



NEPA/CEQA RE-VALIDATION FORM



DIST-CO-RTE: 12/Ora/County of Orange	
PM/PM:	FILED
EA or Fed-Aid Project No.: ATPL-5955 (112)	07/22/25
Other Project No. (specify): N/A	04:59 PM
Project Title: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project	A2507011
Environmental Approval Type: Categorical Exclusion	
Date Approved: 2/25/21	
Reason for Consultation (23 CFR 771.129), check one: <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)	
Description of Changed Conditions: <i>Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable.</i>	

NEPA CONCLUSION - VALIDITY

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 If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.)

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- ☐ The original document or CE is no longer valid.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

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Charles Baker

Signature: Environmental Branch Chief

[Signature]

Signature: Project Manager/DLAE

10/5/2021

Date

10/6/2021

Date

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

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

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

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

N/A

Signature: Environmental Branch Chief

Date

N/A

Signature: Project Manager/DLAE

Date

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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.

As a result of separate permit consultations with USACE, UPRR and BNSF Railroad, limited changes are proposed to address safety and risk concerns. The only changes to the originally approved project, from Southwest to Northeast, include the following:

1. In Buena Park, for Segment P, a new Artesia Blvd underpass configuration, still within the flood control channel/roadway right of way, but adjacent to, rather than within, the channel itself. This was requested by the USACE as a part of the 408 Permit process.
2. In La Mirada, for Segment P near S. Firestone Blvd, a new Union Pacific Railroad crossing overpass (instead of underpass) on Caltrans property to allow a switchback ramp down to South Firestone Blvd., reducing the Northeast bikeway slope from 10% to 5% as a result of pre-engineering consultation with the CPUC and UPRR.
3. In Buena Park, for Segment Q near Knott Ave. include a BNSF railroad lead spur underpass crossing to replace the originally proposed at-grade crossing as subsequently requested by the CPUC and BNSF Railroad during pre-engineering reviews, for improved safety reasons.
4. In Buena Park, for Segment Q near Stage Road, a new BNSF three track Metrolink Corridor overpass diagonal bridge crossing (instead of the originally proposed underpass) to alleviate BNSF Railroad construction safety and risk concerns with an underpass and extend the bridge over Stage Road to maintain a grade of no more than 5% slope. This would negate the need for a Class 4 bikeway and surface street crossing on Stage Road at McComber and would negate the need for the truss bridge channel crossing between Stage Road and La Mirada Blvd. as proposed in the initial CE document and IS/MND circulation.

Maps of the updated project with changes are included in **Attachment 1** and the new crossings designs preliminary plans are included in **Attachment 2**.

Segment O

The only change to Segment O would be the re-alignment of the Artesia Boulevard Ramp.

Artesia Boulevard Ramp (re-alignment)

The original bikeway ramp up to the south side of Artesia Blvd would generally follow the existing maintenance access road. It would be re-aligned for entrance to the new Artesia Boulevard undercrossing described below.

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Segment P

Changes proposed in Segment P include:

- Realignment of Artesia Boulevard undercrossing and installing a 12x10-foot precast reinforced concrete box culvert in lieu of the originally planned cantilever over the Coyote Creek channel.
- A new Union Pacific Railroad (UPRR) crossing overpass (instead of underpass) on Caltrans property to allow a switchback ramp down to South Firestone Blvd., reducing the Northeast bikeway slope from 10% to 5% as a result of pre-engineering consultation with the CPUC and UPRR.

Open Cut Box Culvert Undercrossing at Artesia Boulevard

The Artesia Boulevard Open Cut Box Culvert Undercrossing involves lowering the bikeway on both approaches to Artesia Boulevard within LACFCD right-of-way along the north side of Coyote Creek Channel and installing, by “open cut” method, a 12-foot-wide by 10-foot precast reinforced concrete box (RCB) culvert that will house the bikeway. This undercrossing involves excavating (to a maximum depth of 17 feet) down-ramps supported on both sides by retaining walls, on both the downstream and upstream approaches. The open-cut method involves first installing shoring, then the contractor uses a backhoe to remove the existing roadway, excavating the trench for the precast RCB, installing the precast RCB culvert, then backfilling and replacing the asphalt street above the RCB. Additionally, due to right-of-way constraints and the County’s desire to maintain the existing access ramps on both sides of Artesia Boulevard, retaining walls would be constructed along both sides of the bikeway and on both approaches to the culvert. Lighting of the bike path is proposed in the box culvert so that enough light is provided for safety and security.

The most economical and quickest construction method is to close the four lanes of Artesia Boulevard (two lanes in each direction) to traffic for four days to allow uninterrupted construction of the box culvert. Alternatively, the open cut work can be done over half the width of the street at one time to allow detoured traffic on the other half of the roadway. This would double or triple the construction time but allow at least one lane in each direction to remain open at reduced traffic volume.

Construction equipment includes four transit mixer trucks for pouring concrete, a large backhoe (for excavation and lifting culvert sections, rebar and forms) and a dump truck (to haul away excavated material) and a crew of about four workers (not including the backhoe operator and truck driver) for concrete work for about six weeks overall:

Week 1 – Install shoring and excavate trench across Artesia, install RCB, backfill and place new roadway

Week 2 – Install shoring and excavate west approach and fine grade

Week 3 – Install shoring and excavate east approach and fine grade

Weeks 4 & 5 – Form and pour concrete walls and V-ditches

Week 6 – Prepare asphalt bikeway and final punch list items

This undercrossing would be constructed in one of two ways: 1) construct half a tunnel on one side and keep other open for one-way traffic over several weeks or 2) do a four-day-straight road closure and do it all at once. It is anticipated that 2 of the construction days would be on a Saturday and Sunday.

Overcrossing of the Union Pacific Railroad Industry Lead Track and adjusting/relocation of overhead powerlines downstream from the UPRR

The UPRR Industry Lead Track Overcrossing involves bridging over the existing single-track railroad corridor that is used by UPRR freight trains. The overcrossing includes an approximately 120-foot-long

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prefabricated steel truss bridge over the corridor. As bicyclists travel north (upstream), and so as to not exceed a maximum 5% grade, the bike path would transition down to grade in a zig-zag or switchback alignment supported by retaining walls on either side. Existing overhead powerlines downstream of the UPRR would be relocated.

No general excavation would be required since it is above-ground. A crane would be required to set the approximately 120-foot span prefabricated steel truss bridge over the railroad and forms. Concrete transit mixer trucks would be required to build the walls leading up to the bridge overcrossing and to pour columns, then trucks would be required to bring in fill between the walls. Fill would be placed with a backhoe and compacted with a roller. Column shaft excavation would be performed by a drill rig then column formwork and concrete pours would be required.

Only the alignment of the South Firestone Boulevard Undercrossing and I-5 and North Firestone Boulevard Undercrossing would change slightly to accommodate the new UPRR Industry Lead Track Overcrossing and switchback.

Segment Q

No changes to the Knott Avenue at-Grade Crossing or Improvements at La Mirada Boulevard/Malvern Avenue are proposed. The Stage Road Class IV on Street bikeway via McComber and the channel crossing bridge between Stage Road and La Mirada Avenue are no longer required since it would not be needed for the BNSF/ Metrolink Corridor overpass diagonal bridge crossing.

Changes proposed in Segment Q include:

- A new BNSF railroad lead spur underpass crossing to replace the originally proposed at-grade crossing as subsequently requested by the CPUC and BNSF Railroad during pre-engineering reviews, for improved safety reasons.
- A new BNSF three-track Metrolink Corridor overpass diagonal bridge crossing (instead of the originally proposed underpass) to alleviate BNSF Railroad construction safety and risk concerns with an underpass and extend the bridge over Stage Road to maintain a grade of no more than 5% slope. This would negate the need for a Class 4 bikeway and surface street crossing on Stage Road at McComber and would negate the need for the truss bridge channel crossing between Stage Road and La Mirada Blvd. as proposed in the initial CE document and IS/MND circulation.

Open Cut Box Culvert Underpass for the BNSF Industry Lead (Spur)

This underpass involves excavating (to a maximum depth of 15 feet) down-ramps supported on both sides by retaining walls, on both the downstream and upstream approaches to the BNSF Industry Lead track. A RCB culvert can be installed by removing a section of existing track; excavating, installing a 12-foot-high by 12-foot-wide reinforced concrete box (RCB) culvert and backfilling; then replacing the section of track. It is anticipated that, because the proposed crossing is very near the end-of-line for this Industry Lead track, construction could be accomplished by temporarily shutting down the track for at least four days, which should be sufficient time to install the culvert. As part of this crossing the BNSF Industry Lead Spur would be taken out of use due to its infrequent use.

This crossing includes relaying a storm drain around the excavation, reconstructing a 36-inch storm drain including new manholes, and reconstructing the outfall to Coyote Creek.

The sequence of construction is as follows:

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Week 1 – Cut and remove a section of track, then excavate a trench transverse to the track direction. Prepare a bed in the trench, install the RCB culvert, and then backfill. Place sub-ballast, ballast and ties, then install new rail on ties and weld in place. Then perform tamping and line and grade.

Week 2 – Install shoring and excavate downstream approach and fine grade.

Week 3 – Install shoring and excavate upstream approach and fine grade and reconstruct/relay existing storm drain system.

Weeks 4 & 5 – Form and pour concrete walls and V-ditches and install drainage systems.

Week 6 – Prepare asphalt bikeway and final punch list items

An Overcrossing of the BNSF/Metrolink/Amtrak (LOSSAN) Corridor and Stage Road plus adjusting/relocating of overhead power/telephone lines

This Overcrossing of the BNSF/Metrolink/Amtrak (LOSSAN) Corridor involves bridging over the existing three-track (with a fourth track proposed) railroad corridor that is used by BNSF freight trains, Metrolink commuter rail trains and Amtrak inter-city passenger rail trains - one of the busiest railroad corridors in the nation. The bridge over this railroad corridor is shown diagonally across the channel so as to eventually meet up with OC Loop Segment R, at La Mirada Boulevard, which is on the opposite side of the channel. As bicyclists travel north (upstream), and so as to not exceed a maximum 5% grade, the bridge would continue over Stage Road and then touch down just beyond Stage Road. A total of approximately 2,000 feet of bridge is required. Power and telephone lines will have to be either relocated or adjusted higher in three locations: 1) downstream from the railroad crossing, 2) just upstream from the railroad crossing and 3) just upstream from Stage Road. Upstream of Stage Road in Segment Q an approximately 8-foot-wide (approximately 4,000 square feet) of an approximately 14-foot-wide strip of landscaped land adjacent to an apartment complex would be removed. Up to 20 ornamental landscape trees would be moved or removed and replaced as needed.

No general excavation is required since it is above-ground. A crane is required to set the truss sections including the approximately 170-foot span prefabricated steel truss bridge over the railroad and the approximately 100-foot span prefabricated steel truss bridge over Stage Road. Forms and concrete transit mixer trucks are required to build the walls leading up to the bridge overcrossing and pour columns, then trucks will be required to bring in fill between the walls. Fill would be placed with a backhoe and compacted with a roller. Column shaft excavation would be performed by a drill rig and column formwork and concrete pours will be required.

Construction Staging

Additional construction staging areas needed would be in the Coyote Creek channel at the north fork bridge and next to the Valley View Avenue crossing and at the UPRR bridge on the LA County parcel upstream of the bridge on the northwest.

Easement and Right-of-way Requirements

The project changes would require three new temporary construction easements, one new permanent easement, and three permanent right-of-way (ROW) acquisitions, as described below. Refer to **Attachments 2 and 3**.

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- Segment P:
 - One temporary construction easement upstream of the UPRR includes an approximately 2,300-square-foot (approximately 0.05-acre) area during construction within Los Angeles County parcel number 7003-009-909.
 - One permanent easement upstream of the UPRR includes an approximately 5,700-square-foot (approximately 0.13-acre) easement for the proposed access and maintenance road within Los Angeles County parcel number 7003-009-909.
 - One permanent ROW for the proposed bikeway switchback for the UPRR overcrossing, would require the acquisition of approximately 9,700 square feet (approximately 2.3 acres) within Los Angeles County parcel number 7003-009-909.
- Segment Q:
 - One temporary construction easement downstream of the BNSF railroad crossing, adjacent north of the trail, includes an approximately 9,300-square-foot (approximately 0.2-acre) area during construction within Los Angeles County parcel number 7001-020-039.
 - One permanent ROW downstream of the BNSF railroad crossing on the trail, on the north side, involves the acquisition of an approximately 2,700-square-foot (approximately 0.06 acre) portion of a parcel that is currently used as a parking lot for a commercial land use. This area would involve Orange County parcel number 066-010-48.
 - One temporary construction easement upstream of Stage Road, on the southeast side, includes an approximately 11,100-square-foot (approximately 0.3-acre) area during construction within Orange County parcel number 066-584-09.
 - One permanent ROW upstream of Stage Road on the southeast side, which involves acquisition of an approximately 8-foot-wide (approximately 4,000 square feet, approximately 0.1 acre) of an approximately 14-foot-wide strip of landscaped land adjacent to an apartment complex. This area is within Orange County parcel number 066-584-07.

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

No change.

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

No change. A new USFWS species list was generated and no new species or habitats are listed. See **Attachment 4**.

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

No changes would occur to Noise, Air Quality Conformity Findings, Wetland Protection, NOAA Fisheries, Essential Fish Habitat, Section 4(f) Properties, Section 6(f) Properties, Coastal Zone, or Coast Guard – Bridge Over Navigable Waters of the U.S., and thus these resources will not be discussed further. Resources that required additional analysis due to the proposed project changes are discussed below.

- Cultural Resources: (No change) To address the proposed project changes, a Supplemental Historic Property Survey Report (HPSR) (Bai Tang and Terri Jacquemain, 2021) was prepared in October 2021. It includes an updated Area of Potential effects (APE) map, a Supplemental Historical Resources Evaluation Report (HRER) (Bai Tang and Terri Jacquemain, 2021), and a Supplemental Archaeological Survey Report (ASR) (O'Neil, 2021). There are three resources located within the APE that are being considered eligible for inclusion on the National Register of Historic Places (NRHP) for

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purposes of the current project only, because it was not possible to conduct formal evaluations. No historic resources and no archaeological resources would be affected as a result of the project changes.

- Waters, Wetlands: (Minimal increase of temporary impacts) There would be an increase of 1.72 acres of temporary impacts to waters of the U.S. The increase of impacts is due to the addition of two temporary staging areas in Segment O for construction of the first bridge at the west end and for the crossing at Valley View Street, where no project design changes have occurred. There would be no change to the type of permits required, which include a Clean Water Act Section 404 Nationwide Permit, a Section 408 Authorization from the USACE to alter a “Civil Works” project, and a CWA Section 401 Water Quality Certification. Refer to the supplemental jurisdictional delineation memo submitted separately.
- Biology: (Minimal increase of impacts) Due to the project changes upstream of Stage Road in Segment Q an approximately 8-foot-wide (approximately 4,000 square feet) of an approximately 14-foot-wide strip of landscaped land adjacent to an apartment complex would be removed. Up to 20 ornamental landscape trees would be moved or removed and replaced as needed. Therefore, this project change has the potential to directly and indirectly take individual breeding birds, their nests, young, or eggs. Project development is not expected to cause a substantial impact to bird species that only forage at the site or occur as transient visitors. The project changes would have approximately the same biological impacts and would not require new or additional mitigation. Refer to the supplemental biological resources memo submitted separately. USFWS, Species List Date: (No change) A new USFWS species list was generated on August 5, 2021 and no new species or habitats are listed. No Effect Section 7 (Federal Endangered Species Act). See **Attachment 4**.
- Floodplains: (No change) To address proposed project changes, the original draft hydraulics study was revised and used USACE Design Discharge flow rate. The Final Hydraulics Study (GHD, 2021; p. 8) concluded that the proposed project changes would have minimal impact to the water surface elevation within the channel at the proposed undercrossing. Implementation of the proposed improvements would not cause the water surface to impact existing infrastructure or tributary improvements. Therefore, development of the project would not impede or redirect flood flows. The project would have no impact and no effect in this regard.
- Hazardous Waste and Materials: (No change) In August of 2021 Citadel prepared an addendum to the ISA dated August 5, 2021 (Citadel, 2021) to address the new crossings designs described above. Based on Citadel’s understanding of the project and the updated crossing methods, no additional environmental concerns were identified in relation to the updated crossing methods, the new TCEs, permanent easement, or the new permanent ROW acquisitions. No new mitigation is required regarding hazards or hazardous materials due to the project updates.
- Relocation and Right-of-Way: (Minimal increase of impacts) No Relocations would be required due to the project changes. As discussed above, the project changes would require three new temporary construction easements, one new permanent easement, and three permanent ROW acquisitions, as described below. Refer to **Attachments 2 and 3**.

