

ALAMEDA CORRIDOR-EAST








San Gabriel Valley



Alameda Corridor-East Corridors



San Pedro Bay ports: 40% of nation's imports; 30% of exports.
ACE Trade Corridor: 21% of waterborne containers entering/exiting the U.S.

- | | | | |
|---|---|---|--|
|  Union Pacific Railroad | 81 trains/day (2009)
141 trains/day (2025) |  Alameda Corridor Transportation Authority |  East LA Yard |
|  Burlington Northern Santa Fe Rail Lines | |  ACE Project, San Gabriel Valley |  Hobart Yard |
| | |  Alameda Corridor-East Corridors | |

ACE Trade Corridor (UPRR & BNSF) carries one-fifth of the nation's waterborne container imports and exports



Freight train strikes tractor trailer in Rowland Heights

By Ruby Gonzales, Staff Writer @RubyGonzales2 on Twitter San Gabriel Valley Tribune

Posted: 08/01/2013 09:36:47 PM PDT

Updated: 08/02/2013 02:11:39 PM PDT



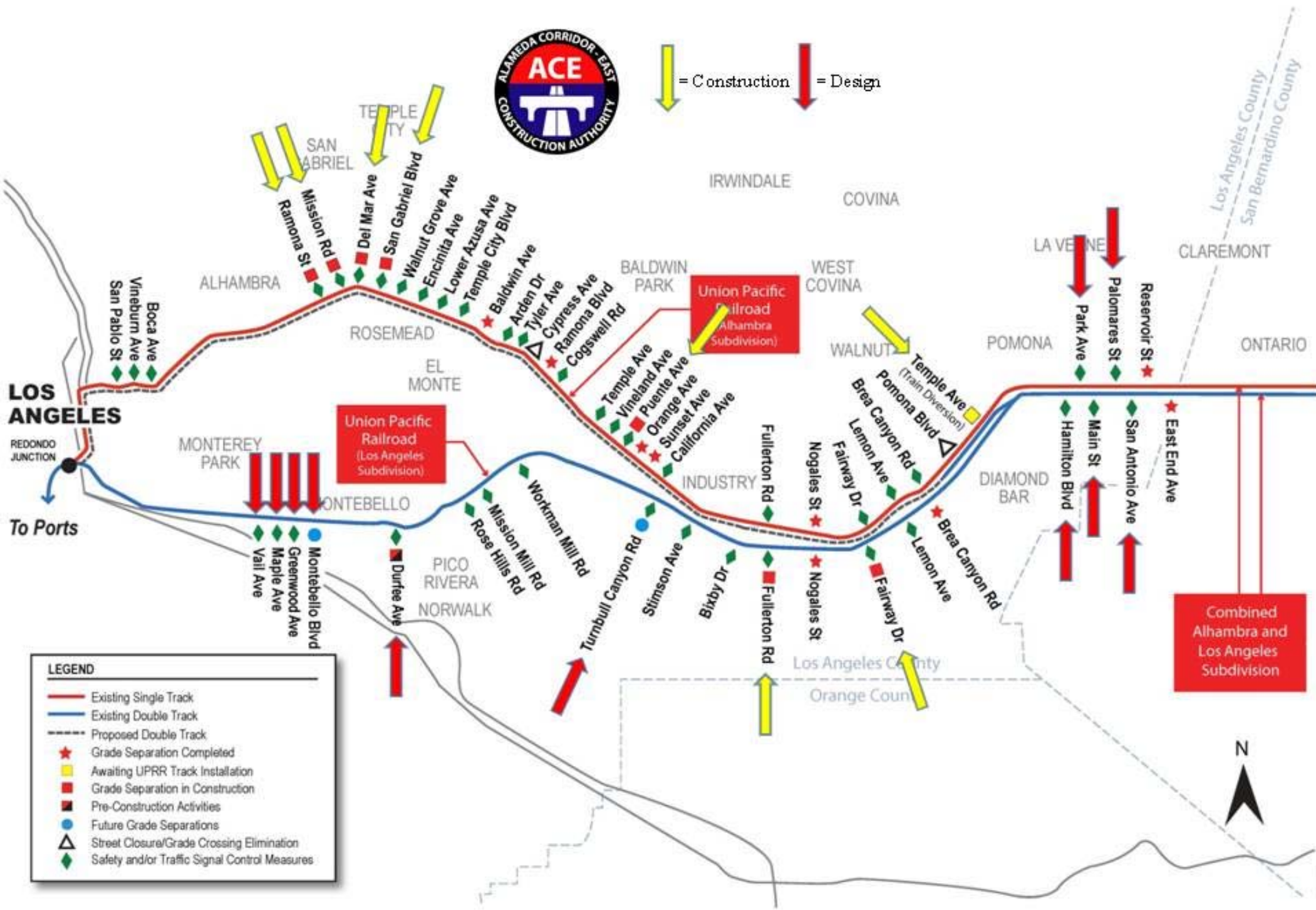
- Collisions
- Vehicle delay
- Pedestrian safety










San Gabriel Valley UPRR freight trains are projected to nearly double from 67 to 127 trains per day by 2025

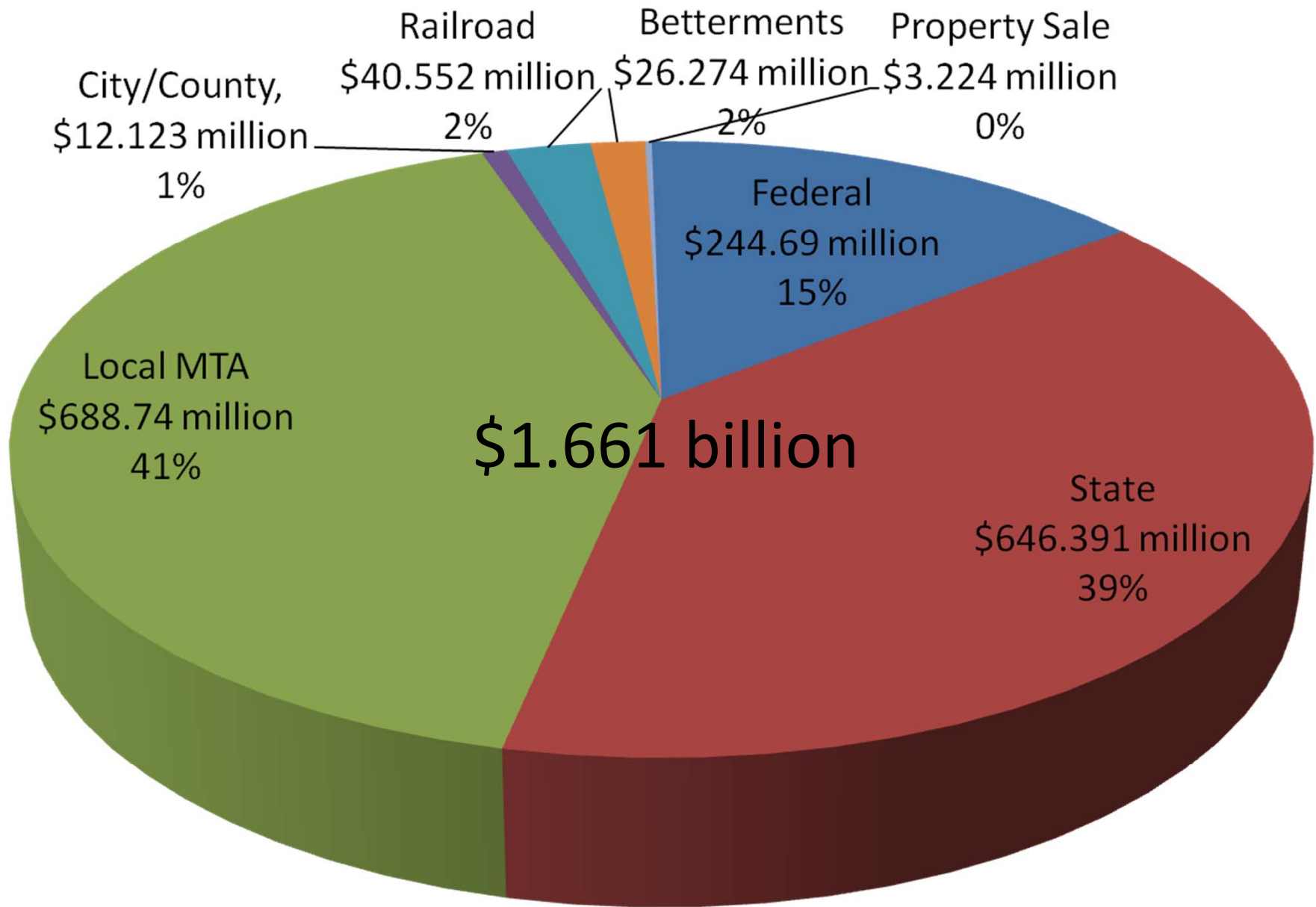


 = Construction  = Design



LEGEND	
	Existing Single Track
	Existing Double Track
	Proposed Double Track
	Grade Separation Completed
	Awaiting UPRR Track Installation
	Grade Separation in Construction
	Pre-Construction Activities
	Future Grade Separations
	Street Closure/Grade Crossing Elimination
	Safety and/or Traffic Signal Control Measures

