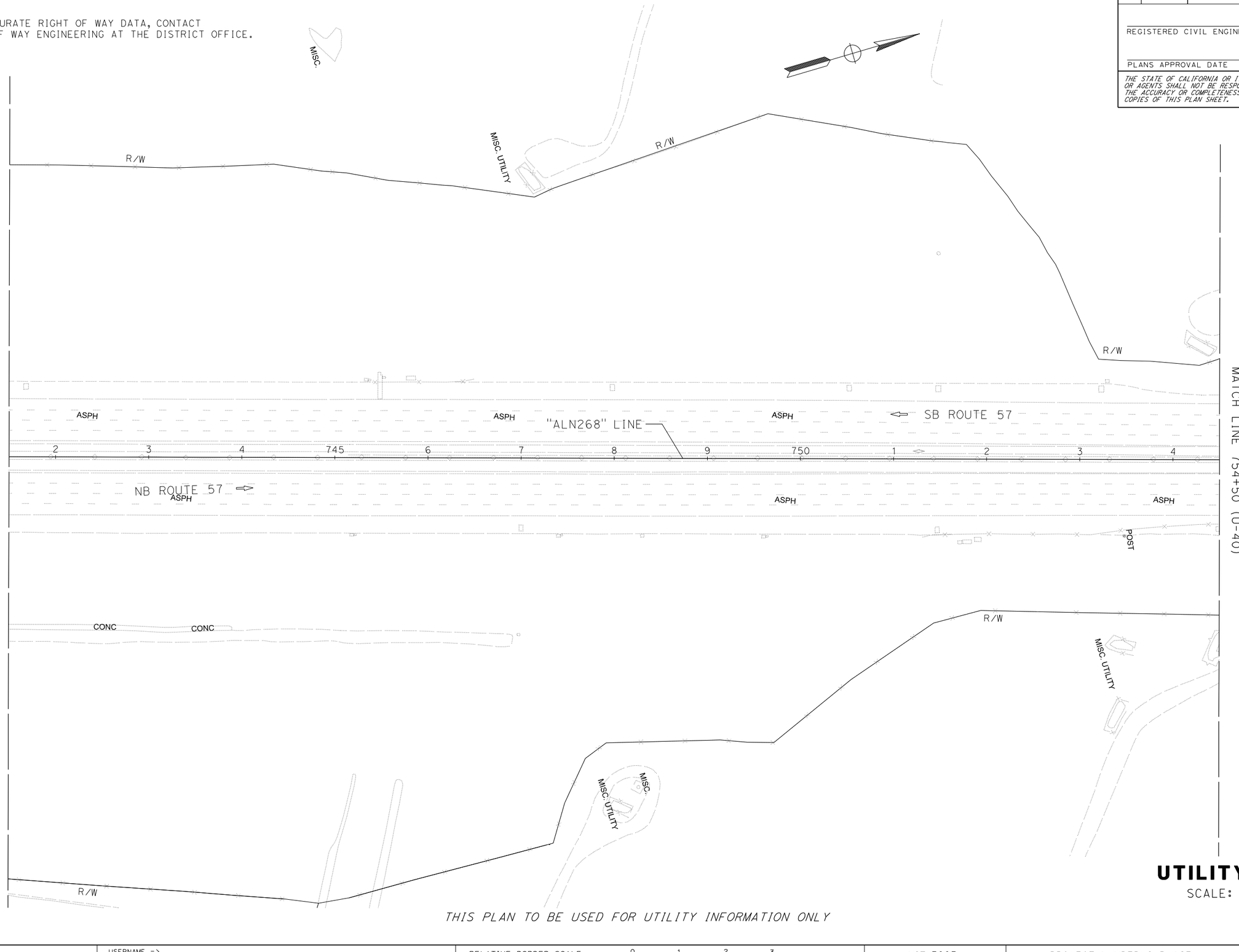
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BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka039.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

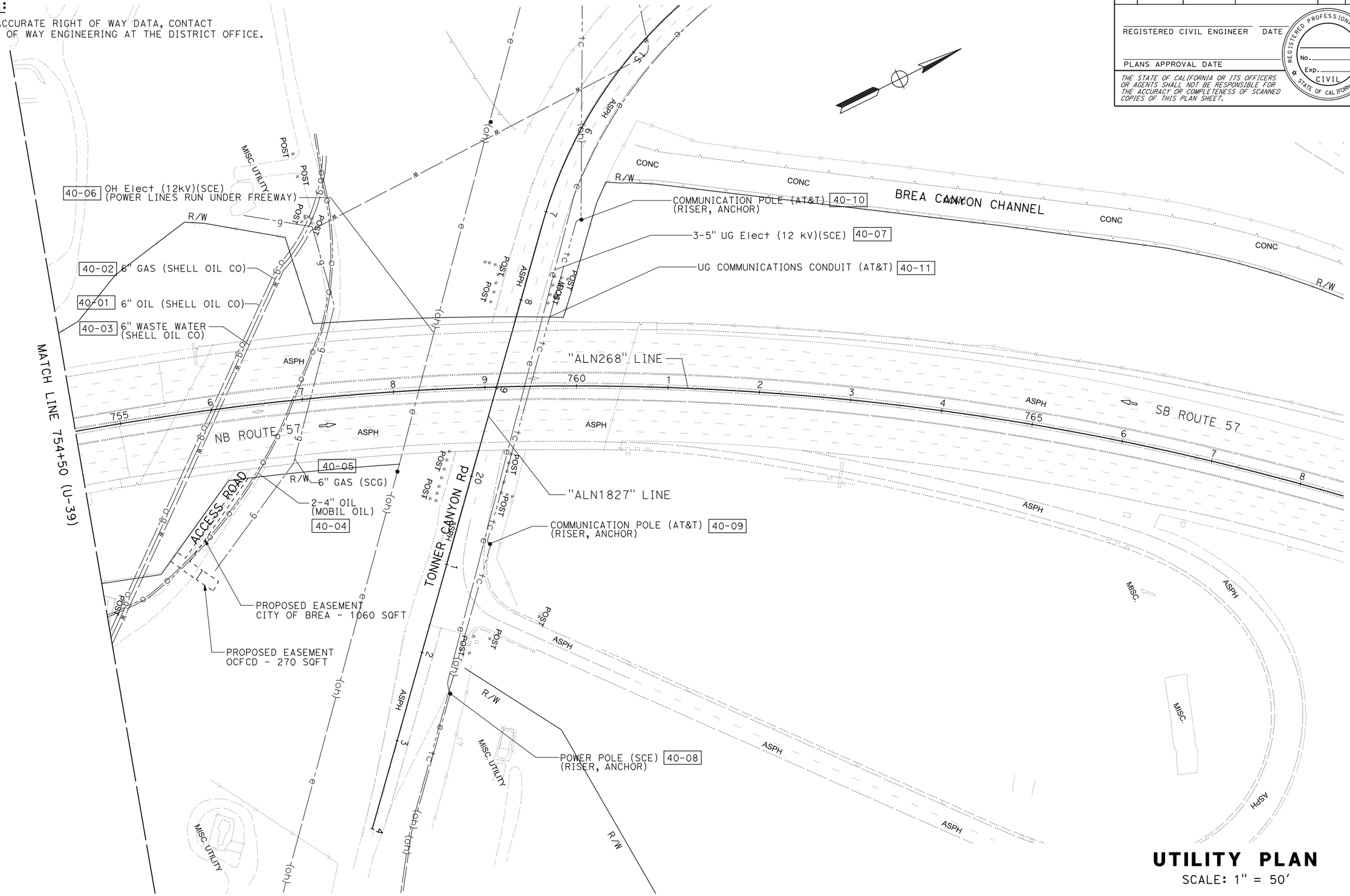
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UTILITY PLAN

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08-04-25 TIME PLOTTED => 10:28

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 DGN FILE => 1218000088ka040.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Utility Management Matrix

Project Owner: CALTRANS
Project No. : EA 0R370_ID 1218000088
Project Description: Multi-Asset
Highway or Route: 57

Note: refer to subsheet for utility conflict cost analysis.

Utility Management Matrix Developed/Revised By: Khai Ngo
Date: 2/19/2026
Reviewed By: Triet Dang
Date: 2/19/2026

Utility Owner and/or Contact Name	Utility ID No.	Drawing or Sheet No.	Utility Type	Size and/or Material	Utility Conflict Description	Start Station	Start Offset	End Station	End Offset	Utility Investigation Level Needed	Test Hole	Recommended Action or Resolution	Estimated Resolution Date	Resolution Status
OSAV	2-01	U-2	Water	Abandoned	No conflict.	61+90	214' Rt	61+90	123' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-02	U-2	Water	18"	No conflict.	63+49	253' Rt	63+49	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	2-03	U-2	Sanitary Sewer	6"	No conflict.	63+54	257' Rt	63+54	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	2-04	U-2	Natural Gas	34"	No conflict.	63+65	262' Rt	63+65	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OSAV	2-05	U-2	Water	Abandoned	No conflict.	63+75	268' RT	63+75	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-06	U-2	Water	6"	No conflict.	67+28	424' Rt	67+28	116' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-07	U-2	Water	12" CIP	No conflict.	42+00 "C" Line	41' Rt	49+57 "C" Line	41' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	2-08	U-2	Electric	Elect Conduit UG	No conflict.	42+00 "C" Line	36' Rt	49+57 "C" Line	36' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	2-09	U-2	Natural Gas	12"	No conflict.	42+00 "C" Line	35' Rt	49+57 "C" Line	35' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	2-10	U-2	Sanitary Sewer	10"	No conflict.	42+00 "C" Line	33' Rt	49+57 "C" Line	33' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-11	U-2	Water	Abandoned 4" CIP	No conflict.	42+00 "C" Line	27' Rt	49+57 "C" Line	27' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	2-12	U-2	Natural Gas	2"	No conflict.	42+00 "C" Line	21' Rt	49+57 "C" Line	21' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	2-13	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	23' Lt	49+57 "C" Line	23' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	2-14	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	25' Lt	49+57 "C" Line	25' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OSAV	2-15	U-2	Water	Abandoned	No conflict.	42+00 "C" Line	38' Lt	49+57 "C" Line	38' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SBC	2-16	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	40' Lt	49+57 "C" Line	40' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	2-17	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	48' Lt	49+57 "C" Line	48' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	4-01	U-4	Communications	4 # 18 CABLES	No conflict.	42+65 "O" Line	83' Rt	45+84 "O" Line	58' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
XO	4-02	U-4	Communications	6- 1 1/2 Conduit	No conflict.	42+00 "O" Line	26' Lt	49+00 "O" Line	38' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	5-01	U-5	Reclaimed Water	78"	No conflict.	378+20	7' Rt	370+05	164' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCWD	5-02	U-5	Water	66"	No conflict.	378+20	71' Lt	371+03	176' Rt	QLD		Remain in Place	N/A	Utility conflict resolved

COA	6-01	U-6	Electric	UG 12 kV	No conflict.	26+50 "K" Line	39' Rt	33+50 "K" Line	39' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	6-02	U-6	Water	12"	No conflict.	26+50 "K" Line	19' Rt	33+50 "K" Line	19' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	6-03	U-6	Sanitary Sewer	8"	No conflict.	26+50 "K" Line	13' Rt	33+50 "K" Line	13' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
Level 3	6-04	U-6	Communications	4- 1 1/4"	No conflict.	26+50 "K" Line	44' Lt	33+50 "K" Line	44' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	6-05	U-6	Electric	UG 12 kV	No conflict.	26+50 "K" Line	49' Lt	33+50 "K" Line	49' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-01	U-7	Sanitary Sewer	8"	No conflict.	21+60 "K" Line	10' Rt	26+50 "K" Line	13' RT	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-02	U-7	Water	12"	No conflict.	21+60 "K" Line	16' Rt	26+50 "K" Line	21' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-03	U-7	Electric	12 kV UG Conduit	No conflict.	21+60 "K" Line	33' Rt	26+50 "K" Line	39' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-04	U-7	Electric	12 kV UG Conduit	No conflict.	21+60 "K" Line	37' Lt	26+50 "K" Line	49' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Level 3	7-05	U-7	Communications	4-1 1/4" PVC	No conflict.	21+60 "K" Line	42' LT	26+50 "K" Line	44' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	9-01	U-9	Communications	UG Conduit	No conflict.	46+00 "C" Line	25' Rt	50+00 "C" Line	29' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	9-02	U-9	Water	12"	No conflict.	46+00 "C" Line	5' Lt	50+00 "C" Line	0' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	9-03	U-9	Water	12"	No conflict.	46+00 "C" Line	14' Lt	50+00 "C" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	9-04	U-9	Electric	UG Elect 12kV	No conflict.	46+00 "C" Line	67' Lt	50+00 "C" Line	47' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SAN DIEGO OIL	9-05	U-9	Oil	11"	No conflict.	46+00 "C" Line	73' Lt	50+00 "C" Line	50' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	9-06	U-9	Natural Gas	10"	No conflict.	46+00 "C" Line	78' Lt	50+00 "C" Line	57' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	10-01	U-10	Water	12"	No conflict.	427+23	138' Lt	427+50	148' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	10-02	U-10	Water	24" Steel Casing	No conflict.	427+26	145' Rt	427+26	137' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	10-03	U-10	Communications	UG CONDUIT	No conflict.	427+51	136' Lt	427+89	152' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
ARCO	11-01	U-11	Oil	10"	No conflict.	35+50 "B" Line	10' Lt	44+50 "B" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	11-02	U-11	Natural Gas	4"	No conflict.	35+50 "B" Line	22' Lt	44+50 "B" Line	22' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	11-03	U-11	Communications	UG CONDUIT	No conflict.	35+50 "B" Line	34' Lt	44+50 "B" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	11-04	U-11	Sanitary Sewer	8"	No conflict.	35+50 "B" Line	102' Lt	44+50 "B" Line	102' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
ARCO	12-01	U-12	Oil	10"	No conflict.	29+00 "B" Line	10' Lt	35+50 "B" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	12-02	U-12	Natural Gas	4'	No conflict.	29+00 "B" Line	22' Lt	35+50 "B" Line	22' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	12-03	U-12	Communications	UG Conduit	No conflict.	29+00 "B" Line	34' Lt	35+50 "B" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

COA	12-04	U-12	Sanitary Sewer	8"	No conflict.	29+00 "B" Line	102' Lt	35+50 "B" Line	102' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
ARCO	13-01	U-13	Oil	10'	No conflict.	44+50 "B" Line	10' Lt	50+00 "B" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	13-02	U-13	Natural Gas	4"	No conflict.	44+50 "B" Line	22' Lt	50+00 "B" Line	22' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	13-03	U-13	Communications	UG Conduit	No conflict.	44+50 "B" Line	34' Lt	50+00 "B" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	13-04	U-13	Sanitary Sewer	8"	No conflict.	44+50 "B" Line	102' Lt	50+00 "B" Line	102' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	15-01	U-15	Water	15"	No conflict.	462+85	124' Rt	462+85	104' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	15-02	U-15	Sanitary Sewer	15" VCP	No conflict.	464+64	124' Rt	464+64	104' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	15-03	U-15	Water	15"	No conflict.	464+74	124' Rt	464+74	104' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	16-01	U-16	Sanitary Sewer	8" VCP	No conflict.	487+83	124' Rt	487+83	103' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	18-01	U-18	Natural Gas	4"	No conflict.	35+50 "L" Line	10' Lt	45+00 "L" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	18-02	U-18	Communications	UG Conduit	No conflict.	35+50 "L" Line	23' Lt	45+00 "L" Line	23' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	18-03	U-18	Communications	UG Conduit	No conflict.	35+50 "L" Line	41' Lt	45+00 "L" Line	41' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	18-04	U-18	Communications	Burried Cables	No conflict.	35+50 "L" Line	53' Lt	45+00 "L" Line	113' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	19-01	U-19	Natural Gas	4"	No conflict.	30+00 "L" Line	10' Lt	35+50 "L" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	19-02	U-19	Communications	UG Conduit	No conflict.	30+00 "L" Line	23' Lt	35+50 "L" Line	23' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	19-03	U-19	Communications	UG Conduit	No conflict.	30+00 "L" Line	41' Lt	35+50 "L" Line	41' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	19-04	U-19	Communications	Burried Cables	No conflict.	35+13 "L" Line	41' Lt	35+50 "L" Line	53' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	21-01	U-21	Sanitary Sewer	12" VCP	No conflict.	40+00 "L" Line	30' Rt	46+00 "L" Line	30' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	21-02	U-21	Water	12" CIP	No conflict.	40+00 "L" Line	20' Rt	46+00 "L" Line	20' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	21-03	U-21	Water	27" CCP	No conflict.	40+00 "L" Line	15' Rt	46+00 "L" Line	15' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	21-04	U-21	Natural Gas	24"	No conflict.	40+00 "L" Line	14' Lt	46+00 "L" Line	14' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	21-05	U-21	Natural Gas	4"	No conflict.	40+00 "L" Line	20' Lt	46+00 "L" Line	20' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	21-06	U-21	Electric	Elect OH 12 kV	No conflict.	40+00 "L" Line	47' Lt	46+00 "L" Line	47' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	24-01	U-24	Communications	UG Telephone conduit	No conflict.	581+27	130' Rt	581+27	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
GSW	24-02	U-24	Water	10" CIP	No conflict.	581+55	130' Rt	581+55	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	24-03	U-24	Natural Gas	8"	No conflict.	581+76	130' Rt	581+76	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

SCE	24-04	U-24	Electric	OH 12 kV	No conflict.	581+80	130' Rt	581+80	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
GSW	24-05	U-24	Water	Abandoned 8"	No conflict.	467+00	187' Rt	467+00	132' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
GSW	24-06	U-24	Water	8" in 16" Steel Casing	No conflict.	467+25	203' Rt	467+25	141' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
TEXACO	25-01	U-25	Oil	Abandoned 8" Oil	No conflict.	36+00 "O" Line	60' Rt	40+50 "O" Line	60' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	25-02	U-25	Electric	OH 12 kV	No conflict.	36+00 "O" Line	53' Rt	40+50 "O" Line	53' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	25-03	U-25	Natural Gas	8"	No conflict.	36+00 "O" Line	47' Rt	40+50 "O" Line	47' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	25-04	U-25	Communications	8 UG Fiber Optic Conduit	No conflict.	36+16 "O" Line	43' Rt	39+30 "O" Line	43' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
TEXACO	25-05	U-25	Oil	Abandoned 8" Oil	No conflict.	36+00 "O" Line	39' Rt	40+50 "O" Line	39' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	25-06	U-25	Communications	UG Telephone conduit	No conflict.	36+16 "O" Line	37' Rt	39+30 "O" Line	37' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	25-07	U-25	Communications	24 UG Fiber Optic	No conflict.	36+16 "O" Line	30' Rt	39+30 "O" Line	30' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	25-08	U-25	Natural Gas	36"	No conflict.	36+00 "O" Line	25' Lt	40+50 "O" Line	6' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COP	25-09	U-25	Sanitary Sewer	10"	No conflict.	36+00 "O" Line	32' Lt	40+50 "O" Line	32' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COP	25-10	U-25	Water	12" CIP	No conflict.	36+00 "O" Line	38' Lt	40+50 "O" Line	38' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	25-11	U-25	Electric	66 kV OH	No conflict.	36+00 "O" Line	62' Lt	40+50 "O" Line	62' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCWC	26-01	U-26	Water	10"	No conflict.	376+00 "P" Line	13' Rt	384+00 "P" Line	33' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	26-02	U-26	Natural Gas	24"	No conflict.	376+00 "P" Line	2' Rt	384+00 "P" Line	22' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	27-01	U-27	Water	12"	No conflict.	22+00 "C" Line	43' Rt	27+50 "C" Line	43' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	27-02	U-27	Sanitary Sewer	10"	No conflict.	22+00 "C" Line	34' Rt	27+50 "C" Line	34' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	27-03	U-27	Natural Gas	2"	No conflict.	22+00 "C" Line	22' Rt	27+50 "C" Line	22' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	27-04	U-27	Natural Gas	3"	No conflict.	22+00 "C" Line	12' Lt	27+50 "C" Line	0' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	27-05	U-27	Natural Gas	6"	No conflict.	22+00 "C" Line	19' Lt	27+50 "C" Line	5' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	27-06	U-27	Communications	Cable Televison Conduit	No conflict.	22+00 "C" Line	24' Lt	27+50 "C" Line	24' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	27-07	U-27	Communications	telephone UG	No conflict.	22+00 "C" Line	28' Lt	27+50 "C" Line	28' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	27-08	U-27	Communications	telephone UG	No conflict.	22+50 "C" Line	58' Lt	27+50 "C" Line	30' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	27-09	U-27	Water	6"	No conflict.	22+50 "C" Line	64' Lt	27+50 "C" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	27-10	U-27	Communications	telephone UG	No conflict.	22+00 "C" Line	44' Lt	27+50 "C" Line	39' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

COMSCAT	28-01	U-28	Communications	Cable Televison Conduit	No conflict.	109+00 "N" Line	65' Rt	115+00 "N" Line	65' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	28-02	U-28	Communications	Cable Televison Conduit	No conflict.	109+00 "N" Line	44' Rt	115+00 "N" Line	44' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	28-03	U-28	Water	12"	No conflict.	109+00 "N" Line	30' Rt	115+00 "N" Line	30' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	28-04	U-28	Sanitary Sewer	10"	No conflict.	109+00 "N" Line	19' Lt	115+00 "N" Line	19' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	31-01	U-31	Water	16"	No conflict.	572+79	592' Rt	572+79	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	31-02	U-31	Sanitary Sewer	15"	No conflict.	572+88	592' Rt	572+88	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	31-03	U-31	Sanitary Sewer	24"	No conflict.	573+06	592' Rt	573+06	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
MWD	31-04	U-31	Water	30"	No conflict.	573+95	592' Rt	573+95	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COMCAST	31-05	U-31	Communications	UG Communication	No conflict.	574+47	592' Rt	574+47	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	32-01	U-32	Sanitary Sewer	8" PVC	No conflict.	587+53	128' Rt	587+53	114' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	33-01	U-33	Natural Gas	4"	No conflict.	100+00 "B" Line	48' Rt	103+50 "B" Line	40' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	33-02	U-33	Electric	uG Elect 12 kV	No conflict.	100+00 "B" Line	47' Rt	103+50 "B" Line	46' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SPECTRUM	33-03	U-33	Communications	UG Cable Teleivison	No conflict.	100+00 "B" Line	50' Rt	103+50 "B" Line	46' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	33-04	U-33	Water	8" CIP	No conflict.	100+00 "B" Line	16' Rt	103+50 "B" Line	16' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	33-05	U-33	Water	12" CIP	No conflict.	100+00 "B" Line	8' Rt	103+50 "B" Line	8' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SPECTRUM	34-01	U-34	Communications	Fiber Optic Conduit UG	No conflict.	626+82	136' Lt	626+82	128' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	34-02	U-34	Water	21" CIP	No conflict.	627+21	132' Lt	627+21	121' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
UNOCAL	34-03	U-34	Sanitary Sewer	8"	No conflict.	627+27	126' Lt	627+27	120' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	34-04	U-34	Natural Gas	4"	No conflict.	627+35	119' Lt	627+35	118' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
LE	34-05	U-34	Natural Gas	8:	No conflict.	627+41	114' Lt	627+41	117' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	34-06	U-34	Electric	2-5" UG Conduit. 12kV	No conflict.	626+89	128' Rt	627+49	105' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	35-01	U-35	Communications	UG Telephone Conduit	No conflict.	52+20 "I" Line	50' Rt	61+80 "I" Line	50' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	35-02	U-35	Electric	2-5" PVC, 12 kV	No conflict.	52+20 "I" Line	43' Rt	61+80 "I" Line	48' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	35-03	U-35	Electric	4" PVC, 12 kV	No conflict.	58+88 "I" Line	47' Rt	58+88 "I" Line	64' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	35-04	U-35	Communications	4"	No conflict.	61+25 "I" Line	49' Rt	61+25 "I" Line	59' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	35-05	U-35	Water	8"	No conflict.	60+50 "I" Line	46' Lt	60+50 "I" Line	60' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

COB	35-06	U-35	Water	8"	No conflict.	52+20 "l" Line	37' Lt	61+80 "l" Line	47' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	35-07	U-35	Electric	OH. 66 kV	No conflict.	52+20 "l" Line	52' Lt	61+80 "l" Line	57' Lt	N/A		Remain in Place	N/A	Utility conflict resolved
AT&T	36-01	U-36	Communications	3-4" PVC	No conflict.	681+63	130' Lt	682+61	150' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	36-02	U-36	Electric	4-5" UG 12 kV	No conflict.	681+66	130' Lt	682+64	150' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SPECTRUM	36-03	U-36	Communications	Television cable UG	No conflict.	681+72	130' Lt	682+71	150' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	36-04	U-36	Water	12"	No conflict.	681+84	130' Lt	682+75	145' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	36-05	U-36	Communications	4-1 1/4" PVC	No conflict.	682+24	130' Lt	683+19	149' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	36-06	U-36	Natural Gas	4"	No conflict.	682+30	130' Lt	683+24	149' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	36-07	U-36	Water	12"	No conflict.	682+34	130' Lt	683+29	149' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	36-08	U-36	Water	36"	No conflict.	682+49	120'Lt	683+43	156' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
JOINT OH (SCE, AT&T)	37-01	U-37	Joint OH	66 kV, 12 kV, Telephone	No conflict.	26+00 "L" Line	64' Lt	34+00 "L" Line	93' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	37-02	U-37	Communications	4-4" Conduit	No conflict.	26+00 "L" Line	42' Lt	34+00 "L" Line	45' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
TPC	37-03	U-37	Oil	8"	No conflict.	26+00 "L" Line	38' Lt	34+00 "L" Line	40' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	37-04	U-37	Natural Gas	4"	No conflict.	26+00 "L" Line	35' Lt	34+00 "L" Line	36' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	37-05	U-37	Water	18" STEEL	No conflict.	26+00 "L" Line	29' Lt	34+00 "L" Line	29' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	37-06	U-37	Sanitary Sewer	8" VCP	No conflict.	26+00 "L" Line	17' Lt	34+00 "L" Line	17' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
PAAP	37-07	U-37	Oil	12"	No conflict.	26+00 "L" Line	4' Rt	34+00 "L" Line	0' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	37-08	U-37	Water	12" Steel	No conflict.	26+00 "L" Line	5' Rt	34+00 "L" Line	5' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
CPL	37-09	U-37	Oil	8"	No conflict.	26+00 "L" Line	24' Rt	34+00 "L" Line	24' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
CPL	37-10	U-37	Oil	8"	No conflict.	26+00 "L" Line	26' Rt	34+00 "L" Line	26' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
MWD	37-11	U-37	Water	97"	No conflict.	26+00 "L" Line	48' Rt	34+00 "L" Line	48' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
Shell Oil	40-01	U-40	Oil	6"	No conflict	755+34	100' Rt	756+61	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Shell Oil	40-02	U-40	Gas	6"	No conflict	755+39	100' Rt	756+65	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Shell Oil	40-03	U-40	Water	6"	No conflict	755+44	100' Rt	756+70	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Mobil Oil	40-04	U-40	Oil	2-4"	No conflict	756+21	100' Rt	757+36	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	40-05	U-40	Natural Gas	6"	No conflict	756+52	100' Rt	757+44	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

SCE	40-06	U-40	Electric	12 kV OH	No conflict. OH lines run under Freeway	757+84	100' Rt	758+59	100' Lt	N/A		Remain in Place	N/A	Utility conflict resolved
SCE	40-07	U-40	Electric	3-5" PVC, 12 kV	No conflict.	758+46	330' Rt	759+70	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	40-08	U-40	Electric	Pole, Riser, Anchor	No conflict.	758+46	330' Rt			QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	40-09	U-40	Communications	Pole, Riser, Anchor	No conflict.	758+97	170' Rt			N/A		Remain in Place	N/A	Utility conflict resolved
AT&T	40-10	U-40	Communications	Pole, Riser, Anchor	No conflict.	760+07	180' Lt			N/A		Remain in Place	N/A	Utility conflict resolved
AT&T	40-11	U-40	Communications	UG Conduit	No conflict	758+97	170' Lt	760+07	180' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

Key:
[List of acronyms used in the utility conflict matrix]

Attachment H:
Environmental Document

NEPA/CEQA RE-VALIDATION FORM (rev. 08/2025)

DIST-CO-RTE: 12-ORA-057
PM/PM: 10.8L/R22.5
EA or Fed-Aid Project No.: 12-0R370
Project No.: 1218000088
Project Title: 12-0R370, Rte 57, Multi-Asset Project, Bridge Health anchor.
Environmental Approval Type: CEQA CE/ NEPA CE
Date Approved: 04/20/2026
Reason for Consultation (23 CFR 771.129): ☐ Project proceeding to next major federal approval ☒ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ **N/A** (Re-Validation for CEQA only)
Description of Changed Conditions: *Original CE/CE stated that work will be conducted only on the State R/W. The project now requires 1060 sq ft of permanent easement from the City of Brea and 270 sq ft of permanent easement from OCFCD.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether the type of environmental document will be elevated.* ***NOTE:*** *If applicable, remember to check conformity status. See the SER Vol. 1, Chapter 11 and contact the District Air Quality Specialist for additional information.)*

☐ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☒ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original environmental document or CE remains valid.**

☐ **The original environmental document or CE is no longer valid.**
Supplemental environmental document is needed. ☐ Yes ☐ No
New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Smita Deshpande — Signature: Environmental Branch Chief — May 13, 2026 — Date

Signature: Project Manager/DLAE — 5/13/2026 — Date

NEPA/CEQA RE-VALIDATION FORM

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

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

☐ **Original document remains valid. No further documentation is necessary but may be included on continuation sheets.**

☒ **An Addendum was prepared for minor technical changes or additions to the project and is:**

- ☒ **included on the continuation sheets or**
- ☐ **attached.**

It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163).**

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15162).**
(Specify type of subsequent document, e.g., Subsequent FEIR):

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

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Smita Deshpande
Signature: Environmental Branch Chief

May 13, 2026
Date

Signature: Project Manager/DLAE

5/13/2026
Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

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

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

The proposed change to the project consists of a 1060 sq ft of permanent easement from the City of Brea and 270 sq ft of permanent easement from OCFCD. These permanent easements are required for maintenance access of a culver near Tonner Canyon Road.

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

N/A

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

N/A

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

Due to the historical and current presence of oil wells, pipelines, and other oil field appurtenances within the aquation parcels' area, there is significant likelihood that incidental releases of petroleum hydrocarbons may have occurred.

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

A complete surface soil investigation will be required for the permanent easement parcels during the early states of the PS&E phase.

Soils within these areas should be tested for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.

If contaminants are detected in existing soil, such soil will be handled in accordance with the current and applicable Caltrans Standard Special Provision (SSP) or Non-Standard Special Provision (NSSP) during design (PSE) phase of project.

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

See attached revised ECR.

Environmental Commitments Record (ECR)

DIST-CO-RTE: 12 - ORA - 057 **PM/PM:** 10.800/22.500 **EA/Project ID:** 12-0R370_ / 1218000088

Project Description: Upgrade approach slabs, improve bridge decks, roadside safety, TMS, OH signs and structures;

Date (Last modification): 5/12/2026

Environmental Planner: Sunny Saroa **Phone:** 949-556-2513

Construction Liaison: Sunny Saroa **Phone:** 949-556-2513

Resident Engineer: **Phone:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
404 Nationwide Modification	US Army Corps of Engineers						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	PF-BIO-1: Section 7 consultation will occur during PS&E phase of the project to ensure the effect determination for CAGN critical habitat by Caltrans is upheld by USFWS.	Std. Spec	Std. Spec	Project Biologist Project Engineer	Conduct Section 7 consultation during PS&E					No
Biology	PF-BIO-12: Protocol surveys for CAGN will be completed in the next phase (PS&E) of the project. If CAGN are found during the surveys, Section 7 consultation will be conducted with USFWS and additional avoidance and minimization measures may be added.	Std. Spec	Std. Spec	Resident Engineer	CAGN surveys and Section 7 consultation will occur during PS&E					No
Hazardous Waste	HW-01: An ADL, ACM, and LBP investigation must be requested by design.	Std. Spec	Std. Spec	Project Engineer	Request ADL, ACM, and LBP investigations during PS&E.					No
Hazardous Waste	A complete surface soil investigation will be required for the permanent easement parcels during the early states of the PS&E phase. Soils within these areas should be tested for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.	ISA	n/a	Project Engineer Hazardous Waste Specliast	Conduct surface soil investigation of permanent easement parcels.					No

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	If contaminants are detected in existing soil, such soil will be handled in accordance with the current and applicable Caltrans Standard Special Provision (SSP) or Non-Standard Special Provision (NSSP) during design (PSE) phase of project.									

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	PF-BIO-2: Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to construction activities.	Std. Spec	Std. Spec	Resident Engineer	Install ESAs and avoid any impacts to the ESAs					No
Biology	PF-BIO-4: Vegetation removal shall occur outside of the anticipated nesting bird season (February 1 – September 30). If vegetation removal must occur during nesting bird season, preconstruction surveys will be completed by a Caltrans biologist within 72 hours prior to the start of construction. If nesting birds are found, the Caltrans biologist will implement a buffer zone surrounded by an ESA fence. Buffer zone radius will depend on the species, location, and work activities. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds have fledged. The Caltrans biologist will determine if any agency coordination needs to occur.	Std. Spec	Std. Spec	Resident Engineer	If constructing during nesting bird season, request a survey from the biologist.					No
Cultural Resources	PF-CUL-3: Cultural Sensitivity Training must be provided to the Contractor prior to the start of construction at the pre-construction meeting and/or the construction kick off meeting. This training can be done separately or in conjunction with other environmental trainings (i.e. WEAT/WEAP/Biological Awareness Training).	Std. Spec	Std. Spec	Resident Engineer	RE to review with the contractor Section 14-2.03A (Archaeological Resources Discovery Halt Work) of the Standard Specifications before work begins. Cultural					No

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
					staff may provide if requested by RE.					

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	PF-BIO-10: Caltrans anticipates the bat maternity season to be April 1 to August 31. Work at Tonner Canyon Bridge (approach and departure slab replacement) will occur outside of the bat maternity season.	Std. Spec	Std. Spec	Resident Engineer	Work at the Tonner Canyon Bridge will not occur between April 1 to August 31.					No
Biology	PF-BIO-11: Work shall occur during the daytime hours (dawn to dusk). If night work is anticipated, all lighting used at night for project construction will be of the lowest illumination necessary for human safety and will be selectively placed and directed at the immediate work area and away from adjacent open space. Light glare shields will be used to reduce the extent of illumination into adjacent open space.	Std. Spec	Std. Spec	Resident Engineer	Any night work should use the lowest illumination possible for human safety and directed only to the work area. Light glare shields must be used to reduce the extent of the illumination.					No
Biology	PF-BIO-13: Work within 500 feet of suitable LBVI habitat will be conducted outside of the nesting bird season (February 1 – September 30), which includes the LBVI breeding season.	Std. Spec	Std. Spec	Resident Engineer	Work within suitable LBVI habitat will be conducted outside the nesting bird season (Feb 1 - Sept 30).					No
Biology	PF-BIO-14: Vehicles, equipment, and tools will not be cleaned in or within 100 feet of any waterways (e.g. Santa Ana River, Brea Creek) or upslope where runoff could be washed into a waterway.	Std. Spec	Std. Spec	Resident Engineer	No cleaning of vehicles, tools, or equipment within 100 feet of or upslope of any waterways.					No
Biology	PF-BIO-15: Cleared vegetation that may contain invasive species will be properly disposed of off-site in a landfill or similar location.	Std. Spec	Std. Spec	Resident Engineer	Cleared vegetation with invasive species must be properly disposed of.					No
Biology	PF-BIO-3: A biologist will be on site during (1) vegetation removal, and (2) weekly during project construction within CAGN critical habitat to ensure compliance with all conservation measures. The biologist will be familiar with habitats, plants, and wildlife in the project area to ensure that issues relating to biological resources are appropriately and lawfully managed.	Std. Spec	Std. Spec	Resident Engineer Project Biologist	Bio monitoring during vegetation removal or construction within CAGN critical habitat.					No
Biology	PF-BIO-4: Vegetation removal shall occur outside of the anticipated nesting bird season (February 1 – September 30). If vegetation removal must occur during nesting bird	Std. Spec	Std. Spec	Resident Engineer	If nesting birds are found, no work will occur within the buffer					No

Environmental Commitments Record for 12-0R370, Rte 57, Multi-Asset

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	season, preconstruction surveys will be completed by a Caltrans biologist within 72 hours prior to the start of construction. If nesting birds are found, the Caltrans biologist will implement a buffer zone surrounded by an ESA fence. Buffer zone radius will depend on the species, location, and work activities. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds have fledged. The Caltrans biologist will determine if any agency coordination needs to occur.				zone until the nest is no longer active.					
Biology	PF-BIO-5: All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving at and leaving the project site.	Std. Spec	Std. Spec	Resident Engineer	Clean all construction equipment of debris prior to arriving and leaving the project site.					No
Biology	PF-BIO-6: A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented to comply with the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit (CGP). The SWPPP will identify and implement temporary Best Management Practices (BMPs) during construction to address the temporary impacts to water quality.	Std. Spec	Std. Spec	Resident Eingeer	Follow SWPPP BMPs to avoid temporary impacts to water quality					No
Biology	PF-BIO-7: Airspace access to and from the roost features of the structures shall not be obstructed at any time. No access under any of the bridge locations will be allowed, including for staging and storage of equipment.	Std. Spec	Std. Spec	Resident Engineer	No obstruction of airspace to and from roosting features. No access allowed under the bridge.					No
Biology	PF-BIO-8: If any work is performed on the joints in the closure pour at the abutments at Tonner Canyon Road UC, monitoring or a temporary exclusion by a CDFW-approved bat biologist may be needed to prevent direct impacts to maternity-roosting bats.	Std. Spec	Std. Spec	Resident Engineer	For any work on the joints at Tonner Canyon Road UC, monitoring or exclusion may be required.					No
Biology	PF-BIO-9: If night work (i.e., between dusk and dawn) is anticipated within 100 feet of Tonner Canyon Road UC, night lighting shall be used only in areas of active work and shall be focused on the direct area(s) of work and away from the roosting and foraging areas.	Std. Spec	Std. Spec	Resident Engineer	If any night work takes place within 100 feet of Tonner Canyon UC, lighting will be limited to only active work areas and away from bat roosting and foraging areas					No
Cultural Resources	PF-CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until the Caltrans Project Archaeologist can evaluate the nature and significance of the find.	Std. Spec	Std. Spec	Resident Engineer	If resources are found contact Caltrans Project Archaeologist and District EBC					No

Environmental Commitments Record for 12-0R370, Rte 57, Multi-Asset

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Cultural Resources	PF-CUL-2: In the event that human remains are found, provisions of the Health & Safety Code 7050.5 apply and the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.	Std. Spec	Std. Spec	Resident Engineer	If remains are found contact Caltrans Project Archaeologist, Caltrans DNAC, and District EBC					No
Paleontology	PF-PAL-1: If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a Caltrans Project Paleontologist/Archaeologist can evaluate the nature and significance of the find.	Std. Spec	Std. Spec	Resident Engineer	If resources are found contact Caltrans Project Paleontologist/Archaeologist and District EBC					No
Greenhouse Gas Emissions	GHG-1: The following emissions reduction strategies should be implemented during construction: • Reduction of construction waste • Energy efficient construction methodologies • Fuel efficient measures for equipment and traffic management • Local materials be used where feasible/available to reduce GHG emissions • Reduce frequency of vehicle idle times	Std. Spec	Std. Spec	Resident Engineer	Follow GHG reduction strategies.					No

California Department of Transportation

DISTRICT 12
1750 East 4th Street, Suite 100| SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6499
https://dot.ca.gov/caltrans-near-me/district-12

May 20, 2026

State Clearinghouse
Governor's office of Land Use and Climate Innovation
State of California
state.clearinghouse@lci.ca.gov

Dear SCH Staff:

The purpose of this memorandum is to document and clarify a specific language change made to the Environmental Document and Notice of Exemption (SCH No. 2026040954) for 12-0R370, SR-57, Multi-Asset Project (Bridge Health Anchor).

Following the review of the purpose and need of the project, the Project Delivery Team (PDT) agreed on May 20, 2026 to revise the language regarding overhead sign structures from "outdated" to "nonstandard."

This minor administrative change does not affect scope, setting, effects, mitigation measures, or requirements of the project.

Sincerely,

Sunny Saroa

Sunny Saroa
Associate Environmental Planner

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name: 12-0R370, SR-57, Multi-Asset Project (Bridge Health Anchor)

DIST-CO-RTE: 12-ORA-57 **PM/PM:** 10.8L/R22.5

EA: 12-0R370 **Project Number:** 1218000088

Project Description

Caltrans proposes to place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, upgrade 13 and remove 1 outdated Overhead (OH) sign structures, replace 27 OH sign panels for better visibility, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits. The proposed Asset Management project is located on SR-57 between Interstate 5 (I-5), PM 10.8L, and Los Angeles/Orange County (LA/OC) Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County. The project is funded with State funds only, but it is eligible for federal-aid funding. All proposed work is within the State's ROW. The Disturbed Soil Area is 2.205 acres.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☒ **Categorically Exempt. Class** 1(c). (PRC 21084; 14 CCR 15300 et seq.)
  ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Alben Phung		4/22/26
Print Name	Signature	Date

Project Manager

Barbara Mcgahey		4/20/2026
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(22)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Alben Phung		4/20/26
Print Name	Signature	Date

Project Manager

Barbara Mcgahey		4/20/2026
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 04/17/2026

Continuation sheet:

No significant environmental consequences are anticipated with the proposed project. In addition to requirements as given in the Caltrans Standard Specifications, the following conditions are required:

Hazardous Waste:
The project proposes replacing the OH sign structures, MBGR, and streetlights, paving areas, and installing access roads at specific locations. It is expected that the native soil beneath these improvements will be disturbed. Aerial Deposited Lead (ADL) Investigation needs to be conducted during the early stage of the PS&E phase.

The project scope also includes restriping the pedestrian crosswalks. The existing striping to be removed and replaced in the process needs to be addressed during the PS&E phase. Relative to removal/disposal of paint and thermoplastic striping (PTS), the yellow pigment for yellow thermoplastic material was banned in 2004 and yellow traffic stripe paint was banned in 1997. In case any removal/disposal of PTS is needed in the future, design branch needs to request Environmental Engineering for Lead Based Paint (LBP) investigations.

Relative to removal/disposal of paint and thermoplastic striping (PTS), the yellow pigment for yellow thermoplastic material was banned in 2004 and yellow traffic stripe paint was banned in 1997. Therefore, Lead Based Paint (LBP) investigation for striping and markings will also be needed.

Since project involves the replacement of guard rails, an appropriate SSP should be included into the project package to address handling of the treated woods waste.

Environmental. Engineering Branch recommends conducting ADL, ACMs and LBP Investigations. For that, design needs to submit plans with highlighted areas that involve excavation, road cut/fill, as well as bridges and drainage concrete removal which requires soil/ground disturbance. The plans need to show the locations and the depth where soil will be disturbed in paved and unpaved areas within the project limit. Please note the site investigation (ADL study) may take 4 to 6 months to complete.

Air Quality
Environmental Protection Agency's (EPA) Transportation Conformity Regulations final rule dated March 24, 2010, states that the proposed project should not contribute to a National Ambient Air Quality Standards (NAAQS) violation and should conform to the state's plans to implement the NAAQS. According to the Code of Federal Regulations (CFR) Title 40 Section 93.126, the project is considered a safety or other exempt project because it involves guardrail improvements, sign replacements, and transportation enhancement activities. These exempt projects do not require any hot spot analysis for conformity purposes. As a result, no further air quality analysis is needed for the project.

Noise

The proposed project does not involve any of the criteria listed in Section 3 of the Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol). Thus, according to the FHWA 23CFR772, the project does not qualify as a "Type I project" and therefore, a traffic noise study is not required.

Energy
This project is not capacity increasing project; thus, operational energy analysis is not required. One time energy will be consumed in the construction phase.

Cultural Resources:
Based on the material provided on 5/10/2019 and a review of cultural documentation retained by Caltrans D12 from the SCCIC, aerial photographs, historic bridge inventory (April 2024) and following the guidelines established for State CEQA, it has been determined that the project has no potential to affect historic properties/historical resources, and is exempt from further review pursuant to Stipulation VII and Attachment 2 (Class 1, "Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats", Class 9, "Storm damage repairs, such as culvert clearing or repair, disposal or stockpile locations, shoulder reconstruction, or slide or debris removal", Class 10, "Repair of the highway and its facilities", Class 13, "Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs", Class 14, "Installation, removal or replacement of roadway markings, such as painted stripes, raised pavement markers, thermoplastic tape, or raised bars, or installation of sensors in existing pavements", and Class 19, "Any work on Category 5 bridges, including rehabilitation or reconstruction.) of the Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (PRC 5024 MOU).

Further cultural review will be required if project plans are changed, or if additional project locations are added. While Caltrans concludes that this project will not affect any historic properties, in the unlikely event that cultural resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Caltrans' Standard Specifications for Cultural (Archaeological) Resources apply.

- **PF-CUL-1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until the Caltrans Project Archaeologist can evaluate the nature and significance of the find.
- **PF-CUL-2:** In the event that human remains are found, provisions of the Health & Safety Code 7050.5 apply and the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.

- **PF-CUL-3:** Cultural Sensitivity Training must be provided to the Contractor prior to the start of construction at the pre-construction meeting and/or the construction kick off meeting. This training can be done separately or in conjunction with other environmental trainings (i.e. WEAT/WEAP/Biological Awareness Training).

Paleontological Resources:
While Caltrans concludes that this project will not affect any historical resources, in the unlikely event that paleontological resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Standard Caltrans Paleontological Resources Specifications apply.

Further paleontological review will be required if project plans are changed, or if additional project locations are added. While Caltrans concludes that this project will not affect any fossil-bearing resources, in the unlikely event that paleontological resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Caltrans' Standard Specifications for Paleontological Resources apply.

- **PF-PAL-1**: If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a Caltrans Project Paleontologist/Archaeologist can evaluate the nature and significance of the find.

Biological Resources:
The proposed project contains developed and undeveloped areas of Orange County. Impacts will be within the paved roadway or directly adjacent to the paved roadway. A bat emergence survey and Jurisdictional Delineation were completed as part of the project studies. Anticipated permits include 1600 Streambed Alteration Agreement, 401 and 404 permits (pertaining to the Clean Water Act). Protocol surveys and Section 7 consultation for coastal California gnatcatcher and its critical habitat are anticipated during the next phase of the project. Avoidance and minimization measures will be included to avoid impacts to nesting birds, listed species, bats, and jurisdictional waterways.

This project is located within a mostly developed setting and has been heavily influenced by human activities. Urban areas consist of SR-57, residential and commercial developments, and infrastructure elements, such as electrical distribution lines, paved and unpaved roads, etc. The Biological Study Area (BSA) also includes some semi-undeveloped areas, though these areas are still heavily influenced by the surrounding, developed land use. The northern terminus of the project area is an open space containing vegetation classified mostly as ruderal and annual grasslands. There is also coastal sage scrub (CSS) within this area.

All other project areas are considered developed, including the Santa Ana River.

Throughout the project area, the Santa Ana River has modified, gravel-bottomed pools. Riparian vegetation was not present along the Santa Ana River within the BSA during surveys. Riparian habitat exists at Brea Creek. Semi-undeveloped areas of the BSA include Brea Creek and Tonner Canyon. Brea Creek is an intermittent, earthen bed and bank creek that runs through the project limits near postmile 21.8. Human infrastructure, such as electrical distribution lines and oil pipes, occurs within Brea Creek and contributes to the disturbed nature of the creek. Trash dumping in this area is frequent. Trash, including large pieces of furniture, was seen in the creek channel during surveys. The banks of Brea Creek are steep. On either side of Brea Creek there are paved and unpaved roads. Other waterways within the BSA include Bitterbush Channel, Collins Channel, Carbon Creek, Fullerton Creek, and several unnamed channels. Most of these are highly modified, concrete-lined channels.

Vegetation types within the BSA include CSS, ornamental and native landscaping, ruderal, grassland, riparian, and agricultural.

Coastal California Gnatcatcher Habitat and Coastal Sage Scrub
Much of the BSA is heavily degraded due to human disturbance. SR-57 is a major thoroughfare and creates a noisy environment. Road shoulders in this area are narrow, causing the adjacent vegetation to be very close to cars on the roadway. Utility infrastructure lines Brea Creek and human disturbance in this area is high. Trash litters the side of the roadway and under the Tonner Canyon bridge. Therefore, vegetation adjacent to the roadway is likely not suitable for wildlife due to this degradation.

Within the critical habitat, there are 0.16 acres of temporary impacts outside of the pavement and 0.01 permanent impacts. Of the 0.16 acres of temporary impacts, CSS impacts total 0.02 acres. Temporary grassland impacts total 0.09 acres and temporary bare ground impacts total 0.05 acres. Temporary impacts will occur from the drainage work, sign replacement, and traffic safety device upgrades. Temporary impacts to CSS will only be due to trimming of the vegetation at the inlets and outlets of the two drainages. No ground disturbance is anticipated for the drainage work.

Permanent impacts total 0.01 acres of grassland. Permanent impacts will occur from sign structure replacement and will only impact nonnative grassland directly adjacent to the roadway. Since the permanent impact to grassland is located next to the paved road and continuously disturbed (trash and debris), it has little to no physical and biological features to be considered as critical habitat.

This project will also have temporary impacts within the developed roadway. While the temporary impact to the roadway does not impact any physical and biological features, the 0.02 acres of CSS and 0.09 acres of grassland temporary impacts have the physical and biological features required for CAGN critical habitat.

Since the project is located within critical habitat area for CAGN and will result in impacts to designated critical habitat, a May Affect, Not Likely to Adversely Affect determination has been made for the CAGN critical habitat.

Bats
Work at all structures is limited to the top of the bridges. Therefore, no work activities will be at or beneath potential roosting areas for any of the bridges. No work is proposed that will directly affect roost access points. Replacement of the approach and departure slabs at Tonner Canyon bridge may cause impacts through noise and vibrations. Work is not expected to alter the roost locations and therefore, no permanent loss of roosting habitat is expected. Noise and vibration impacts may affect the maternity colony, and therefore project work at this location will occur outside of the roosting season as to not impact individuals and their young.

The project may result in indirect impacts at Tonner Canyon Road UC, including access to under the bridge and lighting. New permanent lighting is not proposed as part of this project, but if work is completed at night, temporary lighting may be used that could impact bats. Lighting impacts will be mitigated by only allowing lights to be projected directly at the work area. Since work is proposed only on top of the bridge, with this measure little to no light is anticipated to spill over the bridge and into areas where bats may be roosting. With the below avoidance and minimization measures, impacts are not anticipated for bats.

Coastal California Gnatcatcher
Work near potential habitat for CAGN is limited to the roadsides and Tonner Canyon bridge. Direct impacts to CSS will be temporary and minimal, only totaling 0.02 acres. Direct impacts to nonnative grassland total 0.1 acres. Of the 0.1 acres, 0.09 acres are temporary impacts and 0.01 are permanent impacts. Grassland habitat will be removed but as stated above, it is degraded and directly adjacent to the paved road. Therefore, no suitable habitat will be impacted.

No indirect noise effects are anticipated, as the construction will not increase noise levels enough to add to the existing noise of SR-57. If nightwork is anticipated, indirect effects from increased lighting will be minimized using the avoidance measures below. Upon completion of the protocol surveys in the next project phase, Section 7 consultation will be initiated with USFWS to determine if additional avoidance and minimization measures are necessary to protect this species.

A May Affect, Not Likely to Adversely Affect determination has been made for this species.

Invasive Species
Ruderal and non-native plants are present within the BSA. California Invasive Plant Council (Cal-IPC) Inventory provides a list of known invasive species within the state, as well as watch list species. Some invasive species in the BSA include short-podded mustard (*Hirschfeldia incana*), tocalote (*Centaurea melitensis*), and castor bean (*Ricinus communis*). Best management practices will be followed during construction to ensure the proposed project does not contribute to the spread of invasive species.

The following project features shall be implemented as part of the project during the PS&E and Construction phase:

- **PF-BIO-1:** Section 7 consultation will occur during PS&E phase of the project to ensure the effect determination for CAGN critical habitat by Caltrans is upheld by USFWS.
- **PF-BIO-2:** Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to construction activities.
- **PF-BIO-3:** A biologist will be on site during (1) vegetation removal, and (2) weekly during project construction within CAGN critical habitat to ensure compliance with all conservation measures. The biologist will be familiar with habitats, plants, and wildlife in the project area to ensure that issues relating to biological resources are appropriately and lawfully managed.
- **PF-BIO-4:** Vegetation removal shall occur outside of the anticipated nesting bird season (February 1 – September 30). If vegetation removal must occur during nesting bird season, preconstruction surveys will be completed by a Caltrans biologist within 72 hours prior to the start of construction. If nesting birds are found, the Caltrans biologist will implement a buffer zone surrounded by an ESA fence. Buffer zone radius will depend on the species, location, and work activities. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds have fledged. The Caltrans biologist will determine if any agency coordination needs to occur.
- **PF-BIO-5:** All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving at and leaving the project site.
- **PF-BIO-6:** A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented to comply with the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit (CGP). The SWPPP will identify and implement temporary Best Management Practices (BMPs) during construction to address the temporary impacts to water quality.
- **PF-BIO-7:** Airspace access to and from the roost features of the structures shall not be obstructed at any time. No access under any of the bridge locations will be allowed, including for staging and storage of equipment.
- **PF-BIO-8:** If any work is performed on the joints in the closure pour at the abutments at Tonner Canyon Road UC, monitoring or a temporary exclusion by a

CDFW-approved bat biologist may be needed to prevent direct impacts to maternity-roosting bats.

- **PF-BIO-9:** If night work (i.e., between dusk and dawn) is anticipated within 100 feet of Tonner Canyon Road UC, night lighting shall be used only in areas of active work and shall be focused on the direct area(s) of work and away from the roosting and foraging areas.
- **PF-BIO-10:** Caltrans anticipates the bat maternity season to be April 1 to August 31. Work at Tonner Canyon Bridge (approach and departure slab replacement) will occur outside of the bat maternity season.
- **PF-BIO-11:** Work shall occur during the daytime hours (dawn to dusk). If night work is anticipated, all lighting used at night for project construction will be of the lowest illumination necessary for human safety and will be selectively placed and directed at the immediate work area and away from adjacent open space. Light glare shields will be used to reduce the extent of illumination into adjacent open space.
- **PF-BIO-12:** Protocol surveys for CAGN will be completed in the next phase (PS&E) of the project. If CAGN are found during the surveys, Section 7 consultation will be conducted with USFWS and additional avoidance and minimization measures may be added.
- **PF-BIO-13:** Work within 500 feet of suitable LBVI habitat will be conducted outside of the nesting bird season (February 1 – September 30), which includes the LBVI breeding season.
- **PF-BIO-14:** Vehicles, equipment, and tools will not be cleaned in or within 100 feet of any waterways (e.g. Santa Ana River, Brea Creek) or upslope where runoff could be washed into a waterway.
- **PF-BIO-15:** Cleared vegetation that may contain invasive species will be properly disposed of off-site in a landfill or similar location.

Greenhouse Gas Emissions:

The construction contractor must comply with Caltrans' Standard Specification 14-9 (2024) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable environmental laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

Greenhouse gas emissions were estimated using the 2021 Caltrans Construction Emissions Tool v1.0.2. for a project duration of 410 working days. The project may result in around 359 metric tons CO2e emissions.

GHG-1: The following emissions reduction strategies should be implemented during construction:

- Reduction of construction waste
- Energy efficient construction methodologies
- Fuel efficient measures for equipment and traffic management

- Local materials be used where feasible/available to reduce GHG emissions
- Reduce frequency of vehicle idle times

Water Quality:
The limits of the proposed project are within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and the receiving bodies are Brea Creek, Loftus Channel, Chantilly Storm Drain, and Santa Ana River. The receiving water bodies at the project location are not on the 2024 California Integrated Report (Clean Water Act Section 303(d) List/ 305(b) /Report).

The total Disturbed Soil Area (DSA) is 2.205 acres. Since the total DSA is greater than 1.0 acre, a Storm Water Pollution Prevention Plan (SWPPP) is required.

This project must conform to all applicable water quality regulations and/or permit requirements of the State Water Resources Control Board (SWRCB) and any applicable local Regional Water Quality Control Board(s), including, but not limited to, the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ, NPDES No. CAS000003), the Statewide NPDES General Permit for Storm Water Discharges Associated With Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), and the Caltrans Storm Water Management Plan (SWMP), and any subsequent revisions and/or additional requirements at the time of construction.

A Storm Water Data Report (SWDR) will be approved by the NPDES Unit to determine that this project conforms to Federal and State Clean Water Acts, and any other water quality regulations.

Technical Studies:

Screened Undertaking Memo (CT, DEA, Sinopoli, 05.13.2024)

Environmental Engineering Memo (CT, DEA, Delanian, 01.22.2026)

Natural Environment Study – Minimal Impacts (CT, DEA, Knight, 04.07.2026)

Water Quality Memo (CT, DEA, Salas, 09.11.2025)

Climate Change Assessment(CT, DEA, Saroa, 04.17.2026)

Attachment I:
Geotechnical Memorandum

Memorandum

To: JOSEPH LEE
Branch Chief
Design A, District 12

Date: April 4, 2025

File: 12-ORA-57 PM 10.8L/R22.5
EA: 12-0R370
EFIS: 1218000088
OH Sign Structures, Signal and Lighting Poles

Attn: Chris Koo

From: GEOTECHNICAL SERVICES
Office of Geotechnical Design South
Branch C

Subject: **GEOTECHNICAL DESIGN REPORT FOR OVERHEAD SIGN STRUCTURES, SIGNAL AND LIGHTING POLES**

Introduction

Pursuant to the request dated January 30, 2025, this Geotechnical Design Report (GDR) has been prepared for the proposed Overhead (OH) sign, signal and lighting structures for the subject improvement project. This GDR summarizes the results of a review of As-built information, geotechnical and geological information, and Project Initiation Report approved May 19, 2023.

Project Description

This project is located on SR-57 between Interstate 5 (I-5), PM 10.8L, and Los Angeles/Orange County Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County. The project proposes to replace nonstandard OH sign structures, light poles, traffic signal poles, and OH changeable message signs (CMS) along the SR-57 corridor within the project limits. Table 1 lists the details of the structures proposed at each location. The Vicinity Maps are included in Appendix I.

All elevations in this report are referenced to the North American Vertical Datum of 1988 (NAVD 88). The datum conversion along the project limits ranges from 2.3 to 2.5 feet. At postmile 10.9, National Geodetic Vertical Datum of 1929 (NGVD 29) elevations can be converted to approximate NAVD 88 elevations by adding 2.3 feet to the NGVD 29 elevations. At postmile 21.7, NGVD 29 elevations can be converted to approximate NAVD 88 elevations by adding 2.5 feet to the NGVD 29 elevations.

Table 1: Details of Proposed OH Sign and Light Poles

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pole Type	CIDH Diameter (ft)	Min. CIDH Length (ft)	2024 Standard Plans Page
1	OH Sign	NB	15.42	2,255,836.0/ 6,068,032.8	1H	5.5	32	S104
2	OH Sign	SB	21.71	2,288,804.4/ 6,068,006.9	1H	5.5	32	S104
3	OH Sign	SB	20.90	2,284,084.7/ 6,067,104.3	1H	5.5	32	S104
4	OH Sign	SB	17.80	2,268,204.9/ 6,066,743.4	1H	5.5	32	S104
5	OH Sign	SB	17.57	2,266,953.0/ 6,066,755.2	1H	5.5	32	S104
6	OH Sign	SB	13.69	2,246,707.2/ 6,067,737.1	1H	5.5	32	S104
7	OH Sign	SB	12.94	2,242,848.9/ 6,066,990.2	1H	5.5	32	S104
8	OH Sign	SB	12.79	2,242,122.8/ 6,066,733.7	1H	5.5	32	S104
9	OH Sign	SB	12.52	2,240,736.3/ 6,066,371.7	1H	5.5	32	S104
10	OH Sign	SB	12.36	2,239,877.3/ 6,066,487.9	1H	5.5	32	S104
11	OH Sign	SB	12.14	2,238,715.4/ 6,066,995.1	2H	6.5	36	S109
12	OH Sign	SB	11.74	2,236,833.7/ 6,066,965.1	1H	5.5	32	S104
13	OH Sign	SB	11.44	2,235,280.9/ 6,066,416.1	2H	6.5	36	S109
14	OH Sign	SB	11.23	2,234,139.5/ 6,066,388.4	2H	6.5	36	S109
15	OH Sign	SB	11.12	2,233,524.4/ 6,066,294.2	2H	6.5	36	S109
16	Lighting Pole	SB	10.91 L	2,232,527.2/ 6,066,310.2	31	3	8	ES-6E
17	Traffic Signal Pole	SB	19.73	2,278,374.2/ 6,065,982.6	19-4-100	3.5	12	ES-7F
18	CMS	SB	21.60	2,287,650.2/ 6,067,607.8	1E	5	22	S-105
					2A, 2B, 2C & 2D	5	22	S-109

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pole Type	CIDH Diameter (ft)	Min. CIDH Length (ft)	2024 Standard Plans Page
19	Lighting Pole	NB	11.38	2,234,464.3/ 6,066,541.5	31	3	8	ES-6E
20	Lighting Pole	NB	14.87	2,252,627.2/ 6,068,004.5	31	3	8	ES-6E

Geotechnical Investigation

No site-specific geotechnical exploration was performed as part of the current investigation. Geologic maps and As-built information were reviewed to determine subsurface conditions near the proposed OH, signal and lighting pole locations. A summary of pertinent existing As-built LOTBs is presented in Table 2. Copies of the As-built LOTBs are attached in Appendix II.

Table 2: Pertinent As-built LOTBs

Nearby Proposed Structure No.	Reference	Boring ID	Station Line	Station	Offset (ft)	Ground Surface Elevation (ft)	Total Depth (ft)	Boring Date Completed
1	La Palma Avenue OC	B-5	CL Imp Rte 57	419+67	13.2 Rt.	202.1*	36.5	4/6/1967
2	Tonner Canyon Bridge	B-9	CL Rte 57	775+79	77 Rt.	462.6*	85	12/6/1967
3	Lambert Road UC	B-2	CL Fwy	708+96	43 Lt.	426.9*	46	11/2/1967
4/5	Nutwood Avenue UC	B-3	CL Fwy Rte 57	534+29	93 Lt.	236.8*	56.5	6/29/1966
6	Sound Barrier Wall No. 329 (L-1)	B-5	L.O.L. Sound Wall	23+16	7 Rt.	183.7*	26.5	5/10/1978
7/8	Douglass Overhead	B-11	CL Fwy Rte 57	289+71	73 Lt.	165.7*	81.5	10/10/1969
9	Katella Avenue UC	B-1	CL Rte 57	268+68	15 Lt.	161.6*	65	12/11/1961
10	Stadium Overhead	B-11	CL Rte 57	257+29	55 Lt.	157.1*	56.5	5/1/1969
11	Santa Ana River Bridge	B-22	CL Rte 57	237+00	30 Rt.	152.4*	55	9/24/1969
12	Orangewood Avenue UC	B-1	CL Fwy Rte 57	228+96	101 Rt.	148.0*	46.5	4/25/1967
13	Sound Wall No. 204	B-1	CL Route 57	203+50	90 Rt.	155.0	36.5	12/21/1994
14/15	Chapman Avenue UC	B-6	CL Route 57 Fwy	200+55	85 Lt.	141.3*	85	7/21/1961
16	S57-E22/5 Separation	RW-2	“G” Line	181+00	40 Lt.	161	131	3/6/1990

Nearby Proposed Structure No.	Reference	Boring ID	Station Line	Station	Offset (ft)	Ground Surface Elevation (ft)	Total Depth (ft)	Boring Date Completed
17	Route 42/57 Separation (90/57)	B-1	CL Imp Rte 42	55+10	19 Lt.	341.9*	56.5	6/16/1966
18	GDR for CMS	-	-	PM 21.5	-	-	29.5	3/3/2006
19	Chapman Avenue UC	B-6	CL Route 57 Fwy	200+55	85 Lt.	141.3*	85	7/21/1961
20	Lincoln Avenue OC	B-1	CL Lincoln Ave	40+68	39 Lt.	199.8*	56.5	3/11/1969

* Converted to NAVD 88.

Laboratory Test

No corrosion testing was performed as part of our current investigation. However, archived corrosion results from three locations within the project limits are shown in Table 3. Laboratory test results are attached in Appendix III.

Table 3: Soil Corrosion Test Summary

Postmile	Depth (feet)	Minimum Resistivity (Ohm-cm)	pH	Chloride Content (ppm)	Sulfate Content (ppm)	Corrosive?
11.9	5.5	950	**4.99**	100	**2200**	**Yes**
15.24	0-10	1273	7.41	12	952	No
21.5	13-18	1030	**3.79**	-	-	**Yes**

Caltrans currently defines a corrosive environment as an area where the soil has either a chloride concentration of 500 ppm or greater, a sulfate concentration of 1500 ppm or greater, or has a pH of 5.5 or less. With the exception of MSE walls, soil and water are not tested for chlorides and sulfates if the minimum resistivity is greater than 1,500 ohm-cm.

Geotechnical Conditions

Geology

The subject site is located within the Los Angeles Basin of the Peninsular Range Geomorphic Province and at the base of the Chino Hills. According to the USGS Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California – 2006, most of the project is mapped as Quaternary young alluvial fan deposits (Qyf). The traffic signal at PM 19.73 and the lighting pole at PM 20.90 are mapped within Quaternary very old alluvial fan deposits (Qvof). The CMS at PM 21.60 is mapped within the sandstone member of the Fernando Formation. The OH Sign at PM 21.71 is mapped within the lower member of the Fernando Formation.

The geologic maps of the overhead, signal and lighting pole locations are presented in Appendix I.

Surface Conditions

All structure locations are within roadway embankment fill with the exception of the CMS at PM 21.60, which is within a cut slope in the Fernando Formation. Alluvial fan deposits may underlie the artificial fill within the pile excavation limits at some locations. The surrounding areas are highly residentially and commercially developed. The region is relatively level, with a slope of about 1.5 degrees to the southwest.

Subsurface Conditions

Based on the As-built LOTB data and site reconnaissance, the expected subsurface materials at each location are shown in Table 4. Embankment backfill is assumed to be compacted to at least 90% relative compaction and be screened of any unsuitable material.

Table 4: Subsurface Conditions

Location	Postmile	Subsurface Material	Notes
1	15.42	20’ Embankment Fill, Medium dense sands	1.75:1
2	21.71	50’ Embankment Fill	1.25:1
3	20.90	20’ Embankment Fill, Loose sands	Level
4	17.80	10’ Embankment Fill, Loose sands	Level
5	17.57	20’ Embankment Fill, Loose sands	Level
6	13.69	5’ Embankment Fill, Loose to medium dense sands	Level
7	12.94	30’ Embankment Fill, Medium dense sands	2:1
8	12.79	30’ Embankment Fill, Medium dense sands	2:1
9	12.52	20’ Embankment Fill, Loose silty sand	2:1
10	12.36	25’ Embankment Fill, Medium dense sands	2:1
11	12.14	20’ Embankment Fill, Medium dense sand	2:1 right side
12	11.74	15’ Embankment Fill, Loose sand and silt	2:1
13	11.44	15’ Embankment Fill, Very stiff silt	Level
14	11.23	20’ Embankment Fill, Loose silt and sand	2:1

Location	Postmile	Subsurface Material	Notes
15	11.12	20' Embankment Fill, Loose silt and sand	2:1
16	10.91L	15' Embankment Fill, Loose to medium dense sands	Level
17	19.73	Old Alluvial Fan, Very dense sands	2:1
18	21.60	Sandstone cut slope; can be drilled by auger	2:1
19	11.38	20' Embankment Fill, Loose silt and sands	1.25:1
20	14.87	Young Alluvial Fan; Loose to medium dense sand with scattered fine gravel	Level

Groundwater

Groundwater was encountered in As-built LOTBs at two regions within the project limits: at Structure 2, near Tonner Canyon; and at Structures 9, 10 and 11, near the Santa Ana River. A summary of available groundwater data is presented in Table 5.

Based on the collected data, a design groundwater elevation of 444.6 has been chosen for Structure 2. A design groundwater elevation of 133.0 has been chosen for Structures 9, 10 and 11. Groundwater is not expected to be encountered during construction since the ground surface elevations of the proposed OH signs will be 30-70 feet higher than the groundwater elevations shown in Table 5.

Table 5: Groundwater Data

Nearby Proposed Structure	Reference	Boring or Well ID	Ground Surface Elevation (ft)	Depth to Groundwater (ft)	Groundwater Elevation (ft)	Date Measured
2	Tonner Canyon Bridge	B-8	456.0*	11.4	444.6*	12/6/1967
9	Katella Avenue UC	B-3	159.8*	40	119.8*	12/12/1961
10	Stadium Overhead	B-9	155.9*	30	125.9*	5/2/1969
11	Santa Ana River Bridge	B-33	142.2*	9.2	133.0*	12/21/1961

** Converted to NAVD 88.*

Seismic Hazards

Overhead signs, signal and light poles are not designed for seismic loading. No seismic analysis has been performed.

Analysis and Design

Soil Engineering Properties

The engineering properties of subsurface soils at the signal pole locations are comparable or higher than the minimum required design parameters for the use of Standard Plans (unit weight 120 pcf, angle of internal friction 30 degrees for cohesionless soils or a shear strength of 1.5 ksf for cohesive soils). Embankment fill is assumed to have an angle of internal friction of 34 degrees. The subsurface alluvial soil is 30 degrees or higher when cohesionless and 2 ksf when cohesive.

Geotechnical Model and Analysis

The subsurface soils meet the minimum strength requirements of the Standard Plans. However, many locations are located on 2H:1V slopes, which are not covered by the Standard Plans.

Recommendations

CIDH pile foundation lengths should be increased by at least one pile diameter to account for the decrease in lateral resistance due to the adjacent slope faces. The revised foundation lengths are shown in Table 6, and the recommended lengthened piles are highlighted.

Table 6: Recommended OH Sign and Light Pole Foundations

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pile Type	CIDH Diameter (ft)	CIDH Length (ft)	2024 Standard Plans Page
1	OH Sign	NB	15.42	2,255,836.041/ 6,068,032.782	1H	5.5	38	S104
2	OH Sign	SB	21.71	2,288,804.397/ 6,068,006.933	1H	5.5	38	S104
3	OH Sign	SB	20.90	2,284,084.654/ 6,067,104.296	1H	5.5	32	S104
4	OH Sign	SB	17.80	2,268,204.880/ 6,066,743.364	1H	5.5	32	S104
5	OH Sign	SB	17.57	2,266,953.011/ 6,066,755.221	1H	5.5	32	S104
6	OH Sign	SB	13.69	2,246,707.151/ 6,067,737.081	1H	5.5	32	S104
7	OH Sign	SB	12.94	2,242,848.918/ 6,066,990.163	1H	5.5	38	S104

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pile Type	CIDH Diameter (ft)	CIDH Length (ft)	2024 Standard Plans Page
8	OH Sign	SB	12.79	2,242,122.717/ 6,066,733.658	1H	5.5	38	S104
9	OH Sign	SB	12.52	2,240,736.307/ 6,066,371.686	1H	5.5	38	S104
10	OH Sign	SB	12.36	2,239,877.292/ 6,066,487.850	1H	5.5	38	S104
11	OH Sign	SB	12.14	2,238,715.434/ 6,066,995.110	2H	6.5	42	S109
12	OH Sign	SB	11.74	2,236,833.655/ 6,066,965.101	1H	5.5	38	S104
13	OH Sign	SB	11.44	2,235,280.930/ 6,066,416.124	2H	6.5	36	S109
14	OH Sign	SB	11.23	2,234,139.534/ 6,066,388.357	2H	6.5	42	S109
15	OH Sign	SB	11.12	2,233,524.348/ 6,066,294.204	2H	6.5	42	S109
16	Lighting Pole	SB	10.91 L	2,232,527.193/ 6,066,310.213	31	3	8	ES-6E
17	Traffic Signal Pole	SB	19.73	2,278,374.226/ 6,065,982.610	19-4-100	3.5	15	ES-7F
18	CMS	SB	21.60	2,287,650.193/ 6,067,607.757	1E	5	28	S-105
					2A, 2B, 2C & 2D	5	28	S-109
19	Lighting Pole	NB	11.38	2,234,464.257/ 6,066,541.534	31	3	11	ES-6E
20	Lighting Pole	NB	14.87	2,252,627.216/ 6,068,004.519	31	3	8	ES-6E

Notes for Specifications

The following standard special provisions are applicable to the construction:

- **Section 49-1.03**

Expect difficult pile installation due to the conditions shown in the following table:

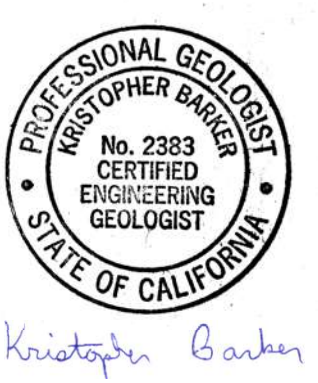
Pile location		Conditions
Structure	Support location	
CMS	PM 21.60	Shallow sedimentary bedrock may be encountered.

Questions relating to this report should be directed to Chien-Chang Chen at (279) 766-1804 or Kristopher Barker at (562) 665-0048.

Prepared by:



CHIEN-CHANG CHEN, PE
Transportation Engineer - Civil
Office of Geotechnical Design South
Branch C



KRISTOPHER BARKER, C.E.G.
Engineering Geologist
Office of Geotechnical Design South
Branch C

Appendices:

I. Vicinity Maps and Geologic Maps
II. As-built Log of Test Borings
III. Laboratory Test Data

c: Barbara McGahey, Project Manager, District 12
Khondokar Karim, Project Liaison Engineer, Division of Engineering Services
Behdad Baseghi, District Materials Engineer, District 12

Attachment J:
Initial Site Assessment

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

----------PROJECT ENGINEER MUST FILL OUT ALL INFORMATION UP TO # 2 BELOW----------

DATE: 01/16/26

PROJECT INFORMATION

District	12	County	Ora	EA	0R370	Project ID	1218000088
Route	57					Postmiles	10.8L/R22.5

Project Description:

The proposed Asset Management project is located on SR-57 between Interstate (I-5), PM 10.8L, and Los Angeles/Orange County Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County.
The project proposes to place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, upgrade 13 and remove 1 nonstandard Overhead (OH) sign structures, replace 27 OH sign panels for better visibility, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits.

Project Engineer	Harris Huynh	Telephone	(949) 795-7383
Project Manager	Barbara McGahey	Telephone	(949) 226-6840
Oversight Project?	Yes ☐ No ☑		

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

Project Features:

New R/W?	☐	Excavation within 15 ft. of highway shoulder?	☑	Bridge Demolition/Modification?	☑
Railroad Involvement?	☐	Subsurface Utility Relocation?	☐	Cold Planing?	☐
Treated Wood Waste?	☑	Vehicle Sensor Nodes?	☐	Soil Stockpiling?	☐
Hazardous Yellow Striping/Marker?	☑	Non Hazardous Striping/Marker?	☑	Concrete Pipes?	☑

Comments:

-------THE REMAINDER OF THIS FORM TO BE FILLED OUT BY DISTRICT HAZARDOUS WASTE COORDINATOR ONLY------

2.

CHECK IF PROJECT IS ON CORTESE LIST?	☐	IF YES, DESCRIBE SITE:	

. Conduct Field Inspection: Site inspected using Google Earth Date: 01/16/26

Storage Structures/Pipelines:				Contamination: (spills, leaks, illegal dumping, etc)		Hazardous Materials: (asbestos, lead, etc.)	
UST's	☐			Surface Staining	☐	Buildings	☐
Surface tanks	☐			Oil Sheen	☐	Sprayed-on Fireproofing	☐
Sumps	☐	Ponds	☐	Odors	☐	Pipe Wrap	☐
Drums	☐	Basins	☐	Vegetation damage	☐	Friable Tile	☐
Transformers	☐					Acoustical Plaster	☐
Landfill	☐					Serpentine	☐
☐						Paint	☐

Other comments and/or observations:

No active or open cases were found after checking GeoTracker and EnviroStor. However, there is a potential for encountering oil and gas wells in the vicinity of the project at a few locations based on Well Finder website; therefore, care should be taken during construction.

Please see Attachment A of the ISA checklist for more detailed information regarding the proposed locations.

Required TO to be determine during early Design Phase and its extent will be dependent on availability of archive data from past investigations. Specifications TBD after results of TO completion if needed.

Specifications:

☐	Non hazardous soil	7-1.02K(6)(j)(iii)	☐	Yellow Hazardous Striping/Marker	14-11.12
☐	Regulated ADL	14-11.08	☐	Non Hazardous Striping/Marker	84-9.03B
☐	Minimal Disturbance Regulated Soil	14-11.09	☐	Paint removal on bridges	14-11.13
☐	NESHAP Notification	14-9.02	☐	Storing Earth Material	14-11.05B
☐	Asbestos on Bridges	14-11.16	☐	Unexploded Ordinance	7-1.02(K)(6)(f)
☐	Asbestos Pipes	14-11.17	☐	Naturally Occurring Asbestos	14-11.10A
☐	Asbestos in Buildings	14-11.18	☐	Treated Wood Waste	14-11.14
☐	Cold Planing	36-4	☐	Vehicle Sensor Nodes	87-21.03D

Technical Studies Required: ☑ **ADL** ☑ **LBP/ACM** ☐ **ISA** ☐ **SI**

Task Order Required? ☐ **Yes** ☐ **No**

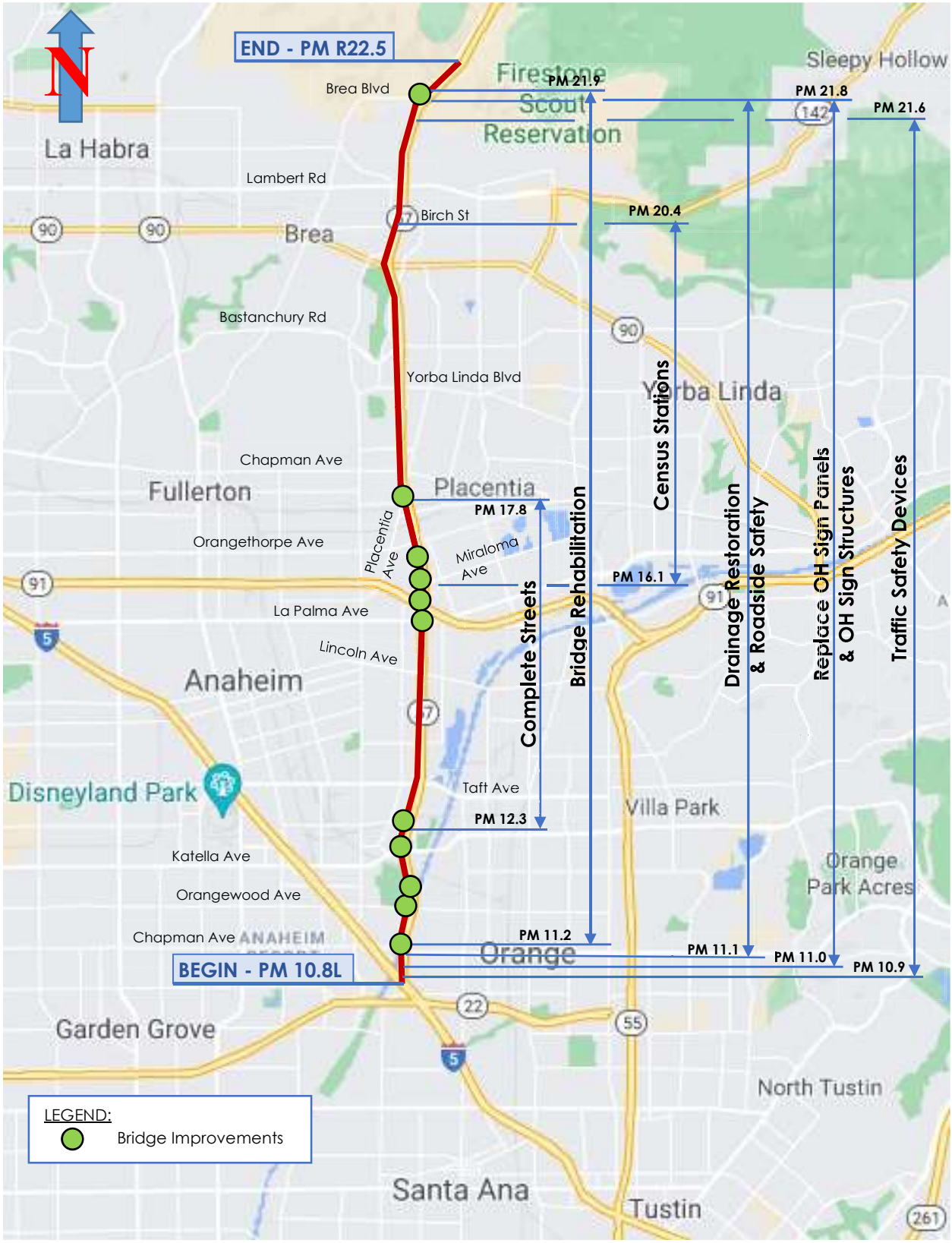
ISA CONDUCTED BY:	Aso Delanian	DATE:	01/16/26

District 12 Hazardous Waste Coordinator

Vicinity Map



Figure 1: Project Location Map with Proposed Work



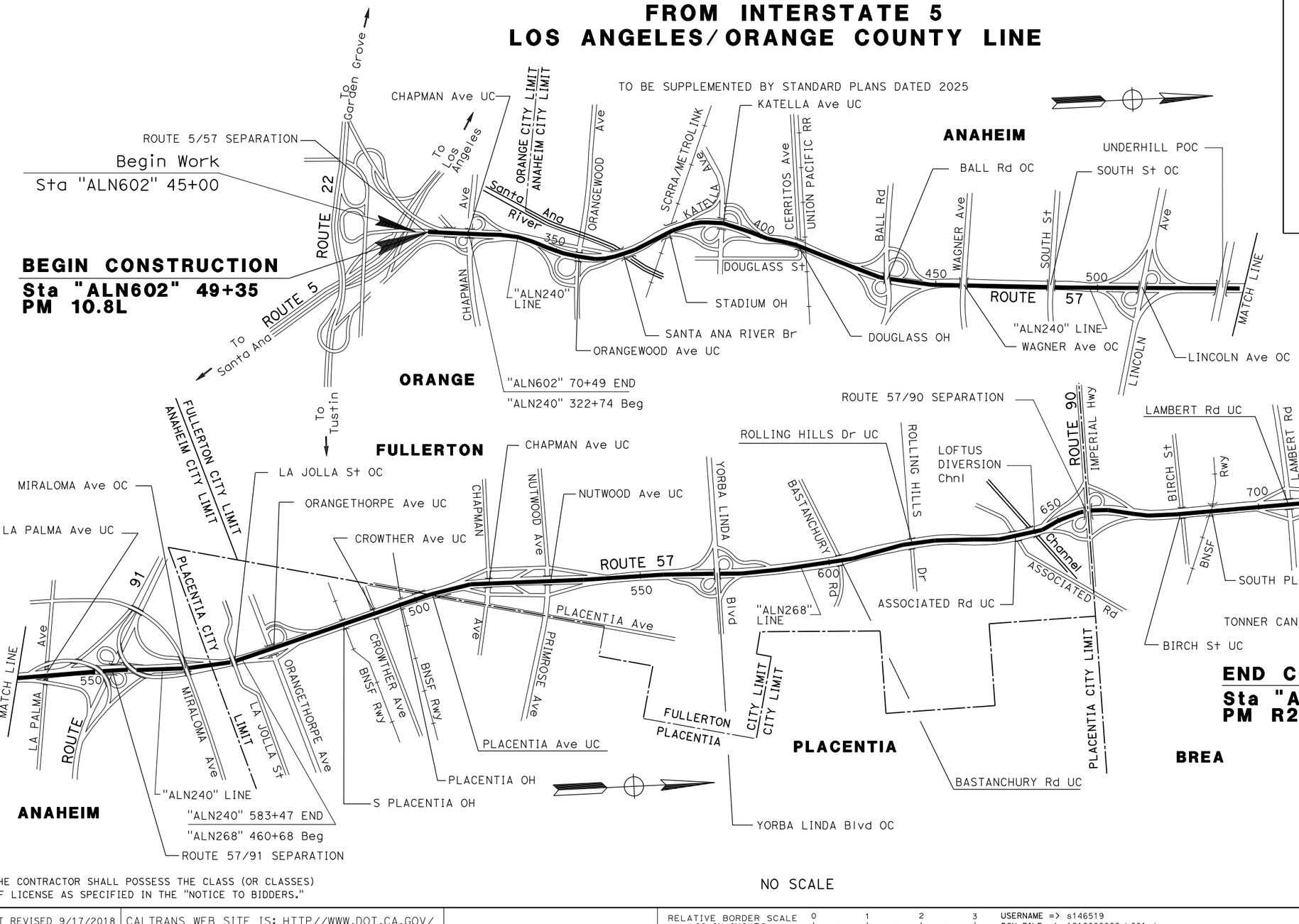
INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	57	10.8L/R22.5	1	-

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY
IN ANAHEIM, ORANGE, PLACENTIA, FULLERTON, AND BREA
FROM INTERSTATE 5
LOS ANGELES/ORANGE COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2025





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

NO SCALE

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

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

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

CONTRACT No.	12-0R370
PROJECT ID	1218000088

PROJECT MANAGER

DESIGN MANAGER

LAST REVISION 05-08-23

DATE PLOTTED => 25-MAR-2026
TIME PLOTTED => 09:33

Attachment A For ISA Check List

Project ID: 0R370 12-57-10.8L/R22.5 Date: 1.16.2026

			GeoTracker							EnviroStor			Well Finder					
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
1	1	1	0	1	Closed	CHLORINATED SOLVENTS	soil / ground water	6/1/2005	No - Case Closed RB Case #: SL208443899	0	0		0	0		ok	Replace Concrete Barrier 10" excavation depth
2	2	1	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
3	3	1	0	0						0	0		0	0		ok	Remove concrete up to bridge deck Install concrete barrier 2.5' excavation depth
4	4	1	0	0						0	0		0	0		ok	Existing MGS posts (wood) removed Install concrete barrier 10" excavation depth
5	5	2	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
6	6	2	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth Remove & replace culvert (5' excavation depth)
7	7	2	0	1	Closed	GASOLINE	soil / ground water	6/29/2012	No - Case Closed RB Case #: SL208443899	0	0		0	0		ok	Remove and replace concrete median barrier (limits of replacement shown by revcloud) 10" excavation depth
8	8	2	0	1	Closed	GASOLINE	soil / ground water	6/30/2012	No - Case Closed RB Case #: SL208443900	0	0		0	0		ok	Remove 2-post OH sign structure Remove post in median and beyond right shoulder Exist foundation over 10'
9	9	2	0	1	Closed	GASOLINE	soil / ground water	7/1/2012	No - Case Closed RB Case #: SL208443901	0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 5.5' post depth
10	10	2	0	1	Closed	GASOLINE	soil / ground water	7/2/2012	No - Case Closed RB Case #: SL208443902	0	0		0	0		ok	Install anchor block and crash cushion 3' excavation depth for anchor block
11	B-1	2	0	1	Closed	GASOLINE	soil / ground water	7/3/2012	No - Case Closed RB Case #: SL208443903	0	0		0	0		ok	Bridge Work Location 1: Slab replacement SB approach. See APS.
12	7- Con	3	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
13	11	3	0	0						0	0		0	0		ok	Remove and replace 2-post sign structure 36' depth sign structure foundation depth in median and beyond right shoulder Remove and replace MGS (wood posts, 3.5' ex depth)
14	7- Con	4	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
15	B-2	5	1	0	Closed	GASOLINE	soil	4/4/1989	No - Case Closed RB Case #: 89UT017	0	0		0	0		ok	Slab replacement SB approach and departure. See APS.
16	7- Con	5	1	0	Closed	GASOLINE	soil	4/4/1989	No - Case Closed RB Case #: 89UT017	0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
17	7- Con	6	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
18	12	7	0	0						0	0		0	0		ok	Remove 2-post OH sign structure Remove post in median and beyond right shoulder Exist foundation over 10' Install 2-post OH sign structure 36' depth sign structure foundation in median and beyond right shoulder
19	7- Con	7	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
20	13	7	0	1	Closed	DIESEL	soil	2/21/2007	No - Case Closed RB Case #: 083004018T	0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
21	B-3	7	0	1	Closed	DIESEL	soil	2/21/2007	No - Case Closed RB Case #: 083004018T	0	0		0	0		ok	Slab replacement SB approach and departure. See APS.

			GeoTracker							EnviroStor			Well Finder					
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
22	7- Con	8	0	1	Closed	GASOLINE	aquifer	8/26/1993	No - Case Closed RB Case #: 083000236T	0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
23	14	8	0	1	Closed	GASOLINE	aquifer	8/26/1993	No - Case Closed RB Case #: 083000236T	0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
24	15	8	0	1	Closed	DIESEL, GASOLINE	soil	6/19/1998	No - Case Closed RB Case #: 93UT058	0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
25	7- Con	10	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
26	15-con	10	0	1	Closed	DIESEL, GASOLINE	soil	6/19/1998	No - Case Closed RB Case #: 93UT058	0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
27	16	10	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth
28	17	10	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
29	18	11	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
30	19	13	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
31	20	13	0	0						0	0		0	0		ok	Location 20: Remove and replace culverts Approx 6' excavation depth
32	B-4	13	0	0						0	0		0	0		ok	Replace OH sign structure attached to bridge
33	21	16	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
34	22	16	0	0						0	0		0	0		ok	Remove and replace culvert Approx 6' excavation depth
35	23	16	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
36	24	18	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
37	25	20	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
38	26	20	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
39	27	20	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
40	B-5	20	0	0						0	0		0	0		ok	Bridge Work Location 5: Replace OH sign structure attached to bridge
41	28	23	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
42	29	24	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
43	30	24	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (3.5' post depth)
44	B-6	24	0	0						0	0		0	0		ok	NB 57 to EB 91 connector Remove departure concrete headwall and reinstall with new structural slabs. See APS.
45	31	25	0	0						0	0		0	0		ok	Install MGS with concrete anchor block 3.5' post depth Remove existing MGS (wood post)
46	32A	25	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth

			GeoTracker							EnviroStor			Well Finder				
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
47	32B	25	0	0						0	0		0	0		ok	Install concrete barrier (10" excavation depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
48	33	25	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
49	34	25	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
50	35	25	0	0						0	0		0	0		ok	nstall MGS 5.5' post depth Remove existing MGS (wood post)
51	B-7	25	0	0						0	0		0	0		ok	Slab replacement SB departure. See APS.
52	36	26	0	1	Closed	GASOLINE	soil	10/13/1994	No - Case Closed RB Case #: 083001877T	0	0		0	0		ok	Install MGS 5.5' post depth Remove existing MGS (wood post)
53	37	26	0	1	Closed	GASOLINE	soil	10/13/1994	No - Case Closed RB Case #: 083001877T	0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
54	38	26	0	1	Closed	GASOLINE	soil	10/13/1994	No - Case Closed RB Case #: 083001877T	0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
55	39	26	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing concrete
56	40	27	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth
57	41	28	1	0	Closed	GASOLINE	soil	10/13/1995	No - Case Closed RB Case #: 94UT007	0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
58	42	29	1	0	Closed	GASOLINE	aquifer	10/28/2013	No - Case Closed RB Case #: 083001404T	0	0		0	0		ok	Install concrete barrier 10" excavation depth
59	B-8	29	0	0						0	0		0	0		ok	Slab replacement SB departure. See APS.
60	43	30	1	0	Closed	GASOLINE	aquifer	9/29/2016	No - Case Closed RB Case #: 083003528T	0	1	No-MDC CENTER(FORMER) (30000012) Evaluation site as of 1/26/2000	0	0		ok	Install concrete barrier with anchor block 3' excavation depth
61	44	31	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (3.5' post depth) with anchor block (3' excavation)
62	45	31	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
63	46	31	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (3.5' post depth) Remove existing MGS (wood post)
64	47	32	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
65	48	32	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) Remove existing MGS (wood post)
66	49	32	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) Remove existing MGS (wood post)
67	50	33	0	0						0	0		0	0		ok	Install MGS (3.5' post depth)
68	51	33	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) Remove existing MGS (wood post)
69	52	34	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
70	53	34	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
71	54	34	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth)
72	55	36	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)

			GeoTracker							EnviroStor			Well Finder				
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
73	56	38	0	0						0	0		0	0		ok	Install concrete barrier with anchor block 3' excavation depth Remove existing MGS (wood post)
74	57	39	0	0						0	0		1	0	There is a well in median, Well #16-Oil and Gas - API 0405904828 - Plugged	For Well care should be taken during construction.	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
75	58	39	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
76	59	39	1	0	Closed	GASOLINE	aquifer	6/5/2013	No - Case Closed RB Case #: 083002163T	0	0		0	0		ok	Install curb & gutter 8" excavation depth Remove existing MGS (wood post)
77	60	39	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
78	61	39	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
79	B-9	39	1	0	Closed	DIESEL	ground water	11/14/2002	No - Case Closed RB Case #: 90UT161	0	0		0	0		ok	Replace OH sign structure attached to bridge
80	62	41	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' depth)
81	63	43	0	0						0	0		1	0	There is a well in approximately, Well #139- Oil and Gas - API 0405906886 - Active	For Well care should be taken during construction.	Remove and replace CMS sign structure (32' foundation depth)
82	64	44	0	0						0	0		1	0	There is a well in approximately, Well #118- Oil and Gas - API 0405906874 - Active	For Well care should be taken during construction.	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (5.5' post depth) with anchor block (3' excavation)
83	B-10	44	0	0						0	0		1	0	There is a well in approximately, Well #118- Oil and Gas - API 0405906874 - Active	For Well care should be taken during construction.	Slab replacement SB and NB directions both departure and approach. See APS.

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

----------PROJECT ENGINEER MUST FILL OUT ALL INFORMATION UP TO # 2 BELOW----------

DATE: 05/08/26

PROJECT INFORMATION

District	12	County	Ora	EA	0R370	Project ID	1218000088
Route	57					Postmiles	10.8L / R22.5

Project Description:

For CE/CE REVALIDATION REVIEW:
The proposed Asset Management project is located on State Route (SR) 57 between Interstate 5 (I-5), Post Mile (PM) 10.8L, and Los Angeles/Orange County Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County.
For maintenance access of a culvert near tonner canyon road for the new proposed pipe liner work, the project requires 1060 sqft of permanent easement from the City of Brea and 270 sqft of permanent easement from OCFCD according to the latest R/W requirements and design layouts (L-44).

Project Engineer	Harris Huynh	Telephone	(949) 795-7383
Project Manager	Barbara McGahey	Telephone	(949) 226-6840
Oversight Project?	Yes ☐ No ☑		

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

Project Features:

New R/W?	☑	Excavation within 15 ft. of highway shoulder?	☐	Bridge Demolition/Modification?	☐
Railroad Involvement?	☐	Subsurface Utility Relocation?	☐	Cold Planing?	☐
Treated Wood Waste?	☐	Vehicle Sensor Nodes?	☐	Soil Stockpiling?	☐
Hazardous Yellow Striping/Marker?	☐	Non Hazardous Striping/Marker?	☐	Concrete Pipes?	☐

Comments:

-------THE REMAINDER OF THIS FORM TO BE FILLED OUT BY DISTRICT HAZARDOUS WASTE COORDINATOR ONLY------

2.

CHECK IF PROJECT IS ON CORTESE LIST?	☐	IF YES, DESCRIBE SITE:	

. Conduct Field Inspection: Site inspected using Google Earth Date: 05/08/26

Storage Structures/Pipelines:				Contamination: (spills, leaks, illegal dumping, etc)		Hazardous Materials: (asbestos, lead, etc.)	
UST's	☐			Surface Staining	☑	Buildings	☐
Surface tanks	☑			Oil Sheen	☑	Sprayed-on Fireproofing	☐
Sumps	☐	Ponds	☐	Odors	☑	Pipe Wrap	☐
Drums	☐	Basins	☐	Vegetation damage	☐	Friable Tile	☐
Transformers	☐					Acoustical Plaster	☐
Landfill	☐					Serpentine	☐
Pipelines	☑					Paint	☐

Other comments and/or observations:

No active or open cases were found after checking GeoTracker and EnviroStor. However, there is a potential for encountering oil and gas wells, pipe line, spills and hydrocarbon contamination in the vicinity of the project at proposed locations based on Well Finder website and field visit; therefore, care should be taken during construction and maintenance work.

Please coordinate with R/W and Maintenance groups to consider the existing fence on the bottom of the slope and behind the above ground pipe lines for probable access limitations. (see attached site visit photos).

Please see attachments of the ISA checklist for more detailed information regarding the proposed locations.

Required TO to be determine during early Design Phase and its extent will be dependent on availability of archive data from past investigations. HMDD and Specifications TBD after results of TO completion if needed.