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

Only one change was made to biology mitigation measures described in the original CE. The CDFW¹ requested a change to MM BIO-5, to change when the nesting bird survey will be conducted in relation to construction activities and the amount of time between surveys. The text in the letter states the following:

“... Mitigation Measure BIO-5 (MM BIO-5) indicates that nesting bird surveys will be completed within seven days prior to activities if work occurs during nesting bird season. To adequately identify nesting bird presence in the Project area, surveys should be conducted no more than three days prior to ground disturbance, vegetation removal, or construction activities. We recommend that the second bullet point in MM BIO-5 be amended to read as follows (changes in bold):

‘If project activities that will remove or disturb potential nest sites cannot be avoided during January 31 through September 15, a qualified biologist will conduct a pre-construction survey for breeding bird activity or active nests within the limits of project disturbance no more than three days prior to mobilization, staging and other disturbances. A lapse of no more than three days should occur between nesting bird surveys.’”

As a response to the CDFW comment, the pre-construction and construction phase nesting bird surveys mitigation text was changed from “up to seven days” prior to mobilization, staging and other disturbances to “no more than 3 working days” prior to mobilization, staging and other disturbances. The number of working days between surveys changed from a lapse of no more than “seven” working days to no more “three” working days that should occur between nesting bird surveys. The mitigation measure now reads as follows:

“MM BIO-5: Pre-Construction and Construction Phase Nesting Bird Surveys: If project activities that will remove or disturb potential nest sites cannot be avoided during January 31 through September 15, a qualified biologist will conduct a pre-construction survey for breeding bird activity or active nests within the limits of project disturbance no more than three working days up to seven days prior to mobilization, staging and other disturbances. A lapse of no more than ~~seven~~ three working days should occur between nesting bird surveys.”

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.

No changes.

¹ Email from Jessie Lane, CDFW, to Jim Voltz, OCPW, December 2, 2020.

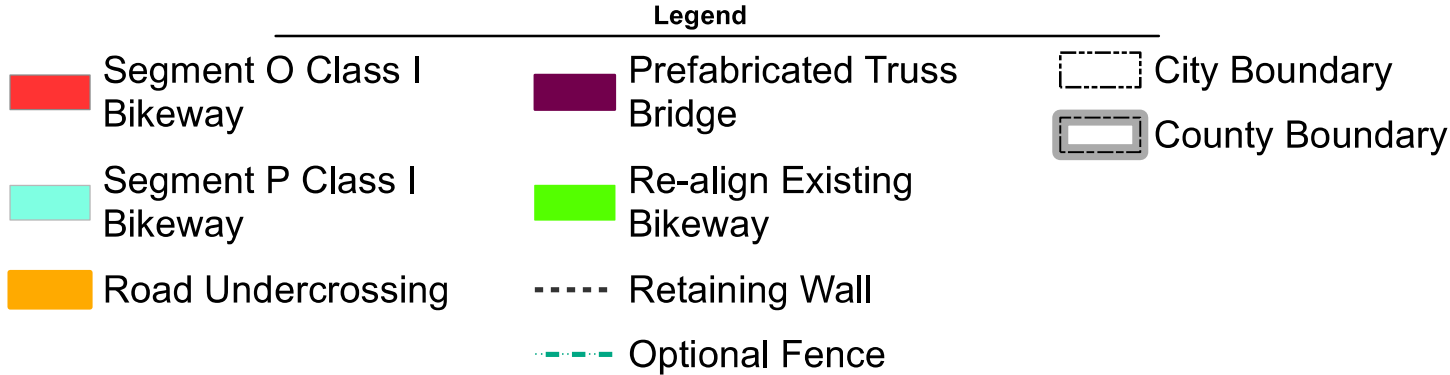
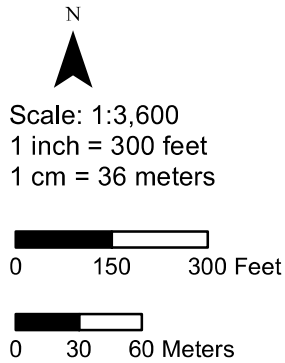
ATTACHMENT 1

UPDATED IMPROVEMENT PLANS MAPS



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August 24, 2021



OC Loop
Segments O, P, and Q
Segment O

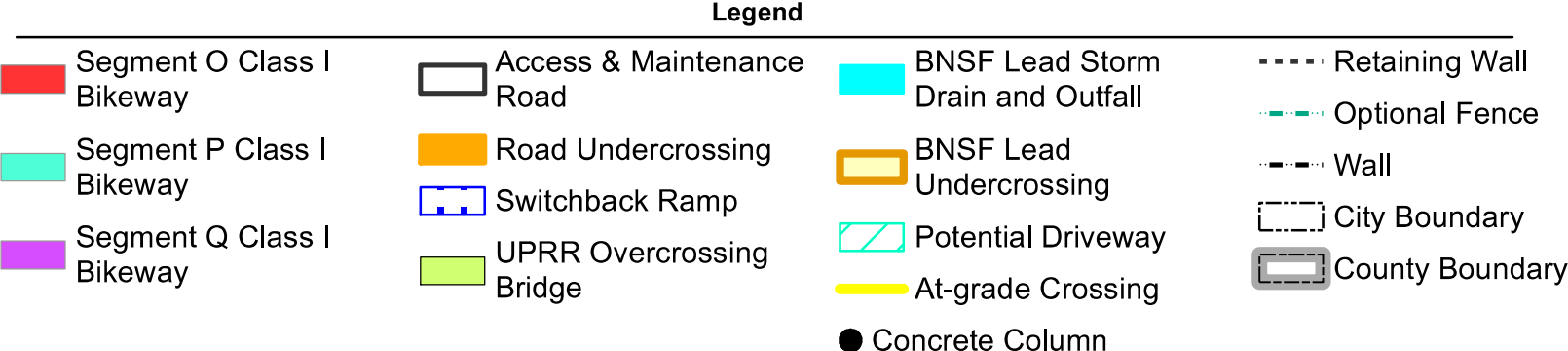
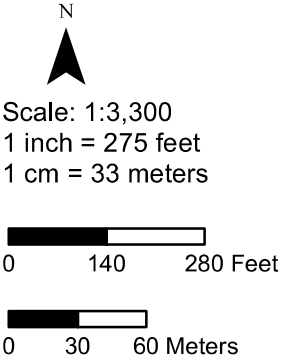
Map 1 of 3





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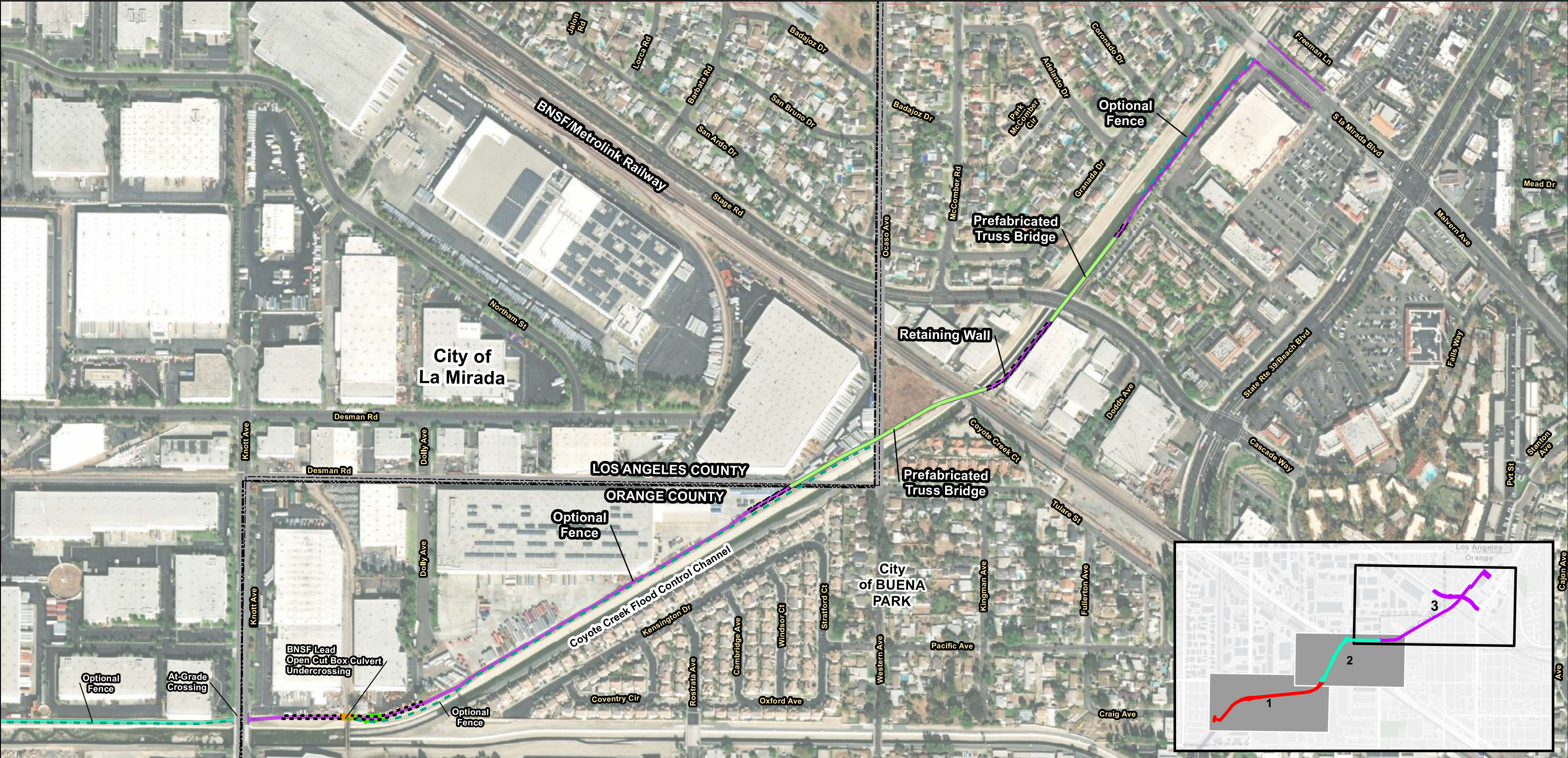
August 24, 2021



**OC Loop
Segments O, P, and Q
Segment P**

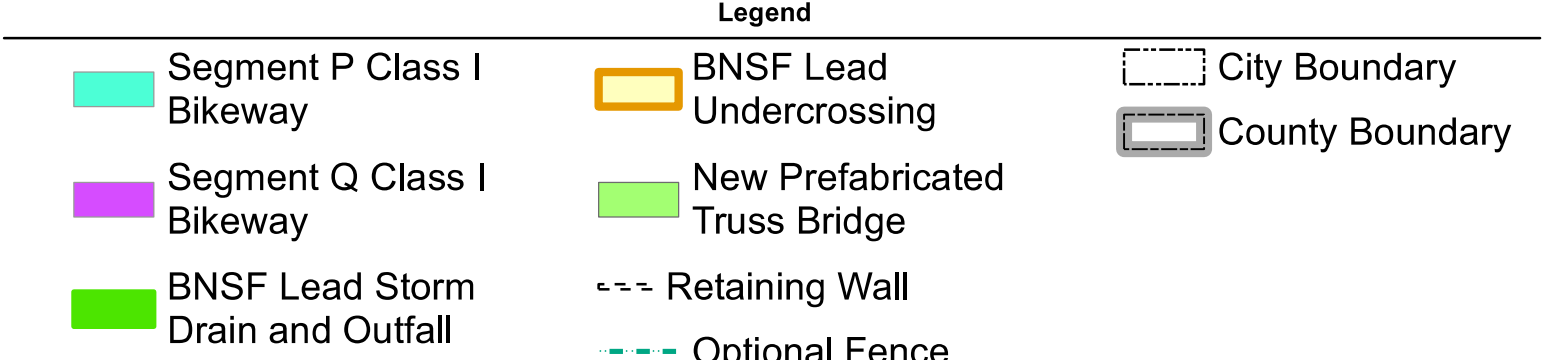
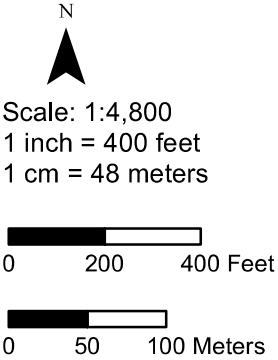
Map 2 of 3





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September 11, 2021



OC Loop
Segments O, P, and Q
Segment Q

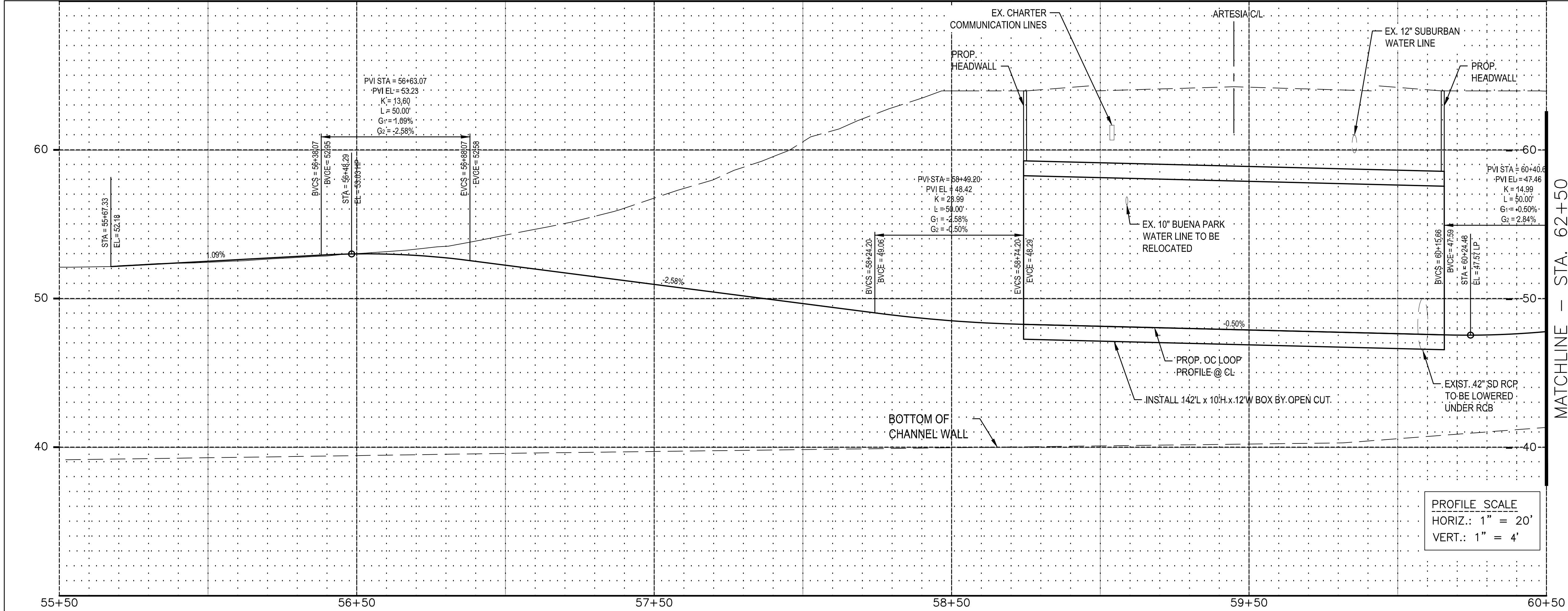
Map 3 of 3



ATTACHMENT 2

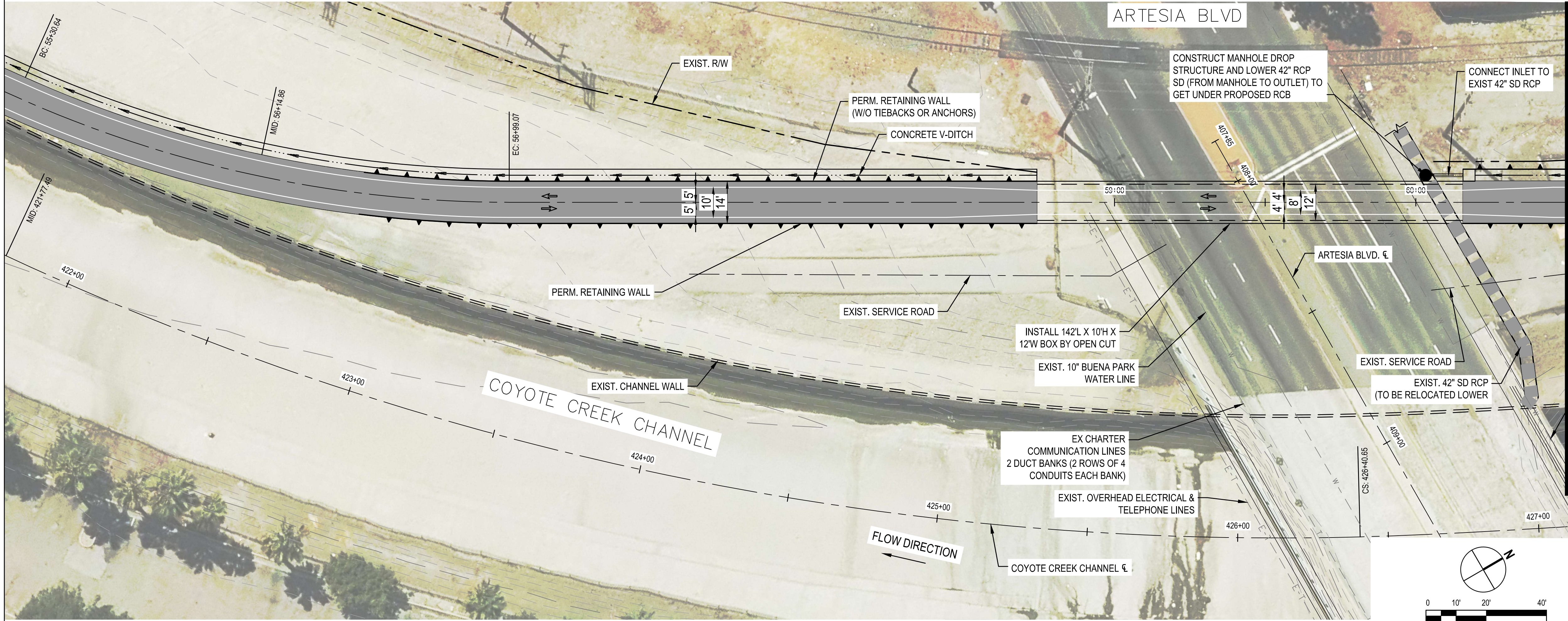
2021 NEW CROSSING DESIGNS PRELIMINARY PLANS

Note: These are predesign drawings and subject to modification during design.