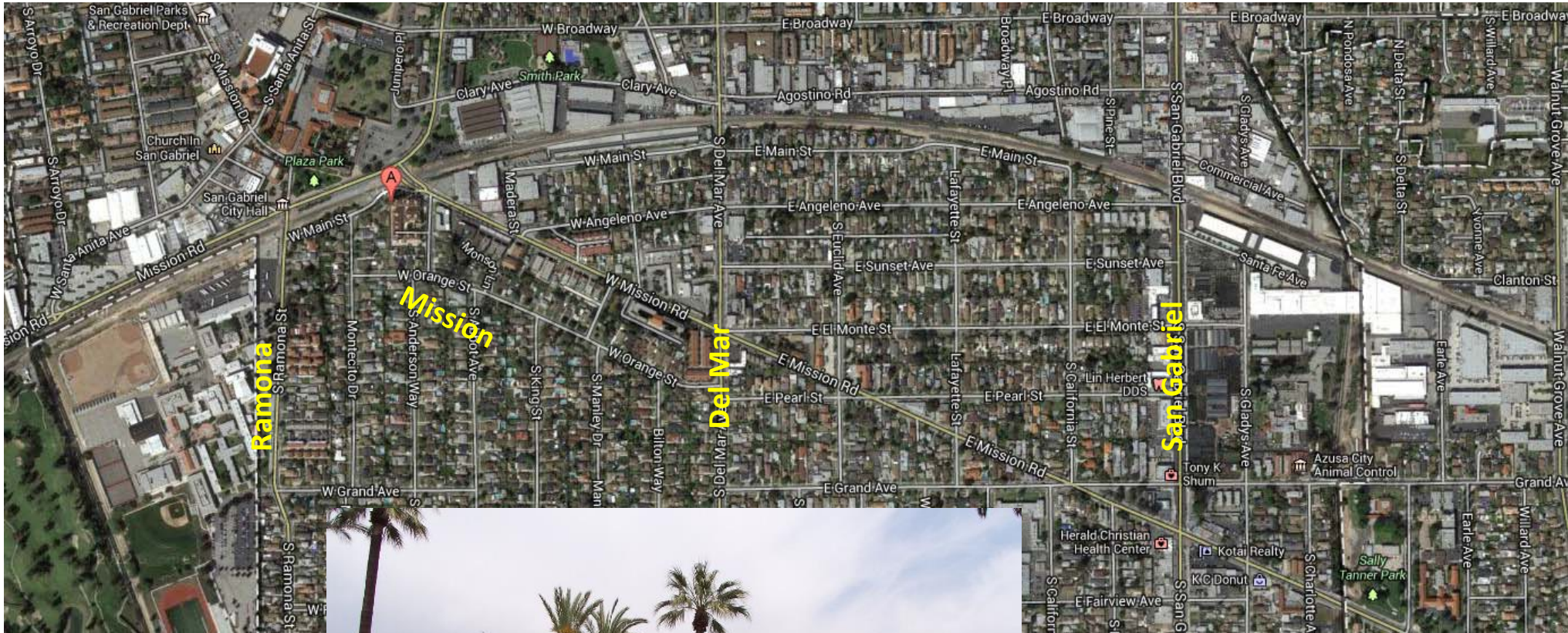
FUNDS COMMITTED



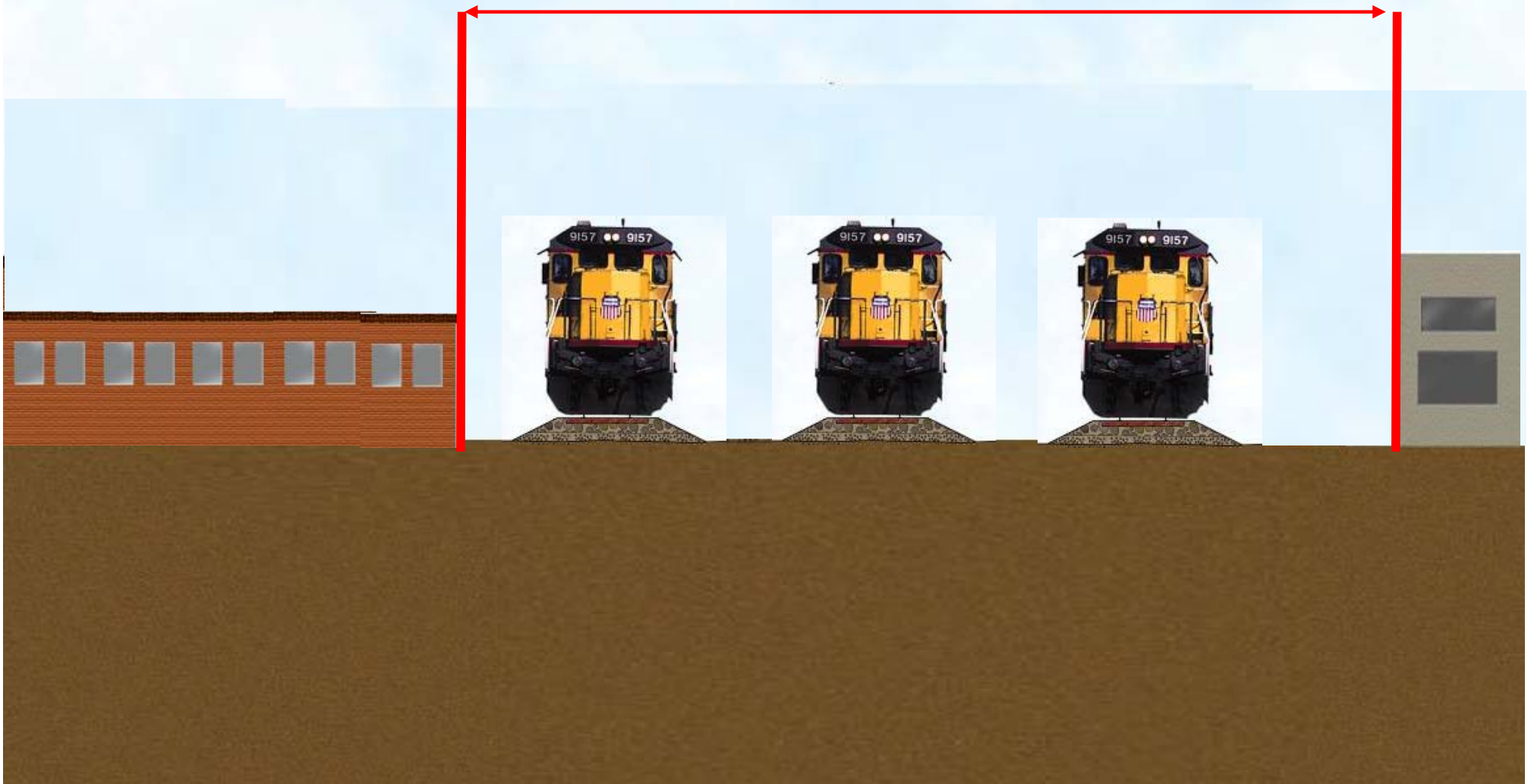
Total: \$1.661 billion



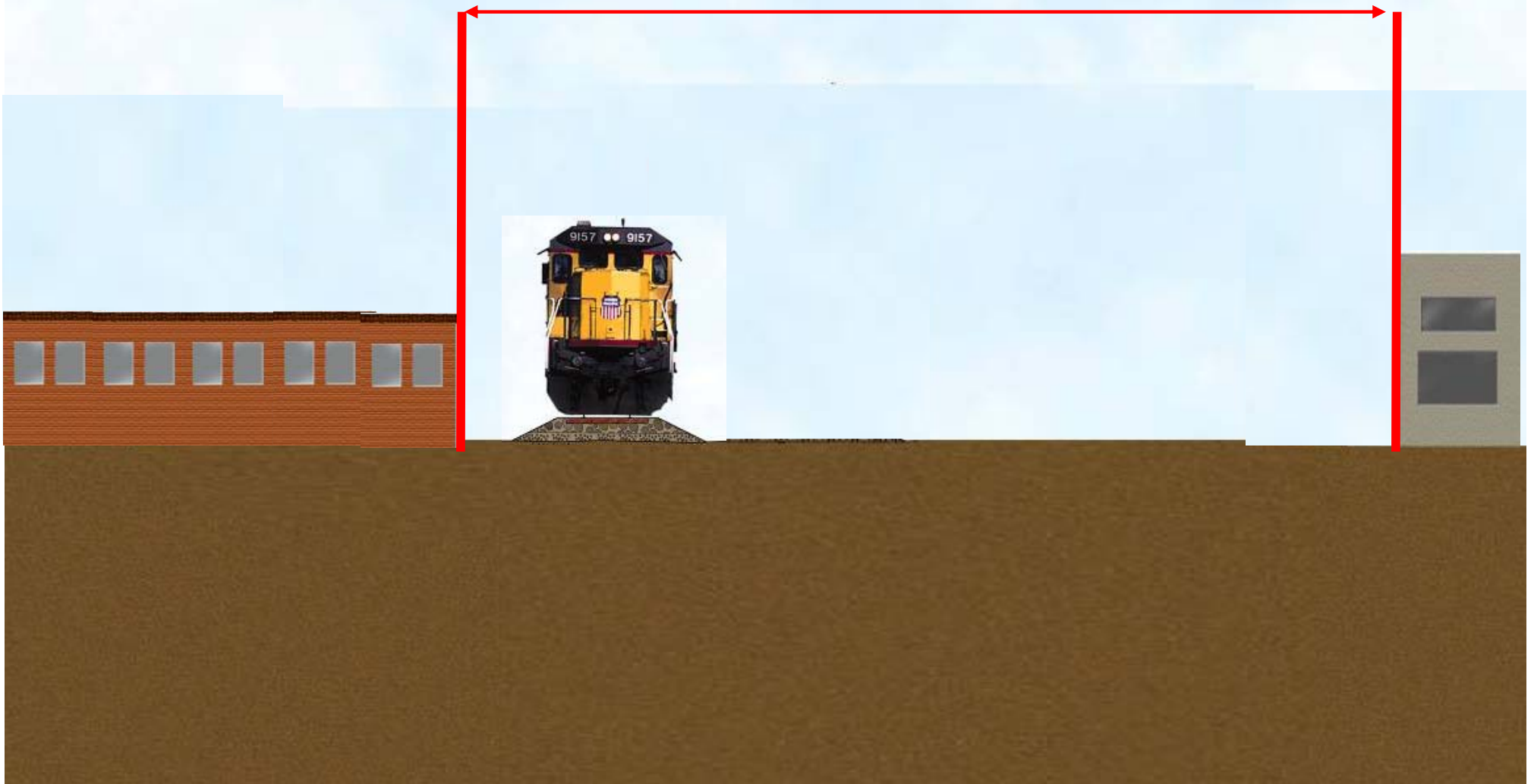
Why a trench was constructed in San Gabriel



UPRR R/W in north part of San Gabriel Valley known as the Alhambra Subdivision can accommodate 3 tracks



This area only has one active track

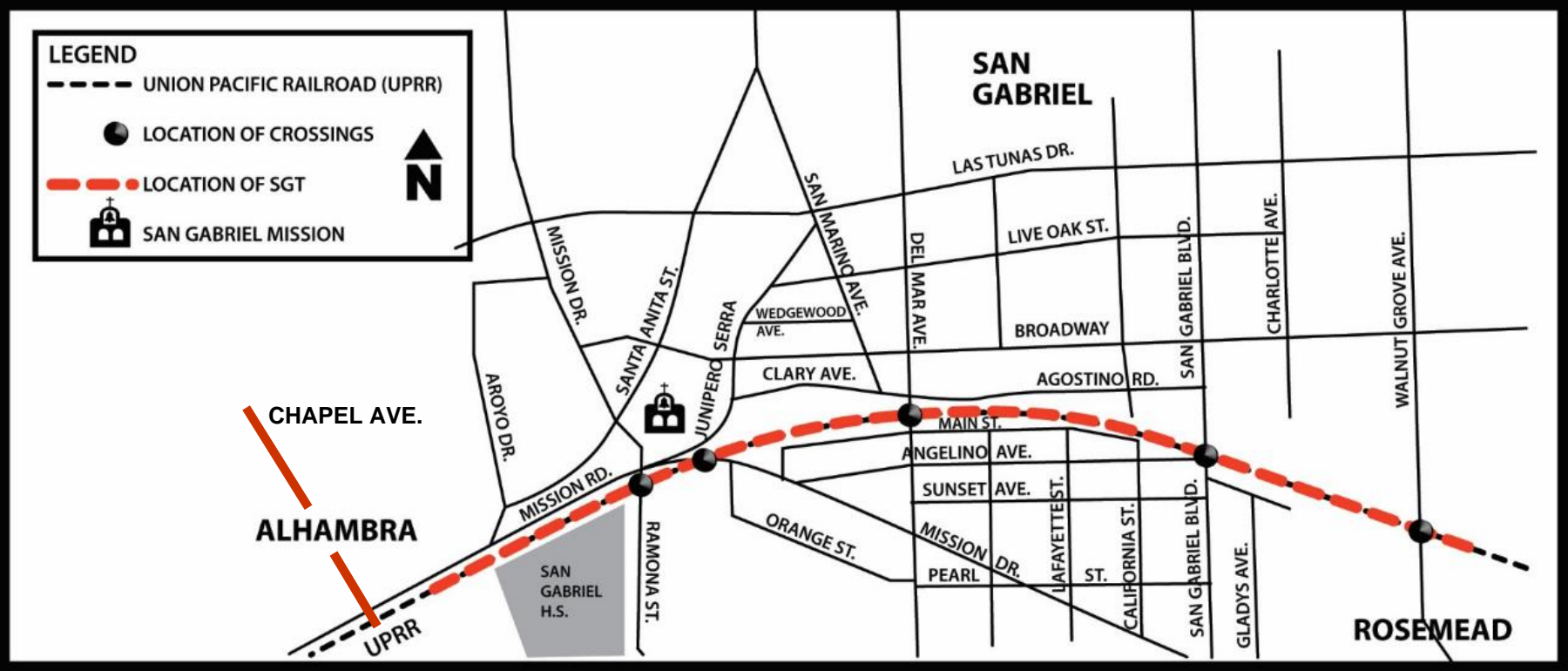


Since the San Gabriel Trench only had to be wide enough for three tracks and only required one temporary track all construction could occur within existing UPRR property





PROJECT LIMITS/KEY FACTS