Specifications:

☐	Non hazardous soil	7-1.02K(6)(j)(iii)	☐	Yellow Hazardous Striping/Marker	14-11.12
☐	Regulated ADL	14-11.08	☐	Non Hazardous Striping/Marker	84-9.03B
☐	Minimal Disturbance Regulated Soil	14-11.09	☐	Paint removal on bridges	14-11.13
☐	NESHAP Notification	14-9.02	☐	Storing Earth Material	14-11.05B
☐	Asbestos on Bridges	14-11.16	☐	Unexploded Ordinance	7-1.02(K)(6)(f)
☐	Asbestos Pipes	14-11.17	☐	Naturally Occurring Asbestos	14-11.10A
☐	Asbestos in Buildings	14-11.18	☐	Treated Wood Waste	14-11.14
☐	Cold Planing	36-4	☐	Vehicle Sensor Nodes	87-21.03D

Technical Studies Required: ☐ **ADL** ☐ **LBP/ACM** ☐ **ISA** ☑ **SI**

Task Order Required? ☑ **Yes** ☐ **No**

ISA CONDUCTED BY:	Aso Delanian	DATE:	05/08/26

District 12 Hazardous Waste Coordinator

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
1	3,000.00	33°15'20"	895.92	1,741.25

70.23' Lt "ALN268" 755+55.05
Beg INSTALL MGS (8' DEPTH POST)

REPLACE SIGN STRUCTURE
(SINGLE POST)
REPLACE 1 SIGN PANEL

70.29' Lt "ALN268" 755+80.09
END INSTALL MGS (8' DEPTH POST)
Beg CONCRETE BARRIER TRANSITION

70.64' Lt "ALN268" 755+95.01
END CONCRETE BARRIER TRANSITION

ROADWAY EXCAVATION
10 CY

ROADWAY EX
10 CY

R/W

"ALN1827" LINE

185.07' @ 317°59'16"

PROPOSED BRIDGE REHAB (SEE APS)
TONNER CANYON RD UC
BRIDGE NUMBER: 55 0504

"ALN268" LINE

MATCH LINE 754+50 (L-43)

755
R=3000.00

NB ROUTE 57

SB ROUTE 57

760

765

R/W

CURE-IN-PLACE
PIPELINER

754+87.92 BC

PROPOSED EASEMENT
CITY OF BREA - 1060 SQFT

PROPOSED EASEMENT
OCFCD - 270 SQFT

TONNER CANYON RD

R/W

R/W

LAYOUT
SCALE: 1" = 50'

L-44

REVISED BY | DATE REVISED

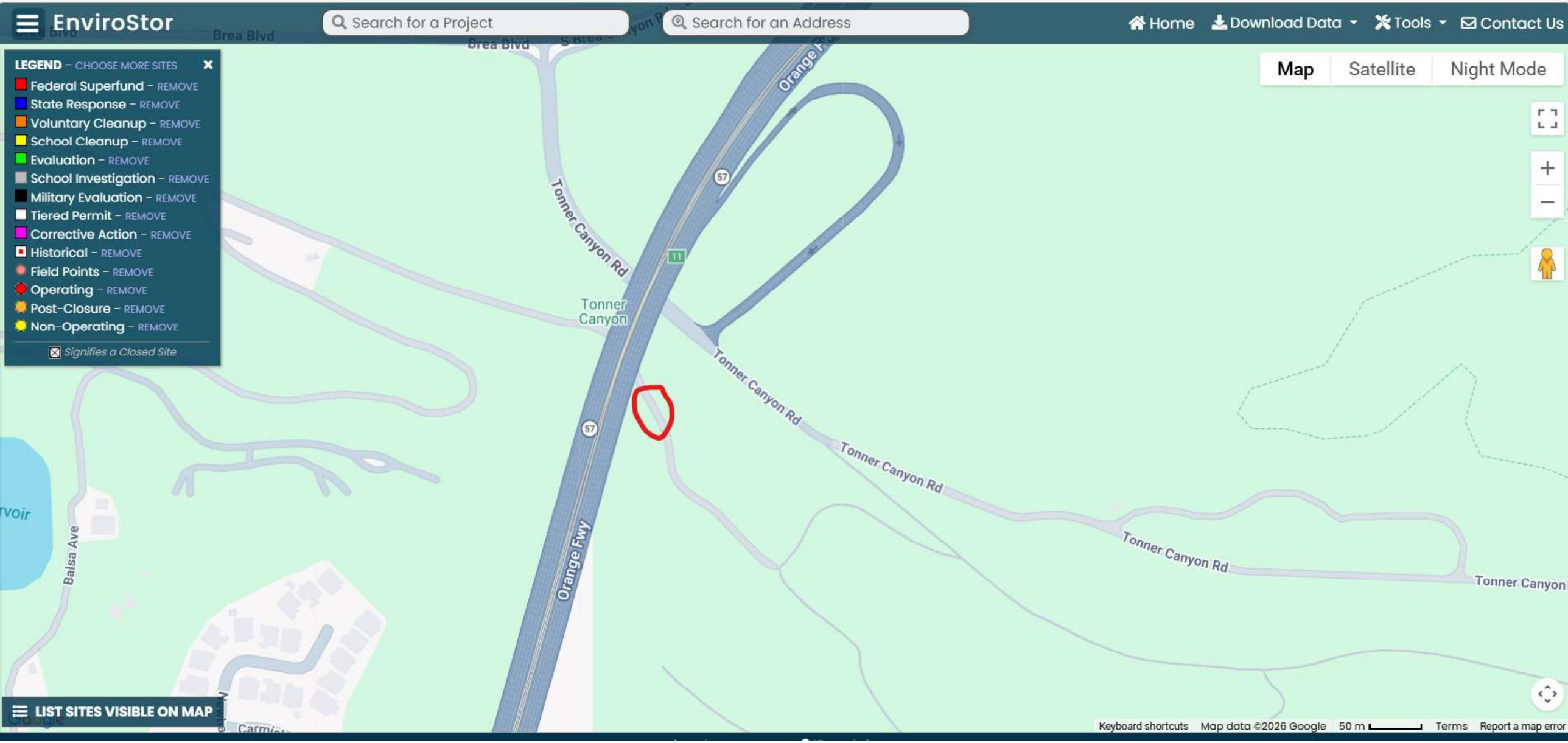
CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A

LAST REVISION | DATE PLOTTED => 28-APR-2026
00-00-00 | TIME PLOTTED => 10:48

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea044.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880


EnviroStor
Search for a Project
Search for an Address
Home
Download Data
Tools
Contact Us
LEGEND – CHOOSE MORE SITES
Federal Superfund – REMOVE
State Response – REMOVE
Voluntary Cleanup – REMOVE
School Cleanup – REMOVE
Evaluation – REMOVE
School Investigation – REMOVE
Military Evaluation – REMOVE
Tiered Permit – REMOVE
Corrective Action – REMOVE
Historical – REMOVE
Field Points – REMOVE
Operating – REMOVE
Post-Closure – REMOVE
Non-Operating – REMOVE
Signifies a Closed Site
LIST SITES VISIBLE ON MAP
Map
Satellite
Night Mode
Brea Blvd
Orange Fwy
57
11
Tonner Canyon Rd
Tonner Canyon
Balsa Ave
Keyboard shortcuts
Map data ©2026 Google
50 m
Terms
Report a map error

GeoTracker

Search for a Project

Search for an Address

Home | Download Data | Tools | Contact Us

Map | Satellite | Night Mode

Tonner Canyon

Orange Fwy

Tonner Canyon Rd

Tonner Canyon Rd

Tonner Canyon Rd

Tonner Canyon Rd

LEGEND - CHOOSE MORE SITES

- LUST Cleanup Sites - REMOVE
- Cleanup Program Sites - REMOVE
- Military Cleanup Sites - REMOVE
- Military Privatized Sites - REMOVE
- Military UST Sites - REMOVE
- Military UST Privatized Sites - REMOVE

Signifies a Closed Site

ACTIVE MAP COVERAGES:

- Military Bases - REMOVE

LIST SITES VISIBLE ON MAP

Keyboard shortcuts | Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies | 20 m | Terms | Report a map error

Sites Shown on Map: 0 Total Sites | 0 Open Sites | 0 Closed Sites | 0 Sites w/Water Quality Data


Well Finder
CalGEM GIS Powered by WellSTAR
Search Map Layers
Tonner Canyon Rd
Balsa Ave
57
82
85
6
5
18
17
4-A
56
118
123
124
112
239
57
108
4
3
21
20
2-A
58
119
59
24
126
125
194
139
200ft
Vantor | CalGEM GIS Unit | California Department of Conservation, Division of Oil,

Attachment K:
Structures Advance Planning Study

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	11.24

DATE OF ESTIMATE 01-15-2026

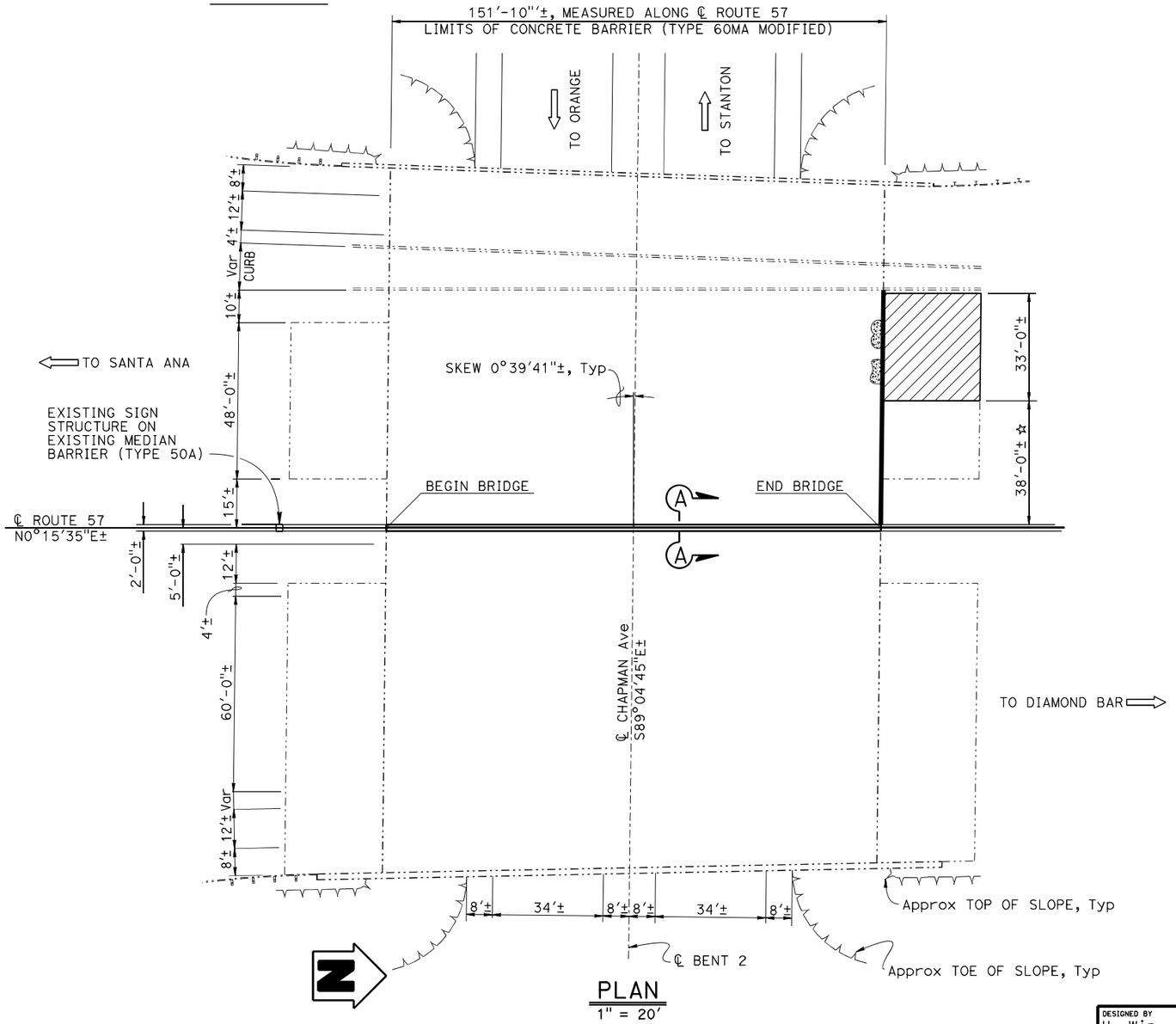
STRUCTURE APPROACH = $120,770

BARRIER (TYPE 60MA) = $54,480

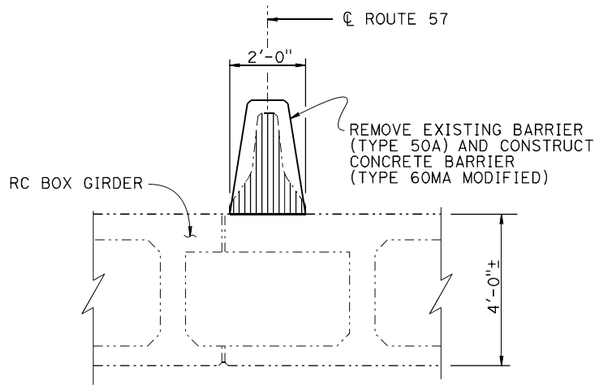
SUBTOTAL = $175,250

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $278,000

WORKING DAYS = 12



PLAN
1" = 20'



SECTION A-A
½" = 1'-0"

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- Locations of remove unsound concrete at joint spalls and rapid setting concrete (patch)
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade
- Bridge removal (portion)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		CHAPMAN Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0171
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 01_55-0171-aps-chapman.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

OUTPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	Chapman Ave UC
BRIDGE NUMBER:	55-0171
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	11.2
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



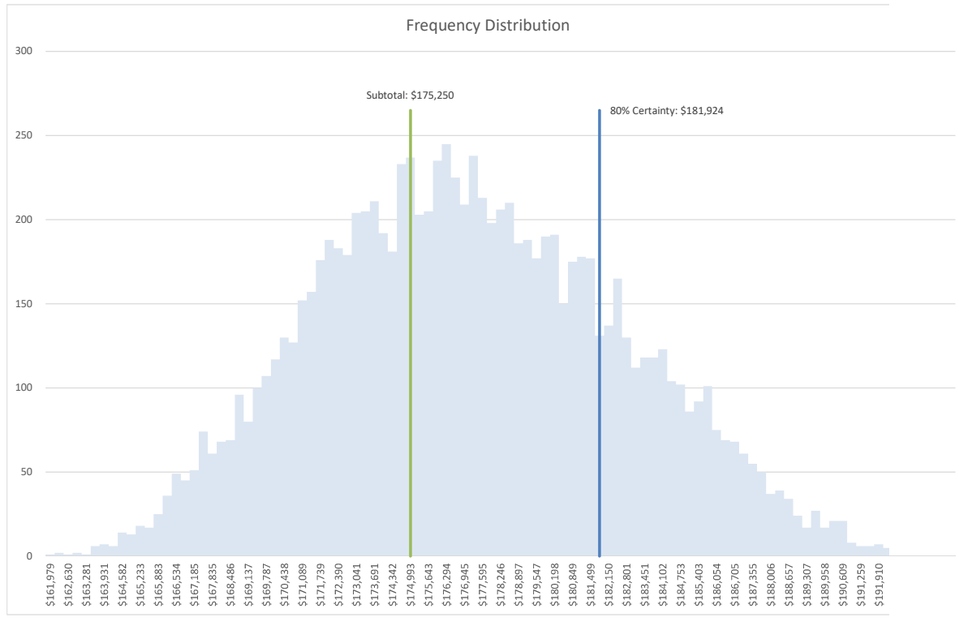
The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	2	$180.00	$230.00	$260.00	$460
2	RAPID SETTING CONCRETE (PATCH)		CF	2	$100.00	$130.00	$150.00	$260
3	PAVING NOTCH EXTENSION		CF	25	$290.00	$320.00	$340.00	$8,000
4	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	51	$1,900.00	$2,100.00	$2,400.00	$107,100
5	JOINT SEAL (MR ½")	TYPE A	LF	33	$120.00	$150.00	$190.00	$4,950
6								
7	BRIDGE REMOVAL (PORTION), LOCATION A	TYPE 50A	CY	16	$1,400.00	$1,600.00	$1,800.00	$25,600
8	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	152	$170.00	$190.00	$210.00	$28,880
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$175,250

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$161,979
10%	$169,913
20%	$172,072
30%	$173,726
40%	$175,280
50%	$176,718
60%	$178,248
70%	$179,973
80%	**$181,924**
90%	$184,536
100%	$194,513

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$182,000
TOTAL	$278,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	11.80

DATE OF ESTIMATE 01-15-2026

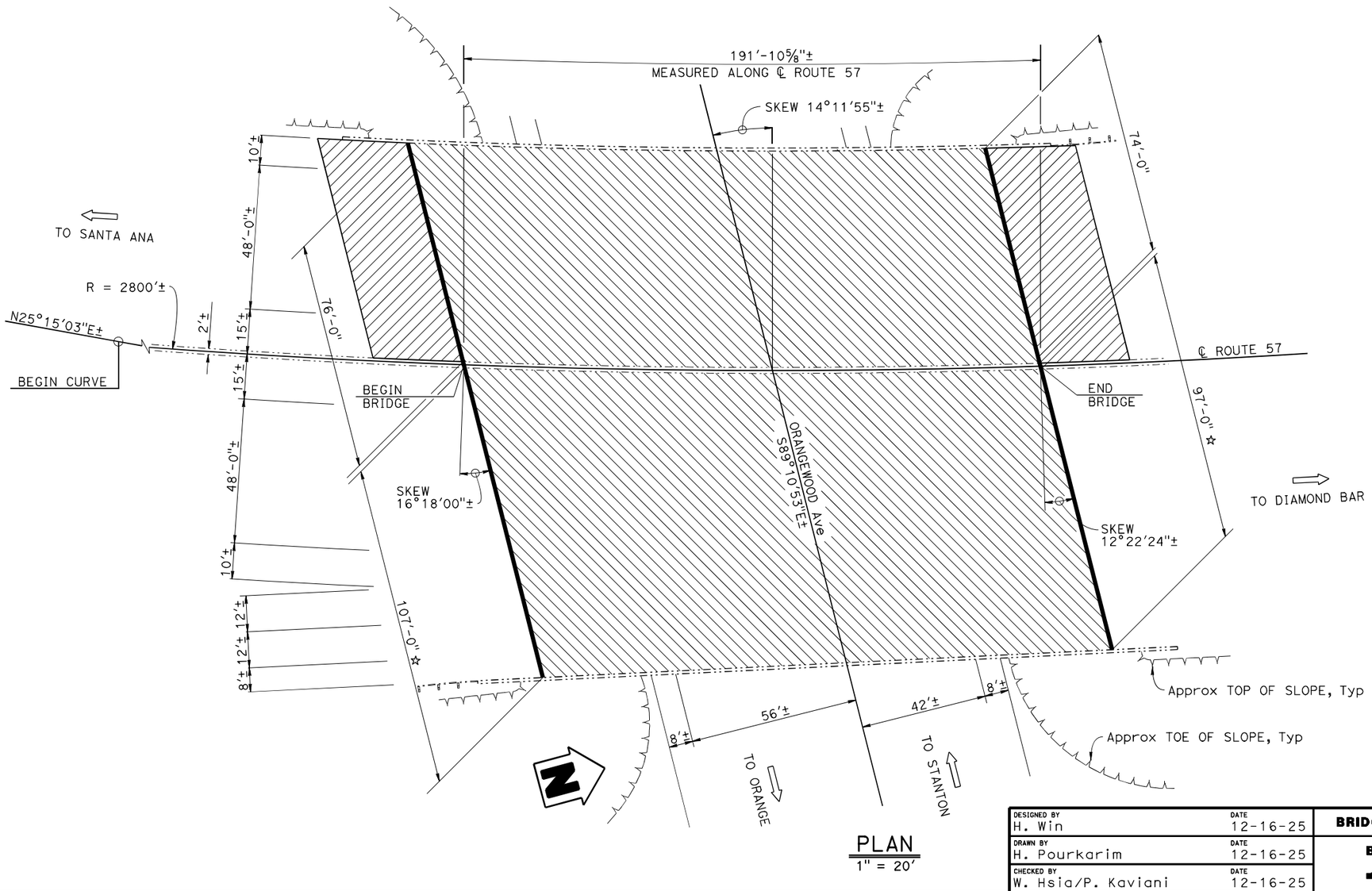
STRUCTURE APPROACH = $535,660

DECK REHAB = $46,982

SUBTOTAL = $582,642

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $938,000

WORKING DAYS = 24



PLAN
1" = 20'

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		ORANGEWOOD Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0481
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 02_55-0481-aps-orangewood.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

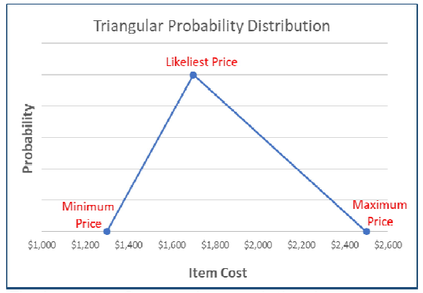
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ORANGEWOOD Ave UC
BRIDGE NUMBER:	55-0481
TYPE:	CIP PS RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	11.8
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

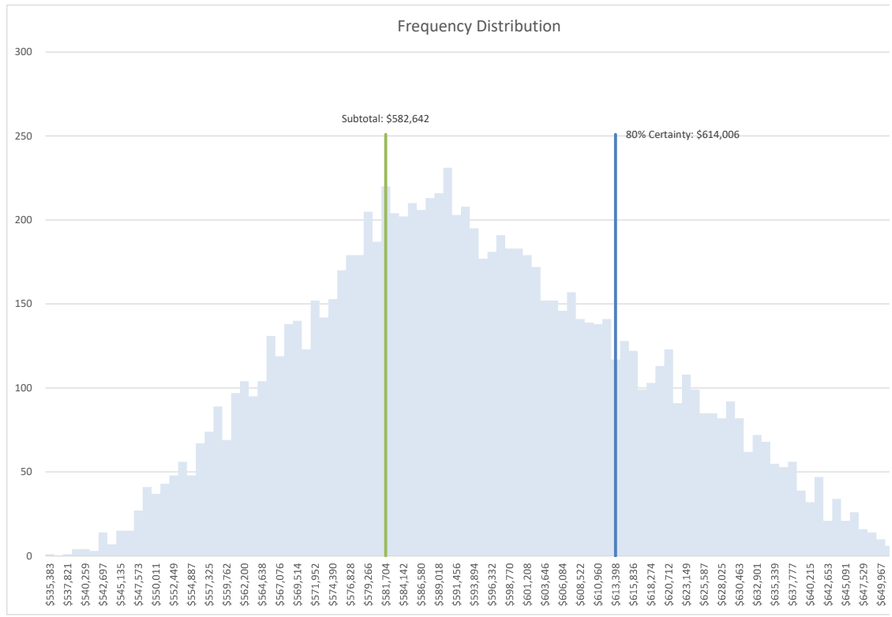
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	21	$180.00	$230.00	$260.00	$4,830
2	RAPID SETTING CONCRETE (PATCH)		CF	21	$100.00	$130.00	$150.00	$2,730
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	32640	$0.55	$0.60	$0.65	$19,584
4	TREAT BRIDGE DECK		SQFT	32640	$0.50	$0.60	$0.70	$19,584
5	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	363	$0.65	$0.70	$0.75	$254
6	PAVING NOTCH EXTENSION		CF	113	$290.00	$320.00	$340.00	$36,160
7	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	220	$1,900.00	$2,100.00	$2,400.00	$462,000
8	CLEAN EXPANSION JOINT		LF	204	$40.00	$45.00	$50.00	$9,180
9	JOINT SEAL (MR 1")	TYPE A	LF	354	$70.00	$80.00	$120.00	$28,320
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$582,642

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$535,383
10%	$563,915
20%	$573,123
30%	$579,937
40%	$585,876
50%	$591,532
60%	$597,957
70%	$605,135
80%	**$614,006**
90%	$625,508
100%	$657,281

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$614,000
TOTAL	$938,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	11.96

DATE OF ESTIMATE 01-15-2026

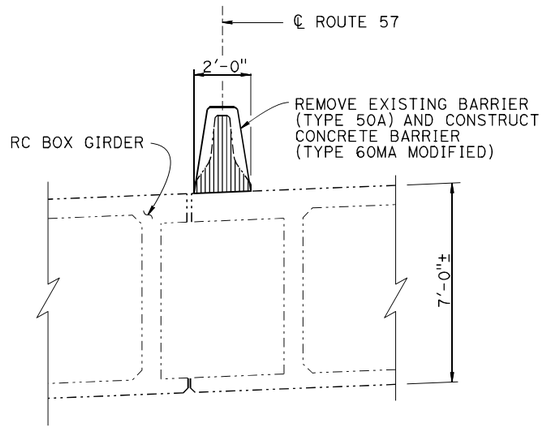
STRUCTURE APPROACH = N/A

BARRIER (TYPE 60MA) = $321,470

SUBTOTAL = $321,470

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $506,000

WORKING DAYS = 25



SECTION B-B
3/8" = 1'-0"

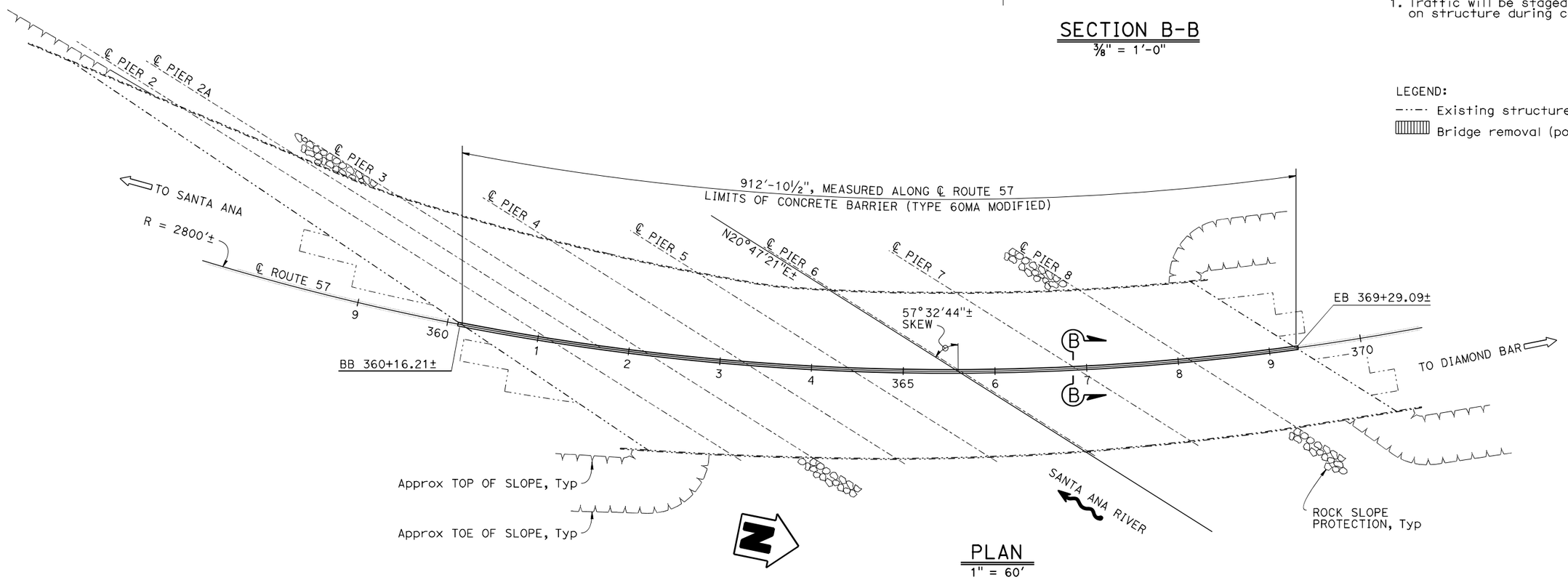
ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

Existing structure

Bridge removal (portion)



PLAN
1" = 60'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		SANTA ANA RIVER BRIDGE
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0400
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 03_55-0400-aps-santa.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

OUTPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	SANTA ANA RIVER BRIDGE
BRIDGE NUMBER:	55-0400
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	12.0
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



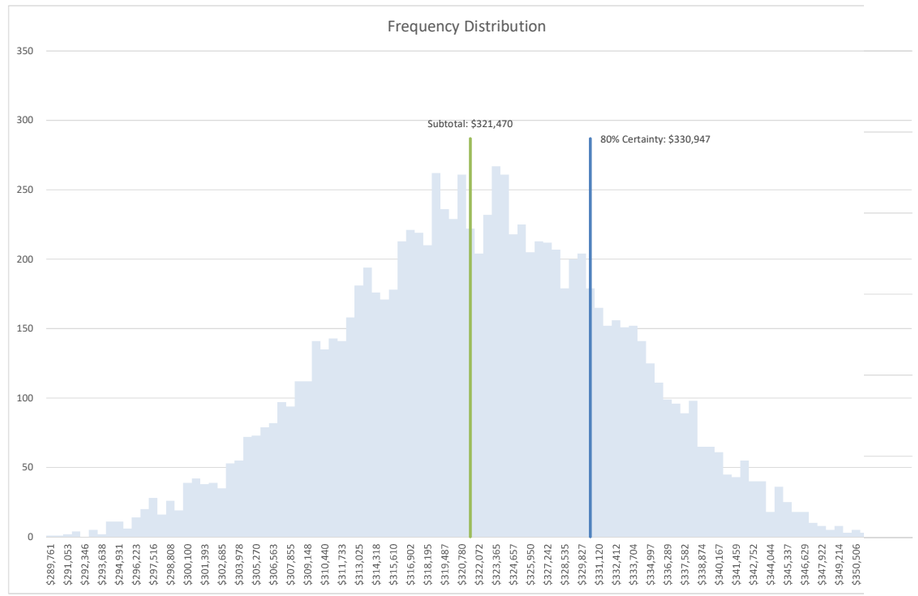
The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	BRIDGE REMOVAL (PORTION), LOCATION B	TYPE 50A	CY	92.5	$1,400.00	$1,600.00	$1,800.00	$148,000
2	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	913	$170.00	$190.00	$210.00	$173,470
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
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26								
27								
28								
29								
30								
							SUBTOTAL	$321,470

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values	
0%	$289,761	BASED ON THE ASSUMPTIONS USED
10%	$308,034	TO CREATE THE MODEL, DES
20%	$312,722	STRUCTURE OFFICE ENGINEER
30%	$316,205	RECOMMENDS THAT THE
40%	$319,019	PROGRAMMING LEVEL BUDGET FOR
50%	$321,802	THIS PROJECT BE DESIGNATED AT THE
60%	$324,480	80% FORECAST VALUE.
70%	$327,473	
80%	**$330,947**	
90%	$335,464	
100%	$354,384	

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$331,000
TOTAL	$506,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	12.54

DATE OF ESTIMATE 01-15-2026

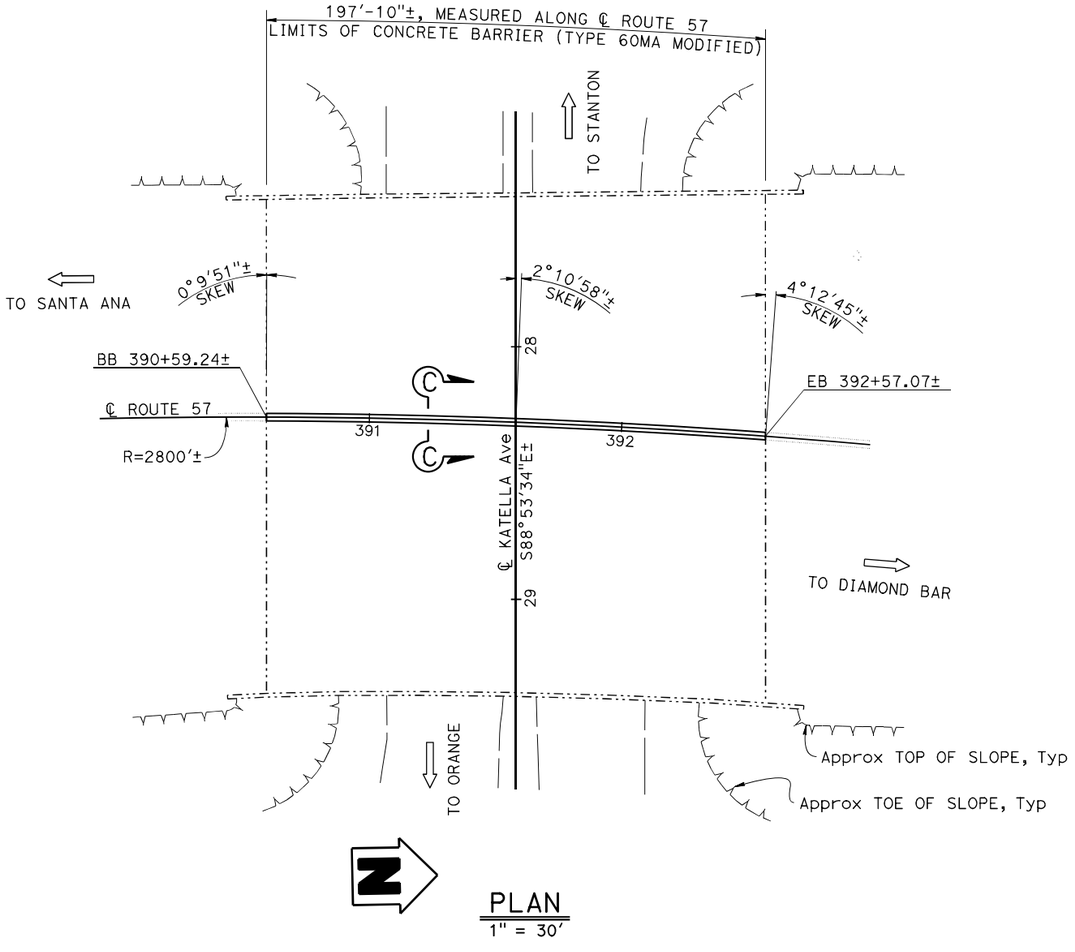
STRUCTURE APPROACH = N/A

BARRIER (TYPE 60MA) = $69,620

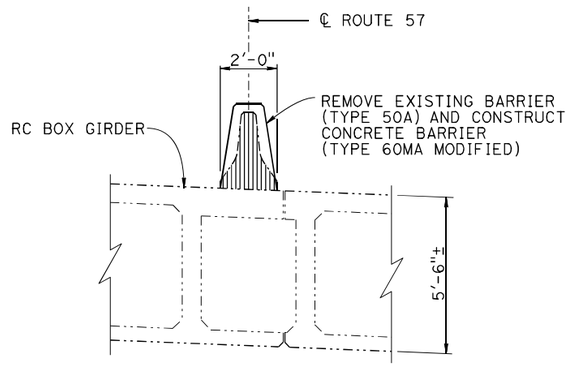
SUBTOTAL = $69,620

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $109,000

WORKING DAYS = 12



PLAN
1" = 30'



SECTION C-C
3/8" = 1'-0"

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

Existing structure

Bridge removal (portion)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		KATELLA Ave UC
CHECKED BY P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0401
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 12-0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:18
FILE => 04_55-0401-aps-katella.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	KATELLA Ave UC
BRIDGE NUMBER:	55-0401
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	12.5
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298

INPUT



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

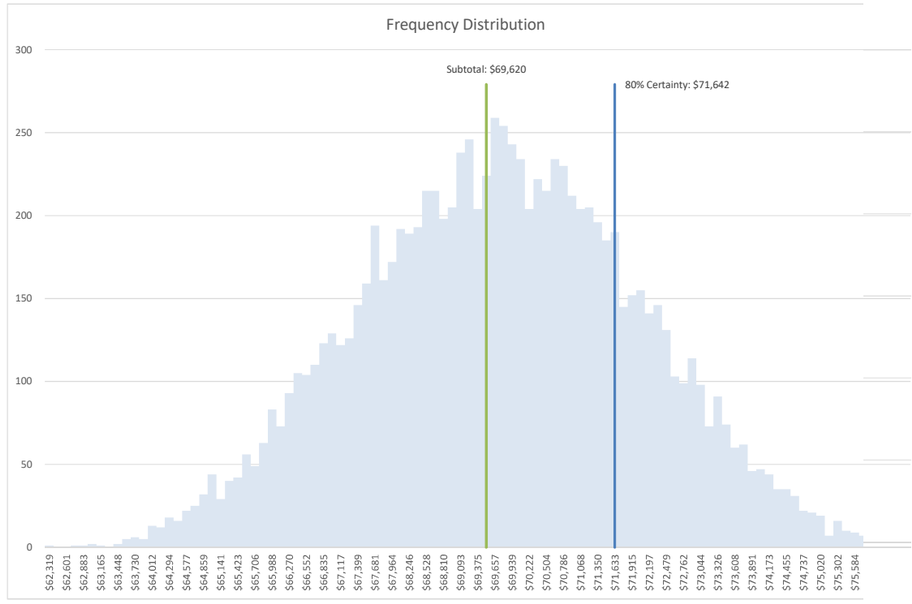
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	BRIDGE REMOVAL (PORTION), LOCATION C	TYPE 50A	CY	20	$1,400.00	$1,600.00	$1,800.00	$32,000
2	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	198	$170.00	$190.00	$210.00	$37,620
3								
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28								
29								
30							SUBTOTAL	$69,620

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$62,319
10%	$66,623
20%	$67,640
30%	$68,413
40%	$69,081
50%	$69,676
60%	$70,280
70%	$70,919
80%	**$71,642**
90%	$72,670
100%	$76,431

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$72,000
TOTAL	$109,000

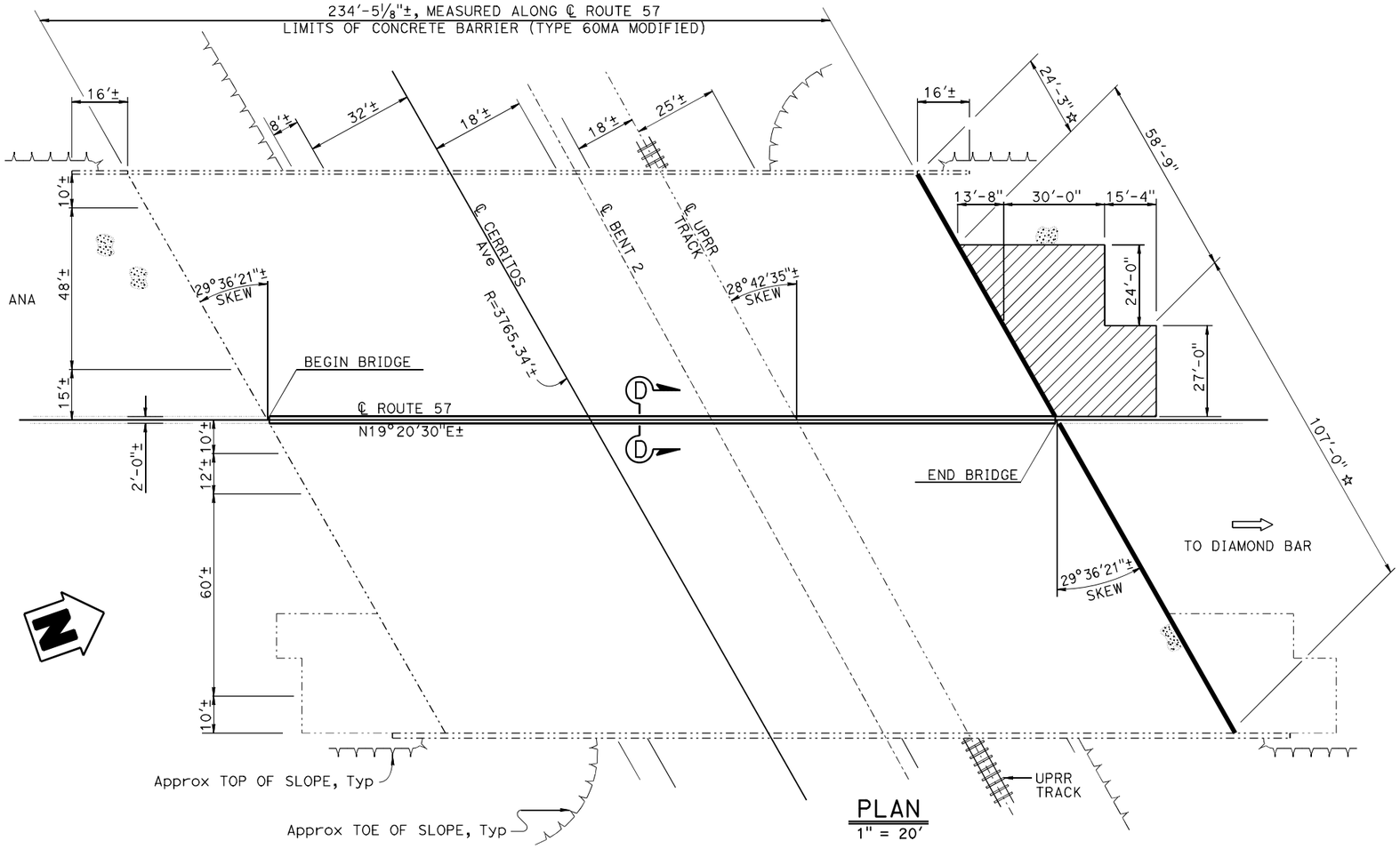
DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

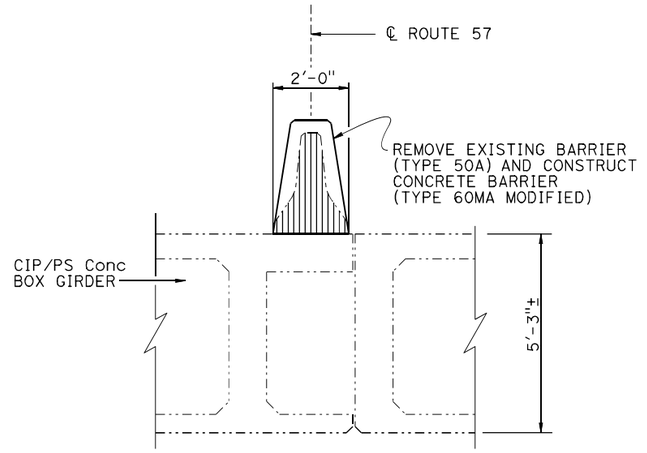
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	12.98

DATE OF ESTIMATE		01-15-2026
STRUCTURE APPROACH	=	$250,970
DECK PATCH	=	$2,160
BARRIER (TYPE 60MA)	=	$83,050
SUBTOTAL	=	$336,180
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	=	$533,000
WORKING DAYS	=	22



PLAN
1" = 20'



SECTION D-D
½" = 1'-0"

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade
- Locations of remove unsound concrete at joint spalls or on departure lanes and rapid setting concrete (patch)
- Bridge removal (portion)

DESIGNED BY: H. Win	DATE: 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY: H. Pourkarim	DATE: 12-16-25		DOUGLAS OH
CHECKED BY: W. Hsia/P. Kaviani	DATE: 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0337
APPROVED: P. Kaviani	DATE: 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 05_55-0337-aps-douglas.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

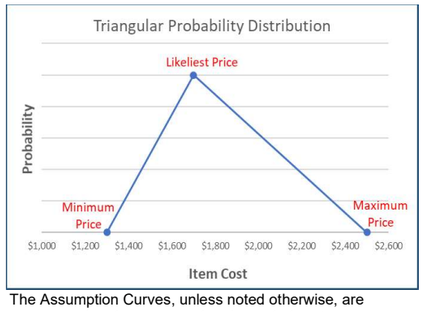
OUTPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	DOUGLAS OH
BRIDGE NUMBER:	55-0337
TYPE:	CIP PS Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	13.0
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



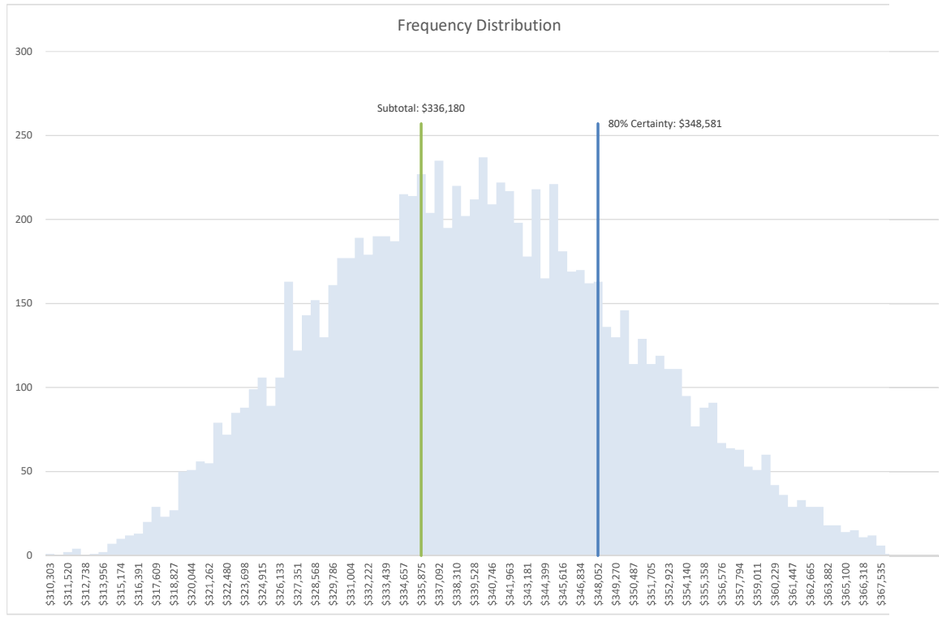
The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	45	$290.00	$320.00	$340.00	$14,400
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	98	$1,900.00	$2,100.00	$2,400.00	$205,800
3	CLEAN EXPANSION JOINT		LF	132	$40.00	$45.00	$50.00	$5,940
4	JOINT SEAL (MR 1½")	TYPE B	LF	191	$110.00	$130.00	$150.00	$24,830
5								
6	REMOVE UNSOUND CONCRETE		CF	6	$180.00	$230.00	$260.00	$1,380
7	RAPID SETTING CONCRETE (PATCH)		CF	6	$100.00	$130.00	$150.00	$780
8								
9	BRIDGE REMOVAL (PORTION), LOCATION D	TYPE 50A	CY	24	$1,400.00	$1,600.00	$1,800.00	$38,400
10	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	235	$170.00	$190.00	$210.00	$44,650
11								
12								
13								
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21								
22								
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24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$336,180

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$310,303
10%	$325,654
20%	$329,926
30%	$333,250
40%	$336,124
50%	$339,050
60%	$341,813
70%	$344,927
80%	**$348,581**
90%	$353,617
100%	$371,189

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$349,000
TOTAL	$533,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	15.41

DATE OF ESTIMATE 01-15-2026

STRUCTURE APPROACH = $167,460

BARRIER (TYPE 60MA) = N/A

SUBTOTAL = $167,460

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $270,000

WORKING DAYS = 6

ASSUMPTION:

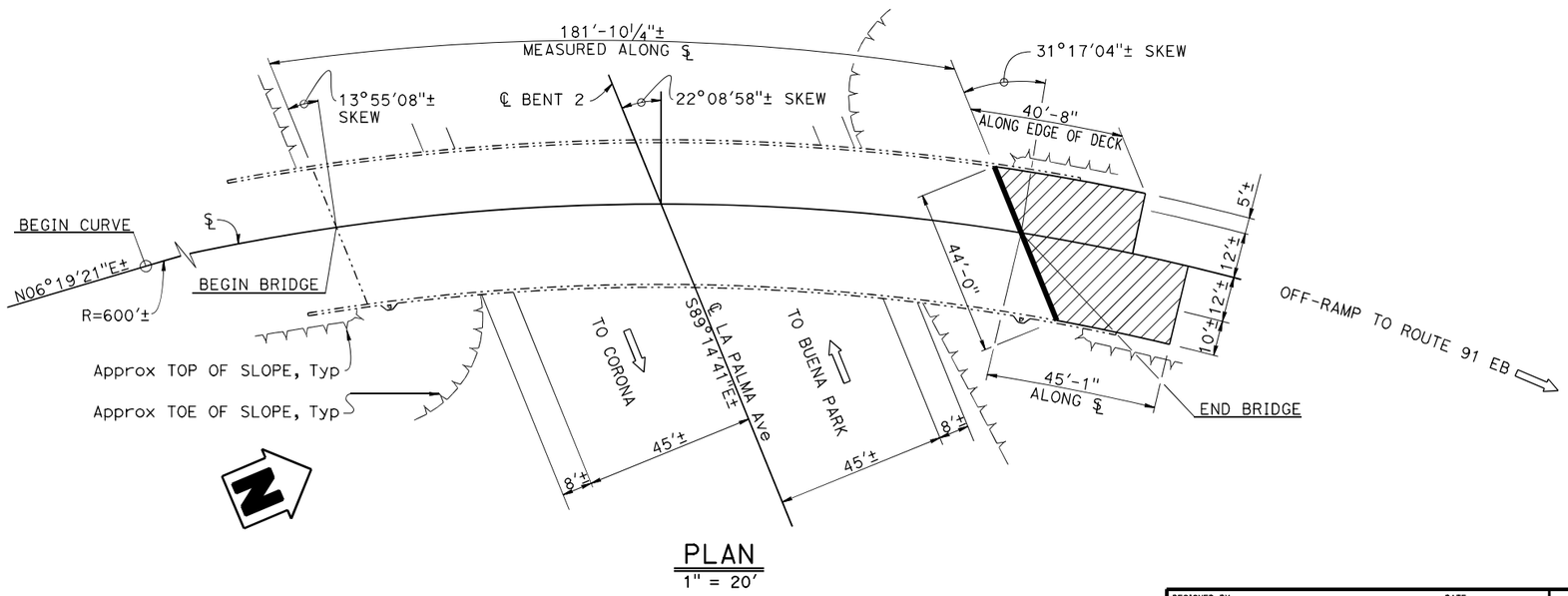
1. Traffic will be staged and remain on structure during construction.

LEGEND:

-·-·-·- Existing structure

Install joint seal

STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade



PLAN
1" = 20'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		LA PALMA Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT:3621 / BRIDGE No.:55-0470G
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA:0R370 / PROJECT No. & PHASE:12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 06_55-0470g-aps-la_palma.dgnUSERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

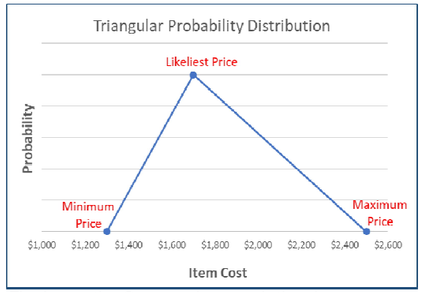
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	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	LA PALMA Ave UC
BRIDGE NUMBER:	55-0470G
TYPE:	CIP RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	15.4
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

all items eliminated but the show

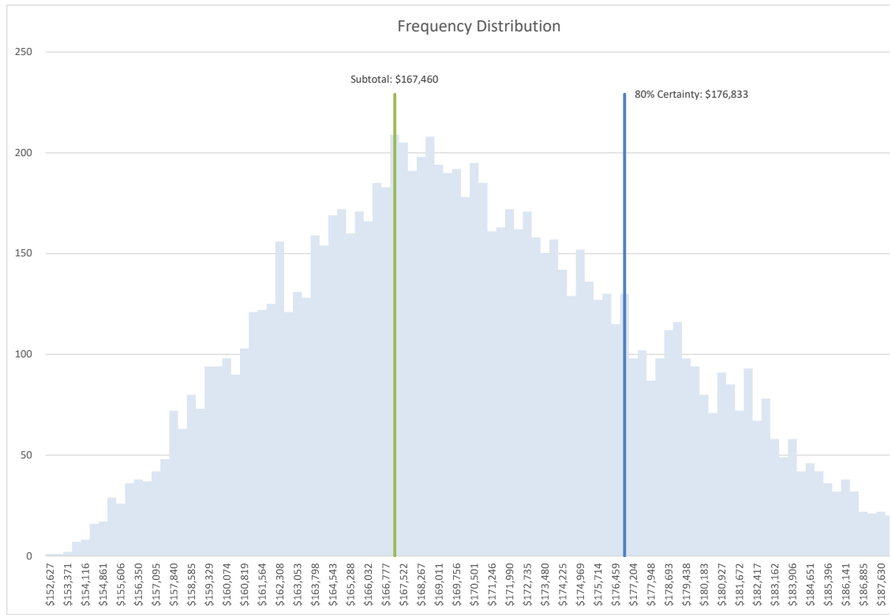
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	33	$290.00	$320.00	$340.00	$10,560
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	73	$1,900.00	$2,100.00	$2,400.00	$153,300
3	JOINT SEAL (MR 1")	TYPE B	LF	45	$70.00	$80.00	$120.00	$3,600
4								
5								
6								
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28								
29								
30								
							SUBTOTAL	$167,460

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$152,627
10%	$160,550
20%	$163,467
30%	$165,724
40%	$167,699
50%	$169,608
60%	$171,672
70%	$174,020
80%	**$176,833**
90%	$180,754
100%	$189,864

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$177,000
TOTAL	$270,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	15.58

DATE OF ESTIMATE 01-15-2026

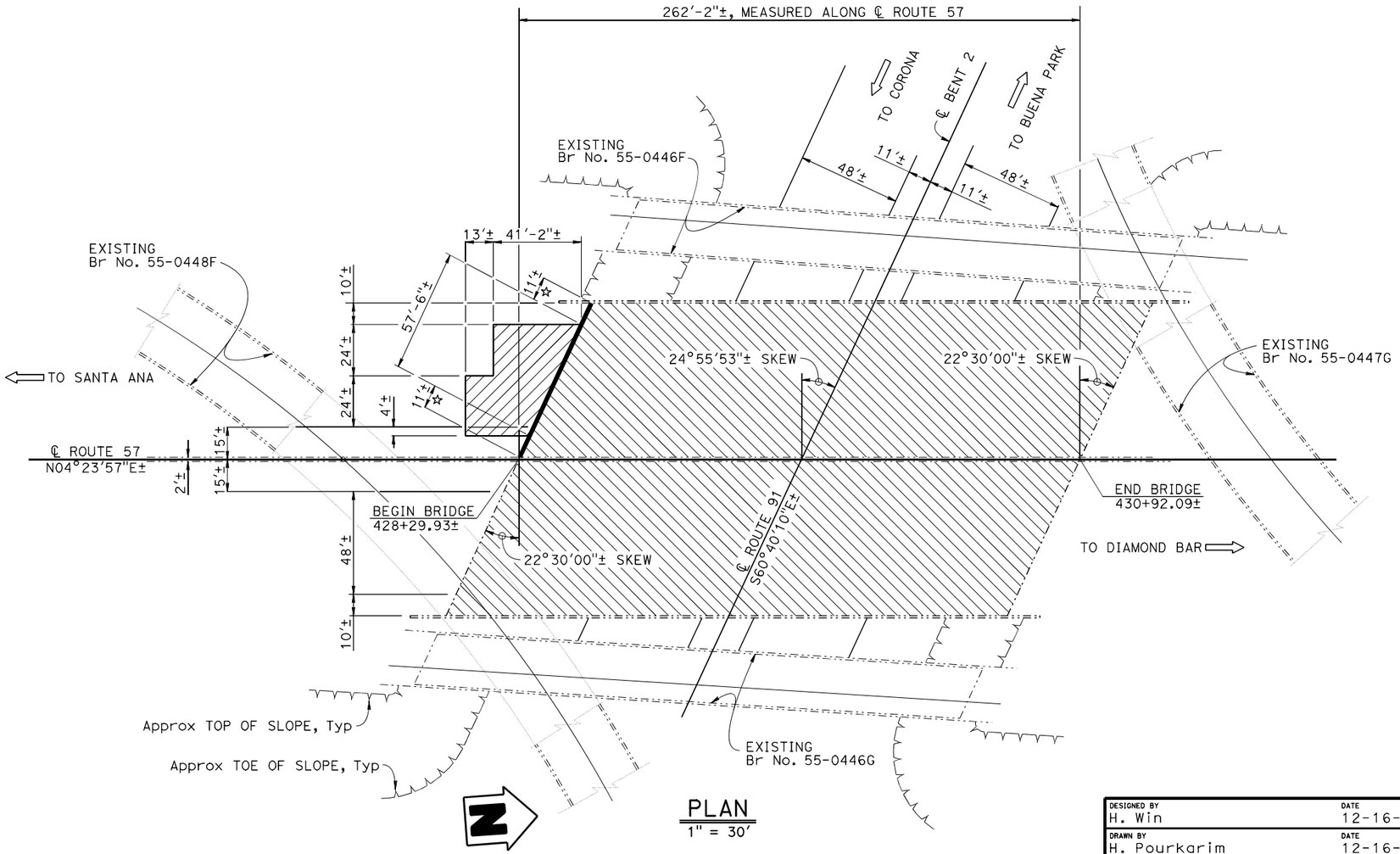
STRUCTURE APPROACH = $223,070

DECK REHAB = $63,480

SUBTOTAL = $286,550

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $457,000

WORKING DAYS = 17



PLAN
1" = 30'

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- ------ Existing structure
- ━━━━ Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade
- Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		ROUTE 57/91 SEPARATION
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0446
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 07_55-0446-aps-rte-57-91-separation USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

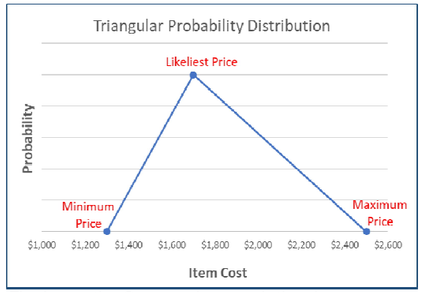
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ROUTE 57/91 SEPARATION
BRIDGE NUMBER:	55-0446
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	15.6
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

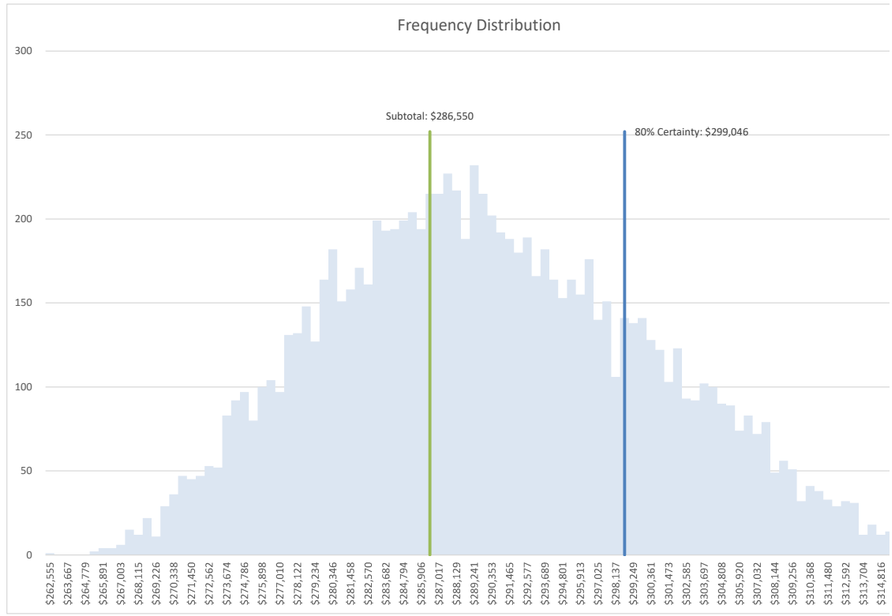
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	44	$290.00	$320.00	$340.00	$14,080
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	96	$1,900.00	$2,100.00	$2,400.00	$201,600
3	CLEAN EXPANSION JOINT		LF	22	$40.00	$45.00	$50.00	$990
4	JOINT SEAL (MR 1")	TYPE B	LF	80	$70.00	$80.00	$120.00	$6,400
5								
6	REMOVE UNSOUND CONCRETE		CF	48	$180.00	$230.00	$260.00	$11,040
7	RAPID SETTING CONCRETE (PATCH)		CF	48	$100.00	$130.00	$150.00	$6,240
8	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	38252	$0.55	$0.60	$0.65	$22,951
9	TREAT BRIDGE DECK		SQFT	38252	$0.50	$0.60	$0.70	$22,951
10	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	425	$0.65	$0.70	$0.75	$298
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29								
30								
							SUBTOTAL	$286,550

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$262,555
10%	$276,772
20%	$280,623
30%	$283,825
40%	$286,553
50%	$289,144
60%	$291,965
70%	$295,221
80%	**$299,046**
90%	$303,954
100%	$318,152

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$299,000
TOTAL	$457,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	15.90

DATE OF ESTIMATE 01-15-2026

DECK REHAB = $47,744

BARRIER (TYPE 60MA) = N/A

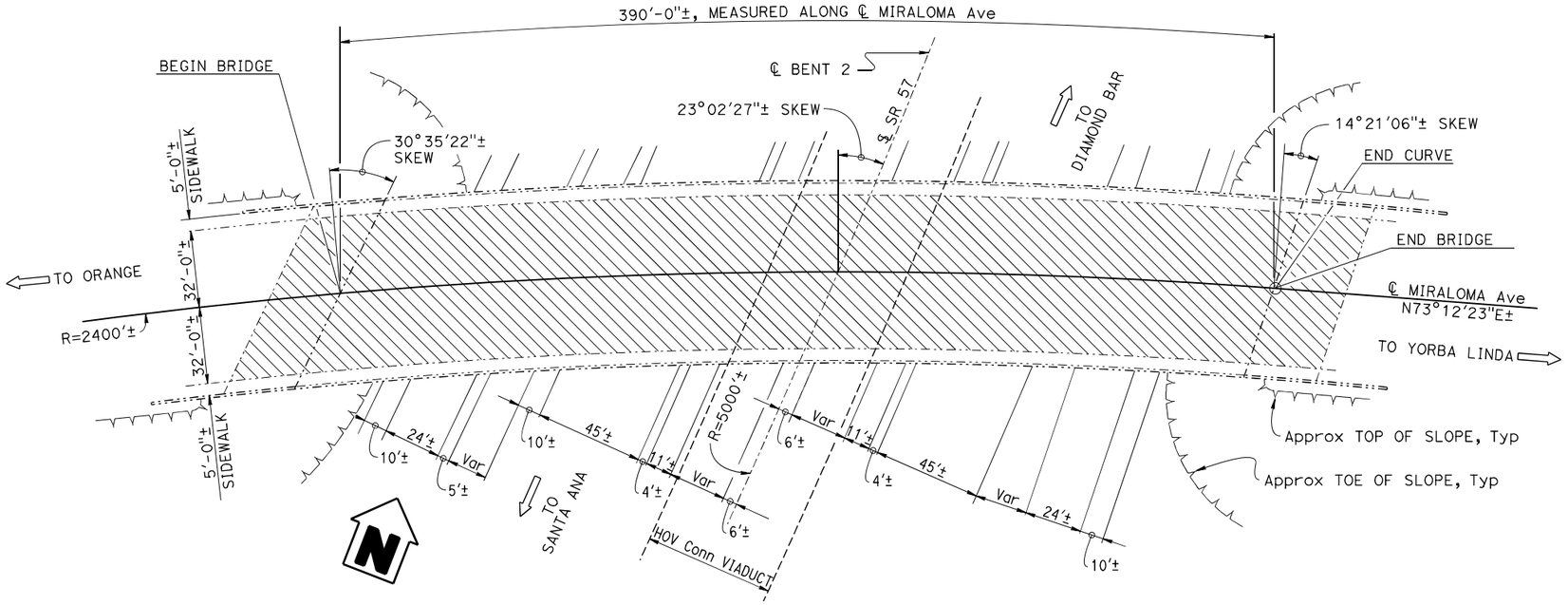
SUBTOTAL = $47,744

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $74,000

WORKING DAYS = 4

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.



PLAN
1" = 30'

LEGEND:

----- Existing structure

Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		MIRALOMA Ave OC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0855
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 08_55-0855-aps-miraloma.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

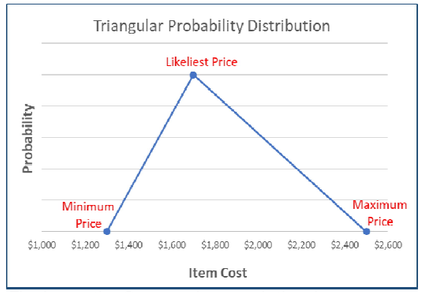
	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

IN EST:	12/17/2025
OUT EST:	1/14/2026

BRIDGE NAME:	MIRALOMA Ave OC
BRIDGE NUMBER:	55-0855
TYPE:	CIP PS Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

DISTRICT:	12
CO:	ORA
RTE:	57
PM:	15.90
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

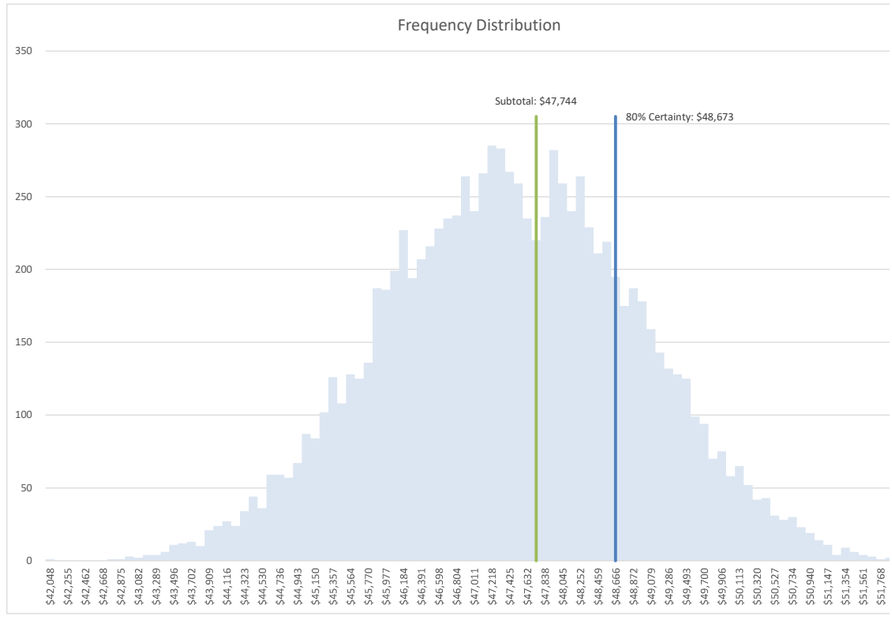
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	36	$180.00	$230.00	$260.00	$8,280
2	RAPID SETTING CONCRETE (PATCH)		CF	36	$100.00	$130.00	$150.00	$4,680
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	28800	$0.55	$0.60	$0.65	$17,280
4	TREAT BRIDGE DECK		SQFT	28800	$0.50	$0.60	$0.70	$17,280
5	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	320	$0.65	$0.70	$0.75	$224
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30								
							SUBTOTAL	$47,744

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$42,048
10%	$45,437
20%	$46,084
30%	$46,575
40%	$46,996
50%	$47,370
60%	$47,801
70%	$48,199
80%	**$48,673**
90%	$49,307
100%	$52,388

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$49,000
TOTAL	$74,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	16.13

DATE OF ESTIMATE 01-15-2026

DECK REHAB = $22,208

BARRIER (TYPE 60MA) = N/A

SUBTOTAL = $22,208

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $35,000

WORKING DAYS = 4

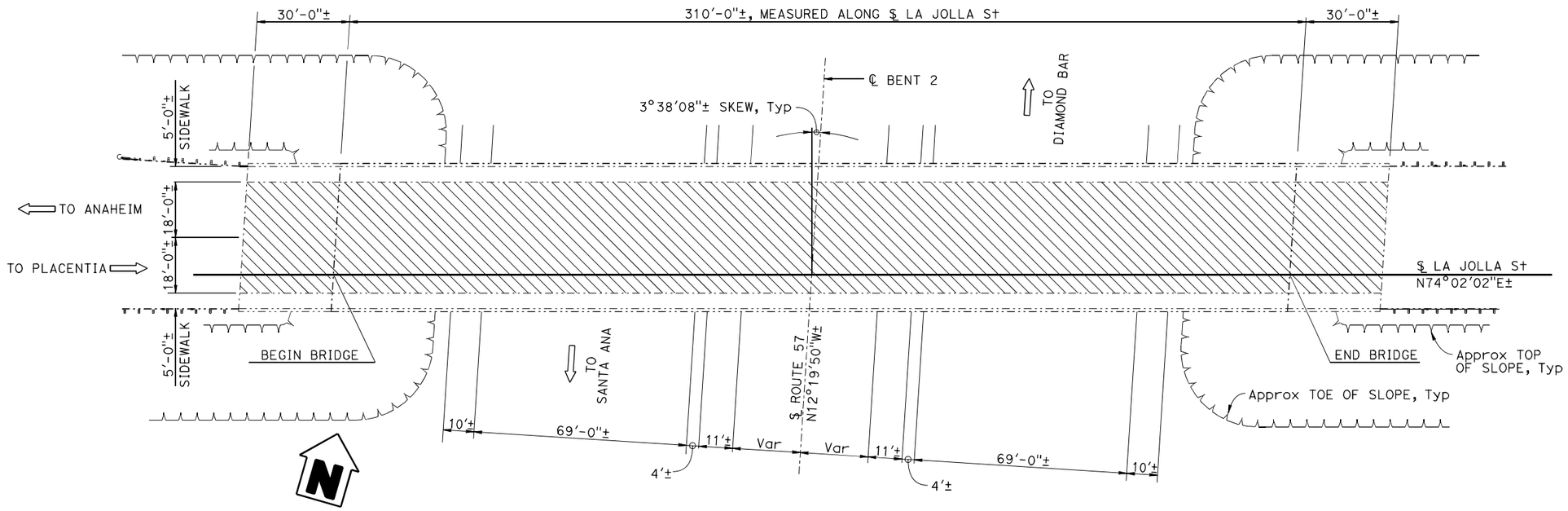
ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

-·-·-·- Existing structure

Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)



PLAN
1" = 20'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		LA JOLLA St OC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0856
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 09_55-0856-aps-la-jolla.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

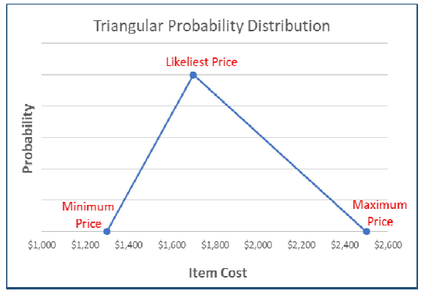
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	LA JOLLA St OC
BRIDGE NUMBER:	55-0856
TYPE:	CIP PS Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	16.1
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

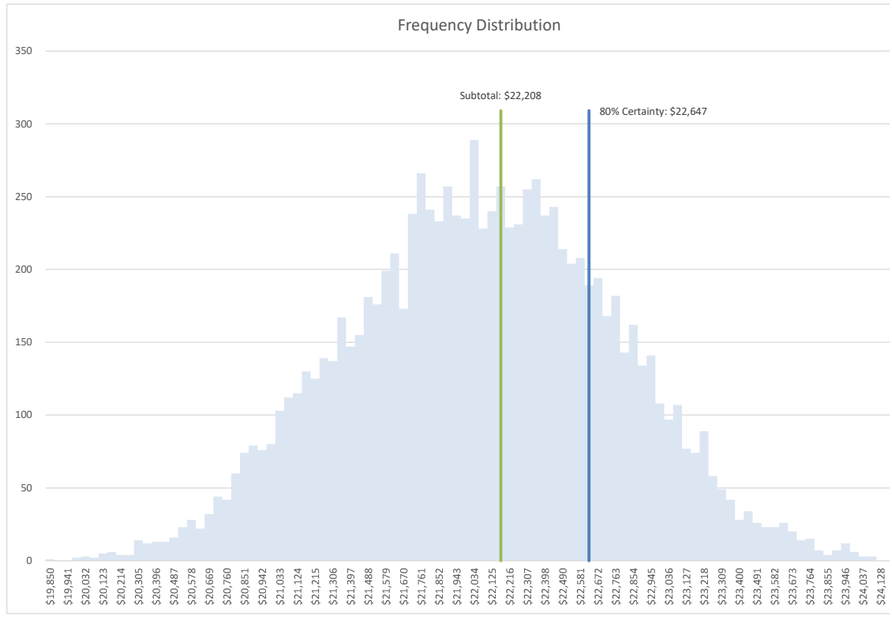
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	17	$180.00	$230.00	$260.00	$3,910
2	RAPID SETTING CONCRETE (PATCH)		CF	17	$100.00	$130.00	$150.00	$2,210
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	13320	$0.55	$0.60	$0.65	$7,992
4	TREAT BRIDGE DECK		SQFT	13320	$0.50	$0.60	$0.70	$7,992
5	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	148	$0.65	$0.70	$0.75	$104
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30								
							SUBTOTAL	$22,208

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$19,850
10%	$21,129
20%	$21,448
30%	$21,685
40%	$21,869
50%	$22,049
60%	$22,240
70%	$22,426
80%	**$22,647**
90%	$22,929
100%	$24,401

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$23,000
TOTAL	$35,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	17.02

DATE OF ESTIMATE 01-15-2026

STRUCTURE APPROACH = $184,170

BARRIER (TYPE 60MA) = N/A

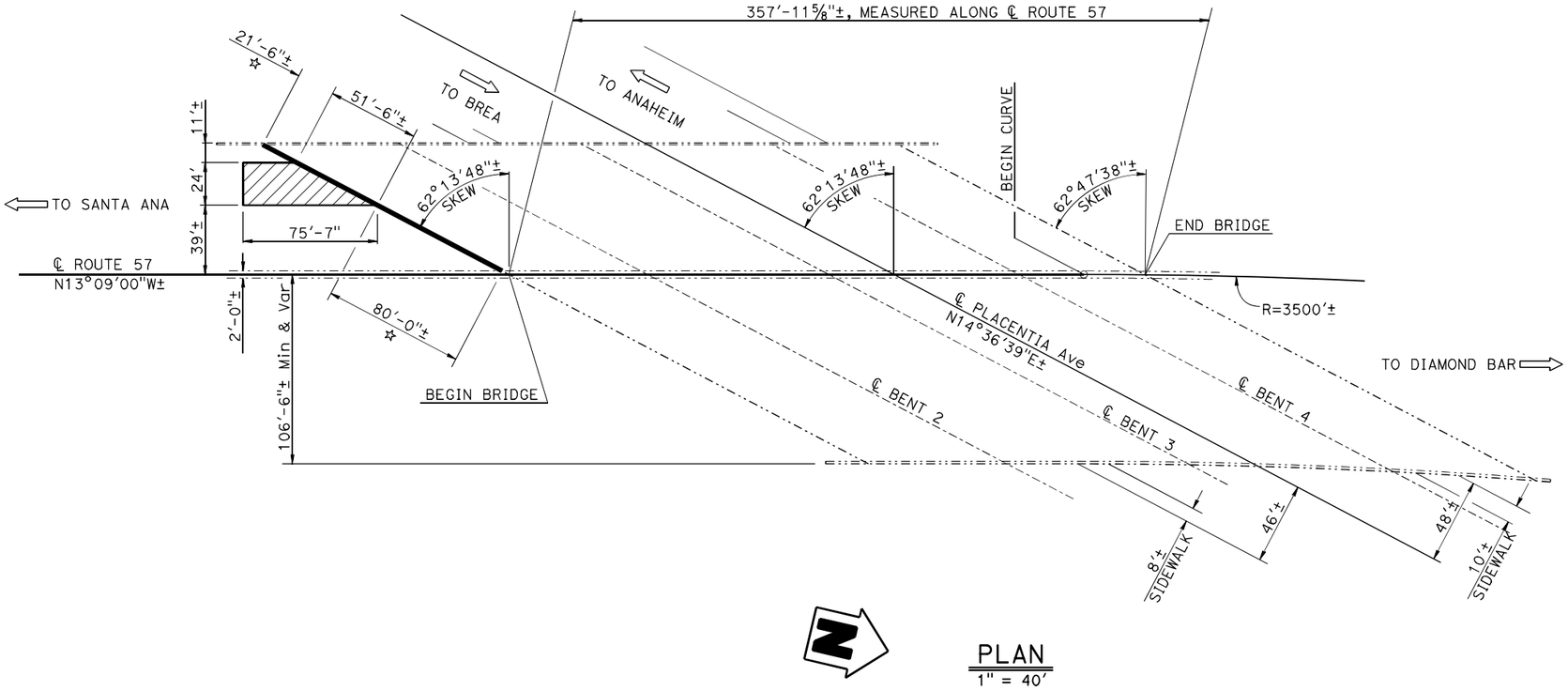
SUBTOTAL = $184,170

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $293,000

WORKING DAYS = 7

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.



PLAN
1" = 40'

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		PLACENTIA Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0460
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 10_55-0460-aps-placentia.dgnUSERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

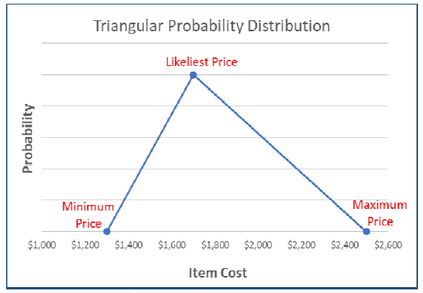
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	PLACENTIA Ave UC
BRIDGE NUMBER:	55-0460
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	17.0
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

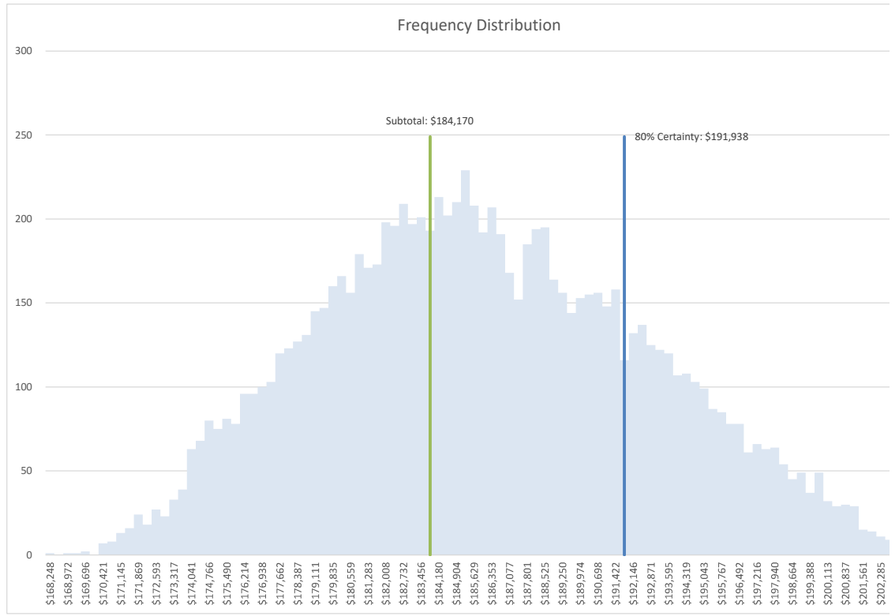
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	39	$290.00	$320.00	$340.00	$12,480
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	65	$1,900.00	$2,100.00	$2,400.00	$136,500
3	CLEAN EXPANSION JOINT		LF	102	$40.00	$45.00	$50.00	$4,590
4	JOINT SEAL (MR 2")	TYPE B	LF	153	$180.00	$200.00	$210.00	$30,600
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30								
							SUBTOTAL	$184,170

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles: Forecast values

0%	$168,248
10%	$177,110
20%	$179,824
30%	$181,923
40%	$183,737
50%	$185,431
60%	$187,396
70%	$189,465
80%	**$191,938**
90%	$195,065
100%	$204,458

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$192,000
TOTAL	$293,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	21.78

DATE OF ESTIMATE 01-15-2026

STRUCTURE APPROACH = $1,018,005

BARRIER (TYPE 60MA) = N/A

SUBTOTAL = $1,018,005

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $1,637,000

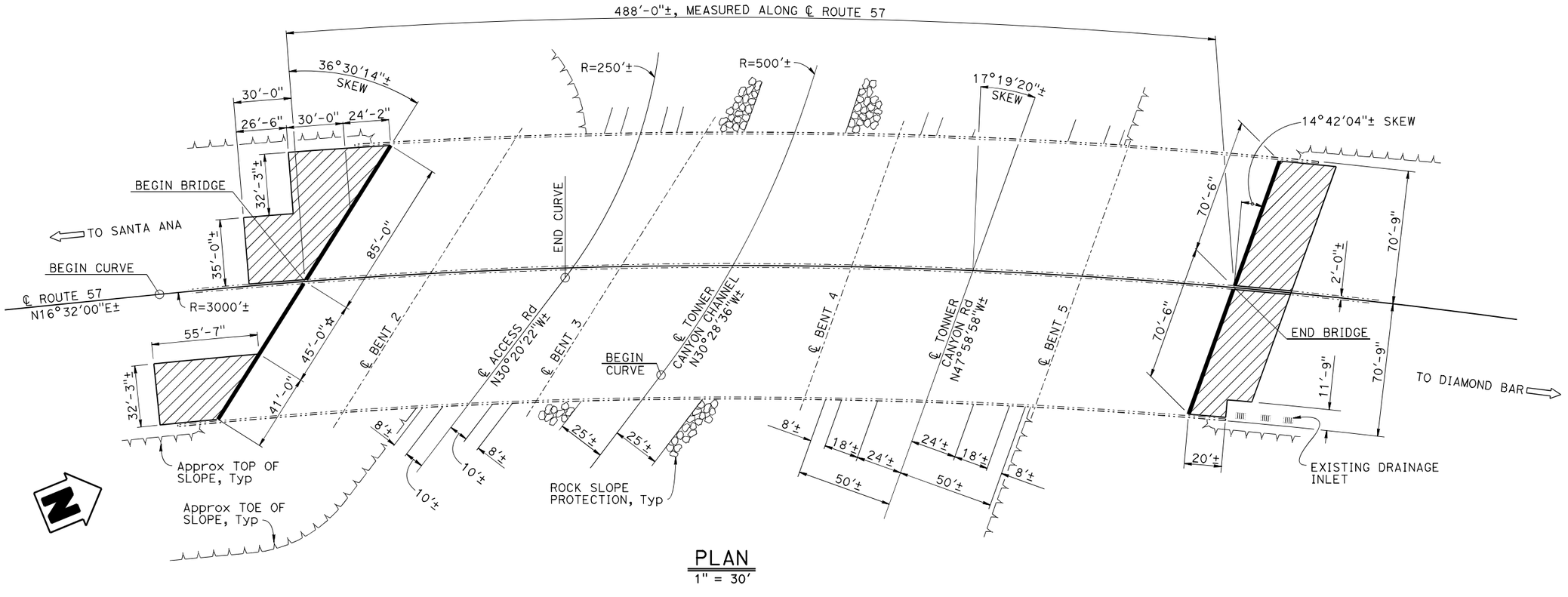
WORKING DAYS = 13

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade



PLAN
1" = 30'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		TONNER CANYON Rd UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT:3621 / BRIDGE No.:55-0504
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA:0R370 / PROJECT No. & PHASE:12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 11_55-0504-aps-tonner.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

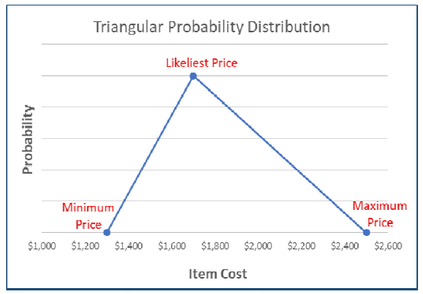
INPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	TONNER CANYON Rd UC
BRIDGE NUMBER:	55-0504
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	21.8
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

all items eliminated but the sh

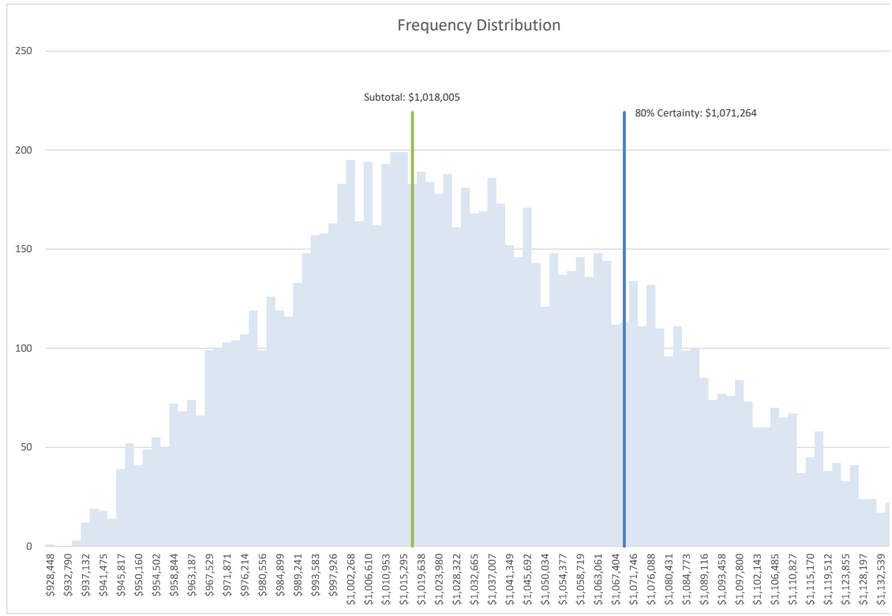
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	201	$290.00	$320.00	$340.00	$64,320
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	428	$1,900.00	$2,100.00	$2,400.00	$898,800
3	CLEAN EXPANSION JOINT		LF	45	$40.00	$45.00	$50.00	$2,025
4	JOINT SEAL (MR 1½")	TYPE B	LF	142	$110.00	$130.00	$150.00	$18,460
5	JOINT SEAL (MR 2")	TYPE B	LF	172	$180.00	$200.00	$210.00	$34,400
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$1,018,005

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$928,448
10%	$973,152
20%	$991,359
30%	$1,004,029
40%	$1,015,687
50%	$1,027,594
60%	$1,040,143
70%	$1,055,189
80%	**$1,071,264**
90%	$1,092,848
100%	$1,145,566

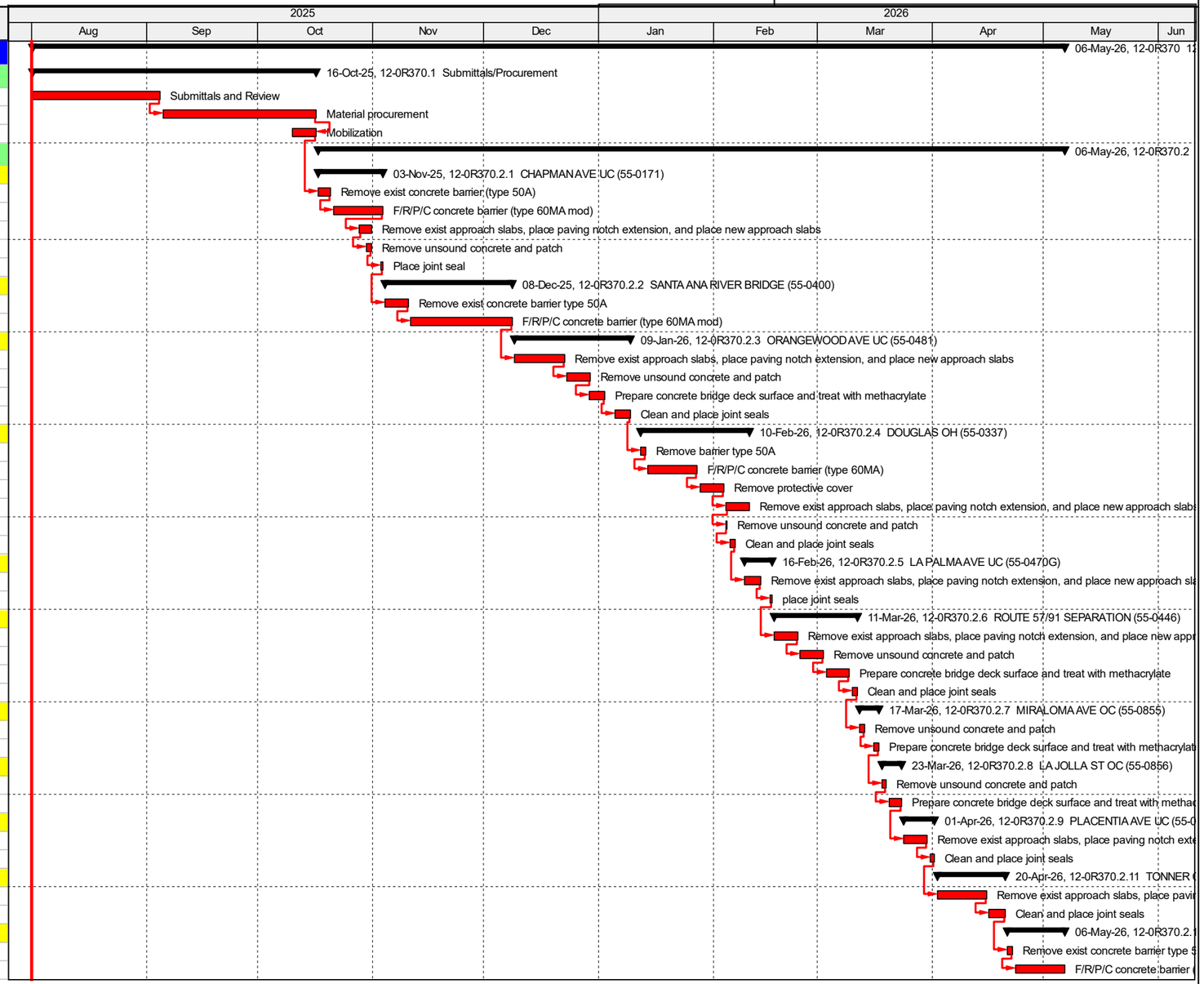
BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$1,071,000
TOTAL	$1,637,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

Activity ID	Activity Name	Planned Duration	Start	Finish
12-0R370	**12-0R370 ROUTE 57 BRIDGES**	199	01-Aug-25	06-May-26
12-0R370.1	**Submittals/Procurement**	55	01-Aug-25	16-Oct-25
A0010	Submittals and Review	25	01-Aug-25	04-Sep-25
A0020	Material procurement	30	05-Sep-25	16-Oct-25
A0030	Mobilization	5	10-Oct-25	16-Oct-25
12-0R370.2	**Construction**	144	17-Oct-25	06-May-26
12-0R370.2.1	**CHAPMAN AVE UC (55-0171)**	12	17-Oct-25	03-Nov-25
A1010	Remove exist concrete barrier (type 50A)	2	17-Oct-25	20-Oct-25
A1020	F/R/P/C concrete barrier (type 60MA mod)	10	21-Oct-25	03-Nov-25
A1030	Remove exist approach slabs, place paving notch extension, and place new approach slabs	4	28-Oct-25	31-Oct-25
A1040	Remove unsound concrete and patch	2	30-Oct-25	31-Oct-25
A1050	Place joint seal	1	03-Nov-25	03-Nov-25
12-0R370.2.2	**SANTA ANA RIVER BRIDGE (55-0400)**	25	04-Nov-25	08-Dec-25
A2010	Remove exist concrete barrier type 50A	5	04-Nov-25	10-Nov-25
A2020	F/R/P/C concrete barrier (type 60MA mod)	20	11-Nov-25	08-Dec-25
12-0R370.2.3	**ORANGEWOOD AVE UC (55-0481)**	24	09-Dec-25	09-Jan-26
A3010	Remove exist approach slabs, place paving notch extension, and place new approach slabs	10	09-Dec-25	22-Dec-25
A3020	Remove unsound concrete and patch	5	23-Dec-25	29-Dec-25
A3030	Prepare concrete bridge deck surface and treat with methacrylate	5	29-Dec-25	02-Jan-26
A3040	Clean and place joint seals	5	05-Jan-26	09-Jan-26
12-0R370.2.4	**DOUGLAS OH (55-0337)**	22	12-Jan-26	10-Feb-26
A4020	Remove barrier type 50A	2	12-Jan-26	13-Jan-26
A4050	F/R/P/C concrete barrier (type 60MA)	10	14-Jan-26	27-Jan-26
A4065	Remove protective cover	5	28-Jan-26	03-Feb-26
A4070	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	04-Feb-26	10-Feb-26
A4080	Remove unsound concrete and patch	1	04-Feb-26	04-Feb-26
A4090	Clean and place joint seals	2	05-Feb-26	06-Feb-26
12-0R370.2.5	**LA PALMA AVE UC (55-0470G)**	6	09-Feb-26	16-Feb-26
A13070	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	09-Feb-26	13-Feb-26
A13080	place joint seals	1	16-Feb-26	16-Feb-26
12-0R370.2.6	**ROUTE 57/91 SEPARATION (55-0446)**	17	17-Feb-26	11-Mar-26
A13090	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	17-Feb-26	23-Feb-26
A13100	Remove unsound concrete and patch	5	24-Feb-26	02-Mar-26
A13110	Prepare concrete bridge deck surface and treat with methacrylate	5	03-Mar-26	09-Mar-26
A13120	Clean and place joint seals	2	10-Mar-26	11-Mar-26
12-0R370.2.7	**MIRALOMA AVE OC (55-0855)**	4	12-Mar-26	17-Mar-26
A7010	Remove unsound concrete and patch	2	12-Mar-26	13-Mar-26
A7020	Prepare concrete bridge deck surface and treat with methacrylate	2	16-Mar-26	17-Mar-26
12-0R370.2.8	**LA JOLLA ST OC (55-0856)**	4	18-Mar-26	23-Mar-26
A8010	Remove unsound concrete and patch	2	18-Mar-26	19-Mar-26
A8020	Prepare concrete bridge deck surface and treat with methacrylate	2	20-Mar-26	23-Mar-26
12-0R370.2.9	**PLACENTIA AVE UC (55-0460)**	7	24-Mar-26	01-Apr-26
A9010	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	24-Mar-26	30-Mar-26
A9020	Clean and place joint seals	2	31-Mar-26	01-Apr-26
12-0R370.2.11	**TONNER CANYON RD UC (55-0504)**	13	02-Apr-26	20-Apr-26
A13130	Remove exist approach slabs, place paving notch extension, and place new approach slabs	10	02-Apr-26	15-Apr-26
A13140	Clean and place joint seals	3	16-Apr-26	20-Apr-26
12-0R370.2.13	**KATELLA Ave UC 55-0401**	12	21-Apr-26	06-May-26
A13150	Remove exist concrete barrier type 50A	2	21-Apr-26	22-Apr-26
A13160	F/R/P/C concrete barrier (type 60MA mod)	10	23-Apr-26	06-May-26



Assumption:
1 Crew, Standard 8 hour work shift
5 days per week

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STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES

ADVANCE PLANNING STUDY TRANSMITTAL

BD-0120 (REV 12/17/2024)

BRIDGE DESIGN

EFIS:	EA:	PROJECT NAME:	DATE:
1218000088	12-0R370	Route 57 Multi-Asset Project	01/16/26

The Advance Planning Study is submitted for your review for the above referenced project. This transmittal is in response to District's APS request dated October 28, 2025.

If you have any questions or if you need additional information, please contact the Structure Project Engineer or the Bridge Design Branch Chief.

Project Information

See Vision for project information, staff assignments, and project milestone dates.

Location/Job Description

Route 57 Multi-Asset Project – Structure Approach, Barrier, Deck and Joint Rehab

The estimated costs, including 10% structure time related overhead, 10% mobilization, and 25% contingencies, are as follows:

No	Structure Name	Structure Number	Structure Construction Duration (Days)	Estimated Structure Cost
1	Chapman Ave UC	55-0171	12	$278,000
2	Orangewood Ave UC	55-0481	24	$938,000
3	Santa Ana River Bridge	55-0400	25	$506,000
4	Katella Ave UC	55-0401	12	$109,000
5	Douglas OH	55-0337	22	$533,000
6	La Palma Ave UC	55-0470G	6	$270,000
7	Route 57/91 Separation	55-0446	17	$457,000
8	Miraloma Ave OC	55-0855	4	$74,000
9	La Jolla St OC	55-0856	4	$35,000
10	Placentia Ave UC	55-0460	7	$293,000
11	Tonner Canyon Rd UC	55-0504	13	$1,637,000

The Advance Planning Study and associated cost estimate are based on the following assumption:

1. The traffic will be staged and remain on structure during construction.

Bridge Design Branch Chief signature

Peyman Kaviani

Peyman Kaviani (Jan 16, 2026 11:19:02 PST)

TRANSMITTAL RECIPIENTS

Title	Name	Email
SC Office Associates		sc.office.associates@dot.ca.gov
Task Management Support Unit		des.sd.task.management@dot.ca.gov
District Project Manager	Barbara McGahey	barbara.mcgahey@dot.ca.gov
District Project Engineer	Harris Huynh	Harris.Huynh@dot.ca.gov
District Design Engineer	Brian Nguyen	Brian.N.Nguyen@dot.ca.gov
District Design Senior	Joey Lee	joey.lee@dot.ca.gov
Structure Project Engineer	Htoon Win	Htoon.Win@dot.ca.gov
Bridge Design Branch Chief	Peyman Kaviani	Peyman.Kaviani@dot.ca.gov
Bridge Design Office Chief	Mina Pezeshpour	mina.pezeshpour@dot.ca.gov
SM&I Program Advisor	Cory Cowden	Cory.Cowden@dot.ca.gov
Technical Liaison Engineer	Cesar Sanchez	Cesar.Sanchez@dot.ca.gov
Project Liaison Engineer	Karim Khondokar	karim.khondokar@dot.ca.gov
Geotechnical Services Office Chief	N/A	N/A
Structure Hydraulics & Hydrology	N/A	des.structure.hydraulics.hydrology@dot.ca.gov
Bridge Architecture & Aesthetics BC	N/A	N/A

Attachment L:
Asset Management Tool

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 12 **Tool ID:** 18944 **Project ID:** 1218000088 **EA:** 0R370 **Co-Rte-PM:** ORA-057-10.8R/R22.5 (Primary Location) View/Print PIR (Performance) Report

Multi-Objective Worksheet ☑ Bridge B ☐ Pavement ☑ Drainage D ☐ Facilities ☑ Signs and Lighting ☑ Mobility TMS ☑ Roadside ☑ Bicycle and Pedestrian Infrastructure ☐ Sustainability /Climate Change ☐ Advance Mitigation /Mitigation ☐ Major Damage & Betterments ☑ Green-house Gases ☐ Relinquishment

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	A04	Bridge Rehabilitation	Bridge and Tunnel Health	Square Feet	352614.000		115959.000			115959.000					03/29/23		
2	A06	Bridge Approach Slabs	No Performance Objective in the SHSMP	Square Feet	29712.000			29712.000		29712.000					03/29/23		
3	A08	Number of Bridges	No Performance Objective in the SHSMP	Each	10.000										03/29/23		
4	C01	Replace/Install Culverts	No Performance Objective in the SHSMP	Each	4.000	1.000	3.000			4.000			Yes		05/17/23		
* 5	C02	Replace/Install Culverts	Drainage Restoration	Linear Feet	470.000	90.000	380.000			470.000			Yes		05/17/23		
6	C05	Cure in Place Line Culvert	No Performance Objective in the SHSMP	Each	22.000		1.000	21.000		22.000			Yes		05/17/23		4 culverts are in OCTA project 0M970
* 7	C06	Cure in Place Line Culvert	Drainage Restoration	Linear Feet	1388.000		102.000	1286.000		1388.000			Yes		05/17/23		133 LF are in OCTA project 0M970
8	E07	Guard Rail	No Performance Objective in the SHSMP	Linear Feet	8610.000			5431.000	3179.000	5431.000							Remove 5,431 LF (poor guardrail) install 7280LF (MGS) and 1330LF (conc. barrier) = resulting in 3,179 LF New
* 9	E25	Overhead Sign Structures Rehabilitation	Overhead Sign Structures Rehabilitation	Each	16.000			16.000		16.000			Yes	Item not found in CCE	08/10/22		OHSS ID Numbers: 55S0861, 55S0924, 55S0916, 55S0910, 55S0891, 55S0886, 55S0856, 55S0846, 55S0845, 55S0841, 55S0839, 55S0833, 55S0831, 55S0829, 55S0818, 55S0814
* 10	E26	Sign Panel Replacement	Sign Panel Replacement	Each	28.000			28.000		28.000			Yes	59 item listed in CCE and Sign panel listed in SQFT, change to match SHOPP	08/10/22		
11	E55	Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.520			0.520		0.520			Yes		08/19/22		
12	E56	Proactive Safety Pedestrians	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.180			0.180		0.180			Yes		08/19/22		
13	F01	Census Station	No Performance Objective in the SHSMP	Each	3.000			1.000	2.000	1.000							
14	F45	TMS Structure Component	Transportation Management System Structures	Each	2.000				2.000								
15	F46	TMS Technology Component	Transportation Management Systems	Each	3.000			1.000	2.000	1.000							
16	G07	Worker Safety - Safe Access	Roadside Safety Improvements	Locations	5.000			5.000		5.000			Yes		04/28/23		Roadside worker safety items Ball Rd., Lincoln, Yorba Linda and Imperial Hwy
17	G09	Worker Safety - Miscellaneous Paving/Treatment	Roadside Safety Improvements	Locations	8.000			8.000		8.000			Yes		04/28/23		Roadside worker safety items Ball Rd., Lincoln, Yorba Linda and Imperial Hwy
18	H12	Enhanced Crosswalk Visibility	No Performance Objective in the SHSMP	Each	10.000			10.000		10.000			Yes		11/22/21		
19	H13	Crosswalks	No Performance Objective in the SHSMP	Linear Feet	1045.000			1045.000		1045.000			Yes		07/06/22		
20	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes								Yes		07/05/22		
21	H63	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Linear Feet	1045.000			1045.000		1045.000							
22	N01	Qualitative	No Performance Objective in the SHSMP	-													employ best practices in PD

(Last Saved - 11/11/25 @ 7:04 PM by AMT Admin)

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.110	Bridge - Health	Primary	Bridge	10.0	Bridge(s)	Square Feet	65,046.0	287,568.0	0.0	352,614.0	181,005.0	0.0	181,005.0	171,609.0	0.0	352,614.0

Bridge/Tunnel Number	Pre-Health	Post-Health	Area
55 0504	Fair	Fair	88319
55 0456	Good	Good	25618
55 0460	Fair	Fair	64583
55 0856	Fair	Good	14854
55 0855	Fair	Good	29687
55 0446	Fair	Good	38782
55 0470G	Fair	Fair	7459
55 0337	Good	Good	39428
55 0481	Fair	Good	32636
55 0171	Fair	Fair	31248

*AMT to be modified after CTC adoption of 2026 SHOPP Rebalance

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CTIPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. **Reporting of bridge pre and post conditions** may contain errors if the project RTL is before 2024/25.
5. **Reporting drainage pre-total and post good** may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
6. Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
7. During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

Attachment M:
Complete Streets Decision Document

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
__X__ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ 2/17/2026
Harris Huynh, Project Engineer — Date
Design Branch A

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Alyssa Murakami — Date
District Complete Streets Coordinator

_____ _____
Irene Hou — Date
Deputy District Director, Planning

_____ _____
TBD — Date
Deputy District Director, Project Delivery

_____ _____
Lan Zhou — Date
District Director

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

__X__ NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

__X__ NO - Continue to Question 3
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
__X__ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
__X__ YES – Describe them here and proceed to Question 6: <u>The following are recommended to enhance pedestrian and bicyclist safety:</u>

1.) <u>Restripe pedestrian crosswalks to improve visibility to the motorists.</u>
2.) <u>Install pedestrian crosswalk warning signs at on/off-ramps.</u>
3.) <u>Propose a bike lane connection to future bike lanes.</u>
4.) <u>Replace outdated bridge railing.</u>
5.) <u>Upgrade curb ramps to meet ADA standards.</u>

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
Crosswalk Enhancements (Capital Cost) • *Restripe Crosswalks* • *Install Pedestrian Crosswalk Warning Signs*	*LS*	*1*	*$510,000*
Class II Bike Lane Installations (Capital Cost)	*LS*	*1*	*$17,158,000*
Bridge Railing Improvements (Capital Cost)	*LS*	*1*	*$275,000*
Curb Ramp Improvements (Capital Cost)	*LS*	*1*	*$126,000*
Support Cost (37%)	*LS*	*1*	*$6,685,530*
TOTAL			***$24,754,530***

** Support/Capital Cost Ratio is 37%.*

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

__X__ NO
_____ YES – Describe the opposition position here: _____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

__X__ NO - Proceed to Question 9
_____ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
__X__ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
Crosswalk Enhancements (Capital Cost) • *Restripe Crosswalks* • *Install Pedestrian Crosswalk Warning Signs*	*LS*	*1*	*$510,000*
Support Cost (37%)	*LS*	*1*	*$188,700*
TOTAL			***$698,700***

** Support/Capital Cost Ratio is 37%.*

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

__X__ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.).

- A field trip was conducted to investigate the feasibility of the recommended bikeway connection. Based on the field observation, there are no existing Class II Bike Lanes on either side of the freeway to provide bikeway connectivity.
- The construction of bike lanes will require the undergrounding overhead transmission lines, relocate utilities, widen flood control channel and Santa Ana River Bridge, and acquire right of way of the adjacent properties, which are beyond the scope and budget of this project.
- The bridge on SR-90, Imperial Highway, needs to be renovated to current standards before bridge railing and walkway can be updated, which is beyond the project scope and will cost more than the project budget.
- At Orangewood Avenue, concrete or sidewalk cannot be constructed in that area since it is intended for maintenance vehicle access that does not belong to Caltrans. Making any improvements to that access, will potentially impede maintenance vehicles from entering in. If one vehicle access is modified, then the other adjacent accesses will also need to be modified, which is beyond the project scope.
- A field trip was conducted to investigate the condition of the curb ramps, and it was confirmed that most of the recommended curb ramps were already upgraded per ADA standards. The remaining outdated curb ramps at Chapman Ave will be upgraded in future projects.

Prepared by:

Lorica Subida

Lorica Subida, Project Engineer
Advance Planning/Caltrans

Concurred by:

Alyssa Murakami — 1/25/2023
Alyssa Murakami
Associate Transportation Planner, System Planning
Date

Lan Zhou — 2/8/2023
Lan Zhou
Deputy District Director, Planning
Date

Matthew Cugini — 2-8-2023
Matthew Cugini
Deputy District Director, Design
Date

For Matthew Cugini — 2-22-2023
For Ryan Chamberlain
District 12 Director
Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

12-0R370 Final PR

Final Audit Report 2026-05-22

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By:	Harris Huynh (S146519@dot.ca.gov)
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Memorandum

To: RICHARD STONE
SHOPP Office Chief
Division of Financial Programming

Date: June 15, 2026

File: 12-0R370- 1218000088
Ora-57 – 10.8L/R22.5

From: Barbara McGahey
Project Manager
District 12

Subject: **BASELINE AGREEMENT CLARIFICATION MEMORANDUM**

This memorandum is written to accompany the SB-1 Baseline Agreement (BA) on this Major Capital SHOPP project on SR-57 in Orange County. The purpose of this memorandum is to clarify the Begin post mile suffix 'L' designation shown above matches the approved Project report location limits. CTIPS will be updated following the October 2026 CTC meeting.

Also, the reported primary asset Performance measure output of 115,959 square feet from Fair to Good in the signed Project Report represents the improved area whereas the Total Performance quantity shown in the other systems as 352,614 square feet which includes all bridge performance measures.

The delivery schedule within the Project Report only shows the MONTH/ YEAR of target delivery. This clarification memo provides the actual planned dates that include the DAY/MONTH/YEAR as shown in the table below.