MATCHLINE - STA. 62+50
SEE MARK THOMAS PLANS

Note: These are
predesign
drawings and
subject to
modification
during design.



MATCHLINE - STA. 60+50
SEE SHEET NO. 2



DIAL TOLL FREE
811
AT LEAST TWO DAYS
BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



MARK	DESCRIPTION	DATE	APPR

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY:

DRAWN BY:

CHECKED BY:

DRAWING NO:

FILE NAME:

1120772-OC-Corr-Artesia_Box.dwg

PLOT DATE:

SCALE:

AS SHOWN

County of Orange
OC Public Works



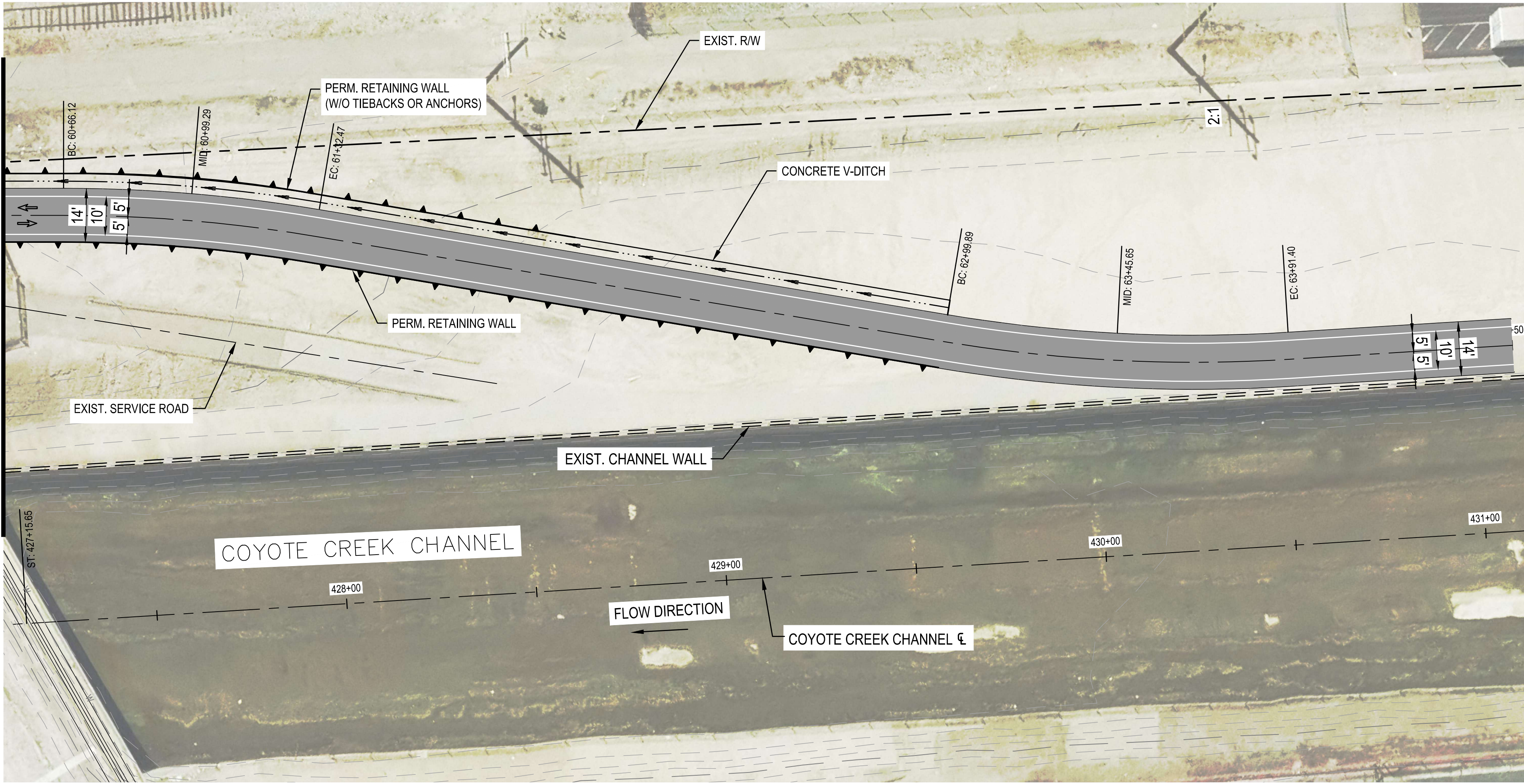
PREPARED BY:
GHD Inc.
320 Goddard Way Suite 200
Irvine California 92618 USA
T 949 848 5200
F 949 848 5205
W www.ghd.com

OC LOOP
SEGMENTS O, P, Q
STA 57+50 TO STA 62+50
ARTESIA BLVD.
UNDERCROSSING
PLAN & PROFILE

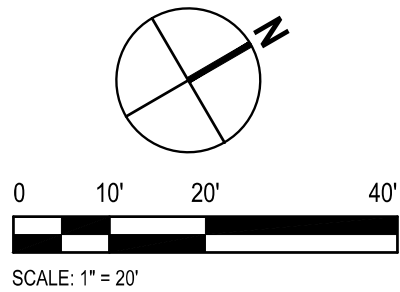
SHEET

OF

SEE SHEET NO. 1
MATCHLINE - STA. 60+50



Note: These are
predesign
drawings and
subject to
modification
during design.



DIAL TOLL FREE
811
AT LEAST TWO DAYS
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



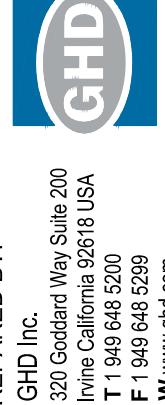
MARK	DESCRIPTION	DATE	APPR

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DRAWING NO:
FILE NAME:
1120772-OC-Corr-Artesia_Box.dwg
PLOT DATE:

SCALE:
AS SHOWN

County of Orange
OC Public Works



PREPARED BY:
GHD Inc.
320 Goddard Way Suite 200
Irvine California 92618 USA
T 949 848 5200
F 949 848 5201
W www.ghd.com

OC LOOP
SEGMENTS O, P, Q
STA 57+50 TO STA 62+50
ARTESIA BLVD.
UNDERCROSSING
PLAN & PROFILE

SHEET

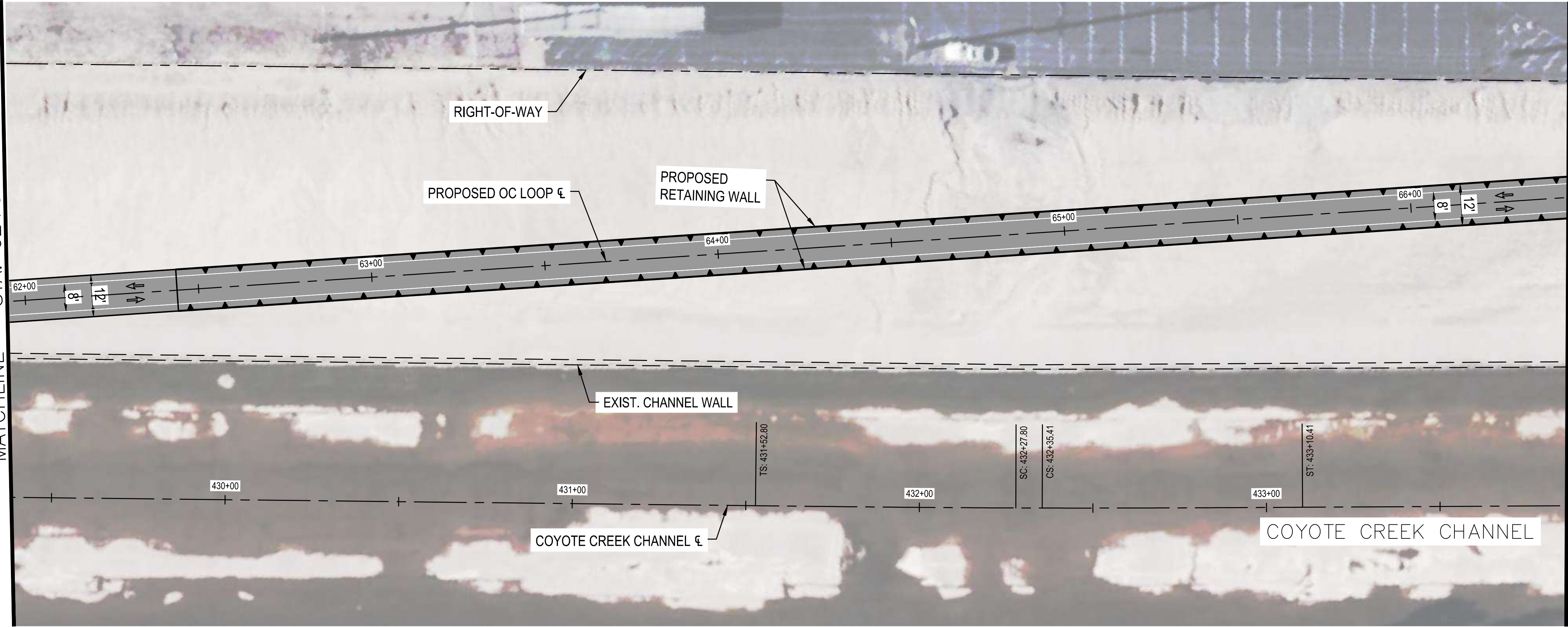
OF

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Plotted By: Vinos Cruz

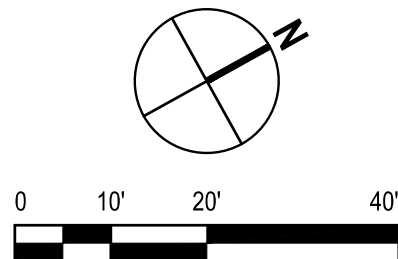
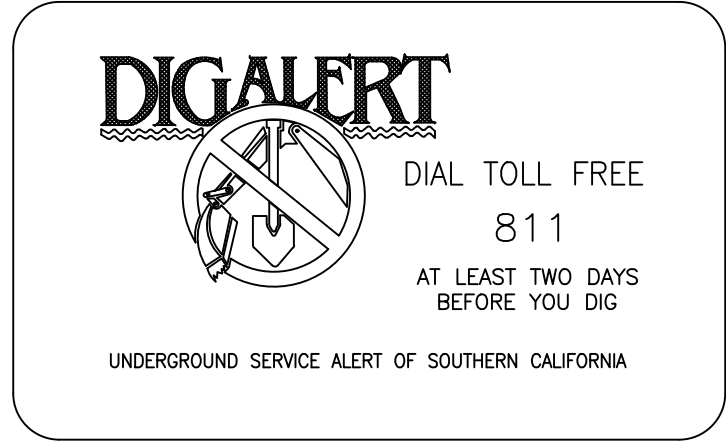
Plot Date: 31 Mar 2021 11:51 AM

SEE ARTESIA BLVD. UNDERCROSSING PLAN
MATCHLINE - STA. 62+00

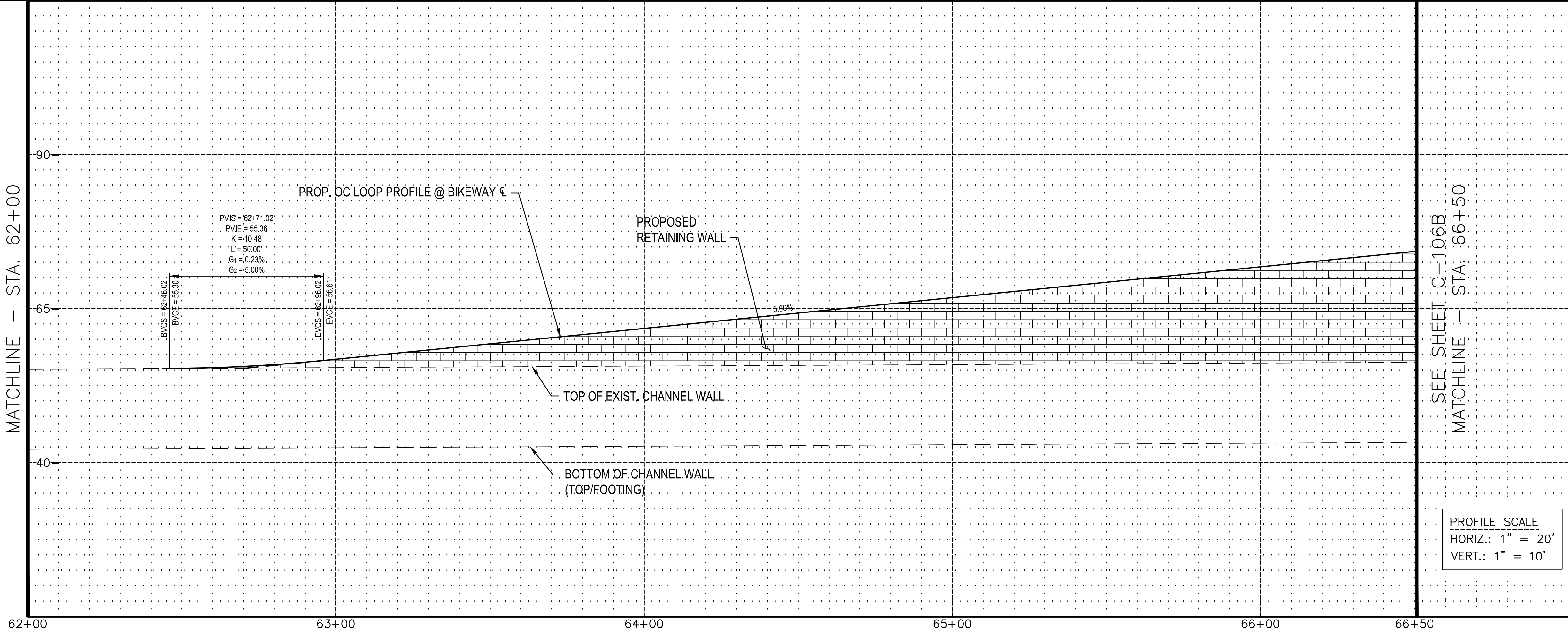


SEE SHEET C-106B
MATCHLINE - STA. 66+50

Note: These are
predesign
drawings and
subject to
modification
during design.