SAN GABRIEL TRENCH

CONSTRUCTION OVERVIEW

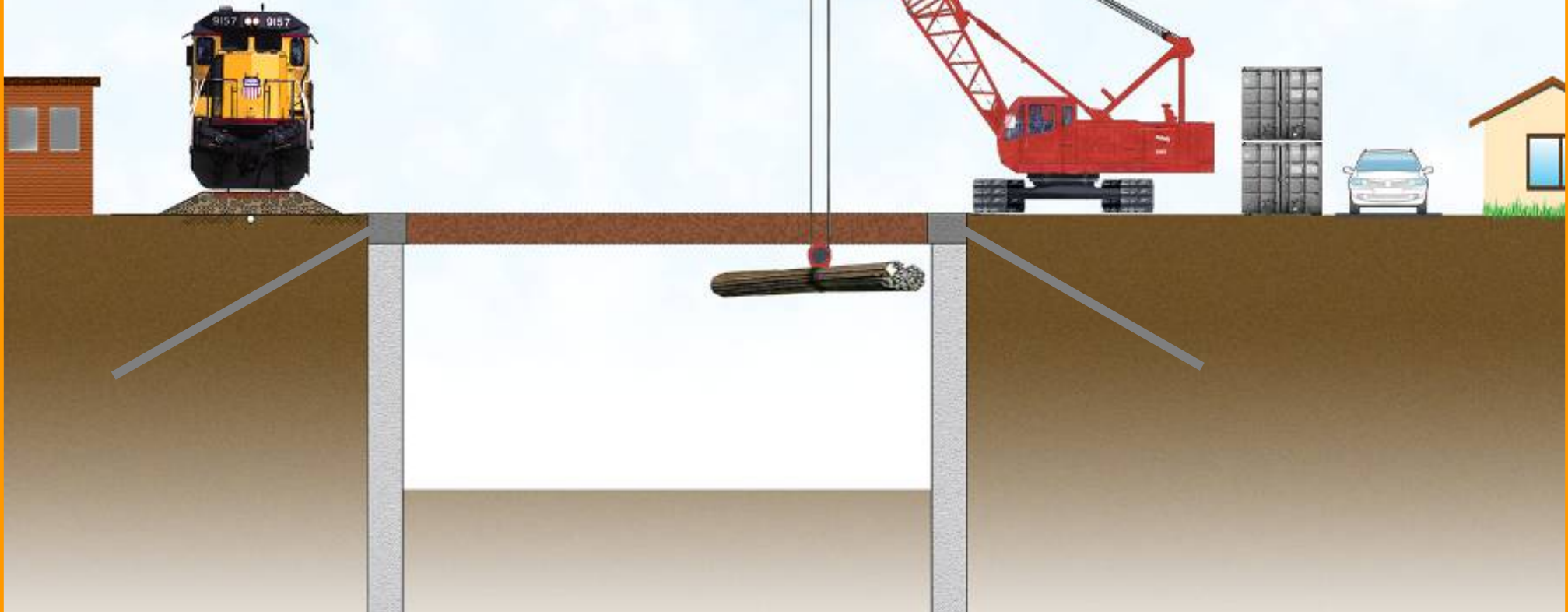
- **2.2 mile project**
 - **4 agencies affected**
- **1.4 miles of trench**
- **Project Costs - \$312M**
- **4 roadway bridges**
- **1 at-grade crossing modification**
- **2 rail road bridges**
- **Shoofly construction**
- **Modification of 2 drainage channels**
- **Installation of substantial utilities**
 - **Major Fiber Optic Infrastructure**
 - **Storm Drain**
 - **Sewer**
 - **Various Dry Utility Casings**
- **Coordination of franchise utilities**
- **Roadway maintenance and repairs**