Milestone Actual and Target Dates:			
PA&ED (Actual) (M200)	R/W Cert (M410)	RTL (M460)	Approve Contract (M500)
05/22/2026	09/19/2028	10/19/2028	05/03/2029

If you have any further questions, please contact me at 949-226-6840.

12 – ORA – 57 – PM 10.8L/R22.5
EA 0R370 – Project Number 1218000088 – PPNO 3636B, SHOPP ID Tool 18944
Program Codes: 201.110 Bridge Rehabilitation, 201.151 Drainage Restoration, 201.170 Overhead Sign Structures/Sign Panels, 201.015 Traffic Safety Devices, 201.315 Transportation Management Systems, 201.235 Roadside Safety Improvements
May 2026

Project Report

For Project Approval

On State Route 57

Between Interstate 5 (PM 10.8L)

And Los Angeles/Orange County Line (PM R22.5)

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

Jennifer Pham, *Office Chief*
District 12 - Office of Right of Way and R/W Engineering

APPROVAL RECOMMENDED:

Harris Huynh for **Joseph Lee**
Branch Chief, Design A

Barbara Mcgahey
Project Manager

CONCURRED:

Janilee Jablonski for **Adnan Maiah** DATE
Deputy District Director
Single Focal Point
Strategic Portfolio Management

PROJECT APPROVED:

05/22/2026

Andrew Chuah DATE
Deputy District Director (Acting)
Project Delivery

Lan Zhou
District Director

Vicinity Map



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

5/5/2026

Harris Huynh, REGISTERED CIVIL ENGINEER *DATE*



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List of Acronyms and Abbreviations

ADA	Americans with Disabilities Act	**NW**	Northwest
ADL	Aerially Deposited Lead	**OCFCD**	Orange County Flood Control District
ADT	Average Daily Traffic	**OCTA**	Orange County Transportation Authority
APS	Accessible Pedestrian Signal	**PA&ED**	Project Approval and Environmental Document
AT&T	American Telephone and Telegraph	**PDPM**	Project Development Procedures Manual
BMP	Best Management Practice	**PID**	Project Initiation Document
CAPM	Capital Preventive Maintenance	**PIR**	Project Initiation Report
CE/CE	Categorical Exemption/Categorical Exclusion	**PM**	Post Mile
CEQA	California Environmental Quality Act	**PS&E**	Plans, Specifications, and Estimate
CFR	Code of Federal Regulations	**RTL**	Ready To List
CHP	California Highway Patrol	**RWQCB**	Regional Water Quality Control Board
COZEEP	Construction Zone Enforcement Enhancement Program	**SB**	Southbound
DD	District Directive	**SCE**	Southern California Edison
DOE	District Office Engineer	**SE**	Southeast
DSA	Disturbed Soil Area	**SHOPP**	State Highway Operation Protection Program
EA	Expenditure Authorization	**SHSP**	Strategic Highway Safety Plan
EB	Eastbound	**SR**	State Route
FHWA	Federal Highway Administration	**SSP**	Standard Special Provision
GHG	Greenhouse Gas	**SW**	Southwest
ICE	Infrastructure Carbon Estimator	**SWMP**	Storm Water Management Plan
LED	Light Emitting Diode	**SWRCB**	State Water Resources Control Board
MCCE	Mitigation and Compliance Cost Estimate	**TASAS**	Traffic Accident Surveillance and Analysis System
NB	Northbound	**TMP**	Transportation Management Plan
NE	Northeast	**TSR**	TASAS Selective Accident Retrieval
NEPA	National Environmental Policy Act	**WB**	Westbound
NIS	New Impervious Surface	**WPCP**	Water Pollution Control Program

1. INTRODUCTION

Project Description

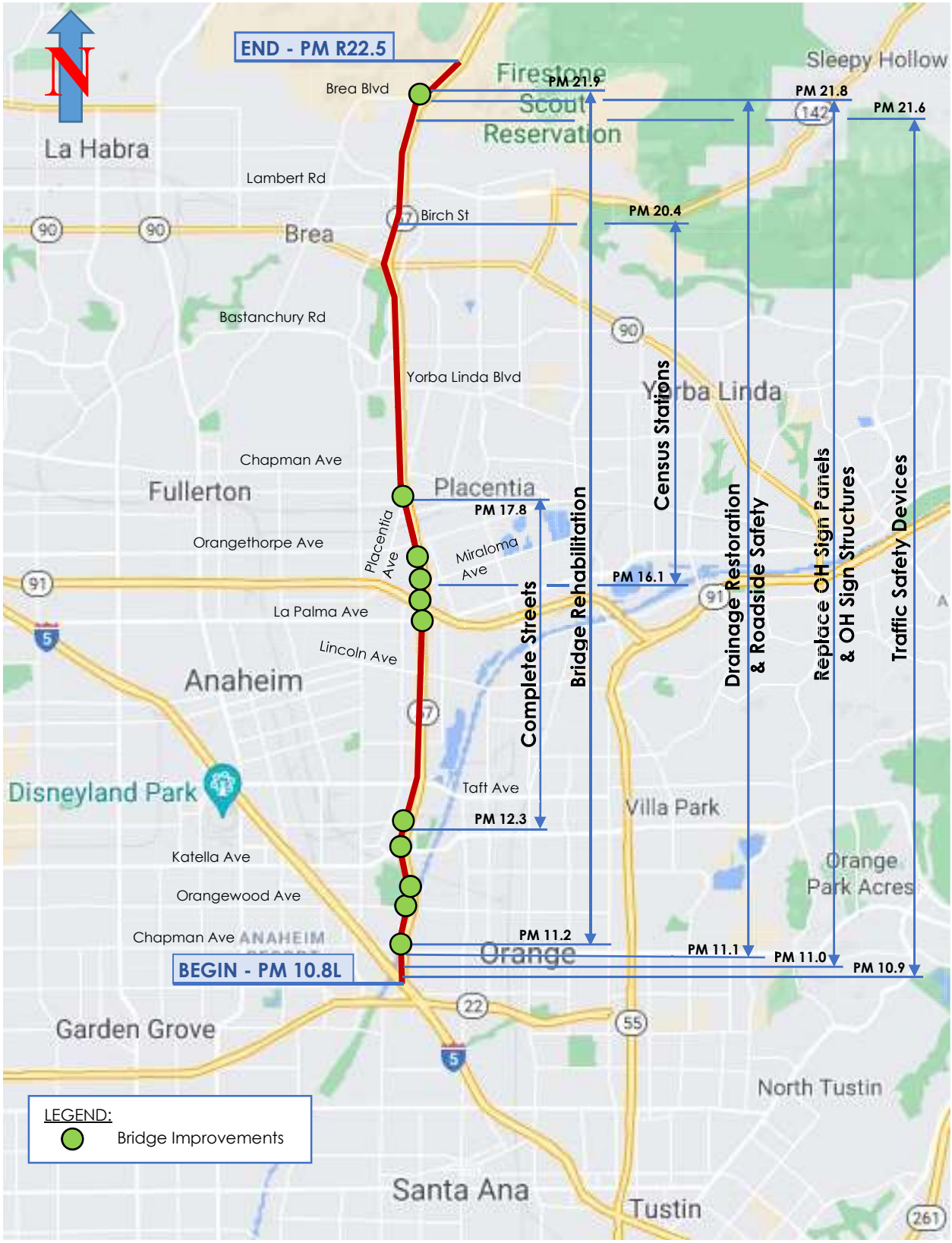
The proposed Asset Management project is located on SR-57 between Interstate (I-5), PM 10.8L, and Los Angeles/Orange County (LA/OC) Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County.

The project proposes to place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, upgrade 13 and remove 1 nonstandard Overhead (OH) sign structures, replace 27 OH sign panels for better visibility, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits. See **Figure 1** on page 2.

The project is funded through the 2026 SHOPP and will be funded in the Fiscal Year (FY) 2028/2029. The estimated escalated project cost is $56,935,000. See **Attachment C: Project Cost Estimate.**

Project Limits	12-ORA-57, PM 10.8L/R22.5	
Number of Alternatives	2 (1 No-Build, 1 Build)	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$15,129,000	$17,381,000
Capital Outlay Construction	$32,466,000	$39,256,000
Capital Outlay Right-of-Way	$255,225	$298,000
Funding Source	SHOPP	
Funding Year	FY 2028/2029	
Type of Facility	Freeway with 3 to 6 Mix Flow (MF) lanes including 1 to 2 High Occupancy Vehicle (HOV) lanes in each direction.	
SHOPP Project Output	Anchor Asset – Bridge Health Pre-condition: Fair – 115,959 square feet Post-condition: Good – 115,959 square feet	
Environmental Determination or Document	CEQA: Categorical Exemption NEPA: Categorical Exclusion	
Legal Description	In Orange County, on Route 57, from Route 5 to Los Angeles County Line.	
Project Development Category	Category 5, per Project Development Procedure Manual (PDPM), Chapter 8, Section 5	

Figure 1: Project Location Map with Proposed Work



2. RECOMMENDATION

It is recommended that the project be approved using the build alternative and that the project proceeds to the next phase of the project development process.

The affected local agencies have been consulted with respect to the recommended plan, their views have been considered, and the affected local agencies are in general accordance with the plan presented.

3. BACKGROUND

Project History

The Asset Management improvement project on SR-57 is initiated by California Department of Transportation (Caltrans) District 12 Maintenance Engineering Branch and followed by the branches of Traffic Operations, Traffic Signals/Ramp Metering/Census, and Landscape Architecture. The anchor asset of the project is bridge rehabilitation, and satellite assets are drainage system restoration, replacement of OH sign structures, OH sign panels, complete streets elements, traffic safety devices, census stations, and roadside safety improvements within the project limits. The PIR was approved and signed in May 2023.

An evaluation of the bridge rehabilitation scope was performed by Maintenance Engineering, Asset Management, and Headquarters in June 2022 that reduced the total scope of bridge work from 17 bridges to 9 bridges due to selective bridge improvements already being included in the HM3 Bridge Project or stand-alone project EA 0T1204. Maintenance Engineering modified the scope in February 2023 to include bridge rehabilitation work at an additional location Chapman Undercrossing (UC) (Bridge No. 55-0456). Further correspondence with Maintenance Engineering in November 2024 led to this work being removed from the scope of work due to an improvement in performance after measures from Maintenance were implemented. Additionally, Traffic Safety has indicated the need to replace the existing concrete median barrier with scuppers at the Chapman Ave UC (Br. No. 55-0171) and Santa Ana River Bridge (Br. No. 55-0400) due to the OH sign structure work proposed in the median near these locations. These changes bring the scope of work to a total of 11 bridges.

Bridge improvements for fair condition features have also been removed from the project to cost-effectively prioritize safety enhancements for poor conditions. According to Policy and Procedure Memo No. 2021.1, "The

bridge program will identify non-standard rails by bridge location, prioritize the types of bridge rails needing an upgrade, and program work on the highest priority bridge rails through the SHOPP." Due to limited funding for bridge rail improvements and the poor condition of many bridge rails statewide, the bridge rail locations in the project have been excluded to fund more critical locations within the state since they are deemed lower priority than other locations.

During the PA&ED phase, coordination among Hydraulics, Maintenance Engineering, Design, and the Value Analysis team led to the modifications to the drainage system restoration scope of the project. As a result of this coordination and follow-up field investigations, 2 proposed culvert work locations were removed from the project scope and 1 proposed culvert work location was changed from Abandon to Cure-in-place-pipeline.

Additionally, Maintenance Engineering, Traffic Operations, Asset Management, Division of Engineering Services, and Design have coordinated the proposed OH sign panel replacements and the resulting need for OH sign structure replacements. During the K-phase, the quantity of OH sign structure replacements was initially increased from 17 to 30 OH sign structures based on this coordination, but this was later reduced to 16 OH sign structure replacements due to overlapping work with ongoing projects and the good/fair condition of OH sign structures. Further evaluation based on the need of additional exit plaques, spacing of OH signs, and the condition of existing sign structures during the PA&ED phase resulted in the final determination of 10 replacements, 3 replacement and relocations, and 1 removal of OH sign structures.

Traffic Safety has also proposed to replace the existing concrete barrier (CB) with scuppers (CB Type 50W, CB Type 50A Mod) with standard concrete barrier at 2 locations within the median where the new OH sign structures and their barrier transitions. The limits of this required median barrier replacement are from North of the W Chapman Ave UC (PM 11.3) to North of the Katella Ave UC (PM 12.7). The existing drainage system will also be modified to accommodate the new standard concrete median barrier through these limits.

Coordination with Traffic Operations, Asset Management, and Design in the K-phase reduced the traffic safety device improvements from 81 to 59 locations. Existing guardrails deemed to be in poor condition were kept in the project scope while guardrails in good/fair condition were removed from the project. Further evaluation between Design and Traffic Operations during the PA&ED phase resulted in the final determination of 59 traffic safety device improvement locations.

Community Interaction

As part of the PA&ED phase, Caltrans holds internal Project Development Team (PDT) meetings which involves a group of project personnel including but not limited to project management, design engineers, traffic engineers, and a host of environmental staff. All traffic handling and detour plans required for this project shall be coordinated with the Cities of Orange, Anaheim, Fullerton, Placentia, Brea, CHP, and emergency responders during construction. Impacted public agencies are to be contacted for their review and concurrence of the project.

Existing Facility

SR-57 is a controlled-access freeway and a major north-south state route freeway that connects multiple cities including Orange, Anaheim, Fullerton, Placentia, and Brea in Orange County. SR-57 is a key component to reach destinations such as the Anaheim Regional Transportation Intermodal Center (ARTIC) Station, Honda Center, and Anaheim Angels Stadium.

Within the project limits, there are 3 to 6 MF lanes, 0 to 2 Auxiliary lanes, 1 to 2 HOV lanes, 11 local interchanges, and 3 freeway-to-freeway interchanges. SR-57 consists of various segments as listed in Table 1 below. It should be noted that ongoing projects may affect the existing conditions of the roadway within the project limits. Refer to Section 4B. Regional and System Planning for the list of ongoing projects near this project's limits.

TABLE 1: Existing Roadway Configuration

Direction	Description	HOV Lanes	Mix Flow Lanes	Aux Lanes
Northbound	From I-5 to Chapman Avenue (Ave)	1	5	0
	From Chapman Ave to Orangewood Ave	1	6	0
	From Orangewood Ave to La Palma Ave	1	5	0
	From La Palma Ave to SR-91	1	3	1
	From SR-91 to Miraloma Ave	1	3	1
	From Miraloma Ave to La Jolla Street (St)	1	6	0
	From La Jolla St to Chapman Ave	1	5	1
	From Chapman Ave to Nutwood Ave	1	5	0
	From Nutwood Ave to Yorba Linda Boulevard (Blvd)	1	5	1
	From Yorba Linda Blvd to Rolling Hills Drive (Dr)	1	5	0
	From Rolling Hills Dr to Imperial Highway (Hwy)	1	5	1
	From Imperial Hwy to Birch St	1	6	0
	From Birch St to Lambert Road (Rd)	1	4	2

	From Lambert Rd to LA/OC Line	1	4	0
Southbound	From LA/OC Line to Birch St	1	4	0
	From Birch St to Imperial Hwy	1	4	1
	From Imperial Hwy to Yorba Linda Blvd	1	4	0
	From Yorba Linda Blvd to Nutwood Ave	1	4	1
	From Nutwood Ave to Orangethorpe Ave	1	4	0
	From Orangethorpe Ave to SR-91	2	4	2
	From SR-91 to Lincoln Ave	1	5	1
	From Lincoln Ave to South St	1	5	0
	From South St to Ball Rd	1	4	1
	From Ball Rd to Katella Ave	1	4	0
	From Katella Ave to Orangewood Ave	1	4	1
	From Orangewood Ave to Chapman Ave	1	4	1
	From Chapman Ave to I-5	1	3	1

- **Corridor Geometric Information and Condition:**

TABLE 2: Geometric Information

Items	Unit of Measure	Existing	Proposed	Minimum Standard
Facility Location	Post Mile Range	10.8L/R22.5	10.8L/R22.5	-
Posted Speed	Miles Per Hour (mph)	65	65	55-80
Through Traffic Lanes	# of Lanes	4-7	4-7	-
	Lane Width (ft)	12	12	12
	Type	Rigid	Rigid	-
Paved Shoulder Width	Left (ft)	Varies	Varies	10
	Right (ft)	10-12	10-12	10
Median Width	(ft)	Varies	Varies	22
Shoulder as a Bicycle Lane	Width (ft)	N	N	-
Other Bicycle Lane Width	(ft)	N/A	N/A	-
Bicycle Route	Y/N	N	N	-

- **Drainage System Information and Condition:** There are existing drainage systems within the project limits that have lost their serviceability due to wear and degradation.

- **Guardrail:** The guardrails within the project limits are Metal Beam Guard Railing (MBGR), which do not meet current standards.
- **Landscape:** There are various landscaping and trees located within the State's existing R/W, which will be protected in place.
- **Lights:** There are light poles along the right shoulders and the on/off-ramps.
- **Noise Barriers:** There are sound walls along the right shoulder to remain in place.
- **Railroad:** There are railroad OH crossings at the following locations:
  - SR-57: Southern California Regional Rail Authority (SCRRA)/Metrolink-Stadium OH, Bridge No. 55-0399, PM 12.27/12.33, City of Anaheim
  - SR-57: Union Pacific – Douglas OH, Bridge No. 55-0337, PM 12.96/13.00 City of Anaheim
  - SR-57: Burlington Northern and Santa Fe (BNSF) Railway – South Placentia OH, Bridge No. 55-0450, PM 16.63/16.64 City of Placentia
  - SR-57: BNSF Railway – Placentia OH, Bridge No. 55-0449, PM 16.84/16.85 City of Placentia
- **Signs:** There are existing OH sign structures that are nonstandard, and OH sign panels that have lost their reflectivity.
- **Utilities:** There are existing utilities within the project limits such as OH and underground (UG) electric, telecommunication, gas, water, and irrigation. The existing utilities within the project limits will remain in place.
- **Traffic Management Systems:** There are existing Intelligent Transportation System (ITS) elements such as fiber optic cables/Ethernet communication systems and conduits. There are also Changeable Message Sign (CMS) cabinets and their associated communication systems and power. In addition, the existing census stations are currently nonstandard.
- **Traffic Signals:** There are traffic signals at the on/off-ramps and local street intersections within the project limits that will remain in place.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to maintain bridge health, improve and restore drainage systems, upgrade OH sign structures and panels, upgrade traffic safety devices, restripe pedestrian crosswalks at ramps, install and upgrade traffic census stations, and install maintenance access roads.

Need:

SR-57 is operating with the following deficiencies:

- Bridges in poor and degrading condition
- Loss of reflectivity of OH sign panels
- Nonstandard OH sign structures that cannot support the newly proposed sign panels
- Nonstandard traffic safety devices
- Unserviceable drainage systems due to wear and degradation
- Faded crosswalk striping and lack of pedestrian warning signs for active transportation users
- Nonstandard census station systems
- Exposure of maintenance workers to live traffic during recurrent maintenance activities

4A. Problem, Deficiencies, Justification

Maintenance Engineering, Asset Management, and Headquarters provided an evaluation of the necessary bridge rehabilitation work within the project limits. The scope of the bridge work is based on the consensus to prioritize rehabilitating bridge features that have been evaluated to be in poor condition. The bridges selected for rehabilitation work are currently operating with intrusion of water into bridge decks and/or damaged approach and departure slabs.

Several OH sign panels have lost their reflectivity and need to be replaced with retroreflective sheeting American Society for Testing and Materials (ASTM) Type XI per Traffic Operations Policy Directive (TOPD) 14-2. These OH sign panel replacements were evaluated to determine which panels may need to be redesigned, enlarged, or supplemented with additional exit plaques. This resulted in the need to upgrade nonstandard OH sign structures at select locations to support the proposed OH sign panels.

There are numerous locations within the project limits that do not meet current traffic safety standards. The guardrails within the project limits are Metal Beam Guard Railing (MBGR), which do not meet current standards and will need to be upgraded to Midwest Guardrail System (MGS) based on the condition of the existing guardrail. Existing guardrails deemed to be in poor condition have been prioritized in this project. There are additional traffic safety deficiencies that need to be addressed including nonstandard crash cushion systems, nonstandard connections and transitions to bridge railings and barriers, and the need to relocate fixed objects such as electrical cabinets and luminaires.

Other deficiencies include loss of serviceability of existing drainage systems due to wear and degradation, faded crosswalk striping and lack of pedestrian warning signs at select ramp locations, nonstandard census station database for traffic count and truck classification, and exposure of maintenance workers to live traffic during recurrent maintenance activities.

4B. Regional and System Planning

System Planning

The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code § 65086) by evaluating conditions and recommending enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety and health, stewardship and efficiency, sustainability, livability, economy, system performance, and organizational excellence.

State Planning

In April 2017, Senate Bill 1, commonly referred to as the Road Repair and Accountability Act of 2017, was enacted into law. This comprehensive legislative initiative allocates a total of $54 billion in funding over the ensuing decade for the restoration and enhancement of roads, freeways, and bridges in communities across California. The measure also allocates increased financial resources to bolster transit and safety measures. A significant portion of the funding, approximately $26 billion, is earmarked specifically for improving the state highway system.

Regional Planning

The Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization for the six-county region, which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. As the MPO, SCAG is required to adopt and update

a Regional Transportation Plan (RTP) at least every four years. This project is included in the adopted SCAG 2024-2050 RTP/Sustainable Communities Strategy (SCS).

SCAG also prepares and implements the Federal Transportation Improvement Program (FTIP). The 2023 FTIP was adopted in October 2022. In April 2024, Administrative Modification #23-25 was transmitted to describe projects being amended and project listing reports for the 2023 FTIP. This project's PA&ED phase is programmed as part of the federally-adopted SCAG 2023 FTIP ID #ORA001109 and is currently shown with the following description: "In Orange County, on SR-57, in and near the cities of Orange, Anaheim, Placentia, Fullerton, and Brea, from Route 5 to the Los Angeles County line. Rehabilitate bridge decks by placing methacrylate, replace approach and departure slabs, rehabilitate drainage systems, replace overhead sign structures and sign panels, upgrade guardrail, and enhance highway worker safety." The following phases of this project are to be programmed in the next FTIP cycle.

Local Planning

This project corridor traverses five cities within Orange County including Orange, Anaheim, Placentia, Fullerton, and Brea.

There are other proposed projects on SR-57 within the vicinity of this project. Coordination will be required for the following projects:

TABLE 3: Ongoing Project Coordination

EA#	Beg PM	End PM	Phase	Construction Date	Project Manager	Project Description
0C120	21.1	22.5	0	5/2033	Barbara McGahey	Truck Climbing Lane
0K93U	15.6	16.1	3	12/2025	Brian Santos	Mainline Widening, Modifications to Interchanges, Multi-asset
0M970	11.5	12.5	3	10/2025	Barbara McGahey	Northbound (NB) Widening for Orange County Transportation Authority (OCTA)
0S330	11.1	22.6	3	6/2024	Barbara McGahey	Add Lighting & Replace Striping
0S530	15.9	16.0	3	9/2025	Barbara McGahey	Traffic Safety Improvement
0U510	19.8	19.8	0	10/2028	Jared Lindo	Southbound (SB) On-Ramp Widening at SR-90
0U690	10.7	15.0	0	9/2030	Barbara McGahey	Multi-asset
0U760	12.5	13.4	0	11/2026	Barbara McGahey	Offramp widening and improvements at Katella Ave and Ball Rd
0U860	15.0	R22.5	0	6/2030	Barbara McGahey	Multi-asset

0V560	16.9	18.4	3	6/2026	Susan Fong	Replace CMS & CMS Panels
0V740	20.9	20.9	1	7/2026	Saied Mehranfard	Remove K-rail and replace with CB
0V760	11.2	R22.5	3	4/2026	Saied Mehranfard	Install Fiber Cable & Upgrade RMS Switches
0V910	17.5	17.6	0	12/2026	Barbara McGahey	Bicycle/Pedestrian Mobility Enhancement

4C. Traffic

Current Traffic

The 2023 Annual Average Daily Traffic (AADT), Peak Hour Volume, and Peak Month ADT within the SR-57 project limits are shown below.

Table 4: 2023 Traffic Volumes

LOCATION		BACK			AHEAD		
PM	DESCRIPTION	PEAK HOUR	PEAK MONTH	AADT	PEAK HOUR	PEAK MONTH	AADT
10.83R	Junction (Jct) I-5 and SR-22, Begin Right Align	-	-	-	11,000	127,000	124,500
11.02R	End Right Align	11,200	130,000	126,900	-	-	-
11.02L	End Left Align	11,200	130,000	126,900	11,200	130,000	126,900
11.23	Chapman Ave Undercrossing (UC)	16,100	186,000	182,600	14,300	176,000	173,300
11.79	Orangewood Ave	14,700	180,000	176,200	14,300	176,000	171,300
12.54	Katella Ave	14,300	176,000	171,300	12,600	160,000	155,200
13.41	Ball Rd	12,600	160,000	155,200	16,600	211,000	204,100
14.77	Lincoln Ave	16,600	211,000	204,100	18,800	242,000	232,900
15.60	Jct SR-91	18,800	242,000	232,900	15,800	204,000	190,600
16.39	Orangethorpe Ave	17,000	218,000	204,100	17,700	242,000	225,700
17.30	Chapman Ave	17,700	242,000	225,700	14,100	194,000	180,900
17.57	Nutwood Ave	14,100	194,000	180,900	13,000	178,000	166,200
18.34	Yorba Linda Blvd	13,000	178,000	166,200	111,00	139,000	131,300
19.85	Jct SR-90	11,100	139,000	131,300	8,200	100,000	97,300
20.88	Lambert Rd	8,400	102,000	99,800	11,800	140,000	136,100
21.77	Tonner Canyon Rd	11,900	141,000	136,100	10,800	139,000	133,800
R22.55	Los Angeles/ Orange County Line	9,700	139,000	133,800	-	-	-

Collision Analysis

Traffic Accident Surveillance and Analysis System (TASAS) Selective Accident Retrieval (TSAR) data and Table B – Selective Accident Rate Calculation of each direction were obtained and reviewed for the five-year period from 01/01/2020 to 12/31/2024 and are tabulated below.

TABLE 5: SR-57 Traffic Collision Rates

Direction	PM	Number of Collisions			Actual Rate (Collisions/MVM)			Average Rate (Collisions/MVM)		
		F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]
NB	10.800R-11.022R	0	3	6	0.000	0.06	0.13	0.007	0.37	1.10
NB	11.022-22.500	9	415	1352	0.004	0.20	0.65	0.004	0.36	1.15
SB	10.800L-11.022L	0	6	18	0.000	0.13	0.39	0.006	0.36	1.07
SB	11.022-22.500	9	755	2559	0.004	0.36	**1.22**	0.004	0.36	1.15

Note:
[1] Fatal collisions
[2] Fatal collisions plus injury collisions
[3] All reported collisions
MVM = Million Vehicle Miles
Bold = *Above Statewide Average*

From PM 10.800R to 11.022R: This section covers the NB direction on SR-57 near the interchange with SR-22 and I-5. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 6 collisions: 0 Fatal, 0 Serious Injury, 3 Other Injury and 3 Property Damage Only (PDO).
- **Collision Factor:** The primary collisions pattern is Other Violations (66.7%) and Improper Turn (33.3%).
- **Type of Collision:** The primary types of collision are Sideswipe (66.7%), Hit Object (16.7%), and Overturn (16.7%).

From PM 11.022 to 22.500 (NB): This section covers the NB SR-57 mainline following the interchange at SR-22 and I-5 up to the Orange County/Los Angeles County line. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 1,352 collisions: 9 Fatal, 21 Serious Injury, 385 Other Injury and 937 PDO.
- **Collision Factor:** The primary collisions pattern is Speeding (52.1%), Other Violations (23.4%), Improper Turn (13.6%), Other Than Driver (5.1%), Influence Alcohol (4.6%), Unknown (0.6%), Failure to Yield (0.2%), Improper Driving (0.1%), and Follow Too Close (0.1%).
- **Type of Collision:** The primary types of collision are Rear End (52.7%),

Sideswipe (31.1%), Hit Object (12.4%), Broadside (1.4%), Overturn (1.0%), Other (0.9%), Head-On (0.4%), and Auto-Pedestrian (0.2%).

From PM 10.800L to 11.022L: This section covers the SB direction on SR-57 near the interchange with SR-22 and I-5. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 18 collisions: 0 Fatal, 0 Serious Injury, 6 Other Injury and 12 PDO.
- **Collision Factor:** The primary collisions pattern is Improper Turn (33.3%), Speeding (27.8%), Influence Alcohol (27.8%), and Other Violations (11.1%).
- **Type of Collision:** The primary types of collision are Hit Object (50.0%), Sideswipe (27.8%), and Rear End (22.2%).

From PM 11.022 to 22.500 (SB): This section covers the SB SR-57 mainline following the interchange at SR-22 and I-5 up to the Orange County/Los Angeles County line. The investigation is based on the data from TASAS for the 5-year collision history is 01/01/2020 to 12/31/2024.

- **Collision History:** The location has a total of 2,559 collisions: 9 Fatal, 28 Serious Injury, 718 Other Injury and 1,804 PDO.
- **Collision Factor:** The primary collisions pattern is Speeding (64.1%), Other Violations (17.4%), Improper Turn (11.5%), Influence Alcohol (3.5%), Other Than Driver (2.6%), Unknown (0.5%), Follow Too Close (0.3%), Failure to Yield (0.1%), and Improper Driving (0.1%).
- **Type of Collision:** The primary types of collision are Rear End (64.6%), Sideswipe (24.5%), Hit Object (8.3%), Broadside (1.1%), Overturn (0.7%), Other (0.5%), Auto-Pedestrian (0.2%), and Head-On (0.2%).

5. ALTERNATIVES

5A. Alternative 1 - Programmable Project Alternative

Alternative 1 is proposed to address the listed deficiencies within the project. This alternative will extend the service life of the bridge decks, restore existing drainage systems, replace OH sign panels and upgrade OH sign structures, improve complete streets elements, upgrade traffic safety devices, improve census stations, and install roadside safety features within the project limits.

Proposed Improvements

1. ***Bridge Rehabilitation***
   - Place methacrylate sealant over existing cracks.
   - Remove and replace approach and departure slabs.
     - Adjacent nonstructural slabs need to be further evaluated and replaced to correct the profile of the roadway.

TABLE 6: Bridge Work Summary

	Bridge Name	Bridge No.	Bridge Work
1	Chapman Ave UC	55-0171	Replace SB approach slabs on Lanes 3 and 4.
			Repair the joint edge spall on SB approach Lanes 3 and 4.
2	Santa Ana River	55-0400	Replace existing median barrier with Type 60MA barrier.
3	Orangewood Ave Undercrossing (UC)	55-0481	Methacrylate to seal cracks on deck for both directions.
			Remove and replace failed type B joint seal on all NB lanes at both ends.
			Replace all SB approach and departure slabs.
4	Douglas OH	55-0337	Replace SB approach slabs on Lanes 1 to 4 and shoulder.
			Repair 2 spalls located on SB departure Lanes 2 and 3.
5	Katella Ave UC	55-0401	Replace existing median barrier with Type 60MA barrier.
6	La Palma Ave UC	55-0470G	Remove departure concrete headwall and Portland Cement Concrete (PCC) on both lanes and right shoulder and reinstall with new structural slabs. Install Type B seal after the slabs are placed.
7	Route 57/91 Separation	55-0446	Replace SB departure slabs on Lanes 1 to 4.
			Methacrylate to seal cracks on deck for both directions.
8	Miraloma Ave Overcrossing (OC)	55-0855	Methacrylate to seal cracks on deck for both directions.
9	La Jolla St OC	55-0856	Methacrylate to seal cracks on deck for both directions.
10	Placentia Ave UC	55-0460	Replace SB departure slabs on Lanes 2 to 4.
11	Tonner Canyon Rd UC	55-0504	Replace approach and departure slabs in both directions.

2. ***Drainage Restoration***
   - Cure-in-place pipeline (CIPP) for 18 culverts
   - Remove and replace 3 culverts

- Full Trash Capture Devices

TABLE 7: Drainage Work Summary

	Unit	Statewide System Number	Culvert No.	Diameter (Inches)	Barrel	Length (Feet)	AMT Existing Condition	Activity
1	a	550574001119	4-3	24	1	110	Fair	Remove & Replace
2	a	550570001176	2-1	18	1	14	Poor	CIPP
3	a	550574001239	10-9	48	1	30	Poor	CIPP
4	a	550574001251	2-1	24	1	90	Poor	CIPP
5	a	550570001274	2-1	18	1	4	Poor	CIPP
	b	550570001274	3-2	18	1	45	Poor	CIPP
6	a	550570001311	2-1	18	1	4	Poor	CIPP
	b	550570001311	4-3	18	1	4	Poor	CIPP
7	a	550570001319	2-1	18	1	4	Poor	CIPP
8	a	550574001347	3-2	24	1	80	Fair	Remove & Replace
	b	550574001347	5-2	36	1	90	Poor	Remove & Replace
9	a	550574001379	2-1	24	1	190	Fair	Removed from scope[1]
10	a	550574001568	3-2	24	1	102	Fair	CIPP[3]
	b	550574001568	2-1	24	1	48	Poor	CIPP[3]
11	a	550574001823	6-5	18	1	195	Poor	CIPP
12	a	550574001838	3-2	18	1	145	Poor	CIPP
13	a	550570001891	2-1	24	1	80	Poor	CIPP
	b	550570001891	3-2	24	1	49	Poor	CIPP
14	a	550570001951	2-1	24	1	25	Poor	CIPP
15	a	550572001951	3-2	18	1	325	Poor	CIPP
16	a	550570002028	4-3	18	1	76	Poor	CIPP
17	a	550574002090	24-16	18	1	5	Poor	Removed from scope[2]
18	a	550574002171	3-2	30	1	100	Poor	CIPP

Notes:

(1) See section 6B. Value Analysis for details

(2) PDT deemed improvement no longer required after field investigations

(3) Work locations may be removed during PS&E due to overlapping work with 12-0K93U4

3. Overhead Sign Panel and Sign Structure Removal and Replacement

- Replace 27 OH sign panels with retroreflective sheeting ASTM Type XI per TOPD 14-2.
- Upgrade 13 OH sign structures to support the new sign panels.
  - Replace 10 OH sign structures
  - Remove and install 3 OH sign structures
- Remove 1 OH sign structure

TABLE 8: OH Sign Panel and Sign Structure Summary

No.	Direction	PM	Structure Type	# of Sign Panels Replaced	# of Sign Panels Installed	Sign Structure Replaced	Sign Structure Removed	Sign Structure Installed
1	NB	11.08	Single Post	1				
2	NB	15.89	Bridge Mounted	1				
3	SB	14.43	Bridge Mounted	1				
4	SB	16.37	Single Post	1				
5	SB	17.57	Single Post	1				
6	SB	17.80	Single Post	1				
7	SB	18.04	Single Post	1				
8	SB	20.9	Single Post	1				
9	NB	15.42	Single Post	1		X		
10	SB	11.23	Two Post				X	
11	SB	11.44	Two Post				X	
			Single Post		1			X
12	SB	11.61	Two Post		4			X
		11.62	Single Post				X	
13	SB	12.14	Two Post				X	
		12.18	Two Post		4			X
14	SB	12.36	Single Post	1		X		
15	SB	12.52	Single Post	1		X		
16	SB	12.79	Single Post	1		X		
17	SB	12.94	Single Post	1		X		
18	SB	13.42	Bridge Mounted	1		X		
19	SB	13.69	Single Post	1		X		
20	SB	14.79	Bridge Mounted	1		X		

21	SB	19.87	Bridge Mounted	1		X		
22	SB	21.71	Single Post	1		X		

4. *Traffic Safety Device Upgrades*

- Traffic safety device upgrades and improvements at 59 locations
- Improvements include replacing guardrail with MGS, installing concrete guardrail, replacing and installing crash cushions, and relocating and replacing fixed objects such as electrical cabinets, ramp metering signals and streetlights.
- Remove and replace approximately 8,000 feet of existing median concrete barrier from PM 11.3 to 12.7

TABLE 9: Traffic Safety Improvement Locations

Location Number	Sheet Number	Description	Proposed Improvement
1	L-1	SB SR-57 connector to SB I-5 and EB SR-22	Remove and replace crash cushion with anchor block transition
2	L-1	SB SR-57 right shoulder at connector to EB SR-22	Remove MBGR and replace with MGS with anchor block transition
3	L-1	SB SR-57 GP and HOV connector to SB I-5	Remove MBGR and replace with anchor blocks, concrete guardrail and crash cushion
4	L-1	SB SR-57 connector to WB SR-22 and Bristol St/La Veta Ave offramp	Remove and replace concrete guardrails and crash cushion
5	L-2	NB SR-57 right shoulder south of W Chapman Ave undercrossing	Remove MBGR protecting CMS structure and replace with MGS
6	L-2	Right shoulder of W Chapman Ave loop onramp to NB SR-57	Remove and replace MBGR with MGS
7	L-2	Right shoulder of W Chapman Ave hook onramp to NB SR -57	Install anchor block with crash cushion at flared corner of sound wall
8	L-2	NB SR-57 right shoulder north of W Chapman Ave	Remove MBGR protecting OH sign structure and replace with MGS

9	L-3	SB SR-57 right shoulder at entrance to W Chapman Ave offramp	Remove MBGR protecting OH sign structure and replace with MGS
10	L-5	Right shoulder of Orangewood Ave onramp to SB SR-57	Relocate cabinet
11	L-8, L-10	Right shoulder of Katella Ave hook onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
12	L-10	Left shoulder of SB SR-57 offramp to Katella Ave	Remove MBGR and install concrete guardrail with crash cushion
13	L-12	Right shoulder of Ball Rd onramp to SB SR-57	Relocate cabinet
14	L-13	Right shoulder of NB SR-57 loop onramp from Ball Rd	Remove MBGR and construct anchor block, concrete barrier, and crash cushion
15	L-13	Right shoulder of Ball Rd onramp to NB SR-57	Relocate cabinet
16	L-16	NB SR-57 right shoulder south of Wagner Ave overcrossing	Remove MBGR and replace with concrete barrier with crash cushion
17	L-18	NB SR-57 right shoulder south of South St overcrossing	Remove MBGR and construct with concrete guardrail with crash cushion
18	L-19	Right shoulder of Lincoln Ave onramp to SB SR-57	Relocate cabinet
19	L-20	Right shoulder of Lincoln Ave loop onramp to NB SR-57	Remove and replace MBGR with MGS
20	L-20	NB SR-57 right shoulder north of Lincoln Ave overcrossing	Remove and replace MBGR with MGS
21	L-20	Right shoulder of Lincoln Ave offramp from SB SR-57	Remove and replace MBGR with MGS
22	L-20	Right shoulder of Lincoln Ave loop onramp to SB SR-57	Relocate cabinet
23	L-23	NB SR-57 right shoulder north of Lincoln Ave onramp to NB SR-57	Remove MBGR systems and replace with MGS with anchor block transition

24	L-24	NB SR-57 connector to EB SR-91	Remove crash cushion and install concrete guardrails with crash cushion
25	L-24, L-25	NB SR-57 right shoulder at loop connector to WB SR-91	Remove MBGR and replace with MGS with anchor block transition
26	L-25	NB SR-57 gore area at loop connector to WB SR-91	Remove crash cushion and install concrete guardrails with crash cushion
27	L-25	SB SR-57 right shoulder under WB SR-91 to SB SR-57 connector flyover	Remove MBGR and replace with concrete guardrail up to bridge rail
28	L-25	NB SR-57 right shoulder under EB SR-91 to NB SR-57 connector flyover	Remove MBGR and replace with concrete guardrail up to bridge rail[1]
29	L-25	Right shoulder on WB SR-91 connector to SB SR-57	Remove MBGR and replace with concrete guardrail and crash cushion
30	L-25	Left shoulder on WB SR-91 connector to SB SR-57	Remove existing guardrail and replace with concrete guardrail and crash cushion
31	L-25	Right shoulder on EB SR-91 connector to NB SR-57	Remove MBGR and replace with MGS with anchor block transition[1]
32	L-25, L-26	Left shoulder on EB SR-91 connector to NB SR-57 near entrance gore	Remove and replace MBGR with MGS[1]
33	L-25, L-26	Right shoulder at end of WB SR-91 connector to NB SR-57	Remove and replace MBGR with MGS[1]
34	L-26	Right shoulder on EB SR-91 connector to NB SR-57 next to Miraloma Ave overcrossing	Remove and replace MBGR with MGS[1]
35	L-26	SB SR-57 right shoulder within exit gore to WB SR-91 connector	Remove and replace crash cushion and concrete guardrail
36	L-27	NB SR-57 exit gore to Orangethorpe Ave offramp	Remove crash cushion and install concrete guardrail with crash cushion
37	L-28	Right shoulder of Orangethorpe Ave onramp to NB SR-57	Remove MBGR and install concrete guardrail with crash cushion
38	L-29	NB SR-57 exit gore to Chapman Ave offramp	Remove crash cushion and install concrete guardrail with crash cushion

39	L-30	NB SR-57 exit gore to Nutwood Ave offramp	Remove crash cushion and install concrete guardrail with crash cushion
40	L-31	Right shoulder of Nutwood Ave onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
41	L-31	SB SR-57 right shoulder at entrance to Nutwood Ave offramp	Remove and replace MBGR with MGS
42	L-32	NB SR-57 right shoulder past entrance from Nutwood Ave onramp	Remove MBGR and install MGS with anchor block transition. Connect with proposed MGS system at Location #41
43	L-32	NB SR-57 right shoulder before exit to Yorba Linda Blvd offramp	Remove and replace MBGR with MGS. Connect with proposed MGS system at Location #40
44	L-32	SB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove and replace MBGR with MGS
45	L-33	NB SR-57 right shoulder past exit gore to Yorba Linda Blvd offramp	Remove and replace MBGR with MGS
46	L-33	Right shoulder of Yorba Linda Blvd hook onramp to SB SR-57	Relocate cabinet
47	L-34	Right shoulder of Yorba Linda Blvd loop onramp to NB SR-57	Remove MBGR and install concrete guardrail with crash cushion
48	L-34	Right shoulder of Yorba Linda Blvd hook onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
49	L-34, L-36	NB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove MBGR. Install concrete guardrail and MGS with anchor block transition. Connect with proposed MGS system at Locations #48 & 49
50	L-36	NB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove MBGR and replace with MGS. Connect with proposed MGS system at Locations #47 & 49
51	L-36	NB SR-57 right shoulder past hook onramp from Yorba Linda Blvd	Remove MBGR and replace with MGS with anchor block transition. Connect with proposed MGS system at Locations #47 & 48
52	L-38	NB SR-57 right shoulder past Rolling Hills Dr undercrossing	Remove MBGR and install concrete guardrail with crash cushion

53	L-39	NB SR-57 right shoulder past exit gore to SR-90 offramp	Remove MBGR and install concrete guardrail with crash cushion
54	L-39	Right shoulder of NB SR-57 offramp to SR-90	Remove MBGR and install curb & gutter
55	L-39	Left shoulder of NB SR-57 offramp to SR-90	Remove MBGR and install curb & gutter
56	L-39	Right shoulder of EB SR-90 hook onramp to SB SR-57	Remove MBGR and relocate ramp metering signal pole up slope
57	L-39	Left shoulder of WB SR-90 hook onramp to NB SR-57	Remove MBGR and install concrete guardrail with crash cushion
58	L-39	Right shoulder of WB SR-90 hook onramp to NB SR-57	Remove MBGR and replace with MGS with anchor block transition
59	L-43	SB SR-57 right shoulder south of Tonner Canyon Rd undercrossing	Remove and replace MBGR with MGS

Notes:
(1) Work locations may be removed during PS&E due to overlapping work with 12-0K93U4.

5. Complete Streets Upgrades

- Upgrade crosswalk markings to "Ladder" crosswalk markings and install pedestrian crosswalk warning signs per CAMUTCD at 5 locations.

TABLE 10: On/Off-Ramp Crosswalk Improvement Locations

#	Location	Direction	Number of Ramps	
			On-Ramp	Off-Ramp
1	Katella Ave	NB	2	1
		SB	2	1
2	Ball Rd	NB	1	0
		SB	1	1
3	Lincoln Ave	NB	1	0
		SB	2	1
4	Orangethorpe Ave	NB	0	1
		SB	1	1

5	Nutwood Ave	NB	0	1
		SB	1	1

TABLE 11: Pedestrian Crosswalk Warning Sign Locations

#	Location	Direction	On-Ramp (Tangent)	On-Ramp (Loop)	Off- Ramp
1	Katella Ave	NB			X
		SB			X
2	Ball Rd	NB			X
		SB			X
3	Lincoln Ave	NB			
		SB	X	X	X
4	Orangethorpe Ave	NB			X
		SB			X
5	Nutwood Ave	NB			X
		SB	X		X

6. ***Traffic Census Database Improvements***
   - Install 2 new census stations
   - Upgrade 1 existing census station

TABLE 12: Census Station Summary

#	Post Mile	Action	Location Description
1	16.12	Install New	North of SR-91
2	19.36	Install New	South of SR-90
3	20.38	Upgrade	North of SR-90

7. ***Roadside Safety Improvements***
   - Pave narrow areas in 5 locations at Ball Rd, Lincoln Ave, and Yorba Linda Blvd interchanges along SR-57.
   - Install access roads at 7 locations at Ball Rd, Lincoln Ave, and Yorba Linda Blvd interchanges along SR-57.

Nonstandard Design Features

The Design Standard Decision Document for the PA&ED phase was approved on 5/1/26 (provided under separate cover).

The nonstandard design features approved for this project include the following from the Highway Design Manual (HDM):

1) HDM Index 201.1 and 203.1 – **Horizontal Stopping Sight Distance**
2) HDM Index 302.1, 309.1(3)(a), 504.3(1)(c), and 504.4(4)(a) – **Shoulder Width and Horizontal Clearance**

5B. Alternative 2 - No Build

Alternative 2 (No Build) would retain the existing conditions within the project limits. This alternative would not address the identified deficiencies. Therefore, this alternative is not recommended.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

The project proposes replacing approach and departure slabs, upgrading OH sign structures, MGS and other traffic safety devices, paving areas, and installing access roads at specific locations. It is expected that the native soil beneath these improvements will be disturbed. An ADL Investigation will be conducted during the early stage of the PS&E phase.

The project scope also includes restriping the pedestrian crosswalks. The existing striping to be removed and replaced in the process will be addressed during the PS&E phase. Relative to removal/disposal of paint and thermoplastic striping (PTS), the yellow pigment for yellow thermoplastic material was banned in 2004 and yellow traffic stripe paint was banned in 1997. Therefore, Lead Based Paint (LBP) investigation for striping and markings will also be needed.

Since project involves the replacement of guard rails, an appropriate SSP should be included into the project package to address handling of the treated wood waste.

Permanent acquisition parcels are also required for the proposed drainage rehabilitation work associated with the project. Complete investigation of near surface soil within these parcel areas to assess the presence or absence of impacts associated with historical and current presence of oil wells, pipelines, other oil field appurtenances, and/or naturally occurring petroleum hydrocarbons is recommended in the early stages of PS&E. Soil within these areas should be tested for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.

Furthermore, if there is any disturbance of bridge structure, asbestos-containing materials (ACMs), and/or lead-based paint (LBP), then investigations will be needed during the early stage of the PS&E phase.

6B. Value Analysis

Value Analysis (VA) Deputy Directive 92-R1 requires that an approved FHWA VA study be performed on all projects over $50 million. The new State's VA threshold is now considered for all projects over $25 million to comply with the SB 1 mandate to implement strategies that result in $100 million in savings. A VA study for this project was completed in October 2025, as the estimated total project cost (including escalated support and capital costs) is $56.9 million.

Below is a summary of the alternatives accepted with modifications:

- The VA team proposed implementation of cementitious pipelining for the drainage rehabilitation work at Location 9a instead of removal and replacement of the culvert. This new proposal would require less traffic control measures. Upon evaluation with the Project Team, it was determined that Cured In Place Pipe method would be a more viable solution at this location due to specific pipe condition requirements necessary for cementitious pipelining. Further field investigation performed by the Maintenance team during PA&ED indicated that this culvert was free of debris and did not need repair; as a result, this work location was removed from the scope of the project.
- The VA team proposed utilizing full freeway closures for the proposed application of methacrylate, which would increase work efficiency and eliminate the risk of cold joints during methacrylate application. Upon evaluation with the Project Team, it was determined that the full closures would result in impacted delay costs that are significantly higher than the cost savings anticipated in the VA study. It was determined that methacrylate work at the SB SR-57 Orangewood UC location would be able to be performed during the full closure needed for the 2-post OH sign structure work near this location.

A structured review and evaluation for all the concepts proposed as part of the value analysis was conducted. During that time, subject matter experts from the Project Team identified which Value Analysis alternatives are accepted, which are rejected and the rationale for rejection, and which Value Analysis alternatives are conditionally accepted, accordingly. Value Analysis alternatives that are accepted will be properly integrated into the Project design during the PS&E phase.

6C. Resource Conservation

No resource conservation was identified on this project.

6D. Right-of-Way Issues

6D-1. Right-of-Way Acquisition

The "No-Build" alternative has no right of way involvement. The "Build" alternative requires permanent easements for ingress/egress and to perform proposed pipe liner work. See **Table 6.1** below for specific right of way acquisition requirements at each identified location. Additionally, a Mitigation and Compliance Cost Estimate (MCCE) is included as there are environmental permits or mitigations (United States Army Corps of Engineers – Section 404, Regional Water Quality Control Board – 401 Certification, and California Department of Fish & Wildlife – 1602 Agreement) that are Right of Way cost obligations associated with this project. See **Attachment F** – Right of Way Data Sheet.

TABLE 6.1: Right of Way Requirements

No.	Owner	Assessor's No.	Permanent Easement (SQFT)	Location Description
1	OCFCD	-	270	PM 21.8 - East of NB SR-57
2	City of Brea	306-031-22	1,060	PM 21.8 - East of NB SR-57

6D-2. Right-of-Way Utilities

A field review at the project site was performed and utilities were identified within the project limits. There are no utility conflicts within the proposed area and no utility relocations are anticipated for the project. In addition, no test holes are needed to meet Caltrans' policy regarding high priority utilities and no test holes are needed to determine utility conflicts. All existing utilities will be preserved and remain in place. Refer to **Attachment D** for the current utility plans and Utility Management Matrix.

6D-3. Relocation Impact Studies

It has been determined there are no impacts to owners, tenants, businesses, or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970. Therefore, a Relocation Impact Document is not needed.

6D-4. Airspace Lease Areas

The following are the Freeway Lease Areas within the project limits:

- 12-ORA-057-0010 PM 13.5 adjacent to the Ball Rd on-ramp to NB SR-57.
- 12-ORA-057-0009 PM 21.9 within the Tonner Canyon loop off-ramp.

There are no impacts to the existing Freeway Lease Areas from the project. Furthermore, the proposed project does not have potential for future airspace lease development.

6D-5. Railroad Involvement

There are railroad overhead crossings within the project limits:

- SR-57: SCRRA/Metrolink-Stadium OH, Bridge No. 55-0399, PM12.27/12.33, City of Anaheim
- SR-57: Union Pacific – Douglas OH, Bridge No. 55-0337, PM 12.96/13.00 City of Anaheim
- SR-57: BNSF Railway – South Placentia OH, Bridge No. 55-0450, PM 16.63/16.64 City of Placentia
- SR-57: BNSF Railway – Placentia OH, Bridge No. 55-0449, PM 16.84/16.85 City of Placentia

The proposed work needed to replace the damaged approach/departure slabs will be performed near Douglas OH, Bridge #55-337 (Union Pacific Railroad). Proposed work will not be performed outside of the bridge railings and proposed work will be performed in such a manner to avoid a potential to foul any nearby tracks. In addition, no work will be performed within 25 feet from any railroad track at this crossing or any other railroad crossing within the project limits. An Office of Engineer Railroad Clearance Memo is required which contains railroad short clauses that must be inserted into the Specifications.

6E. Environmental Compliance

Caltrans would act as the lead agency in the preparation of a joint CEQA/NEPA environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 326 Categorical Exclusion Assignment.

Based on the project's impacts, a CE/CE has been prepared in accordance with Caltrans' environmental procedures as well as State environmental regulations. The signature page of the CE/CE is attached to this document as **Attachment H**.

6F. Air Quality Conformity

Environmental Protection Agency's (EPA) Transportation Conformity Regulations final rule dated March 24, 2010, states that the proposed project should not contribute to a National Ambient Air Quality Standards (NAAQS) violation and should conform to the state's plans to implement the NAAQS. According to the Code of Federal Regulations (CFR) Title 40 Section 93.126, the project is considered a safety or other exempt project because it involves guardrail improvements, sign replacements, and transportation enhancement activities. These exempt projects do not require any hot spot analysis for conformity purposes. As a result, no further air quality analysis is needed for the project.

6G. Title VI Considerations

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, it administers.

6H. Noise Abatement Decision Report

The proposed project does not involve any of the criteria listed in Section 3 of the Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol). Thus, according to the FHWA 23CFR772, the project does not qualify as a "Type I project" and therefore, a traffic noise study is not required.

6I. Transportation Management Plan

The TMP will be required for the project due to the expected impact on traffic during construction. The TMP will identify methods to reduce traffic delay, maintain traffic flow, and provide a safe environment for the work force and motoring public. A traffic analysis should be performed as part of the TMP to evaluate the potential impact that the project will have on traffic and identify the benefit of its implementation. Elements expected to be recommended or discussed in the project TMP include:

- Public Information
- Alternate Routes (or Detours)
- Pedestrian/Bicycle Access Improvements
- Speed Limit Reduction
- Portable CMS
- Transportation Management Center

- COZEEP/CHP, and/or local agencies support
- TMP Coordination & Review
- Traffic Management Teams (TMT)
- Lane Requirements Chart
- Construction Staging
- Traffic Handling Plans
- Lane Modifications
- Night Work
- Coordination with Adjacent Sites

Most of the construction activities will require night work to avoid traffic delays. Final traffic management details and lane closure chart will be developed during the PS&E phase.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Geotechnical

A geotechnical study and foundation report dated April 4, 2025, was provided for the replacement of OH sign structures and streetlights with footings that are more than three feet deep.

7B. Community/Local Agency Interaction

All traffic handling and detour plans must be coordinated with the Cities of Orange, Anaheim, Fullerton, Placentia, Brea, CHP, and emergency responders during construction.

7D. Storm Water Quality

The project is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB), Region 8. The receiving waterbodies are the Santa Ana River Reach 2, Chantilly Storm Channel, Placentia Storm Channel, Carbon Creek Channel, Brea Creek Channel, Loftus Diversion Channel, and Tonner Canyon Channel. None of these waterbodies are 303(d)-listed as being impaired.

The project lies within the San Gabriel River, Estuary and Tributaries Total Maximum Daily Load (TMDL) for Indicator Bacteria, and the San Gabriel River TMDL for Metals (Cu, Pb, Zn) and Selenium as identified in the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ, NPDES No. CAS000003).

The project must conform to all applicable water quality regulations and/or permit requirements of the State Water Resources Control Board (SWRCB), and the local SARWQCB, which include, but are not limited to, the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ, NPDES No. CAS000003); the Statewide General Permit for Storm Water Discharge Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ); and the Caltrans Storm Water Management Plan, and any subsequent revisions and/or additional requirements at the time of construction.

A Storm Water Data Report (SWDR) has been prepared in accordance with the guidelines given in the Caltrans Project Planning and Design Guide, dated June 2023, and all subsequent revisions and/or addendums.

The total Disturbed Soil Area (DSA) is 2.205 acres. Since the total DSA is greater than 1.0 acre, a Storm Water Pollution Prevention Plan (SWPPP) is required. The Net New Impervious Area (NNI) is 0.207 acres and the Replaced Impervious Surface (RIS) is 0.480 acres, which yields a New Impervious Surface (NIS) of 0.687 acres (29,930 square feet). Since the project creates more than 10,000 square feet of NIS area, the project must implement post-construction Treatment Best Management Practices for TMDLs and STGAs.

The project is located within a watershed with a Total Maximum Daily Load (TMDL) as identified in Attachment D of the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ). Since this project discharges to a water body with an established TMDL as identified in Attachment D of the Caltrans NPDES permit, any runoff treated more than the new impervious area created by the project may be claimed to meet Caltrans NPDES permit requirements for achieving the TMDL compliance strategy.

The project limits are within a Significant Trash Generating Area (STGA) as identified in the Caltrans Statewide NPDES Permit Attachment E - Trash Implementation Requirements. Caltrans has committed to the SWRCB that roadways identified as STGA's will implement Full Capture Trash Devices by the year 2030. To meet the Caltrans Statewide Trash Implementation Requirements the project will incorporate Full Capture Trash Devices within STGAs within project limits and where feasible to comply with the Department's Trash Implementation obligations."

7E. Permits

At this stage, the anticipated Permits required within the Project limits are summarized in **TABLE 13: Permits within Project Limits**.

TABLE 13: Permits within Project Limits

No.	Permits/Approvals	Agency	Status/ When Required
1	Clean Water Act Section 401 Water Quality Certification and Waste Discharge Requirements**	RWQCB	Not Initiated / Application to be submitted after approval of ED/ROD and Prior to Construction
2	NPDES Statewide Storm Water Permit and Waste Discharge Requirements for State of California Department of Transportation [Order No. 2022-0033-DWQ, NPDES No. CAS000003 (effective January 1, 2023)]	SWRCB	Adopted June 2022 / Effective January 1, 2023
3	NPDES Statewide Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities [Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (effective September 1, 2023)]	SWRCB	Adopted September 2022 / Effective September 1, 2023, Project Permit Coverage not initiated / Submit prior to construction
4	General Waste Discharge Requirements [Santa Ana RWQCB Order No. R8-2020-0006, NPDES No. CAG998001 (effective July 1, 2020); and/or Los Angeles RWQCB, Order No. R4-2018-0125, NPDES No. CAG994004 (effective November 13, 2018)]	Santa Ana RWQCB / Los Angeles RWQCB	Adopted September 2018 / Effective November 13, 2018, Project Permit Coverage not initiated / Submit prior to any construction within groundwater dewatering areas, if required.
5	Clean Water Act Section 404 Nationwide Permit*/**	USACE	Not Initiated / Application to be submitted after approval of ED/ROD
6	Section 1602 Lake or Streambed Alteration Agreement*/**	CDFW	Not Initiated / Application to be submitted after approval of ED/ROD and Prior to Construction

Notes: * Not anticipated at this stage, coordination would be required if impacts are found during subsequent phases of the Project.
** Will comply with Environmental MCCE.
Caltrans = California Department of Transportation; CDFW = California Department of Fish and Wildlife; ED = Environmental Document; EIR = Environmental Impact Report; NPDES = National Pollutant Discharge Elimination System; ROD = Record of Decision; USACE = U.S. Army Corps of Engineers; WQ = Water Quality

7F. Graffiti Control

The project is located in the urban area of Orange County, which is an identified graffiti-prone area in the Caltrans *Project Development Procedures Manual*, Appendix K. Graffiti deterrent techniques would be used as part of the project to limit accessibility to structures (e.g., bridges,

retaining walls, sound walls, overhead signs). Graffiti resistant/deterrent paint and coating would be used where practical. Details of graffiti deterrent techniques will be provided during the final design.

7G. Climate Change Considerations

Caltrans utilizes the FHWA Infrastructure Carbon Estimator (ICE) tool to estimate a project's lifecycle energy and Greenhouse Gas (GHG) emissions from construction and maintenance of transportation facilities. The tool helps provide strategies to reduce emissions for construction and does not attempt to formally determine the project's environmental impact as done by California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) documentation.

However, a quantitative calculation of GHG emissions was deemed unsuitable due to the limitations of the ICE tool. Instead, a qualitative analysis is used for the project.

From a qualitative point of view, the project is to extend the life expectancy of the bridges, restore drainage facilities, replace OH sign panels and OH sign structures, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features. The project is not expected to result in increased operational emissions as no additional roadway capacity will be added.

Construction emissions are unavoidable but are projected to be analyzed and reduced to the extent possible in the subsequent phases through planning and implementation of best practices throughout the project delivery process. Where available, it is recommended that materials within a local radius of the project area are to be utilized to reduce GHG emissions. Also, the project is expected to reduce GHG emissions by reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The total escalated capital outlay construction cost is estimated to be $39,256,000, the total escalated capital outlay right-of-way cost is estimated to be $298,000, and the total escalated support cost is estimated to be $17,381,000. It has been determined that the project will be funded through the Senate Bill (SB)-1 SHOPP program, amended into the 2026

SHOPP. The project was originally scheduled for construction allocation in FY 2027/2028, but due to the SHOPP Rebalance, the project will be allocated for construction in FY 2028/2029. It has been determined that this project is eligible for Federal-aid funding.

Programming

The following table shows the breakdown of funding consisting of the 2026 SHOPP funds.

Fund Source	Fiscal Year Estimate						
201.121	24/25	25/26	26/27	27/28	28/29	29/30	Total (Escalated)
Component	In thousands of dollars ($1,000)						
PA&ED Support	3,800						3,800
PS&E Support		5,000					5,000
Right-of-Way Support			681				681
Construction Support					7,900*		7,900
Right-of-Way					298*		298
Construction					39,256		39,256
Total	3,800	5,000	681		47,454		56,935

*Amount shown is escalated value.

The support-to-capital cost ratio is 43.9%.

During the early stages of project development, it was identified that several required permits associated with the project will require payment of agency fees during the construction phase. These costs were not included in the original phase programming and therefore require the addition of funding within Phase 9 (Construction).

Based on current estimates, approximately $298,000 will be required to cover acquisition of two parcels and to pay permitting expenses associated with the project. These funds will be used to pay for acquisition parcels and permit fees required by outside agencies and regulatory entities necessary to authorize construction activities.

To address this need, Phase 9 will be added to the project programming through a Project Change Request (PCR) during Phase 1 (Project Development). The PCR will adjust the project's phase distribution to include the required funding for acquisition to meet the R/W Certification and for permitting so that the costs can be paid at the appropriate time during construction.

This approach allows the project team to maintain progress during Phase 1 while ensuring that adequate funding is programmed in advance of construction to satisfy Right of Way and Permit requirements and avoid delays to the project delivery schedule.

Estimate

The cost estimate is included as **Attachment C**.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Year)
PROGRAM PROJECT	M015	4/2024
BEGIN ENVIRONMENTAL	M020	7/2024
PA & ED	M200	5/2026
BEGIN DESIGN	M210	7/2026
RIGHT OF WAY REQUIREMENTS	M224	10/2026
FINAL RIGHT OF WAY REQUIREMENTS	M265	4/2027
PS&E TO DOE	M377	8/2027
RIGHT OF WAY CERTIFICATION	M410	9/2028
READY TO LIST	M460	10/2028
FUND ALLOCATION	M470	12/2028
HEADQUARTERS ADVERTISE	M480	1/2029
AWARD	M495	4/2029
APPROVE CONTRACT	M500	5/2029
CONTRACT ACCEPTANCE	M600	1/2032
END PROJECT EXPENDITURES	M800	1/2034
FINAL PROJECT CLOSEOUT	M900	1/2035

10. RISKS

A risk analysis was conducted, and the results are compiled in the Risk Register, which includes the identified risks, qualitative and quantitative risk analysis, response strategy, and risk owners/managers. The project risk register prepared at the Project Studies level is based on utilizing a qualitative risk analysis approach to rank the risks into high, medium, and low risk categories based on their probability of occurrence and their impact on the project objectives such as schedule, cost, right of way impact, and quality.

The project risk register is being carried forward to track and monitor these risks and will be updated as necessary. While probability and impact vary with each one, these risks require close attention throughout the project. These risks should be monitored and updated during the entire project development phase. The risk register is included as **Attachment B**.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)
The project is an Assigned Project in accordance with the current FHWA and Caltrans Joint Stewardship and Oversight Agreement. It is exempt from FHWA review.

California Department of Fish and Wildlife
California Fish and Game Code Section 1602
Lake or Streambed Alteration Agreement

Regional Water Quality Control Board
Clean Water Act Section 401

US Army Corps of Engineers
Clean Water Act Section 404

Local Agency
All traffic handling and detours must be coordinated with the cities of Anaheim, Orange, Placentia, Fullerton, Brea, the County unincorporated area, CHP, and emergency responders during construction.

12. PROJECT REVIEWS

District Program Advisor	Bala Nanjappa	Date	8/29/25
District Maintenance	Bala Nanjappa	Date	8/29/25
District Safety Devices Coordinator	Bryan Sorensen	Date	8/29/25
Project Manager	Barbara McGahey	Date	8/29/25
District Safety Review	Mohsen Zadeh	Date	12/9/25
Constructability Review	Ken Tran	Date	1/8/26

13. PROJECT PERSONNEL

Name	Title	Phone Number
Brian Nguyen	Project Engineer, Design Branch A	(949)742-1587
Harris Huynh	Project Engineer, Design Branch A	(949)795-7383
Barbara Mcgahey	Project Manager	(949)226-6840
Ken Tran	Branch Chief, PQC/Constructability Unit	(818)319-0846
Triet Dang	Acting Branch Chief, Design Branch B	(949)426-4367
Joseph Lee	Branch Chief, Design Branch A	(949) 279-8685
Peyman Kaviani	Branch Chief - Division of Engineering Services	(279)766-1787
Katherine Dinh	Acting Branch Chief, Electrical Design	(949)742-2139
Smita Deshpande	Branch Chief, Environmental Analysis	(657)328-6151
Ricardo Caraig Jr.	Branch Chief, Environmental Engineering	(949)697-3500
Phi Dinh	Branch Chief, Hydraulics	(657)328-6172
Eric Dickson	Branch Chief, Landscape Architect	(657)328-6201
Bala Nanjappa	Branch Chief, Maintenance	(949)279-8840
Evangelina Washington	Branch Chief, R/W Planning & Management/Project Coordination & Acquisition	(949)275-7468
Erika Irizarry	Branch Chief, R/W Utilities Relocation, Airspace & Railroads	(949)275-4234
Arvin Cuevas	Branch Chief, NPDES Stormwater	(657)328-6149
Joanna Xiao	Branch Chief, System Planning	(805)732-9802
Gary Slater	Branch Chief, Traffic Operations - Safety	(657)328-6422
Lorica Subida	Branch Chief, Traffic Operations - Northeast	(949)279-9091

14. ATTACHMENTS (Number of Pages)

A. Preliminary Project Plans (45)
B. Risk Register (8)
C. Project Cost Estimate (10)
D. Storm Water Data Report (Signature Page) (1)
E. TMP Cost Data Sheet (1)
F. Right of Way Data Sheet (7)
G. Utility Plans and Utility Management Matrix (47)
H. Environmental Document (19)
I. Geotechnical Memorandum (10)
J. Initial Site Assessment (15)
K. Structures Advance Planning Study (23)
L. Asset Management Tool (1)
M. Complete Streets Decision Document (5)

Attachment A:
Preliminary Project Plans

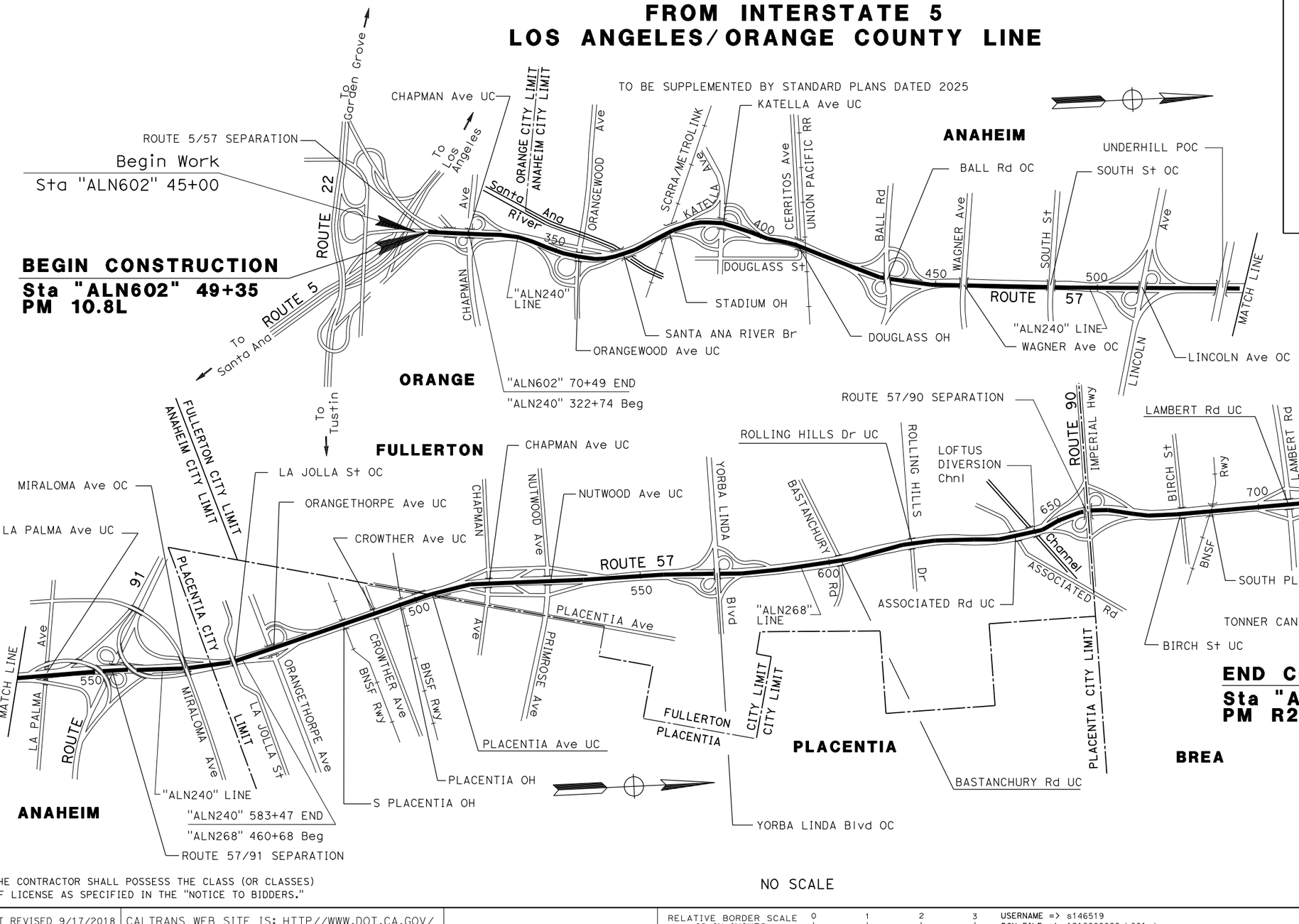
INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	57	10.8L/R22.5	1	-

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY
IN ANAHEIM, ORANGE, PLACENTIA, FULLERTON, AND BREA
FROM INTERSTATE 5
LOS ANGELES/ORANGE COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2025





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

NO SCALE

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

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

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

CONTRACT No.	12-0R370
PROJECT ID	1218000088

PROJECT MANAGER

DESIGN MANAGER

LAST REVISION 05-08-23

DATE PLOTTED => 25-MAR-2026
TIME PLOTTED => 09:33

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATIONS:

OCFCD ORANGE COUNTY FLOOD CONTROL DISTRICT

LEGEND:

----- PROPOSED EASEMENT

CURVE DATA

No. #	R	Δ	T	L
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86.97' Lt "ALN2024" 112+28.62
Beg CONCRETE BARRIER

45.14' Rt "ALN2024" 113+98.41
END CONCRETE BARRIER
CRASH CUSHION TL-3

52.19' Lt "ALN602" 52+20.45
END CONCRETE BARRIER (BRIDGE)
Beg REMOVE GUARDRAIL
Beg CONCRETE BARRIER

56.55' Lt "ALN602" 51+98.77
Beg CONCRETE BARRIER (BRIDGE)

23.62' Lt "ALN602" 51+88.83
END CONCRETE BARRIER (BRIDGE)
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Beg CONCRETE BARRIER

23.16' Lt "ALN602" 51+65.26
Beg CONCRETE BARRIER (BRIDGE)

34.94' Lt "ALN2024" 112+69.80
Beg CONCRETE BARRIER

26.68' Lt "ALN602" 54+12.01
END CONCRETE BARRIER
CRASH CUSHION TL-3

31.06' Lt "ALN2117" 82+67.89
END INSTALL MGS
IN-LINE TERMINAL TL-3

25.85' Lt "ALN602" 53+63.85
END REMOVE GUARDRAIL
REMOVE Exist CRASH CUSHION

REMOVE AND INSTALL HMA DIKE

38.61' Rt "ALN2117" 83+70.81
END REMOVE GUARDRAIL

7.07' Lt "ALN2117" 83+99.56
END CONCRETE BARRIER
REMOVE Exist CRASH CUSHION
CRASH CUSHION TL-3

35.41' Lt "ALN2117" 84+12.80
RELOCATE CALL BOX

35.27' Lt "ALN2117" 84+17.83
END ANCHOR BLOCK
Beg INSTALL MGS

35.04' Lt "ALN2117" 84+32.83
Beg ANCHOR BLOCK
Beg REMOVE GUARDRAIL
TRANSITION RAILING (AGT)

5.77' Lt "ALN2117" 84+68.82
Beg CONCRETE BARRIER

10.49' Lt "ALN2117" 84+72.27
Beg CONCRETE BARRIER

"ALN2024" LINE

"ALN2117" LINE

"ALN602" LINE

"ALN2179" LINE

"ALN2024" 118+54.51 BC

"ALN2117" 85+65.88 BC

"ALN602" 54+28.28 EC

R/W

MVP (1.20% HMA-A)

SB 57 TO WB 22

SB 5 TO WB 22

SB ROUTE 5

NB ROUTE 5

SB 57 TO SB 5

SB 57 TO EB 22

SB 5 TO EB 22

NB 5 TO NB 57

EB/WB 22 TO NB 57

LA VETA AVE

LAYOUT

SCALE: 1" = 50'

L-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:22

BORDER LAST REVISED 8/5/2020

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DGN FILE => 1218000088ea001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

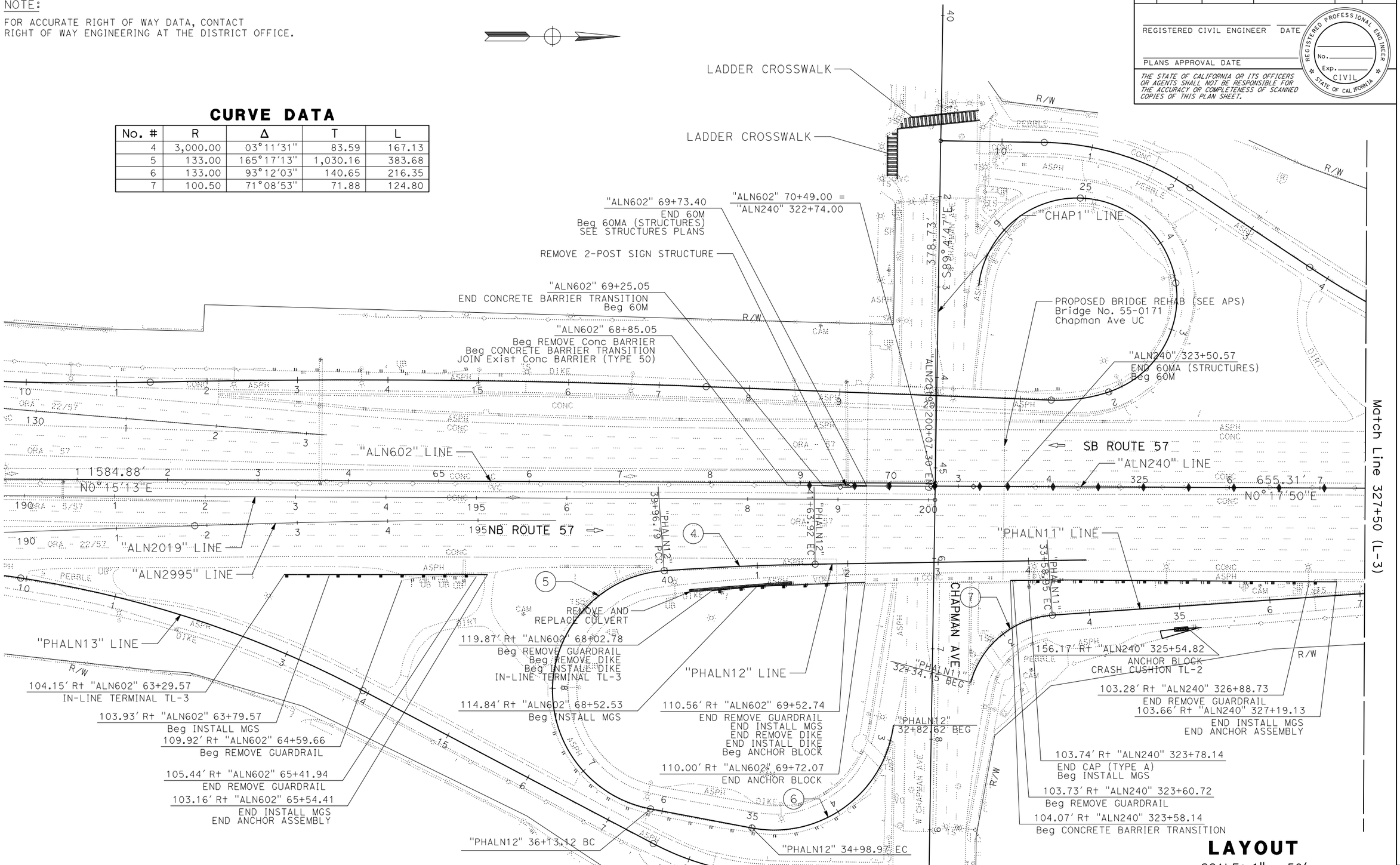
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NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

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6	133.00	93°12'03"	140.65	216.35
7	100.50	71°08'53"	71.88	124.80



LAYOUT

SCALE: 1" = 50'

L-2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Gutans®

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FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

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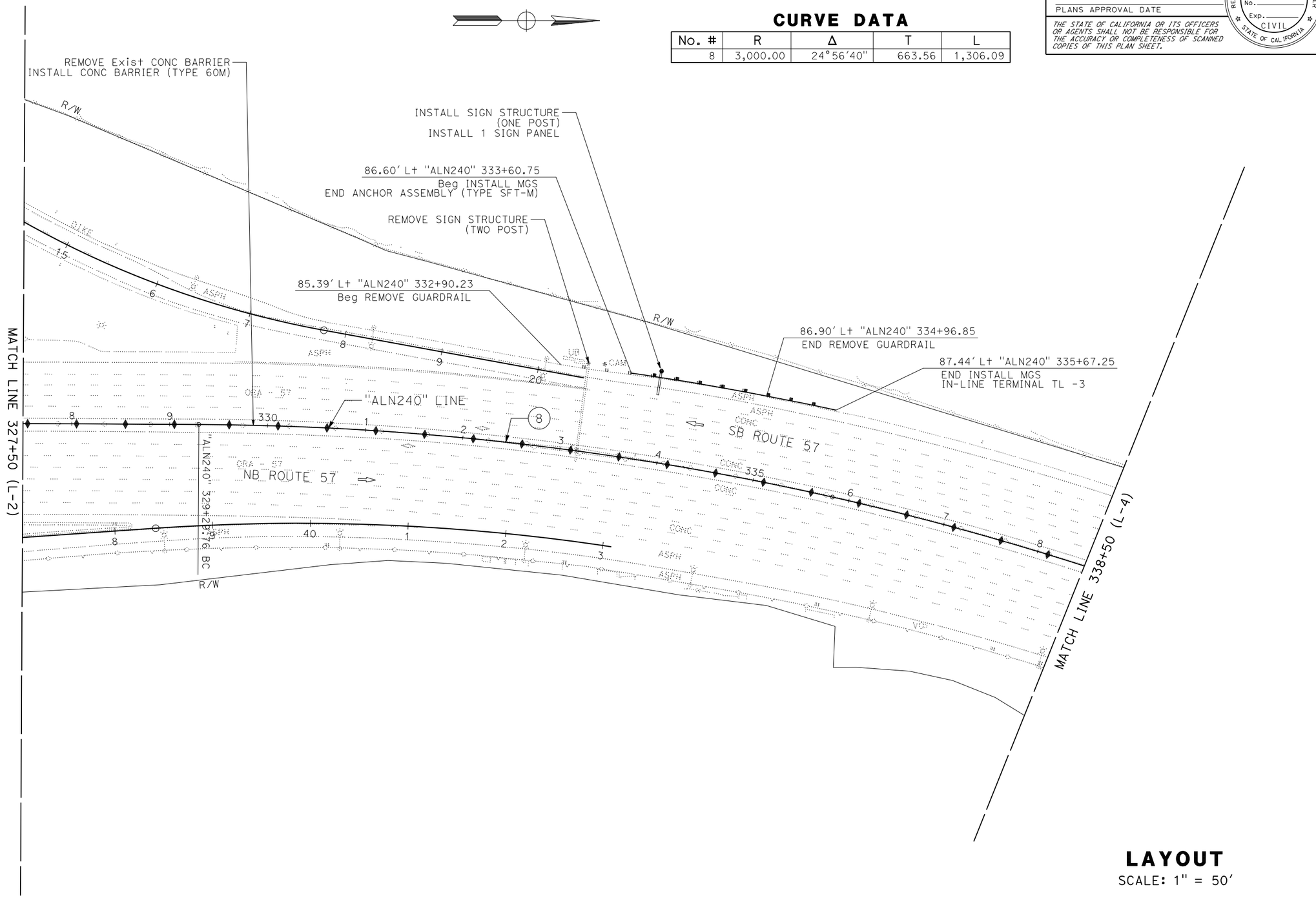
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REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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LAYOUT

SCALE: 1" = 50'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:23

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UNIT 2992
PROJECT NUMBER & PHASE 12180000880

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REGISTERED CIVIL ENGINEER DATE

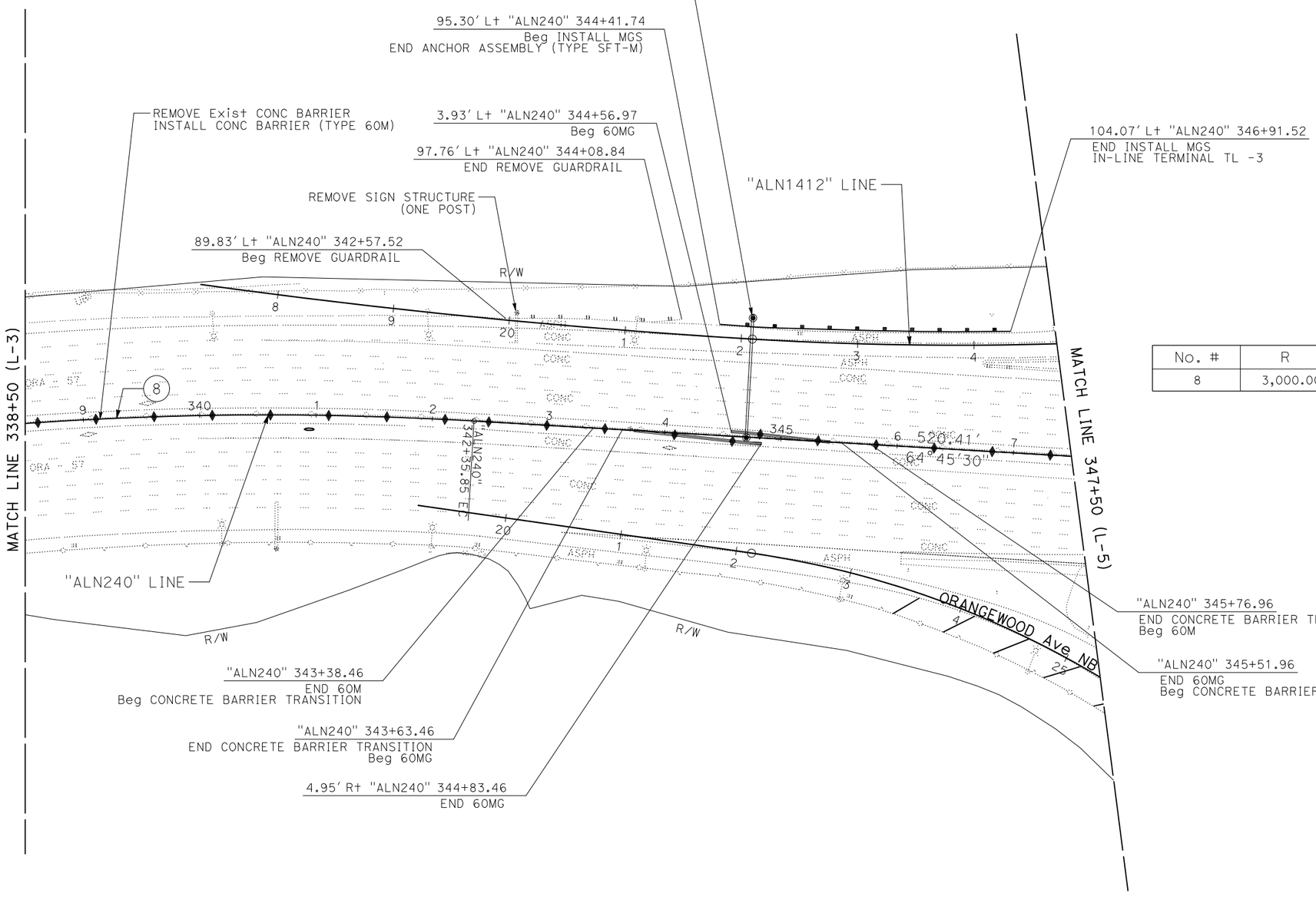
PLANS APPROVAL DATE

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

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

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LAYOUT

SCALE: 1" = 50'

L-4

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Caltrans

REVISED BY	DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:24

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

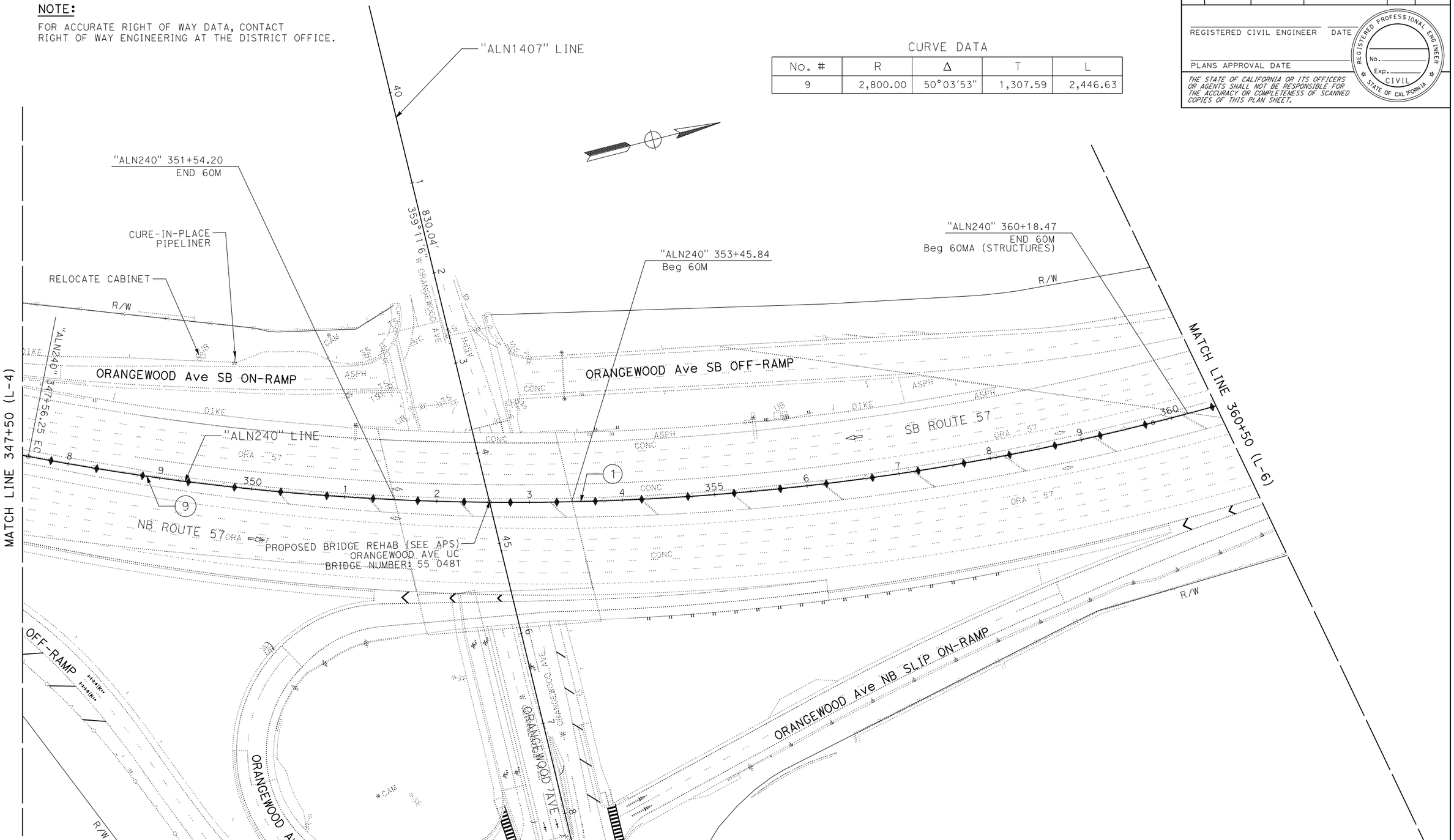
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
9	2,800.00	50°03'53"	1,307.59	2,446.63



LAYOUT

SCALE: 1" = 50'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

DATE REVISED	REVISED BY

LAST REVISION 00-00-00
DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:24

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea005.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

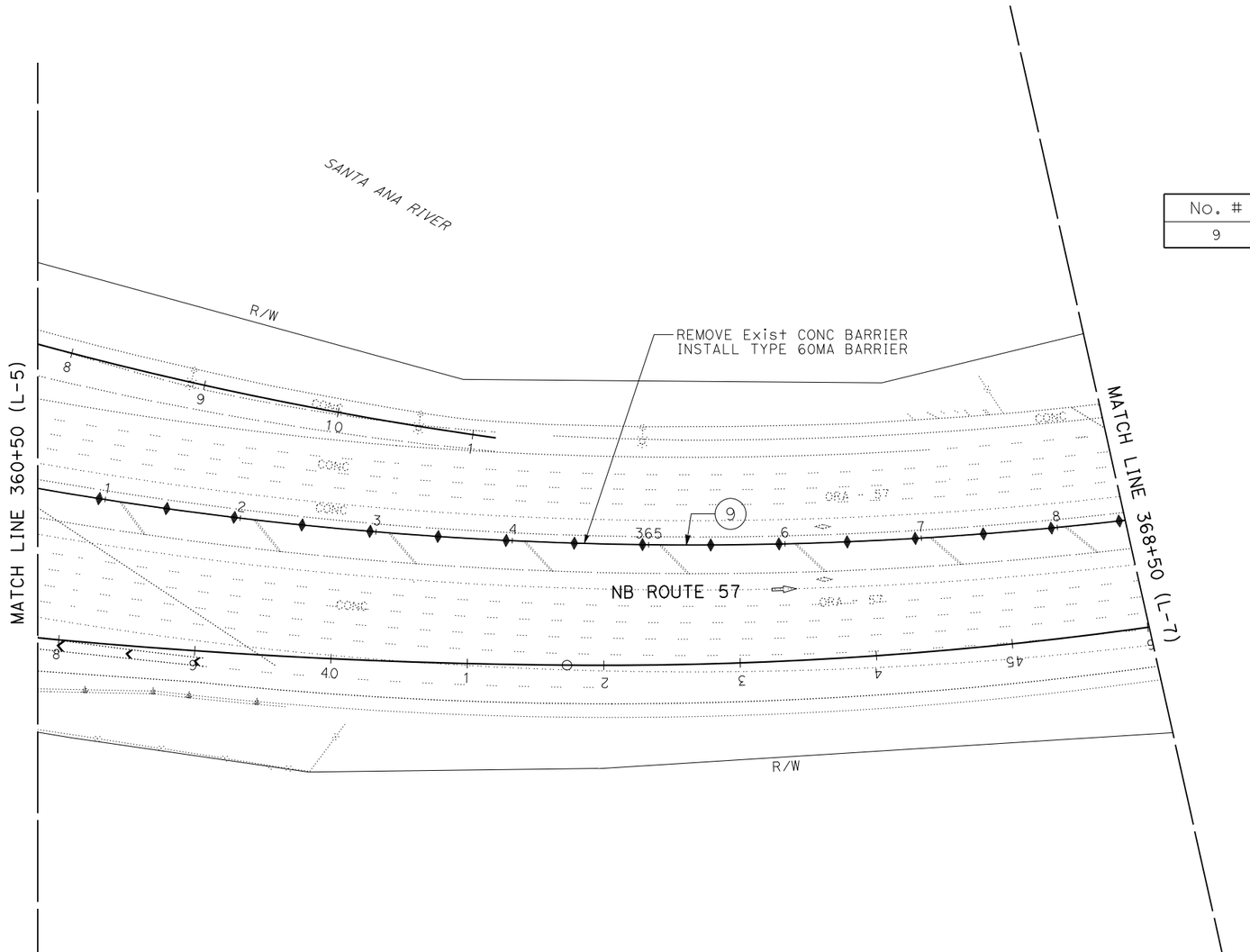
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
9	2,800.00	50°03'53"	1,307.59	2,446.63

LAYOUT

SCALE: 1" = 50'

L-6

CALCULATED-DESIGNED BY

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DATE REVISED

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:25

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea006.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

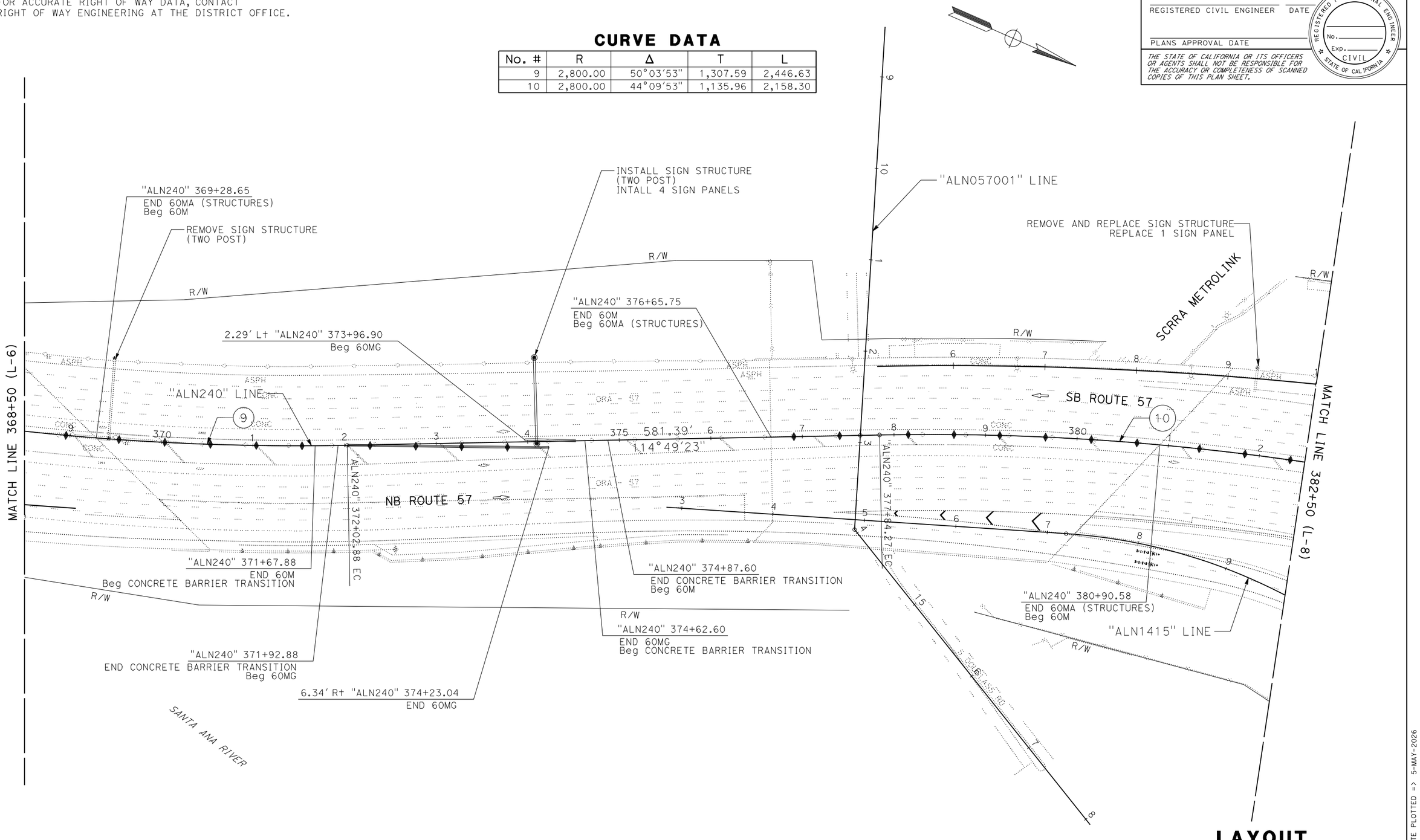
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
9	2,800.00	50°03'53"	1,307.59	2,446.63
10	2,800.00	44°09'53"	1,135.96	2,158.30



LAYOUT
SCALE: 1" = 50'

L-7

REVISED BY	DATE REVISED
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN A**

LAST REVISION 00-00-00
DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:26

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 DGN FILE => 1218000088ea007.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

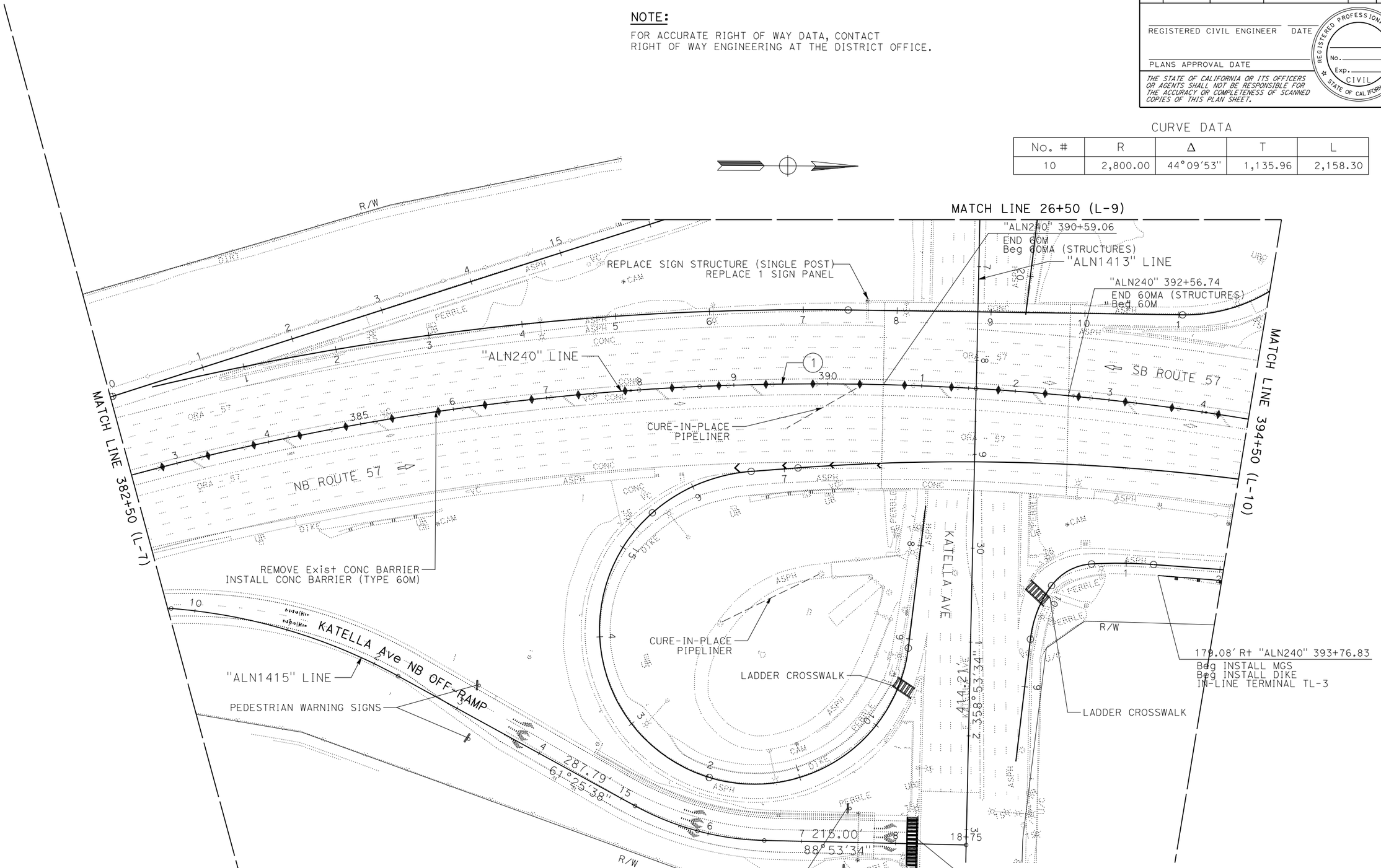
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
10	2,800.00	44°09'53"	1,135.96	2,158.30



LAYOUT
SCALE: 1" = 50'

L-8

REVISED BY | DATE REVISED
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FUNCTIONAL SUPERVISOR: JOSEPH LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A

LAST REVISION | DATE PLOTTED => 5-MAY-2026
00-00-00 | TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