SEE ARTESIA BLVD. UNDERCROSSING PLAN
MATCHLINE - STA. 62+00



SEE SHEET C-106B
MATCHLINE - STA. 66+50



MARK	DESCRIPTION	DATE	APPR

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY:

DRAWN BY:

CHECKED BY:

DRAWING NO:
C-106

FILE NAME:
11205772-OC-Corr-UP-Overcrossing-switchback.dwg

PLOT DATE:
###

SCALE:
AS SHOWN

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Public Works

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GHD Inc.
320 Goddard Way Suite 200
Irvine California 92618 USA
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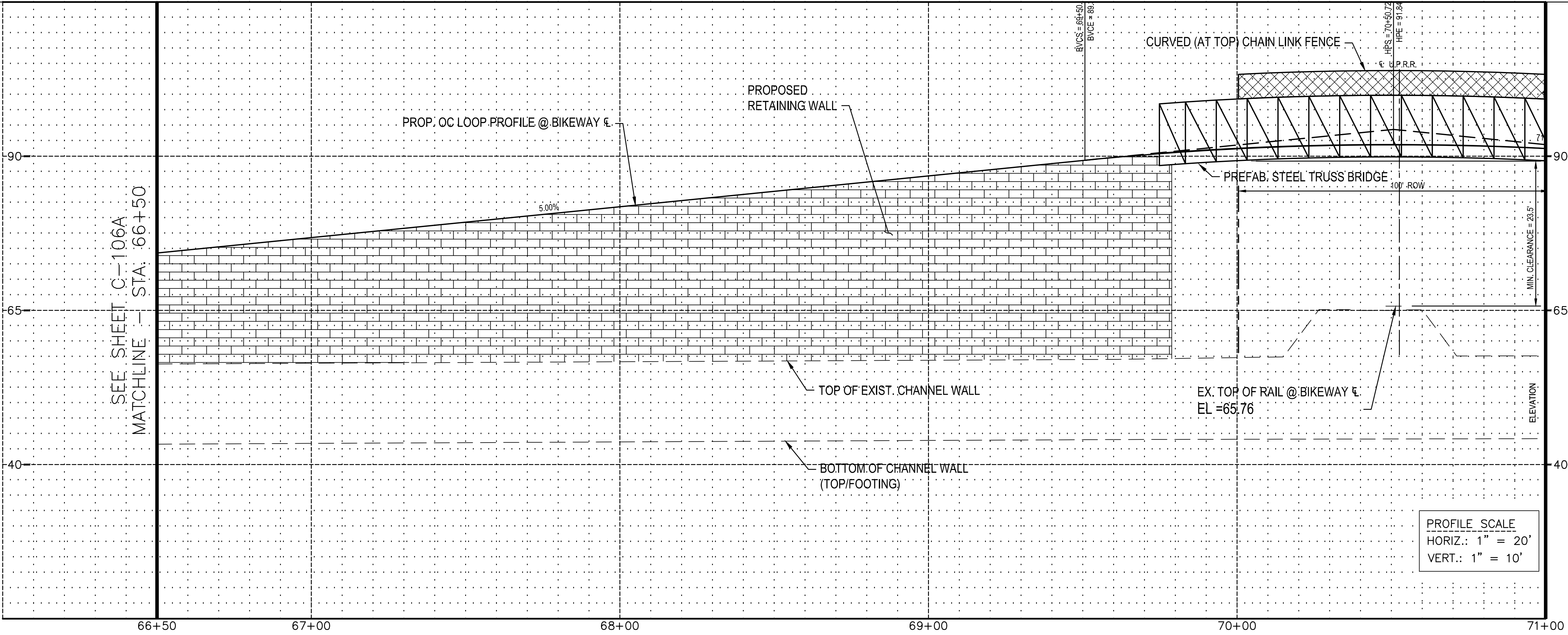
OC LOOP
SEGMENTS O, P, Q
STA 66+50 TO STA 73+50

UPRR
OVERCROSSING
1 OF 3

SHEET

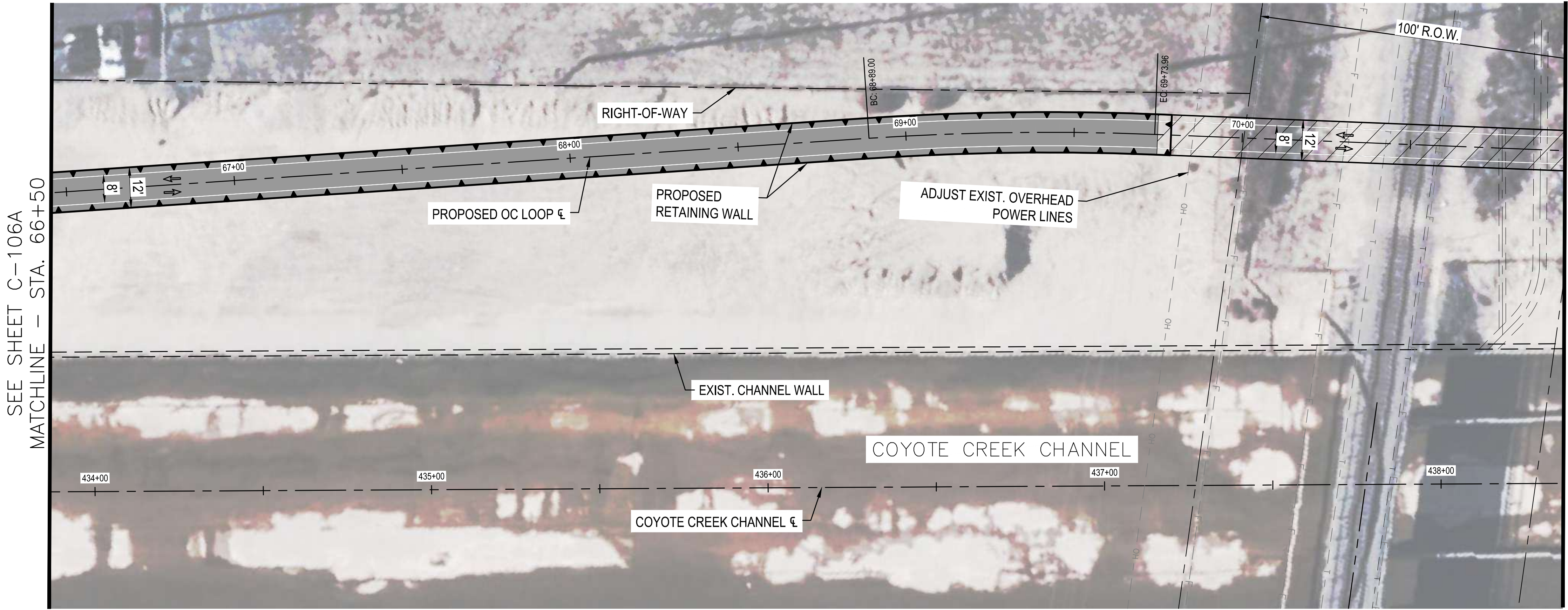
C-106A

6 OF 15

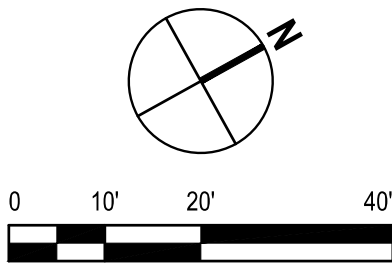


SEE SHEET C-107
MATCHLINE - STA. 71+00

Note: These are
predesign
drawings and
subject to
modification
during design.



SEE SHEET C-107
MATCHLINE - STA. 71+00





DIAL TOLL FREE
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UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



MARK	DESCRIPTION	DATE	APPR

PREPARED UNDER THE RESPONSIBLE CHARGE OF:


DATE

DESIGNED BY:

DRAWN BY:

CHECKED BY:

COUNTY OF ORANGE
Public Works



PREPARED BY:
GHD Inc.
320 Goddard Way Suite 200
Irvine California 92618 USA
T 949 848 5200
F 949 848 5201
W www.ghd.com

DRAWING NO:
C-106

FILE NAME:
1126772-OC-Corr-UP-Overcrossing-switchback.dwg

PLOT DATE:
###

SCALE:
AS SHOWN

OC LOOP
SEGMENTS O, P, Q
STA 66+50 TO STA 73+50

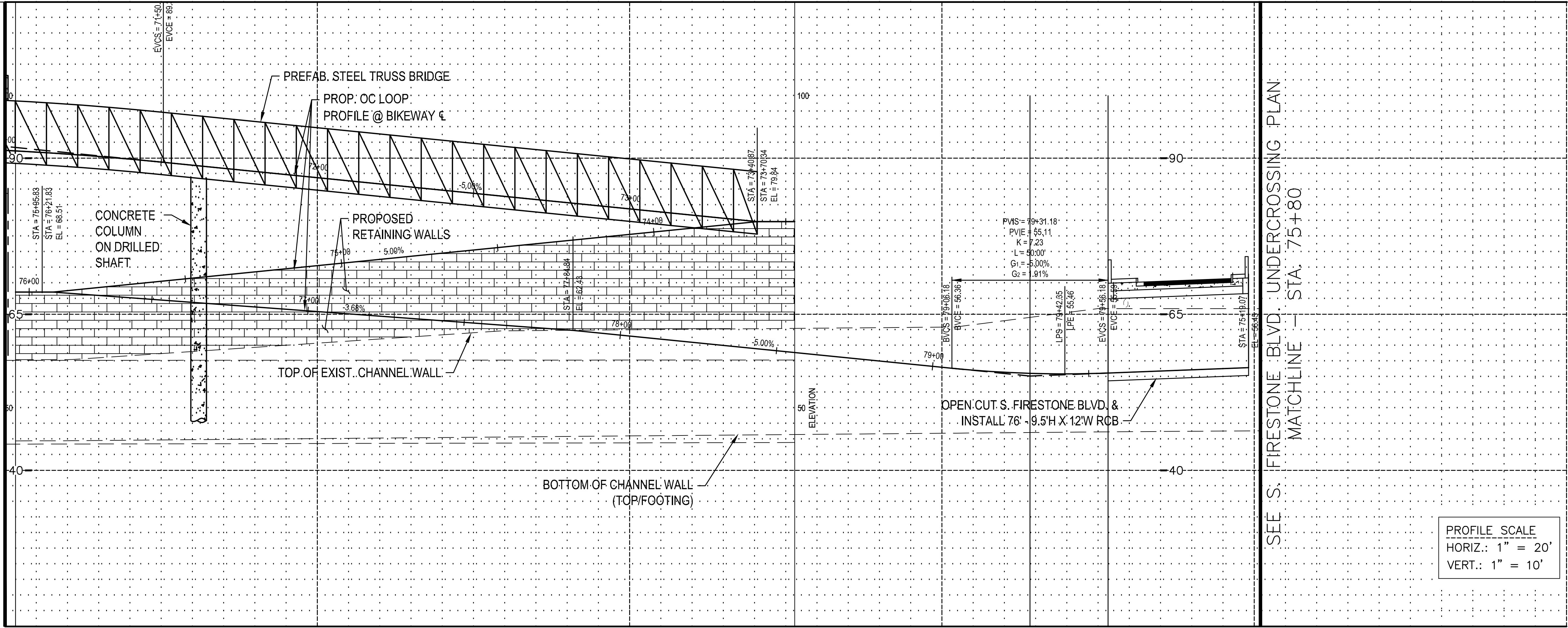
UPRR
OVERCROSSING
2 OF 3

SHEET

C-106B

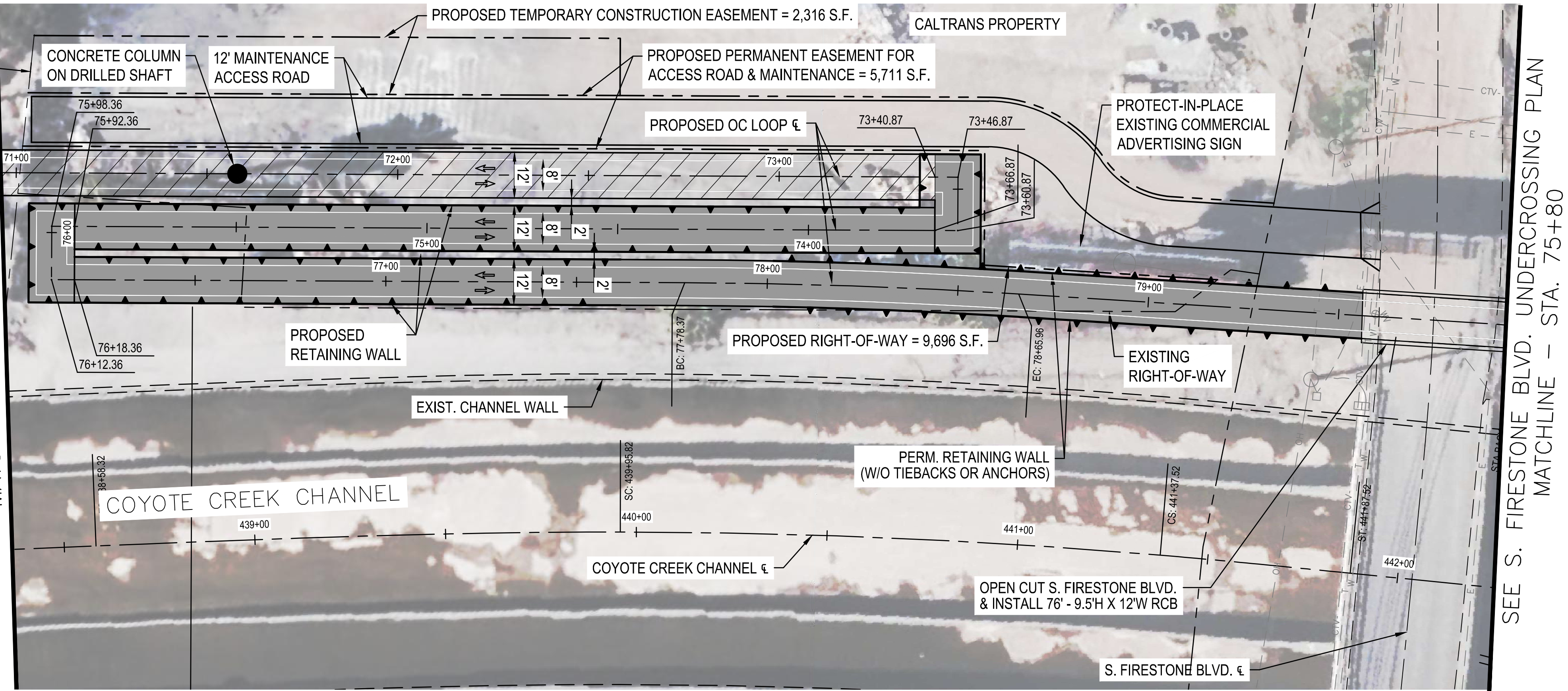
6 OF 15

SEE SHEET C-106B
MATCHLINE - STA. 71+00

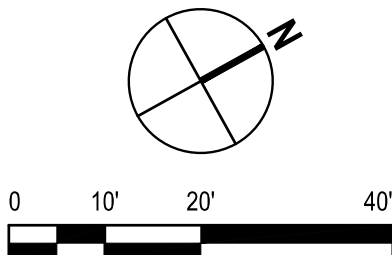


PROFILE SCALE
HORIZ.: 1" = 20'
VERT.: 1" = 10'

SEE SHEET C-106B
MATCHLINE - STA. 71+00



Note: These are
predesign
drawings and
subject to
modification
during design.



MARK	DESCRIPTION	DATE	APPR

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY:

COUNTY OF ORANGE
Public Works

DRAWN BY:

CHECKED BY:

DRAWING NO:

FILE NAME:

PREPARED BY:

GHD Inc.