Bottom Slab Concrete Pours



Walls Getting Finished



Project Challenges

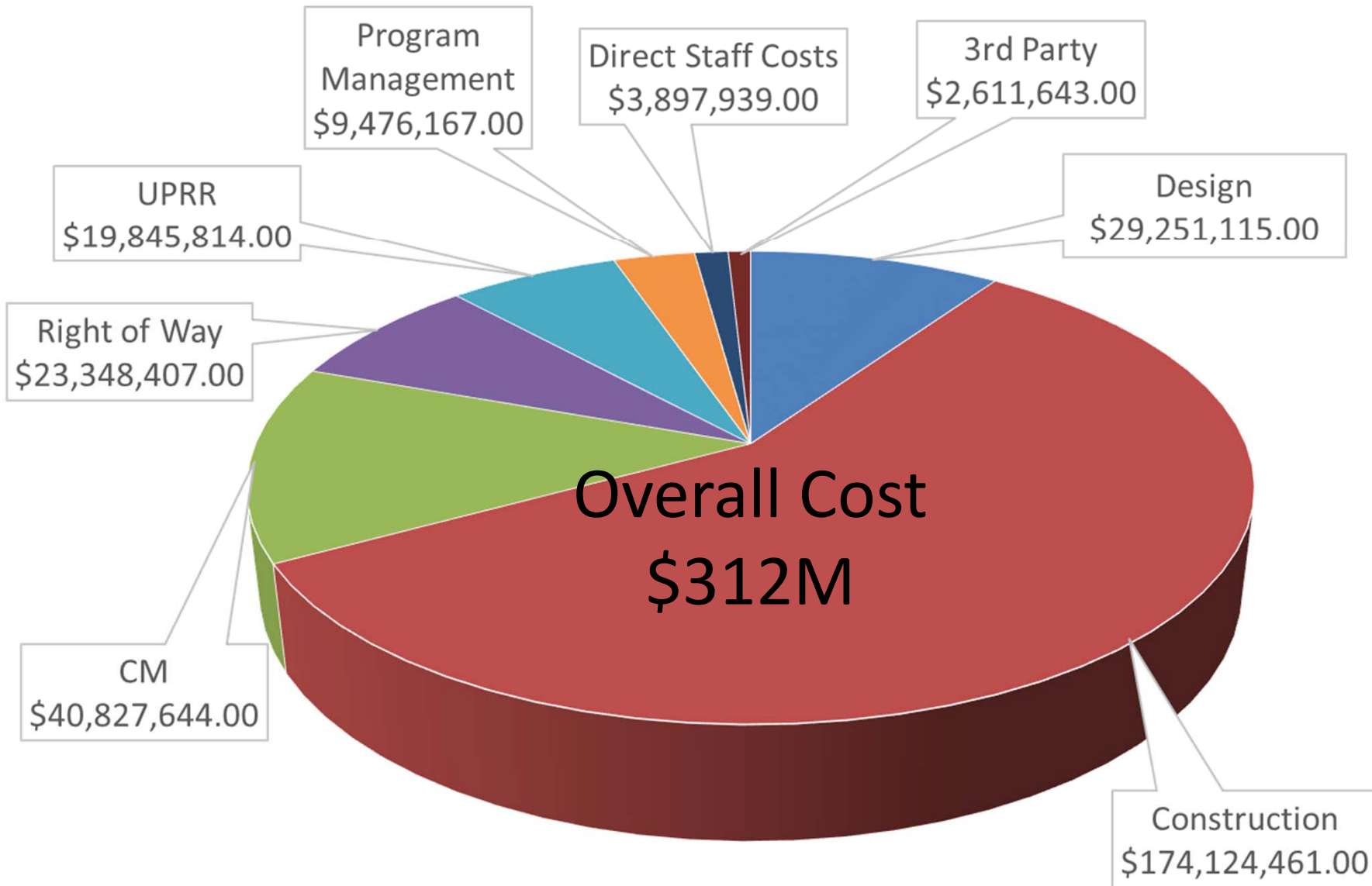
- Funding
- Property acquisition
- Utility relocations
- UPRR
- Liability insurance
- Ownership and maintenance
- Public outreach
- Local business impacts
- Noise and dust mitigation
- Archeology
- Haul route impacts
- Street closure impacts



ROW

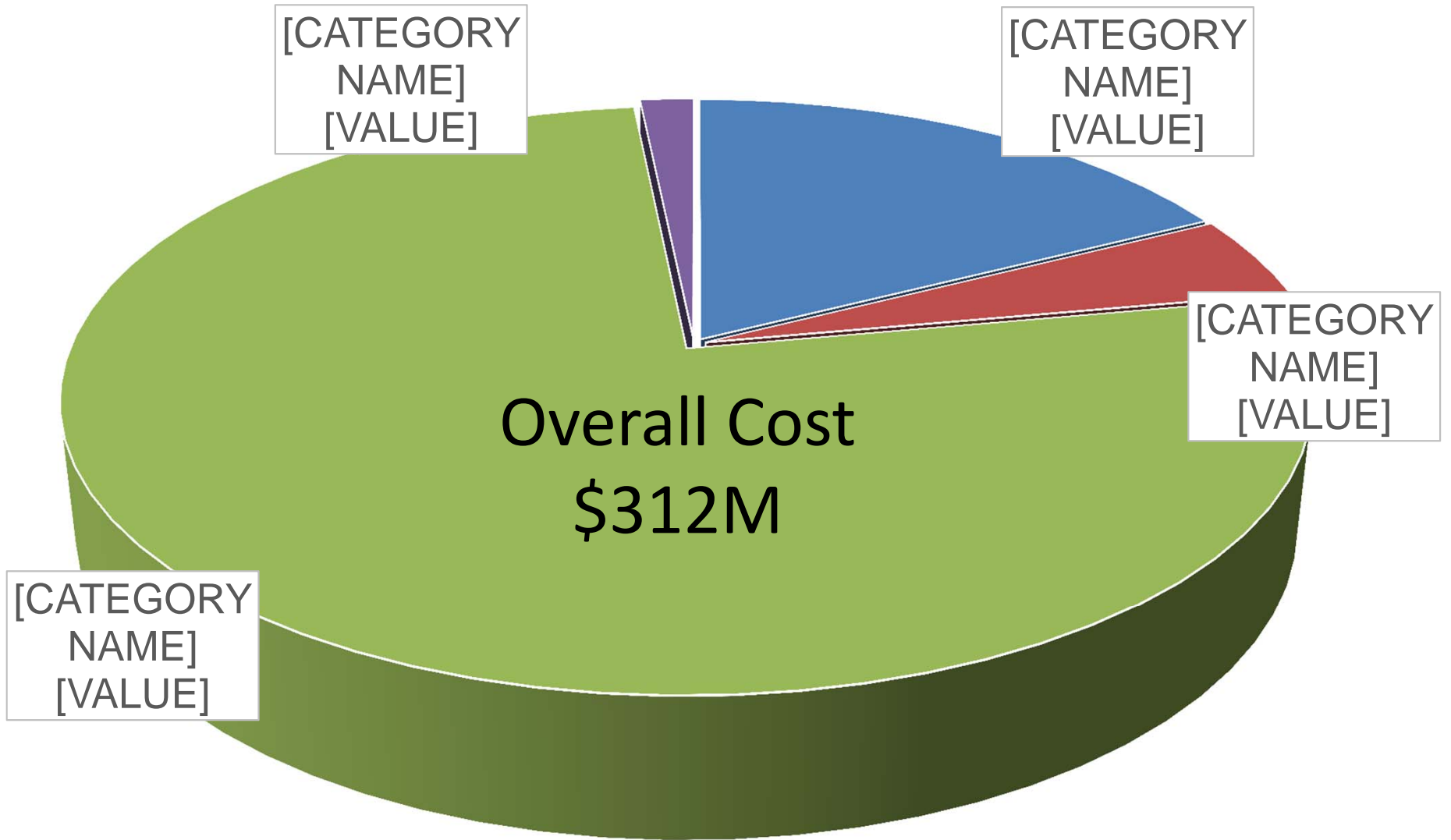
- **Required 62 Property Interests**
 - **1 Full take**
 - **55 Permanent and Temporary Construction Easements**
 - **6 Right of Entry Permits**
 - **Acquisition did require eminent domain**