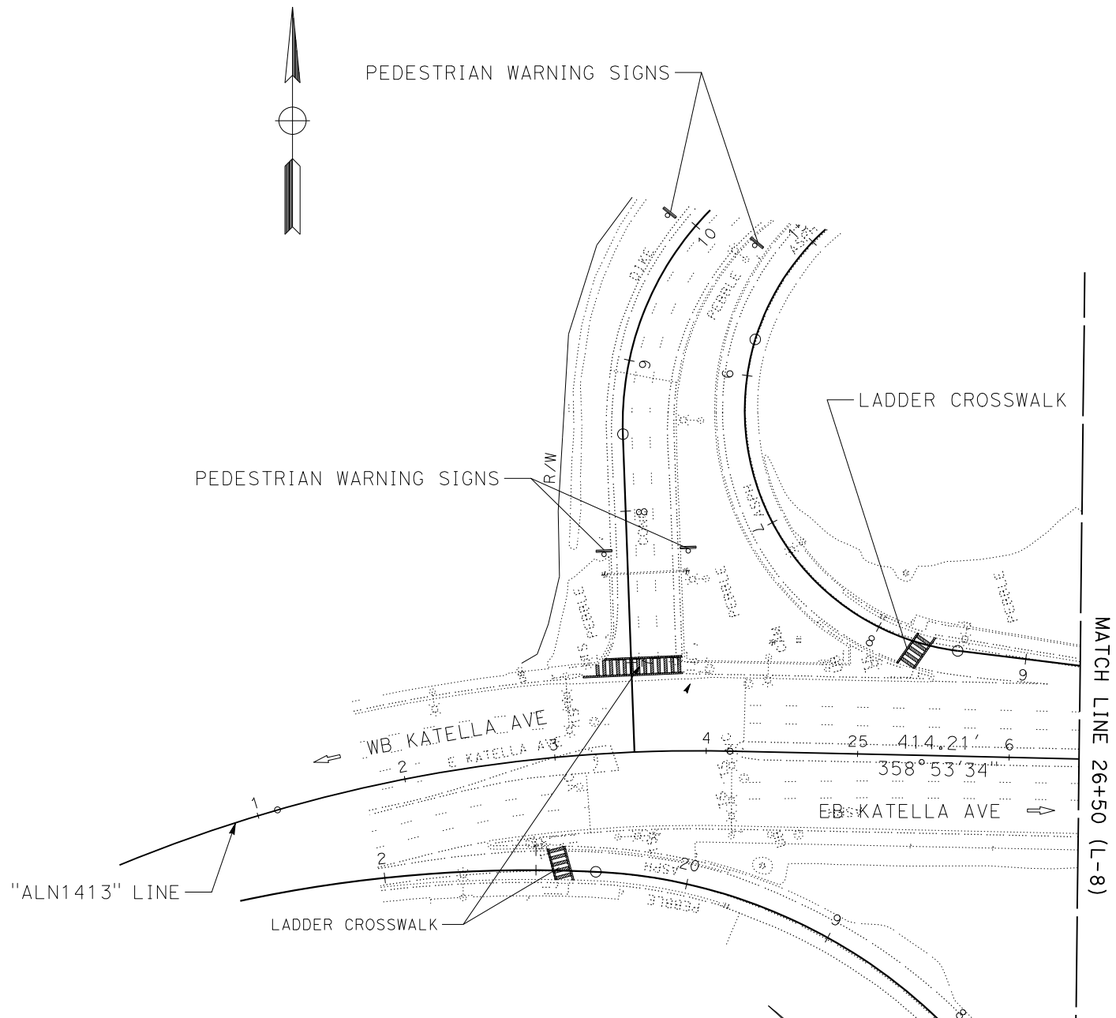
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans® DESIGN A	JOSEPH LEE				

LAST REVISION	DATE PLOTTED => 5-MAY-2026
00-00-00	TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea009.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

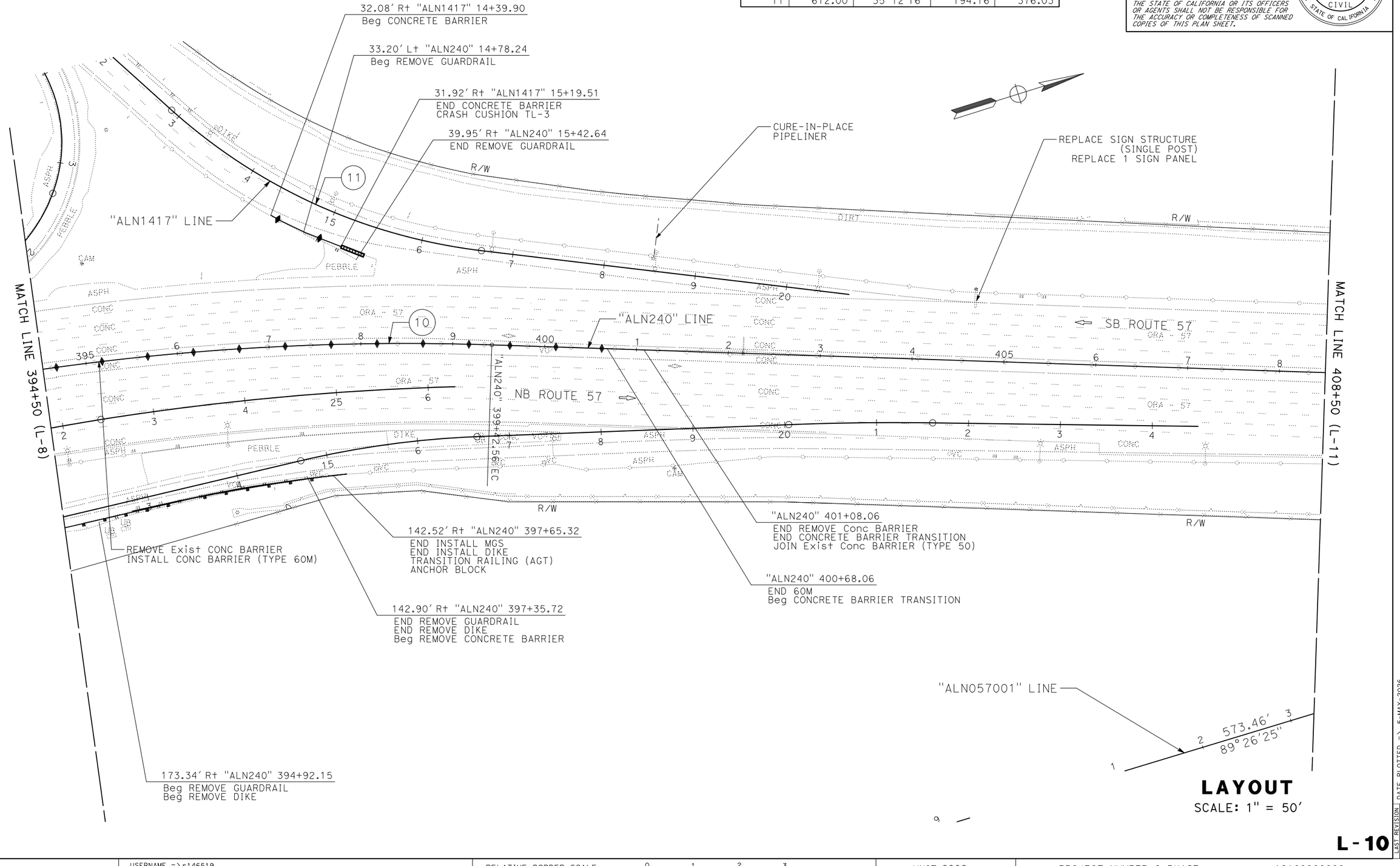
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
10	2,800.00	44°09'53"	1,135.96	2,158.30
11	612.00	35°12'16"	194.16	376.03



LAYOUT

SCALE: 1" = 50'

L-10

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea010.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

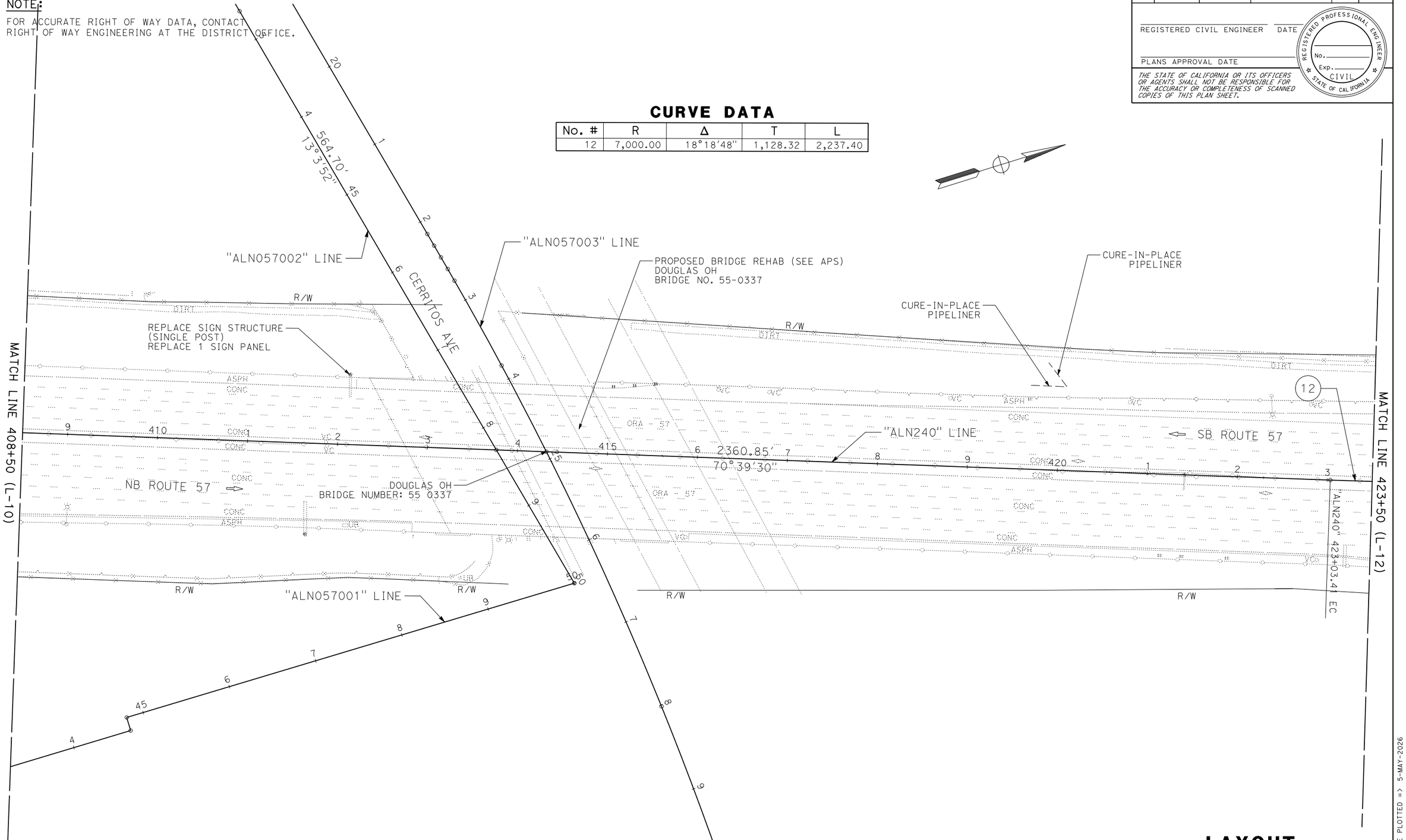
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
12	7,000.00	18°18'48"	1,128.32	2,237.40



LAYOUT

SCALE: 1" = 50'

L-11

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:27

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

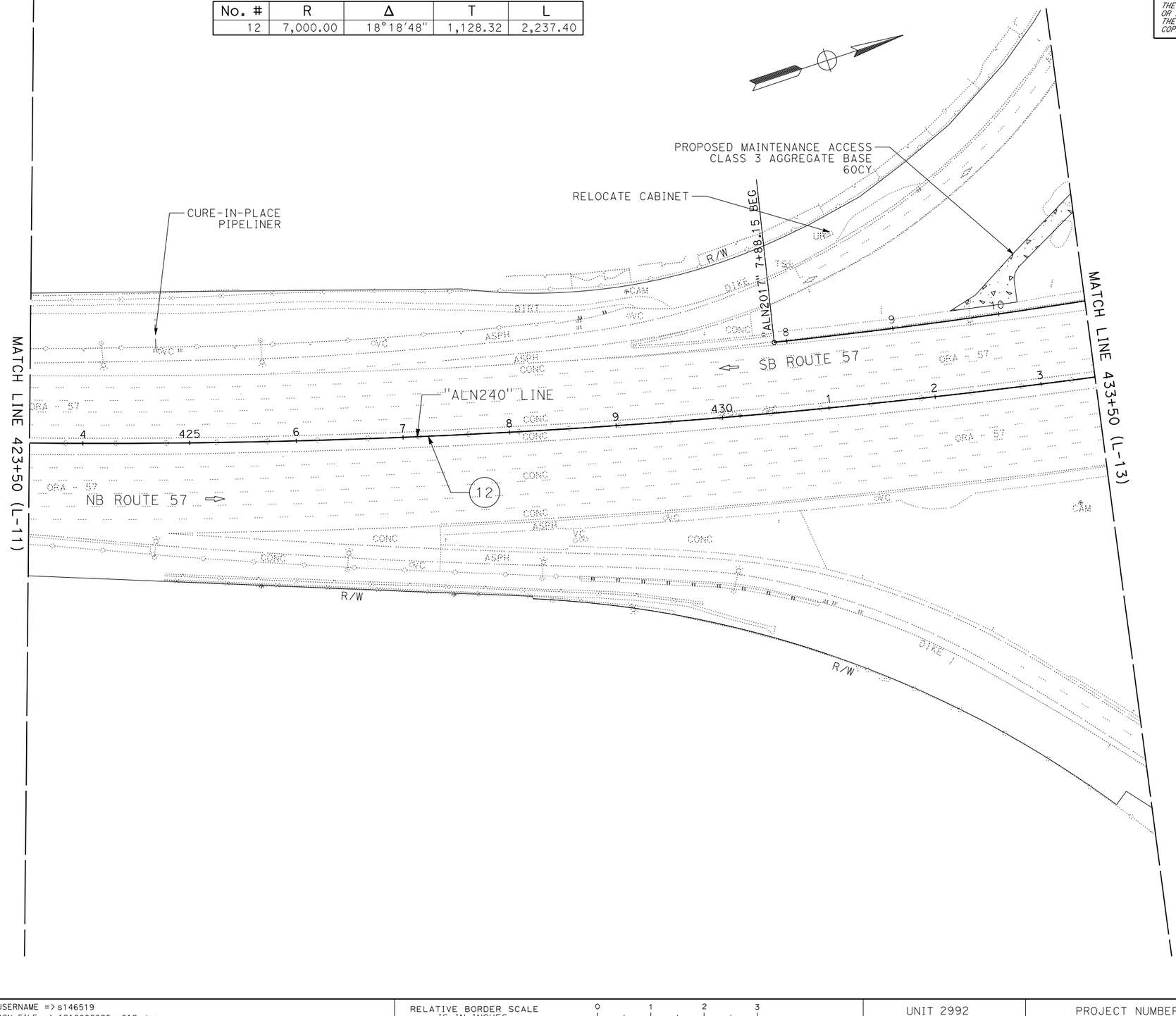
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
12	7,000.00	18°18'48"	1,128.32	2,237.40



LAYOUT

SCALE: 1" = 50'

L-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A
FUNCTIONAL SUPERVISOR: JOSEPH LEE
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:28

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

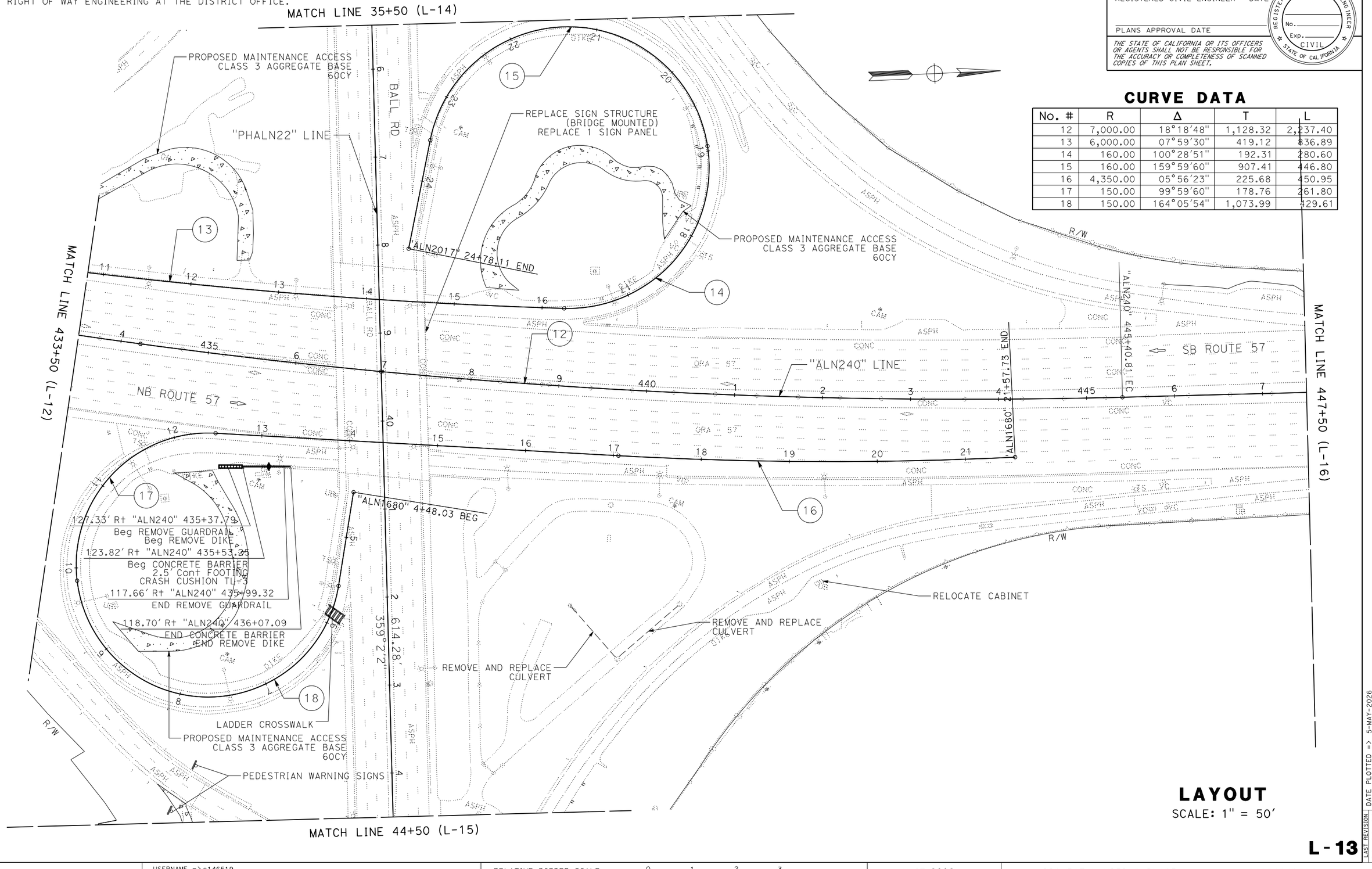
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
12	7,000.00	18°18'48"	1,128.32	2,237.40
13	6,000.00	07°59'30"	419.12	836.89
14	160.00	100°28'51"	192.31	280.60
15	160.00	159°59'60"	907.41	446.80
16	4,350.00	05°56'23"	225.68	450.95
17	150.00	99°59'60"	178.76	261.80
18	150.00	164°05'54"	1,073.99	429.61

LAYOUT

SCALE: 1" = 50'

L-13

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:28

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

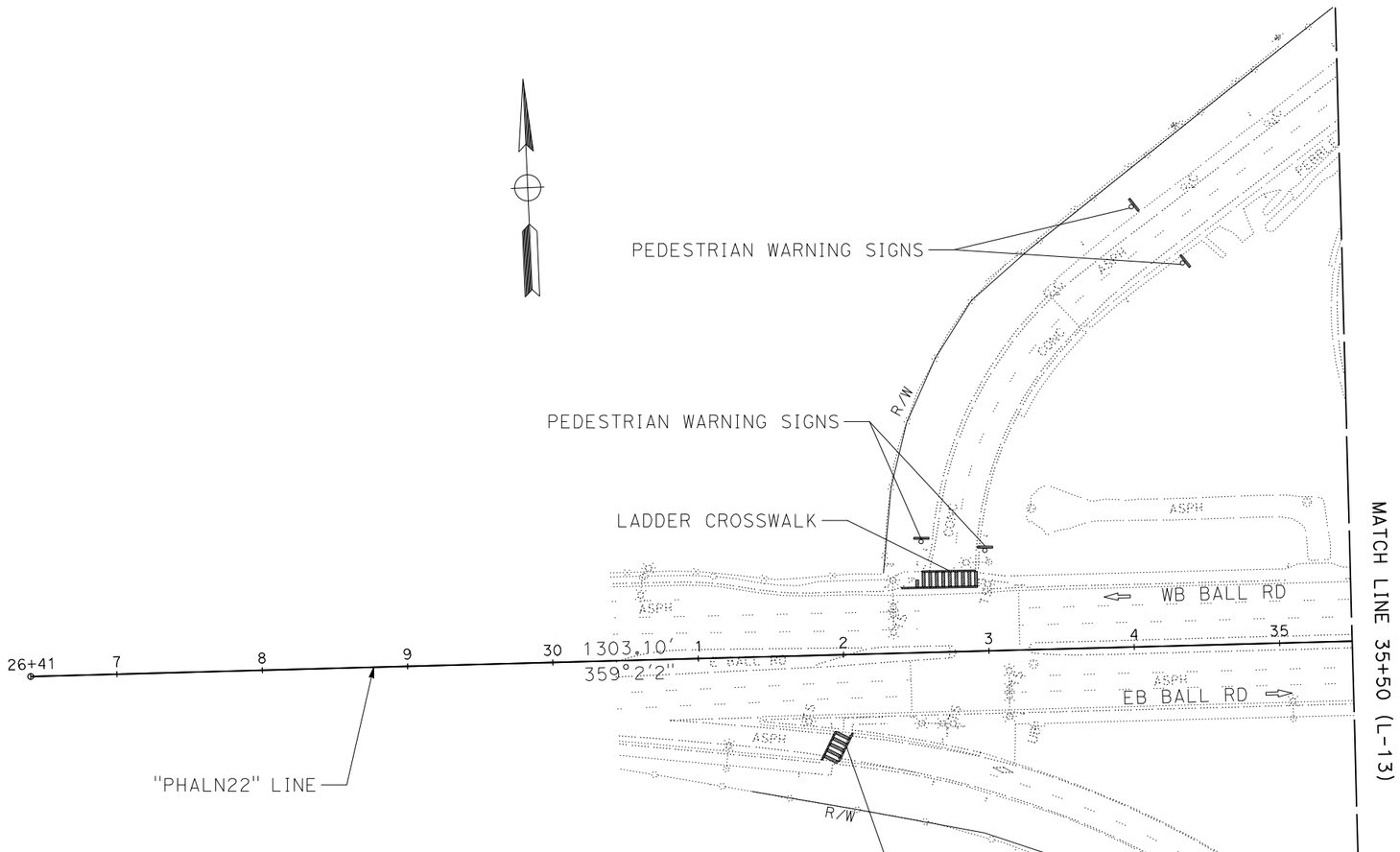
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.

NOTE:

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LAYOUT

SCALE: 1" = 50'

L-14

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:29

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea014.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

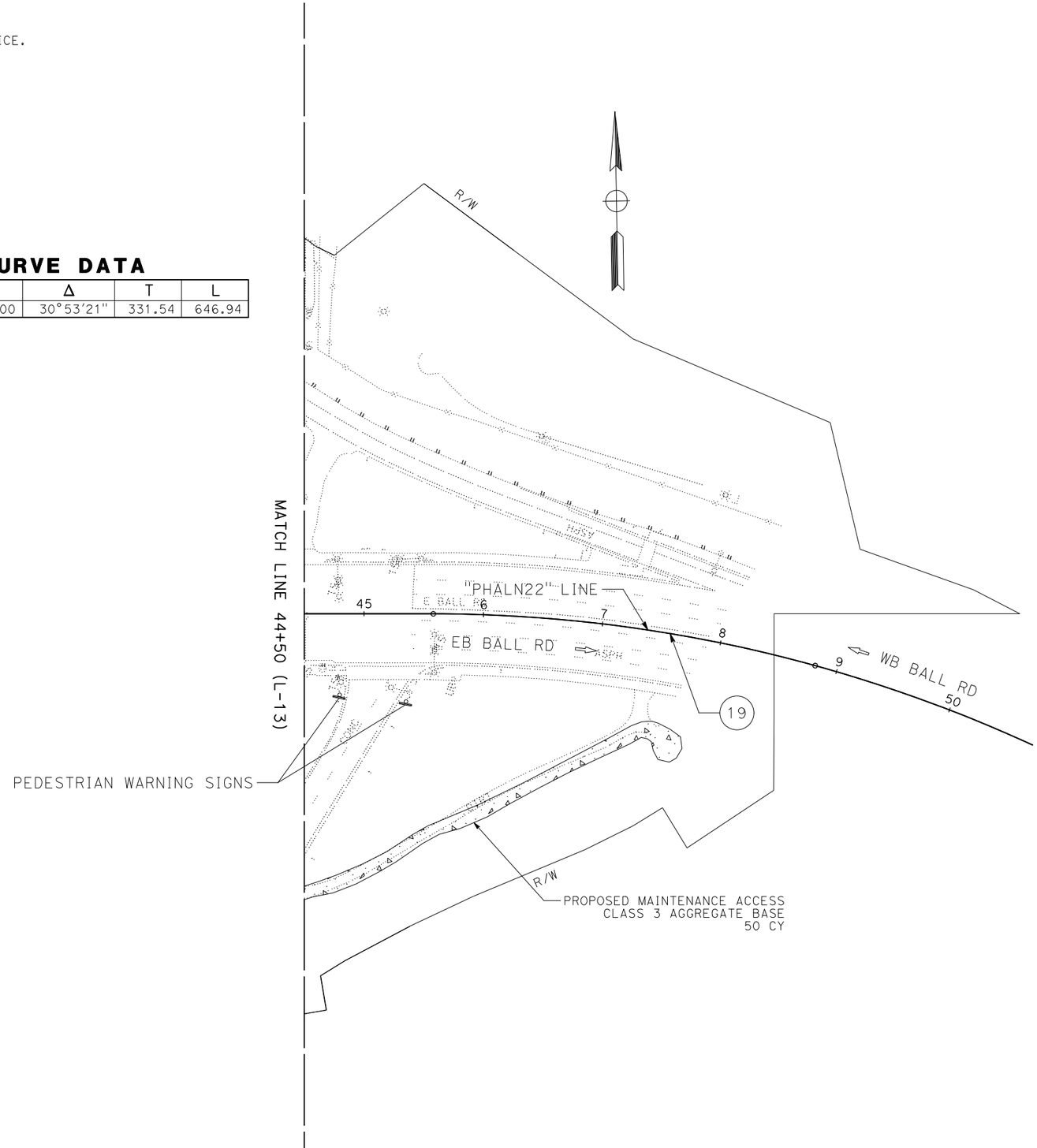
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
19	1,200.00	30°53'21"	331.54	646.94



LAYOUT

SCALE: 1" = 50'

L-15

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® **DESIGN A**

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:30

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

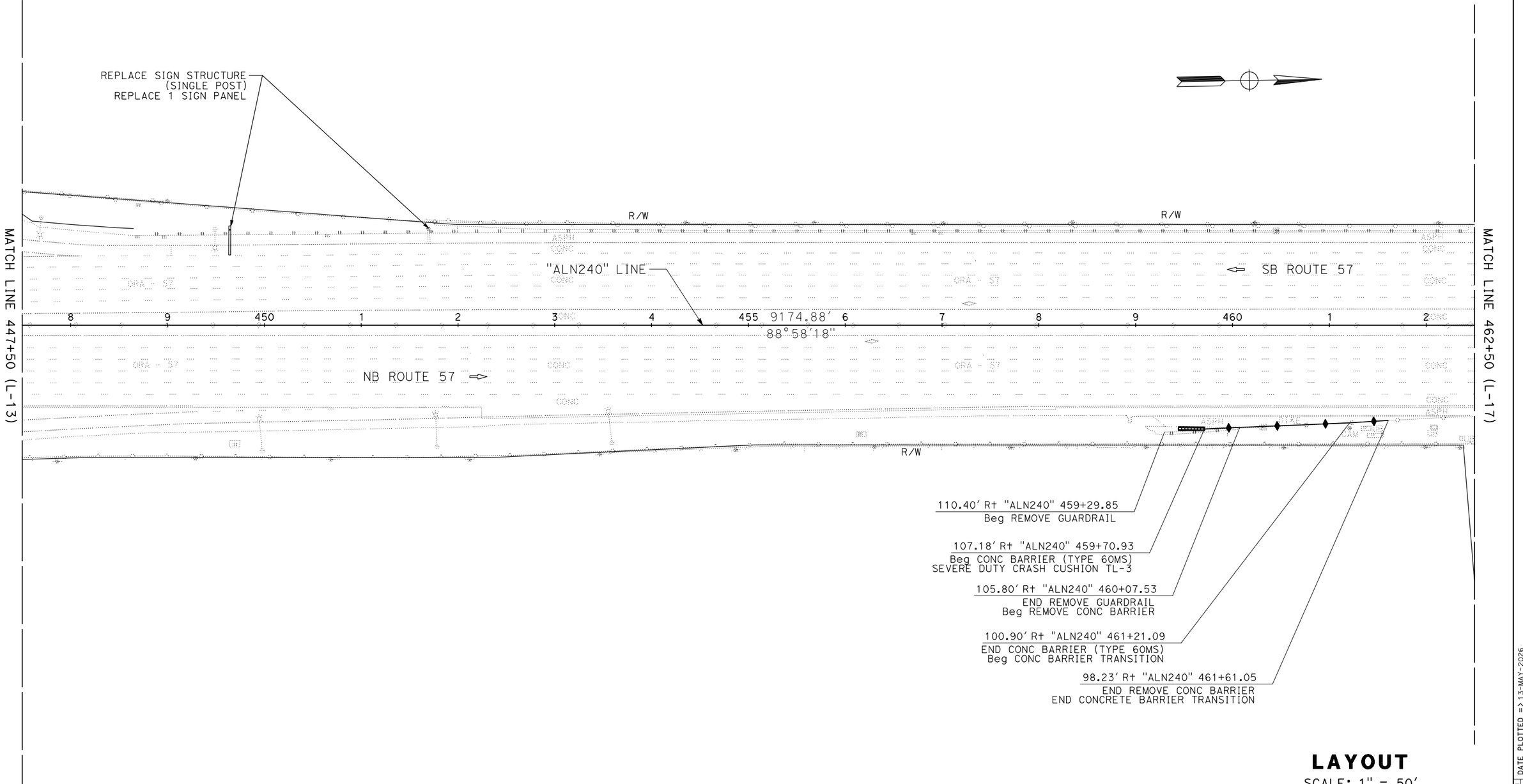
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-16

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 13-MAY-2026 | TIME PLOTTED => 14:26

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

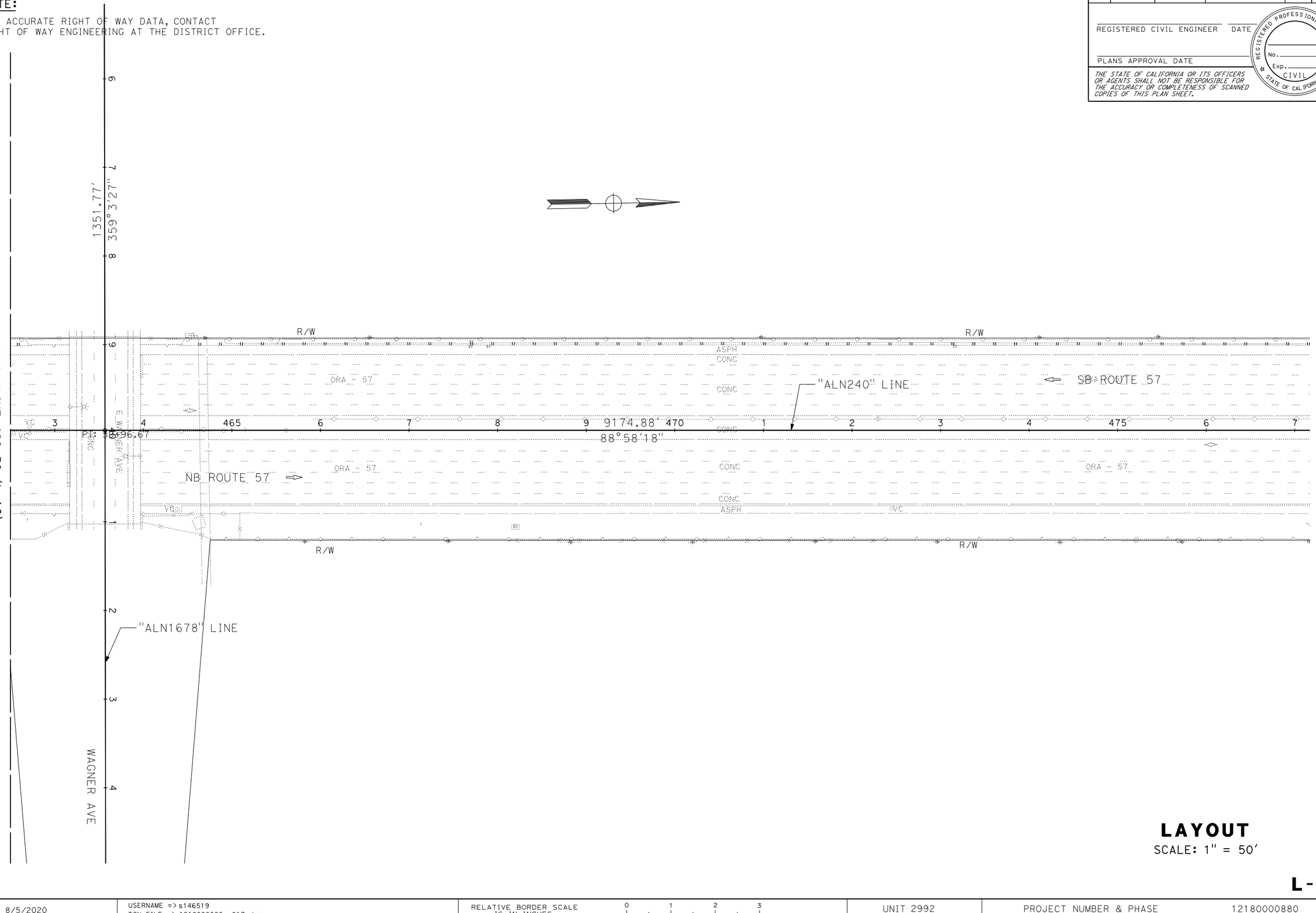
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY
CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:32

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

REPLACE 1 SIGN PANEL

MATCH LINE 496+50 (L-19)

1353.62'
359°0'10"

9174.88'
88°58'18"

"ALN240" LINE

"ALN446" 72+22.00 BEG

"ALN1679" LINE

SB ROUTE 57

NB ROUTE 57

ORA - 57

SOUTH ST

R/W

CONC

ASPH

102.93' R† "ALN240" 487+05.28
END CONCRETE BARRIER TRANSITION

103.29' R† "ALN240" 486+76.87
END REMOVE GUARDRAIL

104.93' R† "ALN240" 486+50.32
Beg CONCRETE BARRIER TRANSITION
CRASH CUSHION TL-3

106.67' R† "ALN240" 485+74.65
Beg REMOVE GUARDRAIL

LAYOUT
SCALE: 1" = 50'

L-18

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Caltrans

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:32

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea018.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

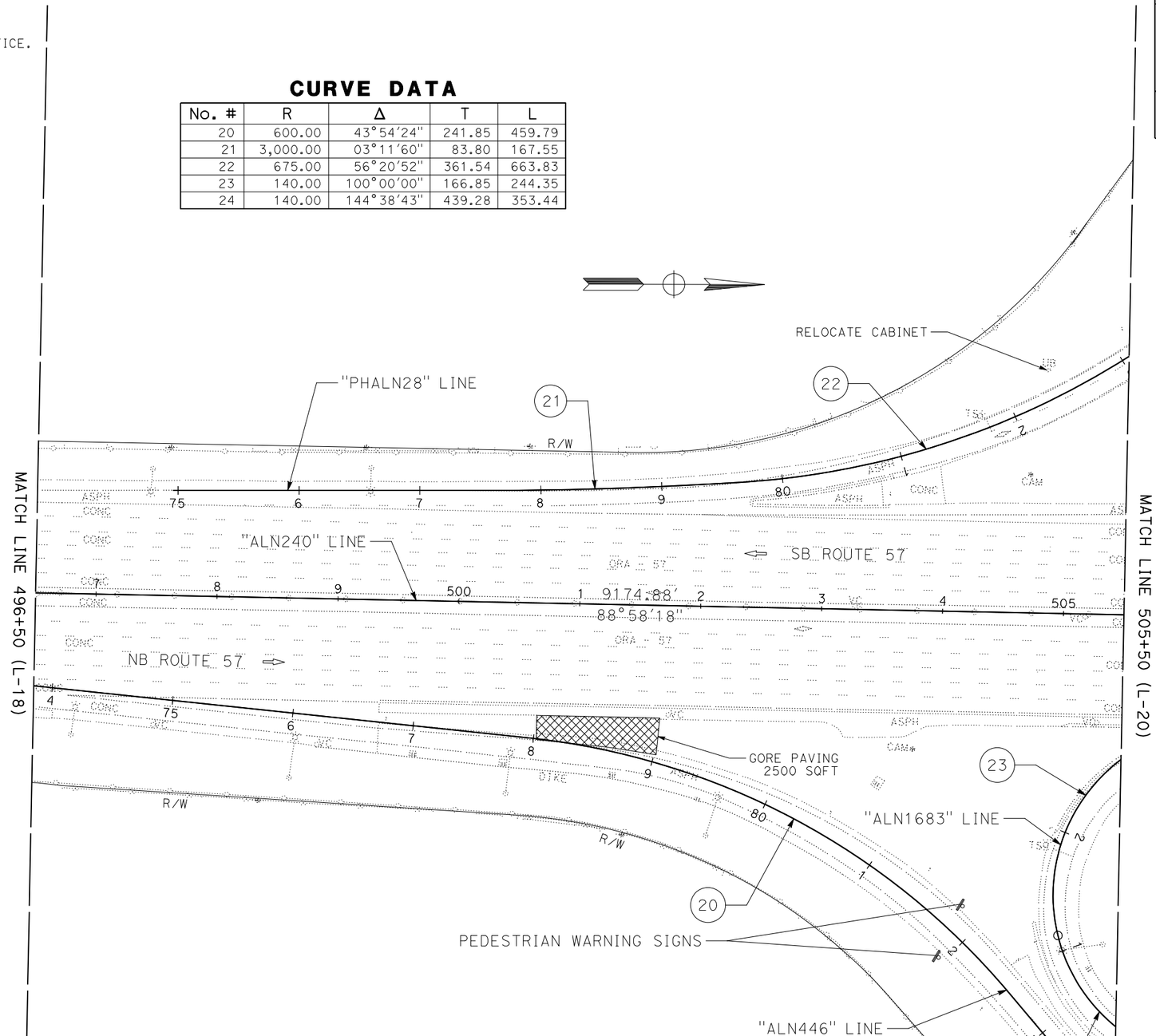
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
20	600.00	43°54′24"	241.85	459.79
21	3,000.00	03°11′60"	83.80	167.55
22	675.00	56°20′52"	361.54	663.83
23	140.00	100°00′00"	166.85	244.35
24	140.00	144°38′43"	439.28	353.44



LAYOUT

SCALE: 1" = 50'

L-19

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:32

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea019.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

MATCH LINE 35+50 (L-21)

MATCH LINE 505+50 (L-17)

MATCH LINE 518+50 (L-23)

MATCH LINE 45+50 (L-22)

17.39' Lt "ALN447" 88+48.55
Beg REMOVE GUARDRAIL

22.26' Lt "ALN447" 89+09.91
Beg INSTALL MGS
END ANCHOR ASSEMBLY (TYPE SFT-M)

PEDESTRIAN WARNING SIGNS

16.90' Lt "ALN447" 91+64.47
END INSTALL MGS
IN-LINE TERMINAL TL-3

15.65' Lt "ALN447" 92+93.49
END REMOVE GUARDRAIL

LADDER CROSSWALK

RELOCATE CABINET

REPLACE SIGN STRUCTURE
(BRIDGE MOUNTED)
REPLACE 1 SIGN PANEL

"ALN1682" LINE

"ALN447" LINE

"ALN240" LINE

SB ROUTE 57

NB ROUTE 57

Pt: 510+69.97

91°74.88'
88°58'18"

135.7.38'
348°1'23"

"ALN448" LINE

"ALN1683" LINE

"ALN1684" LINE

122.32' Rt "ALN240" 506+56.66
Beg CONCRETE BARRIER
2.5' Cont FOOTING
CRASH CUSHION TL-3

124.56' Rt "ALN240" 506+64.33
Beg REMOVE GUARDRAIL

115.97' Rt "ALN240" 507+26.42
END REMOVE GUARDRAIL
Beg REMOVE CONCRETE BARRIER/BRIDGE RAIL

115.43' Rt "ALN240" 507+34.77
END REMOVE CONCRETE BARRIER/BRIDGE RAIL

LADDER CROSSWALK

"ALN1683" LINE

GORE PAVING
800 SQFT

116.92' Rt "ALN240" 510+04.58
Beg INSTALL MGS
IN-LINE TERMINAL TL-3

112.21' Rt "ALN240" 512+67.04
END INSTALL MGS
END ANCHOR ASSEMBLY

112.10' Rt "ALN240" 512+44.72
END REMOVE GUARDRAIL

114.15' Rt "ALN240" 511+77.69
Beg REMOVE GUARDRAIL

CLASS 3 AGGREGATE BASE
90 CY

CURVE DATA

No. #	R	Δ	T	L
22	675.00	56°20'52"	361.54	663.83
23	140.00	100°00'00"	166.85	244.35
24	140.00	144°38'43"	439.28	353.44
25	3,000.00	03°46'09"	98.71	197.35
26	150.00	100°00'00"	178.76	261.80
27	150.00	136°52'25"	379.57	358.33
28	3,000.00	02°51'40"	74.92	149.81
29	700.00	66°51'40"	462.10	816.86
30	3,000.00	03°11'11"	83.44	166.84
31	600.00	42°20'48"	232.40	443.45

LAYOUT

SCALE: 1" = 50'

L-20

REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN A

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LAST REVISION: DATE PLOTTED => 5-MAY-2026 TIME PLOTTED => 18:33 — 00-00-00

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 DGN FILE => 1218000088ea020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

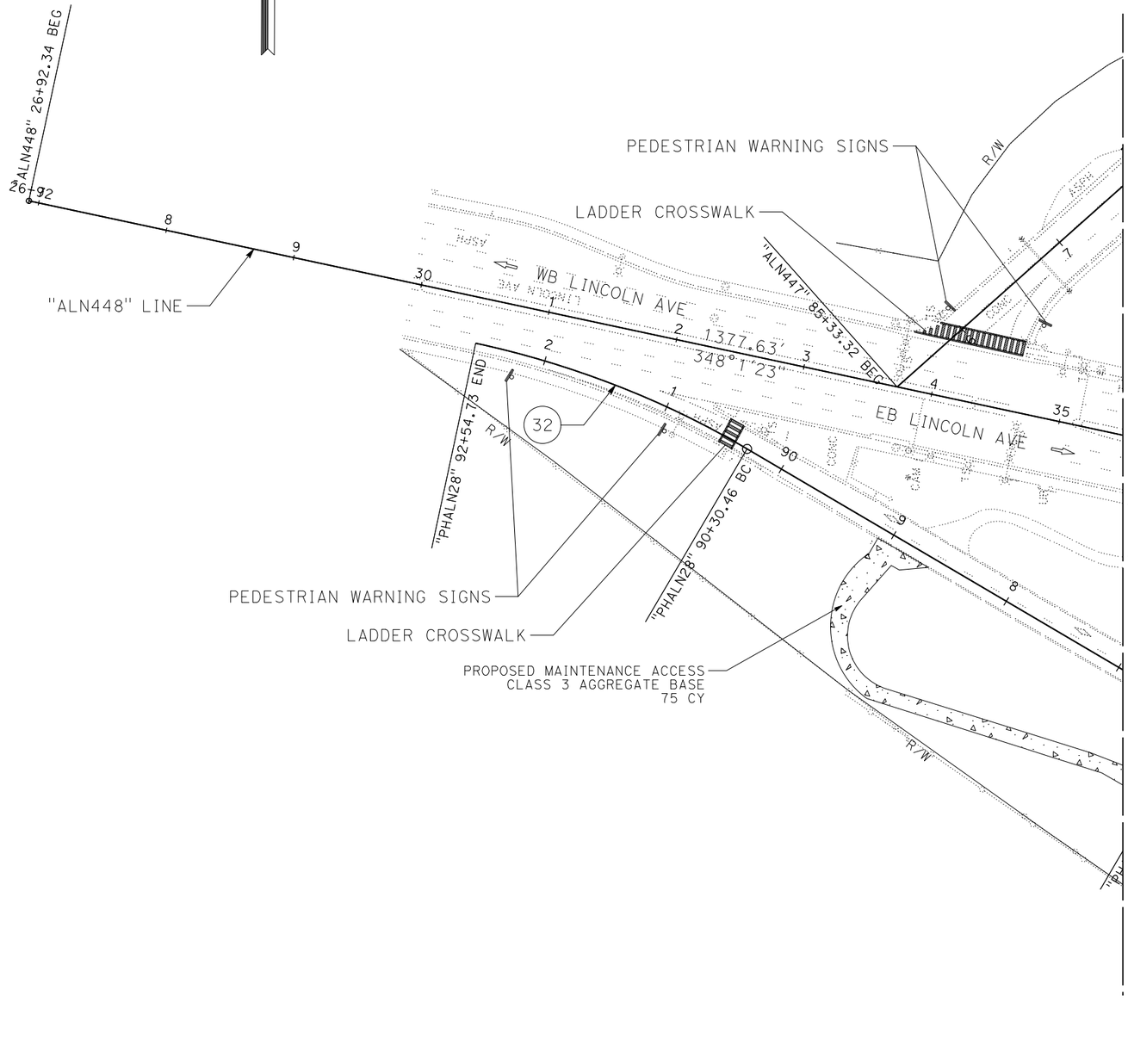
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
32	675.00	56°20'52"	361.54	663.83

LAYOUT

SCALE: 1" = 50'

L-21

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION DATE PLOTTED => 5-MAY-2026
00-00-00 TIME PLOTTED => 18:34

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea021.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

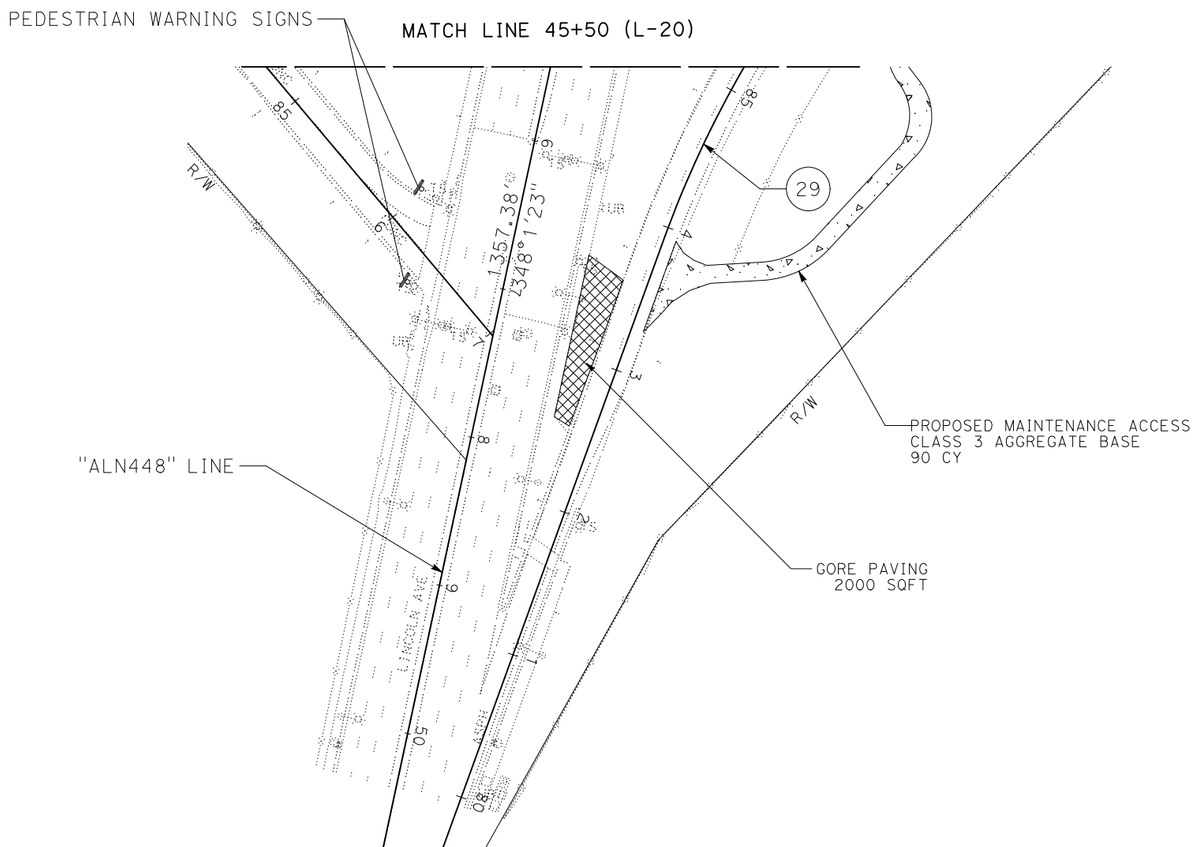
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA

No. #	R	Δ	T	L
29	700.00	66°51'40"	462.10	816.86

LAYOUT

SCALE: 1" = 50'

L-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
DESIGN A	JOSEPH LEE				

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:34

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea022.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

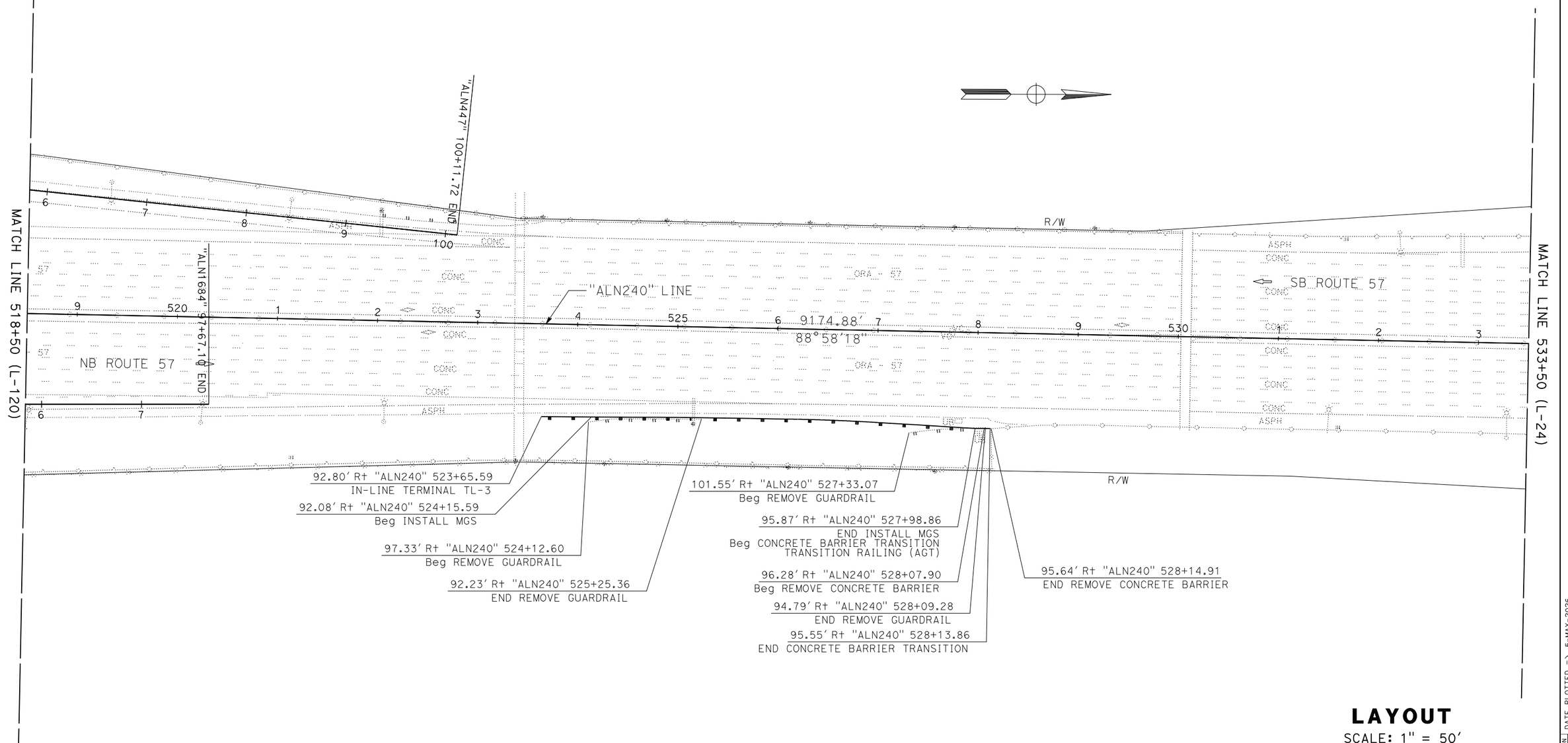
PLANS APPROVAL DATE

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

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NOTE:

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LAYOUT

SCALE: 1" = 50'

L-23

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea023.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
33	15,000.00	03°22'23"	441.65	883.05
34	3,012.00	02°53'07"	75.85	151.68
35	588.00	131°04'29"	1,292.48	1,345.16
36	3,012.00	05°17'33"	139.21	278.22
37	612.00	72°05'17"	445.36	770.00
38	5,000.00	13°26'55"	589.52	1,173.62

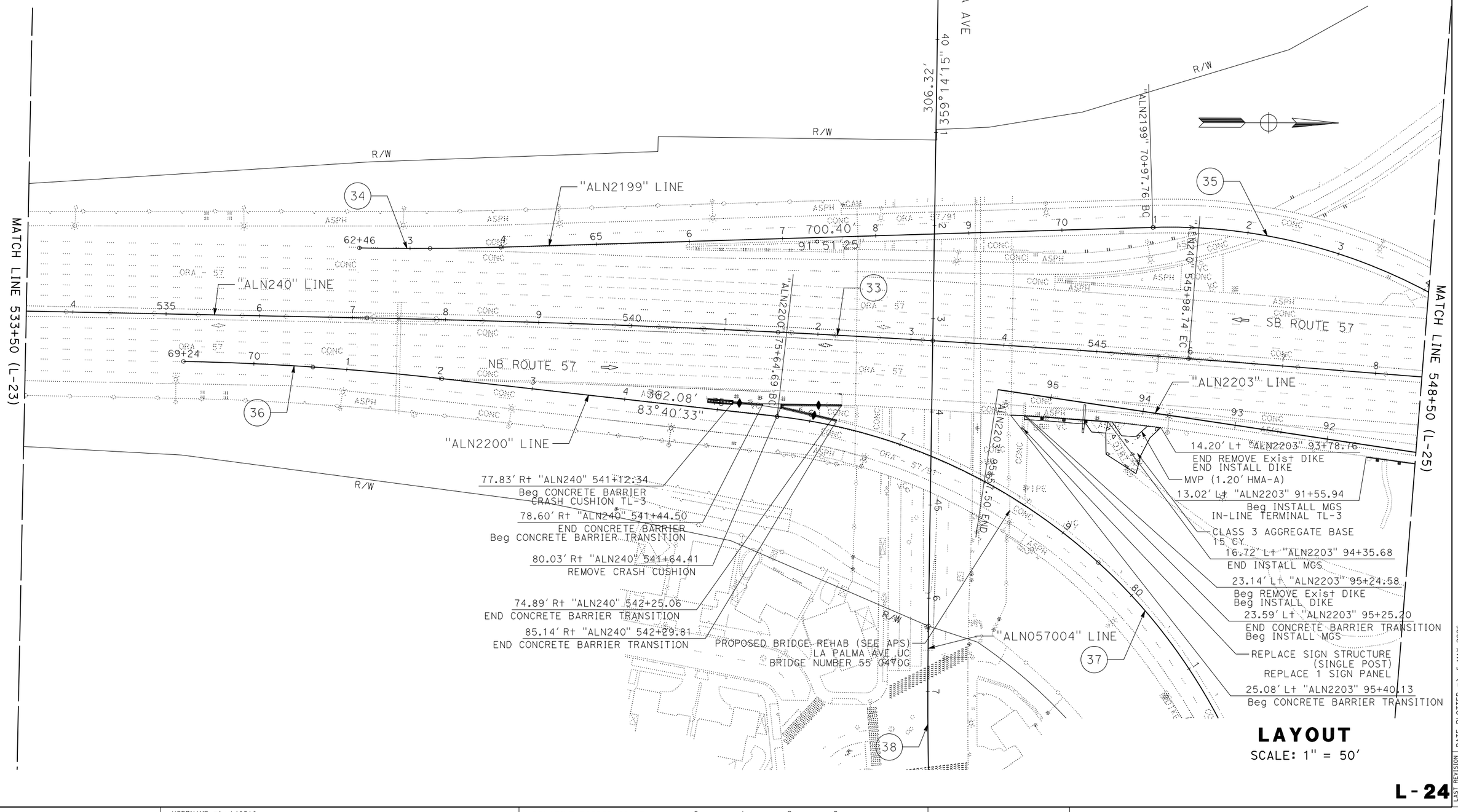
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE: 1" = 50'

L-24

REVISED BY	DATE REVISED

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea024.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — 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.

MATCH LINE 548+50 (L-24)

MATCH LINE 563+50 (L-26)

73.75' Lt "ALN240" 549+47.03
Beg CONCRETE BARRIER
Beg REMOVE GUARDRAIL

74.77' Lt "ALN240" 550+30.11
END REMOVE GUARDRAIL

73.17' Rt "ALN240" 550+87.58
END CONCRETE BARRIER

PROPOSED BRIDGE REHAB (SEE APS)
ROUTE 57/91 SEPARATION
BRIDGE NUMBER: 55 0446

NB ROUTE 57

"ALN091000" LINE

WB ROUTE 91

NB ROUTE 57 TO WB ROUTE 91

EB ROUTE 91 TO SB ROUTE 57

EB ROUTE 91

1416.74

330°39'46"

385

SB ROUTE 57 TO EB ROUTE 91

EB ROUTE 91 TO NB ROUTE 57

"ALN240" LINE

1343.01'

85°35'55"

SB ROUTE 57

SB ROUTE 57 TO WB ROUTE 91

75.38' Rt "ALN240" 550+50.39
END CONCRETE BARRIER TRANSITION
REMOVE Exist CRASH CUSHION

79.03' Rt "ALN240" 550+50.39
END CONCRETE BARRIER TRANSITION

"ALN2203" LINE

"ALN2199" LINE

9.95' Lt "ALN2203" 89+15.96
END ANCHOR BLOCK

10.13' Lt "ALN2203" 89+22.30
END REMOVE GUARDRAIL

6.00' Rt "ALN2199" 81+04.36
Beg ANCHOR BLOCK TRANSITION
Beg REMOVE GUARDRAIL

29.65' Lt "ALN2199" 81+02.52
Beg ANCHOR BLOCK TRANSITION
Beg REMOVE GUARDRAIL

CURE-IN-PLACE PIPELINER

R/W

10.37' Lt "ALN2203" 89+30.96
END INSTALL MGS
Beg ANCHOR BLOCK
TRANSITION RAILING (AGT)

75.41' Rt "ALN240" 550+13.20
END CONCRETE BARRIER
Beg CONCRETE BARRIER TRANSITION

72.08' Rt "ALN240" 549+50.29
Beg CONCRETE BARRIER
CRASH CUSHION TL-3

11.89' Lt "ALN2203" 90+47.78
Beg REMOVE GUARDRAIL

29.52' Lt "ALN2199" 81+16.93
END ANCHOR BLOCK
Beg CONCRETE BARRIER (TYPE 60M)

6.37' Rt "ALN2199" 81+15.41
END ANCHOR BLOCK
Beg CONCRETE BARRIER (TYPE 60M)

7.32' Rt "ALN2199" 81+52.54
END REMOVE GUARDRAIL

WB ROUTE 91 TO NB ROUTE 57

6.37' Rt "ALN2199" 82+37.30
END CONCRETE BARRIER (TYPE 60M)
CRASH CUSHION TL-3

30.79' Lt "ALN2199" 83+55.42
END CONCRETE BARRIER (TYPE 60M)
CRASH CUSHION TL-3

34.30' Lt "ALN2199" 83+65.44
END REMOVE GUARDRAIL

CURVE DATA

No. #	R	Δ	T	L
38	588.00	131°04'29"	1,292.48	1,345.16
39	137.01	55°40'33"	72.36	133.14
40	143.00	179°00'16"	16,460.93	446.76
41	144.00	52°53'17"	71.62	132.92

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LAYOUT

SCALE: 1" = 50'

L-25

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea025.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL 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.

"ALN103" LINE

113.12' Lt "ALN240" 564+63.42
Beg CONCRETE BARRIER

105.13' Lt "ALN240" 564+63.11
Beg CONCRETE BARRIER

110.75' Lt "ALN240" 564+71.09
Beg REMOVE CONCRETE BARRIER/BRIDGE RAIL

107.50' Lt "ALN240" 565+32.77
END REMOVE CONCRETE BARRIER/BRIDGE RAIL
REMOVE CRASH CUSHION

106.61' Lt "ALN240" 565+81.31
END CONCRETE BARRIER
Beg CONCRETE BARRIER TRANSITION

106.27' Lt "ALN240" 566+42.04
END CONCRETE BARRIER TRANSITION
CRASH CUSHION TL-3

PROPOSED BRIDGE REHAB (SEE APS)
MIRALOMA AVE OC
BRIDGE NUMBER: 55 0855

MIRALOMA AVE

E PARK Ln

ANAHEIM

PLACENTIA

MATCH LINE 563+50 (L-25)

MATCH LINE 577+50 (L-27)

SB ROUTE 57

NB ROUTE 57

"ALN240" LINE

REPLACE 1" SIGN PANEL

R/W

DIKE

ASPH

CONC

ORA - 57

ORA - 57/91

ORA - 57/91 NOV

340 846.67 16°47'36"

345 846.67 16°47'36"

42

43

565 570 575

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
42	5,000.00	20°21'10"	897.51	1,776.11
43	2,400.00	36°49'43"	799.04	1,542.67

LAYOUT

SCALE: 1" = 50'

L-26

REVISED BY	DATE REVISED

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea026.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

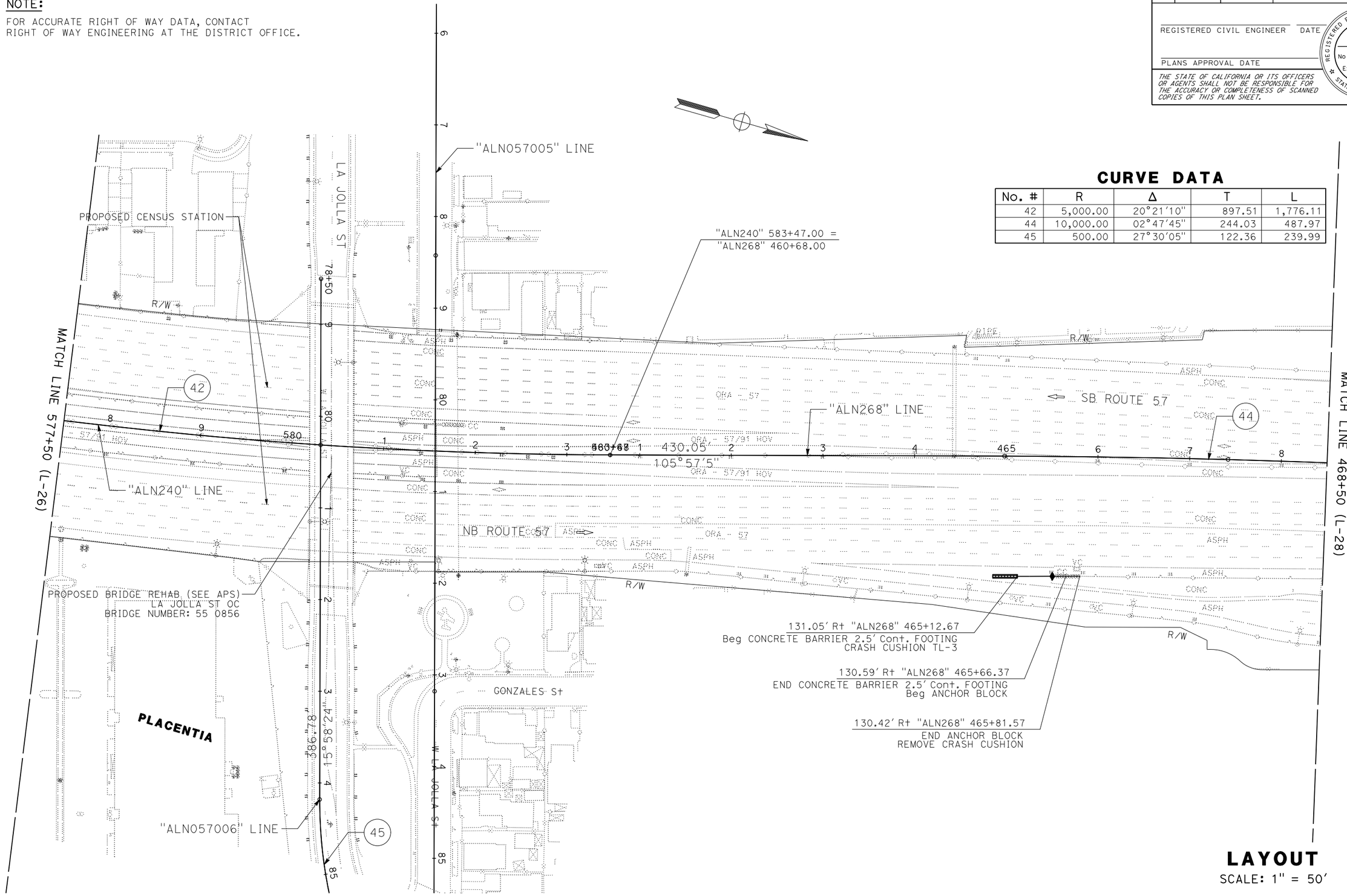
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
42	5,000.00	20°21′10"	897.51	1,776.11
44	10,000.00	02°47′45"	244.03	487.97
45	500.00	27°30′05"	122.36	239.99



LAYOUT

SCALE: 1" = 50′

L-27

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:36

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea027.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

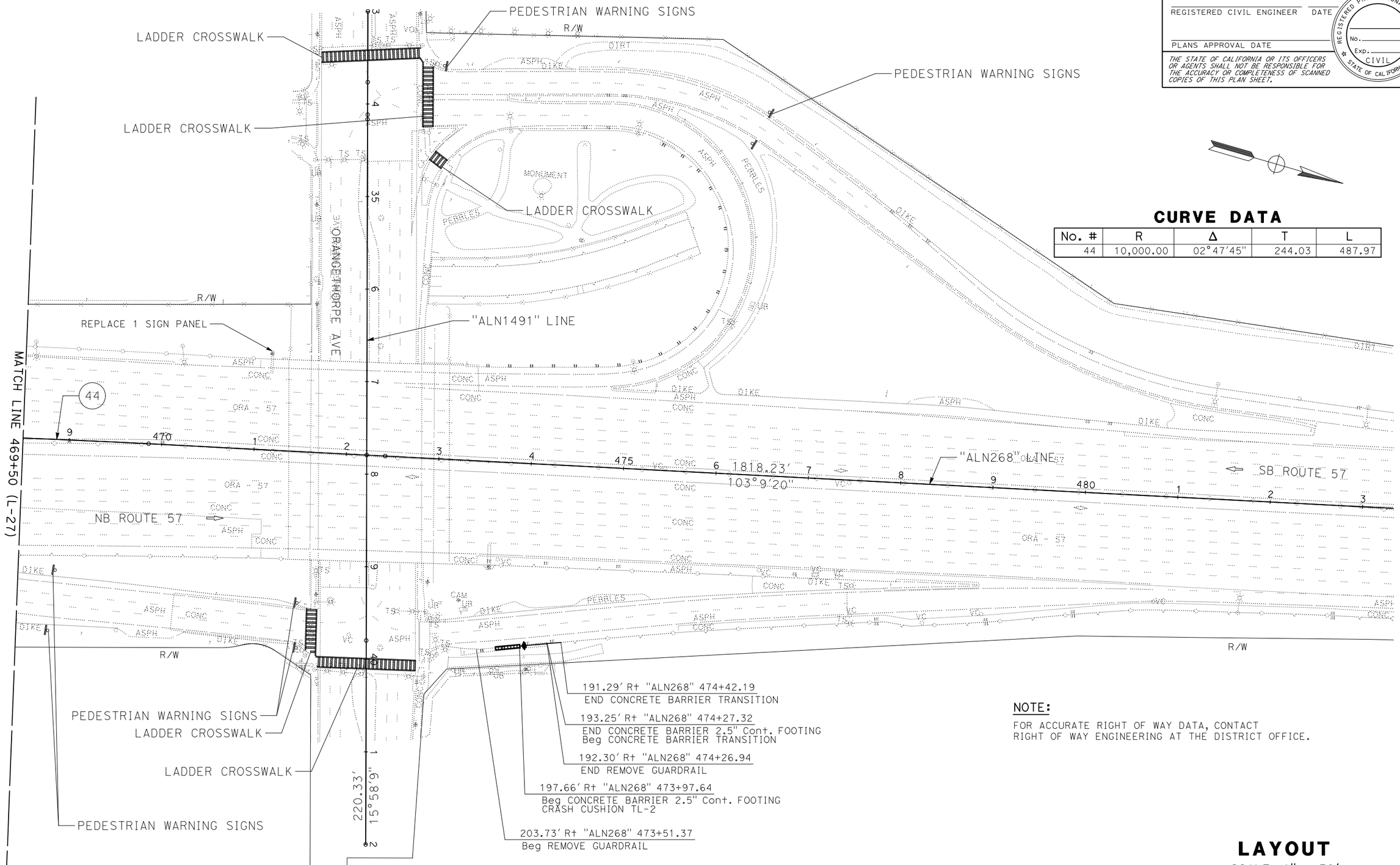
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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CURVE DATA

No. #	R	Δ	T	L
44	10,000.00	02°47'45"	244.03	487.97

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LAYOUT

SCALE: 1" = 50'

L-28

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

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FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:37

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea028.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

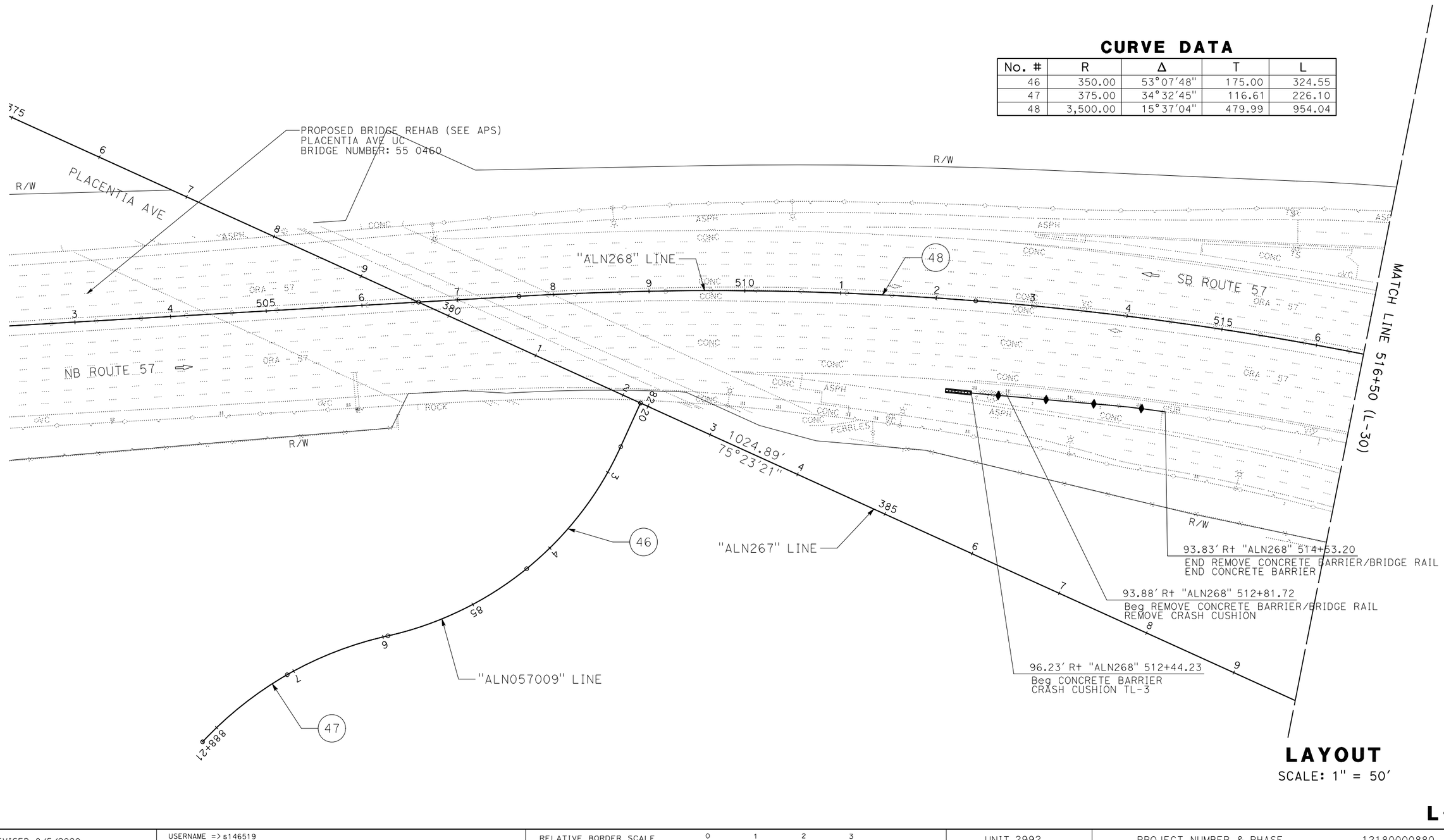
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
46	350.00	53°07'48"	175.00	324.55
47	375.00	34°32'45"	116.61	226.10
48	3,500.00	15°37'04"	479.99	954.04



LAYOUT
SCALE: 1" = 50'

L - 29

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: JOSEPH LEE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:37

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea029.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

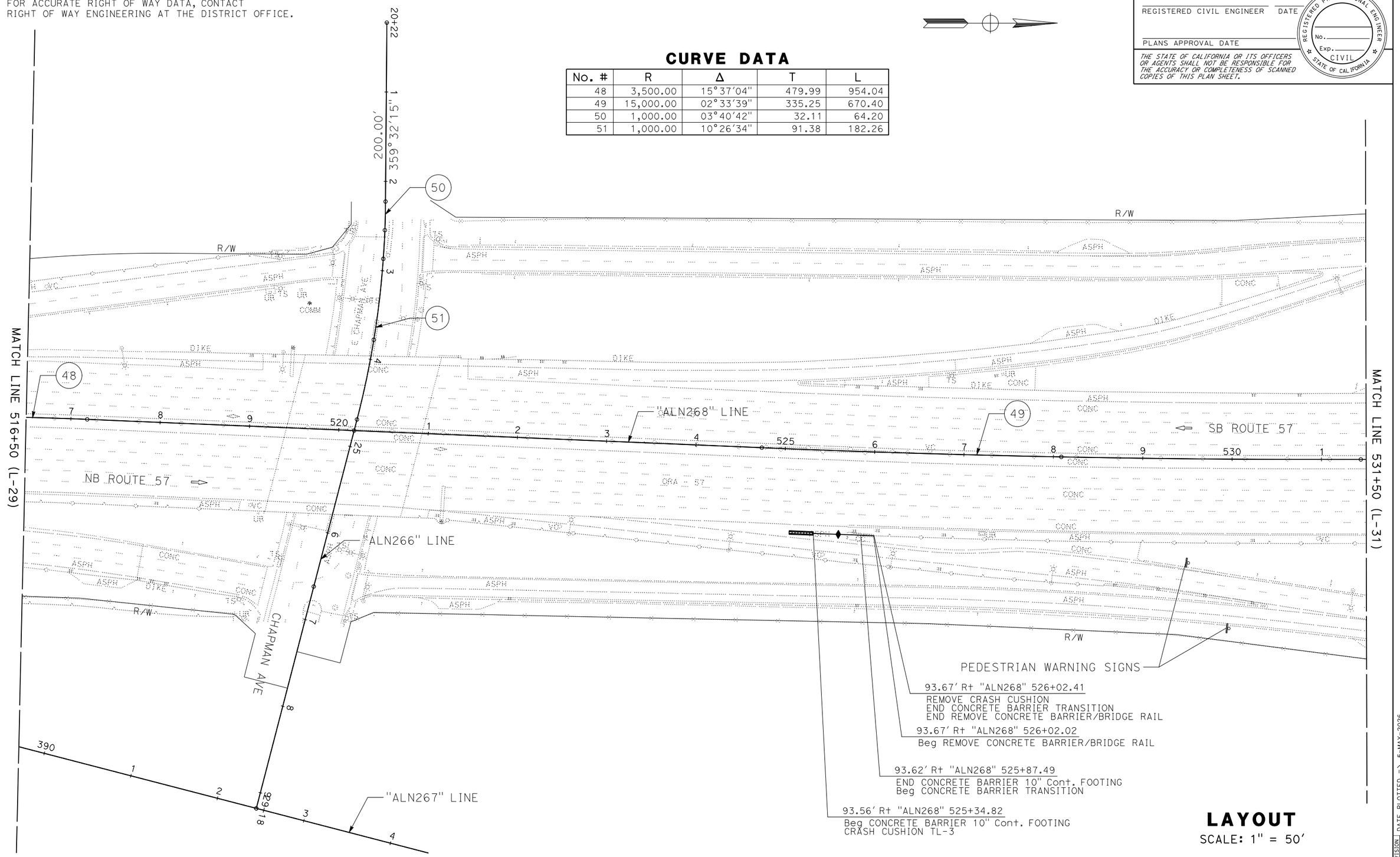
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
48	3,500.00	15°37'04"	479.99	954.04
49	15,000.00	02°33'39"	335.25	670.40
50	1,000.00	03°40'42"	32.11	64.20
51	1,000.00	10°26'34"	91.38	182.26



LAYOUT

SCALE: 1" = 50'

L-30

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:37

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea030.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
52	1,200.00	04°15'03"	44.54	89.03
53	1,200.00	09°06'43"	95.62	190.84

MATCH LINE 531+50 (L-30)

MATCH LINE 546+50 (L-32)

74.62' Lt "ALN268" 533+07.57
Beg INSTALL MGS
Beg REMOVE EXIST DIKE
Beg INSTALL DIKE

74.59' Lt "ALN268" 533+45.07
Beg ANCHOR BLOCK
END INSTALL MGS
END REMOVE Exist DIKE
END INSTALL DIKE

74.70' Lt "ALN268" 533+60.08
END ANCHOR BLOCK

LADDER CROSSWALK

PEDESTRIAN WARNING SIGNS

ROADWAY EXCAVATION
6 CY

REPLACE SIGN STRUCTURE
(SINGLE POST)
REPLACE 1 SIGN PANEL

"ALN1333" LINE

"ALN268" LINE

403.65'
359°21'33" 8
110
1
2
535
3
4
6
7
8
9
4278.20'
540
90°5'55"
1
2
3
4
545
6

NB ROUTE 57

SB ROUTE 57

95.33' Lt "ALN268" 544+88.93
END INSTALL MGS
IN-LINE TERMINAL TL-3

INSTALL SIGN STRUCTURE
(SINGLE POST)
INSTALL 1 SIGN PANEL

REMOVE SIGN STRUCTURE
(SINGLE POST)

97.74' Lt "ALN268" 543+51.48
Beg INSTALL MGS
END ANCHOR ASSEMBLY

92.64' Lt "ALN268" 545+38.73
Beg REMOVE GUARDRAIL

PEDESTRIAN WARNING SIGNS

PEDESTRIAN WARNING SIGNS

52

53

LADDER CROSSWALK

NUTWOOD AVE

115
6
116+55

165.46' Rt "ALN268" 539+48.38
END REMOVE GUARDRAIL

165.87' Rt "ALN268" 539+45.97
END CONCRETE BARRIER TRANSITION
TRANSITION RAILING (AGT)

167.71' Rt "ALN268" 539+31.08
END INSTALL MGS
Beg CONCRETE BARRIER TRANSITION

188.86' Rt "ALN268" 537+82.55
Beg INSTALL MGS
IN-LINE TERMINAL TL-3

200.29' Rt "ALN268" 537+37.37
Beg REMOVE GUARDRAIL

LAYOUT
SCALE: 1" = 50'

L-31

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CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea031.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

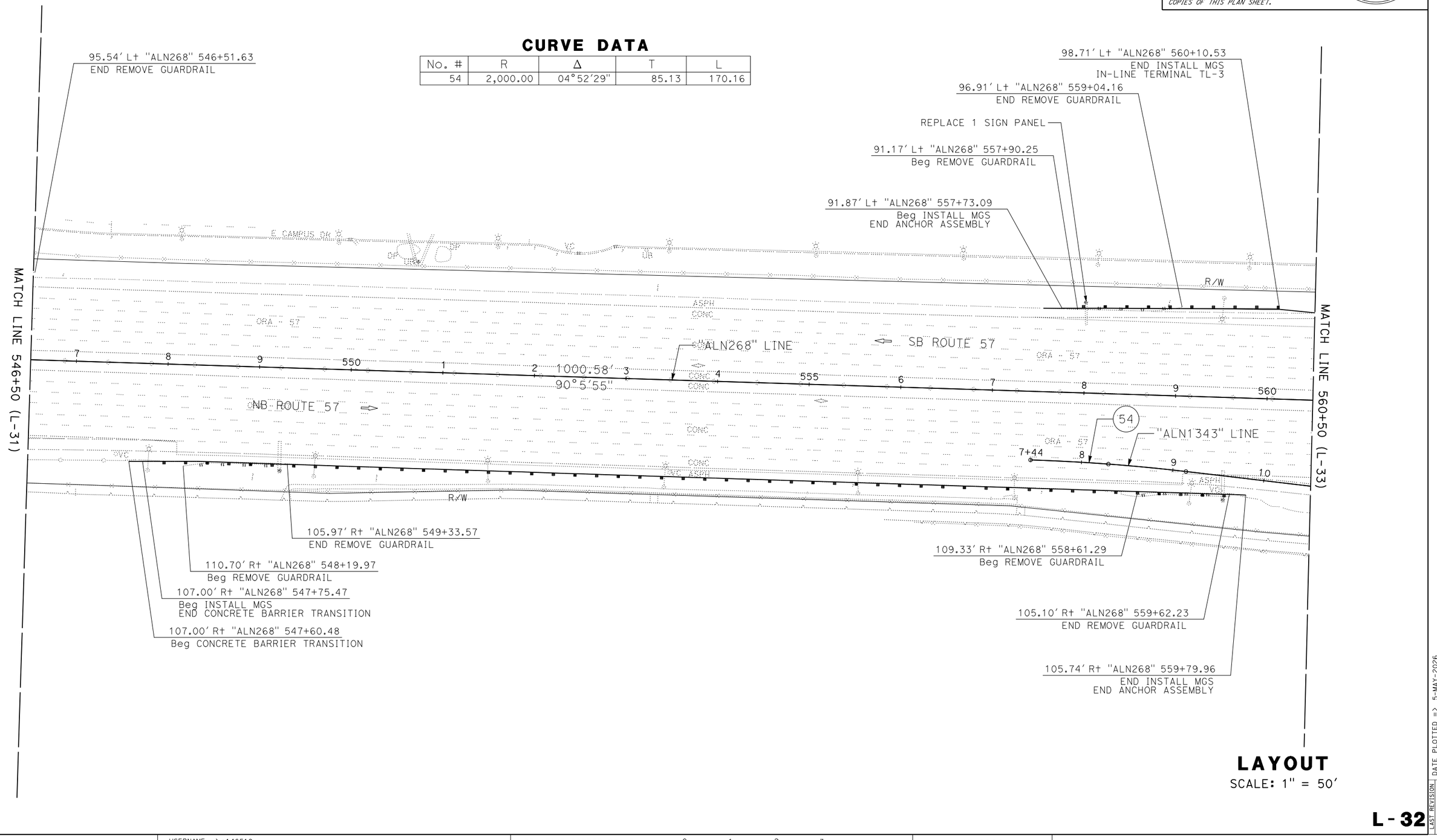
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CURVE DATA

No. #	R	Δ	T	L
54	2,000.00	04°52'29"	85.13	170.16



LAYOUT

SCALE: 1" = 50'

L-32

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea032.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

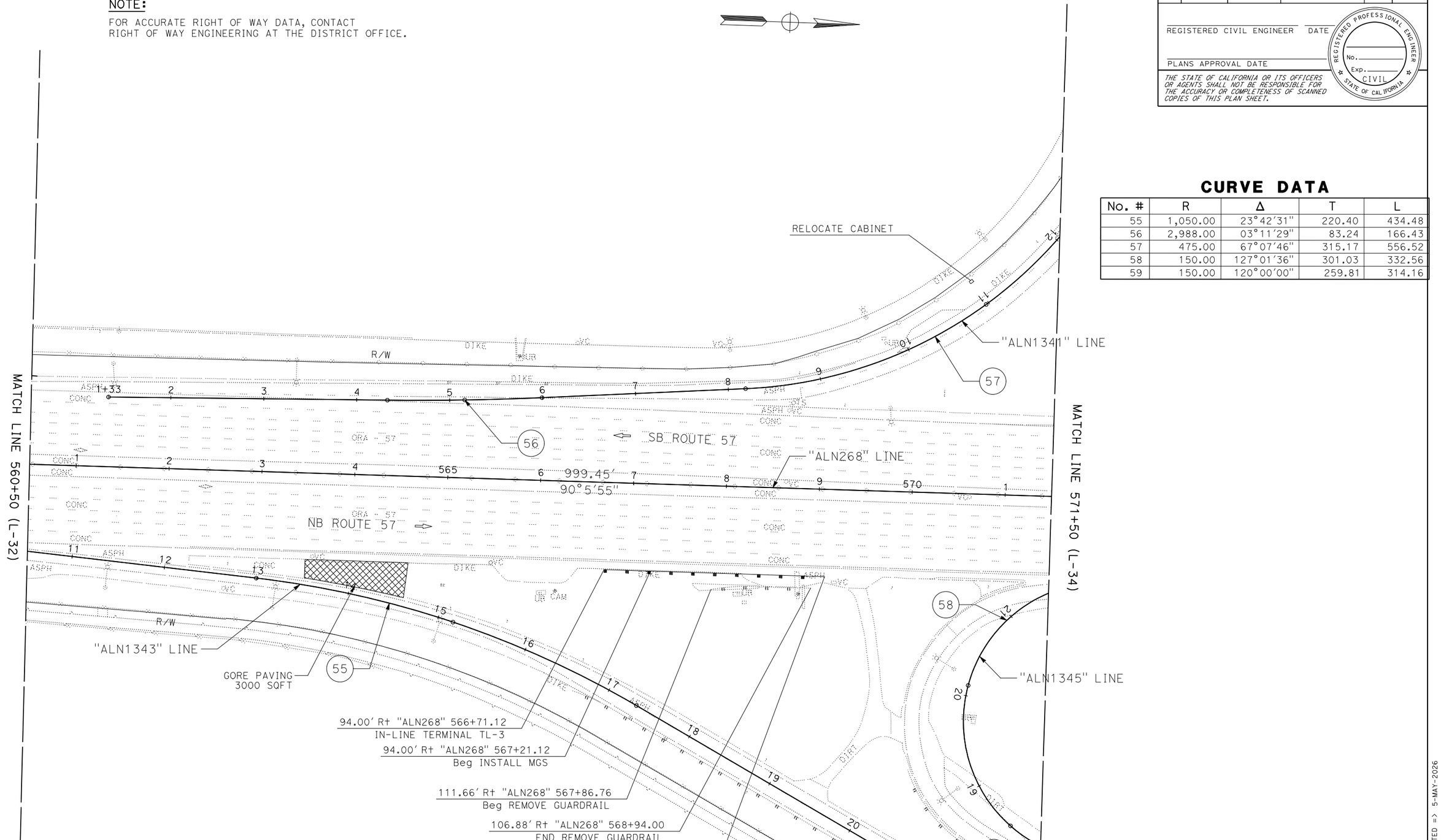
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
55	1,050.00	23°42′31"	220.40	434.48
56	2,988.00	03°11′29"	83.24	166.43
57	475.00	67°07′46"	315.17	556.52
58	150.00	127°01′36"	301.03	332.56
59	150.00	120°00′00"	259.81	314.16



LAYOUT
SCALE: 1" = 50'

L-33

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea033.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

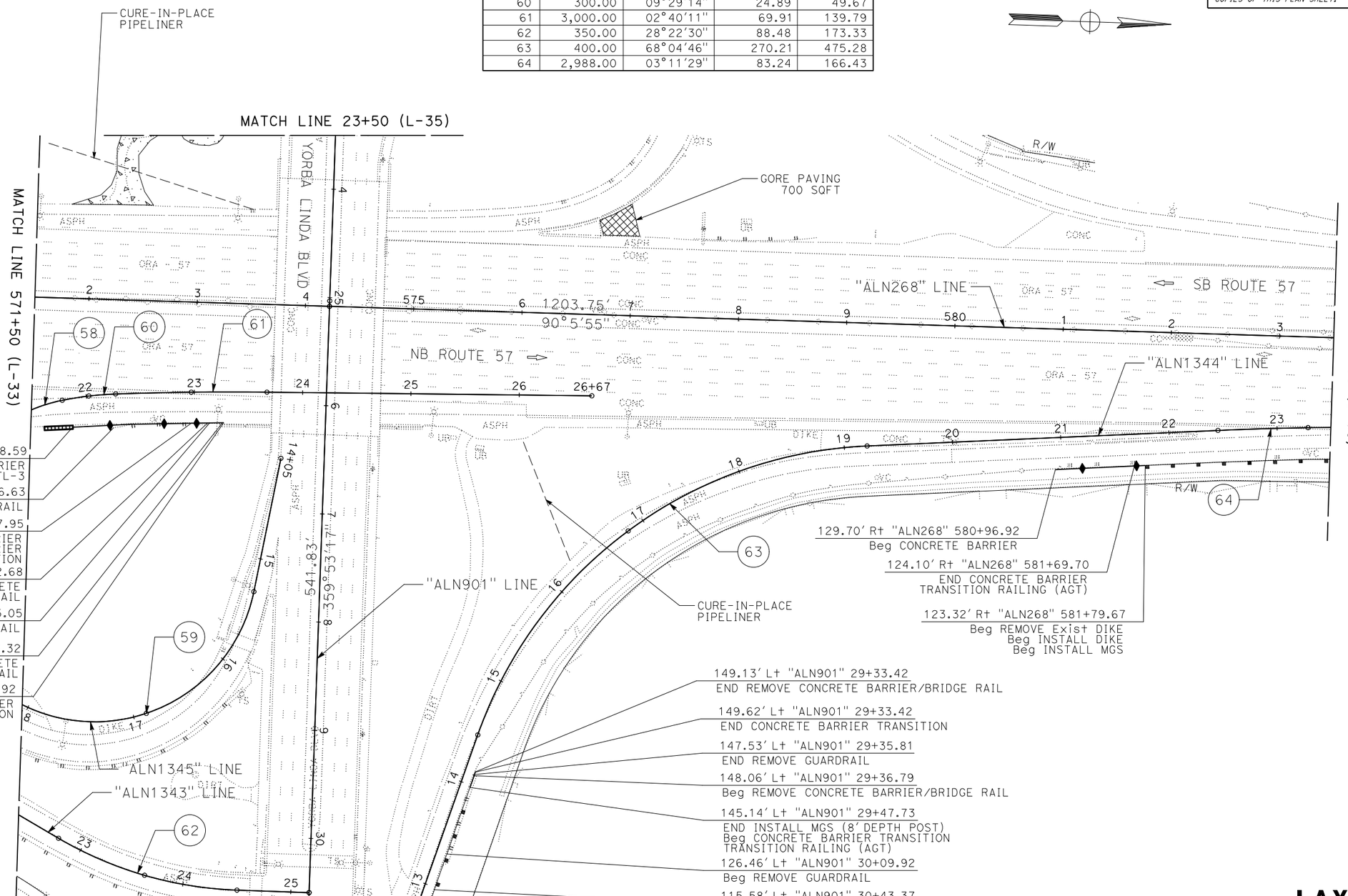
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CURVE DATA

No. #	R	Δ	T	L
58	150.00	127°01'36"	301.03	332.56
59	150.00	120°00'00"	259.81	314.16
60	300.00	09°29'14"	24.89	49.67
61	3,000.00	02°40'11"	69.91	139.79
62	350.00	28°22'30"	88.48	173.33
63	400.00	68°04'46"	270.21	475.28
64	2,988.00	03°11'29"	83.24	166.43



LAYOUT

SCALE: 1" = 50'

L-34

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

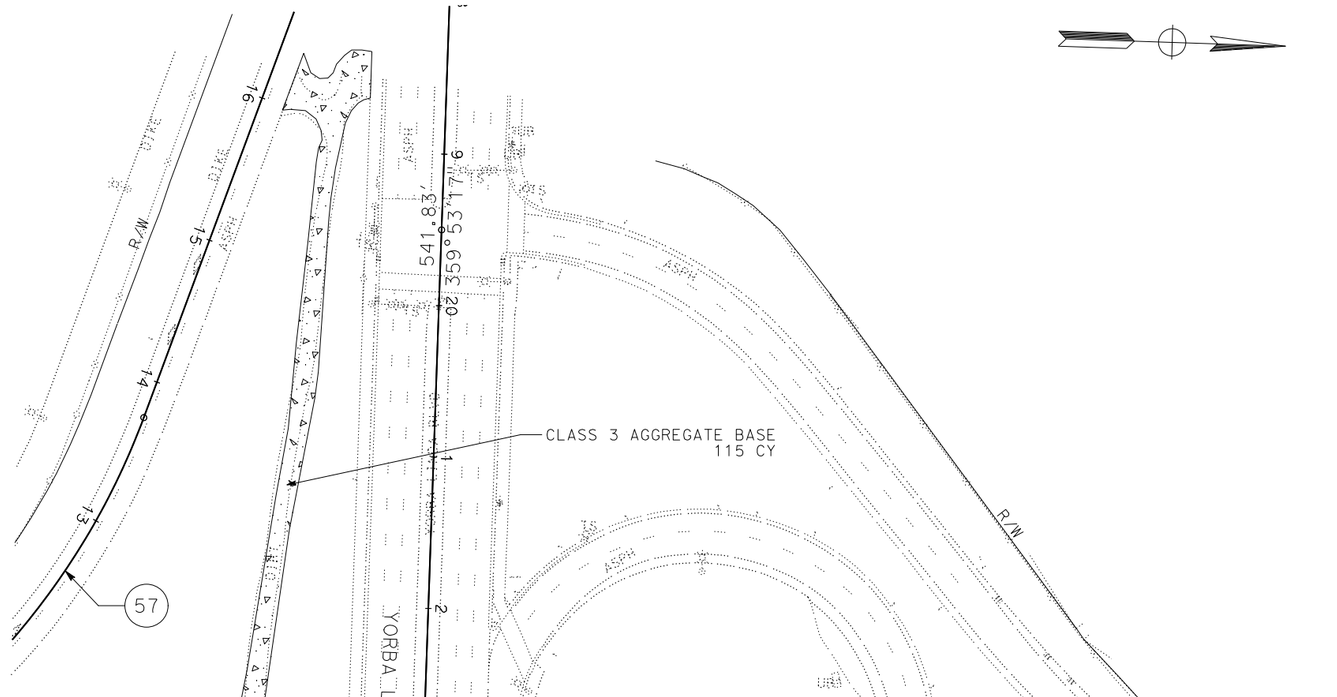
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
57	475.00	67°07'46"	315.17	556.52



LAYOUT

SCALE: 1" = 50'

L - 35

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea035.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

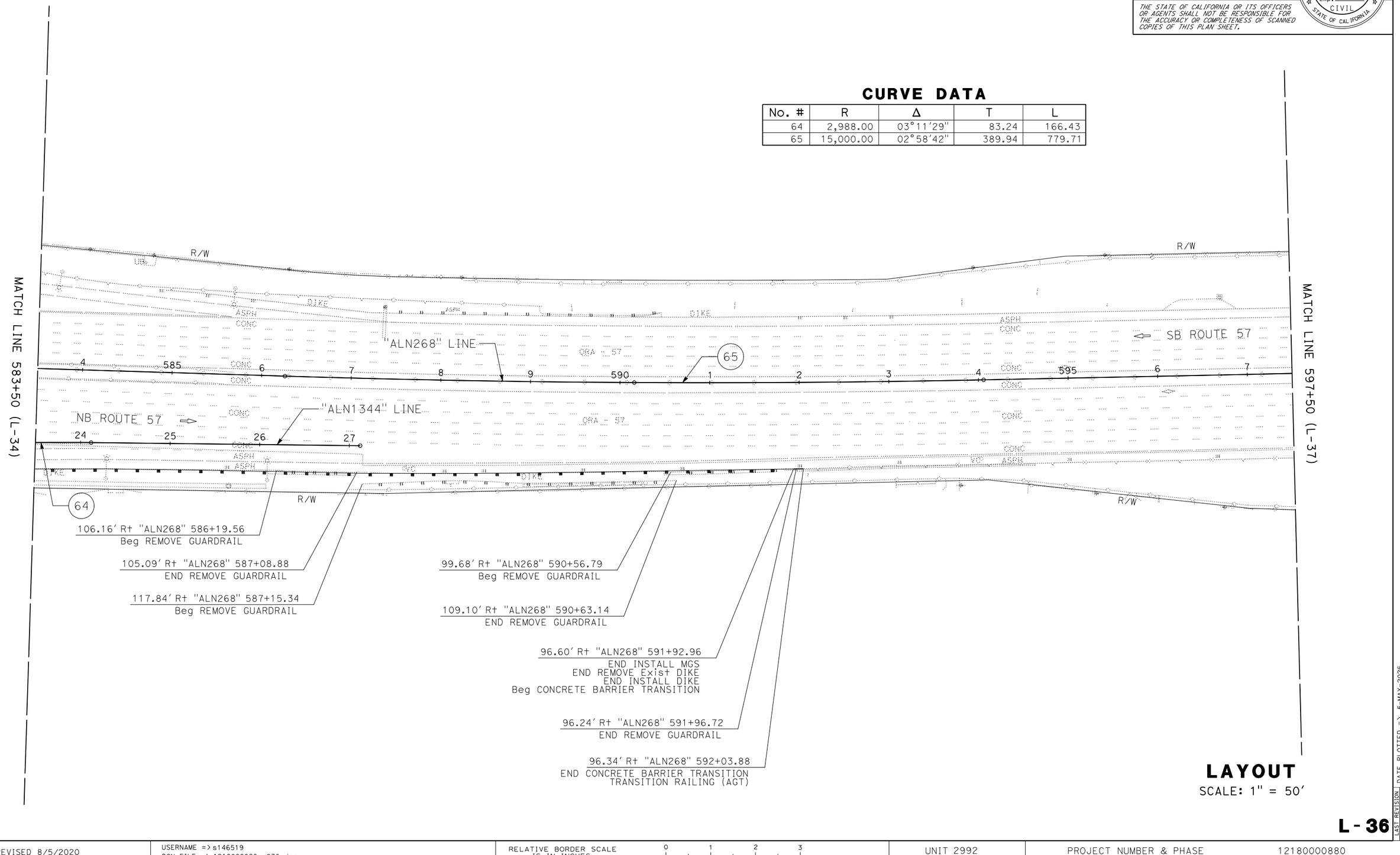
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
64	2,988.00	03°11'29"	83.24	166.43
65	15,000.00	02°58'42"	389.94	779.71



LAYOUT
SCALE: 1" = 50'

L - 36

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BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea036.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

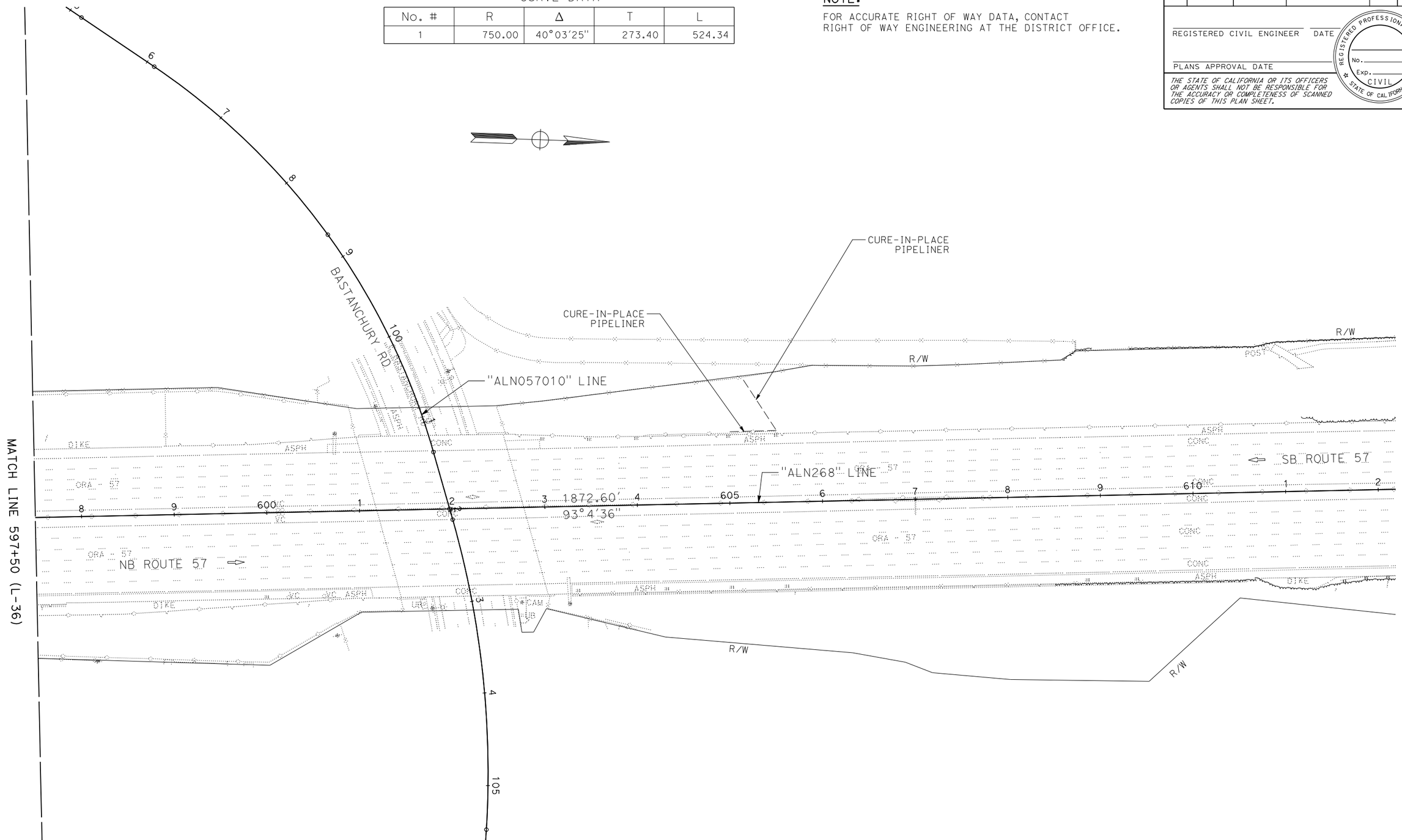
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
1	750.00	40°03'25"	273.40	524.34