120772-DC-Corr-UP-Overcrossing-switchback.dwg

120772-DC-Corr-UP-Overcrossing-switchback.dwg

PLOT DATE:

SCALE:

AS SHOWN

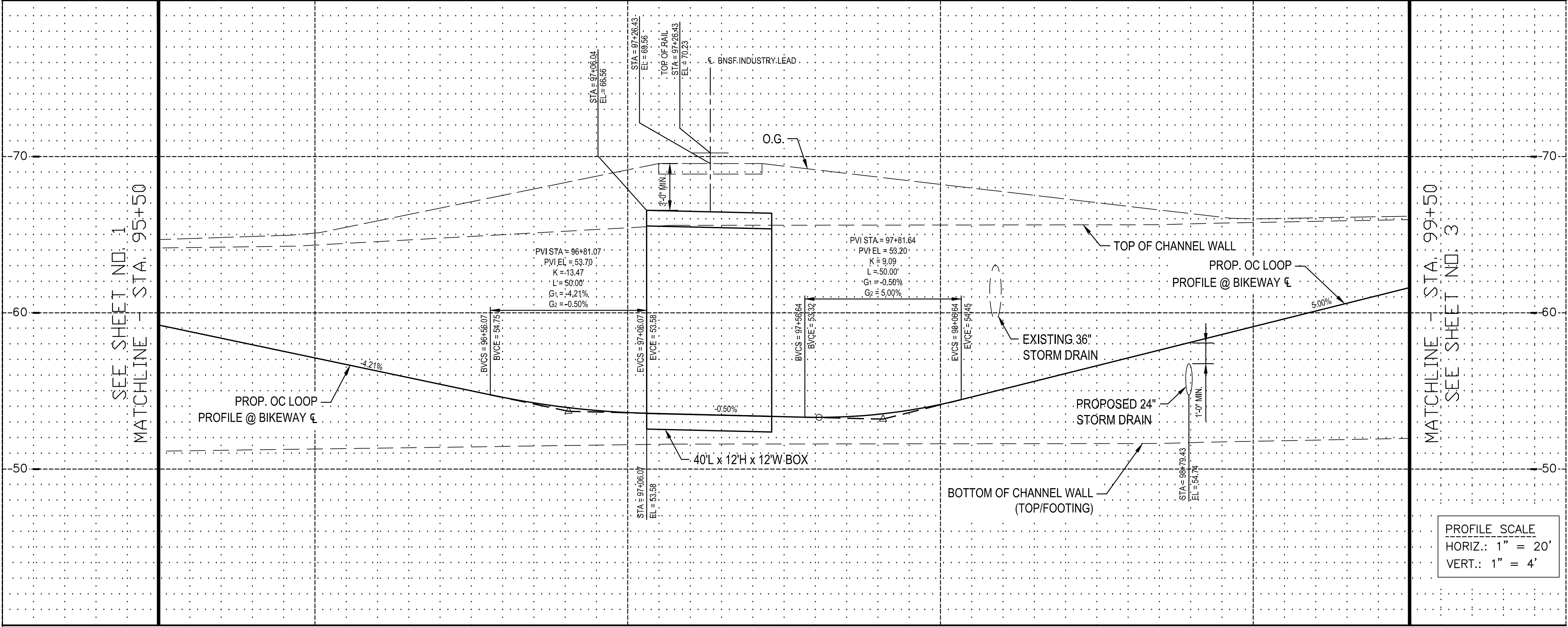
OC LOOP
SEGMENTS O, P, Q
STA 68+50 TO STA 73+50

UPRR
OVERCROSSING
3 OF 3

SHEET

C-107

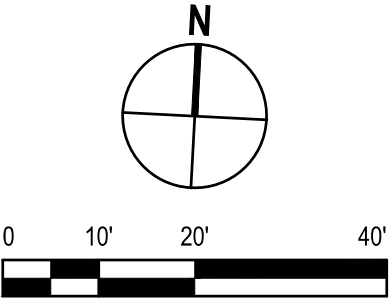
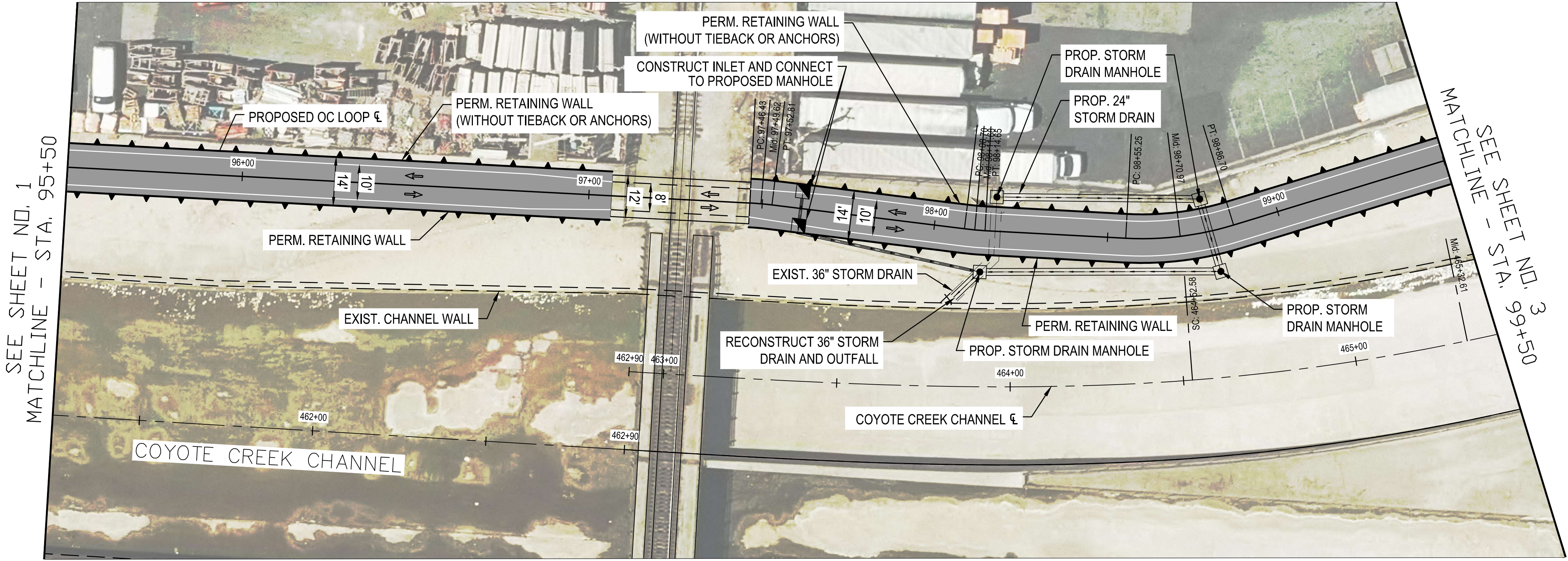
6 OF 15



B.N.S.F. INDUSTRY LEAD TRACK

PROFILE SCALE
HORIZ.: 1" = 20'
VERT.: 1" = 4'

Note: These are
predesign
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UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



MARK	DESCRIPTION	DATE	APPR.

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DESIGNED BY: ###	CHECKED BY: ###
DRAWN BY: ###	DRAWING NO: ####
FILE NAME: 11206772-Alt-BNSFIndLead.dwg	SCALE: AS SHOWN
PLotted BY: ###	PLotted DATE: ###

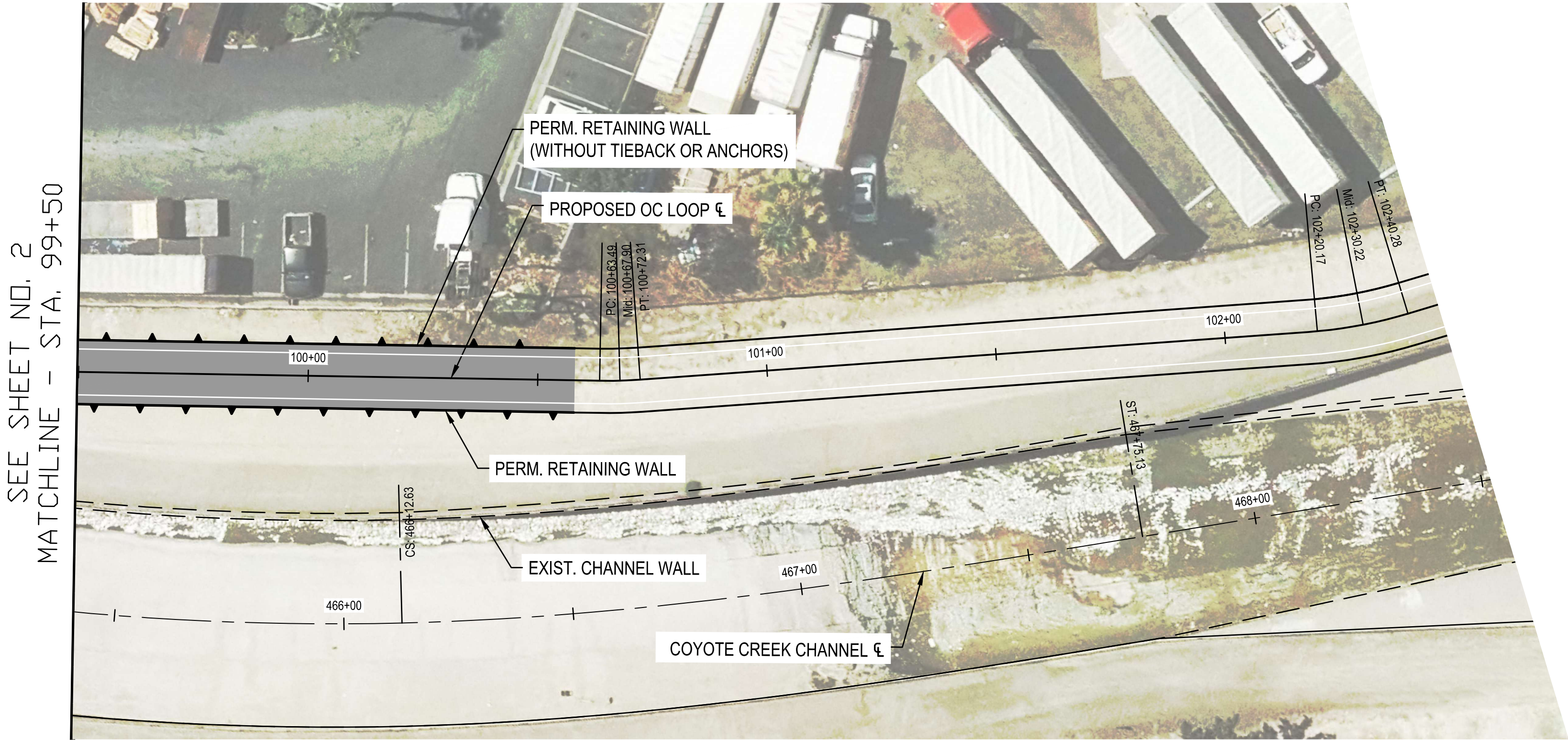
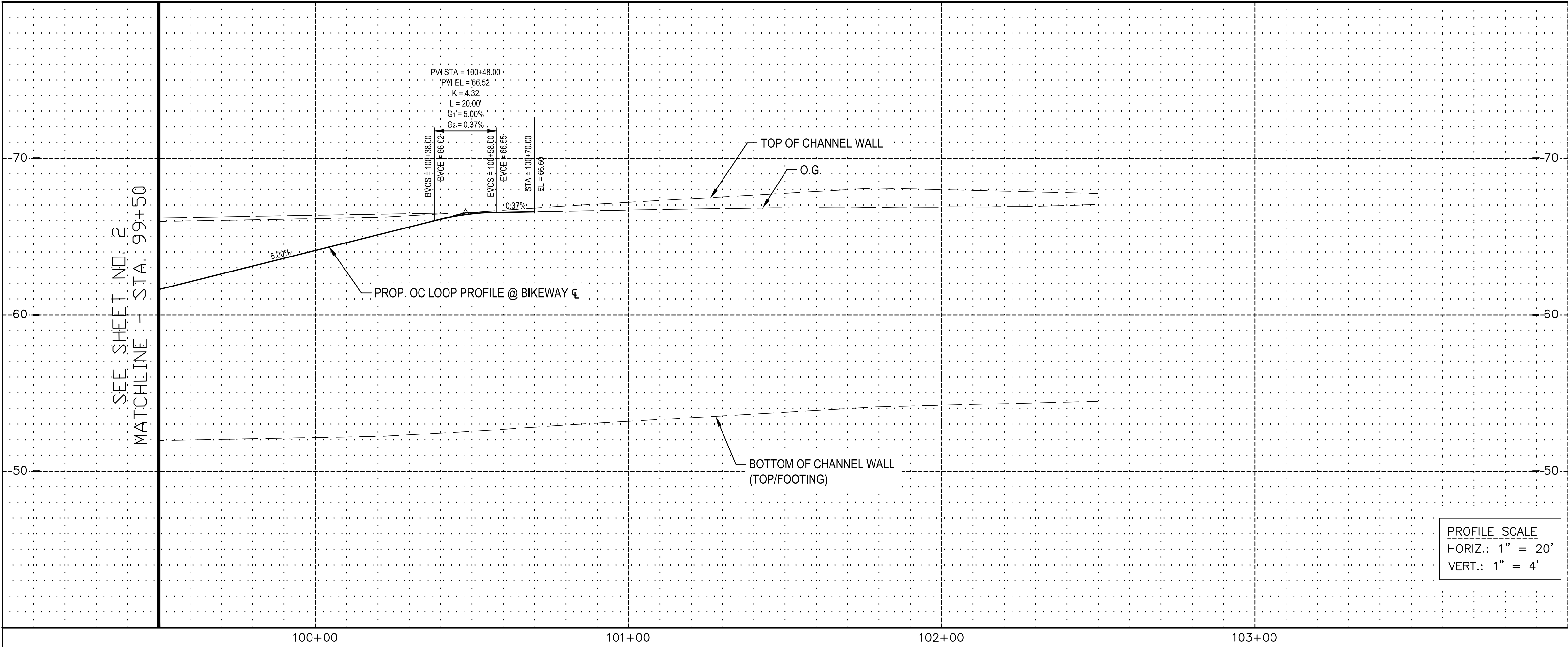
County of Orange
OC Public Works



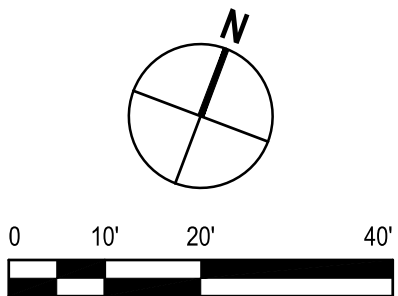
PREPARED BY:
GHD Inc.
320 Goddard Way Suite 200
Irvine California 92618 USA
T 949 646 5298
F 949 646 5298
W www.ghd.com

ALTERNATIVE
BNSF INDUSTRY
LEAD AT-GRADE
CROSSING

SHEET
2 OF 3



Note: These are
predesign
drawings and
subject to
modification
during design.



DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS
BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA



MARK	DESCRIPTION	DATE	APPR.

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY: ###

DRAWN BY: ###

CHECKED BY: ###

DRAWING NO: ###

FILE NAME: 11206772-ALT-BNSFFinal.dwg

SCALE: AS SHOWN

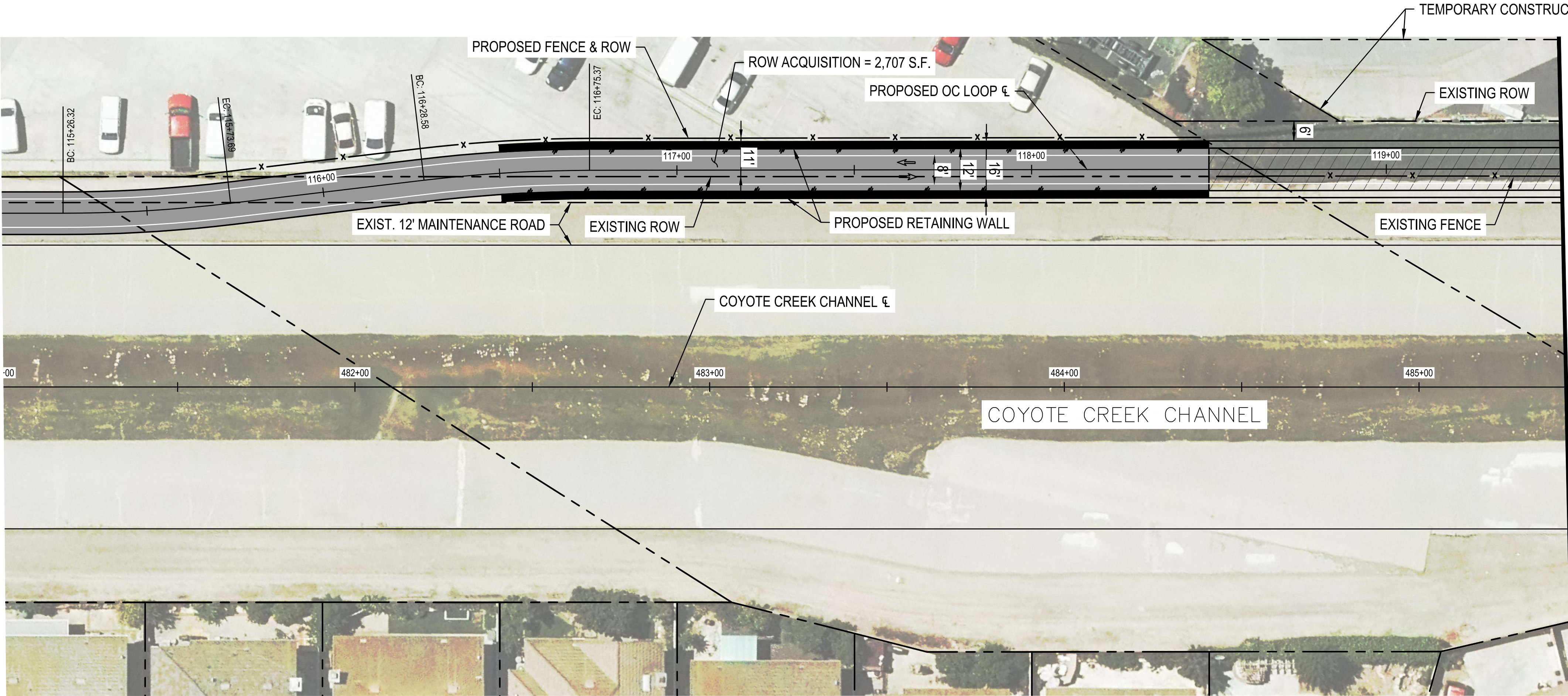
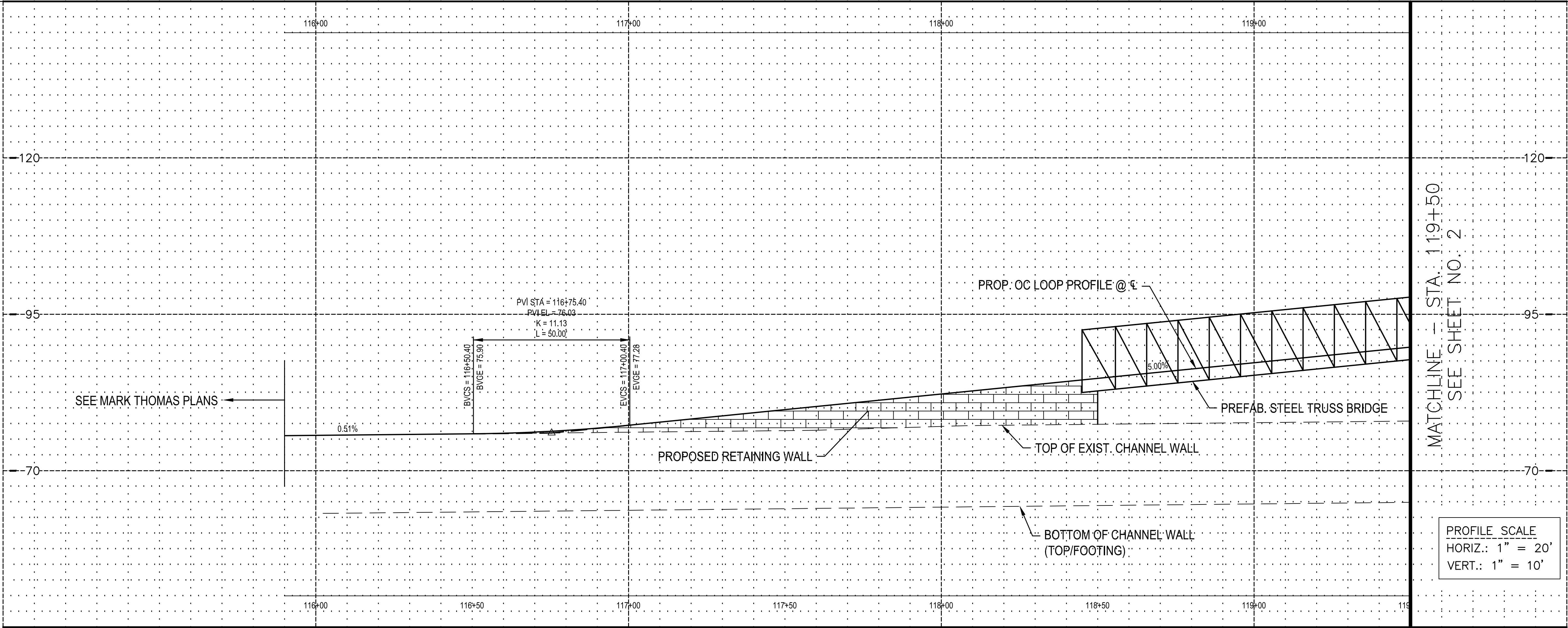
PLOT DATE: ###