San Gabriel Trench Cost Breakdown



■ Design ■ Construction ■ CM ■ Right of Way ■ UPRR ■ Program Management ■ Direct Staff Costs ■ 3rd Party

SAN GABRIEL TRENCH FUNDING



■ Measure R LA County

■ FHWA

■ State Prop 1B

■ City

\$ in millions

Project funding agreements

- Caltrans master agreement
 - Individual project supplemental agreements
 - Backstop by cities
- MOU's with Metro
- Loan agreement with Metro



Project construction agreements

- Local Agency Agreements
 - Project responsibility
 - Betterment
- Utility Agreements
- UPRR Agreements
 - Master
 - Operation, construction, maintenance, and funding
- County Sanitation Agreements
- LA County Agreements
- Caltrans Agreements



CEQA/NEPA Requirements

- Identify Impacts
 - Long Term
 - Short Term
- Identify Mitigation Measures

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist.

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards
- Hydrology/Water quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

Mitigation Monitoring Program

San Gabriel Trench Grade Separation Project
Draft EIR/E.A

7.0 Mitigation Monitoring Reporting Program

- List of required mitigation measures:
 - Required by law
 - Project specific
- Identify responsible parties
- Identify Compliance milestones

TABLE 7-1: MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure	Responsible Agency	Enforcing Agency	Timing
The project would create a new source of lighting at the site	Refer to Mitigation Measure A2	ACE	City of San Gabriel	Pre-Construction
The loss or displacement of San Gabriel Mission Site (CA-LAN-184H) and other undiscovered buried resources would result in an adverse impact.	<p>CR1: A Treatment Plan has been developed to address four archaeological resources: San Gabriel Mission archaeological site (CA-LAN-184H), former location of the SPRR San Gabriel Depot, and two historic culverts. The project's archaeological resources fall into two broad thematic categories: California mission archaeology and railroad archaeology. A Data Recovery Plan (Phase III) is proposed as part of the treatment of these resources. The San Gabriel Mission archaeological site (CA-LAN-184H) contains data that can be used to answer research questions regarding site function and chronology; Native American health, status, and ethnicity; and Mission period architecture and engineering practices. The three potential archaeological resources, if present, may contain data pertinent to research questions regarding site formation processes, chronology, function, and affiliation. Proposed data recovery methods include manual excavation, mechanical excavation, remote sensing, archaeological monitoring, archival research, and the physical relocation of Chapman's Mill and Millrace, as well as numerous specialized laboratory analyses.</p> <p>Large, diagnostic, or otherwise interesting artifacts will be mapped in situ. Most artifacts and all ecofacts from will be counted and described, placed into zip-top plastic bags labeled with the provenience information, date, excavators, and other pertinent information, and submitted to the archaeological laboratory for cleaning, analysis, and curation preparation. Because bulky building materials such as bricks (ladrillos), tiles (tejas), rocks, and cement are ubiquitous at CA-LAN-184H, these non-diagnostic artifacts will be volumetrically quantified using a graduated bucket and stockpiled separately on site during the excavation. The Union Pacific Railroad Museum, San Gabriel Mission Arcángel Museum, San Gabriel Historical Association, and/or the Ramona Museum will be allowed to select a representative sample of the materials for public education purposes. The Union Pacific Railroad Museum has first right of refusal. If none of the museums express an interest in curating the materials, they may be distributed to local schools as comparative material to be used as a learning aid for the California Fourth Grade Mission Project studies module or similar purposes. Because there is a potentially large amount of building materials present, SWCA recommends that each organization consider the quantity of materials (e.g. number of buckets, boxes, etc.) that they would like to receive prior to the start of excavation to assist the archaeologists in ensuring that these building materials are properly stockpiled. Because of their limited data potential and the expense of long-term curation,</p> <p>Archaeological monitoring will be employed for all areas containing buried cultural material as identified by the XPI and Phase II investigations. Archaeological monitoring shall be restricted to sensitive areas, specifically, the upper 10 feet of the broader Mission San Gabriel archaeological site and in the immediate vicinity of the SPRR San Gabriel Depot and two historic culvert locations. The treatment plan also includes public outreach and Native American coordination, and curation plans, along with a description of the study's anticipated personnel, scope, and schedule. The treatment plan shall also include an acknowledgment that the proposed mitigation measures and any unanticipated discoveries, including human remains will avoid interfering with UPRR railroad operations. The UPRR has also expressed an interest in observing archaeological excavations. Prior to the start of field work, the UPRR will be notified of the anticipated field schedule to allow railroad personnel to observe the excavations.</p>	ACE	California Department of Transportation (Caltrans) District 7 (Acting for the State Historical Preservation Office, or SHPO) and UPRR	Pre-Construction

Program Implementation

- Environmental consultants performing field reviews
- Construction management reports
- Active enforcement by ACE staff
- Regulatory agency reviews
- Quarterly reports to the ACE Board



Sample Mitigations

- Dust and erosion control
- Emission control equipment
- Storm water pollution prevention
- Paleontology monitoring during grading and excavation activities
- Construction traffic control
 - Haul routes
 - Lane closures
 - Driveway access
- Noise control



Construction Dust and Run-off



Water truck helps control dust at Trench project. Top right, contaminated dirt is secured for safe removal and disposal. Right, straw bales are commonly used for storm water control.



Construction Noise



Temporary noise barrier blankets used to abate construction noise

Archeo-Paleo monitoring



San Gabriel Trench Excavation Site

Over 5000 artifacts and 80 human remains were removed from the site

BUSINESS SUPPORT PROGRAM

- Created to assist businesses during project construction
- Outreach staff serves as “first-point-of-contact” and liaison to property owners and tenants
- Provide signage, advertising, and other promotional support to eligible businesses in the immediate proximity to construction sites
- Advertising placed in direct mail circulars and flyers, including multilingual publications

While the Nogales underpass is under construction
We're Open For Business!

Later this year, the Alameda Corridor-East Construction Authority (ACE) will complete a roadway underpass on Nogales Street to carry traffic under Valley Boulevard and the railroad tracks – eliminating traffic congestion and locomotive horn-blowing and improving safety.

During construction, ACE encourages customers to patronize the businesses at the intersection of Valley Boulevard and Nogales Street. As a good neighbor, ACE invites you to stop by and shop at our local businesses!

Right now is a great time to support us and to save money on the things you need. Take advantage of the special offers.

Nogales High School
Valley Blvd.
Nogales Street

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 DENTAL EXAM \$35
 BRACES \$99 Month
 WHITENING \$99 Full Mouth
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 SunTek Clarion J. Audio
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We're on the corner of Valley Bl. & Nogales St. in West Covina

SG TRENCH PROJECT

San Gabriel Blvd. 施工期間 以下商戶正常營業 We Are Open For Business!



410 S. San Gabriel Blvd., #5



417 S. San Gabriel Blvd.

SAN GABRIEL
SASHI & DAOR, INC.

261 S. San Gabriel Blvd.



305 S. San Gabriel Blvd.



MECHANIC EXPERTS, INC.