LAYOUT

SCALE: 1" = 50'

L - 37

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026

TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020

USERNAME => s146519

DGN FILE => 1218000088ea037.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

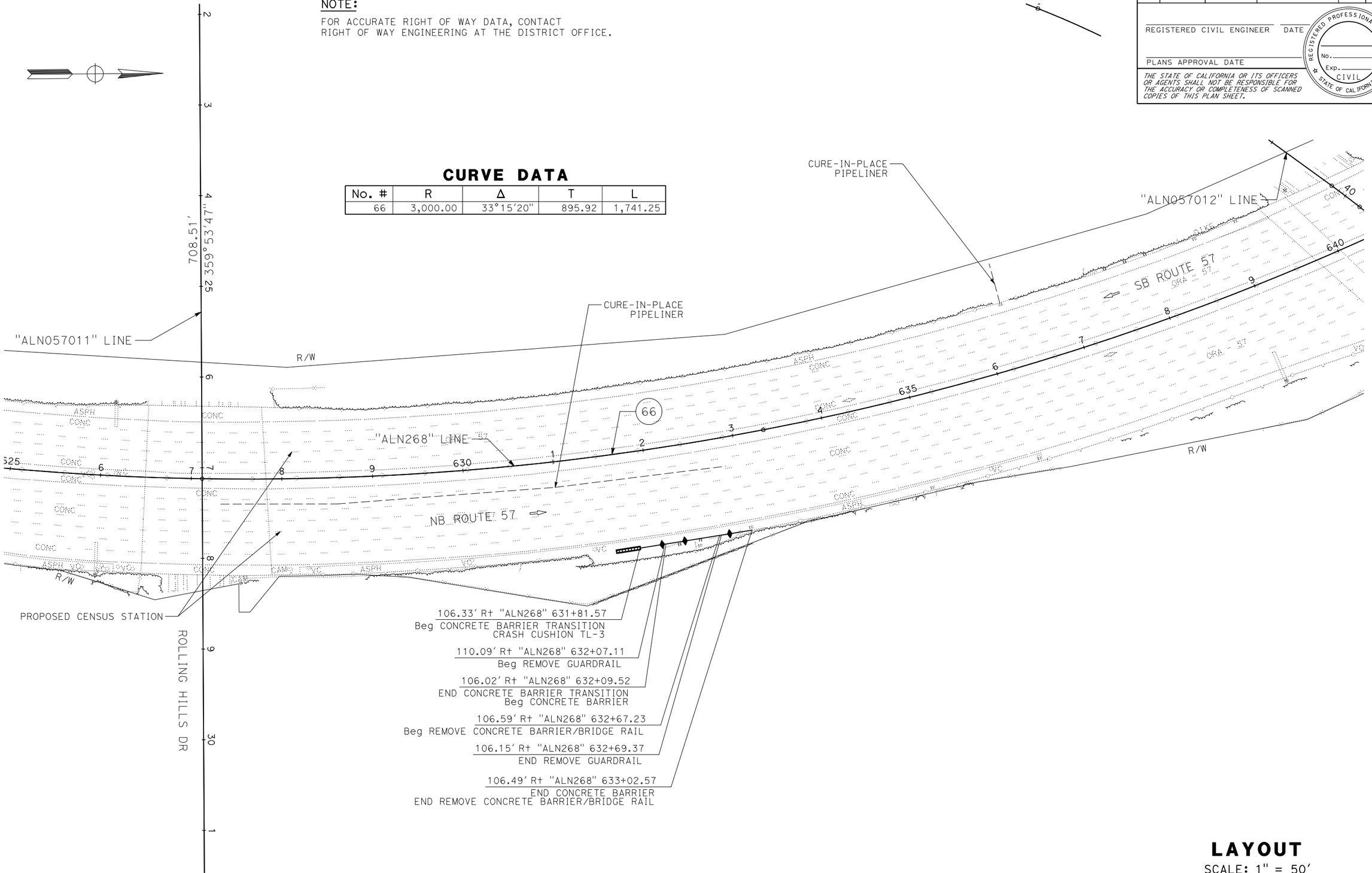
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
66	3,000.00	33°15'20"	895.92	1,741.25



LAYOUT

SCALE: 1" = 50'

L - 38

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN A

Caltrans

LAST REVISION 00-00-00

DATE PLOTTED => 5-MAY-2026
TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea038.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

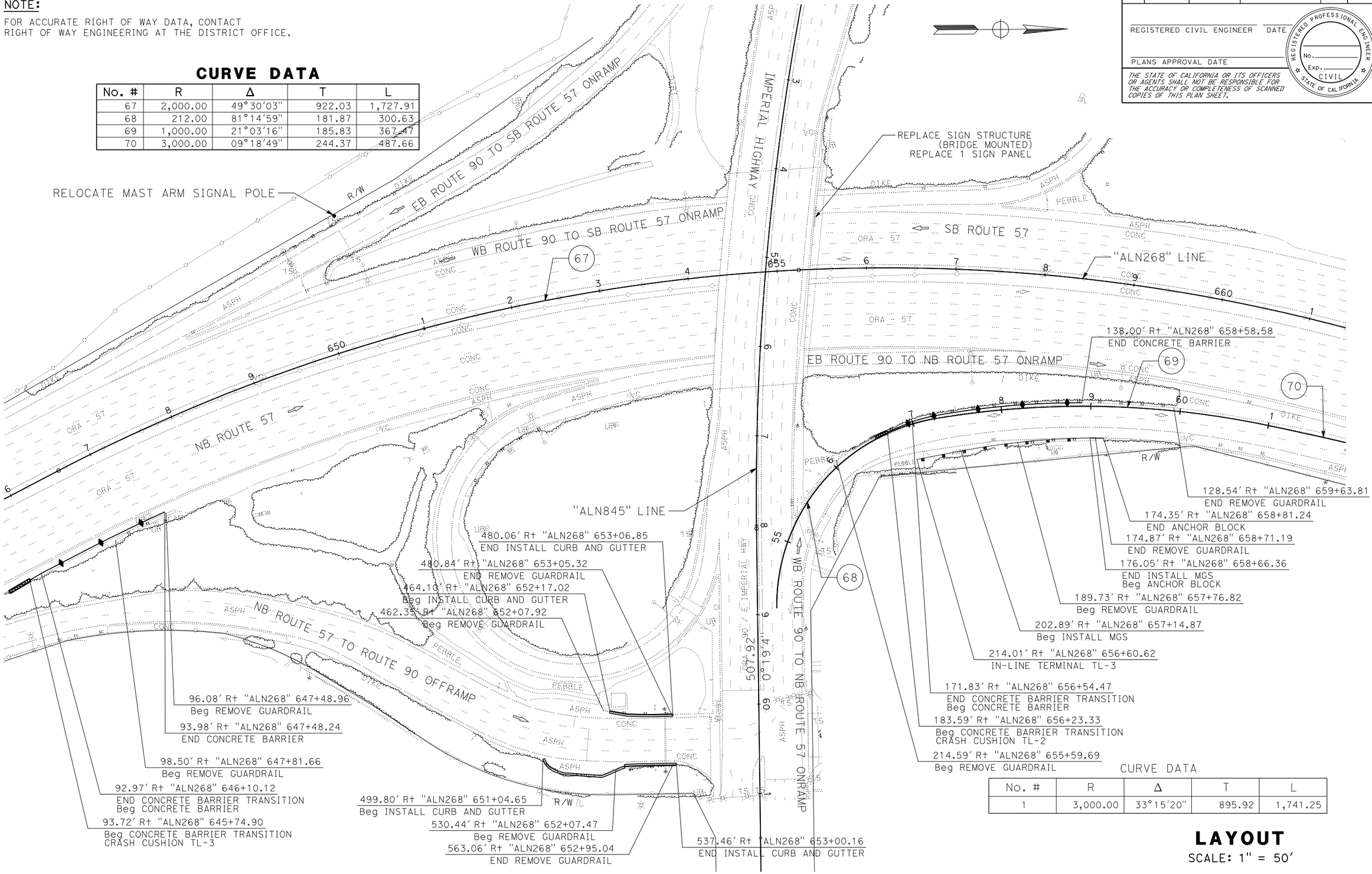
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
67	2,000.00	49°30'03"	922.03	1,727.91
68	212.00	81°14'59"	181.87	300.63
69	1,000.00	21°03'16"	185.83	367.47
70	3,000.00	09°18'49"	244.37	487.66



CURVE DATA

No. #	R	Δ	T	L
1	3,000.00	33°15'20"	895.92	1,741.25

LAYOUT

SCALE: 1" = 50'

L - 39

REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN A

LAST REVISION DATE PLOTTED => 5-MAY-2026
00-00-00 TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea039.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

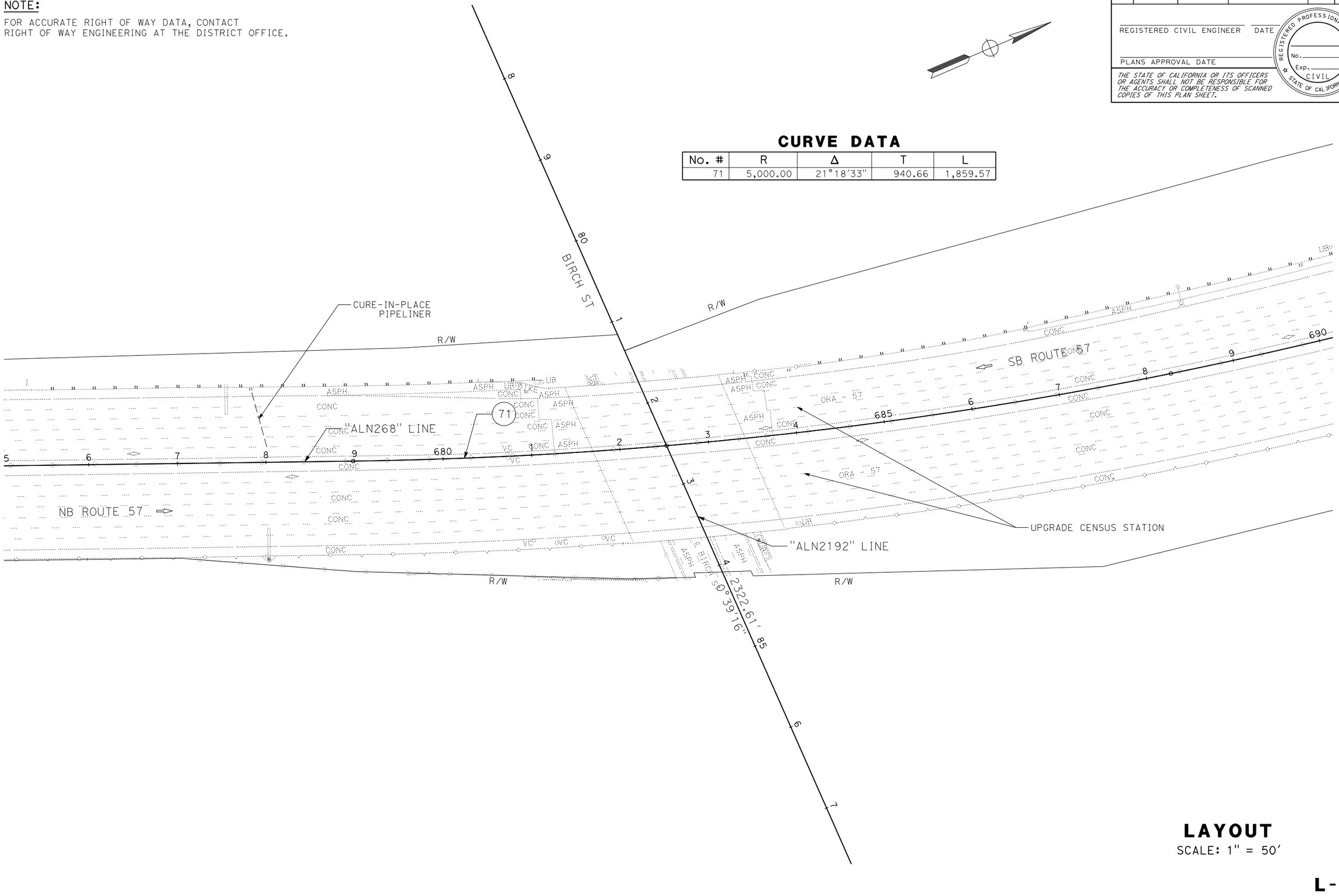
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
71	5,000.00	21°18'33"	940.66	1,859.57



LAYOUT

SCALE: 1" = 50'

L-40

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:40

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea040.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

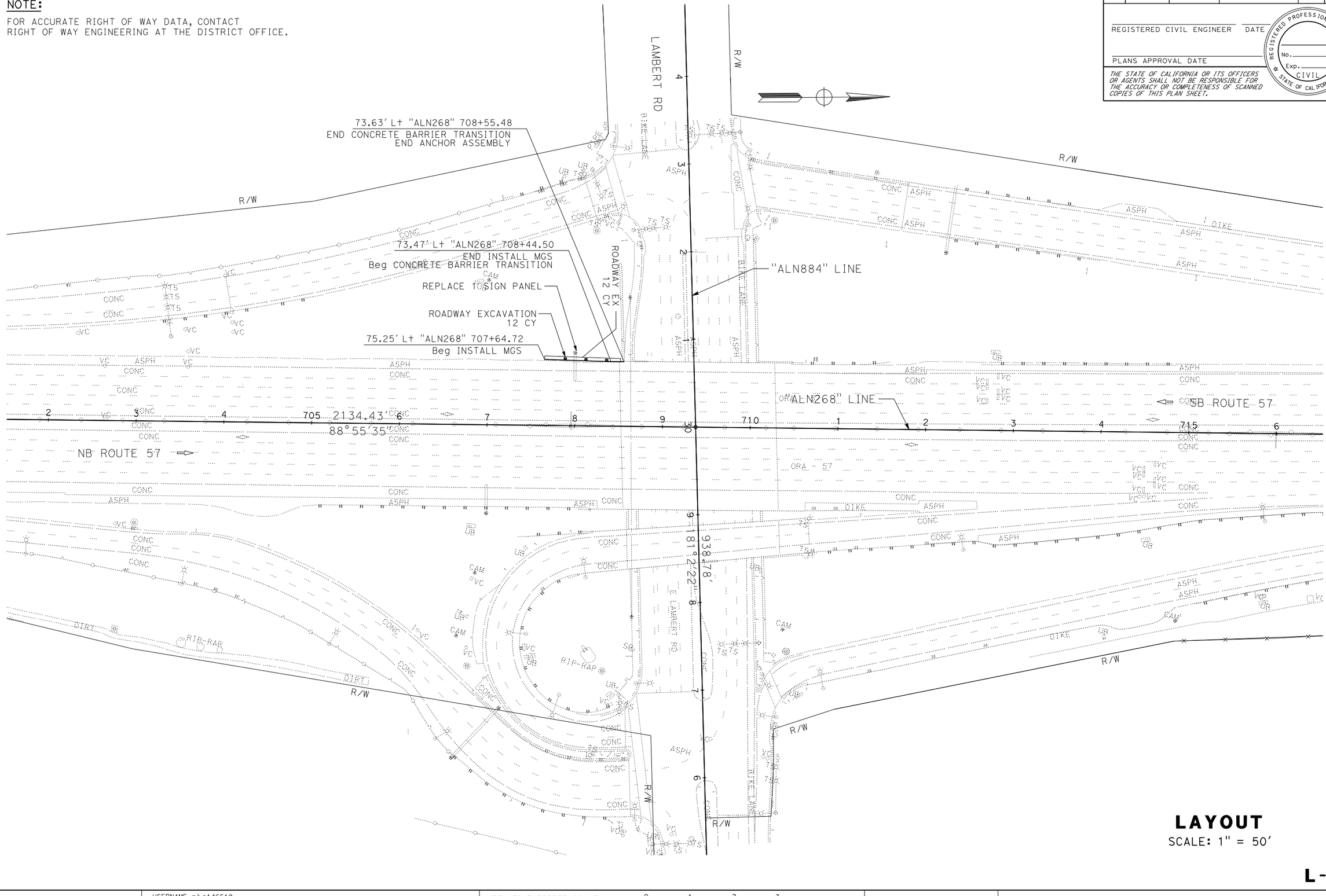
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1" = 50'

L - 41

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

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LAST REVISION	DATE PLOTTED => 5-MAY-2026
00-00-00	TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea041.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

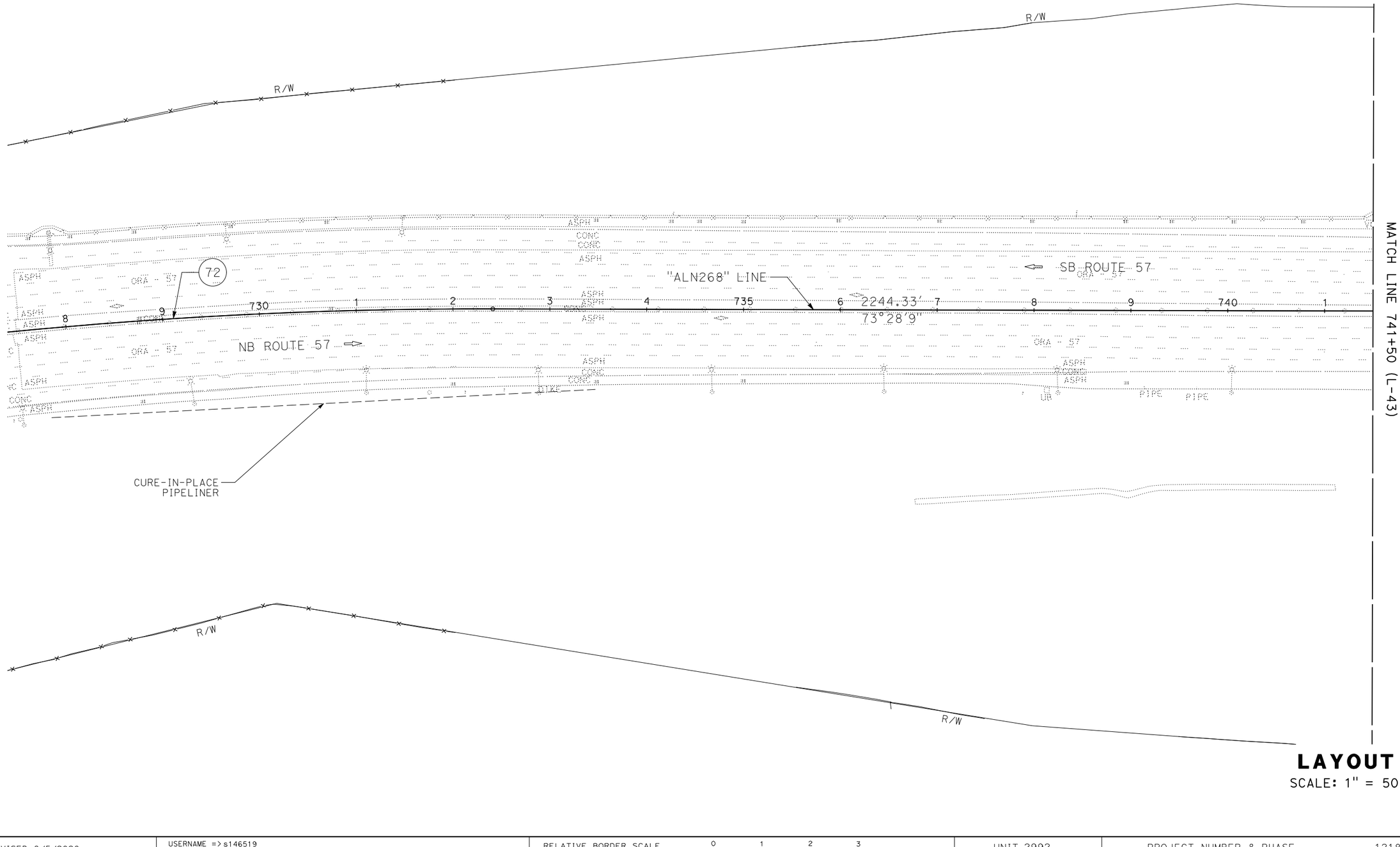
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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
72	5,000.00	15°27'26"	678.57	1,348.90



MATCH LINE 741+50 (L-43)

LAYOUT
SCALE: 1" = 50'

L-42

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea042.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

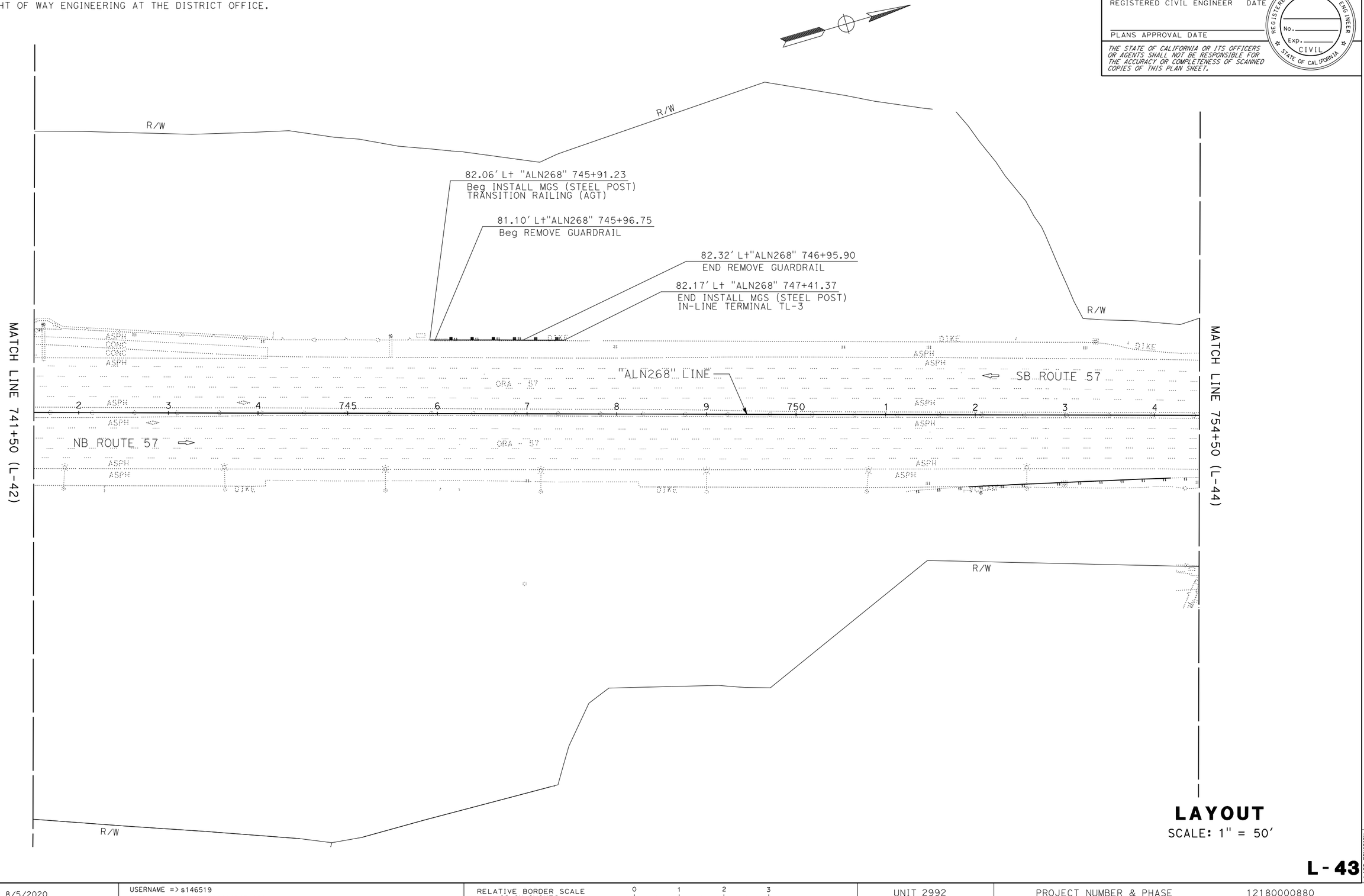
PLANS APPROVAL DATE

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

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1" = 50'

L-43

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Caltrans
DESIGN A

FUNCTIONAL SUPERVISOR: JOSEPH LEE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION DATE PLOTTED => 5-MAY-2026
00-00-00 TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020

USERNAME => s146519
DGN FILE => 1218000088ea043.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2992

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
73	3,000.00	35°00'55"	946.34	1,833.40
74	500.00	46°41'39"	215.82	407.48

70.23' Lt "ALN268" 755+55.05
Beg INSTALL MGS (8' DEPTH POST)

REPLACE SIGN STRUCTURE
(SINGLE POST)
REPLACE 1 SIGN PANEL

70.29' Lt "ALN268" 755+80.09
END INSTALL MGS (8' DEPTH POST)
Beg CONCRETE BARRIER TRANSITION

70.64' Lt "ALN268" 755+95.01
END CONCRETE BARRIER TRANSITION

ROADWAY EXCAVATION
10 CY

ROADWAY EX
10 CY

R/W

74

"ALN1827" LINE

185.07'
S 17°59'16" E

PROPOSED BRIDGE REHAB (SEE APS)
TONNER CANYON RD UC
BRIDGE NUMBER: 55 0504

73

"ALN268" LINE

MATCH LINE 754+50 (L-43)

NB ROUTE 57

SB ROUTE 57

CURE-IN-PLACE
PIPELINER

PROPOSED EASEMENT
CITY OF BREA - 1060 SQFT

PROPOSED EASEMENT
OCFCD - 270 SQFT

TONNER CANYON RD

R/W

ASPH CONC DIRT PTPC ORA - 57

LAYOUT

SCALE: 1" = 50'

L-44

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN A	FUNCTIONAL SUPERVISOR	JOSEPH LEE	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 5-MAY-2026 | TIME PLOTTED => 18:41

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea044.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880

Attachment B:
Risk Register

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS)

Form PM-XX (Rev. 05/15/18)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT, or that PM has checked and signed below indicating "No Risk Register Certification Required".

Project Information

Total Capital Cost: $39,554,000

District 12 – EA 0R370/1218000088/SR 57/PM 10.8L/R22.5:

Project Nickname: SR 57 Multi-Asset Project

Project Description: The project proposes to place polyester overlay and methacrylate on bridge decks, replace damaged approach and departure slabs, restore drainage systems, replace outdated overhead sign structures and sign panels, improve complete street elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits. The project is State and Federal funded through the 2024 SHOPP.

Project Manager (PM): Barbara McGahey

☐ No Risk Register Certification Required -- Check Box if project is a Minor. Sign below and submit this form at required submittal intervals (as applicable).

Project Manager Signature: _____ Date: _____

PID [M010]	Print	Signature	Date
Project Manager:	Farid s118119@dot.ca.gov	Farid Nowshirvan	04/04/2023
Deputy District Director, Planning:	Grace Tell for	Grace Tell for (Mar 29, 2023 12:21 PDT)	03/29/2023
Office Chief, Design:	Lisa Ramsey	Lisa Ramsey	04/10/2023
Office Chief, Project Management:	Monica Benavides		04/12/2023

PA&ED [M200]	Print	Signature	Date
Project Manager:	Barbara McGahey	Barbara McGahey	03/18/2026
Deputy District Director, Enviro:	Christopher Flynn	Chris Flynn	03/18/2026
Office Chief, R/W:	Jennifer Pham	J Pham	03/24/2026
Office Chief, Design:	Joseph Lee		03/18/2026
Office Chief, Project Management:	Bassem Barsoum		03/20/2026

Prior to RTL [M377]	Print	Signature	Date
Project Manager:			
Office Chief, Design:			
Office Chief, Construction:			
Office Chief, R/W:			
Deputy District Director, Enviro:			
Deputy District Director, Maint:			
Office Chief, Traffic Operations:			
Office Chief, Project Management:			

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
3	As a result of the project work affecting waters, the project biologist will apply for water permits during the PS&E phase. Permits are generally received in 6-8 months, but can take longer due to various factors.	Identify potential critical permit deliveries early in the PS&E phase.		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		Project work will require permits from CDFW (1600), RWQCB (401) and USACE (404).	1/17/2023
Active			0-PA&ED								
Threat		Work with permit agencies to compress schedules to move permits off of the critical path.	1-PS&E	Insignificant	30 - 90 days				30 - 60 days Y		8/2/2027
			2-RW Sup								
ENV: Permits	A permit approval activity is identified on the project's critical path.		3-Con Sup								
			4-Con Cap								2/18/2026
	Environmental (E. Knight)		9-RW Cap								
4	As a result of hazardous waste (HW) initial site assessments (ISA)/investigations being omitted from the PID phase, discovery of HW and ADL during PA&ED may occur, which would lead to a cost increase during construction. All work items involving excavation has the potential to generate HW.	HW reviews including ISA, ACM, and ADL investigations are assumed to start early in the PA&ED phase.		3 - Moderate (31-50%)		Avoid				[02-24-26: Discovery of hazardous waste (HW) during PA&ED and PS&E phase may occur. All work including excavation and concrete removal has the potential to generate HW, ADL, and asbestos containing material (ACM).]	1/17/2023
Active			0-PA&ED								
Threat		Initiate a project change request in the PA&ED phase to revise the budget and schedule to address the increase cost of hazardous waste handling or disposal.	1-PS&E								7/12/2030
			2-RW Sup								
ENV: Hazardous Waste	HW ISA, Asbestos Containing Material (ACM), or Aerially Deposited Lead (ADL) investigations find HW levels which cannot be mitigated with the programmed budget.		3-Con Sup		0 - 30 days				0 - 15 days N		
			4-Con Cap	<$190				$0 - $1960 N			2/25/2026
	Environmental Engineering		9-RW Cap								
5	Due to undetermined property ownership, portions of the planned project scope may extend beyond the State's right of way (R/W). This could impact the project schedule and budget, as the current plan does not account for additional studies to verify the exact location of the R/W line or for any necessary acquisition activities to bring the scope within the R/W.	Project Engineer to confirm the R/W lines with R/W Engineering as early as possible.		2 - Low (11-30%)		Avoid				[09-29-25: All proposed work will be fully within the state's R/W.]	9/25/2025
Active			0-PA&ED								
Threat		If it is determined additional private property rights are required due to change in R/W scope of work, then Project Manager to obtain additional R/W Support, R/W Capital, and time on the schedule through the use of a PCR and/or G-12 or scope of work to be removed from the project.	1-PS&E								12/20/2026
			2-RW Sup	>$0	>180 days			$0 - $210 N	180 - 270 days N		
ROW: Acquisitions	If it is determined these locations are not currently within the state's R/W.		3-Con Sup								
			4-Con Cap								12/11/2025
	R/W, Project Manager, Design		9-RW Cap	>$0				$0 - $200 N			

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
6	If at a later date, it is determined that the acquisition of Right of Way parcels or additional environmental permit costs are needed, utility relocations are required, or railroad involvement is needed, then R/W Support and R/W Capital will increase, additional funding will be required, and the schedule will need to be extended.	During PA&ED, Design to confirm R/W scope of work needed for the project.		3 - Moderate (31-50%)		Avoid				During PA&ED phase, it was determined that all work is to be fully within the State's R/W or identified acquisition requirements and no utility relocation required, and no railroad involvement. Environmental permit costs were also identified by the MCCE.	9/25/2025
Active			0-PA&ED								
Threat		A PCR may be needed to increase R/W support, capital, and scheduled time due to the increase in R/W requirements, environmental permit costs, or scope of work to be removed from the project.	1-PS&E								7/3/2028
RIGHT OF WAY	Change to R/W scope of work or environmental permit costs.		2-RW Sup	>$0	>180 days	$105		$0 - $210 N	180 - 270 days N		
			3-Con Sup								
	R/W, Project Manager, Design, Environmental		4-Con Cap								2/19/2026
			9-RW Cap	>$760		$100		$0 - $200 N			
7	As a result of uncertainties in the subsurface materials that can be encountered during construction, a Construction Change Order (CCO) may occur, which would lead to increased costs and construction delays.	We could identify locations with insufficient as-built subsurface information and perform a geotechnical investigation at those locations to reduce the probability of CCO.		2 - Low (11-30%)		Avoid				Assuming the standard plan foundations for OH sign structures will work.	2/10/2026
Active			0-PA&ED								
Threat		If subsurface materials found are not capable to withstand the standard plan foundation for the OH sign structures, then a special design of pile foundation will be required.	1-PS&E								7/12/2030
CNS: Structural Construction	Inadequate subsurface materials are encountered during construction for the OH sign structure foundation.		2-RW Sup								
			3-Con Sup	<$400	30 - 90 days			$0 - $101 N	30 - 60 days N		
			4-Con Cap	<$190				$0 - $1960 N			2/24/2026
	Division of Engineer Services (Vaskin Kuyumjian)		9-RW Cap								
8	As a result of Douglas OH structure work potential impacting the railroad, the railroad may require flagging or additional requirements, which could lead to additional design support and/or construction capital.	Engage the railroad early on in PA&ED.		2 - Low (11-30%)		Mitigate		3 - Moderate (31-50%)		[03-02-26: Coordination will be required with the railroad. Design to submit 100% plans near Douglas OH @35% PS&E.] [02-11-26: Barrier replacement along the overhang no longer needs to be replaced.]	2/10/2026
Active			0-PA&ED								
Threat		Develop design alternatives that either minimize or eliminate railroad impact.	1-PS&E	<$250	0 - 30 days			$0 - $660 Y	30 - 60 days Y		8/2/2027
ROW: Rail Road	Obtain Railroad acceptance during PS&E		2-RW Sup	Insignificant	0 - 30 days				0 - 15 days Y		
			3-Con Sup		0 - 30 days				0 - 15 days Y		
			4-Con Cap	<$190				$0 - $1960 Y			3/10/2026
	Right of Way Railroad Coordination		9-RW Cap								

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
9	If construction takes place during nesting bird season, nesting birds may be found within the project area, resulting schedule delays.	Clearing and grubbing will occur outside of nesting bird season if possible.		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		[02-10-26: If nesting birds are found during construction a no-work buffer (up to 500ft from the nest) will be implemented until the nest is no longer active.]	2/10/2026
Active			0-PA&ED								
Threat		No work buffers will be placed around the nest.	1-PS&E								10/10/2031
ENV: Biological	Nesting Birds are Found at Project Site		2-RW Sup								
	Environmental (E. Knight)		3-Con Sup		0 - 30 days				0 - 15 days Y		2/20/2026
			4-Con Cap	Insignificant							
			9-RW Cap								
10	As a result of new legislation known as "Buy America", material costs may increase, which would lead to a higher construction capital costs.	Incoming project bids will be monitored throughout PS&E to determine any changes to bid trends that may result from "Buy America" requirements.		4 - High (51-70%)		Mitigate		4 - High (51-70%)		[02-10-26: Buy America states that everything should be made in America by October 2026.]	2/10/2026
Active			0-PA&ED								
Threat		Obtain additional funding or reduce scope.	1-PS&E								7/3/2028
CONSTRUCTION	New legislation		2-RW Sup								
			3-Con Sup		Insignificant						2/23/2026
			4-Con Cap	$190 - $380							
	Design and PPM		9-RW Cap								
11	As a result of the project occurring within sensitive habitat areas, endangered bird species (coastal California gnatcatcher) may be found in the project area, which would lead to initiating Section 7 consultation with US Fish and Wildlife Service which could lead to project delays.	Protocol surveys and Section 7 consultation with USFWS will be completed during PS&E phase to avoid any potential disruptions to Construction.		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		[02-17-26: Project Biologist (Erin Knight) will send a letter to USFWS that we are planning work and protocol surveys during PS&E. Section 7 consultation will occur during PS&E to avoid delays during construction.]	2/18/2026
Active			0-PA&ED								
Threat		Consultation will be initiated with USFWS and construction may be delayed.	1-PS&E	<$250	30 - 90 days	$41		$0 - $250 Y	30 - 60 days Y		10/10/2031
ENV: Biological	Work within sensitive habitat areas (coastal California gnatcatcher critical habitat, near Tonner Canyon bridge)		2-RW Sup								
			3-Con Sup	<$400	30 - 90 days	$30		$0 - $800 Y	30 - 60 days Y		2/20/2026
			4-Con Cap								
	Environmental Biologist - Erin Knight		9-RW Cap								

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
12	As a result of encountering unsuitable expansive soil along the project footprint, removal and replacement may be required, which would lead to an estimated 10% increase in grading costs.	During early stage of PS&E a field investigation is needed to identify expansive soils within the construction areas.		2 - Low (11-30%)		Mitigate		2 - Low (11-30%)		[02-19-26: Assuming no unsuitable expansive soil on project site.]	2/18/2026
Active			0-PA&ED								
Threat		Account for unsuitable soil in the project estimate. If needed, ask for additional funds.	1-PS&E								8/13/2027
CONSTRUCTION	Geotechnical Design Report shows unsuitable expansive soil along the project footprint.		2-RW Sup								
			3-Con Sup		0 - 30 days				0 - 15 days Y		2/19/2026
	Materials Engineering (M. Mahdavian)		4-Con Cap	<$190				$0 - $1960 Y			
			9-RW Cap								
13	As a result of damaged slabs not identified during PS&E, the number of slabs that need to be replaced might increase, which would lead to an increase cost of paving by approximately 5%.	Prior to construction, a survey of damaged slabs need to be done to identify all the slabs that need removal and replacement. If more than 10 slabs in a row are broken, Individual slab replacement becomes continuous partial lane replacement.		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		[02-19-26: Continue to perform field reviews to identify additional slabs prior to RTL.]	2/18/2026
Active			0-PA&ED								
Threat		Issue Change Order to replace additional damaged slabs.	1-PS&E								10/10/2031
CONSTRUCTION	Additional slabs during construction need to be replaced		2-RW Sup								
			3-Con Sup		0 - 30 days				0 - 15 days Y		2/19/2026
	Design, Materials Engineering, and Construction		4-Con Cap	<$190				$0 - $1960 Y			
			9-RW Cap								
14	As a result of load rating check, load rating deficiency may occur, which would lead to strengthening bridge deck (Chapman Ave UC, Santa Ana Riv Br, Katella Ave UC, Douglas OH) and increase project costs.	Perform load rating check ASAP in Phase 1		1 - Very Low (1-10%)		Mitigate		1 - Very Low (1-10%)		[02-18-26: Pending due to lack of resources in Phase 0]	2/18/2026
Active			0-PA&ED								
Threat		Estimate cost and strengthen bridge deck	1-PS&E	<$250	30 - 90 days			$0 - $250 Y	30 - 60 days Y		3 months after M221 milestone
STR: Structure Design	Medium barrier replacement		2-RW Sup								
			3-Con Sup	<$400	30 - 90 days			$0 - $400 Y	30 - 60 days Y		2/23/2026
	Bridge Design		4-Con Cap	<$190				$0 - $1960 Y			
			9-RW Cap								

Project Information

Checkpoint:	PA&ED	*Project Manager:*	McGahey, Barbara
Date:	3/18/2026	*Program:*	2024 SHOPP
EA:	12-0R370	*Capital Costs:*	$39,554,000
EFIS ID:	12-1800-0088	*Support Costs:*	$17,381,000
Project Nickname:	Rte 57 Multi-Asset Project	*Total Costs:*	$56,935,000
County/Route/PM:	ORA-057-10.8L/R22.5	*RTL Target:*	10/19/2028

Calculated Risk Reserve

Last Run Date:

Project Phase	Confidence Level	Resource Hours	Reserve $'s	Confidence Level	Schedule Reserve
0 (PA&ED)	50%	-	$0	50%	days
1 (PS&E)	50%	-	$0	50%	days
2 (RW Sup)	50%	-	$0	50%	days
3 (Con Sup)	50%	-	$0	50%	days
4 (Con Cap)	50%	-	$0		-
9 (RW Cap)	50%	-	$0		-
Project Total		-	-		days

Risk Register

version 2.01 04/28/2022

Risk Identification			Phase	Initial Risk Assessment		Risk Response		Residual Risk		Risk Status	
				Initial Risk Probability		Response Strategy		Residual Risk Probability			
RISK ID # / Status / Type / RiBS Sub Category	Risk Statement: "As a result of <root cause>, <uncertain event> may occur, which would lead to <effect on objective(s)>." / Risk Trigger / Risk Owner	Proactive Response (prior to risk occuring) / Response if Risk Occurs		Cost Impact ($k)	Schedule Impact	Cost Impact ($k)	Schedule Impact	Cost Impact ($k) (Y indicates Residual Risk will be included in Reserve Calculations)	Schedule Impact (Y indicates Residual Risk will be included in Reserve Calculations)	Risk Assumptions and Status	Date Risk Identified / Anticipated Resolution Date / Date Last Updated
2	As a result of the high-level scoping during the PID phase, determination of seasonal restrictions for nesting birds is deferred until the next phase. Determination of this restriction may impact schedule and cost.	Develop a conceptual construction critical path method schedule and construction staging plans in the PA&ED phase.		1 - Very Low (1-10%)		Avoid				There is designated critical habitat for coastal California gnatcatcher (Polioptila californica californica) in the project area.	1/17/2023
Retired			0-PA&ED							If tree/vegetation removal occurs during the nesting bird season (Feb. 1 – Sep. 30), a qualified biologist will perform pre-construction bird surveys no more than three (3) days before construction activities.	1/16/2026
Threat		1) Increase the construction working days estimate to account for critical activities. 2) If exclusion measure costs are beyond the programmed budget, initiate a project change request to revise.	1-PS&E								
ENV: Biological	Requirements for birds are identified which can increase the project cost. Conceptual project staging identifies bird related work items as critical.		2-RW Sup								2/19/2026
			3-Con Sup		30 - 90 days				30 - 60 days N		
			4-Con Cap	Insignificant							
			9-RW Cap								
1	As a result of utility mapping and a conflict matrix being deferred to the subsequent phases, the discovery of an unidentified conflict can cause schedule delay and a potential cost increase.	Identify any utility conflicts as early as possible in the PA&ED Phase.		3 - Moderate (31-50%)		Mitigate		3 - Moderate (31-50%)		[12-11-25: We have a utility management matrix that was generated in January of 2025 and there are no potential conflicts.]	1/17/2023
Retired			0-PA&ED	Insignificant	30 - 90 days				30 - 60 days Y		
Threat		1) Investigate design changes or work with utility companies to perform the necessary relocation. OR 2) Delete scope to avoid relocation.	1-PS&E	Insignificant	30 - 90 days				30 - 60 days Y		1/16/2026
ROW: R/W Utilities	The utility conflict matrix identifies more conflicts than anticipated by the PID estimate or scope of work.		2-RW Sup								
			3-Con Sup	Insignificant	30 - 90 days				30 - 60 days Y		2/19/2026
			4-Con Cap	Insignificant							
			9-RW Cap								

12-0R370 Risk Cert - PAED_260318

Final Audit Report 2026-03-25

Created:	2026-03-18
By:	Dennis Nguyen (s156660@dot.ca.gov)
Status:	Signed
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Attachment C:
Project Cost Estimate

PROJECT

PLANNING COST ESTIMATE©

EA: 12-0R370 PID: 1218000088

EA: 12-0R370

PID: 1218000088

District-County-Route: 12-ORA-57

PM: 10.8L/R22.5

Type of Estimate : Preliminary Cost Estimate - PA&ED

Program Code : 201.110

Project Limits : On SR-57 from I-5 to LA County Line

Project Description: Bridge Rehab, Drainage System Restoration, Overhead Sign Structures, Overhead Sign Panels, Complete Streets, Traffic Safety Devices, Census Stations, and Roadside Safety.

Scope : Place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, replace nonstandard Overhead (OH) sign structures and OH sign panels for better visibility, improve complete street elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features.

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 27,426,600	$ 33,163,234
TOTAL STRUCTURES COST	$ 5,038,500	$ 6,092,369
SUBTOTAL CONSTRUCTION COST	$ 32,465,100	$ 39,255,603
TOTAL RIGHT OF WAY COST	$ 256,000	$ 298,000
TOTAL CAPITAL OUTLAY COSTS	$ 32,722,000	$ 39,554,000
PA/ED SUPPORT	$ 3,581,865	$ 3,800,000
PS&E SUPPORT	$ 4,442,435	$ 5,000,000
RIGHT OF WAY SUPPORT	$ 681,000	$ 681,000
CONSTRUCTION SUPPORT	$ 6,423,423	$ 7,900,000
TOTAL SUPPORT COST	$ 15,129,000	$ 17,381,000
TOTAL PROJECT COST	$ 47,900,000	$ 57,000,000 *

Programmed Amount

	Month	Year
Date of Estimate (Month/Year)	5	2026
Estimated Construction Start (Month/Year)	5	2029
Number of Working Days =		410
Estimated Mid-Point of Construction (Month/Year)	5	2030
Estimated Construction End (Month/Year)	11	2031
Number of Plant Establishment Days		180

Estimated Project Schedule

PID Approval	6/30/2023
PA/ED Approval	5/12/2026
PS&E	7/1/2026
RTL	10/19/2028
Begin Construction	5/1/2029

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	330,000
2	**Pavement Structural Section**	$	824,900
3	**Drainage**	$	2,420,400
4	**Specialty Items**	$	4,455,700
5	**Environmental**	$	1,705,700
6	**Traffic Items**	$	8,494,100
7	**Detours**	$	20,100
8	**Minor Items**	$	365,100
9	**Roadway Mobilization**	$	1,861,600
10	**Supplemental Work**	$	506,400
11	**State Furnished**	$	1,766,400
12	**Time-Related Overhead**	$	1,098,800
13	**Total Roadway Contingency**	$	3,577,400
	TOTAL ROADWAY ITEMS	**$**	**27,426,600**

Estimate Prepared By : Brian Nguyen, Project Engineer (949) 742-1587

Name and Title Date Phone

Estimate Reviewed By : Harris Huynh, Branch Chief (Acting) (949) 795-7383

Name and Title Date Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	1,050	x	200.00	=	$	210,000
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
19801X	Imported Borrow	LS	1	x	50,000.00	=	$	50,000
194001	Ditch Excavation	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
17010X	Clearing & Grubbing	LS	1	x	70,000.00	=	$	70,000
100100	Develop Water Supply	LS		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS	**$**	**330,000**

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	270	x	250.00	=	$	67,500
260203	Class 2 Aggregate Base	TON/CY	100	x	250.00	=	$	25,000
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF	3,120	x	10.00	=	$	31,200
398100	Remove Asphalt Concrete Dike	LF	4,186	x	7.50	=	$	31,395
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	LS		x	30,000.00	=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
XXXXXX	Approach and Departure Slabs	EA		x		=	$	-
XXXXXX	Transitional Slab	CY	168	x	3,800	=	$	638,400
731840	Remove Concrete (Curb & Gutter)	LF	25	x	190	=	$	4,750
730010	Slab Repair	LS		x		=	$	-
731504	Minor Concrete (Curb & Gutter)	CY	25	x	1,065	=	$	26,625

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	**$**	**824,900**

EA: 12-0R370 PID: 1218000088

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
710132	Remove Culvert	LF	256	x	184.00	=	$	47,104
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	LF		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
510094	Structural Concrete (Drainage Inlet)	CY	82	x	4,513.00	=	$	370,066
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY		x		=	$	-
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
650014	18" Reinforced Concrete Pipe (Insert Type)	LF	5,027	x	226.00	=	$	1,136,102
650018	24" Reinforced Concrete Pipe (Insert Type)	LF	0	x	538.00	=	$	-
650026	36" Reinforced Concrete Pipe (Insert Type)	LF	90	x	760.00	=	$	68,400
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF	256	x	543.00	=	$	139,008
710132	Remove Culvert (LF)	LF	536	x	164.00	=	$	87,904
710380	18" Cured-In-Place Pipeliner	LF	807	x	209.00	=	$	168,663
710384	24" Cured-In-Place Pipeliner	LF	584	x	280.00	=	$	163,520
710388	30" Cured-In-Place Pipeliner	LF	100	x	607.00	=	$	60,700
710390	36" Cured-In-Place Pipeliner	LF		x	607.00	=	$	-
710394	48" Cured-In-Place Pipeliner	LF	30	x	1,000.00	=	$	30,000
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
749999	Miscellaneous Iron and Steel	LB	35,610	x	3.62	=	$	128,908
XXXXXX	Drainage Restoration	LS		x		=	$	-
XXXXXX	Misc Drainage Improvement	LS	1	x	20,000.00	=	$	20,000

TOTAL DRAINAGE ITEMS $ 2,420,400

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
080050	Progress Schedule (Critical Path Method)	LS	1	x	5,000.00	=	$	5,000
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510502	Minor Concrete (Merging Barrier)	CY	70	x	2,000.00	=	$	140,000
510530	Minor Concrete (Wall)	CY		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
141120	Treated Wood Waste	LB	200,000	x	0.30	=	$	60,000
153121	Remove Concrete (Anchor Block)	CY	30	x	660.00	=	$	19,800
839774	Remove Concrete Barrier	LF	7,120	x	40.00	=	$	284,800
839781	Remove Bridge Railing	LF	160	x	40.00	=	$	6,400
839752	Remove Guardrail	LF	5,140	x	12.00	=	$	61,680
710167	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
832005	Midwest Guardrail System	LF	5,970	x	48.00	=	$	286,560
832006	Midwest Guardrail System (Steel Post)	LF	150	x	70.00	=	$	10,500
832017	Midwest Guardrail System (8' Post)	LF	370	x	70.00	=	$	25,900
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA	16	x	3,500.00	=	$	56,000
839585	Alternative Flared Terminal System	EA		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-
839640	Concrete Barrier (Type 60M)	LF	5,000	x	175.00	=	$	875,000
839648	Concrete Barrier (Type 60MG)	LF	430	x	300.00	=	$	129,000
839649	Concrete Barrier (Type 60MS)	LF	2,960	x	175.00	=	$	518,000
839743	Concrete Barrier (Type 836B)	LF	350	x	240.00	=	$	84,000
839745	Concrete Barrier Transition	LF	270	x	800.00	=	$	216,000
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
839544	Transition Railing (Type AGT)	EA	9	x	6,000.00	=	$	54,000
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
839576	End Cap (Type A)	EA	5	x	600.00	=	$	3,000
839580	End Anchor Assembly (Type SFT-M)	EA	13	x	1,500.00	=	$	19,500
	Hazardous Waste Work (Clean Up)	LS	1	x	7,000.00	=	$	7,000
839782	Remove Crash Cushion	EA	9	x	2,450.00	=	$	22,050
	Vegetation Control	LS	1	x	240,000.00	=	$	240,000
	Guard Railing Delineator	LS	1	x	36,500.00	=	$	36,500
	Concrete Anchor Block Detail C	EA	26	x	15,000.00	=	$	390,000
	Severe Duty Crash Cushion (TL-3)	EA	19	x	30,000.00	=	$	570,000
	Alternative Crash Cushion (TL-2)	EA	4	x	25,000.00	=	$	100,000
XXXXX	Additional Structures Work	LS	1	x	230,000.00	=	$	230,000

TOTAL SPECIALTY ITEMS $ 4,455,700

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
	Biological Mitigation (on-site)	LS		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-
						Subtotal Environmental Mitigation	*$*	*-*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting	LS		x		=	$	-
200002	Roadside Clearing	LS		x		=	$	-
200052	Prune Existing Plants	LS		x		=	$	-
20XXXX	Irrigation System	LS		x		=	$	-
204099	Plant Establishment Work	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
206405	Remove Irrigation Facility	LS		x		=	$	-
204096	Maintain Existing Planted Areas	LS		x		=	$	-
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
21011X	Imported Topsoil	CY/TON		x		=	$	-
200114	Rock Blanket	SQFT/SQYD		x		=	$	-
200122	Weed Germination	SQYD		x		=	$	-
260303	Class 3 Aggregate Base (CY)	CY	500	x	80.00	=	$	40,000
731518	Minor Concrete (Brushed Concrete)	SQFT	9,000	x	80.00	=	$	720,000
995100	Water Meter Charges	LS		x		=	$	-
XXXXX	Roadside Paving (Misc)	SQYD		x		=	$	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		=	$	-
						Subtotal Landscape and Irrigation	*$*	*760,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-
210350	Fiber Rolls	LF		x		=	$	-
210360	Compost Sock	LF		x		=	$	-
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
210300	Hydromulch	SQFT		x		=	$	-
210420	Straw	SQFT		x		=	$	-
210430	Hydroseed	SQFT		x		=	$	-
210610	Compost	CY		x		=	$	-
210630	Incorporate Materials	SQFT						
						Subtotal Erosion Control	*$*	*-*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130300	Prepare SWPPP	LS	1	x	22,700.00	=	$	22,700
130200	Prepare WPCP	LS	1	x	3,000.00	=	$	3,000
130100	Job Site Management	LS	1	x	304,371.00	=	$	304,371
130330	Storm Water Annual Report	EA	3	x	2,000.00	=	$	6,000
130310	Rain Event Action Plan	EA		x		=	$	-
130320	Storm Water Sampling and Analysis Day	EA	24	x	3,108.33	=	$	74,600
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130640	Temporary Fiber Roll	LF		x		=	$	-
130900	Temporary Concrete Washout	LS	1	x	10,000.00	=	$	10,000
130710	Temporary Construction Entrance	EA		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA	1	x	10,000.00	=	$	10,000
130730	Street Sweeping	LS	1	x	15,000.00	=	$	15,000
XXXXX	STGA Full Capture Trash Devices	LS	1	x	250,000.00	=	$	250,000
XXXXX	Treatment BMPs	LS	1	x	250,000.00	=	$	250,000
						Subtotal NPDES	*$*	*945,671*

TOTAL ENVIRONMENTAL	**$**	**1,705,700**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$	-
066596	Additional Water Pollution Control**	LS	1	x	4,500.00	=	$	4,500
066597	Storm Water Sampling and Analysis***	LS	1	x	4,500.00	=	$	4,500
066916	Construction General Permit Fees	LS	1	x	2,019.00	=	$	2,019
						Subtotal Supplemental Work for NDPS	*$*	*11,019*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
870200	Lighting System	LS		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS	1	x	450,000.00	=	$	450,000
568046	Remove Sign Structure	EA	1	x	8,200.00	=	$	8,200
568054	Reconstruct Sign Structure	EA		x		=	$	-
568060	Modify Sign Structure	EA	28	x	7,650.00	=	$	214,200
870009	Maintaining Existing Traffic Management System	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS	1	x	50,000.00	=	$	50,000
XXXXX	Relocate/Replace Electroliers	EA	6	x	15,000.00	=	$	90,000
XXXXX	Relocate/Replace Cabinet	LS	1	x	300,000.00	=	$	300,000
XXXXX	Relocate Traffic Signal Pole	EA	1	x	85,000.00	=	$	85,000

Subtotal Traffic Electrical *$ 1,197,400*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost	
820840	Roadside Sign - One Post	EA	41	x	500.00	=	$	20,500	Complete Streets
820850	Roadside Sign - Two Post	EA		x		=	$	-	
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		=	$	-	
820890	Install Sign Panel on Existing Frame	SQFT		x	500.00	=	$	-	
846020	Remove Painted Traffic Stripe	LF		x		=	$	-	
141102	Remove Yellow Painted Traffic Stripe (Hazardous Wa	LF		x		=	$	-	
846025	Remove Painted Pavement Marking	SQFT		x		=	$	-	
820250	Remove Roadside Sign	EA		x		=	$	-	
820530	Reset Roadside Sign	EA		x		=	$	-	
820610	Relocate Roadside Sign	EA	1	x	450.00	=	$	450	
8101XX	Delineator (Insert Class)	EA		x		=	$	-	
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visi	LF		x		=	$	-	
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT		x		=	$	-	
120090	Construction Area Signs	LS		x		=	$	-	
84XXXX	Permanent Pavement Delineation	LS		x		=	$	-	
	Furnish Sign Panel (Retro-reflective)	EA	27	x	5,500.00	=	$	148,500	
820360	Remove Sign Panels	EA	30	x	150.00	=	$	4,500	
	Replace Sign Structure (Bridge Mounted)	EA	3	x	100,000.00	=	$	300,000	
	Replace Sign Structure (Single Post)	EA	8	x	200,000.00	=	$	1,600,000	
	Replace Sign Structure (Two Post)	EA	2	x	500,000.00	=	$	1,000,000	
	Remove Sign Structure (EA)	EA	2	x	10,000.00	=	$	20,000	
820750	Furnish Single Sheet Aluminum Sign (0.063" - Unframed)	SQFT	460	x	20.00	=	$	9,200	Complete Streets
840516	Thermoplastic Pavement Marking (EWNV)	SQFT	6,310	x	8.00	=	$	50,480	Complete Streets
84XXXX	Pavement Delineation (Chevron Markings at Ramps)	LS	1	x	110,000.00	=	$	110,000	

Subtotal Traffic Signing and Striping *$ 3,263,630*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
120090	Construction Area Signs	LS	1	x	$ 40,000	=	$	40,000
128652	Portable Changeable Message Sign	LS	1	x	$ 656,000	=	$	656,000
120204	Speed Reduction	LS	1	x	$ 135,000	=	$	135,000
128651	Temporary Radar Speed Feedback Sign System	LS	1	x	$ 135,000	=	$	135,000
120100	Traffic Control System	LS	1	x	$ 2,049,000	=	$	2,049,000
	Public Awareness Campaign (066063)	LS	1	x	$ -	=	$	-
066063	Traffic Management Plan	LS	1	x	$ 198,000	=	$	198,000
066070	Maintain Traffic	LS		x		=	$	-
066062	CHP/COZEEP	LS		x		=	$	-
	Local Assistance (Cities)	LS		x		=	$	-
	Others	LS		x		=	$	-
	Police Over-Time	LS		x		=	$	-
120204	Portable Radar Speed Feedback Sign	EA	4	x	$ 25,000	=	$	100,000

Subtotal Traffic Management Plan *$ 3,313,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
120116	Type II Barricade	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS		x		=	$	-
129110	Temporary Crash Cushion	EA	60	x	500.00	=	$	30,000
120320	Temporary Barrier System	LF	33,500	x	20.00	=	$	670,000
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
120165	Surface Mounted Channelizer	LS	1	x	20,000.00	=	$	20,000

Subtotal Stage Construction and Traffic Handling *$ 720,000*

TOTAL TRAFFIC ITEMS **$ 8,494,100**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	23	x	870.00	=	$	20,010
26020X	Class 2 Aggregate Base	CY/TON		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
128601	Temporary Signal System	LS		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-

TOTAL DETOURS	**$**	**20,100**
SUBTOTAL SECTIONS 1 through 7	$	18,250,900

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items						
ADA Items				0.0%	$	-
8B - Bike Path Items						
Bike Path Items				0.0%	$	-
8C - Other Minor Items						
Other Minor Items				2.0%	$	365,018

Total of Section 1-7	$	18,250,900	x	2.0%	=	$	365,018

TOTAL MINOR ITEMS	**$**	**365,100**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code								
999990	Total Section 1-8	$	18,616,000	x	10%	=	$	1,861,600

TOTAL ROADWAY MOBILIZATION	**$**	**1,861,600**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)			Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		=	$	-
066094	Value Analysis	LS		x		=	$	-
066070	Maintain Traffic	LS	1	x	23,000.00	=	$	23,000
066919	Dispute Resolution Board	LS	1	x	50,000.00	=	$	50,000
066921	Dispute Resolution Advisor	LS		x		=	$	-
066015	Federal Trainee Program	LS		x		=	$	-
066610	Partnering	LS	1	x	50,000.00	=	$	50,000
066204	Remove Rock and Debris	LS		x		=	$	-
066222	Locate Existing Crossover	LS		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

*Cost of **NPDES** Supplemental Work specified in Section 5D*					=	$	11,019
Total Section 1-8	$	18,616,000		2%	=	$	372,320

TOTAL SUPPLEMENTAL WORK	**$**	**506,400**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	524,000.00	=	$524,000
066063	Traffic Management Plan - Public Information	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS	1	x	870,000.00	=	$870,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS		x		=	$0
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8	$	18,616,000		2%	= $	372,320

TOTAL STATE FURNISHED $1,766,400

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $21,975,000 (used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **5%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	410	X	$2,680	=	$1,098,800

TOTAL TIME-RELATED OVERHEAD $1,098,800

SECTION 13: ROADWAY CONTINGENCY*

Total Section 1-12	$	23,849,200	x	**15%**	= $3,577,380

TOTAL CONTINGENCY* $3,577,400

II. STRUCTURE ITEMS

	Bridge 1	Bridge 2	Bridge 3	Bridge 4
DATE OF ESTIMATE	01/15/26	01/15/26	01/15/26	01/15/26
Bridge Name	**Miraloma Avenue**	**La Jolla Street UC**	**Orangewood Avenue**	**Katella Ave UC**
Bridge Number	55-0855	55-0856	55-0481	55-0401
Structure Type	Cont 2 span CIP/PS Box	Cont 2 Span CIP/PS Box	Single span CIP/PS Box	
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing				
COST OF EACH	**$49,000**	**$23,000**	**$614,000**	**$72,000**

Removed from scope

	Bridge 5	Bridge 6	Bridge 7	Bridge 8
DATE OF ESTIMATE	01/15/26	01/15/26	01/15/26	07/22/22
Bridge Name	**Chapman Avenue UC**	**Douglas OH**	**Route 57/91 Separation**	**Yorba Linda Blvd OC**
Bridge Number	55-0171	55-0337	55-0446	55-0468
Structure Type	Cont 2 span RC Box	Con 2 Span CIP/PS Box	Con 2 Span RC box	
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing Cost				
COST OF EACH	**$182,000**	**$349,000**	**$299,000**	**$0**

Removed from scope

Removed to HM3

	Bridge 9	Bridge 10	Bridge 11	Bridge 12
DATE OF ESTIMATE	07/22/22	01/15/26	07/22/22	01/15/26
Bridge Name	**N57/-W91/91 Connector Sep**	**La Palma Avenue UC**	**Associated Rd UC**	**Placentia Ave UC**
Bridge Number	55-04466G	55-0470G	55-0466	55-0460
Structure Type	Cont 2 Span RC Box	Cont 2 Span RC Box		
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing Cost				
COST OF EACH	**$0**	**$177,000**	**$0**	**$192,000**

Removed to HM3

Removed to HM3

Removed

	Bridge 13	Bridge 14	Bridge 15	Bridge 16
DATE OF ESTIMATE	07/22/22	07/22/22	01/15/26	02/07/25
Bridge Name	**South Placentia OH**	**Rolling Hills Dr UC**	**Tonner Canyon Rd UC**	**Chapman UC**
Bridge Number	55-0450	55-0483	55-0504	55-0456
Structure Type				Cont 2 Span CIP/PS Box
Width (Feet) [out to out]	LF	LF	LF	LF
Total Bridge Length (Feet)	LF	LF	LF	LF
Total Area (Square Feet)	SQFT	SQFT	SQFT	SQFT
Structure Depth (Feet)	LF	LF	LF	LF
Joint Seal Type A & B				
Sealant Cost Per SQFT				
Bridge Railing Cost				
COST OF EACH	**$0**	**$0**	**$1,071,000**	**$0**

	Bridge 17	Bridge 18
DATE OF ESTIMATE	01/15/26	02/07/25
Bridge Name	**Santa Ana River Bridge**	**N57-W91/91 Connector Separator**
Bridge Number	55-0400	55-0446G
Structure Type	RC Box Girder	RC Box Girder
Width (Feet) [out to out]	LF	LF
Total Bridge Length (Feet)	LF	LF
Total Area (Square Feet)	SQFT	SQFT
Structure Depth (Feet)	LF	LF
Joint Seal Type A & B		
Sealant Cost Per SQFT		
Bridge Railing Cost		
COST OF EACH	**$331,000**	**$0**

TOTAL COST OF BRIDGES		**$3,359,000**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$335,900**
STRUCTURES MOBILIZATION	10%	**$335,900**
STRUCTURES CONTINGENCY*	25%	**$1,007,700**
TOTAL COST OF STRUCTURES		**$5,038,500**

Estimate Prepared By: _____

XXXXXXXXXXXXXXXX ------ Division of Structures

_____

Date

EA: 12-0R370 PID: 1218000088

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		***Escalated Value***
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	136,900	$	166,000
	A2)	Acquisition of Offsite Mitigation	$	114,075	$	127,000
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	0	$	0
	B2)	Potholing (Design Phase)	$	0	$	0
C)		Utility - Advance Engineering Estimate (Encumber with State Only Funds)	$	0	$	0
D)		RAP and/or Last Resort Housing	$	0	$	0
E)		Clearance & Demolition	$	0	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0	$	0
G)		Title and Escrow	$	4,250	$	5,000
H)		Environmental Review	$	0	$	0
I)		Condemnation Settlements 0%	$	0	$	0
J)		Design Appreciation Factor 0%	$	0	$	0
K)		Utility Relocation (Construction Cost)	$	0	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$255,225**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$298,000**
N)	**RIGHT OF WAY SUPPORT**	**$681,000**

Support Cost Estimate Prepared By	Project Coordinator[1]	Phone
Utility Estimate Prepared By	Utility Coordinator[2]	Phone
R/W Acquisition Estimate Prepared By	Right of Way Estimator[3]	Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

Attachment D:
Storm Water Data Report (Signature Page)

Long Form – Stormwater Data Report

Dist-County-Route: 12-ORA-57
Post Mile Limits: 10.8L/R22.5
Type of Work: Bridge Rehabilitation/Mutli-Asset
Project ID (EA): 1218000088 (12-0R370)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Regional Water Quality Control Board(s): Santa Ana (Region #8)
Total Disturbed Soil Area: 2.3 acres PCTA: 0.687 acres
Alternative Compliance (acres): 0.0 acres ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 10/27/28 Estimated Const. Completion Date: 10/10/31
Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____
Is (M)WELO applicable? Yes ☒ No ☐
Is the Project within a TMDL watershed? Yes ☒ No ☐
Does the project require trash treatment? Yes ☒ No ☒
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: TBD at PS&E No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

02/18/2026
Trung C. Phan, Registered Project Engineer — Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Barbara McGahey 02/18/2026
Barbara McGahey, Project Manager — *Date*

Hilton Briggs (Feb 19, 2026 10:00:48 PST) 02/19/2026
Hilton Briggs, District Maintenance Stormwater Coordinator — *Date*

02/19/2026
Eric Dickson, Designated Landscape Architect Representative — *Date*

[Stamp Required at PS&E only]

Arvin Cuevas 03/04/2026
Arvin Cuevas, District Design SW Coordinator — *Date*

Attachment E:
TMP Cost Data Sheet

TMP BUDGET:			Prel Estimate	Date: 2/2/2026
Project:	Upgrade approach slabs, roadside safety, OH signs and structures; improve bridge decks, ramp storage, complete street elements, and restore drainage system.		EA# 12-0R370 ID# 1218000088	
CO-RTE:	Ora- Rte-57			
P. M.	10.8L - R22.5		Prel. Est. : $65.8 Mil	
Schedule RTL	May-28		Est. duration of 410 Working Days	
TMP ELEMENTS		COST BREAKDOWN	AMOUNT	COMMENTS
Item Code	Item Description			
120090	A: Construction Area Signs	Included in the plan	$40,000	
128652	B: Portable CMS	Included in the plan	$656,000	
120204	C: Speed Reduction	Included in the plan	$135,000	
128651	D: Temperory Radar Speed Feedback Sign System	Included in the plan	$135,000	
120100	E: Traffic Control System	Included in the plan	$2,049,000	
Public Awareness Campaign:		$132,000		
Traffic Management:		$66,000		
066063	Traffic Management Plan		$198,000	
Supplemental Work & State Furnished Materials				
Item Code				
066070	Maintain Traffic	Included in the plan	$23,000	Includes local assistance
066062	CHP/COZEEP	Included in the plan	$870,000	
Local Assistance / Others				
Local Assistance (Cities)				
Others				
POLICE OVER-TIME ()				
Tow Truck Service (TTS) for closures				
TOTAL			$4,106,000	

Attachment F:
Right of Way Data Sheet

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET TRANSMITTAL MEMORANDUM
(Form #)

EXHIBIT
4-EX-4 (REV 7/2016)

To: JOSEPH LEE, Branch Chief
Design "A"

Date: May 5, 2026
Dist. 12 Co. ORA Rte. 57 PM: 10.8L/R22.5
EA: 0R370 EFIS: 1218000088

Attn: HARRIS HUYNH
Project Engineer

Project Description: This asset management project is located along along State Route 57 between Interstate 5 (I-5), Post Mile (PM 10.8L), and Los Angeles/Orange County Line, (PM R22.5), in Orange County, including the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and the county unincorporated areas. The project proposes to address a range of improvement, including roadway, traffic safety devices, and drainage rehabilitation.

From: EVANGELINA WASHINGTON, Branch Chief
R/W Project Coordination

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project, and the following assumptions and limiting conditions.

[ ] 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.

[ ] 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.

[ ] 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.

[X] 4. Right of Way to complete Lic/RE/Clauses and OE Clearances prior to or at time of Certification

[ ] 5. We have determined there are no right of way functional involvements in the proposed project at this time as designed.

Right of Way Lead Time will require a minimum of 18 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node no. 225), we will require a minimum of 24 months prior to the date of certification of the projects. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed, either of which may reflect adversely on the district's other programs.

EVANGELINA WASHINGTON, Branch Chief
Project Coordination/Planning and Management/ &
Acquisition

Attachments:
[X] Right of Way Data Sheet – Page One (always required)
[X] Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
[ ] Utility Information Sheet
[X] Railroad Information Sheet

UPDATED

05/05/2026

To: JOSEPH LEE, Branch Chief
Design "A"

Date: 04/28/2026
Dist.: 12 Co ORA Rte. 57 PM 10.8L/R22.5
EA: 0R370 E-FIS Project #: 1218000088

Attention: HARRIS HUYNH
Project Engineer

Project Description: This asset management project is located along State Route 57 between Interstate 5 (I-5), Post Mile (PM 10.8L), and Los Angeles/Orange County Line, (PM R22.5), in Orange County, including the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and the county unincorporated areas. The project proposes to address a range of improvement, including roadway, traffic safety devices, and drainage rehabilitation.

Subject: Right of Way Data Sheet

Alternate No.: Preferred

This Alternate meets the criteria for a Design/Build project: Yes ☐ No ☒

1. **Right of Way Cost Estimate:** To be entered into PRSM RCFP Screens.

		Current Value Future Use	Escalation Rate	Escalated Value
A.	**Total Acquisition Cost:** Acquisition, including Excess Lands, Damages, and Goodwill.	$ 136,900	5 %	$ 166,000
	Project Permit Fees.	$ 114,075	5 %	$ 127,000
	Railroads	$ 0	%	$ 0
B.	**Utility Relocation (State Share)**	$ 0	%	$ 0
C.	**Relocation Assistance**	$ 0	%	$ 0
D.	**Clearance/Demolition**	$ 0	%	$ 0
E.	**Title and Escrow**	$ 4,250	%	$ 5,000
F.	**Total Estimated Cost**	$ 255,225		$ 298,000
G.	**Construction Contract Work. Railroads**	$ 0	%	$ 0

2. **Current Date of Right of Way Certification** 04/14/2028T

3. **Parcel Data:** To be entered into PRSM RCFP RW Screen.

Type		Dual/Appr	Utilities	
X			U4-1	
A			-2	
B	2* *See Section 5		-3	
C			-4	
D			U5-7	
E	XXXX		-8	
F	XXXX		-9	

Total 2* *See Section 5

RR Involvements	
None	
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/**Clauses**/	X
OE Clearance	X
Misc. R/W Work	
RAP Displ	N/A
Clear/Demo	N/A
Const Permits	N/A
Condemnation	0

Areas: R/W 1,330 No. Excess Parcels 0 Excess N/A
Entered RCFP Screens _____ by T. Dinh
Entered AGRE Screen (Railroad data only) ___/___/_____/ By _____

4. Are there any major items of construction contract work? Yes ☐ No ☒ (If "Yes," explain.)

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc…)

   No right of way required. ☐

   At PA&ED, there was a late discovery that work will occur outside of the state's R/W for ingress/egress and to complete pipe liner work. This will impact two (2) properties which will require two (2) Permanent Easements along SR-57 in the City of Brea. The properties within the project area are zoned as residential.**
   **See Section 6.

6. Any assumptions and/or limiting conditions used? Yes ☒ Not Significant ☐ No ☐ (If "Yes," explain.)

   It will be further evaluated if ingress/egress can be obtained from local agencies without the acquisition of a Permanent Easement.
   All affected parcels were originally zoned as public space or agricultural. Further investigation revealed the City of Brea's zoning maps currently identify these parcels as residential. This is likely due to a large residential development project within the vicinity. As a result, estimate includes potential costs for residential land value.

7. Are utility facilities or rights of way affected?

   Yes ☐ No ☒ (If "Yes," attach Utility Information Sheet, Exhibit 4-EX-5.)

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

   ☐ Longitudinal policy conflict(s)

   ☐ Environmental concerns impacting acquisition of potential easements

   ☐ Power lines operating in excess of 50 KV and substations

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

8. Are Railroad facilities or rights of way affected?

   Yes ☒ No ☐ (If "Yes," attach Railroad Information Sheet, Exhibit 4-EX-6.)

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

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

   Hazardous waste determinations are currently unknown, but due to history of parcels previously part of a mining oil field, further studies may result in identification of hazardous waste and/or materials.

10. Are State or Federal rights of way affected?

    Yes ☐ No ☒ (If "Yes," provide the following information)

Agencies Involved:

_____ Army Corps of Engineers	_____ GSA	_____ US Postal Service
_____ BIA	_____ National Parks	_____ Veterans Administration
_____ BLM	_____ US Fish & Wildlife	_____ Other _____
_____ Dept. of Parks & Recreation	_____ US Forest Service	_____ Other _____

Rights/Permissions Required:

_____ Cooperative Work Agreement	_____ Letter of Concurrence	_____ Special Use Permit
_____ Cost Recovery	_____ Letter of Consent	_____ Timber Sale
_____ Courtesy Letter	_____ Mineral Agreement	_____ Transfer of Jurisdiction
_____ Easement	_____ Right of Entry	_____ Other _____
_____ Highway Easement	_____ Right of Way Grant	_____ Other _____

11. Are RAP displacements required? Yes ☐ No ☒ (If "Yes," provide the following information.)

No. of single family _____ No. of business/nonprofit _____

No. of multi-family _____ No. of farms _____

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

12. Are there any outdoor advertising signs impacted? Yes ☐ No ☒ (If "Yes," explain.)

13. Are Material Borrow and/or Disposal Sites required? Yes ☐ No ☒ (If "Yes," explain.)

14. Are there potential relinquishments and/or abandonments? Yes ☐ No ☒ (If "Yes," explain.)

15. Are there any existing and/or potential airspace sites? Yes ☒ No ☐ (If "Yes," explain.)

The following Freeway Lease Areas are within the project limits:

- 12-ORA-057-0010 at PM 13.5
- 12-ORA-057-0009 at PM 21.9

No anticipated impacts to these lease areas because of the project, and no potential development of future airspace lease areas.

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

Based on the R/W requirements on Page 1 of this Data Sheet, R/W will require a lead-time of 24 months from the date regular appraisals can begin to project certification.

In any event, RW Maps will require 18 months from Final Maps to project certification.

17. Is it anticipated that Caltrans staff will perform all Right of Way work? Yes ☒ No ☐ (If "No," discuss.)

Evaluation Prepared By:

Right of Way:	Name	KELLY BERNARDINO Right of Way Estimator	Date	05/05/2026
Railroad:	Name	TIM CHEUNG Right of Way Railroad Coordinator	Date	05/05/2026
Utilities:	Name	SCOTT HANSEN Right of Way Utility Estimator	Date	05/05/2026
Airspace:	Name	JAMES THORNBURG Right of Way Airspace Coordinator	Date	05/05/2026
State/Federal Lands:	Name	KELLY BERNARDINO Right of Way Estimator	Date	05/05/2026

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

EVANGELINA WASHINGTON, Branch Chief
R/W Project Coordination, Planning & Management,
& Acquisition

05/05/2026
Date

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or right of way affected.

   - SR-57: Southern California Regional Rail Authority (SCRRA)/Metrolink-Stadium OH, Bridge No. 55-399, PM12.27/12.33, City of Anaheim
   - SR-57: Union Pacific – Douglas OH, Bridge No. 55-337, PM 12.96/13.00 City of Anaheim
   - SR-57: Burlington Northern and Santa Fe (BNSF) Railway – South Placentia OH, Bridge No. 55-450, PM 16.63/16.64 City of Placentia
   - SR-57: BNSF Railway – Placentia OH, Bridge No. 55-449, PM 16.84/16.85 City of Placentia

2. When branch lines or spurs are affected, would acquisition and/or payment of damages to business and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail service? Yes _____ No __X__ (If yes, explain)

3. Discuss types of agreements and right required from the railroads. Are grade crossings requiring service Contracts or grade separations requiring construct and maintenance agreements involved?

   The work needed to replace the damaged approach/departure slabs will be performed on Union Pacific – Douglas OH, Bridge #55-337.

   An Office of Engineer Railroad Clearance Memo with railroad short clauses is required for insertion into the Specifications.

4. Remarks (non-operating railroad right of way involved?):

   N/A

5. PMCS Input Information

RR Involvements	
None	
C&M Agreement	
Service Contract	
Design	
Const.	
Lic/RE/**Clauses**	X
OE Clearance	X

Prepared By:

TIM CHEUNG
Right of Way Railroad Coordinator

05/05/2026
Date

R/W ESTIMATOR'S INFORMATION SHEET FOR DEVELOPMENTAL FEES

ORGANIZATION PERMIT REQUESTED FROM:	TYPE OF PERMIT/SERVICE REQUESTED	DOLLAR AMOUNT OF PERMIT
United States Army Corps of Engineers (USACE)	Section 404	$ 10
Regional Water Quality Control Board (RWQCB)	401 Certification	$ 58,248
California Department of Fish & Wildlife (CDFW)	1602 Agreement	$ 55,817
		$
		$

TOTAL NUMBER OF PERMITS: 3

TOTAL DOLLAR AMOUNT OF PERMITS: $114,075

Prepared By:

Kelly Bernardino

KELLY BERNARDINO
Right of Way Estimator

05/05/2026
Date

Attachment G:
Utility Plans and Utility Management Matrix

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

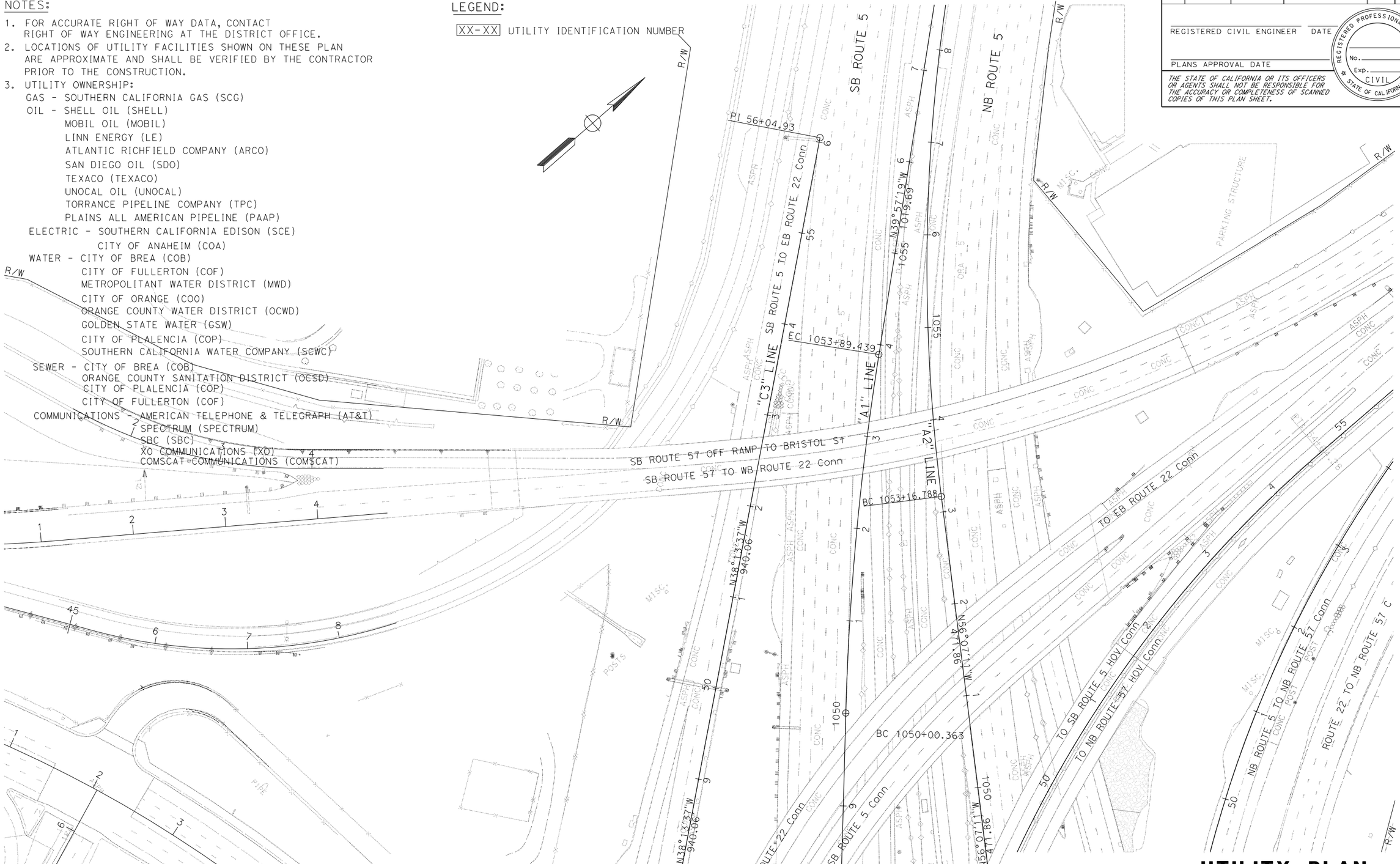
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. LOCATIONS OF UTILITY FACILITIES SHOWN ON THESE PLAN ARE APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE CONSTRUCTION.
3. UTILITY OWNERSHIP:
   - GAS - SOUTHERN CALIFORNIA GAS (SCG)
   - OIL - SHELL OIL (SHELL)
     MOBIL OIL (MOBIL)
     LINN ENERGY (LE)
     ATLANTIC RICHFIELD COMPANY (ARCO)
     SAN DIEGO OIL (SDO)
     TEXACO (TEXACO)
     UNOCAL OIL (UNOCAL)
     TORRANCE PIPELINE COMPANY (TPC)
     PLAINS ALL AMERICAN PIPELINE (PAAP)
   - ELECTRIC - SOUTHERN CALIFORNIA EDISON (SCE)
     CITY OF ANAHEIM (COA)
   - WATER - CITY OF BREA (COB)
     CITY OF FULLERTON (COF)
     METROPOLITANT WATER DISTRICT (MWD)
     CITY OF ORANGE (COO)
     ORANGE COUNTY WATER DISTRICT (OCWD)
     GOLDEN STATE WATER (GSW)
     CITY OF PLALENCIA (COP)
     SOUTHERN CALIFORNIA WATER COMPANY (SCWC)
   - SEWER - CITY OF BREA (COB)
     ORANGE COUNTY SANITATION DISTRICT (OCSD)
     CITY OF PLALENCIA (COP)
     CITY OF FULLERTON (COF)
   - COMMUNICATIONS - AMERICAN TELEPHONE & TELEGRAPH (AT&T)
     SPECTRUM (SPECTRUM)
     SBC (SBC)
     XO COMMUNICATIONS (XO)
     COMSCAT COMMUNICATIONS (COMSCAT)

LEGEND:

XX-XX UTILITY IDENTIFICATION NUMBER



THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-1

CALCULATED-DESIGNED BY: MINH PHAM
CHECKED BY:
REVISED BY:
DATE REVISED:
FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

LAST REVISION | DATE PLOTTED => 19-FEB-2026
08-04-25 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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

PLANS APPROVAL DATE

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

2-14 UG TELEPHONE CONDUIT (AT&T)

2-13 UG TELEPHONE CONDUIT (AT&T)

2-10 10" VCP SEWER (OCSD)

2-08 UG Elect CONDUIT (SCE)

2-09 12" GAS (SCG)

2-06 6" WATER (COO)

12" CIP WATER (COO) 2-07

ABANONDED WATER LINE (OSAV) 2-01

2-02 18" WATER (COO)

2-04 34" GAS (SCG)

2-05 ABANDONED WATER (OSAV)

2-03 6" SEWER (OCSD)

2-12 2" GAS (SCG)

2-11 ABANDONED 4" CIP WATER (COO)

UG TELEPHONE CONDUIT (AT&T) 2-17

"CHAP1" LINE

ABANDONED IRRIGATION WATER LINE (OSAV) 2-15

UG CONDUIT (SBC) 2-16

"ALN240" LINE

SB ROUTE 57

NB ROUTE 57

ANITA DRIVE

PARKING LOT

CHAPMAN AVE

DONNEYBROOKE STREET

ORA - 57

R/W

Match Line 327+50 (U-3)

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-2

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY: MINH PHAM

CHECKED BY

REVISED BY | DATE REVISED

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DGN FILE => 1218000088ka002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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12	ORA	57	10.8L/R22.5		

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UTILITY PLAN

SCALE: 1" = 50'

U-3

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CHECKED BY	
REVISED BY	MINH PHAM
DATE REVISED	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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UTILITY PLAN

SCALE: 1" = 50'

U-4

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY: MINH PHAM

REVISED BY

DATE REVISED

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DGN FILE => 1218000088ka004.dgn

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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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"ALN057001" LINE

"ALN240" LINE

"ALN1415" LINE

SB ROUTE 57

NB ROUTE 57

SCRRA METROLINK

MATCH LINE 382+50 (U-6)

66" WATER IN 84" STEEL CASING (ORANGE COUNTY WATER DISTRICT) 5-02

78" SEWER IN CONCRETE ENCASEMENT (OCSD) 5-01

PARKING LOT

TRANS TOWER

GLASS POLE

UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-5

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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DGN FILE => 1218000088ka005.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

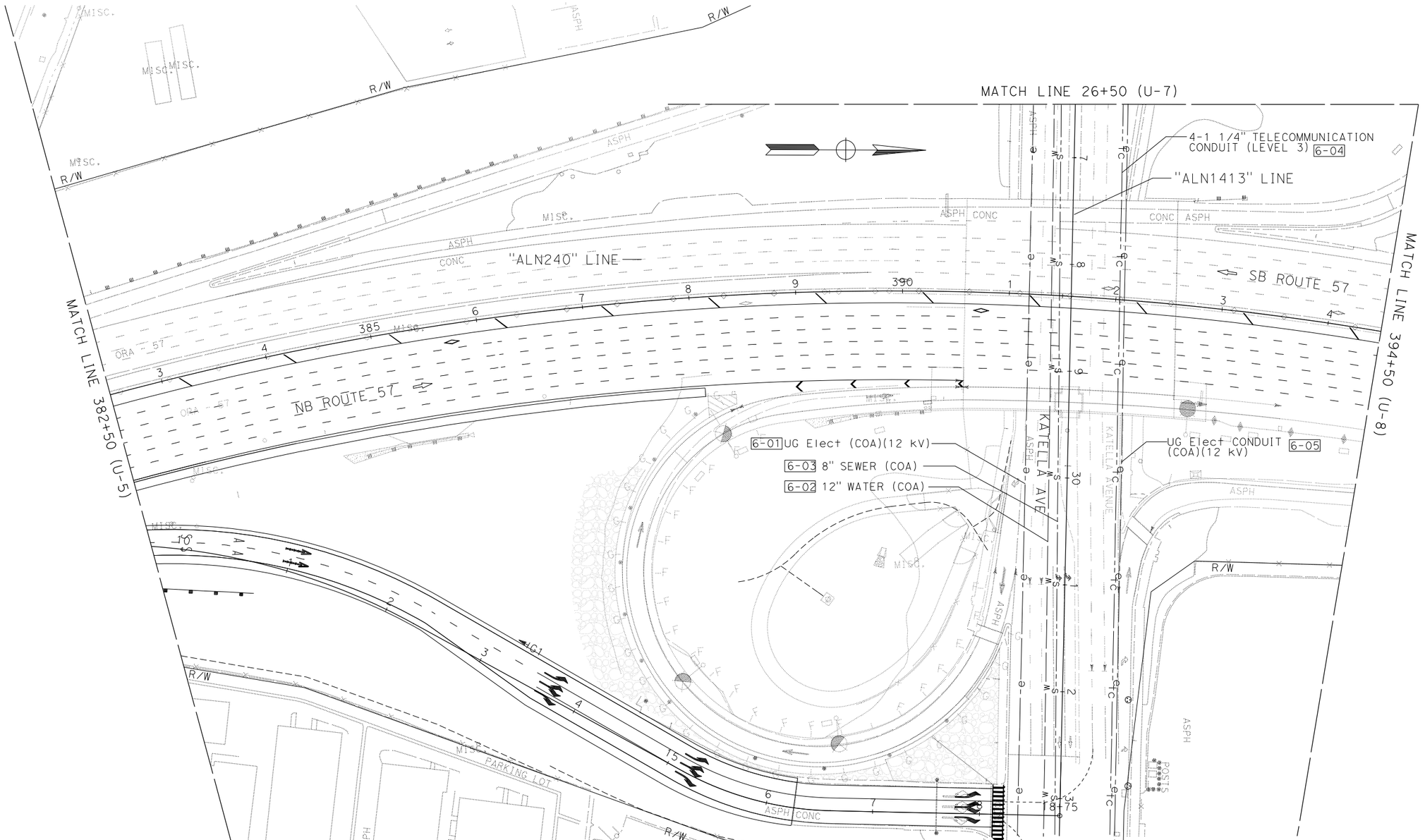
PLANS APPROVAL DATE

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UTILITY PLAN

SCALE: 1" = 50'

U-6

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UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY

MINH PHAM

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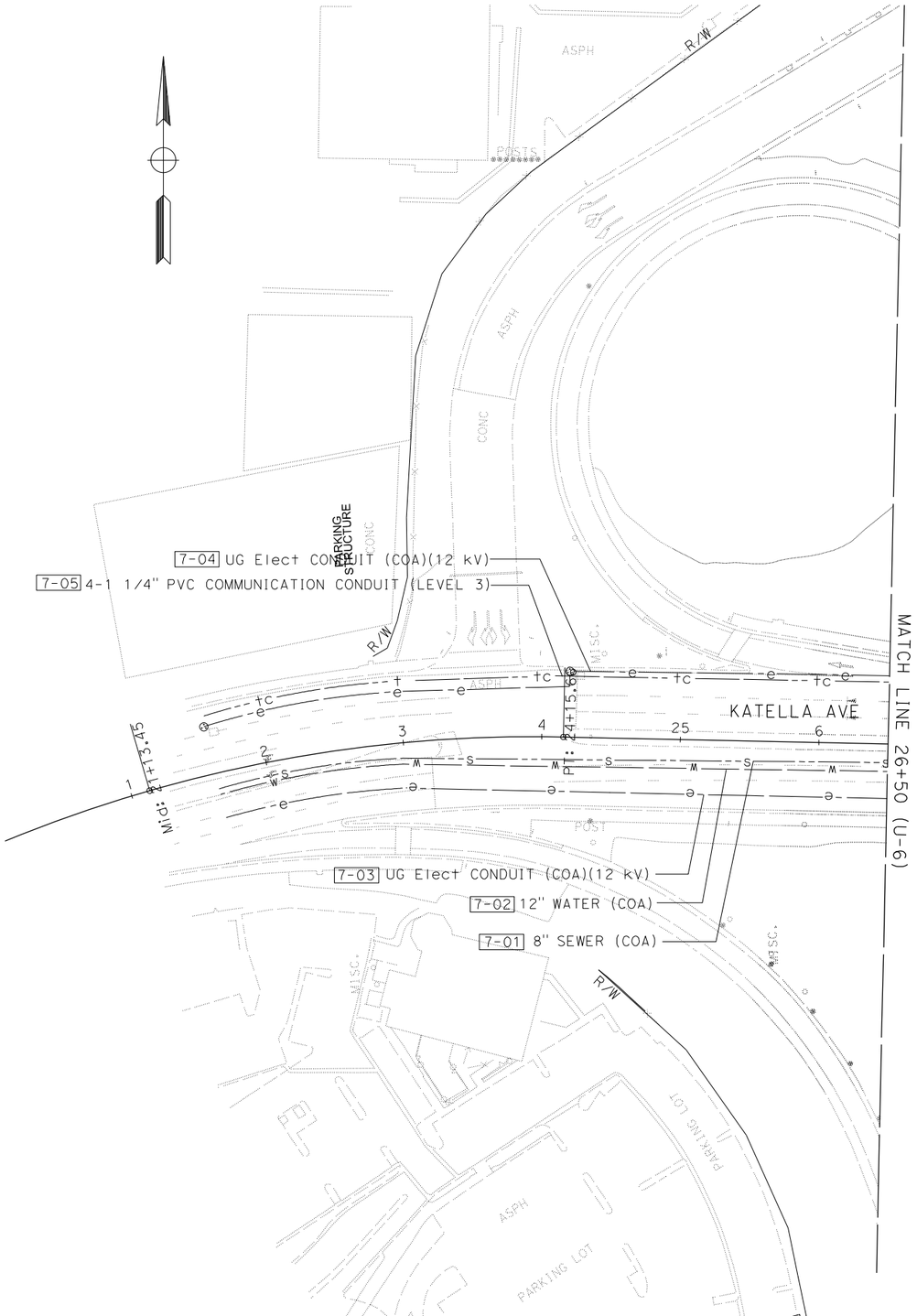
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

NOTE:

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RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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UTILITY PLAN

SCALE: 1" = 50'

U-7

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

NOTE:

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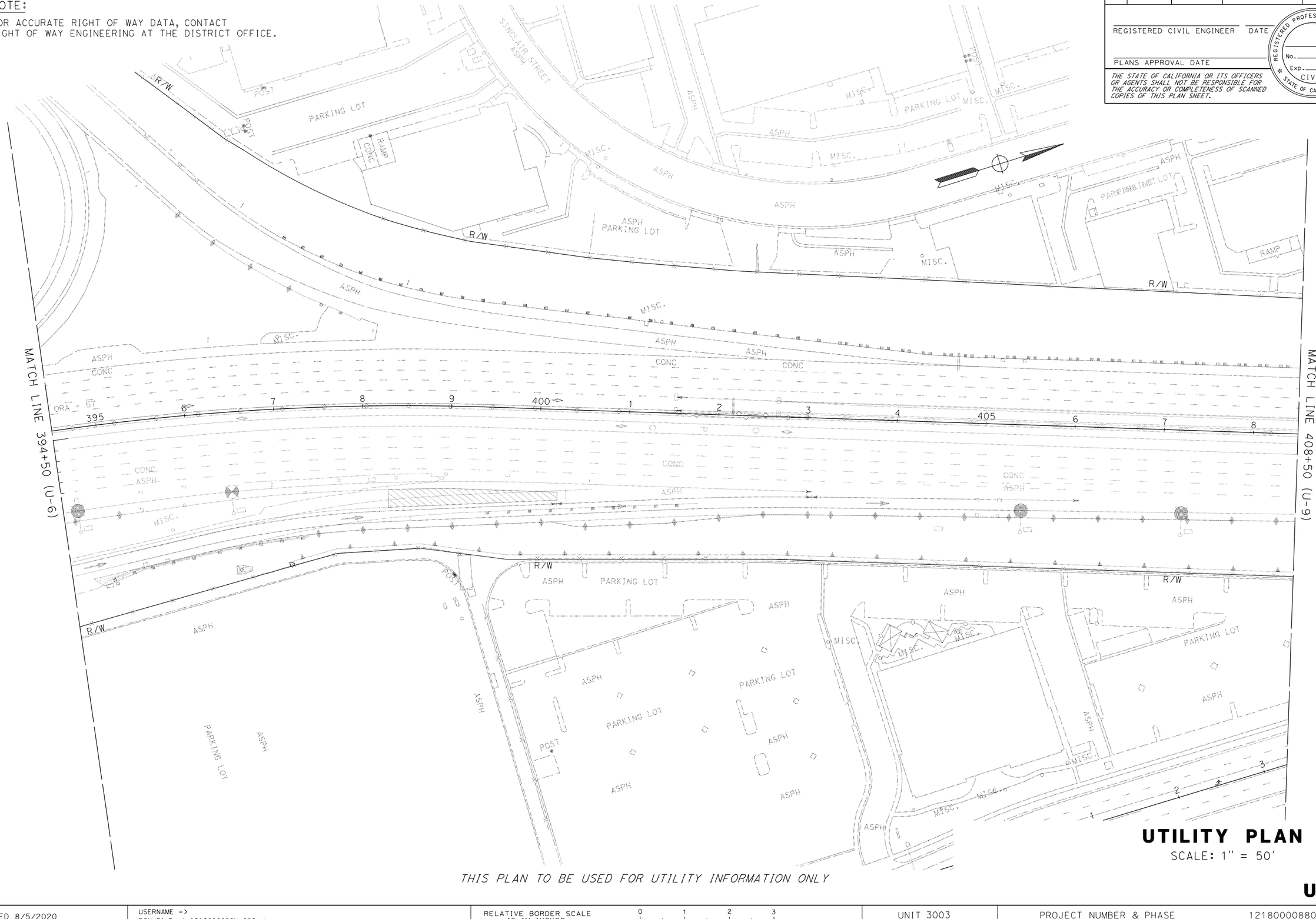
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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UTILITY PLAN

SCALE: 1" = 50'

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U-8

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CHECKED BY	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

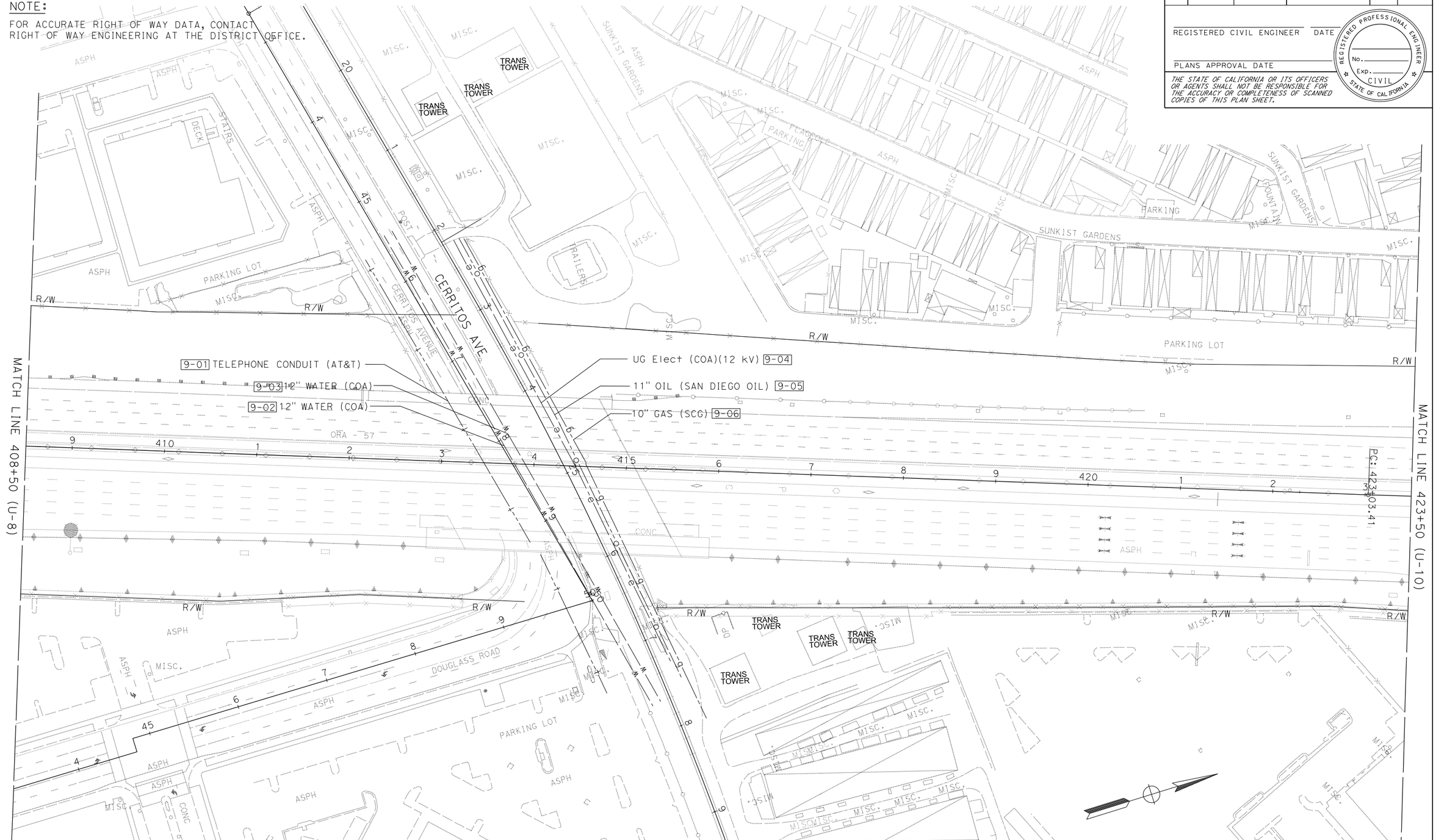
PLANS APPROVAL DATE

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UTILITY PLAN

SCALE: 1" = 50'