PREPARED BY: GHD Inc.
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Irvine California 92618 USA
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F 949 646 5298
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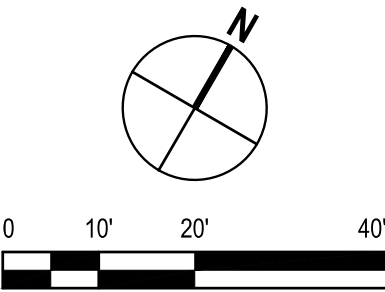
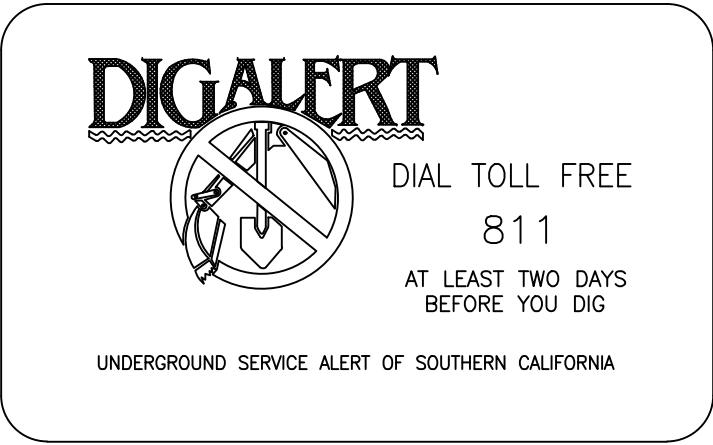
County of Orange
OC Public Works

GHD

**ALTERNATIVE
BNSF INDUSTRY
LEAD AT-GRADE
CROSSING**



Note: These are
predesign
drawings and
subject to
modification
during design.



MARK	DESCRIPTION	DATE	APPR.

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY:	CHECKED BY:
DRAWN BY:	
DRAWING NO: C-111	FILE NAME: 1126772-OC-Corr-BNSF-Overcrossing-Dwg.dwg
PREPARED BY: GHD Inc. 320 Goddard Way Suite 200 Irvine California 92618 USA T 949 646 5298 F 949 646 5298 W www.ghd.com	SCALE: AS SHOWN PLOT DATE: ###

OC LOOP
SEGMENTS O, P, Q
STA 116+10 TO STA 119+50

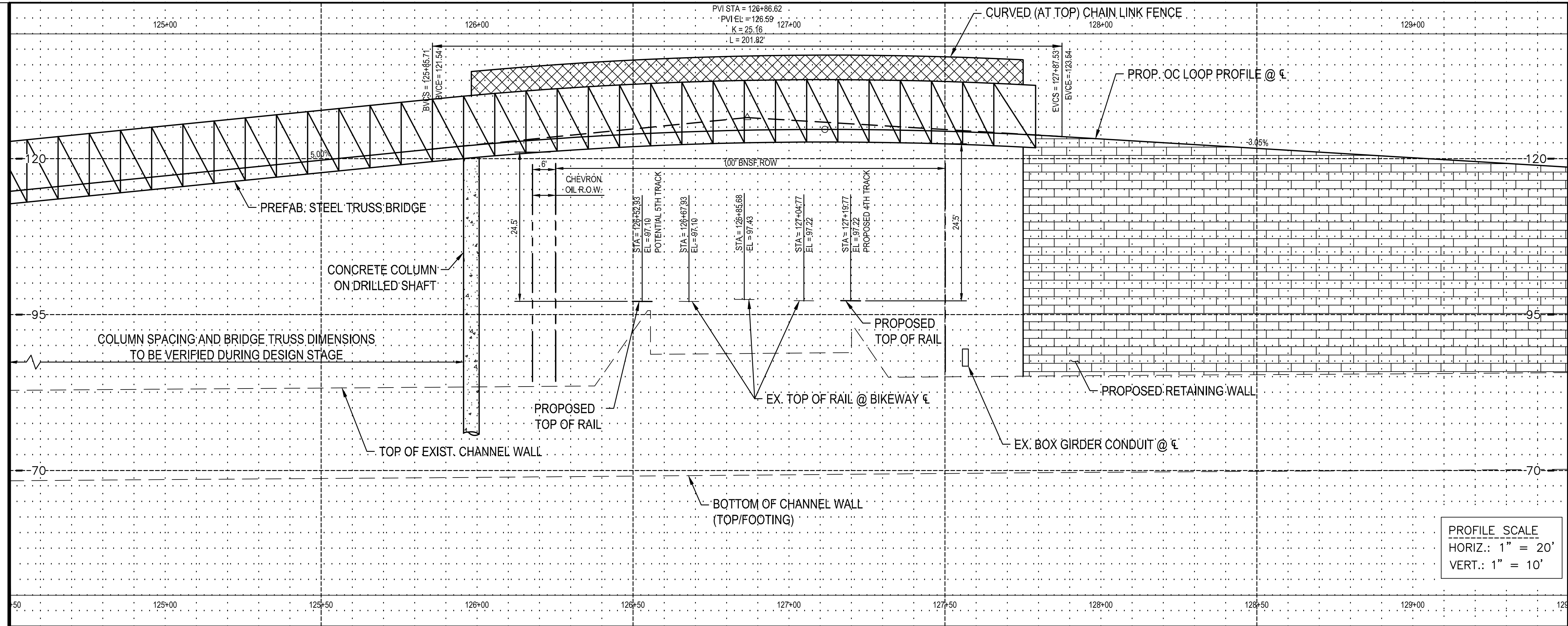
BNSF/METRO &
STAGE ROAD
CROSSING

SHEET

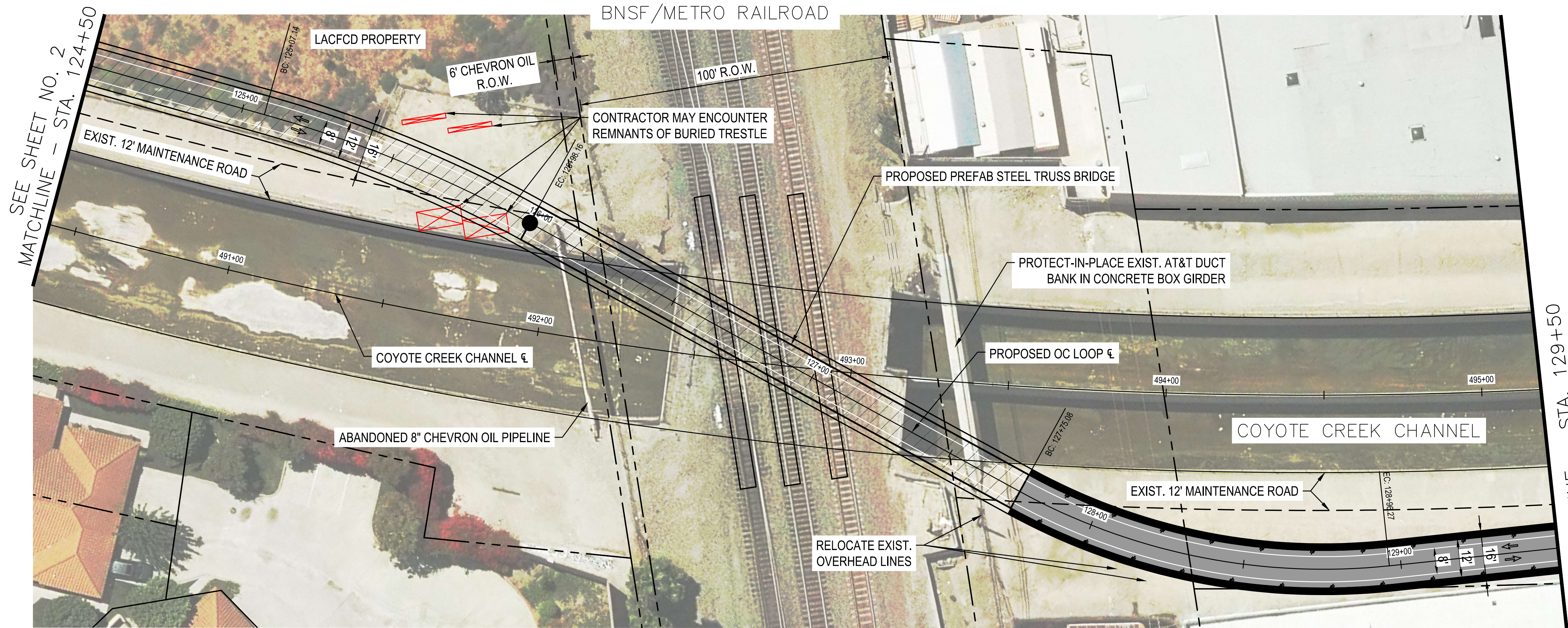
C-109

1 OF 6

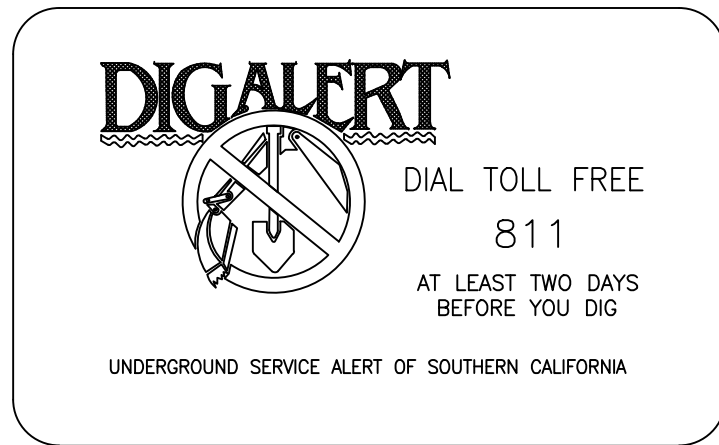
SEE SHEET NO. 2
MATCHLINE - STA. 124+50



MATCHLINE - STA. 129+50
SEE SHEET NO. 4



Note: These are
predesign
drawings and
subject to
modification
during design.



MARK	DESCRIPTION	DATE	APPR.

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY:

DRAWN BY:

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OC Public Works

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GHD Inc.
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Irvine California 92618 USA
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F 949 646 5298
W www.ghd.com

DRAWING NO:
C-111

FILE NAME:
1126772-OC-Corr-BNSF-Overcrossing-Dwg.dwg

PLOT DATE:
###

SCALE:
AS SHOWN

OC LOOP
SEGMENTS O, P, Q
STA 124+50 TO STA 129+50

BNSF/METRO &
STAGE ROAD
CROSSING

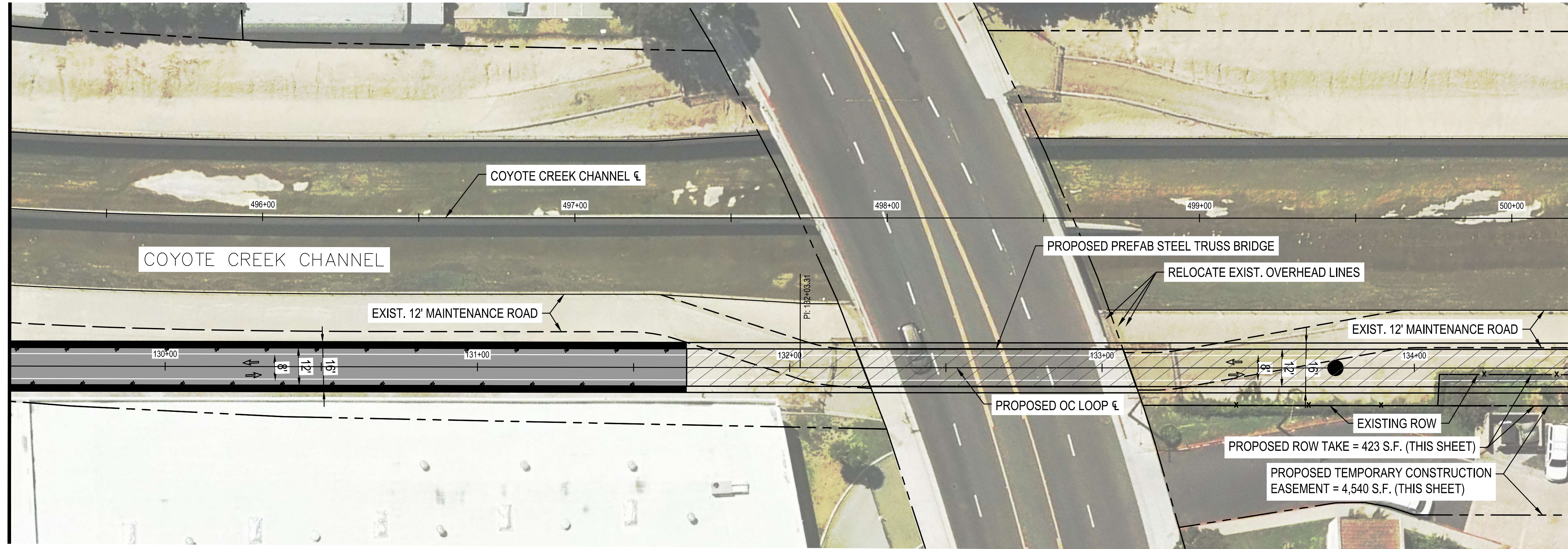
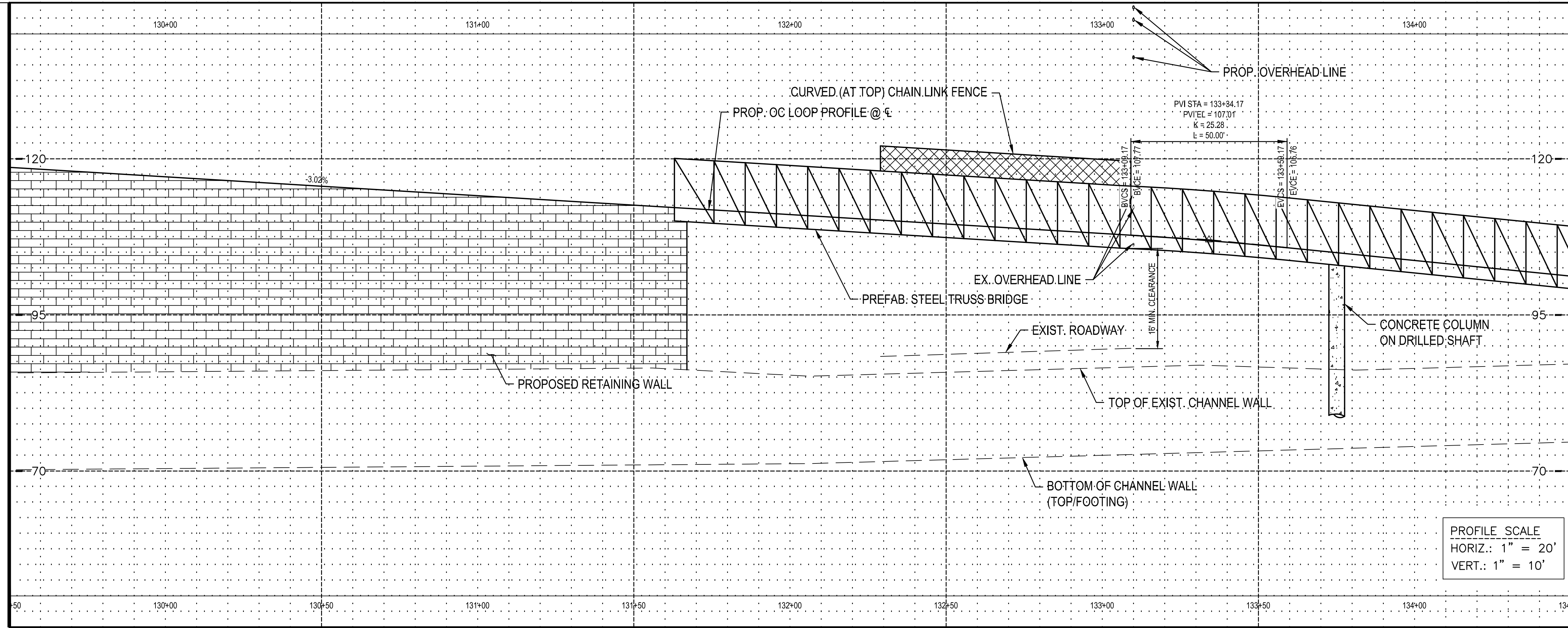
SHEET