516 S. San Gabriel Blvd.



414 S. San Gabriel Blvd.

FAR EAST FLORIST

401 S. San Gabriel Blvd.



431 S. San Gabriel Blvd.



405 S. San Gabriel Blvd., #E



423 S. San Gabriel Blvd.



315 S. San Gabriel Blvd.

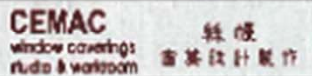
如有疑問或需索取工程最新資料
請致電輔助熱線或參閱工程網頁

24小時服務熱線
(888) ACE-1426

www.theaceproject.org



424 S. San Gabriel Blvd.



420 S. San Gabriel Blvd.



330 S. San Gabriel Blvd.



407 S. San Gabriel Blvd.



405 S. San Gabriel Blvd., #E



261 S. San Gabriel Blvd., #E

Anch
Escrow

317 S. San Gabriel Blvd.

World Journal (Chinese language)/ twice monthly/100,000 circulation/quarter page

BUSINESS SUPPORT PROGRAM

- Place directional signage and banners indicating access points or informing customers that businesses remain open during construction
- Distribute construction notices and regularly brief property owners/business tenants on project status update
- All participating merchants have remained in business during construction




BUSINESS SUPPORT PROGRAM




CONSTRUCTION OUTREACH

- Project Fact Sheets
 - Updated on a quarterly or as needed basis
 - Translated to Spanish, Chinese, Vietnamese and Korean, as needed
 - Posted on ACE Website



ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY
Alameda Corridor-East Project Fact Sheet

Nogales Street Grade Separation and Roadway Widening Project Fact Sheet
City of Industry and Los Angeles County



Computer image of the Nogales Street Grade Separation Project. View looking north.

Project Description The Nogales Street Grade Separation Project (Los Angeles Subdivision) will lower Nogales Street beneath the existing railroad tracks and also widen Gale Avenue/Walnut Drive North to two lanes in each direction. The existing at-grade crossing is located between San Jose Avenue and Gale Avenue/Walnut Drive North. The project will involve construction of a new roadway and railroad bridge, installation of new traffic signals, intersection widening, and relocation of utilities.

Project Status The Nogales Street Grade Separation Project (Los Angeles Subdivision) design and environmental documents are being updated. A construction contract is anticipated to be awarded in 2009. The overall cost of the project is estimated at \$75 million.

Project Impacts The project will eliminate the possibility of train/vehicle collisions, reduce congestion and air pollution, and eliminate train horn noise. Currently, approximately 33 trains a day travel on two tracks at speeds of up to 60 miles per hour. The Nogales Street at-grade crossing has had two incidents in the past 5 years (2003-2007). The Federal Railroad Administration predicts that the probability of a collision between a train and a vehicle at the Nogales Street crossing is one every four years.

Nogales Street between San Jose Avenue and Gale Avenue/Walnut Drive North will be closed during construction. Otterbein Avenue will be improved for temporary use during the Nogales Street closure only as a local detour route with railroad crossing. North-South traffic will be encouraged to use Fairway Drive and Fullerton Road.

Project Information For more project information, please call the Project Helpline at (888) ACE-1426 or visit the project website at www.theaceproject.org.

4900 Rivergrade Road, Suite A120, Irwindale, CA 91706 • Tel: 888-ACE-1426 • Fax: 826-472-0094 • www.theaceproject.org
Rev. 12/11/2008

CONSTRUCTION NOTICES: SAN GABRIEL TRENCH

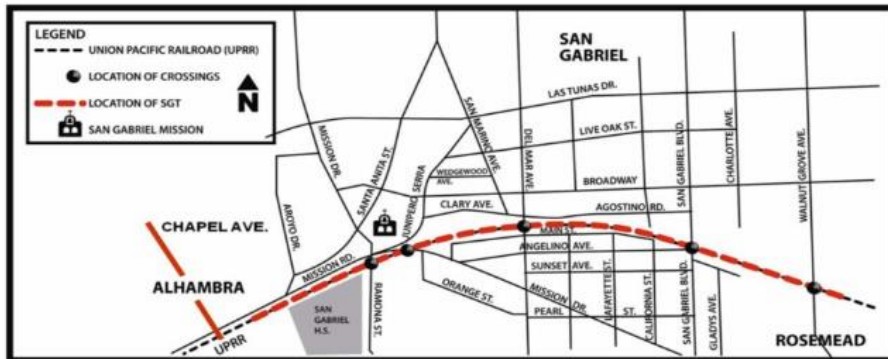


Alameda Corridor-East Construction Authority

4900 Rivergrade Road, Ste. 120 Irwindale, CA 91706 (626) 962-9292 fax (626) 472-0094 www.theaceproject.org

****CONSTRUCTION ALERT****

WORK BEGINS ON SAN GABRIEL TRENCH PROJECT



WHAT

Alameda Corridor East Construction Authority (ACE) contractor, Walsh Construction Co., will begin major construction on the San Gabriel Trench Grade Separation Project. The project will result in the lowering of a 1.4-mile section of Union Pacific railroad track in a 30-foot-deep, 65-foot-wide trench with bridges constructed at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard, allowing vehicles and pedestrians to pass over the tracks. Upon completion, traffic congestion, train collisions and noise from train horns will be eliminated.

WHEN

Underground utility relocations and preliminary work commenced in 2012 and continues through 2013. Major construction of a railroad shoofly will begin in Winter 2013, with temporary road closures during bridge construction to follow in Summer 2014. Completion of construction is anticipated for Winter 2017. Most construction will occur weekdays between 7 a.m. and 4 p.m. with occasional night work. Please check the ACE website at www.theaceproject.org for the most up-to-date information.

WHAT TO EXPECT

Temporary and alternating closures of Ramona Street, Mission Road, Del Mar Avenue will be required during construction. No two adjacent streets will be closed at the same time with Ramona Street being closed during the summer months only. One lane in each direction of San Gabriel Boulevard will remain open. Local access for businesses and residents will be maintained, and advance notice of closures, detour routes and other construction impacts will be provided. Noise, dust and vibration will be monitored for compliance with applicable limits.

Para información o preguntas, por favor llame el teléfono directo o visite el sitio web en:

如有疑問或需要索取工程最新資料，請致電輔助熱線或參閱工程網頁
Để biết thêm thông tin hoặc là có câu hỏi, xin quý vị vui lòng gọi số điện thoại
hoặc là viếng thăm trang web liệt kê ở phía dưới trang này:

**For more information or questions, please call or visit:
(888) ACE-1426 or www.theaceproject.org**

Thank you for your patience and cooperation...At ACE, It's Safety First!



Aerial rendering of the completed trench

PHASE 1 (UTILITY RELOCATION): WINTER 2012-WINTER 2014*

The first phase of construction focusing on archaeological excavation, utility relocation and infrastructure upgrades started in 2012 to allow for the construction of the San Gabriel Trench Project. In addition, there are ongoing improvements and upgrades to the existing storm drain and sewer lines that will improve drainage in various locations throughout the city.

PHASE 2 (SHOOFLY CONSTRUCTION): WINTER 2014-SUMMER 2014*

Prior to excavation of the 65-foot-wide trench, a temporary "shoofly" detour track will be constructed to the north of the existing tracks within the existing 100-foot railroad right-of-way. New crossing gates and alarms will be installed and all trains will be routed on the temporary track during excavation and while the railroad bridges are being built.

PHASE 3 (BRIDGE CONSTRUCTION): SPRING 2014-SUMMER 2015*

Bridges will be constructed at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard. The rail line will return to grade east of San Gabriel Boulevard, which will need to be raised less than 2 feet due to track elevation.

PHASE 4 (TRENCH CONSTRUCTION): SUMMER 2015-WINTER 2017*

Once the bridges are constructed, earthmovers will excavate a 65-foot-wide, 30-foot-deep section of Union Pacific railroad extending for about 1.4 miles, allowing a new track to be placed in the concrete-walled open trench.

***All construction dates are approximate.**

If you are interested in receiving information on construction activities for the San Gabriel Trench Grade Separation Project, please send us your e-mail address at info@theaceproject.org and we can provide you with our most up-to-date project information.

Si usted desea este aviso en español, por favor llame a (888) ACE-1426.

如欲索取中文告示，請致電 (888) ACE-1426。

Xin vui lòng gọi niên thoại số (888)-ACE-1426 để cầu bản sao của thông báo này bằng tiếng Việt Nam.