U-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED
MINH PHAM	

LAST REVISION 08-04-25 DATE PLOTTED => 19-FEB-2026 TIME PLOTTED => 10:57

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

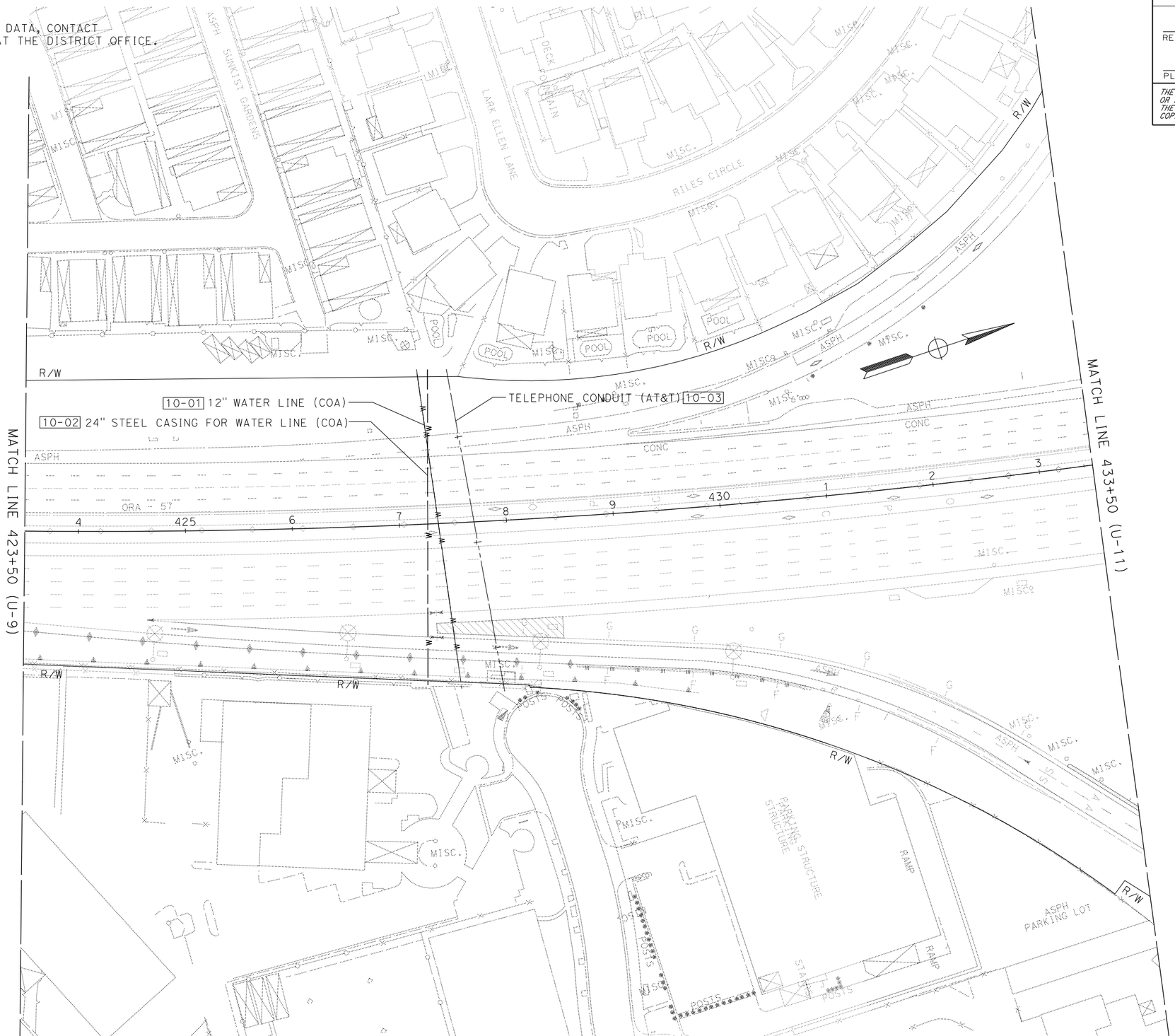
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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UTILITY PLAN

SCALE: 1" = 50'

U-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
UTILITY ENGINEERING

CALCULATED-DESIGNED BY: MINH PHAM
CHECKED BY:
FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

REVISED BY	DATE REVISED

LAST REVISION 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020
USERNAME =>
DGN FILE => 1218000088ka010.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 3003
PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

MATCH LINE 35+50 (U-12)

8" SEWER (COA) 11-04

UG TELEPHONE CONDUIT (AT&T) 11-03

4" GAS (SCG) 11-02

10" OIL (ARCO) 11-01

MATCH LINE 433+50 (U-10)

MATCH LINE 447+50 (U-14)

MATCH LINE 44+50 (U-13)

PI: 439+43.75

PT: 445+40.81

CHANTILLY STREET

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-11

REVISED BY	DATE REVISED
MINH PHAM	
CALCULATED-DESIGNED BY	
CHECKED BY	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka011.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

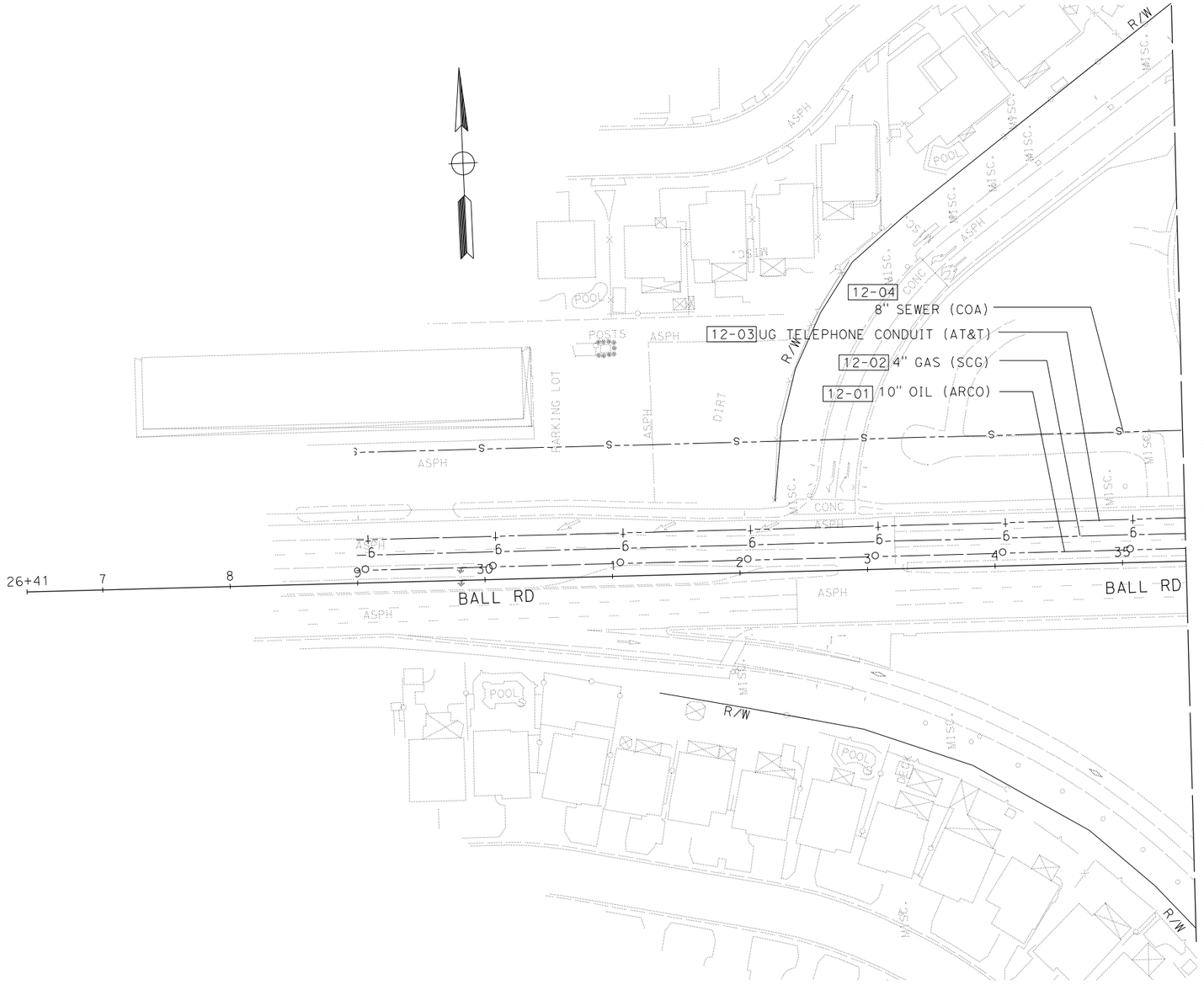
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-12

REVISED BY			
DATE REVISED			
CALCULATED-DESIGNED BY	MINH PHAM		
CHECKED BY			
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans® UTILITY ENGINEERING		

LAST REVISION 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

NOTE:

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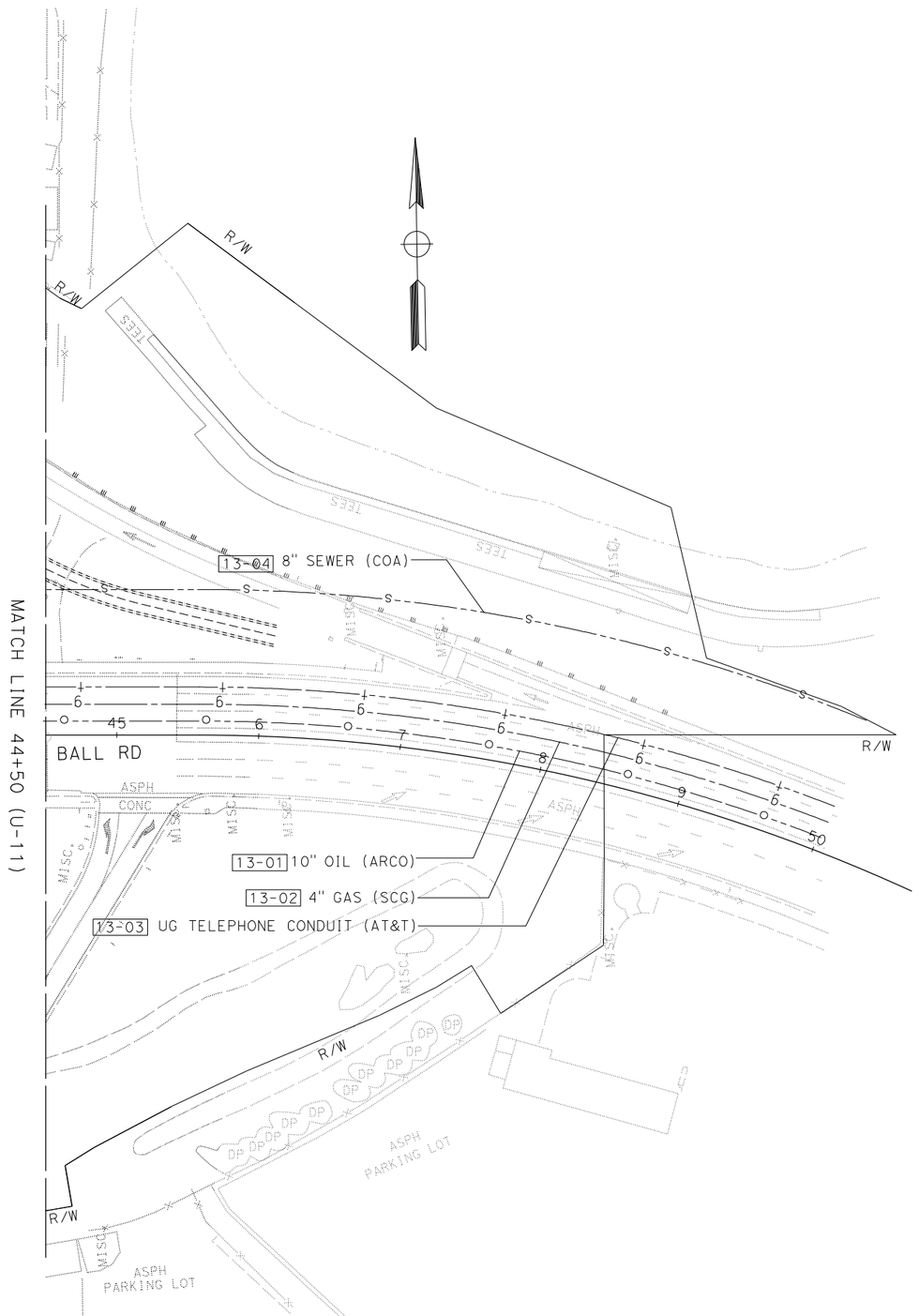
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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UTILITY PLAN

SCALE: 1" = 50'

U-13

CALCULATED-DESIGNED BY	MINH PHAM	REVISED BY
CHECKED BY		DATE REVISED
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans® UTILITY ENGINEERING	

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka013.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

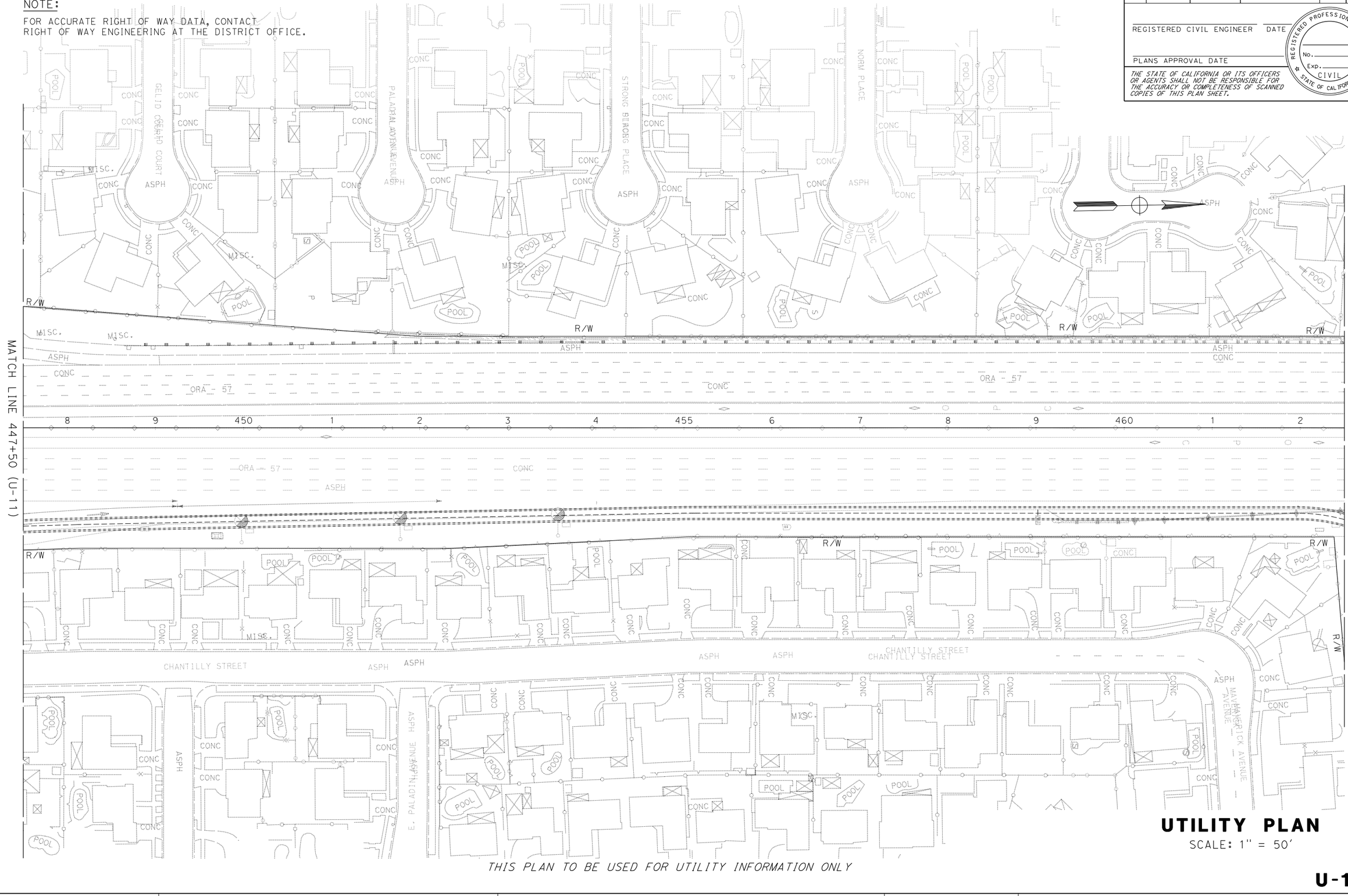
PLANS APPROVAL DATE

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FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



MATCH LINE 447+50 (U-11)

MATCH LINE 462+50 (U-15)

UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY | CHECKED BY

REVISED BY | DATE REVISED

MINH PHAM

LAST REVISION 08-04-25

DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka014.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

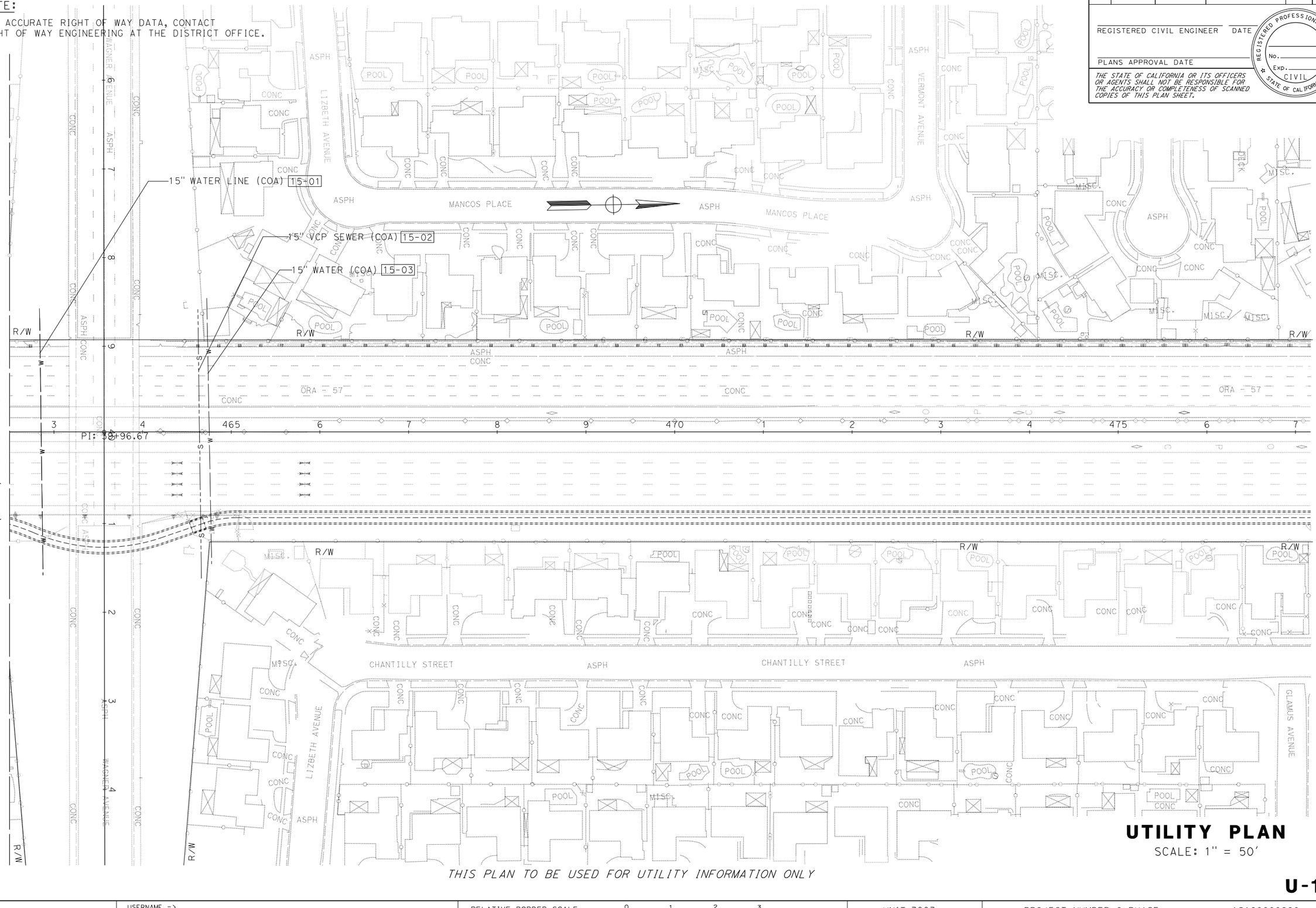
PLANS APPROVAL DATE

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

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UTILITY PLAN

SCALE: 1" = 50'

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U-15

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25

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BORDER LAST REVISED 8/5/2020

USERNAME =>

DGN FILE => 1218000088ka015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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

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16-01 8" VCP SEWER IN CONCRETE ENCASED (COA)

MANCOS PLACE

DIANA PLACE

CHANTILLY STREET

VERDE AVENUE

SOUTH STRADIVARI STREET

STANDISH AVENUE

ALDEN PLACE

ORA 57

PI: 38+98.46

MATCH LINE 496+50 (U-17)

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY: MINH PHAM

DATE REVISED

LAST REVISION DATE PLOTTED => 19-FEB-2026
08-04-25 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka016.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

NOTE:

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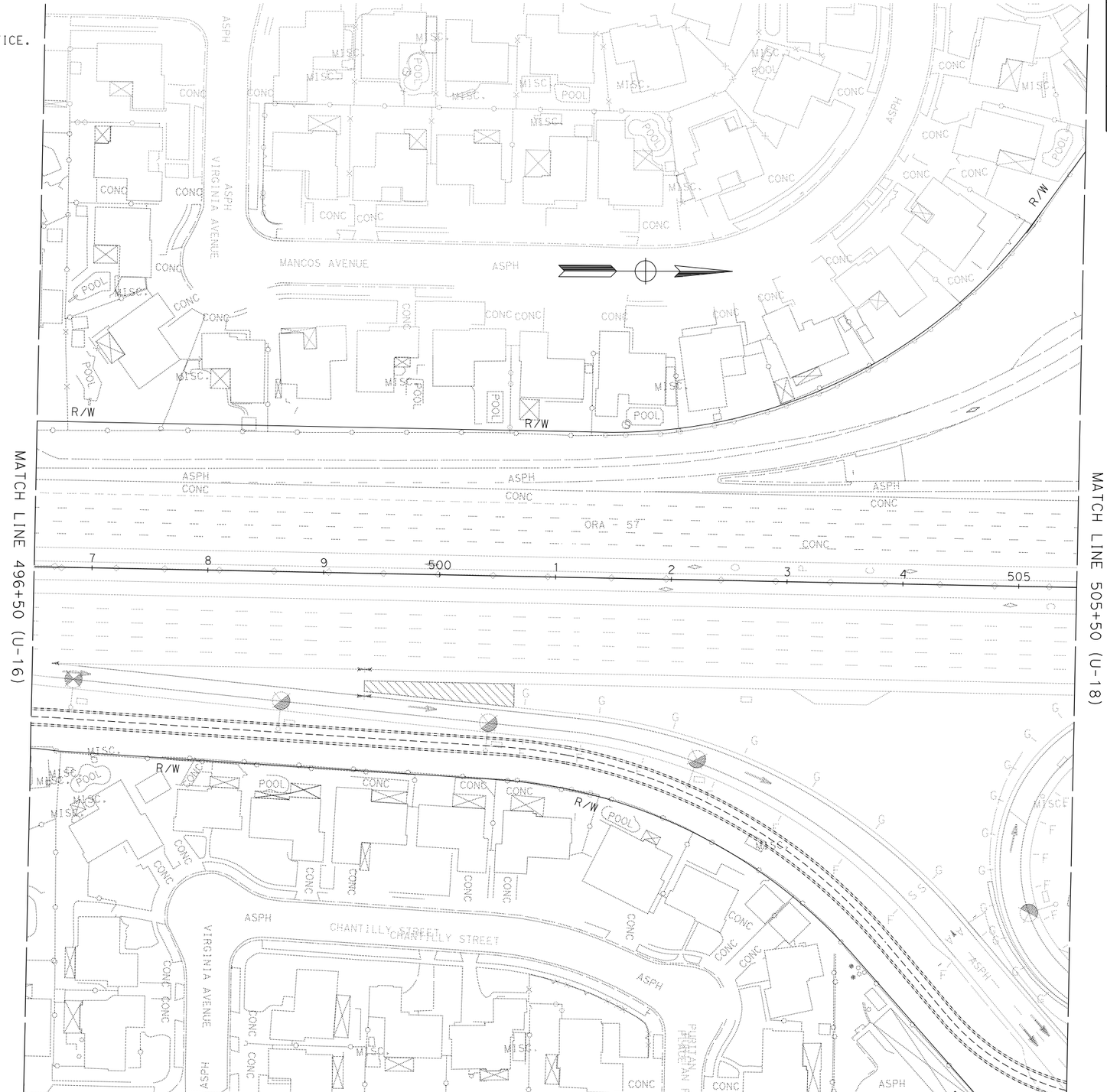
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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UTILITY PLAN

SCALE: 1" = 50'

U-17

REVISED BY	
DATE REVISED	
CALCULATED-DESIGNED BY	MINH PHAM
CHECKED BY	
FUNCTIONAL SUPERVISOR	CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25 DATE PLOTTED => 19-FEB-2026 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => DGN FILE => 1218000088ka017.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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MATCH LINE 35+50 (U-19)

MATCH LINE 505+50 (U-17)

MATCH LINE 518+50 (U-20)

LINCOLN AVE

Pi. 40+69.97

18-03 TELEPHONE CONDUIT UG (AT&T)

18-02 TELEPHONE CONDUIT UG (AT&T)

18-01 4" GAS UG (SCG)

3 BURIED TELEPHONE CABLES (AT&T) 18-04

CHANTILLY STREET

ORA - 57

R/W

ASPH

CONC

MISC.

POOL

POST

UTILITY PLAN

SCALE: 1" = 50'

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

U-18

LAST REVISION DATE PLOTTED => 19-FEB-2026
08-04-25 TIME PLOTTED => 10:57

CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED | MINH PHAM | FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka018.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

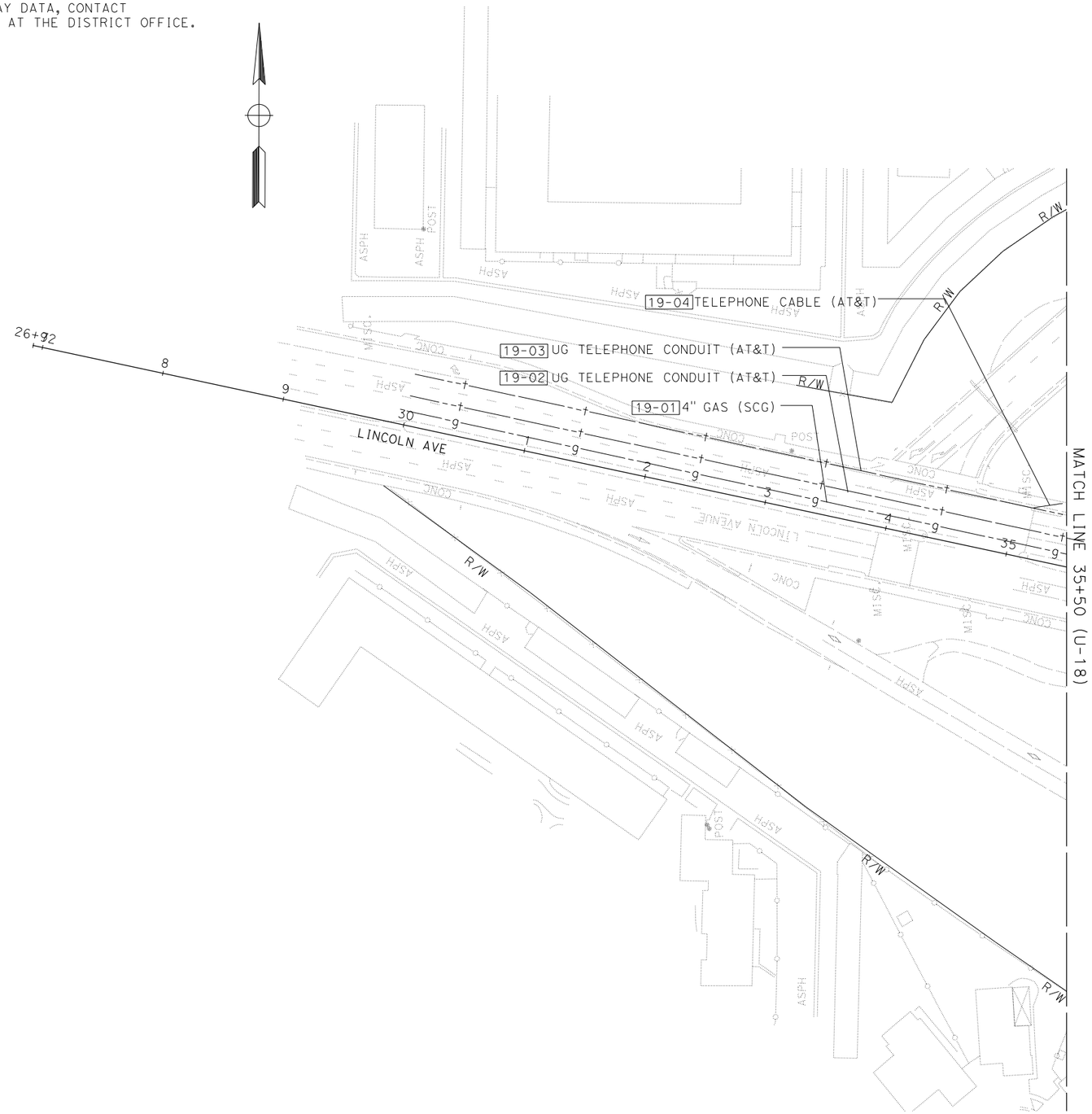
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REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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UTILITY PLAN

SCALE: 1" = 50'

U-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR
Caltrans® **UTILITY ENGINEERING**	CHRISTOPHER LE
CALCULATED-DESIGNED BY	MINH PHAM
CHECKED BY	
REVISED BY	
DATE REVISED	
LAST REVISION	08-04-25
DATE PLOTTED =>	19-FEB-2026
TIME PLOTTED =>	10:57

BORDER LAST REVISED 8/5/2020	USERNAME =>
DGN FILE => 1218000088ka019.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 3003	PROJECT NUMBER & PHASE	12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

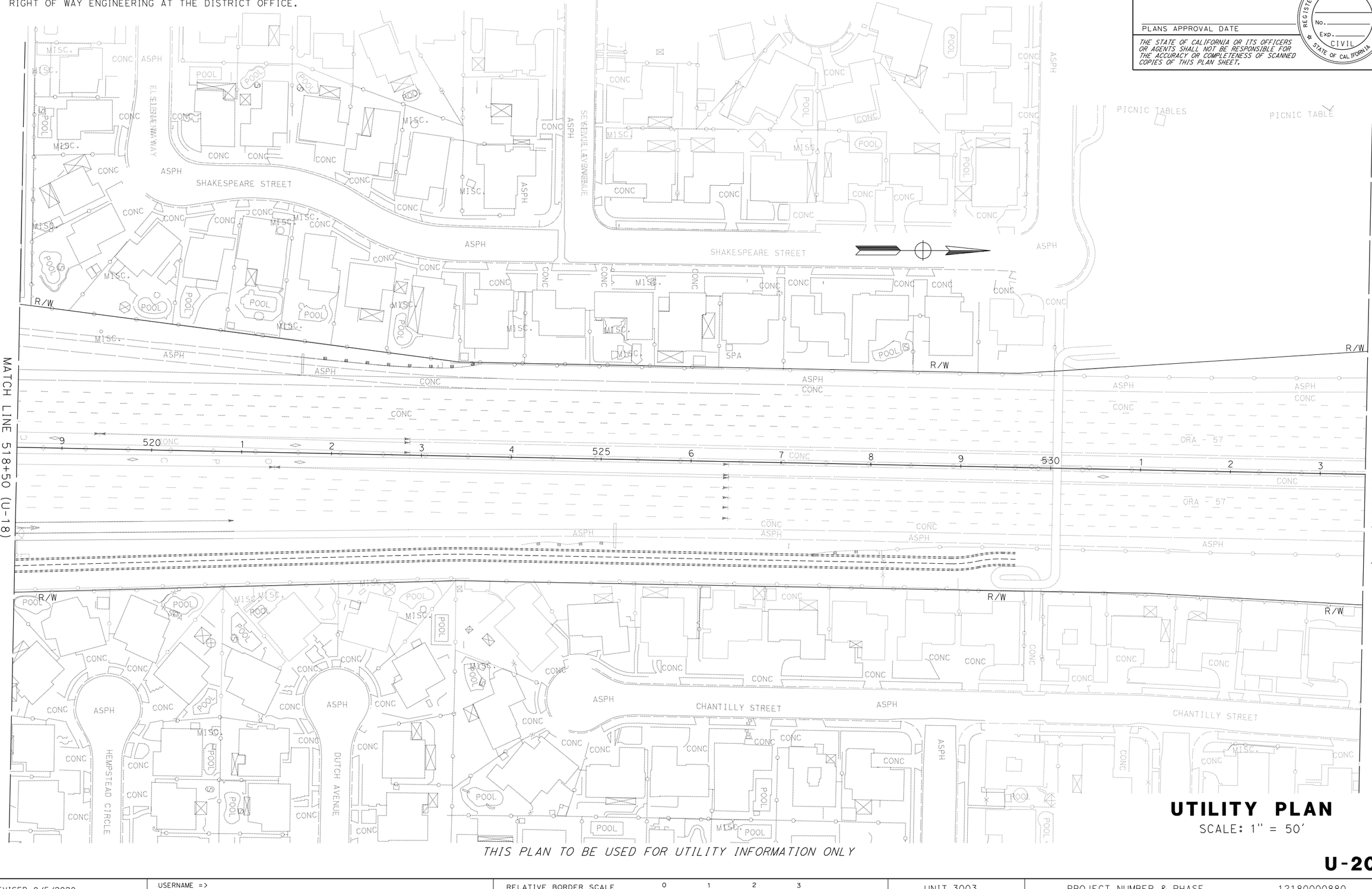
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UTILITY PLAN

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U-20

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

LAST REVISION DATE PLOTTED => 19-FEB-2026
08-04-25 TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka020.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

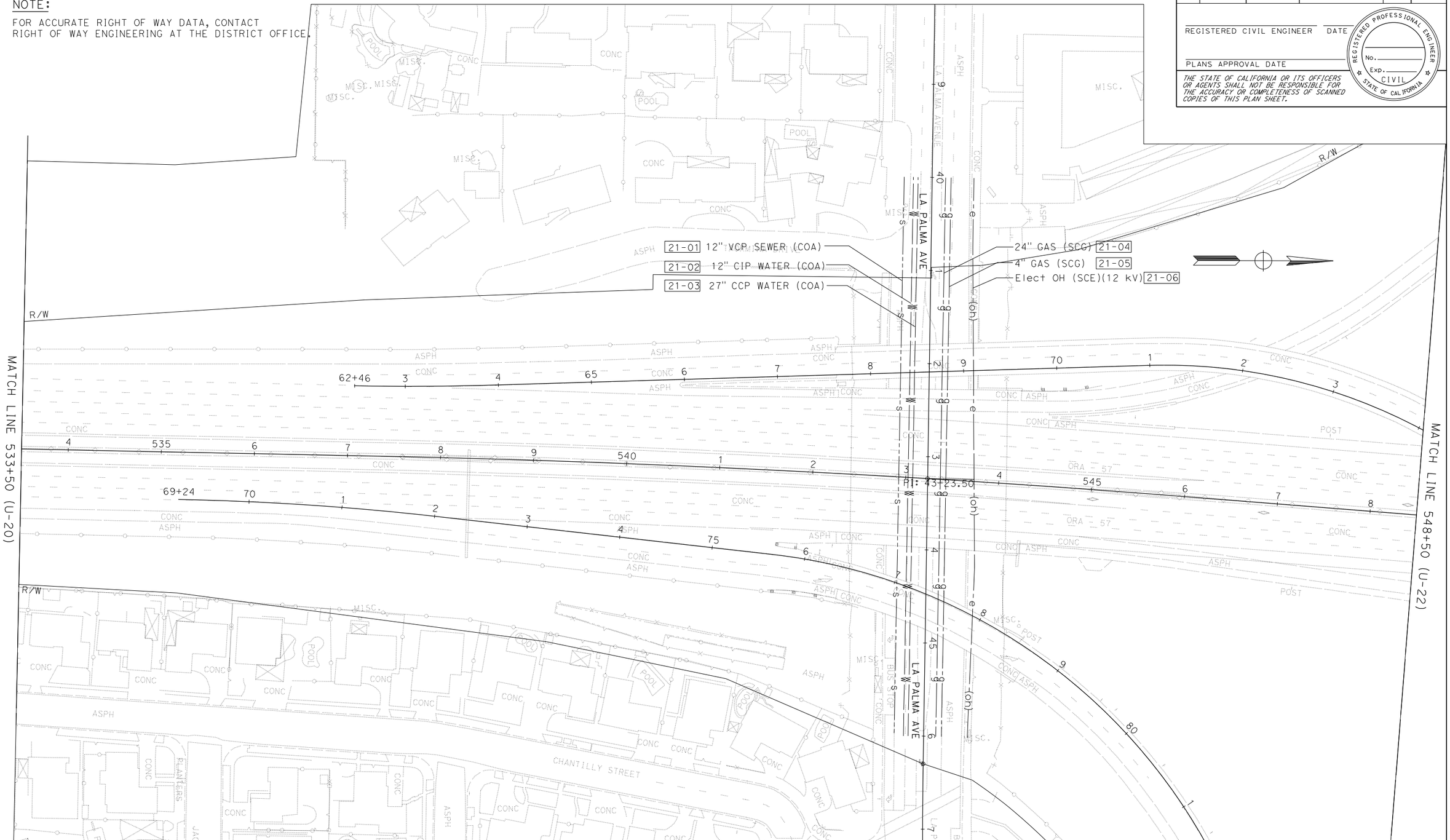
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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UTILITY PLAN

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U-21

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: MINH PHAM

CHECKED BY:

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® **UTILITY ENGINEERING**

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka021.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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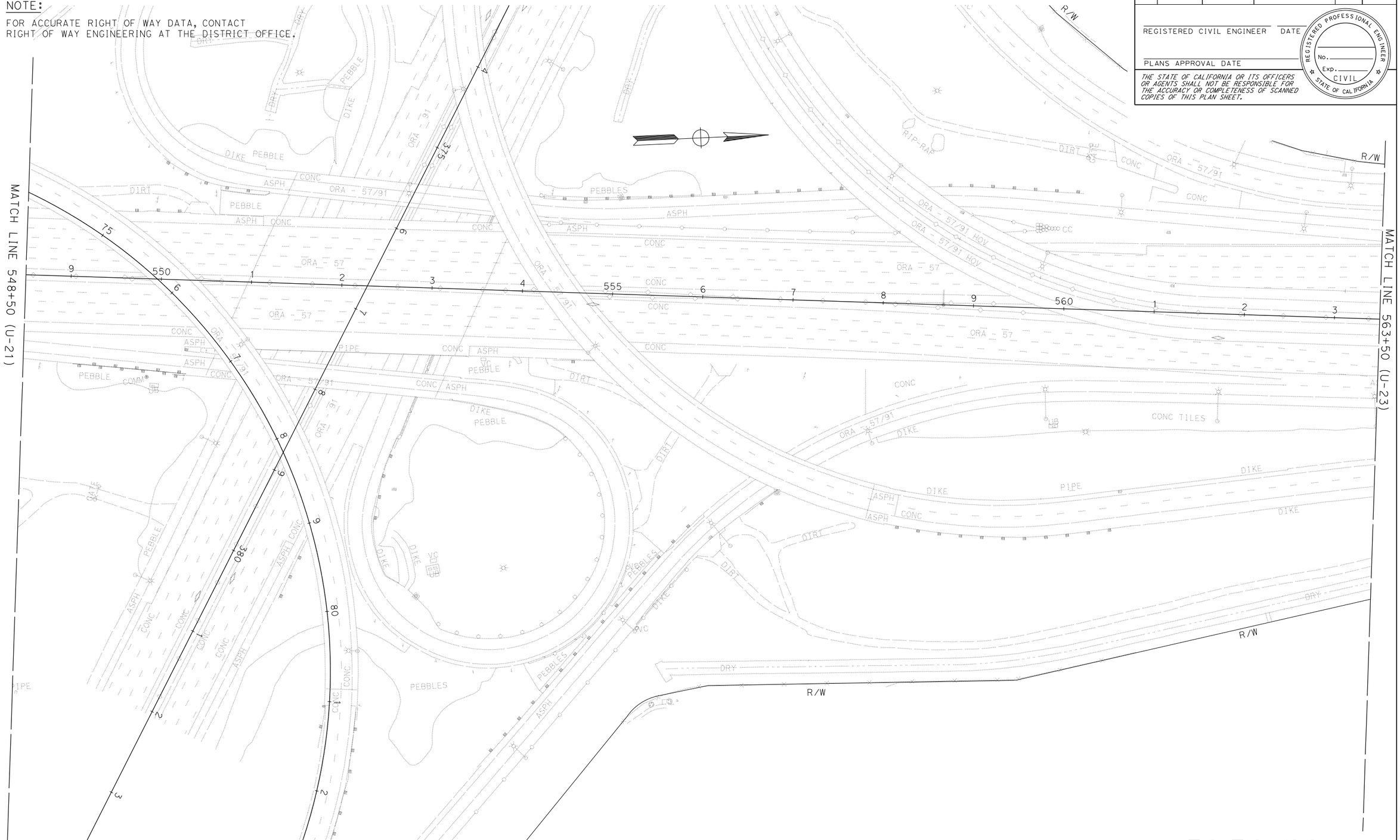
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UTILITY PLAN

SCALE: 1" = 50'

U-22

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY: MINH PHAM

CHECKED BY:

REVISED BY | DATE REVISED

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BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka022.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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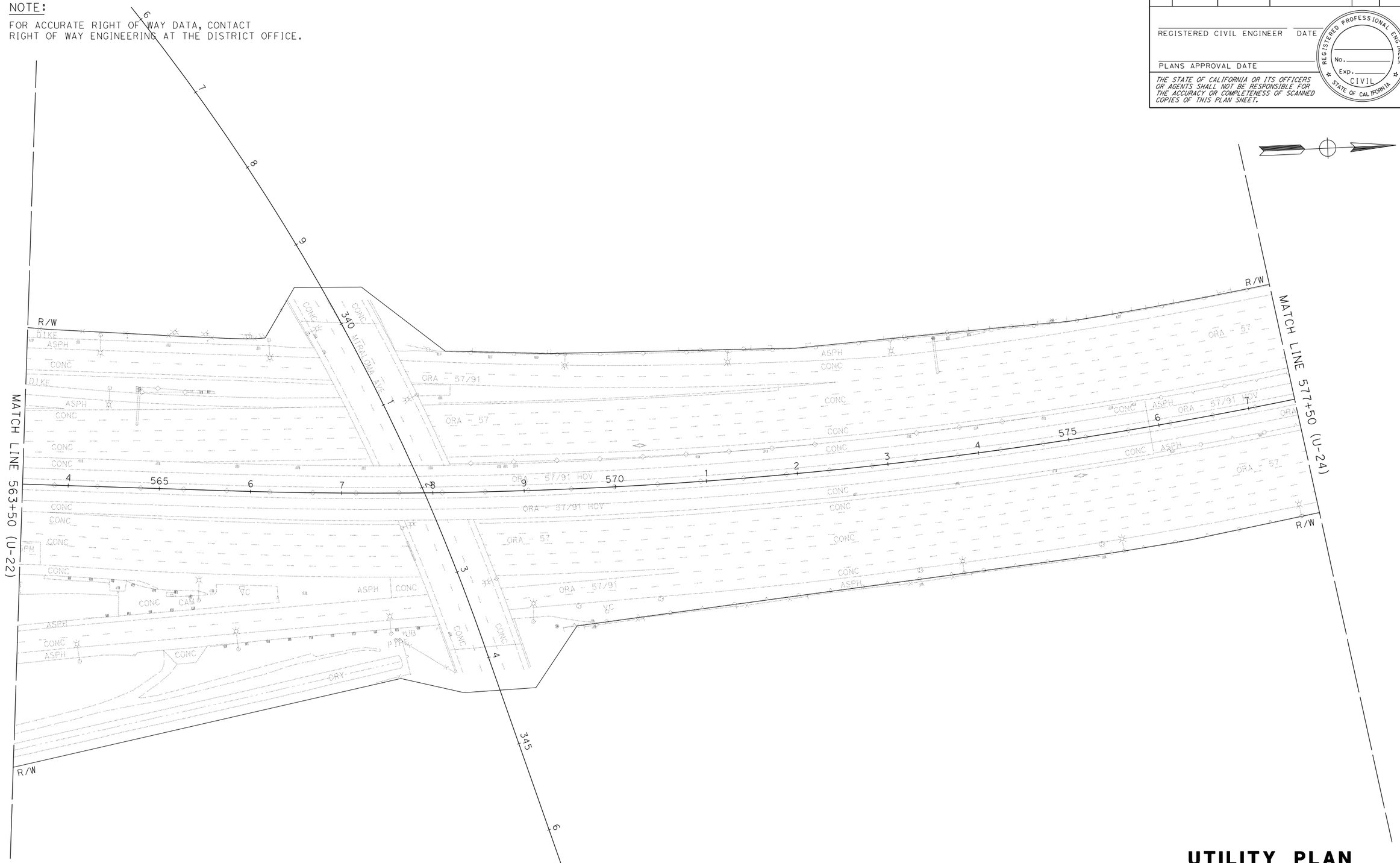
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UTILITY PLAN

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U-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans UTILITY ENGINEERING

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

CALCULATED-DESIGNED BY

CHECKED BY: MINH PHAM

DATE REVISED	REVISED BY

LAST REVISION: 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka023.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

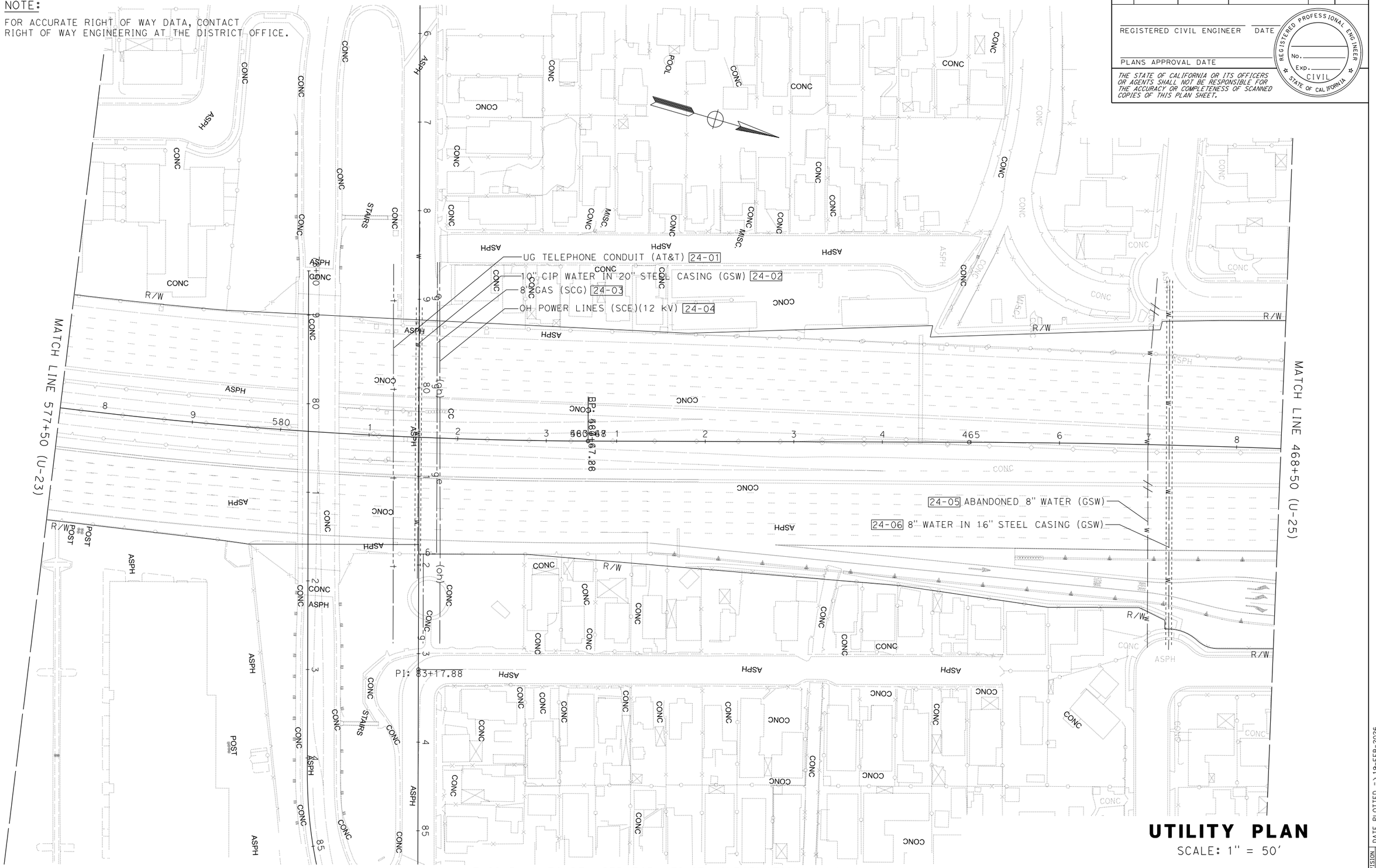
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UTILITY PLAN

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U-24

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR
Caltrans® UTILITY ENGINEERING	CHRISTOPHER LE

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
MINH PHAM			

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka024.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

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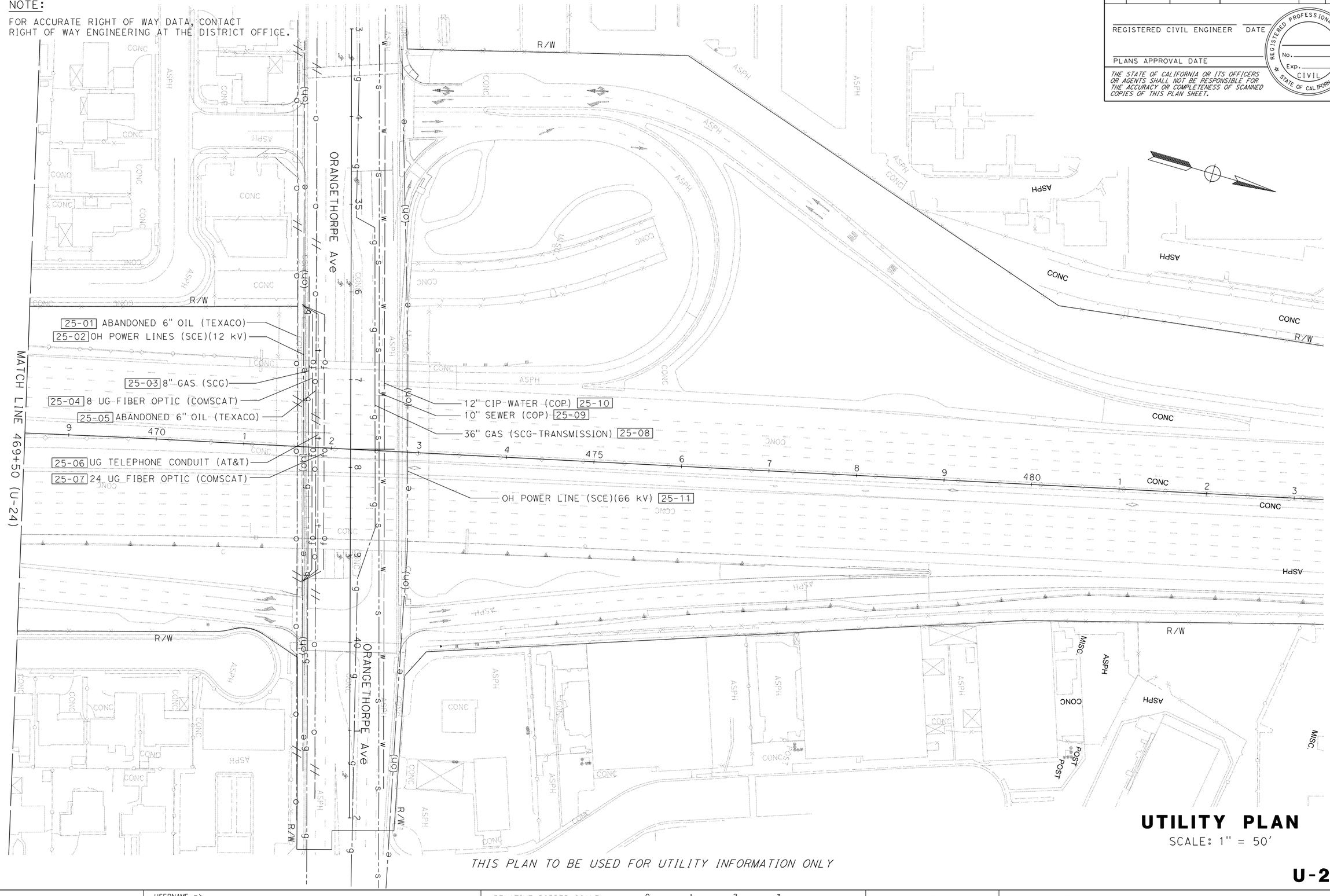
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U-25

REVISED BY	DATE REVISED
MINH PHAM	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® UTILITY ENGINEERING

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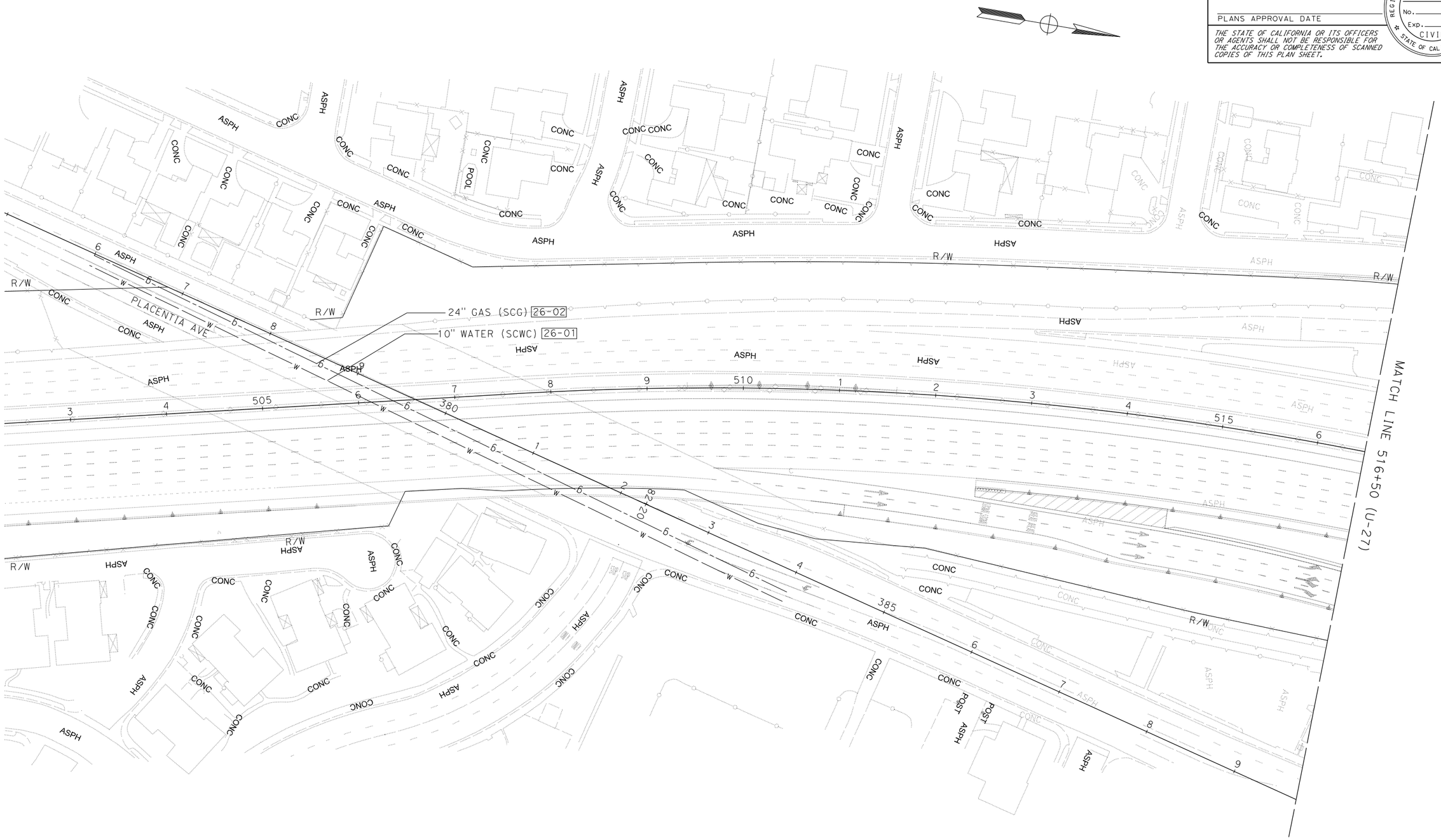
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U-26

REVISED BY | DATE REVISED

MINH PHAM

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® UTILITY ENGINEERING

LAST REVISION 08-04-25 | DATE PLOTTED => 19-FEB-2026 | TIME PLOTTED => 10:57

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12	ORA	57	10.8L/R22.5		

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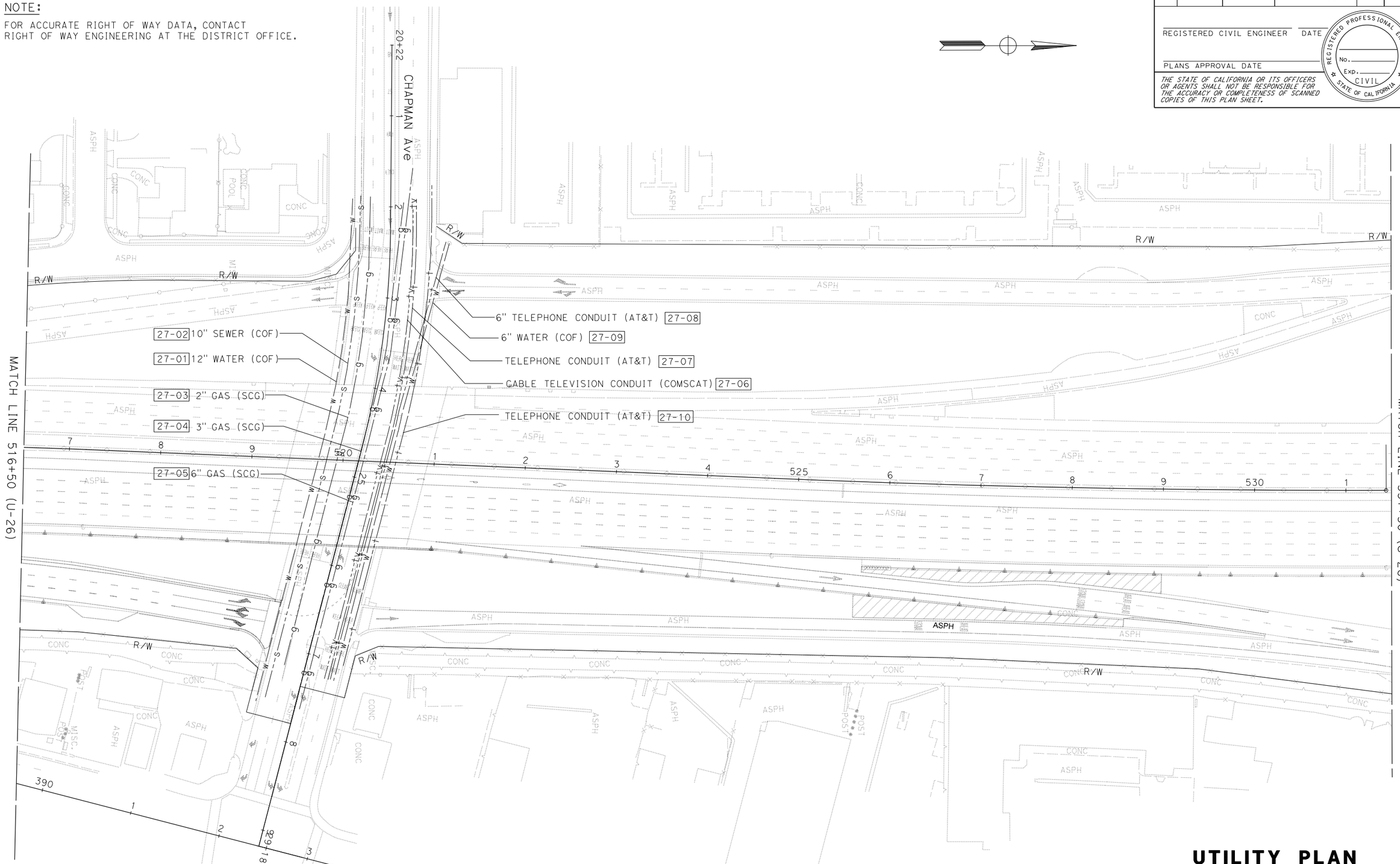
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THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN

SCALE: 1" = 50'

U-27

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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LAST REVISION: 08-04-25

DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka027.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

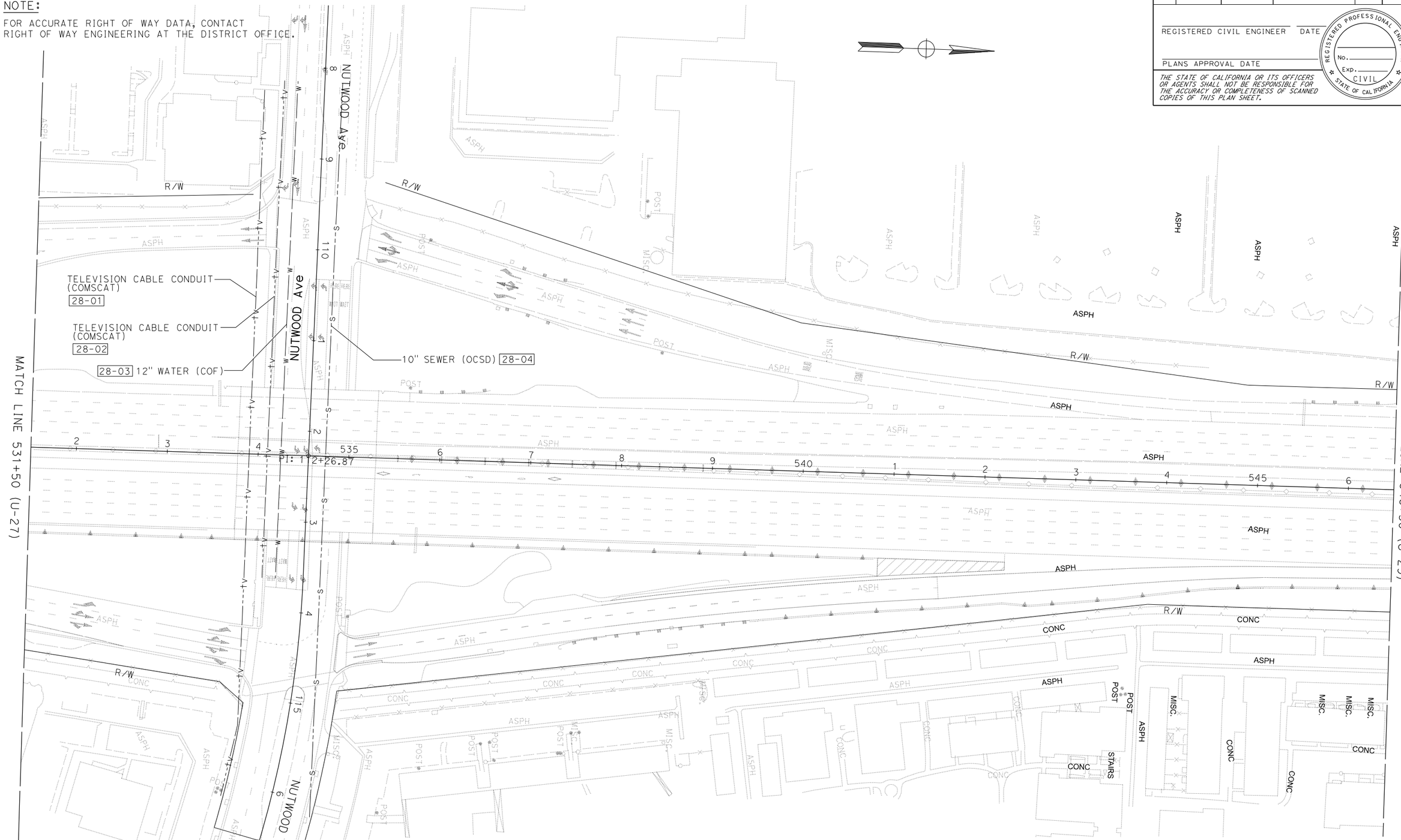
PLANS APPROVAL DATE

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UTILITY PLAN

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DATE REVISED

FUNCTIONAL SUPERVISOR — CHRISTOPHER LE

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

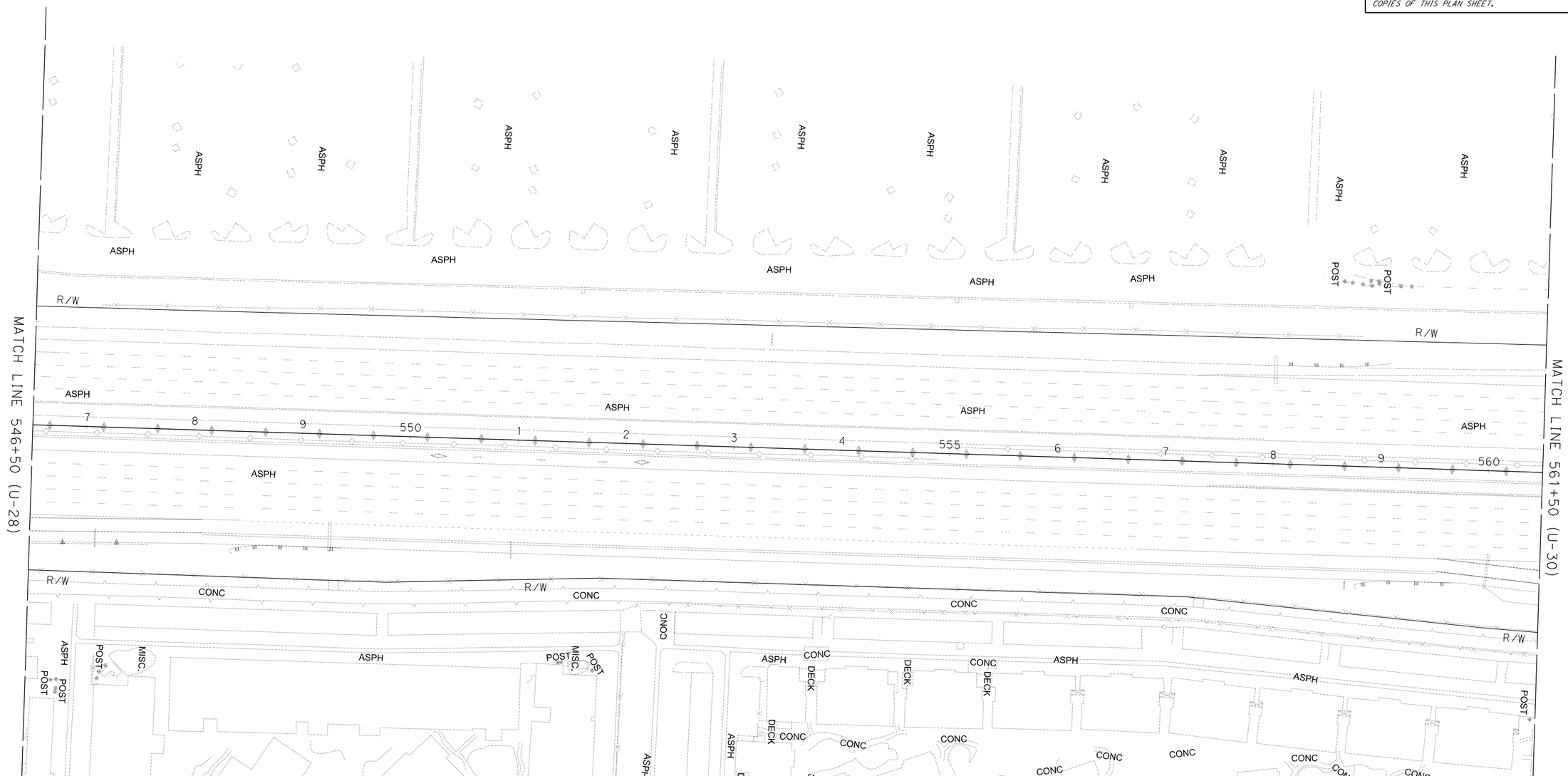
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TIME PLOTTED => 10:57

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USERNAME =>

DGN FILE => 1218000088ka029.dgn

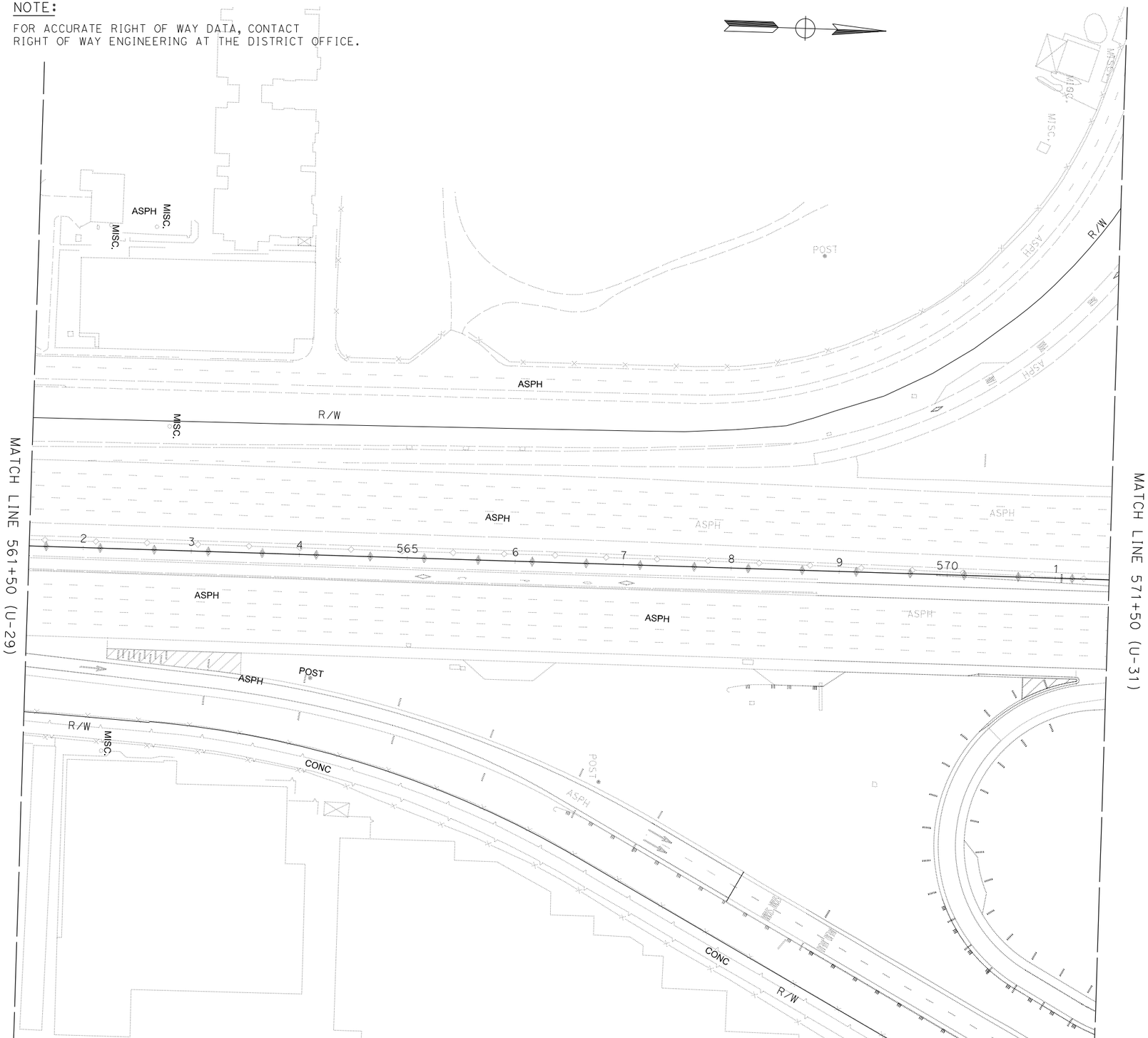
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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DGN FILE => 1218000088ka030.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

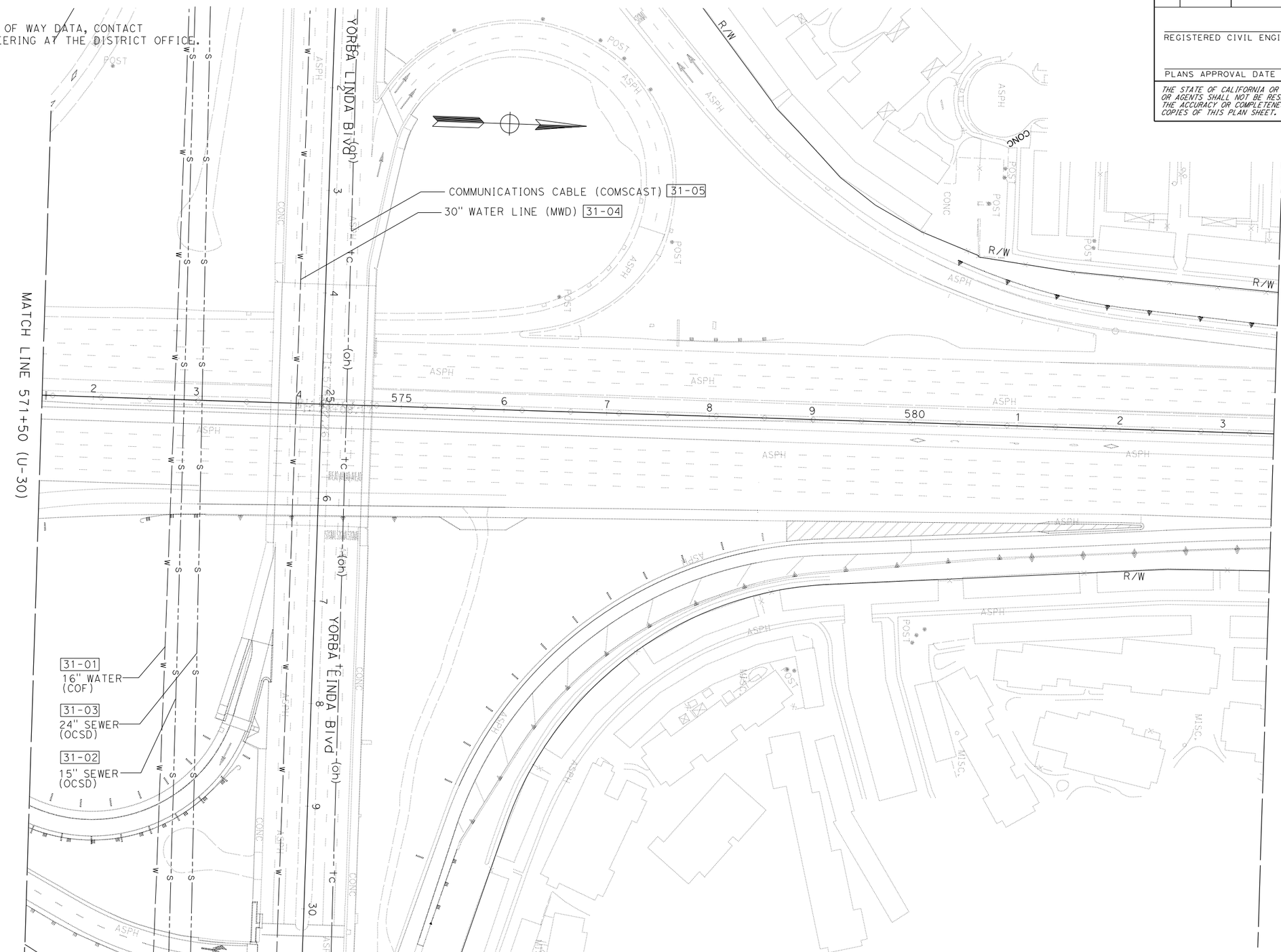
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UTILITY PLAN

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DATE PLOTTED => 19-FEB-2026

TIME PLOTTED => 10:57

BORDER LAST REVISED 8/5/2020

USERNAME =>

DGN FILE => 1218000088ka031.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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Exp.
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STATE OF CALIFORNIA

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UTILITY PLAN

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

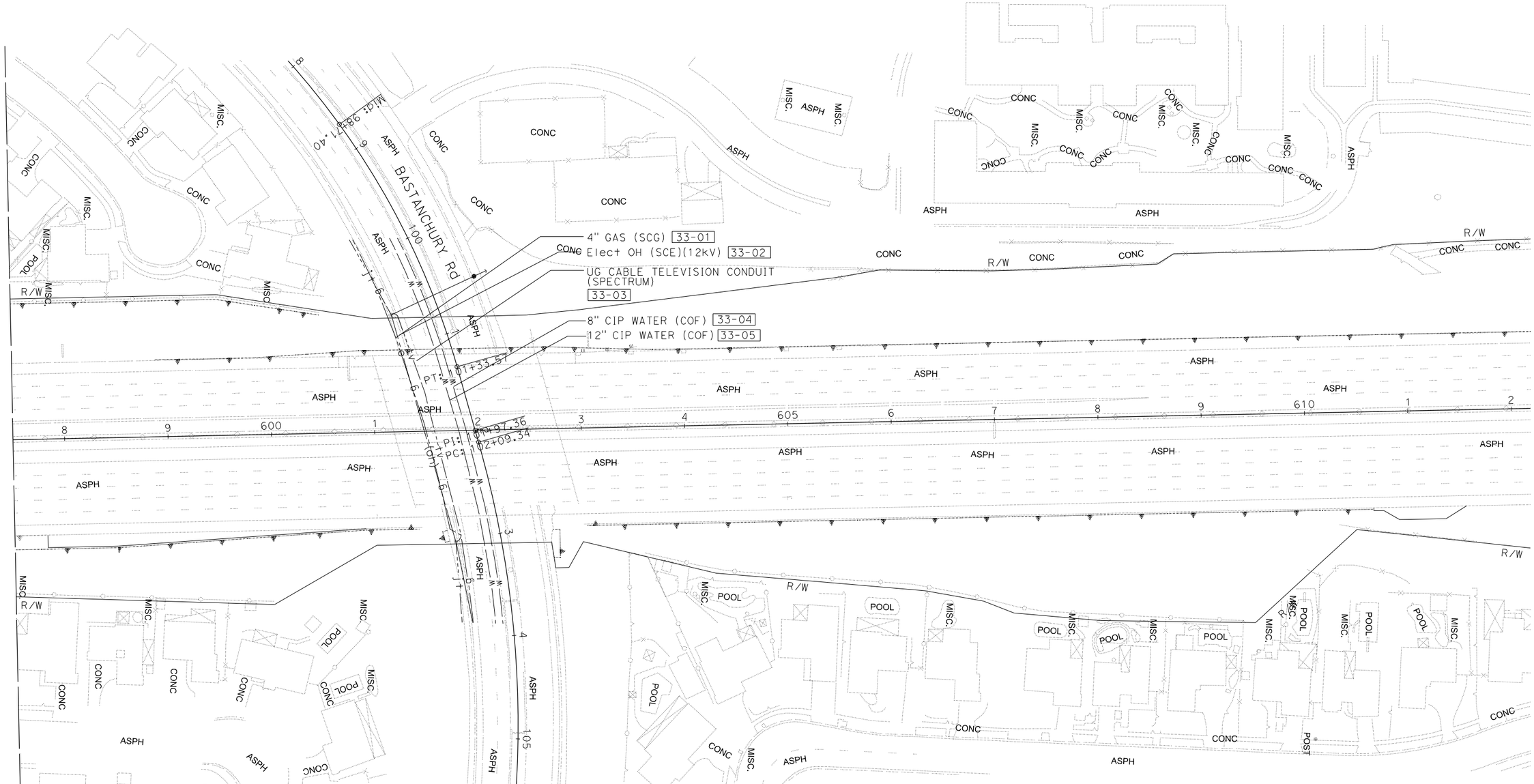
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LAST REVISION 08-04-25 | DATE PLOTTED => 3-MAR-2026 | TIME PLOTTED => 08:15

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => 1218000088ka033.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 3003 | PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

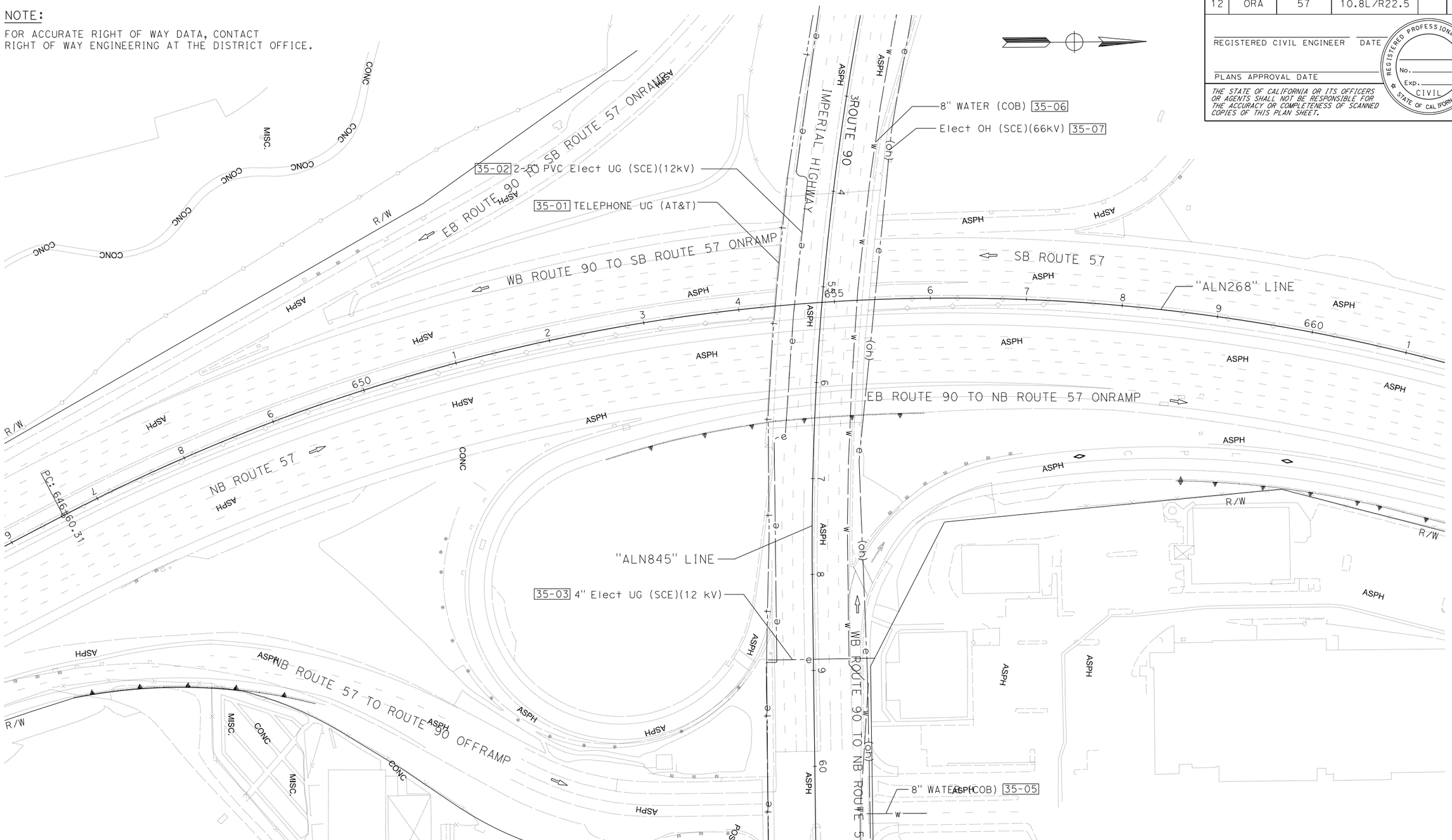
PLANS APPROVAL DATE

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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LAST REVISION: 08-04-25
DATE PLOTTED => 19-FEB-2026
TIME PLOTTED => 10:58

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka035.dgn

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UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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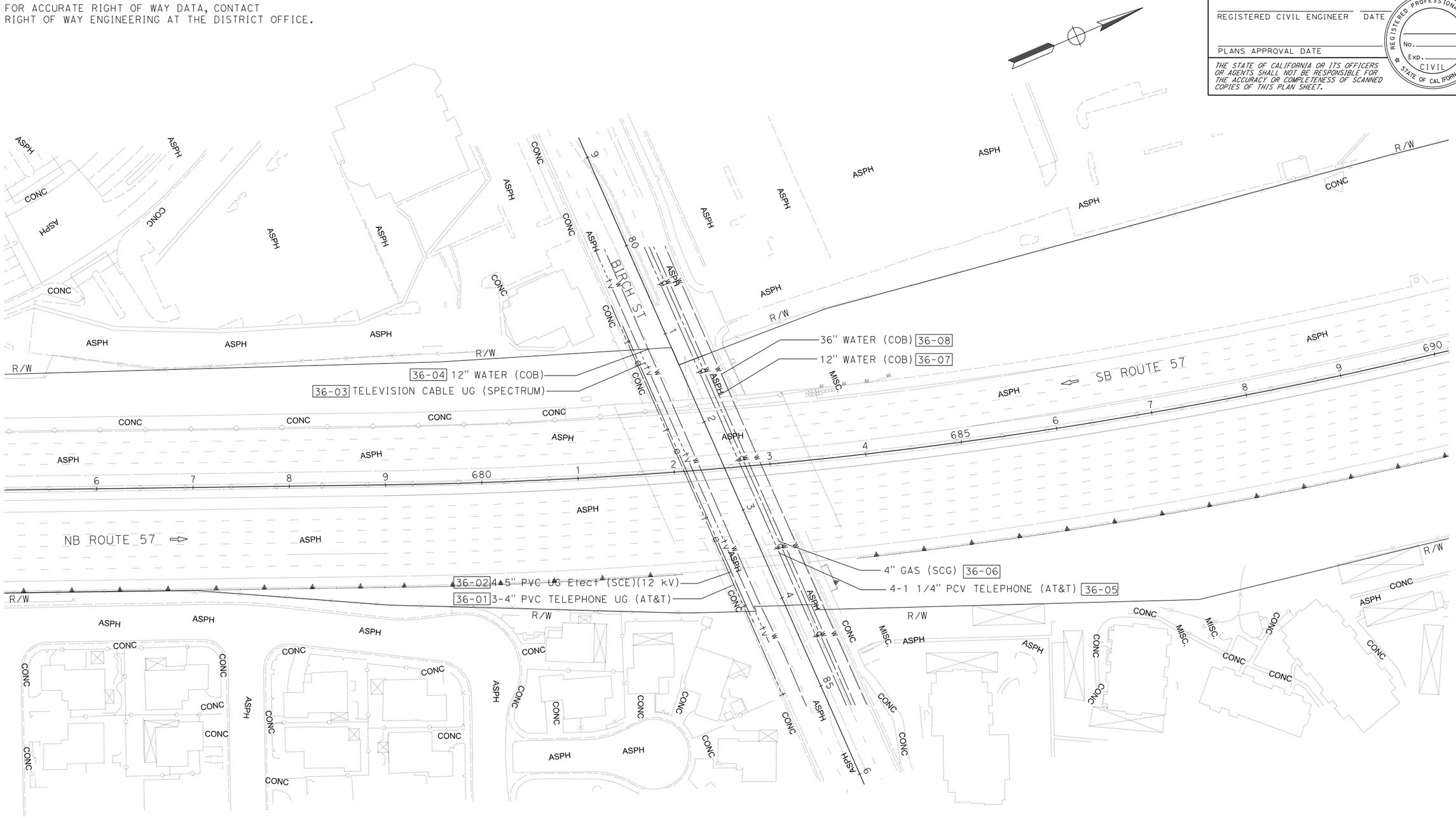
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

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REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
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UTILITY PLAN

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CHRISTOPHER LE

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UTILITY ENGINEERING

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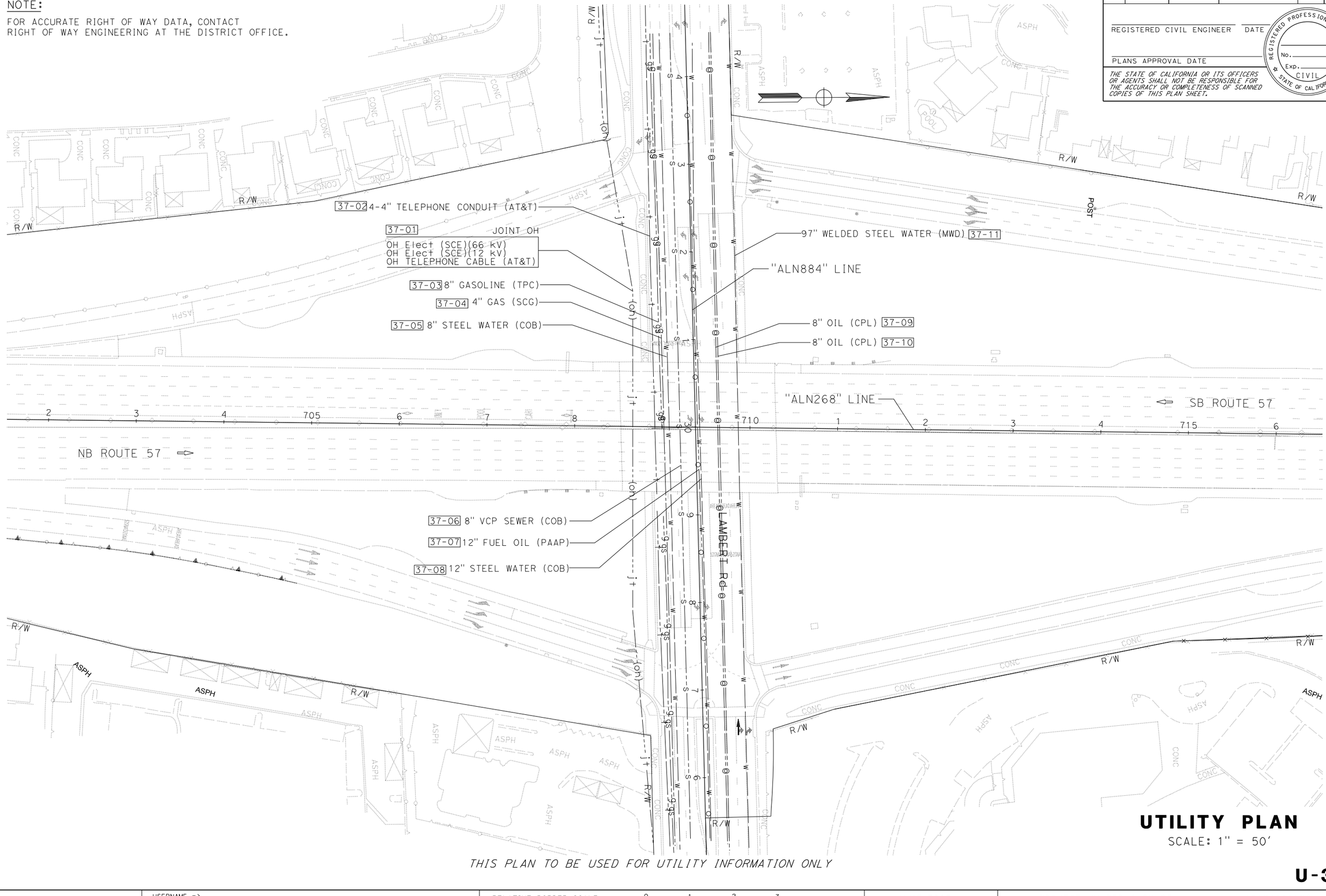
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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UTILITY PLAN

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FUNCTIONAL SUPERVISOR: CHRISTOPHER LE

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DATE PLOTTED => 19-FEB-2026
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BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => 1218000088ka037.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 3003

PROJECT NUMBER & PHASE 12180000880

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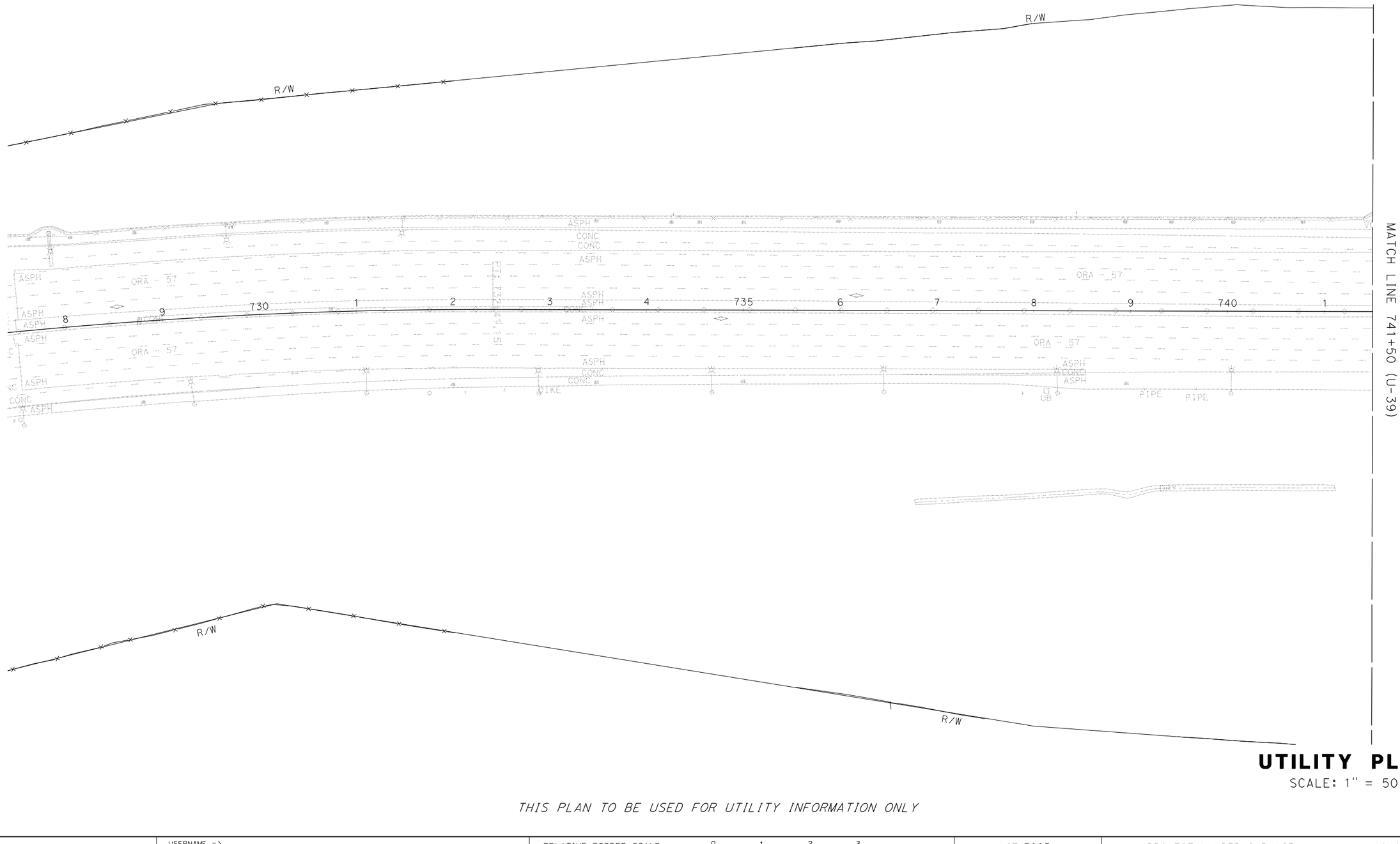
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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TIME PLOTTED => 10:58

BORDER LAST REVISED 8/5/2020
USERNAME =>
DGN FILE => 1218000088ka038.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 3003
PROJECT NUMBER & PHASE 12180000880

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

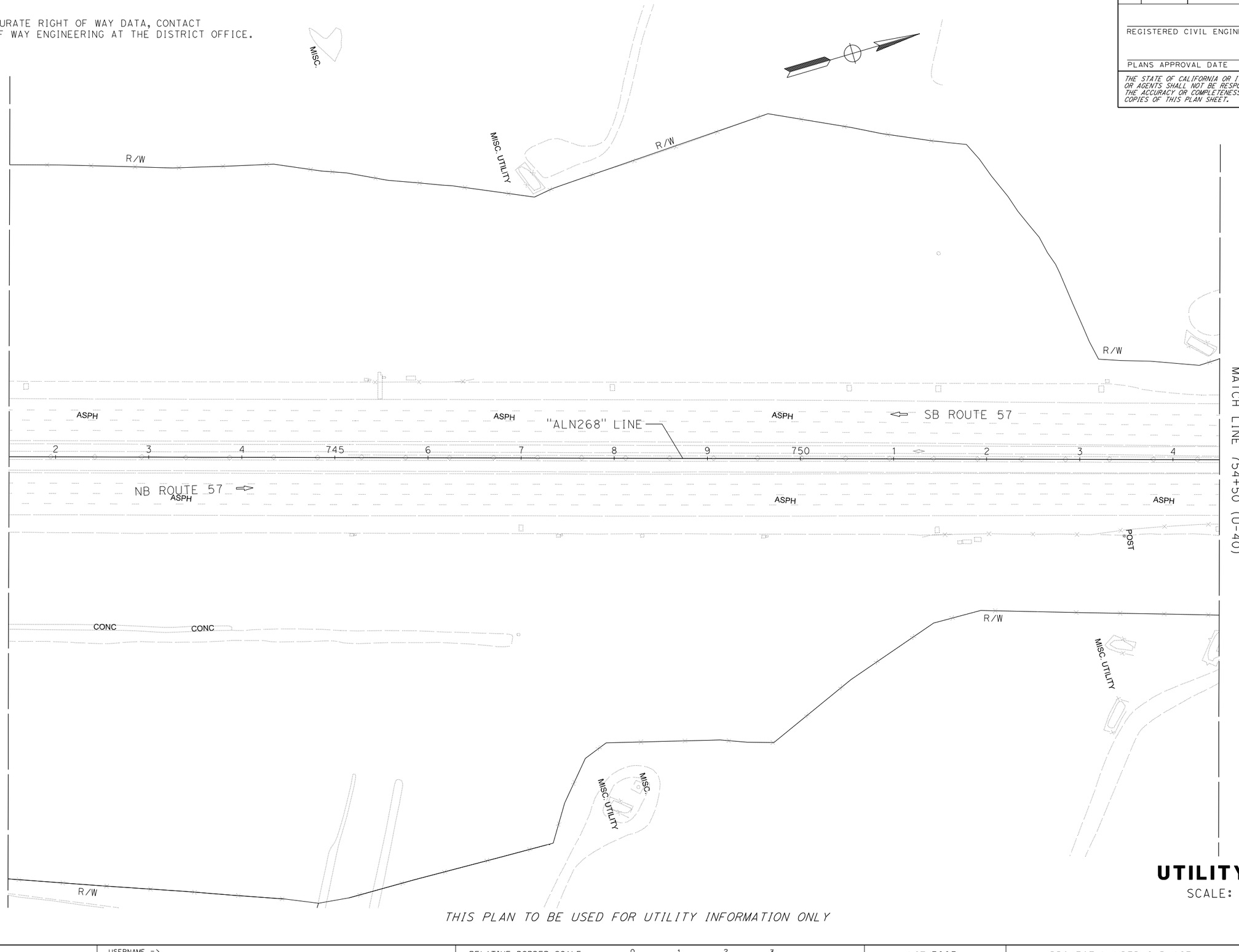
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UTILITY PLAN

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

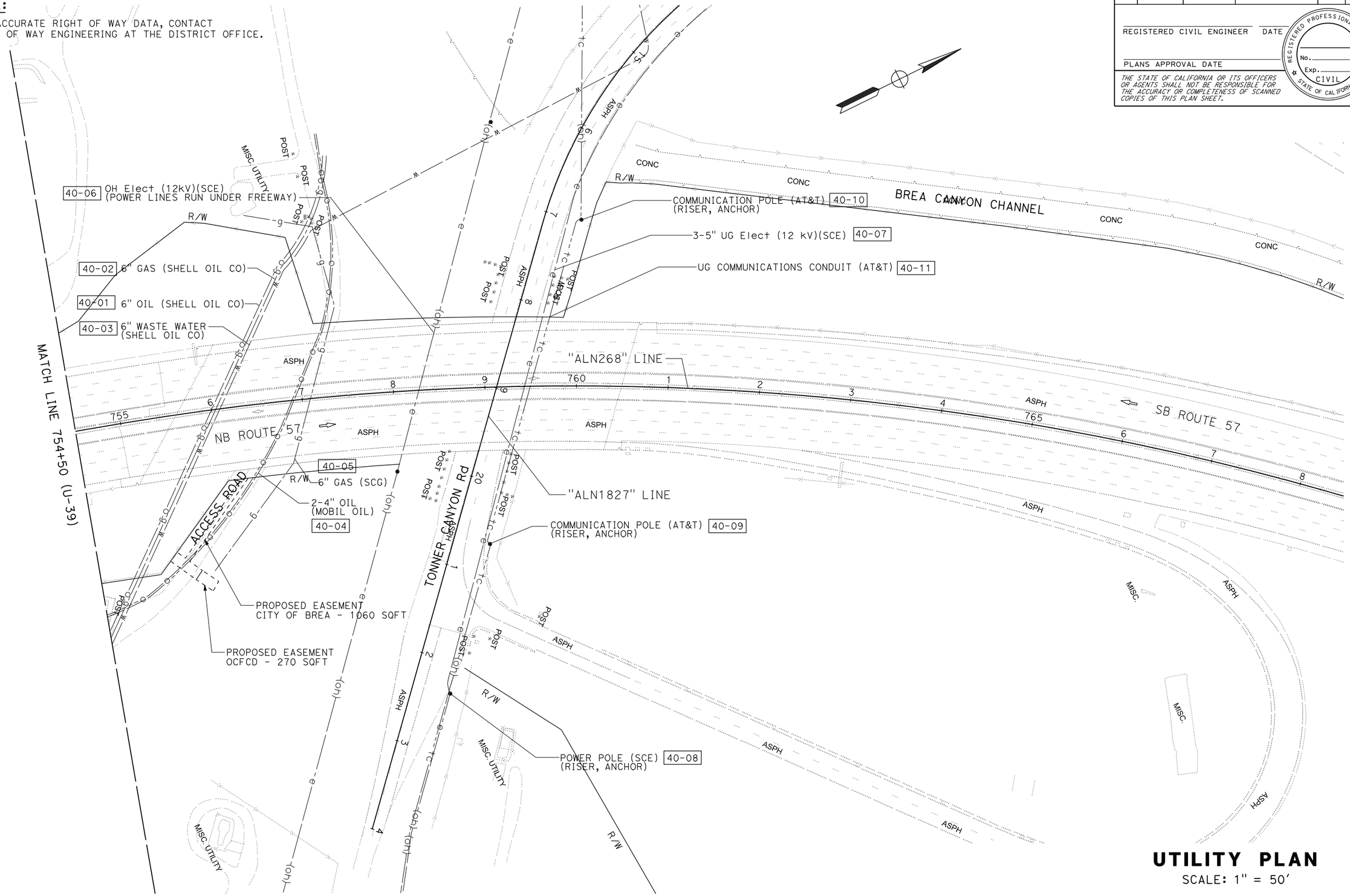
PLANS APPROVAL DATE

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UTILITY PLAN

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U-40

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08-04-25 TIME PLOTTED => 10:28

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Utility Management Matrix

Project Owner: CALTRANS
Project No. : EA 0R370_ID 1218000088
Project Description: Multi-Asset
Highway or Route: 57

Note: refer to subsheet for utility conflict cost analysis.