C-111

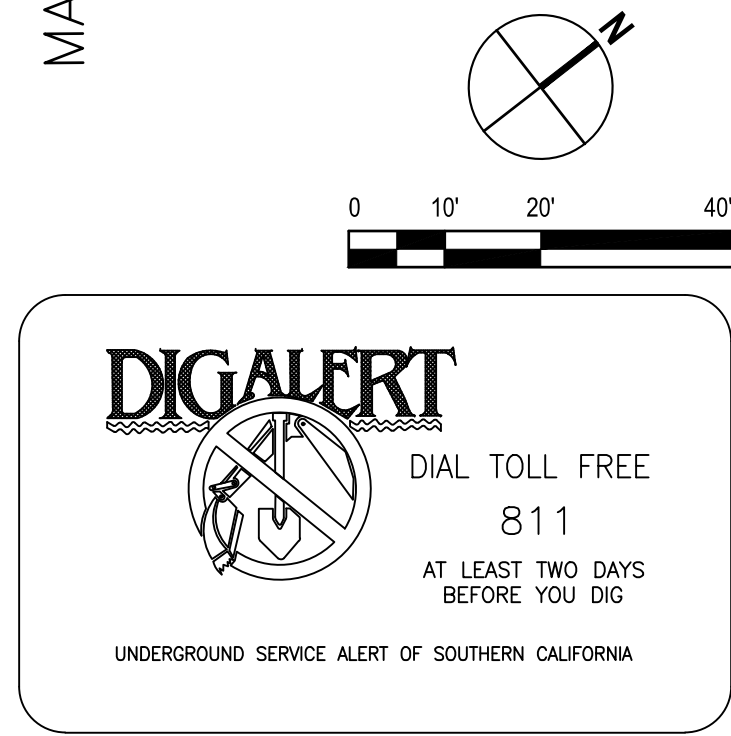
3 OF 6

Plot Date: 4 August 2021 - 10:03 AM
Plotted By: Myung Choo
Filename: N:\USInnerProject\61126772\Digital_Design\A2D 2018\CH 301126772-OC-Corr-BNSF-Overcrossing-Dwg.dwg

SEE SHEET NO. 3
MATCHLINE - STA. 129+50



Note: These are predesign drawings and subject to modification during design.




MATCHLINE - STA. 134+50
SEE SHEET NO. 5

MATCHLINE - STA. 134+50
SEE SHEET NO. 5

[illegible]

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

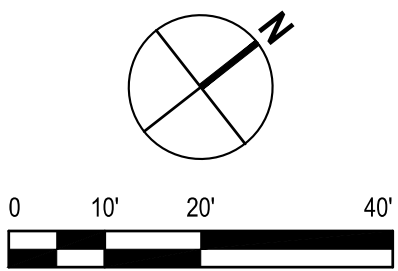
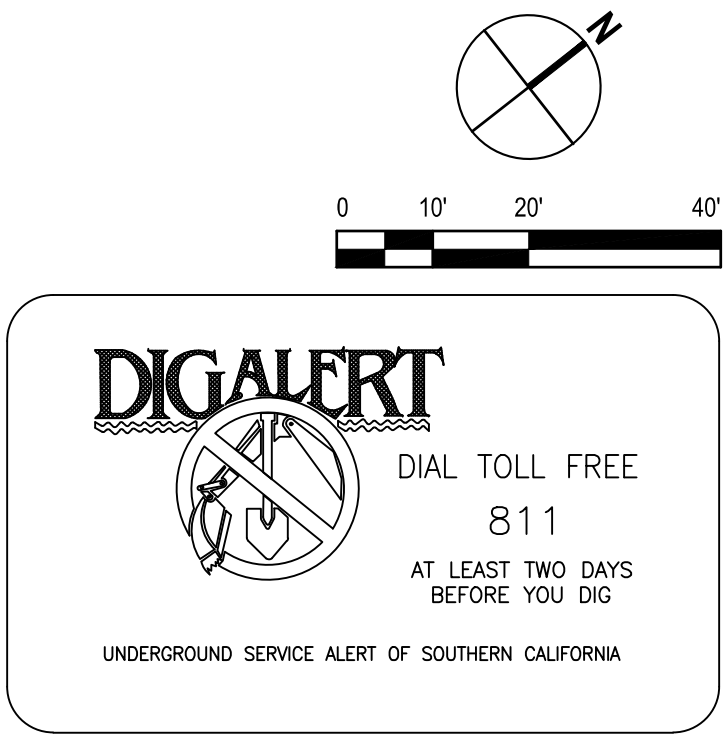
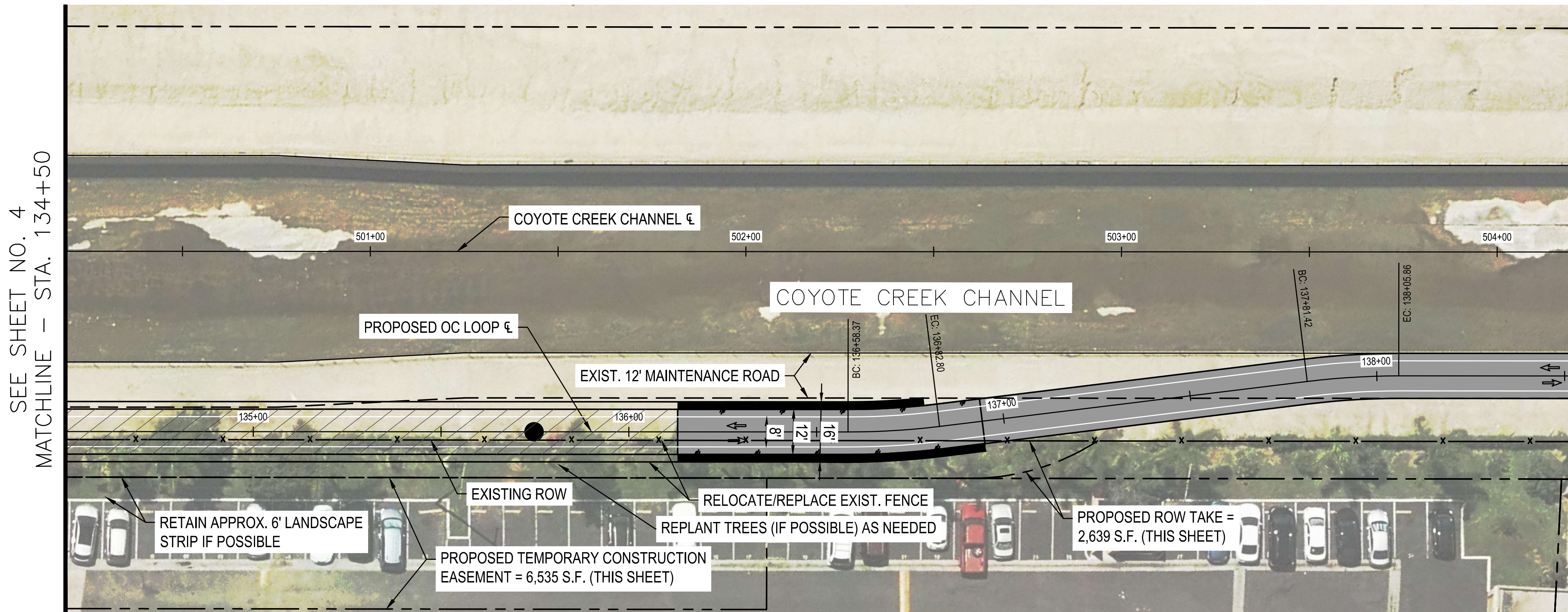
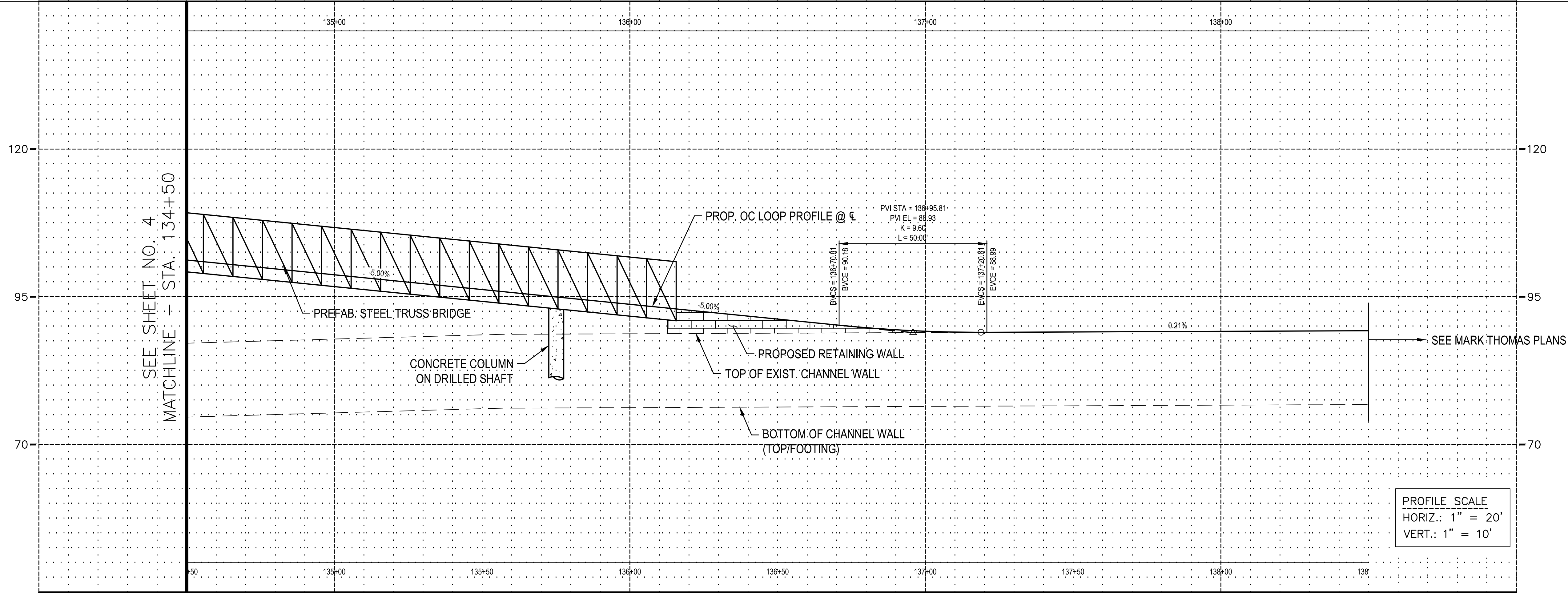
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	C-111		
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	PLOT DATE:		SCALE:
		PLOT DATE:	AS SHOWN
		##	

**OC LOOP
SEGMENTS O, P, Q
STA 129+50 TO STA 134+50**

SHEET

C-112

4 OF 6



MARK	DESCRIPTION	DATE	APPR.

PREPARED UNDER THE RESPONSIBLE CHARGE OF:

DATE

DESIGNED BY:

CHECKED BY:

DRAWN BY:

DRAWING NO: C-111

FILE NAME: 1126772-OC-Corr-BNSF-Overcrossing-Dwg.dwg

SCALE: AS SHOWN

PLOT DATE: ###

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County of Orange
OC Public Works

GHD

OC LOOP
SEGMENTS O, P, Q
STA 134+50 TO STA 138+50

BNSF/METRO &
STAGE ROAD
CROSSING

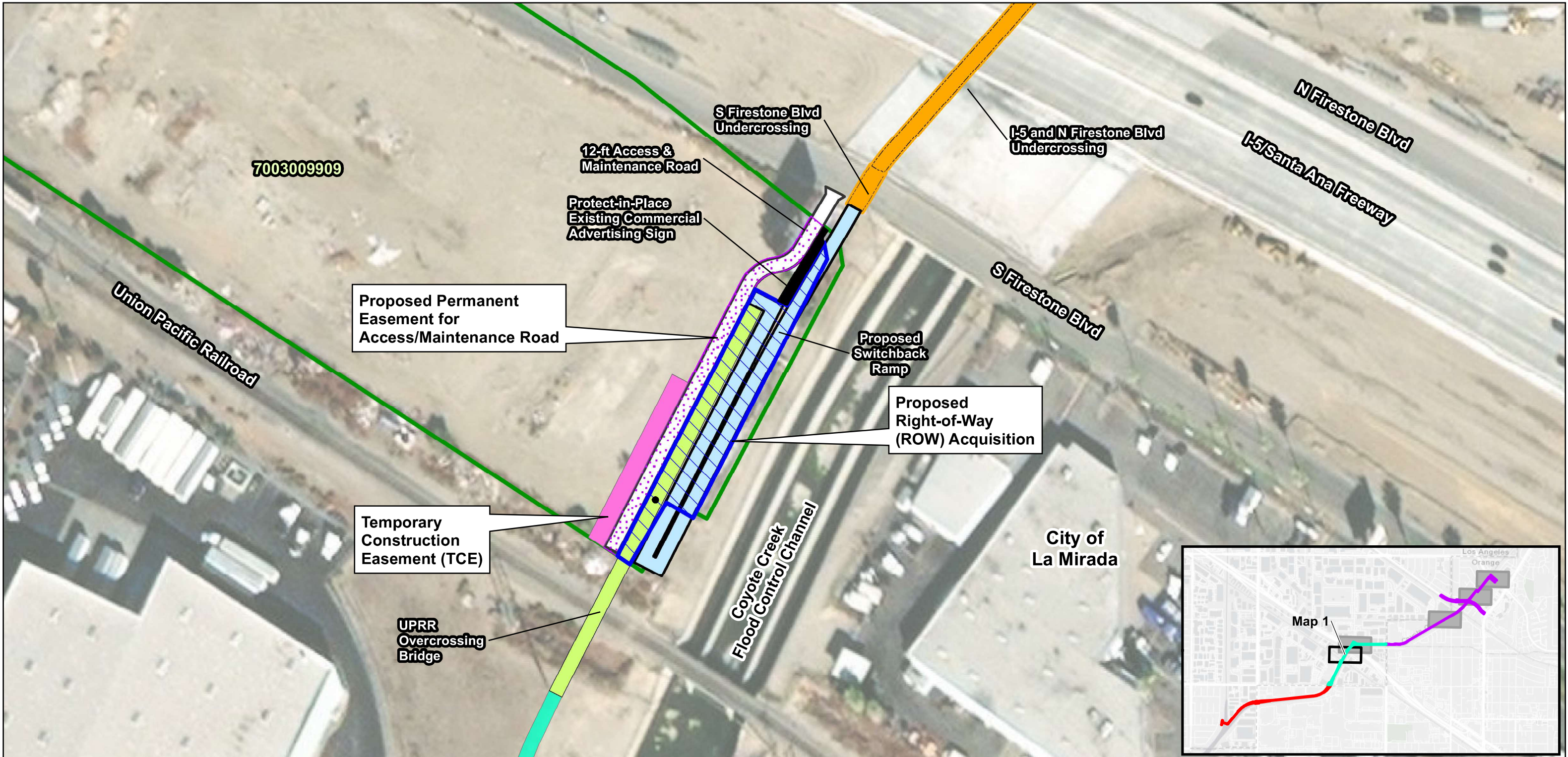
SHEET

C-113

5 OF 6

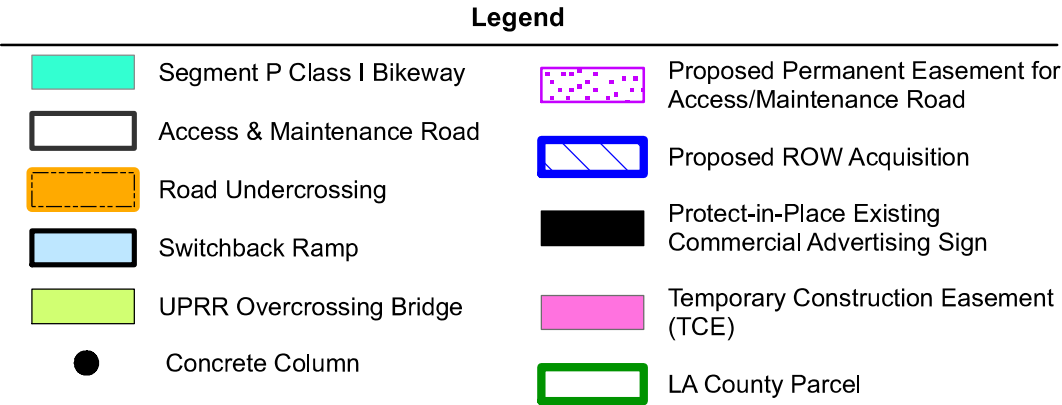
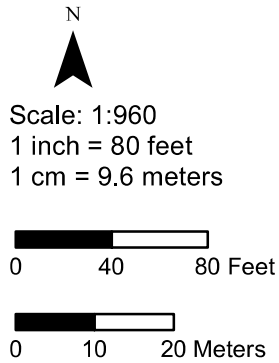
ATTACHMENT 3