CONSTRUCTION OUTREACH

- Pre-Construction Surveys
 - Videotape and photograph survey of properties near construction site (exterior and interior) in advance of major construction work
 - Document pre-existing conditions
- Claims Monitoring
 - Respond to claims
 - Take photos or video at job site in the event of a claim
- ACE Project Video
 - Updated annually to show construction progress
 - Distributed to media and elected officials



CONSTRUCTION OUTREACH

- ACE Project Helpline
 - Toll-free helpline service:
(888) ACE-1426
 - English, Spanish and Chinese language friendly
 - Monitored 24 hours a day
 - Calls returned within 24 hours
 - Inquiries recorded in ACE contact database
 - Database includes over 10,000 contacts



ACE WEBSITE



Alameda Corridor-East Construction Authority

Newsroom | ACE Video | Links | Contact Us | Home

Google™ Custom Search | Site Search

The Project | Bulletins | Meetings | Project Cities | Construction/Detours | Contract Opportunities



The Ramona Blvd. Grade Separation ribbon-cutting ceremony

BULLETINS

- ▶ Request for Proposal No. 09-01 for General Counsel and Property Acquisition Legal Services for the Alameda Corridor-East Construction Authority
- ▶ Request for Proposal No. 08-12 On-Call Demolition and Construction Related Services for the Alameda Corridor-East Construction Authority
- ▶ Employment Opportunities - Utility Coordinator
- ▶ Nogales Street Grade Separation and Gale Avenue/Walnut Drive Widening Project Initial Study/Environmental Assessment and Proposed Mitigated Negative Declaration (PDF format)

[MORE BULLETINS](#)

ACE Project San Gabriel Valley



ACE Trade Corridor



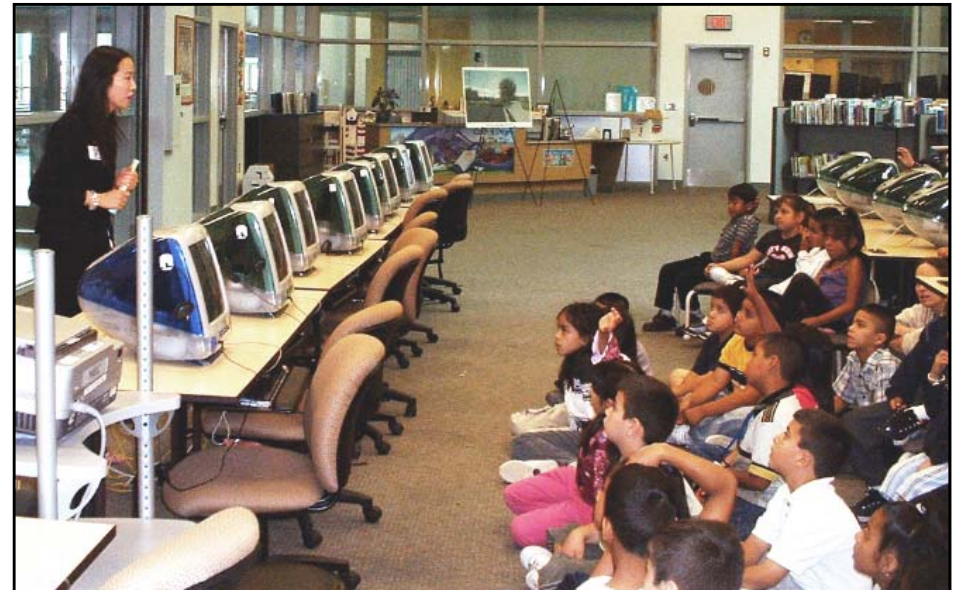
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This website is best viewed with Internet Explorer 7.0 and Firefox 3.0 browsers

SCHOOL SAFETY OUTREACH

- Distribute age-appropriate rail and construction safety kits and notices to schools near construction projects
- Conduct safety video presentations targeting elementary, middle and high schools
- Coordinate school bus routes/detours with school district officials
- ACE has distributed over 20,000 safety kits to students at schools in El Monte, La Puente, Pomona, Rowland Heights, San Gabriel, Walnut and West Covina



COMMUNITY EVENTS & MEETINGS

- Coordinated groundbreaking and ribbon cutting ceremonies
- Coordinated public outreach and community meetings during environmental, design and construction phases
- Staffed ACE information booth at transportation related events
- Assisted with tours for elected officials, legislative staff, and other interested parties



MEDIA AND PUBLIC OUTREACH

- Responsible for media outreach and positive media coverage of the ACE Project
- Coordinate coverage in mainstream, local, and ethnic (Spanish and Chinese) print, TV, radio, and electronic media
- Quarterly ACE Report newsletter distributed to elected officials and the public
- Prepare press releases, media advisories and traffic alerts
- Maintain media contact list

ACE Project improves traffic flow

By Clarice Prittie, Special Sections Writer

The Alameda Corridor-East (ACE) Project is chugging right along in the City of Industry.

Railroad grade crossing safety improvements are about 95 percent complete and under construction is a highly visible \$46.1 million major project, the Nogales Street roadway underpass at Nogales and Valley Boulevard on the border of the Cities of West Covina and Industry. It is expected to be completed in August 2016.

City of Industry Councilman Jack Phillips (also an ACE board member) called Nogales "a showcase for the ACE Project that will take care of a lot of needs."

The Nogales undertaking is expected to relieve a lot of congestion at the railroad crossing. The grade separation will require Nogales Street to be lowered approximately 20 feet under the railroad tracks and Valley Boulevard. Two bridges will be built to carry both railroad traffic and Valley Boulevard motorist traffic over the depressed Nogales Street. The newly configured Nogales Street will also include a loop connector road that will replace the normal intersection at Nogales and Valley and will be located in the northeast quadrant of the intersection.

Empire and beyond, includes a 35-mile stretch of the San Gabriel Valley between East Los Angeles and Pomona. ACE includes transportation safety improvement projects at 42 rail crossings located throughout the valley (17 in the City of Industry). Industry is bisected by two transcontinental rail lines, the Southern Pacific Co. and the Union Pacific Railroad. Southern Pacific has a freight yard in the city and a cut-off line to Los Angeles Harbor.

Eliminate the wait

When the ACE Project is completed, it will free up the crossings where many of the freight trains tie up traffic. It is estimated ACE will eliminate nearly 13,000 hours of traffic delay by moving street traffic under or over rail lines.

Phillips feels ACE is one of the best projects going for Industry as well as the valley and has been involved almost from day one. "I believe in the project wholeheartedly," he said, and noted the cooperation ACE has received on the project from all sources. "Everything has been done very well by us (ACE) so far and we have had very good luck in Washington, D.C. with our contacts with senators and representatives."



PHOTOS BY TOM THOMPSON

Cars wait for a train to pass at the Nogales Street crossing. The ACE Project will eliminate many of these level grade crossings, which will improve traffic flow along the Alameda Corridor.

some health problems for the past couple of months. He said he missed a few meetings but is now getting back into the project. He has seen first hand most of the improvements thus far and gone to the work sites. "I'd like to be involved with ACE as

pleted." A long-time San Gabriel Valley resident, Phillips was raised in Deadwood in South Dakota's Lawrence County. His family included four brothers and a sister. As young men, he and two brothers started

member of the Foothill Transit Board. He noted that by alleviating auto/train conflict at level crossings, the ACE Project will increase safety, improve mobility, improve air quality and foster economic vitality. To implement one of the latest

Alameda Corridor-East

Cars and trucks travel under a railroad bridge at the ACE Nogales Street grade separation project off the 60 freeway.

San Gabriel Valley

The ACE Project:

- ◆ **Increases Safety**
Construct railway-roadway separations at 21 crossings and safety enhancements at 39 crossings
- ◆ **Cuts Congestion**
Eliminate train delays of up to 10 to 24 minutes at the busiest crossings
- ◆ **Improves Air Quality**
Eliminate 221 tons of pollution annually by reducing traffic delays
- ◆ **Fosters Economic Vitality**
Help preserve 192,000 new jobs in San Gabriel Valley