Utility Management Matrix Developed/Revised By: Khai Ngo
Date: 2/19/2026
Reviewed By: Triet Dang
Date: 2/19/2026

Utility Owner and/or Contact Name	Utility ID No.	Drawing or Sheet No.	Utility Type	Size and/or Material	Utility Conflict Description	Start Station	Start Offset	End Station	End Offset	Utility Investigation Level Needed	Test Hole	Recommended Action or Resolution	Estimated Resolution Date	Resolution Status
OSAV	2-01	U-2	Water	Abandoned	No conflict.	61+90	214' Rt	61+90	123' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-02	U-2	Water	18"	No conflict.	63+49	253' Rt	63+49	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	2-03	U-2	Sanitary Sewer	6"	No conflict.	63+54	257' Rt	63+54	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	2-04	U-2	Natural Gas	34"	No conflict.	63+65	262' Rt	63+65	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OSAV	2-05	U-2	Water	Abandoned	No conflict.	63+75	268' RT	63+75	122' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-06	U-2	Water	6"	No conflict.	67+28	424' Rt	67+28	116' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-07	U-2	Water	12" CIP	No conflict.	42+00 "C" Line	41' Rt	49+57 "C" Line	41' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	2-08	U-2	Electric	Elect Conduit UG	No conflict.	42+00 "C" Line	36' Rt	49+57 "C" Line	36' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	2-09	U-2	Natural Gas	12"	No conflict.	42+00 "C" Line	35' Rt	49+57 "C" Line	35' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	2-10	U-2	Sanitary Sewer	10"	No conflict.	42+00 "C" Line	33' Rt	49+57 "C" Line	33' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COO	2-11	U-2	Water	Abandoned 4" CIP	No conflict.	42+00 "C" Line	27' Rt	49+57 "C" Line	27' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	2-12	U-2	Natural Gas	2"	No conflict.	42+00 "C" Line	21' Rt	49+57 "C" Line	21' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	2-13	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	23' Lt	49+57 "C" Line	23' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	2-14	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	25' Lt	49+57 "C" Line	25' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OSAV	2-15	U-2	Water	Abandoned	No conflict.	42+00 "C" Line	38' Lt	49+57 "C" Line	38' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SBC	2-16	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	40' Lt	49+57 "C" Line	40' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	2-17	U-2	Communications	UG Conduit	No conflict.	42+00 "C" Line	48' Lt	49+57 "C" Line	48' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	4-01	U-4	Communications	4 # 18 CABLES	No conflict.	42+65 "O" Line	83' Rt	45+84 "O" Line	58' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
XO	4-02	U-4	Communications	6- 1 1/2 Conduit	No conflict.	42+00 "O" Line	26' Lt	49+00 "O" Line	38' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	5-01	U-5	Reclaimed Water	78"	No conflict.	378+20	7' Rt	370+05	164' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCWD	5-02	U-5	Water	66"	No conflict.	378+20	71' Lt	371+03	176' Rt	QLD		Remain in Place	N/A	Utility conflict resolved

COA	6-01	U-6	Electric	UG 12 kV	No conflict.	26+50 "K" Line	39' Rt	33+50 "K" Line	39' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	6-02	U-6	Water	12"	No conflict.	26+50 "K" Line	19' Rt	33+50 "K" Line	19' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	6-03	U-6	Sanitary Sewer	8"	No conflict.	26+50 "K" Line	13' Rt	33+50 "K" Line	13' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
Level 3	6-04	U-6	Communications	4- 1 1/4"	No conflict.	26+50 "K" Line	44' Lt	33+50 "K" Line	44' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	6-05	U-6	Electric	UG 12 kV	No conflict.	26+50 "K" Line	49' Lt	33+50 "K" Line	49' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-01	U-7	Sanitary Sewer	8"	No conflict.	21+60 "K" Line	10' Rt	26+50 "K" Line	13' RT	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-02	U-7	Water	12"	No conflict.	21+60 "K" Line	16' Rt	26+50 "K" Line	21' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-03	U-7	Electric	12 kV UG Conduit	No conflict.	21+60 "K" Line	33' Rt	26+50 "K" Line	39' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	7-04	U-7	Electric	12 kV UG Conduit	No conflict.	21+60 "K" Line	37' Lt	26+50 "K" Line	49' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Level 3	7-05	U-7	Communications	4-1 1/4" PVC	No conflict.	21+60 "K" Line	42' LT	26+50 "K" Line	44' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	9-01	U-9	Communications	UG Conduit	No conflict.	46+00 "C" Line	25' Rt	50+00 "C" Line	29' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	9-02	U-9	Water	12"	No conflict.	46+00 "C" Line	5' Lt	50+00 "C" Line	0' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	9-03	U-9	Water	12"	No conflict.	46+00 "C" Line	14' Lt	50+00 "C" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	9-04	U-9	Electric	UG Elect 12kV	No conflict.	46+00 "C" Line	67' Lt	50+00 "C" Line	47' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SAN DIEGO OIL	9-05	U-9	Oil	11"	No conflict.	46+00 "C" Line	73' Lt	50+00 "C" Line	50' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	9-06	U-9	Natural Gas	10"	No conflict.	46+00 "C" Line	78' Lt	50+00 "C" Line	57' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	10-01	U-10	Water	12"	No conflict.	427+23	138' Lt	427+50	148' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	10-02	U-10	Water	24" Steel Casing	No conflict.	427+26	145' Rt	427+26	137' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	10-03	U-10	Communications	UG CONDUIT	No conflict.	427+51	136' Lt	427+89	152' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
ARCO	11-01	U-11	Oil	10"	No conflict.	35+50 "B" Line	10' Lt	44+50 "B" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	11-02	U-11	Natural Gas	4"	No conflict.	35+50 "B" Line	22' Lt	44+50 "B" Line	22' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	11-03	U-11	Communications	UG CONDUIT	No conflict.	35+50 "B" Line	34' Lt	44+50 "B" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	11-04	U-11	Sanitary Sewer	8"	No conflict.	35+50 "B" Line	102' Lt	44+50 "B" Line	102' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
ARCO	12-01	U-12	Oil	10"	No conflict.	29+00 "B" Line	10' Lt	35+50 "B" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	12-02	U-12	Natural Gas	4'	No conflict.	29+00 "B" Line	22' Lt	35+50 "B" Line	22' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	12-03	U-12	Communications	UG Conduit	No conflict.	29+00 "B" Line	34' Lt	35+50 "B" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

COA	12-04	U-12	Sanitary Sewer	8"	No conflict.	29+00 "B" Line	102' Lt	35+50 "B" Line	102' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
ARCO	13-01	U-13	Oil	10'	No conflict.	44+50 "B" Line	10' Lt	50+00 "B" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	13-02	U-13	Natural Gas	4"	No conflict.	44+50 "B" Line	22' Lt	50+00 "B" Line	22' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	13-03	U-13	Communications	UG Conduit	No conflict.	44+50 "B" Line	34' Lt	50+00 "B" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	13-04	U-13	Sanitary Sewer	8"	No conflict.	44+50 "B" Line	102' Lt	50+00 "B" Line	102' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	15-01	U-15	Water	15"	No conflict.	462+85	124' Rt	462+85	104' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	15-02	U-15	Sanitary Sewer	15" VCP	No conflict.	464+64	124' Rt	464+64	104' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	15-03	U-15	Water	15"	No conflict.	464+74	124' Rt	464+74	104' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	16-01	U-16	Sanitary Sewer	8" VCP	No conflict.	487+83	124' Rt	487+83	103' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	18-01	U-18	Natural Gas	4"	No conflict.	35+50 "L" Line	10' Lt	45+00 "L" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	18-02	U-18	Communications	UG Conduit	No conflict.	35+50 "L" Line	23' Lt	45+00 "L" Line	23' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	18-03	U-18	Communications	UG Conduit	No conflict.	35+50 "L" Line	41' Lt	45+00 "L" Line	41' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	18-04	U-18	Communications	Burried Cables	No conflict.	35+50 "L" Line	53' Lt	45+00 "L" Line	113' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	19-01	U-19	Natural Gas	4"	No conflict.	30+00 "L" Line	10' Lt	35+50 "L" Line	10' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	19-02	U-19	Communications	UG Conduit	No conflict.	30+00 "L" Line	23' Lt	35+50 "L" Line	23' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	19-03	U-19	Communications	UG Conduit	No conflict.	30+00 "L" Line	41' Lt	35+50 "L" Line	41' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	19-04	U-19	Communications	Burried Cables	No conflict.	35+13 "L" Line	41' Lt	35+50 "L" Line	53' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	21-01	U-21	Sanitary Sewer	12" VCP	No conflict.	40+00 "L" Line	30' Rt	46+00 "L" Line	30' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	21-02	U-21	Water	12" CIP	No conflict.	40+00 "L" Line	20' Rt	46+00 "L" Line	20' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COA	21-03	U-21	Water	27" CCP	No conflict.	40+00 "L" Line	15' Rt	46+00 "L" Line	15' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	21-04	U-21	Natural Gas	24"	No conflict.	40+00 "L" Line	14' Lt	46+00 "L" Line	14' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	21-05	U-21	Natural Gas	4"	No conflict.	40+00 "L" Line	20' Lt	46+00 "L" Line	20' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	21-06	U-21	Electric	Elect OH 12 kV	No conflict.	40+00 "L" Line	47' Lt	46+00 "L" Line	47' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	24-01	U-24	Communications	UG Telephone conduit	No conflict.	581+27	130' Rt	581+27	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
GSW	24-02	U-24	Water	10" CIP	No conflict.	581+55	130' Rt	581+55	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	24-03	U-24	Natural Gas	8"	No conflict.	581+76	130' Rt	581+76	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

SCE	24-04	U-24	Electric	OH 12 kV	No conflict.	581+80	130' Rt	581+80	126' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
GSW	24-05	U-24	Water	Abandoned 8"	No conflict.	467+00	187' Rt	467+00	132' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
GSW	24-06	U-24	Water	8" in 16" Steel Casing	No conflict.	467+25	203' Rt	467+25	141' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
TEXACO	25-01	U-25	Oil	Abandoned 8" Oil	No conflict.	36+00 "O" Line	60' Rt	40+50 "O" Line	60' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	25-02	U-25	Electric	OH 12 kV	No conflict.	36+00 "O" Line	53' Rt	40+50 "O" Line	53' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	25-03	U-25	Natural Gas	8"	No conflict.	36+00 "O" Line	47' Rt	40+50 "O" Line	47' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	25-04	U-25	Communications	8 UG Fiber Optic Conduit	No conflict.	36+16 "O" Line	43' Rt	39+30 "O" Line	43' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
TEXACO	25-05	U-25	Oil	Abandoned 8" Oil	No conflict.	36+00 "O" Line	39' Rt	40+50 "O" Line	39' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	25-06	U-25	Communications	UG Telephone conduit	No conflict.	36+16 "O" Line	37' Rt	39+30 "O" Line	37' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	25-07	U-25	Communications	24 UG Fiber Optic	No conflict.	36+16 "O" Line	30' Rt	39+30 "O" Line	30' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	25-08	U-25	Natural Gas	36"	No conflict.	36+00 "O" Line	25' Lt	40+50 "O" Line	6' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COP	25-09	U-25	Sanitary Sewer	10"	No conflict.	36+00 "O" Line	32' Lt	40+50 "O" Line	32' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COP	25-10	U-25	Water	12" CIP	No conflict.	36+00 "O" Line	38' Lt	40+50 "O" Line	38' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	25-11	U-25	Electric	66 kV OH	No conflict.	36+00 "O" Line	62' Lt	40+50 "O" Line	62' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCWC	26-01	U-26	Water	10"	No conflict.	376+00 "P" Line	13' Rt	384+00 "P" Line	33' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	26-02	U-26	Natural Gas	24"	No conflict.	376+00 "P" Line	2' Rt	384+00 "P" Line	22' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	27-01	U-27	Water	12"	No conflict.	22+00 "C" Line	43' Rt	27+50 "C" Line	43' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	27-02	U-27	Sanitary Sewer	10"	No conflict.	22+00 "C" Line	34' Rt	27+50 "C" Line	34' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	27-03	U-27	Natural Gas	2"	No conflict.	22+00 "C" Line	22' Rt	27+50 "C" Line	22' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	27-04	U-27	Natural Gas	3"	No conflict.	22+00 "C" Line	12' Lt	27+50 "C" Line	0' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	27-05	U-27	Natural Gas	6"	No conflict.	22+00 "C" Line	19' Lt	27+50 "C" Line	5' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	27-06	U-27	Communications	Cable Televison Conduit	No conflict.	22+00 "C" Line	24' Lt	27+50 "C" Line	24' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	27-07	U-27	Communications	telephone UG	No conflict.	22+00 "C" Line	28' Lt	27+50 "C" Line	28' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	27-08	U-27	Communications	telephone UG	No conflict.	22+50 "C" Line	58' Lt	27+50 "C" Line	30' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	27-09	U-27	Water	6"	No conflict.	22+50 "C" Line	64' Lt	27+50 "C" Line	34' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	27-10	U-27	Communications	telephone UG	No conflict.	22+00 "C" Line	44' Lt	27+50 "C" Line	39' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

COMSCAT	28-01	U-28	Communications	Cable Televison Conduit	No conflict.	109+00 "N" Line	65' Rt	115+00 "N" Line	65' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COMSCAT	28-02	U-28	Communications	Cable Televison Conduit	No conflict.	109+00 "N" Line	44' Rt	115+00 "N" Line	44' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	28-03	U-28	Water	12"	No conflict.	109+00 "N" Line	30' Rt	115+00 "N" Line	30' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	28-04	U-28	Sanitary Sewer	10"	No conflict.	109+00 "N" Line	19' Lt	115+00 "N" Line	19' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	31-01	U-31	Water	16"	No conflict.	572+79	592' Rt	572+79	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	31-02	U-31	Sanitary Sewer	15"	No conflict.	572+88	592' Rt	572+88	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
OCSD	31-03	U-31	Sanitary Sewer	24"	No conflict.	573+06	592' Rt	573+06	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
MWD	31-04	U-31	Water	30"	No conflict.	573+95	592' Rt	573+95	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COMCAST	31-05	U-31	Communications	UG Communication	No conflict.	574+47	592' Rt	574+47	380' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	32-01	U-32	Sanitary Sewer	8" PVC	No conflict.	587+53	128' Rt	587+53	114' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	33-01	U-33	Natural Gas	4"	No conflict.	100+00 "B" Line	48' Rt	103+50 "B" Line	40' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	33-02	U-33	Electric	uG Elect 12 kV	No conflict.	100+00 "B" Line	47' Rt	103+50 "B" Line	46' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SPECTRUM	33-03	U-33	Communications	UG Cable Teleivison	No conflict.	100+00 "B" Line	50' Rt	103+50 "B" Line	46' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	33-04	U-33	Water	8" CIP	No conflict.	100+00 "B" Line	16' Rt	103+50 "B" Line	16' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	33-05	U-33	Water	12" CIP	No conflict.	100+00 "B" Line	8' Rt	103+50 "B" Line	8' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SPECTRUM	34-01	U-34	Communications	Fiber Optic Conduit UG	No conflict.	626+82	136' Lt	626+82	128' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COF	34-02	U-34	Water	21" CIP	No conflict.	627+21	132' Lt	627+21	121' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
UNOCAL	34-03	U-34	Sanitary Sewer	8"	No conflict.	627+27	126' Lt	627+27	120' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	34-04	U-34	Natural Gas	4"	No conflict.	627+35	119' Lt	627+35	118' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
LE	34-05	U-34	Natural Gas	8:	No conflict.	627+41	114' Lt	627+41	117' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	34-06	U-34	Electric	2-5" UG Conduit. 12kV	No conflict.	626+89	128' Rt	627+49	105' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	35-01	U-35	Communications	UG Telephone Conduit	No conflict.	52+20 "I" Line	50' Rt	61+80 "I" Line	50' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	35-02	U-35	Electric	2-5" PVC, 12 kV	No conflict.	52+20 "I" Line	43' Rt	61+80 "I" Line	48' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	35-03	U-35	Electric	4" PVC, 12 kV	No conflict.	58+88 "I" Line	47' Rt	58+88 "I" Line	64' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	35-04	U-35	Communications	4"	No conflict.	61+25 "I" Line	49' Rt	61+25 "I" Line	59' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	35-05	U-35	Water	8"	No conflict.	60+50 "I" Line	46' Lt	60+50 "I" Line	60' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

COB	35-06	U-35	Water	8"	No conflict.	52+20 "l" Line	37' Lt	61+80 "l" Line	47' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	35-07	U-35	Electric	OH. 66 kV	No conflict.	52+20 "l" Line	52' Lt	61+80 "l" Line	57' Lt	N/A		Remain in Place	N/A	Utility conflict resolved
AT&T	36-01	U-36	Communications	3-4" PVC	No conflict.	681+63	130' Lt	682+61	150' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	36-02	U-36	Electric	4-5" UG 12 kV	No conflict.	681+66	130' Lt	682+64	150' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SPECTRUM	36-03	U-36	Communications	Television cable UG	No conflict.	681+72	130' Lt	682+71	150' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	36-04	U-36	Water	12"	No conflict.	681+84	130' Lt	682+75	145' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	36-05	U-36	Communications	4-1 1/4" PVC	No conflict.	682+24	130' Lt	683+19	149' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	36-06	U-36	Natural Gas	4"	No conflict.	682+30	130' Lt	683+24	149' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	36-07	U-36	Water	12"	No conflict.	682+34	130' Lt	683+29	149' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	36-08	U-36	Water	36"	No conflict.	682+49	120'Lt	683+43	156' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
JOINT OH (SCE, AT&T)	37-01	U-37	Joint OH	66 kV, 12 kV, Telephone	No conflict.	26+00 "L" Line	64' Lt	34+00 "L" Line	93' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	37-02	U-37	Communications	4-4" Conduit	No conflict.	26+00 "L" Line	42' Lt	34+00 "L" Line	45' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
TPC	37-03	U-37	Oil	8"	No conflict.	26+00 "L" Line	38' Lt	34+00 "L" Line	40' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	37-04	U-37	Natural Gas	4"	No conflict.	26+00 "L" Line	35' Lt	34+00 "L" Line	36' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	37-05	U-37	Water	18" STEEL	No conflict.	26+00 "L" Line	29' Lt	34+00 "L" Line	29' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	37-06	U-37	Sanitary Sewer	8" VCP	No conflict.	26+00 "L" Line	17' Lt	34+00 "L" Line	17' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
PAAP	37-07	U-37	Oil	12"	No conflict.	26+00 "L" Line	4' Rt	34+00 "L" Line	0' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
COB	37-08	U-37	Water	12" Steel	No conflict.	26+00 "L" Line	5' Rt	34+00 "L" Line	5' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
CPL	37-09	U-37	Oil	8"	No conflict.	26+00 "L" Line	24' Rt	34+00 "L" Line	24' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
CPL	37-10	U-37	Oil	8"	No conflict.	26+00 "L" Line	26' Rt	34+00 "L" Line	26' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
MWD	37-11	U-37	Water	97"	No conflict.	26+00 "L" Line	48' Rt	34+00 "L" Line	48' Rt	QLD		Remain in Place	N/A	Utility conflict resolved
Shell Oil	40-01	U-40	Oil	6"	No conflict	755+34	100' Rt	756+61	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Shell Oil	40-02	U-40	Gas	6"	No conflict	755+39	100' Rt	756+65	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Shell Oil	40-03	U-40	Water	6"	No conflict	755+44	100' Rt	756+70	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
Mobil Oil	40-04	U-40	Oil	2-4"	No conflict	756+21	100' Rt	757+36	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCG	40-05	U-40	Natural Gas	6"	No conflict	756+52	100' Rt	757+44	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

SCE	40-06	U-40	Electric	12 kV OH	No conflict. OH lines run under Freeway	757+84	100' Rt	758+59	100' Lt	N/A		Remain in Place	N/A	Utility conflict resolved
SCE	40-07	U-40	Electric	3-5" PVC, 12 kV	No conflict.	758+46	330' Rt	759+70	100' Lt	QLD		Remain in Place	N/A	Utility conflict resolved
SCE	40-08	U-40	Electric	Pole, Riser, Anchor	No conflict.	758+46	330' Rt			QLD		Remain in Place	N/A	Utility conflict resolved
AT&T	40-09	U-40	Communications	Pole, Riser, Anchor	No conflict.	758+97	170' Rt			N/A		Remain in Place	N/A	Utility conflict resolved
AT&T	40-10	U-40	Communications	Pole, Riser, Anchor	No conflict.	760+07	180' Lt			N/A		Remain in Place	N/A	Utility conflict resolved
AT&T	40-11	U-40	Communications	UG Conduit	No conflict	758+97	170' Lt	760+07	180' Lt	QLD		Remain in Place	N/A	Utility conflict resolved

Key:
[List of acronyms used in the utility conflict matrix]

Attachment H:
Environmental Document

NEPA/CEQA RE-VALIDATION FORM (rev. 08/2025)

DIST-CO-RTE: 12-ORA-057
PM/PM: 10.8L/R22.5
EA or Fed-Aid Project No.: 12-0R370
Project No.: 1218000088
Project Title: 12-0R370, Rte 57, Multi-Asset Project, Bridge Health anchor.
Environmental Approval Type: CEQA CE/ NEPA CE
Date Approved: 04/20/2026
Reason for Consultation (23 CFR 771.129): ☐ Project proceeding to next major federal approval ☒ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ **N/A** (Re-Validation for CEQA only)
Description of Changed Conditions: *Original CE/CE stated that work will be conducted only on the State R/W. The project now requires 1060 sq ft of permanent easement from the City of Brea and 270 sq ft of permanent easement from OCFCD.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether the type of environmental document will be elevated.* ***NOTE:*** *If applicable, remember to check conformity status. See the SER Vol. 1, Chapter 11 and contact the District Air Quality Specialist for additional information.)*

☐ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☒ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original environmental document or CE remains valid.**

☐ **The original environmental document or CE is no longer valid.**
Supplemental environmental document is needed. ☐ Yes ☐ No
New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Smita Deshpande — Signature: Environmental Branch Chief — May 13, 2026 — Date

Signature: Project Manager/DLAE — 5/13/2026 — Date

NEPA/CEQA RE-VALIDATION FORM

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

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

☐ **Original document remains valid. No further documentation is necessary but may be included on continuation sheets.**

☒ **An Addendum was prepared for minor technical changes or additions to the project and is:**

- ☒ **included on the continuation sheets or**
- ☐ **attached.**

It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163).**

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15162).**
(Specify type of subsequent document, e.g., Subsequent FEIR):

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

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Smita Deshpande
Signature: Environmental Branch Chief

May 13, 2026
Date

Signature: Project Manager/DLAE

5/13/2026
Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

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

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

The proposed change to the project consists of a 1060 sq ft of permanent easement from the City of Brea and 270 sq ft of permanent easement from OCFCD. These permanent easements are required for maintenance access of a culver near Tonner Canyon Road.

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

N/A

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

N/A

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

Due to the historical and current presence of oil wells, pipelines, and other oil field appurtenances within the aquation parcels' area, there is significant likelihood that incidental releases of petroleum hydrocarbons may have occurred.

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

A complete surface soil investigation will be required for the permanent easement parcels during the early states of the PS&E phase.

Soils within these areas should be tested for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.

If contaminants are detected in existing soil, such soil will be handled in accordance with the current and applicable Caltrans Standard Special Provision (SSP) or Non-Standard Special Provision (NSSP) during design (PSE) phase of project.

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

See attached revised ECR.

Environmental Commitments Record (ECR)

DIST-CO-RTE: 12 - ORA - 057 **PM/PM:** 10.800/22.500 **EA/Project ID:** 12-0R370_ / 1218000088

Project Description: Upgrade approach slabs, improve bridge decks, roadside safety, TMS, OH signs and structures;

Date (Last modification): 5/12/2026

Environmental Planner: Sunny Saroa **Phone:** 949-556-2513

Construction Liaison: Sunny Saroa **Phone:** 949-556-2513

Resident Engineer: **Phone:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
404 Nationwide Modification	US Army Corps of Engineers						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	PF-BIO-1: Section 7 consultation will occur during PS&E phase of the project to ensure the effect determination for CAGN critical habitat by Caltrans is upheld by USFWS.	Std. Spec	Std. Spec	Project Biologist Project Engineer	Conduct Section 7 consultation during PS&E					No
Biology	PF-BIO-12: Protocol surveys for CAGN will be completed in the next phase (PS&E) of the project. If CAGN are found during the surveys, Section 7 consultation will be conducted with USFWS and additional avoidance and minimization measures may be added.	Std. Spec	Std. Spec	Resident Engineer	CAGN surveys and Section 7 consultation will occur during PS&E					No
Hazardous Waste	HW-01: An ADL, ACM, and LBP investigation must be requested by design.	Std. Spec	Std. Spec	Project Engineer	Request ADL, ACM, and LBP investigations during PS&E.					No
Hazardous Waste	A complete surface soil investigation will be required for the permanent easement parcels during the early states of the PS&E phase. Soils within these areas should be tested for total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals.	ISA	n/a	Project Engineer Hazardous Waste Specliast	Conduct surface soil investigation of permanent easement parcels.					No

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	If contaminants are detected in existing soil, such soil will be handled in accordance with the current and applicable Caltrans Standard Special Provision (SSP) or Non-Standard Special Provision (NSSP) during design (PSE) phase of project.									

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	PF-BIO-2: Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to construction activities.	Std. Spec	Std. Spec	Resident Engineer	Install ESAs and avoid any impacts to the ESAs					No
Biology	PF-BIO-4: Vegetation removal shall occur outside of the anticipated nesting bird season (February 1 – September 30). If vegetation removal must occur during nesting bird season, preconstruction surveys will be completed by a Caltrans biologist within 72 hours prior to the start of construction. If nesting birds are found, the Caltrans biologist will implement a buffer zone surrounded by an ESA fence. Buffer zone radius will depend on the species, location, and work activities. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds have fledged. The Caltrans biologist will determine if any agency coordination needs to occur.	Std. Spec	Std. Spec	Resident Engineer	If constructing during nesting bird season, request a survey from the biologist.					No
Cultural Resources	PF-CUL-3: Cultural Sensitivity Training must be provided to the Contractor prior to the start of construction at the pre-construction meeting and/or the construction kick off meeting. This training can be done separately or in conjunction with other environmental trainings (i.e. WEAT/WEAP/Biological Awareness Training).	Std. Spec	Std. Spec	Resident Engineer	RE to review with the contractor Section 14-2.03A (Archaeological Resources Discovery Halt Work) of the Standard Specifications before work begins. Cultural					No

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
					staff may provide if requested by RE.					

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	PF-BIO-10: Caltrans anticipates the bat maternity season to be April 1 to August 31. Work at Tonner Canyon Bridge (approach and departure slab replacement) will occur outside of the bat maternity season.	Std. Spec	Std. Spec	Resident Engineer	Work at the Tonner Canyon Bridge will not occur between April 1 to August 31.					No
Biology	PF-BIO-11: Work shall occur during the daytime hours (dawn to dusk). If night work is anticipated, all lighting used at night for project construction will be of the lowest illumination necessary for human safety and will be selectively placed and directed at the immediate work area and away from adjacent open space. Light glare shields will be used to reduce the extent of illumination into adjacent open space.	Std. Spec	Std. Spec	Resident Engineer	Any night work should use the lowest illumination possible for human safety and directed only to the work area. Light glare shields must be used to reduce the extent of the illumination.					No
Biology	PF-BIO-13: Work within 500 feet of suitable LBVI habitat will be conducted outside of the nesting bird season (February 1 – September 30), which includes the LBVI breeding season.	Std. Spec	Std. Spec	Resident Engineer	Work within suitable LBVI habitat will be conducted outside the nesting bird season (Feb 1 - Sept 30).					No
Biology	PF-BIO-14: Vehicles, equipment, and tools will not be cleaned in or within 100 feet of any waterways (e.g. Santa Ana River, Brea Creek) or upslope where runoff could be washed into a waterway.	Std. Spec	Std. Spec	Resident Engineer	No cleaning of vehicles, tools, or equipment within 100 feet of or upslope of any waterways.					No
Biology	PF-BIO-15: Cleared vegetation that may contain invasive species will be properly disposed of off-site in a landfill or similar location.	Std. Spec	Std. Spec	Resident Engineer	Cleared vegetation with invasive species must be properly disposed of.					No
Biology	PF-BIO-3: A biologist will be on site during (1) vegetation removal, and (2) weekly during project construction within CAGN critical habitat to ensure compliance with all conservation measures. The biologist will be familiar with habitats, plants, and wildlife in the project area to ensure that issues relating to biological resources are appropriately and lawfully managed.	Std. Spec	Std. Spec	Resident Engineer Project Biologist	Bio monitoring during vegetation removal or construction within CAGN critical habitat.					No
Biology	PF-BIO-4: Vegetation removal shall occur outside of the anticipated nesting bird season (February 1 – September 30). If vegetation removal must occur during nesting bird	Std. Spec	Std. Spec	Resident Engineer	If nesting birds are found, no work will occur within the buffer					No

Environmental Commitments Record for 12-0R370, Rte 57, Multi-Asset

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	season, preconstruction surveys will be completed by a Caltrans biologist within 72 hours prior to the start of construction. If nesting birds are found, the Caltrans biologist will implement a buffer zone surrounded by an ESA fence. Buffer zone radius will depend on the species, location, and work activities. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds have fledged. The Caltrans biologist will determine if any agency coordination needs to occur.				zone until the nest is no longer active.					
Biology	PF-BIO-5: All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving at and leaving the project site.	Std. Spec	Std. Spec	Resident Engineer	Clean all construction equipment of debris prior to arriving and leaving the project site.					No
Biology	PF-BIO-6: A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented to comply with the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit (CGP). The SWPPP will identify and implement temporary Best Management Practices (BMPs) during construction to address the temporary impacts to water quality.	Std. Spec	Std. Spec	Resident Eingeer	Follow SWPPP BMPs to avoid temporary impacts to water quality					No
Biology	PF-BIO-7: Airspace access to and from the roost features of the structures shall not be obstructed at any time. No access under any of the bridge locations will be allowed, including for staging and storage of equipment.	Std. Spec	Std. Spec	Resident Engineer	No obstruction of airspace to and from roosting features. No access allowed under the bridge.					No
Biology	PF-BIO-8: If any work is performed on the joints in the closure pour at the abutments at Tonner Canyon Road UC, monitoring or a temporary exclusion by a CDFW-approved bat biologist may be needed to prevent direct impacts to maternity-roosting bats.	Std. Spec	Std. Spec	Resident Engineer	For any work on the joints at Tonner Canyon Road UC, monitoring or exclusion may be required.					No
Biology	PF-BIO-9: If night work (i.e., between dusk and dawn) is anticipated within 100 feet of Tonner Canyon Road UC, night lighting shall be used only in areas of active work and shall be focused on the direct area(s) of work and away from the roosting and foraging areas.	Std. Spec	Std. Spec	Resident Engineer	If any night work takes place within 100 feet of Tonner Canyon UC, lighting will be limited to only active work areas and away from bat roosting and foraging areas					No
Cultural Resources	PF-CUL-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until the Caltrans Project Archaeologist can evaluate the nature and significance of the find.	Std. Spec	Std. Spec	Resident Engineer	If resources are found contact Caltrans Project Archaeologist and District EBC					No

Environmental Commitments Record for 12-0R370, Rte 57, Multi-Asset

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Cultural Resources	PF-CUL-2: In the event that human remains are found, provisions of the Health & Safety Code 7050.5 apply and the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.	Std. Spec	Std. Spec	Resident Engineer	If remains are found contact Caltrans Project Archaeologist, Caltrans DNAC, and District EBC					No
Paleontology	PF-PAL-1: If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a Caltrans Project Paleontologist/Archaeologist can evaluate the nature and significance of the find.	Std. Spec	Std. Spec	Resident Engineer	If resources are found contact Caltrans Project Paleontologist/Archaeologist and District EBC					No
Greenhouse Gas Emissions	GHG-1: The following emissions reduction strategies should be implemented during construction: • Reduction of construction waste • Energy efficient construction methodologies • Fuel efficient measures for equipment and traffic management • Local materials be used where feasible/available to reduce GHG emissions • Reduce frequency of vehicle idle times	Std. Spec	Std. Spec	Resident Engineer	Follow GHG reduction strategies.					No

California Department of Transportation

DISTRICT 12
1750 East 4th Street, Suite 100| SANTA ANA, CA 92705
(657) 328-6000 | FAX (657) 328-6499
https://dot.ca.gov/caltrans-near-me/district-12

May 20, 2026

State Clearinghouse
Governor's office of Land Use and Climate Innovation
State of California
state.clearinghouse@lci.ca.gov

Dear SCH Staff:

The purpose of this memorandum is to document and clarify a specific language change made to the Environmental Document and Notice of Exemption (SCH No. 2026040954) for 12-0R370, SR-57, Multi-Asset Project (Bridge Health Anchor).

Following the review of the purpose and need of the project, the Project Delivery Team (PDT) agreed on May 20, 2026 to revise the language regarding overhead sign structures from "outdated" to "nonstandard."

This minor administrative change does not affect scope, setting, effects, mitigation measures, or requirements of the project.

Sincerely,

Sunny Saroa

Sunny Saroa
Associate Environmental Planner

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name: 12-0R370, SR-57, Multi-Asset Project (Bridge Health Anchor)

DIST-CO-RTE: 12-ORA-57 **PM/PM:** 10.8L/R22.5

EA: 12-0R370 **Project Number:** 1218000088

Project Description

Caltrans proposes to place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, upgrade 13 and remove 1 outdated Overhead (OH) sign structures, replace 27 OH sign panels for better visibility, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits. The proposed Asset Management project is located on SR-57 between Interstate 5 (I-5), PM 10.8L, and Los Angeles/Orange County (LA/OC) Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County. The project is funded with State funds only, but it is eligible for federal-aid funding. All proposed work is within the State's ROW. The Disturbed Soil Area is 2.205 acres.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☒ **Categorically Exempt. Class** 1(c). (PRC 21084; 14 CCR 15300 et seq.)
  ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Alben Phung		4/22/26
Print Name	Signature	Date

Project Manager

Barbara Mcgahey		4/20/2026
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(22)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Alben Phung		4/20/26
Print Name	Signature	Date

Project Manager

Barbara Mcgahey		4/20/2026
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 04/17/2026

Continuation sheet:

No significant environmental consequences are anticipated with the proposed project. In addition to requirements as given in the Caltrans Standard Specifications, the following conditions are required:

Hazardous Waste:
The project proposes replacing the OH sign structures, MBGR, and streetlights, paving areas, and installing access roads at specific locations. It is expected that the native soil beneath these improvements will be disturbed. Aerial Deposited Lead (ADL) Investigation needs to be conducted during the early stage of the PS&E phase.

The project scope also includes restriping the pedestrian crosswalks. The existing striping to be removed and replaced in the process needs to be addressed during the PS&E phase. Relative to removal/disposal of paint and thermoplastic striping (PTS), the yellow pigment for yellow thermoplastic material was banned in 2004 and yellow traffic stripe paint was banned in 1997. In case any removal/disposal of PTS is needed in the future, design branch needs to request Environmental Engineering for Lead Based Paint (LBP) investigations.

Relative to removal/disposal of paint and thermoplastic striping (PTS), the yellow pigment for yellow thermoplastic material was banned in 2004 and yellow traffic stripe paint was banned in 1997. Therefore, Lead Based Paint (LBP) investigation for striping and markings will also be needed.

Since project involves the replacement of guard rails, an appropriate SSP should be included into the project package to address handling of the treated woods waste.

Environmental. Engineering Branch recommends conducting ADL, ACMs and LBP Investigations. For that, design needs to submit plans with highlighted areas that involve excavation, road cut/fill, as well as bridges and drainage concrete removal which requires soil/ground disturbance. The plans need to show the locations and the depth where soil will be disturbed in paved and unpaved areas within the project limit. Please note the site investigation (ADL study) may take 4 to 6 months to complete.

Air Quality
Environmental Protection Agency's (EPA) Transportation Conformity Regulations final rule dated March 24, 2010, states that the proposed project should not contribute to a National Ambient Air Quality Standards (NAAQS) violation and should conform to the state's plans to implement the NAAQS. According to the Code of Federal Regulations (CFR) Title 40 Section 93.126, the project is considered a safety or other exempt project because it involves guardrail improvements, sign replacements, and transportation enhancement activities. These exempt projects do not require any hot spot analysis for conformity purposes. As a result, no further air quality analysis is needed for the project.

Noise

The proposed project does not involve any of the criteria listed in Section 3 of the Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol). Thus, according to the FHWA 23CFR772, the project does not qualify as a "Type I project" and therefore, a traffic noise study is not required.

Energy
This project is not capacity increasing project; thus, operational energy analysis is not required. One time energy will be consumed in the construction phase.

Cultural Resources:
Based on the material provided on 5/10/2019 and a review of cultural documentation retained by Caltrans D12 from the SCCIC, aerial photographs, historic bridge inventory (April 2024) and following the guidelines established for State CEQA, it has been determined that the project has no potential to affect historic properties/historical resources, and is exempt from further review pursuant to Stipulation VII and Attachment 2 (Class 1, "Pavement reconstruction, resurfacing, shoulder backing, or placement of seal coats", Class 9, "Storm damage repairs, such as culvert clearing or repair, disposal or stockpile locations, shoulder reconstruction, or slide or debris removal", Class 10, "Repair of the highway and its facilities", Class 13, "Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs", Class 14, "Installation, removal or replacement of roadway markings, such as painted stripes, raised pavement markers, thermoplastic tape, or raised bars, or installation of sensors in existing pavements", and Class 19, "Any work on Category 5 bridges, including rehabilitation or reconstruction.) of the Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (PRC 5024 MOU).

Further cultural review will be required if project plans are changed, or if additional project locations are added. While Caltrans concludes that this project will not affect any historic properties, in the unlikely event that cultural resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Caltrans' Standard Specifications for Cultural (Archaeological) Resources apply.

- **PF-CUL-1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until the Caltrans Project Archaeologist can evaluate the nature and significance of the find.
- **PF-CUL-2:** In the event that human remains are found, provisions of the Health & Safety Code 7050.5 apply and the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.

- **PF-CUL-3:** Cultural Sensitivity Training must be provided to the Contractor prior to the start of construction at the pre-construction meeting and/or the construction kick off meeting. This training can be done separately or in conjunction with other environmental trainings (i.e. WEAT/WEAP/Biological Awareness Training).

Paleontological Resources:
While Caltrans concludes that this project will not affect any historical resources, in the unlikely event that paleontological resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Standard Caltrans Paleontological Resources Specifications apply.

Further paleontological review will be required if project plans are changed, or if additional project locations are added. While Caltrans concludes that this project will not affect any fossil-bearing resources, in the unlikely event that paleontological resources are encountered during this project, all construction work in the immediate area must cease until the Caltrans Cultural staff can inspect the find. As proposed, Caltrans' Standard Specifications for Paleontological Resources apply.

- **PF-PAL-1**: If unanticipated paleontological resources are discovered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a Caltrans Project Paleontologist/Archaeologist can evaluate the nature and significance of the find.

Biological Resources:
The proposed project contains developed and undeveloped areas of Orange County. Impacts will be within the paved roadway or directly adjacent to the paved roadway. A bat emergence survey and Jurisdictional Delineation were completed as part of the project studies. Anticipated permits include 1600 Streambed Alteration Agreement, 401 and 404 permits (pertaining to the Clean Water Act). Protocol surveys and Section 7 consultation for coastal California gnatcatcher and its critical habitat are anticipated during the next phase of the project. Avoidance and minimization measures will be included to avoid impacts to nesting birds, listed species, bats, and jurisdictional waterways.

This project is located within a mostly developed setting and has been heavily influenced by human activities. Urban areas consist of SR-57, residential and commercial developments, and infrastructure elements, such as electrical distribution lines, paved and unpaved roads, etc. The Biological Study Area (BSA) also includes some semi-undeveloped areas, though these areas are still heavily influenced by the surrounding, developed land use. The northern terminus of the project area is an open space containing vegetation classified mostly as ruderal and annual grasslands. There is also coastal sage scrub (CSS) within this area.

All other project areas are considered developed, including the Santa Ana River.

Throughout the project area, the Santa Ana River has modified, gravel-bottomed pools. Riparian vegetation was not present along the Santa Ana River within the BSA during surveys. Riparian habitat exists at Brea Creek. Semi-undeveloped areas of the BSA include Brea Creek and Tonner Canyon. Brea Creek is an intermittent, earthen bed and bank creek that runs through the project limits near postmile 21.8. Human infrastructure, such as electrical distribution lines and oil pipes, occurs within Brea Creek and contributes to the disturbed nature of the creek. Trash dumping in this area is frequent. Trash, including large pieces of furniture, was seen in the creek channel during surveys. The banks of Brea Creek are steep. On either side of Brea Creek there are paved and unpaved roads. Other waterways within the BSA include Bitterbush Channel, Collins Channel, Carbon Creek, Fullerton Creek, and several unnamed channels. Most of these are highly modified, concrete-lined channels.

Vegetation types within the BSA include CSS, ornamental and native landscaping, ruderal, grassland, riparian, and agricultural.

Coastal California Gnatcatcher Habitat and Coastal Sage Scrub
Much of the BSA is heavily degraded due to human disturbance. SR-57 is a major thoroughfare and creates a noisy environment. Road shoulders in this area are narrow, causing the adjacent vegetation to be very close to cars on the roadway. Utility infrastructure lines Brea Creek and human disturbance in this area is high. Trash litters the side of the roadway and under the Tonner Canyon bridge. Therefore, vegetation adjacent to the roadway is likely not suitable for wildlife due to this degradation.

Within the critical habitat, there are 0.16 acres of temporary impacts outside of the pavement and 0.01 permanent impacts. Of the 0.16 acres of temporary impacts, CSS impacts total 0.02 acres. Temporary grassland impacts total 0.09 acres and temporary bare ground impacts total 0.05 acres. Temporary impacts will occur from the drainage work, sign replacement, and traffic safety device upgrades. Temporary impacts to CSS will only be due to trimming of the vegetation at the inlets and outlets of the two drainages. No ground disturbance is anticipated for the drainage work.

Permanent impacts total 0.01 acres of grassland. Permanent impacts will occur from sign structure replacement and will only impact nonnative grassland directly adjacent to the roadway. Since the permanent impact to grassland is located next to the paved road and continuously disturbed (trash and debris), it has little to no physical and biological features to be considered as critical habitat.

This project will also have temporary impacts within the developed roadway. While the temporary impact to the roadway does not impact any physical and biological features, the 0.02 acres of CSS and 0.09 acres of grassland temporary impacts have the physical and biological features required for CAGN critical habitat.

Since the project is located within critical habitat area for CAGN and will result in impacts to designated critical habitat, a May Affect, Not Likely to Adversely Affect determination has been made for the CAGN critical habitat.

Bats
Work at all structures is limited to the top of the bridges. Therefore, no work activities will be at or beneath potential roosting areas for any of the bridges. No work is proposed that will directly affect roost access points. Replacement of the approach and departure slabs at Tonner Canyon bridge may cause impacts through noise and vibrations. Work is not expected to alter the roost locations and therefore, no permanent loss of roosting habitat is expected. Noise and vibration impacts may affect the maternity colony, and therefore project work at this location will occur outside of the roosting season as to not impact individuals and their young.

The project may result in indirect impacts at Tonner Canyon Road UC, including access to under the bridge and lighting. New permanent lighting is not proposed as part of this project, but if work is completed at night, temporary lighting may be used that could impact bats. Lighting impacts will be mitigated by only allowing lights to be projected directly at the work area. Since work is proposed only on top of the bridge, with this measure little to no light is anticipated to spill over the bridge and into areas where bats may be roosting. With the below avoidance and minimization measures, impacts are not anticipated for bats.

Coastal California Gnatcatcher
Work near potential habitat for CAGN is limited to the roadsides and Tonner Canyon bridge. Direct impacts to CSS will be temporary and minimal, only totaling 0.02 acres. Direct impacts to nonnative grassland total 0.1 acres. Of the 0.1 acres, 0.09 acres are temporary impacts and 0.01 are permanent impacts. Grassland habitat will be removed but as stated above, it is degraded and directly adjacent to the paved road. Therefore, no suitable habitat will be impacted.

No indirect noise effects are anticipated, as the construction will not increase noise levels enough to add to the existing noise of SR-57. If nightwork is anticipated, indirect effects from increased lighting will be minimized using the avoidance measures below. Upon completion of the protocol surveys in the next project phase, Section 7 consultation will be initiated with USFWS to determine if additional avoidance and minimization measures are necessary to protect this species.

A May Affect, Not Likely to Adversely Affect determination has been made for this species.

Invasive Species
Ruderal and non-native plants are present within the BSA. California Invasive Plant Council (Cal-IPC) Inventory provides a list of known invasive species within the state, as well as watch list species. Some invasive species in the BSA include short-podded mustard (*Hirschfeldia incana*), tocalote (*Centaurea melitensis*), and castor bean (*Ricinus communis*). Best management practices will be followed during construction to ensure the proposed project does not contribute to the spread of invasive species.

The following project features shall be implemented as part of the project during the PS&E and Construction phase:

- **PF-BIO-1:** Section 7 consultation will occur during PS&E phase of the project to ensure the effect determination for CAGN critical habitat by Caltrans is upheld by USFWS.
- **PF-BIO-2:** Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to construction activities.
- **PF-BIO-3:** A biologist will be on site during (1) vegetation removal, and (2) weekly during project construction within CAGN critical habitat to ensure compliance with all conservation measures. The biologist will be familiar with habitats, plants, and wildlife in the project area to ensure that issues relating to biological resources are appropriately and lawfully managed.
- **PF-BIO-4:** Vegetation removal shall occur outside of the anticipated nesting bird season (February 1 – September 30). If vegetation removal must occur during nesting bird season, preconstruction surveys will be completed by a Caltrans biologist within 72 hours prior to the start of construction. If nesting birds are found, the Caltrans biologist will implement a buffer zone surrounded by an ESA fence. Buffer zone radius will depend on the species, location, and work activities. No construction work shall occur within the buffer zone until the nest is no longer active and all young birds have fledged. The Caltrans biologist will determine if any agency coordination needs to occur.
- **PF-BIO-5:** All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving at and leaving the project site.
- **PF-BIO-6:** A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented to comply with the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit (CGP). The SWPPP will identify and implement temporary Best Management Practices (BMPs) during construction to address the temporary impacts to water quality.
- **PF-BIO-7:** Airspace access to and from the roost features of the structures shall not be obstructed at any time. No access under any of the bridge locations will be allowed, including for staging and storage of equipment.
- **PF-BIO-8:** If any work is performed on the joints in the closure pour at the abutments at Tonner Canyon Road UC, monitoring or a temporary exclusion by a

CDFW-approved bat biologist may be needed to prevent direct impacts to maternity-roosting bats.

- **PF-BIO-9:** If night work (i.e., between dusk and dawn) is anticipated within 100 feet of Tonner Canyon Road UC, night lighting shall be used only in areas of active work and shall be focused on the direct area(s) of work and away from the roosting and foraging areas.
- **PF-BIO-10:** Caltrans anticipates the bat maternity season to be April 1 to August 31. Work at Tonner Canyon Bridge (approach and departure slab replacement) will occur outside of the bat maternity season.
- **PF-BIO-11:** Work shall occur during the daytime hours (dawn to dusk). If night work is anticipated, all lighting used at night for project construction will be of the lowest illumination necessary for human safety and will be selectively placed and directed at the immediate work area and away from adjacent open space. Light glare shields will be used to reduce the extent of illumination into adjacent open space.
- **PF-BIO-12:** Protocol surveys for CAGN will be completed in the next phase (PS&E) of the project. If CAGN are found during the surveys, Section 7 consultation will be conducted with USFWS and additional avoidance and minimization measures may be added.
- **PF-BIO-13:** Work within 500 feet of suitable LBVI habitat will be conducted outside of the nesting bird season (February 1 – September 30), which includes the LBVI breeding season.
- **PF-BIO-14:** Vehicles, equipment, and tools will not be cleaned in or within 100 feet of any waterways (e.g. Santa Ana River, Brea Creek) or upslope where runoff could be washed into a waterway.
- **PF-BIO-15:** Cleared vegetation that may contain invasive species will be properly disposed of off-site in a landfill or similar location.

Greenhouse Gas Emissions:

The construction contractor must comply with Caltrans' Standard Specification 14-9 (2024) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable environmental laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

Greenhouse gas emissions were estimated using the 2021 Caltrans Construction Emissions Tool v1.0.2. for a project duration of 410 working days. The project may result in around 359 metric tons CO2e emissions.

GHG-1: The following emissions reduction strategies should be implemented during construction:

- Reduction of construction waste
- Energy efficient construction methodologies
- Fuel efficient measures for equipment and traffic management

- Local materials be used where feasible/available to reduce GHG emissions
- Reduce frequency of vehicle idle times

Water Quality:
The limits of the proposed project are within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and the receiving bodies are Brea Creek, Loftus Channel, Chantilly Storm Drain, and Santa Ana River. The receiving water bodies at the project location are not on the 2024 California Integrated Report (Clean Water Act Section 303(d) List/ 305(b) /Report).

The total Disturbed Soil Area (DSA) is 2.205 acres. Since the total DSA is greater than 1.0 acre, a Storm Water Pollution Prevention Plan (SWPPP) is required.

This project must conform to all applicable water quality regulations and/or permit requirements of the State Water Resources Control Board (SWRCB) and any applicable local Regional Water Quality Control Board(s), including, but not limited to, the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ, NPDES No. CAS000003), the Statewide NPDES General Permit for Storm Water Discharges Associated With Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), and the Caltrans Storm Water Management Plan (SWMP), and any subsequent revisions and/or additional requirements at the time of construction.

A Storm Water Data Report (SWDR) will be approved by the NPDES Unit to determine that this project conforms to Federal and State Clean Water Acts, and any other water quality regulations.

Technical Studies:

Screened Undertaking Memo (CT, DEA, Sinopoli, 05.13.2024)

Environmental Engineering Memo (CT, DEA, Delanian, 01.22.2026)

Natural Environment Study – Minimal Impacts (CT, DEA, Knight, 04.07.2026)

Water Quality Memo (CT, DEA, Salas, 09.11.2025)

Climate Change Assessment(CT, DEA, Saroa, 04.17.2026)

Attachment I:
Geotechnical Memorandum

Memorandum

To: JOSEPH LEE
Branch Chief
Design A, District 12

Date: April 4, 2025

File: 12-ORA-57 PM 10.8L/R22.5
EA: 12-0R370
EFIS: 1218000088
OH Sign Structures, Signal and Lighting Poles

Attn: Chris Koo

From: GEOTECHNICAL SERVICES
Office of Geotechnical Design South
Branch C

Subject: **GEOTECHNICAL DESIGN REPORT FOR OVERHEAD SIGN STRUCTURES, SIGNAL AND LIGHTING POLES**

Introduction

Pursuant to the request dated January 30, 2025, this Geotechnical Design Report (GDR) has been prepared for the proposed Overhead (OH) sign, signal and lighting structures for the subject improvement project. This GDR summarizes the results of a review of As-built information, geotechnical and geological information, and Project Initiation Report approved May 19, 2023.

Project Description

This project is located on SR-57 between Interstate 5 (I-5), PM 10.8L, and Los Angeles/Orange County Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County. The project proposes to replace nonstandard OH sign structures, light poles, traffic signal poles, and OH changeable message signs (CMS) along the SR-57 corridor within the project limits. Table 1 lists the details of the structures proposed at each location. The Vicinity Maps are included in Appendix I.

All elevations in this report are referenced to the North American Vertical Datum of 1988 (NAVD 88). The datum conversion along the project limits ranges from 2.3 to 2.5 feet. At postmile 10.9, National Geodetic Vertical Datum of 1929 (NGVD 29) elevations can be converted to approximate NAVD 88 elevations by adding 2.3 feet to the NGVD 29 elevations. At postmile 21.7, NGVD 29 elevations can be converted to approximate NAVD 88 elevations by adding 2.5 feet to the NGVD 29 elevations.

Table 1: Details of Proposed OH Sign and Light Poles

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pole Type	CIDH Diameter (ft)	Min. CIDH Length (ft)	2024 Standard Plans Page
1	OH Sign	NB	15.42	2,255,836.0/ 6,068,032.8	1H	5.5	32	S104
2	OH Sign	SB	21.71	2,288,804.4/ 6,068,006.9	1H	5.5	32	S104
3	OH Sign	SB	20.90	2,284,084.7/ 6,067,104.3	1H	5.5	32	S104
4	OH Sign	SB	17.80	2,268,204.9/ 6,066,743.4	1H	5.5	32	S104
5	OH Sign	SB	17.57	2,266,953.0/ 6,066,755.2	1H	5.5	32	S104
6	OH Sign	SB	13.69	2,246,707.2/ 6,067,737.1	1H	5.5	32	S104
7	OH Sign	SB	12.94	2,242,848.9/ 6,066,990.2	1H	5.5	32	S104
8	OH Sign	SB	12.79	2,242,122.8/ 6,066,733.7	1H	5.5	32	S104
9	OH Sign	SB	12.52	2,240,736.3/ 6,066,371.7	1H	5.5	32	S104
10	OH Sign	SB	12.36	2,239,877.3/ 6,066,487.9	1H	5.5	32	S104
11	OH Sign	SB	12.14	2,238,715.4/ 6,066,995.1	2H	6.5	36	S109
12	OH Sign	SB	11.74	2,236,833.7/ 6,066,965.1	1H	5.5	32	S104
13	OH Sign	SB	11.44	2,235,280.9/ 6,066,416.1	2H	6.5	36	S109
14	OH Sign	SB	11.23	2,234,139.5/ 6,066,388.4	2H	6.5	36	S109
15	OH Sign	SB	11.12	2,233,524.4/ 6,066,294.2	2H	6.5	36	S109
16	Lighting Pole	SB	10.91 L	2,232,527.2/ 6,066,310.2	31	3	8	ES-6E
17	Traffic Signal Pole	SB	19.73	2,278,374.2/ 6,065,982.6	19-4-100	3.5	12	ES-7F
18	CMS	SB	21.60	2,287,650.2/ 6,067,607.8	1E	5	22	S-105
					2A, 2B, 2C & 2D	5	22	S-109

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pole Type	CIDH Diameter (ft)	Min. CIDH Length (ft)	2024 Standard Plans Page
19	Lighting Pole	NB	11.38	2,234,464.3/ 6,066,541.5	31	3	8	ES-6E
20	Lighting Pole	NB	14.87	2,252,627.2/ 6,068,004.5	31	3	8	ES-6E

Geotechnical Investigation

No site-specific geotechnical exploration was performed as part of the current investigation. Geologic maps and As-built information were reviewed to determine subsurface conditions near the proposed OH, signal and lighting pole locations. A summary of pertinent existing As-built LOTBs is presented in Table 2. Copies of the As-built LOTBs are attached in Appendix II.

Table 2: Pertinent As-built LOTBs

Nearby Proposed Structure No.	Reference	Boring ID	Station Line	Station	Offset (ft)	Ground Surface Elevation (ft)	Total Depth (ft)	Boring Date Completed
1	La Palma Avenue OC	B-5	CL Imp Rte 57	419+67	13.2 Rt.	202.1*	36.5	4/6/1967
2	Tonner Canyon Bridge	B-9	CL Rte 57	775+79	77 Rt.	462.6*	85	12/6/1967
3	Lambert Road UC	B-2	CL Fwy	708+96	43 Lt.	426.9*	46	11/2/1967
4/5	Nutwood Avenue UC	B-3	CL Fwy Rte 57	534+29	93 Lt.	236.8*	56.5	6/29/1966
6	Sound Barrier Wall No. 329 (L-1)	B-5	L.O.L. Sound Wall	23+16	7 Rt.	183.7*	26.5	5/10/1978
7/8	Douglass Overhead	B-11	CL Fwy Rte 57	289+71	73 Lt.	165.7*	81.5	10/10/1969
9	Katella Avenue UC	B-1	CL Rte 57	268+68	15 Lt.	161.6*	65	12/11/1961
10	Stadium Overhead	B-11	CL Rte 57	257+29	55 Lt.	157.1*	56.5	5/1/1969
11	Santa Ana River Bridge	B-22	CL Rte 57	237+00	30 Rt.	152.4*	55	9/24/1969
12	Orangewood Avenue UC	B-1	CL Fwy Rte 57	228+96	101 Rt.	148.0*	46.5	4/25/1967
13	Sound Wall No. 204	B-1	CL Route 57	203+50	90 Rt.	155.0	36.5	12/21/1994
14/15	Chapman Avenue UC	B-6	CL Route 57 Fwy	200+55	85 Lt.	141.3*	85	7/21/1961
16	S57-E22/5 Separation	RW-2	“G” Line	181+00	40 Lt.	161	131	3/6/1990

Nearby Proposed Structure No.	Reference	Boring ID	Station Line	Station	Offset (ft)	Ground Surface Elevation (ft)	Total Depth (ft)	Boring Date Completed
17	Route 42/57 Separation (90/57)	B-1	CL Imp Rte 42	55+10	19 Lt.	341.9*	56.5	6/16/1966
18	GDR for CMS	-	-	PM 21.5	-	-	29.5	3/3/2006
19	Chapman Avenue UC	B-6	CL Route 57 Fwy	200+55	85 Lt.	141.3*	85	7/21/1961
20	Lincoln Avenue OC	B-1	CL Lincoln Ave	40+68	39 Lt.	199.8*	56.5	3/11/1969

* Converted to NAVD 88.

Laboratory Test

No corrosion testing was performed as part of our current investigation. However, archived corrosion results from three locations within the project limits are shown in Table 3. Laboratory test results are attached in Appendix III.

Table 3: Soil Corrosion Test Summary

Postmile	Depth (feet)	Minimum Resistivity (Ohm-cm)	pH	Chloride Content (ppm)	Sulfate Content (ppm)	Corrosive?
11.9	5.5	950	**4.99**	100	**2200**	**Yes**
15.24	0-10	1273	7.41	12	952	No
21.5	13-18	1030	**3.79**	-	-	**Yes**

Caltrans currently defines a corrosive environment as an area where the soil has either a chloride concentration of 500 ppm or greater, a sulfate concentration of 1500 ppm or greater, or has a pH of 5.5 or less. With the exception of MSE walls, soil and water are not tested for chlorides and sulfates if the minimum resistivity is greater than 1,500 ohm-cm.

Geotechnical Conditions

Geology

The subject site is located within the Los Angeles Basin of the Peninsular Range Geomorphic Province and at the base of the Chino Hills. According to the USGS Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California – 2006, most of the project is mapped as Quaternary young alluvial fan deposits (Qyf). The traffic signal at PM 19.73 and the lighting pole at PM 20.90 are mapped within Quaternary very old alluvial fan deposits (Qvof). The CMS at PM 21.60 is mapped within the sandstone member of the Fernando Formation. The OH Sign at PM 21.71 is mapped within the lower member of the Fernando Formation.

The geologic maps of the overhead, signal and lighting pole locations are presented in Appendix I.

Surface Conditions

All structure locations are within roadway embankment fill with the exception of the CMS at PM 21.60, which is within a cut slope in the Fernando Formation. Alluvial fan deposits may underlie the artificial fill within the pile excavation limits at some locations. The surrounding areas are highly residentially and commercially developed. The region is relatively level, with a slope of about 1.5 degrees to the southwest.

Subsurface Conditions

Based on the As-built LOTB data and site reconnaissance, the expected subsurface materials at each location are shown in Table 4. Embankment backfill is assumed to be compacted to at least 90% relative compaction and be screened of any unsuitable material.

Table 4: Subsurface Conditions

Location	Postmile	Subsurface Material	Notes
1	15.42	20’ Embankment Fill, Medium dense sands	1.75:1
2	21.71	50’ Embankment Fill	1.25:1
3	20.90	20’ Embankment Fill, Loose sands	Level
4	17.80	10’ Embankment Fill, Loose sands	Level
5	17.57	20’ Embankment Fill, Loose sands	Level
6	13.69	5’ Embankment Fill, Loose to medium dense sands	Level
7	12.94	30’ Embankment Fill, Medium dense sands	2:1
8	12.79	30’ Embankment Fill, Medium dense sands	2:1
9	12.52	20’ Embankment Fill, Loose silty sand	2:1
10	12.36	25’ Embankment Fill, Medium dense sands	2:1
11	12.14	20’ Embankment Fill, Medium dense sand	2:1 right side
12	11.74	15’ Embankment Fill, Loose sand and silt	2:1
13	11.44	15’ Embankment Fill, Very stiff silt	Level
14	11.23	20’ Embankment Fill, Loose silt and sand	2:1

Location	Postmile	Subsurface Material	Notes
15	11.12	20' Embankment Fill, Loose silt and sand	2:1
16	10.91L	15' Embankment Fill, Loose to medium dense sands	Level
17	19.73	Old Alluvial Fan, Very dense sands	2:1
18	21.60	Sandstone cut slope; can be drilled by auger	2:1
19	11.38	20' Embankment Fill, Loose silt and sands	1.25:1
20	14.87	Young Alluvial Fan; Loose to medium dense sand with scattered fine gravel	Level

Groundwater

Groundwater was encountered in As-built LOTBs at two regions within the project limits: at Structure 2, near Tonner Canyon; and at Structures 9, 10 and 11, near the Santa Ana River. A summary of available groundwater data is presented in Table 5.

Based on the collected data, a design groundwater elevation of 444.6 has been chosen for Structure 2. A design groundwater elevation of 133.0 has been chosen for Structures 9, 10 and 11. Groundwater is not expected to be encountered during construction since the ground surface elevations of the proposed OH signs will be 30-70 feet higher than the groundwater elevations shown in Table 5.

Table 5: Groundwater Data

Nearby Proposed Structure	Reference	Boring or Well ID	Ground Surface Elevation (ft)	Depth to Groundwater (ft)	Groundwater Elevation (ft)	Date Measured
2	Tonner Canyon Bridge	B-8	456.0*	11.4	444.6*	12/6/1967
9	Katella Avenue UC	B-3	159.8*	40	119.8*	12/12/1961
10	Stadium Overhead	B-9	155.9*	30	125.9*	5/2/1969
11	Santa Ana River Bridge	B-33	142.2*	9.2	133.0*	12/21/1961

** Converted to NAVD 88.*

Seismic Hazards

Overhead signs, signal and light poles are not designed for seismic loading. No seismic analysis has been performed.

Analysis and Design

Soil Engineering Properties

The engineering properties of subsurface soils at the signal pole locations are comparable or higher than the minimum required design parameters for the use of Standard Plans (unit weight 120 pcf, angle of internal friction 30 degrees for cohesionless soils or a shear strength of 1.5 ksf for cohesive soils). Embankment fill is assumed to have an angle of internal friction of 34 degrees. The subsurface alluvial soil is 30 degrees or higher when cohesionless and 2 ksf when cohesive.

Geotechnical Model and Analysis

The subsurface soils meet the minimum strength requirements of the Standard Plans. However, many locations are located on 2H:1V slopes, which are not covered by the Standard Plans.

Recommendations

CIDH pile foundation lengths should be increased by at least one pile diameter to account for the decrease in lateral resistance due to the adjacent slope faces. The revised foundation lengths are shown in Table 6, and the recommended lengthened piles are highlighted.

Table 6: Recommended OH Sign and Light Pole Foundations

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pile Type	CIDH Diameter (ft)	CIDH Length (ft)	2024 Standard Plans Page
1	OH Sign	NB	15.42	2,255,836.041/ 6,068,032.782	1H	5.5	38	S104
2	OH Sign	SB	21.71	2,288,804.397/ 6,068,006.933	1H	5.5	38	S104
3	OH Sign	SB	20.90	2,284,084.654/ 6,067,104.296	1H	5.5	32	S104
4	OH Sign	SB	17.80	2,268,204.880/ 6,066,743.364	1H	5.5	32	S104
5	OH Sign	SB	17.57	2,266,953.011/ 6,066,755.221	1H	5.5	32	S104
6	OH Sign	SB	13.69	2,246,707.151/ 6,067,737.081	1H	5.5	32	S104
7	OH Sign	SB	12.94	2,242,848.918/ 6,066,990.163	1H	5.5	38	S104

No.	Structures	Direction	Post Mile	Approximate Northing/ Easting (ft)	Post/Pile Type	CIDH Diameter (ft)	CIDH Length (ft)	2024 Standard Plans Page
8	OH Sign	SB	12.79	2,242,122.717/ 6,066,733.658	1H	5.5	38	S104
9	OH Sign	SB	12.52	2,240,736.307/ 6,066,371.686	1H	5.5	38	S104
10	OH Sign	SB	12.36	2,239,877.292/ 6,066,487.850	1H	5.5	38	S104
11	OH Sign	SB	12.14	2,238,715.434/ 6,066,995.110	2H	6.5	42	S109
12	OH Sign	SB	11.74	2,236,833.655/ 6,066,965.101	1H	5.5	38	S104
13	OH Sign	SB	11.44	2,235,280.930/ 6,066,416.124	2H	6.5	36	S109
14	OH Sign	SB	11.23	2,234,139.534/ 6,066,388.357	2H	6.5	42	S109
15	OH Sign	SB	11.12	2,233,524.348/ 6,066,294.204	2H	6.5	42	S109
16	Lighting Pole	SB	10.91 L	2,232,527.193/ 6,066,310.213	31	3	8	ES-6E
17	Traffic Signal Pole	SB	19.73	2,278,374.226/ 6,065,982.610	19-4-100	3.5	15	ES-7F
18	CMS	SB	21.60	2,287,650.193/ 6,067,607.757	1E	5	28	S-105
					2A, 2B, 2C & 2D	5	28	S-109
19	Lighting Pole	NB	11.38	2,234,464.257/ 6,066,541.534	31	3	11	ES-6E
20	Lighting Pole	NB	14.87	2,252,627.216/ 6,068,004.519	31	3	8	ES-6E

Notes for Specifications

The following standard special provisions are applicable to the construction:

- **Section 49-1.03**

Expect difficult pile installation due to the conditions shown in the following table:

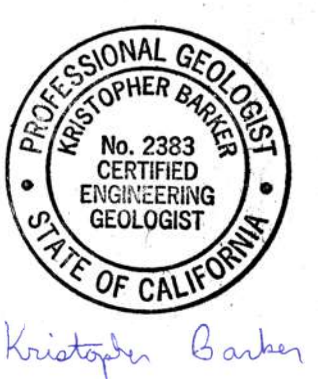
Pile location		Conditions
Structure	Support location	
CMS	PM 21.60	Shallow sedimentary bedrock may be encountered.

Questions relating to this report should be directed to Chien-Chang Chen at (279) 766-1804 or Kristopher Barker at (562) 665-0048.

Prepared by:



CHIEN-CHANG CHEN, PE
Transportation Engineer - Civil
Office of Geotechnical Design South
Branch C



KRISTOPHER BARKER, C.E.G.
Engineering Geologist
Office of Geotechnical Design South
Branch C

Appendices:

I. Vicinity Maps and Geologic Maps
II. As-built Log of Test Borings
III. Laboratory Test Data

c: Barbara McGahey, Project Manager, District 12
Khondokar Karim, Project Liaison Engineer, Division of Engineering Services
Behdad Baseghi, District Materials Engineer, District 12

Attachment J:
Initial Site Assessment

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

----------PROJECT ENGINEER MUST FILL OUT ALL INFORMATION UP TO # 2 BELOW----------

DATE: 01/16/26

PROJECT INFORMATION

District	12	County	Ora	EA	0R370	Project ID	1218000088
Route	57					Postmiles	10.8L/R22.5

Project Description:

The proposed Asset Management project is located on SR-57 between Interstate (I-5), PM 10.8L, and Los Angeles/Orange County Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County.
The project proposes to place methacrylate on bridge decks to seal cracks, replace damaged approach and departure slabs, restore drainage systems, upgrade 13 and remove 1 nonstandard Overhead (OH) sign structures, replace 27 OH sign panels for better visibility, improve complete streets elements, upgrade traffic safety devices, improve census stations, and implement roadside safety features along SR-57 corridor within the project limits.

Project Engineer	Harris Huynh	Telephone	(949) 795-7383
Project Manager	Barbara McGahey	Telephone	(949) 226-6840
Oversight Project?	Yes ☐ No ☑		

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

Project Features:

New R/W?	☐	Excavation within 15 ft. of highway shoulder?	☑	Bridge Demolition/Modification?	☑
Railroad Involvement?	☐	Subsurface Utility Relocation?	☐	Cold Planing?	☐
Treated Wood Waste?	☑	Vehicle Sensor Nodes?	☐	Soil Stockpiling?	☐
Hazardous Yellow Striping/Marker?	☑	Non Hazardous Striping/Marker?	☑	Concrete Pipes?	☑

Comments:

-------THE REMAINDER OF THIS FORM TO BE FILLED OUT BY DISTRICT HAZARDOUS WASTE COORDINATOR ONLY------

2.

CHECK IF PROJECT IS ON CORTESE LIST?	☐	IF YES, DESCRIBE SITE:	

. Conduct Field Inspection: Site inspected using Google Earth Date: 01/16/26

Storage Structures/Pipelines:				Contamination: (spills, leaks, illegal dumping, etc)		Hazardous Materials: (asbestos, lead, etc.)	
UST's	☐			Surface Staining	☐	Buildings	☐
Surface tanks	☐			Oil Sheen	☐	Sprayed-on Fireproofing	☐
Sumps	☐	Ponds	☐	Odors	☐	Pipe Wrap	☐
Drums	☐	Basins	☐	Vegetation damage	☐	Friable Tile	☐
Transformers	☐					Acoustical Plaster	☐
Landfill	☐					Serpentine	☐
☐						Paint	☐

Other comments and/or observations:

No active or open cases were found after checking GeoTracker and EnviroStor. However, there is a potential for encountering oil and gas wells in the vicinity of the project at a few locations based on Well Finder website; therefore, care should be taken during construction.

Please see Attachment A of the ISA checklist for more detailed information regarding the proposed locations.

Required TO to be determine during early Design Phase and its extent will be dependent on availability of archive data from past investigations. Specifications TBD after results of TO completion if needed.

Specifications:

☐	Non hazardous soil	7-1.02K(6)(j)(iii)	☐	Yellow Hazardous Striping/Marker	14-11.12
☐	Regulated ADL	14-11.08	☐	Non Hazardous Striping/Marker	84-9.03B
☐	Minimal Disturbance Regulated Soil	14-11.09	☐	Paint removal on bridges	14-11.13
☐	NESHAP Notification	14-9.02	☐	Storing Earth Material	14-11.05B
☐	Asbestos on Bridges	14-11.16	☐	Unexploded Ordinance	7-1.02(K)(6)(f)
☐	Asbestos Pipes	14-11.17	☐	Naturally Occurring Asbestos	14-11.10A
☐	Asbestos in Buildings	14-11.18	☐	Treated Wood Waste	14-11.14
☐	Cold Planing	36-4	☐	Vehicle Sensor Nodes	87-21.03D

Technical Studies Required: ☑ **ADL** ☑ **LBP/ACM** ☐ **ISA** ☐ **SI**

Task Order Required? ☐ **Yes** ☐ **No**

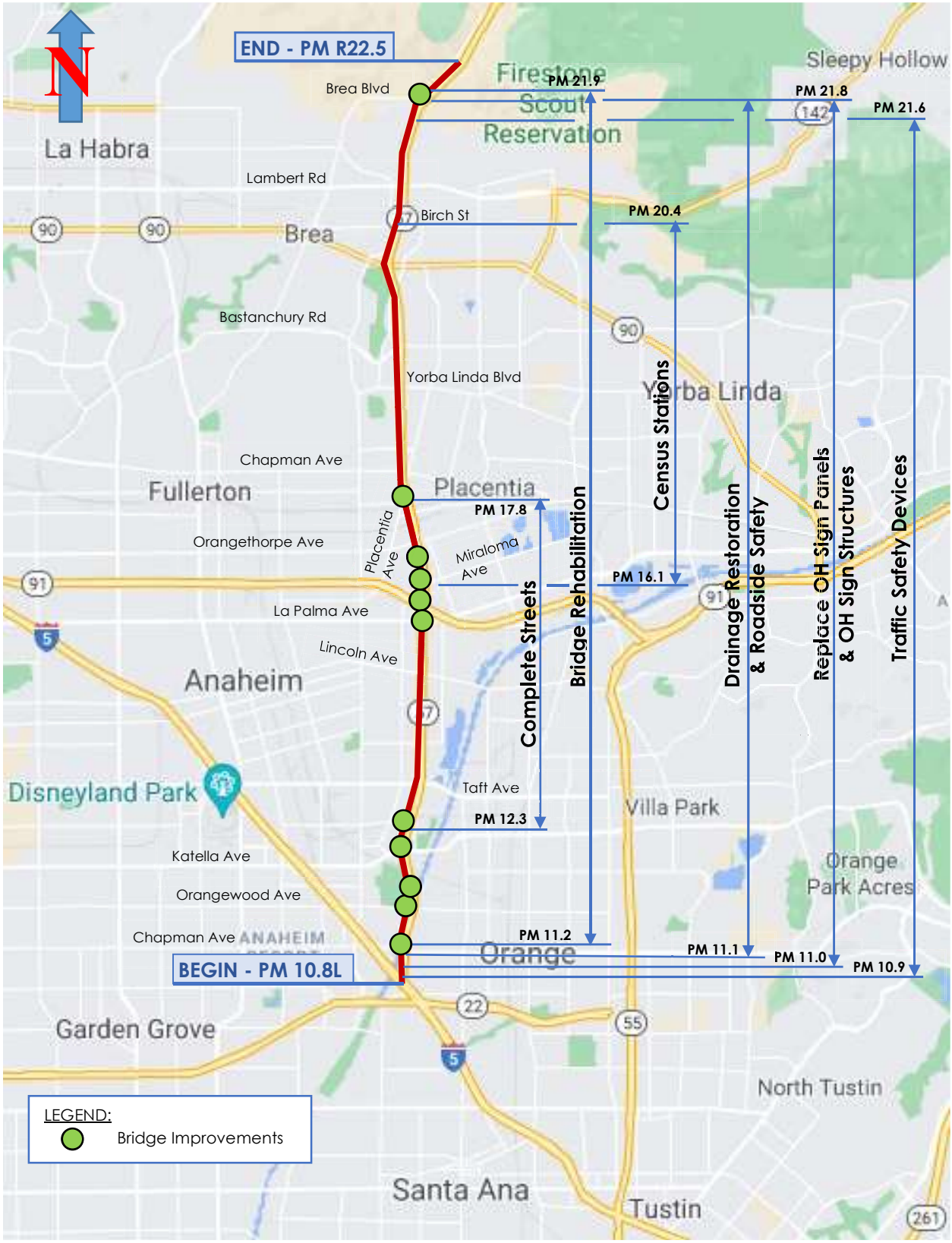
ISA CONDUCTED BY:	Aso Delanian	DATE:	01/16/26

District 12 Hazardous Waste Coordinator

Vicinity Map



Figure 1: Project Location Map with Proposed Work



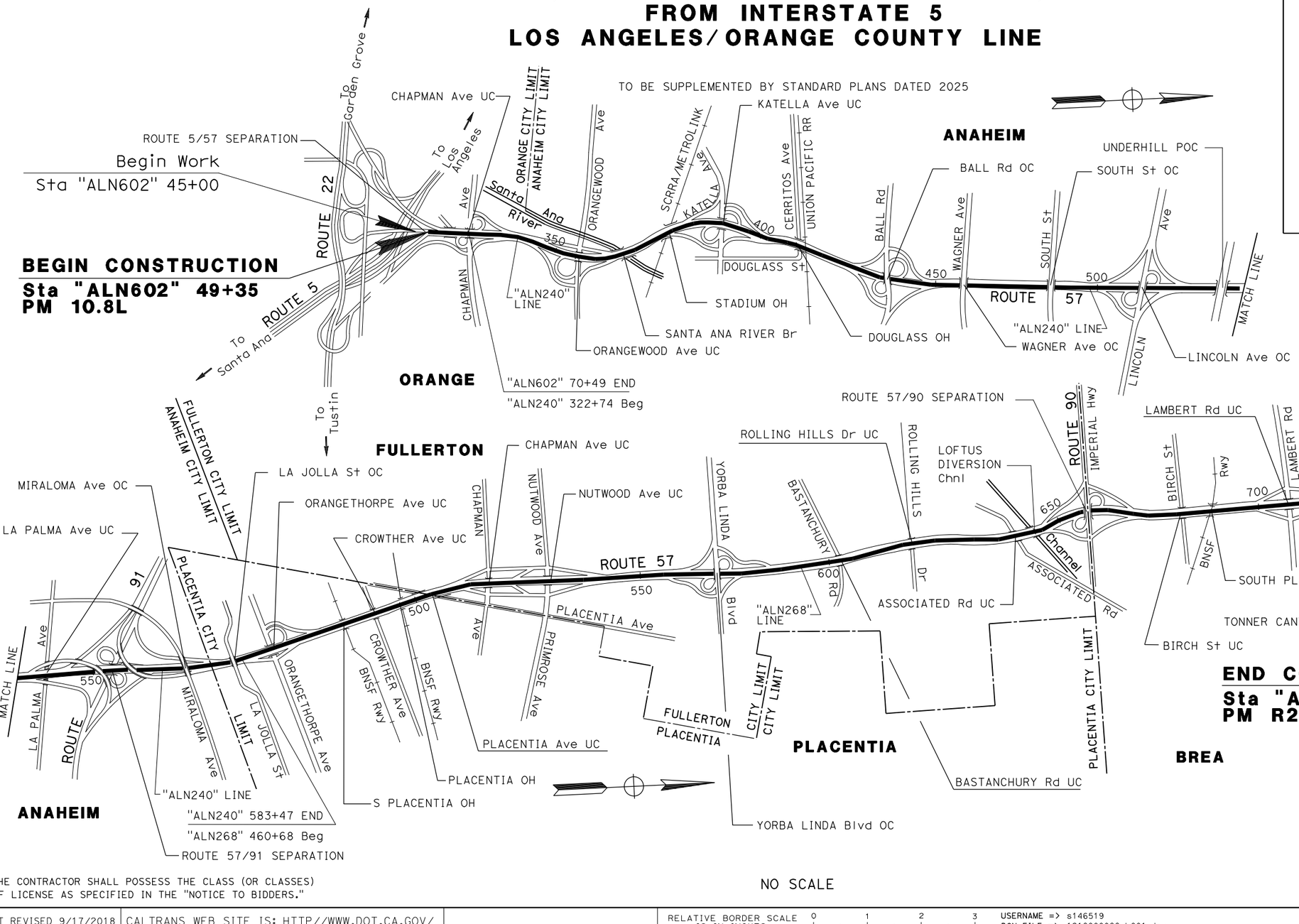
INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	57	10.8L/R22.5	1	-

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY
IN ANAHEIM, ORANGE, PLACENTIA, FULLERTON, AND BREA
FROM INTERSTATE 5
LOS ANGELES/ORANGE COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2025





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

NO SCALE

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

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

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

CONTRACT No.	12-0R370
PROJECT ID	1218000088

PROJECT MANAGER

DESIGN MANAGER

LAST REVISION 05-08-23

DATE PLOTTED => 25-MAR-2026
TIME PLOTTED => 09:33

Attachment A For ISA Check List

Project ID: 0R370 12-57-10.8L/R22.5 Date: 1.16.2026

			GeoTracker							EnviroStor			Well Finder					
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
1	1	1	0	1	Closed	CHLORINATED SOLVENTS	soil / ground water	6/1/2005	No - Case Closed RB Case #: SL208443899	0	0		0	0		ok	Replace Concrete Barrier 10" excavation depth
2	2	1	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
3	3	1	0	0						0	0		0	0		ok	Remove concrete up to bridge deck Install concrete barrier 2.5' excavation depth
4	4	1	0	0						0	0		0	0		ok	Existing MGS posts (wood) removed Install concrete barrier 10" excavation depth
5	5	2	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
6	6	2	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth Remove & replace culvert (5' excavation depth)
7	7	2	0	1	Closed	GASOLINE	soil / ground water	6/29/2012	No - Case Closed RB Case #: SL208443899	0	0		0	0		ok	Remove and replace concrete median barrier (limits of replacement shown by revcloud) 10" excavation depth
8	8	2	0	1	Closed	GASOLINE	soil / ground water	6/30/2012	No - Case Closed RB Case #: SL208443900	0	0		0	0		ok	Remove 2-post OH sign structure Remove post in median and beyond right shoulder Exist foundation over 10'
9	9	2	0	1	Closed	GASOLINE	soil / ground water	7/1/2012	No - Case Closed RB Case #: SL208443901	0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 5.5' post depth
10	10	2	0	1	Closed	GASOLINE	soil / ground water	7/2/2012	No - Case Closed RB Case #: SL208443902	0	0		0	0		ok	Install anchor block and crash cushion 3' excavation depth for anchor block
11	B-1	2	0	1	Closed	GASOLINE	soil / ground water	7/3/2012	No - Case Closed RB Case #: SL208443903	0	0		0	0		ok	Bridge Work Location 1: Slab replacement SB approach. See APS.
12	7- Con	3	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
13	11	3	0	0						0	0		0	0		ok	Remove and replace 2-post sign structure 36' depth sign structure foundation depth in median and beyond right shoulder Remove and replace MGS (wood posts, 3.5' ex depth)
14	7- Con	4	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
15	B-2	5	1	0	Closed	GASOLINE	soil	4/4/1989	No - Case Closed RB Case #: 89UT017	0	0		0	0		ok	Slab replacement SB approach and departure. See APS.
16	7- Con	5	1	0	Closed	GASOLINE	soil	4/4/1989	No - Case Closed RB Case #: 89UT017	0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
17	7- Con	6	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
18	12	7	0	0						0	0		0	0		ok	Remove 2-post OH sign structure Remove post in median and beyond right shoulder Exist foundation over 10' Install 2-post OH sign structure 36' depth sign structure foundation in median and beyond right shoulder
19	7- Con	7	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
20	13	7	0	1	Closed	DIESEL	soil	2/21/2007	No - Case Closed RB Case #: 083004018T	0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
21	B-3	7	0	1	Closed	DIESEL	soil	2/21/2007	No - Case Closed RB Case #: 083004018T	0	0		0	0		ok	Slab replacement SB approach and departure. See APS.

			GeoTracker							EnviroStor			Well Finder					
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
22	7- Con	8	0	1	Closed	GASOLINE	aquifer	8/26/1993	No - Case Closed RB Case #: 083000236T	0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
23	14	8	0	1	Closed	GASOLINE	aquifer	8/26/1993	No - Case Closed RB Case #: 083000236T	0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
24	15	8	0	1	Closed	DIESEL, GASOLINE	soil	6/19/1998	No - Case Closed RB Case #: 93UT058	0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
25	7- Con	10	0	0						0	0		0	0		ok	Remove & replace concrete barrier 10" excavation depth
26	15-con	10	0	1	Closed	DIESEL, GASOLINE	soil	6/19/1998	No - Case Closed RB Case #: 93UT058	0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
27	16	10	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth
28	17	10	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
29	18	11	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
30	19	13	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
31	20	13	0	0						0	0		0	0		ok	Location 20: Remove and replace culverts Approx 6' excavation depth
32	B-4	13	0	0						0	0		0	0		ok	Replace OH sign structure attached to bridge
33	21	16	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder
34	22	16	0	0						0	0		0	0		ok	Remove and replace culvert Approx 6' excavation depth
35	23	16	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
36	24	18	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
37	25	20	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
38	26	20	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
39	27	20	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
40	B-5	20	0	0						0	0		0	0		ok	Bridge Work Location 5: Replace OH sign structure attached to bridge
41	28	23	0	0						0	0		0	0		ok	Remove and replace MGS Existing posts (wood) removed 3.5' post depth
42	29	24	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
43	30	24	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (3.5' post depth)
44	B-6	24	0	0						0	0		0	0		ok	NB 57 to EB 91 connector Remove departure concrete headwall and reinstall with new structural slabs. See APS.
45	31	25	0	0						0	0		0	0		ok	Install MGS with concrete anchor block 3.5' post depth Remove existing MGS (wood post)
46	32A	25	0	0						0	0		0	0		ok	Install concrete barrier 2.5' excavation depth

			GeoTracker							EnviroStor			Well Finder				
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
47	32B	25	0	0						0	0		0	0		ok	Install concrete barrier (10" excavation depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
48	33	25	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
49	34	25	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
50	35	25	0	0						0	0		0	0		ok	nstall MGS 5.5' post depth Remove existing MGS (wood post)
51	B-7	25	0	0						0	0		0	0		ok	Slab replacement SB departure. See APS.
52	36	26	0	1	Closed	GASOLINE	soil	10/13/1994	No - Case Closed RB Case #: 083001877T	0	0		0	0		ok	Install MGS 5.5' post depth Remove existing MGS (wood post)
53	37	26	0	1	Closed	GASOLINE	soil	10/13/1994	No - Case Closed RB Case #: 083001877T	0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
54	38	26	0	1	Closed	GASOLINE	soil	10/13/1994	No - Case Closed RB Case #: 083001877T	0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
55	39	26	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing concrete
56	40	27	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth
57	41	28	1	0	Closed	GASOLINE	soil	10/13/1995	No - Case Closed RB Case #: 94UT007	0	0		0	0		ok	Install concrete barrier 2.5' excavation depth Remove existing MGS (wood post)
58	42	29	1	0	Closed	GASOLINE	aquifer	10/28/2013	No - Case Closed RB Case #: 083001404T	0	0		0	0		ok	Install concrete barrier 10" excavation depth
59	B-8	29	0	0						0	0		0	0		ok	Slab replacement SB departure. See APS.
60	43	30	1	0	Closed	GASOLINE	aquifer	9/29/2016	No - Case Closed RB Case #: 083003528T	0	1	No-MDC CENTER(FORMER) (30000012) Evaluation site as of 1/26/2000	0	0		ok	Install concrete barrier with anchor block 3' excavation depth
61	44	31	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (3.5' post depth) with anchor block (3' excavation)
62	45	31	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
63	46	31	0	0						0	0		0	0		ok	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (3.5' post depth) Remove existing MGS (wood post)
64	47	32	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
65	48	32	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) Remove existing MGS (wood post)
66	49	32	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) Remove existing MGS (wood post)
67	50	33	0	0						0	0		0	0		ok	Install MGS (3.5' post depth)
68	51	33	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) Remove existing MGS (wood post)
69	52	34	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
70	53	34	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
71	54	34	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth)
72	55	36	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)

			GeoTracker							EnviroStor			Well Finder				
No	Location #	Layout #	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Status	potential plutent	media impacted	Date	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Number of Contaminated Sites at project location (Inside the area). (R=300').	Number of Contaminated Sites within 1/8 miles of the project location. (R=660')	Concerns, if area is contaminated and testing is required	Comments/Remarks	Activity Type
73	56	38	0	0						0	0		0	0		ok	Install concrete barrier with anchor block 3' excavation depth Remove existing MGS (wood post)
74	57	39	0	0						0	0		1	0	There is a well in median, Well #16-Oil and Gas - API 0405904828 - Plugged	For Well care should be taken during construction.	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
75	58	39	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
76	59	39	1	0	Closed	GASOLINE	aquifer	6/5/2013	No - Case Closed RB Case #: 083002163T	0	0		0	0		ok	Install curb & gutter 8" excavation depth Remove existing MGS (wood post)
77	60	39	0	0						0	0		0	0		ok	Install concrete barrier 10" excavation depth Remove existing MGS (wood post)
78	61	39	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' excavation depth) Remove existing MGS (wood post)
79	B-9	39	1	0	Closed	DIESEL	ground water	11/14/2002	No - Case Closed RB Case #: 90UT161	0	0		0	0		ok	Replace OH sign structure attached to bridge
80	62	41	0	0						0	0		0	0		ok	Install MGS (3.5' post depth) with anchor block (3' depth)
81	63	43	0	0						0	0		1	0	There is a well in approximately, Well #139- Oil and Gas - API 0405906886 - Active	For Well care should be taken during construction.	Remove and replace CMS sign structure (32' foundation depth)
82	64	44	0	0						0	0		1	0	There is a well in approximately, Well #118- Oil and Gas - API 0405906874 - Active	For Well care should be taken during construction.	Remove and replace 1-post OH sign structure 32' depth sign structure foundation beyond right shoulder Install MGS (5.5' post depth) with anchor block (3' excavation)
83	B-10	44	0	0						0	0		1	0	There is a well in approximately, Well #118- Oil and Gas - API 0405906874 - Active	For Well care should be taken during construction.	Slab replacement SB and NB directions both departure and approach. See APS.

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

----------PROJECT ENGINEER MUST FILL OUT ALL INFORMATION UP TO # 2 BELOW----------

DATE: 05/08/26

PROJECT INFORMATION

District	12	County	Ora	EA	0R370	Project ID	1218000088
Route	57					Postmiles	10.8L / R22.5

Project Description:

For CE/CE REVALIDATION REVIEW:
The proposed Asset Management project is located on State Route (SR) 57 between Interstate 5 (I-5), Post Mile (PM) 10.8L, and Los Angeles/Orange County Line, PM R22.5, in the cities of Anaheim, Orange, Placentia, Fullerton, Brea, and unincorporated areas of Orange County.
For maintenance access of a culvert near tonner canyon road for the new proposed pipe liner work, the project requires 1060 sqft of permanent easement from the City of Brea and 270 sqft of permanent easement from OCFCD according to the latest R/W requirements and design layouts (L-44).

Project Engineer	Harris Huynh	Telephone	(949) 795-7383
Project Manager	Barbara McGahey	Telephone	(949) 226-6840
Oversight Project?	Yes ☐ No ☑		

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

Project Features:

New R/W?	☑	Excavation within 15 ft. of highway shoulder?	☐	Bridge Demolition/Modification?	☐
Railroad Involvement?	☐	Subsurface Utility Relocation?	☐	Cold Planing?	☐
Treated Wood Waste?	☐	Vehicle Sensor Nodes?	☐	Soil Stockpiling?	☐
Hazardous Yellow Striping/Marker?	☐	Non Hazardous Striping/Marker?	☐	Concrete Pipes?	☐

Comments:

-------THE REMAINDER OF THIS FORM TO BE FILLED OUT BY DISTRICT HAZARDOUS WASTE COORDINATOR ONLY------

2.

CHECK IF PROJECT IS ON CORTESE LIST?	☐	IF YES, DESCRIBE SITE:	

. Conduct Field Inspection: Site inspected using Google Earth Date: 05/08/26

Storage Structures/Pipelines:				Contamination: (spills, leaks, illegal dumping, etc)		Hazardous Materials: (asbestos, lead, etc.)	
UST's	☐			Surface Staining	☑	Buildings	☐
Surface tanks	☑			Oil Sheen	☑	Sprayed-on Fireproofing	☐
Sumps	☐	Ponds	☐	Odors	☑	Pipe Wrap	☐
Drums	☐	Basins	☐	Vegetation damage	☐	Friable Tile	☐
Transformers	☐					Acoustical Plaster	☐
Landfill	☐					Serpentine	☐
Pipelines	☑					Paint	☐

Other comments and/or observations:

No active or open cases were found after checking GeoTracker and EnviroStor. However, there is a potential for encountering oil and gas wells, pipe line, spills and hydrocarbon contamination in the vicinity of the project at proposed locations based on Well Finder website and field visit; therefore, care should be taken during construction and maintenance work.

Please coordinate with R/W and Maintenance groups to consider the existing fence on the bottom of the slope and behind the above ground pipe lines for probable access limitations. (see attached site visit photos).

Please see attachments of the ISA checklist for more detailed information regarding the proposed locations.

Required TO to be determine during early Design Phase and its extent will be dependent on availability of archive data from past investigations. HMDD and Specifications TBD after results of TO completion if needed.