NEW EASEMENTS AND ROW MAPS



Path: \\GISSVR\gis\Projects\7034_OC_Loop\MXDs\UpdatedMaps_2021_08\7034_OC_Loop_Easements_ALL_11x17_2021_08_24.mxd
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community; Los Angeles County, 2018; Orange County, 2018; Mark Thomas, July 2018; GHD, 2021; UltraSystems Environmental, Inc. 2021.

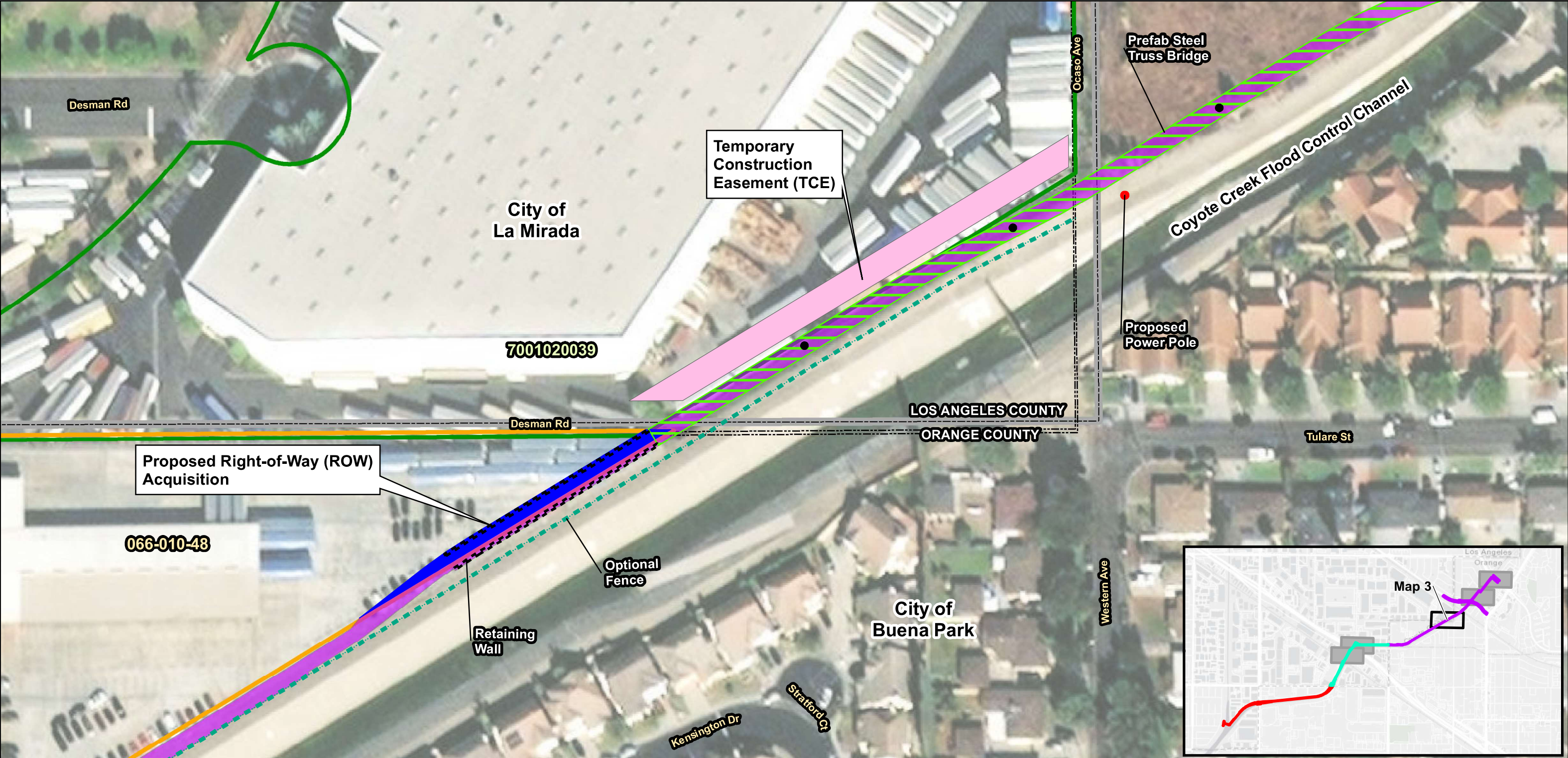
August 25, 2021



OC Loop Segments O, P, and Q Proposed Easements

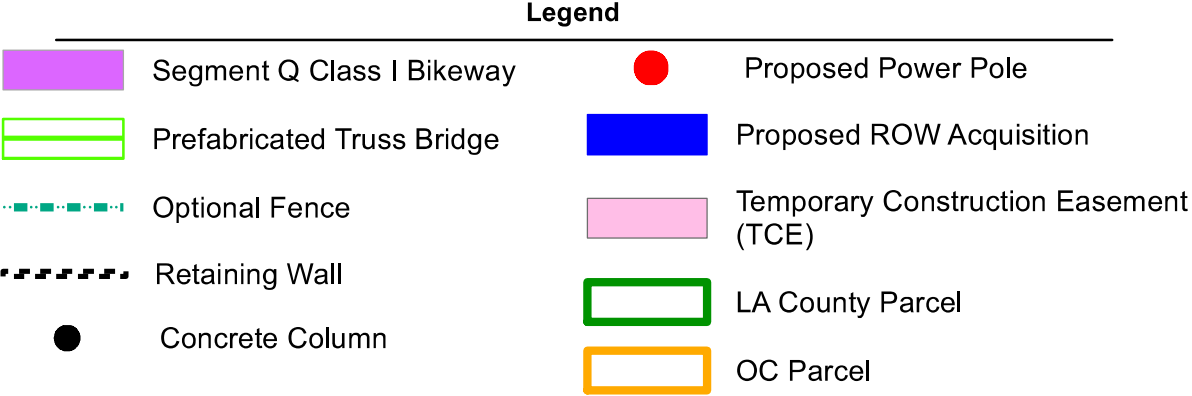
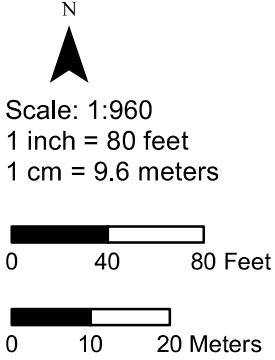
Segment P UPRR Overcrossing





Path: \\GISSVR\gis\Projects\7034_OC_Loop\MXD\UpdatedMaps_2021_08\7034_OC_Loop_Easements_ALL_11x17_2021_08_24.mxd
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community; Los Angeles County, 2018; Orange County, 2018; Mark Thomas, July 2018; GHD, 2021; UltraSystems Environmental, Inc. 2021.

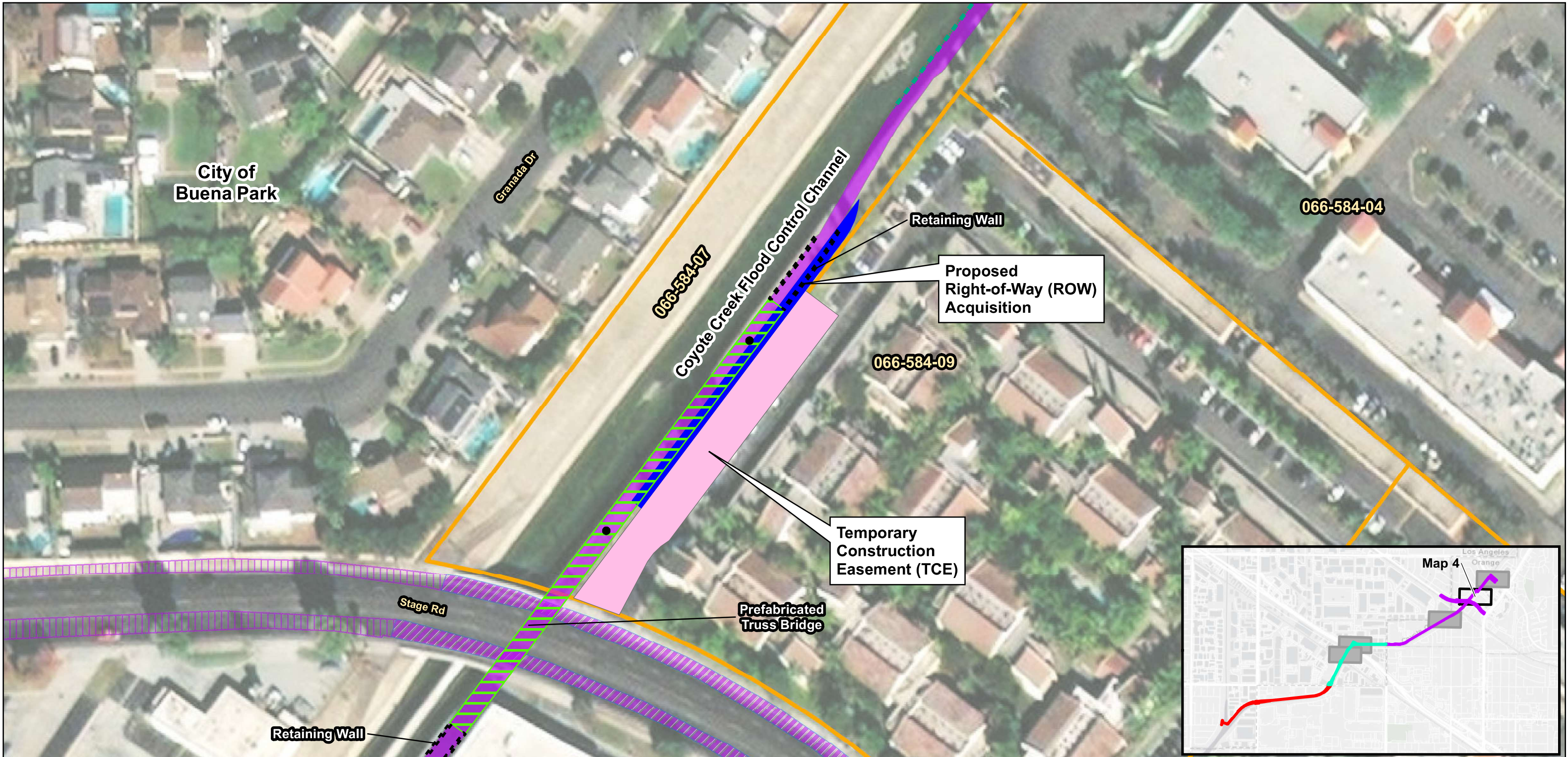
August 25, 2021



**OC Loop
Segments O, P, and Q
Proposed Easements**

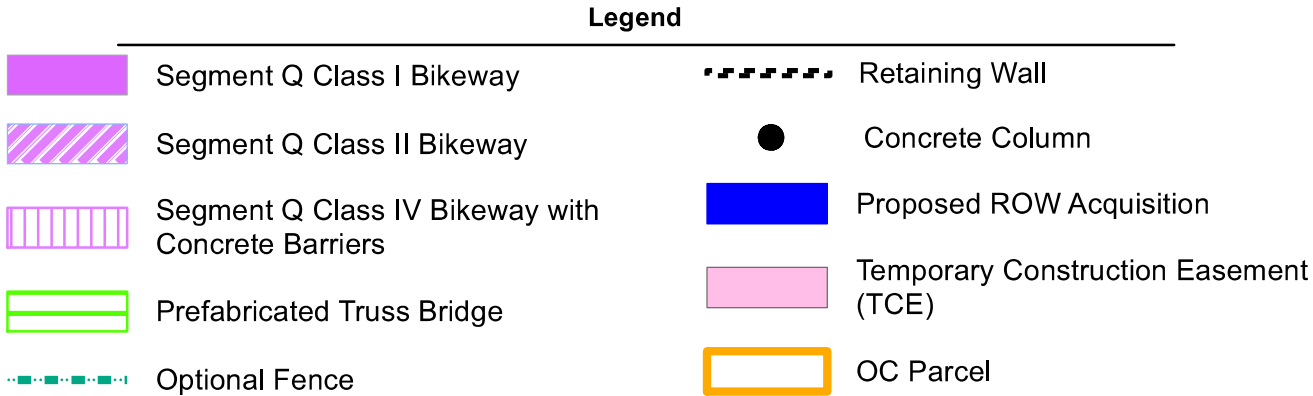
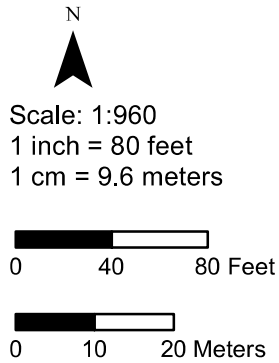
**Segment Q
BNSF/Metrolink Overcrossing**





Path: \\GISSVR\gis\Projects\7034_OC_Loop\MXDs\UpdatedMaps_2021_08\7034_OC_Loop_Easements_ALL_11x17_2021_08_24.mxd
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community; Los Angeles County, 2018; Orange County, 2018; Mark Thomas, July 2018; GHD, 2021; UltraSystems Environmental, Inc. 2021.

August 25, 2021



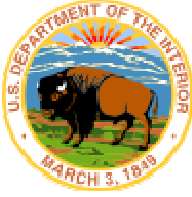
**OC Loop
Segments O, P, and Q
Proposed Easements**

**Segment Q
Stage Rd Overcrossing**



ATTACHMENT 4

UPDATED USFWS CONSULTATION LETTER



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

Phone: (760) 431-9440 Fax: (760) 431-5901

<http://www.fws.gov/carlsbad/>



In Reply Refer To:

August 05, 2021

Consultation Code: 08ECAR00-2021-SLI-1330

Event Code: 08ECAR00-2021-E-03016

Project Name: 7034 OC LOOP SEGMENT O, P, Q

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[http://](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html)

www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2021-SLI-1330

Event Code: 08ECAR00-2021-E-03016

Project Name: 7034 OC LOOP SEGMENT O, P, Q

Project Type: DEVELOPMENT

Project Description: OC Loop Ipac Report

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.877403349999994,-118.01656059211966,14z>



Counties: Los Angeles and Orange counties, California

Endangered Species Act Species

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Pacific Pocket Mouse <i>Perognathus longimembris pacificus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8080	Endangered

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Coastal California Gnatcatcher <i>Polioptila californica californica</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Flowering Plants

NAME	STATUS
Salt Marsh Bird's-beak <i>Cordylanthus maritimus</i> ssp. <i>maritimus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6447	Endangered
Ventura Marsh Milk-vetch <i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1160	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.