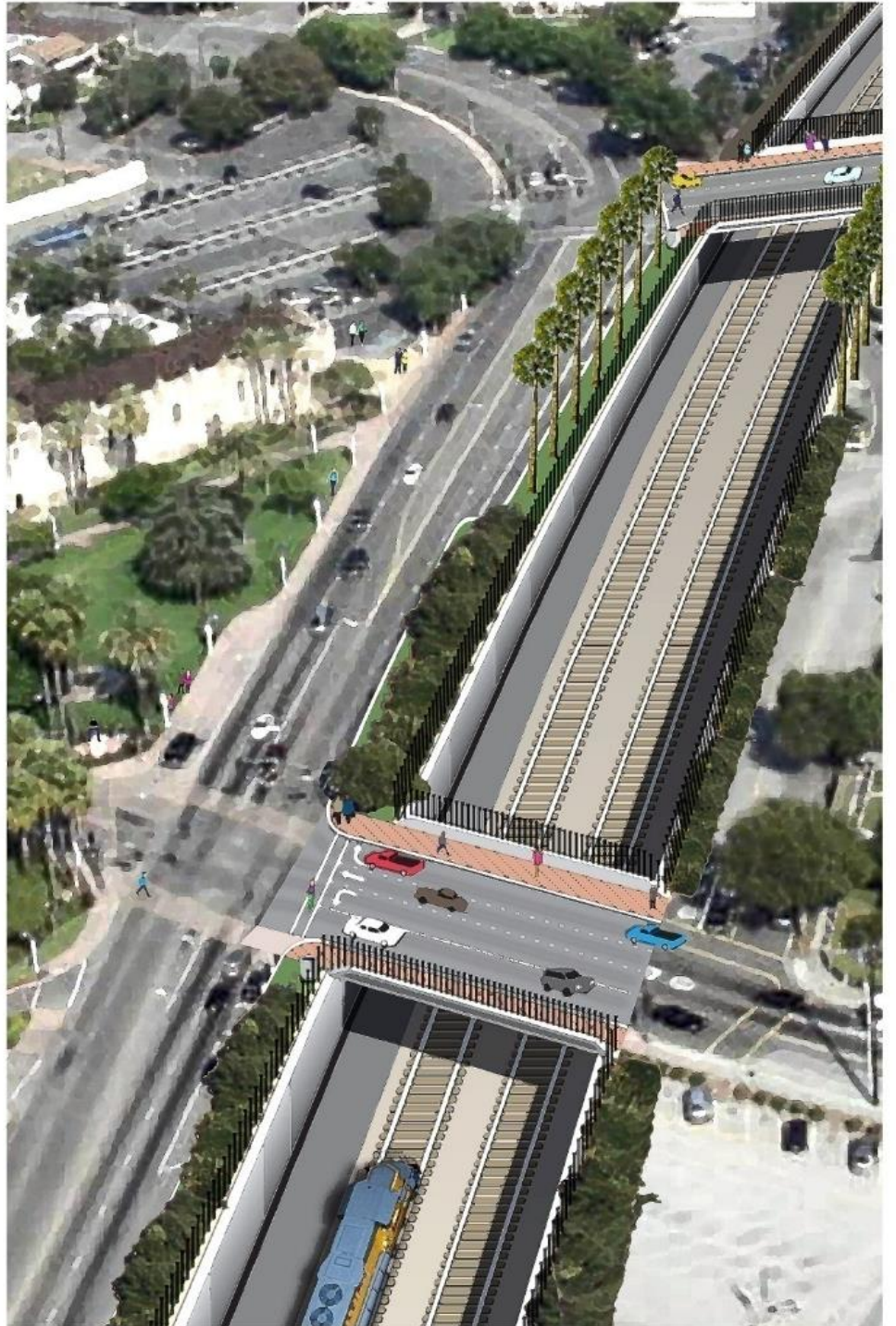
888-ACE-1426
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Current Traffic Situation at Crossings

SAN GABRIEL VALLEY NEWSMAGAZINE GROUP ADVERTISING/PUBLICATION

GETTING THERE

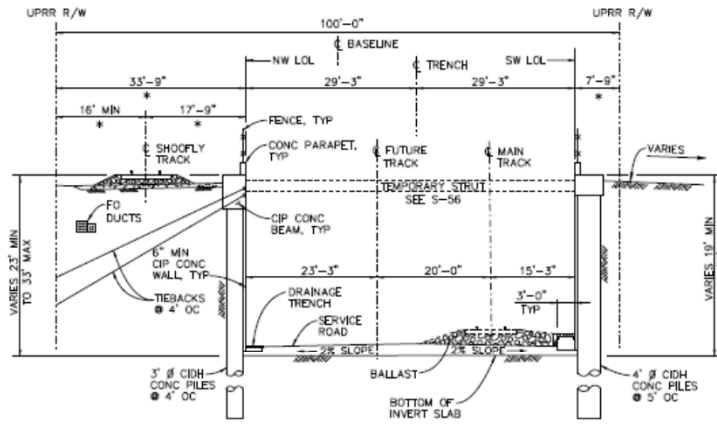
4



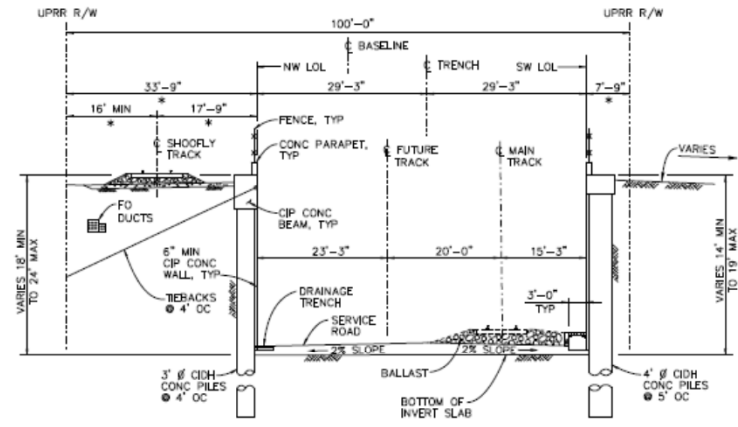
SAN GABRIEL TRENCH TEAM

- **Railroad: Union Pacific Railroad (UPRR)**
- **Designer: Moffatt and Nichol Engineers**
- **ROW Agent: Paragon Partners**
- **Construction Manager: Jacobs Engineering**
- **Archeological Team: SWCA**
- **Contractor: Walsh Construction**

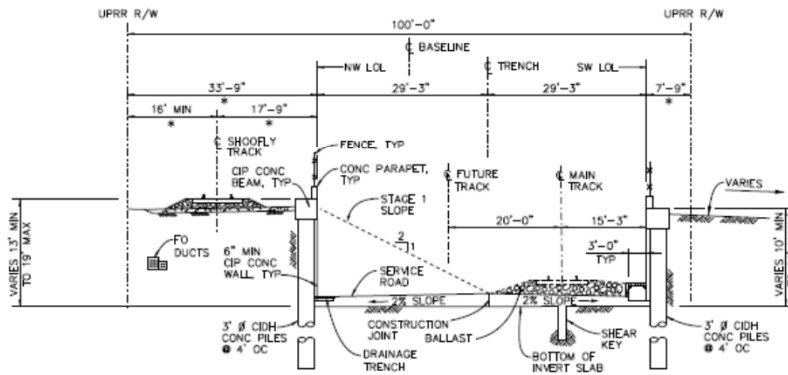
Trench Typical Cross Section



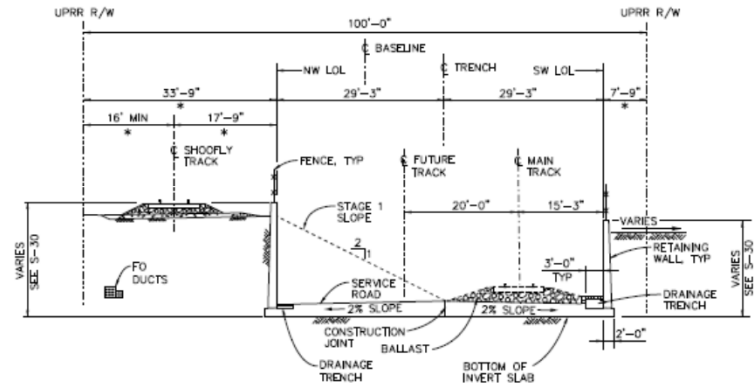
SECTION M - STA 93+62.59 NW TO STA 98+66.59 NW
 STA 93+38.27 SW TO STA 98+18.27 SW
 SCALE: 1" = 10'-0"



SECTION N - STA 98+66.59 NW TO STA 101+06.59 NW
 STA 98+18.27 SW TO STA 100+58.27 SW
 SCALE: 1" = 10'-0"



SECTION O - STA 101+06.59 NW TO STA 102+86.59 NW
 STA 100+58.27 SW TO STA 102+38.27 SW
 (TRENCH TO BE CONSTRUCTED IN 2 STAGES,
 SEE CONSTRUCTION STAGING & PLAN SECTIONS)
 SCALE: 1" = 10'-0"



SECTION P - STA 102+86.59 NW TO STA 103+27.09 NW
 STA 102+38.27 SW TO STA 103+10.57 SW
 (TRENCH TO BE CONSTRUCTED IN 2 STAGES,
 SEE CONSTRUCTION STAGING & PLAN SECTIONS)
 SCALE: 1" = 10'-0"

NOTES:

1. FOR PILE TIP ELEVATIONS, SEE S-16 & S-17.
2. "*" - DIMENSIONS VARY, SEE S-8 THRU S-15.
3. FOR ADDITIONAL NOTES, SEE S-8 & S-22.

Tie Back Easements

Tie Back Easements