Specifications:

☐	Non hazardous soil	7-1.02K(6)(j)(iii)	☐	Yellow Hazardous Striping/Marker	14-11.12
☐	Regulated ADL	14-11.08	☐	Non Hazardous Striping/Marker	84-9.03B
☐	Minimal Disturbance Regulated Soil	14-11.09	☐	Paint removal on bridges	14-11.13
☐	NESHAP Notification	14-9.02	☐	Storing Earth Material	14-11.05B
☐	Asbestos on Bridges	14-11.16	☐	Unexploded Ordinance	7-1.02(K)(6)(f)
☐	Asbestos Pipes	14-11.17	☐	Naturally Occurring Asbestos	14-11.10A
☐	Asbestos in Buildings	14-11.18	☐	Treated Wood Waste	14-11.14
☐	Cold Planing	36-4	☐	Vehicle Sensor Nodes	87-21.03D

Technical Studies Required: ☐ **ADL** ☐ **LBP/ACM** ☐ **ISA** ☑ **SI**

Task Order Required? ☑ **Yes** ☐ **No**

ISA CONDUCTED BY:	Aso Delanian	DATE:	05/08/26

District 12 Hazardous Waste Coordinator

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	ORA	57	10.8L/R22.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — 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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. #	R	Δ	T	L
1	3,000.00	33°15'20"	895.92	1,741.25

70.23' Lt "ALN268" 755+55.05
Beg INSTALL MGS (8' DEPTH POST)

REPLACE SIGN STRUCTURE
(SINGLE POST)
REPLACE 1 SIGN PANEL

70.29' Lt "ALN268" 755+80.09
END INSTALL MGS (8' DEPTH POST)
Beg CONCRETE BARRIER TRANSITION

70.64' Lt "ALN268" 755+95.01
END CONCRETE BARRIER TRANSITION

ROADWAY EXCAVATION
10 CY

ROADWAY EX
10 CY

R/W

"ALN1827" LINE

185.07' @ 317°59'16"

PROPOSED BRIDGE REHAB (SEE APS)
TONNER CANYON RD UC
BRIDGE NUMBER: 55 0504

"ALN268" LINE

MATCH LINE 754+50 (L-43)

755
R=3000.00

NB ROUTE 57

SB ROUTE 57

760

765

R/W

CURE-IN-PLACE
PIPELINER

754+87.92 BC

PROPOSED EASEMENT
CITY OF BREA - 1060 SQFT

PROPOSED EASEMENT
OCFCD - 270 SQFT

TONNER CANYON RD

R/W

R/W

LAYOUT
SCALE: 1" = 50'

L-44

REVISED BY | DATE REVISED

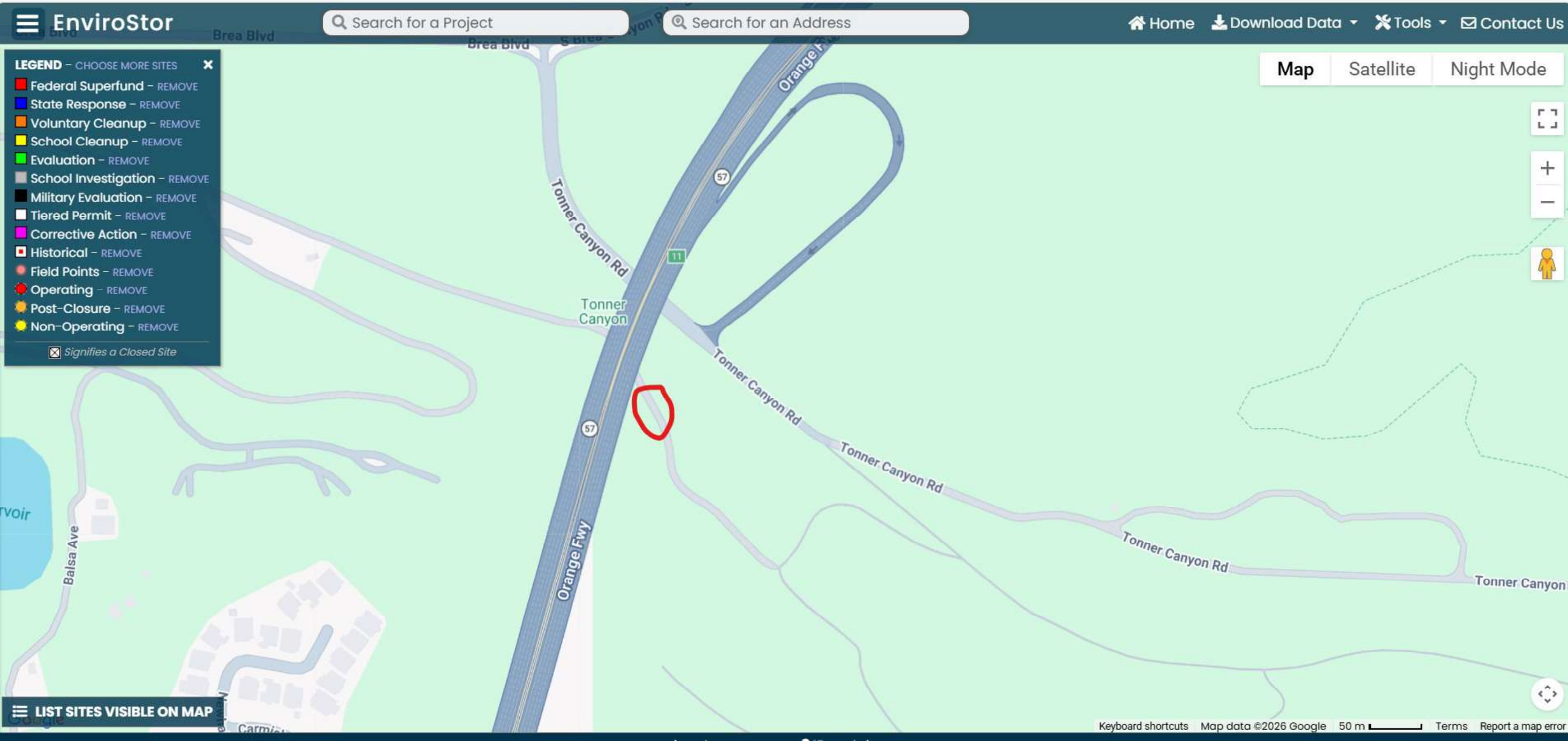
CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: JOSEPH LEE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN A

LAST REVISION | DATE PLOTTED => 28-APR-2026
00-00-00 | TIME PLOTTED => 10:48

BORDER LAST REVISED 8/5/2020 | USERNAME => s146519 | DGN FILE => 1218000088ea044.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2992 | PROJECT NUMBER & PHASE 12180000880


EnviroStor
Search for a Project
Search for an Address
Home
Download Data
Tools
Contact Us
LEGEND – CHOOSE MORE SITES
Federal Superfund – REMOVE
State Response – REMOVE
Voluntary Cleanup – REMOVE
School Cleanup – REMOVE
Evaluation – REMOVE
School Investigation – REMOVE
Military Evaluation – REMOVE
Tiered Permit – REMOVE
Corrective Action – REMOVE
Historical – REMOVE
Field Points – REMOVE
Operating – REMOVE
Post-Closure – REMOVE
Non-Operating – REMOVE
Signifies a Closed Site
LIST SITES VISIBLE ON MAP
Map
Satellite
Night Mode
Brea Blvd
Orange Fwy
57
11
Tonner Canyon Rd
Tonner Canyon
Balsa Ave
Keyboard shortcuts
Map data ©2026 Google
50 m
Terms
Report a map error

GeoTracker

Search for a Project

Search for an Address

Home | Download Data | Tools | Contact Us

Map | Satellite | Night Mode

Tonner Canyon

Orange Fwy

Tonner Canyon Rd

Tonner Canyon Rd

Tonner Canyon Rd

Tonner Canyon Rd

LEGEND - CHOOSE MORE SITES

- LUST Cleanup Sites - REMOVE
- Cleanup Program Sites - REMOVE
- Military Cleanup Sites - REMOVE
- Military Privatized Sites - REMOVE
- Military UST Sites - REMOVE
- Military UST Privatized Sites - REMOVE

Signifies a Closed Site

ACTIVE MAP COVERAGES:

- Military Bases - REMOVE

LIST SITES VISIBLE ON MAP

Keyboard shortcuts | Map data ©2026 Imagery ©2026 Airbus, Maxar Technologies | 20 m | Terms | Report a map error

Sites Shown on Map: 0 Total Sites | 0 Open Sites | 0 Closed Sites | 0 Sites w/Water Quality Data


Well Finder
CalGEM GIS Powered by WellSTAR
Search Map Layers
Tonner Canyon Rd
Balsa Ave
57
82
85
6
5
18
17
4-A
56
118
123
124
112
239
57
108
4
3
21
20
2-A
58
119
59
24
126
125
194
139
200ft
Vantor | CalGEM GIS Unit | California Department of Conservation, Division of Oil,

Attachment K:
Structures Advance Planning Study

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	11.24

DATE OF ESTIMATE 01-15-2026

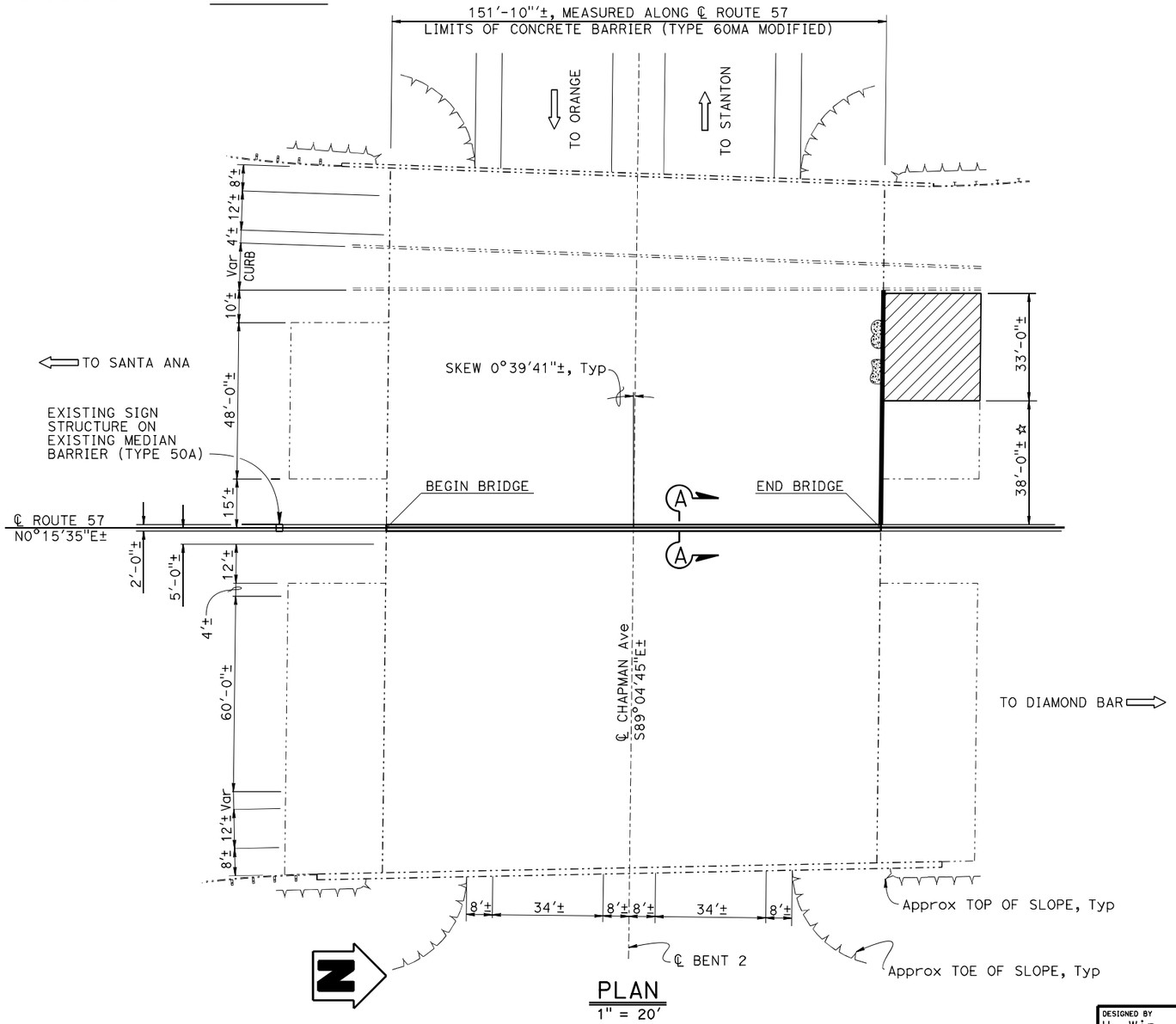
STRUCTURE APPROACH = $120,770

BARRIER (TYPE 60MA) = $54,480

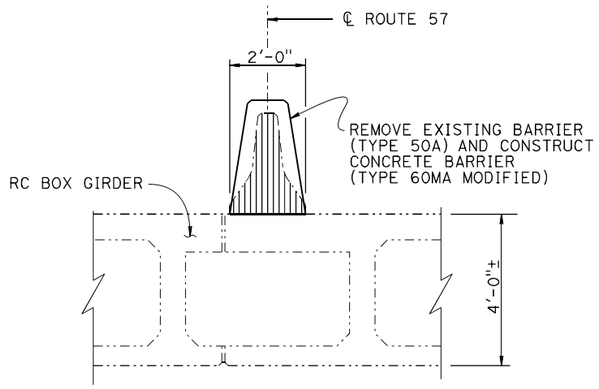
SUBTOTAL = $175,250

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $278,000

WORKING DAYS = 12



PLAN
1" = 20'



SECTION A-A
½" = 1'-0"

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- Locations of remove unsound concrete at joint spalls and rapid setting concrete (patch)
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade
- Bridge removal (portion)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		CHAPMAN Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0171
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 01_55-0171-aps-chapman.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

OUTPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	Chapman Ave UC
BRIDGE NUMBER:	55-0171
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	11.2
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



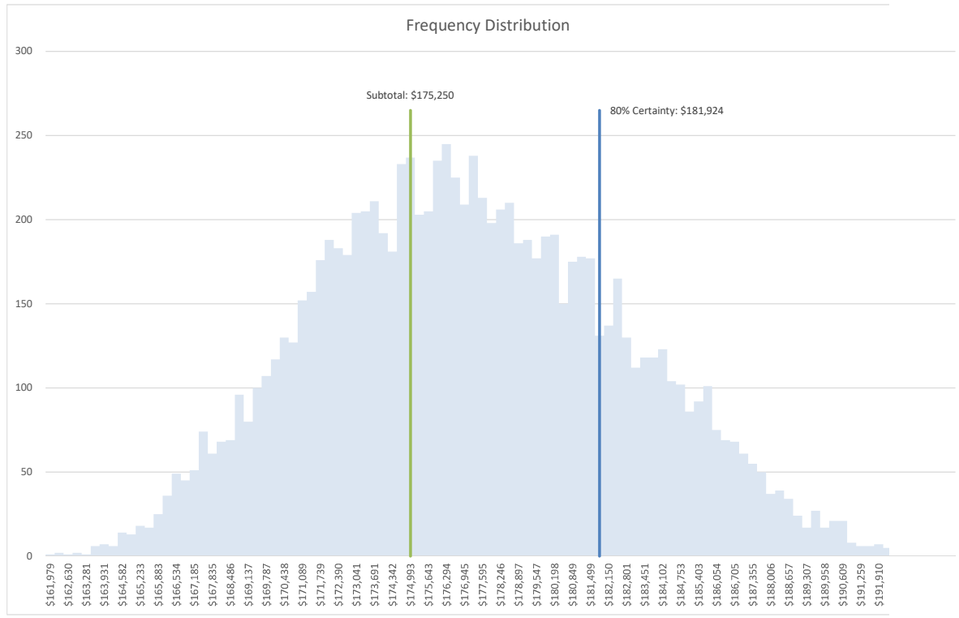
The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	2	$180.00	$230.00	$260.00	$460
2	RAPID SETTING CONCRETE (PATCH)		CF	2	$100.00	$130.00	$150.00	$260
3	PAVING NOTCH EXTENSION		CF	25	$290.00	$320.00	$340.00	$8,000
4	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	51	$1,900.00	$2,100.00	$2,400.00	$107,100
5	JOINT SEAL (MR ½")	TYPE A	LF	33	$120.00	$150.00	$190.00	$4,950
6								
7	BRIDGE REMOVAL (PORTION), LOCATION A	TYPE 50A	CY	16	$1,400.00	$1,600.00	$1,800.00	$25,600
8	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	152	$170.00	$190.00	$210.00	$28,880
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$175,250

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$161,979
10%	$169,913
20%	$172,072
30%	$173,726
40%	$175,280
50%	$176,718
60%	$178,248
70%	$179,973
80%	**$181,924**
90%	$184,536
100%	$194,513

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$182,000
TOTAL	$278,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	11.80

DATE OF ESTIMATE 01-15-2026

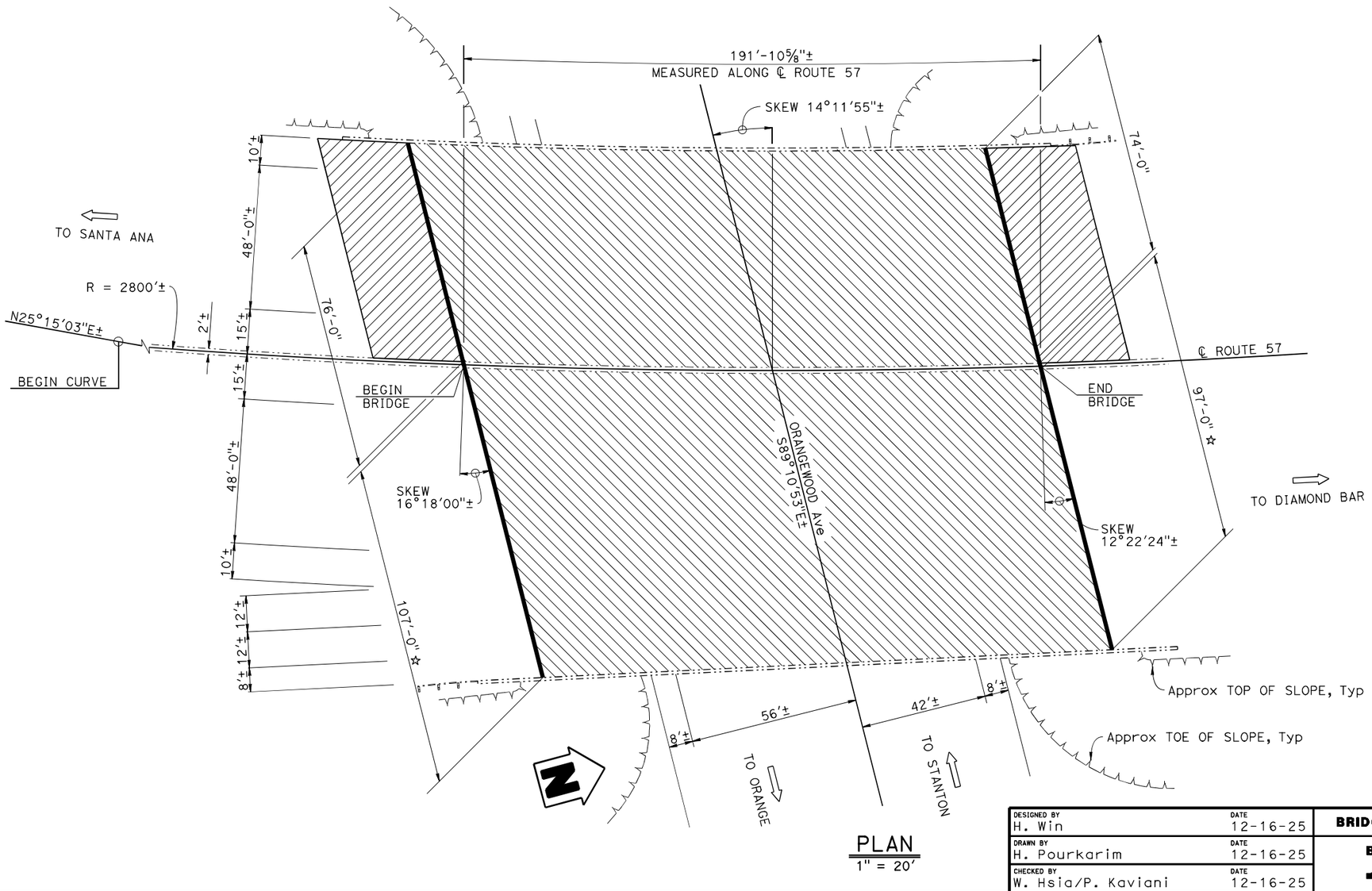
STRUCTURE APPROACH = $535,660

DECK REHAB = $46,982

SUBTOTAL = $582,642

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $938,000

WORKING DAYS = 24



PLAN
1" = 20'

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		ORANGEWOOD Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0481
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 02_55-0481-aps-orangewood.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

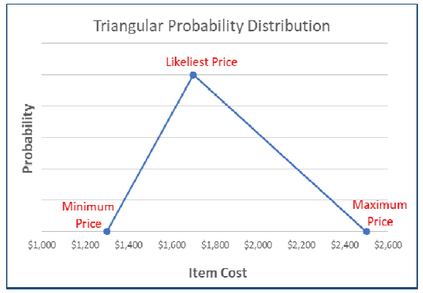
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ORANGEWOOD Ave UC
BRIDGE NUMBER:	55-0481
TYPE:	CIP PS RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	11.8
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

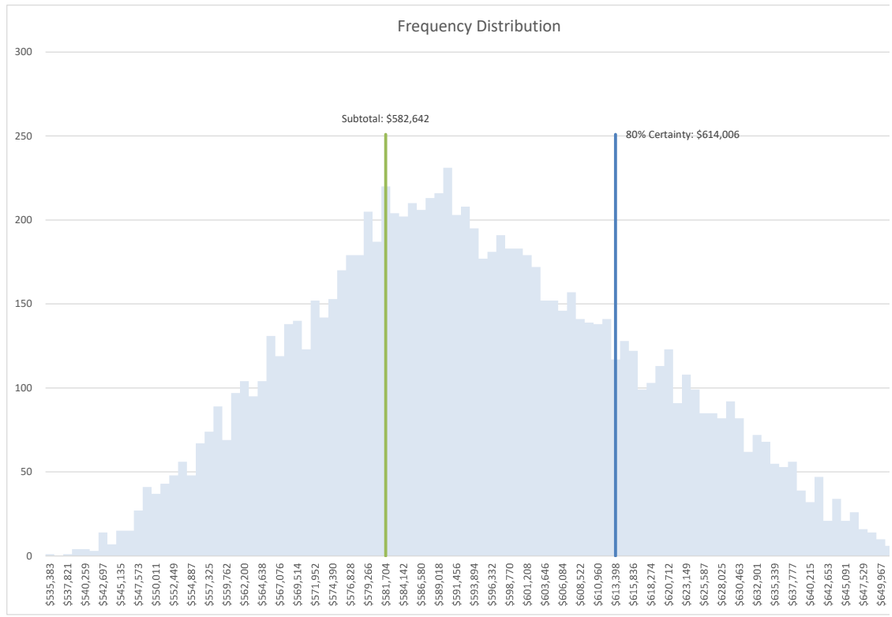
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	21	$180.00	$230.00	$260.00	$4,830
2	RAPID SETTING CONCRETE (PATCH)		CF	21	$100.00	$130.00	$150.00	$2,730
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	32640	$0.55	$0.60	$0.65	$19,584
4	TREAT BRIDGE DECK		SQFT	32640	$0.50	$0.60	$0.70	$19,584
5	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	363	$0.65	$0.70	$0.75	$254
6	PAVING NOTCH EXTENSION		CF	113	$290.00	$320.00	$340.00	$36,160
7	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	220	$1,900.00	$2,100.00	$2,400.00	$462,000
8	CLEAN EXPANSION JOINT		LF	204	$40.00	$45.00	$50.00	$9,180
9	JOINT SEAL (MR 1")	TYPE A	LF	354	$70.00	$80.00	$120.00	$28,320
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$582,642

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$535,383
10%	$563,915
20%	$573,123
30%	$579,937
40%	$585,876
50%	$591,532
60%	$597,957
70%	$605,135
80%	**$614,006**
90%	$625,508
100%	$657,281

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$614,000
TOTAL	$938,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	11.96

DATE OF ESTIMATE 01-15-2026

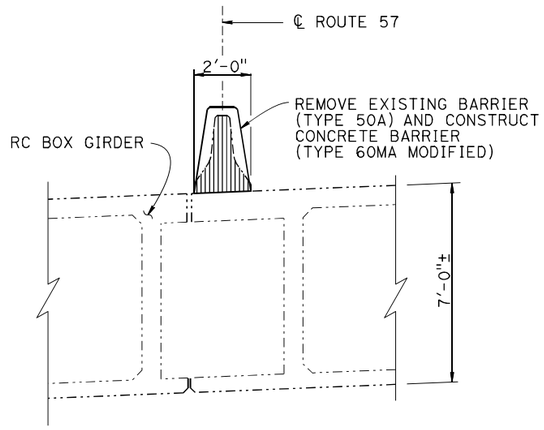
STRUCTURE APPROACH = N/A

BARRIER (TYPE 60MA) = $321,470

SUBTOTAL = $321,470

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $506,000

WORKING DAYS = 25



SECTION B-B
3/8" = 1'-0"

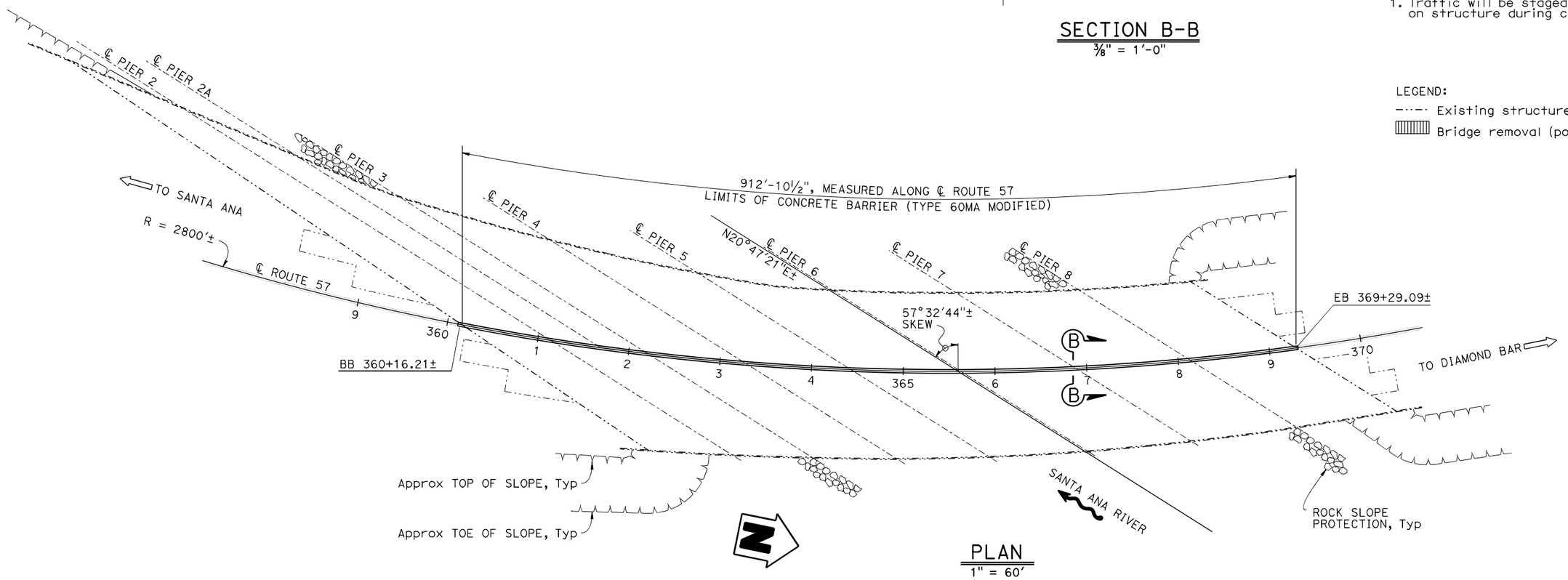
ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

Existing structure

Bridge removal (portion)



PLAN
1" = 60'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		SANTA ANA RIVER BRIDGE
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0400
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 03_55-0400-aps-santa.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

OUTPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	SANTA ANA RIVER BRIDGE
BRIDGE NUMBER:	55-0400
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	12.0
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



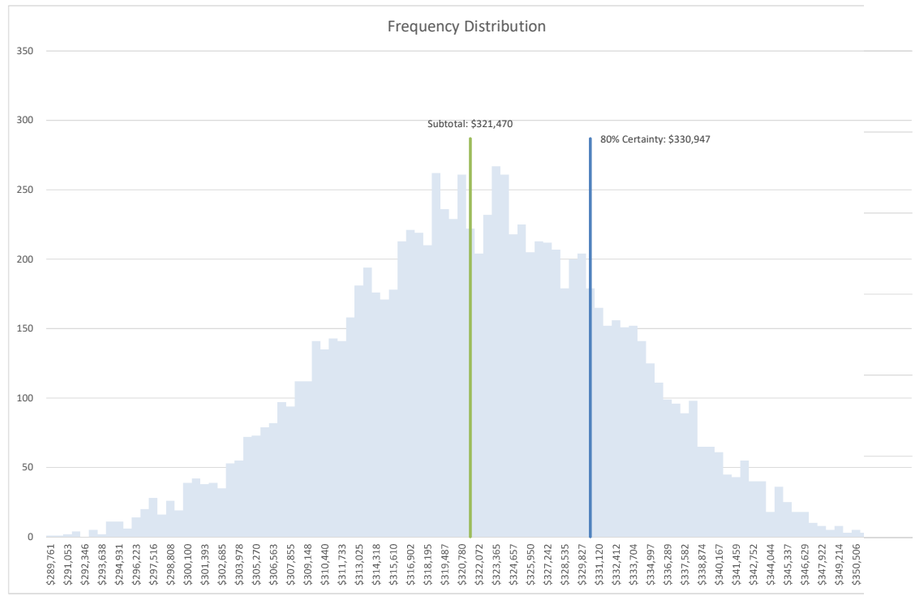
The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	BRIDGE REMOVAL (PORTION), LOCATION B	TYPE 50A	CY	92.5	$1,400.00	$1,600.00	$1,800.00	$148,000
2	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	913	$170.00	$190.00	$210.00	$173,470
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
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17								
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25								
26								
27								
28								
29								
30								
							SUBTOTAL	$321,470

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values	
0%	$289,761	BASED ON THE ASSUMPTIONS USED
10%	$308,034	TO CREATE THE MODEL, DES
20%	$312,722	STRUCTURE OFFICE ENGINEER
30%	$316,205	RECOMMENDS THAT THE
40%	$319,019	PROGRAMMING LEVEL BUDGET FOR
50%	$321,802	THIS PROJECT BE DESIGNATED AT THE
60%	$324,480	80% FORECAST VALUE.
70%	$327,473	
80%	**$330,947**	
90%	$335,464	
100%	$354,384	

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$331,000
TOTAL	$506,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	12.54

DATE OF ESTIMATE 01-15-2026

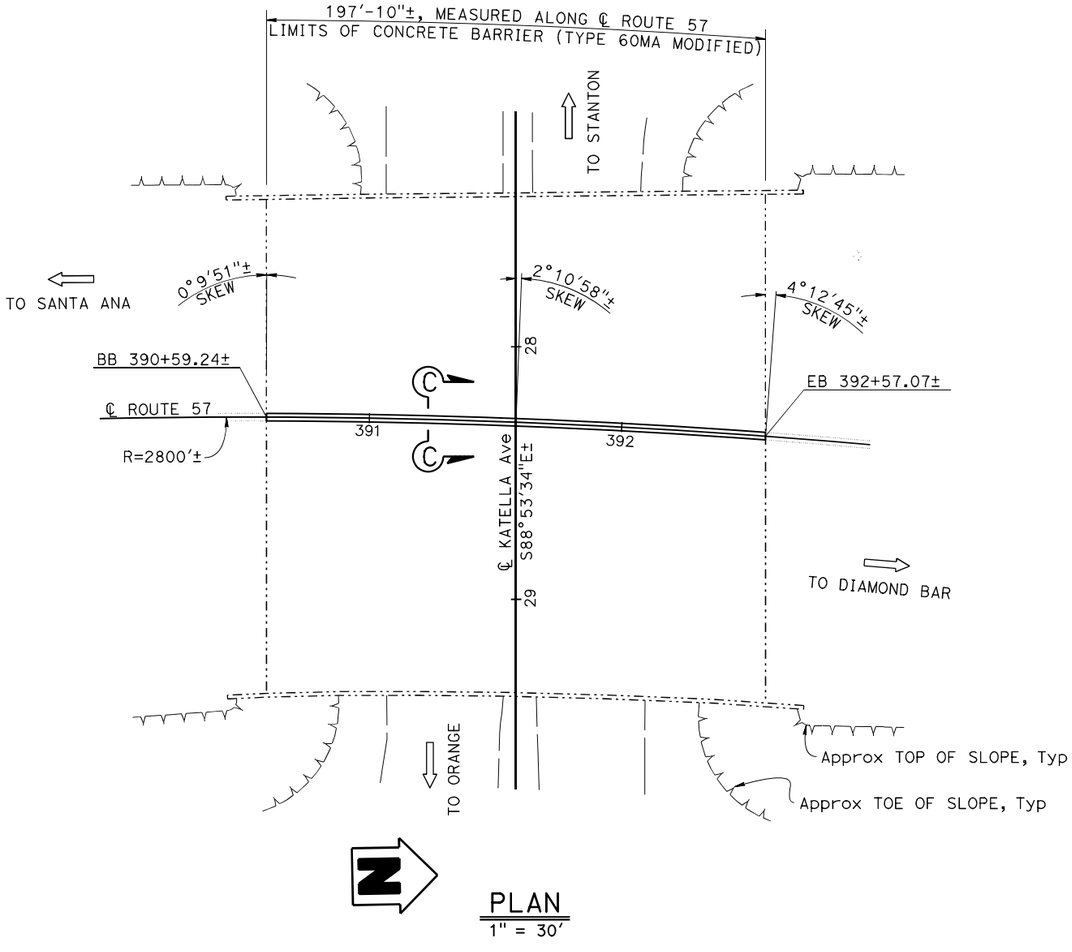
STRUCTURE APPROACH = N/A

BARRIER (TYPE 60MA) = $69,620

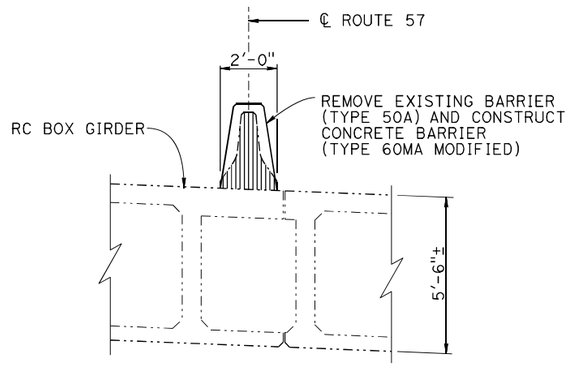
SUBTOTAL = $69,620

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $109,000

WORKING DAYS = 12



PLAN
1" = 30'



SECTION C-C
3/8" = 1'-0"

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

Existing structure

Bridge removal (portion)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		KATELLA Ave UC
CHECKED BY P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0401
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 12-0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:18
FILE => 04_55-0401-aps-katella.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	KATELLA Ave UC
BRIDGE NUMBER:	55-0401
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	12.5
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298

INPUT



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

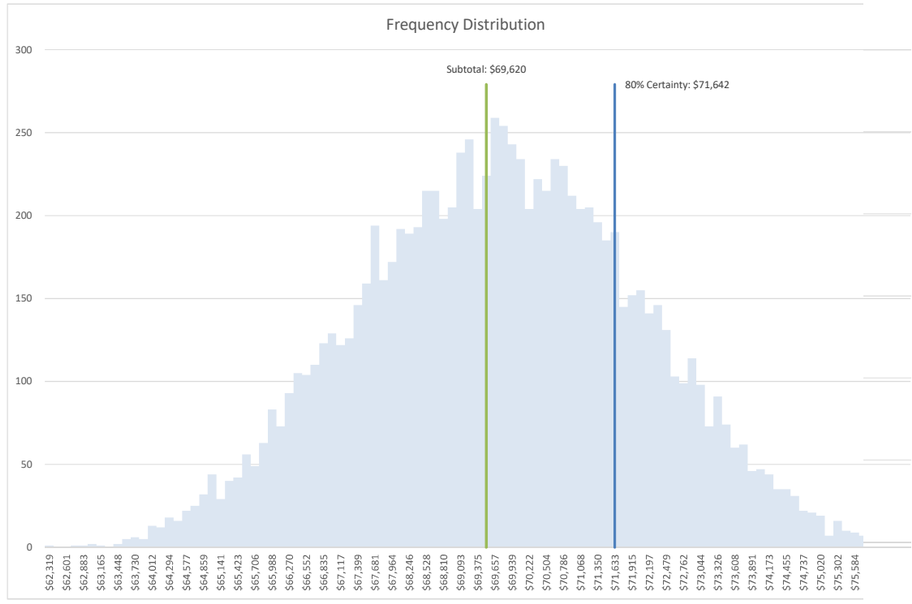
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	BRIDGE REMOVAL (PORTION), LOCATION C	TYPE 50A	CY	20	$1,400.00	$1,600.00	$1,800.00	$32,000
2	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	198	$170.00	$190.00	$210.00	$37,620
3								
4								
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8								
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26								
27								
28								
29								
30							SUBTOTAL	$69,620

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$62,319
10%	$66,623
20%	$67,640
30%	$68,413
40%	$69,081
50%	$69,676
60%	$70,280
70%	$70,919
80%	**$71,642**
90%	$72,670
100%	$76,431

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$72,000
TOTAL	$109,000

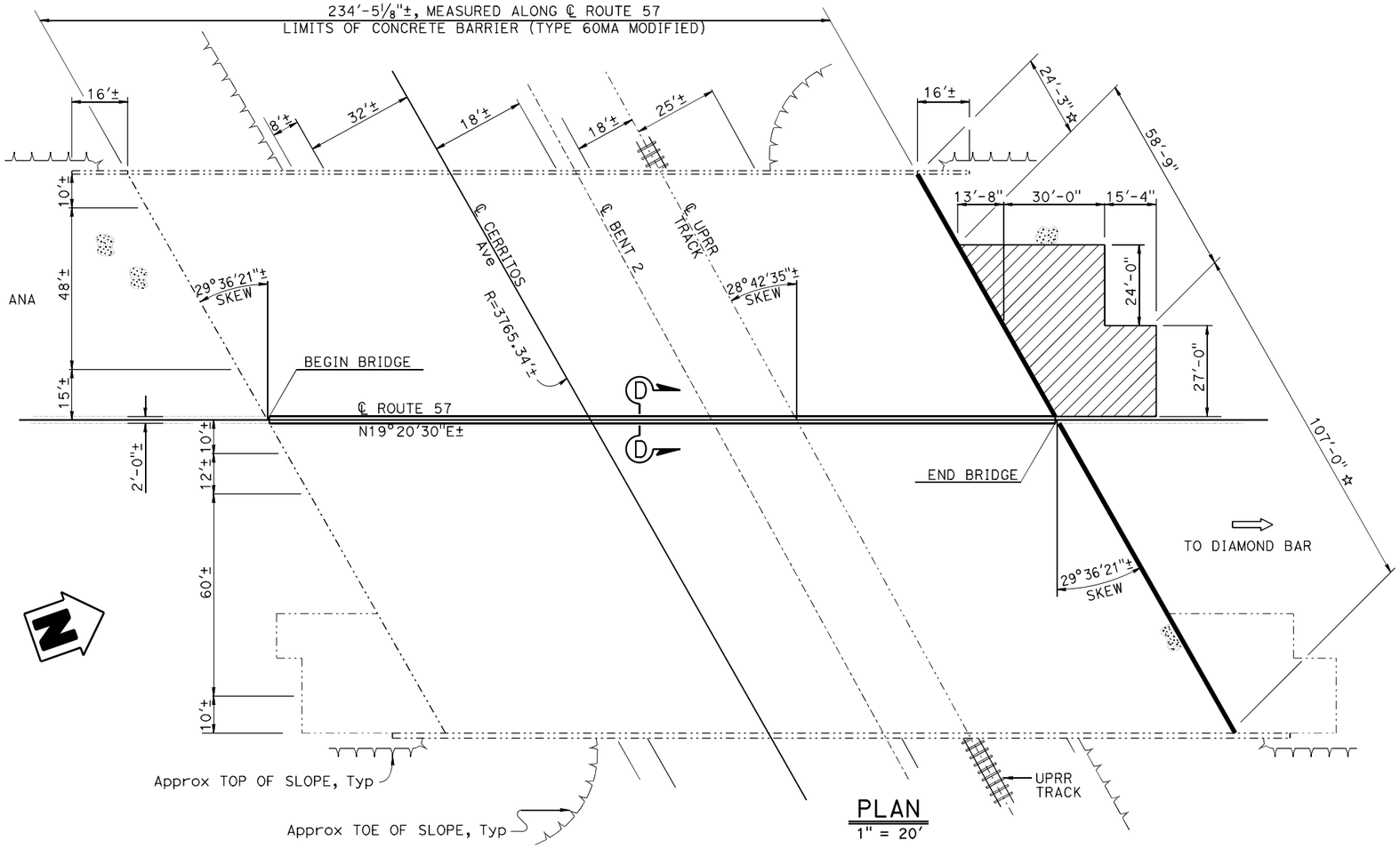
DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

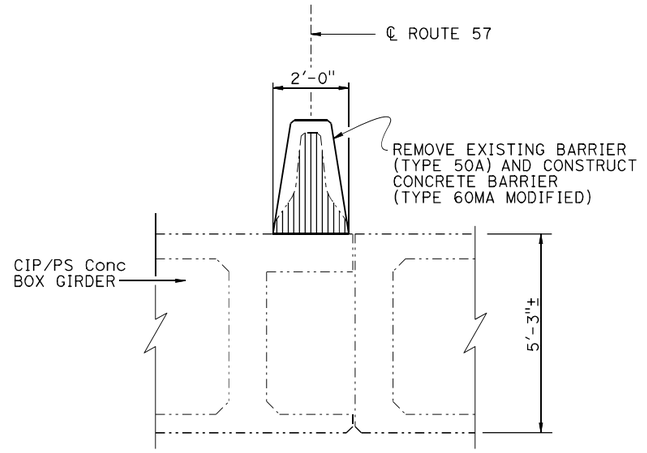
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	12.98

DATE OF ESTIMATE		01-15-2026
STRUCTURE APPROACH	=	$250,970
DECK PATCH	=	$2,160
BARRIER (TYPE 60MA)	=	$83,050
SUBTOTAL	=	$336,180
TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	=	$533,000
WORKING DAYS	=	22



PLAN
1" = 20'



SECTION D-D
½" = 1'-0"

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade
- Locations of remove unsound concrete at joint spalls or on departure lanes and rapid setting concrete (patch)
- Bridge removal (portion)

DESIGNED BY: H. Win	DATE: 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY: H. Pourkarim	DATE: 12-16-25		DOUGLAS OH
CHECKED BY: W. Hsia/P. Kaviani	DATE: 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0337
APPROVED: P. Kaviani	DATE: 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 05_55-0337-aps-douglas.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

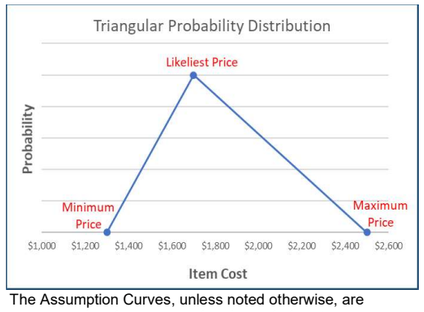
OUTPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	DOUGLAS OH
BRIDGE NUMBER:	55-0337
TYPE:	CIP PS Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/15/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	13.0
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



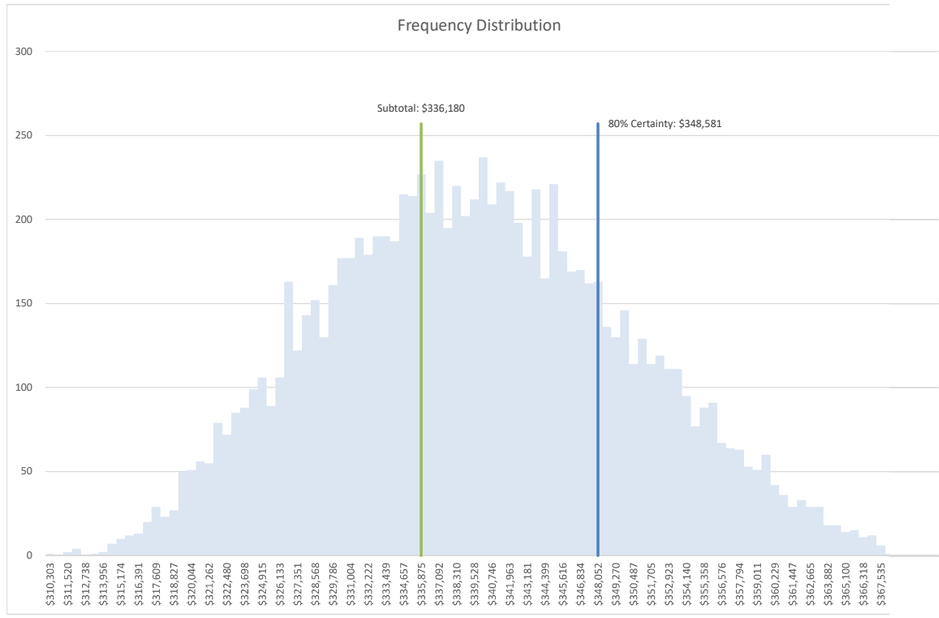
The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	45	$290.00	$320.00	$340.00	$14,400
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	98	$1,900.00	$2,100.00	$2,400.00	$205,800
3	CLEAN EXPANSION JOINT		LF	132	$40.00	$45.00	$50.00	$5,940
4	JOINT SEAL (MR 1½")	TYPE B	LF	191	$110.00	$130.00	$150.00	$24,830
5								
6	REMOVE UNSOUND CONCRETE		CF	6	$180.00	$230.00	$260.00	$1,380
7	RAPID SETTING CONCRETE (PATCH)		CF	6	$100.00	$130.00	$150.00	$780
8								
9	BRIDGE REMOVAL (PORTION), LOCATION D	TYPE 50A	CY	24	$1,400.00	$1,600.00	$1,800.00	$38,400
10	CONCRETE BARRIER (TYPE 60MA MODIFIED)	TYPE 60MA	LF	235	$170.00	$190.00	$210.00	$44,650
11								
12								
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19								
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21								
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24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$336,180

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$310,303
10%	$325,654
20%	$329,926
30%	$333,250
40%	$336,124
50%	$339,050
60%	$341,813
70%	$344,927
80%	**$348,581**
90%	$353,617
100%	$371,189

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$349,000
TOTAL	$533,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	15.41

DATE OF ESTIMATE 01-15-2026

STRUCTURE APPROACH = $167,460

BARRIER (TYPE 60MA) = N/A

SUBTOTAL = $167,460

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $270,000

WORKING DAYS = 6

ASSUMPTION:

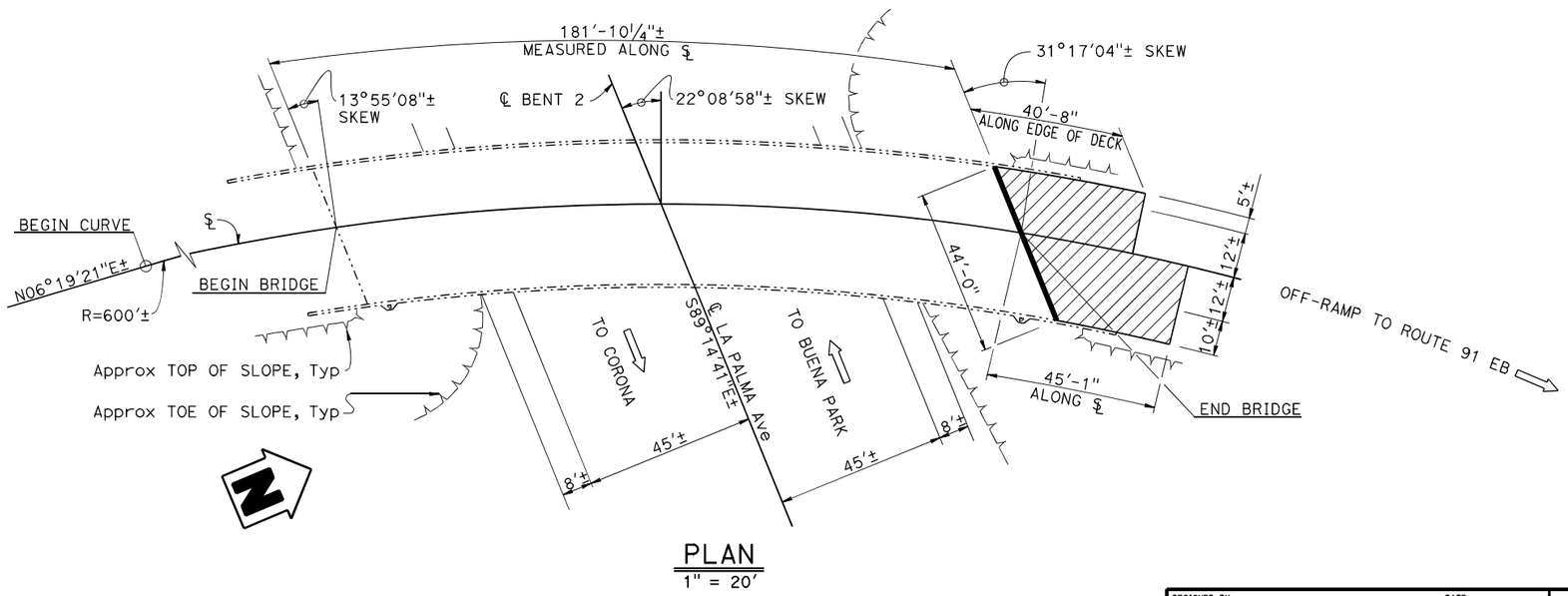
1. Traffic will be staged and remain on structure during construction.

LEGEND:

-·-·-·- Existing structure

Install joint seal

STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade



PLAN
1" = 20'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		LA PALMA Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT:3621 / BRIDGE No.:55-0470G
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA:0R370 / PROJECT No. & PHASE:12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 06_55-0470g-aps-la_palma.dgnUSERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

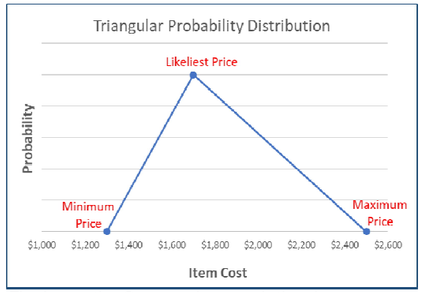
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	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	LA PALMA Ave UC
BRIDGE NUMBER:	55-0470G
TYPE:	CIP RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	15.4
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

all items eliminated but the show

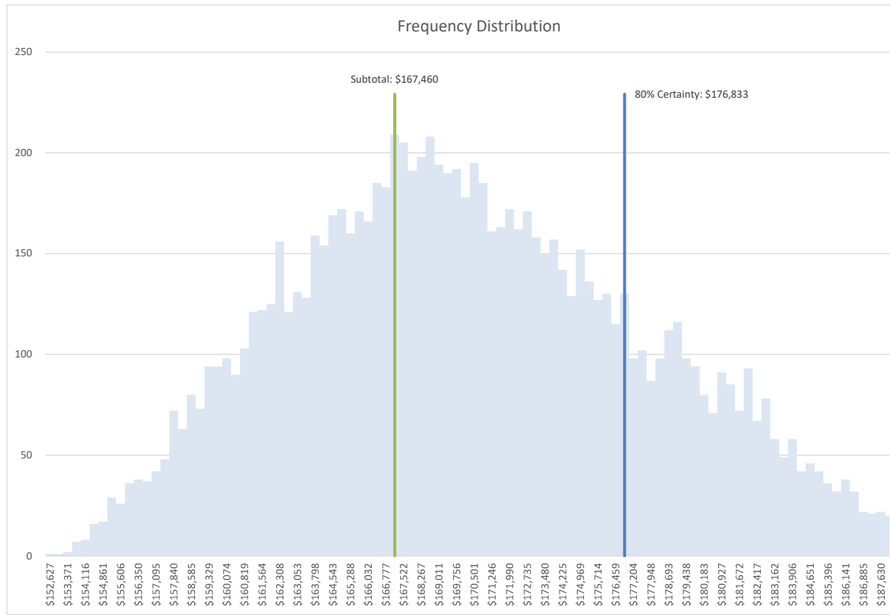
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	33	$290.00	$320.00	$340.00	$10,560
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	73	$1,900.00	$2,100.00	$2,400.00	$153,300
3	JOINT SEAL (MR 1")	TYPE B	LF	45	$70.00	$80.00	$120.00	$3,600
4								
5								
6								
7								
8								
9								
10								
11								
12								
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23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$167,460

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$152,627
10%	$160,550
20%	$163,467
30%	$165,724
40%	$167,699
50%	$169,608
60%	$171,672
70%	$174,020
80%	**$176,833**
90%	$180,754
100%	$189,864

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$177,000
TOTAL	$270,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	15.58

DATE OF ESTIMATE 01-15-2026

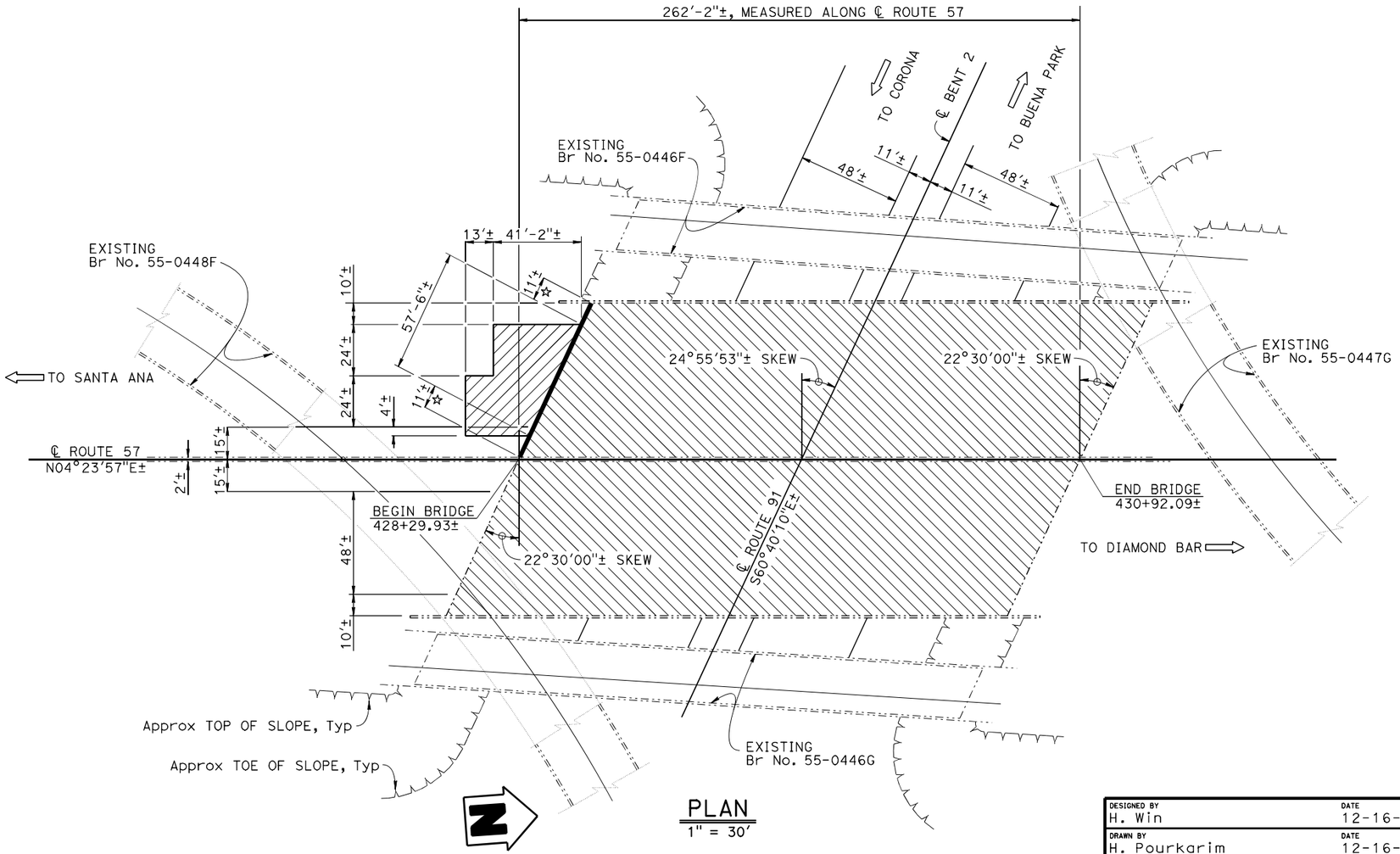
STRUCTURE APPROACH = $223,070

DECK REHAB = $63,480

SUBTOTAL = $286,550

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $457,000

WORKING DAYS = 17



PLAN
1" = 30'

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- ------ Existing structure
- ━━━━ Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade
- Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		ROUTE 57/91 SEPARATION
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0446
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 07_55-0446-aps-rte-57-91-separation USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

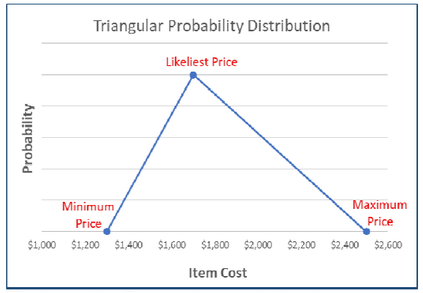
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	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	ROUTE 57/91 SEPARATION
BRIDGE NUMBER:	55-0446
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	15.6
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

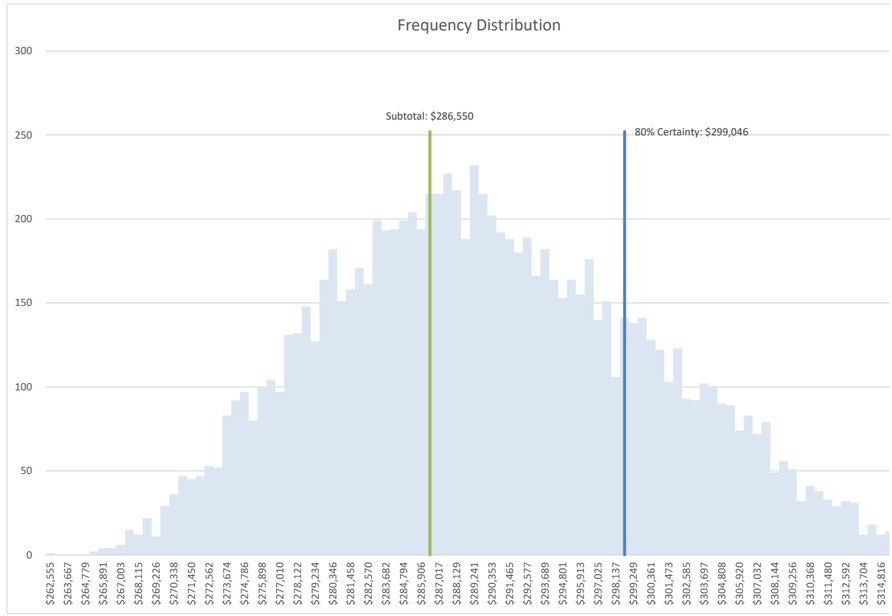
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	44	$290.00	$320.00	$340.00	$14,080
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	96	$1,900.00	$2,100.00	$2,400.00	$201,600
3	CLEAN EXPANSION JOINT		LF	22	$40.00	$45.00	$50.00	$990
4	JOINT SEAL (MR 1")	TYPE B	LF	80	$70.00	$80.00	$120.00	$6,400
5								
6	REMOVE UNSOUND CONCRETE		CF	48	$180.00	$230.00	$260.00	$11,040
7	RAPID SETTING CONCRETE (PATCH)		CF	48	$100.00	$130.00	$150.00	$6,240
8	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	38252	$0.55	$0.60	$0.65	$22,951
9	TREAT BRIDGE DECK		SQFT	38252	$0.50	$0.60	$0.70	$22,951
10	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	425	$0.65	$0.70	$0.75	$298
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30								
							SUBTOTAL	$286,550

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$262,555
10%	$276,772
20%	$280,623
30%	$283,825
40%	$286,553
50%	$289,144
60%	$291,965
70%	$295,221
80%	**$299,046**
90%	$303,954
100%	$318,152

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$299,000
TOTAL	$457,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	15.90

DATE OF ESTIMATE 01-15-2026

DECK REHAB = $47,744

BARRIER (TYPE 60MA) = N/A

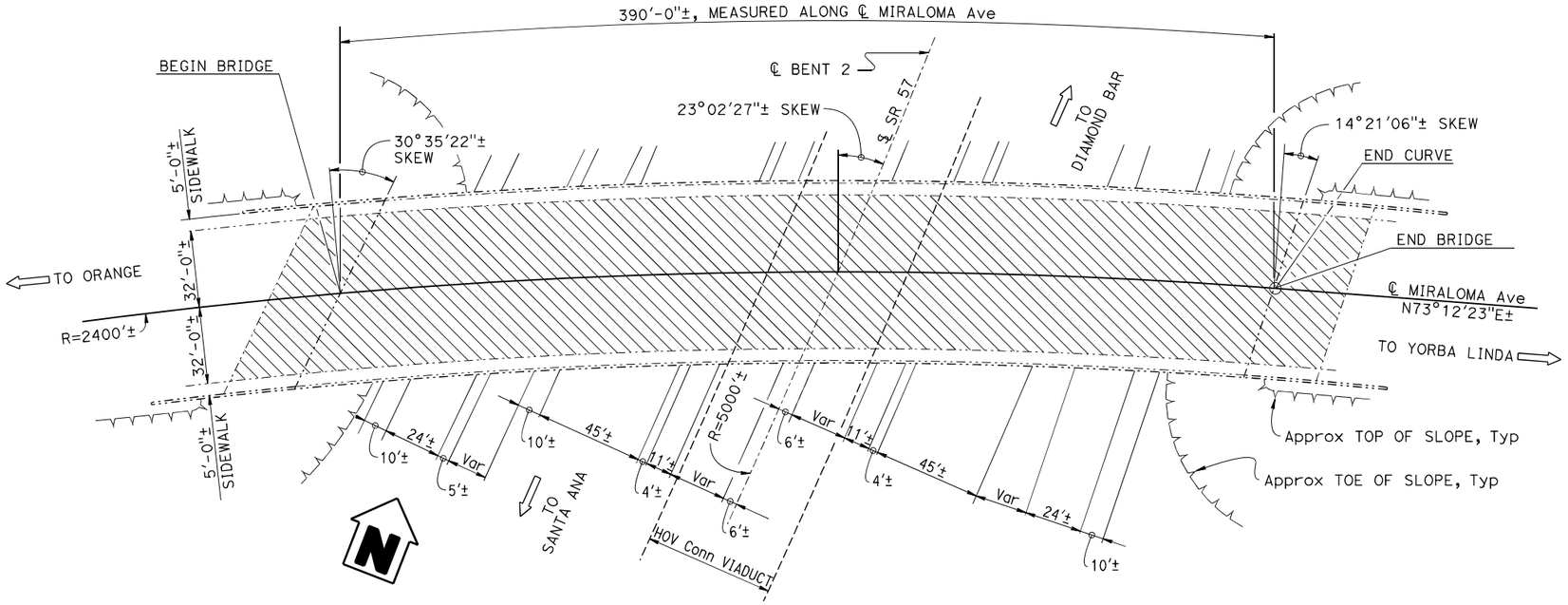
SUBTOTAL = $47,744

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $74,000

WORKING DAYS = 4

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.



PLAN
1" = 30'

LEGEND:

----- Existing structure

Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		MIRALOMA Ave OC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0855
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 08_55-0855-aps-miraloma.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

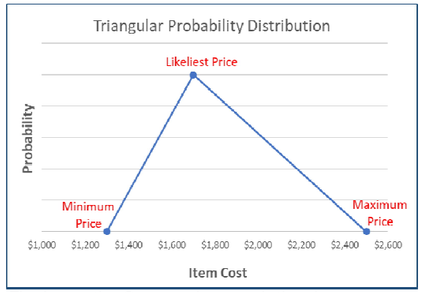
	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

IN EST:	12/17/2025
OUT EST:	1/14/2026

BRIDGE NAME:	MIRALOMA Ave OC
BRIDGE NUMBER:	55-0855
TYPE:	CIP PS Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

DISTRICT:	12
CO:	ORA
RTE:	57
PM:	15.90
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

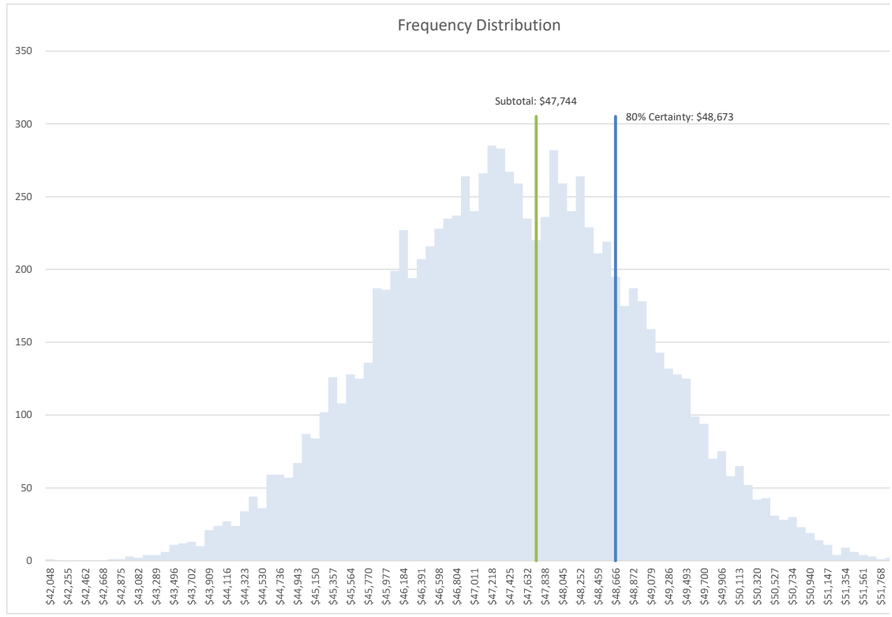
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	36	$180.00	$230.00	$260.00	$8,280
2	RAPID SETTING CONCRETE (PATCH)		CF	36	$100.00	$130.00	$150.00	$4,680
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	28800	$0.55	$0.60	$0.65	$17,280
4	TREAT BRIDGE DECK		SQFT	28800	$0.50	$0.60	$0.70	$17,280
5	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	320	$0.65	$0.70	$0.75	$224
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30								
							SUBTOTAL	$47,744

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$42,048
10%	$45,437
20%	$46,084
30%	$46,575
40%	$46,996
50%	$47,370
60%	$47,801
70%	$48,199
80%	**$48,673**
90%	$49,307
100%	$52,388

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$49,000
TOTAL	$74,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	16.13

DATE OF ESTIMATE 01-15-2026

DECK REHAB = $22,208

BARRIER (TYPE 60MA) = N/A

SUBTOTAL = $22,208

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $35,000

WORKING DAYS = 4

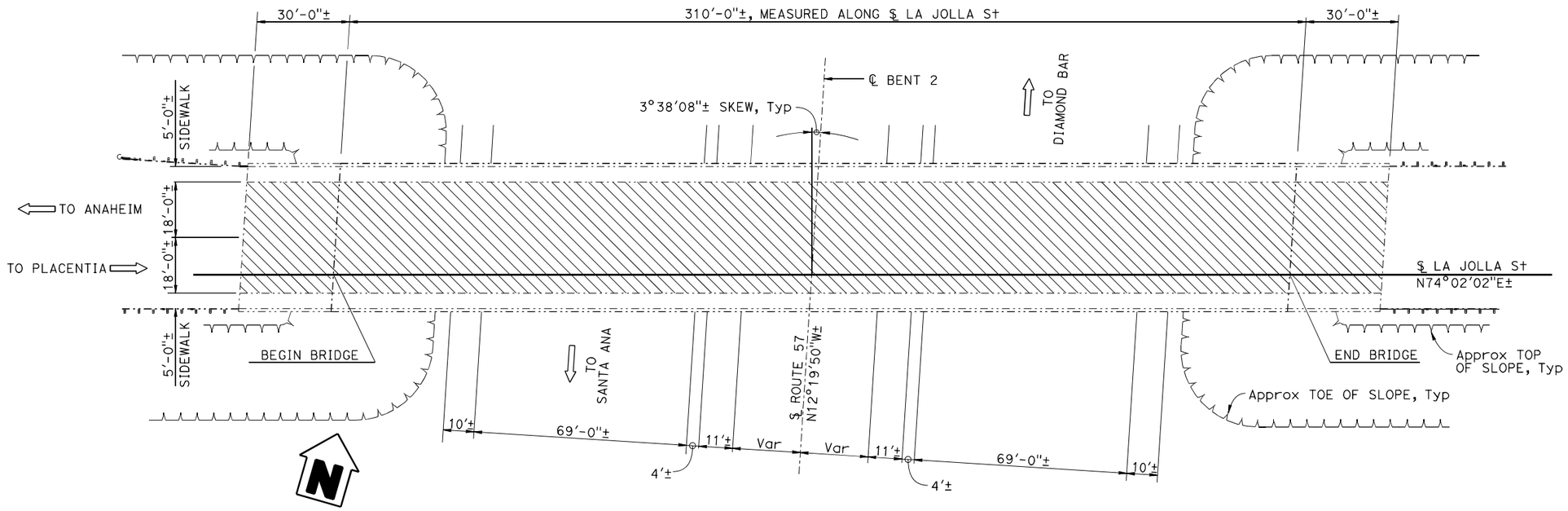
ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

-·-·-·- Existing structure

Prepare and treat bridge deck with methacrylate; prior to deck treatment, remove unsound concrete and place rapid setting concrete (patch)



PLAN
1" = 20'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		LA JOLLA St OC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0856
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 09_55-0856-aps-la-jolla.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

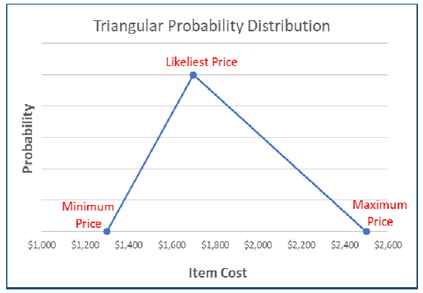
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	LA JOLLA St OC
BRIDGE NUMBER:	55-0856
TYPE:	CIP PS Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	16.1
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

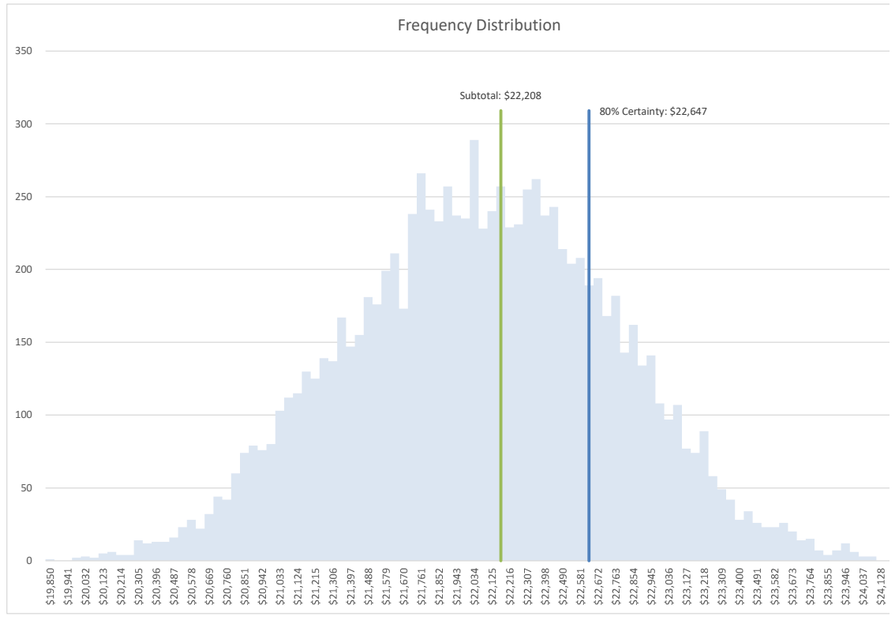
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	REMOVE UNSOUND CONCRETE		CF	17	$180.00	$230.00	$260.00	$3,910
2	RAPID SETTING CONCRETE (PATCH)		CF	17	$100.00	$130.00	$150.00	$2,210
3	PREPARE CONCRETE BRIDGE DECK SURFACE		SQFT	13320	$0.55	$0.60	$0.65	$7,992
4	TREAT BRIDGE DECK		SQFT	13320	$0.50	$0.60	$0.70	$7,992
5	FURNISH BRIDGE DECK TREATMENT MATERIAL		GAL	148	$0.65	$0.70	$0.75	$104
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30								
							SUBTOTAL	$22,208

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$19,850
10%	$21,129
20%	$21,448
30%	$21,685
40%	$21,869
50%	$22,049
60%	$22,240
70%	$22,426
80%	**$22,647**
90%	$22,929
100%	$24,401

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$23,000
TOTAL	$35,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	17.02

DATE OF ESTIMATE 01-15-2026

STRUCTURE APPROACH = $184,170

BARRIER (TYPE 60MA) = N/A

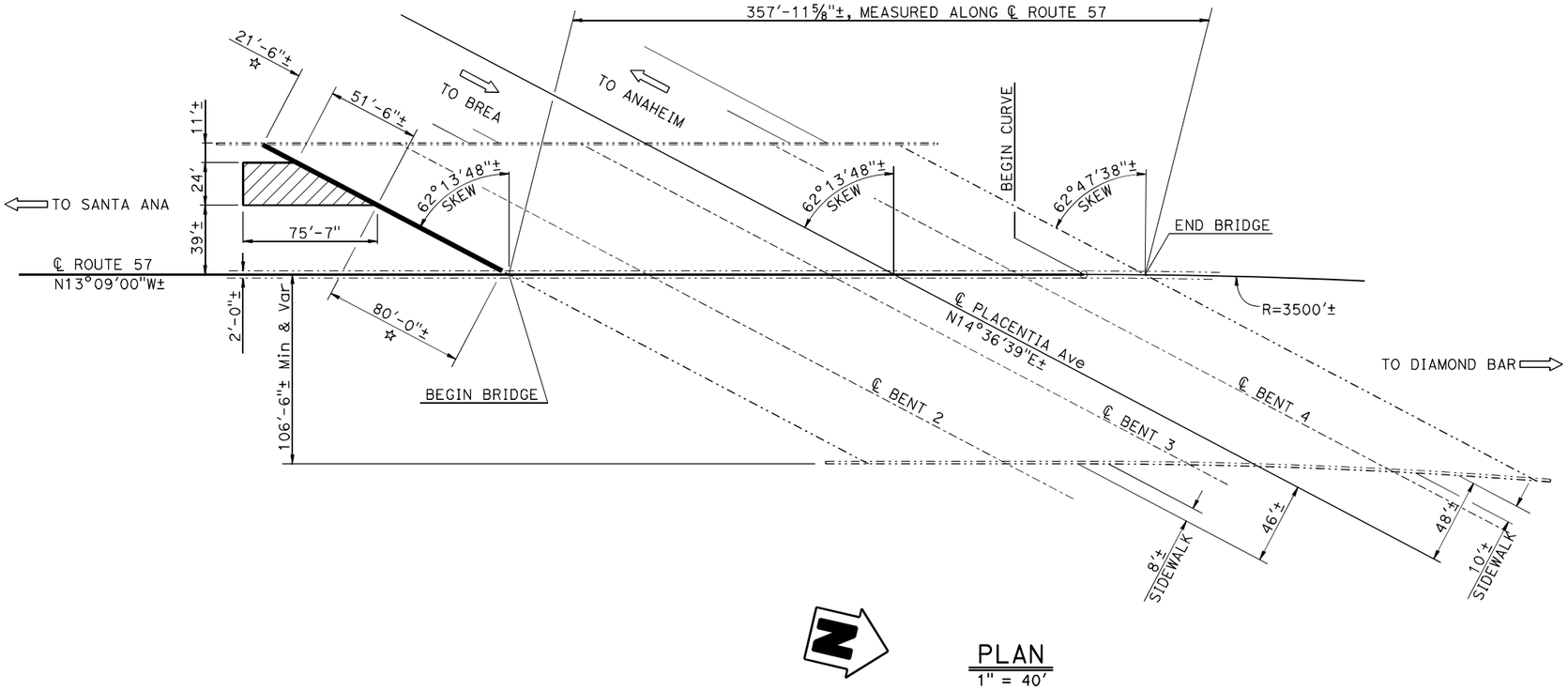
SUBTOTAL = $184,170

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $293,000

WORKING DAYS = 7

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.



PLAN
1" = 40'

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		PLACENTIA Ave UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT: 3621 / BRIDGE No.: 55-0460
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA: 0R370 / PROJECT No. & PHASE: 12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 10_55-0460-aps-placentia.dgnUSERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

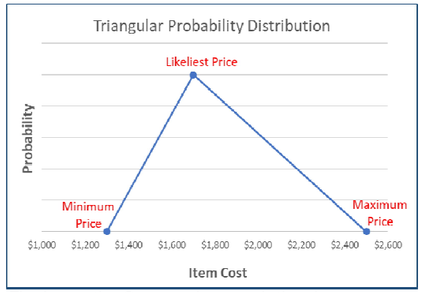
INPUT

	GENERAL PLAN ESTIMATE	x	ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	PLACENTIA Ave UC
BRIDGE NUMBER:	55-0460
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	17.0
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

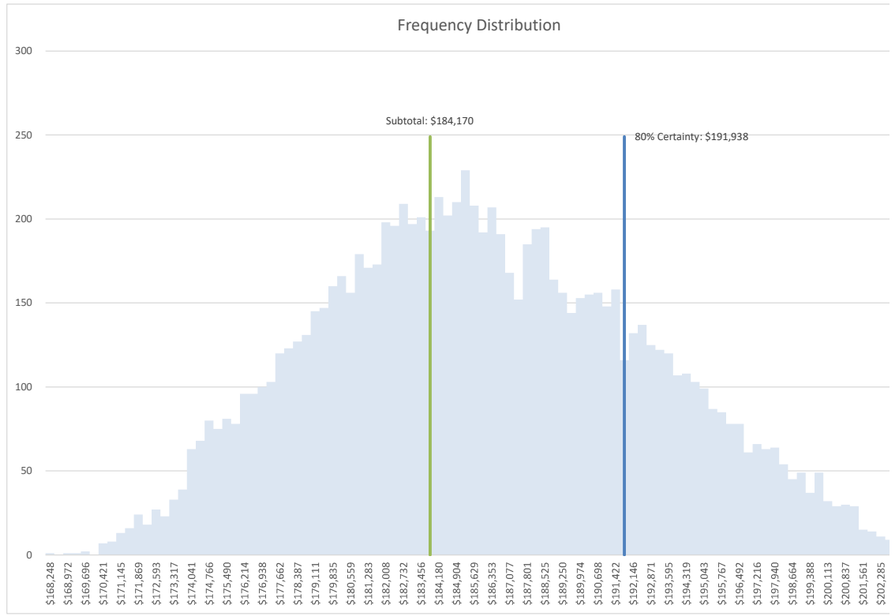
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	39	$290.00	$320.00	$340.00	$12,480
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	65	$1,900.00	$2,100.00	$2,400.00	$136,500
3	CLEAN EXPANSION JOINT		LF	102	$40.00	$45.00	$50.00	$4,590
4	JOINT SEAL (MR 2")	TYPE B	LF	153	$180.00	$200.00	$210.00	$30,600
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29								
30								
							SUBTOTAL	$184,170

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles: Forecast values

0%	$168,248
10%	$177,110
20%	$179,824
30%	$181,923
40%	$183,737
50%	$185,431
60%	$187,396
70%	$189,465
80%	**$191,938**
90%	$195,065
100%	$204,458

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$192,000
TOTAL	$293,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Zone	Dist	COUNTY	ROUTE	POST MILE
6	12	ORA	57	21.78

DATE OF ESTIMATE 01-15-2026

STRUCTURE APPROACH = $1,018,005

BARRIER (TYPE 60MA) = N/A

SUBTOTAL = $1,018,005

TOTAL COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = $1,637,000

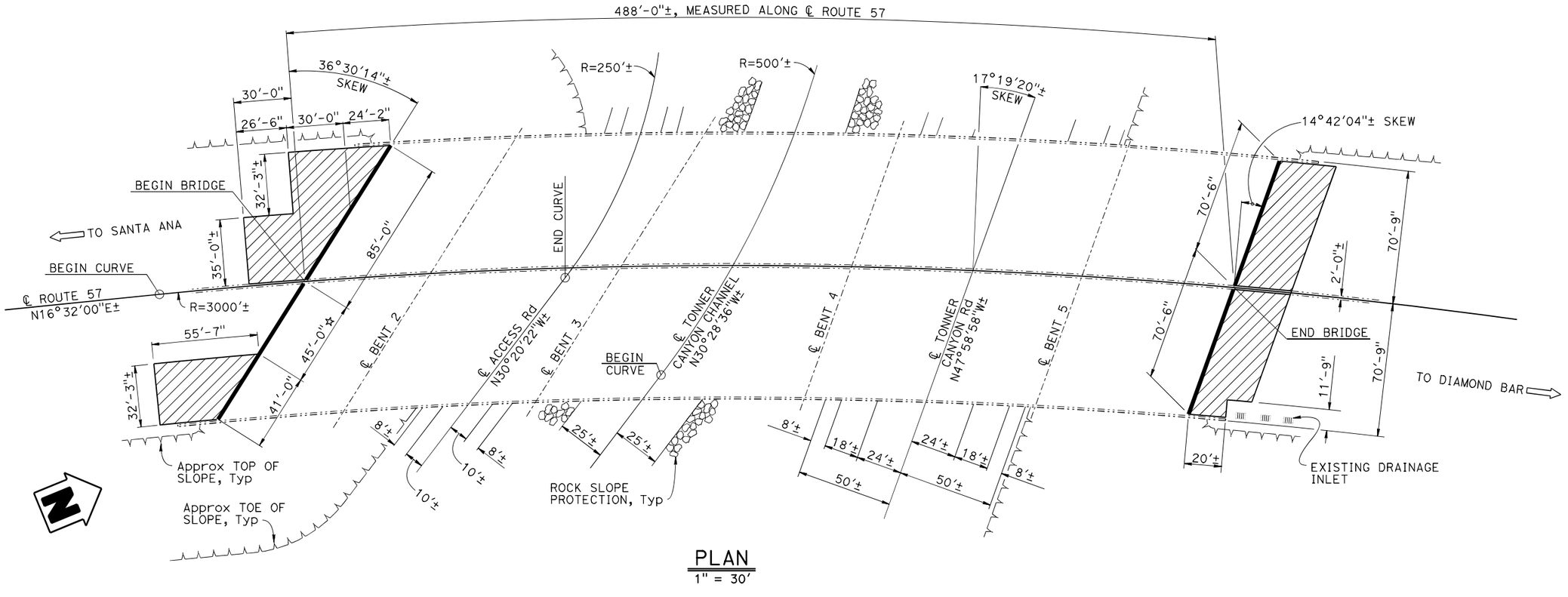
WORKING DAYS = 13

ASSUMPTION:

1. Traffic will be staged and remain on structure during construction.

LEGEND:

- Existing structure
- Install joint seal
- ☆ Remove existing joint seal; clean expansion joint; install new joint seal
- STRUCTURE APPROACH TYPE R (30); see Std Plan B9-2; paving notch extension required; existing abutment is diaphragm type; match existing cross slope and profile grade



PLAN
1" = 30'

DESIGNED BY H. Win	DATE 12-16-25	BRIDGE DESIGN BRANCH 19	PLANNING STUDY
DRAWN BY H. Pourkarim	DATE 12-16-25		TONNER CANYON Rd UC
CHECKED BY W. Hsia/P. Kaviani	DATE 12-16-25		UNIT:3621 / BRIDGE No.:55-0504
APPROVED P. Kaviani	DATE 12-16-25		PROJECT EA:0R370 / PROJECT No. & PHASE:12180000880

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 6/5/2023)

DATE PLOTTED => 16-JAN-2026 TIME PLOTTED => 13:12
FILE => 11_55-0504-aps-tonner.dgn USERNAME => s135090

PROBABILISTIC STRUCTURE COST ESTIMATE

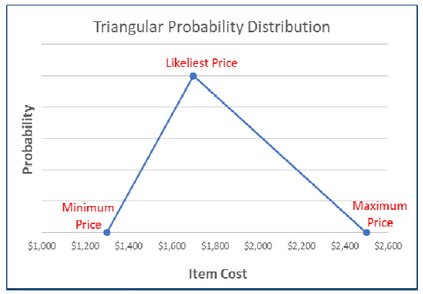
INPUT

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

BD-0109 (REV 05/03/2023)

BRIDGE NAME:	TONNER CANYON Rd UC
BRIDGE NUMBER:	55-0504
TYPE:	RC Box Girder
EA:	12-0R370
PROJECT ID:	1218000088
ACCELERATED BRIDGE PROJECT	NO
DESIGN BRANCH:	19
NO. OF STRUCTURES IN PROJECT :	11
PRICES BY :	OAB
PRICES CHECKED BY :	CZR
QUANTITIES BY:	HW

IN EST:	12/17/2025
OUT EST:	1/14/2026
DISTRICT:	12
CO:	ORA
RTE:	57
PM:	21.8
DEPTH	N/A
LENGTH	N/A
WIDTH	N/A
AREA	N/A
EST. NO.	2
COST INDEX:	1298



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

all items eliminated but the sh

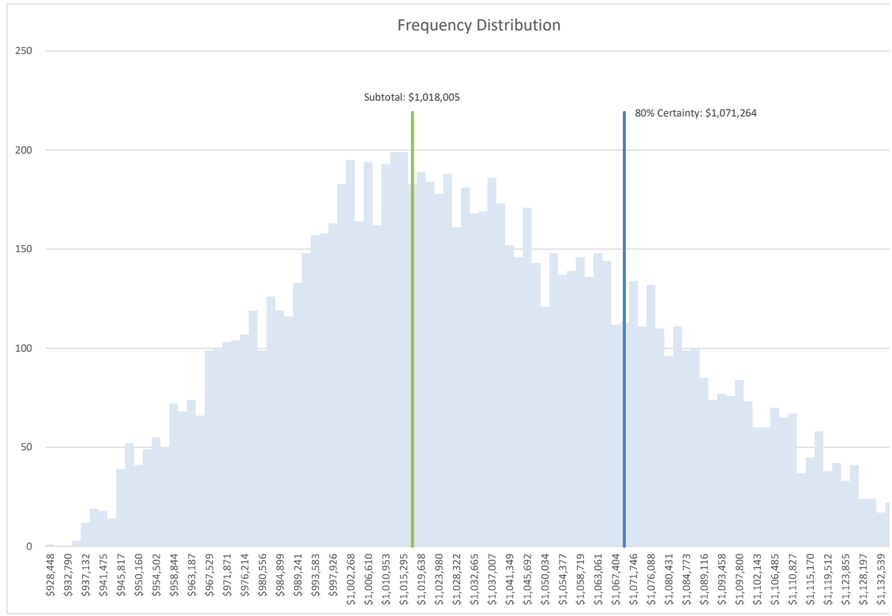
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	PAVING NOTCH EXTENSION		CF	201	$290.00	$320.00	$340.00	$64,320
2	STRUCTURAL CONCRETE, APPROACH SLAB	TYPE R	CY	428	$1,900.00	$2,100.00	$2,400.00	$898,800
3	CLEAN EXPANSION JOINT		LF	45	$40.00	$45.00	$50.00	$2,025
4	JOINT SEAL (MR 1½")	TYPE B	LF	142	$110.00	$130.00	$150.00	$18,460
5	JOINT SEAL (MR 2")	TYPE B	LF	172	$180.00	$200.00	$210.00	$34,400
6								
7								
8								
9								
10								
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12								
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17								
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22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$1,018,005

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL		SQFT	N/A				

Comments

OUTPUT

This probabilistic estimate forecasts a range of likely final costs and their associated probabilities of occurring, or confidence levels. Item cost uncertainty is captured by estimating a range of prices: minimum, likely and maximum. The estimate model assumes a triangular distribution for each item, independent from the other items. A Monte Carlo simulation with 10,000 trials is used to develop a reasonable range of possible cost combinations.



Time Related Overhead, Mobilization and Contingency NOT INCLUDED

Percentiles:	Forecast values
0%	$928,448
10%	$973,152
20%	$991,359
30%	$1,004,029
40%	$1,015,687
50%	$1,027,594
60%	$1,040,143
70%	$1,055,189
80%	**$1,071,264**
90%	$1,092,848
100%	$1,145,566

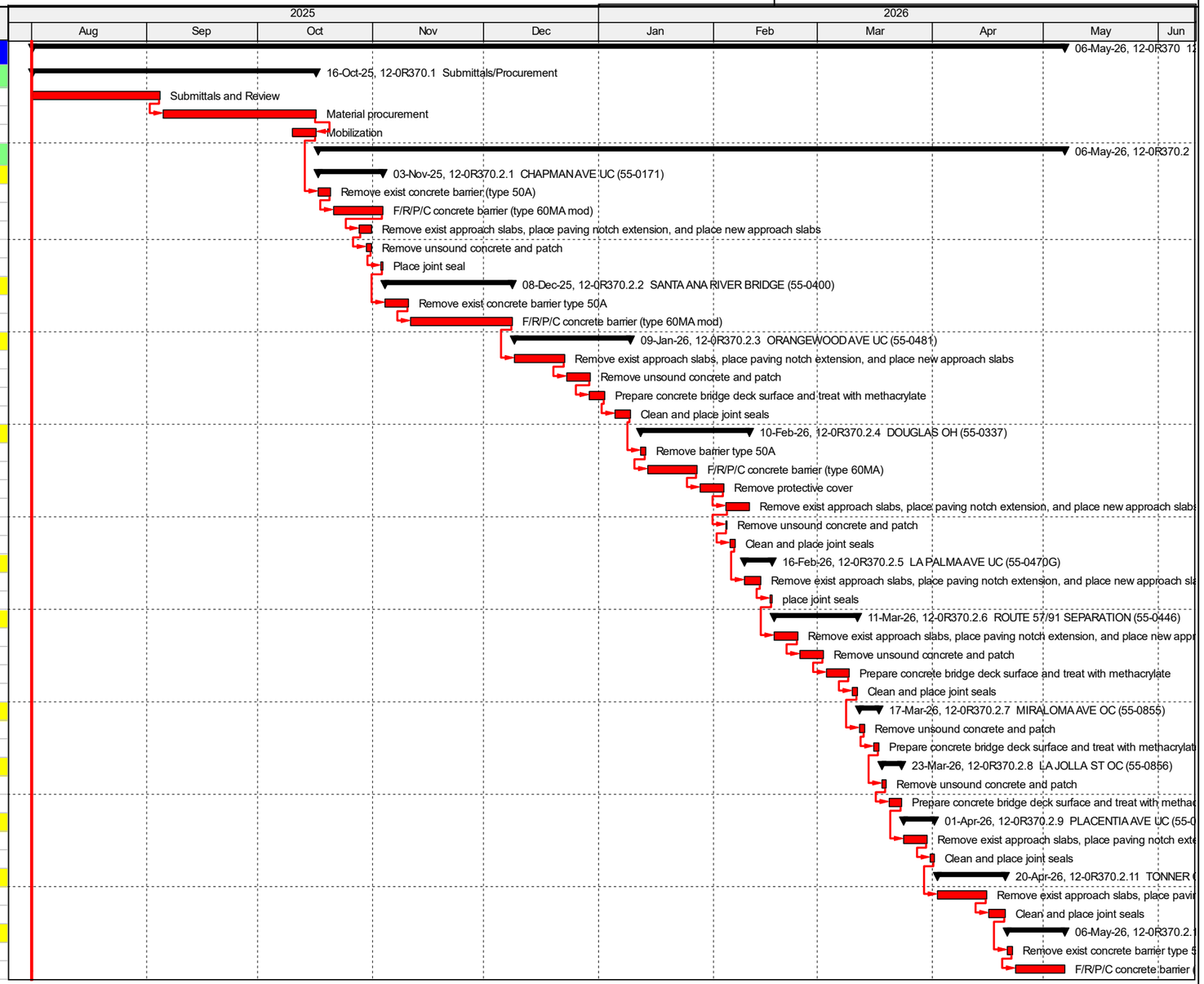
BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, DES STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

BRIDGE COST PER SQUARE FOOT	#DIV/0!
BRIDGE REMOVAL	
ESTIMATED COST Subtotal + Bridge	$1,071,000
TOTAL	$1,637,000

DOES NOT INCLUDE time related overhead (TRO), mobilization and contingency. The "Bridge Cost Per Square Foot, Bridge Removal, and Estimated Cost" are provided for use in the "11-Page Estimate"

INCLUDES mobilization: 10%, structure TRO: 10% and contingency: 25%

Activity ID	Activity Name	Planned Duration	Start	Finish
12-0R370	**12-0R370 ROUTE 57 BRIDGES**	199	01-Aug-25	06-May-26
12-0R370.1	**Submittals/Procurement**	55	01-Aug-25	16-Oct-25
A0010	Submittals and Review	25	01-Aug-25	04-Sep-25
A0020	Material procurement	30	05-Sep-25	16-Oct-25
A0030	Mobilization	5	10-Oct-25	16-Oct-25
12-0R370.2	**Construction**	144	17-Oct-25	06-May-26
12-0R370.2.1	**CHAPMAN AVE UC (55-0171)**	12	17-Oct-25	03-Nov-25
A1010	Remove exist concrete barrier (type 50A)	2	17-Oct-25	20-Oct-25
A1020	F/R/P/C concrete barrier (type 60MA mod)	10	21-Oct-25	03-Nov-25
A1030	Remove exist approach slabs, place paving notch extension, and place new approach slabs	4	28-Oct-25	31-Oct-25
A1040	Remove unsound concrete and patch	2	30-Oct-25	31-Oct-25
A1050	Place joint seal	1	03-Nov-25	03-Nov-25
12-0R370.2.2	**SANTA ANA RIVER BRIDGE (55-0400)**	25	04-Nov-25	08-Dec-25
A2010	Remove exist concrete barrier type 50A	5	04-Nov-25	10-Nov-25
A2020	F/R/P/C concrete barrier (type 60MA mod)	20	11-Nov-25	08-Dec-25
12-0R370.2.3	**ORANGEWOOD AVE UC (55-0481)**	24	09-Dec-25	09-Jan-26
A3010	Remove exist approach slabs, place paving notch extension, and place new approach slabs	10	09-Dec-25	22-Dec-25
A3020	Remove unsound concrete and patch	5	23-Dec-25	29-Dec-25
A3030	Prepare concrete bridge deck surface and treat with methacrylate	5	29-Dec-25	02-Jan-26
A3040	Clean and place joint seals	5	05-Jan-26	09-Jan-26
12-0R370.2.4	**DOUGLAS OH (55-0337)**	22	12-Jan-26	10-Feb-26
A4020	Remove barrier type 50A	2	12-Jan-26	13-Jan-26
A4050	F/R/P/C concrete barrier (type 60MA)	10	14-Jan-26	27-Jan-26
A4065	Remove protective cover	5	28-Jan-26	03-Feb-26
A4070	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	04-Feb-26	10-Feb-26
A4080	Remove unsound concrete and patch	1	04-Feb-26	04-Feb-26
A4090	Clean and place joint seals	2	05-Feb-26	06-Feb-26
12-0R370.2.5	**LA PALMA AVE UC (55-0470G)**	6	09-Feb-26	16-Feb-26
A13070	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	09-Feb-26	13-Feb-26
A13080	place joint seals	1	16-Feb-26	16-Feb-26
12-0R370.2.6	**ROUTE 57/91 SEPARATION (55-0446)**	17	17-Feb-26	11-Mar-26
A13090	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	17-Feb-26	23-Feb-26
A13100	Remove unsound concrete and patch	5	24-Feb-26	02-Mar-26
A13110	Prepare concrete bridge deck surface and treat with methacrylate	5	03-Mar-26	09-Mar-26
A13120	Clean and place joint seals	2	10-Mar-26	11-Mar-26
12-0R370.2.7	**MIRALOMA AVE OC (55-0855)**	4	12-Mar-26	17-Mar-26
A7010	Remove unsound concrete and patch	2	12-Mar-26	13-Mar-26
A7020	Prepare concrete bridge deck surface and treat with methacrylate	2	16-Mar-26	17-Mar-26
12-0R370.2.8	**LA JOLLA ST OC (55-0856)**	4	18-Mar-26	23-Mar-26
A8010	Remove unsound concrete and patch	2	18-Mar-26	19-Mar-26
A8020	Prepare concrete bridge deck surface and treat with methacrylate	2	20-Mar-26	23-Mar-26
12-0R370.2.9	**PLACENTIA AVE UC (55-0460)**	7	24-Mar-26	01-Apr-26
A9010	Remove exist approach slabs, place paving notch extension, and place new approach slabs	5	24-Mar-26	30-Mar-26
A9020	Clean and place joint seals	2	31-Mar-26	01-Apr-26
12-0R370.2.11	**TONNER CANYON RD UC (55-0504)**	13	02-Apr-26	20-Apr-26
A13130	Remove exist approach slabs, place paving notch extension, and place new approach slabs	10	02-Apr-26	15-Apr-26
A13140	Clean and place joint seals	3	16-Apr-26	20-Apr-26
12-0R370.2.13	**KATELLA Ave UC 55-0401**	12	21-Apr-26	06-May-26
A13150	Remove exist concrete barrier type 50A	2	21-Apr-26	22-Apr-26
A13160	F/R/P/C concrete barrier (type 60MA mod)	10	23-Apr-26	06-May-26



Assumption:
1 Crew, Standard 8 hour work shift
5 days per week

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STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES

ADVANCE PLANNING STUDY TRANSMITTAL

BD-0120 (REV 12/17/2024)

BRIDGE DESIGN

EFIS:	EA:	PROJECT NAME:	DATE:
1218000088	12-0R370	Route 57 Multi-Asset Project	01/16/26

The Advance Planning Study is submitted for your review for the above referenced project. This transmittal is in response to District's APS request dated October 28, 2025.

If you have any questions or if you need additional information, please contact the Structure Project Engineer or the Bridge Design Branch Chief.

Project Information

See Vision for project information, staff assignments, and project milestone dates.

Location/Job Description

Route 57 Multi-Asset Project – Structure Approach, Barrier, Deck and Joint Rehab

The estimated costs, including 10% structure time related overhead, 10% mobilization, and 25% contingencies, are as follows:

No	Structure Name	Structure Number	Structure Construction Duration (Days)	Estimated Structure Cost
1	Chapman Ave UC	55-0171	12	$278,000
2	Orangewood Ave UC	55-0481	24	$938,000
3	Santa Ana River Bridge	55-0400	25	$506,000
4	Katella Ave UC	55-0401	12	$109,000
5	Douglas OH	55-0337	22	$533,000
6	La Palma Ave UC	55-0470G	6	$270,000
7	Route 57/91 Separation	55-0446	17	$457,000
8	Miraloma Ave OC	55-0855	4	$74,000
9	La Jolla St OC	55-0856	4	$35,000
10	Placentia Ave UC	55-0460	7	$293,000
11	Tonner Canyon Rd UC	55-0504	13	$1,637,000

The Advance Planning Study and associated cost estimate are based on the following assumption:

1. The traffic will be staged and remain on structure during construction.

Bridge Design Branch Chief signature

Peyman Kaviani

Peyman Kaviani (Jan 16, 2026 11:19:02 PST)

TRANSMITTAL RECIPIENTS

Title	Name	Email
SC Office Associates		sc.office.associates@dot.ca.gov
Task Management Support Unit		des.sd.task.management@dot.ca.gov
District Project Manager	Barbara McGahey	barbara.mcgahey@dot.ca.gov
District Project Engineer	Harris Huynh	Harris.Huynh@dot.ca.gov
District Design Engineer	Brian Nguyen	Brian.N.Nguyen@dot.ca.gov
District Design Senior	Joey Lee	joey.lee@dot.ca.gov
Structure Project Engineer	Htoon Win	Htoon.Win@dot.ca.gov
Bridge Design Branch Chief	Peyman Kaviani	Peyman.Kaviani@dot.ca.gov
Bridge Design Office Chief	Mina Pezeshpour	mina.pezeshpour@dot.ca.gov
SM&I Program Advisor	Cory Cowden	Cory.Cowden@dot.ca.gov
Technical Liaison Engineer	Cesar Sanchez	Cesar.Sanchez@dot.ca.gov
Project Liaison Engineer	Karim Khondokar	karim.khondokar@dot.ca.gov
Geotechnical Services Office Chief	N/A	N/A
Structure Hydraulics & Hydrology	N/A	des.structure.hydraulics.hydrology@dot.ca.gov
Bridge Architecture & Aesthetics BC	N/A	N/A

Attachment L:
Asset Management Tool

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 12 **Tool ID:** 18944 **Project ID:** 1218000088 **EA:** 0R370 **Co-Rte-PM:** ORA-057-10.8R/R22.5 (Primary Location) View/Print PIR (Performance) Report

Multi-Objective Worksheet ☑ Bridge B ☐ Pavement ☑ Drainage D ☐ Facilities ☑ Signs and Lighting ☑ Mobility TMS ☑ Roadside ☑ Bicycle and Pedestrian Infrastructure ☐ Sustainability /Climate Change ☐ Advance Mitigation /Mitigation ☐ Major Damage & Betterments ☑ Green-house Gases ☐ Relinquishment

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	A04	Bridge Rehabilitation	Bridge and Tunnel Health	Square Feet	352614.000		115959.000			115959.000					03/29/23		
2	A06	Bridge Approach Slabs	No Performance Objective in the SHSMP	Square Feet	29712.000			29712.000		29712.000					03/29/23		
3	A08	Number of Bridges	No Performance Objective in the SHSMP	Each	10.000										03/29/23		
4	C01	Replace/Install Culverts	No Performance Objective in the SHSMP	Each	4.000	1.000	3.000			4.000			Yes		05/17/23		
* 5	C02	Replace/Install Culverts	Drainage Restoration	Linear Feet	470.000	90.000	380.000			470.000			Yes		05/17/23		
6	C05	Cure in Place Line Culvert	No Performance Objective in the SHSMP	Each	22.000		1.000	21.000		22.000			Yes		05/17/23		4 culverts are in OCTA project 0M970
* 7	C06	Cure in Place Line Culvert	Drainage Restoration	Linear Feet	1388.000		102.000	1286.000		1388.000			Yes		05/17/23		133 LF are in OCTA project 0M970
8	E07	Guard Rail	No Performance Objective in the SHSMP	Linear Feet	8610.000			5431.000	3179.000	5431.000							Remove 5,431 LF (poor guardrail) install 7280LF (MGS) and 1330LF (conc. barrier) = resulting in 3,179 LF New
* 9	E25	Overhead Sign Structures Rehabilitation	Overhead Sign Structures Rehabilitation	Each	16.000			16.000		16.000			Yes	Item not found in CCE	08/10/22		OHSS ID Numbers: 55S0861, 55S0924, 55S0916, 55S0910, 55S0891, 55S0886, 55S0856, 55S0846, 55S0845, 55S0841, 55S0839, 55S0833, 55S0831, 55S0829, 55S0818, 55S0814
* 10	E26	Sign Panel Replacement	Sign Panel Replacement	Each	28.000			28.000		28.000			Yes	59 item listed in CCE and Sign panel listed in SQFT, change to match SHOPP	08/10/22		
11	E55	Proactive Safety Vehicles	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.520			0.520		0.520			Yes		08/19/22		
12	E56	Proactive Safety Pedestrians	Proactive Safety	Annual Fatal & Serious Injury Collisions	0.180			0.180		0.180			Yes		08/19/22		
13	F01	Census Station	No Performance Objective in the SHSMP	Each	3.000			1.000	2.000	1.000							
14	F45	TMS Structure Component	Transportation Management System Structures	Each	2.000				2.000								
15	F46	TMS Technology Component	Transportation Management Systems	Each	3.000			1.000	2.000	1.000							
16	G07	Worker Safety - Safe Access	Roadside Safety Improvements	Locations	5.000			5.000		5.000			Yes		04/28/23		Roadside worker safety items Ball Rd., Lincoln, Yorba Linda and Imperial Hwy
17	G09	Worker Safety - Miscellaneous Paving/Treatment	Roadside Safety Improvements	Locations	8.000			8.000		8.000			Yes		04/28/23		Roadside worker safety items Ball Rd., Lincoln, Yorba Linda and Imperial Hwy
18	H12	Enhanced Crosswalk Visibility	No Performance Objective in the SHSMP	Each	10.000			10.000		10.000			Yes		11/22/21		
19	H13	Crosswalks	No Performance Objective in the SHSMP	Linear Feet	1045.000			1045.000		1045.000			Yes		07/06/22		
20	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes								Yes		07/05/22		
21	H63	Bicycle and Pedestrian Infrastructure	Bicycle and Pedestrian Infrastructure	Linear Feet	1045.000			1045.000		1045.000							
22	N01	Qualitative	No Performance Objective in the SHSMP	-													employ best practices in PD

(Last Saved - 11/11/25 @ 7:04 PM by AMT Admin)

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.110	Bridge - Health	Primary	Bridge	10.0	Bridge(s)	Square Feet	65,046.0	287,568.0	0.0	352,614.0	181,005.0	0.0	181,005.0	171,609.0	0.0	352,614.0

Bridge/Tunnel Number	Pre-Health	Post-Health	Area
55 0504	Fair	Fair	88319
55 0456	Good	Good	25618
55 0460	Fair	Fair	64583
55 0856	Fair	Good	14854
55 0855	Fair	Good	29687
55 0446	Fair	Good	38782
55 0470G	Fair	Fair	7459
55 0337	Good	Good	39428
55 0481	Fair	Good	32636
55 0171	Fair	Fair	31248

*AMT to be modified after CTC adoption of 2026 SHOPP Rebalance

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CTIPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. **Reporting of bridge pre and post conditions** may contain errors if the project RTL is before 2024/25.
5. **Reporting drainage pre-total and post good** may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
6. Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
7. During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

Attachment M:
Complete Streets Decision Document

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
__X__ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ 2/17/2026
Harris Huynh, Project Engineer — Date
Design Branch A

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Alyssa Murakami — Date
District Complete Streets Coordinator

_____ _____
Irene Hou — Date
Deputy District Director, Planning

_____ _____
TBD — Date
Deputy District Director, Project Delivery

_____ _____
Lan Zhou — Date
District Director

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

__X__ NO - Proceed to Question 2
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

__X__ NO - Continue to Question 3
_____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

_____ NO – Proceed to Question 4
__X__ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here) _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

_____ NO – Provide brief description of findings: _____
Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
__X__ YES – Describe them here and proceed to Question 6: <u>The following are recommended to enhance pedestrian and bicyclist safety:</u>

1.) <u>Restripe pedestrian crosswalks to improve visibility to the motorists.</u>
2.) <u>Install pedestrian crosswalk warning signs at on/off-ramps.</u>
3.) <u>Propose a bike lane connection to future bike lanes.</u>
4.) <u>Replace outdated bridge railing.</u>
5.) <u>Upgrade curb ramps to meet ADA standards.</u>

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
Crosswalk Enhancements (Capital Cost) • *Restripe Crosswalks* • *Install Pedestrian Crosswalk Warning Signs*	*LS*	*1*	*$510,000*
Class II Bike Lane Installations (Capital Cost)	*LS*	*1*	*$17,158,000*
Bridge Railing Improvements (Capital Cost)	*LS*	*1*	*$275,000*
Curb Ramp Improvements (Capital Cost)	*LS*	*1*	*$126,000*
Support Cost (37%)	*LS*	*1*	*$6,685,530*
TOTAL			***$24,754,530***

** Support/Capital Cost Ratio is 37%.*

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

__X__ NO
_____ YES – Describe the opposition position here: _____

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

__X__ NO - Proceed to Question 9
_____ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
__X__ YES – List them here:

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED TOTAL COST
Crosswalk Enhancements (Capital Cost) • *Restripe Crosswalks* • *Install Pedestrian Crosswalk Warning Signs*	*LS*	*1*	*$510,000*
Support Cost (37%)	*LS*	*1*	*$188,700*
TOTAL			***$698,700***

** Support/Capital Cost Ratio is 37%.*

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

__X__ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.).

- A field trip was conducted to investigate the feasibility of the recommended bikeway connection. Based on the field observation, there are no existing Class II Bike Lanes on either side of the freeway to provide bikeway connectivity.
- The construction of bike lanes will require the undergrounding overhead transmission lines, relocate utilities, widen flood control channel and Santa Ana River Bridge, and acquire right of way of the adjacent properties, which are beyond the scope and budget of this project.
- The bridge on SR-90, Imperial Highway, needs to be renovated to current standards before bridge railing and walkway can be updated, which is beyond the project scope and will cost more than the project budget.
- At Orangewood Avenue, concrete or sidewalk cannot be constructed in that area since it is intended for maintenance vehicle access that does not belong to Caltrans. Making any improvements to that access, will potentially impede maintenance vehicles from entering in. If one vehicle access is modified, then the other adjacent accesses will also need to be modified, which is beyond the project scope.
- A field trip was conducted to investigate the condition of the curb ramps, and it was confirmed that most of the recommended curb ramps were already upgraded per ADA standards. The remaining outdated curb ramps at Chapman Ave will be upgraded in future projects.

Prepared by:

Lorica Subida

Lorica Subida, Project Engineer
Advance Planning/Caltrans

Concurred by:

Alyssa Murakami — 1/25/2023
Alyssa Murakami
Associate Transportation Planner, System Planning
Date

Lan Zhou — 2/8/2023
Lan Zhou
Deputy District Director, Planning
Date

Matthew Cugini — 2-8-2023
Matthew Cugini
Deputy District Director, Design
Date

For Matthew Cugini — 2-22-2023
For Ryan Chamberlain
District 12 Director
Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

12-0R370 Final PR

Final Audit Report 2026-05-22

Created:	2026-05-22
By:	Harris Huynh (S146519@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAgtMaG1XvuAwwKshpkZ_8owXgNJHTB1ml

"12-0R370 Final PR" History

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